

**STATEMENT OF ENVIRONMENTAL EFFECTS**

**FOR THE PROPOSED CONSTRUCTION OF A NEW CARPORT, DRIVEWAY  
AND FRONT FENCE**

**LOCATED AT**

**108 QUEENS PARADE EAST, NEWPORT**

**FOR**

**PETER FARRUGIA**



**Prepared  
May 2022**

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## 1.0 Introduction

This Statement of Environmental Effects accompanies details prepared on behalf of Peter Farrugia by JJ Drafting, Project No 955/22, Sheets No's DA.01 – DA.12 dated 6 April 2022 to detail the construction of a new carport at **108 Queens Parade East, Newport**.

This Statement describes the subject site and the surrounding area, together with the relevant planning controls and policies relating to the site and the type of development proposed. As a result of this assessment it is concluded that the development of the site in the manner proposed is considered to be acceptable and is worthy of the support of the Council.

In preparation of this document, consideration has been given to the following:

- *The Environmental Planning and Assessment Act, 1979 as amended (EP&A Act)*
- *The Environmental Planning and Assessment Regulation 2021 (**the Regulations**)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *Pittwater Local Environmental Plan 2014 (**PLEP 2014**)*
- *Pittwater 21 Development Control Plan (**P21 DCP**)*

## 2.0 Property Description

The subject allotment is described as 108 Queens Parade East, Newport, being Lot 13 within Deposited Plan 17229 and is zoned R2 Low Density Residential under the provisions of PLEP 2014.

The site is located within Class 5 on the Acid Sulphate Soils Map of PLEP 2014. This will be discussed in further detail within this report.

A minor portion of the rear north-east corner is identified within the Low Risk Precinct on the Flood Hazard Map of P21 DCP. This matter will be discussed further within this statement.

There are no other known hazards affecting this site.

### 3.0 Site Description

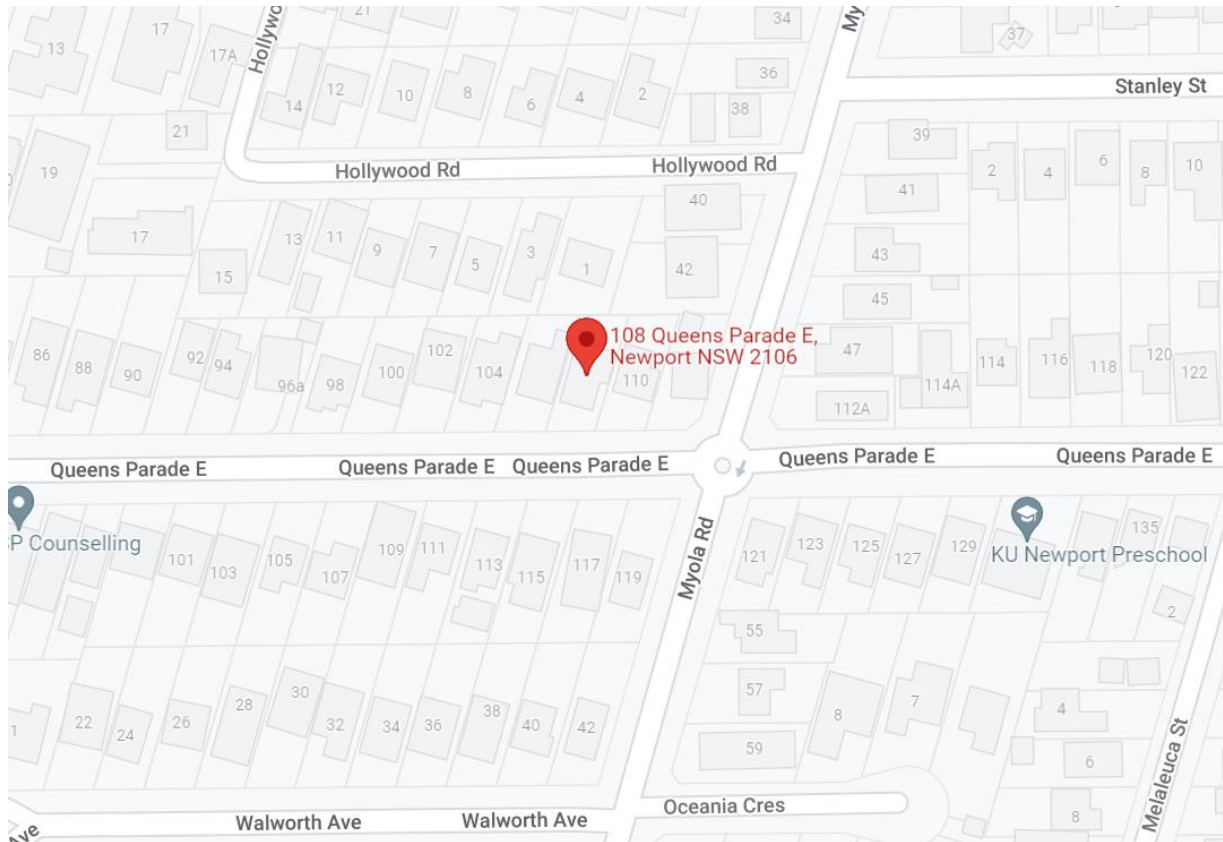
The site is located on the northern side of Queens Parade East.

