

STATEMENT OF ENVIRONMENTAL EFFECTS CHARACTER STATEMENT *SUPPORTING INFORMATION*

Alterations and Additions New Detached Double Garage

10 Dorothy Avenue,
Woy Woy, NSW, 2256
Lot 104 DP 204305



Prepared by:
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April 2026

INTRODUCTION

This Statement of Environmental Effects is part of a Development Application to Central Coast Council to seek approval for alterations and addition including a new detached garage at 10 Dorothy Avenue, Woy Woy. This application has been prepared on behalf of the owner of the land and has been based on the plans and information prepared by Joshua Taylor Designs within the relevant land title.

The owner has supplied all the relevant information required for the preparation of this document and should be read in conjunction with the accompanying plans together with any other supporting documentation.

This Statement describes the subject site and the surrounding area, together with the relevant planning controls and policies relating to the site and the type of development proposed. As a result of this assessment, it is concluded that the development of the site in the manner proposed is considered to be acceptable and is worthy of the support of the Council.

In preparation of this document, consideration has been given to the following:

- *Environmental Planning & Assessment Act 1979*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Sustainable Buildings) 2022*
- *Central Coast Local Environment Plan 2022*
- *Interim Development Order No 122*
- *Central Coast Development Control Plan 2022*

Property Description

The subject allotment is described as **10 Dorothy Avenue, Woy Woy, NSW** being Lot 38 within Deposited Plan Section E and is zoned R2 – Residential, under the Central Coast Planning Scheme Ordinance.

The site does not contain any heritage items, nor is it within a conservation zone.

The site is not identified as Bushfire Prone Land or having Acid Sulfate Soil.

The site is not identified on Council's Biodiversity Map.

The site is not identified as being affected by any other hazards.

Site Description and Existing Development

The subject site is located on the northern side of Dorothy Avenue, Woy Woy. The allotment is situated on a relatively flat site with a small fall from Dorothy Avenue (south) to the rear lane (north). The site has an area of approximately 445.90².

The site has a street frontage to Dorothy Avenue of 12.59 metres, with side boundaries measuring approximately 36.575 metres in length and a rear boundary of 12.19 metres.

The property is currently developed with an existing single storey dwelling, multiple outbuildings and recently demolished outbuildings attached to the existing detached garage. The main dwelling is constructed with a timber frame, cladding and finished with a sheet metal roof. The dwelling contains two bedrooms, with the primary living area located to the front and eastern side of the house. To the rear of the property is a detached timber frame clad single garage backing onto the rear lane. Additionally, there are 2 small detached outbuildings with private open space to the rear of the dwelling. The site is fenced on both sides and the rear boundary with Colorbond fencing.

Vehicular access to the property is provided via the rear lane, no vehicle access provided from Dorothy Avenue. Previously there was 2 additional outbuildings to the rear lane which the new owners have pulled down when they moved in. Combined these 3 detached outbuilds ran the entire length of the rear boundary. Refer to image 1 and 2.



**Image 1: Location (Source: Landchecker)
Pre-Sale 25/06/2022**



**Image 2: Location (Source: Landchecker)
Post Sale 16/09/2024**

The Surrounding Environment

The surrounding locality is characterised predominantly by residential development consisting of one and two storey dwellings set within residential allotments. The built form within the area generally reflects a move towards modern residential design replacing the older cottage/bungalow style of house.

A large portion of the dwellings have dual site vehicle access with garage or carport to the front of the dwelling off Dorothy Avenue and an additional garage to the rear (lane) of the dwelling on or very close to the rear boundary.

