

ADDENDUM TO REPORT FOR ITEM LPP05 – 2 March 2022

SUBJECT: LPP05 -182 Kurraba Road, Kurraba Point

APPLICATION NO.

AUTHOR: John Mc Fadden Consultant Planner

DATE: 2 March 2002

10. Turning area, vehicle ramp removed from ‘private’ driveway.

Comment: Vehicles from ‘stacker garage’ will reverse across driveway, visibility pedestrian safety issues.

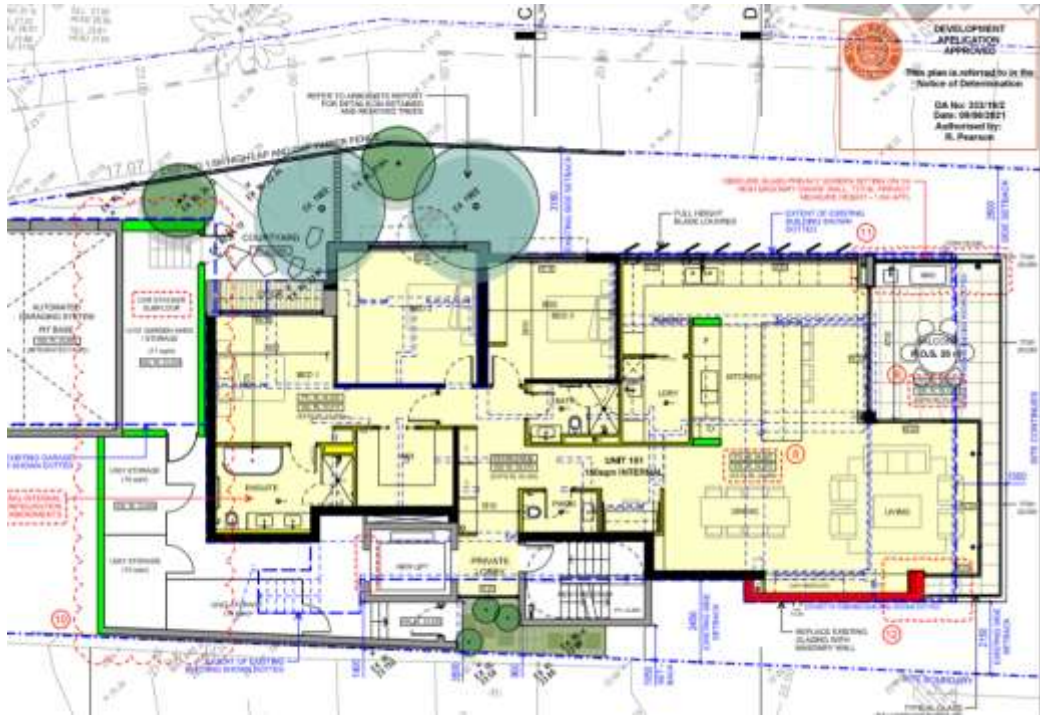
Comment: The vehicle stacker, manoeuvring of vehicles in the driveway which is a ‘right of carriageway’, safety issues were considered by Council’s Traffic Engineer in the original assessment of DA 333/19. No objection was raised by that officer at the time and no changes to these parking arrangements are proposed by the current S4.55 application.

Mr McFadden’s report has clearly mis-read the objection raised as evidenced by his response which confuses movement along my driveway at 184 Kurraba Road with the cars reversing out of the property from the proposed car stacker at 182 Kurraba Road.

My objection clearly articulated that the issue was not only with vehicles reversing out of the proposed car stacker at 182 Kurraba Road. My objection was with the impact on vehicles coming and leaving my property via my driveway at 184 Kurraba Road and having no lines of sight, together with the multiple pedestrian entry and exit points proposed at 182 Kurraba Road which will be obstructed by the new 10m long, 3.5 m high walls with zero setback.....

