



STATEMENT OF ENVIRONMENTAL EFFECTS

ALTERATIONS AND ADDITIONS TO EXISTING DWELLING

Property: 13 Edgecliff Road, Umina Beach NSW 2257

Lot: 1 DP 246851

Proposal: Alterations and additions to existing dwelling

1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared in support of a Development Application for alterations and additions to the existing dwelling at **13 Edgecliff Road, Umina Beach**.

The proposal seeks consent for a range of alterations and additions to improve the functionality, amenity and accommodation of the existing residence.

The principal components of the proposal comprise:

- construction of a new garage;
- construction of a new ground-floor sitting room;
- construction of a new ground-floor bedroom;
- construction of a new ground-floor bathroom;
- construction of an upper-level front deck;
- associated internal alterations;
- associated pedestrian access;
- associated landscaping and site works; and
- associated stormwater and drainage works.

The proposed ground-floor addition is approximately **40.76m²**, with the proposed garage comprising approximately **21.03m²**. The resulting total floor area is approximately **127.35m²**. The subject site has an area of approximately **650.29m²**.

The proposal has been designed having regard to the existing dwelling, the established residential character of Edgecliff Road, the topography of the site and the existing development pattern of adjoining properties.

The principal planning variation associated with the proposal relates to the **front setback of the proposed garage**.

While the proposed garage does not achieve the numerical front setback requirement prescribed by the Central Coast Development Control Plan 2022, the variation is considered reasonable and appropriate having regard to the particular circumstances of the site.

Of particular relevance is the existing garage on the immediately adjoining property at **No. 11 Edgecliff Road**, which establishes a strong and directly relevant precedent for garage development within the front setback in this section of the street.

The proposed development is otherwise generally consistent with the relevant provisions and objectives of the Central Coast Development Control Plan 2022.

2.0 SITE AND LOCALITY

2.1 Site Description

The subject property is known as **13 Edgecliff Road, Umina Beach**, being Lot 1 DP 246851.

The site is occupied by an existing residential dwelling with associated garage, driveway, deck, garden areas and ancillary structures.

The site contains a noticeable change in ground level. The proposed development has been designed to respond to the existing topography rather than substantially regrade the property.

The existing dwelling is a two-storey residential building with associated outdoor areas and vehicle access.

The proposal retains the established residential use of the property and substantially works within and around the existing dwelling.

2.2 Surrounding Development

The surrounding locality is characterised predominantly by established detached residential development.

The property immediately adjoining the subject site at **No. 11 Edgecliff Road** contains a two-storey dwelling and an existing rendered garage located within the street frontage.

The existing garage at No. 11 is particularly relevant to the assessment of the proposed front setback variation because it demonstrates that garage development positioned forward of the conventional dwelling building line is an established characteristic of the immediate streetscape.

The proposed development should therefore be considered in the context of the existing built form of the street rather than against an isolated interpretation of the numerical setback requirement.

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3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 General

The proposed development comprises alterations and additions to the existing dwelling to provide improved residential accommodation and functionality.

The works are integrated with the existing building and are designed to maintain an appropriate relationship with the surrounding residential development.

3.2 Ground Floor Addition

The proposed ground-floor works include:

- sitting room;
- bedroom;
- bathroom;
- wet bar;
- entry;
- internal circulation; and
- associated external areas.

The proposed ground-floor addition is approximately **40.76m²**.

The additional accommodation will improve the flexibility of the existing dwelling and provide a useful living and sleeping area at the lower level.

3.3 Garage

A new enclosed garage is proposed toward the front portion of the site.

The garage is approximately **21.03m²** and is integrated into the overall design of the dwelling.

The garage provides practical on-site vehicle accommodation and establishes a direct and functional relationship between the driveway, vehicle parking and the dwelling.

The location of the garage is the principal area of numerical non-compliance with the DCP and is addressed in detail later in this Statement.

3.4 Upper-Level Deck

The proposal includes a new upper-level deck to the front of the dwelling.

The deck provides additional private outdoor living space and contributes to the articulation and presentation of the dwelling when viewed from Edgecliff Road.

