



**Corona Projects**

Development Application  
**STATEMENT OF ENVIRONMENTAL EFFECTS**

Construction of garage

**7 Judith Street, Seaforth**

September 2020

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## PROJECT DETAILS

Client: Ms Lauren and Mr Gareth Dawber  
Subject land: 7 Judith Street, Seaforth  
Lot Description: 283/DP11162  
Proposed development: Construction of a garage

**The report is prepared by** Emma Rogerson  
Bachelor of Architecture and Environments (USYD)

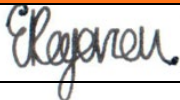

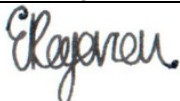
**The report is reviewed by** Crystal Pan  
Bachelor of Design in Architecture (UTS)

Project Code: J000644

I certify that the contents of the Statement of Environmental Effects to the best of my knowledge, has been prepared as follows:

- In accordance with Section 4.12 of the Environmental Planning and Assessment Act 1979 and Clause 50 of the Environmental Planning and Assessment Regulation 2000;
- The statement contains all available information that is relevant to the environmental impact assessment of the proposed development;
- To the best of my knowledge the information contained in this report is neither false nor misleading.

### Quality Management

	Name	Date	Signature
Prepared by	Emma Rogerson	21/09/2020	
Checked by	Crystal Pan	21/09/2020	
Approved for issue by	Emma Rogerson	21/09/2020	

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## 1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared for Ms Lauren and Mr Gareth Dawber to accompany a Development Application (DA) to Northern Beaches Council for the construction of a garage at 7 Judith Street, Seaforth.

More specifically, the proposed development comprises of the construction of a single space garage. A new pervious driveway is also proposed. Minor demolition activities will occur to accommodate for the new garage.

The proposal is permissible with consent and is suitable for the site and the area. The proposal has been designed to relate to its site and to the streetscape in terms of appearance, envelope, setbacks, bulk and scale. The proposal will operate without any significant impact to the amenity of neighbouring properties.

This statement assesses any numeric non-compliance as acceptable on merit, resulting in no adverse impacts and in compliance with all relevant DCP and LEP objectives.

The purpose of this SEE is to:

- Describe the site to which the application applies and its context;
- Describe the proposed development
- Describe the legislative framework against which the application is to be assessed and determined; and
- Provide an assessment of the environmental impacts in accordance with the Section 4.15 of the EP&A Act 1979.

This Statement has been prepared in reference to the following:

