

designsmart

L I V I N G

STATEMENT OF ENVIRONMENTAL EFFECTS

FOR

PROPOSED GARAGE

LOCATED AT

23 HOBART AVENUE, UMINA BEACH 2257



Design Smart Living – 23 Hobart Avenue, Umina Beach, 2257

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1.0 LOCATION & CURRENT USE

The subject site is located at Lot 133 in DP 9894, 23 Hobart Avenue, Umina Beach 2257. The site has an area of 557.2m² and a land zoning of R2. The site contains a single storey clad dwelling. The site is located on the Northern side of Hobart Ave. The site gently falls from the rear to the front.



Figure 1. Aerial view of subject site

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Figure 2. Site Photo – Frontage



Figure 3. Site Photo – Eastern side – Adjacent to lane



Figure 4. Site Photo – Location of proposed garage



Figure 5. Site Photo – Existing dwelling front facade

2.0 PROPOSAL

The proposal seeks to build a detached double garage forward of the existing building line.

3.0 ACCESS, TRAFFIC and CARPARKING

Vehicular access to the site is achieved via the existing driveway directly accessed from Hobart Avenue. This application will have no impact on local traffic. 2 x covered car spaces are provided in proposed double garage.

4.0 AIR AND NOISE

Noise impact during construction will comply with standard building noise levels during normal Council approved working hours. Noise will be generally acceptable for a residential area.

The proposal will have no impact on the surrounding air quality.

5.0 SITE SUITABILITY

As per Central Coast Councils online mapping the site is not mapped as bushfire prone, Soil is mapped as Acid Sulphate soils class 4 in which will not affect this development. There are no significant heritage requirements that require to be adhered to. The site is not mapped as flooding.

6.0 PRIVACY, VIEW SHARING, SETBACKS

Privacy –

The proposed garage will not affect the privacy of the adjoining dwellings.

Setbacks –

Refer below for variation to setback requirements.

South Boundary (Front setback) – 2,281mm to the front boundary. Refer variation request below – garage forward of building line

West Boundary (Side setback) – 5,487mm

East Boundary (Side setback) – 516mm (Fire rated boundary wall system)

Central Coast DCP 2022 2.1.3.1a / Front Setback –

Variation to primary road boundary setback – Garage setback – (2.281m proposed)

The front setback control value for a garage is the average setback (8.355m) plus 1m (9.355m required) whereas the proposal is for 2.281m on the south side. The adjoining neighbour to the east is separated by a lane where the wall line of the adjacent neighbour is 8m to the east.

On this subject site there is currently a garage which also fronts the lane.

The existing dwelling on the subject lot is of a sufficient size to warrant a double garage and given the existing dwelling house footprint there is no alternative but to utilise the front setback area. The existing storage shed at the rear of the property is narrow in width and not suitable for a garage given the constraints of the rear pool and landscaped rear yards.

The proposed garage design features a dutch gable roof to compliment the roof form of the existing dwelling.

The garage door is decorative in design and turned 90 degrees to allow for vehicular movement and pedestrian access to the front porch of the dwelling. The garage height is minimal in design and a sufficient space remains for deep soil plantings. The existing front hedge is to be retained which will screen the frontage entirely. The side of the streetscape can absorb this variation and the design is compatible with the character of the area.

Central Coast DCP 2022 2.1.3.1c / Side Setback –

The side setback control value for a garage is 0.9m whereas the proposal is for 0.5m on the north side. The adjoining neighbour to the east nearest building is 8m away and separated by a lane. The house is of a sufficient size to warrant a double garage and given the existing dwelling house footprint there is no alternative but to utilise the front setback area. The proposed design maximises the vehicle accessibility of the new garage. The garage height is minimal in design and a sufficient space remains for visual relief of a low use building with no window on this elevation. This side of the streetscape can absorb this variation and the design is compatible with the character of the area.

The objective of the setbacks clause state:

- - *To ensure that setbacks are compatible with adjacent development and complements the*
- *character, streetscape, public reserve, or coastal foreshore*
- - *To ensure the visual focus of a development is the dwelling, not the garage*
- - *To protect the views, privacy and solar access of adjacent properties*
- - *To maintain view corridors to coastal foreshores and other desirable outlooks*

- - *To maintain the scenic and environmental qualities of natural waterbodies and their foreshores and respond to site attributes such as topography*
- - *To provide deep soil areas sufficient to conserve existing trees or accommodate new landscaping*
- - *To provide appropriate articulation of facades and horizontal elements reduce the appearance of bulk and provides visual interest to the building and subsequent streetscape where they face a street frontage/s.*

In considering the proposed setback variation in the terms of the aims and objectives of chapter 2.1 the following points are to be considered.