The land has a general fall to the north, with stormwater from the roof areas dispersed within the rear yard of the site.

The site is trapezoidal in shape, with angled front and rear boundaries of 15.24m and a depth of 36.576m. The total site area is 533.8m<sup>2</sup>.

The site is currently occupied with a two story weatherboard dwelling with a metal roof, with a swimming pool within the rear yard. Vehicular access to the site is provided via a concrete driveway from Queens Parade East to an existing open hard stand parking area within the front setback.

The details of the lot are contained within the survey report prepared by Detailed Surveys Consulting Surveyors, reference 128/21, dated 14 December 2021, which accompanies the DA submission.



**Fig 1: Location of Subject Site**  
(Source: Google Maps)



**Fig 2: View of the subject site and existing open parking area, looking north-west from Queens Parade**



**Fig 3: View of the subject site dwelling and parking and pedestrian access, looking north from Queens Parade**



**Fig 4: View of the adjacent neighbour at No 110 Queens Parade, looking north**

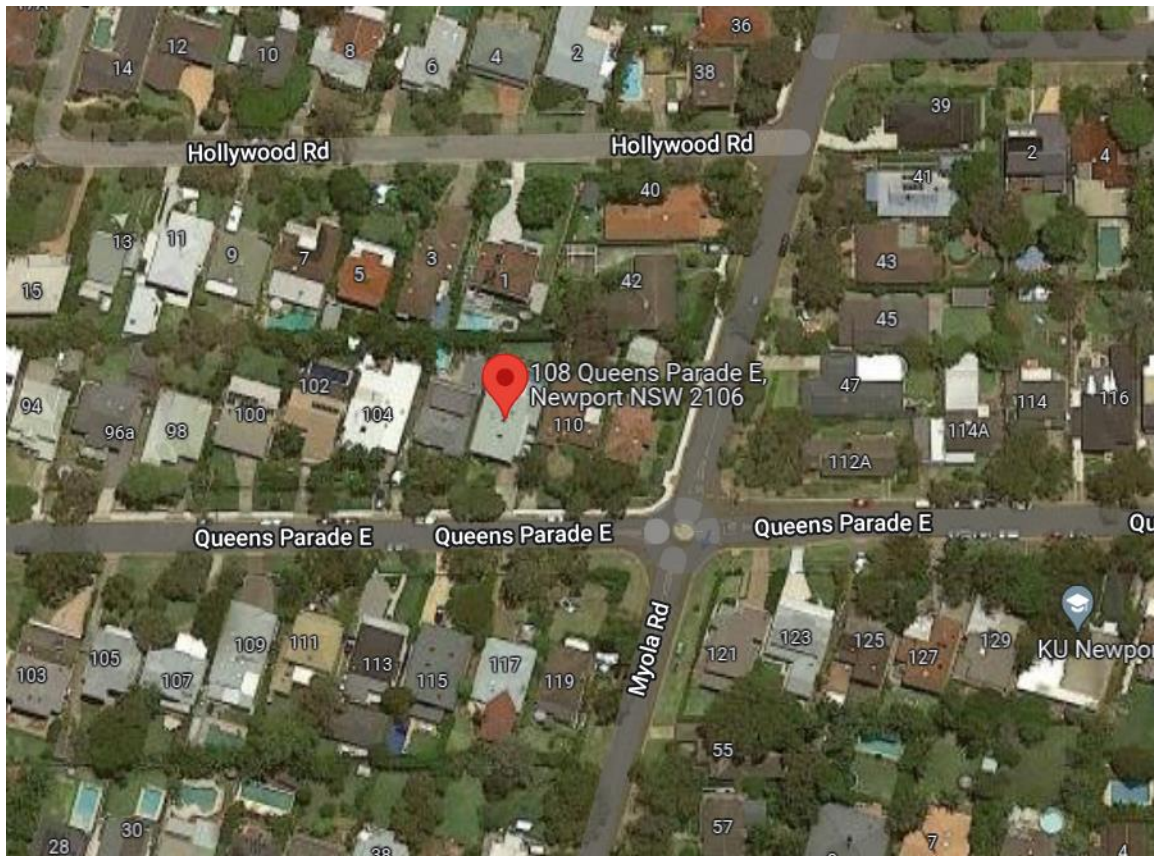


**Fig 5: View of the existing streetscape to the west of the site, looking north-west from Queens Parade**

#### 4.0 The Surrounding Environment

The general vicinity of the site is characterised by regular shaped allotments within a natural setting, with a mix of low density residential developments within landscaped settings, the design of which reflects the local views and retains a dominance of natural features and vegetation.

Carports and other open parking structures within the front setback or in close proximity to the street boundary are common in the area.