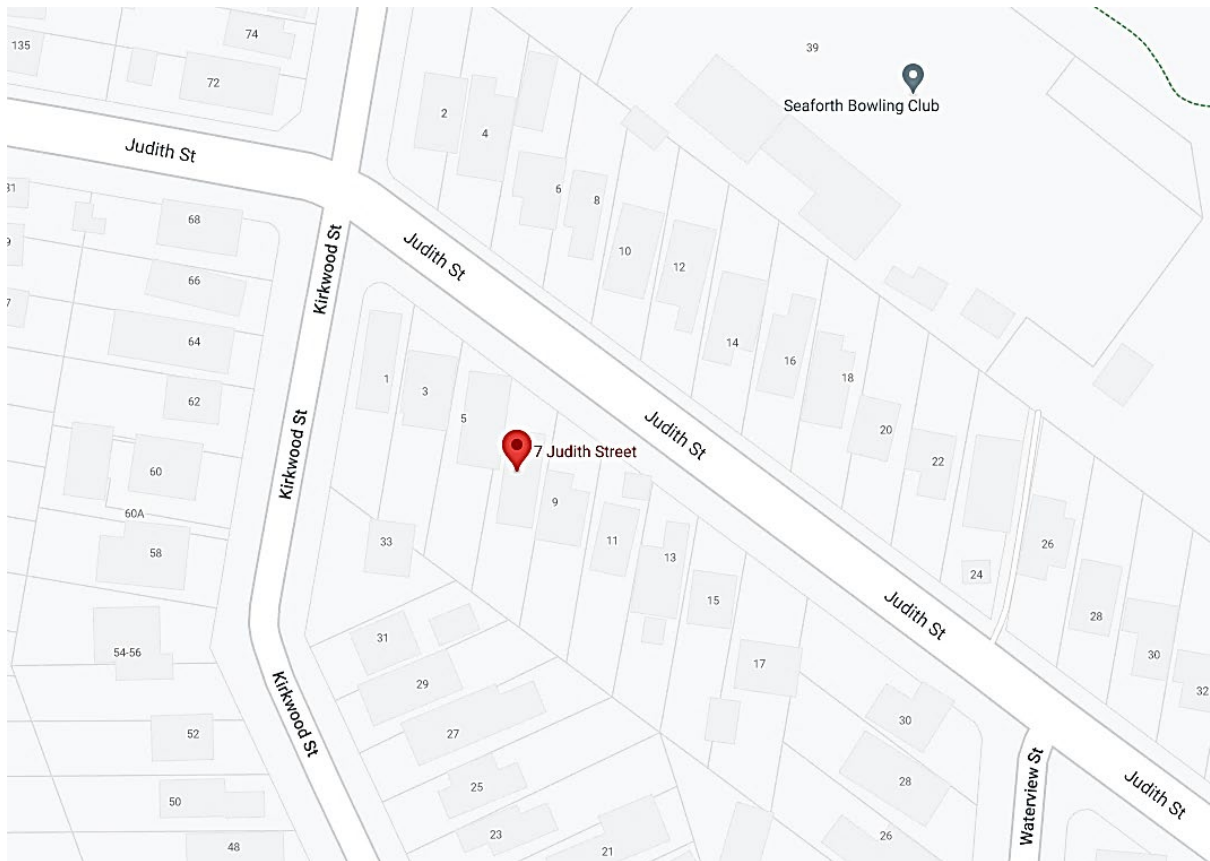
Document	Author	Date
Architectural Plans	Dragonfly Architects	September 2020
Survey	Total Surveying Solutions	January 2019

## 2.0 SITE ANALYSIS & CONTEXT

### 2.1 The Site

The site is located at 7 Judith Street, Seaforth and is legally described Lot 283 in Deposited Plan 11162. The site is located on the southern side of Judith Street, between Kirkwood Street and Reserve Street.





**Figure 1** – Site locality map (Google Maps)



**Figure 2** – Aerial map (SIX Maps)



The site is irregular with a total area of 552.1 square metres by survey, with a 12.94 metre street frontage to Judith Street. The eastern side boundary measures 47.745 metres and the northern side boundary measures 47.745 metres. The rear boundary measures 12.94 metres. The site falls from the street towards the rear by approximately 1.05 metres.

The site currently contains a single storey clad residence with a tiled roof. The rear of the site is landscaped with shrubs and grass. Vehicular access is available from Judith Street.

The land is zoned R2 Low Density Residential under the provisions of Manly Local Environmental Plan 2013 (MLEP). The site is not identified as a Heritage Item, nor is it located within a Heritage Conservation Area (HCA). It is also not considered to be located within the close vicinity of any Item or HCA, or as a contributory item.



**Figure 3** – Subject site as viewed from Judith Street (Google Maps, September 2019)



## 2.2 The Locality

The site is located within the local residential area of Seaforth. The locality comprises a mix of retail and residential development of buildings heights typically of one to two storeys.

The site adjoins a white one storey weatherboard dwelling with a carport to the east at 9 Judith Street. The site adjoins a two-storey weatherboard dwelling to the south at 5 Judith Street. The rear of the site is adjoined by one-storey dwellings at 31 and 33 Kirkwood Street.

As per figures 4 – 7, car parking structures in front of the predominant building line are common.



**Figure 4 – Car parking forward of the building structure along Judith Street (Corona Projects, 2020)**



**Figure 5 – Car parking forward of the building structure along Judith Street (Corona Projects, 2020)**





**Figure 6** – Car parking forward of the building structure along Judith Street (Corona Projects, 2020)

## 2.3 Development History

A search on Council's DA Tracker returned the following results for development applications associated with the site.

