
Sent: 31/03/2020 2:13:48 PM
Subject: submission in relation to development at 185 Prince Alfred Parade, Newport - DA2020/0219
Attachments: submission11111.docx;

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Dear Kent

Submission in relation to Development Application DA2020/0219

185 Prince Alfred Parade, Newport

I have reviewed the documentation relating to the proposed development at 185 Prince Alfred Parade, Newport and have number of concerns.

Firstly, the application documentation contains errors (it incorrectly labels my house as No 183 and not 187 Prince Alfred Parade and vice versa for No 183). A small error but something that needs to be noted.

The application also does not contain much supporting documentation. (no traffic assessment report, geotec report etc.).

My main concern, and this is a very serious concern, is the ability for me to maintain a useable and **safe** vehicle access to my premises both in terms of entering and exiting my car parking.

The ability for access to be maintained is not properly addressed in the application. It is not mentioned at all in the Statement of Effects and is only addressed in the most cursory form with the provision of a vehicle turning movement into/from the proposed garage dotted on one of the submitted plans. This is not sufficient and must be addressed/considered in great detail and to the appropriate standards. The application should be supported by a detailed traffic assessment report.

Vehicle access to both my property and No 185 is via a steep driveway across my property. The parking spaces at the top of the driveway are some 7m above the shared roadway below.

A photo of the driveway is shown in **Photo 1** below.

Both properties are subject to a right of carriageway. The right of carriageway is shown below in **Figure 1**.

The right of carriageway shown in **Figure 1** (which was presumably created before both dwellings were constructed) does not reflect the situation on the ground in that it does not align with the physically constructed driveway.

In this regard it is impossible for either myself or No 185 to access/exit, in a car, the vehicle parking at the top of the driveway serving either property without going outside the area of the right of carriageway. For example, the right of carriageway does not cover the full width of the driveway as such it is impossible for No 185 to access their parking with a car without utilising my land outside the right of carriageway. Neither does it provide sufficient area at the top of the driveway for me to manouvre into my car parking space or for 185 to reverse out of theirs. This is a circumstance that has existed for some 35 years or so since my house was constructed.

I am pointing this out not to prevent my neighbour constructing a garage but to highlight that the existence of the right of carriageway, or that the proposed garage does not impinge on the right of carriageway, should not/cannot be used to justify a development

that has a significant adverse impact on my ability to safely and conveniently access my property. There has been mutual acceptance over the years between the owners/occupiers of both properties that whilst the right of carriageway does not properly serve the purpose for which it was intended the driveway and space at the top of the driveway should be used to facilitate safe and convenient access. This circumstance should be maintained.

As I have stated the driveway is very steep. Access to parking under my house requires a vehicle turning movement at the top of the drive. If the current circumstances are significantly restricted this could result in an unsafe access.

Currently given the space available I have a number of options to access my carparking:

- a) The first option is to drive up the driveway and reverse into my parking space. Two vehicle movements. This option is readily available if there are no cars or one car parked to the side at No 185. Although it can also be achieved with two cars appropriately parked. In this circumstance when exiting my premises, I drive out of my space in a forward gear towards the edge of the driveway, reverse for a short distance uphill and then proceed down the driveway in forward gear. Three vehicle movements. This option will not be available if the garage is constructed in the location proposed.
- b) The second option is for me to drive up the driveway and manouvre into my parking space in a forward gear. Three vehicle movements. This involves a short downhill reversing movement at the top of the driveway before the vehicle can be turned and driven into the parking space in a forward gear (reverse too far, that is off the driveway, and the vehicle will fall 7 metres to the roadway below – this is not an exaggeration). This manouvre requires the precise placement of the vehicle. In this circumstance when exiting my premises, I reverse out of my space a sufficient distance to allow me to turn and drive down the driveway. Two vehicle movements. This option is available even with two vehicles parked at No 185. It will however become severely restricted if the garage is constructed in the location proposed. I believe exiting my parking space in this manner will take at least four or five movements even for a small car. The further away from the boundary the garage is constructed the easier and safer access/egress will be.

I can accommodate parking for two vehicles on my property in a stacked arrangement (one behind the other). In the current circumstances I am generally able to “shuffle” the vehicles when required such that either vehicle is able to leave the property without the other having to do so. This will become impossible if the garage is to be constructed as proposed.