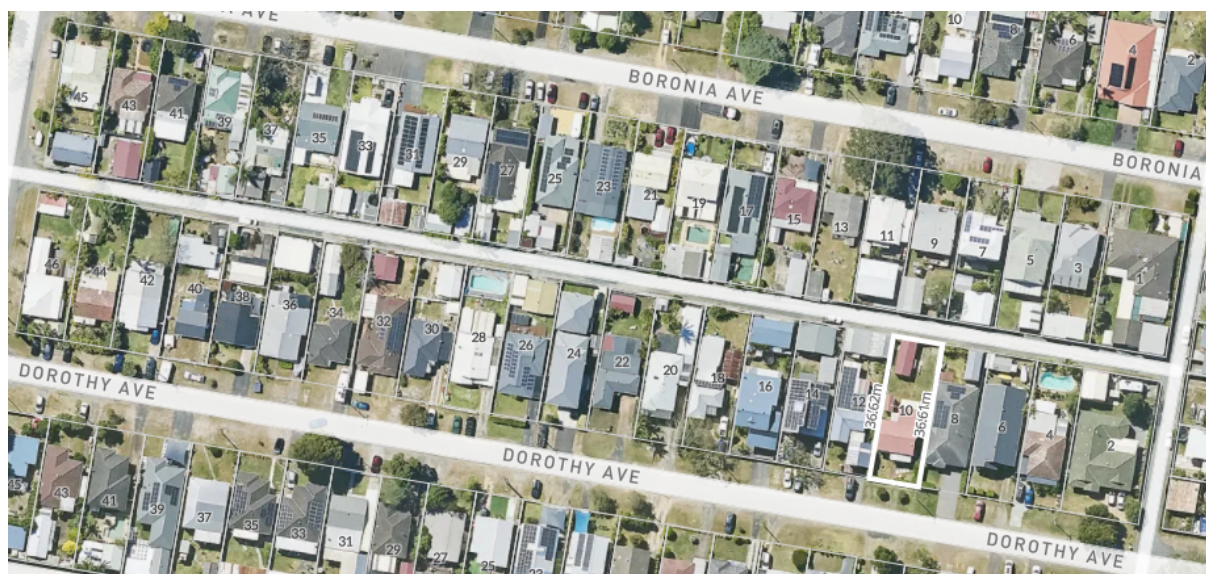


Image 3: Existing rear boundary (lane) outbuildings (Source: Landchecker)

Existing utility services currently available to the site are considered adequate to service the proposed garage development.

PROPOSED DEVELOPMENT

The proposal seeks approval for alterations and additions to the existing dwelling, including the demolition of two existing outbuildings and the existing detached garage, and the construction of a new detached garage to the rear of the site.

A key design principle of the proposal is to retain and enhance the existing streetscape character along Dorothy Avenue by minimising the visual dominance of vehicle infrastructure. Rather than introducing garages or carports to the primary street frontage, all covered parking has been relocated to the rear

lane. This approach reduces the impact of driveways and built form at the front of the dwelling, allowing for a more considered facade treatment and improved landscaped presentation to the street.

The siting of the detached garage has been carefully resolved in response to the site's constraints, including existing topography, access arrangements from the rear lane, and the location of existing structures. The outcome is a functional and efficient layout that maintains clear and practical vehicle access while reducing visual bulk when viewed from the public domain.

The proposed alterations and additions to the dwelling include a new bedroom with ensuite and walk-in robe, a small extension to the living area, and the reconfiguration of the existing bathroom and laundry. These changes are designed to significantly improve the internal amenity of the home by providing a more functional layout, better spatial flow, and increased comfort for the occupants. The design supports the evolving needs of the family, offering improved privacy, usability, and connection between living spaces.

To the front of the dwelling, the existing sunroom and timber deck will be replaced with a new entry portico and timber deck, enhancing the arrival experience and contributing positively to the streetscape. External upgrades, including new cladding and replacement of the existing sheet metal roof, will provide a cohesive and contemporary architectural outcome while improving the overall presentation and longevity of the dwelling.

The proposed detached garage is designed to accommodate vehicle parking, caravan storage, and a dedicated maintenance area. The structure is single storey and designed to integrate with the character of surrounding development.

The locality demonstrates an established pattern of rear-lane garages, with several neighbouring properties adopting a similar approach. The proposal is therefore consistent with the prevailing development pattern and represents a logical and site-responsive outcome.

DEMOLITION

There will be partial demolition to the existing dwelling, demolition of 2 small outbuildings and an existing detached garage. A Waste Management Plan will make a part of this submission.

ACCESS, TRAFIC AND CARPARKING

Vehicle access and covered car parking is available to the site via the rear lane. Street kerb side parking is on Dorothy Avenue.

There will be minimal impact to local residents during the construction phase as the is kerb site parking and off street parking will be available following the demolition of the existing garage.

AIR AND NOISE

Noise impact during construction will comply with standard building noise levels during normal Council approved working hours.

BASIX

A BASIX Certificate will be provided for this development.