[Principal Certifying Authority 28/2016](#)

Extension of the Existing Dwelling (Submitted: 23/05/2016)

[Complying Development Certificate CC 28/2016](#)

Alterations and additions to an existing dwelling (Submitted: 26/02/2016)

[Development Application DA 94/2000](#)

DA0094/00 to Erect One Colourbond Steel Garage (Submitted: 03/03/2000)

## 3.0 THE PROPOSAL

### 3.1 Overview

The Development Application proposes the construction of a garage. More specifically, the garage will contain a single space, with a new pervious driveway being proposed. Minor demolition of the existing dwelling's chimney and fireplace will occur to allow space for the new garage.

The proposal has been designed to relate to its site and to the streetscape in relation to appearance, envelope, setbacks, bulk and scale. The contemporary design utilises high quality materials and detailing to present an unobtrusive visual outcome for the locality.

Please refer to plans prepared by Dragonfly Architects.



### 3.2 Numerical Overview

A brief numerical overview of the development parameters for the proposed development is included in the following table

**Table 1: Key development components**

Component	Proposal
Site area	552.1m <sup>2</sup>
Gross Floor Area	141.82m <sup>2</sup>
Floor Space Ratio	0.257:1
Height	4.135m
Boundary setbacks	Approximately
• Front	7m
• Side	0.93m
Car spaces	2

## 4.0 STATUTORY PLANNING FRAMEWORK AND ENVIRONMENTAL ASSESSMENT

This Chapter provides an environmental assessment in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

### 4.1 Statutory and Policy Compliance

The relevant matters for consideration under Section 4.15(a) of the EP&A Act, 1979, are identified as:

- State Environmental Planning Policy No. 55 – Remediation of Land
- Manly Local Environmental Plan 2013
- Manly Development Control Plan 2013

The primary statutory document that relates to the subject site and the proposed development is Manly Local Environmental Plan 2013. The primary non-statutory plan relating to the subject site and the proposed development is Manly Development Control Plan 2013.

#### 4.1.1 State Environmental Planning Policy No. 55 – Remediation of Land

This Policy is to provide for a state-wide planning approach to the remediation of contaminated land. Subject to Clause 7, considerations should be given to the suitability of land in terms of contamination.

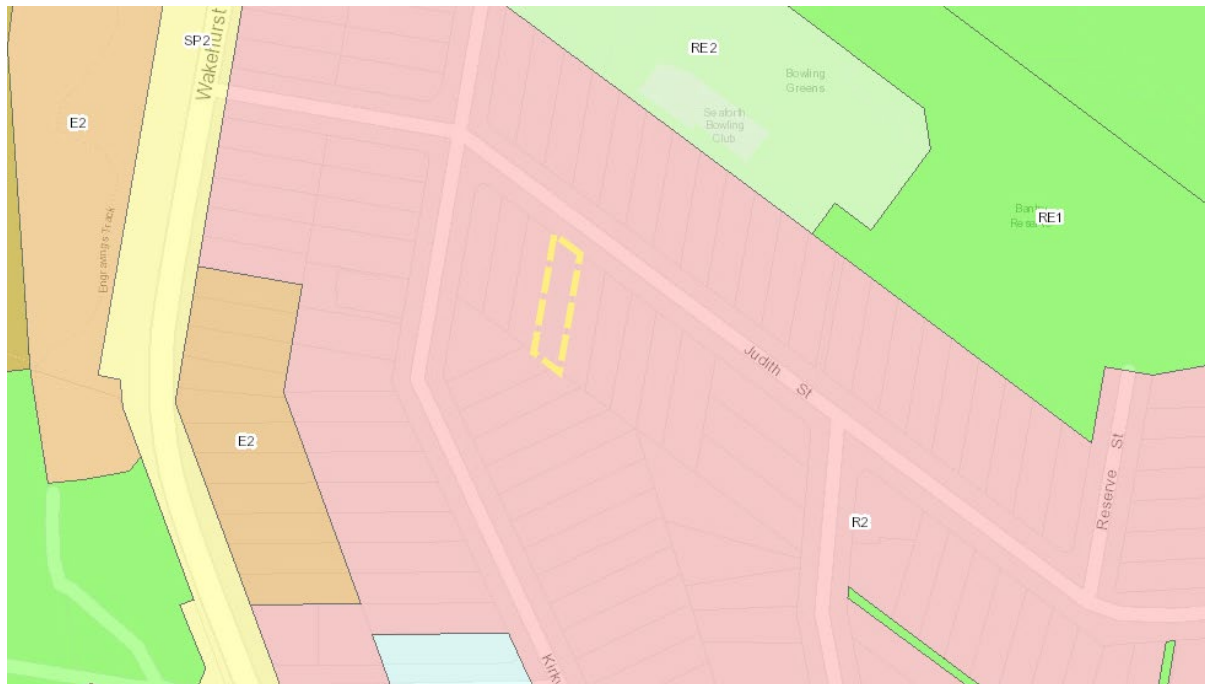
The subject site has a long history of being used for the residential purpose. Thus, there is no further consideration required under Clause 7(1)(b) and (c) of SEPP 55.

