

*Proposed alterations & additions to single detached Residence*

*28 Borgnis Street Davidson*

**Statement of Environmental Effects**

**Proposed Alterations & Additions to Single Detached Residence**

**28 Borgnis Street Davidson**

**For Nikki Thompson**

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Prepared by Newbuild Design and Drafting  
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## **1 Site use**

The site is currently used and will remain a single residence for domestic purposes.

## **2 Relevant LEP DCP controls and areas**

### **Landscaped open space complies**

Site area = 716 m<sup>2</sup>

DCP required LOS = 40% 286.4 m<sup>2</sup>

Existing LOS = 418 m<sup>2</sup> = 58.4%

Proposed LOS = 340m<sup>2</sup> = 47.5%

Building height maximum 8.5m complies.

Side boundary building envelope 4m complies.

Maximum external wall height 7.2m complies.

Side boundary setback 900mm complies.

Rear boundary 6m complies.

Front boundary 6.5m non-compliant with new car space (refer clause 4.6 in this document Front boundary setback).

## **3 The Site**

The site is on the low side of Borgnis Street, the overall site topography having a minimal slope from front to rear.

The residence is centrally located towards the south side boundary, with an attached double garage at the north side. A paved driveway from Borgnis Street accesses the garage.

A large deck 4.5 x 9 m to the north side of the house has recently been removed as it was rotting and required replacement.

A medium size in ground pool is to the rear yard set amongst attractive lawn and garden areas.

The front yard has attractive lawn and garden rockery areas with attractive native shrubs of medium size. There is a very attractive articulated front boundary wall of face brickwork stepped in plan with garden areas both sides. Apertures with steel lace work allow viewing through the wall. The wall provides privacy to the front yard and rooms and will obscure the proposed car space.

Spacious lawn and garden areas are to the front and rear yards with trees and shrubs to site perimeters, presenting an attractive well landscaped site.

Very generous separation distance is between the subject residence and adjoining properties, providing open space and privacy. The side boundaries are fenced with 1.8m high paling fencing, with gardens along a large extent of it.

The adjoining residences are single and two story.

## **4 The existing single detached residence**

The subject single storey residence was originally built around 1980. It has brick veneer walls and a hip tiled roof, sound construction, and well maintained. The attached garage was considered a double garage at the time it was built but now it is slightly non-compliant with internal dimension standards. It accommodates 2 medium size cars comfortably but as a precaution for the DA application, an additional car

space is proposed at the front of the house. The Council Planners can assess whether it is necessary or not.

The medium size residence contains a lounge, kitchen-meals family area, laundry, hallway, 3 bedrooms, and bathroom. The meals family area is considered too small for comfortable accommodation, so it is proposed to widen it creating more spacious area for family recreation and relaxation. Additionally, a comfortable sized deck off this area will provide enjoyable indoor – outdoor living accommodation enhanced by the natural bushland setting. The deck will replace the original deck now removed due to its rotted state.

Minor internal alterations are planned in the bathroom and laundry to provide more modern, spacious, and comfortable accommodation

### **5 The proposed alterations and additions**

Additions include building the above shortfalls to improve the occupational amenity and facilities to meet modern day living requirements.

- The meals family area is considered too small for comfortable accommodation, so it is proposed to widen it creating more spacious area for family recreation and relaxation. Additionally, a comfortable sized deck off this area will provide enjoyable indoor – outdoor living accommodation enhanced by the natural bushland setting. The deck will replace the original deck now removed due to its rotted state.
- Minor internal alterations are planned in bathroom and laundry renovations to provide more modern and comfortable accommodation
- The attached garage was considered a double garage at the time it was built but now it is slightly non-compliant with internal dimension standards. It still accommodates 2 cars comfortably but as a precaution for the DA application, an additional car space 5.4 x 2.7 m is proposed at the front of the house. The Council Planners can assess whether it is necessary or not.

The additions are architecturally designed to suit the style of the residence, simple and unobtrusive in form and complimentary to the adjoining properties and streetscape.

### **6 Development compliance**

The development complies with all the LEP and DCP requirements except the DCP front setback of 6.5 m. This is due to the proposed open single car space 5.4 x 2.7 m to the front yard accessed from the existing driveway. Please refer Clause 4.6 Front boundary setback in this document.