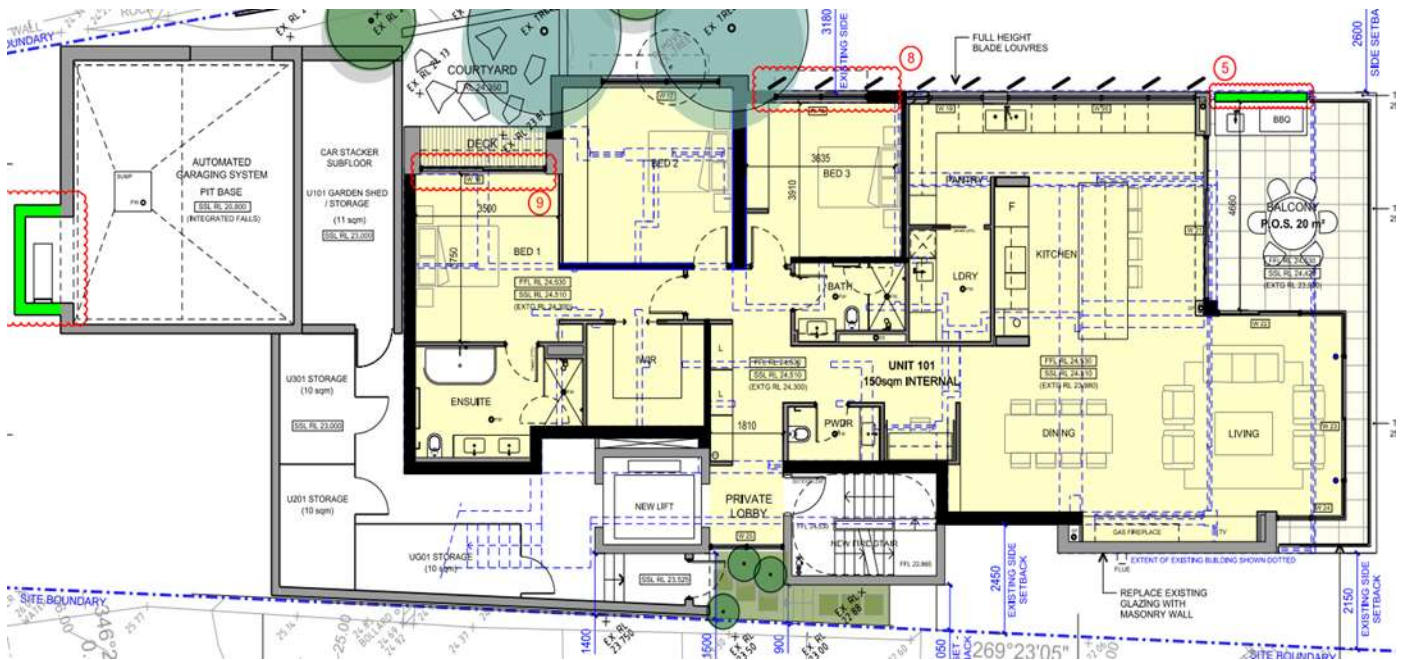
.....
Comment in reply:

The current S4.55 does not relate to any new configuration of the driveway, car stacker or vehicle maneuvering which was approved via DA333/19/2. The S.4.55 consideration cannot revisit other issues not associated with the current s.4.55 unless they are related. The current S.4.55 modification relates to balconies, windows and internal reconfiguration. The 10m long ‘new’ wall referred above (circled yellow below) was already approved via stamped plans issued by Council for the original DA 333/19.



Showing the **approved** 10m wall on the boundary, and the current proposal below

There are no changes to the various setbacks at this level



Current S.4.55 plans of Ground floor.

As can be seen the current 'Ground Floor Plans' of the current S.4.55 are basically identical to the last approved plans DA 333/19/2 and so the proposal was not referred back to Council Traffic Engineers as this elevation was largely unchanged (save the 'Lower Ground Floor Lower' laundry extension).

'I consider this to be a serious oversight which fails to address the concerns raised as a direct and impacted neighbour. On this basis alone, I ask that this matter be deferred from the Panel's agenda until such time that:

- a traffic study assessing the impacts of the access to and from the properties at 182, 184, 1/184A, 2/184A, 1/184B, 2/184B Kurraba Road is undertaken*
- a safety assessment is undertaken which investigates the impacts of the proposed new 10m long, 3.5m high wall with zero setback, and other walls with non-compliant setbacks adjacent to pedestrian exit points, which are proposed along our driveway at 184 Kurraba Road.'*

The current S.4.55 is unrelated to these matters and as the applicant already has Development Approval.

