



42 PACIFIC PARADE MANLY NSW 2095

STATEMENT OF ENVIRONMENTAL EFFECTS FOR A CARPORT



Report prepared for
Action Plans
September 2019

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1.0 Introduction

1.1 This is a statement of environmental effects for a carport at 42 Pacific Parade, Manly. The subject site forms one half of a semi-detached dwelling and a separate DA is being submitted for a carport at No. 44 Pacific Parade. The carports have been designed to ensure consistency of built form to Pacific Parade for both semi-detached dwellings.

The report describes how the application addresses and satisfies the objectives and standards of the Manly Local Environmental Plan 2013, the Manly Development Control Plan 2013 and the heads of consideration listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 (as amended).

1.2 This statement of environmental effects has been prepared with reference to the following:

- ◆ Site visit
- ◆ Survey Plan
- ◆ Design Plans prepared by Action Plans
- ◆ Waste Management Plan
- ◆ Flood Report

1.3 The proposed additions are consistent with the objectives of all Council controls, considerate of neighbouring residents and results in improved amenity for the residents of the site. It is an appropriate development worthy of Council consent.

2.0 The site and its locality

- 2.1 The site is located at 42 Pacific Parade Manly and is legally described as Lot 1 DP 645898. It is located on the northern side of Pacific Parade in Manly, approximately 65 metres east of its intersection with Balgowlah Road.
- 2.2 The lot is rectangular in shape with an area of 223.2m². It has a width of 6.095 metres and a depth of 36.575 metres, with frontage to Pacific Parade.
- 2.3 The site is currently occupied by a two storey semi-detached brick and rendered dwelling with a metal roof.
- 2.4 The site is surrounded by semi-detached and detached residential dwellings in all directions. The subject site is located approx. 530 metres west of Manly Beach and is in close proximity to shops and services on Pittwater Road.

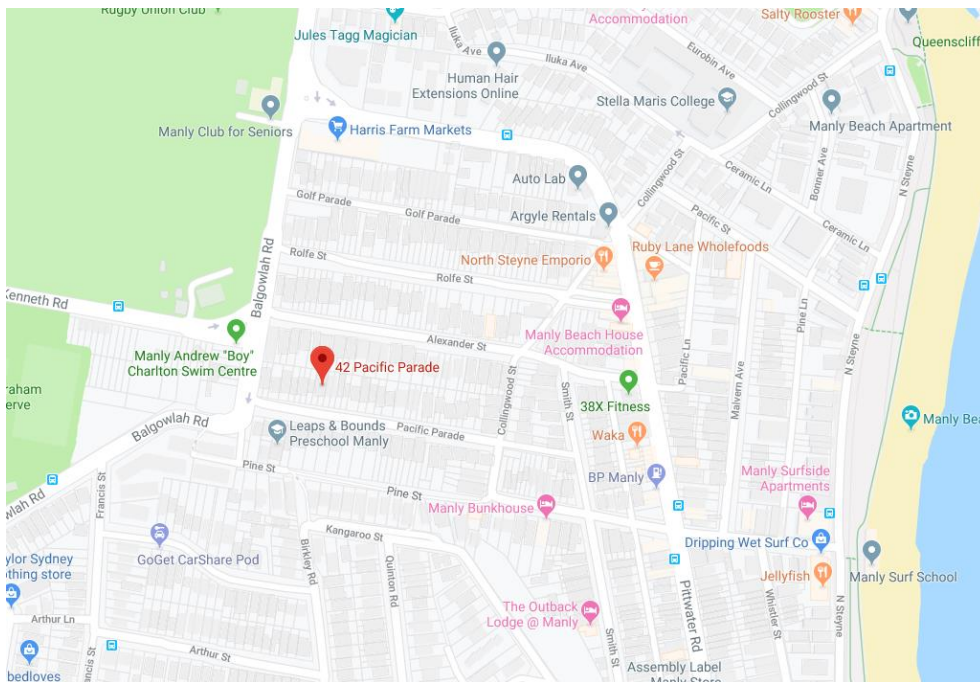


Figure 1. The site and it's immediate surrounds

This aerial map of Manly, New South Wales, Australia, shows the coastal town and its surrounding areas. A red pin is placed on Pacific Parade, specifically at the address 42 Pacific Parade. The map includes various labels for streets, businesses, and landmarks. Key streets shown include Pacific Parade, Balgowlah Rd, and various local roads like Roffe St, Leaps & Bounds Preschool, and Kangaroo St. Landmarks such as the Manly Club for Seniors, Harris Farm Markets, Stella Maris College, and the Manly Surf School are labeled. The map also shows the coastline, the beach, and the surrounding residential areas.

