

STATEMENT OF ENVIRONMENTAL EFFECTS

36 Ocean Grove, Collaroy

Site description

The site is known as 36 Ocean Grove, Collaroy and described as Lot 100, D.P. 1175813. The site has an area of 406.90m². The street frontage faces north. The site adjoins residential lots to the east, west and south.



Image 1. Aerial view of the development site. Image source Google Maps.

The proposal

It is proposed to:

- Demolish the existing converted garage and attached roofing.
- Demolish part of the front fence, pedestrian and sliding vehicular gate.
- Construct a new pier, pedestrian gate and sliding vehicular gate to match the existing.
- Construct a new garage with workbench and sink.
- Install ground covers and stepping stones on the western and southern side of the garage.



Image 2. The subject site as seen from Ocean Grove. The existing front fence and gates to be modified can be seen in the foreground and the converted garage to be demolished can be seen in the background.



Image 3. The subject site as seen from Ocean Grove. The existing front fence and gates to be modified can be seen in the foreground and the converted garage to be demolished can be seen in the background. The existing attached roof from the converted garage to the boundary wall is also to be demolished.



Image 4. Eastern portion of the existing converted garage to be demolished. The existing operable louvred roof is to be retained.

Site analysis

36 Ocean Grove, Collaroy is very gently sloping block with a fall of 0.55 metres from the western boundary to the eastern boundary. The existing dwelling house is a semi-detached single-storey brick and clad structure with a metal roof. It has the benefit of an operable louvred roof and a converted garage.

Previous and present uses

The present and previous known uses of the site have been, and are for, a single residential dwelling. The adjoining allotments are also used for residential development. As a result, it is felt that the site would not be likely to be contaminated in any way from its known use, nor would there be any need to test the site to confirm this belief.

Development standards & design guidelines

The statutory and strategic planning controls that guide this proposal are:

- Warringah Local Environmental Plan 2011 (WLEP)
- Warringah Development Control Plan 2011 (WDCP)

Warringah Local Environmental Plan 2011 controls

The planning maps contained in WLEP 2011 show the site is zoned as R2 Low Density Residential with a maximum building height of 8.5 metres. 36 Ocean Grove, Collaroy is found on the Land Slip Risk Map and is zoned as Land Slip Risk Area A – Slopes less than 5 degrees.

Part 4 Principal development standards

4.3 Height of buildings

The proposed carport has a maximum height above existing ground levels of 5.53 metres meeting the control of 8.5 metres with positive compliance.

Part 6 Additional local provisions

6.2 Earthworks

Minor earthworks have been proposed as part of this Development Application associated with the erection of the proposed garage. It is felt that there will be no 'disruption of, or detrimental effect on, drainage patterns and soil stability in the locality of the development as a result of the excavation'. The soil to be excavated will be disposed of at an establishment licenced to do so. Any imported fill soil is to meet the relevant standards. There will be no adverse effect of the development on the existing and likely amenity of adjoining properties.

6.4 Development on sloping land

The site is zoned as Land Slip Risk Area A –*Slopes less than 5 degrees*. A Preliminary Geotechnical Report has not been prepared to accompany this Development Application. However, one will be prepared if Council deems it necessary in accordance with the Warringah Development Control Plan 2011 controls.

Warringah Development Control Plan 2011 controls

Part B Built form controls

B1 Wall heights

The proposed garage has a wall height of 3.26 metres above the existing ground level on the eastern side and a maximum wall height at the northern side of 5.12m above the existing ground level, meeting the control of 7.2 metres with positive compliance.

B3 Side boundary envelope

As shown on sheet *L-03 and L-04 Sectional Elevations* as prepared by Serenescapes Landscape Designs, the proposed garage complies with the 4 metre side boundary envelope control.

B5 Side boundary setbacks

36 Ocean Grove, Collaroy is required to have a side boundary setback of 900mm. The walls of the proposed garage have a 900mm side boundary setback meeting the control with positive compliance. It is acknowledged that the eaves extend beyond the 900mm setback. However, it is felt that this variation should be deemed acceptable under the exceptions to the control for structures ancillary to a dwelling house in land zoned R2 Low Density Residential. It is felt that the proposed development meets the objectives of the control as outlined below.

