

STATEMENT OF ENVIRONMENTAL EFFECTS

Alterations and
Additions including a
New Carport

51 Quinton Road,
Manly

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Statement of Environmental Effects

Alterations and Additions including a New Carport 51 Quinton Road, Manly

Prepared under instructions from

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July 2020

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1 Introduction

This statement has been prepared as part of the supporting documentation for a Development Application in relation to alterations and additions to the existing dwelling including a new carport. The works proposed have been discussed with Council via a pre-lodgement meeting (PLM2020/0111) and the advice provided is reflected in the proposed works.

The proposed carport and minor works to the existing dwelling have been carefully designed to allow for the site to include 2 off-Road car spaces while minimising the amenity impacts to neighbouring dwellings. The existing Streetscape character has been considered in the design of the carport so it integrates with the existing dwelling. Replacement trees are also proposed for those trees proposed to be removed.

In addition to the Statement of Environmental Effects, the following also accompanies the application:

- Survey;
- Architectural Plans by Alice Cutcliffe Architect
- Arborist Report by Joanne Willis (level 5 Arborist)
- Stormwater Management Plans by NC Consulting Engineers

In preparation of this document, consideration has been given to the following:

- Environmental Planning and Assessment Act, 1979;
- Manly Local Environmental Plan 2013 and
- Manly Development Control Plan 2013

The proposal succeeds when assessed against the Heads of Consideration pursuant to section 4.15 of the Environmental Planning and Assessment Act, 1979 as amended. It is considered that the application, the subject of this document, is appropriate on merit and is worthy of the granting of development consent for the following reasons:

- The application has considered and satisfies the various relevant planning controls applicable to the proposed use and associated works.
- The site is assessed as suitable for the proposal, having regard to the relevant land use and planning requirements.

2 Site Analysis

2.1 Site Description and Location

The site is identified as being within lot 33, section 1 in DP 6100. The site has an area of 371.6m² and is rectangular in shape with a frontage to Quinton Road of 12.19m and depth of 30.48m. The topography of the site is relatively flat. An aerial location view is provided as figure 1 below.



Figure 1: Site Location Map (Source: Six Maps)

The development in the local area contains a predominately detached and semi-detached residential dwellings with some residential flat buildings towards the southern end of Quinton Road. The existing development on the site is a detached 2-storey weatherboard dwelling.

3 Description of Development

3.1 Details of the Proposed Development

The proposed works comprise of minor alterations and additions to the existing dwelling and the construction of a new double carport. Specifically, the works include:

- New double carport located in the north-eastern corner of the site. Part of the existing roof will be demolished to incorporate the carport.
- New driveway and crossing
- Demolish and construct new front fence with roller gate

The works will require the removal of 4 trees with 2 replacement trees proposed at the front of the site and on the street verge. This is detailed in the arborist report provided. Stormwater management plans have also been prepared.

4 Statutory Planning Framework

The following section of the report will assess the proposed development having regard to the statutory planning framework and matters for consideration pursuant to Section 4.15 of the Environmental Planning & Assessment Act, 1979 as amended. Those matters which are required to be addressed are outlined, and any steps to mitigate against any potential environmental impacts are discussed below.

4.1 Manly Local Environmental Plan 2013

4.1.1 Zoning and Permissibility

The subject site is Zoned R1 General Residential. The objectives of R1 General Residential zone are as follows:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

Dwelling houses are permissible with consent in the R1 zone and the works relate to alterations and additions to an existing dwelling. As such, the works are permissible with consent.

4.1.2 Floor Space Ratio

Pursuant to clause 4.4 in the LEP, the site has a maximum floor space ratio (FSR) control calculated at 0.6:1. The objectives of the FSR control are as follows:

- a) *to ensure the bulk and scale of development is consistent with the existing and desired Streetscape character,*
- b) *to control building density and bulk in relation to a site area to ensure that development does not obscure important landscape and townscape features,*
- c) *to maintain an appropriate visual relationship between new development and the existing character and landscape of the area,*
- d) *to minimise adverse environmental impacts on the use or enjoyment of adjoining land and the public domain,*
- e) *to provide for the viability of business zones and encourage the development, expansion and diversity of business activities that will contribute to economic growth, the retention of local services and employment opportunities in local centres.*

The existing dwelling has a compliant FSR of 0.51:1. No additional gross floor area is proposed with the works so the existing FSR is to remain unchanged.

