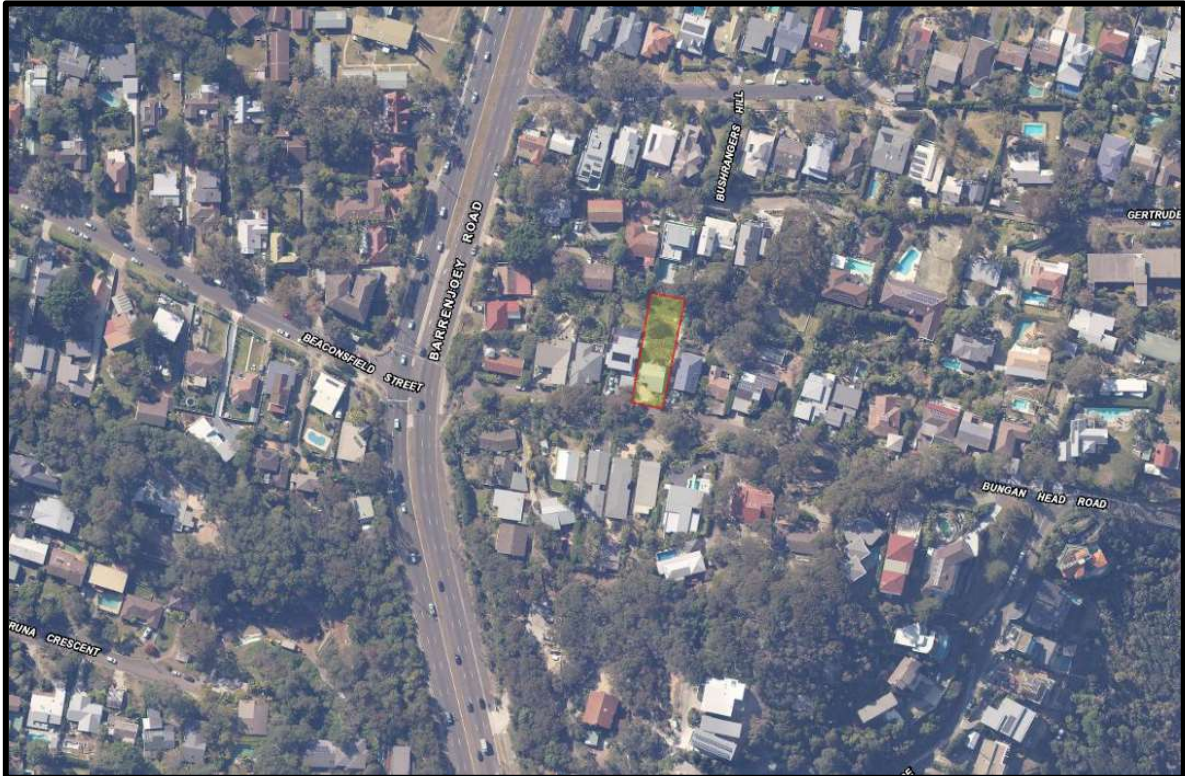


STATEMENT OF ENVIRONMENTAL EFFECTS



SITE: Lot 1 DP 392257
123 Woodland Street
Balgowlah

APPLICANT: Drafting Help

PROPOSAL: Erection of a double carport forward of an existing dwelling

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INTRODUCTION

This Statement of Environmental Effects is submitted to Northern Beaches Council in accordance with the Environmental Planning and Assessment Act 1979, in support of a development application for the erection of a double carport forward of the building line of the existing dwelling.

The allotment is generally rectangular in shape with frontage to Bungan Head Road of 14.98m, an average depth of 51.815m and a total land area of 809.6m². The lot currently contains a three storey dwelling that is being retained as part of the proposed development and erection of a freestanding carport to the frontage of the allotment.

No trees are required to be trimmed or removed as part of the proposed development. Existing vegetation is to be retained in order to maintain the landscape character of the area.

All necessary services are available on the site. The site has a moderate fall to the northern boundary with drainage to be directed to the existing drainage collection system.

The neighbourhood generally consists of a mix of one and two storey dwellings as anticipated within an existing residential estate.

The following sections of this statement address the likely impact of the proposal on the environment.

