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13 Feb 2020

General Manager
Wagga Wagga City Council
PO Box 20
Wagga Wagga NSW 2650

Dear Sir

Re: **DA 19/0575** *AM*
DA 13/0226

**Alterations & Additions to an existing dwelling, & double garage with an attached workshop.
33 Best Street Wagga Wagga 2650
Lot 1 DP 916119**

This covering letter is to support the review of the above DA.

The proposed garage/workshop area has been refused due to it falling outside the current DCP controls.

We feel that the development is not uncharacteristic in the area and would not stand out against other structures within the same lane. There are many varied shapes and sizes of sheds/garages along this lane of which some are quite a bit larger than we are proposing, and then there are those which are 2 storeys, so quite a bit higher than what we are proposing.

At the end of the day what are the rear lanes for?... no, they aren't there for criminals to gain easy access to our yards, they are there for residents to gain access to rear yard vehicle parking areas, which is exactly what this proposal is solving. We aren't trying to turn it into one of those ugly 2 storey secondary dwellings, it's just a garage, which will house 2 vehicles and a workshop for the owners gardening tools and current/future hobbies.

Both sides of Best Street are lined with cars all day and finding a park in this area is near impossible. This is speaking from experience, as on my initial visit to the site I had to park in Fox St and walk back a block to get to the house.

We feel the current DCP has failed to keep up with today's lifestyle and we understand many of the controls are under review with proposed alterations to the DCP in the conservation area to occur in the near future.

With the current control's council planners are not willing or able to approve anything that varies the controls more than around 10%. Which is why the controls really need some altering to meet today's standards.

The reason for the extra high ceiling to only one of the garages is to house a caravan – this requires a garage door opening height of 3m + more space for the door to go up. Now whilst this may seem very high the roof over this area has actually been altered to ensure that it does not extend any higher than the garage with a 2700mm ceiling height with a 27 degree roof pitch. We have gone with 2700mm ceiling height as the DCP's maximum ceiling height does not work as you can't even get a standard 2100mm garage door opening and the roller door in at 2400mm ceiling height.

The depth of the garage also falls outside the DCP controls due to it housing a caravan but we are still well under the total site coverage allowed. We cannot see how the extra encroachment on their own block can affect anyone. Which is probably why the development received no complaints throughout the exhibition period.

In times of ever-increasing security issues right across Wagga it is important that people in their retirement years (and for that matter everyone else) can feel secure in their own homes. The increased outbuilding size not only increases the amount of secure storage space for vehicles, but also many other household items that would not fit within a standard double garage, thus reducing the chance for opportunistic crime.

The increased dominance of the garage across the rear lane also reduces potential access for crime and also stops line of sight directly into the rear yard and rear living rooms of the main house.

If 2 storey secondary dwellings are seen as suitable development on rear lanes then a garage which is a lot less obtrusive should be seen as suitable development for a rear lane.

The outbuilding controls should not be the same for those with rear lane access. Those without rear lane access generally have garage at the front for vehicle storage and an outbuilding in the back yard is not for everyday parking but forms an extra area for trailer storage and man caves. Thus, those with rear lanes should be entitled to have larger outbuilding than a standard block without a lane due to this being their main and only source of secure parking.

I fail to see why this development should be refused – the structure has designed to fulfill the exact purpose of a rear lane – to house the occupants own vehicles & personal belongings – no one likes seeing caravans parked in driveways and on streets but at the end of the day they have to be parked somewhere when not be used.

The owners are only asking for what most people would like in the central area, which is increased secure vehicle parking & storage areas. Everyone I have ever spoken too in the conservation areas say the same.

We ask council to take another look at this proposal and access it on its merits rather than the DCP controls.

Please feel free to call me on 6922 6825 if you wish to discuss these issues further.