The deck is integrated into the architectural composition of the dwelling and assists in breaking up the building mass.

3.5 Architectural Character

The proposal adopts a contemporary residential architectural approach.

The additions incorporate:

- articulated building forms;
- varied wall planes;
- appropriately scaled openings;
- a combination of external materials; and
- an integrated relationship between the existing and proposed built form.

The design avoids the appearance of a large, undifferentiated addition and provides an appropriate response to the established residential character of the locality.

4.0 PLANNING CONTEXT

The proposal has been assessed against the relevant provisions of the **Central Coast Development Control Plan 2022**, particularly **Chapter 2.1 – Dwelling Houses, Secondary Dwellings and Ancillary Development**.

The objectives of Chapter 2.1 include:

- encouraging development compatible with the existing or desired future character of the area;
- promoting functional development with a high level of amenity and aesthetic quality;
- encouraging residential development appropriate to the local context; and
- promoting sustainable development.

The DCP also specifically recognises that alternative development designs may need to be assessed through objectives and merit where the standard requirements are not appropriate to the particular site.

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Where a variation to a requirement is proposed, the DCP requires the relevant objectives to be addressed.

The proposal has therefore been assessed both against the numerical requirements of the DCP and against the underlying objectives of those controls.

5.0 DCP COMPLIANCE ASSESSMENT

The following table provides an assessment of the relevant provisions of Chapter 2.1 of the Central Coast Development Control Plan 2022.

DCP Provision	Requirement	Proposed Development	Assessment
2.1.2.1 Building Height	Maximum building height is governed by the applicable LEP Height of Buildings Map. 8.5m	The proposal remains a two-storey residential development. The additions are integrated with the existing dwelling and respond to the sloping site.	Complies / no variation sought.
2.1.2.2 Site Coverage	Maximum 50% site coverage for lots between 450m ² and 900m ² .	The site area is approximately 650.29m ² . The proposal retains substantial areas of open space and landscaping. Unenclosed decks are excluded from the site coverage calculation.	Complies.
2.1.2.3 Floor Space Ratio	Maximum FSR is governed by the applicable Central Coast LEP 2022 FSR Map.	Proposed total floor area is approximately 127.35m ² .	No variation identified.
2.1.3.1 Front Setback	Front setback is based on the average setback of the nearest two relevant dwellings within 40m, or 4.5m where two relevant dwellings cannot be identified. Garages/ carports are to be at least 1m behind the applicable front setback.	The proposed garage is positioned forward of the required front setback.	VARIATION REQUIRED. Detailed justification is provided in Section 6.
2.1.3.1 Rear Setback	Various rear setback requirements apply depending on building height and width.	The proposed additions do not introduce substantial new built form into the rear setback.	Complies.
2.1.3.1 Side Setback	Generally 0.9m for building elements up to 4.5m high, increasing for building elements above 4.5m depending on height and lot width.	The proposal maintains appropriate separation from the side boundaries.	Complies / no variation identified.
2.1.3.1 Secondary Road Setback	2m on a corner allotment.	The site is not being developed as a corner-lot secondary frontage.	Not applicable.
2.1.3.1 Waterfront Setback	Specific setbacks apply to waterfront properties and adjoining waterways/reserves.	The site does not have direct waterfront frontage.	Not applicable.
2.1.3.1 Outbuilding Setbacks	Specific side and rear setbacks apply to detached outbuildings.	The proposed garage is integrated with the dwelling and is not proposed as a detached outbuilding.	Not applicable to the garage.
2.1.3.3 Articulation Zones	Permitted architectural elements may project into the articulation zone, subject to area and design limitations.	The proposed deck and entry elements provide articulation to the primary road elevation.	Consistent with control and objectives.
2.1.3.3 Garage Door Articulation	Garage door openings facing the primary road within 7.5m are subject to maximum width requirements.	The garage is incorporated into the dwelling and is not designed as a dominant garage frontage.	Consistent with objective. Final door width to be confirmed on construction documentation.
2.1.4.1 Views	Development should facilitate reasonable view sharing and respond to site topography.	The proposal responds to the existing slope and does not introduce a substantial elevated obstruction.	Complies / no unreasonable impact anticipated.