**Fig 6: Aerial Photograph**  
(Source: Google Maps)

## 5.0 Proposed Development

As detailed within the accompanying plans, the proposal seeks to provide for the construction of a new carport over an existing hardstand parking area. The design of the proposed car stand retains the opportunity for pedestrian access to the main entrance of the dwelling with the entrance pathway and front door being readily identifiable from the road.

The location of the central pathway to the dwelling, separates the car spaces and whilst resulting in a minor additional increase in the car width, does allow for an attractive and functional entrance to the dwelling.

The proposed attached double carport comprises timber framing with metal roof sheeting.

The existing concrete driveway is to be widened to provide suitable access to the proposed carport. The existing single width layback will be maintained.

The proposed new works will not require the removal of any significant vegetation, with the current perimeter vegetation unchanged. The existing front boundary fencing is also to remain unaltered.

The development indices for the development are summarised as:

Site Area	533.8m <sup>2</sup>
Required Landscaped Area:	50% or 266.9m <sup>2</sup>
Proposed Landscaped Area:	33.7% or 180.34m <sup>2</sup> (See DCP discussion)

## **6.0 Zoning and Development Controls**

### **6.1 State Environmental Planning Policy (Resilience and Hazards) 2021**

#### Remediation of Land

Clause 4.6(1)(a) of SEPP (Resilience and Hazards) prescribes that the consent authority must not grant consent to the carrying out of any development on land unless it has considered whether the land is contaminated.

Given the history of residential use of the land, the site is not considered to be subject to contamination and further investigation is not required at this stage.

### **6.2 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004**

The proposed carport constitutes “BASIX excluded development”, as defined by the Regulations, and the provision of a BASIX Certificate is not required in this instance.

### **6.3 Pittwater Local Environmental Plan 2014**

#### **Clause 2.2 Zone objectives and Land Use Table**

The site is zoned R2 Low Density Residential under the provisions of the PLEP 2014.



**Fig 7: Extract of the Zoning Map of PLEP 2014**

Dwelling houses, and development ancillary to a dwelling house, are permissible with the consent of Council.

The development of and use of the land for residential purposes within the R2 Low Density Residential Zone is consistent with the zone objectives, which are noted as:

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To provide for a limited range of other land uses of a low intensity and scale, compatible with surrounding land uses.*

It is considered that the proposed additions and alterations to the existing dwelling will be consistent with the desired future character of the surrounding locality for the following reasons:

- The proposal will be consistent with and complement the existing detached style housing within the locality.
- The proposed development respects the scale and form of other new development in the vicinity and therefore complements the locality. The proposal provides for the construction of a modest attached double carport, which will not have any significant or adverse impact on the neighbouring properties.
- The setbacks are compatible with the existing surrounding development.
- The proposal does not have any adverse impact on long distance views.

#### **Clause 4.3 – Height of Buildings**

The maximum building height in this portion of Newport is 8.5m. The proposed new works will provide a maximum overall height of approximately 4.25m and therefore complies with this control.

#### **Clause 7.1 – Acid Sulfate Soils**

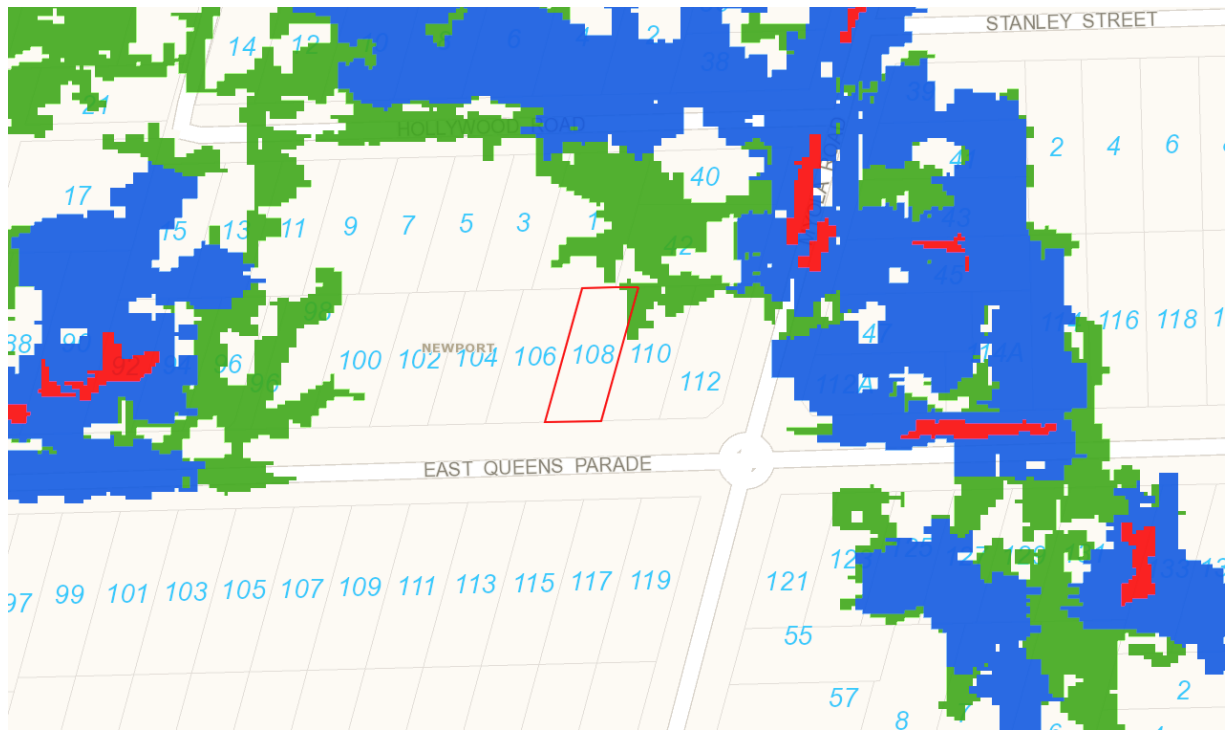
The site is identified as being within an area affected by Acid Sulfate Soils (Class 5). The proposal does not involve works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