### 4.1.2 Manly Local Environmental Plan 2013

The development complies with the provisions of Manly Local Environmental Plan 2013 (LEP 2013).

#### Zoning and permissibility

The site is located in Zone R2 Low Density Residential.



**Figure 7** – Land Zoning Map (NSW Planning Portal)

The development is identified to be a garage, which is permitted with consent in the R2 Low Density Residential zone.

The objectives of the zone are:

- *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.*

The proposed development will provide a covered parking space that will meet the parking needs of the residents. The new driveway will utilise pervious materials that will ensure to reduce stormwater overflow into neighbouring properties.

#### Clause 4.3 Height of buildings

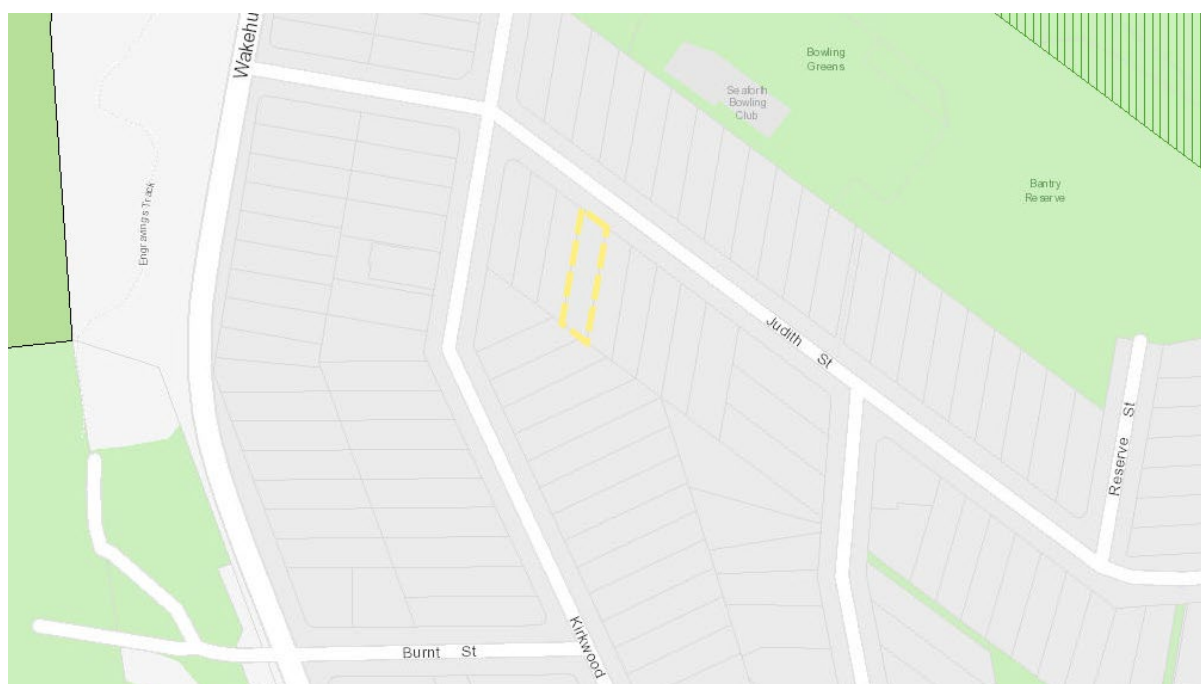
The Height of Building Map stipulates that the maximum building height permitted for the site is 8.5 metres. The proposed height of the development is 4.135 metres.

