



Corona Projects

Development Application
STATEMENT OF ENVIRONMENTAL EFFECTS

Torrens title subdivision of one lot into two lots

63 Francis Street, Manly

November 2019

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PROJECT DETAILS

Client: Mr Colin Wardle
Subject land: 63 Francis Street, Manly
Lot Description: Lot 44, Section D, DP4449
Proposed development: Torrens title subdivision of one lot into two lots

The report is prepared by Judy Tran
Bachelor of Planning (WSU)


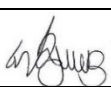

The report is reviewed by Emma Rogerson
Bachelor of Architecture and Environments (USYD)

Project Code: J000330

I certify that the contents of the Statement of Environmental Effects to the best of my knowledge, has been prepared as follows:

- In accordance with Section 4.12 of the Environmental Planning and Assessment Act 1979 and Clause 50 of the Environmental Planning and Assessment Regulation 2000;
- The statement contains all available information that is relevant to the environmental impact assessment of the proposed development;
- To the best of my knowledge the information contained in this report is neither false nor misleading.

Quality Management

| | Name | Date | Signature |
|-----------------------|---------------|------------|---|
| Prepared by | Judy Tran | 23.09.2019 |  |
| Checked by | Emma Rogerson | 23.09.2019 |  |
| Approved for issue by | Judy Tran | 05.11.2019 |  |

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1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared for Mr Colin Wardle to accompany a Development Application (DA) to Northern Beaches Council (Council) for the Torrens title subdivision of one lot into two allotments at 63 Francis Street, Manly.

More specifically, the proposal seeks to retain the existing house as proposed Lot A. The proposal does not entail a shared driveway.

The proposal is permissible with consent and is suitable for the site and the area. The proposal has been designed to relate to its site and to the streetscape in terms of appearance, envelope, setbacks, bulk and scale. The proposal will operate without any significant impact to the amenity of neighbouring properties.

The purpose of this SEE is to:

- Describe the site to which the application applies and its context;
- Describe the proposed development
- Describe the legislative framework against which the application is to be assessed and determined; and
- Provide an assessment of the environmental impacts in accordance with the Section 4.15 of the EP&A Act 1979.

This Statement has been prepared in reference to the following:

| Document | Author | Date |
|-----------------|-----------------------------|------------------|
| Site plan | Corona Projects | August 2019 |
| Survey | CMS Surveyors | 28 November 2016 |
| Stormwater plan | Waterdesign Civil Engineers | 5 September 2019 |
| Traffic design | TEF Consulting | 18 October 2019 |

2.0 SITE ANALYSIS & CONTEXT

2.1 The Site

The site is located at 63 Francis Street, Manly and is legally described Lot 44, Section D in Deposited Plan 4449. The site is located on the western side of Francis Street, between Balgowlah Road and Arthur Lane.