4.1.3 Height of Buildings

Pursuant to clause 4.3 in the LEP the max building height is measured at 8.5m. The objectives of the control are as follows:

- a) *to provide for building heights and roof forms that are consistent with the topographic landscape, prevailing building height and desired future Streetscape character in the locality,*
- b) *to control the bulk and scale of buildings,*
- c) *to minimise disruption to the following:*
 - i. *views to nearby residential development from public spaces (including the harbour and foreshores),*
 - ii. *views from nearby residential development to public spaces (including the harbour and foreshores),*
 - iii. *views between public spaces (including the harbour and foreshores),*

There is no change to the existing overall height of the dwelling. The carport addition will sit well below the 8.5m building height development standard.

4.1.4 Acid Sulfate Soils

Pursuant to clause 6.1 of the LEP the objective is to ensure that development does not disturb expose or drain acid sulfate soils and cause environmental damage. The subject site is mapped as being within class 5 acid sulfate soils. The proposed development does not require any significant excavation that would disturb or expose acid sulfate soils. It is considered that the proposed works will not adversely impact on the local environment.

4.2 Manly Development Control Plan 2013

The relevant provisions of the Manly Development Control Plan 2013 in relation the proposed works are detailed as follows:

Control	Requirement	Proposed	Compliance
Streetscapes and Townscapes 3.1	<p>To minimise any negative visual impact of walls, fences and carparking on the street frontage.</p> <p>To ensure development generally viewed from the street complements the identified streetscape.</p> <p>To encourage soft landscape alternatives when front fences and walls may not be appropriate.</p> <p>To ensure that all parking provision is designed and sited to respond to and respect the prevailing townscape.</p> <p>To assist in maintaining the character of the locality.</p> <p>To recognise the importance of pedestrian movements and townscape design in the strengthening and promotion of retail centres.</p>	<p>The design of the carport reflects the detailed site and streetscape analysis and provides a contextually responsive built form. The carport design incorporates a pitched roof form which is compatible with the existing dwelling and dwellings within the streetscape.</p> <p>The location of the carport is consistent with development in the streetscape. Carports forward of the building line are common along Quinton Road as shown in section 4.2.1 of this report. As such, the provision of the proposed carport forward of the building line, as well as the new fence, would not be considered jarring or unsympathetic to the existing character of the streetscape.</p> <p>Trees to be removed will be replaced at the front of the site and along the road reserve to ensure an appropriate landscape setting and enhanced streetscape character.</p>	Yes

Control	Requirement	Proposed	Compliance
	To minimise negative visual impact, in particular at the arterial road entry points into the Council area and the former Manly Council area, so as to promote townscape qualities.		
Garages, Carports and Hardstand Areas 3.1.1.4	<p>Garages, carports and hardstand areas must be designed and sited in a manner that does not to dominate the street frontage by:</p> <p>i) its roof form, material choice and detailing by being subservient to the associated dwelling; and</p> <p>ii) being compatible with the streetscape and the location in relation to front setback criteria.</p>	<p>As mentioned, a pitched roof form for the carport was chosen to compliment the existing dwelling and those neighbouring dwellings in the streetscape.</p> <p>The location of the carport forward of the building line is consistent with carports and garages along Quinton Road. Examples have been provided in section 4.2.1 of this report.</p>	Yes
Preservation of Trees 3.3.2 Footpath Tree Planting 3.3.3	<p>To protect and enhance the urban forest of the Northern Beaches.</p> <p>To protect and enhance the scenic value and character that trees and/or</p>	<p>An arborist report has been prepared and accompanies this application.</p> <p>Replacement trees are proposed for those trees to be removed including the replacement of the street tree.</p>	Yes

