

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

Warringah Development Control Plan 2011 (WDCP2011) Assessment		
Clause and Control	Compliance	Planning Assessment Comment
Part B – Built Form Controls		
B1 Wall Heights <i>1. Walls are not to exceed 7.2 metres from ground level (existing) to the underside of the ceiling on the uppermost floor of the building (excluding habitable areas wholly located within a roof space).</i>	YES	The proposed development provides a wall height is 2.5m.
B3 Side Boundary Envelope Requirements <i>1. Buildings on land shown coloured on the DCP Map Side Boundary Envelopes must be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level (existing) at the side boundaries of:</i> <ul style="list-style-type: none">• 4 metres, or• 5 metres <i>as identified on the map.</i>	YES	The proposed garage has a height of building less than 4m, therefore would not contravene this control.
B5 Side Boundary Setbacks Requirements <i>1. Development on land shown coloured on the DCP Map Side Boundary Setbacks is to maintain a minimum setback from side boundaries as shown on the map.</i> <i>2. Side boundary setback areas are to be landscaped and free of any above or below ground structures, car parking or site facilities other than driveways and fences.</i>	YES	The proposed development provides the following side setbacks: <ul style="list-style-type: none">▪ Garage: 0.9m▪ Gate: nil Even though the proposed gate is within the side boundary setback, it is considered as an exception under this Clause.

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p>3. <i>On land within the R3 Medium Density Residential zone, above and below ground structures and private open space, basement car parking, vehicle access ramps, balconies, terraces, and the like shall not encroach the side setback except as provided for under Exceptions below.</i></p> <p>Note:</p> <p><i>On corner allotments, to measure the side setback and side boundary envelope, the side boundaries are taken to the boundaries that do not have frontage to a public street</i></p> <p>Exceptions</p> <p>Land Zoned R2</p> <p><i>All development:</i></p> <ul style="list-style-type: none"><i>Screens or sunblinds, light fittings, electricity or gas meters, or other services infrastructure and structures not more than 1 metre above ground level (existing) such as unroofed terraces, balconies, landings, steps or ramps may encroach beyond the minimum side setback</i> <p><i>Ancillary to a dwelling house:</i></p> <ul style="list-style-type: none"><i>Consent may be granted to allow a single storey outbuilding, carport, pergola or the like that to a minor extent does not comply with the requirements of this clause</i>		
<p>B7 Front Boundary Setbacks</p> <p>Requirements</p> <p>1. <i>Development is to maintain a minimum setback to road frontages.</i></p>	<p>ON MERIT</p>	<p>The proposed development has a front setback of 4.3m measured from the front boundary to the proposed garage. The setback does not comply numerically with the DCP Setbacks mapping requirement of 6.5m.</p>

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p>2. <i>The front boundary setback area is to be landscaped and generally free of any structures, basements, carparking or site facilities other than driveways, letter boxes, garbage storage areas and fences.</i></p> <p>3. <i>Where primary and secondary setbacks are specified, buildings and structures (such as carparks) are not to occupy more than 50% of the area between the primary and secondary setbacks. The area between the primary setback and the road boundary is only to be used for landscaping and driveways.</i></p> <p>4. <i>For land zoned E3 and not having frontage to Kamber Road or Kimbriki Road the minimum front building setback area is to be densely landscaped using locally occurring species of canopy trees and shrubs and free of any structures, carparking or site facilities other than driveways, letterboxes and fences.</i></p> <p>Note:</p> <p><i>Some properties may be subject to a setback control under the Front Boundary Setbacks Map, and also to an increased setback requirement to main roads under the Main Roads Setbacks Map</i></p>		<p>The front setback is generally free of structures reserved for landscaping. External finishes consist of colorbond and weatherboard thus not detracting from the character of the front setback but through utilising a high quality material. The proposed development would become aesthetically pleasing addition to the existing dwelling. The proposed development is therefore supportable on these grounds.</p>
Part C Siting Factors		
<p>C2 Traffic, Access and Safety</p> <p>Requirements</p> <p>Vehicular Access</p> <p>1. <i>Applicants shall demonstrate that the location of vehicular and pedestrian access meets the objectives.</i></p> <p>2. <i>Vehicle access is to be obtained from minor streets and lanes where available and practical.</i></p> <p>4. <i>Vehicle crossing approvals on public roads are to be in accordance with Council's Vehicle Crossing Policy (Special</i></p>	<p>YES</p>	<p>The proposed vehicular access is off Tristram Road. This access will be constructed in accordance with Councils minor works specification and with Councils vehicle Crossing Policy.</p>

