

STATEMENT OF ENVIRONMENTAL EFFECTS

DEVELOPMENT APPLICATION

**ALTERATIONS AND ADDITIONS
139 LAGOON STREET NARRABEEN**

Submitted to
NORTHERN BEACHES COUNCIL

On behalf of
DR M COOKE

Prepared by
MHDP ARCHITECTS

Date
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1.0 INTRODUCTION

This report provides a summary of the proposed development at 139 Lagoon Street Narrabeen and an analysis of the development against planning issues.

This submission has been prepared by MHDP Architects on behalf of the applicant and owners, Dr M Cooke. This report contains a description of the proposal and a Statement of Environmental Effects.

It is considered that the proposed development will have no adverse environmental effects on adjoining neighbours and is appropriate and consistent within the developable footprint of the locality. It is submitted that this is a quality development that successfully complements the existing character of the site and achieves the aims and objectives of Council's statutory codes. In addition, the comments provided by council's development advisory services team in the pre-lodgement notes PLM2021/0307, withdrawn DA2024/0487 and email correspondence with Council Planners following this DA, has been mindfully incorporated.

2.0 SITE DESCRIPTION

The subject site is identified as Lot 2 DP 1015508 and is known as 139 Lagoon Street Narrabeen. The property has a frontage of 15.24m to Lagoon Street, its side boundaries measure 30.48m and rear boundary of 15.24m. The site is rectangular in shape with a west-east orientation. The site slopes downwards across its length towards Lagoon Street. The total site area is 464.5m².

The site is currently occupied by a two-storey residence, with a concrete driveway access on the eastern side from Malcolm Street and pedestrian access on the western side from Lagoon Street.

3.0 DESCRIPTION OF PROPOSAL

The development involves alterations and additions to the existing dwelling house at 139 Lagoon Street, the construction of new garage, alterations to pedestrian entry to the site and alteration of existing path on council property.

The existing driveway crossing off Malcolm Street provides access to the garages of both 137 Lagoon Street and 139 Lagoon Street. Street parking has increasingly become difficult over the years due to the proximity of the subject site to the recently developed properties around the area. Furthermore, due to the planning and subdivision of 137 and 139 Lagoon Street back in 1997, there is only one driveway crossing that services both houses. A creation of a new driveway crossing and garage to 139 Lagoon Street from the adjacent street is proposed to assist in providing more options for off-street parking. There is currently no driveway crossing for property 139 Lagoon Street so the construction of a new driveway crossing for this lot should be permissible. It is noted that a "no stopping" sign has been placed on Lagoon Street and so this new driveway request will not change the existing parking conditions.

There is also an existing footpath on Council land that does not allow for good pedestrian access as it terminates at the neighbours' driveway. In this proposal, we would include the realignment of the existing footpath to allow for safer and direct access to the park reserve and lagoon. It has been raised that Council has already started making plans for a similar pathway and so this proposal will be in keeping with Council's plans. The footpath amendments, particularly the changes proposed to the land in front of 137 Lagoon Street

have been directly discussed with the current owners, who approve of the proposed concept.

The garage door of the proposed garage is set back 0m from the front boundary facing Lagoon Street. We note that the zero setback proposed has no effect to the perception of bulk and scale to the streetscape as it is negligible due to the design and landscape treatments proposed. The façade of the garage is proposed with high quality materials to complement the existing building facade and the garage door proposed is 5.2m wide. A deep, 1m deep soil planter box above the garage door and pedestrian entry is proposed to be planted with plenty landscaped planting that both grows up and trails down to nestle the new garage within the hillside, adding no bulk volume to the streetscape. The proposed garage door and pedestrian entry are given good landscape treatment on either side as well as above the garage to soften the appearance of the structure from the street. The existing planter boxes and retaining walls on Council land are proposed to be retained as much as possible, and capped where necessary to Refer to SK10 for Photomontage of the streetscape for visual reference and A201 for the External Finishes and Landscaping proposal.

