

Statement of Environmental Effects 11-10-21

Property: 978 Barrenjoey Rd
Palm Beach 2108
Lot 13 DP28669

Client: Mr M Swanson
978 Barrenjoey Rd
Palm Beach 2108

Site as at August 2021



Purpose of the Report:

This Statement of Environmental Effects is prepared to accompany and support the Development Application for the proposed carport and cover entry to the existing dwelling at the above address.

Description:

The site is located on the Eastern, high side of Barrenjoey Road Palm Beach.

The block is of irregular triangular shape and slopes steeply up to the east away from the road.

The site is accessed via a private elevated concrete "right of way" driveway.

The lot contains a multi split level dwelling of modern contemporary design with combination of render finish, glass and feature sandstone components.

The floor levels are terraced up the steep sloping site.

The lower floor level of the dwelling consists of mainly non habitable areas including a narrow single car garage, foyer, lift and store room for water tanks.

Level 1 floor contains and ensuite and guest bed room.

Level 2 floor contains kitchen and dining area.

Level 3 floor contains 3 bed rooms, main with ensuite and bath room.

All levels are accessed via the lift and stairs.

The front area of the block has a paved area for access to the entry foyer and garage from the R.O.W. driveway.

The front alignment of the block comprises of landscaped lawn area and a paved area which is capable of parking two cars off the driveway.

Zoning :

Zoning of the block is E4 "Environmental Living "under the Pittwater Local Environmental Plan

Planning Instruments:

Pittwater LEP 2014

Pittwater 21 DCP

Palm Beach Locality D12

The proposed development consisting of carport/covered entry area addition to the existing dwelling is permissible in the zone.

Site Constraints

1.5m Buffer around Classified Roads- Classified road Adjacent

Bushfire Prone Land

According to Northern Beaches Council mapping the site is identified as being Bushfire Prone Land as follows:

“Vegetation Buffer” to the whole of the site and “Vegetation Category 1” to the very rear boundary of the block.

See Accompanying Report , prepared by Bushfire Consultancy Aust.

Landslip Geotech Mapping.

The site is identified as being subject to possible landslip Hazard “Area H1”

See Accompanying report, prepared by “ White Geotechnical Group Pty Ltd”

Landscape Area

According to Pittwater Landscape area mapping the site is identified in “Area1”

The Proposal

It is proposed the erect a carport/covered entry area in the frontage of the existing dwelling.

The new roofed area is to provide covered access to the front entrance of the dwelling and covered parking in front of the garage on the site.

The integrated design of the new roofed area demonstrates sensitivity to the style of the existing dwelling and the surrounding built environment,

The proposed façade is designed to complement the established architectural style of the existing dwelling.

The front façade of the dwelling is not visible from Barrenjoey Road or from the immediate vicinity of Barrenjoey Road due to the elevated site topography and street setback.

Outcome based assessment.

In this instance, due to the position and orientation of the existing dwelling on the irregular shape and elevated site it would be reasonable to assess the proposal with consideration to the outcomes of the policy.

There is a prescriptive non-compliance is with regard to the front building setback.

The following assessment demonstrates compliance with the desired “outcomes” criteria of the policy with minimal affect on the adjoining dwellings and the surrounding environment.

Character viewed from public place.

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 the 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.

Controls

Buildings which front the street must have a street presence and incorporate design elements (such as roof forms, textures, materials, the arrangement of windows, modulation, spatial separation, landscaping etc) that are compatible with any design themes for the locality.

Blank street frontage facades without windows shall not be permitted.

The bulk and scale of buildings must be minimised.

Garages, carports and other parking structures including hardstand areas must not be the dominant site feature when viewed from a public place. Parking structures should be located behind the front building line, preferably set back further than the primary building, and be no greater in width than 50% of the lot frontage, or 7.5 metres, whichever is the lesser.

Landscaping is to be integrated with the building design to screen the visual impact of the built form. In residential areas, buildings are to give the appearance of being secondary to landscaping and vegetation.

