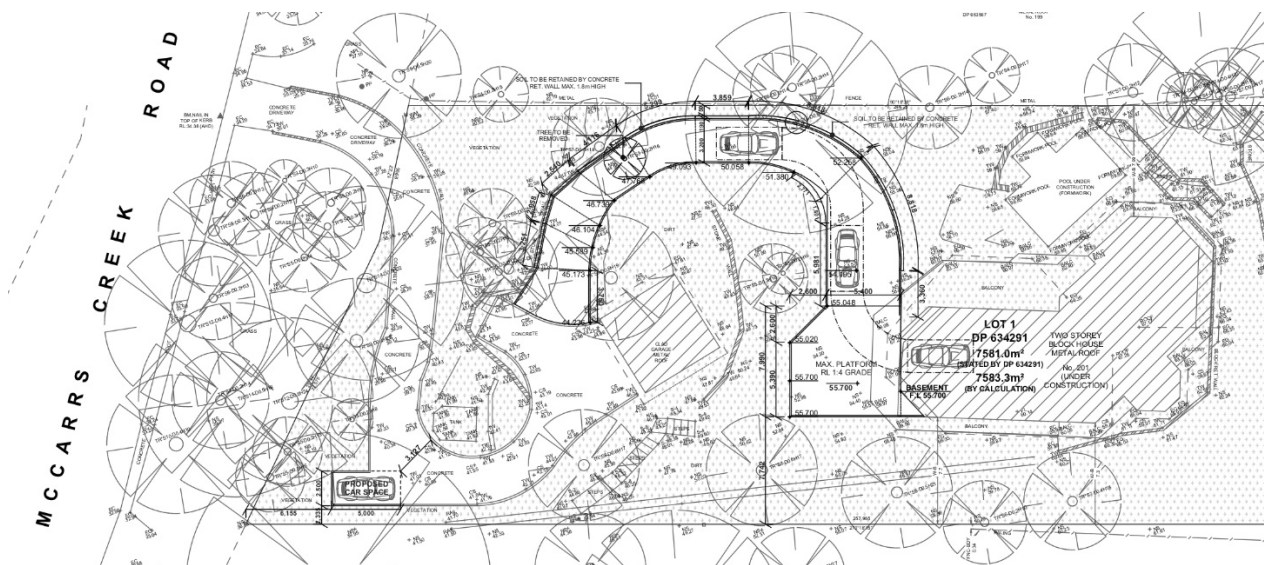


Statement of Environmental Effects

Development Application

Proposed Internal Driveway

Including Associated Earthworks



201 Mccarrs Creek Road, Church Point

NSW 2105 – Lot 1, DP 634291

Prepared By

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Site Description

- The site is located at Lot 1, DP 634291; 201 Mccarrs Creek Road, Church Point NSW 2105.
- The total site area is 7,581m² as stated by DP 634291, and is 7,583.3m² by calculation.
- The subject site is currently a construction site, as the principle dwelling is under construction.
- The lot is a standard block sloping dramatically towards the Mccarrs Creek Road boundary and has views of Mccarrs Creek.
- Based on the provided survey, the frontage width is measured as 22.575m + 9.995m, totalling 32.57m, and the site length is measured as 257.965m towards the rear of the lot.
- The site is classified as Zone R5 Large Lot Residential.

Proposed Development

The application proposes the development of an internal driveway to provide access from Mccarrs Creek Road to the basement of the Principle Dwelling.

The proposed internal driveway has a total area of 215.9m², with a total incline of 11.464m and a cumulative length of 49.3m. This includes the platform which has been designed at the entrance to the basement to enable vehicles to make a 3-point turn and drive from the basement to the street whilst facing forward.

The development includes additional concrete retaining walls, similar to those which already exist within the property, to facilitate soil retention where excavation has been proposed.

In addition to the driveway and associate retaining walls, an additional car space is proposed within the path of the existing driveway at the front of the property. The car space is 5m long by 2.5m wide.

Site Analysis & Objectives

The site was formerly occupied by a residency, until approval was obtained for the demolition of the existing dwelling and construction of a new dwelling including swimming pool, driveway & garage. The property is currently a construction site, with no occupants residing within the lot whilst works are underway.

