

# **STATEMENT of ENVIRONMENTAL EFFECTS**

**For**



**Lot 279, No. 2 Anchorage Street,  
St. Clair NSW 2759  
DP 708572**



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design & interiors

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## 1.0 INTRODUCTION

This report has been prepared to provide supplementary information for the attached proposal to construct a new double storey brick veneer dual occupancy residence, metal sheet roof, on concrete waffle pod slab construction, with 2 car garage under the main roof of each unit and general living areas, all as detailed in the architectural plans as submitted with the application.

Consideration has been given to:-

- Ensuring a high standard of development
- Preserving the amenity and character of the local streetscape; and
- Optimising the utilisation of land.

## 2.0 SITE DESCRIPTION

The site comprises of Lot 279 in DP 708572 in the established suburb of St Clair. The subject land is located on the high side of the road.

Lot 279 has a total area of 814.60m<sup>2</sup> and is a regular corner lot with dimensions of approximate 25.4m across the prime frontage and approx. 27m across the secondary frontage with a splay of approx. 5.8m creating the corner of the lot. On the RHS side boundary the dimension is 34.21m and 24.5m across the rear boundary.

The site has a fall of approximately 500mm from the rear boundary to the front boundary.

The site currently has a single storey brick veneer residence with a detached garage and metal awning.

There is no easement on the Lot.

Sewer runs across the front of the property.

The site is affected by flooding.

The site is not affected by bushfire.

The site will not be affected by the proposed Badgery's Creek Airport.

The road is a bitumen sealed road with kerb and gutter.

## 3.0 DETAILS OF THE PROPOSAL

The proposal is to demolish the existing single storey, brick veneer residence and construct a double storey brick veneer duplex with a total floor area of 618.50m<sup>2</sup>. Each unit has a street frontage with double garages under the first floor area. Each unit contains 4 bedrooms upstairs with associated bathrooms, living, dining, kitchen, and study downstairs with a WC and laundry. Each unit has a Patio off the lounge/dining area which has direct access to the Principal Private Open Space. Each unit has a porch / verandah which forms part of the front façade.

Both garages face Anchorage Street due to the positioning of existing trees which are located

on the Council strip. The driveways have been designed to avoid the removal of these established trees. These 2 trees are to be retained in accordance with Councils DCP C.2 Vegetation Management guidelines. However, there are 2 small sized Eucalyptus trees which will be in the way of the driveway and we seek Council approval to remove these trees. The proposal is also to subdivide Lot 279 of 814.6m<sup>2</sup> into Lot 279A with an area of 394.06m<sup>2</sup> and Lot 279B with an area of 420.54m<sup>2</sup>.

#### 4.0 STATUTORY COMPLIANCE

The subject site is zoned R2 Low Density Residential. The proposed development is identified as development permissible with the consent of the Council under the provisions of the Environmental Planning and Assessment Act 1979, Penrith Local Environmental Plan 2010 and the provisions of the Development Control Plan 2014 where construction of dual occupancy dwelling houses is permissible. The proposed development is considered to be permitted within these provisions subject to Council consent and consistent with the relevant zone objectives where the proposed development:

- Has been designed to be of low impact and is integrated into its surroundings
- Is compatible with the infrastructure services and facilities in the local community
- Is compatible with the surrounding development
- Will not adversely affect the locality

The subject development has taken into consideration the objectives and controls outlined in the Penrith City Council's 2014 Development Control Plan (DCP) Part B, C and in particular to Part D Specific Land Uses/ Activities. D2 Residential Development 2.2 Dual Occupancy as well as the following:

- The Development is to enhance the existing or planned town/residential character and streetscape.
- The form, scale and siting of buildings, and the materials and colours are to be appropriate to the character of the area.
- Garages are not to dominate the house and the streetscape.
- Building design should be articulated to reduce the scale of the building.
- Setbacks are to enhance or create landscape features, and maintain visual and acoustic privacy.

In addition to the above, we seek consideration to Part D 2.2 Dual Occupancy Clause 2.2.6 Building Envelope and Side Setbacks of the Penrith City Council Development Control Plan (DCP) 2014 as follows

- **2.2.6 Building Envelope and Side Setbacks** The proposed dwelling has varied RHS setbacks with a minimum of 0.985m at the closest point and set further back, along the RHS boundary. At the front façade of Unit A, the First Floor RHS setback to the boundary is approximately 4.150m and only the eave encroaches over the Building Envelope. The section of the garage parapet wall on the Ground Floor encroaches approx.1.3m<sup>2</sup> which is minimal considering the proportions of the façade.

Consideration for the above is sought as the proposed dwelling demonstrates a high quality of architectural design, through the use of articulation to reduce building scale and bulk, as well as alternate building finishes/ materials and landscaping to minimize hard surface areas, and so therefore be sympathetic to its existing surrounding and streetscape.

In addition, the front setback of approx. 10m equal to that of the neighboring property helps in reducing the scale and bulk of the proposed dwelling as it is a fair distance away from the street.

- **C.2 Vegetation Management** The design of the proposed dwelling has taken into consideration the location of the trees and vegetation on site. The garages of each unit face Anchorage Street and the driveway entry is from a central location then fanning out to each garage, to avoid the removal or disturbance of the 2 established trees that are on the Council strip. However due to other site and design constraints, it is unavoidable to design the driveway to avoid the removal of 2 smaller eucalyptus type trees that are centrally located in the front setback area.

Consideration for the above is sought as the proposed garage and driveway locations have been designed to avoid the 2 larger, established trees. Relocating garages to alternate locations will have detrimental effects on the design of the units in regards to solar access and design functionality. Therefore we seek Council's approval to remove the 2 smaller trees within the driveway area. Furthermore, these 2 smaller trees are very likely to impact the main sewer line in future as they are located very close to the sewer line. To compensate the removal of these 2 smaller trees the proposal includes additional trees as part of the landscape design.