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3. Site Photos



Figure 4. The existing semi-detached dwelling, looking north from Pacific Parade



Figure 5. No. 42, looking north from Pacific Parade



Figure 6. Example of carport in the locality, No. 36 Pacific Parade



Figure 7. Example of carport in the locality, No. 32 Pacific Parade



Figure 8. Example of garage in the locality, No. 54 Pacific Parade

4. Proposed Development

- 4.1 The proposed development is for the addition of a carport to the existing semi-detached dwelling. A separate DA is being submitted for a carport at No. 44 Pacific Parade, with the carports designed to ensure consistency of built form to Pacific Parade for each of the semi-detached dwellings.
- 4.2 The proposed development remains consistent with the streetscape and the locality. It is consistent with Council controls, ensures privacy, solar access and views are maintained for surrounding properties and the subject site.
- 4.3 The carport is proposed to be located at the front of the dwelling, over the existing hardstand approved parking area. The carport has been designed to complement the existing dwelling and will be an open structure of timber frame construction, with a metal roof.

The roof pitch proposed is 24 degrees, with colours to match the existing dwelling. Three Velux skylight windows are proposed within the roof to provide natural light to the parking area and the front façade of the dwelling.

The dimensions of the parking area are 5.915 metres deep by 4.745 metres wide. The demolition of the existing front verandah is proposed, to provide sufficient depth for the new carport.

5. Statutory Framework

5.1 State Environmental Planning Policies

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

SEPP BASIX applies to the proposed development. A compliant BASIX Certificate is attached to this application.

5.2 State Environmental Planning Policy (Coastal Management) 2018

The rear of the site is mapped as 'Coastal Environment Area' by State Environmental Planning Policy (Coastal Management) 2018, accordingly the consent authority must consider clause 13 of the SEPP.

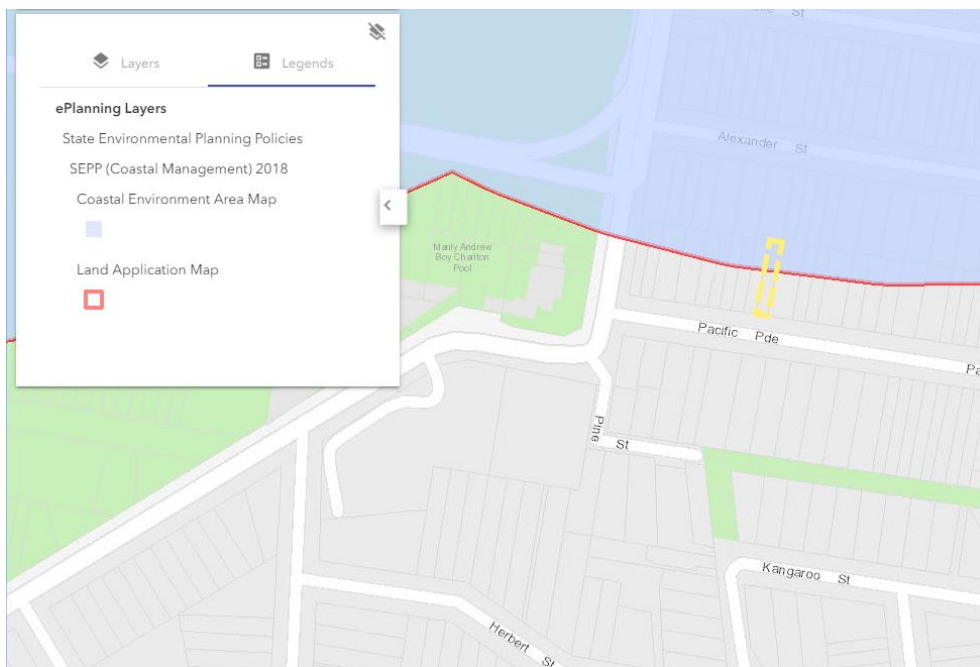


Figure 9: Extract SEPP Coastal Management 2018 *Coastal Environment Area Map*

13. Development on land within the coastal environment area

(1) Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following:

(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,

The proposed development is located outside of the mapped area and will not impact upon the biophysical, hydrological or and ecological environments.

