

Statement of Environmental Effects

Accompanying a developmental application for:

Relocation of car space for unit 3 from back of allotment to front of
allotment

Location:

153 Balgowlah Road, Balgowlah NSW 2093

Dated:

December 2021

1. Introduction

This Statement of Environmental Effect has been prepared by the strata committee to accompany a developmental application for the relocation of Unit 3's car space at 153 Balgowlah Road, Balgowlah NSW 2093.

We have proposed to relocate the car space for Unit 3, 151 Balgowlah Road, Balgowlah NSW 2093 from the back of the allotment to the front of the property. This relocation will allow for the car space to become functional and accessible for the residents of Unit 3.

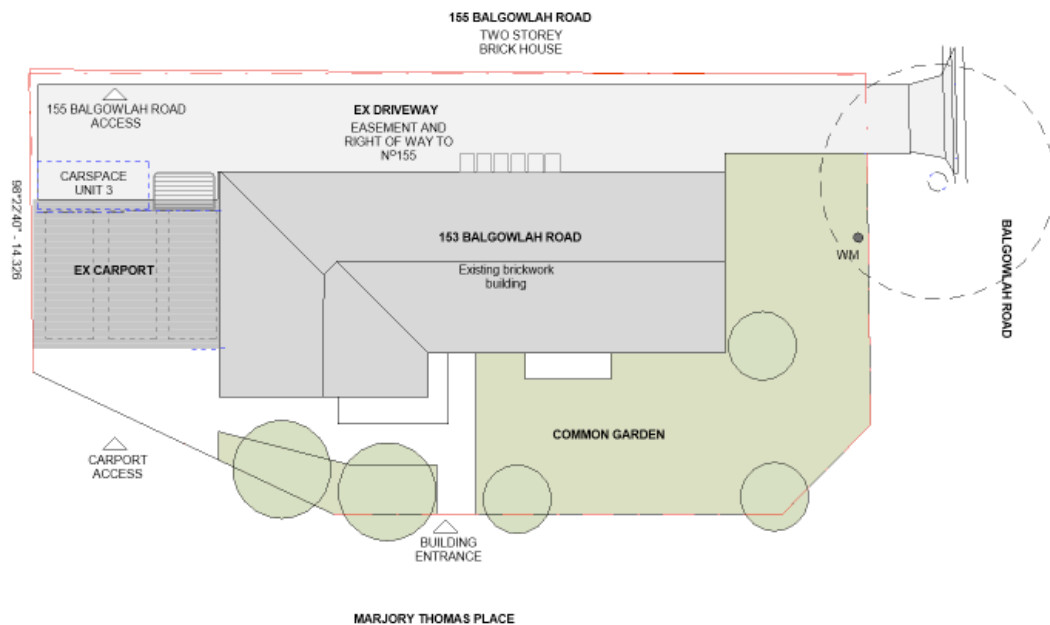
This statement has been prepared having regard to the following documentation:

- Conveyancing Survey.
- Developmental Application prepared by Studia Oulala Architects.
- Architectural plans prepared by Studio Oulala Architects.

2. Site Description and Analysis

2.1 Location and Property Description:

The address of the proposed developmental application is 153 Balgowlah Road, Balgowlah NSW 2093. It is a corner block; located on the corner of Balgowlah Road and Marjory Thomas Place. It is a small unit complex consisting of four apartments. The block is surrounded by green space, and we have introduced native plants to these areas. An easement and right of way are located at the back of the property accessed via an existing driveway on Balgowlah Road. The current parking spot for Unit 3 is accessed at the end of this driveway and right of way. Refer diagram below



Existing Site Plan

2.2 Surrounding Development:

The area is a low density residential with family homes and small apartment blocks. The site is opposite the Northern Beaches Council Depot and other commercial sites.

