

STATEMENT OF ENVIRONMENTAL EFFECTS

Addition of carport

Lot 18 Sec DP 13468

51 Radio Avenue, Balgowlah Heights, 2093

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Site Overview

This Statement of Environmental Effects accompanies the Development Application (DA) for the addition of a new carport.

The site is zoned R2: Low Density Residential.

This document sets out to identify that the planned development contributes to the quality of the natural and built environment and streetscape, positively responding to the qualities of the site, its context and the heritage and character of the surrounding area. The planned development has considered economic, social and environmental sustainability and given consideration to the needs of all members of the community.

The property

The site is a rectangular shaped corner block with an East facing street frontage onto Radio Avenue. The longer North facing side on Hilder Road slopes upwards towards Lewis Street to the West, such that the neighbouring property (54 Lewis Street) to the rear of the subject property is considerably elevated.



The adjoining properties are separated by a retaining wall and very tall hedge like trees, providing total visual privacy between the properties. The proposed works only impact the front of the property.

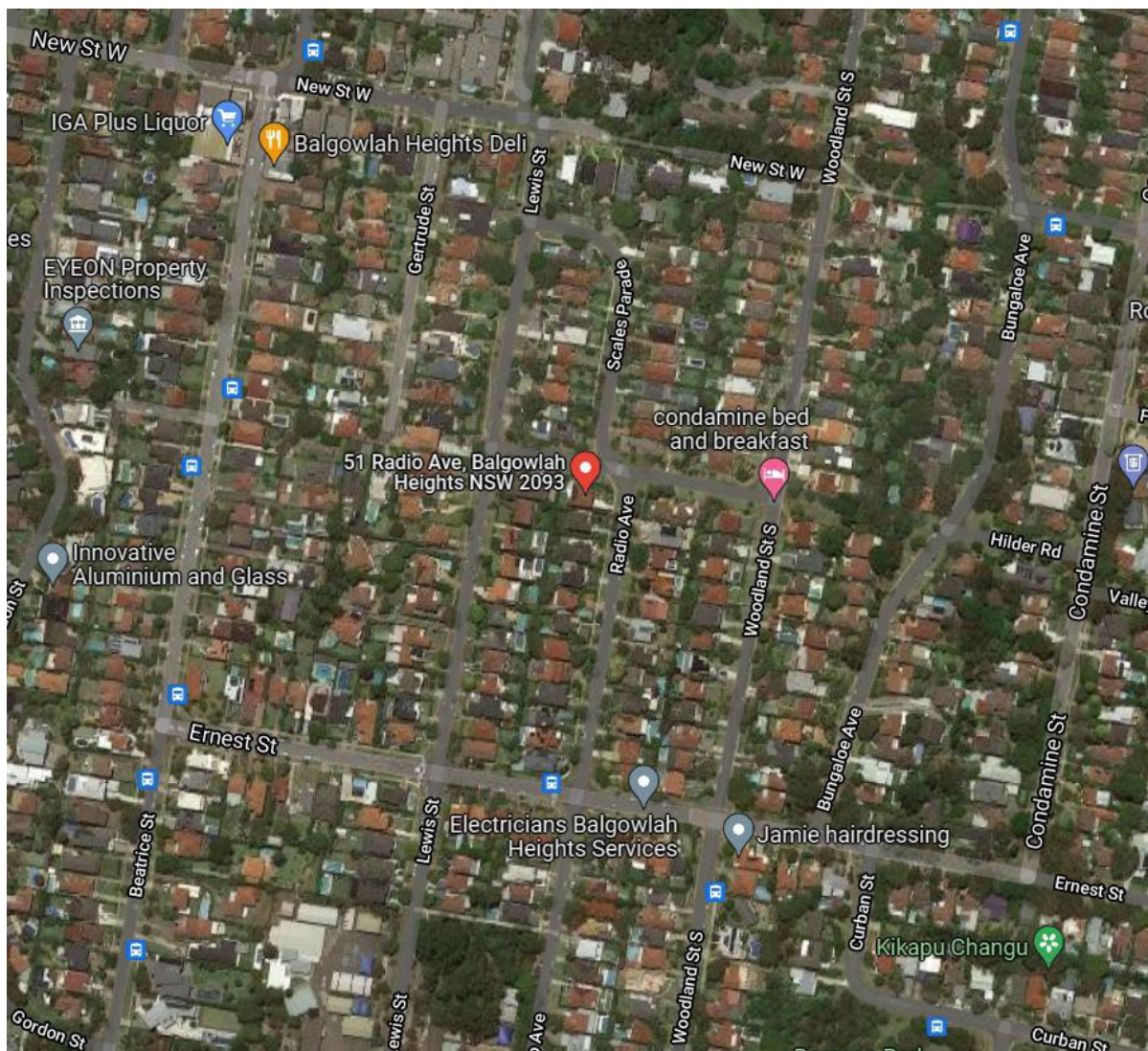


From Radio Avenue the house presents as a large, two story family home with mature and well-maintained landscaping.



Character of the built environment

Radio Avenue is a quiet residential street. The surrounding neighbourhood consists of similar homes on similar sized plots of land. The neighbouring properties on both sides of the street are predominately two storey homes. The neighbourhood and the street have properties ranging in age from the original 60+ year-old homes to brand new homes, as many properties are being renovated or redeveloped over time.



The proposed development will not alter the character of the neighbourhood or the natural environment.

Surrounding buildings

To the south of the subject house is a similar two-story property with a garage underneath the property and a carport extending off the house and above the garage (with the carport in the same area as proposed in this development application). The building line of this property, and its carport, is similar to the subject house. There is no overlooking from this property to the subject house due to minimal windows facing the subject house as well as a tall adjoining hedge.



House on southern side of subject property

Opposite the subject property is a recently renovated home that extends down the topography eastwards. It has a double carport in front of the property that extends right to the property boundary.



House opposite the subject property

The westerly neighbour's property is higher than the subject's property with minimal overlooking to the rear of the subject's property. The subject house is a corner plot and there is no property to its north.

Most properties in the neighbourhood have off street parking facilities. It is also very common for carports and garages to be located to the front of the house close to the street, or often fronting the street boundary. This is often a result of

