Lotus Project Management Pty Ltd

# Concept Stormwater Management Plan:

## 1129-1131 Pittwater Road, Collaroy NSW

ENVIRONMENTAL

WATER

WASTEWATER

GEOTECHNICAL

CIVIL

PROJECT MANAGEMENT

P1907336JR03V02
April 2020

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**Document and Distribution Status**

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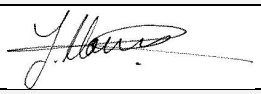
|---|---|---|---|
| Sayana Sorourian | Stanley Leung | Terry Harvey |  |

| Revision No. | Description | Status | Release Date | Document Location | | |
|---|---|---|---|---|---|---|
| | | | | File Copy | Lotus Project Management Pty Ltd | |
| 1 | For DA | Draft | 26/09/2019 | 1P, 1E | 1P, 1E | |
| 2 | Minor changes | Final | 01/04/2020 | 1P, 1E | 1P, 1E | |
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**All enquiries regarding this project are to be directed to the Project Manager.**

# Contents

# 1 Background

## 1.1 Overview

This concept stormwater management plan has been prepared to support a development application (DA) for a proposed shop top housing development at 1129-1131 Pittwater Road, Collaroy NSW (the site).

This document provides an assessment of the effects of the proposed development upon the site in relation to stormwater and a proposal to mitigate impacts.

## 1.2 Project Scope

The objectives of this report are:

1. Assess relevant planning and engineering controls and discuss with relevant authorities to determine the stormwater quantity and quality requirements for the development.

2. Preparation of drainage system concept design including site discharge methodology.

3. Preparation of a hydrological model (DRAINS) to assess requirements for stormwater quantity controls to mitigate downstream impacts in accordance with Council and RMS requirements.

## 1.3 Relevant Guidelines

This plan has been prepared in accordance with the following standards/guidelines:

- Northern Beaches Council (2017) – *PL 850 Water Water Management Policy*

- Warringah Council – On-site Stormwater Detention Technical Specification.

# 2 Site Description

## 2.1 Site Description and location

Site description is provided in Table 1.

**Table 1**: Site description summary.

| Item | Description / Detail |
|---|---|
| Site address | 1129-1131 Pittwater Road, Collaroy, NSW 2097 |
| Legal Identifier | Lot 4 DP 7445 and lot 1 DP 859613 |
| Surveyed area | 814.6 $m^2$ (Land & Engineering Surveyors, 2019) |
| Local Government Area | Northern Beaches Council |
| Current zoning and land use | Zoned B2 – Local Centre (Warringah LEP 2011)<br>Site is currently used for commercial purposes. |
| Proposed land use | Construction of a four storey shop top housing development with a single level basement car park, ground floor retail and accommodation units, as shown in Attachment A. |
| Site description | The site was previously used for commercial purposes. The northeast portion of the site contained a single storey building and southeast portion contained a two-storey building. Western portion of the site was a parking lot and concrete paved areas. |
| Surrounding land uses | Residential dwellings and commercial to the south and north, Pittwater Road to the east and commercial and residential development to the west. |
| Topography | The site is gently sloped with grades <5%.<br>Site elevation ranges between 3.46 mAHD in the southwest corner and 5.2 mAHD in the northeast corner (Land & Engineering Surveyors, 2019). |
| Expected geology | The *Sydney 1:100,000 Geological Sheet 9130* describes site geology as Quaternay Holocene quartz sand, minor shell content, interdunal (swale) silt and fine sand, bounded by fine to medium marine sands.<br>The *NSW 1:250,000 Statewide Geology* describes site geology as sandstone, interbedded sandstone and siltstone, claystone, conglomerate and sandstone (Widden Brook Conglomerate).<br>The NSW Environment and Heritage eSPADE website identifies the site as having aeolian soils of Tuggerah landscape, consisting of gently undulating to rolling coastal dune fields. |
| Surface hydrology | The site grades to the southwest, where waters are collected by a stormwater pit. The southeast corner is a trapped low, with waters in excess of the stormwater infrastructure building up prior to overtopping the wall to the south into the drainage easement and trunk drainage culvert. |

## 2.2 Proposed Development

Architectural drawings prepared by Barry Rush and Associates indicate that proposed development works will include:

- Demolition of existing site structures on site.
- Construction of a new four storey residential buildings, including commercial units, carparking and loading area on the ground floor level.
- Construction of a basement carpark beneath new buildings.

Refer to the accompanying architectural drawings and stormwater plans for the proposed works.

# 3 Stormwater Quantity Management

## 3.1 Overview

A concept stormwater management plan is provided in MA planset P1907336PS03 with hydraulic calculation provided in DRAINS model P1907336DRN02V07.

### 3.1.1 Existing site drainage

- There is an existing Council drainage system (box culvert) on the adjacent properties to the south and west of the site running in a south easterly direction.
- The roof area drains to the RMS road (Pittwater Road) at the front (east) of the site via three stormwater pipes discharging to the gutter of the road.
- The back (west) of the site is drained to the Council drainage culvert.

## 3.2 Water quantity objectives

Council has provided the following advice in relation to stormwater requirements of the development (Prelodgement Advice dated 12/07/2018, Attachment A and Prelodgement Advice dated 07/11/2019, Attachment B):

- All stormwater runoff from the site must be discharged to Pittwater Road. As Pittwater Road is under Roads Maritime Services (RMS) care and control, the applicant is to liaise with RMS with respect to stormwater drainage requirements. All requirements of RMS must be complied with. A written copy of RMS' concurrence including stormwater drainage plan(s) must be submitted with the Development Application.

In addition to Council's advice above, we have consulted with RMS and the following stormwater advice has been received (email dated 2/9/2019, Attachment D):

- Onsite stormwater detention (OSD) should be provided to ensure post development discharge is not greater than the pre development discharge. Detailed design plans and hydraulic calculations should be submitted to Roads and Maritime for approval.

- In the post developed scenario, a concentrated flow should not be provided from one point in the kerb. It should be provided via a number of outlets.

Majority of the site area at the front (eastern) portion of the site will be covered by the proposed roof of the building and drained by gravity to Pittwater Road. OSD is to be provided for the roof area to control discharge rate to Pittwater Road as per RMS' requirements.

The rear (western) portion of the site will have design surface levels (i.e. RL4.1 to 4.6) lower than Pittwater Road (i.e. RL4.8 – 5.0). Given that there is no existing underground drainage system on Pittwater Road, draining the rear of the site (backyard) to Pittwater Road by gravity is not feasible. Run off from the western site area has been designed to discharge into the existing Council's stormwater system. We note that the area draining to the Council system has been significantly reduced with only 161 $m^2$ proposed compared to 391 $m^2$ in existing condition. DRAINS modelling has been undertaken to confirm that post development discharge to the existing Council easement is lower than the pre development discharge.

Recent email received from Council (dated 25/03/2020, Attachment D) confirmed that it is acceptable to connect the landscape and rear area of the development site to the easement and the roof water to Pittwater road as per existing condition.

## 3.3 Methodology and approach

DRAINS hydrological and hydraulic software package (version 2019.07) was used with the ILSAX engine to determine pre and post development discharges from the site. Modelling was undertaken for a range of storm durations between 5 min to 180 min of the following storms:

- 0.2 EY
- 10% AEP
- 5% AEP
- 2% AEP
- 1% AEP

### 3.3.1 Rainfall/IFD Data

Intensity Frequency Duration (IFD) parameters were obtained from BOM and storm temporal patterns from the AR&R 2016 datahub for the storm events and durations specified by Northern Beaches Council.

### 3.3.2 Catchment Areas

Catchment delineation (see P1907336PS03) was developed using site survey data and proposed architectural plans.

## 3.4 Modelling Results

### 3.4.1 DRAINS results

A DRAINS model of the site was set up to assess the hydraulics of the proposed OSD. This model was assessed for the range of storms listed in Section 3.3 and the sizing of the proposed OSD for the roof area draining to Pittwater Road was tested to achieve the objectives stated in Section 3.2.

Results of peak discharge rate to the existing Council drainage system (west) and Pittwater Road (east) for both pre and post development are summarised in Table 2 and Table 3.