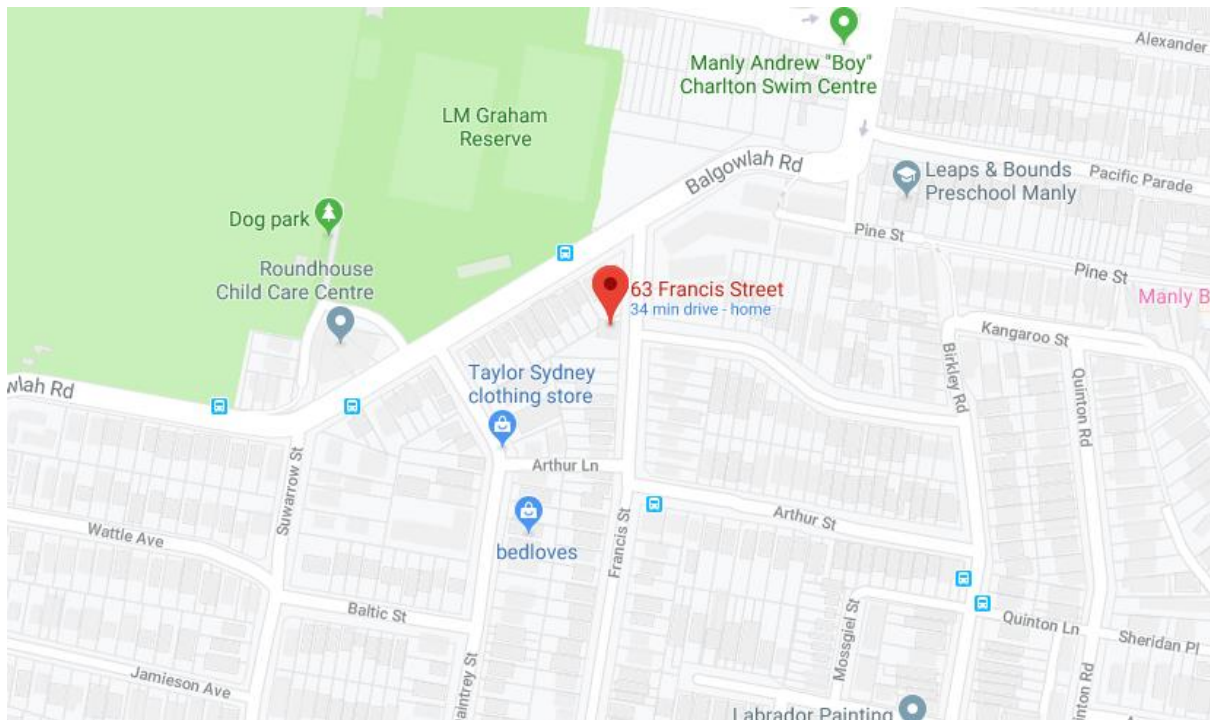


Figure 1 – Site locality map (Google Maps)

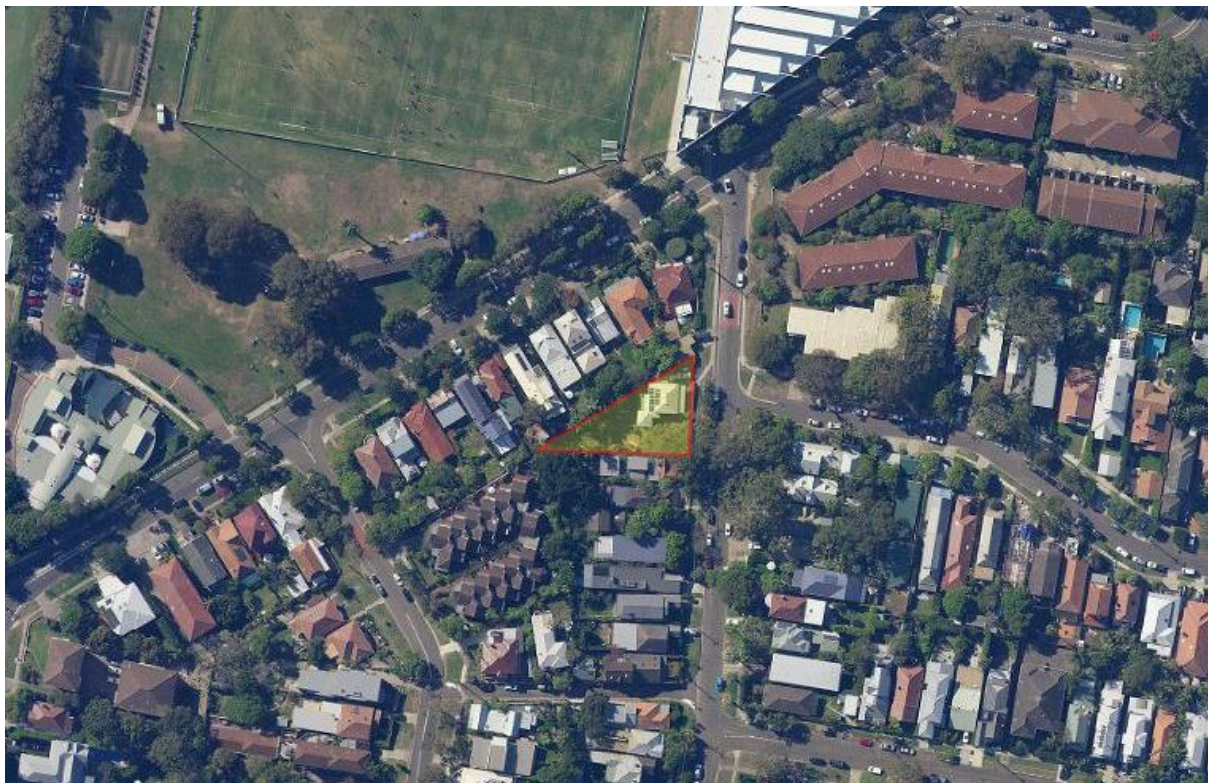


Figure 2 – Aerial map (SIX Maps)