the topography of the site, or being the most logical location for off street parking that has been added to an existing house. Just some of the examples of such sites in the immediate vicinity of the subject site are noted below:



46 Radio Av



43 Radio Av



42 Radio Av



50 Radio Av

The proposed development, design and amenity

The house is a family home and will continue to be owner occupied by a family with children.

The proposed works involves the addition of a double carport at the front of the property. The carport involves no changes to the property or the driveway of the property – the proposed structure will be located on the existing driveway and set back a number of metres from the property boundary.

- There is insufficient space, and no street access, to locate the carport to the side or to the rear of the property;
- There is a high hedge to the southern boundary of 51 Radio Av, adjacent to the position of the proposed carport. This will screen the proposed structure from 49 Radio Av so there will be no adverse impact of bulk and scale;
- There is a high hedge to the east and the north of the property which will largely screen the proposed structure from both Radio Avenue and Hilder Road;
- Due to the position of the subject property and the southern boundary hedge there will be no overshadowing impact to the subject property or to any neighbouring

properties;

- The addition of the carport will enable the owners to stop parking their car on the street which is consistent with council's objectives;
- The proposal complies with the LEP building height limits. The building height is the critical factor in controlling bulk and scale, view loss and over shadowing. It also complies with the council's setback provisions;
- The proposal is consistent with the scale of the surrounding area.



View from Hilder Road to the subject house. The proposed structure will be entirely hidden from view.



View from Radio Avenue to the subject house. The proposed structure will largely be hidden from view.



View from 49 Radio Avenue (southern neighbour) to the subject house. The proposed structure will be entirely hidden from view.

Amenity

The owners of the property have recently purchased an Electric Vehicle driven by their passion to become as environmentally friendly as possible. The current garage to the property is too narrow, and too low to fit the vehicle. While there is space to park the vehicle on the driveway in front of the garage, this driveway has no shade from the east or north leaving it exposed to the sun for long periods of the day. Leaving the vehicle exposed to the sun on the current driveway is causing warning alerts from the vehicle and the heat could severely damage the vehicle's battery system. This has led to the owners parking the car on the street instead of the driveway (which goes against the aim's of the local council to remove cars from the streets) as there is some shelter from trees, and for the owners to use a temporary gazebo to help to protect the vehicle while it is charging.

