



53 Homer Street, Earlwood

FEBRUARY 2021

Alterations and Additions – Construction of Deck, Upgrade to Driveway & Garage
Lot B DP364339 & Lot Y DP386920

Prepared for

Clare & Paul Cross

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Introduction

1.1. Overview

This Statement of Environmental Effects (SEE) has been prepared by Habitat Planning on behalf of Clare & Paul Cross and is submitted to Canterbury Bankstown Council in support of a Development Application (DA) for alterations and additions at Lot B, DP364339 and Lot Y, DP386920 and addressed as 53 Homer Street, Earlwood. Specifically, this application seeks approval to alter and redeck the existing terrace, and upgrade the existing driveway crossover, driveway, and garage.

The DA and this report have been prepared in accordance with the Environmental Planning and Assessment Act 1979 (“EP&A Act”) and the Environmental Planning and Assessment Regulation 2000 (“EP&A Regs”).

This report addresses the relevant heads of consideration listed under Section 4.15(1) of the EP&A Act and provides an assessment of the proposed development against the relevant Environmental Planning Instruments (EPIs) and other planning controls applicable to the site and to the proposal. It also describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

1.2. Supporting Plans and Documentation

This application is accompanied by:

- Title information
- Building Plans, prepared by TWO20
- Compliance Tables

2. Site Analysis

2.1. Site Location and Context

The subject land to which this application relates is described as Lot B in DP364339 and Lot Y in DP386920 and addressed as 53 Homer Street, Earlwood. It is located towards the eastern extent of the Canterbury Bankstown Local Government Area, approximately 200 metres west from the corner of Riverview Road and Homer Street, 80 metres south of the Cooks River on the southern boundary of Marrickville Golf Club and approximately 2.5 kilometres north west of Sydney Airport.

The location of the site is shown at **Figure 1**.



Figure 1 Context Map

2.2. Site Description

The land forms a pentagonal parcel with a frontage of 20.7 metres, a depth of 42.10 metres on its eastern boundary, 29.1 metres on its western boundary, 17.02 metres on its north western boundary, 14.32 metres on its north eastern boundary and a total area of 845m². The land is improved by a double brick 1950's double-storey four (4) bedroom single dwelling house with an attached single garage.

The topography of the site is undulating and gently slopes downwards from south to north with a sharp rocky drop-off towards the northern boundary at the rear of the dwelling. The driveway itself also slopes down towards the building site and front parking areas, which is partially levelled from previous establishment earthworks. Unimproved parts of the front setback are modified by benched cut and fill, supported by staggered retaining walls.

The site is located within an established urban area and essential services are provided to the site. Reticulated water, electricity and sewer connections are available to the land and stormwater is directed downslope via the natural topography of the land. Access is provided by means of the existing concrete crossover at Homer Street. Homer Street is a well-constructed urban-type road that provides appropriate sealed access with appropriate site lines.

Vegetation throughout the site is minimal, consisting only of non-native planted landscaping including established trees, shrubs and lawn areas. The site is located approximately 80 metres from the bank of

the Cooks River to the north, however, there is no flooding or other identified environmental hazards which apply to the site.

A plan showing the existing conditions of the site is provided in Attachment A of this report and an aerial image and photographs of the existing condition of the site are provided below.



Figure 2 Aerial view of the subject site (red outline)



Figure 3 – View looking North towards the existing dwelling on the subject land from the existing driveway



Figure 4 - View of the existing crossover on Homer Street at the front of the subject land



Figure 5 - View east towards the existing retaining wall, driveway, and 47 Homer Street from the front of the existing dwelling



Figure 6 – View North towards the existing attached single garage



Figure 7 – View north inside the existing garage showing wooden floor and mezzanine to be demolished.



Figure 8 – View looking south at the existing terrace area, rear of the existing dwelling.

2.3. Surrounding Development

The subject land is located within an established area of Earlwood and is surrounded by both single and multi-dwelling residential housing units fronting Homer street. The surrounding dwellings features houses of the same era with similar forms as that currently on the subject land. Some of these have been renovated and replaced with newer dwellings. The residential character is largely single detached with a few higher density housing forms. More specifically, land to the north comprises detached double storey dwellings, as well as attached and detached single storey and multi dwelling housing units fronting Riverview Road and overlooking the Cooks River and Marrickville Golf Course.

To the west of the subject land are a mix of both attached and detached single and multi-storey dwellings. These dwellings comprise a mixture of established and new dwellings of varying styles and materials including rendered brick, brick veneer and weatherboards. Further west along Homer Street is an aged care facility and south of the facility is a petrol station. The Earlwood CBD is located along Homer Street approximately 1.2 kilometres from the subject site.

Land to the east primarily comprises single dwelling residential development, aside from a small portion of development B1 Neighbourhood Centre development including a shop and apartment buildings at the Homer Street and Illawarra Road intersection. Residential development continues along Cooks River, and transitions to an area of recreational parks and sporting grounds, approximately 1 kilometre from the subject site.

Land to the south comprises single dwelling residential development extending towards recreational land preceding Wolli Creek, including the Wolli Creek Regional Park. Land beyond this stream consists of an area of light industrial development before the Turrella Train Station. The Undercliffe Public School is also located nearby, about 100m south of the site.

3. Description of Proposal

3.1. Overview

The proposal seeks approval to undertake alterations and additions including refurbishment/repair works, making the existing crossover, driveway, and garage more usable, as well as altering and redecking the existing terrace.

The proposed architectural plans are included in Appendix B and reproduced in **Figure 9 to Figure 12** below. Further details regarding the individual components of works are discussed in the following sections.

3.2. Alterations and Additions

The development proposes a number of internal and external works to the building as well as minor demolition works as outlined below.

External Alterations:

- Demolishing the existing tiered garden and step on the western part of the driveway;
- Repairing the existing brick piers on the boundary fence;
- Demolishing the existing landing and stairs on the western side of the existing dwelling replacing them with new wooden stairs;
- Demolishing the existing timber stairs on the eastern boundary of the subject land replacing them with new wooden stairs;
- Repairing the existing driveway crossover and providing a slot drain to reduce pooling;
- Repairing and realigning the existing brick retaining wall on the western part of the driveway;
- Replacing the existing garage door with a new roller door; and
- Replacing the existing garage window with a new double door to the rear deck.

Alterations to the existing terrace:

The existing terrace currently extends past the boundary of the subject land into 55 Homer Street. The development seeks approval to alter the existing terrace, removing the north west corner encroaching into 55 Homer Street. The development also proposes to redeck the existing terrace, raising the level to match the ground floor finished level.

It is noted that no works are proposed to be undertaken to the first floor of the building and all proposed works will be compliant with the relevant requirements of the BCA.

Alterations to the existing driveway:

The design and slope of the existing driveway makes vehicle manoeuvring within the site difficult. The development proposes to raise the level of a portion of the existing driveway by 0.85 metres, thus creating a flat manoeuvring area.