The site is triangular with a total area of 743 square metres by survey, with a 31.69 metre street frontage to Francis Street. The northern side boundary measures 42.22 metres and the southern side

boundary measures 46.9 metres. The site falls from the street towards the rear by approximately 6 metres.

The site currently contains a two storey timber-cladded and brick house with metal roof and a hardstand car parking area on site. Rear and to the south of the site is landscaped with shrubs and grass. Three large, mature gum trees are located to the front portion of the site. Vehicular access is available from Francis Street.

The land is zoned R1 General Residential under the provisions of Manly Local Environmental Plan 2013 (MLEP 2013). The site does not contain a heritage item, nor is located within a Heritage Conservation Area. Four heritage trees are found along Francis Street (I53).



Figure 3 – Subject site as viewed from Francis Street (Corona Projects 2019)

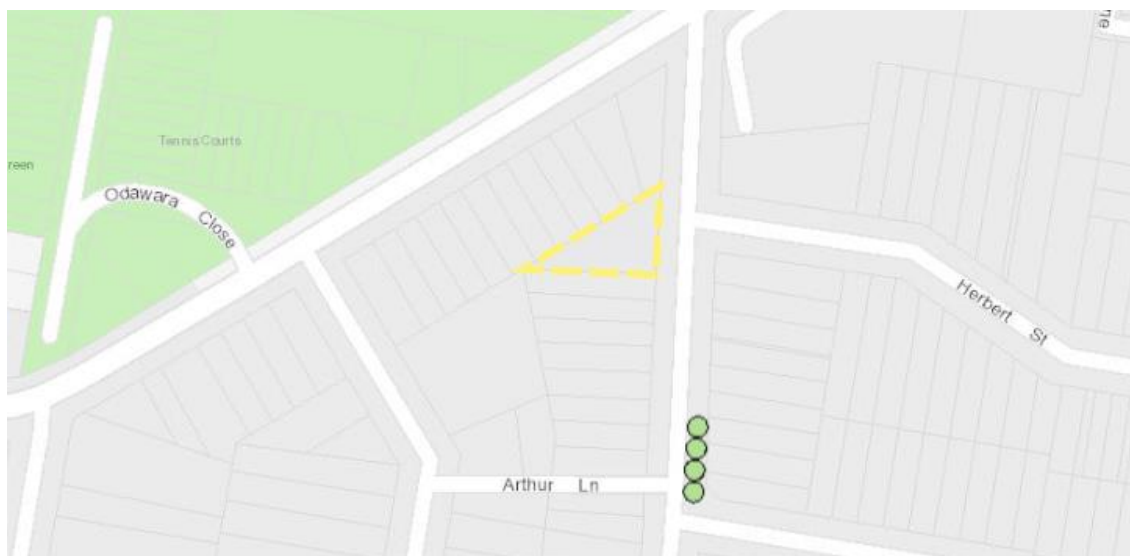


Figure 4 – Heritage Map (NSW Planning Portal)



Figure 5 – Existing hardstand car spaces (Corona Projects 2019)



Figure 6 – Subject site as viewed from backyard (Corona Projects 2019)



Figure 7 – Existing dwelling as viewed from backyard (Corona Projects 2019)



Figure 8 – Adjoining dwellings (Corona Projects 2019)

2.2 The Locality

The site is located within an established residential neighbourhood in Manly. The locality predominantly comprises of residential dwelling houses, varying in height and built form. The locality is characterised by grid subdivision pattern.

The site adjoins a two-storey residential dwelling house to the south at 61 Francis Street and seven dwelling houses adjoin the site along its northern boundary.

2.3 Development History

A search on Council's DA Tracker returned no results for development applications associated with the site.