#### Clause 4.4 Floor space ratio

The Floor Space Ratio Map stipulates that the maximum floor space ratio permitted for the site is 0.45:1. The proposal has a floor space ratio of 0.26:1.

### Clause 5.10 Heritage Conservation

The site is not identified as a Heritage Item, nor is it located within a Heritage Conservation Area (HCA). It is also not considered to be located within the close vicinity of any Item or HCA, or as a contributory item.



**Figure 8 – Heritage Map (NSW Planning Portal)**

### 4.1.3 Manly Development Control Plan 2013

The development achieves a high level of compliance with the provisions of Manly Development Control Plan 2013.

Control	Comment	Compliance
<b>Part 3 General Principles of Development</b>		
<b>3.1 Streetscapes and Townscapes</b>		
<b>3.1.1 Streetscape (Residential areas)</b>		
<b>3.1.1.1 Complementary Design and Visual Improvement</b>		
a	<p>Development in the streetscape (including buildings, fences and landscaping) should be designed to:</p> <ul style="list-style-type: none"> <li>complement the predominant building form, distinct building character, building material and finishes and architectural style in the locality;</li> </ul>	<p>The proposed development will utilise an appropriate design and scale that reflects the visual aspects of the locality.</p> <p>Yes</p>



Control		Comment	Compliance
	<ul style="list-style-type: none"> <li>ensure the bulk and design of development does not detract from the scenic amenity of the area (see also paragraph 3.4 <i>Amenity</i>) when viewed from surrounding public and private land;</li> <li>maintain building heights at a compatible scale with adjacent development particularly at the street <u>frontage</u> and building alignment, whilst also having regard to the LEP height standard and the controls of this plan concerning wall and roof height and the number of storeys;</li> <li>visually improve existing streetscapes through innovative design solutions</li> <li>incorporate building materials and finishes complementing those dominant in the locality. The use of plantation and/or recycled timbers in construction and finishes is encouraged.</li> </ul>	Suitable materials and colour scheme will be applied to best complement the streetscape and existing dwelling.	
<b>3.1.1.3 Roofs and Dormer Windows</b>			
a	Roof forms should complement, but not necessarily replicate the predominant form in the locality and in particular those of adjacent buildings.	An appropriate roof form is applied to the garage, respectful of the existing dwelling and surrounding development.	Yes
b	Roofs should be designed to avoid or minimise view loss and reflectivity.	The roof form utilises appropriate materials and scale to respect the amenity of the locality.	Yes
<b>3.1.1.4 Garages, Carports and Hardstand Areas</b>			
a	Garages, carports and hardstand areas must be designed and sited in a manner that does not to dominate the street frontage by: <ul style="list-style-type: none"> <li>its roof form, material choice and detailing by being subservient to the associated dwelling</li> <li>being compatible with the streetscape and the location in relation to front setback criteria.</li> </ul>	The garage will utilise an appropriate roof form, materials and detailing to complement the streetscape and not dominate the site visually.	Yes
<b>3.3 Landscaping</b>			
<b>3.3.1 Landscaping Design</b>			
a	The design, quantity and quality of open space should respond to the character of the area. In particular:	Setbacks of the site allow for suitable and appropriately located open space on site.	Yes