**Table 2:** Site discharge values- area draining to the Council drainage system

| Storm Event [1] | Pre Dev Backyard Discharge[2] ($m^3/s$) | Post Dev Backyard Discharge[2] ($m^3/s$) | Difference ($m^3/s$) |
|---|---|---|---|
| 0.2 EY | 0.016 | 0.007 | - 0.009 |
| 10% AEP | 0.019 | 0.008 | - 0.011 |
| 5% AEP | 0.021 | 0.005 | - 0.016 |
| 2% AEP | 0.025 | 0.010 | - 0.0.15 |
| 1% AEP | 0.028 | 0.012 | - 0.016 |

**Notes:**
[1] based on critical storm duration of 5 minutes·
[2] values obtained from DRAINS modelling·

**Table 3:** Site discharge values - roof draining to Pittwater Road

| Storm Event [1] | Pre Dev Roof Discharge[2] (m3/s) | Post Dev Roof Discharge with OSD[2] ($m^3/s$) | Difference ($m^3/s$) |
|---|---|---|---|
| 0.2 EY | 0.018 | 0.018 | 0.000 |
| 10% AEP | 0.020 | 0.020 | 0.000 |
| 5% AEP | 0.023 | 0.023 | 0.000 |
| 2% AEP | 0.027 | 0.027 | 0.000 |
| 1% AEP | 0.030 | 0.030 | 0.000 |

**Notes:**
[1] based on critical storm duration of 5 minutes·
[2] values obtained from DRAINS modelling·

### 3.4.2 Preliminary specification of OSD tank

To achieve post development discharge not greater than pre development discharge to Pittwater Road, modelling (Section 3.4) concludes that an OSD system is required for the proposed building. Preliminary design indicates that a 4.2 $m^2$ and 2.3 m high aboveground tank with a detention volume of 8.1 $m^3$ and orifice size of 35 mm diameter is required. This tank is to be located on the third floor to collect run off from the roof of the manager unit. Further preliminary specifications of the proposed OSD tank are provided in MA planset P1907336PS03.

## 3.5 Stormwater Quantity Conclusion and Recommendations

Hydraulic modelling and preliminary OSD design completed demonstrates that the proposed drainage design complies with the discharge rate requirements as mentioned in Section 3.2. Multiple discharge points to Pittwater Road are to be maintained to comply with RMS requirements as shown on MA planset P1907336PS03.

Detailed design of the site drainage system including the roof drainage, downpipe design, basement drainage system and final OSD tank configuration (i.e. size, position, dimensions, outlet control, overflow weir and final volume) is required to be undertaken during the detailed design stage of the development.

# 4 Stormwater Quality Assessment

## 4.1 Water Quality Requirements

Section 3.1 of PL 850 Water, Northern Beaches Council *Water Management Policy* (2017), specifics that there is no requirement for water quality control measure for the proposed development.

# 5 References

DRAINS (2017) *DRAINS Content Menu.*

Northern Beaches Council *Water Management Policy,* July 2017.

Warringah Council, *On-site Stormwater Detention Technical Specification*

# 6 Attachment A – Prelodgment Advice (12/07/2018)

northern beaches council

# PRELODGEMENT ADVICE

| | |
|---|---|
| **Application No:** | PLM2018/0156 |
| **Meeting Date:** | 12/07/2018 |
| **Property Address:** | 1129 & 1131 Pittwater Road COLLAROY |
| **Proposal:** | Demolition works and the construction of a shop top housing development |
| **Attendees for Council:** | Steve Findlay – Development Assessment Manager<br>Daniel Milliken – Principal Planner<br>Sean Khoo – Specialist Development/Drainage Engineer<br>Lea Lennon – Urban Designer<br>Patrick Bastawrous – Traffic Engineer |
| **Attendees for applicant:** | Greg Boston – Planning Consultant<br>Barry Rush – Architect<br>Frank Lucia – Owner |

**General Comments/Limitations of these Notes**

These notes have been prepared by Council on the basis of information provided by the applicant and a consultation meeting with Council staff. Council provides this service for guidance purposes only. These notes are an account of the specific issues discussed and conclusions reached at the pre-lodgement meeting. These notes are not a complete set of planning and related comments for the proposed development. Matters discussed and comments offered by Council will in no way fetter Council's discretion as the Consent Authority. A determination can only be made following the lodgement and full assessment of the development application.

In addition to the comments made within these notes, it is a requirement of the applicant to address ALL relevant pieces of legislation including (but not limited to) any SEPP and any applicable clauses of the Warringah LEP 2011, Warringah LEP 2000 and Warringah DCP 2011 within the supporting documentation of a development application including the Statement of Environmental Effects.

You are advised to carefully review these notes. If there is an area of concern or non-compliance that cannot be supported by Council, you are strongly advised to review and reconsider the appropriateness of the design of your development for your site and the adverse impacts that may arise as a result of your development prior to the lodgement of any development application.

**SPECIFIC ISSUES RAISED BY APPLICANT FOR DISCUSSION**

| Issue/s Raised | Council Response |
|---|---|
| **Height** | The height limit for the site is 11m and three storeys.<br><br>The development proposes a maximum height of approximately 13.84m and is four storeys.<br><br>There are two examples of nearby development that are four storey, however, four storey developments are not in the majority along this stretch of Pittwater Road.<br><br>A fourth storey on this site is possible, however, it must be greatly reduced from what is proposed on the prelodgement plans and it must take into account the amenity impacts on surrounding sites. For example, overshadowing on the property to the south and view loss from the properties to the west.<br><br>Street presentation is also a critical factor in gaining approval for a fourth storey. The top two levels of the building must step further away from the street setback than what has been proposed.<br><br>The application must be accompanied by a clause 4.6 request to vary the height limit. This request must demonstrate why full compliance is unreasonable or unnecessary and why the proposal is a better planning outcome than a fully compliant development. Stating that there are other examples of four storey developments nearby is not sufficient justification for a non-compliance as the request must relate to the particular circumstances of the site. |
| **Setbacks** | The front setback control requires the ground and first floor to be on the front boundary. Any floors above that must be set back at least 5.0m.<br><br>The proposed development does not meet these requirements and is not acceptable in its current form.<br><br>The upper two levels must step back away from the front boundary, not just the main wall but the balconies as well. The fourth storey, the storey above the height and storeys limit, must not be a prominent feature of the development and particular care must be taken to minimise its street presence. |
| **General Form** | A list of other issues raised in the prelodgement meeting, and anything else that will need to be kept |

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| | in mind during the redesign, follows:<br><br>Basement level:<br>• There is no storage space for residential units.<br>• No motorcycle or bicycle spaces have been provided.<br>• If tandem parking spaces are to be used, they must be allocated to single units.<br>• As the upper floors are amended, the lift cores will need to be moved and this will affect the parking arrangement.<br>• The swept paths of the ground floor car parks, ramp and basement car parks will need to be checked and compliance demonstrated in the DA.<br><br>Ground floor:<br>• In line with the waste comments, space for a commercial bin room and bulky goods waste room will need to be provided.<br>• The retail street activation of the current design is a positive element and should be maintained.<br>• Toilet facilities for the retail/restaurant spaces need to be provided.<br>• Floor to ceiling heights are to be adequate to cater for a range of possible future uses.<br><br>First floor:<br>• The southern units are quite long, meaning natural light will not penetrate into the middle of these units. The ADG requirements must be considered here.<br>• Noise minimisation measures may be required to reduce the impact of Pittwater Road on these units.<br>• Floor to ceiling heights are to comply with the ADG.<br><br>Second floor:<br>• The units and balconies must be set back further from the street.<br>• This storey may need to be set back from the southern boundary to preserve the amenity of the property to the south.<br>• Similar comments to the first floor units in relation to length, natural light and noise measures.<br>• Floor to ceiling heights are to comply with the ADG.<br><br>Third floor: |

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| | • The units and balconies must be set back even further from the street than the second floor.<br>• This storey will need to be set back from the southern boundary to preserve the amenity of the property to the south.<br>• View loss impacts from this storey are to be considered.<br>• Floor to ceiling heights are to comply with the ADG.<br><br>Other matters:<br>• Business identification signage should be incorporated as part of this application, so that signage is consistent and so future occupants of the retail tenancies already have approval for their signage.<br>• Vehicle access is critical for this development. All options (other than access from Pittwater Road) must be explored. |
| **SEPP 65 and the ADG** | ADG comments can be found under the Urban Design section, below in these notes.<br><br>Once the redesign of the development occurs, the Statement of Environmental Effects will need to address SEPP 65 and the ADG. |