In order to raise the level of the manoeuvring area, the development proposes to fill the bottom portion of the driveway adjacent to the southern dwelling wall and garage as identified in the attached plans. In order to control this fill, the development proposes to construct a 0.9 metre high brick retaining wall on the eastern edge of the driveway.

Internal Alterations:

- Removal of the existing timber non-structural mezzanine structure in garage
- Replacing the existing timber floorboards in the garage with suspended concrete slab.

3.3. Demolition works

Brickwork in front of the garage will be removed to expand the garage door opening as the existing opening is unusable. Demolition works will also include removal of a portion of the existing concrete driveway, delapidated materials as well as floorboards, fittings and fixtures for disposal off-site.

Demolition wastes will either be directly disposed of via skip bins or will be temporarily stored internally within the building and disposed of appropriately outside of normal business hours to minimise disruptions.

3.4. Utilities and Infrastructure

The existing dwelling already has access to all relevant infrastructure and services including reticulated water, sewerage, electricity, drainage, telecommunications, and gas. Consequently, the proposed works will not alter existing utility and infrastructure arrangements.

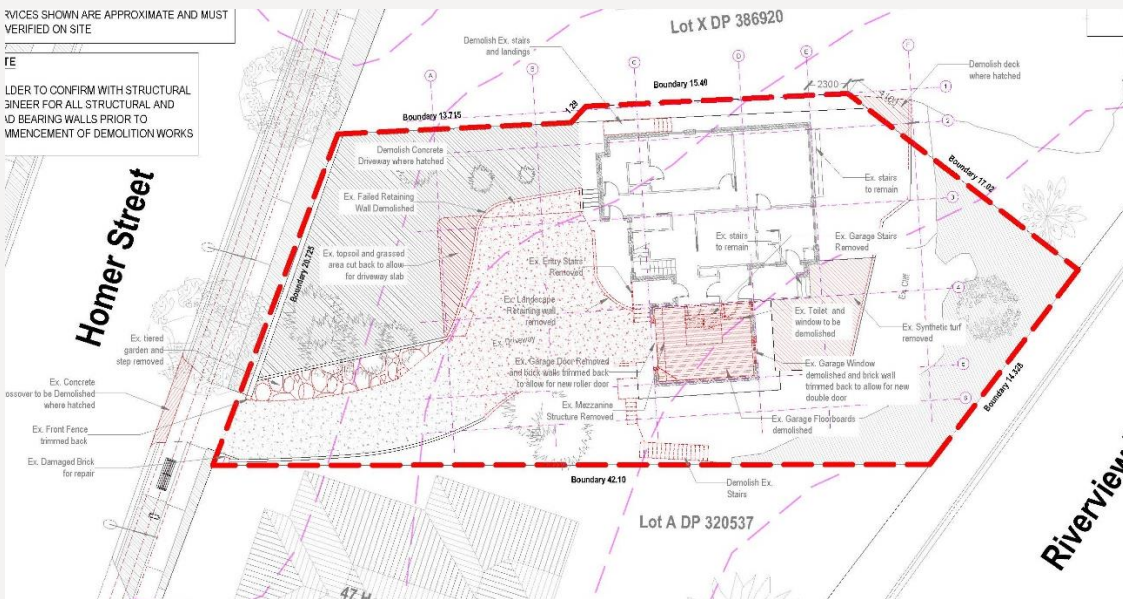


Figure 9 – Demolition Plan.



Figure 10 – Proposed Alterations and additions.



Figure 11 – Proposed north and south elevation.



Figure 12 – Proposed east and west elevation.

4. Planning Assessment

This section considers the planning issues relevant to the proposed development and provides an assessment of the relevant matters prescribed in Section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

4.1. Environmental Planning and Assessment Act 1979

Section 4.15 of the EP&A Act 1979 sets out the statutory matters for consideration against which the proposed development is to be evaluated. The matters for consideration under Section 4.15 are as follows:

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument, and

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

(iii) any development control plan, and

(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

(v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

(c) the suitability of the site for the development,

(d) any submissions made in accordance with this Act or the regulations,

(e) the public interest.”

The matters for consideration identified in Section 4.15(1) of the EP&A Act 1979 are addressed in the following section. Subsections (b) to (e) of Section 4.15(1) of the EP&A Act 1979 are addressed in Section 5 of this SEE.

The proposal is not identified as “designated development”, pursuant to section 4.10 of the EP&A Act. or “integrated development”, pursuant to section 4.46 of the EP&A Act.

4.2. State Environmental Planning Policies

4.2.1 State Environmental Planning Policy No. 55 - Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (“SEPP 55”) sets out considerations relating to land contamination across the state. The intention of the SEPP is to establish ‘best practice’ guidelines for managing land contamination through the planning and development control process.

In the context of this application, clause 7 of SEPP 55 generally requires that consideration be given to whether or not land proposed for development is contaminated and fit for use for its intended purpose.

The subject land has been highly modified and is currently used as a residential dwelling, and is not known to be contaminated, nor is it expected to be at risk of contamination given its historical use and surrounding context. Consequently, the land is considered fit for use for its intended purposes and therefore the relevant considerations of SEPP 55 are satisfied by the current proposal.

4.2.2 State Environmental Planning Policy (Coastal Management) 2018

The subject land falls within the area to which *State Environmental Planning Policy (Coastal Management) 2018* applies and has been identified as a ‘Coastal use area’ and therefore, the development controls for coastal management areas applies.

In the context of this application, Clause 14 of the Coastal Management SEPP generally requires that consideration be given to whether or not the proposed development is likely to cause an adverse impact on foreshores and waterways.

Whilst it is acknowledged that the subject land falls within a Coastal Use area, given the location of the subject land in an established residential area of Earlwood and its distance from the Cooks River, the development is not expected to adversely affect the environmental values of this area.

Consequently, no further assessment of the requirements of the Coastal Management SEPP have been undertaken.

4.3. Canterbury Local Environmental Plan 2012

The Canterbury *Local Environmental Plan 2010* (“the LEP”) is the principal planning instrument that guides development within the Canterbury City LGA.

The applicable provisions of the LEP are:

- Clause 2.3 – Zone objectives and Land Use Table
- Clause 5.10 – Heritage Conservation
- Clause 6.1 – Acid sulfate soils
- Clause 6.2 – Earthworks
- Clause 6.6 – Essential services

The below provides an assessment of consistency and compliance of the proposal against the relevant provisions.