- Given the physical constraints of the location of the existing dwelling, the siting of the proposed double garage is required to be located in front of the existing building line.
- The encroachment into the front setback area entails an articulated structure.
- The proposed design negates the existing monotonous appearance when viewed from the street, the siting of the garage provides sufficient boundary setbacks to incorporate deep soil landscaping that would further enhance the transition of the built form to the public domain.
- The front setbacks provide sufficient boundary setbacks to alleviate visual amenity, privacy and overshadowing impacts to the adjoining properties.
- The proposed dwelling house would incorporate a mixture of external materials and light weight cladding with colorbond roofing utilising an appropriate schedule of finishes that would be compatible with the traditional dwellings that have been erected in the locality.
- There is sufficient separation between the proposed double garage and the neighbouring dwelling on the eastern side of the site. Materials and roof forms of the carport compliment the traditional character of the dwelling and will not impede on the streetscape.
- The additions will not impact on the privacy or solar access of the adjoining dwellings
- Subsequently the design and siting of the structure meet the overarching objectives of the setbacks clause and is considered acceptable for the low density residential zone.
- Extensive existing vegetation and planting is evident on the front boundary and in the road reserve which assists in the visual amenity of the presence of the dwelling.

- The proposal is consistent with other Carport and Garages in the locality that are built within the front setback (less than 5.5m), Whilst being located forward of the building line we believe this is acceptable in keeping with the character and built form of neighbouring dwellings:

7.0 CENTRAL COAST DCP - LEP (2022)

Development Standard	Required	Proposed	Compliance
Clause 2.1 - Building Height	8.5m	3.7	Yes
Clause 2.2 - Site Coverage	Max 50%	50%	Yes
Clause 2.3 - Floor Space Ratio	N/A	N/A	N/A
Clause 3.0 - Setbacks	Refer above comments	Refer above	Yes
Clause 4.3 - POS	>24m ²	Great than 24m ²	Yes
Clause 5.0 - Car parking	1 spaces >3 beds	2	Yes
Clause 7.3 - Swimming Pool	Located in the rear yard	N/A	N/A

7.0 CUT AND FILL / SOIL & WATER

No cut or fill is required for this application.

The site is connected to the existing council sewer mains and town water supply. All water conservation measures will be carried out to Council approved specifications. Stormwater from roof catchment will be diverted directly to the street.

9.0 FLORA & FAUNA

4 x trees are required to be removed as part of the application. None of these trees are considered habitat trees or protected species.