4.0 DEVELOPMENT CONTROLS

The following legislation and planning documents are relevant to the assessment of the subject DA:

- Warringah Local Environmental Plan 2011;
- Warringah Development Control Plan 2011.

4.1 WARRINGAH LOCAL ENVIRONMENT PLAN

The proposed development has been assessed against the clauses of the Warringah LEP and the relevant clauses have been discussed below.

LEP Clause 2.2 – Zone of land

The site is zoned R2 Low Density Residential under the Warringah LEP. A dwelling house is a permitted use within the R2 Low Density Residential zoning with consent. No change to the current zoning is proposed.

LEP Clause 4.3 – Height of buildings

The proposed development is to have a maximum building height of 8.5m. The existing building height complies. All proposed new works are to be built within the existing building envelope.

LEP Clause 6.1 – Acid Sulphate soils

The subject site is not identified as containing acid sulphate soils. However, an Acid Sulphate Soils management plan has been prepared and included in this submission.

LEP Clause 6.2 – Earthworks

The proposed driveway will require excavation to a maximum of 3.2m on site. Care has been taken to support the excavation before the commencement of excavation according to the Geotechnical report prepared by White Geotechnical group is included in this submission.

LEP Clause 6.4 – Development on sloping land

The subject site is not identified as Area B – Flanking Slopes 5° to 25° on the Landslip Risk Map. A Geotechnical report prepared by White Geotechnical group is included in this submission.

4.2 WARRINGAH DEVELOPMENT CONTROL PLAN

DCP Clause B.B3 – Side Boundary Envelope

Buildings must be sited within a building envelope determined by projecting planes at 45° from a 4m height above ground level (existing) at the side boundaries. Side awnings may encroach the minimum side setback of 0.9m. The existing building complies with the side boundary envelope at 4m and at 45°. The proposed additions comply with this control.

DCP Clause B.B5 – Side Boundary Setbacks

The side setback control is 0.9m.

The proposed side is setback at 5.4m on northern boundary and 200mm on the southern boundary where the garage is proposed to be located. While the proposed garage is within the side boundary setback, it is proposed to be constructed in a manner that will maintain the existing boundary wall between 137 Lagoon Street and 139 Lagoon Street. This construction method has been discussed on site with the Structural Engineer, Builder and Piling company. There will be no impact to the northern neighbour. Impact to the southern neighbour has been discussed directly with them. They have been made aware of this design proposal, as well as the works related to the council land within their frontage, and are in support of the proposal.

DCP Clause B.B5 – Side Boundary Setbacks – Exceptions

For land zoned R2, consent may be granted for ancillary developments to a dwelling house for single storey outbuildings, carport, pergola or the like that to a minor extent does not comply with the requirements of the setback clause. As such, the garage is proposed to be within the southern side setback zone and thus can be considered acceptable.

DCP Clause B.B7 – Front Boundary Setbacks

The front boundary setback control is 6.5m.

The proposed front is setback zero. The existing frontage of the property is currently heavily screened with a retaining wall, landscaping and tall hedging. Although the front setback is non-compliant with the front boundary setback control, it has been noted in previous conversation with Council that appropriate alignment of buildings to road frontages can be determined on a merit basis as long as the proposal is assessed in regard with the streetscape, amenity of surrounding properties and neighbouring setbacks. As shown on the proposed Lagoon Street elevation (A201), and photomontage (SK10) the proposed garage will be designed to sit in line with the established bulk and scale of the existing site conditions. The landscape treatments, finishes and colours will also assist to nestle the new addition within the existing landscape. From arrival to Lagoon street, the

garage will virtually remain unseen from the street junction. Within the front boundary setback, a 1m deep soil planter box is proposed – which will be planted out with various Native species, enhancing the visual streetscape as well as increasing casual surveillance of the street, in comparison to the current tall hedging. The 1m deep soil planter will allow to adequately plant a variety of small trees and shrubs. The objectives of this control will be achieved.

DCP Clause B9 – Rear Boundary Setbacks

The rear setback control is 6.0m. The existing rear setback complies. The proposed does not change the existing condition.