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p><i>Crossings) LAP-PL413 and Vehicle Access to Roadside Development LAP-PL 315.</i></p> <p><i>5 Vehicle crossing construction and design is to be in accordance with Council's Minor works specification.</i></p>		
<p>C3 Parking Facilities</p> <p>Requirements</p> <p><i>1. The following design principles shall be met:</i></p> <ul style="list-style-type: none"> <i>Garage doors and carports are to be integrated into the house design and to not dominate the façade. Parking is to be located within buildings or on site.;</i> <i>Laneways are to be used to provide rear access to carparking areas where possible;</i> <i>Carparking is to be provided partly or fully underground for apartment buildings and other large scale developments;</i> <i>Parking is to be located so that views of the street from front windows are not obscured; and</i> <i>Where garages and carports face the street, ensure that the garage or carport opening does not exceed 6 metres or 50% of the building width, whichever is the lesser.</i> 	YES	<p>The garage door is proposed to be B&D Panellift with glass insert. It is located to the north western portion of the Site and does not obscure views from the front windows. The proposed garage faces Tristram Street with a width of 5.935m which does not exceed 6m or 50% of the building width.</p>
<p><i>4. Carparking is to be provided in accordance with Appendix 1 which details the rate of car parking for various land uses. Where the carparking rate is not specified in Appendix 1 or the WLEP, carparking must be adequate for the development having regard to the objectives and requirements of this clause. The rates specified in the Roads and Traffic Authority's Guide to Traffic Generating Development should be used as a guide where relevant.</i></p>	YES	<p>The car parking rates for a dwelling house in Appendix 1 of the WDCP2011 is as follows:</p> <ul style="list-style-type: none"> Two (2) Spaces per dwelling. <p>The proposed garage provides two (2) side by side parking spaces being compliant with this Clause.</p>
<p>C4 Stormwater</p> <p>Requirements</p>	YES	<p>The proposed stormwater drainage system is designed to be installed and maintained in accordance with Council's Water Management Policy.</p>

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<ol style="list-style-type: none">1. Stormwater runoff must not cause downstream flooding and must have minimal environmental impact on any receiving stormwater infrastructure, watercourse, stream, lagoon, lake and waterway or the like.2. The stormwater drainage systems for all developments are to be designed, installed and maintained in accordance with Council's Water Management Policy. <p>Exceptions</p> <ul style="list-style-type: none">• Refer to Council's Water Management Policy for exceptions.		<p>The Roof Plan located within the Architectural Plans attached in Appendix 2 illustrate the use of downpipes as part of the stormwater system.</p> <p>Furthermore, the Pre Lodgement Application Meeting Minutes attached within Appendix 1 states that the Site has a 375mm diameter stormwater pipe running along the western boundary. However, upon examination of the proposed development and neighbouring property, it is decided the proposed development will have no impact to the stormwater easement as it provides a 0.9m side setback. Further details are outlined in the Pre Lodgement Meeting Minutes attached in Appendix 1.</p>
<p>C5 Erosion and Sedimentation</p> <p>Requirements</p> <ol style="list-style-type: none">1. All developments which involve the disturbance of land must install and maintain erosion and sediment controls until the site is fully stabilised.2. Any erosion and sedimentation is to be managed at the source.3. Erosion, sediment and pollution controls including water discharge from the site must comply with Council's Water Management Policy.4. An Erosion and Sediment Control Plan must be prepared in accordance with Landcom's Managing Urban Stormwater: Soil and Construction Manual (2004) for all development which involves the disturbance of up to 2500m² of land.5. Soil and Water Management Plan must be prepared in accordance with Landcom's Managing Urban Stormwater: Soil and Construction Manual (2004) for all development which involves the disturbance of more than 2500m² of land.	YES	<p>An Erosion and Sediment Control Plan has been prepared for the disturbance from excavation and construction until the Site is stabilised and is attached in Appendix 7.</p>

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p>C7 Excavation and Landfill</p> <p>Requirements</p> <ol style="list-style-type: none">1. <i>All landfill must be clean and not contain any materials that are contaminated and must comply with the relevant legislation.</i>2. <i>Excavation and landfill works must not result in any adverse impact on adjoining land.</i>3. <i>Excavated and landfill areas shall be constructed to ensure the geological stability of the work.</i>4. <i>Excavation and landfill shall not create siltation or pollution of waterways and drainage lines, or degrade or destroy the natural environment.</i>5. <i>Rehabilitation and revegetation techniques shall be applied to the fill.</i>6. <i>Where landfill is necessary, it is to be minimal and shall have no adverse effect on the visual and natural environment or adjoining and surrounding properties.</i>	<p>YES</p>	<p>A Site Classification Assessment has been prepared by AG and is attached in Appendix 8.</p> <p>An engineered slab or standard footing is considered appropriate for sites classified as Site A. It is envisaged that the proposed development building load can be catered via shallow footings or slab founded within the fill material. For shallow strip footings of 1m width and 0.5m below ground level, the recommended bearing capacity is 200kPa. Should a higher bearing capacity be required, piers footings embedded a minimum of 0.3m into the sandstone bedrock can be designed for an allowable end bearing capacity of 1000kPa.</p> <p>In order to minimise the potential for differential settlement, it is recommended that the footings for the proposed garage are founded on material unit that is below any topsoil, loose or deleterious material. Furthermore, the footings should be inspected by a geotechnical engineer prior to the placement of frameworks, reinforcement and pouring concrete.</p> <p>Based on the investigation carried out by AG, the groundwater table is not present within the garage addition foundation. However, it is still anticipated that groundwater seepage and runoff will occur especially at the interface between the soil and bedrock.</p> <p>Construction should be planned to manage seepage and surface runoff during excavation and earthworks. Prior to the commencement of excavation, it is recommended that the area surrounding the garage foundation be prepared with temporary drainage in order to divert and control surface runoff. Furthermore, to ensure surface runoff water is captured and</p>
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DCP Compliance Table