CENTRAL COAST COUNCIL LEP 2022

Zoning: Zone R2 - Low Density Residential
Site Area: 449.50m2 by calculation
Building Height: Under 4.5m
Floor Space Ratio: 135.78m2

CENTRAL COAST COUNCIL DCP 2022; PART 2 – SPECIFIC CONTROLS (RESIDENTIAL)
DWELLING HOUSES, SECONDARY DWELLINGS AND ANCILLARY DEVELOPMENT

CONTROL	REQUIREMENT	PROPOSAL	COMPLIES
2.1.2.1 Scale	a) house – 10m b) garage - 4.5m	a) house – 3.950m b) garage - 4.428m	Yes
2.1.2.2 Site Coverage	50% of the site	Site: 449.50m ² Existing: 145.04m ² New: 76.59m ² Total: 221.63m ² Ratio 0.49:1	Yes
2.1.2.3 Floor Space Ratio	50% of the site	Site: 449.50m ² Existing: 80.70m ² New: 55.08m ² Total: 135.78m ² Ratio 0.30:1	Yes
2.1.3.1 a(i) Front Setback	No Change	No Change	Yes
2.1.3.1 a(iv) Front Setback	A minimum of 1m behind the front dwelling boundary setback	1m+	Yes
2.1.3.1b(ii) Rear and Side Setback	(ii) lots with an area greater than 300m ² – Private allotment; for any part of the building with a height of up to 3.8m— 0.5m and for any part of the building with a height of more than 3.8m—0.5m plus one quarter of the height of the building above 3.8m	Rear; 9.662m	Yes
2.1.3.1c(ii) Side Setback	For lots up to 12.5m wide at the building line • 0 (zero) to one side only for a maximum length of 10m and • for any part of the building with a height of up to 4.5m—0.9m, and • for any part of the building with a height of more than 4.5m—0.9m plus one-quarter of the height of the building above 4.5m	Side East; 2,370 ex. Side West; 0.889m ex.	Yes
2.1.3.1g(ii), g(iii) Outbuilding side and rear setbacks	g(ii) Lots with an area greater than 300m ² • for any part of the building with a height of up to 3.8m— 0.5m and • for any part of the building with a height of more than 3.8m—0.5m plus one-quarter of the height of the building above 3.8m g(iii) to a laneway • 0 (Zero) for 50% of the length of that boundary and	Side Eastern Boundary Requirement - 0.657m Proposed - 0.500m Side Western Boundary Requirement - 0.657m Proposed - 0.500m Rear Northern Boundary Requirement 50% -0.0m Requirement 50% - 0.657m	No. We ask for a small variation to side setback. No. We ask for a small variation to side setback. No. We ask for a variation to rear setback as we have located the entire

• as and as per point g(ii) for the remainder	Proposed - 0.500m	garage 0.5m from the rear boundary. Refer Appendix A
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2.1.3.3 ARTICULATION ZONES

2.1.3.3.1 Primary Road Articulation for Dwelling Houses

Existing Articulation Zone – 1.880m forward of the building line and 9.43m²

Proposal – 1.880m (existing) forward of the building line and 16.80m²

We ask for a variation to Primary Road Articulation. Reasoning;

Improved Streetscape Presentation

The existing dwelling presents with limited articulation and a less defined entry. The proposed works significantly enhance the presentation to the primary road by:

- Establishing a strong, symmetrical and well-proportioned facade
- Incorporating contemporary yet contextually appropriate architectural elements
- Reducing the visual dominance of the existing built form through layering rather than bulk
- Introducing depth, layering, and articulation to the primary elevation
- Breaking up the building mass through structural elements such as posts, beams, and roofing

This results in a more refined and cohesive streetscape outcome.

2.1.4 RESIDENTIAL AMENITY

2.1.4.1 VIEWS

Requirement: Siting of development to facilitate view sharing.

There are no significant views to the subject site and its surrounding dwellings. There will be no loss of views associated with the proposed development.

Compliance: Yes

2.1.4.2 VISUAL PRIVACY

Requirement: Development must minimise visual privacy impacts.

There are no changes to the existing visual privacy impacts as a result of the proposed development.

Compliance: Yes

2.1.4.3 PRIVATE OPEN SPACE

Requirement: Open space areas provided within the site to provide for outdoor living and landscaping

There will be no impacts to private open. There is existing private open space to the rear of the dwelling will remain with approximately 60m² with distances greater than 3m.

