
From: The Guv
Sent: 24/02/2025 7:35:26 AM
To: Council Northernbeaches Mailbox
Cc: Cassy McGovern
Subject: TRIMMED: Submission regarding DA2025/0083 Lot 2 DP 15111 151 Alfred Street Narraweena
Attachments: Objection against DA2025.docx; 2025-02-14 13-19.pdf; carports-and-garages-rules-for-exempt-development.pdf;

Please find attached our submission and supporting documents regarding DA2025/0083 Lot 2 DP 15111 151 Alfred Street Narraweena, construction of a carport.

If the development assessment team needs to contact us regarding this we will be only to happy to assist.

Kindest regards,

Rob and Cassy McGovern



23 February 2025

To: Northern Beaches Council
council@northernbeaches.nsw.gov.au

Re: Objection against DA2025/0083

We are writing regarding **DA2025/0083**, Alterations and additions to residential development – Construction of a carport, at 151 Alfred Street Narrabeena.

In March 2014, we applied for a carport to be built at 149 Alfred Street Narrabeena (**DA2014/0231**), and this application was rejected in May 2014 citing non-compliance with front setback regulations. Attached for your reference is a copy of the response letter received from Warringah Council dated 9 May 2014. At the same time our neighbour at 147 Alfred Street Narrabeena was instructed by Warringah Council to dismantle and remove a structure they had built as per non-compliance with front setback regulations, as listed above.

The proposed carport design for 151 Alfred Street Narrabeena is far more obtrusive than the carport design that was rejected at 149 Alfred Street Narrabeena and the structure removed from 147 Alfred Street Narrabeena in 2014.

As at today, along the full length of Alfred Street, from Narrabeena to Cromer, a carport of the magnitude of the proposed development at 151 Alfred Street Narrabeena does not exist. Therefore, the claim this development proposal '*respects the existing character of the neighbourhood*' [Statement of Environmental Effects] is not accurate.

The setback on Alfred Street Narrabeena is consistent along both sides of the street. The proposed carport design will be a significant variation and *out of character* with the neighbourhood of Alfred Street, from Narrabeena to Cromer. The carport development proposed will disrupt the visual continuity and pattern of dwellings along Alfred Street.

Current carports along Alfred Street, Narrabeena to Cromer, are built to the side of an existing dwelling and are consistent with the pattern of existing dwellings in regard to the setback.

The proposed roof height and style of the carport development at 151 Alfred Street Narrabeena is not necessary for a functional carport. The proposed roof height and style of the carport development appears to be focused on aesthetics as opposed to function. The proposal states the roof of the carport is to match the existing dwelling. If this is the case, for a functional carport, the carport would align with the current flat corrugated metal garage roof.

Alfred Street, from Narrabeena to Cromer, is a main thoroughfare for traffic and contains multiple properties with i) stand-alone main dwellings and ii) main dwellings with additional, separate, fully functional accommodation dwellings, whereby home owners and rental tenants, manage to contain two or more vehicles within the boundaries of the property with standard sized driveways, without the need for altering the streetscape and constructing oversized carports.

There is substantial evidence along Alfred Street, from Narrabeena to Cromer, that there are other avenues for obtaining the goal that is being sought by this development that are far less obtrusive. The homeowners at 151 Alfred Street Narrabeena currently access their property via the existing functional driveway and can/have successfully parked the second vehicle on their existing property.

The proposed development at 151 Alfred Street Narrabeena will alter and impact of the Alfred Street streetscape and public space around the property for all residences in the vicinity. Widening the driveway entrance to accommodate the home owners request will reduce street parking options for residences in the direct vicinity of 151 Alfred Street Narrabeena. Reducing the kerbside space will also affect space available for residential bins and will further restrict access for garbage trucks to the bins for rubbish collection.

We have concerns in regard to the impact of this proposed development on our property at 149 Alfred Street. The size and height of the proposed carport will impact our access to sunlight on the front garden and natural breeze through the lower level of the home. In summer the natural sunlight and breeze aids our ability to reduce the humidity and dampness in the home which has at times caused problems with mould forming. This can have a major effect on health.