ENVIRONMENTAL EFFECTS

The following sections address the matters for consideration as listed in Part 4 Section 4.15 of the Environmental Planning & Assessment Act 1979. A comment is provided against each relevant matter.

(a)(i) Relevant environmental planning instruments

Pittwater Local Environmental Plan 2014

The subject site is zoned E4 Environmental Living pursuant to Clause 2.1 of Pittwater Local Environmental Plan 2014.

The proposed development is ancillary development to the existing dwelling house on the allotment. A dwelling house is defined in the Plan as *"a building containing only one dwelling"*.

The identified zone permits the construction of a 'dwelling house' therefore ancillary development is permitted subject to development consent from Council.

Clause 2.3 Zone objectives and land use table

The objectives of the E4 Zone are:

- *To provide for low-impact residential development in areas with special ecological, scientific or aesthetic values.*
- *To ensure that residential development does not have an adverse effect on those values.*
- *To provide for residential development of a low density and scale integrated with the landform and landscape.*
- *To encourage development that retains and enhances riparian and foreshore vegetation and wildlife corridors.*

The proposed carport is suitably located on the allotment to ensure there is minimal impact on the surrounding properties and the character of the area. The carport is a suitable development for the site and is considered to meet the objectives of the zone.

Clause 4.3 Height of Buildings

<i>Requirement</i>	<i>Provision</i>	<i>Compliance</i>
8.5m	Existing dwelling unchanged Carport – 3.53m	Yes

Clause 4.4 Floor Space Ratio

<i>Requirement</i>	<i>Provision</i>	<i>Compliance</i>
N/A	N/A	N/A

Clause 4.6 Exceptions to development standards

The proposed development does not contravene the development standards of the LEP.

Clause 5.9 Preservation of Trees or Vegetation

No trees are required to be removed as part of the subject application. The existing landscaping is to be retained to ensure the landscape character of the area will be maintained by the proposed development.

Clause 5.10 Heritage Conservation

Upon reference to Schedule 5 in relation to local, State or Regional items of heritage significance including conservation areas, it was revealed that the subject property was not identified as having heritage significance or located within proximity of heritage items.

Clause 7.1 Acid sulfate soils

The subject property is identified as being affected by Class 5 Acid Sulfate Soils. The proposal is not considered to lower the water table by 1 meter and requires excavation predominantly within the footprint area only. The development is not anticipated to have any specific requirement in respect to Acid Sulfate Soils.

Clause 7.2 Earthworks

No ground disturbance is required to provide a platform for the proposed development. The proposed carport is to be erected on an existing hard surface area being the existing driveway.

Clause 7.3 Flood planning area

The subject site is not known to be located within a flood planning area.

Clause 7.10 Essential Services

All necessary services are available on the site including access to water, sewer, telecommunications and electricity.

* * *

Conclusion with respect to LEP requirements

The proposal satisfies the objectives and requirements of the PLEP 2014.

(a)(ii) Relevant draft environmental planning instruments

There are no known draft environmental planning instruments that would prevent the subject development from proceeding.

(a)(iii) Relevant development control plans

Pittwater Development Control Plan No. 21

DCP is divided into several sections of generic and individual locality based controls. The subject site is located within the Warriewood Locality. Assessment of the subject proposal against DCP No.21 is provided as follows;

SECTION A

A4.10 Locality character statement – Newport Locality

Context (extract)

The Newport Locality was occupied by farming settlements from the early 1800s, and was a port for coastal steamers in the latter part of the nineteenth century. The Newport Hotel built in 1880 attracted visitors from Manly by coach and Sydney by steamer. As the road improved and beach holidays became popular, Newport expanded. Until the 1950s, Newport remained largely a holiday location with few permanent residents. Residential development and permanent occupation of dwellings increased from the 1950s.

Since this time, the locality has developed into a predominantly low-density residential area, with dwellings built along valley floor, plateau and slopes. The locality is characterised mainly by one and two-storey dwelling houses on 500-1,300 square metre allotments (some blocks may be smaller), increasing to 950-1,600 square metres on the plateau and slopes. The residential areas are of a diverse style and architecture, a common thread being the landscaped, treed frontages and subdued external finishes. Medium-density housing adjoins the Newport Commercial Centre along Ocean and Foamcrest Avenues, and in pockets along Kalinya Road, Gladstone Street, Livingston Place, and Queens Parade.