4.3.1 Clause 2.3 – Zone Objectives and Land Use Table

The subject land is zoned R2 Low Density Residential (“R2 zone”) under the LEP (Figure 13)

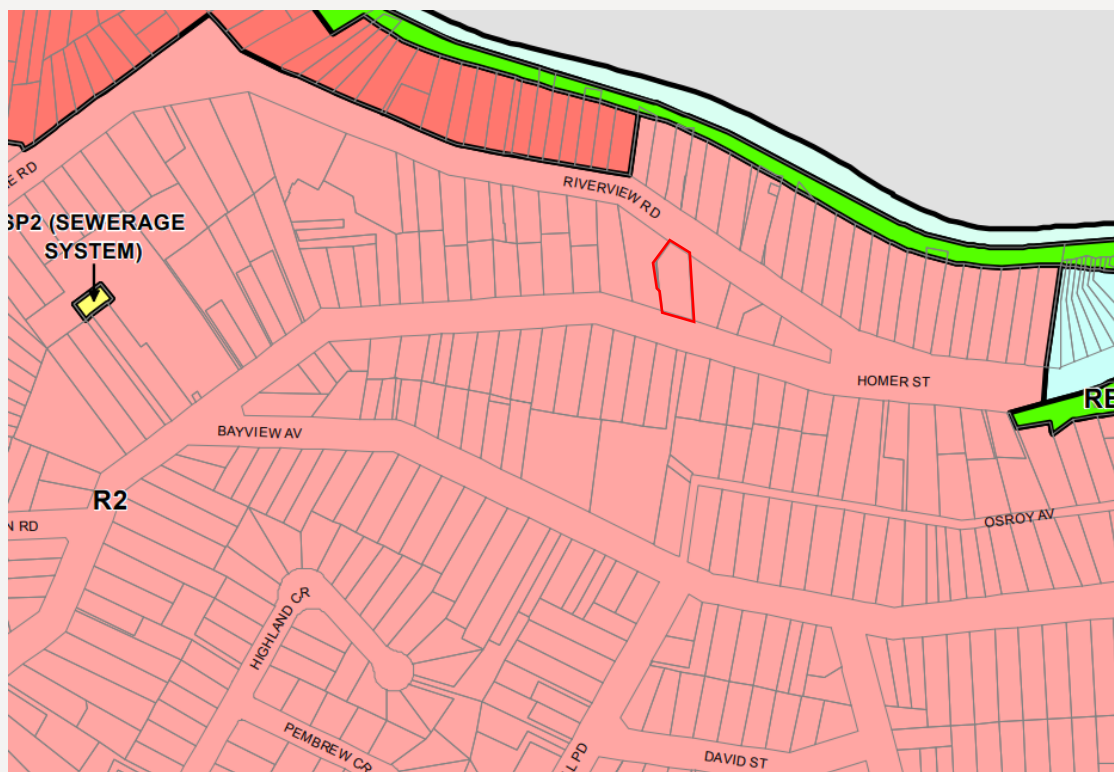


Figure 13 – Extract of Land Zoning Map (LZN_010)

The objectives of the R2 zone are as follows:

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The proposed development is consistent with the objectives of the R2 zone as follows:

- The development proposes a design that is of a high quality and achieve a high standard of amenity for future occupants;
- The development proposes to undertake a number of alterations and additions to this building to improve the usability of existing facilities to meet the day to day needs of residents;
- The development proposes alterations that would add value and make the property more enjoyable for future occupants.

4.3.2 Clause 5.10 – Heritage Conservation

Clause 5.10 of the LEP relates to heritage conservation and seeks to conserve the environmental heritage of Canterbury, the heritage significance of heritage items and heritage conservation areas, archaeological sites and Aboriginal objects and places of heritage significance.

The subject land is not identified as a heritage item nor is it located within a heritage conservation area following a review of Schedule 5 and the Heritage Map of the LEP.

Similarly, matters regarding Aboriginal Cultural Heritage have also been investigated. A review of the Aboriginal Heritage Information Management System (AHIMS) database was undertaken, and it is confirmed that there are no recorded items of Aboriginal cultural significance within 200 metres of the subject site.

Further details regarding environmental impacts are discussed in Section 5 of this report.

4.3.3 Clause 6.1 – Acid Sulfate Soils

Clause 6.10 of the LEP requires considerations to be given to whether or not the proposed development is likely to disturb, expose or drain acid sulfate soils and cause environmental damage. The subject land has been identified as a Class 5 which requires development consent for:

“works within 500 meters of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.”

Whilst it is acknowledged that the subject land falls is within 500 meters class 1 and 2 land, the development does not propose any change to the watertable and is not expected to adversely affect the environmental values of this area. Consequently, no further assessment of the requirements of the Acid Sulfate Soils have been undertaken.

4.3.4 Clause 6.2 – Earthworks

Clause 6.2 of the LEP relates to earthworks and applies in this instance as the excavation works are not classified as exempt development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. Consequently, consent is required for the earthworks and the provisions of this clause require consideration.

Before Council can grant development consent, it must consider the following matters:

- (a) *the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality of the development,*
- (b) *the effect of the development on the likely future use or redevelopment of the land,*
- (c) *the quality of the fill or the soil to be excavated, or both,*
- (d) *the effect of the proposed development on the existing and likely amenity of adjoining properties,*
- (e) *the source of any fill material and the destination of any excavated material,*
- (f) *the likelihood of disturbing relics,*
- (g) *the proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area;*
- (h) *any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The proposed development is consistent with these matters for consideration as follows:

- It will not adversely affect existing drainage conditions or soil stability in the area as it does not involve works to an existing drainage line. Furthermore, the proposed development will be connected to the existing established drainage network and the land will be stabilised accordingly as part of the construction of the driveway;
- The purpose of the works is to support the development/redevelopment of the residential dwelling;
- Any fill or excavation to construct the driveway will be clean virgin fill; and any unusable excess material will be disposed of at a facility that can lawfully accept the waste;
- The works are not expected to have an adverse amenity impact on adjoining properties as the dwelling has been designed to minimise impacts on adjoining neighbours;
- The subject land will not adversely affect a drinking water catchment. The subject land is also well setback from any natural waterways.
- The likelihood of disturbed relics is considered low following the completion of a due diligence assessment (see response to clause 5.10 for further details)

4.3.5 Clause 6.6 – Essential Services

Clause 7.6 of the LEP requires that development consent must not be granted unless the consent authority is satisfied that services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required.

The subject land is urban zoned and developed for residential purposes and therefore already has access to all relevant infrastructure and services. Consequently, further consideration of the requirements of this clause is not considered necessary in this instance as the proposed building works will not place any additional demands upon the function of these services.

4.4. Canterbury Development Control Plan 2012

The *Canterbury Development Control Plan 2012* (“the DCP”) provides specific a guideline for development within the Canterbury City Local Government Area, including the subject site. The following sections of the DCP are applicable to the proposed development:

- Chapter A3 – Notification and Advertising
- Chapter B1 – Transport and Parking
- Chapter C1 – Dwelling Houses and Outbuildings

The below provides an overview of consistency and compliance of the proposal against the relevant chapters of the DCP.

4.4.1 Chapter A3 – Notification and Advertising

Chapter A3 of the DCP outlines Council's process and criteria for the notification and advertising of development applications, modification applications and review of determination applications.

The proposal is identified as a development subject to a Type A notification (A3.4) and therefore will be notified in accordance with the requirements of the DCP.