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49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

		<p>drained away from the Site, it is recommended that both temporary and permanent provisions are made.</p> <p>Further details are outlined within the Site Classification Investigation attached in Appendix 8.</p>
<p>C8 Demolition and Construction</p> <p>Requirements</p> <p>1. All development that is, or includes a demolition and/or construction, must comply with the appropriate sections of the Waste Management guidelines and all relevant Development Applications must be accompanied by a Waste Management plan.</p>	YES	<p>A Waste Management Plan has been prepared and is attached in Appendix 10.</p>
<p>C9 Waste Management</p> <p>Requirements</p> <p>1. All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the <u>Waste Management Guidelines</u> and all relevant Development Applications must be accompanied by a <u>Waste Management Plan</u>.</p>	YES	<p>A demolition and construction Management Plan is attached in Appendix 10.</p>
Part D Design		
<p>D6 Access to Sunlight</p> <p>Requirements</p> <p>1. Development should avoid unreasonable overshadowing any public open space.</p> <p>2. At least 50% of the required area of private open space of each dwelling and at least 50% of the required area of private open space of adjoining dwellings are to receive a minimum of 3 hours of sunlight between 9am and 3pm on June 21.</p>	YES	<p>The proposed development is accompanied by shadow diagrams located within the Architectural Plans attached in Appendix 2. This illustrates that the proposed development does not contribute to any overshadowing to any public open space or private open space of adjoining dwellings.</p>

DCP Compliance Table

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49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p>D9 Building Bulk</p> <p>Requirements</p> <ol style="list-style-type: none">1. Side and rear setbacks are to be progressively increased as wall height increases.2. Large areas of continuous wall planes are to be avoided by varying building setbacks and using appropriate techniques to provide visual relief.3. On sloping land, the height and bulk of development (particularly on the downhill side) is to be minimised, and the need for cut and fill reduced by designs which minimise the building footprint and allow the building mass to step down the slope. In particular:<ul style="list-style-type: none">• The amount of fill is not to exceed one metre in depth.• Fill is not to spread beyond the footprint of the building.• Excavation of the landform is to be minimised.4. Building height and scale needs to relate to topography and site conditions.5. Orientate development to address the street.6. Use colour, materials and surface treatment to reduce building bulk.7. Landscape plantings are to be provided to reduce the visual bulk of new building and works.8. Articulate walls to reduce building mass.	<p>YES</p>	<p>The proposed garage is orientated to address Tristram Road and complies with Councils 8.5m height of building making it a height and scale compatible with the surrounding development. Furthermore, it is proposed to be of high quality finish and landscaping is proposed to be located within the front setback as depicted within the Landscape Plans attached in Appendix 5.</p>
<p>D10 Building Colours and Materials</p> <p>Requirements</p> <ol style="list-style-type: none">1. In highly visible areas, the visual impact of new development (including any structures required to retain land) is to be minimized through the use of appropriate colours and materials and landscaping.	<p>YES</p>	<p>The proposed development is located within the front setback and is of a height and scale compatible with the surrounding development. A Schedule of Colours and Finishes is attached within Appendix 4 ensuring the proposed development compliments the existing building façade.</p>

