

STATEMENT OF ENVIRONMENTAL EFFECTS

**Accompanying a development application for: Alterations & additions
to existing single dwelling**

At

Lot 29 DP 17220

2 Marine Drive, Forster NSW 2428

Prepared by:

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1. Introduction

This statement of environmental effects has been prepared by Patrick Sugden to accompany a development application for alterations & additions to existing single dwelling at 2 Marine Drive, Forster 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 dwelling to provide sufficient housing accommodation for the requirements of the occupants, create accessible, safer and functional car parking/entry, as well as enhancing the streetscape by offering a more contemporary design.

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 and the desire to maintain the existing dwelling, 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 5.5.2.1 – Front Setback
- Great Lakes DCP 2014 clause 5.5.2.5 – Side Setback
- Great Lakes DCP 2014 clause 5.6 – Building Height

This statement is accompanied by a Section 4.6 variation of the Great Lakes LEP prepared by SGDN design, concerning the variation of development standard 4.3 – height of buildings.

This statement has been prepared having regard to the following documentation:
Development Application Architectural plans – Prepared by SGDN Design dated 28/04/2025.

2. Site description and analysis

2.1 Location and property description

The property address is 2 Marine Drive, Forster 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 brick veneer dwelling, existing concrete driveway, and associated landscaping.



Figure 1. Site Aerial - 2 Marine Drive, Forster.

2.2 Site characteristics

The development site is approximately 708m², with a south-west aspect sloping from Marine Drive. The site is steep with an average slope of 1:3.3. The site contains an existing two-storey dwelling that is setback 4.48m from the front boundary, with landscaped gardens and a steep concrete driveway positioned between the dwelling and Marine Drive. The rear of the property contains a combination of managed & semi-unmanaged landscaping.



Figure 2 & 3. Existing Dwelling at 2 Marine Drive, Forster.

2.3 Surrounding development

The site is located within an established residential area and currently has an existing two-storey dwelling to the east, a vacant block to the west, and two dwellings adjacent to the rear boundary. The site is also in proximity to the Bennetts Head lookout and

walking trail which can produce masses of vehicle and pedestrian traffic, especially in the school holidays and whale seasons.



Figure 4. 4 Marine Drive (Dwelling to East)



Figure 5. Vacant Site to West

3. Details of proposal

3.1 Proposed Works

The development proposes to enhance the liveability of the existing dwelling by updating the original floor plan and upgrading the current parking situation for the property. The updated design includes the following:

First Floor

- A proposed double carport that is at street level, to address the current inadequate and inaccessible parking situation,
- Update first floor bedrooms and bathrooms, create a new entry at street level, update and extend existing living areas, and create a new outdoor dining space.

Ground Floor

- Create new storage spaces on existing ground floor
- Update bedrooms and bathrooms
- Create a new study space/spare bedroom and ensuite
- Create a new laundry and creative room, with affiliated deck

Mezzanine

- Create a new mezzanine space to allow for winter sun penetration into living areas, allow cross-ventilation and generate a stack ventilation effect.

Landscaping

- Level front garden area to allow for additional parking space
- Install tiered gabion rock walls at the rear of property to create flat outdoor areas, assist in slowing the flow of water to adjacent properties, and make the rear gardens/yard more accessible.

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 utilising the existing two-storey dwelling the proposal seeks the following variations of the Great Lakes DCP 2014.

- Great Lakes DCP 2014 clause 5.5.2.1 – Front Setback
- Great Lakes DCP 2014 clause 5.5.2.5 – Side Setback
- Great Lakes DCP 2014 clause 5.6 – Building Height

4.2 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.*

Existing dwelling setback = 4.48m. Proposed = 3.79m to proposed carport.

Justification: The existing car parking facilities on-site are inadequate and unsafe due to the steep low-level driveway, the low-clearance garage, and minimal or no site lines to the street when exiting the driveway

The proposed development wishes to enhance the car parking for the site by introducing safe street level access to a double carport in front of the existing building line. This will ultimately make the site safer for the inhabitants, pedestrians, and other vehicles using Marine Drive and Bennetts Head Road.