3.0 THE PROPOSAL

3.1 Overview

The Development Application proposes a Torrens title subdivision of one lot into two allotments. More specifically, the proposal seeks to retain the existing house as Lot A. The existing hardstand car parking spaces for the main dwelling (future Lot A) will be retained.

The southern part of the existing lot will be subdivided into a new lot with onsite parking placed in between the two lots.

The proposal will preserve the three mature gum trees located to the front portion of the lot by locating the parking space next to the trees.

Please refer to the subdivision plans prepared by Corona Projects.

Table 1: Key development components

| | Lot A | Lot B |
|----------------------|----------|----------|
| Lot size | 392.5sqm | 350.8sqm |
| Frontage width | 21.59m | 11m |
| Onsite parking space | 2 | 2 |

4.0 STATUTORY PLANNING FRAMEWORK AND ENVIRONMENTAL ASSESSMENT

This Chapter provides an environmental assessment in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

4.1 Statutory and Policy Compliance

The relevant matters for consideration under Section 4.15(a) of the EP&A Act, 1979, are identified as:

- State Environmental Planning Policy No. 55 – Remediation of Land
- Manly Local Environmental Plan 2013
- Manly Development Control Plan 2013

The primary statutory document that relates to the subject site and the proposed development is Manly Local Environmental Plan 2013. The primary non-statutory plan relating to the subject site and the proposed development is Manly Development Control Plan 2013.

4.1.1 State Environmental Planning Policy No. 55 – Remediation of Land

This Policy is to provide for a state-wide planning approach to the remediation of contaminated land. Subject to Clause 7, considerations should be given to the suitability of land in terms of contamination.

The subject site has a long history of being used for the residential purpose. Thus, there is no further consideration required under Clause 7(1)(b) and (c) of SEPP 55.

4.1.2 Manly Local Environmental Plan 2013

The development complies with the provisions of Manly Local Environmental Plan 2013 (MLEP 2013).

Zoning and permissibility

The site is located in Zone R1 General Residential.



Figure 7 – Land Zoning Map (NSW Planning Portal)

The development is identified to be Torrens Title land *subdivision*, which is permitted with consent in the R1 zone.

The objectives of the zone are:

- *To provide housing needs of the community*
- *To provide 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*

The proposed development subdivides and utilises the currently vacant residential land to meet the growing demand on housing in Manly, whilst maintaining the residential suburb character of Manly in a landscaped setting.

Clause 4.1 Minimum subdivision lot size

The minimum subdivision lot size resulting from a subdivided land is 250m². The proposal will result in two lots with areas of 392.5m² (Lot A) and 350.8m² (Lot B) respectively, thus complying with the development standard.

4.1.3 Manly Development Control Plan 2013

The development achieves a high level of compliance with the provisions of Manly Development Control Plan 2013.

| Control | | Comment | Compliance |
|--|--|---|------------|
| Part 4.1 Residential Development Controls | | | |
| 4.1.4.1 Street Front setbacks | | | |
| a | street front setbacks must relate to the front building line of neighbouring properties and the prevailing building lines in the immediate vicinity. | The Building Envelope Analysis Plan demonstrates that the resultant lot of the subdivision is able to accommodate a compliant dwelling house. | Yes |
| 4.1.4.2 Side setbacks and secondary street frontage | | | |
| a | Setbacks between any part of a building and the side boundary must not be less than one third of the height of the adjacent external wall of the proposed building. | The Building Envelope Analysis Plan demonstrates that the resultant lot (Lot B) of the subdivision is able to accommodate a compliant dwelling house. | Yes |
| e | Side setbacks must provide sufficient access to the side of properties to allow for property maintenance, planting of vegetation and sufficient separation from neighbouring properties. | The Building Envelope Analysis Plan demonstrates that the resultant lot of the subdivision is able to accommodate a compliant dwelling house. | Yes |
| 4.1.4.4 Rear Setbacks | | | |