Control	Requirement	Proposed	Compliance
	bushland vegetation provide.		
Sunlight Access and Overshadowing 3.4.1	<p>New development (including alterations and additions) must not eliminate more than one third of the existing sunlight accessing the private open space of adjacent properties from 9am to 3pm at the winter solstice (21 June) ; or</p> <p>Where there is no winter sunlight available to open space of adjacent properties from 9am to 3pm, the calculations for the purposes of sunlight will relate to the equinox in March and September from 9am to 3pm.</p>	<p>Shadow diagrams have been prepared and are provided within the architectural plans. The additional overshadowing caused by the carport will not impact on any neighbouring properties.</p>	Yes
Privacy and Security 3.4.2	<p>To minimise loss of privacy to adjacent and nearby development by:</p> <ul style="list-style-type: none"> appropriate design for privacy (both acoustical and visual) including screening 	<p>There are no proposed works to the house that would raise any concerns regarding privacy impacts to the adjoining developments. The works will maintain the existing contextual relationship between the neighbouring properties.</p> <p>The new front fence and entry provides a clearly defined</p>	Yes

Control	Requirement	Proposed	Compliance
	<p>between closely spaced buildings;</p> <ul style="list-style-type: none"> mitigating direct viewing between windows and/or outdoor living areas of adjacent buildings. <p>To increase privacy without compromising access to light and air. To balance outlook and views from habitable rooms and private open space.</p> <p>To encourage awareness of neighbourhood security.</p>	entrance and appropriate security in the neighbourhood.	
Stormwater Management 3.7	<p>To manage urban stormwater within its natural catchments and within the development site without degrading water quality of the catchments or cause erosion and sedimentation.</p> <p>To manage construction sites to prevent environmental impacts from stormwater and protect downstream properties</p>	Stormwater management plans have been prepared.	Yes

Control	Requirement	Proposed	Compliance
	from flooding and stormwater inundation.		
Number of Storeys 4.1.2.2	2 storeys	2 storeys	Yes
FSR 4.1.3	0.6:1	0.51:1 (as per existing)	Yes
Front Setback 4.1.4.1	Road Front setbacks must relate to the front building line of neighbouring properties and the prevailing building lines in the immediate vicinity.	<p>The carport proposes a nil front setback. This setback is consistent with other garages/carports along Quinton Street. Many are located forward of the building line with either a nil or minimal front setback.</p> <p>The carport will be open with no solid walls which will minimise its visual impact when viewed from the street and neighbouring properties.</p> <p>The trees to be removed are exempt species under the Manly DCP. Replacement trees are proposed both on the site and street to ensure that the natural features are enhanced. The replacement trees will provide additional screening and softening of the built form.</p> <p>The proposed siting of the carport does not raise any adverse amenity impacts in</p>	No - worthy on merit

Control	Requirement	Proposed	Compliance
		relation to privacy, overshadowing or view loss. As such, it is considered worthy on merit.	
Side Setbacks 4.1.4.2	1/3 of wall height	<p>The carport will include no full length solid walls. Having no full length walls makes the applicable side setback control indeterminate. Nevertheless, the proposed nil setback to the northern boundary does not raise any amenity impact concerns in regard to overshadowing, privacy or view impacts. The existing streetscape also provides examples of carports/garages that have a nil side setback which are shown in section 4.2.1 of this report.</p> <p>The open nature of the carport allows the sense of openness between the neighbouring property to the north to be maintained.</p> <p>Landscaping will be enhanced with the 2 replacement native trees located at the front of the site.</p> <p>The proposal meets the objectives of the DCP control and will reduce the demand for on-street parking along Quinton Road.</p>	No – worthy on merit.

Control	Requirement	Proposed	Compliance
Open Space and Landscaping	55% Open Space	Total open space = 171.5m² (46.2%)	No
	35% Soft Landscaping	Soft Landscaping = 88.5m² (42.24%) The addition of a new carport results in a decrease in total open space area but remains compliant with the soft landscape control. The proposal requires the removal of 4 trees which are detailed in the arborist report provided. To compensate for the loss of canopy trees, 2 replacement trees are proposed which will be located in the south eastern corner of the site and on the street. Both trees are proposed to be native trees. In this regard, it is considered that this is a greater outcome given the 4 trees being removed are either exempt species or hold no particular significance and not considered worthy of being retained. The proposed replacement native trees will enhance the existing streetscape while providing some additional screening and softening of the carport. This benefit is combined with reducing the level of demand for on-street parking along Quinton Road. The proposal requires a minor variation to the open space	Yes