### **7 Site suitability, adjacent residences**

The development will not adversely affect the adjoining properties with overshadowing, privacy, noise, or inappropriate bulk and scale. The height, bulk and scale of the additions are of minimal, not overpowering the site, adjoining sites, or streetscape. It is considered that the development is good environmental planning, not excessive, a suitable purpose, and suitable for the site and locality.

New windows to the addition north side elevation have been kept to a minimum, with only a glazed sliding door unit to this façade. This is considered minimal glazed area to receive adequate light and ventilation within the adjoining room. Also minimal glazed area facing the adjoining north side property. The glazed sliding door unit is not at a high elevation and will not afford viewing into the adjoining property. The existing north side windows to the kitchen-meals-family room are of similar area to the proposed glass sliding door unit.

Medium size existing shrubs along the north boundary will provide privacy between neighbours, and additional screen vegetation can be planted if required.

It is considered that the development is of suitable design, character, bulk and scale height, wall setbacks, for the adjoining properties, and locality. The adjoining houses and outdoor private space are located a comfortable distance from the proposed games room. There will be no adverse effects on them by the development.

**8 Building height** complies.

Complies with maximum 8.5m height.

**9 Side boundary 4m envelope** complies refer elevations.

**10 Side boundary setback** complies

Side boundary setbacks complying with BCA and DCP 900mm, also complying with 540mm lip of gutter eave setback, proposed 625mm.

**11 Front boundary setback** non-compliant

#### **Clause 4.6 Front boundary setback**

Variation to the DCP B7 front boundary of 6.5 m is requested as it is considered the proposed single open car space 5.4 x 2.7 m will meet the DCP objectives stated and addressed below.

The car space is not actually required or wanted by the family as the existing garage accommodates 2 medium size cars comfortably. As it was built around 1980, then considered a double garage, the internal dimensions are slightly less than that required in current standards for 2 car accommodation. The car space is added in case Council Planners deem the existing garage unsatisfactory for 2 car accommodation.

The proposed paved car space is located in the front yard over current lawn area. There is insufficient space beside the house for a car space.

The Council Planners can assess whether it is necessary or not.

#### Precedents Carport built within 6.5 m front boundary setback

Number 11 Borgnis Street has a double carport sited approx. 2.5 setback from front boundary. Photo over page.



Number 11 Borgnis Street has a double carport sited approx. 2.5 setback from front boundary.

### **DCP B7 Front boundary setback objectives.**

#### **Objectives**

- *To create a sense of openness.*

Response. Openness will be maintained as the open car space without a building structure will be an open space. A car parked in the new space will appear as one parked in the driveway, a common occurrence.

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- *To maintain the visual continuity and pattern of buildings and landscape elements.*

Response. The proposed open car space having no building structure will maintain the existing front building line. It will replace lawn area with the existing garden shrubs remaining. The existing landscape appearance will remain after the car space is created,

- *To protect and enhance the visual quality of streetscapes and public spaces.*

As stated above the existing front building and landscaping will remain thus protecting and enhancing the streetscape.

- *To achieve reasonable view sharing.*

Viewing along the street from the public road and pedestrian area will be maintained as from properties adjoining number 28. The site front yard is below street level with front and side boundary landscaping, medium and small shrubs abound. A car parked in the new space will not be prominent in the view along the street from these locations.

#### **Requirements**

1. *Development is to maintain a minimum setback to road frontages.*

Response. The car space is proposed only to comply with Council required 2 car spaces of 5.4 x 2.7 which the garage falls slightly short of, although it accommodates 2 medium size cars comfortably. It is located in the most practical and aesthetically least disruptive to the site and streetscape environment.

2. *The front boundary setback area is to be landscaped and generally free of any structures, basements, carparking or site facilities other than driveways, letter boxes, garbage storage areas and fences.*

Response: The proposed car space will have attractive pavers for floor and access extension to the driveway. This will appear as a landscaped terrace neatly located in the front yard between gardens. There will be no visible additional structures in the streetscape. The car space is located in this position as there is nowhere else on site to located it.

3. *Where primary and secondary setbacks are specified, buildings and structures (such as carparks) are not to occupy more than 50% of the area between the primary and secondary setbacks. The area between the primary setback and the road boundary is only to be used for landscaping and driveways.*

Response: The car space and driveway extension will occupy 12% of the front yard area not adversely affecting the attractive landscaping of the site, adjoining sites, and streetscape landscaping and aesthetics.