Regards
Brad Merrett



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STATEMENT OF HERITAGE IMPACT AND STATEMENT OF ENVIRONMENTAL EFFECTS

Date: 23-10- 2019
Owner: Peter & Gail Kimpton
Address: 33 Best Street
Wagga Wagga NSW 2650
Property Description: Lot : 1 D.P. 916119
Site Area: 674.40 sq.m
Prepared by: B. Merrett
BCM Design Centre Pty Ltd
Building Designers
Project Reference: 19120-1

Details relating to this development:

The residence at No 33 Best Street is within the Wagga Wagga City Council Conservation Area.

An on-site meeting was held with Heritage Advisor – John Oultram on the 20th August . The heritage advisor made comments on a couple of concerns. These were addressed in the final drawings.



DESCRIPTION OF DEVELOPMENT

This application is for the extension to the rear section of the existing residence, new porch and carport to the front, renovations of inside, and the construction of a new freestanding iron clad garage/hobby outbuilding at the rear of the residence.

The extension to the residence will involve the removal of the existing skillion patio and small outbuilding.

The new roof over the extension has been designed to maintain the existing line of the original building to clearly distinguish between the new and old sections, whilst still maintaining the existing roof pitch & ceiling height within the main living area.

The new garage/store area will be corrugated iron in finish which matches the material & finish of these type of structures that used to be built in these areas. The existing brick shed will be removed as it has some serious cracking throughout its walls.

Some changes will occur on the front elevation including:-

- Removal of the existing carport.
- The carport will be rebuilt to better fit in with the residence.
- A new gabled porch will be built to the front room. This will provide the house with some much needed street appeal and in turn shading this window from the westerly sun.
- Re-painting of existing finished. All colours are shown on the plan and at the back of the SEE.
- Removal of existing tiles and replaced with colorbond corrugated iron.
- New front fence (to replace existing) including brick piers, dwarf wall and metal infill panels.

PLANNING CONTROLS

Local Planning Controls relevant to this site include:

- Wagga Wagga Environmental Plan (LEP) 2010
- Wagga Wagga Development Control Plan (DCP) 2010

The property is within Zone R1 Residential area and is within the Councils Conservation Area.

We are requesting a variation of the DCP controls for the new garage structure.

Proposed Garage Sizes. Clause 3.3.2 Control C4

We understand the outbuilding does not meet council's current DCP controls and we ask that council take into account the clients wishes and the current huge variation in design of the current outbuildings along the rear lane.

To say the reasoning behind the current garage DCP controls is to maintain the character of the rear lanes is fine but if you were to travel along any of the rear lanes in Wagga Wagga Conservation area you will soon see that they all consist of a mix match of everything from small rusty sheds half falling down right up to full width to width brick garages, and even now 2 storey structures are allowed with secondary dwellings in them.

Now, how heritage is a 2 storey building on a rear lane? I would say there are no heritage 2 storey outbuildings with garages under that were built back in era we are trying to preserve.

Even reading Council's own DCP controls under Heritage Conservation - 3.3.2 Residential Precinct – Two storey additions: - two storey additions are generally not appropriate in the conservation area unless there is a fall of the site to the rear.

So in saying that if council are allowing 2 storey structures to the rear lanes they are basically saying the rear lanes are of no importance. So start treating them this way and stop being so restrictive on the size of the garages people are wanting.

Following are some photos of examples of current outbuildings along Biroomba Lane in the same block as this proposal. It displays a wide range of materials, finishes, & shapes, and clearly demonstrates that my clients are not after a building that is out of the norm within the streetscape of the immediate lane. I agree that none of these buildings are attractive but nor are they meant to be, they are an outbuilding and serving a purpose for keeping owners vehicles and personal belongings secure.



Biroomba Lane - Example of higher doors for vans – 11A Best St



Biroomba Lane - Secondary dwelling above garage – not a heritage type building. – 8 Peter St



Biroomba Lane – Full width garage & high ceiling height for the full width of the block – 29 Best St



Biroomba Lane - Straight across the rear lane from the shed above – again full width of block. 32 Peter Street



Biroomba Lane - High ceiling heights & doors – 25 & 27 Best St.



