

Engineering Referral Response

Application Number:	DA2021/0744
Date:	20/09/2021
To:	Rebecca Englund
Land to be developed (Address):	Lot 1 DP 571975 , 50 Lawrence Street FRESHWATER NSW 2096

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

The submitted stormwater design including OSD has been reviewed and is satisfactory.

The proposal includes two driveway crossings to gain access to the site, one off Dowling St to the lower parking level and one off Oliver St to the upper parking level. The application has not provided any sections through the driveway crossings from the kerb to the basement to check compliance with Council's standard profile A4/3330/1 Normal and AS/NZS2890.1:2004. In this regard the boundary levels for the vehicular crossings are to remain with any transitions to occur within the site. A review of the two crossings indicates that each proposed crossing lowers the existing ground levels which is not acceptable. Maintaining the boundary levels results in both access driveways not complying with the requirements of AS/NZS2890.1:2004 which requires a maximum of 1 in 20 grade for the first 6 metres from the boundary into the carpark. The proposed driveway off Dowling St appears to conflict with an existing power pole and bus seat which are not shown accurately on the survey or architectural plans. Council's Road Asset Team are to provide comments with respect to the requirements for the relocation of the seat.

The plans indicate outdoor seating, windows that open out into the footpath area, doors for the hydrant booster which also open out onto the footpath and changing the finish on the retaining wall in Oliver St. These issues are to be assessed by Council's Road Asset Team to ensure compliance with their requirements.

The internal parking design and driveway widths are to be assessed by Council's Traffic Engineers. It is unclear how the access from the service vehicle bay to the retail shops can be achieved internal to the building without the use of the lift.

Development Engineers cannot support the application due to insufficient information to address vehicular access in accordance with Clause C2 of Warringah DCP.

Amended plans submitted 8/09/2021

The amended plans have failed to address the previous issues raised with respect to the two driveway crossings in terms of the alteration to the boundary levels and maximum grade of 1 in 20 for the first 6 metres from the boundary into each carpark. In this regard, the proposed levels on either side of the proposed driveway off Dowling St of 28.65 and 28.16 are not supported and the existing levels at these points must be maintained, i.e. 28.37 on the low side and 28.95 on the high side. The internal grades are to be amended to suit the requirements of AS/NZS 2890.1:2004 with a maximum grade of 1 in 20 for the first 6 metres from the boundary. As stated previously, the power pole has been incorrectly shown on the plans and is currently located within the proposed driveway in Dowling St. The revised plans do not state that the pole is to be relocated. Also, it is unclear where the bus stop sign, bus zone signs and seat are proposed to be located on the plans. The footpath will need to be full width paving up to the proposed bus stop location and then transition to 1.5 metre wide concrete centrally located for the remainder of the frontage. In terms of the proposed crossing off Oliver St, it is considered that the existing back of footpath levels must remain and the transition into the carpark can commence from this point. On the high side, the maximum transition is to be 1 in 20 for 6 metres between the back of the existing path and the proposed carpark. As a result of these requirements, both parking levels will need to be altered to suit.

Development Engineers cannot support the application due to insufficient information to address vehicular access and associated footpath design in accordance with Clause C2 of Warringah 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.