Front yard area  $9 \times 18.288 \text{ m} = 164.6 \text{ m}^2$

Car space and driveway extension  $7.2 \times 2.7 \text{ m} = 19.5 \text{ m}^2$

$19.5 \text{ m}^2 = 12\% \text{ of } 164.6 \text{ m}^2$

**12 Rear boundary setback** complies with min. 6m

### **13 Style of the building**

The addition has been designed in a very attractive style, suitable for the residence, and adjoining residences. Design compatible with and maintaining the original context of the building and materials. The external walls will be in attractive brick veneer construction matching the existing walls, suiting the style of the house, local and adjoining houses.

Windows will be of aluminium or steel frame to match the existing windows and to comply with Bush Fire requirements. Colorbond finish in attractive suitable colour.

The existing roof is hip framed with dark grey cement tiles. The addition roof will be an attractive skillion fitting neatly with the L shape of the house, with colorbond steel roofing of similar grey to the roof tiles, harmoniously blending together.

Designs were prepared with a hip roof over the addition resulting in a major reconstruction within the existing roof with an enormous cost involved. The finished design also appeared overpowering with a high roof of large bulk and scale.

The skillion roof of lower bulk and scale creates less visual impact in bulk and scale and overall is more attractive.

### **14 Streetscape**

The new addition is of a design suitable and compatible for the adjoining houses, locality, and streetscape. The local properties are a mixture of medium to larger homes mostly of brick veneer, tiled or colorbond steel roofing of hip, gable or skillion construction. The subject residence is of similar design to many homes in the street and locality, being typical of the homes built when the area was developed around 1980.

The house rear addition will not be viewed from the streetscape and the proposed paved car space will not detract from the streetscape at all (please refer clause 4.6 in item 11 Front boundary setback above).

### **15 Sunlight –solar access**

The development will not adversely affect the site amenities or adjoining property amenity with overshadowing.

### **16 Privacy, noise**

The additions have been designed to provide maximum privacy for the occupants of the adjoining and nearby properties. Windows designed to minimize loss of privacy to adjoining properties.

New windows to the addition north side elevation have been kept to a minimum, with only a glazed sliding door unit to this façade. This is considered minimal glazed area to receive adequate light and ventilation within the adjoining room. Also minimal glazed area facing the adjoining north side property. The glazed sliding door unit is not at a high elevation and will not afford viewing into the adjoining property.

The existing north side windows to the kitchen-meals-family room are of similar area to the proposed glass sliding door unit.

Medium size existing shrubs along the north boundary will provide privacy between neighbours, and additional screen vegetation can be planted if required.

Minimal noise will be emitted from the additions, walls well insulated, window size minimal.

### **17 Views**

No adverse loss of views by the development. The addition does not lie in view paths from adjoining properties or public spaces.

### **18 Heritage**

The building is not a heritage listed building, nor are the adjoining properties.

### **19 Construction noise, material runoff, air pollutants.**

Noise minimal due to size and nature of light weight structure. Material runoff controlled by sediment barriers, sandbags in geotextile fabric. Loose materials will be covered to prevent dust blowing from the pile.

No toxic or hazardous air pollutants used in the construction.

### **20 Soil and water runoff**

Soil and water runoff controlled by sediment barriers, sand bags in geotextile fabric as shown on site analysis plan. No toxic or hazardous air pollutants used in the construction.

### **21 Car spaces** complies

2 car spaces provided meeting the standard requirements 5.4 x 2.7 external open space and and 5.4 x 3 m internal space.

### **22 Site management**

Building materials, recycled materials, and disposable materials, stockpiled at the front yard and rear yards, in a neat manner minimizing runoff and air pollution.

Spillages will be cleaned up immediately.

**23 Site contamination acid sulphate**

Not listed as contaminated site in Council's development restrictions.

**24 Landslip risk**

Site in landslip risk area B requiring a preliminary geotechnical report included in this DA application.

**25 Flora fauna**

Not effected

**26 Storm water**

The existing residence has roof guttering and downpipes connected into 100mm diameter underground stormwater pipes which discharge into rear yard absorption trenches.

The proposed addition will similarly have guttering and downpipes connected into underground 100mm PVC storm water pipes, connecting into the existing storm water line discharging into the absorption trenches being extended to accommodate the additional roof area (refer storm water plan).