4.4.2 Chapter B1 – Transport and Parking

The proposal seeks to alter the existing driveway and parking facility therefore, Chapter B1 of the DCP applies. The general objectives for the design and configuration of vehicle access, parking, loading bays and related services are outlined below:

- O1 *To provide adequate car, bicycle and service vehicle facilities for the building users and visitors, depending on building type and proximity to public transport.*
- O2 *To ensure casual parking on streets is available in centres to support local business.*
- O3 *To minimise overflow parking and other traffic impacts in residential streets and neighbourhoods.*
- O4 *To ensure servicing by larger vehicles occurs off-street in such a way that reduces impacts on the pedestrian environment.*
- O5 *To ensure vehicle facilities are compliant, functional and safe.*
- O6 *To encourage reduced car dependency through encouraging alternative means of transport such as cycling, walking and public transport.*
- O7 *To ensure vehicle traffic is managed and roads do not inhibit the performance of business centres, presenting barriers to pedestrian movement, or segregating areas.*
- O8 *To minimise the visual impact of parking structures on the appearance of streetscapes.*

The subject application is generally consistent with these objectives as it responds to the existing site conditions, will integrate and be compatible with the streetscape and will not create any amenity impacts to the neighbouring properties.

A compliance table assessing the proposal against the relevant provisions of Chapter B1 is provided at Appendix C. In summary, the proposed development complies with the relevant requirements of Chapter 10 of the DCP.

4.4.3 Chapter C1 – Dwelling Houses and Outbuildings

The proposal is for alterations and additions to a dwelling house and therefore, the provisions of Chapter C1 are applicable. Specifically, C1.6.1, C1.6.2, C1.6.3 of this chapter applies to the proposal.

The general objectives for Dwelling Houses and Outbuildings (including alterations and additions to existing development or ancillary facilities relating to those uses) are outlined below:

- O1 *To ensure all neighbourhoods are safe and comfortable.*
- O2 *To ensure a diversity of well-designed dwellings that are sympathetic to the density and function of each neighbourhood.*
- O3 *To ensure residential streets and yards are green and leafy, with substantial tree canopy.*
- O4 *To ensure buildings are adequately setback from existing structures to facilitate household activities and landscaping.*
- O5 *To ensure that development provides good amenity, solar access and privacy for occupiers of new and existing buildings.*
- O6 *To ensure that development is of a high quality design, appearance and performance.*

The proposal is generally consistent with these objectives as it ensures a diversity and well designed dwelling that is sympathetic to the density and function, will ensure that development provides good amenity by upgrading the existing non-functional facilities, and also ensures a high quality design, appearance and performance.

A compliance table assessing the proposal against the relevant provisions of Chapter C1 is provided at Appendix C.

5. Assessment of Impacts

This section of the SEE identifies potential impacts which may occur as a result of the proposed development and are relevant matters for the consideration of the DA under Section 4.15(1)(b) to (e) of the EP&A Act 1979.

Table 1 – Assessment of impacts Summary

Impact	Impact Identification	Response
Context & setting	Anticipated. Visual inspection of the property.	The proposed development will have a positive impact on the local area through the upgrade of the existing facilities, making them more functional. It will also enable servicing for larger vehicles to occur off-street. It will also have a positive impact through the provision of high-quality design which would improve the existing private open space.
Access & Traffic & car-parking	Analysis of plans and supporting details. Visual inspection of the property.	The subject land is an established residential lot and currently has pedestrian and vehicular access via Homer Street. Parking for the existing dwelling is currently provided on the driveway and although there is an existing garage, the wooden floorboards make it unusable for parking. The proposal would improve the parking condition of the existing dwelling and is will not likely result in any significant increase in traffic given the size of the proposal is minor. Construction works, and the delivery of building supplies may temporarily increase traffic and parking requirements, but this will only be short term.
Infrastructure	Analysis of plans and supporting details. Review and consultation with relevant service authorities.	The subject land is already serviced by all essential urban services, including gas, electricity, reticulated water and sewerage and telecommunications. The proposal is not expected to increase the load on any infrastructure as the scale of the proposed development is minor.
Heritage	Review of Heritage Items & Conservation Areas in the LEP and DCP.	There are no heritage items or heritage conservation areas in the immediate surrounds.
Cultural Heritage	Search of NSW AHIMS database for registered cultural heritage items.	The subject land is a highly modified site and has very little likelihood of any items of containing cultural heritage. Previous urban development has occurred on the property.

	<p>Consideration of the Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW, Department of Environment, Climate Change and Water NSW, 2010</p>	<p>In the event that the applicant does identify or uncover archaeological items during works, the items will be left in place and appropriate protocols for dealing with such instances will be observed.</p>
Soils	<p>Visual inspection of the property.</p> <p>Consideration of Managing Urban Stormwater: Soil and Construction Volume 1 (Landcom, 2004) 9'the Blue Book) (Particularly Section 2.2) and Managing Urban Stormwater: Soil and Construction Volume 2A – Installation of Services (DECC, 2008).</p> <p>Consideration of likelihood of any contamination.</p>	<p>The proposed works will include minor site disturbance in establishing the proposed additions. These works will be appropriately secured and managed by the appointed contractors to avoid any significant impact on drainage infrastructure.</p> <p>Potential erosion to exposed areas of the site is low, however, the risk will be minimised by use of sediment control and stabilisation measures, both before and after construction. To ensure all potential impacts are minimised, appropriate Soil and Water Management techniques will be implemented during the construction works, in accordance with Council's guidelines.</p> <p>The subject land has long been used for residential purposes and as part of this use, there were no activities or storage processes that are potentially contaminating. Consequently, there is a high degree of confidence that the land is not potentially contaminated.</p>
Flora & fauna	<p>Visual inspection of the property</p>	<p>The property does not contain any significant vegetation and does not propose any tree removal. Therefore, the development is not expected to have adverse impact on biodiversity or habitat values.</p>
Waste	<p>Anticipated</p> <p>Visual inspection of the property.</p> <p>Analysis of plans and supporting details.</p>	<p>The proposal will generate waste during the construction phase which may include excavated soil, off-cuts, and excess construction material; and domestic and putrescible waste (including food waste, bottles, cans, and paper). The waste generation is expected to be typically of residential works, given the smaller size and construction processes proposed.</p> <p>All waste generated during construction would be collected or stored in appropriate locations and either removed from the site for disposal or reused if appropriate. Any waste which cannot be reused shall be classified in accordance with the Waste Classification Guidelines (EPA, 2014), removed from the site and disposed of at a facility that can lawfully accept the waste.</p> <p>Once established, waste output of the property is expected to be predominantly general domestic waste. All waste which is generated by the use will be collected and stored in bins and removed from site via the regular waste service operating in Canterbury.</p>