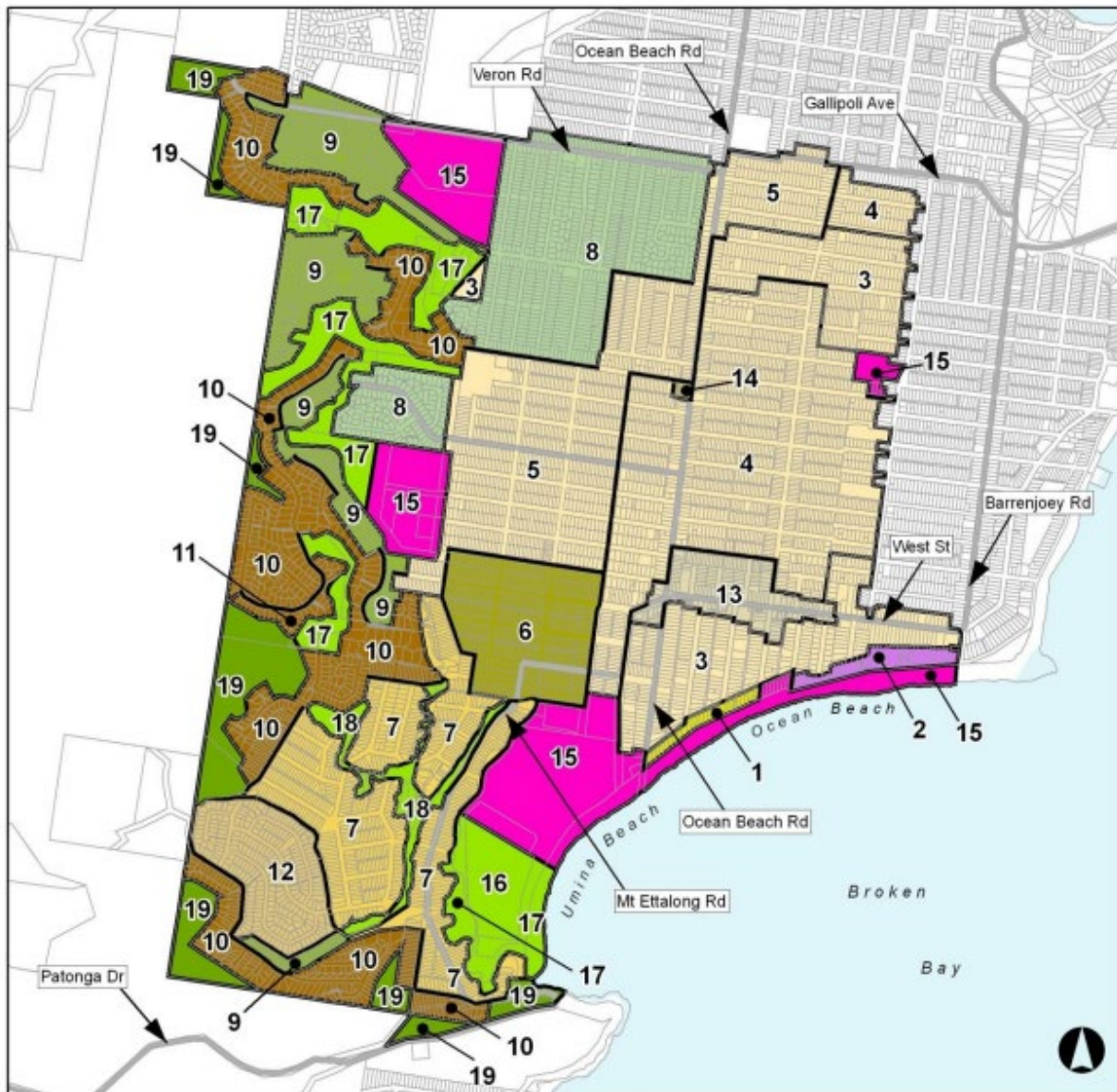
10.0 WASTE – DEMOLITION

All construction waste will be removed from site and either be recycled or disposed of at local land fill. If any excavation spoil requires to be removed from the property it must be located at a designated and registered land fill site. Undertake any demolition involving asbestos in accordance with the *Work Health and Safety Act 2011*.

The person having the benefit of this consent must ensure that the removal of:

The licensed asbestos removalist must give notice to the regulator before work commences in accordance with Clause 466 of the *Work Health and Safety Regulation 2011*.

11.0 CHARACTER STATEMENT



- | | |
|---|---|
| 1: Ocean Beachfront | 11: Woodland Ridge |
| 2: Medium Density Foreshore | 12: New Estates |
| 3: Sandplain Medium Density | 13: Mainstreet Centre |
| 4: Sandplain Mixed Density | 14: Main Road Centre |
| 5: Sandplain Bungalows | 15: Community Centres & Schools |
| 6: Parkland Bungalows | 16: Camping Grounds & Caravan Parks |
| 7: Creekland Bungalows | 17: Scenic Buffer |
| 8: Open Parkland | 18: Scenic Buffer (Floodway) |
| 9: Open Parkland Hillside | 19: Scenic Conservation |
| 10: Woodland Hillside | |

Umina Beach 6: Parkland Bungalows – Desire

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Desired Character

These should remain leafy low-density residential hillsides, retaining the streetscape and scenic qualities of existing lush hillside gardens that surround each dwelling.

Minimise disturbance to natural slopes and existing trees that are visually-prominent features of any hillside or street frontage by appropriate siting of new structures, plus low-impact construction such as suspended floors and decks rather than extensive cut-and-fill. Complement the established tree canopy by planting additional trees and shrubs throughout each garden as well as along street verges. Facing the street, emphasise a leafy garden character by avoiding wide driveways and terraces, tall fences or multiple retaining walls.

Avoid the appearance of a continuous wall of development along any street or hillside. Locate new buildings behind front setbacks that are similar to their surrounding properties. Provide at least one wide side setback or step the shape of front and rear facades.

Minimise the scale and bulk of buildings by stepping floor-levels to follow natural slopes and by using irregular floorplans to create well-articulated forms. For example, divide floorspace into linked pavilions that are capped by individual roofs and separated by courtyards. Front or rear facades that are taller than neighbouring dwellings should be screened by balconies, verandahs, stepped forms or extra setbacks. Roofs should be gently-pitched to minimise the height of ridges, and flanked by wide eaves to disguise the scale of exterior walls.

Minimise the scale of prominent facades by using extensive windows and verandahs plus a variety of materials and finishes rather than expanses of plain masonry. All dwellings should display a traditional "street address" with verandahs or decks, and living rooms or front doors that are visible from the roadway. Avoid wide garages that would visually-dominate any front façade or block views from a dwelling to the street. Locate and screen all balconies or decks to maintain the existing levels of privacy and amenity that are enjoyed by neighbouring dwellings.

Response :

The proposed development has been designed to meet the character requirements of Umina Beach 6 – Parkland Bungalows. A combination of materials are to be provided with the use of painted weatherboard cladding and deep soil landscaping to create visual interest when viewed from the frontage. The dwelling-built form will provide adequate articulation, Roof forms are gently pitched with a dutch gable roof to match the existing roof design.

12.0 SEDIMENTATION CONTROL

As noted on architectural plans, Standard siltration fencing will be installed as per industry guidelines & Council requirements to control sedimentation.

13.0 CONCLUSION

On the basis of the attached submission we request that Council supports this application. We believe that by virtue of the form of the proposed dwelling additions are sympathetic to the existing built forms in the area. The materials that have been selected are consistent with the principles of environmentally sustainable development. Further we contend that as a consequence of the design, no adverse impacts will be caused to the residents of adjoining properties.