3. Details of Proposal

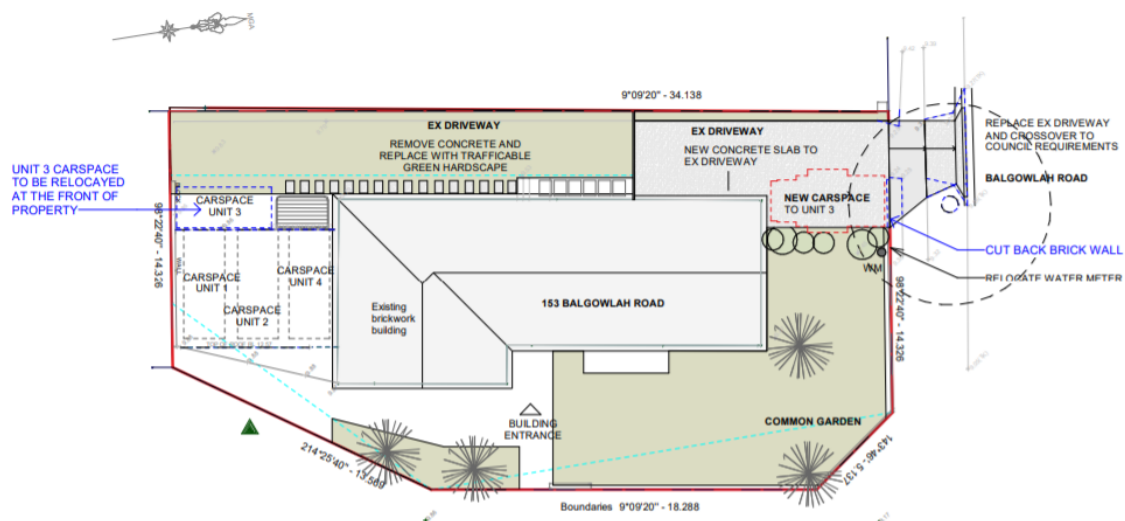
3.1 Proposed works

We are proposing to relocate the car space from the back of the property (South boundary) to the front of the property (North boundary) on the eastern side of the existing driveway. The car space is currently accessed via the existing driveway on Balgowlah Road that also serves as an easement and right of way for the adjacent property (155). This will allow greater usability and access to the car space of Unit 3 while increasing the common garden for the owners.

The existing driveway is also a shared right of way with 155 Balgowlah Road. The neighbouring property that benefits from the right of way has street facing access and only uses sporadically the right of way to access their backyard.

The following matter has been considered:

- As the residents of 155 Balgowlah Road rarely use the right of way (due to having a street front property) and there is no existing access space for a car in their backyard, we approached them to purchase the right of way. This would have allowed the residents of Unit 3 to park on the existing driveway and behind the building line whilst potentially remove 2 cars from the street parking. This request was denied by the residents of 155 Balgowlah Road with no further discussions in place.



Proposed Site Plan

4. Planning Control

The statutory and strategic planning instruments, which guide this proposal, are:

- Manly Local Environmental Plan (LEP) 2013
- Manly Development Control Plan 2013

Table 2. Manly DCP 2013

<p>3. General Principles of Development affecting the proposed development</p> <p>3.1 Streetscapes and Townscapes</p> <p>Relevant DCP objectives to be met include the following: Streetscape</p> <p>Objective 1) To minimise any negative visual impact of walls, fences and carparking on the street frontage.</p> <p>Objective 2) To ensure development generally viewed from the street complements the identified streetscape.</p> <p>Objective 3) To encourage soft landscape alternatives when front fences and walls may not be appropriate.</p> <p>Objective 4) Townscape To ensure that all parking provision is designed and sited to respond to and respect the prevailing townscape.</p> <p>Objective 5) To assist in maintaining the character of the locality.</p> <p>Objective 6) To recognise the importance of pedestrian movements and townscape design in the strengthening and promotion of retail centres.</p> <p>Objective 7) To minimise negative visual impact, in particular at the arterial road entry point into the Municipality, so as to promote the townscape qualities of Manly.</p> <p>⇒ There will be only a small increase of the existing crossover. The greenery will be increased and the crossover and pathway will be improved, preventing the zone to flood and improving pedestrian movement.</p>

<p>3.1.1.4 Garages, Carports and Hardstand Areas</p> <p>a) Garages, carports and hardstand areas must be designed and sited in a manner that does not to dominate the street frontage by:</p> <ul style="list-style-type: none">i) its roof form, material choice and detailing by being subservient to the associated dwelling; andii) being compatible with the streetscape and the location in relation to front setback criteria. <p>b) Exceptions to setback criteria referred to in this paragraph may be considered where parking structures are a positive element of the streetscape.</p> <p>⇒ At present there is an existing driveway/hardstand space located within the front setback and it will be retained by the proposal. The increased crossover will be consistent with adjacent developments such as number 69, 67, 77, 79, 81, 83, Boyle Street who have carspaces within the front setback</p>



Similar developments in Boyds Street

4.1.6.1 Parking Design and the Location of Garages, Carports or Hardstand Areas

See also paragraph 3.1.1 Streetscape.