**WARRINGAH LOCAL ENVIRONMENTAL PLAN 2011 (WLEP 2011)**

**Note:** WLEP 2011 can be viewed at Council's website.

| **Zoning and Permissibility** | |
|---|---|
| **Definition of proposed development: (ref. WLEP 2011 Dictionary)** | Shop top housing |
| **Zone:** | B2 Local Centre |
| **Permitted with Consent or Prohibited:** | Permitted with consent |

| **Principal Development Standards:** | |
|---|---|
| **4.3 Height of Buildings** | |
| **Standard** | **Proposed** |
| 11m | Approximately 13.84m |
| **Comment**<br>Does not comply.<br>As discussed above, A fourth storey on this site is possible, however, it must be greatly reduced from what is proposed on the prelodgement plans and it must take into account the amenity impacts on surrounding sites. | |

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| The plans must clearly show the accurate height of the building (using a section through the highest point) and must also accurately demonstrate the height of the neighbouring four storey developments to show how the proposal fits within the established streetscape.<br>A clause 4.6 request must be submitted with the DA.<br>**Note:** Building heights are measured from existing ground level. |

**WARRINGAH DEVELOPMENT CONTROL PLAN 2011 (WDCP 2011)**

**Note:** The WDCP can be viewed at Council's website.

| **Part B: Built Form Controls** | |
|---|---|
| **B7. Front Boundary Setbacks** | |
| **Control/Requirement** | **Proposed** |
| Ground and first floor maintain street front, second floor up 5m. | Ground and first – street front<br>Second – street front<br>Third – street front |
| **Comment**<br>The upper two levels must step back away from the front boundary, not just the main wall but the balconies as well. The fourth storey, the storey above the height and storeys limit, must not be a prominent feature of the development and particular care must be taken to minimise its street presence. | |
| **C3 Parking Facilities** | |
| **Control/Requirement** | **Proposed** |
| 1.2 spaces per 2 bedroom dwelling<br>1.5 spaces per 3 bedroom dwelling<br>1 space per 16.4 m2 GLFA (6.1 spaces per 100 m2 GLFA).<br><br>**Development requires:**<br>10 x 2 bedroom = 12 spaces<br>1 x 3 bedroom = 1.5 spaces<br>470sqm GLFA of retail = 28.67 spaces<br>Total = 42.17 spaces | 17 spaces |
| **Comment**<br>The development does not provide adequate parking, however, it is noted that another two levels of basement would be required to achieve 43 spaces.<br>The Traffic and Parking report submitted with the application will need to analyse the existing parking situation in the surrounding area and the level of non-compliance with the parking controls under the WDCP and the RMS guide.<br>A significant reduction in the number of units and/or commercial floor space should be carried out to reduce the extent of the shortfall. Any variation is to be addressed with an evidence based review of spare capacity within the locality. | |

| Specialist Advice | |
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| **Referral Body** | **Comments** |
| **Development Engineering** | Stormwater management<br>All stormwater runoff from the site must be discharged to Pittwater Road. As Pittwater Road is under Roads Maritime Services (RMS) care and control, the applicant is to liaise with RMS with respect to stormwater drainage requirements. All requirements of RMS must be complied with. A written copy of RMS' concurrence including stormwater drainage plan(s) must be submitted with the Development Application.<br><br>Under the Government Information (Public Access) Act 2009 (NSW) (GIPA Act), the applicant may view the easement details from Council's Records Team. This may need to be confirmed by contacting NSW Land Registry Services.<br><br>Indicative location and dimensions of Council's pipelines are shown on the attached pdf. The location and dimensions of Council's pipeline will need to be confirmed by survey and/or inspections.<br><br>Vehicle access<br>Sufficient details must be submitted demonstrating that access via the existing right of carriageway to the development site complies with Australian Standards with respect to vehicle swept paths, driveway gradients, headroom clearances, etc, based on the types of vehicles (commercial and non-commercial) that are expected to access the development.<br><br>Flood protection<br>The site is not tagged as being flood affected, as Council has not undertaken a formal flood study for this catchment. However Council is aware of historical flooding in the very near vicinity of this location.<br><br>The applicant will need to engage a flood consultant to determine the relevant flood levels and hazard category using a suitable 2D computer model with sufficient details for the purposes of the study. Both existing and post-development scenarios will need to be assessed. Guidelines for completing a flood risk assessment report are on Council's website. Compliance with both Part E11 of the DCP and Clause 6.3 of the LEP will need to be demonstrated.<br><br>In particular for this development, the applicant should take note of the following development controls:<br>• The minimum habitable floor levels are to be set at or above the Flood Planning Level (FPL).<br>• The development must not reduce flood storage in any flood event up to the 1% AEP event.<br>• The crest of the ramp into the basement car park area must be set at or above the FPL to prevent floodwaters entering the car park. All potential water entry points for the basement car park (eg: driveway, stair access, ventilation points) are to be set at or above the FPL |

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| **Waste** | <u>Waste Bin room location and design</u><br>The bin room location is acceptable. There are no measurements on the plan as such I am unable to determine if the bin can accommodate 9 x 240L bins required for 11 units. The bin room will need to have the floor coved and connected to sewer. The door must swing outwards and not secured<br><br><u>Bulk waste bin room</u><br>Unable to locate the bulk waste bin room. This is to be 4 cubic meters of practical dimensions to store fridge, lounge or mattress. The bulk waste room is to be located adjacent to the bin room.<br><br><u>Commercial waste bin room</u><br>The applicant has not specified this on the plan. The applicant will need to identify this on the plan if a DA is submitted. |
| **Traffic Engineering** | A Traffic Impact Assessment is to be submitted identifying the following;<br>• Parking Numbers. The applicant should be providing suitable parking for the residents as well as retail/restaurant component. Any shortfalls must be justified.<br>• Traffic generation.<br><br><u>Onsite Servicing</u><br>The servicing of waste and loading/unloading must be accommodated within the site. The applicant shall review the largest possible truck that can utilise the ROW. They must then make provisions within the site boundaries to enable a forward in/forward out movement.<br><br><u>Footpath</u><br>As part of the development, an upgrade of the footpath along the site frontage will be required, to maximise pedestrian safety when accessing the site or crossing the frontage. |
| **Urban Design** | **1. Built Form Controls**<br><br>***WLEP 2011***<br>*4.3 Height of Buildings*<br>The height of the proposed development is approximately 13.84m.<br><br>The site is close to several examples of four storey development. A laneway to the north and right of carriageway and back of house zone to the rear of the site is congested with service areas and rubbish collection zones with access to commercial tenancies to the rear of the site as well.<br>The site frontage is located on Pittwater Road in a B2 Local Centre comprising mixed use, commercial and residential areas with a distinctive character fronting Collaroy Beach.<br><br>***Land Use Zone***<br><br>*B2 Local Centre*<br><br>***Objectives of zone***<br>• *To provide a range of retail, business, entertainment and* |

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| | *community uses that serve the needs of people who live in, work in and visit the local area.*<br>• *To encourage employment opportunities in accessible locations.*<br>• *To maximise public transport patronage and encourage walking and cycling.*<br>• *To provide an environment for pedestrians that is safe, comfortable and interesting.*<br>• *To create urban form that relates favourably in scale and in architectural and landscape treatment to neighbouring land uses and to the natural environment.*<br>• *To minimise conflict between land uses in the zone and adjoining zones and ensure the amenity of any adjoining or nearby residential land uses.*<br><br>RESPONSE<br>The form and bulk, including building line setbacks at upper levels should relate favourably in scale and architecture to the adjoining properties, in particular the building to the south of the proposed development and with respect to amenity of the apartments to the rear of the site.<br><br>Front setbacks at upper storeys should reflect the established character of development set by this building in order to preserve existing view line corridors of residential apartments and to provide for a level of privacy. Separation requirements in accordance with the Apartment Design Guide notes below should be addressed in future proposals.<br><br>**B2 - Number of Storeys**<br>*Objectives*<br>*• To ensure development does not visually dominate its surrounds.*<br>*• To minimise the visual impact of development when viewed from adjoining properties, streets, waterways and land zoned for public recreation purposes.*<br>*• To provide equitable sharing of views to and from public and private properties.*<br>*• To ensure a reasonable level of amenity is provided and maintained to adjoining and nearby properties.*<br>*• To provide sufficient scope for innovative roof pitch and variation in roof design.*<br>*• To complement the height of buildings control in the LEP with a number of storeys control.*<br><br>RESPONSE<br>3 Storeys height control<br>The current design shows 4 storeys including ground level commercial/retail.<br>The setbacks of the two upper levels should reflect the precedent set by the neighbouring property to the south and should be sympathetic to the streetscape.<br><br>**B7 – Front Boundary Setback** |