The locality is serviced by the Newport Commercial Centre on Barrenjoey Road, north of Bardo Road and South of Coles Parade, and neighbourhood retail centre at Kalinya Street. The locality also contains the Newport Primary School, Newport Arms Hotel, and recreational facilities including the Newport Bowling Club and several reserves.

The eastern side of the locality is dominated by the beach and adjoining headlands, with its recreational facilities including Newport Surf Life Saving Club. Whilst the western side is dominated by the Pittwater waterway and its nautical uses. Public pedestrian access around the Pittwater frontage is difficult and should be enabled and enhanced in future developments.

Houses and vegetation in the vicinity of Burke Street, Bungan Head Road, Prince Alfred Parade, Queens Parade and Myola Road, indicative of early settlement in the locality, have been identified as heritage items.

The locality is characterised by the steep slopes to the north and south, and valley floor. Due to the topography, significant views can be obtained through all points of the compass. Conversely, the slopes and ridge tops of the locality are visually prominent.

Substantial tree growth has been established, although the locality contains few natural reserves and bushland areas.

The natural features of the locality result in a high risk of bushfire, landslip, flood, coastal (bluff) hazard, and estuary wave action and tidal inundation.

The major roads within the locality are Barrenjoey Road, Prince Alfred Parade, Beaconsfield Street, Irrubel Road and Myola Road. Barrenjoey Road which forms a distinct barrier between the east and western sides of the locality, is

the primary access road to the northern suburbs of Pittwater. Few pedestrian/cycle links and pathways exist within the locality.

The detached carport is to be located on an 809.6m² existing allotment being in keeping with the typical size for the area. No trees are identified for removal and the existing landscaping is to be retained to ensure the landscape character of the area is maintained.

The proposed carport is considered to be consistent with the intended character of the area and the character of Newport. The design and style chosen is desired by the market today being of a contemporary nature using appropriate building materials which ensures that the built form will not be out of place and will not detract from the amenity of surrounding properties.

The proposal does not present any detriment to views or streetscape setting and environmental issues are considered to be satisfactorily addressed.

This development application is supported by all the necessary documentation to address the relevant environmental triggers of this Plan, such as landscaping and stormwater plans.

Desired Character (extract)

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.

Newport's coastal setting is what contributes most to the distinctive character of the commercial centre. Responsive, energy efficient buildings will support and enhance this relaxed, beachfront character and its outdoor lifestyle, contributing to a unique sense of place. Contemporary design solutions within the commercial centre will respond to Newport's climate and setting, including providing shade and shelter to streets and entries, generous private outdoor spaces, openings that capture ocean breezes, and shade elements.

The erection of the carport will meet with the objectives of the low-density residential character of the area and is in a similar styling to development already constructed within the locality. The proposed dwelling is considered to be in keeping with newer development throughout the surrounding area and remains below the dominant tree canopy height.

No trees are to be removed as part of the proposed development with existing landscaping to be retained to ensure the landscape character of the area is maintained.

Consideration has been given to the natural features and character of the surrounding area of the site during the design selection process with a detached carport forward of the existing dwelling considered to be the most suitable development for the site.

The overall design of the carport has given consideration to the sites environmental constraints, the amenity of neighbouring properties, views obtained from the site and the streetscape.

The proposed dwelling is considered to be in keeping with the desired character of the Newport area.

SECTION B

B1 Heritage Controls

The subject property is not identified as an item of heritage significance, within a conservation area or within proximity of a heritage item.

B3 Hazard Controls

The subject property is not identified to be located within a bushfire prone area following reference to Council's Bushfire Prone Land Map.

The subject property is identified as being affected by Class 5 Acid Sulphate Soils. The proposal is not considered to lower the water table, however will require minor excavation. The development is not anticipated to have any specific requirement in respect to Acid Sulfate Soils. The site is not known to be affected by flood.

B4 Controls Relating to the Natural Environment

The subject site is not identified as being within an area of environmental significance.

B5 Wastewater management

Drainage from the subject site is to be directed to the existing drainage collection system.

B6 Access and Parking

The existing driveway access is considered to be suitable to be retained.