#### **Clause 7.2 – Earthworks**

The proposal does not necessitate any significant earthworks. Appropriate sediment and erosion measures will be installed prior to the commencement of works to ensure disturbance of the site is minimised. The works will be carried out in accordance with the recommendations of the consulting Structural Engineer.

#### **Clause 7.3 – Flood Planning**

A minor portion of the rear north-east corner is identified within the Low Risk Precinct on the Flood Hazard Map of P21 DCP, as shown on Figure 8 below.



**Fig 8: Extract of Council's Flood Hazard Map**

The works proposed are located in the front south-eastern corner of the site, outside the flood extent and above the relevant FPL. Furthermore, the proposed carport is an open structure, that provides for the free flow of water through the area and is a structure that is permitted below the flood level.

Council can be satisfied that the application does not involve works within the flood planning area.

## Clause 7.10 – Essential Services

Existing essential services to the site are to be maintained.

There are no other clauses of the PLEP 2014 that are considered to be relevant to the proposed development.

## **6.4 Pittwater 21 Development Control Plan 2014**

Council's Pittwater 21 DCP Section B (General Controls), Section Part C (Development Type Controls) and Section D Newport Locality Statement provides a range of outcomes and controls which form the primary criteria for the control for development within the subject locality.

### **6.4.1 Shaping Development – Desired Character**

#### ***A4.10 Newport Locality***

*The Newport locality will remain primarily a low-density residential area with dwelling houses a maximum of two storeys in any one place in a natural landscaped setting, integrated with the landform and landscape. Secondary Dwellings can be established in conjunction with another dwelling to encourage additional opportunities for more compact and affordable housing with minimal environmental impact in appropriate locations. Any dual occupancy dwellings will be located on the valley floor and lower slopes that have less tree canopy coverage, species and habitat diversity and fewer other constraints to development. Any medium density housing will be located within and around commercial centres, public transport and community facilities. Retail, community and recreational facilities will serve the community.*

*Future development is to be located so as to be supported by adequate infrastructure, including roads, water and sewerage facilities, and public transport.*

*Future development will maintain a building height limit below the tree canopy and minimise bulk and scale. Existing and new native vegetation, including canopy trees, will be integrated with the development. Contemporary buildings will utilise facade modulation and/or incorporate shade elements, such as pergolas, verandahs and the like. Building colours and materials will harmonise with the natural environment. Development on slopes will be stepped down or along the slope to integrate with the landform and landscape, and minimise site disturbance. Development will be designed to be safe from hazards.*

*A balance will be achieved between maintaining the landforms, landscapes and other features of the natural environment, and the development of land. As far as possible, the locally native tree canopy and vegetation will be retained and enhanced to assist development blending into the natural environment, to provide feed trees and undergrowth for koalas and other animals, and to enhance wildlife corridors.*

*Heritage items and conservation areas indicative of the Guringai Aboriginal people and of early settlement in the locality will be conserved.*

*Vehicular, pedestrian and cycle access within and through the locality will be maintained and upgraded. The design and construction of roads will manage local traffic needs, minimise harm to people and fauna, and facilitate co-location of services and utilities.*

It is considered that the proposal is consistent with the desired character of the locality by providing for the construction of a new open double carport, with a modest single storey scale.

The proposal will not result in the removal of any significant trees or vegetation and will maintain the character of the Newport locality.

The building materials and colours will harmonise with the natural environment and will not detract from the existing locality.

The proposed new carport will provide for upgraded car parking for the site, with two off-street covered car parking spaces providing improved amenity for occupants of the dwelling.

#### **6.4.2 Section B General Controls**

The General Controls applicable to the proposed new carport are summarised as:

##### **B3.11 Flood Prone Land**

The controls seek to achieve the outcomes:

*Protection of people.*

*Protection of the natural environment.*

*Protection of private and public infrastructure and assets.*

A minor portion of the rear north-east corner is identified within the Low Risk Precinct on the Flood Hazard Map of P21 DCP. The proposal provides for a new open carport, beyond the extent of the Low Risk Precinct and therefore will not have any impact on the flood risk on the land.

