

STATEMENT OF ENVIRONMENTAL EFFECTS

FOR

DA APPLICATION

**DEMOLISH EXISTING DRIVEWAY &
PROPOSED GARAGE, LIFT AND STAIRS &
MINOR ALTERATION TO EXISTING
DEWELLING HOUSE**

AT

8 BATTLE BOULEVARD SEAFORTH

**PREPARED BY:
HR BUILDING DESIGN**

OCT 2019

1.0 DESCRIPTION OF SITE & SURROUNDS

The subject site is located at the Lot 319, DP4889, No.8 Battle Boulevard Seaforth. This site is classified in R2 Low Density Residential Zone by Northern Beaches Council. **Figure 1** is an aerial view of the subject site and surrounding area. **Figure 2** is the site survey of this property.



Figure 1: The subject site and surrounding area



Figure 2: Site Survey

The site is currently occupied by a single-storey residence with tile roof and a lower level garage. The site is irregular shape with site area of 809.4sqm. Front boundary on Battle Boulevard is 18.445m. This site has a big level difference, with about 15.4 meters slope down from the rear boundary to the front boundary. The front boundary datum level is 27.7m and rear boundary datum level is 43.10m, based on Australian Height Datum. The Battle Boulevard in front of the subject site is a curved driveway ramp up to the south, with no pedestrian strip at the subject site side. The new development aims to create safe living environment and provide high level of amenity for the subject site whilst considering the natural constraints of the site.



The immediate locality is characteristic by predominantly multi-storey residence. Adjoining the site to the northeast and southwest are both multi-storey brick, with garage and driveway along the front boundary.

2.0 THE PROPOSAL

The application which this SEE accompany, seeks consent to retain existing dwelling house, demolish part of the existing driveway and construct a new garage along Battle Blvd on street level with a lift connection to the existing dwelling house above, and also modify the entry of the existing dwelling house. The proposed development has the following configuration:

Compartments for New Development

Basement Floor

- Storage (EXISTING GARAGE TO BE CHANGED TO STORAGE)

Proposed Garage level

- Garage (PROPOSED)
- Lift (PROPOSED)

Ground Floor

- Entry (Existing entry at lower Ground level to be raised to existing ground floor level)
- Master Bedroom (NO CHAGNE TO EXISTING)
- 2 X Bedroom (NO CHAGNE TO EXISTING)
- 2 X Bathroom (NO CHAGNE TO EXISTING)
- Kitchen (NO CHAGNE TO EXISTING)
- Living & Dinning (NO CHAGNE TO EXISTING)

3.0 PLANNING CONTROLS FOR NEW DWELLING HOUSE

The proposal has been assessed in relation to compliance with The Manly Local Environmental Plan 2013 and Development Control Plan (Part 4—Development Controls and Development Types). The LEP and DCP provides the detailed design guidelines and controls for various types of development within The Manly Local Government Area.

Manly Local Environmental Plan 2013:

This subject site is located in zone R2 Low Density Residential pursuant to Clause 2.1 of Manly Local Environmental Plan 2013.

The proposed development is for the new garage, lift and stairs & minor alteration to the entry of existing dwelling house of 8 Battle Boulevard. This would be compatible with the existing streetscape and designed to improve the living environment and functionality of the driveway and entry to the garage whilst considering the natural constraints of the site.

Clause 4.3 Height of Buildings:

HEIGHT OF BUILDINGS	Max. 8.5m ridge height	7.97m	Yes
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Clause 4.4 Floor Space Ratio:

FLOOR SPACE RATIO	R2 Zone: 0.4:1	0.188:1	Yes
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Clause 6.1 Acid Sulfate Soils:

The subject site is categorized as "Class 5 Land" on Council's "Acid Sulfate Soils Map" and the proposed works will have no impact.

Clause 6.9 Foreshore Scenic Protection Area:

The subject site is categorized as “foreshore scenic protection area” on Council’s “Foreshore Scenic Protection Area Map”. The proposed garage and lift are designed to integrate with the natural surrounding and conforming to the natural slope of site. The development will have no inverse impact to the foreshore and the visual amenity and views to and from Sydney Harbor, the Pacific Ocean and the foreshore in Manly.