Control		Comment	Compliance
	In low density areas: open space should dominate the site. Setbacks of buildings from open space should also be maximised to enable open space to dominate buildings, especially when viewed to and from Sydney Harbour, the Ocean and the foreshore.		
<b>3.4 Amenity (Views, Overshadowing, Overlooking/Privacy, Noise)</b>			
<i>3.4.1 Sunlight Access and Overshadowing</i>			
<i>3.4.1.1 Overshadowing Adjoining Open Space</i>			
a	New development (including alterations and additions) must not eliminate more than one third of the existing sunlight accessing the private open space of adjacent properties from 9am to 3pm at the winter solstice (21 June)	The proposal will retain adequate solar access for adjoining properties given the single storey nature of the garage.	Yes
<b>3.7 Stormwater Management</b>			
	Stormwater disposal systems must provide for natural drainage flows to be maintained;	Appropriate stormwater disposal systems for the garage will be applied, utilising the existing system.	Yes
<b>3.10 Safety and Security</b>			
<i>3.10.1 Safety</i>			
a	Vehicular Access is to be designed and located to achieve safety by: minimising the number and width of vehicle access points; providing clear sight lines at pedestrian and vehicular crossings	The driveway will allow adequate safety for pedestrians with clear sightlines provided.	Yes
<b>Part 4 Development Controls and Development Types</b>			
<b>4.1 Residential Development Controls</b>			
<i>4.1.4 Setbacks (front, side and rear) and Building Separations</i>			
<i>4.1.4.1 Street Front setbacks</i>			
b	Where the street front building lines of neighbouring properties are variable and there is no prevailing building line in the immediate vicinity i.e. where building lines are neither consistent nor established, a minimum 6m front setback generally applies. This street setback may also need to be set further back for all or part of the front building <i>façade</i> to retain significant trees and to maintain and enhance the streetscape.	The front setback exceeds 6m, with vegetation of significant value being maintained.	Yes
<i>4.1.4.2 Side setbacks and secondary street frontages</i>			
a	Setbacks between any part of a building and the side boundary must not be less than one	Setbacks between any wall of the development and side boundary are not less than one third of the adjacent	Yes

Control		Comment	Compliance
	third of the height of the adjacent external wall of the proposed building.	external wall. The side setback of the proposal is 0.93m.	
e	Side setbacks must provide sufficient access to the side of properties to allow for property maintenance, planting of vegetation and sufficient separation from neighbouring properties	Adequate access to the side of the dwelling is provided.	Yes
<b>4.1.4.4 Rear Setbacks</b>			
a	The distance between any part of a building and the rear boundary must not be less than 8m.	Adequate rear setback is applied.	Yes
<b>4.1.5 Open Space and Landscaping</b>			
a	Area OS3 Total Open Space (minimum percentage of site area) – at least 55% of site area Landscaped Area (minimum percentage of Total Open Space) – at least 35% of open space	The proposed garage will be located above the existing parking hardstand space, resulting in no loss of useable open space.  The site has an existing non-compliance regarding open space, with the proposed development causing a negligible decrease in open space.  Adequate open space is provided to serve the passive recreational needs of the residents, as well maintaining sufficient amenity for the site. Adequate landscaping is achieved on site too and is capable of supporting the planting of mature trees.	Acceptable upon merit.
b	Total Open Space (see Dictionary meanings including landscape area, open space above ground and principal private open space) must adhere to the following minimum specifications: horizontal dimension of at least 3m in any direction; and minimum unbroken area of 12sqm.	Total open space of the site adheres to the subject control dimensions.	Yes
<b>4.1.5.3 Private Open Space</b>			
a	Principal private open space is to be provided in accordance with the following minimum specifications: Minimum area of principal private open space for a dwelling house is 18sqm; and	Adequate principle private open space is retained at the rear of the site.	Yes



