

STATEMENT OF ENVIRONMENTAL EFFECTS

Accompanying a development application for: Construction of single garage & secondary dwelling

At

Lot 54 DP 248650

54 Boomerang Drive, Boomerang Beach NSW 2428

Prepared by:

SGDN Design

8 Bundacree Place, Forster NSW 2428

0413 416 904 | pat@sgdndesign.com

12/12/2024

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1. Introduction

This statement of environmental effects has been prepared by Patrick Sugden to accompany a development application for the construction of a single garage & secondary dwelling 54 Boomerang Drive, Boomerang Beach NSW 2428. The application is being lodged by Patrick Sugden, pursuant to Clause 4.12 of the Environmental Planning and Assessment Act 1979.

The proposal aims to upgrade the existing car parking situation for the owners of the property by providing a single lock-up garage, as well as provide easily accessible storage due to recent motor vehicle and home contents thefts in the area. The proposal also includes a secondary dwelling to provide accommodation for the property owners extensive family.

This statement wishes to address the environmental impacts associated with the proposed project in relation to the Great Lakes Development Control Plan 2014 (DCP). Due to the steep nature of the site, the location and height of the existing dwelling, and the desire to retain the site topography and native flora, the proposal is seeking the following variations to the Great Lakes DCP 2014.

The development standards sought to be varied are:

- **Great Lakes DCP 2014 clause 5.10 – Detached Garages, Carports, Sheds and other Outbuildings**
- **Great Lakes DCP 2014 clause 5.5.2.1 – Front Setback**

This statement has been prepared having regard to the following documentation:
Development Application Architectural plans – Prepared by SGDN Design dated 12/12/2024.

2. Site description and analysis

2.1 Location and property description

The property address is 54 Boomerang Drive, Boomerang Beach located within the Midcoast Council local government area (LGA). The site is zoned as R2 Low Density Residential within the Great Lakes LEP 2014. The site currently contains an existing two-storey single dwelling, existing concrete driveway, and associated landscaping.



Figure 1. Site Aerial – 54 Boomerang Drive, Boomerang Beach.

2.2 Site characteristics

The development site is approximately 970m², with a west aspect sloping to Boomerang Drive. The site is steep with an average slope of 1:2. The site contains an existing two-storey dwelling that is setback 15.5m from the front boundary, with natural landscaped gardens and a short concrete driveway positioned parallel to the front boundary. The rear of the property contains a combination of managed & self-sustained landscaping.



Figure 2 & 3. Existing Dwelling & Driveway at 54 Boomerang Drive.

2.3 Surrounding development

The site is located within an established residential area and currently has existing two-storey dwellings to the east, north & south. Boomerang Drive is to the west of the site and is the main road of Boomerang Beach. The site is also in proximity to Boomerang Beach, the Pacific Palms Public School, and Sports ovals.



Figure 4. 50 & 52 Boom. Dr (Dwelling to East)



Figure 5. 56 Boom. Dr

3. Details of proposal

3.1 Proposed Works

The development proposes to enhance the security of the property by upgrading the current parking situation with a lockable single car garage with storage, as well as provide accommodation with the construction of a secondary dwelling. The design includes the following:

Garage

- A single garage that will host the owner's vehicle as well as some of their possessions, to address the increase in car and property thefts in the area.

Secondary Dwelling

- A two-storey secondary dwelling with two bedrooms, a bathroom/laundry, an open plan kitchen, living, and dining space, and a semi-covered deck; to accommodate the property owner's extensive family when visiting.

Roof Garden

- Create a roof garden above the garage, and in front of the secondary dwelling. This design feature has been included to protect the secondary dwelling's bedrooms from the harsh summer afternoon sun as well as soften the project's façade when viewed from the street, blending the project in with the surrounding landscape and streetscape.

Landscaping

- Limit the impact to the existing landscaping by only removing necessary trees and branches.
- Replace any removed vegetation with the same species, or with ones suitable to the site regarding the landscaping schedule provided in the Great Lakes DCP 2014.
- Plant the roof garden with species endemic to the site to blend the project in with its surrounding context.

4. Variations to the Great Lakes DCP 2014

4.1 Development Controls to be varied

Due to the steep nature of the site's topography as well as the desire to minimise site impact and utilise the existing site's infrastructure, the proposal seeks the following variations of the Great Lakes DCP 2014.