Manly Council Development Control Plan 2013 (Part 4 Development Controls and Development Types):

The proposal’s compliance with the DCP’s standards are summarized in the table below:

	Controls	Proposed	Compliance (Yes/No)
Clause 4.1.2 HEIGHT OF BUILDINGS	Max. 8.5m	7.97m	Yes
Clause 4.1.3 FLOOR SPACE RATIO	0.4:1	0.188:1	Yes
Clause 4.1.4.1 FRONT SETBACKS	Average of neighboring properties: 12101.5mm	Proposed garage is located at the front site boundary	No
The proposed new garage and lift is located at the front boundary similar to the neighbouring properties on this street due to the extreme level difference within the sloped sites. There is a difference of roughly 15.4 meters slope down from the rear boundary to the front boundary. The front boundary datum level is 27.7m and rear boundary datum level is 43.10m, based on Australian Height Datum. The existing driveway ramp crossing the site from the street level to the existing garage level, which runs about 7.8m uphill, with ramp grades around 1 : 3.2. With the current elevated garage and extreme steep driveway, the exiting would pose potential safety risks. Vehicles exiting the site do not have clear vision to the oncoming traffic along the Battle Blvd due to the existing curved driveway entry and curved street, which would also cause potential safety hazard to both the vehicles and pedestrian.			

The proposed new garage located at the front boundary could decrease the difficulty to access the site and reduce traffic accidents occurrence rate. Therefore, the development would be necessary and appropriate.