(b) coastal environmental values and natural coastal processes,

There will be no impact on environmental values or natural coastal processes.

(b) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,

The proposal will not result in a decrease to water quality leaving the site.

(c) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,

There will be no impact on vegetation, habitats, headlands or rock platforms.

(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,

The proposed development will not result in any change to the existing access to and along the foreshore and beach.

(f) Aboriginal cultural heritage, practices and places,

The location of the proposed addition is highly disturbed, there will be no impacts on Aboriginal cultural heritage, practices and places.

(g) the use of the surf zone.

There will be no impact on the surf zone.

5.3 Manly Local Environmental Plan 2013

The relevant clauses of the Manly Local Environmental Plan 2013 are addressed below.

Zoning

The site is zoned R1 – General Residential pursuant to the provisions of the Manly Local Environmental Plan 2013.



Figure 10. Extract from Manly LEP 2013 zoning map

The proposed development is for additions, specifically a carport, to the existing semi-detached dwelling. Semi-detached dwellings are a permissible land use in the R1 Zone.

Demolition

The proposed development necessitates the demolition of the existing front verandah, to provide sufficient depth for the new carport.

Height

Clause 4.3 of the LEP restricts the height of any development on the subject site to 8.5 metres. The proposed works are single storey and easily compliant with the maximum 8.5 metre height control. No change is proposed to the height of the existing building which is compliant at 6.44 metres.

Floor Space Ratio

The site is mapped with a maximum FSR of 0.6:1. This equates to a maximum floor area of 133.92m² for the site area of 223.2m². The existing FSR is compliant at 0.56:1 or 125.86m² and no changes are proposed.

Heritage

The site is not a heritage item or located within a heritage conservation area. The street trees along Pacific Parade are identified as a local heritage item (I191).



Figure 11. Extract from Manly LEP 2013 Heritage Map



Figure 12. Street Tree at the front of the subject site, mapped as heritage item I191.

A hardstand area has already been approved with driveway crossover, so no additional impact will result for the tree which is located close to the existing access.

No.42 and 44 Pacific Parade share an existing driveway crossover and no change is proposed to the existing arrangement. No works are proposed in the road reserve to ensure there will be no impacts on the heritage listed tree.

The visual impact of the carport will be appropriate with the design considerate of the streetscape character and a positive addition to the site.

Acid Sulfate Soils

The site is mapped with Class 4 Acid Sulfate soils. The proposed works are minor and will not be carried out more than 2 metres below the natural ground surface. Furthermore, the works are not likely to lower the water table more than 2 metres below the natural ground surface.

Flood Planning

The subject site is mapped as a medium risk precinct by the NBC Flood Hazard mapping.