Proposed

The carport / covered area does not directly front the street however the roof form does have design elements, such as roof shape and form and texture to compliment the design themes of the locality.

The bulk and scale is minimised and appropriate with the limited area on the site for such development and compliments the existing dwelling character.

The roofed structure is not the dominant feature of the site when viewed from a public place. The dwelling is and will remain the dominant feature on the site even though there is limited visibility from any road, waterway or public place, due to the R.O.W. access to the site.

Due to the R.O.W. access to the site, steep slope and orientation of the dwelling the carport cannot be erected behind the building line.

The carport will be obscured from view by the heavy tree canopy and landscaped area around the site and nature strip between the site and Barrenjoey Rd.

The approach to the site from the R.O.W is also heavily screened from view which will remain as demonstrated in the included photographs.

The development is a secondary element to the existing dwelling, the landscape and vegetation when viewed from Barrenjoey Rd. and the surrounding residential area.

Scenic Protection

Outcomes

Achieve the desired future character of the Locality.

Bushland landscape is the predominant feature of Pittwater with the built form being the secondary component of the visual catchment.

Controls

Development shall minimise any visual impact on the natural environment when viewed from any waterway, road or public reserve.

Proposed

The development minimises any visual impact on the natural environment when viewed from Barrenjoey Rd, Pittwater waterway and any public area.

The development is obscured from public view by the dominant natural existing bushland setting, and the heavily landscaped nature strip adjacent to the road and elevated R.O.W. and 14m setback.

The tree canopy will remain between the development and the roadway and waterways.

Character as Viewed from a public place.



View from Barrenjoey Rd looking North



View looking from Barrenjoey Rd looking east at the front of the site, elevated ROW is only partially visible.



View looking South from Barrenjoey Rd partially showing the very top of the front elevation of dwelling no. 978 - Mostly behind the turning area of the adjacent elevated concrete R.O.W. All trees on the councils nature strip and existing elevated embankment will to be retained.



View from directly below the site from Barrenjoey Rd looking up at the frontage.



View driving up the R.O.W. from Barrenjoey Rd, looking North the carport will not be visible from a public place and screened by the trees.

Building Colours and materials.

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 and enhances the visual character 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)

Controls

External colours and materials shall be dark and earthy tones.

Proposed

The development blends into and enhances the visual quality and streetscape and future character.

The carport /covered roof area, provides an attractive façade without detracting from the existing contemporary style of the dwelling.

The colours are consistent with the existing dwelling palette, in dark tones to harmonise with the natural environment.

The development is to be constructed on the existing hard surface turning area with no reduction of soft area landscaping, no damage to the native vegetation or habitat.

Front Building Line

Outcomes

Achieve the desired future character of the Locality.

Equitable preservation of views and vistas to and/or from public/private places. (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 preserve and enhance the rural and bushland character of the locality. (En, S)

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

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.

Controls

*Land zoned R2 Low Density Residential or E4 Environmental Living adjoining Barrenjoey Road
Front building Line 10m or established building line, whichever is the greater*

Variations

Where the outcomes of this control are achieved, Council may accept variation to these building lines in the following circumstances:

- *considering established building lines;*
- *degree of cut and fill;*
- *retention of trees and vegetation;*
- *where it is difficult to achieve acceptable levels for building;*
- *for narrow or irregular shaped blocks;*
- *where the topographic features of the site need to be preserved;*
- *where the depth of a property is less than 20 metres.*

Where carparking is to be provided on steeply sloping sites, reduced or nil setbacks for carparking structures and spaces may be considered, however all other structures on the site must satisfy or exceed the minimum building line applicable.

Existing Front setback.

The existing dwelling is set back 6.56 from the actual front boundary of the site by title.

The setback from the concrete wall of the elevated R.O.W. on from Barrenjoey Rd is 10.70m. to the existing dwelling.