For your information, 151 Alfred Street Narrabeena, has been heavily developed in recent years. Most recently, the current owners, erected a "garden shed" on the adjoining rear boundary fence. This restricted sunlight onto our backyard for most of the morning. This proposed development application, should it proceed, will result in the full shared boundary being developed in its entirety. This also does not appear to be typical of the Alfred Street, from Narrabeena to Cromer, landscape.

It should also be noted that the previous owner chose to convert a functional garage space into a studio apartment for use as Air BnB followed by a long-term rental unit. The current owners purchased the property fully aware the property did not have a functional garage space and that there was only a single parking space on the property. As an alternative option to erecting a structure that is not aligned with the neighbourhood and Alfred Street landscape, perhaps a reconversion to a functional garage space could be considered by the homeowners.

The proposed development of a carport at 151 Alfred Street Narrabeena raises concerns about how it will affect the safety of exiting the driveway at 149 Alfred Street. We are located on the crest of the hill on Alfred Street and with current on-street parking arrangements, which is regularly parked out with oversized vehicles, it is very difficult to see oncoming traffic, travelling up the hill at speed due to acceleration required to get up the hill. We often need to stand on our front porch for view of oncoming traffic coming up Alfred Street to signal the driver when it is safe to pull out. This structure will hinder the view of Alfred Street and prevent us from doing this in the future. Our next option would be to have someone standing on the road, next to the parked cars to provide information to the driver exiting the property.

In closing, the height and scale of the proposed development is way beyond what is required for a functional carport on a residential property. We ask for consideration to be given to the proposed widening of the driveway as it will add to the congestion of on street parking and it will reduce the amount of available kerbside parking. The development may be seeking to remove their vehicle from the street. However, the reduction of kerbside parking makes this a zero gain for the street. And there are always other vehicles seeking to park here. There is genuine concern the proposed development will set a precedent for future development on Alfred Street, from Narrabeena to Cromer, which will alter the characteristics and potentially resident safety in the future.

With all the above considered we ask council to strongly consider rejecting the proposed development at 151 Alfred Street Narrabeena.

We invite Northern Beaches Council to view the shared boundary and property at 149 Alfred Street Narrabeena to provide context to our objections.

Please contact us on [REDACTED] should you wish to discuss our objections further and/or visit our property.

Thank you in advance for your consideration and we look forward to hearing from you.

Kind regards,

Robert and Cassandra McGovern

9 May 2014



Gordon J McGovern
149 Alfred Street
NARRAWEENA NSW 2099

Dear Sir/Madam,

Development Application No: DA2014/0231 for Alterations and additions to a dwelling house at 149 Alfred Street NARRAWEENA NSW 2099.

I refer to your application that was received by Council on 10/03/2014. An assessment of your application has identified an area of non-compliance that will not allow Council to support this application in its current form.

The following outlines the non-compliance and insufficient information in your application:

Front Setback

The proposed carport does not comply with the minimum front setback control of 6.5 metres under Part B7 (Front Setback) of Warringah Development Control Plan 2011 (WDCP 2011).

The development represents a 63% variation with the 6.5m front setback required under Part B7. This is a significant variation to the minimum control and based on an assessment of the proposal, it will not achieve the objectives of the control in relation to the following:

- *To create a sense of openness.*
- *To maintain the visual continuity and pattern of buildings and landscape elements.*
- *To protect and enhance the visual quality of streetscapes and public spaces.*

A detailed analysis of the site and the surrounding area does not demonstrate any circumstances that would justify the non-compliance.

You are strongly encouraged to withdraw this application and resubmit an application that addresses all of the issues listed above. Council will not accept any additional information or amendments to this current application.

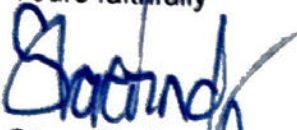
If you choose to withdraw this application within seven days of the date of this letter (16 May 2014), Council may refund a portion of the development application fees. A request to withdraw an application needs to be provided in writing.