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| | *Requirements*<br>*Ground/first floor maintain street front, second floor up 5 metres*<br><br>RESPONSE<br>Ground and first floor levels are to maintain street frontage alignment with neighbouring properties.<br>2nd Level and above to maintain a minimum 5m setback.<br>The context of the neighbouring properties sets a theme for this development, however, the proposal is likely to be of a greater height and will therefore need a greater setback to achieve the same sense of scale.<br>The proposed building line setback at the upper levels to the balconies should maintain view line corridors to the existing apartments.<br><br>It is council preference for the upper levels of the development to provide a level of view/aspect amenity to adjacent apartments to the south and to the rear of the property. View line corridors should be demonstrated through diagrams or cross sections of the buildings in future submissions.<br><br>**2. Apartment Design Guide (ADG)**<br><br>**The ADG sections provide objectives and design guidance for further consideration by the applicant. Demonstration of compliance with the objectives and design guidance is required in future applications.**<br><br>**General Comments**<br>The general planning arrangement of apartments is logical for through ventilation opportunities and solar gain to both the east and west elevations of the apartments.<br><br>Articulation of the rear façade treatment should be demonstrated on the drawings to provide modulation. Acoustic and visual privacy to these rear bedrooms should also be addressed with privacy and acoustic screening devices.<br><br>**2E Building Depth**<br>Requirements under the ADG nominate a maximum apartment depth of between 12-18 metres. The longest apartment of the proposed development is between 32 – 35 metres which is almost double the recommendation of the ADG. (Refer section 4F below which discusses options which could assist to reduce/relieve the current depth).<br><br>**2F Building Separation**<br>The proposed development needs to demonstrate the separation distance of 6-12 metres for buildings up to four storeys in accordance with Table 1. Page 37 of the ADG.<br>Demonstration of adequate building separation controls for sunlight and daylight access to habitable spaces and open spaces within the building will need to be addressed in future designs.<br><br>This applies to the southern boundary of the development at the upper |

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| | levels and to the rear of the development from the rear balconies measured to the neighbouring property balconies to the rear of the site.<br><br>**2H Side and Rear Setbacks**<br>The proposed development needs to demonstrate side and rear setbacks achieve light and ventilation along with visual amenity within the context.<br><br>**3F Visual Privacy**<br>Direct lines of sight should be avoided for windows and balconies across corners. The balconies to the rear of the development pose the most issues with privacy. Screening devices should be incorporated into the design as a strategy to mitigate both privacy issues and western solar gain during summer. (refer page 63-65 ADG)<br><br>**4A Solar and Daylight Access**<br>Solar access to the centre of the deep plan apartments will be difficult to achieve particularly to the mid and lower level apartments. Strategies discussed in 4F below could go some way to achieving better solar outcomes.<br><br>**4B Natural Ventilation**<br>The proposed development demonstrates cross ventilation requirements are readily achievable in the current plan arrangement. The proposed design should demonstrate through site analysis diagrams that solar gain and natural ventilation have been articulated in the design. (See Page 82 ADG) Site analysis diagrams are required in future applications.<br><br>**4F Common Circulation and Spaces**<br>The 2 x central circulation cores serving 2 x units each could be designed to provide a more climatic response to the development and assist in optimising internal daylight access to the deep plan. The opportunity to provide central atrium circulation cores that allow light and ventilation to the apartments would assist to provide this amenity. This could also serve to break up the depth of the units by providing a light filled corridor to each of the apartments creating an internal connection between eastern and western zones of the apartments.<br><br>**4E Private Open Space and Balconies**<br>The proposed apartments have balconies to the eastern and the western elevations. Both balconies to each unit will have distinctly different climatic conditions and should be addressed/designed to mitigate solar gain, acoustic and visual privacy, noise and pollution.<br><br>**4J Noise and Pollution**<br>Design strategies to mitigate noise and pollution should be addressed in particular to the Pittwater Road frontage. Design strategies recommended in this section of the ADG include enclosure of balconies with acoustic glazing and appropriate sealing devices for wintergarden type balconies. The applicant is encouraged to address measures to attenuate noise and pollution as recommended in the ADG in future designs. |

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| | **4N Roof Design**<br>The current design is quite unresolved in terms of the roof top community area and access by the occupants of all units. Currently the design provides exclusive direct access to the pool area only for the northern most apartment.<br>Additionally, if the roof top is to have a pool area consideration is to be made for appropriate shade structures and landscape planting. These structures along with lift overruns and mechanical plant will need to provide screening from public view. Consider deep setbacks of these items to reduce any perceived additional bulk and scale when viewed from public spaces or neighbouring properties<br><br>**4O Landscape Design**<br>The current drawings show no provision for landscaping in the scheme.<br><br>**4P Planting on Structure**<br>If gardens / deep soil planting is to be proposed in future designs refer this section of the ADG for recommendations.<br><br>Rooftop terraces will not be supported.<br><br>**4S Mixed Use**<br>Appropriate design solutions for façade treatment pedestrian activation zones, entries and other key architectural elements should achieve a level of detail appropriate to the prominence of the location and contribute to the desired future character of the local area.<br><br>**4T Awnings and Signage**<br>Appropriate street awnings and street activation is to be addressed in accordance with the recommendations of the ADG.<br><br>**3. General Note on Rear Lane Access Zone**<br><br>Resolution of the access and right of carriageway to incorporate the back of house entry to the development has the potential to be developed into a lively activated laneway, that provides pedestrian access and green street plantings, pocket parks as a retreat space from the main road. Separation requirements from the rear boundary apartment building balconies support this opportunity for activation which could be explored at a more fine grain detail. The size and varying levels of the rear lane area suggest vertical green walls could provide relief to a somewhat unsightly zone, in particular with regards to the aspect and views from balconies that address this rear lane access area.<br>Careful consideration as to how this area is resolved is encouraged. Refer 4F Common Circulation Spaces (refer page 98 ADG). |

| **Relevant Council Policies** |
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| You are advised of the following (but not limited to all) Council's policies available at Council's website: |

- DA Management Policy
- Stormwater drainage for low level properties PDS-POL 135
- Vehicle access to all roadside development: LAP-PL 315
- Waste PL 850

**Documentation to accompany the Development Application**

- Electronic copies (USB)
- Statement of Environmental Effects
- Request to vary a development standard (Clause 4.6)
- Cost of works estimate/ Quote
- Site Plan
- Floor Plan
- Elevations and sections
- A4 Notification Plans
- Survey Plan
- Site Analysis Plan
- Demolition Plan
- Excavation and fill Plan
- Waste Management Plan (Construction & Demolition)
- Waste Management Plan Ongoing
- Certified Shadow Diagrams
- BASIX Certificate
- Schedule of colours and materials
- Landscape Plan and Landscape Design Statement (should any landscaping be proposed)
- Photo Montage
- Model
- Advertising Structure / Sign Plan
- Erosion and Sediment Control Plan / Soil and Water Management Plan
- Stormwater Management Plan / Stormwater Plans and On-site Stormwater Detention (OSD) Checklist
- Geotechnical Report
- Acid Sulfate Soil Report
- Acoustic Report
- Flood Risk Assessment Report
- Traffic and Parking Report
- Construction Traffic Management Plan
- Construction Methodology Plan
- Access Report
- Fire Safety Measures Schedule
- SEPP 65 Report
- Solar access diagrams demonstrating the proposed development protects the solar access for the adjoining property to the south
- View Sharing / Loss Assessment (especially for developments to the south and west)

*Please refer to Development Application Checklist for further detail.*

**Concluding Comments**

These notes are in response to a pre-lodgement meeting held on 12 July 2018 to discuss a proposal for shop top housing at No. 1129-1131 Pittwater Road. The notes reference preliminary plans prepared by Barry Rush & Associates Pty Ltd, dated 4 June 2018.

The proposed development exceeds the 11m height limit by a relatively significant margin. While there are other examples of four storey developments in the vicinity, they are not the majority. In addition, the proposal is likely to be higher that the surrounding developments as a result of floor levels needed for flood protection and for compliance with the ADG.

In order to receive support from Council for any height breach, the upper levels, particularly the fourth floor, must be set much further back from the boundaries and be sympathetic to the streetscape.