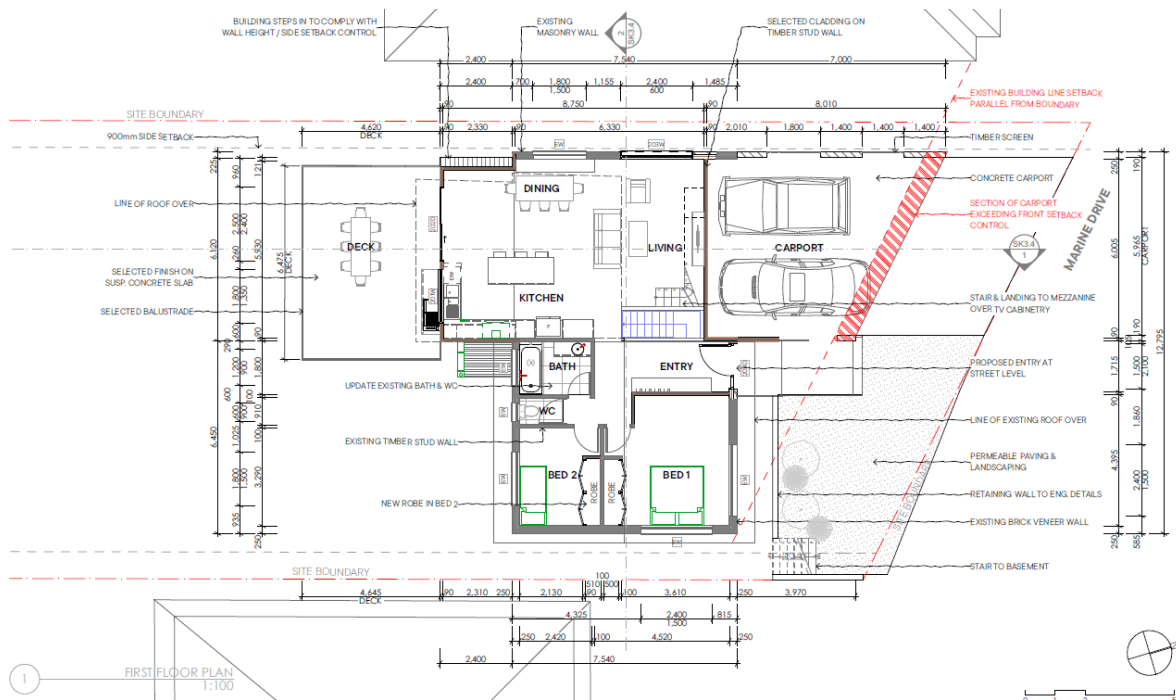


Figure 6. Extract from First Floor Plan – Drawing DA2.2 from architectural plans (Red hatching shows the area of non-compliance).

Clause 5.5.2.5 – Side Setback Controls

1. A residential building must be setback from its side boundaries:
 - (a) A minimum of 900mm for a building with a maximum wall height of 3.8m.
 - (b) Where the wall height is greater than 3.8m the minimum setback shall be: 900mm + (building height over 3.8m/4).

Justification: The existing dwelling was constructed under different planning controls and therefore is non-compliant with the current side setback controls on the western side boundary. All efforts were taken to keep any parts of the proposed building within the current side setback controls by implementing slanted walls and steps in the building. The part of the building that is non-compliant is a marginal section of wall and roof components of the carport due to the steep topography of the site and working in with the existing dwelling (see Figure 7. below). Regarding this non-compliance, there will be no introduced issues of privacy, solar access, landscaping, or amenity for the occupants of the adjacent dwelling due to the existing side boundary already in place. The shadow diagram below shows the adjacent property is not affected, and still receives more than 2 hours of sunshine upon internal and external living areas between the hours of 9am and 3pm on the 21st of June (winter solstice).