The setback from the edge of paving (kerb) of Barrenjoey Rd. is 18.0m to the existing dwelling.

Proposed Front Setback

There is a non-compliance with the proposed front setback requirement of the prescribed 10m

The following “outcome” based assessment will demonstrate compliance with the outcomes of the DCP.

The proposed façade of the carport and covered roofed entry area will not be visible from Barrenjoey Road due to the elevated block and elevated concrete access drive R.O.W.

The proposed setbacks of the carport /roofed area are consistent with the setbacks of the adjoining development without additional adverse impact.

The new carport /covered roof area will be setback 2.32m from the actual front boundary alignment of the block.

The proposed carport /covered area will setback 6.73m from the elevated concrete R.O.W. driveway.

The carport / covered roofed area will be setback 14.12m from the actual paved surface of Barrenjoey Rd.

Comment

Given the required setback generally from Barrenjoey Road is 10m, the proposed development physical setback is 14.12m from Barrenjoey Rd and therefore compliant with the “Outcomes” of the DCP.

“Where carparking is to be provided on steeply sloping sites, reduced or nil setbacks for carparking structures and spaces may be considered, however all other structures on the site must satisfy or exceed the minimum building line applicable.”

The other structures on site satisfy the minimum applicable building line at the time of their approval.

Based in the above assessment the proposal is compliant.

Side and rear building lines.

Controls

Land zoned R2 Low Density Residential or E4 Environmental Living

Side Setback 2.5 to at least one side; 1.0 for other side.
6.5 (rear) unless Foreshore Building Line applies

Proposed

The proposed side setbacks: Southern boundary is 1.536m
Northern boundary is in excess of 13.0m

The rear setback requirement is not applicable in this instance.

Compliance with the policy is achieved with the side setbacks .

Building Envelope

Controls

3500mm vertical from boundary and 45deg slope.

Compliance is achieved in this instance see the Western elevation indicating the required building envelope.

Landscaped Area Environmental Sensitive Land.

Control

The total landscaped area on land zoned R2 Low Density Residential or E4 Environmental Living shall be 60% of the site area.

The use of porous materials and finishes is encouraged where appropriate.

Any alterations or additions to an existing dwelling shall provide a minimum 60% of the site area as landscaped area.

Proposed

The pre-development soft landscaped area is:	61%	545.90m ²
The post development soft landscaped area is:	61%	545.90m ² no change

Compliance is achieved as the proposed development is to be built over the existing paved surface area.

Vehicle Access

There is provision for parking of one car in the existing garage and two cars in the existing paved area forward of the dwelling.

There is no change to the number of cars on the site as a result of the proposed development.

Vehicular access is via the elevated R.O.W. which also provides vehicular access to the adjoining dwellings.

The R.O.W. allows for turning and entry and egress of vehicles in a forward direction entering Barrenjoey Road.

There is no impact on any bushland or distant views.

Compliance is achieved.

Stormwater

The proposed carport and covered area roof alterations do not increase the actual hard surface area.

The additional roofed area of the carport /covered entry is 44.9m².

The additional carport roof area water will be collected in the new guttering and piped to the existing water tanks located under the existing building.

The new roofed area will reduce the surface run-off water that currently flows onto the driveway drain and R.O.W.

This newly collected roof water will increase the water available in the existing tanks for reuse on site.

The new roof area will not increase the load on the existing drainage system.

Waste Minimisation

Building waste will be sorted for recycling on site where possible and/or recycled and disposed of off-site to an approved waste transfer facility.

Materials will be sorted and contained in skip bins for removal from site by an approved contractor and taken to the specified waste station.

The existing council domestic waste and recycling bin services will remain un-changed for the dwelling.

Conclusion

The proposed development is permissible in the zone.

The development is consistent with the “Outcomes” of the applicable clauses in the DCP.

The development is consistent with the streetscape, and sensitive to the surrounding character of dwellings in the neighbourhood and sensitive to the natural environment.