The proposal, as submitted for the prelodgement meeting, cannot be supported and requires redesign prior to submission.

Based upon the above comments you are advised to satisfactorily address the matters raised in these notes prior to lodging a development application.

# 7 Attachment B – Prelodgment Advice (07/11/2019)

northern beaches council

# PRELODGEMENT ADVICE

**Application No:** PLM2019/0205

**Meeting Date:** 7/11/2019

**Property Address:** 1129 & 1131 Pittwater Road COLLAROY

**Proposal:** Demolition works and the construction of a mixed use development configured as basement carparking, ground floor, commercial and access boarding house (Level 1 and 2) and a managers residence (Level 3).

**Attendees for Council:**
Steve Findlay – Development Assessment Manager
Alex Keller – Principal Planner
Lea Lennon – Urban Design

**Attendees for applicant:**
Greg Boston – Planning Consultant
Barry Rush – Architect
Frank Lucia – Owner

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## General Comments/Limitations of these Notes

These notes have been prepared by Council on the basis of information provided by the applicant and a consultation meeting with Council staff. Council provides this service for guidance purposes only. These notes are an account of the specific issues discussed and conclusions reached at the pre-lodgement meeting. These notes are not a complete set of planning and related comments for the proposed development. Matters discussed and comments offered by Council will in no way fetter Council's discretion as the Consent Authority. A determination can only be made following the lodgement and full assessment of the development application.

In addition to the comments made within these notes, it is a requirement of the applicant to address ALL relevant pieces of legislation including (but not limited to) any SEPP and any applicable clauses of the Warringah LEP 2011, Warringah LEP 2000 and Warringah DCP 2011 within the supporting documentation of a development application including the Statement of Environmental Effects.

You are advised to carefully review these notes. If there is an area of concern or non-compliance that cannot be supported by Council, you are strongly advised to review and reconsider the appropriateness of the design of your development for your site and the adverse impacts that may arise as a result of your development prior to the lodgement of any development application.

**SPECIFIC ISSUES RAISED BY APPLICANT FOR DISCUSSION**

**Proposal in detail** (plans dated 18/9/2019 drawn by Barry Rush & Associates)

- Demolition of the existing buildings (shops) and site preparation works
- **Basement RL 1.70 -** Excavation for one basement level of carparking for 19 cars, storage area, lift stairs and vehicle ramp / aisles.
- **Ground Floor RL 5.2 –** Two shops, entry foyer, bin / service, common room, lift and stair access, toilets, carparking for 4 cars.
- **First Floor RL 8.8 –** Boarding house accommodation (14 rooms) each with bathroom, kitchenette and balcony space, stair and lift access, access area
- **Second Floor RL 11.4** - Boarding house accommodation (12 rooms) each with bathroom, kitchenette and balcony space, common room lift and stair access
- **Third Floor RL14.0 –** Boarding house manager's dwelling (4 bedrooms), kitchen / living dining, bathrooms, laundry, storage, lift and stair access, terrace areas.
- **Roof RL 16.8 to 17.4** – Roof, parapet and lift overrun.

| Issue/s Raised | Council Response |
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| **Height** | The height limit for the site is 11.0 metres (m) and three storeys.<br><br>The development proposes a four storey building with maximum height of approximately 12.2m.<br><br>A fourth storey on this site is possible (consistent with previous advice for shop top housing on the site), however, the managers Unit is to be substantially reduced from what is proposed on the pre-lodgement plans. This is to reduce potential amenity impacts on surrounding sites.<br><br>Street presentation is also a critical factor in gaining support for a fourth storey. The top two levels of the building must step further away from the street setback than what has been proposed.<br><br>The application must be accompanied by a clause 4.6 request to vary the height limit. This request must demonstrate why full compliance is unreasonable or unnecessary and why the proposal is a better planning outcome than a fully compliant development.<br><br>Stating that there are other examples of four |

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| | storey developments nearby is not sufficient justification for a non-compliance as the request must relate to the particular circumstances of the site.<br><br>The variation to the height control will not be supported if it results bin adverse impacts on residential amenity and views or creates an undesirable precedent. Potential amenity impacts include overshadowing on the property to the south, privacy / overlooking impacts, view impacts from the properties to the west, and streetscape appearance when viewed from public land along Collaroy beachfront reserve. |
| **Setbacks** | The front setback control requires the ground and first floor to be on the front boundary. Any floors above that must be set back at least 5.0m.<br><br>The proposed development shows the first floor setback 2.5m with balcony spaces. The dividing walls between the balconies, balustrade and detail should include high quality materials that create visual interest and continuity with adjacent / nearby recent new development in Collaroy for shop top housing.<br><br>The second floor level is setback 5.0m with the upper floor managers residence at 7.0m. The managers residence is likely to be still prominent and a setback of 8.0m with only lightweight (timber / metal) pergola structures. Privacy screens along the side wall of the boarding rooms and adjacent the side boundaries should be designed with aesthetic considerations for view lines and sunlight as well as providing functional privacy.<br><br>Particular care must be taken to minimise its street presence and avoiding potential neighbours concern due to excessive deck areas on the upper level. A reduction of the floor area for the “manager’s residence” is therefore requied. This should include reducing the trafficable terrace areas along the western, northern and southern setbacks around the manager’s residence. The use of low planter boxes with appropriate screen native planting |

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| | for balcony areas should consider view lines, safety and provide a practical means of managing privacy by reducing roof top deck areas. |
| **General Form** | A list of other issues raised in the pre-lodgement meeting, and anything else that will need to be kept in mind during the redesign, follows:<br><br>Basement Level:<br>• There is no storage space for residential units detailed (collective area shown).<br><br>• No motorcycle or bicycle spaces have been provided require by the SEPP ARH.<br><br>• If tandem parking spaces are to be used, they must be allocated to single units.<br><br>• As the upper floors are amended, the lift cores will need to be moved and this will affect the parking arrangement.<br><br>• The swept paths of the ground floor car parks, ramp and basement car parks will need to be checked and compliance demonstrated in the DA.<br><br>Ground Floor:<br>• In line with the waste comments, space for a commercial bin room and bulky goods waste room will need to be provided.<br><br>• The retail street activation of the current design is a positive element and should be maintained.<br><br>• Toilet facilities for the retail/restaurant spaces need to be provided.<br><br>• Floor to ceiling heights are to be adequate to cater for a range of possible future uses. |

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| | First Floor:<br>• Noise minimisation measures may be required to reduce the impact of Pittwater Road on these units.<br>• Floor to ceiling heights are to comply / with the BCA.<br><br>Second Floor:<br>• The units and balconies must be set back further from the street.<br>• This storey may need to be set back from the southern boundary to preserve the amenity of the property to the south.<br>• Similar comments to the first floor units in relation to length, natural light and noise measures.<br>• Floor to ceiling heights are to comply with the BCA.<br><br>Third Floor:<br>• This storey will need to be set back from the southern boundary to preserve the amenity of the property to the south.<br>• View loss impacts from this storey are to be considered.<br><br>Other Matters:<br>• Business identification signage should be incorporated as part of this application, so that signage is consistent and so future occupants of the retail tenancies already have approval for their signage.<br>• Vehicle access is critical for this development. All options (other than access from Pittwater Road) must be explored.<br>• Details are required to address floor to floor noise penetration to ensure internal residential amenity is protected. |

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| **STATE ENVIRONMENTAL POLICY (AFFORDABLE RENTAL HOUSING) 2009**<br>**SEPP ARH** | The design of the proposal is required to demonstrate the development is compatible with the character of the local area.<br><br>Consideration should include defining the "relevant area" in the context of the proposal, identifying "consistent elements" of the design and the "local character" to ensure the proposal is a "good fit". Careful consideration should be made to elements of the proposal that are not consistent with the built form controls (e.g. storeys) so that appropriate design treatment / response is provided.<br><br>The design of the proposal is to address clauses 29, 30 and 30A as they apply to the site and zone. In addressing these requirements the following details are required:<br><br>• Compliance with floor space requirements of the SEPP.<br><br>• Addressing building height. (Note that clause 4.6 requires additional consideration if both storeys and the SEPP are breached in addition to the LEP.<br><br>• Landscape response for terrace areas and any ground floor amenity.<br><br>• Solar access to common rooms and open space for the common room area<br><br>• Private open space distribution for each room and the boarding house manager.<br><br>• Parking provision including the expected usage or balance of parking for the expected maximum occupancy for the building and per room.<br><br>• Accommodation size (detailed on the plans excluding kitchen and bathroom areas)<br><br>• Standard for Boarding Houses including |

