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The General Manager
Northern Beaches Council,
DEE WHY.

Statement of Environmental Effects – Alterations and Additions to Existing Mixed Use Development
DEVELOPMENT APPLICATION
70, The Corso, Manly

1. INTRODUCTION

Statement of Environmental Effects – Alterations and Additions to Existing Mixed Use Development

This document has been prepared as a component of a development application that proposes alterations and additions to the existing premises to create a mixed use development incorporating ground floor retail and first floor commercial office space.

Particular attention has been given to ensuring that such design outcome is achieved without impacting on the heritage significance of the existing building, in particular its facade and roof line as viewed from The Corso, and the building's contribution towards the significance of the heritage conservation area in which it is located. Consideration has also been given to the matters for consideration identified in the minutes arising from formal pre-DA discussions with Council in particular the need to provide appropriately for the on-site storage of waste. In preparation of this document, consideration has been given to the following statutory planning documents:

- The Environmental Planning and Assessment Act, 1979 as amended;
- Manly Local Environmental Plan 1998 and 2013;
- Manly Development Control Plan for the Business Zone;
- The Corso Development Control Plan;
- Manly Town Centre Urban Design Guidelines;
- Manly Development Control Plan for Access; and
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.
- Manly Development Control Plan 2013;

Architectural drawings including floor plans, sections and elevations have been prepared in relation to the development proposed. The application is also accompanied by a site analysis, survey plan, Statement of Heritage Impact, shadow diagrams, drainage details, engineer certification and a schedule of finishes.

The proposal is permissible and in conformity with the intent of the development standards contained within Manly Local Environmental Plan 2013 as they relate to this form of development on this particular site and the built form guidelines contained within Manly Development Control Plan for the Business Zone, The Corso Development Control Plan and the Manly Town Centre Urban Design Guidelines.

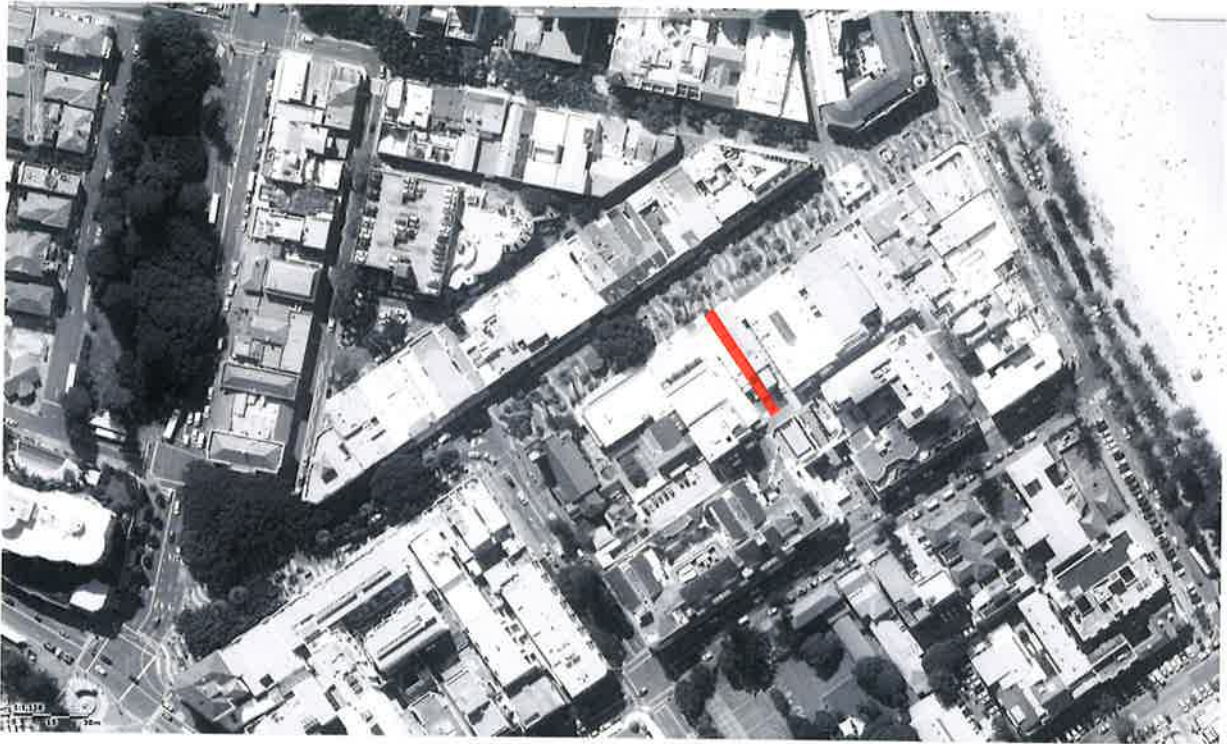
The proposal succeeds when assessed against the Heads of Consideration pursuant to section 79C of the Environmental Planning and Assessment Act, 1979, as amended. It is considered that the application, the subject of this document, succeeds on merit and is appropriate for the granting of consent.