- 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.
 - 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:
 - i) garages and carports adjacent to the front property boundary may not be permitted if there is a reasonably alternative onsite location;
 - ii) carports must be open on both sides and at the front; and
 - c) the maximum width of any garage, carport or hardstand area is not to exceed a 49 width equal to 50 percent of the frontage, up to a maximum width of 6.2m.
- Note: The width of any parking structure considered under this paragraph is to be measured along the elevation of the structure that fronts the street.
- d) In relation to the provision of parking for dwelling houses, Council may consider the provision of only 1 space where adherence to the requirement for 2 spaces would adversely impact on the streetscape or on any heritage significance identified on the land or in the vicinity.

See Schedule 3 of this plan for parking and access requirements and paragraph 3.2.5.1 in relation to general exceptions to parking requirements for items of the environmental heritage listed at schedule 5 of the LEP.

⇒ **The hardstand will have minimal visual impact and it will be integrated to the streetscape**

4.1.6.4 Vehicular Access

- a) All vehicles should enter and leave the site in a forward direction.
- b) Vehicular access and parking for buildings with more than 1 dwelling is to be consolidated within one location, unless an alternative layout/design would better reflect the streetscape or the building form.
- c) Vision of vehicles entering and leaving the site must not be impaired by structures or landscaping.
- d) Particular attention should be given to separating pedestrian entries and vehicular crossings for safety.
- e) Vehicular access will not be permitted from pedestrianised areas in Manly Town Centre.

⇒ **It is proposed to widen a portion of the existing driveway width and crossover to enable clear sight lines for vehicles entering and leaving the site. No on-street parking would be lost as a result of the widening.**

4.1.6.5 Driveways and Crossings

See also paragraph 4.1.5.2.d Landscaping Driveways. See also paragraph 4.1.8

Development on Sloping Sites including driveways on sloping sites.

- a) Driveway crossovers/ gutter crossings should be minimised and spaced to maximise kerb-side car parking spaces. An appropriate means of minimising impacts in this regard may involve relocation of garages or carports away from the front property boundary if there is a reasonable alternative location.
Note: In assessing driveways and crossings under this paragraph, consideration will be given to whether the works have any impact on kerbside parking supply and demand.
- b) Particular attention should be given to separating pedestrian entries and vehicular crossings.
- c) The use of porous pavements and retention of existing vegetation is strongly encouraged in the design of driveways in order to maximise stormwater infiltration.
Note: For other information on street crossings and kerb laybacks see Council's Specifications for the Construction of Concrete Vehicular Crossings by Private Contractors.

At present there is 1 hardstand parking space within the front setback and it will be retained by the proposal.

5. Conclusion

- The relocation of the car space will have limited environmental impact as the driveway is pre-existing.
- By placing the car space at the front of the property it will decrease the noise impact for the unit block and for the residents of 155 Balgowlah Road.
- The current location of the car space at the back of the property is unusable in its current location (access issues, location of the clothesline, no space for turning etc.). As the existing car space is unusable, the residents of Unit 3 are required to park their car on the street (either Balgowlah Road or Marjory Thomas Place). Relocation of the car space to the front of the property will remove a car from the street.
- Although a small additional area of concrete will be added for the car space (2m) to accommodate the new carspace, we have proposed to introduce a hedge of native plants alongside the space.
- By moving the car space from the back of the property to the front of the property we have also proposed to remove the concrete from the back part of the driveway and replace with grass and pavers (to maintain right of way for 155 Balgowlah Road). This will introduce more green space to the area and provide a green visual outlook for the residents and neighbours
- As part of the work being proposed we will replace the existing driveway and crossover to meet council requirements. Currently this driveway access is too high and there is a dip in the driveway that floods with heavy rain. This issue will be resolved with the new proposal. (see image below)



Street view from existing driveway



Street view from existing driveway



Access to 155 Balgowlah Road



Existing carspace unit 3