

## Engineering Referral Response

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| <b>Application Number:</b>             | Mod2024/0048   |
| <b>Proposed Development:</b>           | Modification of Development Consent DA2018/1166 granted for Demolition Works and Construction of a Boarding House development                                  |
| <b>Date:</b>                           | 07/11/2024   |
| <b>To:</b>                             | Anne-Marie Young   |
| <b>Land to be developed (Address):</b> | Lot 8 DP 22384 , 615 Pittwater Road DEE WHY NSW 2099<br>Lot A DP 400997 , 613 Pittwater Road DEE WHY NSW 2099<br>Lot 2 DP 22384 , 11 May Road DEE WHY NSW 2099 |

### Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m<sup>2</sup> 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

I have reviewed the Stormwater Management Plans by ING Consulting Engineers, Project No. 416092023S455 dated 13.12.23. My contentions are as follows:

1. The on-site detention system has been designed and sized to attenuate the post-development discharge from the site back to the existing discharge. This is not in accordance with Council policy. Section 9.3.2.6 of Council's Water Management for Development Policy Version 2, 26 February 2021 (WMfDP) states that: "For all developments except single residential dwelling developments the PSD is to be calculated on the maximum allowable impervious fraction of 0%. That is, discharge off the site is to be restricted to the "state of nature" condition". The submitted design thus provides 27 m<sup>3</sup>. of on-site detention storage. It should be noted that the Court approved on-site detention size for the site under DA2018/1166 was 58.4 m<sup>3</sup>. This on-site detention system was designed in accordance with Council policy, whereby the pre-development impervious fraction was assumed to be 0%. The on-site detention design needs to be amended to attenuate post development flows from the site back to a State of Nature condition. Provide a DRAINS model to Council for perusal
2. Provide a Catchment Plan showing all flows into the on-site detention system and any by-pass flows.

3. Provide longitudinal section from last pit on private property to proposed pit on Council's road. Show all crossing services with levels.

I have reviewed the Architectural plans by Marcellino Sain Architects dated 19.12.23.

The following additional information is required:

1. Provide proposed vehicle crossing widths in accordance with Table 3.1 and Table 3.2 of AS/NZS 2890.1:2004. The vehicle crossing dimensions should generally comply with the minimum requirements for width in order to limit on-street parking loss, preserve pedestrian safety and limit increase in impervious areas.
2. Provide longitudinal sections for proposed vehicle crossings and internal driveways. The headroom requirements need to comply with Section 5.3 of AS/NZS 2890.1:2004

#### **Engineering Comments 07.11.24**

Stormwater plans by ING Consulting Engineers Pty Ltd, project no. 416092023S455 dated 28.10.2024:

OSD sizing has been amended to 62.3 cubic metres which is supported.

Provide longitudinal section of main OSD tank through longest and shortest dimension with levels

Provide longitudinal section of OSD under ramp.

Provide longitudinal section of 300 diameter pipe from private property to proposed pit on road. Show proposed pit invert level. Show all crossing services (water, Telstra etc.) with levels.

Improve drafting quality. All text should be a minimum of 1.5mm as printed on A3 paper.

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The following additional information is required:

1. Provide proposed vehicle crossing widths in accordance with Table 3.1 and Table 3.2 of AS/NZS 2890.1:2004. The vehicle crossing dimensions should generally comply with the minimum requirements for width in order to limit on-street parking loss, preserve pedestrian safety and limit increase in impervious areas.
2. Provide longitudinal sections for proposed vehicle crossings and internal driveways. The headroom requirements need to comply with Section 5.3 of AS/NZS 2890.1:2004

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

#### **Recommended Engineering Conditions:**

Nil.