<p>Noise</p>	<p>Anticipated</p> <p>Visual inspection of the property.</p>	<p>Construction works will also include a period of noise generation during establishment.</p> <p>Works will occur over a short period of time, and will be limited to appropriate hours of operation, as determined by Council, and expressed through conditions of approved consent.</p> <p>Noise impacts will be of a minor nature and include predominantly power tools and manual construction, with very limited machinery and vehicle noise expected.</p>
<p>Natural hazards</p>	<p>Visual inspection of the property.</p> <p>Canterbury – Bankstown Mapping Portal.</p> <p>Canterbury Flood Planning Map – Sheet FLD_010</p> <p>Bushfire Prone Land Map.</p> <p>NSW Planning Portal</p>	<p>The subject land is not mapped as either flood prone or bushfire prone but has been identified as land a Class 5 Acid Sulfate Soil.</p> <p>The development is well above land affected by Acid Sulfate and does not propose any change to the watertable and is not expected to adversely affect the environmental values of this area.</p>
<p>Social & economic impact</p>	<p>Anticipated.</p> <p>Visual inspection of the property.</p>	<p>The development will have an overall positive social impact as it will increase the variety and choice of housing within the local residential market and is consistent with the context and setting of the area in terms of building design and materials.</p> <p>Positive flow-on effects to the local economy including trades and services during construction, and additional demand for high quality residential design.</p>

6. Conclusion

The DA seeks consent to alter and redeck the existing terrace, and upgrade the existing driveway crossover, driveway, and garage at Lot B, DP364339 and Lot Y, DP386920 and addressed as 53 Homer Street, Earlwood.

The application seeks development consent under Part 4 of the EP&A Act and has been assessed against the provisions of Section 4.15(1) of the EP&A Act.

As demonstrated by the detailed assessment above, the proposal satisfies the intent of the provisions of the applicable EPIs and will result in a positive development outcome in terms of social, environmental, and economic impacts.

Having regard for the content of this report, the proposal deserves the support of Council because:

- it is consistent with the relevant environmental planning instruments and development control plan;
- it will provide for a development which is responsive to its context and setting, being an established residential area;
- it provides an appropriate upgrade of facilities in an existing centrally located building;
- it will provide a high standard of amenity and not adversely affect that of adjoining properties;
- it will not create any adverse environmental or social impacts;
- it will have no detrimental impact upon the function of existing services or essential infrastructure.

In light of the above considerations, it is our opinion that the proposal is appropriate from a planning point of view and is in the public interest. The proposed development warrants support by Council.

Appendix A: Title Information

Appendix B: Building Plans

Appendix C: Planning Compliance Tables

Table 2 – Compliance table for Transport & Parking – Chapter B1

Controls	Complies	Comment
B1.2 Transport and Parking Requirements		
B1.2.2 – General Parking Provisions		
<p>C1 Development must provide the number of car spaces, bicycle spaces and car wash bays as required by the rates in section B1.3.1 below.</p>	Complies	<p>The development does not propose any change to the car spaces.</p> <p>There is currently a single garage, and two (2) additional parking spaces on the driveway which surpasses the requirements of this provision.</p> <p>The proposal seeks to make alterations to the existing garage and replace the existing wooden floor with a suspended concrete slab and also remove the mezzanine level hence making the garage functional.</p>
<p>C2 If the parking calculation results in a fraction of a parking space, the number of spaces required is rounded up to the nearest whole number.</p>	Complies	As above
<p>C3 With a change of use of a building, the number of on-site parking spaces and facilities required may increase and Council will generally request the additional parking to be provided.</p>	N/A	N/A
<p>C4 Centres in the Parking Rates Table in section B1.3.1 are defined as follows:</p> <ul style="list-style-type: none"> • Large Local Centres include: Belmore, Campsie and Lakemba; • Accessible Local Centres include: Earlwood, Hurlstone Park, Narwee, Punchbowl and Wiley Park; and • Other Local Centres include: Belfield, Croydon Park, and New Canterbury Road (Hurlstone Park). 	N/A	N/A

Controls	Complies	Comment
<p>C5 Developments comprising more than one (1) land use must provide the combined parking requirement based on the individual rates of parking for each land use identified in the parking rates table (Table B1.2 of this DCP).</p>	N/A	N/A
<p>C6 Minor alterations and additions to existing buildings which will result in an increase of up to 25m² in floor area will not attract a requirement to provide additional car parking.</p>	N/A	The development does not propose any increase to the existing floor area.
<p>C7 In identified circumstances, or where the specified parking rates in the Table in section B1.3.1 do not include a rate for a proposed land use, a parking assessment is required to determine the specific parking required for the development. The assessment must be undertaken by a suitably qualified transport consultant and analyse:</p> <ul style="list-style-type: none"> • Parking needs of occupants, staff and visitors; • Bicycle parking, storage and secure facilities; • Service and delivery needs and facilities; • Needs of people with disabilities; and • Surveys of similar establishments in comparable locations (or demonstrate requirements by other appropriate means). 	N/A	N/A
<p>C8 Variations to the parking rates must be justified through a Parking Assessment, which demonstrates that the proposal will produce a better planning outcome, and meet the relevant objectives of this DCP.</p>	N/A	N/A

Controls	Complies	Comment
C9 Refer to RTA Guide to Traffic Generating Developments 2002, particularly in relation to parking analysis and traffic study preparation.	N/A	N/A
C10 Car parking (and associated space such as access aisles) in excess of the requirements under the parking rates table in section B1.3.1 will be counted as gross floor area.	N/A	N/A
B1.2.3 – Traffic Impact Assessment		

Controls	Complies	Comment																												
<p>C1 A traffic impact assessment report, prepared by appropriately qualified transport consultants, is required:</p> <p>For the development listed in Table B1.1;</p> <p>For any development that would have a significant impact on the surrounding road, parking and/or the public transport system; and</p> <p>For any development where the site work will interrupt or have a significant impact on road and footpath activities.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #add8e6;">Use</th> <th style="background-color: #add8e6;">Traffic Impact Assessment</th> </tr> </thead> <tbody> <tr><td>Internal change of existing premises</td><td>No</td></tr> <tr><td>Extension to dwelling house</td><td>No</td></tr> <tr><td>Dwelling house</td><td>No, unless requested.</td></tr> <tr><td>Dual occupancy</td><td>No, unless requested.</td></tr> <tr><td>Multi dwelling housing, boarding houses and residential flat buildings</td><td>If 10 or more dwellings proposed.</td></tr> <tr><td>Industry</td><td>Yes</td></tr> <tr><td>Business and retail premises</td><td>Yes</td></tr> <tr><td>Tourist and visitor accommodation</td><td>Yes</td></tr> <tr><td>Seniors housing</td><td>Yes</td></tr> <tr><td>Child care centre</td><td>Yes</td></tr> <tr><td>Heritage listed site</td><td>No, unless requested.</td></tr> <tr><td>Transport links</td><td>Yes</td></tr> <tr><td>Community facilities, recreation areas and recreation facilities</td><td>No, unless requested.</td></tr> </tbody> </table> <p>Table B1.1: Traffic Impact Assessment Submission Requirements</p>	Use	Traffic Impact Assessment	Internal change of existing premises	No	Extension to dwelling house	No	Dwelling house	No, unless requested.	Dual occupancy	No, unless requested.	Multi dwelling housing, boarding houses and residential flat buildings	If 10 or more dwellings proposed.	Industry	Yes	Business and retail premises	Yes	Tourist and visitor accommodation	Yes	Seniors housing	Yes	Child care centre	Yes	Heritage listed site	No, unless requested.	Transport links	Yes	Community facilities, recreation areas and recreation facilities	No, unless requested.	N/A	None required
Use	Traffic Impact Assessment																													
Internal change of existing premises	No																													
Extension to dwelling house	No																													
Dwelling house	No, unless requested.																													
Dual occupancy	No, unless requested.																													
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Seniors housing	Yes																													
Child care centre	Yes																													
Heritage listed site	No, unless requested.																													
Transport links	Yes																													
Community facilities, recreation areas and recreation facilities	No, unless requested.																													
<p>C2 A Traffic Impact Assessment must assess the impacts the proposed development will have on traffic flow, cyclists, pedestrians, and local residents, businesses, parking facilities, schools, hospitals, public transport and emergency services.</p>	N/A	N/A																												