| Control | | Comment | Compliance |
|--|---|---|------------|
| a | The distance between any part of a building and the rear boundary must not be less than 8m. | The Building Envelope Analysis Plan demonstrates that the resultant lot of the subdivision is able to accommodate a compliant dwelling house. | Yes |
| 4.1.5.1 Minimum Residential Total Open Space Requirements | | | |
| a | The site is identified to be Area OS3. <u>Total open space</u> : at least 55% of the area <u>Landscaped area</u> : at least 35% of open space <u>Above ground</u> : at least 25% of total open space | The Building Envelope Analysis Plan demonstrates that the resultant lot of the subdivision is able to accommodate a compliant dwelling house. | Yes |
| 4.1.5.3 Private Open Space | | | |
| a | Principal Private Open Space Minimum area of principal private open space for a dwelling house is 18sqm. | The Building Envelope Analysis Plan demonstrates that the resultant lot of the subdivision is able to accommodate a compliant dwelling house. | Yes |
| 4.1.6 Parking, Vehicular Access and Loading | | | |
| a | 2 spaces for each dwelling house, semi-detached dwellings and secondary dwelling. | Two car spaces are provided for each lot. The proposed driveway is able to provide adequate and efficient access to Francis Street. Please refer to submitted traffic drawings for more details. | Yes |
| 4.4.8.1 Access and Services | | | |
| a | All subdivisions will provide adequate vehicular access to a public road. | Both Lot A and B have its own private parking spaces that is compliant with MDCP requirements. | Yes |
| b | The provision of drainage, easements and servicing requirements must be considered and any resultant adverse impacts - environmental or otherwise are to be minimised or resolved in the design. In particular, sufficient details of stormwater management are to accompany DAs for subdivision. | The owner has attempted to obtain an easement from the owners of 27, 29 and 31 Balgowlah Road, Manly, located downstream of the subject site, but unsuccessful. The easement rejection letters have been submitted with the application. | Yes |
| 4.4.8.2 Prevailing subdivision pattern and natural features | | | |
| a | New Subdivisions must complement the prevailing subdivision pattern respecting traditional street patterns; open space patterns and streetscape as well as both built and natural heritage. Any inconsistency in traditional patterns is to be minimised or | The proposed subdivision is consistent with the prevailing subdivision pattern. The Lot B will be long and narrow in shape which with minimal disturbance to streetscape and the subdivision | Yes |

| Control | Comment | Compliance |
|--|--|------------|
| resolved in the Statement of Environmental Effects accompanying the DA. | <p>pattern. Lot A will remain in a triangular shape, similar to the existing lot shape.</p> <p>Although the proposal contains a small variation from the neighbouring subdivision pattern, it is still able to maintain the streetscape when viewed from Francis Street. The variation is made in order to meet DCP compliance for providing adequate onsite parking spaces. Moreover, it is still able to maintain the pattern of having front parking space, and private open space at the rear. Widening of the front boundary of Lot B will also allow the retention of three mature gum trees located onsite.</p> <p>The proposal is able to create a strong rhythm and cohesion with the adjoining subdivided land on No. 57, 59 and 61.</p> | |
| b New Subdivisions must have regard to existing vegetation, topography, views, scenic values and natural bushland and other natural features. Any resultant adverse impacts- environmental or otherwise are to be minimised or resolved in the design and addressed in the Statement of Environmental Effects accompanying the DA. | <p>The proposal does not require any removal of trees. Three mature gum trees are located to the front portion of proposed Lot B. In order to achieve DCP compliance, two car spaces are provided with minimal impact to the trees. The proposal has considered natural environment in the subdivision and sets out a new benchmark between new development and natural vegetation conservation.</p> <p>Vegetation on the footpath is not of any critical habitat and therefore has little value in preservation in its current form. It can be replaced by simple shrubs. The proposed driveway has been designed to minimise the impact to the existing vegetation onsite and on the footpath.</p> | |

4.4.8.3 Energy Efficiency

| Control | | Comment | Compliance |
|---------|---|---|------------|
| a | The orientation and design of new allotments should maximise optimum solar access and provide for energy efficiency for future development under BASIX. | The new allotment is able to maximise solar access and to facilitate the efficient use of energy. | Yes |

4.2 Impacts of the Development

As noted in the above assessment against the provisions of the relevant Environmental Planning Instruments and Development Control Plan, the development does not present unreasonable environmental, social and economic impacts.

Impacts on Natural and Built Environment

Parking and connectivity

Part 4.1.6 of MDCP outlines that the car parking rate of a single residential dwelling is two cars. The proposal is able to meet DCP compliance on parking, as Lot A will retain its two hardstand car spaces and Lot B will have two car spaces to the front boundary.



