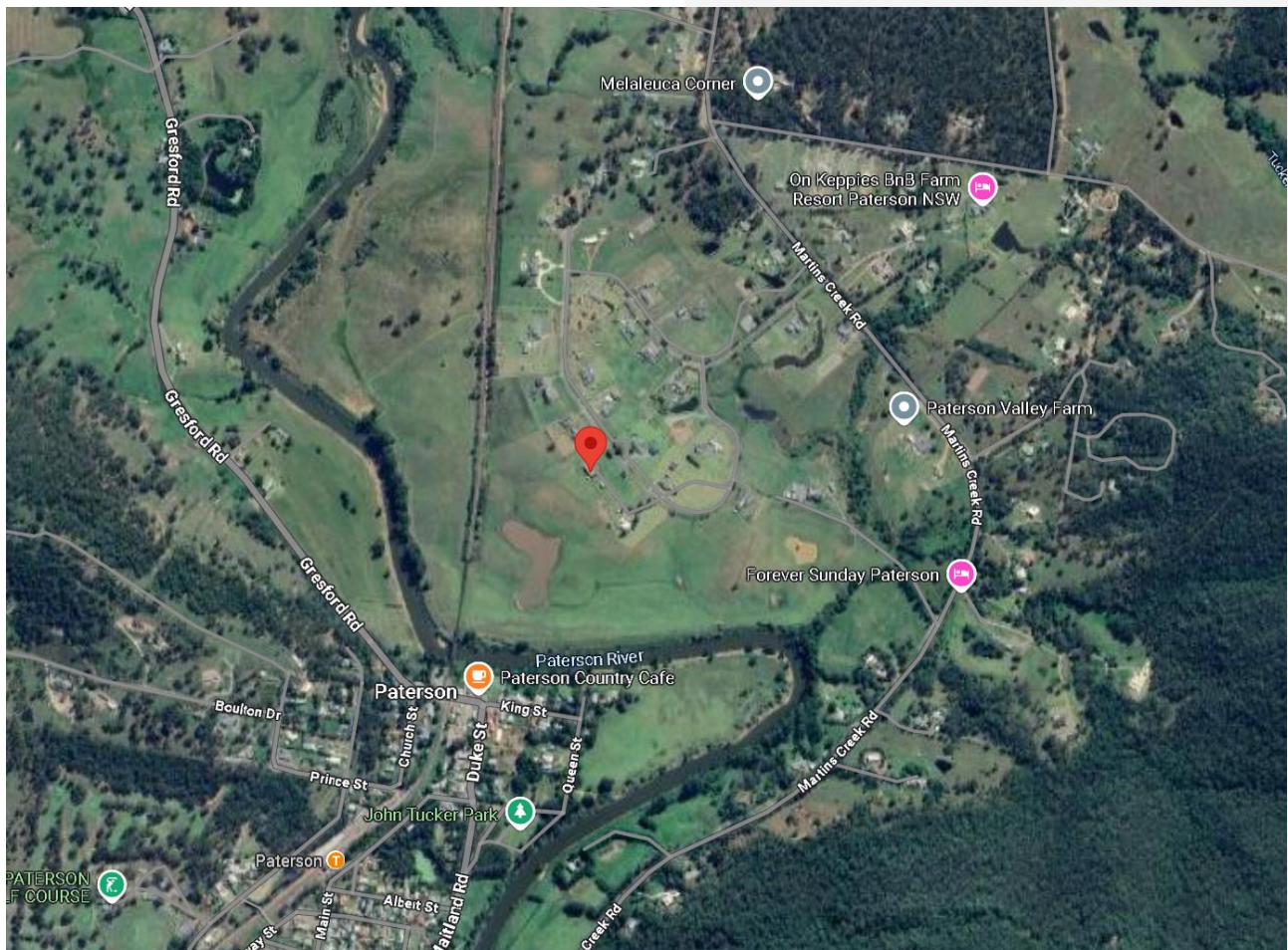




# Statement of Environmental Effects

## Project Details

**Client:** Mr. Christopher Dean Burg and Ms. Jessica Eve Jarvis  
**Lot / Section / Deposited Plan:** 252 / / 1302076  
**Street Address:** 67 Lomandra Circuit, Paterson, 2421  
**Local Government Area:** Dungog Shire Council  
**Zoning:** R5 – Large Lot Residential





## Overview

### Site

The site is a vacant site in the located in Paterson. It has a frontage to the north-east of 54m to Lomandra Circuit. It is irregular in shape, with a length of 143m at its longest point, and an area of 8066m<sup>2</sup> with a gentle slope across the width of the site.