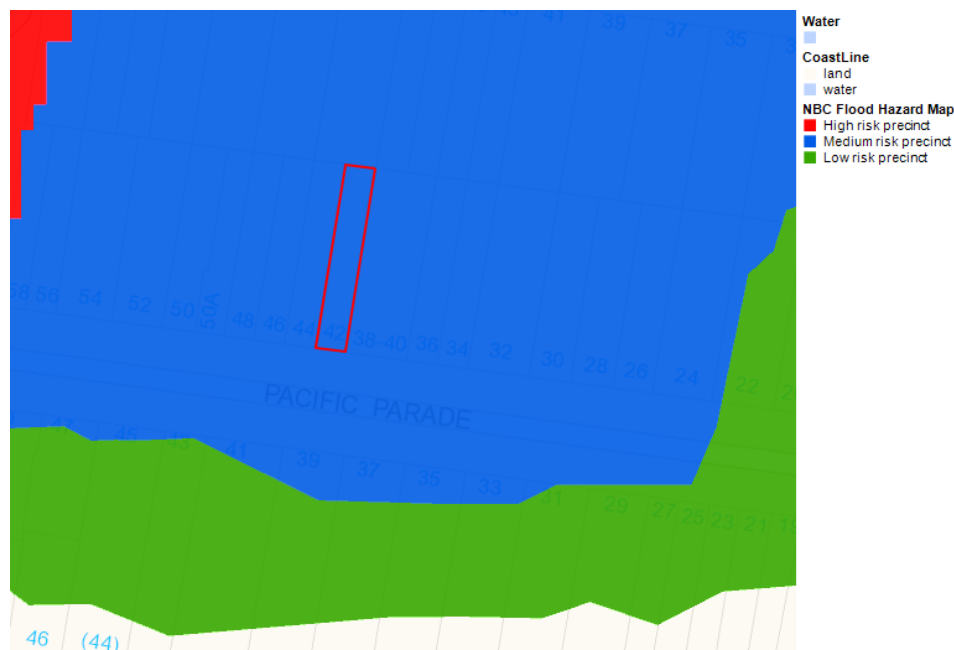


Figure 13. NBC Flood Hazard Map – Medium Risk Precinct.

The proposed additions are considered compatible with the flood hazard, as no change of use or intensification of the existing approved use is proposed. The proposed carport has open sides and will not impede floodwaters. The proposal will not increase the risk to life from flooding and is therefore appropriate for the site.

See the flood report under separate cover which concludes:

????

Stormwater

Stormwater will be connected to the existing drainage infrastructure on the site, which drains to Pacific Parade.

5.4 Manly Development Control Plan 2013

The relevant sections of the DCP are addressed below.

3. General Principles of Development

3.1 Streetscapes and Townscapes

The subject site has frontage to and vehicular access from Pacific Parade. The proposal is consistent with the Pacific Parade streetscape in this locality, as illustrated in figures 6-8 above, a number of dwellings on the street have carports and garages forward of the main building line.

The proposed development does not alter the façade of the semi-detached dwelling addressing Pacific Parade and being located over the existing hardstand area, landscaping will not be impacted. A new picket style front fence is proposed to complement the dwelling and the addition.

3.2 Heritage Considerations

As described above, the subject site is not a heritage item or located in a heritage conservation area. The street trees along Pacific Parade are identified as a local heritage item (l191).

No.42 and 44 Pacific Parade share an existing driveway crossover and no change is proposed to the existing arrangement. No works are proposed in the road reserve to ensure there will be no impacts on the heritage listed tree.

The visual impacts of the works are appropriate and consistent with the streetscape.

3.3 Landscaping

3.3.1 Landscaping Design

The proposed additions are located over the existing hardstand area and there is no landscaping in the front setback.

3.4 Amenity (Views, Overshadowing, Overlooking/Privacy, Noise)

3.4.1.1 Overshadowing adjoining private open space

The proposed development does not alter the existing solar access to the private open

space of adjoining properties from 9am to 3pm on 21 June as illustrated on the attached shadow diagrams. The proposed additions result in a very minor increase to overshadowing to the footpath and to Pacific Parade only.

3.4.1.2 Maintaining Solar Access into Living Rooms of Adjacent Properties

The proposed development retains existing solar access to the living rooms of adjoining properties on 21 June as illustrated on the attached shadow diagrams.

3.4.1.3 Overshadowing Solar Collector Systems

The development will not overshadow neighbouring solar collector systems.

3.4.1.4 Overshadowing Clothes Drying Areas

The proposal will not overshadow neighbouring clothes drying areas.

3.4.1.5 Excessive Glare or Reflectivity Nuisance

All external material and finishes will be constructed of non-reflective materials in keeping with this clause.

3.4.2 Privacy and Security

Privacy will be retained for neighbours with the proposed carport having no impact on the existing arrangement.

Security will be improved for the residents onsite by providing a secure, off-street car parking space.

3.4.2.3 Acoustical Privacy (Noise Nuisance)

The development is appropriate and will not result in noise levels inappropriate to a residential area.

3.5 Sustainability

The proposed carport will comply with the relevant construction requirements of the Building Code of Australia. The inclusion of three skylights ensures solar access to the carport and the front rooms of the existing dwelling.

3.7 Stormwater Management

The proposed carport will be connected to the existing stormwater network on Pacific Parade, in accordance with Sydney Water specifications.

3.8 Waste Management

Appropriate waste management will be undertaken during the demolition and construction process.

All demolished materials will be recycled where possible which is detailed in the accompanying Waste Management Plan.

The existing dwelling has appropriate waste storage areas, with waste to be collected by Councils regular service.

