# 49 Blackbutts Road, Frenchs Forest

## Lot 1 DP524083 & Lot 1 DP1298188

*DA2024/0492 – Request for Information Review dated 19 July 2024 – Civil Engineering*

Prepared By: Lachlan Drake / Michael Hodges
Date Prepared: 14/08/2024

| Item | Request for Information | Enspire Response 29/09/2023 |
|---|---|---|
| **Development Engineering** | | |
| 1 | The proposed stormwater management plan is to be supported by a DRAINS model to determine the OSD storage volumes and post development discharge rates, noting the pre developed condition is to be state of nature. A summary report of the DRAINS inputs and outputs is to be submitted also. | DRAINS model and Engineering Report were prepared and submitted. Sekisui House to provide to Northern Beaches Council. Attached for convenience. |
| 2 | The On Site Detention tank is to be fully located within the footprint of the proposed internal road, this will limit the current OSD Tanks footprint which impacts open space and landscaping. | The OSD can be re-arranged to site wholly under the proposed road, subject to road alignment amendments to address the comments from Council's traffic engineer. This will increase construction complexity with no net increase in safety or operational / maintenance aspects. |
| 3 | The stormwater management plans are also to comply with the minimum information requirements for development as detailed in section 9.7.3 of Councils Water Management for Development Specification. | Plans to be amended to reflect minor missing elements (longitudinal Sections) to comply with section 9.7.3 of Councils Water Management for Development Specification. |

| | | |
|---|---|---|
| 4 | A catch drain is also to feature of the rear boundaries of Nos 21-23 Warili Road to capture any upstream overland stormwater flows. | The in-ground inter allotment drainage system has been designed to cater for the 1% AEP event with blockage factors applied to all inlet structures. Overland flow would only occur in the event of a total pit and pipe blockage.<br><br>Provision of a catch drain will not convey flows to the proposed internal road as the low point of the site is the south eastern corner of proposed lot 13. |
| 5 | The proposed Cu De Sac diameter is 25m in width these seems excessive and is to be reduced to 20m. | The Cul De Sac has been designed to cater for Councils 10.5m waste vehicle and is unable to be reduced while allowing for a continuous turning movement, refer to Enspire Drawing C22.01 for swept paths. The diameter proposed is 24.4m as is supported by Council's traffic engineer, refer comments dated 02/07/2024. |
| 6 | As the subdivision is proposed to be a Community Title enabling a community association to fund and maintain community facilities including the On Site Detention tank, water quality treatment devices, street lighting, the shared footpath and the private road. A draft community management statement is to be submitted for Councils review together with an Operations and Maintenance Manual for the operation of the OSD Tank and Water Quality treatment devices. | Community Management Plan to be prepared by Sekisui House. The Operations and Maintenance Manual associated with the OSD and water quality facility will be produced as part of the detailed design. This can be conditioned as part of the DA Consent Conditions. |
| ***Traffic Engineering, Refer Council RFI dated 02/07/2024*** | | |
| 7 | Access for the development is provided from Warili Road via a new road, under community Lot number 1; with the exception of Lot 4 which has a separate driveway off Blackbutts Road. The road design should be a minimum 6m wide, and include the road pavement, vertical kerb and gutter, and a1.5m wide footpath. The Applicant proposes a 5.5m road width from the Warili Road to the property boundary of No.21 Warili Road and Lot 13. This is considered acceptable due to the narrow width and requirement to include a 1.5m footpath. A minimum 6m wide road width has been provided for the straight section of road from the proposed indented parallel parking bay (2.1m wide) to the end of the cul-de-sac. | Drawings to be updated for CC |

| | | |
|---|---|---|
| | The proposed 12.2m radius for the turning area is supported as it demonstrates access for Council's 10.5m Waste vehicle to turn around in a continuous movement without mounting the kerb, shown on Turning Path Plan Drawing Number 230057-00-DA-C22.01. | |
| 8 | The proposal to install a "Give-Way" holding line on the bend to control vehicles exiting the subdivision and enable access for a waste vehicle entering from Warili Road is not acceptable and cannot be supported. The curved section of road, between the property boundary with No.21 Warili Road and the indented parallel parking bay, should be widened to enable both service/delivery vehicles and passenger vehicles to pass simultaneously. The eastern kerb line should be retained with the western kerb line realigned, and the radius on the inside of the curve increased to enable the vehicle passing movements. An updated swept path analysis should be provided to demonstrate compliance with this condition. | Drawings to be updated for CC |
| 9 | A 1.5m concrete footpath is provided on the eastern side of the road, from Warili Road, connecting with the existing footpath on Blackbutts Road. The Civil Engineering plans shows the use of a rollover kerb and gutter adjacent to the proposed footpath north of the property boundary with No.21 Warili Road. The use of rollover kerb and gutter raises safety concerns for pedestrians and often leads to illegal parking on the footpath and nature strip. Council therefore requires the use of a vertical faced kerb and gutter only. | Drawings to be updated for CC |
| 10 | Two sections of visitor parking (separated by kerb extensions) are proposed on the western side of the road, providing a total of 5 indented parallel parking spaces. The number of visitor spaces is acceptable however the two sections should be consolidated into one continuous parking bay from the cul-de-sac southwards, creating a larger landscaped area on the bend, and improving the transition for access exiting the curve. | Drawings to be updated for CC |