Control		Comment	Compliance
<i>4.1.6 Parking, Vehicular Access and Loading</i>			
<i>4.1.6.1 Parking Design and the Location of Garages, Carports or Hardstand Areas</i>			
a	The design and location of all garages, carports or hardstand areas must minimise their visual impact on the streetscape and neighbouring properties and maintain the desired character of the locality.	The appropriate design and scale of the garage ensures to relate to the site visually, while creating no discernible visual impact on the streetscape. The garage is suitably located to the side of the site to not dominate the locality.	Yes
b	Garage and carport structures forward of the building line must be designed and sited so as not to dominate the street frontage.	The garage contains a sympathetic design that complements the aesthetics of the site and the existing dwelling.  As per figures 4 – 6, car parking forward of the main building line is a commonality along Judith Street.	Yes
c	The maximum width of any garage, carport or hardstand area is not to exceed a width equal to 50 percent of the frontage, up to a maximum width of 6.2m.	The garage contains a suitable width.	Yes
d	In relation to the provision of parking for dwelling houses, Council may consider the provision of only 1 space where adherence to the requirement for 2 spaces would adversely impact on the streetscape or on any heritage significance identified on the land or in the vicinity.	The garage contains a single space with the driveway providing adequate space for an additional vehicle.	Yes
<i>4.1.6.4 Vehicular Access</i>			
c	Vision of vehicles entering and leaving the site must not be impaired by structures or landscaping.	Vision of vehicles entering and leaving the site are not impaired by structures or landscaping.	Yes
d	Particular attention should be given to separating pedestrian entries and vehicular crossings for safety.	Pedestrian access to the site and vehicular crossing is separated.	Yes
c	The use of porous pavements and retention of existing vegetation is strongly encouraged in the design of driveways in order to maximise stormwater infiltration.	The driveway will be constructed with pervious materials to maximise stormwater infiltration.	Yes

Control	Comment	Compliance

## 4.2 Impacts of the Development

As noted in the above assessment against the provisions of the relevant Environmental Planning Instruments and Development Control Plan, the development is of a minor scale and nature, and does not present unreasonable environmental, social and economic impacts.

### Impacts on Natural and Built Environment

The proposed development utilises an appropriate design and scale that best reflects the visual aspects of the site and locality. Suitable materials and colour scheme are applied to enhance the aesthetics of the existing dwelling. The development does not impact upon native vegetation, soil conditions, foreshore environment or air quality. The development involves minor landscaping activities; thus, the proposal is considered to be of acceptable environmental impact.

### Social and Economic Impacts

The proposal will allow for a covered car space that meets the parking needs of the residents. The appropriate design of the development will respect the solar access and privacy of adjoining neighbours. The proposal does not engender any negative social or economic outputs.

## 4.3 Suitability of the Site

The subject site is considered suitable in size and shape to accommodate the construction of a garage. The proposal does not introduce any incompatible uses to the site. The works are permissible under the R2 Low Density Residential zone.

### 4.3.1 Access to Services

The site is located within an established residential area with excellent access to services and public transport. As the site is within an established urban area, electricity, sewer, telephone, and water services are readily available to the subject site.

### 4.3.2 Parking and Access

The on-site parking provided complies with the parking requirements as prescribed by Manly Development Control Plan 2013. It provides a logical and considered approach to the provision of off-street car parking.

### 4.3.3. Hazards

The site is not in an area recognised by Council as being subject to flooding, landslip, bushfire or any other particular hazards. The proposed development is not likely to increase the likelihood of such hazards occurring and is considered appropriate in this instance.

#### **4.4 The Public Interest**

The proposal is considered to be in the public interest due to an appropriate design and scale. The proposal contains nominal negative environmental, social and economic impacts.

The proposed development has been designed to relate to the size, shape and context of the site and has been designed in accordance with the desired future character for development in the area.

In addition, the proposal has been designed to minimise as far as practical any adverse effects on existing and future neighbouring properties. The proposal is consistent with the applicable LEP and DCP provisions except where identified and justified in this Statement of Environmental Effects. Accordingly, the proposed development is considered to be in the public interest.

### **5.0 CONCLUSION**

The Statement of Environmental Effects (SEE) has been prepared to consider the environmental, social and economic impacts of the construction of a garage at 7 Judith Street, Seaforth. The report has addressed the applicable policies and plans, and has provided an environmental assessment in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

The application proposes a permissible development within the subject site locality. The proposal incorporates appropriate design considerations to minimise any adverse impacts on the natural and built environment, and the amenity of the surrounding neighbourhood.

Given the benefits of the development and compliance with the relevant policies and plans, we conclude that the proposed development at 7 Judith Street, Seaforth as described in this application is reasonable and supportable, and worthy of approval by Northern Beaches Council.