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| | the adequacy / amenity of communal living space, room floor areas, bicycle / motorbike parking, limitations on capacity and residential use at ground level.<br><br>• Details of managers residence requirements (carparking, open space and the like)<br><br>The applicant is to nominate / clarify if any "affordable housing" pursuant to SEPP 70 is to be included. This may include details / reasons for not nominating / allocating any units for this specific criteria.<br><br>A draft Operational Management Plan will need to be submitted with the development application for the boarding house. |
| **SEPP 65 and the ADG** | Clause 4 (4) of SEPP 65 excludes boarding house development from the SEPP and ADG. WLEP 2011 permits boarding house development within the B2 Local Centre zone. |

**WARRINGAH LOCAL ENVIRONMENTAL PLAN 2011 (WLEP 2011)**

**Note:** WLEP 2011 can be viewed at Council's website.

| **Zoning and Permissibility** | |
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| **Definition of proposed development:**<br>**(ref. WLEP 2011 Dictionary)** | ***Retail Premises***<br>***Boarding house*** *means a building that:*<br>*(a) is wholly or partly let in lodgings, and*<br>*(b) provides lodgers with a principal place of residence for 3 months or more, and*<br>*(c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and*<br>*(d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.* |

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| **Zone:** | B2 Local Centre |
| **Permitted with Consent or Prohibited:** | Permitted with consent – retail premises and boarding house. |
| **Objectives of the Zone** | • *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*<br>• *To encourage employment opportunities in accessible locations.*<br>• *To maximise public transport patronage and encourage walking and cycling.*<br>• *To provide an environment for pedestrians that is safe, comfortable and interesting.*<br>• *To create urban form that relates favourably in scale and in architectural and landscape treatment to neighbouring land uses and to the natural environment.*<br>• *To minimise conflict between land uses in the zone and adjoining zones and ensure the amenity of any adjoining or nearby residential land uses.* |

| **Principal Development Standards:** | |
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| **4.3 Height of Buildings** | |
| **Standard** | **Proposed** |
| 11.0 metres (m) | Approximately 12.2m to lift overrun.<br>Approximately 11.6 to roof parapet |
| **Comment**<br>Does not comply.<br>A fourth storey on this site is regarded as a variation to the DCP storey limit, and therefore influences the overall height of the building. The height, bulk, setbacks and floor area affects the visibility of the fourth storey element which is a critical issue for any request to vary the height control. However, it must be greatly reduced from what is proposed on the pre-lodgement plans and it must take into account the amenity impacts on surrounding sites.<br>The plans must clearly show the accurate height of the building (using a section through the highest point) and must also accurately demonstrate the height of the neighbouring four storey developments to show how the proposal fits within the desired built form and character with minimal impact on surrounding land.<br>A clause 4.6 request must be submitted with the development application (DA). | |

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| **Note:** Building heights are measured from existing ground level. |

**WARRINGAH DEVELOPMENT CONTROL PLAN 2011 (WDCP 2011)**

**Note:** The WDCP can be viewed at Council's website.

| **Part B: Built Form Controls** | |
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| **B7. Front Boundary Setbacks** | |
| **Control/Requirement** | **Proposed** |
| Ground and first floor maintain street front, second floor up 5m. | Ground floor – shops street frontage.<br>First – 2.5m to wall with front balcony edge to the street front.<br>Second – 5.0m to wall with to edge of balcony structure 2.0m<br>Third – 7.0m to wall with edge of balcony structure 4.0 |
| **Comment**<br>Balcony screens / balustrades and framing for the upper levels should include lightweight structures. The use of design element to create visual consistency with the adjacent building floor levels is recommended to create continuity for the desired future streetscape. This will require design details of colours and materials including a photo montage to demonstrate appropriate urban design outcomes.<br><br>The upper level containing the manager's residence must be reduced in footprint to be well clear of the side and rear elevations and not visible from street level in front of the building to minimise its street presence and the non-compliant height and upper storey. | |
| **C3 Parking Facilities** | |
| **Control/Requirement** | **Proposed** |
| **Shop Top Housing requires:**<br>**Shop**<br>1 space per 16.4 $m^2$ GLFA<br>(6.1 spaces per 100 $m^2$ GLFA) | The proposal is required to demonstrate vehicle access for deliveries and service vehicles including the loading dock area.<br><br>It is considered that the ground floor "common room" and bin room be merged / reconfigures to provide improved "back of house" area for the shops and boarding house, including residential waste, bulk waste, commercial waste and loading / delivery dock. Reconfiguation of this area |

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| **Boarding House** component<br>*"Comparisons must be drawn with developments for a similar purpose."*<br><br>**Boarding house manager.**<br>*The managers unit (4 bedroom Unit) on the top floor should be allocated 2 parking spaces.* | may also include disabled persons parking and changes to be foyer areas.<br><br>Any parking allocation for the shops and managers dwelling should include an appropriate balance of carparking spaces for staff and customers. The floor area of the existing shops may be factored in to the provision of parking, however the boarding house should not be subject to a separate allocation / cost that would cause lodgers to park elsewhere. Details will need to be addressed in Traffic and Parking Report, including appropriate mechanism to ensure that boarding house lodgers that have cars will fully utilize the available basement residential parking.<br><br>Carparking should only be compared with applications made under WDCP 2011 and that were for the construct of a new boarding house building. The SEPP requires 0.5 spaces per boarding room. However, a reasonable minor variation will be considered on merits of the subject site having convenient and safe access to the "B-line" bus stop and other frequent bus services along Pittwater Road.<br><br>Parking spaces for the boarding house rooms (including the Manager's dwelling) cannot be Strata titled to separate the individual spaces. |
| **Comment**<br>The Traffic and Parking report submitted with the application will need to analyse the existing parking situation in the surrounding area and the level of non-compliance with the parking controls under the WDCP 2011 and the RMS guide. The development application will require referral to the NSW RMS due to proximity to a main road (MR) | |

| **Specialist Advice** | |
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| **Referral Body** | **Comments** |
| **Development Engineering** | <u>Stormwater management</u><br>All stormwater runoff from the site must be discharged to Pittwater Road. As Pittwater Road is under *Roads Maritime Services* |

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| | (RMS) care and control, the applicant is to liaise with RMS with respect to stormwater drainage requirements. All requirements of RMS must be complied with. The proposal will be referred to the RMS' and concurrence is required for the stormwater drainage plan(s) for the Development Application.<br><br>Under the Government Information (Public Access) Act 2009 (NSW) (GIPA Act), the applicant may view the easement details from Council's Records Team. This may need to be confirmed by contacting NSW Land Registry Services.<br><br>Indicative location and dimensions of Council's pipelines are shown on the attached pdf. The location and dimensions of Council's pipeline will need to be confirmed by survey and/or inspections.<br><br><u>Vehicle access</u><br>Sufficient details must be submitted demonstrating that access via the existing right of carriageway to the development site complies with Australian Standards with respect to vehicle swept paths, driveway gradients, headroom clearances, etc, based on the types of vehicles (commercial and non-commercial) that are expected to access the development.<br><br><u>Flood protection</u><br>Council has not undertaken a formal flood study for this catchment. However, Council is aware of historical flooding in the very near vicinity of this location. It is noted that a draft flood assessment has been prepared by *Martens & Associates* (Ref #P1907336JR02V01)<br><br>In particular for this development, the applicant should take note of the following development controls:<br>• The minimum habitable floor levels are to be set at or above the Flood Planning Level (FPL).<br>• The development must not reduce flood storage in any flood event up to the 1% AEP event.<br>• The ramp design / crest of the ramp into the basement car park area must be set at or above the FPL to prevent floodwaters entering the car park. All potential water entry points for the basement car park (e.g: driveway, stair access, ventilation points) are to be set at or above the FPL<br><br>The Applicant is advised to submit with DA application the following details:<br><br>1. On-Site Detention (OSD) is to be provided in accordance with Council's OSD Technical Specification. Section 2.7 of |

