

Engineering Referral Response

Application Number:	DA2023/1337
Proposed Development:	Alterations and additions to a dwelling house
Date:	05/03/2024
To:	Nick England
Land to be developed (Address):	Lot 13 DP 20271 , 98 West Street BALGOWLAH NSW 2093

Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m² or
- Alterations to existing or new driveways or
- Where proposals affect or are adjacent to Council drainage infrastructure incl. watercourses and drainage channels or
- Torrens, Stratum and Community Title Subdivisions or
- All new Commercial and Industrial and RFB Development with the exception of signage or
- Works/uses in flood affected areas

And as such, Council's development engineers are required to consider the likely impacts on drainage regimes.

Officer comments

21/09/23:

The applicant is proposing Ground Floor Alterations and an Upper Level Addition to an Existing Dwelling.

Access

There is an existing driveway which leads to an attached garage and carport .

The applicant is proposing fill of up to 1.2m to level out the parking area forward of the building line.

This will make the carport and garage redundant.

Physical controls are to be imposed in accordance with clause 2.4.5 of AS/NZS 2890.1:2004 Off Street Car Parking.

The level parking facility would require retaining walls internally. This would need to be designed by a structural engineer and provided prior to CC..

The north elevation indicates the boundary levels to be lowered by approximately 300mm. The boundary levels are to be generally maintained.

The footpath in the road reserve is extremely flat and the back of layback is only 90mm above the gutter invert.

Sections of the existing wheel strip driveway are only 2.1m wide, tire tracks are forms in the road reserve, causing a potential trip hazard.

Sections of the driveway are also in poor condition. As internal driveway works are proposed, a street level application will be required to replace the existing driveway on the road reserve.

Given the driveway is located between 2 bends which connect Balgowlah Rd and Kitchener St, and

there are large volumes of vehicles on West St, the applicant should consider a parking arrangement which allows for cars to enter and exit in a forward direction.

This may be possible with a turning bay. If this option is explored, swept path analysis is required to confirm a B85 can exit the property in no more than 4 manouvres.

Requesting the following to address access concerns.

1. Requesting 2 longitudinal sections (on both sides of the driveway) from the gutter invert to the rear of the proposed parking facility, demonstrating ground clearance scrape test compliance with the B85 vehicle.
2. Clause 2.4.6.1 Minimum Gradients of AS/NZS 2890.1:2004 states that for parking floors to drain adequately, the minimum gradient shall be 1 in 100 (1%) for outdoor areas.
3. Dimensions of the proposed parking facility.
4. A minimum footpath grade of 1% fall towards the kerb is required.
5. The driveway should be a minimum 3m wide.
6. The parking facility and driveway should be graded such that in the event of a major storm, no stormwater runoff can enter habitable floor areas of the dwelling.

Stormwater

The site falls to the rear and is located in region 1, zone 1 as defined in the Water Management for Development Policy.

The proposal is for alterations and additions.

The post development impervious area is increased by less than 50m² and the post development area is 41% < 60%.

In accordance with Appendix 16 of the Water Management for Development Policy, no OSD is required.

The site appears to benefit from an easement to drain water through 50 Lodge Street.

Water runoff from the proposed parking facility should be disposed of to the existing drainage infrastructure.

Follow clause 5.5 Stormwater Drainage from Low Level Properties of the Water Management for Development Policy.

As such, development engineering cannot support the application due to insufficient evidence to address C2 and C3 of the DCP.

Additional Information Provided on 22/01/2024

Stormwater

The site appears to benefit from an interallotment easement to the rear. The Stormwater Management Letter by Michal Korecky, dated 01/11/2023 proposes connection to the easement via the existing site stormwater system which is acceptable subject to conditions.

Access

The amended plans showing the parking and turning areas are insufficient. The plans show no levels or dimensions for the parking/turning areas and the turning area appears insufficient. The previous comments regarding Access have not been addressed.

As previously requested the following information shall be provided to address access concerns.

1. Requesting 2 longitudinal sections (on both sides of the driveway) from the gutter invert to the rear of the proposed parking facility, demonstrating ground clearance scrape test compliance with the B85 vehicle.
2. Turn paths are to be provided to demonstrate vehicles can enter and exist the site in a forward direction.

3. Clause 2.4.6.1 Minimum Gradients of AS/NZS 2890.1:2004 states that for parking floors to drain adequately, the minimum gradient shall be 1 in 100 (1%) for outdoor areas.
4. Dimensions of the proposed parking facility.
5. A minimum footpath grade of 1% fall towards the kerb is required.
6. The driveway should be a minimum 3m wide.
7. The parking facility and driveway should be graded such that in the event of a major storm, no stormwater runoff can enter habitable floor areas of the dwelling.

Additional Information Provided 26/2/2024

The turn paths shown in the amended architectural plans are not satisfactory. There does not appear to be sufficient depth in the driveway for vehicles to enter and exit the site in a forward direction in just 4 manoeuvres without encroaching on the parking spaces.

The applicant shall provide a Traffic Report including swept path analysis by a suitably qualified traffic engineer demonstrating that a B85 vehicle can enter and exit the site in a forward manner with a car parked in the adjacent space.

As such, development engineering cannot support the application due to insufficient evidence to address Section 4.1.6.4. of the Manly DCP.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Engineering Conditions:

Nil.