

# **STATEMENT OF ENVIRONMENTAL EFFECTS**

**DEMOLITION OF EXISTING STRUCTURES, REMOVAL OF TOTAL 3 TREES AND NEW PROPOSAL OF ATTACHED 12 TOWNHOUSE DEVELOPMENT WITH STRATA SUBDIVISION.**

**83-85 CANBERRA STREET, OXLEY PARK NSW 2760**

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## **1. INTRODUCTION**

### **1.1 Overview**

This Statement of Environmental Effects (SEE) supports a Development Application (DA) to Penrith City Council.

The proposed development includes demolition of existing structures, removal of a total of 3 (three) trees and new proposal of attached 12 townhouse development with strata title subdivision.

The site is Zoned R3 Medium Density Residential as per Penrith City Council's Local Environmental Plan 2010 and is permissible with consent.

This statement describes the proposed development and subject site in details and undertakes an assessment of the proposal against the relevant aims, objectives, and development provisions of Council's LEP and DCP, and Section 79C (1) of the EPA Act.

### **1.2 Legislation, Environmental Planning Instruments and Policies to be Considered**

This application has been prepared in the context of the following relevant and applicable policies:

- Penrith City Council Local Environmental Plan (LEP) 2010
- Penrith City Council Development Control Plan (DCP) 2014

### **1.3 Consent Authority**

The consent authority for this application is Penrith City Council.

## **2. THE SITE AND SURROUNDING SUBURBS**

### **2.1 Local Context, The subject site and surroundings and Existing Development**

The site is known as Lot 271-272, DP16937. The subject site is in the suburb of Oxley Park and is in walking distance to local transport. Bus station is approximately 260m<sup>2</sup> North of the development on Brisbane Street.

The sites is currently occupied by a one storey brick and a one storey cladded dwelling with detached garages.

The surrounding area and allotments are primarily of single or double storey dwellings and multi-dwellings.



Images from <https://www.sixmaps.nsw.gov.au/>

### 3. DEVELOPMENT PROPOSAL

#### 3.1 Objectives and Details of the Proposal

The development proposal consists of demolition of existing structures and a total of 3 (three) trees and new proposal of a 12 townhouse development with strata sub division.

The development has been designed with the new dwellings being proposed to illuminate and maximize privacy concerns to the immediate neighbours.

The scale of the proposed development is designed to be compatible with the residential developments in the immediate vicinity. The proposed facade has been designed to complement the architectural character of the area and has been articulated to reduce the appearance of bulk.

The proposed development establishes a streetscape of scale and sense of enclosure appropriate with the area. The proposal provides unobtrusive and convenient vehicle access and parking.

The proposed buildings provide a modern architectural expression with the use of massing, texture and colour.

The building elements lighter textures and materials. Segmentation through horizontal and vertical expression assists in reducing the visual mass of the elevations, particularly the front elevation

The proposed development provides reasonable space for landscaping, private open space, and solar access.

<b>SITE INFORMATION</b>	
<b>SITE AREA</b>	2,194.40m <sup>2</sup>
<b>UNITS 1-5</b>	
PROPOSED RESIDENCE G. FLOOR	37m <sup>2</sup>
GARAGE	17.05m <sup>2</sup>
ALFRESCO	11m <sup>2</sup>
PROPOSED RESIDENCE F.FLOOR	70.69m <sup>2</sup>
<b>TOTAL FLOOR AREA</b>	107.69m <sup>2</sup>
<b>PRIVATE OPEN SPACE</b>	31.75m <sup>2</sup> MIN
<b>CAR PARKING</b>	2
<b>UNIT 6</b>	
PROPOSED RESIDENCE G. FLOOR	51.92m <sup>2</sup>
GARAGE	17.05m <sup>2</sup>
ALFRESCO	9m <sup>2</sup>
PROPOSED RESIDENCE F.FLOOR	70.69m <sup>2</sup>
<b>TOTAL FLOOR AREA</b>	122.61m <sup>2</sup>
<b>PRIVATE OPEN SPACE</b>	92.63m <sup>2</sup>
<b>CAR PARKING</b>	2
<b>UNIT 7</b>	
PROPOSED RESIDENCE G. FLOOR	47.92m <sup>2</sup>
GARAGE	17.05m <sup>2</sup>
ALFRESCO	7.92m <sup>2</sup>
PROPOSED RESIDENCE F.FLOOR	70.69m <sup>2</sup>
<b>TOTAL FLOOR AREA</b>	118.61m <sup>2</sup>
<b>PRIVATE OPEN SPACE</b>	85.22m <sup>2</sup>
<b>CAR PARKING</b>	2
<b>UNITS 8-12</b>	
PROPOSED RESIDENCE G. FLOOR	37m <sup>2</sup>
GARAGE	17.05m <sup>2</sup>
ALFRESCO	11m <sup>2</sup>
PROPOSED RESIDENCE F.FLOOR	70.69m <sup>2</sup>
<b>TOTAL FLOOR AREA</b>	107.69m <sup>2</sup>
<b>PRIVATE OPEN SPACE</b>	31.75m <sup>2</sup> MIN
<b>CAR PARKING</b>	2
<b>TOTAL FLOOR AREA</b>	1,210.43m <sup>2</sup>
<b>PERMEABILITY</b>	38%
<b>MAX BUILDING HEIGHT</b>	7m