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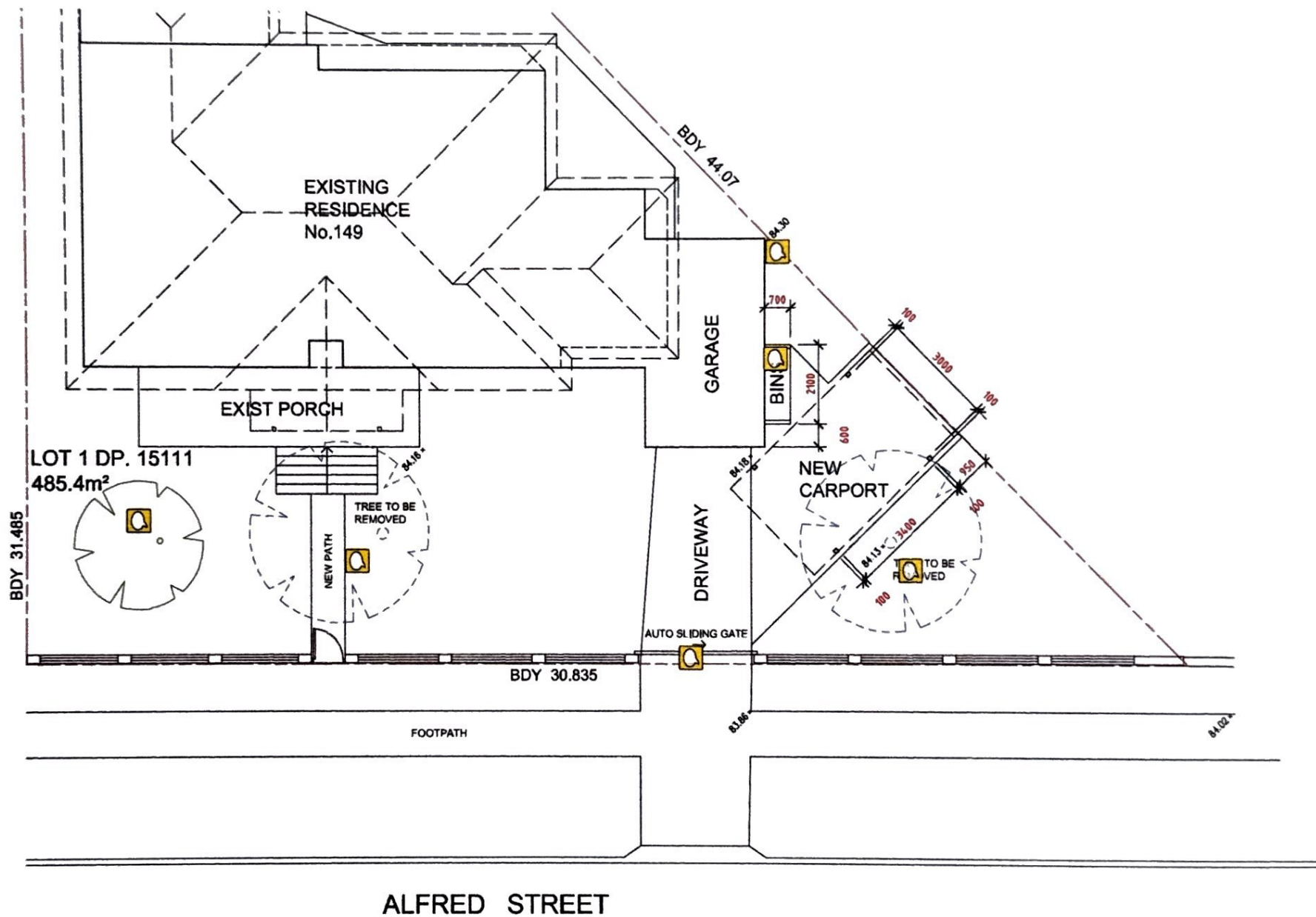
If you have not contacted Council by the 16 May 2014, Council will assume that you are not withdrawing this application and no fees will be refunded and we will assess this application in its current form.

If you wish to discuss any issues raised in this letter, please contact Nick England on 9942 2111 between 8.30am to 5.00pm Monday to Friday.

Yours faithfully



Steve Findlay
Development Assessment Manager



Carports and garages

Rules for exempt and complying development

This fact sheet explains when you can build carports without the need for development approval from council and when you can build carports and garages as complying development. It summarises the size and location requirements with which carports and garages must comply.

