

Engineering Referral Response

Application Number:	DA2019/0730
To:	Benjamin Price
Land to be developed (Address):	Lot 4 DP 345419 , 71 A Queenscliff Road QUEENSCLIFF NSW 2096 Lot 41 DP 300057 , 71 Queenscliff Road QUEENSCLIFF 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

General background of the proposal

This DA seeks development consent for the demolition of the existing dwellings and construction of a residential flat building comprising of 15 units with basement parking within 71-71a Queenscliff Road, Queenscliff. The Site is legally described as Lot 41 DP 300057 and Lot 4 DP 345419. The Site exhibits a total area of approximately 1,259 m² and has a primary frontage of 27.43 m to Queenscliff Road.

A Pre-Lodgement Meeting was held with Northern Beaches Council on 26 March 2019 with Rodney Piggott (Manager Development Assessments), Lea Lennon (Urban Designer) and Benjamin Price (Planner).

The front setback of 6.5 m is designed to include landscaping and service provision and a 6.0 m rear setback is proposed. Deep Soil (232.8m² & 18%) provision is included in the rear setback to allow planting and retention of a prominent tree. The Site is not identified as a being affected by acid sulfate soils pursuant to the WLEP2011.

Comments from Council officers following the Pre-Lodgement Consultation are:

- Car parking dimensions, maneuvering and driveway grades are addressed in the traffic and parking report by Park Transit Parking & Traffic Design Consultants. A total of 31 car parking spaces including 3 visitor parking spaces are proposed in two basement levels. The width of the proposed vehicular ramp to the basement car park is 3.7 meters suitable for one-way flow and a

series of signals and/or convex mirrors were suggested from the Applicant to be implemented to manage the traffic flow. The gradient of the ramp is in accordance with the Australian Standard of Off-Street Parking Facilities – AS2890.1-2004. A comments from traffic was that the ramp appears to have no visibility and that it is unclear as to the intent of the 'One Way' description is.

- Storm-water Management Plans prepared by Martens & Associates Pty Ltd comprise part of the application and they detail provision of a storm-water tank.
 - The Site is not identified as a flood controlled lot pursuant to the WLEP2011
 - The geotechnical assessment by Martens Consulting Engineers confirms no evidence of former or current large-scale slope movement (landslip) within the Site and surrounding land.
- Also, outline requirements for appropriate drainage measures to be provided to divert overland flows and groundwater away from excavation to Council approved discharge points. If groundwater inflow is encountered during rock excavation Martens recommend managing via sump and pump method and recommend monitoring of groundwater ingress during the initial stages of excavation. However, if high seepage inflows during excavation is encountered Martens has recommended methods to manage the groundwater.

Vehicular Access:

In accordance with Council's Technical Specification, the driveway crossing fronting the property shall be located to provide a minimum of 1.0 m clearance off the layback/wing edge to the lintel. The clearance from existing power pole shall be maintained to a minimum of 1.0 m. In order to achieve this requirements the proposed driveway crossing will be less than 3.0 m wide if positioned between existing kerb inlet and power pole. Wider driveway crossing is shown on the architectural plans and for that reason necessary relocation of the existing storm-water pit must be indicated on the civil and architectural set of plans.

Also, insufficient information has been provided with regard to the proposed profile of access driveway. The Applicant shall provide a long-section of centreline and at both edges of the proposed access driveway to the proposed carpark and demonstrate compliance with AS2890. The long-sections shall be taken from the center line of the Queenscliff Road. The driveway shall incorporate Council's Normal Standard Vehicle Crossing Profile or to be placed on the single slope (complying with relevant standards) and with implementation of 1.5 m wide new footpath. The proposed raised garden bed adjacent to driveway shall be lowered to ground level in order to achieve minimum sight lines for pedestrians safety.

Stormwater Drainage:

Storm-water drainage design for the development shall be amended in line with design for driveway crossing, including levels of internal driveway in relation to OSD tank roof. Further information is required in regards to design of the proposed OSD size and collection of storm-water to rainwater tank and discharge to OSD.

Assessment completed on 03.10.2019

The proposed application cannot be supported by Development Engineering due to lack of information to address:

- Clarity of proposed vehicular access from Queenscliff Road in accordance with Council standard requirements and AS/NZS 2890.1.
- Storm-water drainage design shall be amended and it shall be justified with supplied Drains model to Council.

Amended proposal for design shall clearly indicate dimensions, slope/grade change (%), ground clearance line for B85 in accordance with AS/NZS 2890.

It is recommended that the Applicant consult further with Council's Engineers regarding any future proposed design solution.

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Referral Body Recommendation

Recommended for refusal

Refusal comments

Recommended Engineering Conditions:

FEES / CHARGES / CONTRIBUTIONS

Construction, Excavation and Associated Works Bond (Road)

A Bond of \$5,000.00 as security against any damage or failure to complete the construction of road pavement/shoulder reconstruction works as part of this consent.

Reason: Protection of Council's Infrastructure

Construction, Excavation and Associated Works Bond (Drainage)

A Bond of \$3,500.00 as security against any damage or failure to complete the construction of Storm-water drainage works as part of this consent.

Reason: Protection of Council's Infrastructure

Construction, Excavation and Associated Works Bond (Crossing / Kerb)

A Bond of \$22,000.00 as security against any damage or failure to complete the construction of any vehicular crossings, footpath, kerb and gutter works required as part of this consent.

Reason: Protection of Council's Infrastructure

Construction, Excavation and Associated Works Bond (Maintenance for civil works)

The developer/applicant must lodge with Council a Maintenance Bond of \$8,000.00 for the construction of all approved civil works. The Maintenance Bond will only be refunded on completion of the six month Maintenance Period, if work has been completed in accordance with the approved plans and to the satisfaction of Council. The maintenance bond shall be paid to Council prior to the issue of confirmation of practical completion and the maintenance bond may be exchanged for the works bond.

Reason: To ensure adequate protection of Council infrastructure