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DCP Provision	Requirement	Proposed Development	Assessment
2.1.4.2 Visual Privacy	Development must minimise direct overlooking through appropriate design, screening, window placement and deck design.	Ground-floor openings include louvre, glass block and frosted glazing. The upper deck is integrated with the dwelling.	Complies.
2.1.4.3 Private Open Space	Principal private open space must be directly accessible from a habitable room other than a bedroom, with minimum area and dimension requirements.	Existing private open space is retained and the proposed upper-level deck provides additional outdoor living space.	Satisfactory.
2.1.4.4 Sunlight Access	50% of required principal private open space should receive at least 3 hours of sunlight between 9am and 3pm on 21 June.	The additions are modest in scale and respond to the existing building and site levels.	No unreasonable impact identified.
2.1.5 Car Parking	Minimum 1 space for dwellings with 3 or fewer bedrooms and 2 spaces for dwellings with 4 or more bedrooms.	The proposal provides a new enclosed garage and associated parking area.	Parking provision satisfied. Front setback variation addressed separately.
2.1.5 Driveway Access	Maximum driveway width generally 4m at street crossover and driveway to be designed in accordance with relevant standards.	Existing driveway/access arrangement is utilised.	Complies / subject to detailed civil design.
2.1.6 Earthworks	Excavation and fill are subject to maximum depths and boundary limitations.	The design responds to the existing slope and seeks to minimise unnecessary excavation and fill.	Capable of compliance.
2.1.6 Retaining Walls	Engineering design required for retaining walls exceeding specified heights.	Any structural retaining required will be designed by an appropriately qualified engineer.	Capable of compliance.
2.1.6.3 Drainage	Stormwater is to be directed to an appropriate public, inter-allotment or on-site drainage system.	Stormwater from the new works will be collected and directed to a legal point of discharge.	Complies subject to detailed design.
2.1.7 Ancillary Development	Ancillary development is to be appropriately sited, sized and compatible with local context.	Garage, deck, access and associated works are integrated with the dwelling.	Complies.
2.1.7.4 Fencing	Front fencing subject to height, material and transparency requirements.	No substantial new front boundary fencing is proposed.	Not applicable / capable of compliance.
2.1.8 Secondary Dwelling	Specific requirements apply to secondary dwellings.	The proposed sitting room, bedroom, bathroom and wet bar form part of the existing dwelling and do not constitute a separate dwelling.	Not applicable.

6.0 FRONT SETBACK VARIATION

6.1 Nature of Variation

The principal variation associated with the proposal is the front setback of the proposed garage.

The DCP requires development on residential lots greater than 300m² to generally adopt a front setback determined by the average setback of the nearest two relevant dwelling houses within 40m of the subject site, or 4.5m where two relevant dwellings cannot be identified.

The DCP also requires garages and carports to be positioned at least 1m behind the applicable front building setback.

The proposed garage does not satisfy this numerical requirement.

The variation is nevertheless considered appropriate and is strongly supported by the particular circumstances of the site.

7.0 JUSTIFICATION FOR FRONT SETBACK VARIATION

7.1 The DCP Allows Merit-Based Consideration

The Central Coast DCP expressly recognises that alternative development designs may be necessary to respond to individual site

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Mob 0411 569 167
designs@nahilldesigns.com.au
www.nahilldesigns.com.au



circumstances.

Where a variation is sought, the relevant objectives are required to be addressed.

The proposed variation is therefore assessed against the purpose and objectives of the setback control rather than simply against the numerical measurement.

The key issue is whether the proposed garage results in an unacceptable planning or environmental outcome.

It is considered that it does not.

7.2 Strong Existing Development Precedent

The most significant consideration supporting the variation is the existing development immediately adjoining the subject property.

The adjoining property at **No. 11 Edgecliff Road contains an existing garage within the front portion of the site.**

This provides a strong and directly relevant precedent for garage development forward of the conventional dwelling building line within this section of Edgecliff Road.

The proposed garage therefore does not introduce a form of development that is foreign to the streetscape.