Check planning controls first

This fact sheet is for guidance only and may not contain all the information relevant to every property in NSW. You should refer to the [relevant planning controls](#) before beginning work, or seek professional advice on how the planning controls apply to your property.

The majority of the development that can be done as exempt or complying development in NSW is identified in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (the policy). View the policy at the [Exempt and complying development policy web page](#).

Exempt development is minor building work that does not need planning or building approval. Fact sheet *Understanding exempt development* provides more information about exempt development.

Complying development is a joint planning and construction approval that can be granted by council or a private certifier. Fact sheet [Exempt and Complying Development](#) gives more information about complying development.

Exempt and complying development cannot be carried out on certain land.



Photo credit: NSW Department of Planning and Environment / Salty Dingo

Carports as exempt development

You can build a carport without planning or building approval, as long as it complies with specific development standards in the policy.

Carports cannot be built as exempt development when on a lot that contains a heritage item (or draft item), or in a foreshore area.

The maximum size allowed

- The floor area of a carport must not exceed:
 - 20 m² on lots with an area of 300 m² or less
 - 50 m² for lots larger than 300 m² in rural zones and residential Zone R5
 - 25 m² for lots larger than 300 m² in other zones.
- The carport must not be higher than 3 m above ground level (existing), and if it is attached to a single storey dwelling, not higher than the roof gutter line of that dwelling.
- At least 2 sides and one-third of the carport's total perimeter must be open.

Where you can build them on your lot

Carports must be at least 1 m behind the building line facing any road (the building line is the face of the wall and does not include any porch or portico type structure).

- The carport must be setback:
 - at least 5 m from any lot boundary in zones RU1, RU2, RU3, RU4, RU6, R5
 - at least 900 mm in any other zone.
- In heritage conservation areas (or draft conservation areas), carports must be located in the rear yard.
- The roof of the carport may project into the required setback area, but it must be setback at least 500 mm from any lot boundary.

Figure 1 below illustrates the requirements.

If you need to construct a new driveway or gutter crossing, you must get approval from the relevant road authority first (under the *Roads Act 1993*).

The road authority is generally your local council, but in the case of classified roads, you should contact Roads and Maritime Services.