2. SITE DESCRIPTION AND LOCATION

The site is located on the Southern side of The Corso, which falls within the Corso Conservation Area. This is characterised by 2 to 4 story buildings generally built boundary to boundary.

To the south of the site, across Rialto Lane, is the 25 M high Peninsular Development, comprising mixed residential and retail uses. The ground level opposite the lane comprises car park access drive, blank wall, electrical plant and air con ventilation.

The subject site is legally described as Lot N in DP321706, No. 70 The Corso, Manly. The site is generally rectangular in shape having a primary frontage of 5.105 metres to The Corso, secondary frontage of 5.11 metres to Rialto Lane and a depth of 44.01 metres. The site has an area of 224m² and has a negligible fall across the site.



contextual site location

■ 70, the corso, manly

Aerial Location Plan

The site is currently occupied by a one and two storey semi-detached brick shop and residence, containing a ground floor retail tenancy and a first floor residential flat. Access to the first floor tenancy is obtained from Rialto Lane, with internal access provided from the retail area and then to the roof. A ground floor storage/ plant room opens onto Rialto Lane. There is off-street car parking on site off Rialto Lane

The adjoining properties are occupied by 1, 2 and 3 storey mixed use developments, with pitched and parapeted roof forms facing The Corso. The rear of the subject property fronts Rialto Lane, from which garbage collection and servicing occurs. A photographic palette depicting the site context and the established built form and streetscape circumstances is shown below,



Building in context

The site is located within the heart of the Manly Town Centre, which provides a range of retail and commercial services and is known for its vibrant café and restaurant precinct. The site is located within immediate proximity of the Manly Wharf from which regular ferry services operate to the Sydney CBD. Bus services are also available providing access to other key centres within the Northern Beaches and the Lower North Shore.

3. HISTORY OF APPROVALS

DA # Lodged Approved Scope

None found.

4 THE PROPOSAL

This application seeks development approval to extend the ground floor built form to the boundary and the first floor to be extended above this, with a separate dedicated entry point off Rialto Lane. Additionally, the provision of 2 internal parking spaces, accessed off Rialto Lane

The additional ground floor area will be for retail use and will provide an additional 40 sq m of leasable area. The first floor will be separated into office suites with a separate kitchen and wc facilities.

There will be no change to the façade of the existing building other than the inclusion of glazing to the existing open balcony, to match that of the adjoining properties at nos.66 and 68, The Corso.

Assessment under Section 79C

Section 79C(a):

- Manly Local Environment Plan 1988

The site is zoned Business Zone –No 3

The objectives of this zone are:

- a. To provide for and encourage the development and expansion of business activities which will contribute to the economic growth and employment opportunities within the Manly Council area;
- b. To accommodate retail, commercial and professional services in established locations in the residential neighbourhoods where such development is compatible with the amenity of the surrounding areas;
- c. To ensure there is adequate provision for car parking in future development in the business areas; and
- d. To minimise conflicts between pedestrian and vehicular movement systems

The proposal is a permitted use and will result in the re develop a run down section of the property fronting Rialto lane, allowing for additional business activity within the centre of Manly.

Rialto lane is currently a shared pedestrian and service lane, allowing direct access to the 2 enclosed parking spaces.

The proposal to extend the first storey behind the existing two storey façade will have no impact on either the Corso Streetscape, nor will it be visible from other areas of the town centre as it is surrounded by buildings of greater scale. It will have no adverse impact on the Foreshore Scenic Protection Area.

The rear section of the building will be developed in a simple skillion roof form behind a horizontal parapet similar to other developments to the rear of properties facing the Corso, particularly that at no.66, The Corso.