The proposed structure will remove the need for the owners to park the vehicle on the street and it will enable them to remove the temporary gazebo and replace it with something more permanent and fitting of the area.



Temporary gazebo to protect the vehicle from the sun when it is parked on the driveway. It is primarily parked on the driveway for charging during the day to maximise the use of clean solar energy. When it is not parked on the driveway it is often parked on the street to make use of the shade from trees.

Manly Local Environmental Plan (LEP) 2013;

The subject property is zoned as R2 – Low Density Residential and the proposed development meets all the objectives of this zone and complies with the broader objectives, standards and controls as is set out within the plan.

Manly Development Control Plan 2013 (DCP); relevant controls;

This section addresses the objectives of the relevant DCP controls only.

Part 3 – General Principles of Development

3.1 Streetscapes

There are 3 objectives under the heading of streetscapes:

1. *To minimise any negative visual impact of walls, fences and car parking on the street frontage.*

The extension is in the South Eastern corner of the building This is furthest from the North facing street frontage and also sheltered by hedges on the northern boundary of the subject property. There is an Eastern Street frontage to the subject property, however the proposed structure will be largely sheltered by hedges.

2. *To ensure development generally viewed from the street complements the identified streetscape*

The carport design will use the same materials and colours as the existing building which in turn is commensurate with the neighbouring properties in the street.

3. To encourage soft landscape alternatives when front fences and walls may not be appropriate

There are no proposed alterations to front fences and walls, and no proposed changes to the existing driveway.

3.3 Landscaping

The property is already landscaped and no existing vegetation is to be impacted by the proposed structure. Existing open spaces will remain unaltered and all existing trees will be preserved.

3.4 Amenity

3.4.1 Sunlight access and overshadowing

The proposed structure is surrounded on the southern side by a high hedge and the western side by the subject property. The proposed structure will therefore cause no additional overshadowing except for the space directly underneath it. No shadow diagram are therefore included with this application as there is no overshadowing apart from the area directly under the carport.

3.4.2 Privacy and Security

Privacy to the south:

The proposed structure will be entirely hidden from the southern neighbour.



View from 49 Radio Avenue (southern neighbour) to the subject house. The proposed structure will be entirely hidden from view.

Privacy to the west:

The proposed structure will be entirely hidden from the westerly neighbour.

Privacy to the east and north

These cardinal points are both street facing and privacy is not a consideration. However, and as per earlier images, the proposed structure will largely be hidden due to hedges and the plot topography.

3.4.3 Maintenance of Views

Any views that neighbouring properties might enjoy are in an easterly direction and towards North Harbour. The proposed development, being on the easterly side of the subject property and below the existing roof ridge line, has no impact on any existing views from any neighbouring property.

3.5 Sustainability

3.5.1 Solar access

The subject property is oriented towards the east/northeast and maximises solar access from approximately midday onwards. There is no lighting or plumbing to be incorporated within the proposed structure.

3.5.2 Energy sources and systems

The subject property has photovoltaic solar panels installed. The new proposed structure may provide for future solar cell expansion. The proposed structure will enable the property owners to utilize their solar for the charging of their Electric Vehicle, and therefore helping to meet numerous local council objectives.

3.5.5 Landscaping

No alterations are planned to the existing landscaped gardens.

3.7 Stormwater management

The proposed structure will connect to existing stormwater drainage.

3.8 Waste management

No demolition work is required, and the proposed structure will produce minimal, if any, waste which will be disposed of by the carport installers in a responsible manner. The carport is pre-constructed off site and set up/installed in approx. one day on site. There is no on-site construction.

4.1.2 Setbacks

COMPLIES.

Street front setback, primary street frontage - Complies

The current front setback at the primary street is 12.2 metres and well setback behind the building line of the southerly neighbour. The addition of the proposed structure will extend 6 metres in front of the current building line. However, this will still be setback behind the carport of the southern neighbour and will also still be more than 6m setback from the front boundary of the property.

Side setback – secondary street – Complies

The secondary street existing setback is 3.1 metres and set back behind the building line of the westerly neighbour. The secondary façade of the house is unaltered and the setback accordingly remains the same.