<i>Requirement</i>	<i>Provision</i>	<i>Compliance</i>
Driveway width at boundary to be maximum of 3.0m	Existing driveway unchanged	Yes
Driveway width at kerb to be maximum of 3.5m	Existing driveway unchanged	Yes
Required parking spaces per dwellings 1 bedroom – 1 space 2 bedrooms + - 2 spaces	2 spaces within the proposed carport provided within the driveway.	Yes
Min. carport dimensions 5.7m x 6.0m	6.0m x 6.5m	Yes

B8 Site works management

No cut and fill is proposed as part of the development. The proposed carport is to be sited over existing driveway area with no level changes proposed. An erosion and sediment control plan is not considered necessary for this application.

SECTION C Development type controls

C1 Design Criteria for Residential Development

<i>Requirements</i>	<i>Provision</i>	<i>Requirement</i>
<u>C1.1 Landscaping</u> 60% of front setback to be landscaped.	Existing landscape area forward of the building line unchanged by the proposed development.	Yes
<u>C1.2 Safety & security</u> Be able to view visitor at front door without opening it. Casual surveillance of front yard. Adequate lighting provided to minimise possibility of damage. Lighting to minimise annoyance to neighbours.	The proposed development is not anticipated to result in any loss of safety and security to the dwelling. Sight lines from the dwelling to the street frontage are maintained by the development with adequate lighting provided within the front yard to permit access without annoyance to neighbours.	Yes
<u>C1.3 View sharing</u>	The proposed carport is not anticipated to have any unreasonable impact on views of surrounding properties. Any views obtained along the street and through the site can still be obtained due to appropriate setbacks.	Yes
<u>C1.4 Solar access</u> 3hrs to POS of proposed and adjoining 9am-3pm. 3hrs to 50% glazing of proposed and adjoining living area windows.	3hrs solar access provided to the existing dwelling and adjoining dwellings due to favourable orientation of lot and appropriate setbacks and height of the proposed dwelling. Shadow cast from the proposed carport is to the street and not beyond anticipated levels for an allotment with north to the	Yes Yes

	front boundary of the allotment.	
<u>C1.5 Visual privacy</u>	No loss of visual privacy anticipated from the proposed development.	Yes
<u>C1.6 Acoustic privacy</u>	No significant noise source within direct proximity of the subject site.	Yes
<u>C1.7 Private open space</u> 80m ² POS Min dimension 3m Max 75% POS in front yard Principal area 4m x 4m Accessed via living area. POS to have good solar orientation POS to include provision of clothes drying facilities.	Existing POS areas are unchanged by the proposed development.	Yes
<u>C1.9 Accessibility</u>	Appropriate access to and from the site is available.	Yes
<u>C1.12 Waste and recycling facilities</u>	Adequate area available for bin storage within the site. Waste Management Plan provided for Council's consideration.	Yes Yes
<u>C1.20 Undergrounding of utility services</u>	Necessary services/utilities can be provided for the proposal.	Yes

SECTION D Locality specific development controls

D10 Newport Locality

D10.1 Character as viewed from a public place

Site and area analysis has revealed that numerous developments of a similar style and design to the subject proposal have occurred within the area gradually setting a contemporary development theme.

Design of the carport has entailed a streetscape appearance of a open structure forward of the building line that has been effectively characterised. Streetscape presence has been further reinforced through the lightweight structure of the carport that is not a visually dominant development for the site.

Based upon the design of the carport and the nature of the proposal relative to the intended surrounding properties, it is considered that the development will appropriately blend with the intended future character of Bungan Head Road.

The proposed carport will successfully contribute to the streetscape and landscape character of the locality.

D10.2 Scenic Protection - General

The proposed development is not considered to have any detrimental impact on the scenic character of the area. The carport is designed with contemporary design elements to compliment the changing character of the area.

D10.4 – 10.33 Newport Locality Residential Sectors

This section of the DCP applies to all land within the Newport Locality and provides controls for sector planning (subdivision and layout) and built form. An assessment of the proposed development against the built form controls of this section of the DCP is provided in the following compliance table;

Design Guidelines	Proposed	Compliance
<u>D10.4 / Building colours and materials</u> - Dark & Earth tones	Colour schedule provided with DA of earth tones.	For consideration by Council.
<u>D10.7 / Front Building line</u> Land zoned R2, R3 or E4 adjoining Barrenjoey Road – 10m or established building line, whichever is greater All other land zoned R2, R3 or E4 – 6.5m or established building line, whichever is greater.	N/A 689mm in keeping with carports that are forward of the building line in the streetscape.	N/A No*
<u>D10.8 / Side and rear building line</u> Land zoned R2, R3 or E4: 2.5m to one side; 1.0m to other side.	Eastern side setback unchanged. 0.67m to western side	Yes No*