- The eave encroachment will allow for deep soil landscaping between the building and boundary.
- It is felt that the eaves encroachment will not unreasonably add to the scale and bulk of the development and will not cause it to be visually dominant.
- The existing attached roof is built to the boundary. It is felt that the proposed scheme will be an improvement on the existing scenario creating greater separation between the buildings improving levels of privacy, amenity and solar access.
- It is felt that the proposed encroachment of the eaves within the 900mm setback will maintain the reasonable sharing of views to and from public and private properties.

B7 Front boundary setbacks

The subject site is to have a 6.5 metre front boundary setback. As illustrated on the sheet *L-01 Site Plan, Site Analysis & Sedimentation Control Plan* as prepared by Serenescapes Landscape Designs, the proposed garage is located forward of the 6.5 metre front boundary setback. It is acknowledged that this is a variation on the control, however, it is felt that this should be deemed acceptable for the following reasons:

- The lot configuration prohibits the compliance with the front boundary setback control when coupled with the 6 metre rear boundary setback control.

- As illustrated in Image 1 above, the encroachment within the front boundary setback is a consistent development style in the immediate area.
- The existing dwelling house and converted garage are forward of the front boundary setback.
- The proposed garage has the same front setback as the existing converted garage at 5.25 metres.
- The proposed garage is set behind the front building alignment of the existing dwelling house by 1.28 metres. It is felt that this setback will make the garage visually subservient to the dwelling house.

B9 Rear boundary setbacks

The subject site is required to have a rear boundary setback of 6 metres that is free of any above or below ground structures. A maximum of 50% of the rear setback may be occupied by exempt developments, swimming pools or outbuildings. As illustrated on sheet *L-01 Site Plan, Site Analysis & Sedimentation Control Plan* as prepared by Serenescapes Landscape Designs, the site is non-compliant with the control, however, it is felt that this should be deemed acceptable for the following reasons:

- The lot configuration prohibits the compliance with the 6 metre rear boundary setback control when coupled with the front boundary setback control.
- As illustrated in Image 1 above, the encroachment within the rear boundary setback is a consistent development style in the immediate area.
- The existing dwelling house and converted garage are within the rear boundary setback.
- There is considerable existing paving within the rear boundary setback.
- The proposed garage has a greater setback (1.05 metres) than the existing converted garage (0.37 metres).

Part C Siting factors

C2 Traffic, access and safety

Vehicular access

The existing layback, crossover and driveway are to be maintained under this Development Application.

C3 Parking facilities

The existing converted garage is separated from the existing dwelling house. This separation is to be maintained with the proposed garage. It is acknowledged that this is a variation on the control, however, it is in keeping with the existing scenario.

The proposed 1.28 metre setback from the front section of the dwelling house will ensure that views from the street from the dwelling house will be maintained.

The control also stipulates that *where garages and carports face the street, ensure that the garage or carport opening does not exceed 6 metres or 50% of the building width, whichever is the lesser*. The proposed garage openings are 2.55 metres each, totalling 5.1 metres. This distance meets the control of 6 metres with positive compliance.

The provision for two cars within the garage for two cars meeting the control with positive compliance.

C4 Stormwater

The rainwater captured by the proposed roof will be directed to the existing on-site drainage infrastructure.

As illustrated on the sheet *L-01 Site Plan, Site Analysis & Sedimentation Control Plan* as prepared by Serenescapes Landscape Designs, the proposed development will result in a decrease in impervious areas on the site of 12.58m² or 3.09% of the total site area. It is therefore felt that there

will be no increased load on Council's stormwater assets or downstream flooding as a result of the proposed development.

C7 Excavation and landfill

As noted above in 6.2 *Earthworks*, minor earthworks are associated with this Development Application. These include slight battering of the side setback between the garage and the western boundary and excavation to facilitate the garage slab. The proposed excavation will be contained wholly within the site and will not have an adverse impact on the visual or natural environment of the adjoining properties.

