

LAKE MACQUARIE CITY COUNCIL

Approved plans for
Development Consent No: DA/1642/2018
Date of Approval: 24/10/2018

NOT FOR CONSTRUCTION

Statement of Environmental Effects

in respect of

Proposed erection of a detached
Secondary Dwelling and New Car Port

at

No. 42, Lot 311, DP. 36433

Wakool Street,

Windale NSW 2306

INTRODUCTION

This report accompanies a Development Application to Lake Macquarie city council, the Consent Authority, for the development on Lot 311, DP 36433 No. 42 Wakool Street Windale NSW 2306

The new secondary dwelling and carport satisfies the development standards for development under Lake Macquarie Council Residential Development Control Plan 2014 - R2 Low Density Residential Zone.

This report describes the development proposal, the site and its context and comprises the required Statement of Environmental Effects.

The Site

The site of the proposed development is known as Lot 311 DP. 36433. The long axis of the site is oriented predominantly to the north/south and has a fall in topography of approx. 1.4 metres in the location of the proposed development. The site displays an existing single storey dwelling, drive access to a rear yard.

The allotment exists within the R2 Low Density Residential Zone. The site is bounded by established residential premises, displaying a single dwelling house development to the south, east and west.

Figure 1 outlines the location of the subject site amongst the local context



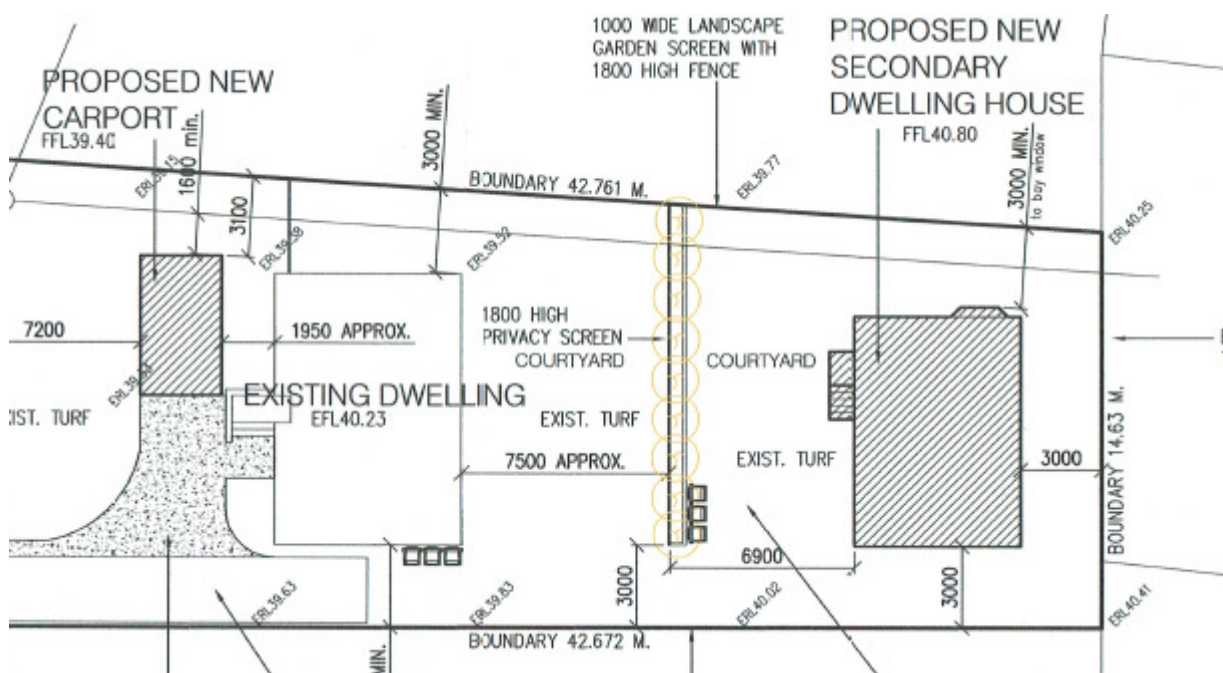
DESCRIPTION OF PROPOSED DEVELOPMENT

The Applicant seeks to develop the allotment through a proposed new car port at the front for the existing dwelling and a proposed new secondary dwelling house to the rear of the site.

The site offers specific design attributes and constraints. The new proposed secondary dwelling design seeks to respond to these through northern placement of habitable living areas and connected open space element. The design seeks to respond to the constraints of that form with a landscape garden screen between existing dwelling and proposed new secondary dwelling, which also serves to protect amenity.

The proposed new secondary dwelling and proposed new car port seeks to provide a simple architectural outcome, consistent to the established built form character displayed throughout the locality. The sites directly across the road have front carports similar to the proposed new carport. The gross floor area of the proposed secondary dwelling 55 sq. metres and the proposed car port is 16.5m².

Figure 2 Site Plan



Zoning

The subject site is included within the R2 Low Density Residential zone under the provisions of Lake Macquarie City Council Local Environmental Plan, within which zone the proposed development is permissible with development consent. The proposed development is normally considered consistent with the zone objectives as outlined in this statement, particularly (a) permit development of neighbourhoods of low-density housing, (b) ensure that housing development respects the character of surrounding development and is of good quality design and (c) provide for sustainable water cycle management.

The proposed development when upon completion will appear as consistent with the existing streetscape.