Part 4 Development Controls and Development Types

4.1 Residential Development Controls

No change is proposed to the existing residential density which comprises of a semi-detached dwelling.

4.1.2 Height of Buildings (incorporating wall height, number of storeys and roof height)

Clause 4.3 of the LEP restricts the height of any development on the subject site to 8.5 metres. The proposed works are easily compliant with the maximum 8.5 metre height control as illustrated on the attached plan set.

A maximum wall height of 6.5 metres is required by the DCP. No change is proposed to the existing wall heights of the building and no new walls are proposed to the carport.

The proposed roof pitch on the carport is 24 degrees.

4.1.3 Floor Space Ratio (FSR)

The site is mapped with a maximum FSR of 0.6:1. This equates to a maximum floor area of 133.92m² for the site area of 223.2m². The existing FSR is compliant at 0.56:1 or 125.86m² and no changes are proposed.

4.1.4 Setback (front, side and rear) and Building Separation

4.1.4.1 Street Front setbacks

A front setback consistent with the prevailing setback is required on the site and the prevailing setback in the locality is 6 metres.

The existing front setback is 6.18 metres to the building line and 4.3 metres to the verandah posts. No change is proposed to the existing, compliant building line setback.

A setback of 0.27 metres is proposed to the carport posts, which is considered appropriate in this case, as open carports forward of the front building line are common on Pacific Parade. The proposal remains consistent with the streetscape and will have no impact on adjoining properties.

4.1.4.2 Side setbacks and secondary street frontages

A side boundary setback equivalent of 1/3 of the wall height is required on the site. This equates to 1.9 metres for the subject site. The property has an existing side boundary setbacks of 1.3 metres (east) and no change is proposed. As the property is a semi-detached dwelling the western side boundary setback does not apply.

4.1.4.4 Rear Setback

A minimum rear setback of 8 metres is required on the site. The existing rear setback is compliant at 9.56 metres and no change is proposed.

4.1.5 Open Space and Landscaping

4.1.5.1 Minimum Residential Total Open Space Requirements

The DCP requires a total of 55% of the site to be open space with a minimum 35% of that open space to be landscaped area. This equates to 122.76m² of open space for the site area of 223.2m² and 42.96m² landscaped area.

The existing area of open space is 96.37m² or 43% of the site area, which represents 26.39m² less than the control. The existing landscaped area is 41.88m² or 34.12% which is just 1.08m² less than the control.

A minor departure is considered appropriate, in this case, as no change is proposed to the existing open space or landscaped area of the site. The proposal does not impact adjoining properties or the locality and is considered appropriate for the proposed development.

4.1.6 Parking, Vehicular Access and Loading (Including Bicycle Facilities)

The development proposes a single carport, located forward of the building line, which is permitted by the DCP, where the visual impact on the streetscape and neighbouring properties is minimised and the proposal is consistent with the character of the locality.

As described above there are a number of carports and garages within the front setback on Pacific Parade, thus the proposal remains consistent with the streetscape and character in the locality. In accordance with this clause the proposed carport is an open design and the location represents the only available area for carparking onsite.

The DCP requires that the width of any garage, carport or hardstand area not exceed 50% site width, up to a maximum of 6.2 metres. The width of the proposed carport is

4.745 metres, which represents 77% of the site width. A variation is appropriate in this case, as the carport is located over the existing hardstand area, which exceeds the control. In addition, the site is narrow, with a width of just 6.095 metres and the carport has been designed to maintain the width of the existing semi-detached dwelling.

Schedule 3 of the DCP requires 2 parking spaces per semi-detached dwelling, however it is noted that Council can consider the provision of only 1 space where adherence to the requirement for 2 spaces would adversely impact on the streetscape. A single carport is proposed as the site is not large enough to provide 2 onsite parking spaces per dwelling.

4.1.10 Fencing

The DCP requires a maximum front fence height of 1 metre. The proposed picket style fence is compliant with the maximum 1 metre height.

6. Section 4.15 Considerations

The following matters are to be taken into consideration when assessing an application pursuant to section 4.15 of the Environmental Planning and Assessment Act 1979 (as amended). Guidelines to help identify the issues to be considered have been prepared by the former Department of Urban Affairs and Planning. The relevant issues are:

The provision of any planning instrument, draft environmental planning instrument, development control plan or regulations

This report clearly and comprehensively addresses the statutory regime applicable to the application and demonstrates that the proposed land use is complimentary and compatible with adjoining development. The proposal achieves the aims of the Manly LEP and DCP.

