

## **42 UPPER CLIFFORD AVENUE**

DA2020/0706 : ADDITIONAL INFORMATION

28 July 2020

Attention : Maxwell Duncan

To respond to the issues relating to the proposed garage as noted in your letter dated 28 July 2020 :

The proposed garage has a door width that does not comply with Manly DCP Clause 4.1.6. Despite the numeric non-compliance, it is considered that the proposal achieves the objectives of the development control. There is currently no adequate on-site parking. The proposal provides for two on-site parking spaces. The street has very limited parking. The design of the proposed garage is very similar to many in this street. The streetscape will therefore not be adversely impacted as the proposal is consistent with the existing street pattern. The existing vehicle crossing is to be slightly extended. The extension will not have a significant impact on pedestrian use of the footpath. The existing footpath gradient is to be maintained and the new garage entry door will be sloped to suit the footpath. The east half of the proposed garage will replace terraced landscaping. The landscaping will effectively be replaced by a proposed on-slab planter at the north end of the garage and more planting around the re-configured entry stair on the east side of the property. The existing landscaping along the west boundary will be retained.

It is accepted that the grade of the existing footpath cannot be changed. The proposed garage entry doorway is graded to match the existing footpath levels. The lower edge of the garage door slopes to suit the footpath. This approach is similar to many other garage entry door treatments in Upper Clifford Avenue.

Please read this statement together with the following additional drawings :

1901/DA15 : Detail Garage Plan 1:50

1901/DA16 : Detail Garage Sections Sheet 1

1901/DA17 : Detail Garage Sections Sheet 2

1901/DA18 : Detail Garage Sections Sheet 3

1901/DA19 : Detail Street Elevation Garage

1901/DA20 Swept Path Analysis East Enter

1901/DA21 Swept Path Analysis East Exit

1901/DA22 Swept Path Analysis West Enter

1901/DA23 Swept Path Analysis West Exit

The proposed parking arrangement achieves compliance in respect of AS2890.1:2004. The numeric compliance is achieved as follows and is illustrated in the drawings described above :

1. The garage includes two parking spaces. Each parking is a minimum of 2400mm wide by 5400mm long. There is a 300mm space provided on the outer side of each parking space and a 600mm gap between the two 2400mm widths. The total width of the garage is 6000mm internally.
2. AS2890.1:2004 : 2.4.6 relates to gradients within parking modules. Both parking spaces have a maximum fall from front to back of 1 in 20 and a maximum crossfall over the width of 1 in 16. The details of the RL's around the proposed garage and the gradients are illustrated on the 1:50 scale detail garage plan and the linked 1:50 sections taken through six places within the proposed garage. The sections extend across the footpath and the bitumen road surface immediately adjacent to the site to illustrate that the gradient from the bitumen, over the concrete footpath and into the garage achieves compliance for two car parking spaces.
3. The sections show that the required clearance below the 85<sup>th</sup> percentile car is achieved due to the gradients from street to parking space.
4. The sections illustrate that the required minimum headroom of 2200mm is achieved.
5. The 85<sup>th</sup> percentile vehicle has been shown on the 1:50 plan and has been used to illustrate the swept path analysis. It must be noted that the street is a very quiet street with four cul-de-sac ends in the same street. There is no through traffic. The part of the road from which No 42 gains access, serves only three other developments. Two of the developments (No 38 and No 40) have similar garages on a nil front setback. The speed of vehicles using this road can't exceed 25km/hr due to the topography and the geometry of the road.
6. As shown in the swept path analysis, it is proposed that vehicles will enter both parking spaces by reversing into the garage from the street. This will allow the vehicles to exit the garage in a forward direction. The swept path in each instance is based on the path templates included in AS2890.1:2004 for the 85<sup>th</sup> percentile vehicle.



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