Controls	Complies	Comment																				
<p>C3 Refer to the Guide to Traffic Generating Developments 2002 for issues to be covered by a Traffic Impact Assessment.</p> <p>Note: A traffic impact assessment report may be required for a proposed development that falls under State Environmental Planning Policy (Infrastructure) 2007 requirements, which would be referred to the Regional Traffic Committee.</p>	N/A	The proposal is not for a traffic generating development																				
<p>B1.3 Parking Provision Rates</p>																						
<p>B1.3.1 – General Parking Rates</p>																						
<p>C1 Parking and other vehicle facilities required for each type of development are detailed in the table below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #add8e6;">Land Use</th> <th style="background-color: #add8e6;">Car Spaces</th> <th style="background-color: #add8e6;">Servicing and Delivery</th> <th style="background-color: #add8e6;">Bicycle Spaces</th> </tr> </thead> <tbody> <tr> <td colspan="4">Residential</td> </tr> <tr> <td>Dwelling Houses</td> <td>2 spaces per dwelling</td> <td></td> <td>Nil</td> </tr> <tr> <td>Dual Occupancy & Semi-detached dwellings</td> <td>1 bedroom: 1 space per dwelling 2 bedroom: 1 space per dwelling 3 bedroom or more: 2 spaces per dwelling</td> <td></td> <td>Nil</td> </tr> <tr> <td>Multi Dwelling Housing, Attached Dwellings & Residential Flat Buildings</td> <td>Studio or 1 bedroom: 1 space per dwelling 2 bedroom: 1.2 space per dwelling (the 0.2 space to remain as common property) 3 bedroom or more: 2 spaces per dwelling Visitor Parking: 1 space per 5 dwellings except where the site is located on a road less than 11m in width or a cul-de-sac, then 1 space per 3 dwellings. Minimum 1 space. <small>The same rate for Residential Flat</small></td> <td>Any development comprising 10 or more dwellings must provide a minimum of one (1) car wash bay.</td> <td>Residents: Minimum 1 space per 5 dwellings. Visitors: Minimum 1 space per 10 dwellings.</td> </tr> </tbody> </table> <p>Table B1.2: Parking Rates (Extract)</p>	Land Use	Car Spaces	Servicing and Delivery	Bicycle Spaces	Residential				Dwelling Houses	2 spaces per dwelling		Nil	Dual Occupancy & Semi-detached dwellings	1 bedroom: 1 space per dwelling 2 bedroom: 1 space per dwelling 3 bedroom or more: 2 spaces per dwelling		Nil	Multi Dwelling Housing, Attached Dwellings & Residential Flat Buildings	Studio or 1 bedroom: 1 space per dwelling 2 bedroom: 1.2 space per dwelling (the 0.2 space to remain as common property) 3 bedroom or more: 2 spaces per dwelling Visitor Parking: 1 space per 5 dwellings except where the site is located on a road less than 11m in width or a cul-de-sac, then 1 space per 3 dwellings. Minimum 1 space. <small>The same rate for Residential Flat</small>	Any development comprising 10 or more dwellings must provide a minimum of one (1) car wash bay.	Residents: Minimum 1 space per 5 dwellings. Visitors: Minimum 1 space per 10 dwellings.	Complies	Complies with table B1.2 of the DCP
Land Use	Car Spaces	Servicing and Delivery	Bicycle Spaces																			
Residential																						
Dwelling Houses	2 spaces per dwelling		Nil																			
Dual Occupancy & Semi-detached dwellings	1 bedroom: 1 space per dwelling 2 bedroom: 1 space per dwelling 3 bedroom or more: 2 spaces per dwelling		Nil																			
Multi Dwelling Housing, Attached Dwellings & Residential Flat Buildings	Studio or 1 bedroom: 1 space per dwelling 2 bedroom: 1.2 space per dwelling (the 0.2 space to remain as common property) 3 bedroom or more: 2 spaces per dwelling Visitor Parking: 1 space per 5 dwellings except where the site is located on a road less than 11m in width or a cul-de-sac, then 1 space per 3 dwellings. Minimum 1 space. <small>The same rate for Residential Flat</small>	Any development comprising 10 or more dwellings must provide a minimum of one (1) car wash bay.	Residents: Minimum 1 space per 5 dwellings. Visitors: Minimum 1 space per 10 dwellings.																			
<p>B1.3.2 – Accessible Parking Rates</p>	N/A	The existing dwelling is not an adaptable dwelling																				

Controls	Complies	Comment
B1.3.4 – Loading & Service Bay Provision	N/A	The development does not propose any service bays
B1.4 Design of Parking Facilities	N/A	The development is not for a parking facility
B1.5 Parking Engineering & Technical Requirements		
B1.5.1 – General Engineering Design Requirements		
C1 Design proposals to utilise and integrate with the existing infrastructure, and minimise any potential adverse effects on public assets.	Complies	The proposed alterations would utilise and integrate with the existing infrastructure and is unlikely to create any adverse effects on public assets.
C2 Take into account the following in the design of a proposed development: <ul style="list-style-type: none"> • Existing road and footpath levels; • Location of proposed vehicular access with respect to drainage structures, traffic facilities, street trees, signs, power poles and other infrastructure; • Existing drainage infrastructure; • Overland flow path of stormwater; and • Any traffic requirements generated by a proposal. 	Complies	<p>The proposed alterations and additions have been designed with considerations given to existing infrastructures.</p> <p>Given the scale of the alteration is minor, it is unlikely that the proposal will cause any adverse impact on public infrastructures or surrounding dwellings.</p>
B1.5.2 – Street Alignment Levels		
C1 Site levels at the street boundary must be compatible with footpath and driveway levels.	Complies	<p>The existing driveway crossover is damaged and pools with stormwater runoff.</p> <p>The development proposes to repair the existing driveway crossover with a similar design to the crossover at 47 Homer Street.</p>