The submitted plans indicate the garage door set 3.434m from the boundary (with the eaves to the garage approximately 3m. Whilst this may sound sufficient, or look sufficient in plan, it is not and will significantly impact on my ability to safely and conveniently access my property.

Without sufficient space at the top of the drive vehicle access to my property becomes dangerous and in wet weather conditions could be impossible, given the steepness of the drive and the tightness of the turn required at the top of the drive. In these circumstances if the vehicle cannot make it into the parking space (eg. as a result of wheels spinning) the vehicle can become stuck.

The further away from the boundary that the garage is located the safer the access becomes. I believe that a garage can be provided whilst maintaining sufficient space to provide a safe and convenient access to my premises (a key outcome of the relevant DCP provisions), albeit one that is still compromised in comparison with the existing circumstances.

I have provided two redesign options in **Figures 2 and 3** below that will facilitate the provision of a safe and convenient access for both properties. These involve the relocation of the proposed lift, which is currently proposed to be located between the existing dwelling and the proposed garage, to the rear of the existing dwelling adjacent to the existing stair. This will allow the proposed garage to be set back further.

I consider that these options are reasonable and should be given serious consideration. They will allow for a safe and convenient access to my premises albeit still restricted in comparison with that which currently exists.

The existing vehicle access arrangements for both premises, and the impact the development will have on those arrangements, **must** be viewed on site to be properly appreciated. Whilst the plans may indicate the provision of sufficient space they do not adequately illustrate the levels/constraints imposed on accessing my property.

In this regard I request that no positive decision is made on this application until a site visit is carried out by the assessing planner and a traffic engineer. **I request that I be informed of when this will occur so that I can demonstrate how vehicle access both int/out of my premises will be impacted.**

In addition to the above any approval needs to be subject of appropriate conditions including the approval of a construction management plan which specifically addresses minimising the impact on access to my premises during construction.

Thank you for your consideration regarding this matter.

