



Date: 13/3/23

STATEMENT OF ENVIRONMENTAL EFFECTS

40 Bellevue Street, Fairlight

1. Project description.

The proposal is for the construction of a driveway and parking area for 2 motorcycles in the front setback and an associated council crossover.

The property is Lot 12 in DP 232985. The site houses an attached dwelling that shares a wall with 42 Bellevue Street Fairlight.

The site is R1 zoned and within the OS3 Area.

The site is 237.3m² and rectangular in shape. The site has a shallow slope down from east to west.

The site is not affected by landslip

Acid sulphate soils are not present on the site.

The site is not bushfire affected.

The site is not affected by flooding.

The street trees in Bellevue Street are local heritage items.

General Discussion

2. Flora impact

No protected trees will be impacted or are proposed for removal. 2 unprotected palm trees are to be removed. Numerous native shrubs and a small native tree are proposed to be planted as per the landscape planting plan to retain the leafy outlook of the front setback and meet tree planting requirements of the DCP

The street trees of Bellevue Street are heritage protected in MLEP. They are locally significant and identified as item I5

The proposed driveway is 7350mm from the closest heritage listed street tree and so will not impact this tree.

3. Privacy and shadowing.

The proposal will not result in any overshadowing concerns due to the development being at or near ground level.

Likewise, the proposed use of the front yard as a parking area will not negatively impact privacy due to the existing and proposed landscaping between the area and the neighbouring properties. Additionally, the neighbouring land is also used as a parking area.

4. Streetscape and impact on public domain.

The proposed driveway and parking area will impact the streetscape. This impact is considered neutral to positive:

The proposed works do not require any significant earthworks or changes in level. Therefore, the aesthetic impact will be minimal.

As part of the proposal, intensive landscaping including a native small tree planting is proposed. This will further strengthen the desired future character of this leafy residential street. This will leave a positive impact on the streetscape.

As the proposed parking area is uncovered without any garage or carport, the impact to the streetscape cannot be considered any more than minimal. And given the proposed landscaping, considered minimally positive.

5. Risks

There are no technical risks of landslip, bushfire, flood, acid soils

6. Waste management

The proposed development aims to recycle and re-use on site as much of the materials generated through demolition and excavation as possible.

Excess excavated material will be carted off-site and disposed of as per controls set out in P21DCP.

The excess spoil will be recycled at Kimbriki center or approved equivalent.

Any construction waste will be disposed of in an onsite skip bin, which will be located on the driveway within the boundary of the property. When removed from site it will be disposed of at Kimbriki Recycling centre or approved equivalent.

Throughout the duration of the development a sedimentation control fence will be implemented to appropriate standards to avoid any loss of disturbed soils from the site.

Relative Controls.

7. Controls in LEP and DCP

MDCP 2013

All relevant controls in the DCP are discussed below

- 3.2 Heritage

The proposed development does not physically impact the adjacent heritage listed trees.

As the proposed parking area is uncovered without any garage or carport, the impact to the streetscape cannot be considered any more than minimal. And given the proposed landscaping, considered minimally positive.

- 4.1.5 Open Space

TOS is to be at least 55% of the site area.

Landscape Area is to be at least 35% of the TOS

The existing TOS is 45% and the proposed TOS is 39.71%

The existing Landscape Areas is 60% and the proposed Landscape Area is 56.04%

The TOS Is under the numerical control, while the Landscape area is well in excess.

The below justification is given for this numerical non-compliance.

Objective 1) To retain and augment important landscape features and vegetation including remnant populations of native flora and fauna.

This objective is met with no important landscape features or vegetation being removed. Conversely, important landscape vegetation is proposed.

Objective 2) To maximise soft landscaped areas and open space at ground level, encourage appropriate tree planting and the maintenance of existing vegetation and bushland.

This objective is met by the use of the proposed native small tree being more appropriate than the existing unprotected palm trees.

Objective 3) To maintain and enhance the amenity (including sunlight, privacy and views) of the site, the streetscape and the surrounding area.

This objective is met as per the discussion in '4 streetscape' above.

Objective 4) To maximise water infiltration on-site with porous landscaped areas and surfaces and minimise stormwater runoff.

This objective is met by the use of a strip drain collecting water run-off and directing it to the adjacent council stormwater system. Further, the proposed Landscape Area is well in excess of the 35% control – even if the TOS was to be complaint at 55% of site area.

Objective 5) To minimise the spread of weeds and the degradation of private and public open space.

This objective is met.

Objective 6) To maximise wildlife habitat and the potential for wildlife corridors.

This objective is met by the use of the proposed native small tree being more appropriate than the existing unprotected palm trees.

- 4.1.5.2 D) Open Space

The proposed parking area and driveway are not setback 500mm from the boundary as doing so would further impact the planting area to the south of the parking area. It was considered more important to have a single larger planting area than 2 smaller areas to enable more significant tree planting.

- 4.1.6 Parking

The proposed parking area is considered compliant with the objectives and controls set out in the DCP. The parking areas are designated motorcycle parking as the location is not long enough for a carparking space.

End.



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