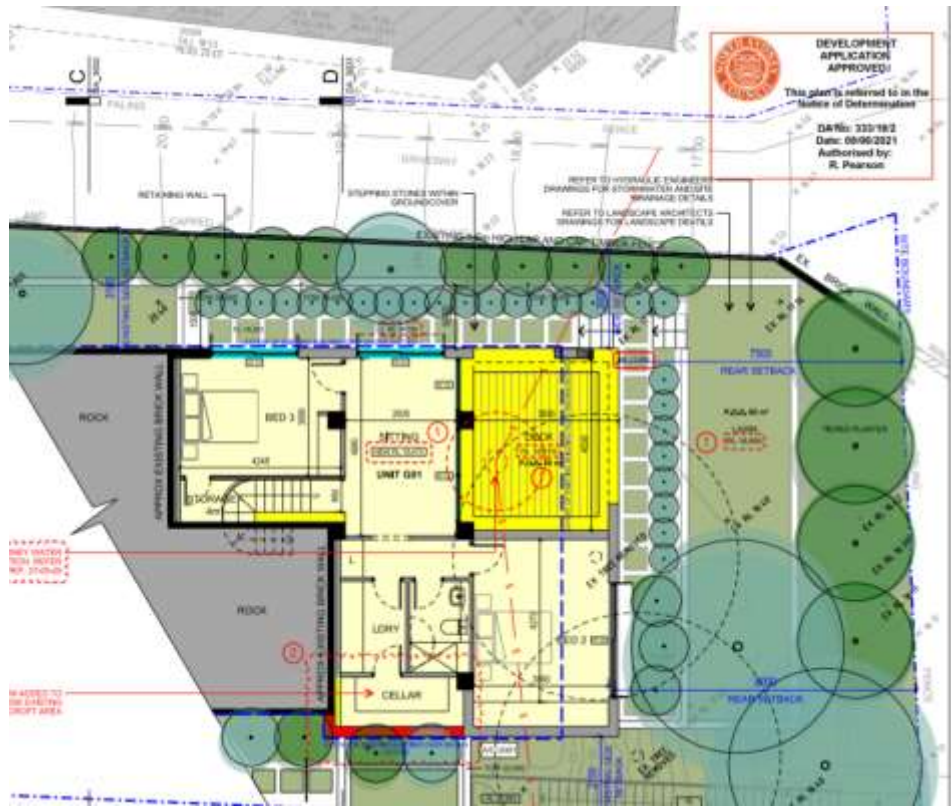
11) New encroachment by laundry wall to 0.6m.

Comment: There is a new 3.2m wide encroachment into the 1.5m southern setback requirement by the laundry on the Lower Ground Floor Plan (Lower). This has been mentioned in the report and being substantially in excavation, will have little impact on the adjoining property or driveway.

The area is not in excavation. Any breach(es) of the DCP require a merit-based assessment for each breach which considers the rationale and appropriateness of the non-compliance in addition to the impacts.