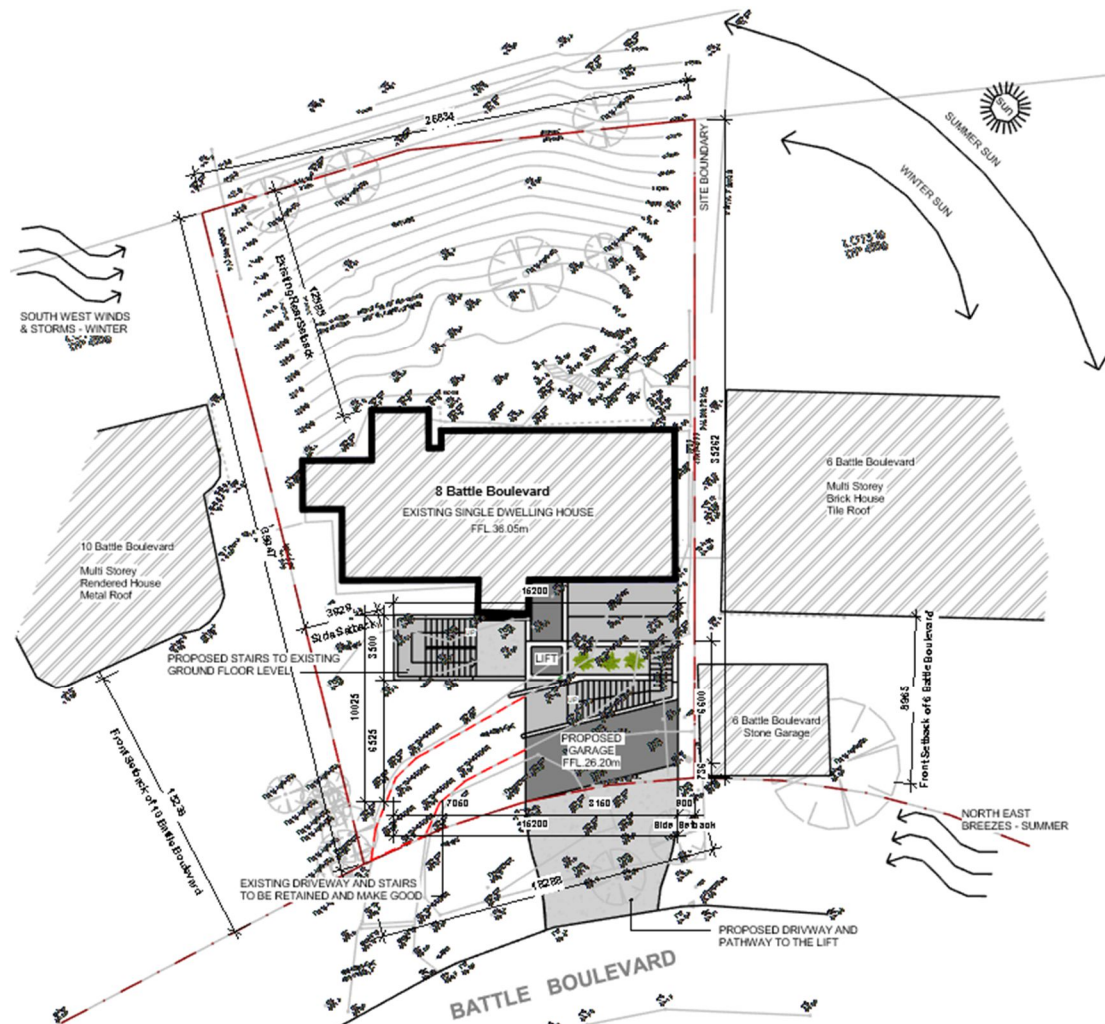


Figure 3: Proposed Garage, Lift and Stairs



Figure 4: Curved Street



Figure 5: 6 Battle Blvd Seaford



Figure 6: 12 Battle Blvd Seaforth & 10 Battle Blvd Seaforth

Clause 4.1.4.2 SIDE SETBACK	Setbacks between any part of a building and the side boundary must not be less than one third of the height of the adjacent external wall of the proposed building.	The max. height of the garage external wall is 2.7m, the side setback of the proposed garage is 0.9m	Yes
		The max. wall height of the lift is 7.8m from natural ground level, the side setback of the lift is 6.8m	Yes
The proposed lift is designed to connect the proposed garage level to the existing dwelling, which provide better access for the daily use, especially for the disabled. The location of the lift response to the slope of the site to minimize loss of views and amenity from the subject site and neighboring properties. In order to avoid large under croft spaces and minimise supporting under croft structures by integrating the building into the slope, the excavation of the proposed lift is carefully considered and limited, which result in high external wall height. The height and side setback of the proposed external staircase and lift complies with the DCP. The lift would be used primarily to assist the owners of the land and guests to gain access from the frontage of Battle Boulevard to the residence. This will provide an alternative to the pathway and stairs representing a distance of approximately 17meters and a height difference of 10.7meters. According to the site analysis, the proposed lift is necessary and the location of the lift is appropriate.			
Clause 4.1.4.4 REAR SETBACK	8m	No change to existing rear setback, 12.97m	Yes

Clause 4.1.5 OPEN SPACE	Total open space at least 60% of site area Horizontal dimension of at least 3m in any direction, and min. unbroken area of 12sqm	645.85sqm or 79.8% of site area	Yes
Clause 4.1.5 LANDSCAPE	Total landscape area at least 40% of open space.	(484.95sqm) 75% of open space.	Yes
Clause 4.1.5 PRIVATE OPEN SPACE	Min. area of private open space of dwelling house is 18sqm	No change to private open space: 372.8sqm	Yes
Clause 4.1.6 PARKING, VEHICULAR ACCESS AND LOADING	The max. width of garage is not to exceed 50% of the frontage and up to max. width of 6.2m	Garage frontage 6.2m, 36.6% of the frontage.	Yes
Clause 4.1.8 DEVELOPMENT ON SLOPING SITES	The development has respond to the slope of the site, to minimise loss of the views and amenity from public and private spaces. In order to avoid large undercroft spaces and minimise supporting undercroft structures by integrating the building into the slope, the proposed garage and lift sit at the front boundary where has a lower natural ground level and better access to the site. The concrete driveway has a limited width and do not dominate the street frontage. The subject land is designed as being within a slip hazard Geotechnical Area G1 defined by Council's mapping system. Accordingly, a geotechnical investigation has been carried out and a report prepared by Eswnman Pty Ltd., reference Eswn-pr-2019-423, dated the 15th August 2019, and submitted with the application. The report concludes that the proposal is suitable for the site and that risks can be managed by good engineering and construction.		
Clause 4.4.5 EARTHWORKS (EXCAVATION AND FILLING)	The earthwork has been limited to protect significant natural features of the site including vegetation and prominent rock outcrops. The natural and undisturbed ground level has been maintained within 0.9m of side boundaries. Approved sediment and stormwater control devices would be in place prior to and during the carrying out of any earthworks and other works on the site.		

4.0 CONCLUSION

The proposed development is compatible with the built form character of surrounding residential development in terms of building design, siting, bulk and scale. The design, materials and finishes of the proposal are also compatible with the adjoining development, and will not detract from the visual amenity and character of the streetscape.

The proposed development will not result in any significant adverse impacts to neighboring residential properties in terms of overshadowing, loss of privacy and views, or visual bulk and scale.

Having regard to the merits of the proposal and in the absence of any adverse environmental impacts upon the amenity of the adjoining development and character of the locality, the application is recommended for favorable consideration by Council.



Figure 7: Street Front of the Site



Figure 8: Existing Driveway view from half way up



Figure 8: Existing Driveway view from existing Garage level down