##### **B4.5 Landscape and Flora and Fauna Enhancement Category 3 Land**

The controls seek to achieve the outcomes:

*The long-term viability and enhancement of locally native flora and fauna and their habitats. (En)*

The proposal does not seek to remove any significant trees or vegetation.

##### **B5.15 Stormwater Management**

The controls seek to achieve the outcomes:

*No increase in pollutants discharged with stormwater into the environment. (En)*

*Development is compatible with Water Sensitive Urban Design principles. (En)*

Roofwater from the new roof areas will be connected to the existing stormwater management system.

##### **B6.1 Access driveways and works on the Public Road Reserve – Low Density Residential**

The controls seek to achieve the outcomes:

*Safe and convenient access. (S)*

*Adverse visual impact of driveways is reduced. (En)*

*Pedestrian safety. (S)*

*An effective road drainage system. (En, S)*

*Maximise the retention of trees and native vegetation in the road reserve. (En, S)*

The existing driveway crossing is to be retained.

#### **B6.2 Internal Driveways**

The controls seek to achieve the outcomes:

*Safe and convenient access. (S)*

*Reduce visual impact of driveways. (S)*

*Pedestrian safety. (S)*

*An effective road drainage system. (En, S)*

*Maximise the retention of trees and native vegetation.*

*Reduce contaminated run-off from driveways.*

Minor works are proposed to the hardstand area. The resultant development is to comply with the relevant provisions of AS2890.1.

#### **B6.5 Off-street Vehicle Requirements – Low Density Residential**

The controls seek to achieve the outcomes:

*Safe and convenient parking (En, S)*

The control requires a minimum of 2 parking spaces for each dwelling. The proposal provides for the construction of a carport over the existing hardstand parking area, providing 2 covered off-street parking spaces, consistent with this control.

#### **B8.1 Construction & Demolition – Excavation and Landfill**

The controls seek to achieve the outcomes:

*Site disturbance is minimised. (En)*

*Excavation and construction not to have an adverse impact. (En)*

*Excavation operations not to cause damage on the development or adjoining property. (S)*

The proposal will not require any substantial excavation or fill to accommodate the new works.

#### **B8.2 Construction & Demolition – Erosion and Sediment Management**

The controls seek to achieve the outcomes:

*Waterways, coastal areas, watercourses, drainage systems and the public domain are protected from the transportation of sedimentation from development sites. (En)*

*Reduction of waste throughout all phases of development. (En)*

*Public safety is ensured. (S)*

*Protection of the public domain. (S, En)*

Appropriate sedimentation controls will be implemented throughout construction as required to prevent transportation of sediment to adjoining properties. The existing site landscaping will be maintained to prevent ongoing erosion.

**B8.3 Construction and Demolition – Waste Minimisation**

The controls seek to achieve the outcomes:

*Reduction management of demolition, excavation and construction works is to be minimised by reuse on-site, recycling, or disposal at an appropriate waste facility. (En)*

All construction waste material will be removed and recycled off site where possible or taken to an approved waste disposal facility, as detailed in the accompanying Waste Management Plan.

**6.4.3 Section C Development Type Controls**

The Development Controls applicable to the proposed development and are summarised as:

**C1.1 Landscaping**

The controls seek to achieve the outcome:

*A built form softened and complemented by landscaping. (En)*  
*Landscaping reflects the scale and form of development. (En)*  
*Retention of canopy trees by encouraging the use of pier and beam footings. (En)*  
*Development results in retention of existing native vegetation. (En)*  
*Landscaping results in the long-term retention of Pittwater's locally native tree canopy. (En)*  
*Landscaping retains and enhances Pittwater's biodiversity by using locally native plant species (En)*  
*Landscaping enhances habitat and amenity value. (En, S)*  
*Landscaping results in reduced risk of landslide. (En, Ec)*  
*Landscaping results in low watering requirement. (En)*

The proposal does not require the removal of any significant trees or vegetation.

The proposal retains generous areas of soft landscaping on site which will retain the landscaped character of the locality.

**C1.2 Safety and Security**

The controls seek to achieve the outcomes:

*On-going safety and security of the Pittwater community. (S)*  
*Opportunities for vandalism are minimised. (S, Ec)*  
*Inform applicants of Council's requirements for crime and safety management for new development. (S)*

*Improve community awareness in relation to Crime Prevention through Environmental Design (CPTED), its principle strategies and legislative requirements (S)*  
*Identify crime and safety priority areas in Pittwater LGA (S, Ec)*  
*Improve community safety and reduce the fear of crime in the Pittwater LGA (S)*  
*Develop and sustain partnerships with key stakeholders in the local area who are involved in community safety. (S)*

The proposed works do not impact on the existing safety or security of the site. The windows on the front façade of the dwelling will continue to provide casual surveillance of the street.

### **C1.3 View Sharing**

The controls seek to achieve the outcomes:

*A reasonable sharing of views amongst dwellings. (S)*  
*Views and vistas from roads and public places to water, headland, beach and/or bush views are to be protected, maintained and where possible, enhanced. (S)*  
*Canopy trees take priority over views. (En, S)*

The proposal is not considered to impact on any significant views and will maintain consistency with Council's view sharing objectives.