COMPLIANCE TABLE
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The following clauses of the Liverpool Council LEP 2008 have been considered for the proposed development:

<b>Penrith Council – Compliance Table for 83-85 Canberra Street, Oxley Park</b>			
<b>Clause</b>	<b>Clause Summary</b>	<b>Proposed Development</b>	<b>Compliance</b>
4.1(3)	<p><b>4.1 Minimum subdivision lot size</b></p> <p><i>(3) The size of any lot resulting from a subdivision of land to which this clause applies is not to be less than the minimum size shown on the <b>Lot Size Map</b> in relation to that land.</i></p> <p><i>R3 Medium Density – 1200 square meters.</i></p>	<p><i>R3 Medium Density – proposed development has a minimum lot size of 2,194.40 square meters.</i></p>	<b>Yes</b>
4.3(1)	<p><b>4.3 Height of Building</b></p> <p><i>The objectives of this clause are as follows:</i></p> <p><i>(a) to establish the maximum height limit in which buildings can be designed and floor space can be achieved,</i></p> <p><i>(b) to permit building heights that encourage high quality urban form,</i></p> <p><i>(c) to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,</i></p> <p><i>(d) to nominate heights that will provide an appropriate transition in built form and land use intensity.</i></p> <p><i>Total height limit is 8.5m based on Penrith Council's LEP 2010.</i></p>	<p><i>The proposed development complies with the height limit by having a total 7m maximum building height throughout the development.</i></p>	<b>Yes</b>
4.3(2)	<p><i>The height of a building on any land is not to exceed the maximum height shown for the land on the <b>Height of Buildings Map</b>.</i></p>	<p><i>The proposed building satisfies the height limit in the heights of buildings map. The Highest ridge line is below the maximum height of 8.5m from natural ground.</i></p>	<b>Yes</b>

4.4(2)	<p><b>4.3 Floor Space Ratio</b></p> <p><i>The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the <b>Floor Space Ratio Map</b>.</i></p>	<p><i>The proposed development does not have a floor space ratio requirement based on Penrith Council's LEP Floor Space Ratio Map.</i></p> <p><i>The size of the proposed development is based on the landscaping requirements and setbacks.</i></p>	<b>Yes</b>
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<b>Penrith Development Control Plan 2014 – Compliance Table for 83-85 Canberra Street, Oxley Park</b>			
	<b>Clause Summary</b>	<b>Proposed Development</b>	<b>Compliance</b>
<b>Part 2.4</b>			
<b>2.4.5</b>	<b>Front and Rear Setbacks</b>	<p><i>Minimum rear setback for a single storey building (or anyh single storey component of a building) is 4m.</i></p> <p><i>The minimum rear setback for a two storey building (or any two storey component of a building) is 6m.</i></p> <p><i>Adapt a front setback that matched the neighbourhood character</i></p>	<b>Yes</b>
<b>2.4.6</b>	<b>Building Envelope and Side Setbacks</b>	<i>The development complies with the building envelope for the site.</i>	<b>Yes</b>
<b>2.4.7</b>	<b>Driveways and Parking Areas</b>	<i>Provide on site parking at a level that encourages use of public transport. Minimize the area required for parking, encourage convenient parking, allow easy access to parking making areas and maximise the area available for landscaping and gardens</i>	<b>Yes</b>



<b>2.4.8</b>	<b>Landscaped Area</b>	<i>Minimum landscaped area for R3 Medium Density Residential total of 40%</i>	<b>No</b>
<b>2.4.9</b>	<b>Solar Planning</b>	<i>To recognize the reasonable expectation for a dwelling to have the ability to access sunlight</i>	<b>Yes</b>
<b>2.4.14</b>	<b>Design of Dwellings and Private Courtyards</b>	<i>Have a minimum 25sqm</i>	<b>Yes</b>
<b>2.4.15</b>	<b>Garage Design</b>	<i>Minimize disruption to traditional or established streetscapes by concealing from the street</i>	<b>Yes</b>

### 3.2

#### Subdivision

##### Strata Title Subdivision

#### 3.3 Traffic and Car parking

The parking will be as per plans submitted. Total of two visitor parking spaces as required by Penrith Council's DCP.