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| | this Specification states, “OSD will not be required where the site of the development is located within a Council established 1 in 100 year ARI flood plain, and that it can be demonstrated that lesser storm events will also flood the site. Otherwise it will be necessary to provide OSD to control the runoff for the minor storm events.”<br><br>2. The Applicant shall determine application of Part C4 of WDCP to the development, and justify any concession in the provision of OSD. Development Engineering will undertake a detailed assessment of submitted information at the time of Development Application.<br><br>3. As per Council's best current information, the proposed stormwater discharge from the site can be connected to the existing Council pit, located within the established drainage easement (E2) SP66939 of DP1035839. The proposed connection to a local existing pit, as shown on the plan PS03-E100, is to be revised to Council satisfaction. The Applicant shall demonstrate that all adjoining properties are not worse off post-development and that Council’ drainage system can accept the proposed additional drainage form a new development. Prior to submission of the Development application further discussion will be required with Council’s Development Engineers to establish any OSD requirements based on the draft flood study information provided.<br><br>*4.* The proposed basement parking area is to be permanently tanked or piped seepage to the nearest Council stormwater system. The tanking shall be acknowledged on the stormwater drainage design plans submitted with DA application. A detailed geotechnical report is required to address engineering methods of construction, potential dilapidation risks, acid sulphate soils management and hydraulic risks. Any dewatering impact on the water table will require integrated referral to the *Department of Primary Industries.*<br><br>5. Council’s records indicate that the subject property is adjacent to the Council stormwater pipeline located within the property at 5 Collaroy Street - SP 58961. In this regard, the applicant is required to demonstrate compliance with Council’s Building Over or Adjacent to Constructed Council Drainage Systems and Easement technical specification - For any work in close proximity to a Council pipeline, this technical specification must be considered and is available on the webpage via the link below: |

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| | https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/general-information/engineering-specifications/building-over-or-adjacent-constructed-council-drainage-systems-and-easements-technical-specification.pdf<br><br>This consists of accurately locating, confirming dimensions and plotting Council's stormwater pipelines and associated infrastructure to scale on the DA plans which show the proposed works. This should be carried out by a service locating contractor and registered surveyor. (The applicant will need to provide evidence of methodology used for locating).<br><br>Northern Beaches Council has public stormwater drainage maps online. Please follow the relevant link below and select the 'Stormwater' map from the 'No Overlay Map' drop down menu. You can then search by address and use the zoom functionality to see pipe diameters and asset id numbers.<br>https://services.northernbeaches.nsw.gov.au/icongis/index.html<br><br>All structures are to be located clear of any Council pipeline or easement. Footings of any structure adjacent to an easement or pipeline are to be designed in accordance with the above-mentioned policy. Structural details prepared by a suitably qualified Civil Engineer demonstrating compliance with Council's policy are to be submitted with the development application.<br><br>6. The flood hydraulic report and model showing the 100 Year Average Recurrence Interval (ARI) stormwater flow over the subject site, is to be submitted for the DA All calculations are to be carried out in accordance with the guidelines provided in "Australian Rainfall and Run Off", a publication of the Institution of Engineers, Australia. All levels are to be shown in Australian Height Datum (AHD). It is to be noted that no development is permitted over Council's drainage system which includes the established 1 in 100 ARI storm water overland flow path for the subject site. The flood study must be taken upstream and downstream beyond the subject site and shall include surrounding properties in the current shape and size, affected by the overland flow.<br><br>Furthermore, the study is to consider any potential flooding of the site from the floodwaters. Cross sections |

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| | detailing the 1 in 100 year ARI water surface level are to be provided at appropriate intervals.<br><br>Any flood levels of the receiving water must be indicated on the drainage layout plan (if applicable). Water surface profiles are to be detailed for the existing and proposed conditions for the development site as well as for the both upstream and downstream of the development site. The *Hec-Ras* computer program is preferred for this application.<br><br>The proposed development must comply with all requirements of Council's Section 9.3, *Overland Flow of Council's PL 850 Water: Water Management Policy.* Runoff from the developed site must not cause a detrimental effect on any property. This may require the retention (and possible expansion) of existing surface flow paths. |
| **Water Management** | As this lot is already 100% impervious and is under 1000 square metres (sqm), the water quality controls do not apply.<br>The owner is encouraged to at least install a sediment control pit that captures coarse sediments prior to discharging stormwater from the lot, as this will help reduce siltation of Collaroy Beach. The pit must be accessible for maintenance purposes. |
| **Traffic Engineering** | A Traffic Impact Assessment is to be submitted identifying the following;<br>• Parking Numbers. The applicant should be providing suitable parking for the residents as well as retail/restaurant component. Any shortfalls must be justified.<br>• Traffic generation and traffic safety control devices.<br>• Ventilation from the basement area<br>• Details of legal access and compliant right of carriageway widths for the cars and delivery vehicle to the development.<br><br><u>Onsite Servicing</u><br>The servicing of waste and loading/unloading must be accommodated within the site. The applicant shall review the largest possible truck that can utilise the ROW. They must then make provisions within the site boundaries to enable a forward in/forward out movement.<br><br><u>Footpath</u><br>As part of the development, an upgrade of the footpath along the site frontage will be required, to maximise pedestrian safety when |

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| | accessing the site or crossing the frontage. Details of footpath regrading (long section and cross sections will be required.) |
| **Natural Environment & Climate Change**<br>**Water Management** | The development application should include provision to install a sediment control pit that captures coarse sediments prior to discharging stormwater from the lot, as this will help reduce siltation of Collaroy Beach. The pit must be accessible for maintenance purposes. |
| **Urban Design** | **Built Form Context**<br>The site is bounded on three sides by four storey development. A laneway to the north and right of carriageway and back of house zone to the rear of the site is congested with service areas and rubbish collection zones with access to commercial tenancies to the rear of the site as well.<br>The site frontage is located on Pittwater Road in a B2 Local neighbourhood comprising mixed use, commercial and residential areas with a distinctive built to lines character fronting Collaroy Beach.<br>The proposed development exceeds the (LEP) height of buildings control and (DCP) 3 storey limit. See further comments B2 Number of Storeys.<br><br>The form and bulk, including building line setbacks at upper levels should relate favourably in scale and architecture to the adjoining properties, in particular the building to the south of the proposed development.<br><br>Front setbacks at upper storeys should reflect the precedent set by this building in order to preserve existing view line corridors of residential apartments and to provide for a level of privacy.<br>Zero lot alignment at ground and level 1 with a 5 metre front setback at level 2.<br><br>The Manager's apartment at the top level 3 needs to be considered in terms of generous setbacks so as to not obstruct view line corridors and greater aspects from street level and broader immediate views. Refer additional comments<br><br>**Building Side and Rear Setbacks**<br>Side setbacks and stepping in of the built form from the side boundaries at the upper levels will assist in achieving the 7.2 metre wall height compliance. Ground level and level one with a setback that maintains the current alignment and the upper two levels setback from the side boundary to achieve view and cross breeze amenity to the apartments to the rear is preferred.<br><br>**Number of Storeys** |

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| | The current design shows 4 storeys including ground level commercial/retail.<br>Level 2 and 3 storey setbacks should reflect the precedent set by the neighbouring property to the south with the 4th level setback to provide for future separation of buildings. Refer *Additional Comments - Floor to Ceiling Heights* at the end of this commentary.<br><br>**Front Boundary Setback**<br>Ground level is to maintain street frontage alignment with neighbouring properties.<br>2nd Level to maintain a 5m setback from the external face of the building on the front boundary.<br>The context of the neighbouring properties sets a precedent for the upper levels.<br>The proposed building line setback at the upper levels to the balconies should align with the neighbouring properties in order to maintain view line corridors to the existing apartments.<br>It is council preference for the upper level apartment of the development to provide a level of view/aspect amenity to adjacent apartments to the south and to the rear of the property. Setback of the upper level a further 5 metres minimum would assist to minimise the bulk and scale as viewed from a public space.<br><br>**ADDITIONAL URBAN DESIGN COMMENTS**<br><br>**Manager's Apartment and Rooftop Amenity**<br>The circulation; fire stair and elevator are distinct constraints in the planning of the development. As such these elements access the unit directly with no foyer or relative threshold. Whilst this is not a major concern Council's preference would be to move the current building line of enclosure back from the frontage to align with the eastern line of the lift and fire stair. Consideration to the planning of the spaces to maximise solar amenity and a possible reduction in number of bedrooms is a preferred outcome in terms of the broader view aspects and impacts on neighbouring properties' amenity.<br><br>**Ventilation**<br>Ventilation through the levels should be demonstrated to the satisfaction of council.<br><br>The applicant noted the ventilation strategy but clearer description and annotation on the drawings to demonstrate the passive/active ventilation strategy will be required.<br><br>**Floor to Ceiling Heights/Slab and Servicing Allocation**<br>The drawings show a dimension of 2400 from floor to ceiling with |