Rather, it responds to an established built-form characteristic immediately adjoining the subject site.

This is particularly relevant given that one of the principal objectives of the DCP setback provision is to ensure that setbacks are compatible with adjacent development and complement the existing character and streetscape.

The proposed garage achieves this objective by responding to the established built form of the immediate locality.

7.3 The Variation is Consistent with the Existing Streetscape

The proposed garage is integrated into the overall dwelling and is not designed as an independent structure dominating the street.

The building elevation incorporates articulation and varied building elements, while the upper-level deck contributes to the visual interest of the façade.

The garage therefore reads as one component of the dwelling rather than as a standalone garage structure.

The existing garage on the adjoining property further establishes that vehicle accommodation within the front portion of residential sites is already present within the immediate streetscape.

The proposal consequently represents a continuation of an established development pattern.

7.4 The Garage is Modest in Scale

The proposed garage comprises approximately **21.03m²**.

The relatively modest scale of the garage limits its visual impact and ensures that it does not become the dominant built element when viewed from the street.

The garage is also incorporated into the overall building form rather than being constructed as a large detached structure.

This assists in maintaining the visual focus on the dwelling.

7.5 The Proposal Responds to the Site Topography

The subject property contains a noticeable change in ground level.

The proposed development has been designed to work with the existing site levels rather than substantially flattening the site.

Moving the garage further into the site purely to achieve the numerical setback requirement would potentially result in:

- increased excavation;
- additional retaining structures;
- greater disturbance to the existing ground profile;
- a less efficient driveway and garage arrangement;
- increased construction complexity; and
- potentially greater visual impacts elsewhere on the property.

The proposed location therefore represents a practical and site-responsive design response.

Strict compliance with the setback requirement would not necessarily result in a superior environmental or planning outcome.

7.6 The Variation Does Not Result in Excessive Bulk

The proposed garage is relatively low in scale and is incorporated into the overall built form.

The proposed development does not create a large continuous wall or an excessive building mass along the street frontage.

The architectural treatment incorporates articulation and varied building elements, reducing the perceived bulk of the addition.



The proposal therefore satisfies the underlying DCP objective of reducing perceived bulk and providing visual interest to the streetscape.

7.7 Visual Focus Remains on the Dwelling

The DCP specifically seeks to ensure that the visual focus of development remains on the dwelling rather than the garage.

The proposed design achieves this through:

- integration of the garage with the dwelling;
- articulation of the street elevation;
- the upper-level deck;
- variation in building elements and materials; and
- the relatively modest scale of the garage.

The garage does not therefore dominate the presentation of the property.

7.8 Privacy

The proposed garage itself will have negligible implications for privacy.

The proposed ground-floor accommodation has been designed with appropriately controlled openings.

The proposed windows include louvre, glass block and frosted glazing treatments that provide natural light and ventilation while limiting direct overlooking.

The upper-level deck will also be constructed in accordance with the approved design to minimise overlooking toward adjoining properties.

The front setback variation therefore does not create an unreasonable privacy impact.

7.9 Solar Access

The proposed garage is relatively low and is positioned toward the street frontage.

It is therefore unlikely to create significant additional overshadowing of adjoining private open space.

The proposed additions have also been designed around the existing dwelling and site levels rather than creating a substantially increased building envelope.

The development is not anticipated to result in an unreasonable reduction in solar access to adjoining properties.

7.10 Views

The proposed garage does not introduce a substantial elevated structure.

Its location and relatively low height mean that it is unlikely to materially interfere with established views from adjoining properties.

The proposal maintains a reasonable balance between the protection of views and the reasonable development of the subject site.

7.11 Landscaping

The proposal retains areas of open space and landscaping around the dwelling.

The front portion of the site is not entirely occupied by built form.

The proposed landscaping assists in integrating the new development with the streetscape and reducing the visual impact of the built form.

8.0 OTHER SETBACKS

The front setback of the garage is the only setback variation identified for the proposal.

The proposed development otherwise maintains appropriate setbacks to the side and rear boundaries.

The side and rear setback provisions have been considered having regard to the building height, site dimensions and location of the proposed additions.