Side setback, south side of the building – Complies

There is no adjacent wall to the area proposed for the proposed structure. There are no windows on the proposed structure.

Rear setback – Complies

There is no change to the rear of the subject property, the proposed structure is to the front of the property.

4.1.3 Open space and landscaping

The property is classified as *Residential Open Space Area 3* with the following requirements defined in the control:

- Total open space minimum 55% of site area
- Landscaped area minimum 35% of open space
- Open space above ground maximum 40% of total open space

As a result of the proposed development there is no change to the *Total open space* or to the *Landscaped area* or to the *Open space above ground*.

- The total open space (currently and post proposed development) is 363.3 sqm or 59.4% of the site area.
- The landscaped area (currently and post proposed development) is 224.2 sqm or 61.7% of the total open space.
- The open space above ground (currently and post proposed development) is 26.8 sqm or 7.4% of the total open space.

4.1.4 Parking, vehicular access and loading

The proposed structure meets the DCP objectives:

- *Objective 1 - To provide accessible and adequate parking on site relative to the type of development and the locality for all users (residents, visitors or employees).*

While the subject property currently has a garage it is too narrow and too low to park the owner's car in. Parking is possible on the driveway of the subject property, however due to the sun exposure from its east/north aspect it is not suitable for parking the owners electric vehicle without the addition of cover.

- *Objective 2) To reduce the demand for on-street parking and identify where exceptions to onsite parking requirements may be considered in certain circumstances.*

The owner is currently parking their electric vehicle on the street to make use of shading from trees. The addition of the proposed structure would mean that this is no longer required.

- *Objective 3) To ensure that the location and design of driveways, parking spaces and other vehicular access areas are efficient, safe, convenient and are integrated into the design of the development to minimise their visual impact in the streetscape.*

The proposed works will fit in with the design, materials and colours of the subject property and the surrounding street.

- *Objective 4) To ensure that the layout of parking spaces limits the amount of site excavation in order to avoid site instability and the interruption to ground water flows.*

No excavation is required for the proposed structure.

- *Objective 5) To ensure the width and number of footpath crossings is minimised.*

There are no changes to existing footpath crossings as a result of the proposed structure. .

- *Objective 6) To integrate access, parking and landscaping; to limit the amount of impervious surfaces and to provide screening of internal accesses from public view as far as practicable through appropriate landscape treatment.*

The proposed structure is entirely screened due to hedges from the south and north, and largely screen from the east.

- *Objective 7) To encourage the use of public transport by limiting onsite parking provision in Centres that are well serviced by public transport and by encouraging bicycle use to limit traffic congestion and promote clean air.*

N/A

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

The design, and location, of the proposed structure will minimize the impact to streetscape and neighbouring properties. It will not be visible from the southerly neighbour and it will largely be sheltered from the streetscape by hedges on the property. In addition, a number of properties surrounding the subject property have carport structures.

Due to space and access constraints, there is no alternative position for the proposed structure other than at the front of the property on the existing driveway.

The proposed structure will be open on both sides and the front.

The width of the proposed structure will not exceed 50% of the frontage and it will not exceed 6.2m.

The maximum height of the proposed structure is 2.2 metres above existing natural ground.

This is well below the allowable maximum height in the LEP.

4.4 Other

Building Materials

The proposed building finishes are in keeping with built form in the area, and complement the natural surroundings, contributing positively to the locality.

Fences And Walls

Existing fences and boundary walls are to remain unchanged.

Excavation And Earth Works

There will be no excavation or earthworks as part of this development.

Flood Affected Land

The site is not on flood affected land.

Heritage Items & Conservation Areas

The site is not affected by heritage or conservation items.

Summary

The subject land is zoned R2 low density residential under Manly Local Environmental Plan (LEP) 2013 and in accordance with this MLEP 2013 the proposed addition of a carport is permissible with the consent of Council.

The proposal is consistent with the zone objectives and other relevant clauses for consideration and is also generally consistent with relevant matters under the Manly Development Control Plan 2013 (DCP).

The application before Council provides no unreasonable impacts to adjoining and adjacent residential properties. The proposed development is also in harmony with the low-density residential character of the locality and no adverse amenity or environmental impacts are foreseen. Accordingly, it is recommended that Council supports the proposal and grants development consent.