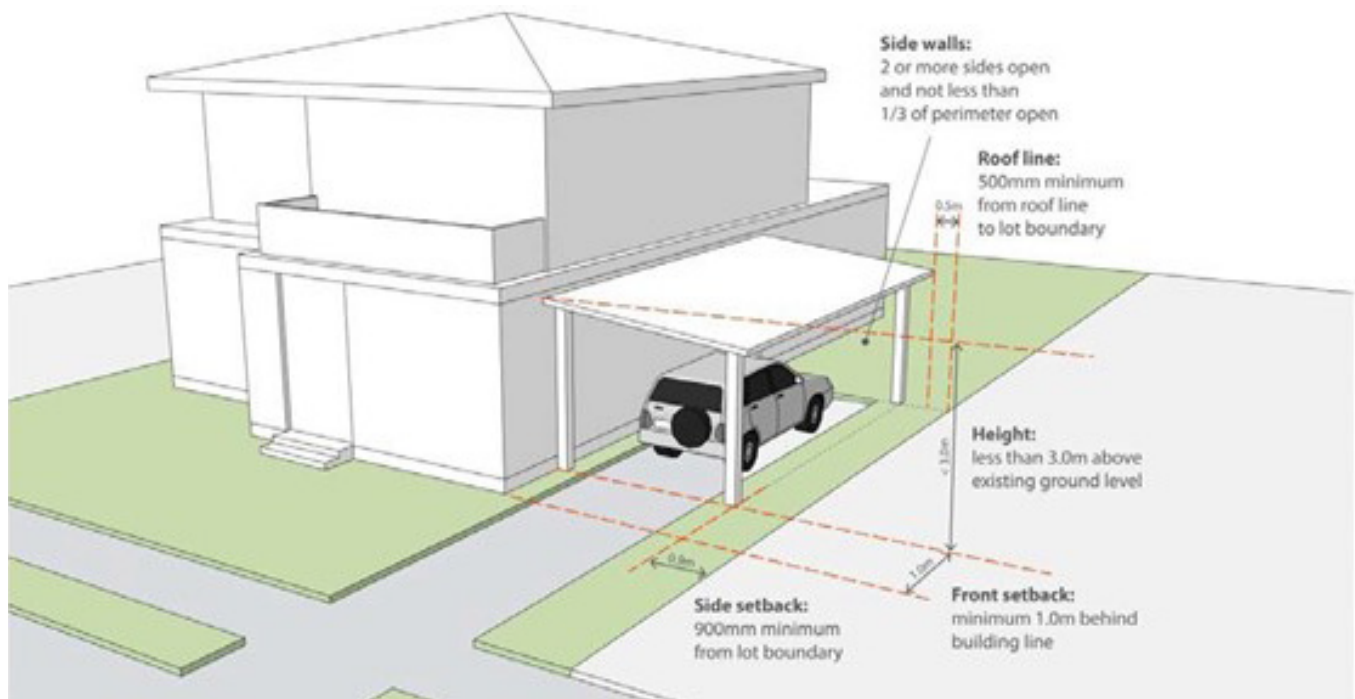


Figure 1

Standards for carports built as exempt development.



Photo credit: NSW Department of Planning and Environment / Adam Hollingworth

Other standards that apply

- On bushfire-prone land, carports must be constructed of non-combustible materials if it is within 5 m of a dwelling.
- Roof water from the carport must be disposed of into an existing stormwater drainage system.
- Any connection to a building fascia must be done in accordance with a professional engineer's specifications.
- Works must not reduce vehicular access to or from the site or reduce existing car parking, or loading/unloading facilities.
- Any metal materials must be low reflective, factory pre-coloured materials

One carport per dwelling

For residential exempt development, you can only have one carport for every dwelling house on the lot.

For instance, if the lot has one dwelling house, there can only be one carport on that lot. If there is a primary and secondary dwelling on the lot, you can have 2 carports.

Residential carports and garages as complying development

Carports and garages can be built as complying development as attached and detached development.

To be complying development, the new carport or garage must not result in all of the development on the lot exceeding the gross floor area.

In residential zones

Carports and garages can only be built as complying development on lots zoned residential R1, R2, R3, R4 and rural zone RU5, that:

- have an area of at least 200 m²
- a width of at least 6 m.

The carport or garage must comply with the following development standards (cl 3.16 of the policy):

- Garages can only be built on lots that are less than 8 m wide when the vehicle access is from a secondary road, parallel road or lane (not the primary road).

The maximum permitted height for detached garages or carports is 4.5 m above ground level (existing).

- If vehicle access is on a primary road frontage, the carport or garage must be set back at least 5.5 m or 1 m behind the building line, dependent on front setback from the boundary with the primary road.
- The total width of all garage door openings that face a road must not exceed:
 - 3.2 m on lots that are between 8 m and 12 m wide, or
 - 6 m on lots that are more than 12 m wide.
- The location of carports and garages on battle-axe lots must allow vehicles to exit the site in a forward direction



Photo credit: NSW Department of Planning and Environment / Adam Hollingworth

Other items to consider

- If a new driveway or gutter crossing is required, you must get separate approval from council or the Roads and Maritime Services under the *Roads Act 1993*.
 - New driveways must be constructed in accordance with Australian Standard 2890.1 – 2004 Parking Facilities – off-street car parking.
 - If you propose to do any cut or fill, the works must comply with the requirements for cut and fill for exempt development or complying development. Fact sheet *Earth works and retaining walls* provides more information about cut and fill.
 - If you propose to remove or prune any existing trees or vegetation, you should contact your council first. You may need approval.
 - If any structures will be located on public land, or on or over a public road (including temporary structures), you will need to get separate approval from the relevant council or Roads and Maritime Services under the *Roads Act 1993* and the *Local Government Act 1993*.
- If your proposal does not meet the required standards for exempt or complying development, you may still be able to do the work, but you must get development approval first. In this case, you should contact your local council to discuss your options.

More information

To find out more, visit the [Exempt and complying development web page](#) or call the department's Codes Team on 02 8289 6600 or email codes@planning.nsw.gov.au.

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