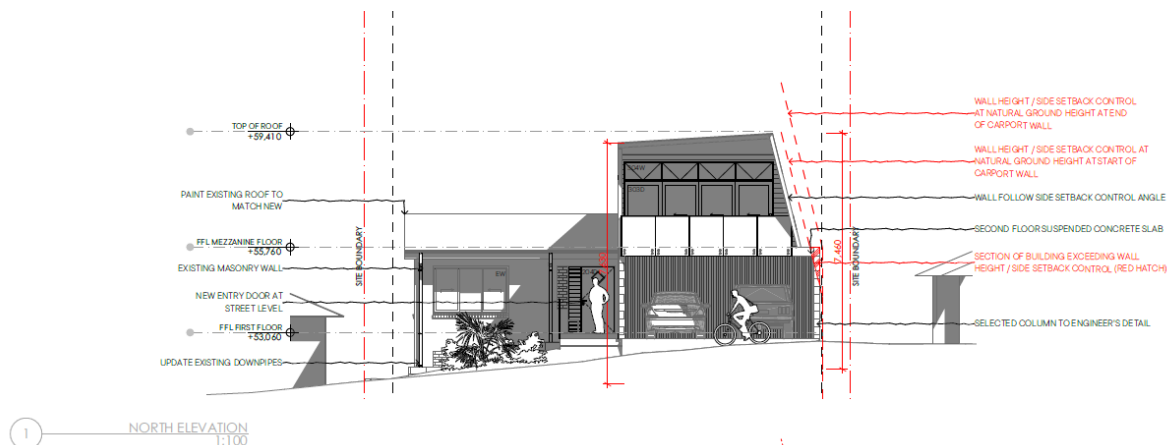


Figure 7. Extract from Elevations – Drawing DA3.1 from architectural plans (Red hatching shows area of non-compliance).



Figure 8. Extract from Shadow Diagrams – Drawing No. DA1.4 of architectural plans.

4.3 Clause 5.6 – Building Height

The objectives of the building height control are:

- *To provide additional guidance in applying the maximum height of buildings as shown in the Great Lakes LEP Height of Buildings Maps.*
- *To maintain a low scale building form which responds to the topography of the site to avoid buildings dominating the streetscape or landscape setting.*

Height Controls:

- *8.5m max building height*
- *5.1m to floor level of the upper most habitable floor, including decks or verandahs above ground level on sites with slopes greater than 1:6*

Justification: Maximum building height exceedance.

Most of the proposed building is below the maximum 8.5 metre building height control while the building elements that are non-compliant only exceed this control by a very small margin (3.5% LEP variation). The building element that exceeds the height control is the lower part of the mezzanine/living area roof. From Marine Drive the proposed building still presents as a two-storey dwelling, which is compatible with the existing dwellings that are located on Marine Drive and Bennetts Head Road therefore does not dominate the streetscape or landscape setting. The roof component that is non-compliant is only marginally visible from the street. Although the development site is constrained by utilising the existing dwelling as well as the steep nature of the

topography, the vast majority of the proposal is consistent with the building height control objectives and responds to the topography by utilising sloped roofs and steps in the building.

(Please refer to 4.6 variation statement prepared by SGDN Design for details on LEP height control variation).

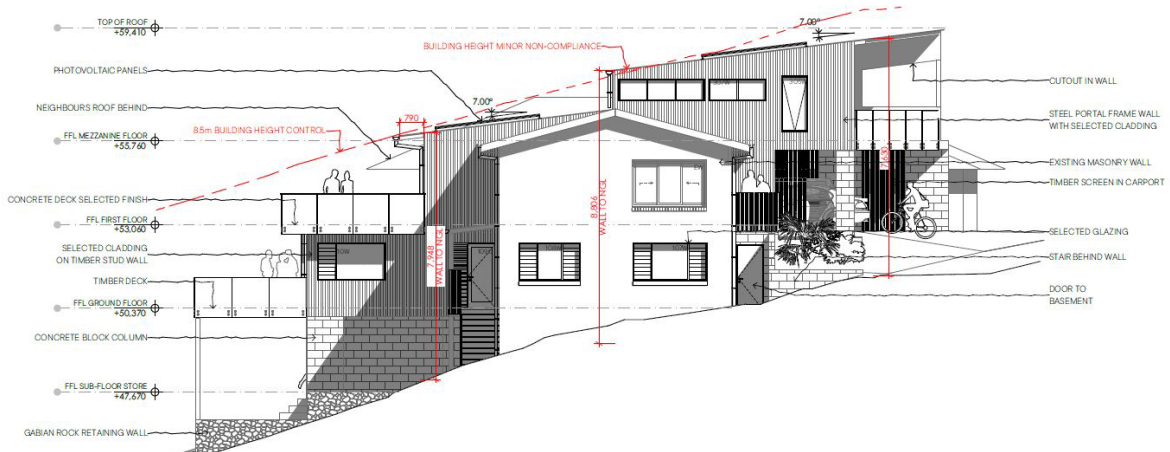


Figure 9. Extract from East Elevation – Drawing No. DA3.3 of architectural plans (Red hatching shows area of non-compliance).

