

STATEMENT OF ENVIRONMENTAL EFFECTS

24 Lauderdale Avenue Fairlight 2094

1. Description

The site is 461.60 sq.m with a street frontage of 10.16 m. The existing dwelling is of early building stock comprising brick walls , tiled and metal sheet roof and timber windows on brick pier foundations . The dwelling is in good condition and yard spaces are well maintained .

2. Proposal

a) to provide hardstand off- street parking to enable one resident car space and one visitor car space.

b) the hardstand area comprises pervious surface with crushed sandstone or equivalent pervious blue metal or recycled road base materials.

c) the landscaping to the front yard streetscape is increased and is compliant with regulatory requirements

d) the hardstand area is inclusive approved surface drainage system to fall to each side , then to dish drain at the front boundary junction to the street crossover , into a grated sump , then to existing house service stormwater to street discharge culvert pit .

e) the excavations to contour the levels and falls for the hardstand area are minor with a maximum excavation depth at the building line of approximately 450 mm with fall to the street crossover at approximately 6.0 %

3. Community Benefit

a) reduced demand to on-street parking is achieved by this proposal. On-street parking in Lauderdale Avenue and within the immediate vicinity is at premium demand and under performance stress.

b) the subject dwelling, in the proposed development, is between adjoining properties to the side boundaries which have impervious hardstand parking areas existing. The dwelling to the west has a double vehicle width crossover and a two vehicle wide concrete hardstand . The dwelling to the east has a crossover wider than a standard single width with a concrete driveway to an enclosed garage forward of the building line at approximately 3 m from the street frontage .

The existing street distance separation for on-street parking (in front of the subject dwelling) between the two side boundary properties cross overs is 16.85 m.

c) with the resident 's vehicle removed from the street, by way of the off-street parking hardstand space proposed, inclusive proposed layback crossover width , the separation space between existing driveways reduces to one and one half vehicles.

d) the owner vehicle being off-street , as proposed however, then, equalises the existing overall loading to general on-street parking requirements .

e) by way of making allowance for the owner's visitor to park off-street within the proposed hardstand area , then that reduces the load to on-street parking and in fact improves the overall allocation of on-street parking available by a factor of one vehicle.

f) the proposal is for a pervious hardstand surface which will soften the streetscape , in lieu of impervious concrete hardstands to each adjacent property and with the increase

landscaping in the front yard, the proposal will enhance the streetscape and visual ambience of the development.

4. Resident Amenity

The residents have a 3 year old and are shortly expecting a new addition to the family .

They are required to park at times approximately 1 klm away from the residence . The street is narrow with a 2 hour parking limit on both sides and the street can generate busy traffic .

Apart from the fact that it is illegal to double park, the idea of a quick pick up and drop off of a toddler and a baby , inclusive associated paraphernalia , is both impractical and dangerous .

The walking distance to and from their residence to their parked vehicle, were ever that may have been achieved , in that they rarely achieve a parking space in front of the residence , is problematic at best but also generates and constitutes a health and safety issue.

Add in the logistics of including strollers ,bassinets and the rest , such walking distance has unacceptable negative impact on the residents.

Council encourages off-street parking and this is a very clear case in point , as to the merits of enabling this to occur for this site and circumstance.

5. Environmental Impact

There exists no adverse impact to the natural and built environment , no adverse impact to the streetscape or community and no adverse impact to the overall amenity of the area or immediate environs.

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Applicant .