Biroomba Lane – further example of a double garage with store area at the side – 12 Peter St



Biroomba Lane – Looks to be one of the older style garages(21 Best St) in the street and yet look at its size, probably built around the era that 33 Best Street was built. Looking at your 1971 imagery it was already there.

So after all those examples of outbuildings in the same block to put such harsh restrictions on garages in rear lanes does not serve any great purpose. The common theme is that there is no theme to these rear lane frontages, which at the end of the day does it really matter, after all isn't it is the residence and front streetscape that is what is worth preserving.

When these houses were originally built most families would not own 2 cars, nor would they have a boat, caravan, trailer, etc whereas now this has completely changed. Nearly all couples have a car each, not to mention the kids who don't move out till about 25 if you're lucky, and then most families have a trailer, boat, or similar. So in order that these vehicles are not clogging up the streets in these area maximum vehicle storage is a must.

The owner of this residence in their retirement's years are wanting to do some caravanning and would like to store the caravan within their own shed. Therefore, part of this garage has been designed with extra length, a higher than normal ceiling height, and a higher 3.0m door which is required to fit today's standard size caravan in.

Next to this area we are back to a standard garage size & height, and then next to this is space for the owner to store his hobby equipment, garden tools, general tools, etc.

The other reason for providing this amount of space is to lock up all these items securely. A lot of theft happens not just down in this area but all over Wagga currently and if items can be housed securely away then it can certainly help reduce the chance of a crime occurring and certainly reduce the chance opportunistic crime (crime that occurs when the opportunity presents itself).

Height

The ceiling height of the garage has been increased from the minimum of 2400mm in the DCP to 2700mm for the main part. A garage door cannot fit within a 2400 ceiling height and still provide a decent opening height for either a car/trailer or boat.

The ceiling provided for the caravan is 3600mm which is needed for a 3000mm high roller door to roll up into.

The height of the garage ceiling & roof is still well below the main residence height.

The extra height will not have any effect on overshadowing, privacy or views of neighbouring private open space. The only thing it may shadow is an existing shed on the southern side.

Note: the overall ridge height of the roof over the 3600mm garage finished flush with the height of the main garage – so the caravan storage is able to be achieved within the same overall height as the standard garage with a standard pitched roof over.

Overall sizes

The garage itself is slightly over the 6m width being 7m internally. This is to allow enough space for parking both a vehicle and the caravan. It also allows the roller doors to be a bit wider to fit these vehicles in.

The extra remaining width will be used to create the hobby/storage area.

Most of the garage is well under the depth allowed in the DCP control of 7.5m. with only the side bay housing the caravan being longer to fit it in.

Roof Pitch

The roof pitch is in-keeping with council controls of 27 degrees which is the roof pitch allowed over both parts of the outbuilding.

Garage Door

Two larger single doors have been selected over council's nominal 2400mm wide doors. The reason is common sense and provides a much safer and user-friendly option.

1. it provides clearer lines of sight for driver when reversing out.
2. provides an easier access for elderly or less confident drivers.
3. better access for trailer/caravan storage, which even at this width would not be able to be reversed in by a car and would require a controllable jockey wheel.

DESCRIPTION OF SITE AND RESIDENCE & CONTRIBUTION TO STREETScape

The allotment is located at the southern end of Best St, Wagga Wagga and is on the east side of the road.

The allotment has pretty much no slope with possibly a gentle fall to the front.

The single storey residence most probably built in the 1960's with a light brown face brick, hipped façade, tiled roof, and aluminum windows. This is not typical construction of this area and does fit in with surrounding conservation area development. Also noted in John Outram's letter.

The rear of the existing residence includes a small outbuilding (probably a l'dry area), skillion Patio and a free-standing garage/shed.

HISTORY OF THE PROPERTY

The house was built around the 1960's.

The current owners have had the house since 2018.

Other than this, little information is known.

DESCRIPTION OF EFFECTS FROM THE PROPOSED DEVELOPMENT

This proposal will bring the property up to an acceptable current living standard for the central area and ensure a continued life for many years to come. Encouraging others in the area that see the improvements to do likewise.