The site is affected by the following conditions:

<b>Flood:</b>	No
<b>Bushfire:</b>	No
<b>Acid Sulphate:</b>	Class 5
<b>Heritage:</b>	No
<b>Coastal:</b>	No

### Proposal

The proposed development consists of a single-story residence with attached double garage. The dwelling is of typical modern scale and construction for a rural lot.

### Ancillary Development

No Ancillary Development is proposed.

## Proposal density

The proposed dwelling has a total area of 572m<sup>2</sup> across a site area of 8066m<sup>2</sup>. This equates to an effective Site coverage of 7.1%.

## Height of Buildings

The Council stipulates a maximum build height of 8.5m for the site. The proposal has a maximum building height of 6.21m as shown on the elevations of the associated plan set.

## Streetscape

The dwelling has been designed to address the street, while providing ample off-street parking and passive surveillance of the public domain. It maintains a bulk and scale consistent with the surrounding area and a complimentary material palette of Lightweight Cladding, Autoclaved Aerated Concrete Panel, and a Metal Sheet roof. The proposed dwelling maintains a front setback of 22.1m.



## Side & Rear Setbacks

The dwelling maintains a side setback of 6.032m & 16.165m respectively and a rear setback of 76.143m. The setback as shown on the site plan of the associated plan set is not compliant with the council controls of 10m side setbacks.

The proposed development is seeking a variation to the minimum side setback, as it requires a greater side setback on the right hand side of the property in order to provide enough space for vehicles to manoeuvre and enter the garage on the side. Which in turn will remove the need for an unsightly garage door to the front façade, and greatly improve the streetscape and overall character of the neighbourhood.

The proposed development meets the aims and objectives of the DCP as defined in C.3 Section 2.1. Physical separation between dwellings has been met, with the proposed dwelling being approximately 115m from the adjoining main residence on the left-hand side, and 47m on the right-hand side.

## Landscaped Area

The proposed development is comprised of the following breakdown

- 572.48m<sup>2</sup> of building footprint

The remainder of the site is available for landscape with sufficient area for deep soil planting.

## Private Open Space

The proposed dwelling is oriented with main and outdoor living areas to the north west. the 4m x 4m principal private space is provided directly off the alfresco and the proposal has sufficient amount of total private open space.

## Privacy

The proposed dwelling is a Single Story structure, ground floor windows will be screened by dividing fences. The private open space and outdoor living areas have been oriented to the rear of the block to enhance the privacy of the occupants.



## Solar Access

The proposed dwelling is a Single Story structure and has been sited so there is minimal impact of building shadows on neighbouring sites. The main living, outdoor living & private open space have been oriented to the north-west to ensure access to sun during mid-winter.

## View Sharing

The Dwelling is located on a vacate rural site, the proposal is of a similar bulk and scale to those currently in expected in the area. As the location, bulk and scale of the development is typical for the area there is no detriment to view sharing expected.

## Earthworks

The proposed site has a gentle slope, as such the expected cut and fill maintains a maximum of 0.535m of equal cut and fill with no import or export required.

## Car Parking & Vehicular Access

Off street parking is provided via the attached double garage, with additional parking within the property boundary on the driveway. The driveway is capable of complying with AS2890 and councils' standard details. Due to the scale of the development, it is expected that no additional traffic movements will be generated.

## Conclusion

As shown through the above the proposed development is appropriate regarding its impact on the street, its neighbours and context. This is shown through adherence to the relevant planning legislation and instruments.