Control	Requirement	Proposed	Compliance
		control with the soft landscaping quality of the site being vastly retained and enhanced in this instance. As such, the proposal meets the objectives of this control.	
Parking Design 4.1.6.1	<p>a) The design and location of all garages, carports or hardstand areas must minimise their visual impact on the streetscape and neighbouring properties and maintain the desired character of the locality.</p> <p>b) Garage and carport structures forward of the building line must be designed and sited so as not to dominate the street frontage. In particular:</p> <p>i) garages and carports adjacent to the front property boundary may not be permitted if there is a reasonably alternative onsite location;</p> <p>ii) carports must be open on both sides and at the front; and</p> <p>c) the maximum width of any garage, carport</p>	<p>As shown in section 4.2.1 of this report, carports and garages are common along Quinton Road. The proposed carport is consistent with development in the streetscape and would not be considered out of character.</p> <p>Particular attention has been given to the design to ensure it integrates with the existing dwelling and so it does not dominate the street frontage. Replacement native canopy trees at the front of the site will provide some screening and softening of the built form.</p> <p>The existing development on the site leaves little opportunity to locate the carport elsewhere. It does not include any solid walls to the sides and front of the carport. The width takes up less than 50% of the site frontage with a proposed carport width of 5.5m.</p> <p>The carport provided for 2 off-street car spaces and meets the requirements of this control while reducing</p>	Yes

Control	Requirement	Proposed	Compliance
	or hardstand area is not to exceed a width equal to 50 percent of the frontage, up to a maximum width of 6.2m.	demand for on-street parking along Quinton Road.	
Fences 4.1.10	In relation to open/ transparent fences, height may be increased up to 1.5m where at least 30 percent of the fence is open/ transparent for at least that part of the fence higher than 1m.	The proposed cedar batten fence along the front boundary does not extend above 1.5m. A roller door fence is proposed to the carport.	Yes

4.2.1 Streetscape Character – Carports

The following images provide examples of carports and garages that have been constructed forward of the building line along Quinton Road.



42 Quinton Road



45 Quinton Road



44 & 46 Quinton Road



34 Quinton Road



33 Quinton Road



58 Quinton Road

These examples establish that garages and carports forward of the building line are consistent within the streetscape.

4.3 Matters for Consideration Pursuant to Section 4.15 of the Environmental Planning and Assessment Act 1979 as Amended

The following matters are to be taken into consideration when assessing an application pursuant to section 4.15 of the Environmental Planning and Assessment Act 1979 (as amended). Guidelines (in *italic*) to help identify the issues to be considered have been prepared by the Department of Planning and Environment. The relevant issues are:

(i) The provision of any planning instrument

The proposal is permissible and generally in conformity with the General, Development Type and Locality Specific Controls contained within Manly Development Control Plan.

The proposal succeeds when assessed against the Heads of Consideration pursuant to section 4.15 of the Environmental Planning and Assessment Act, 1979. It is considered that the application, the subject of this document, is appropriate on merit and is worthy of the granting of development consent.

(ii) Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

N/A

(iii) Any development control plan

Manly DCP applies.

(iiia) Any Planning Agreement that has been entered into under section 7.4 or any draft planning agreement that a developer has offered to enter into under Section 7.4, and

N/A

(iv) The Regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

N/A

(v) Any Coastal Zone Management Plan (within the meaning of the Coastal Protection Act 1979)

N/A

(b) The likely impacts of that development, including environmental impacts on both the natural and built environments and social and economic impacts in the locality,

Context and Setting

i. What is the relationship to the region and local context in terms of:

The scenic qualities and features of the landscape

The character and amenity of the locality and Streetscape

The scale, bulk, height, mass, form, character, density and design of development in the locality

The previous and existing land uses and activities in the locality

The proposed alterations and additions are entirely commensurate with that established by adjoining development and development generally within the sites visual catchment with no adverse residential amenity impacts in terms of views, privacy or overshadowing.

ii. What are the potential impacts on adjacent properties in terms of:

Relationship and compatibility of adjacent land uses?

sunlight access (overshadowing)

visual and acoustic privacy

views and vistas

edge conditions such as boundary treatments and fencing

These matters have been discussed in detail earlier in this report. The works have been designed such that potential impacts are minimal and within the scope of the built form controls.