### **C1.4 Solar Access**

The controls seek to achieve the outcomes:

*Residential development is sited and designed to maximise solar access during mid-winter. (En)*  
*A reasonable level of solar access is maintained to existing residential properties, unhindered by adjoining development. (En)*  
*Reduce usage and/dependence for artificial lighting. (En)*

The required controls to achieve the outcomes are to ensure that private open spaces of the subject and adjoining dwellings maintain a minimum of 3 hours of solar access in mid-winter.

The proposed modest carport will not result in any adverse impacts on the solar access currently enjoyed by neighbouring properties.

### **C1.5 Visual Privacy**

The controls seek to achieve the outcomes:

*Habitable rooms and outdoor living areas of dwellings optimise visual privacy through good design. (S)*  
*A sense of territory and safety is provided for residents. (S)*

The proposed carport over the existing hardstand area will not result in any adverse visual privacy impacts for neighbouring properties.

### **C1.6 Acoustic Privacy**

The controls seek to achieve the outcomes:

*Noise is substantially contained within each dwelling and noise from any communal or recreation areas are limited. (S)*

*Noise is not to be offensive as defined by the Protection of the Environment Operations Act 1997, including noise from plant, equipment and communal or recreation areas (S)*

The required controls to achieve the outcomes are to ensure that noise sensitive living areas and bedrooms are located away from major noise sources.

The proposed carport over the existing hardstand area will not result in any adverse acoustic privacy impacts for neighbouring properties.

### **C1.7 Private Open Space**

The controls seek to achieve the outcomes:

*Dwellings are provided with a private, usable and well-located area of private open space for the use and enjoyment of the occupants. (S)*

*Private open space is integrated with, and directly accessible from, the living areas of dwellings. (S)*

*Private open space receives sufficient solar access and privacy (En, S).*

The required controls to achieve the outcomes are to ensure that dwellings are provided suitable private open space with an area and at a grade which will facilitate outdoor private recreation. The proposal will maintain existing areas of private open space.

### **C1.12 Waste and Recycling Facilities**

The controls seek to achieve the outcomes:

*Waste facilities are accessible and convenient, and integrate with the development. (En)*

*Waste facilities are located such that they do not adversely impact upon amenity of the land adjoining development or natural environment. (En, S)*

The required controls to achieve the outcomes are to ensure that adequate area remains for the storage of waste and recyclable materials. There is sufficient area available in the carport area for the on-site storage of waste and recyclables, with the waste removed by Council contractors via the household garbage service.

#### 6.4.4 Section D Design Criteria

The **D10 Newport Locality Statement** contains a number of outcomes for development. The proposal has been assessed in regard to the Locality Statement and is summarised in the following table.

In support of the proposal, it is considered that this proposal is well designed and consistent with the community's vision for development in Pittwater in that the works:

- are a form of development which is compatible with the existing residential character of the area,
- are of a size and scale that is appropriate and compatible with nearby development,
- maintain existing views and amenity to adjoining properties,
- do not result in additional run-off to adjoining properties or public spaces, and
- will not place additional demands on local infrastructure or on the sewage disposal system for the site.

A summary of the DCP controls for the **D10 Newport Locality** is provided below:

##### ***D10.1 Character as viewed from a public place***

The control seeks to achieve the outcomes:

*To achieve the desired future character of the Locality.*

*To ensure new development responds to, reinforces and sensitively relates to the spatial characteristics of the existing built and natural environment. (En, S, Ec)*

*To enhance the existing streetscapes and promote a scale and density that is in scale with the height of the natural environment.*

*The visual impact of the built form is secondary to landscaping and vegetation, or in commercial areas and the like, is softened by landscaping and vegetation. (En, S, Ec)*

*High quality buildings designed and built for the natural context and any natural hazards. (En, S)*

*Buildings do not dominate the streetscape and are at 'human scale'. Within residential areas, buildings give the appearance of being two-storey maximum. (S)*

*To preserve and enhance district and local views which reinforce and protect Pittwater's natural context.*

*To enhance the bushland vista of Pittwater as the predominant feature of the landscape with built form, including parking structures being a secondary component.*

*To ensure that development adjacent to public domain elements such as waterways, streets, parks, bushland reserves and other public open spaces, compliments the landscape character, public use and enjoyment of that land. (En, S)*

The required controls to achieve the outcomes are to ensure that the building maintains a compatibility with the locality through appropriate design relief including roof forms textures, materials, the arrangement of windows, modulation of wall and roof planes, spatial separation, landscaping etc.

The controls also seek to limit the width of parking structures to 7.5m or 50% of the lot frontage, whichever is the lesser. The proposed carport is limited to 6.9m in width, being less than 7.5m and 50% of the site frontage (7.62m).

The proposal will provide for the construction of a new carport over an existing hardstand area, which is to be widened as part of the subject proposal. As can be seen in the architectural plans provided, the form of the new carport is an open-style structure, modest in bulk and scale. The carport has been designed to integrate with the design of the existing dwelling and is to be finished in complementary colours and materials to ensure that it is not visually prominent within the locality.