Bill Mackay

Manager Planning Assessments

City of Sydney

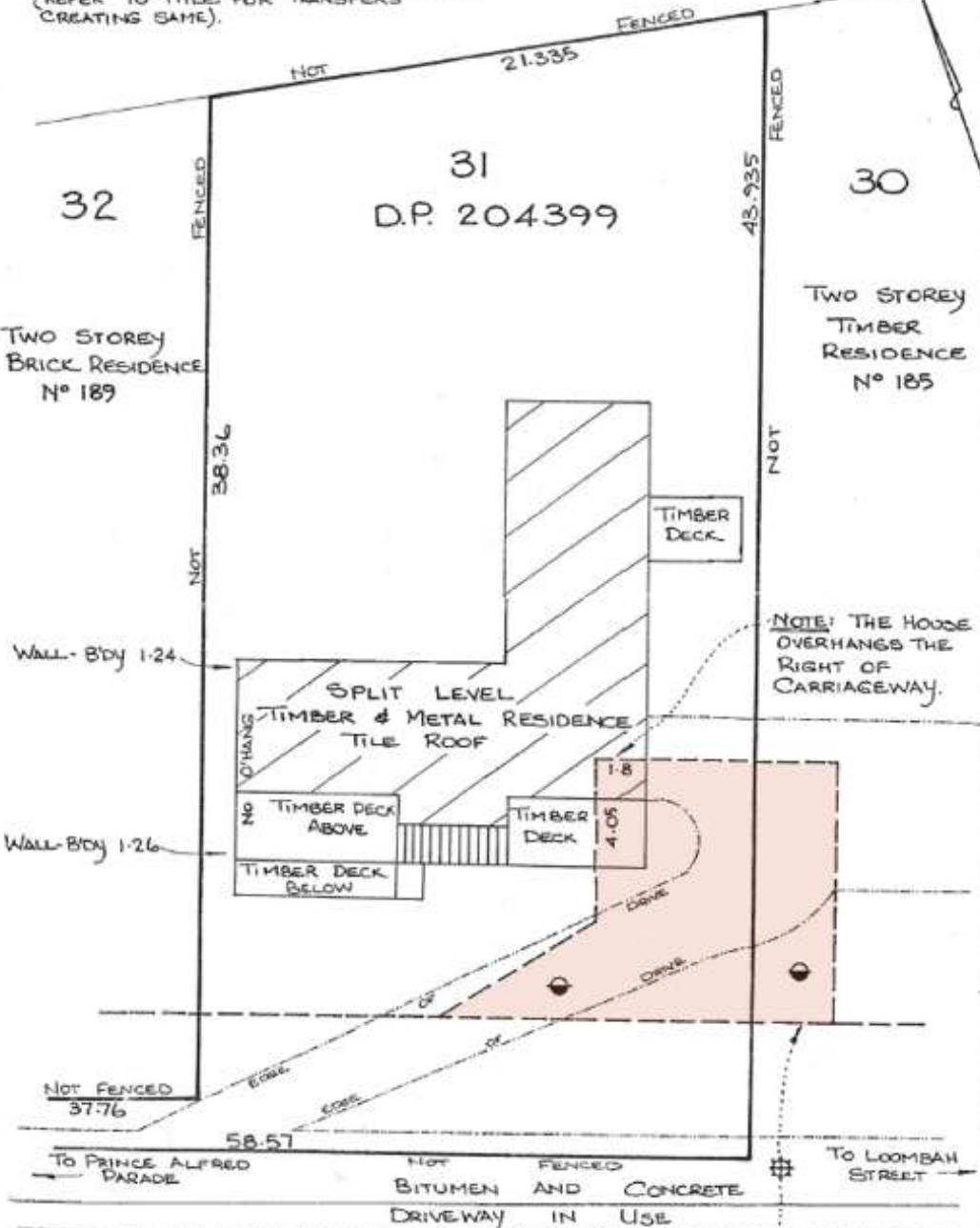
0418 611 611



Phot 1: Driveway serving No 187 and 187. My property No 187 is on the left at the top of the driveway.

SKETCH

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Reference: 1129

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Figure 1: Right of Carriageway