- **Great Lakes DCP 2014 clause 5.10 – Detached Garages, Carports, Sheds and other Outbuildings**
- **Great Lakes DCP 2014 clause 5.5.2.1 – Front Setback**

4.2 Clause 5.10 – Detached Garages, Carports, Sheds and other Outbuildings

The objectives of the setbacks control are:

- *Detached garages, carports and other outbuildings are located and designed so that they do not dominate the streetscape or adversely affect the adjoining properties.*

Clause 5.10 – Primary Road Setback Controls.

1. *Detached garages, carports, sheds and other outbuildings must be setback at least 6m from the front property boundary.*
2. *Detached garages, carports, sheds and other outbuildings must have a minimum 500mm setback from the front building line of the dwelling for which it is provided. Garages, carports and open car parking spaces must be setback at least 6m from the primary road frontage.*

Justification: Following the setback control of 6m is deemed to be undesirable and intrusive of the natural characteristics of the site. To adhere to the 6m control would require extensive site excavation, shoring, and retaining due to the steep and sandy nature of the site's topography. Therefore, the proposed garage utilises the existing driveway, parking space, and retaining walls by having a 0.9m setback. Primary road setback control 2 is also deemed unachievable due to the combination of the existing dwelling's setback of 15.7m and steep nature of the site.

The proposed garage also utilises a roof garden with intent to mask the garage and secondary dwelling with vegetation endemic to the site and surrounding context. Furthermore, the proposed garage setback is consistent with other lots of the same street frontage (see figure 7 & 8 below).

The proposal will use materials & colours that blend in with the surrounding vegetation as well as installing a roof garden. The proposed detached garage will blend with the streetscape rather than dominate. The adjoining properties will not be affected due to their parking infrastructure located over 30m+ from the proposed garage & driveway making it safe for all properties to enter & exit.

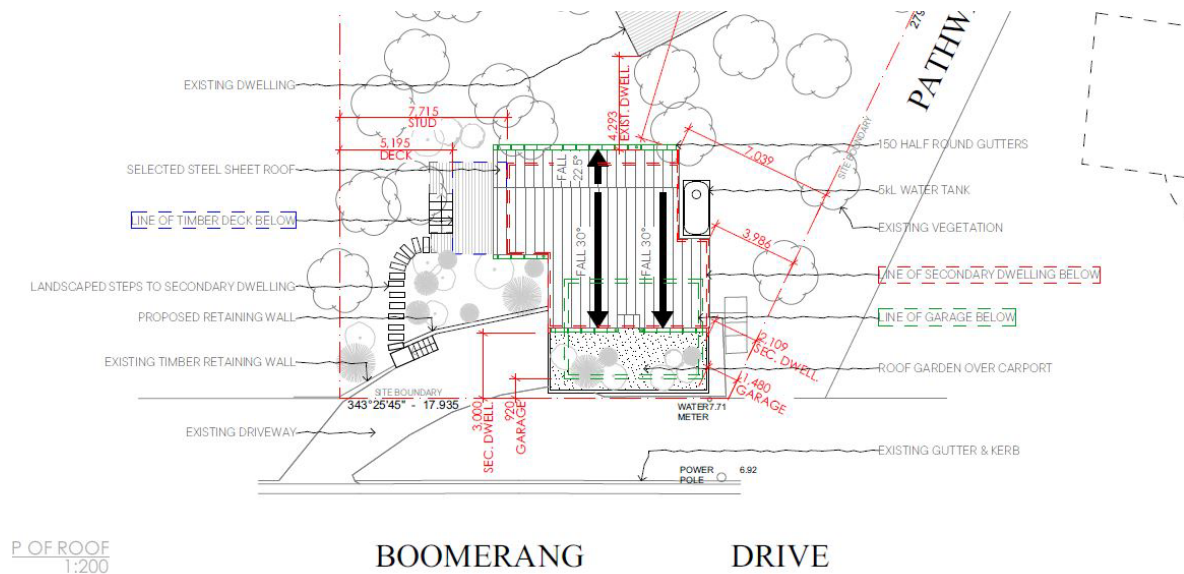


Figure 6. Extract from Site/Roof Plan – Drawing DA1.2 from architectural plans.



Figure 7 & 8. Double Garage at 48 Boomerang Drive and Single Garage at 50 Boomerang Drive.