| | | |
|---|---|---|
| 11 | The Arboricultural Impact Assessment Report states that T140 will be subjected to a 27.8% major encroachment from development of the proposed new road. The current indented parking design shows the works through the SRZ, and a design modification is required to ensure the footprint of the new road is outside of the SRZ. The recommended consolidation of the parking bays would remove the end parking space so the road is outside of the SRZ. The proposed T82 can no longer be planted at the located shown on the Landscape Details plan, Drawing No.LD01; as a result of the consolidation which removes the kerb extension. I have discussed the design changes with Council's Landscape section who supports the recommended changes. | Drawings to be updated for CC |
| 12 | The parallel parking spaces should be line marked and designed in accordance with AS 2890 (On-street Parking standards). The parking bay should be 2.1m wide and indented with a 45 degree angle transition to facilitate entry and exit. Linemarking of the intermediate spaces should be 6m in length and the end spaces 6.3m in length. | Drawings to be updated for CC |
| 13 | The above requirements can be conditioned as part of the Consent with the amended Civil Engineering plans to be submitted to Council for approval prior to the issue of a Construction Certificate. | Noted |
| 14 | The widened road design would still require parking restrictions to prevent on-street parking which reduces the travel lanes for vehicular access. The Applicant has provided Pavement, Signage and Linemarking Plans, Drawing No.230057-00-DA-C11.01 and 230057-00-DA-C11.02 Revision 1, proposing the installation of 'No Stopping' signs for the 5.5m wide section of road and 'No Parking' signs for the remainder of the road. The proposal should instead provide a double dividing barrier line (BB lines) from Warili Road to the start of the turning area. BB lines can be installed for roads with a road width of 5.5m or more. According to the Road Rules, it is illegal to park within 3m of the continuous line, which is enforceable without additional parking signs. The recommended BB lines would restrict parking and also provide delineation along the bend which helps separate the opposing traffic flows. The BB lines can therefore be | Drawings to be updated for CC |

| | | |
|---|---|---|
| | installed instead of 'No Parking' signs which would otherwise narrow the existing nature strip. The installation of an unbroken yellow 'No Stopping' line (C3 line) would also be required in the turning circle to prevent parking and reduce overall signage clutter.<br>The required changes to the Parking Layout and Signage Plans can be conditioned as part of the Consent, with the amended plans to be submitted to Council's Traffic team for approval prior to the issue of a Construction Certificate. | |
| 15 | Traffic Management<br>Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems.<br>These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.<br>Note: A plan of traffic management is to be submitted to and approved by the Principal Certifier.<br>Reason: To ensure pedestrian safety and continued efficient network operation. | To be prepared by the contractor |
| 16 | Staff and Contractor Parking<br>The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the available on-site parking.<br>Reason: To ensure minimum impact of construction activity on local parking amenity. | To be prepared by the contractor |
| 17 | Vehicular Swept Paths<br>A swept path analysis is required for a widened road design which enables both Council's 10.5m waste vehicle and a B99 design vehicle to pass simultaneously on the curved section of road. Vehicular manoeuvring paths must also be provided to demonstrate Council's 10.5m waste vehicle can enter or depart the site onto Warili Road in a forward direction without encroaching on required car parking spaces. Details demonstrating compliance with this condition must be submitted to the Council's Traffic team prior to the issue of the Construction Certificate.<br>Reason: To ensure access for the development site and compliance with Australian Standards relating to manoeuvring and parking of vehicles. | Private road geometry to be adjusted to ensure Council garbage trunk and B99 passenger vehicle can pass |

| | | |
|---|---|---|
| 18 | Construction Traffic Management Plan | To be prepared by the contractor |
| 19 | Kerb Splay<br>A plan showing the modified kerb splay to enable Council's 10.5m waste vehicle to enter and exit the internal access road onto Warili Road shall be submitted to and approved by Council prior to the issue<br>of the Construction Certificate.<br>Reason: To ensure vehicles do not impact the kerb and gutter and cause ongoing maintenance<br>concerns. | The vehicular crossing shall be amended to provide slays to accommodate turn paths |
| 20 | Work Zones ad Permits | Applications to be made by the contractor |
| 21 | Demolition Traffic Management Plan | To be prepared by the contractor |