The development is permissible in the zone.

The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

6.1. Context and Setting

What is the relationship to the region and local context in terms of:

- the scenic qualities and features of the landscape?*
- *the character and amenity of the locality and streetscape?*
- *the scale, bulk, height, mass, form, character, density and design of development in the locality?*
- *the previous and existing land uses and activities in the locality?*

These matters have been discussed in detail in the body of the statement.

What are the potential impacts on adjacent properties in terms of:

- *relationship and compatibility of adjacent land uses?*
- *sunlight access (overshadowing)?*
- *visual and acoustic privacy?*
- *views and vistas?*
- *edge conditions such as boundary treatments and fencing?*

The proposed additions have been designed to complement the site and its surrounds. The proposal is appropriate and will have negligible impact on adjacent properties.

6.2. Access, transport and traffic

Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:

- *travel demand?*
- *dependency on motor vehicles?*
- *traffic generation and the capacity of the local and arterial road network?*
- *public transport availability and use (including freight rail where relevant)?*
- *conflicts within and between transport modes?*
- *traffic management schemes?*
- *vehicular parking spaces?*

No conflict or issues will arise as a result of the proposed development.

6.3. Public domain

No works are proposed in the public domain.

6.4. Utilities

There will be no impact on the site, which is already serviced.

6.5. Flora and fauna

There will be no impact.

6.6. Waste

There will be no impact.

6.7. Natural hazards

The site is mapped as a medium risk flood hazard precinct. The proposed additions are considered compatible with the flood hazard, as no change of use, or intensification of the existing approved use is proposed. The proposed carport has open sides and will not impede floodwaters. The proposal will not increase the risk to life from flooding and is therefore appropriate for the site.

6.8. Economic impact in the locality

There will be no impact, other than the possibility of a small amount of employment during construction.

6.9. **Site design and internal design**

Is the development design sensitive to environmental conditions and site attributes including:

- *size, shape and design of allotments?*
- *the proportion of site covered by buildings?*
- *the position of buildings?*
- *the size (bulk, height, mass), form, appearance and design of buildings?*
- *the amount, location, design, use and management of private and communal open space?*
- *landscaping?*

The proposed development is highly appropriate to the site, with regard to all of the above factors. The proposed development fits well within the context of the surrounds and is an appropriate scale.

How would the development affect the health and safety of the occupants in terms of:

- *lighting, ventilation and insulation?*
- *building fire risk – prevention and suppression/*
- *building materials and finishes?*
- *a common wall structure and design?*
- *access and facilities for the disabled?*
- *likely compliance with the Building Code of Australia?*

The proposed development will comply with the provisions of the Building Code of Australia and all relevant Council controls.

6.10. **Construction**

What would be the impacts of construction activities in terms of:

- *the environmental planning issues listed above?*
- *site safety?*

Site safety measures and procedures compliant with relevant legislation will ensure that no site safety or environmental impacts will arise during construction.

The suitability of the site for the development

Does the proposal fit in the locality?

- *are the constraints posed by adjacent developments prohibitive?*
- *would development lead to unmanageable transport demands and are there adequate transport facilities in the area?*

- *are utilities and services available to the site adequate for the development?*

The adjacent development does not impose any unusual development constraints.

Are the site attributes conducive to development?

The site is appropriate for the proposed addition of a carport.

Any submissions received in accordance with this Act or the regulations

It is envisaged that the consent authority will consider any submissions made in relation to the proposed development.

The public interest

It is considered that the proposal is in the public interest as it allows for appropriate use of the residential site.

Section 4.15(1) of the Environmental Planning and Assessment Act has been considered and the development is considered to fully comply with all relevant elements of this section of the Environmental Planning and Assessment Act 1979.

7. Conclusions

- 7.1 The proposed development for the addition of a carport at 42 Pacific Parade Manly is appropriate considering all State and Council controls.
- 7.2 When assessed under the relevant heads of consideration of s4.15 of the Environmental Planning and Assessment Act, the proposed development is meritorious and should be granted consent.
- 7.3 Considering all the issues, the fully compliant development is considered worthy of Council's consent.