No separate variation to the applicable side or rear setback controls is sought.

The development therefore represents a **site-specific variation to the front setback only**, rather than a general failure to comply with the DCP setback framework.

9.0 BUILDING HEIGHT

The proposal remains a two-storey residential development.

The additions have been designed to integrate with the existing dwelling and respond to the natural fall of the site.

The proposal does not introduce a third storey or a substantially elevated building element.

The overall built form is considered compatible with the scale and character of surrounding residential development.



The proposed height does not result in unreasonable impacts in terms of:

- visual bulk;
- privacy;
- solar access;
- views; or
- streetscape character.

10.0 SITE COVERAGE

The site has an area of approximately **650.29m²**.

The applicable DCP provision permits a maximum site coverage of 50% for residential lots between 450m² and 900m².

The proposal retains significant areas of open space and landscaping.

For the purposes of the DCP, unenclosed decks and similar structures are excluded from the site coverage calculation.

The proposal therefore maintains an appropriate balance between built form and unbuilt areas and is consistent with the objectives relating to:

- density;
- bulk and scale;
- streetscape character;
- landscaping; and
- stormwater infiltration.

11.0 FLOOR SPACE RATIO

The proposed development results in a total floor area of approximately **127.35m²**.

The applicable Floor Space Ratio is governed by the Central Coast LEP 2022 where an FSR is mapped.

The proposal does not seek a variation to the applicable FSR development standard.

The overall scale of the development is modest and is considered appropriate for the site and surrounding residential character.

12.0 RESIDENTIAL AMENITY

The proposal has been designed to improve the amenity of the existing dwelling while minimising impacts on adjoining properties.

The principal amenity considerations include:

- privacy;
- solar access;
- views;
- visual bulk;
- acoustic impacts;
- private open space; and
- streetscape presentation.

The proposed development does not introduce a new intensive use and remains entirely residential.

The additional accommodation is contained within the existing residential use of the property.

No significant adverse residential amenity impacts are anticipated.

13.0 VISUAL PRIVACY

The DCP requires development to minimise direct overlooking between living areas and principal private open space.

The proposed design responds to this requirement through controlled window placement and glazing treatments.

The proposed ground-floor openings include:

- louvre windows;
- glass block elements; and
- frosted glazing.

These treatments limit direct views while maintaining access to natural light and ventilation.

The proposed upper-level deck will also be designed and constructed to minimise overlooking toward adjoining properties.

The proposal is therefore considered satisfactory in relation to visual privacy.



14.0 PRIVATE OPEN SPACE

The proposal maintains usable private open space for the dwelling.

The proposed upper-level deck provides additional outdoor living space and is directly associated with the main living areas of the dwelling.

The retained external areas provide additional opportunities for outdoor activity and landscaping.

The proposal therefore maintains a practical and functional arrangement of private open space.

15.0 SOLAR ACCESS AND OVERSHADOWING

The DCP seeks to maintain adequate solar access to private open space and living areas.

The proposed development is relatively modest in scale and has been designed in response to the existing dwelling and topography.

The front garage is relatively low and is located toward the street frontage.

The proposal is therefore unlikely to cause significant additional overshadowing of adjoining properties.

The development is considered satisfactory with respect to solar access.

16.0 VIEWS

The proposal has been designed to maintain reasonable view sharing.

The site topography has been considered in the placement and form of the additions.

The proposed garage is low and located toward the front of the site and will not create a significant elevated obstruction.

The upper-level additions do not introduce an excessive new building mass.

No unreasonable impact on views is anticipated.

17.0 CAR PARKING AND ACCESS

The proposal provides improved on-site parking through the construction of a new enclosed garage and associated parking area.

The DCP requires:

- one parking space for dwellings with three or fewer bedrooms; or
- two spaces for dwellings with four or more bedrooms.

The proposal provides appropriate on-site vehicle accommodation.

The garage is incorporated into the dwelling and provides a practical relationship between the driveway, vehicle accommodation and the residence.

The location of the garage within the front setback is addressed separately as the principal DCP variation.