4.3 Clause 5.5 – Setbacks

The objectives of the setbacks control are:

- To ensure residential buildings have sufficient separation to provide privacy, solar access, landscaping opportunities and amenity for occupants.
- A residential building must be setback from its primary road frontage a sufficient distance to ensure safe vehicular access and egress from the site.

Clause 5.5.2.1 – Primary Road Setback Controls.

1. Where there are existing neighbouring houses within 40m, the primary road setback should be an average of the setbacks of the nearest two neighbouring houses, with the same primary road frontage.
2. Garages, carports and open car parking spaces must be setback at least 6m from the primary road frontage.

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|-----------------------------|-------------------------------------|
| - Existing dwelling setback | = 15.77m. |
| - Average of 2 neighbours | = 15.63m |
| - Proposed variation | = 3m to proposed secondary dwelling |
| | = 0.9m to proposed garage. |

Justification: Using the averaging method of setback control 1 would give a nominated setback of 15.63m. The existing dwelling on site is within this setback control and leaves insufficient space for the secondary dwelling. The neighbouring dwellings and existing dwelling on site are setback further than the average residential block therefore we think it is viable to follow the additional front setback control of 6m for lots greater than 900m² listed in the DCP.

The proposal seeks a variation to this control with a 3m setback. This setback enables the secondary dwelling to utilise the garage as a structural base therefore reducing the amount of excavation for structural elements. This setback was also nominated as to not impinge on the existing dwelling in relation to existing structural elements and provide privacy for both dwellings.

The secondary dwelling is split over two levels to minimise site excavation and shoring. The dwelling's form reflects the unique 1970's architectural style of the existing dwelling on-site which was also designed with the intent of minimising site disturbance. The proposed design allows both the existing dwelling and secondary dwelling sufficient separation to provide solar access, landscaping opportunities, and amenity for both occupants. The site has already an established vehicle driveway and parking which provides safe vehicular access and egress from the site. The proposed upgrade of the parking facilities will further enhance what is currently on-site.

5. Other Considerations

5.1 Visual Impacts

The design of the dwelling has considered the development within the locality and adjoining properties. The use of low illuminance and low reflectivity materials and colours will minimise visual disturbance. Strategic landscaping will further enhance the visual integration of the dwelling within its surroundings, preserving the scenic qualities of the area.

5.2 Flora and Fauna

The proposal will have minimal impact on local flora and fauna. Retention of native vegetation is prioritised, with landscaping designed to support local biodiversity. Any vegetation that is planted will be suitable to the site with regard to the landscaping schedule provided in the Great Lakes DCP 2014

5.3 Overshadowing and Privacy

All precautions have been taken to reduce any overshadowing or privacy impacts. A shadow study reveals there is no impact to the adjoining properties. Due to the dense vegetation of the site, outdoor living areas will not affect the privacy of adjoining properties.

5.4 Construction Impact

Construction activities will adhere to the regulations set in the conditions of the development consent. All precautions will be taken to minimise noise and dust and best practices in construction management will be employed to reduce emissions and disturbances.

5.5 Erosion Control Measures

The erosion management on-site will be contained during construction using shoring piles in order to reduce the risk of erosion. All retaining walls will be constructed to the detail of a qualified structural engineer with adequate drainage.

5.6 Stormwater Management

All proposed roofs will be connected to the proposed 5kL water tank. The water tank overflow and roof garden will be connected to the existing stormwater drainage lines on-site.

5.7 Accessibility, Traffic & Site Safety

The existing dwellings entry and carparking is considered accessible and safe. Site accessibility has been improved by introducing a single garage.

5.8 Waste Management

A waste management plan will be implemented to ensure recycling and proper disposal of construction materials. Post-occupancy, a waste separation system will promote recycling and composting.

6.0 Conclusion

This statement of environmental effects has outlined the impacts of the proposed garage and secondary dwelling at 54 Boomerang Drive, Boomerang Beach. The subject site hosts steep existing topography and the desire to utilise the existing dwelling has resulted in some minor non-compliance issues with the Great Lakes Council DCP 2014. We believe that the proposal is consistent with the objectives within the relevant clauses that the non-compliance issues are associated with and contributes to the community by providing high-quality housing that complements the natural landscape. We respectfully request that Midcoast Council support this application, recognising the benefits it will bring to both the residents and the broader community.