Controls	Complies	Comment
C2 Undertake the design of any proposed vehicular access and internal pavements with consideration to the street alignment levels	Complies	No significant change to the existing levels. The proposed repair to the existing driveway crossover will be constructed with considerations give to the street alignment levels and will be of similar design as the concrete crossover on 47 Homer Street.
B1.5.3 – Vehicular Cross-Overs		
C1 Undertake the design of any proposed vehicular access and internal pavements with consideration to the street alignment levels.	Complies	As above
C2 The design and construction of the internal pavements shall be in accordance with NatSpec and the relevant Australian Standards.	Complies	The internal pavements will comply with the relevant Australian standards
C3 Concrete vehicular crossings must be provided across the full width of Council's footway.	Complies	Complies
C4 Where a basement is proposed as part of the development, adequate manoeuvring area must be provided to allow vehicles exiting the site in a forward direction, reversing onto public roads is prohibited.	N/A	No basement area is proposed
C5 Where the proposed vehicular crossing in the road reserve is in conflict with existing utilities and civil infrastructure, any cost incurred in adjusting /removing/reinstating such structures will be borne by the applicant.	N/A	N/A

Controls	Complies	Comment
<p>C6 When determining the position and width of vehicular crossings:</p> <p>(a) Ensure adequate sight distances are provided between vehicles on a driveway and pedestrians; and</p> <p>(b) Ensure that conflict with existing street trees is avoided.</p>	Complies	<p>The development does not propose to change the position or width of the existing crossing.</p> <p>The existing position of the crossing is considered suitable with adequate sight distances and does not conflict with existing street trees.</p>
<p>C7 Vehicular crossings, which do not comply with RTA guidelines, or those located in positions that require special assessment/consideration, will need specific approval from Council's Traffic Committee.</p>	N/A	N/A
<p>C8 Second driveways will not be supported unless the site has more than one frontage and it can be demonstrated that:</p> <ul style="list-style-type: none"> • The proposal will not affect on-street parking demand; • The area of paving within the property is minimised; • There is sufficient landscaping being provided to compensate for the additional paved area; and • The proposal has merit on road safety grounds. 	N/A	The development does not propose any secondary driveway.
<p>C9 Vehicular driveway profiles are to comply with AS 2890.1.</p>	Complies	The driveway profile does not exceed the requirements of AS 2890.1 and the profile will be designed by a registered Civil Engineer.
<p>B1.5.4 – General Engineering Design Requirements</p>		
<p>C1 The development may be conditioned to include the reconstruction of the kerb and gutter, and or footpath paving along the frontage of the site.</p>	N/A	This is not a control

Controls	Complies	Comment
<p>C2 The applicant shall arrange for a practicing Civil Engineer with suitable experience to prepare the design in accordance with this document, NatSpec and Council’s Standard Drawings and specifications. See appendices for Council’s standard construction details.</p>	Complies	As above, driveway construction drawings will be designed by a registered Civil Engineer.
<p>C3 The design shall be drawn to a scale of either 1:100 or 1:200 on A1 sheets.</p>	Complies	As above
<p>C4 Long-sections of works shall be drawn at a 10x exaggerated vertical scale.</p>	Complies	As above
<p>C5 The design shall indicate the following:</p> <ul style="list-style-type: none"> • Existing and proposed road; • Existing and proposed kerb and gutter; • Existing and proposed footpath and boundary levels; • Location of all services; and • Location of existing and proposed drainage structures. 	Complies	As above
<p>B1.5.5 – Traffic Manoeuvrability</p>		

Controls	Complies	Comment																		
<p>C1 A traffic manoeuvrability report, prepared by appropriately qualified transport consultants, is required:</p> <ul style="list-style-type: none"> For developments listed in Table B1.4; and For any proposed development where Council requires an applicant to demonstrate that the turning movements of vehicles proposed to enter and leave a site are in accordance with Australian Standard – AS 2890.1. <table border="1" data-bbox="138 587 710 831"> <thead> <tr> <th>Use</th> <th>Traffic Manoeuvrability Report</th> </tr> </thead> <tbody> <tr> <td>Internal change of existing premises</td> <td>No</td> </tr> <tr> <td>Extension to dwelling house</td> <td>No</td> </tr> <tr> <td>Dwelling house</td> <td>No, unless requested.</td> </tr> <tr> <td>Dual occupancy</td> <td>No, unless requested.</td> </tr> <tr> <td>Multi dwelling housing, boarding houses and residential flat buildings</td> <td>If 10 or more dwellings proposed.</td> </tr> <tr> <td>Industry</td> <td>Yes</td> </tr> <tr> <td>Business and retail premises</td> <td>Yes</td> </tr> <tr> <td>Tourist and visitor accommodation</td> <td>Yes</td> </tr> </tbody> </table> <p>Table B1.4: Traffic Manoeuvrability Report Submission Requirements (extract)</p>	Use	Traffic Manoeuvrability Report	Internal change of existing premises	No	Extension to dwelling house	No	Dwelling house	No, unless requested.	Dual occupancy	No, unless requested.	Multi dwelling housing, boarding houses and residential flat buildings	If 10 or more dwellings proposed.	Industry	Yes	Business and retail premises	Yes	Tourist and visitor accommodation	Yes	N/A	Not required
Use	Traffic Manoeuvrability Report																			
Internal change of existing premises	No																			
Extension to dwelling house	No																			
Dwelling house	No, unless requested.																			
Dual occupancy	No, unless requested.																			
Multi dwelling housing, boarding houses and residential flat buildings	If 10 or more dwellings proposed.																			
Industry	Yes																			
Business and retail premises	Yes																			
Tourist and visitor accommodation	Yes																			
<p>C2 A traffic manoeuvrability report should describe and illustrate how the site is accessed from the road reserve as well as how specific locations within the site are accessed. A traffic manoeuvrability report should illustrate that the proposal:</p> <ul style="list-style-type: none"> Has been undertaken in accordance with Australian Standard – AS 2890.1; and Adopts a design that reflects vehicles that are appropriate for the proposed development. 	N/A	N/A																		

Controls		Complies	Comment
C3 For commercial and industrial development, the traffic manoeuvrability report is to illustrate the largest vehicle proposed to enter the site.		N/A	The development is not a commercial or industrial development
B2	Landscaping	N/A	There is no landscape requirement for dwelling houses as specified in Table B2.1 in the DCP
B3	Tree Preservation	N/A	The development does not propose any tree removal
B4	Accessible and Adaptable Design	N/A	The development is for an existing residential dwelling
B5	Stormwater and Flood Management	N/A	The development is for alterations and additions to an existing residential and does not propose any change to the existing stormwater infrastructure.
B6	Energy and Water Conservation	N/A	The development is for an existing residential dwelling and does not propose to change the existing energy efficiency or water conservation.
B7	Crime Prevention and Safety	Complies	The proposal is for an existing development and will not reduce the surveillance, access control, territorial reinforcement and space management of the existing dwelling or surrounding dwellings.
B8	Heritage	N/A	The subject land is not identified as being of heritage significance. The subject land is also a highly modified site and has very little likelihood of any items of containing cultural heritage. Previous urban development has occurred on the property.
B9	Waste Management	Complies	There is no proposed change to existing waste management operations. Construction and demolition waste would be managed and disposed of in accordance with Council and other relevant authority's requirement.