C9 Waste management

A Waste Management Plan has been completed and has been submitted as part of this Development Application.

An area will be allocated for the sorting and storage of materials for recycling and disposal. Refer to sheet *L-01 Site Plan, Site Analysis & Sedimentation Control Plan* as prepared by Serenescapes Landscape Designs for details.

The construction site will be managed to ensure vehicular and people movements are safe and do not impact surrounding infrastructure and residents. Demolition and construction waste will be legally handled, transported and disposed of including any asbestos if discovered. Demolition and construction waste will be minimised, and source separation, reuse and recycling of materials will be maximised.

Part D Design

D1 Landscaped open space and bushland setting

36 Ocean Grove, Collaroy is required to have 40% of the total site area as Landscaped Open Space. The Landscaped Area Calculations are illustrated on sheet *L-01 Site Plan, Site Analysis & Sedimentation Control Plan* as prepared by Serenescapes Landscape Designs and are outlined again below:

Site Area:	406.90m ²
Required Landscaped Open Space:	162.76m ² (40%)
Existing Landscaped Open Space:	50.75m ² (12.47%)
Proposed Landscaped Open Space:	50.75m ² (12.47%)

As illustrated above, the proposed works associated with this Development Application do not comply with the control. It is felt that this variation should be deemed acceptable as the Landscaped Open Space will remain unchanged from the existing scenario.

D6 Access to sunlight

It is felt that the orientation and roof pitch of the proposed garage will not unreasonably reduce access to sunlight from the adjoining properties. Given this is a single storey development, shadow diagrams have not been produced to test this belief.

D7 Views

It is felt that the proposed garage will not unduly impede views for adjoining properties. The eastern wall of 38 Ocean Grove, Collaroy does not have any windows that could be obscured by the garage.

D8 Privacy

It is felt that the works proposed as part of this Development Application will have no adverse impact upon the private open space such as swimming pools or living rooms of adjoining properties. The proposed windows are all high-line style for light and ventilation ensuring no overlooking or direct views into the adjoining properties.

D9 Building bulk

The objectives of the building bulk control include minimising the visual impact of development when viewed from adjoining properties, streets, waterways and land zoned for public recreation purposes. As noted above, the proposed carport complies with *B1 Wall heights* and *B3 Side boundary envelope*, the key components in measuring building bulk.

D10 Building colours and materials

The proposed building colours and materials are to match the existing dwelling house and front fence. A Building Colours and Materials Schedule accompanies this Development Application.

D11 Roofs

The roof of the proposed garage matches the pitch and form of the dwelling house.

The eaves will create shading and the roofing materials will not cause excessive glare in positive compliance with the control.

D12 Glare and reflection

The proposed roof is to match the existing dwelling house and is a mid-grey colour. It is felt that this colour will reduce glare in accordance with the control, whilst minimising the absorption of heat.

It is felt that the eaves over the north-facing windows will minimise any solar reflectivity.

D13 Front fences and front walls

The proposed modification to the existing front wall, sliding vehicular and inward opening pedestrian gates are to suit the proposed garage openings. The heights, colours and materiality are to be in keeping with the existing wall and gates. Refer to Sectional Elevation DD on sheet L-04 as prepared by Serenescapes Landscape Designs for details.

Part E The natural environment

E10 Land slip risk

As noted above in 6.4 *Development on Sloping Land*, the subject site is zoned as Land Slip Risk Area A – *Slopes less than 5 degrees*. A Preliminary Geotechnical Report has not been prepared to accompany this Development Application. However, one will be prepared if Council deems it necessary in accordance with the Warringah Development Control Plan 2011 controls.

Conclusion

It is felt that the proposed development will increase the amenity of the site for the owners through the provision of off-street parking.

It is acknowledged that there are variations on some planning controls, however these have arisen due to existing site constraints as noted above.

It is felt that the proposed works associated with this Development Application have been designed in accordance with the spirit of Council's planning documents and being mindful of potential impacts on adjoining properties and the public domain.