DCP Clause C.C3 – Parking Facilities

Objectives

- *To provide adequate off street carparking*
- *To site and design parking facilities (including garages) to have minimal visual impact on the street frontage or other public place*
- *To ensure that parking facilities (including garages) are designed so as not to dominate the street frontage or other public spaces.*

This increase in off street parking will assist to improve the parking congestion within the immediate local area. The majority of all the other neighbours on Lagoon Street also have driveways and garages facing this street and so the addition of a driveway crossing for 139 Lagoon Street will not look out of place.

There is an existing retaining wall and dense hedging above (refer to image below). The proposed garage will be integrated into the existing landscape established on the street frontage, thus ensuring minimal visual impact through careful integration of design. The proposed garage will be approximately the same scale as the existing condition as it will be set in ground and will not increase the appearance of bulk and scale. The proposed works will sit harmoniously with the street frontage.

The proposed garage will not dominate the street frontage or other public spaces any more than the current landscaping and vegetation does now. The proposed materials of the garage door will be timber look or clad, with a variety of native landscaping growing around and above the garage door entryway. These material treatments will assist to soften the look and integrate it into the existing look and feel of the streetscape.



The DCP notes a requirement that “where garages and carports face the street, ensure that the garage or carport opening does not exceed 6m or 50% of the building width, whichever is the lesser”. The proposed garage door opening is 5.2m. The existing building with is approx. 12m and so therefore, the proposed garage door opening complies with this requirement.

DCP Clause D.D1 – Landscaped Open Space and Bushland Setting

The minimum area of landscaped open space control is 40%.

Total site area is 464.5m²

Existing landscaped open space area is 17%

Proposed landscaped open space area is 18% (+1% increase to existing condition), when following the valid areas prescribed by Council’s control.

Although the proposed landscaped open space is non-compliant with the Council control, the current design does provide an increase to the current condition as the existing astro-turf and pavers in the rear yard will be reinstated as deep soil area.

Furthermore, as shown on A005, there is also a large portion of additional landscape open space that cannot be counted as official landscaped open space merely due to the sizing controls. If we were to include this in the calculation, there would be an additional 22% area that can be considered as landscaped area as it is intended for these zones to be planted.

The area above the new proposed garage will be reinstated as green roof area and will be 450mm deep soil zone, allowing for good growth of vegetation and drainage. The area above the garage door will be 1m deep soil planter, again allowing for a variation of larger shrubs and small trees to dress the street frontage.

DCP Clause D6, D7, D8 – Access to Sunlight, Views, Privacy

Due to the bulk and scale of the existing site condition and the proposed treatment to the garage, no impact to neighbour's views, privacy and solar access will be affected. All new works associated with the garage and driveway will be within the established bulk and scale of the current landscaping on site.

The alterations and additions proposed to the ground and first floor are all within the existing footprint of the existing dwelling. Thus, it is considered that the proposed developments will have minimal impact on privacy, view and solar access to the neighbours. There is no change to the overshadowing.

DCP Clause D10 – Building Colours and Materials

The proposed dwelling will undoubtedly be an improvement to the streetscape and locality. The proposed new character of the dwelling will be rich and textural. Refer to Photomontage SK10 for External Finishes and Landscaping.

DCP Clause E10 – Landslip Risk

The subject site is identified as Area B – Flanking Slopes 5° to 25° on the Landslip Risk Map. A Geotechnical report prepared by White Geotechnical group is included in this submission.

5.0 CONCLUSION

It is submitted that the proposed alterations and additions, construction of new garage and proposed alterations to existing path on council property is reasonable and appropriate in accordance with the Northern Beaches locality. The proposed development is designed to minimise the impact on the amenity of neighbours and the local environment regarding landscape space, solar access, privacy and views. This is a carefully considered design and addresses the interests of council, neighbours and the public, while providing amenity for the occupants of the homes.

We believe the proposed structure will “nestle” into the embankment, be visually integrated into the landscape surroundings and minimise its visual prominence with mitigating and softening characteristics to the Northern Beaches locality.