The improvements will enhance the look & value of the building greatly and help to bring into a level that will match in with the existing neighbourhood.

PEDESTRIAN AND VEHICLE MOVEMENTS

Pedestrian access will remain unchanged, with clear access to the front yard and door through a gate.

Vehicle access to the site remains unchanged with a single carport located at the front and rear lane access to a garage at the back.

The 2 parking areas will help in freeing up the street parking which is currently full all day. On my first onsite meeting with the clients which was at 9.30 in the morning I tried parking on both sides of Best Street but there were no spare spaces, I had to park in Fox St and walk a block back to the house. Thus another good reason for allowing extra parking to the rear lanes.

John Outram did provide an alternative that we could keep the existing brick garage a storage shed and then add a separate double garage. But due to the state of the existing garage the owners chose not to spend money on a building that clearly had foundation issues with quite large cracks in the structure.

In saying that the overall scale of the building we are now proposing is similar in size & site coverage to what John Outram was mentioning, being a new double garage plus the existing single brick shed.

SOCIAL IMPACT

The overall property is in need of an up-grade to bring it up to today's standards, and this proposal will certainly provide that.

The new street façade will certainly improve the look of the building which currently looks out of place in the area and looks like something you would see in the older outer suburbs like Tolland & Mount Austin.

The improvements can also encourage other people in the vicinity to do the same to their houses.

OPERATION AND MANAGEMENT

The property is a single-family residence and will remain the same.

PRIVACY AND OVERSHADOWING

The proposed new development will not cause any major overshadowing concerns.

The roof over the extension has been stepped to a skillion on the southern side, which in turn breaks up the roof, decreases its overall bulk and reduces any overshadowing.

Privacy to adjoining residences will be much the same as it is now. The land is flat & the floor is on the ground, so lines of sight will only be into the side fences.

SOIL, WATER AND SEWERAGE

Soil

Very little earth works will be required for this development. The only material to leave the site will be that removed to allow for new services and footings. All surplus soil removed, will be disposed of at a registered clean fill site.

Water

All storm water collected will be piped to the existing street kerb and gutter.

Sewerage

All sewerages lines will be installed and connect to the existing boundary riser.

ENERGY EFFICIENCY

The extension to the residence is over \$50,000 and thus is subject to State Government BASIX requirements. A Basix certificate is provided.

FIRE SAFETY

Fire Safety requirements for this project will be met by the installation of Smoke Alarms as required.

DEMOLITION

Demolition on site will include:

- Removal of the existing garage/carport
- Removal of some existing brick walls & timber roof members.
- Removal of rear skillion roof areas including roof material
- Removal of any paths and or paving

All materials removed will be kept separate where practical and reused or taken to a registered recycling or waste disposal centre.

Should asbestos material be found as part of these works, all will be removed in accordance with Workcover Authority of NSW. As outlined in the associated specification.

LANDSCAPING

Some existing landscaping on the site will be removed, namely to the rear. There are no existing trees to be removed.

At the completion of construction all areas will be re-landscaped in keeping with the location and building period style.

CONTAMINATION

The site is within a residential area & has been used as a single residence since the 1960's. It is not expected there will be any contaminated material within this site.

COLOUR SCHEME

The proposed colour scheme for the residence is pretty much the same as what it is now with the front elevation paint colours to remain the same as it is now.

Walls – Face brickwork to remain

Walls – render & paint finish to new front brickwork – Colorbond – Woodland grey

Gables – Shale Grey with Woodland grey trim

New Windows & Doors – Colorbond Woodland grey

Porch posts - Colorbond - Windspray

Downpipes – Colorbond – woodland grey

Gutter – Colorbond – woodland grey

Fascis & Barges – woodland grey

Roof – Colorbond – woodland grey

Garage - Windspray

Garage Door – Colorbond “Shale Grey”

Front fence – brick - Woodland grey , panels - windspray

Colorbond – Woodland grey



Colourbond – Windspray



Colorbond - Shale Grey

The colour displayed here is an electronic representation only, actual paint colours will be different.