Compliance: Yes

2.1.4.4 SUNLIGHT ACCESS

Requirement: 50% of principal private open space to receive at least 3 hours solar access on June 21

Response: The proposed development will provide the required solar access to the primary private open space areas.

Compliance: Yes

2.1.5 CAR PARKING AND ACCESS

There is an existing single car parking space which is too small to accommodate a modern family car. The proposed new garage will provide 3 covered car parking spaces.

2.1.6 EARTHWORKS, STRUCTURAL SUPPORT & DRAINAGE

2.1.6.1 EARTHWORKS

Requirement: Max 3m excavation and 1m fill

The proposal will require no significant excavation aside from a small amount of levelling for the new garage concrete slab.

2.1.6.2 RETAINING WALLS AND STRUCTURAL SUPPORT

No retaining walls are required.

2.1.6.3 DRAINAGE

Requirement: Stormwater must be conveyed by gravity fed or charged system

Existing stormwater arrangements are to be maintained. All new stormwater runoffs will connect to the existing stormwater runoff system and disposal to the legal point of disposal.

Compliance: Yes

2.1.7.1 ANCILLARY DEVELOPMENT - Outbuildings

The proposed garage has been designed to match the surrounding development in form, construction, and materials in a location which matches existing development along the rear lane.

It will not be used as a habitable building.

2.1.7.1c. Requirement: Maximum Floor Area of Ancillary Outbuildings on a lot zoned R1, R2, R3 or RU5:

(i) 45m² for lots with a site area up to 600m².

Compliance: No. We ask for a variation to the DCP.

Reasoning:

1. Functional Consolidation of Structures

The proposed outbuilding consolidates what would typically be two separate structures—being:

- A double garage (commonly located toward the front of the dwelling), and
- A secondary shed/storage structure located toward the rear.

If these elements were constructed separately, the combined floor area would likely be similar to the proposed floor area. By integrating these functions into a single, well-designed structure, the proposal:

- Reduces the number of built elements on the site
- Improves site organisation and usability
- Avoids fragmented development outcomes

This represents a more efficient and practical design solution.

2. Improved Streetscape Outcome

Rather than locating garaging forward of the dwelling (which can dominate the primary street frontage), the proposal:

- Locates all vehicle storage and ancillary functions to the rear lane
- Minimises the visual impact of garages and driveways from the primary road
- Enhances the presentation of the dwelling to the street

This approach is consistent with good urban design principles and results in a more attractive and pedestrian-friendly streetscape.

3. Rear Lane Access Minimises Impacts

The outbuilding is accessed via a rear lane, which significantly reduces its impact on both the streetscape and neighbouring properties:

- The structure is not visually prominent from the primary road
- Vehicle movements are removed from the main frontage
- Noise and activity associated with the garage are directed away from the primary street

This siting ensures that the increased floor area does not translate into increased adverse impacts.

4. No Adverse Impact on Neighbouring Amenity

The proposed outbuilding is single storey, is for residential use only and has been designed with consideration to:

- Setbacks and separation to boundaries
- Overshadowing and solar access
- Visual bulk and privacy

Given its location to the rear and interface with the lane, the development does not result in any unreasonable impacts on adjoining properties.

THE PUBLIC INTEREST

The proposal will not impact upon the environment, the character of the locality or upon the amenity of adjoining properties and is therefore considered to be within the public interest.

This is achieved by:

- The design respecting the objectives outlined in 2.1.4 Residential Amenity.
- Using materials and reusing existing building materials on site to achieve the best sustainable building practices possible.
- Designing in a way which can be seen as progressive, suitable and an improvement to the existing street scape.

Summary

There are likely to be no environmental impacts associated with the proposed development. The subject site has been occupied in a residential setting for a period of time. There are no impacts to amenity or any other factors not in the interest of the public or community. The site is suitable for the development by merit of its zoning, existing use, topography, and construction.

The proposed development is not conflicting to the public interest. The proposed development is consistent with the relevant objectives of the zone and will not have any significant impacts on the environment.

Conclusion

The proposed development comprises of alterations and additions and a new detached garage. An assessment of the proposed development in accordance with *Central Coast Council Development Control Plan 2022 and Central Coast Council LEP 2022* demonstrates that the proposal complies with the requirements of the DCP and the LEP. Where it has not been addressed in the above SoEE and taking into consideration the environmental impacts of the site the proposal is reasonable and appropriate when considered under the relevant heads of consideration in Section 4.15 (1) of the Environmental Planning and Assessment Act, 1979, and is worthy of favourable consideration by Council.