18.0 DRIVEWAY AND VEHICULAR ACCESS

The proposal utilises the established vehicle access arrangement to the property.

No additional driveway crossover is proposed.

The driveway will provide safe access to the proposed garage and will be designed in accordance with the relevant Australian Standards and Council requirements.

The proposal is therefore not expected to create adverse traffic or pedestrian safety impacts.

19. EARTHWORKS AND TOPOGRAPHY

The DCP seeks to accommodate development on sloping sites without excessive excavation, fill or retaining structures.

The proposed development has been designed to respond to the existing site levels.

The design avoids the need to create a large level building platform and instead integrates the additions with the existing dwelling and site.

Excavation and fill will be limited to that reasonably required to construct the development.

Where retaining structures are required, they will be appropriately designed and certified.

The proposal is therefore consistent with the objectives of the earthworks provisions.

20. STORMWATER AND DRAINAGE

The proposed development will result in additional roof and impervious areas.

Stormwater generated by the additions will be collected and conveyed to an appropriate legal point of discharge.

The drainage system will be designed to ensure that stormwater does not adversely impact adjoining properties or public land.

The development is therefore capable of satisfying the DCP's stormwater management requirements.



21. LANDSCAPING AND VEGETATION

The proposal retains areas of existing garden and landscaping.

The proposed development does not involve significant clearing of vegetation based on the submitted plans.

Landscaping will assist in integrating the additions with the existing dwelling and streetscape.

The retained open areas will also contribute to:

- visual amenity;
- stormwater infiltration;
- outdoor living;
- site cooling; and
- the residential character of the property.

22. ANCILLARY DEVELOPMENT

The DCP requires ancillary development to be appropriately sited, sized and compatible with the local context.

The proposed garage and deck are integrated into the dwelling and have been designed as part of the overall architectural response.

The proposed ancillary development does not create a separate land use and does not compromise the privacy, views or solar access of adjoining properties.

The proposal is therefore consistent with the objectives for ancillary development.

23. FENCING

No substantial new front boundary fencing is proposed as part of the development.

Any future fencing will be designed in accordance with the relevant DCP requirements relating to:

- height;
- transparency;
- materials;
- pedestrian and vehicle sightlines; and
- streetscape presentation.

24. ENVIRONMENTAL SUSTAINABILITY

The proposal is supported by a BASIX Certificate **A1849094**.

The BASIX commitments include requirements relating to:

- energy-efficient lighting;
- water-efficient showerheads;
- water-efficient toilets;
- water-efficient taps;
- insulation; and
- glazing performance.

The development will be constructed in accordance with the BASIX commitments.

The proposal therefore incorporates appropriate measures to reduce energy and water consumption.

25. CONSTRUCTION IMPACTS

Construction impacts will be temporary and limited to the duration of the building works.

Potential impacts include:

- construction noise;
- dust;
- construction traffic;
- temporary material storage;
- construction waste; and
- temporary disturbance to adjoining residents.

These impacts can be managed through standard construction management practices.

Appropriate erosion and sediment controls will be implemented.

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Construction materials and waste will be contained within the site and construction activities will be undertaken during permitted hours. No significant long-term environmental impacts are anticipated.

26. WASTE MANAGEMENT

Construction waste will be appropriately separated, stored and removed from the site.
Waste materials will be transported to appropriately authorised waste facilities.
The completed dwelling will continue to use the existing residential waste collection services.
No unusual waste generation is anticipated.

27. TRAFFIC AND TRANSPORT

The proposal remains a residential development and will not introduce a commercial or other traffic-generating use.
The additional accommodation is associated with the existing dwelling.
Consequently, the proposal will not result in a material increase in traffic generation.
Existing vehicle access arrangements will be maintained.
No significant traffic or transport impacts are anticipated.

28. SOCIAL AND ECONOMIC IMPACTS

The proposal will have a positive impact on the functionality and amenity of the existing dwelling.
The additional sitting room, bedroom and bathroom provide improved accommodation and flexibility for the occupants.
The proposal also provides improved on-site vehicle accommodation.
The development will provide short-term economic benefits through construction activity and expenditure within the local building industry.
No adverse social or economic impacts are anticipated.