Figure 8 – Existing hardstand car spaces on 63 Francis Street for Lot A (Corona Projects 2019)

Apart from the two onsite parking spaces, a bus stop serving route 142 is located within 100m vicinity of the site. The bus runs every 30 minutes on weekdays and 1 hour during weekends, providing stable connection to Manly town centre and Allambie. The site also has excellent connectivity to the Sydney CBD and Chatswood. Both commercial centres can be reached within 30 minutes of driving.

In addition, the site is located along the service route of Hop, Skip & Jump bus services. The bus services provide a reliable connection to Fairy Bower, Kenneth Road and Manly Wharf. It comes twice every hour during weekdays and once every hour during weekends from 9am to 6pm. It shows that the site demonstrates a good connectivity to Manly town centre by public transport. The proposal will not generate additional traffic to the locality or will not increase the use of street parking.

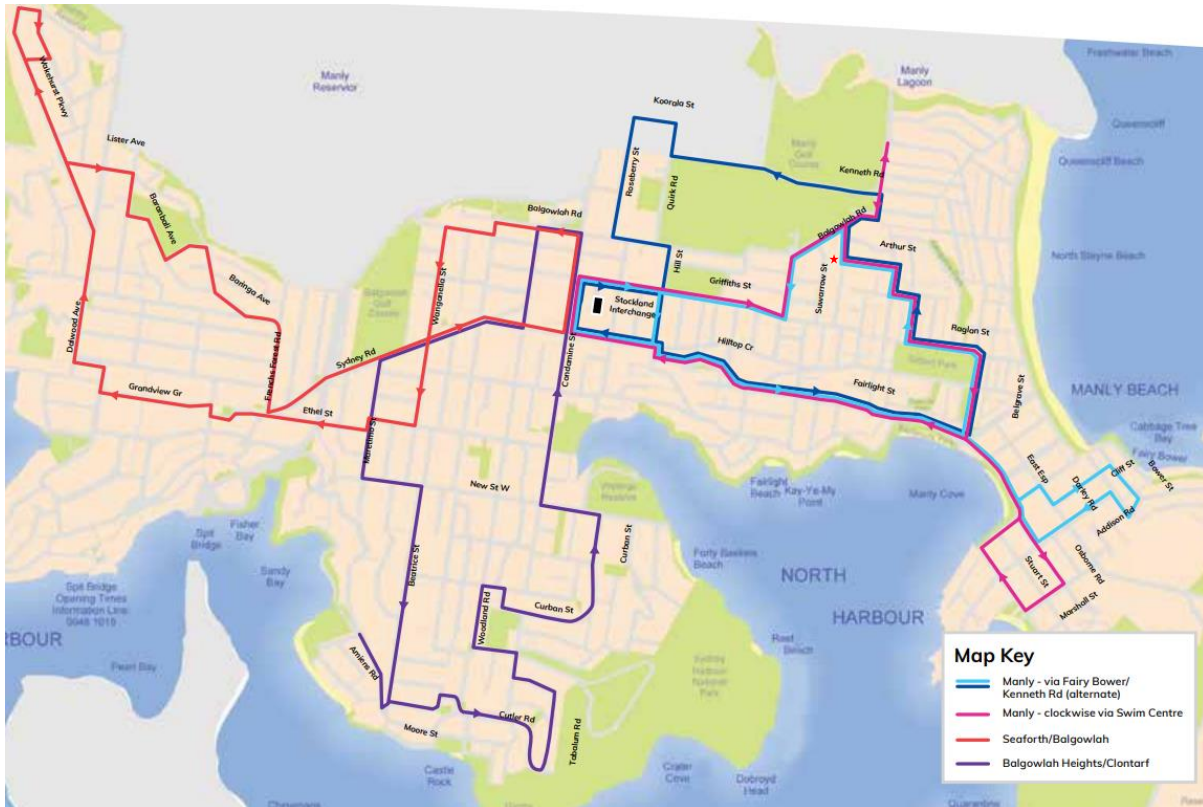


Figure 11 – Hop, Skip and Jump bus route with site located demarcated in a star (Northern Beaches Council 2017)

Subdivision pattern

Manly is an area with a diverse subdivision pattern. The locality is characterised by a grid subdivision pattern. Adjoining the site to its south are three subdivided lots with long and narrow lot shape. Lot B is a narrow-fronted lot, with a front width of 11m and a length of 46.9m. The width is reduced to 8.9m behind the parking spaces.