6.5m to rear (except land in foreshore)	N/A – unchanged by the development	N/A
<u>D10.11 / Building envelope</u> 3.5m above ngl on side boundaries, inward at 45° to max. height. (eaves permitted outside)	Carport entirely within the building envelope.	Yes
<u>D10.12 / Landscaped Area – General</u> Landscape area min = 50%	N/A to E4 zone	N/A
<u>D10.13 / Landscaped Area – Environmentally Sensitive Land</u> Landscape area min. = 60%	Unchanged by the proposal	Merit consideration
<u>D14.15 Fences</u>	No front fencing proposed. Internal dividing fences to be retained.	N/A Yes
<u>D14.17 / Retaining Walls</u> Retaining Walls visible from street ideally of sandstone or similar materials. Undercroft areas limited to 3.5m and provided with landscaping.	Retaining walls capable of being suitably constructed. No undercroft area proposed.	Capable of complying. N/A

Variations

Front and side setback – Council's DCP requires a front setback of 6.5m or in keeping with the streetscape. The proposed development has a front setback of 0.689m and a side setback of 0.67m, thus requiring a variation to the numerical setback requirement to allow for a carport to be sited with a setback in keeping with similar development in the streetscape.

It is understood that the setback controls are designed to ensure that the proposed development is compatible with the surrounding development whilst minimising the impact on the adjoining developments.

The proposed encroachment into the front setback is an open structure with the remaining section of the dwelling provided with a compliant setback ensuring no additional bulk to the streetscape. Furthermore, the front hardstand and landscaped areas are unchanged by the development to allow for the landscape character of the area to be maintained.

It is also noted that Bungan Head Road contains several examples of carports being forward of the building line which is the direct result of the topography of the allotments and retention of existing housing stock throughout the area. The proposed carport is considered to be in keeping with similar development and in keeping with the setbacks of such structures to side and rear boundaries creating a theme within the area.

Despite the required variation it is anticipated that the proposal will have no greater impact than that of a compliant proposal and will be able to meet the objectives of the clause. Therefore a variation to the numerical front and side setback requirement is considered to be appropriate for the subject site and should be supported in this instance.

* * *

Conclusion with respect to DCP requirements

The proposal is considered to generally satisfy the objectives of the relevant development controls relating to dwellings, as contained within DCP No. 21.

(b) Likely impacts of the development, including environmental impacts on both the natural and built environment of the locality.

The following matters are considered relevant when considering onsite impacts:

Siting and Design

The proposed carport will be compatible with surrounding developments, and is considered consistent with a typical ancillary development in a well-established suburban location. With respect to external appearance, the design of the proposed carport is consistent with other ancillary structures within the locality and will compliment the streetscape.

Noise and Vibration

All construction work will be undertaken during hours specified within the development consent and/or normal construction hours. No vibration during construction is expected. Noise generated from the dwelling after occupation will be of residential scale only.

(c) The suitability of the site for the development

The subject site is within an established residential area, within reasonable driving distance to local commercial, retail and transport facilities. The existing road network provides easy access to all locations.

The carport, the subject of the application, can be constructed with all services necessary and has been designed to suit site constraints and the character of the surrounding area.

The dwelling is permissible with development consent under the provisions of Pittwater LEP 2014, and generally satisfies the objectives of the relevant development control plans as discussed above.

(d) Any submissions made in accordance with this Act or the regulations

Council will consider any submissions received during the relevant notification period for this development application.

(e) Public interest

As the proposal can satisfy the objectives of all relevant planning instruments and development control plan, approval of the subject dwelling is considered to be in the public interest.

CONCLUSION

The proposed dwelling is permissible with development consent under the provisions of Pittwater Local Environmental Plan 2014, and can satisfy the objectives within Pittwater DCP No.21.

It is considered that the construction of a freestanding carport will compliment and blend with the existing, and likely future character of this section of Newport. The proposal is not anticipated to have any detrimental impact on the surrounding natural or built environment.



Maxine Booth
Town Planner

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February 2020