Justification: 5.1m to floor level of upper most habitable floor.

A section of the mezzanine floor/carport roof and southern outdoor living area is considered non-compliant as it exceeds the 5.1m floor level height. This is due to the proposed carport location in front of the dwelling and at street level. To minimise the encroachment on the front building setback, the proposed carport penetrates the existing dwelling affecting the internal living areas and removing the existing north outdoor living area. The indoor living areas and southern outdoor living area had to be pushed to the rear of the dwelling due to the proposed carport. Due to the steep nature of the topography this results in a minor non-compliance. This non-compliance is considered to satisfy the objectives of the building height control as it is at the rear of the dwelling therefore it does not dominate the streetscape or landscape setting and is consistent with the building form.

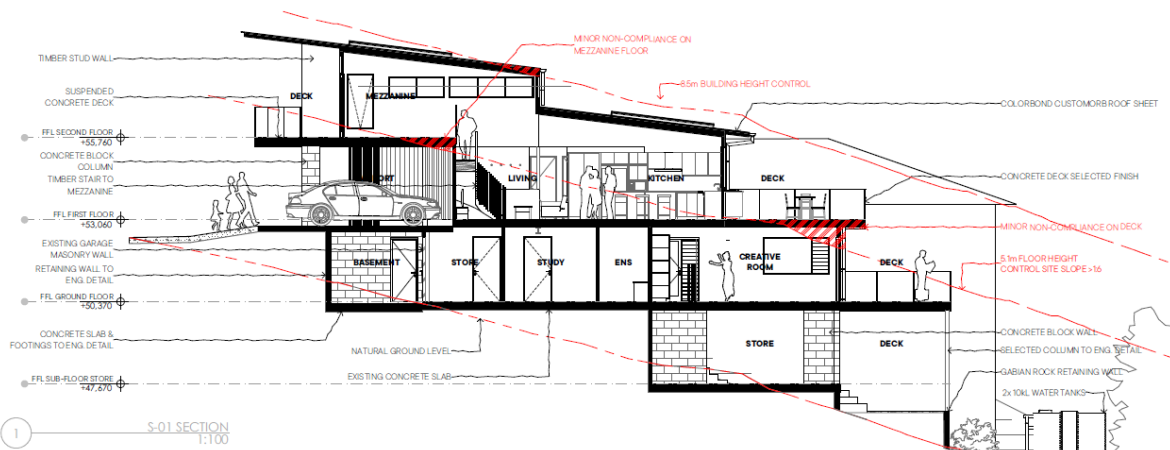


Figure 10. Extract from Sections – Drawing DA4.1 of architectural plans (Red hatching shows area of non-compliance).

5.0 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.

5.3 Overshadowing and Privacy

All precautions have been taken to reduce any overshadowing or privacy impacts. A shadow study reveals there is minimal impact to the adjoining properties, still providing sufficient winter sun to these properties. Outdoor living areas will implement privacy screens to maximise privacy for the 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 improved with the introduction of tiered gabion walls and landscaping that will slow and evenly disperse the runoff from storm events.

5.6 Stormwater Management

All proposed sections of roofs, as well as the existing section of roof that will remain will be connected to the proposed 2x 10kL water tanks. The water tank overflow will be connected to a level spreader which will be designed to the Midcoast council guidelines by a suitably qualified engineer. The roof drainage system will be designed to capture and convey an annual exceedance probability (AEP) of 1 in 100.

5.7 Accessibility, Traffic & Site Safety

The existing dwellings entry and carparking is considered inaccessible and inadequate. Site accessibility has been improved by introducing a street level entry and carport which makes pedestrian and vehicle activities much safer.

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 alterations and additions to an existing dwelling at 2 Marine Drive, Forster. 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.