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| | a slab depth of 200mm. Nominally a dimension of at least 2700 mm is the preferred floor to ceiling height to provide a decent level of amenity to residents with an additional 300-400 to allow for ceiling services. Alternative solutions needs to demonstrate reduced floor to ceiling levels and minimum slab depths can achieve the minimum requirements for amenity under the relative clauses of the NCC/BCA.<br><br>**Floor Heights Relative to Elevation and Streetscape Resolution**<br>Relative to and in consideration of the 2400mm floor to ceiling heights, it is noted that the streetscape elevation that assumes the same datum levels of both adjacent 4 storey buildings and reflects this in the design response articulated through the façade.<br><br>**General Note on Pittwater Road Entry Commercial**<br>The general arrangement of the two commercial tenancies at ground level could be further explored so that there is inbuilt flexibility for future tenancies division of spaces r potential for larger single tenancy.<br><br>A more generous porte cochere into the building proper with entrances to tenancies from this central corridor could also be explored. |

| **Relevant Council Policies** |
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| You are advised of the following (but not limited to all) Council's policies available at Council's website:<br>• Development Application Management Policy<br>• Stormwater drainage for low level properties PDS-POL 135<br>• Vehicle access to all roadside development: LAP-PL 315<br>• Waste PL 850 |

| **Documentation to accompany the Development Application** |
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| • Electronic copies (USB)<br>• Statement of Environmental Effects<br>• Request to vary a development standard (Clause 4.6)<br>• Cost of works estimate/ Quote<br>• Site Plan<br>• Floor Plan<br>• Elevations and sections<br>• A4 Notification Plans |

- Survey Plan (Boundary Survey required)
- Site Analysis Plan
- Demolition Plan
- Excavation and fill Plan
- Waste Management Plan (Construction & Demolition)
- Waste Management Plan Ongoing
- Engineering plans (stormwater, vehicle access and footpath areas)
- Shadow Diagrams (certified by Architect)
- See NSW Department of Planning changes to BASIX Certificates for “large” boarding houses.
- Boarding house operational management plan
- Schedule of colours and materials
- Landscape Plan (for landscaping integrated to the architectural design)
- Photo Montage
- Model
- Advertising (generic) Sign Plan
- Erosion and Sediment Control Plan / Soil and Water Management Plan
- Stormwater Management Plan / Stormwater Plans and On-site Stormwater Detention (OSD) Checklist
- Geotechnical Report (including groundwater assessment, protection / engineering support for adjoining properties)
- Acid Sulfate Soil Report
- Acoustic Report (including BCA, lift plant, A/C location noise, and noise protection)
- Flood Risk Assessment Report
- Traffic and Parking Report
- Construction Traffic Management Plan
- Construction Methodology Plan
- Access Report
- Evidence of Legal Right of Access to the land (ROW)
- Fire Safety Measures Schedule
- Solar access diagrams demonstrating the proposed development protects the solar access for the adjoining property to the south
- View Sharing / Loss Assessment (especially for developments to the south and west)
- Integrated development fee (Department of Primary Industries) if dewatering, or water table impacts are identified with the geotechnical report.

*Please refer to Development Application Checklist for further detail.*

**Concluding Comments**

These notes are in response to a pre-lodgement meeting held on 7 November 2019 to discuss a proposal for mixed use development at No. 1129-1131 Pittwater Road. The notes reference preliminary plans prepared by *Barry Rush & Associates Pty Ltd,* dated 18 September 2109.

The proposed development exceeds the 11m height limit and therefore a variation under Clause 4.6 will need to be adequately detailed to address the objectives and merit assessment. While there are other examples of four storey developments in the vicinity, each circumstance is considered on its individual merits and pursuant to the current planning controls (including desired future character / streetscape).

In order to receive support from Council for any height breach, the upper levels, particularly the fourth floor, must be set much further back from the boundaries and be sympathetic to the streetscape. This include appropriate design response to address potential view and privacy concerns, continuity, visual interest, and external colours and finishes that create an attractive streetscape character for the local centre of Collaroy beach.

The proposal, as submitted for the pre-lodgement meeting, requires some redesign to critical areas of the building prior to submission. This includes the ground floor (parking, loading, service /waste facilities & foyer) as well as elements of the upper floor and boarding room balconies and common areas. The location of a common room for the level 2 is recommended, similar to that shown for Level 1 in the NE corner of the floor with an aspect toward the beach / street frontage. Additionally, details of the pedestrian access along the northern boundary to create an attractive residential access / foyer area and also configuration of shop entry area will require further design changes.

Based upon the above comments you are advised to satisfactorily address the matters raised in these notes prior to lodging a development application. Prior to lodgement of the DA revised plans may be submitted to assist with addressing particular issues raised in these notes for further comment or a second pre-lodgement held to present further design changes to Council.

# 8 Attachment C – Council email advice (25/03/2020)

## Sayana Sorourian

**From:** Alex Kwok <Alex.Kwok@northernbeaches.nsw.gov.au>
**Sent:** Wednesday, 25 March 2020 5:17 PM
**To:** Stanley Leung
**Subject:** Re: 7336- 1129 - 1131 Pittwater Road, Collaroy

Hi Stanley
I reviewed the PLM and the Stormwater plan.

Council has easement at the property boundary. We have no issue to connect the landscape and rear area of the development site into the easement and the roof water into Pittwater road as existing.

Thanks
Alex

Sent from my iPhone

On Mar 25, 2020, at 3:37 PM, Stanley Leung <sleung@martens.com.au> wrote:

> Hi Alex,
>
> Thanks for your time on the phone.
>
> As discussed, please let us know if you have any concern to keep the rear of the site draining to the existing council easement pipe at the rear of the site, once you have discussed with the other two council engineers who had looked into this site.
>
> Thanks,

**Stanley Leung**
**Senior Engineer, Technical Team Leader**
BEng(Hons), MIEAust, CPEng, NPER

<image001.jpg>

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**F + 61 2 9476 8767**
**www.martens.com.au**

# 9 Attachment D – RMS email advice (2/09/2019)

## Sayana Sorourian

**From:** Cameron Mcintyre <Cameron.MCINTYRE@rms.nsw.gov.au>
**Sent:** Monday, 2 September 2019 10:37 AM
**To:** Sayana Sorourian
**Cc:** Terry Harvey; Andrew Norris; Pahee Rathan
**Subject:** Northern Beaches Council - SYD19/01043 - Stormwater Enquiry - 1129-1131 Pittwater Road - Collaroy - Advice Only

Hi Sayana,

Thank you for your email to Roads and Maritime Services regarding the request for Pre-Development Application advice. Roads and Maritime have the following comments for your consideration that need to be addressed prior to your formal development application submission to Roads and Maritime:

- On –site Storm water Detention (OSD) should be provided to ensure post development discharge is not greater than the pre development discharge. Detailed design plans and hydraulic calculations should be submitted to Roads and Maritime for approval.
- It is noted that water is currently outlet from 2-3 different points in the kerb, rather than from one concentrated point. In the post developed scenario, a concentrated flow should not be provided from one point in the kerb. It should be provided via a number of outlets.
- Roads and Maritime request further information regarding drainage flows, direction and where the water from the concrete driveway at the rear of the property flows to. The existing point of discharge for this water will need to be maintained in the post development scenario.
- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.
- In accordance with AS 2890.1- 2004 (Parking Facilities, Part 1: Off-street car parking), the driveway shall be a minimum of 5.5 metres in width for a minimum distance of 6 metres from the property boundary.
- Roads and Maritime request that a traffic report should be included as part of the Development Application. The traffic report should include detail regarding access and egress, turnaround facilities, vehicle use per day and swept path plans for the longest vehicle. Vehicles must be able to manoeuvre within the site and enter/exit the site in a forward direction. In this regard, a swept path plan for the longest vehicle should be provided and submitted to Roads and Maritime for review ensuring vehicles accessing the site can enter/exit the site in a forward direction.

Kind Regards,

**Cameron McIntyre**
A/Land Use Assessment Officer
North West Precinct

(02) 8849 2787

**Roads and Maritime Services**
Every journey matters