DCP Compliance Table

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49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p>2. <i>The colours and materials of development on sites adjoining, or in close proximity to, <u>bushland</u> areas, waterways or the beach must blend in to the natural landscape.</i></p> <p>3. <i>The colours and materials used for <u>alterations and additions</u> to an existing structure shall complement the existing external building façade.</i></p> <p>Note</p> <p><i>A schedule of colours and materials is to be submitted with all development applications</i></p>		
<p>D11 Roofs</p> <p>Requirements</p> <ol style="list-style-type: none"> 1. <i>Lift overruns, plant and other mechanical equipment are not to detract from the appearance of roofs.</i> 2. <i>Roofs should complement the roof pitch and forms of the existing buildings in the streetscape.</i> 3. <i>Articulate the roof with elements such as dormers, gables, balconies, verandahs and pergolas.</i> 4. <i>Roofs shall incorporate eaves for shading.</i> 5. <i>Roofing materials should not cause excessive glare and reflection.</i> 6. <i>Service equipment, lift overruns, plant and other mechanical equipment on the roof shall be minimised by integrating as many services, etc as possible into the building.</i> 	<p>YES</p>	<p>The proposed garage provides a pitched roof form which is consistent with the existing dwelling onsite as well as the surrounding development. The proposed roof provides eaves for shading and is proposed to be of a colorbond finish.</p>
<p>D13 Front Fences and Front Walls</p> <p>Requirements</p> <ol style="list-style-type: none"> 1. <i>Fences, including side fences, located within the street setback area are to be compatible with the existing streetscape character.</i> 	<p>YES</p>	<p>The proposed development seeks consent for a 1.5m high front timber picket fence. The proposed fence is commensurate with the Site's existing side boundary fences which are timber picket fences as well as the existing streetscape character. Furthermore, as the proposed fence allows for casual surveillance as it is not a solid fence.</p>

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<ol style="list-style-type: none"> 2. <i>Where a solid fence is required it is to be articulated to provide visual interest and set back to allow for landscaping to soften and screen the appearance of the fence.</i> 3. <i>Fences located within the front building setback area are to complement the existing streetscape character.</i> 4. <i>Fences are to be constructed to allow casual surveillance, except where there is excessive noise.</i> 5. <i>Gates are not to encroach over the property boundary when opening or closing.</i> 6. <i>Fences should complement the architectural period of the building.</i> 		
Part E The Natural Environment		
<p>E10 Landslip Risk</p> <ol style="list-style-type: none"> 1. <i>The applicant must demonstrate that:</i> <ul style="list-style-type: none"> • <i>The proposed development is justified in terms of geotechnical stability; and</i> • <i>The proposed development will be carried out in accordance with good engineering practice.</i> 2. <i>Development must not cause detrimental impacts because of stormwater discharge from the land.</i> 3. <i>Development must not cause detrimental impact on the existing subsurface flow conditions including those of other properties.</i> <p><i>To address Requirements 1 to 3:</i></p> <p><i>i) For land identified as being in Area B or Area D:</i></p> <p><i>A preliminary assessment of site conditions prepared in accordance with the Checklist for Council's assessment of site conditions (see Notes) must be carried out for development. The preliminary assessment must be prepared by a suitably qualified geotechnical engineer/ engineering</i></p>	<p>YES</p>	<p>A Site Classification Assessment has been prepared by AG and is attached in Appendix 8.</p> <p>An engineered slab or standard footing is considered appropriate for sites classified as Site A. It is envisaged that the proposed development building load can be catered via shallow footings or slab founded within the fill material. For shallow strip footings of 1m width and 0.5m below ground level, the recommended bearing capacity is 200kPa. Should a higher bearing capacity be required, piers footings embedded a minimum of 0.3m into the sandstone bedrock can be designed for an allowable end bearing capacity of 1000kPa.</p> <p>In order to minimise the potential for differential settlement, it is recommended that the footings for the proposed garage are founded on material unit that is below any topsoil, loose or deleterious material. Furthermore, the footings should be inspected by a geotechnical engineer prior to the placement of frameworks, reinforcement and pouring concrete.</p>

DCP Compliance Table

Proposed Garage, Driveway, Picket Fence and Associated Landscaping
49 Tristram Road, Beacon Hill (Lot 31 Section 2 DP 6854)

<p><i>geologist and must be submitted with the development application.</i></p> <p><i>If the preliminary assessment determines that a geotechnical report is required a report must be prepared by a suitably qualified geotechnical engineer / engineering geologist and must be submitted with the development application.</i></p> <p><i>Also, if the preliminary assessment determines that a geotechnical report is required a hydrological assessment of stormwater discharge and subsurface flow conditions, prepared by a suitably qualified geotechnical/ hydrological engineer, must be submitted with the development application.</i></p>	<p>Based on the investigation carried out by AG, the groundwater table is not present within the garage addition foundation. However, it is still anticipated that groundwater seepage and runoff will occur especially at the interface between the soil and bedrock.</p> <p>Construction should be planned to manage seepage and surface runoff during excavation and earthworks. Prior to the commencement of excavation, it is recommended that the area surrounding the garage foundation be prepared with temporary drainage in order to divert and control surface runoff. Furthermore, to ensure surface runoff water is captured and drained away from the Site, it is recommended that both temporary and permanent provisions are made.</p> <p>Further details are outlined within the Site Classification Investigation attached in Appendix 8.</p>
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