#### 3.4 Waste Management

*All waste management is to comply with PENRITH CITY COUNCIL'S WASTE MANAGEMENT REQUIREMENTS.*

#### 3.5 Solar Access

There will be little **Shadow** impact from the proposed development. The private courtyards of adjoining properties receive over 4hrs of sunlight in mid-winter.

All rooms contain windows to provide direct light and ventilation.

The proposed complies with Clause 15.10 **private open space** which requires the proposal to comply with Clause 14.2.2 which specifies "at least 50% of the minimum private open space area shall receive not less than 4 hours of direct Solar access

between 9am and 3pm midwinter (21 June).” All private open space areas of the proposed dwellings and adjoining dwellings comply with this requirement.

### 3.6 Privacy

Privacy is of very little concern. All windows do not have direct view into adjoining properties living areas and private open space.

The privacy of the dwelling is protected by the setback, windows, and landscaping.

The proposed setbacks of the residence provided visual and acoustic privacy from adjoining dwelling.

The internal layouts of the dwellings have been designed to minimize overlooking of living areas and private open space.

The windows of the dwelling are located so they do not provide direct and close views into the windows of the adjoining properties.

### 3.7 Statutory Requirements

The site is not identified as being an Item of Heritage or within a Conservation Zone.

All design issues have been addressed, and it can be clearly seen that the development will in no way cause any environmental impacts on the neighbouring properties.

**Landscaping, Parking & Access** will be as per the plans submitted.

Generally, the proposed development fits in with and will not cause any undue problems with the surrounding developments and is in line with this locality’s future planning and development objectives.

### **Access, Transport & Traffic**

The proposed development is unlikely to result in any unreasonable safety or efficiency impacts on the local traffic network.

### **Public Domain**

The proposed development is considered to provide a positive contribution to the public domain.

### **Utilities**

The site is presently serviced by all necessary utilities.

## **Heritage**

The proposed development does not result in any adverse heritage impacts.

## **Other Land Resources**

The proposed development represents an efficient and economic use of land resources.

## **Water**

The proposed development is unlikely to result in any water quality impacts.

## **Soils**

The proposed development is not affected by Acid Sulphate.

## **Air & Microclimate**

The proposed development is unlikely to result in any air or microclimate impacts.

## **Flora and Fauna**

The subject land has forms part of a highly urbanised environment. No threatened or endangered flora or fauna is likely to be affected by the proposed development.

## **Waste**

The proposed development will generate waste only and the site provides adequate waste storage opportunity as address in this SEE.

## **Energy**

The proposed development incorporates passive energy efficient design techniques.

## **Noise and Vibration**

Notwithstanding the construction phase, the proposed development is unlikely to generate any unreasonable noise or vibration impacts. Construction related impacts can be reasonably controlled through conditions of Development Consent.

## **Natural Hazards**

The subject site is not constrained by any natural hazards.

### **Technological Hazards**

None present.

### **Safety, Security and Crime Prevention**

The proposed development is considered acceptable with regard to this issue.

### **Social Impact in the Locality**

The proposed development is unlikely to result in any adverse social impacts.

### **Economic Impact in the Locality**

Having regard to the industrial nature of the proposed development, no significant economic impacts are expected.

### **Site Design and Internal Design**

The site design and internal design have been assessed in detailed within this report. The proposal is considered to provide logical and appropriate responses to site and achieves a good level of land use efficiency.

### **Construction**

Construction related impacts can be reasonably addressed through conditions of consent.

## **Cumulative Impacts**

The proposed development is unlikely to result in any cumulative impacts.

### *(c) The suitability of the site for the development*

Whilst it is the case that the subject site is zoned for the development, the design provides a sophisticated and appropriate response to that constraint. Additionally, local context analysis has demonstrated that the proposed development will not prejudice the orderly and economic development of adjoining lands and will not jeopardise good amenity outcomes arising from such future development.

### *(d) Any submissions made in accordance with this Act or the regulations*

None at this stage.

### *(e) The public interest*

There are no aspects of the proposed development which are considered to be inconsistent with the public interest.

## **4. CONCLUSION**

The proposed development has been assessed against the long-term requirements of Penrith City Council LEP and DCP. This Development is a form of development that is desirable.

The proposed development will have no significant adverse impact on any other adjoining or nearby properties.

The site can adequately accommodate the proposed development, which fits into the locality, and will satisfy the Council's present and future planning objectives and controls for the site and the overall precinct. Therefore, the Council could reasonably approve the proposed development in the manner and form submitted.