The proposal presents a small variation to the subdivision pattern. This front width of Lot B is increased in order to provide adequate parking space for Lot B. While it is still able to maintain the subdivision pattern as the variation is made to meet DCP compliance. If the site is viewed from Francis Street, it will still present as a narrow-fronted lot, just like other lots to its south. Moreover, the proposed subdivision is designed to minimise disturbance to the existing house on 63 Francis Street. No physical changes or arrangements are proposed to suit the proposed subdivision, thus this will be the best solution to accommodate the development with respect to the natural and built environment.

Natural and built environment

The proposal seeks to retain the existing house on the main lot. The proposal does not seek to remove any existing structure, pipeline or wire for the development. The proposal is a better utilisation of space to the south of the dwelling for meeting the demand on residential land in Manly. The development does not impact upon native vegetation, soil conditions, foreshore environment or air quality.

Tree retention

The proposal is designed in respect to the existing vegetation onsite. As three mature gum trees are located to the front portion of Lot B, the proposed parking space for Lot B will be placed next to the tree in order to retain their integrity. The gum trees are the characters of the street and there is worth to be protected.

Drainage easement and proposed stormwater arrangement

All owners of the aforementioned properties have refused the request for a drainage easement for the proposed subdivision. Owners have carried out extensive renovations, including extensions, in recent years, rendering any easement unacceptable. Furthermore, if an easement through any of these properties were to be achieved, the nearest drainage point is on the corner of Francis Street and Balgowlah Road, more than 100 metres from these properties. At best then, only 50% of the water could go through any such easement.

Correspondence showing the refusal of easement has been included in the development application parcel.

Subsequently, the application now proposes a stormwater concept plan by Waterdesign Civil Engineer, discharging the stormwater to Francis Street. A stormwater pit is located within 50m vicinity of the site. Stormwater will be pumped from the site to Francis Street, then it will be drained to the pit by gravity. The proposed design will be the most cost effective, time efficient and certain way to address stormwater drainage design. This will also reduce the risk of flooding on Balgowlah Road, as the stormwater can be directed by gravity straight to the drainage point on the corner of Francis Street and Balgowlah Road.

Social and Economic Impacts

The development will contribute to the sustainable provision of residential land to meet the growing housing demand in the Northern Beaches Council ward area. The resultant land is able to accommodate a house that is cohesive with the prevailing built form of the locality. Such development does not generate adverse social and economic impacts.

4.3 Suitability of the Site

The subject site is considered suitable in size and shape to accommodate the Torrens title subdivision. The proposal does not introduce any incompatible uses to the site. The works are permissible under the Zone R1.

4.3.1 Access to Services

The site is located within an established residential area with excellent access to services and public transport. As the site is within an established urban area, electricity, sewer, telephone, and water services are readily available to the subject site.

4.3.2 Parking and Access

The proposal is able to cater the parking demand of the future residents. It is able to provide two parking spaces for each resultant lot, thus is considered satisfactory in terms of parking. The site also demonstrates excellent connectivity to Manly town centre and other suburbs in the North Shore.

4.4 The Public Interest

The proposal is consistent with applicable LEP and DCP provisions. It is considered to be in the public interest as it assists in the provision of an extra housing stock to meet the housing demand.

5.0 CONCLUSION

The Statement of Environmental Effects (SEE) has been prepared to consider the environmental, social and economic impacts of the Torrens title subdivision at 63 Francis Street, Manly. The report has addressed the applicable policies and plans, and has provided an environmental assessment in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

The application proposes a permissible development within the subject site locality. The proposal incorporates appropriate design considerations to minimise any adverse impacts on the natural and built environment, and the amenity of the surrounding neighbourhood.

Given the benefits of the development and compliance with the relevant policies and plans, we conclude that the proposed development at 63 Francis Street, Manly as described in this application is reasonable and supportable, and worthy of approval by Northern Beaches Council.