Controls		Complies	Comment
B10	Use of Footpaths	N/A	The development does not propose to use footpaths for outdoor dining, merchandise displays, signage or street stalls.
B11	Bushfire Risk	N/A	The subject land is not identified as bushfire prone

Table 3 – Compliance table for Dwelling Houses and Outbuildings– Chapter C1

C1.2 Site Planning										
C1.2.1 – Minimum Lot Size and Frontage	Complies	The development does not propose any change to the existing lot size and frontage.								
C1.2.2 – Site Coverage										
C1.2.3 – Isolated Sites	N/A	The development does not propose to isolate the subject land or adjoining properties								
C1.2.4 – Landscaping										
<p>C1 Deep soil permeable areas must be provided in accordance with the table below:</p> <table border="1"> <thead> <tr> <th>Site Area</th> <th>Minimum Deep Soil Area (% of site area)</th> </tr> </thead> <tbody> <tr> <td>Up to 449m²</td> <td>15%</td> </tr> <tr> <td>450m² to 599m²</td> <td>20%</td> </tr> <tr> <td>600m² or above</td> <td>25%</td> </tr> </tbody> </table> <p>Table C1.2: Minimum Deep Soil Areas</p>	Site Area	Minimum Deep Soil Area (% of site area)	Up to 449m ²	15%	450m ² to 599m ²	20%	600m ² or above	25%	Complies	<p>The development proposes to repair a failed retaining wall and realign the retaining wall.</p> <p>The realignment of the retaining wall will not cause any reduction to the allowable deep soil permeable areas and will exceed the 25% requirements of this provision.</p>
Site Area	Minimum Deep Soil Area (% of site area)									
Up to 449m ²	15%									
450m ² to 599m ²	20%									
600m ² or above	25%									
C2 Deep soil areas must have a minimum dimension of 2.5m.	Complies	As above								
For dwelling houses on lots with a street frontage greater than 12.5m, 50% of the deep soil area should be located adjacent to the rear boundary.	Complies	Complies								
C1.2.5 – Layout and Orientation	N/A	The development does not propose any change to the existing dwelling layout or orientation.								
C1.3 – Building Envelope										

C1.2 Site Planning		
C1.3.1 – Floor Space Ratio	N/A	The development does not propose any change to the existing FSR
C1.3.2 – Height		
C1 Development for the purposes of dwelling houses must not exceed the following numerical requirements: <ul style="list-style-type: none"> • A maximum two storey built form. • A maximum external wall height of 7m where the maximum height of buildings standard under the LEP is 8.5m. • A maximum external wall height of 8m where the maximum height of building standard under the LEP is 9.5m. • Finished ground floor level is not to exceed 1m above the natural ground level. Note: Skillion and flat roof forms will be considered on merit.	N/A	The development does not propose any change to the existing height.
C2 Any part of a basement or sub-floor area that projects greater than 1m above ground level comprises a storey	N/A	The development does not propose any basement area.
C3 Attics and mezzanine floors do not comprise a storey.	N/A	N/A
C4 Roof top terraces are not acceptable on any building or outbuilding in any residential zone.	N/A	The development does not propose any roof top terrace
C5 Dwelling houses may provide basement or subfloor parking where site constraints warrant and it can be demonstrated that there will be no adverse impacts on amenity, streetscape or public domain.	N/A	N/A

C1.2 Site Planning		
C6 Basement and sub-floor parking is only suitable where compliance with Chapter B1 Transport and Parking of this DCP can be demonstrated.	N/A	N/A
C7 Walls that would enclose a sub-floor area: <ul style="list-style-type: none"> • Maximum 2m for steeply sloping land; and • Maximum 1m for all other land. 	N/A	N/A
C8 Retaining walls that would be located along, or immediately adjacent to, any boundary: <ul style="list-style-type: none"> • Maximum 3m for steeply sloping land, but only to accommodate a garage that would be located at street level; and • Maximum 1m for all other land. 	Complies	The development proposes a retaining wall of 0.9 metres and is well below the requirements of this provision.
C9 Maximum 1m cut below ground level where it will extend beyond an exterior wall of the building.	N/A	The development does not propose any cut that extends beyond an exterior building wall.
C10 No limit to cut below ground level where it will be contained entirely within the exterior walls of a building, however, excavated area is not to accommodate any habitable room that would be located substantially below ground level.	N/A	N/A
C11 Maximum 600mm fill above ground level where it would extend beyond an exterior wall of a building.	N/A	The development does not propose any fill that extends beyond an exterior wall of a building
C12 If proposed cut and fill, or a retaining wall, would be deeper or higher than 1m, structural viability must be confirmed by suitably qualified engineers' reports.	N/A	The proposed retaining wall will not exceed 1 metre.

C1.2 Site Planning		
C1.3.3 – Setbacks	N/A	The development does not propose any change to the existing setbacks
C1.3.4 – Building Separation	N/A	The development does not propose any change to the building envelope or any increase to the scale of the existing dwelling.
C1.4 – Building Design	Complies	<p>The development does not propose any significant change to the existing building design.</p> <p>The proposed alterations and additions will enhance the architectural character of the existing dwelling and surrounding dwellings by using similar and high quality building materials and making the existing amenity more enjoyable for future residents.</p>
C1.5 – Amenity		
C1.5.1 – Solar Access and Overshadowing	Complies	The proposed alterations will not create any significant impact on solar access or cause overshadowing
C1.5.2 – Visual Privacy	Complies	The proposed alterations will not affect the visual privacy of the existing dwelling or adjoining properties
C1.5.3 – Acoustic Privacy	Complies	The proposed alterations will not affect the acoustic privacy of the existing dwelling or adjoining properties
C1.6 – Fences and Ancillary Development		
C1.6.1 – Fences		
C1 Provide boundary definition by construction of an open fence or hedge to the front street boundary.	N/A	The proposal would retain the existing fence

C1.2 Site Planning		
C2 Front fences within the front boundary setback are to be no higher than 1.2m.	Complies	The proposed alteration to the fence will not increase the existing height
C3 Side fences may be 1.8m high to the predominant building line. Forward of the building line, side fences must taper down to the height of the front fence at a height no greater than 1.2m.	N/A	No new side fence is proposed
C4 On corner sites where the façade of a building presents to two street frontages, fences are to be no higher than 1.2m.	N/A	The subject land is not a corner site.
C5 Front fences shall not be taller than 1.2m.	Complies	The proposed alteration to the fence will not increase the existing height
C6 Screens with a minimum of 50% transparency may be up to 1.8m high along the front boundary	N/A	No screen is proposed
C7 Landscaping should not include visually solid hedges that may conceal intruders.	N/A	No additional landscaping is proposed
C1.6.2 – Outbuildings and Swimming Pools	N/A	No proposed change to the height
C1.6.3 – Building Services	Complies	The development does not propose any significant change to the existing building services. The existing brick pier with the existing mailbox is currently damaged and would be restored to its original condition and will comply with the relevant standards.