Merit Considerations

Lake Macquarie City Council Control Plan represents the principal DCP applicable to the proposed development the objective of which, among others, is to provide detailed criteria to assist Council in assessing Development Applications The relevant ‘principles of development’. General and specific, outlined in the DCP are discussed within the remainder of the Statement of Environmental Effects.

Streetscape and Local Character

The proposed development site is located on the Southern side of Wakool Street. The sites to the west & east have existing single storey weatherboard clad dwellings.



Proposed Site



West of Property



East of property



North of property showing existing car ports



South of property

Bushfire Risk

The site is not identified as bushfire prone land.

Water Bodies, Waterways and Wetlands

The proposed development is not anticipated to have any adverse impact on the stormwater quality, as appropriate erosion prevention and sediment controls will be implemented during the construction phase and stormwater from the roof will be discharged to the street kerb.

Erosion and Sediment Control

Erosion prevention and sediment controls are detailed on the submitted plans.

Ecological Values

This site is an existing development site and it is unlikely to be any Flora or Fauna affected directly or indirectly by this development.

Essential Infrastructure

All services are currently available to the site. The site is serviced by electricity, reticulated water, sewerage and telephone.

Mine Subsidence

The site is within a Mines Subsidence area and the drawings have been stamped ready for lodgement at council.

Energy Efficiency

A BASIX Certificate is provided for this development. See attached certificate

On-Site Stormwater Harvesting

A Rainwater tank has been provided for the secondary dwelling and the overflow roof water will be discharged to the street kerb.

Building Siting, Form**Front Setback**

The proposed secondary dwelling has a front setback from the street of approx 32m to the face of the dwelling. The proposed new Carport has a front setback of approx 7m.

Side Setbacks

The proposed secondary dwelling has a minimum setback to the side boundaries of approx. 3000 mm to the eastern boundary and approx. 3000 to western side boundary. The proposed new car port is setback approx 3100 from the eastern boundary and 8000 from the western boundary. The proposed setbacks are consistent with the existing dwellings in the area and are not anticipated to impact unreasonably in respect of overshadowing or loss of privacy to the adjacent dwellings.

Rear Setback

The proposed secondary dwelling has a rear setback of 3000.

Building Heights

The proposed secondary dwelling has a maximum height to the ridge of max. 4.2 metres, this is inside the guidelines set in the DCP which nominates a maximum height of 8.5 metres for housing in a Residential zone. The new carport has a maximum height to the ridge of 3.15 metres.

The height of the proposed dwelling is not inconsistent with the neighboring dwellings or in the locality generally.

Site coverage Areas

The proposed development has a site coverage of approximately 21% overall.

The proposed area of the new secondary dwelling is 55m². The proposed new car port is 16.5 m².

Solar Access

Given the orientation of the site no overshadowing is anticipated to the existing adjacent dwellings courtyard area. The rear courtyard areas will receive a minimum of 3 hours of solar access during the hours of 9am to 3pm.

Privacy

The principle internal living areas of the existing dwelling face north & south of the site. A new privacy screen approx 7500 from the rear of the existing dwelling will be constructed to provide privacy between these dwellings. The proposed secondary dwelling will have principle living areas facing north and south. A privacy screen approx 6900 from the face of property giving it a private courtyard. Given the sites location the privacy to the adjacent neighbors will not change.

Private Outdoor Areas

The new proposed secondary dwelling incorporates a private outdoor area approx 6900 directly accessible from living areas and to provide efficient privacy to prospective occupants.

Communications and Other Household Services

The location of any communications infrastructure has not yet been determined however given the proposed development entails a single dwelling it is not anticipated that any more than one TV antenna or satellite dish, which would be some 600mm dia., will be erected. As such any communications infrastructure is not anticipated to be visually intrusive or out of character with neighbouring residences.

Garages, Sheds and Driveway Access

A carport is provided for the existing dwelling directly accessible to the front door of the existing dwelling. Car parking is not required or provided for the new secondary dwelling.

Building Waste Management

Building Waste

Building waste will be collected and recyclable materials sorted from non recyclable. The non recyclable will be collected in a suitable container (such as a skip) prior to being disposed of to council landfill. The recyclable materials will be sorted. Inert materials, such as concrete footings, broken bricks and tiles, will be disposed of to council landfill or a suitable recycling centre (such as Concrush). Non inert materials, such as metals and plastics will be delivered to a waste recycling centre. Any trees/shrubs removed will be cut up for firewood. Sawdust, small off cuts and tree branches will be mulched for use on garden beds, and the excess disposed of to council landfill.

Approx. figures only

Green waste	Recycled waste	Inert waste	General waste
0 to 1 m ³	2 to 3 m ³	1 to 2 m ³	2 to 3 m ³
Landscaping or Concrush	Recycling centre	Backfill	Council landfill

Operational Waste

Operational Waste expected from the proposal will be separated into individual 240 litre wheelie bins for general waste and recyclable waste, which will be disposed of via councils kerb side waste and recycling collection service.

Green waste	Recycled waste	Inert waste	General waste
0.5 m ³	<1.0 m ³ per fortnight Kerb side collection	0 m ³ N/A	<0.5 m ³ Kerb side collection
Compost or worm farm			

In conclusion, the proposed development is a practical solution for the site and achieves a standard equal to the surrounding area.

Consideration of the proposal on its merits warrants approval of the development.

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