The site is zoned for residential use, as outlined by the R5 Large Lot Residential objectives in Pittwater Local Environmental Plan 2014:

- *To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.*
- *To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.*
- *To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To provide for a limited range of other land uses of a low intensity and scale, compatible with surrounding land uses.*

The proposed development of an internal driveway is in keeping with the above objectives for the below mentioned reasons:

- The daily residential amenity will increase for the occupants of the property, due to ease of access to the principle dwelling.
- Retaining walls are proposed for the preservation of the existing topography.
- The proposed driveway is of low intensity and small scale in comparison to the dwelling currently under construction within the property.
- No impact is posed on scenic quality as the proposed retaining walls are stepped in response to the slope of the land and are small in scale when considering the topography of the site.

Compliance

Pittwater 21 DCP | B6 Access & Parking: B6.2 Internal Driveways

There must be a minimum 2-metre-long transition between the driveway and the garage/parking area/carport in accordance with the standards.

The proposal demonstrates a 5.4m long platform at the entrance to the basement, which allows for transition.

For Internal Driveways on steeply sloping or difficult sites, gradients may be increased up to 1:4 (V:H) over a maximum 20 metre length.

The proposed internal driveway demonstrates a maximum gradient of 1:4, as the property slopes steeply from the street facing boundary to the principle dwelling. There is a 19m rise from the entrance of the driveway to the basement floor level. As such, a gradient of 1:4 can be considered as compliant with Pittwater 21 DCP.

*Provision is to be made for vehicles to enter and leave the site in a forward direction, where:
the internal driveway grade exceeds 1:4 (V:H);
driveways are more than 30m in length; and
the driveway enters onto a classified road.*

As the total length of the driveway is 49.3m, a platform is proposed at the entrance of the basements which enables vehicles to make a 3-point turn and exit the site in a forward direction.

Internal Driveway grades, cross falls and grated drains are to be designed to reduce discharge into the public drainage system and to maximise stormwater discharge into adjacent landscape areas by the use of grass swales and soakage pits.

Stormwater drainage has been designed and certified by a qualified hydraulic engineer. This has been submitted as part of supporting documentation to this application.

Internal Driveways shall have a stable surface for all weather construction. Internal Driveways where visible from a public road or public place are to be constructed of materials that blend with the environment and of dark earthy tones or natural materials.

The proposed concrete driveway has been designed to maintain a stable surface. The materials will be selected to match the current driveway existing at the front of the property, to blend with the existing environment.



The Internal Driveway shall be contained within the driveway corridor. The minimum width of the driveway corridor (i.e., impervious pavements together with grassed shoulder area) shall be as follows: Single Dwelling: 3.0 metres minimum.

The minimum width of the proposed driveway to the single principle dwelling is 3.2m wide which is compliant with Pittwater 21 DCP.

Australian Standards | AS/NZS 2890.1-2004: Parking Facilities - Off-Street Car Parking

2.4.1 (a)(iii): The minimum dimensions [for a parking space] shall be as follows: (A) In Australia – 2.3m wide x 5.0m long.

The proposed car space is 2.5m wide x 5.0m long, which is compliant with the above-mentioned standard.

2.6.1 Width: The minimum width of domestic driveways shall be 3.0m. On curved driveways other than at turns into garage or parking spaces the width shall be increased as given for domestic property in Table 2.2.

TABLE 2.2
MINIMUM ROADWAY WIDTHS ON CURVED ROADWAYS AND RAMPS

Turn radius R_a (Note 1)	Single lane		metres
	Public facilities (Note 2)	Domestic property	Two-way, no separator All cases (Note 3)
7.6 to 11.9	3.9	3.6	—
12.0 to 19.9	3.4	3.1	6.7 (Note 4)
20.0 to 50.0	3.2	3.0	6.3
>50.0	3.0	3.0	5.5

NOTES:

1 See Figure 2.9 for Dimension R_a .

The proposed internal driveway demonstrates a minimum width of 3.0m. At the points where the driveway is curved with a radius less than 12m, the driveway width is increased to at least 3.6m, in accordance with the Table 2.2 of AS/ NZS 2890.1-2004.

Conclusion

It is to be noted that the design of the proposed internal driveway, associated earthworks and additional car parking space does not pose any negative environmental effects, nor demonstrates any non-compliances. The design has taken careful consideration of the relevant planning instruments (Pittwater 21 DCP and AS/NZ 2890.1-2004), and as a result, compliance has been achieved.

The proposed development is an important addition to the property as it is intended to increase residential amenity of the principle dwelling. As such, the determination of this application as an approval would be of significant benefit to the owner and residents of the property.



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