## 5.0 ENVIRONMENTAL EFFECTS

### 5.1 Visual Impact

The scale and appearance of the development is designed to be compatible with existing residential development in the immediate vicinity.

The proposed units incorporate a front porch, centrally located to the units and are forward of the front elevations. The front porches extend forward of the allowable front setback, however comply with the allowable 1.5m encroachment overhang.

The double car space garage sits under the main roof and sits back approx. 10m from the front boundary of Unit A (Primary Façade) and an approx. 5.5m side setback for Unit B (Secondary Façade) however, the garage for Unit B faces Anchorage Street. There is a parapet wall and column design feature over the entry porch which creates articulation to the front facade. The second storey level is partly set back from the ground floor level with staggered cladded walls which also emphasises architectural elements and articulation as well as introducing different building materials and finishes for aesthetics.

The front façades are non-symmetrical creating articulation, reducing bulk and adding interest to the appearance of the building.

The colour scheme and materials selection, is sympathetic to the existing character of the area, it shall enhance the residential amenity of the area and shall be complimented by appropriate landscaping.

### 5.2 Proximity of the Site Services

The site is fully serviced with telephone, electricity, water, gas and sewerage.

The site is located within the established suburb of St Clair with access to parks and

playgrounds, specialty shops, clubs and hotels, schools and childcare centres. A short drive to St Mary's train station and access to main roads such as, Mamre Rd and the M4 Motorway and the future Badgerys Creek Airport.

### **5.3 Landscape**

The landscape proposal will aim to create interesting and useful spaces while achieving privacy for the residence and adjoining properties as well as complementing the area. The site will be fully landscaped by the owner after construction is completed via the use of suitable landscaping, paths, driveways and fencing. The landscape design has taken into consideration the removal of 2 existing trees and has compensated it by proposing additional trees.

### **5.4 Traffic Generation**

The site is in an area with minimal traffic and therefore is anticipated that there will be no problems with site access and egress. Based on the number of dwelling occupants and future traffic generation will be low and have minimal impact on current traffic flows.

### **5.5 Privacy and Solar Access**

To maintain visual privacy and avoid overlooking the location of the building and windows ensures that the privacy of the residents is maintained. It is considered that privacy will be enhanced through the design of articulated areas and the allowable setbacks to the rear boundaries. The orientation of the proposed living areas and Private Open Spaces ensures that each unit receives the minimum 3 hours of solar access as required.

### **5.6 Erosion Control Measures**

Appropriate measures will be implemented during demolition and construction to mitigate against soil erosion and sedimentation. After construction is complete, the site will be cleaned of all builders' debris, trenches filled and grounds graded to shed surface water away from the dwelling but ensuring there is no concentration onto adjoining properties.

### **5.7 Stormwater Disposal**

Stormwater from the roof area will be collected in a min. 1500L aboveground rainwater tank with an overflow to the street. Site drainage is to be provided to create adequate provisions for the disposal of ground water away from the house without discharge onto adjoining properties by means of contouring of the site ground levels to surface drains or pits. Ground water shall NOT be directed to the rainwater tank.

### **5.8 Energy Efficiency / Water Conservation**

The design of the proposed development takes into consideration energy efficiency measures so that the dwelling is constructed and configured to minimize the energy required for space heating/cooling and lighting. The proposed development has been designed in accordance with the BASIX certificate accompanying this application.

### **5.9 Flood Measures**

The property is shown on Council's flood mapping as potentially affected by overland flow flooding (refer to the map below). The 1% AEP local overland flow flood level affecting the subject property is **52.0m AHD**. The required flood planning level for the site is the level of a 1:100 ARI (average recurrence interval) flood event plus 0.5m freeboard, which for this site would equal an RL of **52.5 AHD**.

The floor level for the proposed habitable rooms for each of the proposed units is RL 52.5 , with garages situated at the lowest point with a floor level of RL 52.328 for Unit A and RL 52.157 for Unit B garage. Consideration of the max 500mm cut and fill has been taken into account and the proposed dwelling will be constructed with perimeter dropped edge beams to achieve the required floor levels.

Therefore, the proposed dwellings are located above the flood planning level and are considered to comply with the requirements of Clause 7.2 of the LEP 2010.



Extract of Council Flood Map

### 5.10 Bushfire Measures

The site is NOT affected by bushfire.

### 5.11 Acoustic Measures

Lot 279 is NOT affected by the proposed Badgery's Creek Airport and therefore no acoustic measures are requirements.

### 5.12 Demolition

The proposal seeks approval for the demolition of an existing brick veneer, single storey dwelling with attached metal awning and a clad double garage. The construction of the existing dwelling and outbuildings is estimated to have been built in the mid 1980's to mid 1990's and an inspection by a qualified asbestos consultant should be sought prior to any demolition work being carried out. All waste building materials from the demolition should be salvaged and recycled or repurposed where possible as per the Waste Management plan accompanying this application.

## **6.0 CONCLUSION**

The Dual Occupancy development proposal, being for a double storey duplex, is considered permissible within the R2 Low Density Residential under the provisions of the Penrith City Council DCP 2014 – LEP 2010 where construction of dual occupancy dwelling houses is permissible subject to Council approval and that the proposal is consistent with the zone objectives outlined within it.

The dwelling is designed to be built within the allowable setbacks, ensuring that its size and scale is compatible with the vision, character and design principles of the Development Control Plan 2014.

Accordingly, it is put forward that the development proposal is supported.