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STATEMENT OF ENVIRONMENTAL EFFECTS

MID-WESTERN REGIONAL COUNCIL

AUGUST 2021

**CONSTRUCTION OF AN ATTACHED DUAL OCCUPANCY WITH
TORRENS TITLE SUBDIVISION.**

Prepared For:

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Prepared By:

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In Respect Of:

Lot 3 Deposited Plan DP 1267151

Known As:

5 Croake Way, Mudgee

CONTENTS

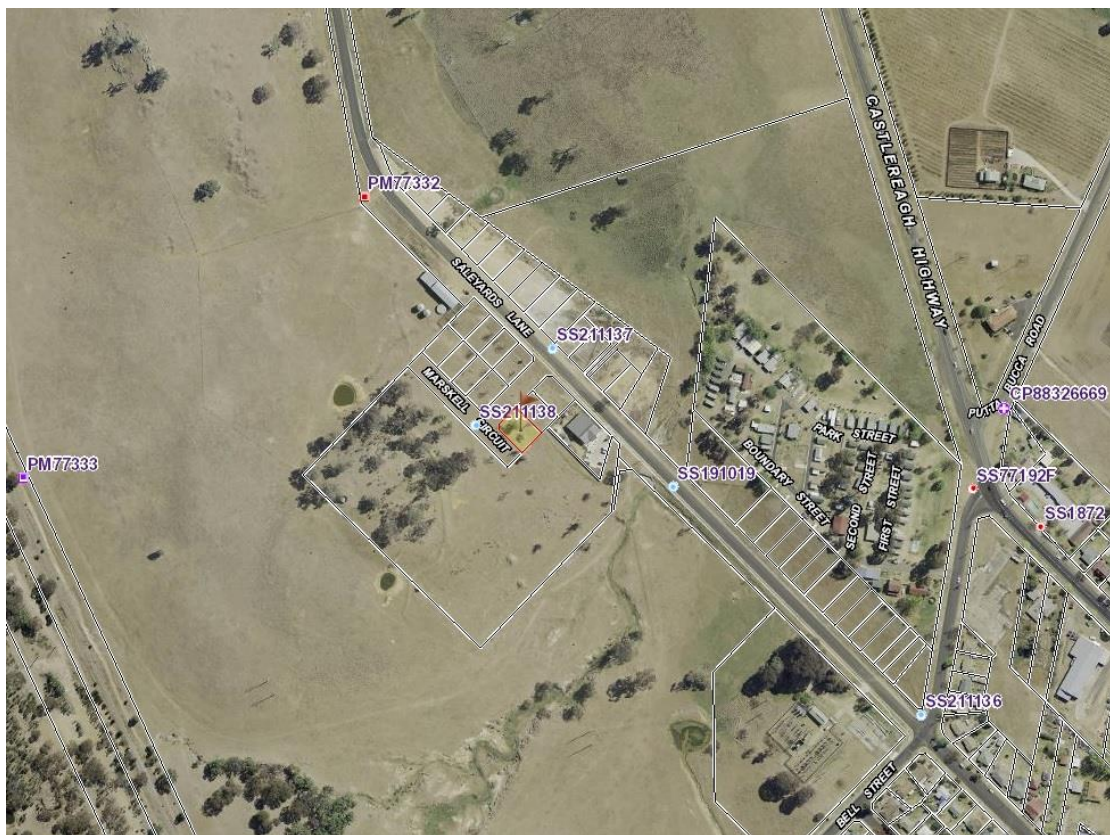
1. INTRODUCTION.....	3
2. SITE SUITABILITY	4
3. PRESENT AND PREVIOUS USES.....	4
4. DESIGN GUIDELINES	5
5. STORMWATER.....	7
6. ACCESS AND TRAFFIC.....	7
7. PRIVACY AND VIEWS	8
8. AIR AND NOISE	9
9. BUILDING CODE OF AUSTRALIA & FIRE SAFETY.....	9
10. CONCLUSION	10

1. INTRODUCTION

This document comprises a Statement of Environmental Effects to accompany a Development application for the Construction of an Attached Dual Occupancy at No. 5 Croake Way, Mudgee.