29. PUBLIC INTEREST

The proposal is considered to be in the public interest.

The development:

- retains the established residential use;
- provides a reasonable extension of an existing dwelling;
- improves residential amenity;
- provides additional accommodation;
- provides improved vehicle accommodation;
- responds to the site's topography;
- maintains appropriate private open space;
- incorporates sustainability measures;
- does not create significant traffic impacts;
- does not result in unreasonable privacy impacts;
- does not result in unreasonable overshadowing;
- does not materially impact views; and
- responds appropriately to the established character of Edgecliff Road.

The principal variation to the front setback does not undermine the broader objectives of the DCP.

Rather, the variation provides a site-responsive outcome that is supported by the established garage development immediately adjoining the subject site.

30. OVERALL ASSESSMENT

The proposal has been assessed against the relevant provisions of Central Coast Development Control Plan 2022, Chapter 2.1.

The assessment demonstrates that the proposal is generally consistent with the relevant controls relating to:

- building height;
- site coverage;
- floor space;
- side setbacks;



- rear setbacks;
- articulation;
- visual privacy;
- views;
- solar access;
- private open space;
- car parking;
- vehicle access;
- earthworks;
- drainage;
- landscaping; and
- ancillary development.

The **front setback of the proposed garage represents the principal numerical variation.**

This variation is considered reasonable because:

1. the adjoining property at No. 11 Edgecliff Road already contains a garage within the front portion of the site;
2. the proposal therefore reflects an established built-form characteristic of the immediate streetscape;
3. the garage is modest in scale;
4. the garage is integrated into the overall dwelling;
5. the proposal maintains the visual focus on the dwelling rather than the garage;
6. the site has a noticeable change in level and the proposed arrangement responds appropriately to that topography;
7. relocating the garage further into the site would not necessarily result in a superior planning outcome;
8. strict compliance could increase excavation, retaining and site disturbance;
9. the proposal does not result in unreasonable privacy impacts;
10. the proposal does not result in unreasonable overshadowing;
11. the proposal does not result in an unreasonable loss of views; and
12. the variation achieves the underlying objectives of the DCP setback control.

The proposal should therefore be assessed as a **site-specific and merit-based variation to one numerical requirement**, rather than as a development that generally fails to comply with the DCP.

31. CONCLUSION

The proposed alterations and additions at **13 Edgecliff Road, Umina Beach** represent a reasonable and appropriate improvement to the existing dwelling.

The proposal provides additional accommodation comprising a sitting room, bedroom and bathroom, together with a new garage and upper-level front deck.

The development has been carefully designed to respond to the existing dwelling, the topography of the site and the established residential character of Edgecliff Road.

The proposal generally satisfies the relevant requirements and objectives of the Central Coast Development Control Plan 2022.

The principal variation relates to the front setback of the proposed garage.

While the garage does not achieve the numerical front setback requirement, the variation is strongly supported by the existing development immediately adjoining the property. In particular, the existing garage at **No. 11 Edgecliff Road** provides a strong and directly relevant precedent for garage development within the front setback.

The proposed garage is modest in scale, integrated into the dwelling and appropriately articulated. It does not result in an unacceptable streetscape outcome or unreasonable impacts on adjoining properties.

The proposed location also responds to the existing topography and provides a more efficient relationship between the driveway, garage and dwelling. Requiring the garage to be moved further into the site solely to achieve numerical compliance would not necessarily result in a superior environmental or planning outcome and could increase excavation, retaining and site disturbance.

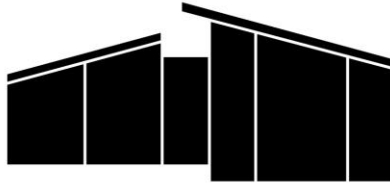
Accordingly, the proposed front setback variation is considered to achieve the **Intent and objectives of the applicable DCP control despite the numerical non-compliance.**

The proposal is considered to be suitable for the site and locality and is unlikely to result in significant adverse environmental, social or economic impacts.

On this basis, the Development Application is considered to warrant approval, subject to appropriate conditions of consent.

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