APPENDIX A

Variation request for Central Coast Council DCP 2022; 2.1.3.1 g(iii) Outbuilding Rear Setback and 2.1.7.1c(i) Outbuilding Maximum Floor Area.

Localised Similar Existing Development

1. Surrounding Site Context along the rear lane



2. New Ancillary Development; Outbuilding – Double Garage:

Factors which have been considered:

- There is a need for greater amenity for the residents in respect for secure access to and from the site.
- The existing covered car space is not suitable.
- The design, reflecting similar building styles along the streetscape.
- The design respecting the desired character of the neighbourhood.
- To ensure the siting and design of detached garage does not cause significant adverse amenity impacts on the main dwelling house or adjoining properties;
- To ensure car parking does not adversely impact the dwelling house;
- To ensure private open space is maintained on site, is useable, functional and has a high level of amenity;

Notwithstanding the numerical non-compliance, the proposed detached garage meet's the overarching objectives for the following reasons:

- The proposed garage is located to the rear of the site, matching the surrounding development to the rear lane.
- The new detached garage will allow for 3 x covered carparking spaces. This creates safe and secure parking spaces allowing the site to be used to its full potential and removing cars/boat/caravan off the street.
- The proposed design improves the desired street scape by creating a traditional frontage and formalising the off-street parking space.
- The proposed design incorporates modern and desired elements of construction.

3. Is the proposed development in the public interest?

In regard to the objectives of the R2 General Residential zone, which are:

- a) To provide for the housing needs of the community within a low-density residential environment.
- b) To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- c) To ensure that development is compatible with the desired future character of the zone.
- d) To encourage best practice in the design of low-density residential development.
- e) To promote ecologically, socially and economically sustainable development and the need for, and value of, biodiversity in the Central Coast.
- f) To ensure that non-residential land uses do not adversely affect residential amenity or place demands on services beyond the level reasonably required for low-density housing.

The proposed development is in the public interest because it:

- The proposed design shapes how the occupants live and come together. It is respectful of the desired characteristics outlined by the CCC DCP 2022.
- The design places emphasis on removing vehicles off the street, creating safe and secure car parking, creating useable open spaces to the front and rear yard and allows for an engaging entry to the house front facade, rather than having a double garage or carport.
- The proposed detached garage design and location is similar to existing development in the rear lane.
- The site's location affords the opportunity to take advantage of natural environmental impacts to come up with a best possible performance outcome with respect to optimising the site potential, minimising energy consumption.
- The design will afford the delivery of a high-quality building form that is capable of achieving high amenity outcomes for future occupants whilst not detrimentally impacting on identified public domain and open space areas.

4. Summary

The request for variations to a rear boundary 2.1.3.1. g(iii) building setback and the general proposal for additions conceive;

- The design has minimal environmental impact and is not in an identified critical habitat of an endangered species, population, or ecological community or wilderness area.
- Concept designs by a building designer encourage a development which is in character with the surrounding coastal area, sympathetic to the streetscape and locality in which it is proposed.
- The influence on adjacent properties, as well as the natural environment in general, is low.
- The use of innovative sustainable materials and building construction products.
- The design is compatible with the existing character of the locality and other new developments in the rear lane.
- It ensures enough separation between residences to maintain privacy, address fire safety concerns, provide access to the rear of the property and offer adequate light and ventilation.
- The design meets the relevant provisions of the Building Code and will be carried out by a licenced builder.
- The development is not in a designated development area or listed on any heritage register, or subject to a heritage order.
- There is minimal removal or pruning of any trees or vegetation that requires a permit or development consent.
- The proposed development will have no significant adverse impact on storm water behaviour.

5. Conclusion

A variation to the Central Coast Council DCP 2022; 2.1.3.1 g(iii) Outbuilding Rear Setback and 2.1.7.1c(i) Out Building Maximum Floor Area and Development Provisions is considered appropriate and necessary for a new detached garage to this site. The development as submitted will produce a quality residential design outcome consistent with the objectives of the CCCDCP 2022. Maintaining strict compliance is considered unreasonable for the character of the topography and existing site development. The design of the development is positioned in the most logical position with the least impact to neighbouring properties and consistent with existing development in the surrounding rear lane. The proposal is worthy of favourable consideration by council.