This report aims to assess the potential impacts and environmental effects of the proposed development of the subject site under section 79C of the Environmental Planning and Assessment Act 1979.

The subject site is located on the north-western corner of Croake Way and Marskell Cct, running perpendicular to Saleyards Lane. It is a site containing one lot registered as Lot 3 in DP 1267151 (**Refer to map below for location**)



“sourced from six maps”

The subject site is bounded by a primary frontage to Croake Way, of 21.610m, a secondary frontage to Marskell Cct, of 29.060m, a 4.245m corner splay, a north-eastern side boundary of 32.060 and a rear boundary of 24.610m comprising a total site area of 784.5m². The site has a consistent setback with adjoining properties.

Existing Improvements

Currently, the site is vacant.

The Surrounding Locality

This site is situated in general residential/rural surroundings that contain the usual one and two storey residential developments of low to medium density. These developments are predominately made from masonry materials consisting of face brick with tiled roofs. There are also forms of cladding and colorbond roofs. Non-residential developments in the area include Gowrie NSW Childcare Centre & Mudgee High School, as well as open spaced parks and ovals being the main non-residential uses in proximity to the site.

The current surrounds are undergoing a transition from rural to a suburban appearance with the current and proposed subdivision pattern. The future appearance being tree-lined with landscaped front setbacks. The setbacks are to be consistent in each street within the current & proposed subdivision pattern. Dwelling houses within the immediate precinct are new buildings consisting a mixture of construction materials.

Currently adjoining the site to the north-east is a site undergoing construction & to the south-east is a vacant site.

2. SITE SUITABILITY

The subject site has not been identified by Council as being subject to soil instability, subsidence, slip, mass movement, flooding, bushfire and geotechnical issues or any other hazards. The proposed development will not increase the likelihood of such hazards occurring. The site is however highlighted as containing high Terrestrial Biodiversity and will be subject to compliance with Clause 6.5 of Mid-Western Regional Council's LEP

Transport and other services lie in close proximity to the subject site. These services include recreational facilities such as Reserves and Parks. Transport services are found within approximately 450m from the site at Mudgee. Furthermore, the local commercial and shopping centre, is located approximately 2km away.

The proposed dual occupancy has been designed to respect the existing & future character of the adjoining residential developments as well as to provide a high degree of amenity for future residents of the development. The design of the proposed works will be beneficial to the scenic quality of the site in the immediate locality. The proposal is not likely to generate any adverse environmental impacts and respects the amenity of the surrounding neighbourhood.

3. PRESENT AND PREVIOUS USES

This site is currently zoned residential. The present use of adjoining land and surroundings properties are transitioning from rural to residential use.

The proposed development consists of an attached dual occupancy. The dwellings will contain 3 & 4 bedrooms. Each dwelling will have appropriate provisions of private open space to the rear. The proposal also includes Torrens title subdivision,

this has been done in accordance with Councils Residential DCP 2013 & LEP clause 4.1B.

4. DESIGN GUIDELINES

Streetscape

As indicated, the proposed building comprises of a primary front setback of 4.5m to Croake Way & secondary setback of 2m to Marskell Cct, this complies with Council's front setback requirements of 4.5m & 2m for residential development consistent with the future neighbouring setbacks. Therefore, the proposal is considered acceptable and in compliance with the consistency of the streetscape. The setback to be provided will enhance and improve surveillance of the street, helping to define buildings along the street and contribute to the upgrading of the street.

Furthermore, the proposed building will contain a massing that is consistent with the future development in the street, as it will contain a form and articulation that will improve the aesthetical appearance of the site from Croake Way & Marskell Cct. This proposal will complement and conserve the visual character of the street. With this notion, the nature of the enclosure and impact of existing development on the street will be minimised.

The development will emphasise a well- structured landscaped setting at the front which will further enhance the streetscape in a positive manner. The proposal is consistent with Council's requirements and will not challenge any existing buildings.

The use of materials such as face brick & render to the facade ensures the proposed building will blend into the future neighbouring environment and will minimise the bulk and scale of the proposed dwellings.