The site is situated on Class 4 land affected by Acid Sulphate Soil. The proposal however will involve only the demolition of some ground floor walls and replacement with a new concrete slab with brick walls above.

- Development Control Plans

Manly Development Control Plan for the Business Zone 1989 (amendment 4)

Design Principles

The proposed rear extensions to the subject property are in keeping with similar extensions to this section of the Corso, particularly that at 66, The Corso, with respect to height, building form, openings.

General Provisions-Manly Town Centre

Provision Standard Proposed Compliance
Floor Space Ratio 2.5:1 2:1 Complies
Building Height – below 10m Complies
Set Backs To boundary. Complies
Car Parking & Access 2 total on site. Complies

Opportunities

The development is consistent with the requirement to develop the rear of properties in this section of the Corso, providing a second façade to the lane behind and commercial space above.

Items of Environmental Heritage

The subject site is not listed as an individual item, however it falls within the Corso Conservation area.

No changes are proposed to the Corso façade, except as described previously. The rear is being redeveloped in a simple form similar to other additions, particularly that at no.66, The Corso.

Refer to separate Heritage Impact Statement

Section 79C(b) - the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

Refer to comment above

Section 79C(c) - the suitability of the site for the development,

Refer to comment above

Section 79C(d) - any submissions made in accordance with this Act or the regulations,

None

Section 79C(e) -the public interest

The redevelopment of the rear of the property will improve the streetscape to the lane and as viewed from the residential building behind by giving it a new, more integrated facade.

CONCLUSION

The proposal is for a simple extension to the rear of an existing building. This will bring this property into conformity with the two storey development at No.66, The Corso which has been similarly redeveloped.

The proposal fully complies with the qualitative and quantitative requirements of the LEP and DCP

6 LOADING DOCK

Provision of a dedicated loading dock is not considered necessary for a number of reasons:

1. It will be used by the retail premises for maximum 1 hour per day but the 3.5 wide kerb crossing provided will mean this section of the roadway is not available for general use for the remaining 23 hours. The cumulative effect of providing crossovers on each property will significantly reduce available loading zones.
2. Observations of the pattern of usage of the laneway indicates it is heavily used by delivery vehicles that deliver to shops around the Corso and the business district generally, which do not have loading facilities. One major Courier parks for a couple of hours and delivers to multiple shops.
3. Insistence on the provision of loading docks has the consequence that heights between GL to 1st floor will be the required 3.3M plus floor structure. In addition the need for roller doors or panel lift doors detracts from the urban design objective to provide an active and attractive street frontage.

7 RIALTO LANE ACTIVATION

The laneway has recently been paved and converted into a shared pedestrian / vehicle laneway. New entries with offices over have been created at the rear of 64 the Corso (Humphrey's) and 92 the Corso (construction nearly complete). No. 80 already has a residential entry of the lane.

This has resulted in increased pedestrian movement throughout the Lane.

The DCP CI 15.18 states:

Development to the rear of properties fronting The Corso will also have an impact on the character and pedestrian scale of either Market Lane or Rialto Lane. The design of such development is to be consistent with the relevant provisions of the Manly Town Centre Urban Design Guidelines.

The intention of the Manly Town Centre Urban Design Guidelines 2002 which support the DCP is to address issues of public and private built form and the public domain to:

- protect the environmental qualities of Manly
- maintain human scale to its urban environment
- protect its historic character and public spaces
- provide protection and assure improvement of pedestrian amenity for residents and visitors.

8 BUILDING OPERATION

Hours of operation would be 7AM to 6PM daily. Access to the commercial office space would be available on a 24 hour basis.

9 HERITAGE STATEMENT

Statement of Significance

Exceptional Vista Axis along the Corso. High to moderate

Local vistas to facades Moderate

The site's general association to the Corso. Moderate

The site as part of a cohesive group of buildings facing the Corso. Little or no significance

The subject site and relationship to Rialto Lane Intrusive Nil

The proposal does not impact on the Corso façade and as such a Heritage Statement is not warranted

10 CONCLUSION

The proposed extension of the ground and first floors at the rear of the site, fronting Rialto Lane, will have minimal impact on the amenity of the area. It will revitalise the laneway and is consistent with Council's program to revitalise laneways. The scale, nature of the proposal and hours of operation will prevent any adverse impact on the Peninsula apartments residences.

Council's approval is therefore sought.