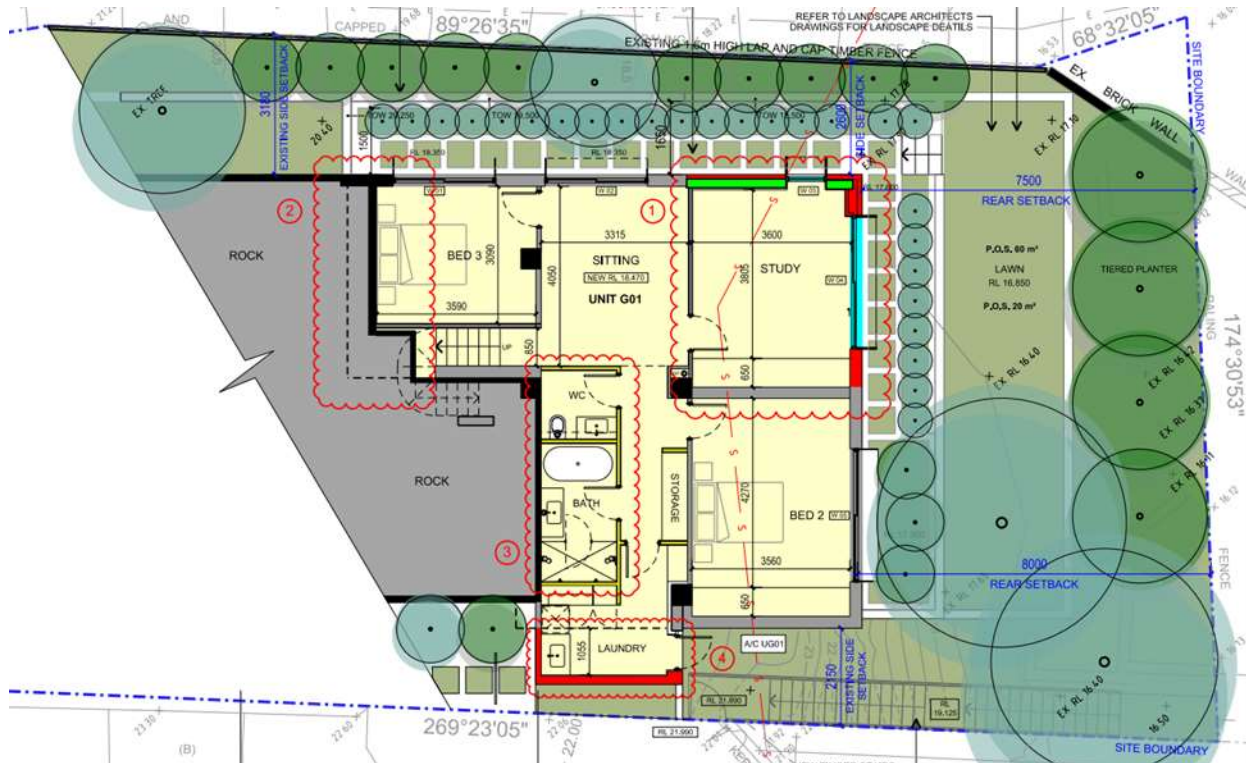
Comment in reply:

It is appreciated that there has been a request for an encroachment in the area of the previously approved cellar (see below).



Approved Lower Ground Floor Plan Lower Approved via DA 333/19/2 .

Current Proposed plans for Lower Ground Floor Lower (below) :-



Note the Finished Floor level of this unit, and, the new Laundry projection is RL18.47 whilst the adjacent driveway is approx. RL 22.00, the laundry is therefore 3.53m lower than the adjacent driveway. It is difficult to see what impact this laundry extension has.

12) Errors/inaccuracies in plans, existing ground lines, site coverage and landscaping areas inaccurate. Inaccuracies must be remedied and plans readvertised.

Comment: The overall height of the building has already been approved, and no change is proposed by the current application, with the possible exception of a minor roof encroachment to Unit 201's balcony roof. Whilst some modifications to the landscaped area and site coverage are proposed, these have been assessed as having minimal impact and are recommended for approval. It is not considered the proposal requires renotification.

- The issue is not that the modification is requesting a significant further exceedance, but rather that the originally approved exceedance is far more significant than was identified in the original approval. Hence the applicant is requesting further exceedance on top of already significant exceedance.
- The original approval was based on incorrect existing ground levels included in the submitted plans.
- As a result, the significant height non-compliance was not identified when the earlier DA was approved. Council officers recommended approval based on incorrect height limit lines in the submitted plans.

Comment in reply: The current a.4.55 was assessed comparing the previous approved plans with the current proposed plans 'in good faith' that the details previously approved were correct. It is claimed that there are numerous errors and inaccuracies in the previous approval.

It is not within the scope of this assessment to review these alleged discrepancies which are matters for the Council to consider.

John McFadden.

Consultant Planner.