STATEMENT OF ENVIRONMENTAL EFFECTS
for work to be done at
174 Wardell Road, Earlwood NSW
(proposed car space and vehicular crossing)

1) Site suitability

The site slopes importantly to the rear of the block of land.
The block of land is at 75 degrees angle in relation with the street.
The development proposes a car space at the front of the house using an existing concrete area.
The proposed development will only involve works on the foopath area and kerb-gutter area.
The development site is in a residential area and the surrounding buildings are all residential dwellings.
It is assumed that the existing foundation soil is mainly sand strata.
The Canterbury Local Environmental Plan 2012 (CLEP 2012) classifies the site as:
Zone : R2, Residential Low Density
FSR : 0.50
The proposed development is classified under the BCA as Class 10a.

2) Present and proposed uses

The existing site is used for domestic residential purposes and after the proposed development the same use will remain.
All the neighbouring sites are dwelling houses.

3) Development standards

The proposal was conceived under the policies and development control policies in place and the Code for Dwelling Houses.

The main parameters are as follows:

AREA BALANCE	
SITE	467.18 m^2
EXISTING HOUSE	197.57 m^2
PROPOSED CAR SPACE	29.30 m^2
FLOOR SPACE RATIO	0.423

4) Overshadowing and solar access

The height of the proposed development and the location of the works will not produce any overshadowing to the front yard of the neighbouring properties; therefore, at least three hours of sunlight in June 22 - which is the worst scenario – will be assured to the neighbouring properties.

5) Privacy, overlooking, views, and noise

Existing medium dense edging plants and shrubs near the existing fences in the property and adjoining properties will provide a natural screen at the front and sides of the proposed car space.
No overlooking is therefore expected.

6) Building line

The existing front building line is 3,770mm from the front boundary line to the existing the house; however because the front boundary line is at 15 degrees in relation with the front wall of the house, the front setback where the car space is proposed is about 6,010mm between the front boundary line and the front wall of the existing house.
No works are proposed to be done in this part of the front yard and, therefore, there will no impact added to the streetscape.

7) Setbacks to side boundaries

The existing dwelling is a free standing house with minimum side set back of 1,000mm on the north side and 1,064mm on the south side of the block of land.

8) Landscaping

Landscaped areas and grassed areas are distributed on the site to minimise the dominance of the building.
The existing grassed area is 270.88m^2 and the open private area is 259.10m^2, which will remain unchanged after the proposed development.

9) Fencing

No changes are being proposed to the south side fence where the car space is proposed.

10) Accesses and traffic

There is an existing concrete slab in the front yard which is proposed to be used as a car space.
There is currently no vehicular kerb access and this is the main purpose of this proposal, that is, to provide vehicular kerb access to the proposed car space.
Therefore, the only works proposed will be on the kerb and footpath.

It should be noted that there has been a very rapid, uncontrolled and extremely high increment of cars on Wardell Road. It is now becoming increasingly difficult – if not impossible – for 174 Wardell Rd residents to park their medium size car on the street.
Therefore, an approved car space and the provision of a vehicular crossing will impact positively on the streescape and provide a fair solution for the residents of 174 Wardell Road.

11) Utility services and waste

Demolition stage:
Most of the materials coming from the demolition will be reused if they are suitable.
The demolition of the existing structures will be done using traditional methods of demolition so as not to create high levels of noise and a major pollution impact.
All concrete and asphalt waste remaining will be given to building material recyclers and waste contractors.

Construction stage:
All waste will be minimised and recycled using waste and recycling companies of the area.

12) Flooding and drainage

The stormwater from the existing concrete area to be used as car space will drain to an existing stormwater system of the property.

13) Erosion and sediment control

See proposed management plans.

14) Site construction

See management plan showing all protections and materials handling lay-out.