#### **D10.4 Building colours and materials**

The controls seek to achieve the outcomes:

*Achieve the desired future character of the Locality.*

*The development enhances the visual quality and identity of the streetscape. (S)*

*To provide attractive building facades which establish identity and contribute to the streetscape.*

*To ensure building colours and materials compliments the visual character of its location with the natural landscapes of Pittwater.*

*The colours and materials of the development harmonise with the natural environment. (En, S)*

*The visual prominence of the development is minimised. (S)*

*Damage to existing native vegetation and habitat is minimised. (En)*

*The use of materials with low embodied energy is encouraged. (En)*

*New buildings are robust and durable with low maintenance requirements. (S)*

*In the Newport Commercial Centre, roofs of lighter colours are permitted to improve the thermal performance of the roof system. (En, Ec, S)*

The required controls to achieve the outcomes are to ensure that the external colours and materials shall be dark and earthy tones as indicated within the DCP. It is considered that the development is appropriate as the proposal will utilise finishes and colours which are compatible with the DCP and the surrounding properties.

#### **D10.7 Front Building Line**

The controls seek to achieve the outcomes:

*Achieve the desired future character of the Locality. (S)*

*The amenity of residential development adjoining a main road is maintained. (S)*

*Vegetation is retained and enhanced to visually reduce the built form. (En)*

*Vehicle manoeuvring in a forward direction is facilitated. (S)*

*To encourage attractive street frontages and improve pedestrian amenity.*

*To ensure new development responds to, reinforces and sensitively relates to the spatial characteristics of the existing urban environment*

The control to achieve these outcomes is to provide a setback of 6.5m, or the established building line, which even is the greater.

The proposed new carport will stand between 0.5m and 2.5m from the front boundary and will therefore present a variation to the front setback control.

The proposal provides for a modest single storey structure which complements the design of the dwelling and will not be overbearing when viewed from the street.

The proposal will not see the removal of any significant vegetation and maintains the existing landscaped areas throughout the site.

The proposed development does not facilitate movement in a forward direction. However, in accordance with the provisions of B6.2 of P21 DCP, this is not required in the circumstances of the subject site.

There is no alternate design solution to provide covered carparking on the subject site, whilst retaining the existing dwelling. In circumstances where there is an established precedence of other carports forward of the front building line (80 Queens Parade East and 94 Queens Parade East), the proposed carport is considered to appropriately respond to the spatial characteristics of the existing urban environment.

Notwithstanding the minor variation to the front building line, the proposal is in keeping with the desired outcomes of this control and is worthy of support on merit.

#### ***D10.8 Side and rear building line***

The controls seek to achieve the outcomes:

*To achieve the desired future character of the Locality. (S)*

*The bulk and scale of the built form is minimised. (En, S)*

*Equitable preservation of views and vistas to and/or from public/private places. (S)*

*To encourage view sharing through complimentary siting of buildings, responsive design and well-positioned landscaping.*

*To ensure a reasonable level of privacy, amenity and solar access is provided within the development site and maintained to residential properties. (En, S)*

*Substantial landscaping, a mature tree canopy and an attractive streetscape. (En, S)*

*Flexibility in the siting of buildings and access. (En, S)*

*Vegetation is retained and enhanced to visually reduce the built form. (En)*

*To ensure a landscaped buffer between commercial and residential zones is established. (En, S)*

The relevant controls to achieve these outcomes are to maintain a minimum side boundary setback of 2.5m for at least one side and min 1.0m setback for the other side. A rear setback of 6.5m applies.

Whilst sited well clear of the western side and northern rear boundaries, the proposed new carport is sited with a nil setback to the eastern side boundary, presenting a variation to the 2.5m minimum setback prescribed by this control.

The proposal comprises a modest open carport, which is integrated into the design of the dwelling and will not be overbearing when viewed from the street. The proposed carport will not result in any adverse impacts to the eastern neighbour in terms of solar access, privacy, views or general amenity.

The application proposes additional landscaping to the rear of the carport along the eastern side setback to maximise the appearance of landscaping through the structure.

The proposed design solution demonstrates flexibility in the siting of building, in response to the individual circumstances of the site, consistent with the outcomes of this control.

#### **D10.11 Building Envelope**

The controls seek to achieve the outcomes:

- To achieve the desired future character of the Locality.*
- To enhance the existing streetscapes and promote a building scale and density that is below the height of the trees of the natural environment.*
- To ensure new development responds to, reinforces and sensitively relates to spatial characteristics of the existing natural environment.*
- The bulk and scale of the built form is minimised. (En, S)*
- Equitable preservation of views and vistas to and/or from public/private places. (S)*
- To ensure a reasonable level of privacy, amenity and solar access is provided within the development site and maintained to residential properties. (En, S)*
- Vegetation is retained and enhanced to visually reduce the built form. (En)*

The required control to achieve these outcomes is to maintain the development within an envelope projected at 45 degrees at a height of 3.5m from the side boundary.

The proposed carport readily complies with the building envelope control.