In summary, it can be said that this proposed site will have a positive impact on the streetscape with an acceptable increase in floor space for the site, whilst reducing impacts with surrounding properties. In this regard, the design will add to the future diversity of styles within the street and is not likely to challenge or detract from surrounding locality within Croake Way & Marskell Cct.

Mid-Western Regional LEP 2012 & DCP 2013

The property is zoned residential R1 within the LEP 2012 prevailing in the immediate precinct. The proposal is considered to meet the objectives and the relevant environmental planning instruments including Site Coverage, Setbacks, Building Heights and Private Open Space. The proposal endeavours to maintain the spirit of the objectives of council's code and the current development control plan 2013, thereby providing for a high-quality development as would be expected, whilst still ensuring that the client's objectives are thoroughly met. The following calculations & compliance tables demonstrate numerical compliance with the relevant controls.

C A L C U L A T I O N S	
TOTAL SITE AREA = 784.5m²	
LOT 1= 407.6m ²	LOT 2= 376.9m ²
MAX SITE COVERAGE= 392.2m ² (50%)	
PROPOSED SITE COVERAGE= 377.8m ² (48.2%)	
<u>D W E L L I N G 1</u>	<u>D W E L L I N G 2</u>
TOTAL GFA= 164.2m²	TOTAL GFA= 150.9m²
PRIVATE OPEN SPACE REQUIRED = 80m ² 5m x 5m	
P.O.S PROPOSED = 90.7m²	P.O.S PROPOSED = 90.1m²
LANDSCAPING = 136m²	LANDSCAPING = 108.5m²

Compliance Table

Standard	Required	Proposed	Complies
Minimum Lot size	600m ²	784.5m ²	YES
Number of Storeys	2 maximum	1	YES
Height of Buildings	8.5m maximum	5.765m	YES
Front Setback	4.5m	4.5m	YES
Secondary Setback	2m	2m	YES
Side Setback	0.9m	0.900m	YES
Rear Setback	0.9m	5.350m	YES
Solar Access	3hrs – 9am-3pm	3hrs	YES
Car Parking Spaces	2 per dwelling	2 per dwelling	YES

5. STORMWATER

Suitably designed stormwater concept plans have been provided by a qualified stormwater engineer, and form part of this Development application. Stormwater will discharge via council's kerb & gutter onto Croake Way.

6. ACCESS & TRAFFIC

This proposal gives ample opportunity for external (off street) and internal (on site) parking. The proposed dwellings will provide two on site car parking spaces in the form of a single garage and one parking space forward of the building line per Dwelling. This will improve on street parking conditions in the vicinity of the site.

According to the Roads and Maritime Services Guide to Traffic Generating Developments, (the RMS Guide), the house is reasonably large in size, containing three to four bedrooms. Hence, would generate approximately 3-4 daily vehicle trips which include 1 weekday peak hour vehicle trips. Basically, this proposal will generate approximately 3-4 daily vehicle trips which include 1 peak hour trip.

These statistics, under the RMS guide, is considered to be very low and is barely noticeable given that there may be a likelihood that only one additional trip may have to be made during the peak hour. Accordingly, the proposal will not compromise road safety or affect the existing traffic flow within Croake Way or Marskell Cct.

With regards to pedestrian amenity, it can be said that there is sufficient paving that surrounds the site of development, which can be located on the site/landscape plans. This paving contributes to the accessibility of the site by pedestrians and residents. Security is further enhanced through two lighting systems within and out of the proposed site. Automatic sensors contained within the light pole contribute to the security of the area, lighting up when necessary for pedestrian visibility.

Therefore, it is apparent that this proposal is considered acceptable with respect to Council's requirements relating to parking. With this regard, the proposal is not likely to adversely affect road safety or the existing level of traffic, or pedestrians including cyclists within Croake Way or Marskell Cct.

7. PRIVACY & VIEWS

This section will focus on the effects of the proposed development and its amenity of the surrounding area in terms of privacy and views.