Access, transport and traffic:

Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:

Travel Demand

dependency on motor vehicles

traffic generation and the capacity of the local and arterial road network

public transport availability and use (including freight rail where relevant)

conflicts within and between transport modes

Traffic management schemes

Vehicular parking spaces

The new carport will provide for 2 off-street parking spaces.

Public Domain

The proposed development will have no adverse impact on the public domain.

Utilities

Existing utility services will continue to service the dwelling house.

Flora and Fauna

The application is accompanied by an arborist report.

Waste Collection

Normal domestic waste collection applies to the existing dwelling house.

Natural hazards

N/A

Economic Impact in the locality

The proposed development will not have any significant impact on economic factors within the area notwithstanding that it will generate additional employment opportunities through the construction period with respect to the proposed works.

Site Design and Internal Design

Is the development design sensitive to environmental considerations and site attributes including:

size, shape and design of allotments

The proportion of site covered by buildings

the position of buildings

the size (bulk, height, mass), form, appearance and design of buildings

the amount, location, design, use and management of private and communal open space

Landscaping

These matters have been discussed in detail earlier in this report. The potential impacts are minimal and within the scope of the general principles, desired future character and built form controls.

How would the development affect the health and safety of the occupants in terms of:

lighting, ventilation and insulation

building fire risk – prevention and suppression

building materials and finishes

a common wall structure and design

access and facilities for the disabled

likely compliance with the Building Code of Australia

The proposed development will comply with the provisions of the Building Code of Australia as required by Clause 98 of the Environmental Planning and Assessment Regulation 2000. There will be no detrimental effects on the occupants through the building design which will achieve the relevant standards pertaining to health and safety.

Construction

What would be the impacts of construction activities in terms of:

The environmental planning issues listed above

Site safety

The development will be carried out in accordance with the provisions of the Protection of the Environment Operations Act 1997. Normal site safety measures and procedures will ensure that no site safety or environmental impacts will arise during construction.

(c) The suitability of the site for the development

Does the proposal fit in the locality

Are the constraints posed by adjacent development prohibitive

Would development lead to unmanageable transport demands and are there adequate transport facilities in the area

Are utilities and services available to the site adequate for the development

Are the site attributes conducive to development

The site is located in an established residential area. The adjacent development does not impose any unusual or impossible development constraints. The proposed development will not cause excessive or unmanageable levels of transport demand.

The site being of moderate grade, adequate area, and having no special physical or engineering constraints is suitable for the proposed works.

(d) Any submissions received in accordance with this act or regulations

It is envisaged that Council will appropriately consider any submissions received during the notification period.

(e) The public interest

The architect has responded to the client brief to provide for a dwelling of design merit that provides a high level of amenity for the future occupants whilst appropriately addressing the sites setting and maintaining the amenity of the nearby residential properties. The development will provide a quality built form outcome on the site.

It is considered that the public interest is best served in providing certainty in the planning process through encouraging development of good design that satisfies the outcomes and controls contained within the adopted legislative framework. Accordingly, approval of the development would be in the public interest.

5 Conclusion

The proposed carport and minor alterations and additions to the dwelling are commensurate with surrounding development and do not give rise to any unreasonable amenity impacts to neighbouring dwellings. The works are consistent with the objectives of the built form controls as they reasonably apply.

It is considered that the proposal is appropriate on merit and is worthy of the granting of development consent for the following reasons:

- The application has considered and satisfies the various relevant planning controls applicable to the site and the proposed development.
- The proposed carport is compatible with the existing Streetscape and development in the local area generally.
- The site is assessed as suitable for the proposal, having regard to the relevant land use and planning requirements.

It is considered that the public interest is best served in providing certainty in the planning process through encouraging development of exceptional design merit, that satisfies the outcomes and controls contained within the adopted legislative framework.

Having given due consideration to the matters pursuant to Section 4.15 of the Environmental Planning and Assessment Act, 1979 as amended, it is considered that there are no matters which would prevent Council from granting consent to this proposal in this instance.