#### **D10.12 Landscaped Area – General**

The controls seek to achieve the outcomes:

- Achieve the desired future character of the Locality. (S)*
- The bulk and scale of the built form is minimised. (En, S)*
- A reasonable level of amenity and solar access is provided and maintained. (En, S)*
- Vegetation is retained and enhanced to visually reduce the built form. (En)*
- Conservation of natural vegetation and biodiversity. (En)*
- Stormwater runoff is reduced, preventing soil erosion and siltation of natural drainage channels. (En)*
- To preserve and enhance the rural and bushland character of the area. (En, S)*
- Soft surface is maximised to provide for infiltration of water to the water table, minimise runoff and assist with stormwater management. (En, S)*

The required controls to achieve the outcomes are to limit residential development in order to maintain a minimum landscaped area of 50% of the site area.

The proposal will maintain the existing soft landscaped area of 180.34m<sup>2</sup> or 33.7%, which results in non-compliance with the minimum landscaped area control. However, the proposed development seeks to generally maintain the existing landscaped area of the site, with the additional hard surfaces

required to widen the existing hard stand space offset by a new landscaped garden bed in an area that is currently paved.

The proposed carport does not result in a development that is inconsistent with the outcomes of the landscaped area control. In particular, the carport does not attribute to excessive bulk and scale, does not attribute to adverse impacts to adjoining properties or the natural environment, and does not detract from consistency with the desired future character of the locality.

The proposed carport will improve stormwater management solution on the site, collecting the water over the existing hardstand space that would currently result in additional runoff, consistent with the outcomes of this control.

The proposal does not seek to remove any significant trees, and the existing the perimeter plantings on site will be retained in accordance with the requirements of this clause.

The proposed maintenance of the existing landscaped area non-compliance is supportable on merit, given the minor nature of the works proposed and in circumstances where the outcomes of the control are nonetheless achieved.

***D10.16 Construction, Retaining walls, terracing and undercroft areas***

The controls seek to achieve the outcomes:

*To achieve the desired future character of the Locality.*

*To protect and minimise disturbance to natural landforms.*

*To encourage building design to respond sensitively to natural topography.*

The proposed works do not seek consent for any new retaining walls or terracing.

## **7.0 Matters for Consideration under Section 4.15 of the EP&A Act**

### **7.1 The provisions of any environmental planning instrument**

The proposal is subject to the provisions of the Pittwater Local Environmental Plan 2014. It is considered that the provisions of this environmental planning instrument have been satisfactorily addressed within this report and that the proposal achieves compliance with its provisions.

The relevant provisions of SEPP (Resilience and Hazards) have also been considered.

### **7.2 Any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority**

There are no draft instruments applying to the land.

### **7.3 Any development control plan**

The development has been designed to comply with the outcomes of Pittwater 21 Development Control Plan.

The application has been prepared having regard to the requirements of Section B, Section C and Section D of the Pittwater 21 DCP.

In accordance with the provisions of section 4.15(3A) of the EP&A Act, we request that Council applies considered flexibility where the application seeks variations to numerical development controls in the DCP as justified in this report. In particular, we consider that the variation to the front and side setbacks and landscaped area controls to be a reasonable alternative solution, noting that the proposal is otherwise consistent with the outcomes of these clauses.

It is considered that the proposed design respects the desired character of the locality, in that it reinforces the existing residential character of the area and is compatible with the existing uses in the vicinity of the site.

### **7.4 Any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4**

No matters of relevance are raised in regard to the proposed development.

### **7.5 Any matter prescribed by the regulations that apply to the land to which the development relates.**

No matters of relevance are raised in regard to the proposed development.

### **7.6 The likely impacts of that development, including environmental impacts on both the natural and built environments, and the social and economic impacts in the locality.**

It is considered that the proposal, which seeks consent for construction of a new carport, will not unreasonably impact upon the amenity of adjoining properties or upon the character of the

surrounding area. It is considered that the resultant development is compatible with and will complement the residential character of the area.

The proposal is considered to be well designed having regard to the relevant provisions of the Council's PLEP 2014 and Council's Codes and Policies, in particular the Pittwater 21 DCP and the Newport Locality Statement.

#### **7.7 The suitability of the site for the development**

The subject land is currently zoned R2 Low Density Residential under the Pittwater Local Environmental Plan 2014 and is considered suitable for the proposed development.

#### **7.8 Any submissions made in accordance with this Act or the regulations**

This is a matter for Council in the consideration of this proposal.

#### **7.9 The public interest**

The proposal will not impact upon the environment, the character of the locality or upon the amenity of adjoining properties and is therefore considered to be within the public interest.

#### **8.0 Conclusion**

The principal objective of this development is to provide for construction of a new carport which respects and complements the site's location.

It is considered that the proposed works satisfy the stated objectives and outcomes of PLEP 2014, P21 DCP and other controls and policies. By maintaining our neighbours amenity and by complementing the existing style and character of the surrounding locality, the stated objectives have been satisfied.

As the proposed development will not have any significant adverse impacts on the environment, scenic quality of the area or the amenity of the adjoining allotments, there is no statutory impediment or meritorious reason as to why Council should not grant consent to the proposed development.

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