The proposed dwellings have been designed in order to provide consistent spatial controls in order to comply with Councils DCP. These DCP proposals comply with setbacks for residential developments. The ground floor living areas have been located such that they minimise overlooking while benefiting from their north-western aspect. The proposed side windows within the north-eastern elevation has been located such that they minimise overlooking into the future adjoining dwelling houses and retain adequate privacy for the occupants of the proposed dwellings by the ground floor fencing and the proposal of highlight windows.

With referral to the landscape plans, it is shown that small trees and shrubs will be planted at the frontages and at the rear of the dwellings. This landscaping will further enhance the notion of privacy with their neighbours and their adjoining dwellings. The proposed dwellings have been designed to ensure that a high standard of visual and acoustic privacy for both present and future occupants. This proposal would not compromise privacy to adjoining or nearby property owners. Privacy has been achieved by design elements such as the orientation of living areas & windows with the provision of screen planting and fencing.

8. AIR AND NOISE

Both the existing and the proposal for the subject site do not have any negative, toxic, or disruptive air emissions. There is no on site or nearby emission hazards as the location of the dwellings contain no spray-painting booths, food premises or oil burning facilities.

Furthermore, the subject site is not located in close proximity of the airport or within any of the Aircraft Noise Exposure Forecast (ANEF) contours. Throughout the development's construction and the life of the building, the proposed development is not likely to generate any significant increase in noise or vibration for the site or adjoining properties.

The dwellings will be designed to alleviate noise from external sources to acceptable levels and will minimise the unreasonable transmission of noise to adjoining dwellings. Noise derived from traffic is the main unwanted noise within the neighbourhood. This is not expected to be an issue given that Croake Way & Marskell Cct are not major traffic routed roads.

Noise derived from the development is likely to be associated with the main living spaces. Sound transmission between the dwellings and the neighbours will be minimal and mitigated by landscaping.

Hence, it can be concluded that this future proposal will not contradict nor effect current air and noise pollutants, emissions or simply will not create residential dissatisfaction.

9. BUILDING CODE OF AUSTRALIA & FIRE SAFETY

The proposed building constitutes the following classification as determined by the Building Code of Australia:

- **Class 1**- one of a group of two or more attached dwellings, each being a building separated by a fire resisting wall.

The Type of Construction of the building is C according to the Building Code of Australia.

The Proposed buildings are to be equipped by active fire safety provisions required by the Deemed-to-Satisfy Provisions of the BCA such as:

Fire Safety Measures	Proposed	Minimum Standard Or Standard of Installation
Smoke Alarm System	YES	AS 3786

The proposed cavity brick party wall has an FRL of 180/180/180 which is far beyond the minimum BCA FRL requirement of 60/60/60 and is to commence at the ground slab.

10. CONCLUSION

In conclusion, the proposed site located at 5 Croake Way, Mudgee, the accompanying plans, and design details incorporated within this report, have been compiled in order to meet and comply with the provisions set out in Councils environmental statements. We submit this proposal in light of the zoning and codes relating to the property. Similarly, the matters of the environment will be complimented and considered in accordance with this proposal.

The proposal has many environmentally friendly qualities, including the provision of new shrubs and trees of a suitable height, spread and location and is not likely to adversely affect the existing mature trees located on adjoining properties. In fact, the new development aims to promote an even better physical appearance especially to the frontage of the site and further enhance privacy of the site.

The proposed site has been recognised in minimising development effects on surrounding properties and follows the natural slope of the land. Given that the proposal will enhance the appearance of the property, it will also renew and blend in with the fabrics of the residential streetscape. Its location and orientation of the site will not jeopardise the views or sunlight access of neighbouring habitans.

The dwellings proposed are consistent with Council requirements with respect to internal and external car park arrangements, which will not adversely affect the existing level of traffic within Croake Way. This proposal will not compromise street safety in terms of pedestrian amenity. This section also complies with the size and design requirements under AS2890.1 – 2004, this emphasises the restrictions to car parking accommodation.

Finally, the proposed dwellings are considered to be of a consistent standard, conforming to all of Council's environmental requirements. The site is suitable for development, maximising appearance, quality and control, and minimising environmental effects.