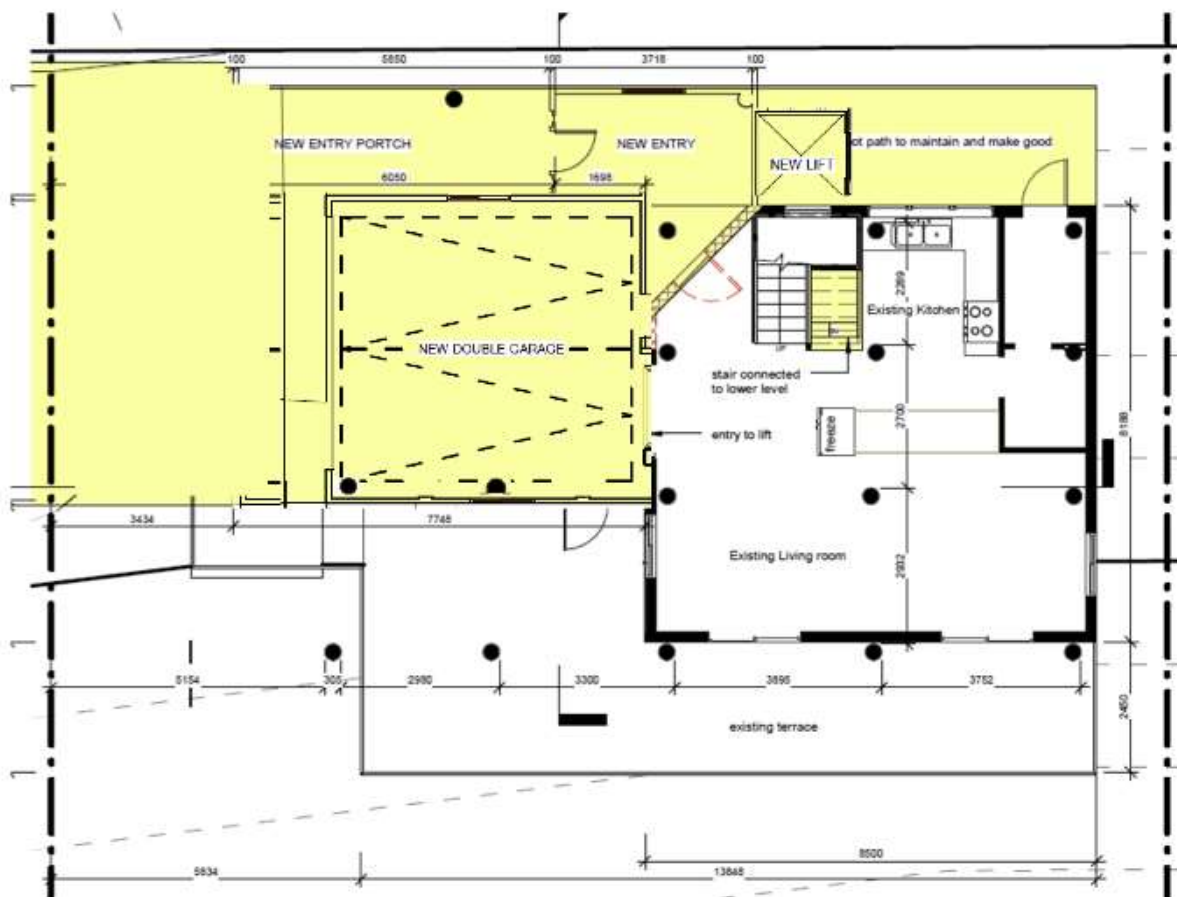


Figure 2: Option for redesign

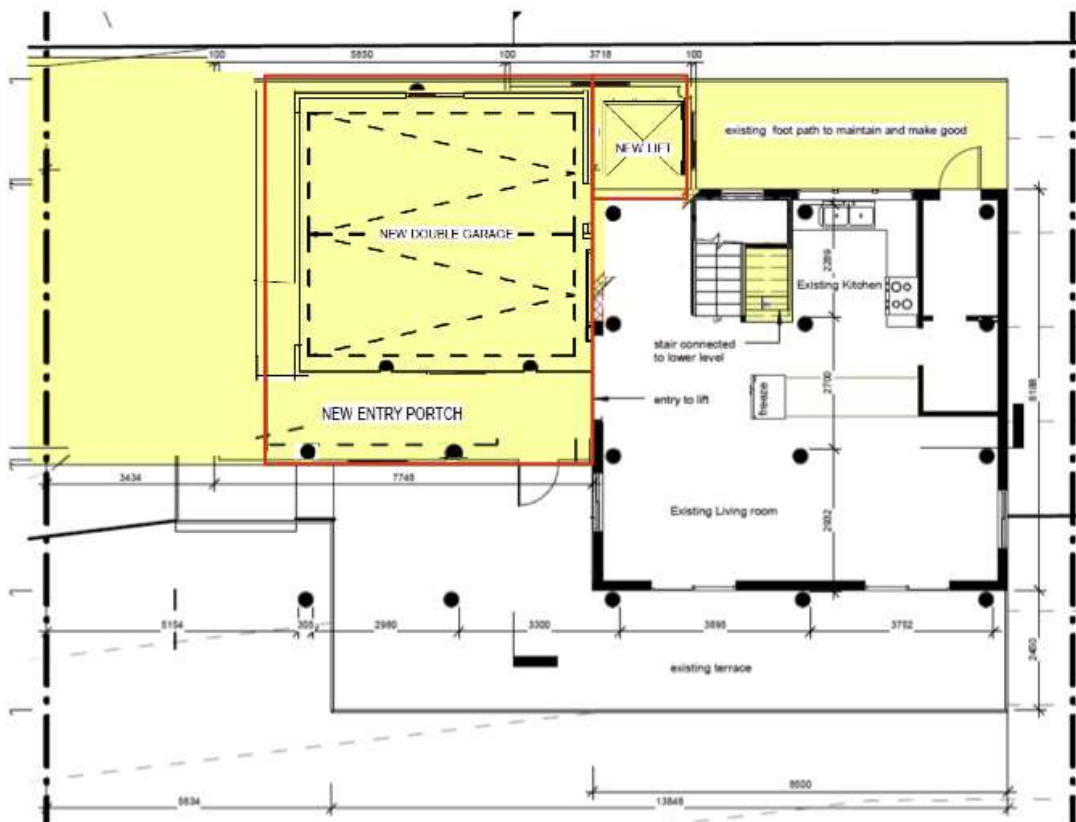


Figure 2: Option for redesign