
Sent: 30/11/2019 3:22:29 PM
Subject: Submission regarding DA2019/1236 39 Sunshine St Manly Vale

Dear Council,

This email is intended to outline our concerns with regards to DA2019/1236 39 Sunshine Street Manly Vale. Our residence is property 37 Sunshine St Manly Vale, and the general matter of this concern is a neighbourly one, so there is no need for this submission to appear on the public forum for this DA.

Concern 1/

- For the past 20+ years, properties 37 and 39 have a 'shared' vehicle crossing from Sunshine St, onto each respective driveway/ property.
- The angle of the current driveways of both properties, dictates that, when a vehicle enters property 37, a portion of the vehicle cross over in front of property 39 is used to safely achieve the required angle of entry. The same is also true 'visa versa', when a vehicle enters property 39, a portion of the vehicle cross over in front of property 37 is used to safely achieve the required angle of entry. **Refer to FIG A (below)**
- As the residents of property 37 Sunshine St, it is our concern that as per DA2019/1236, property 39 now intends to re-locate their vehicle crossing and we assume their intent to reinstate kerb in front of their boundary. This is shown on DWG 20190508 Sheet 2.1 by JMR Building Contractors of their submitted plans. It is our strenuous concern that this concept is primarily for aesthetical purposes on their behalf, while our concern is the safe entry and exit on a curved section of Sunshine Street is maintained as precedent for the past 20+ years. *We note that the exact same issue/ concern would affect property 39 if we were to propose a similar development.*

The main vehicle drivers in property 37 are now elderly, and we refer to the aforementioned 'safety concern' as the potential impediment of the most direct, 'straight line' access and egress into existing property via vehicle **without** the requirement of changing and altering vehicle angles on a notably 'curved' section of Sunshine Street, which subject to a risk analysis, would prove an unnecessarily high risk rating, which can be avoided.

We strongly feel the entry and exit angle (as noted above) has not been considered in DA2019/1236's proposal to reinstate the kerb, and does not comply with the Development Engineering Referral Response condition that all redundant laybacks and vehicular crossings are reinstated to kerb, as the portion of layback shown in DWG20190508 is **NOT** redundant at all, and is used each and everyday by residents of property 37 to access their property when travelling East-Bound along Sunshine Street.

- We are satisfied that the current layback can be reduced by a MAXIMUM of 1.0m (when measured from the current splay) without safety impact to the entry and exit for vehicles from property 37. We would also be happy for the unused and actually redundant vehicle cross over (fronting property 39) to be returned to grass 'nature strip' for aesthetical reasons. We request that a special condition is implemented prior to approval of this DA, and enforced by the certifying authority and/ or Council at time of construction to ensure the current layback is not reduced more than this measurement.

(Refer to FIG B)

FIG A

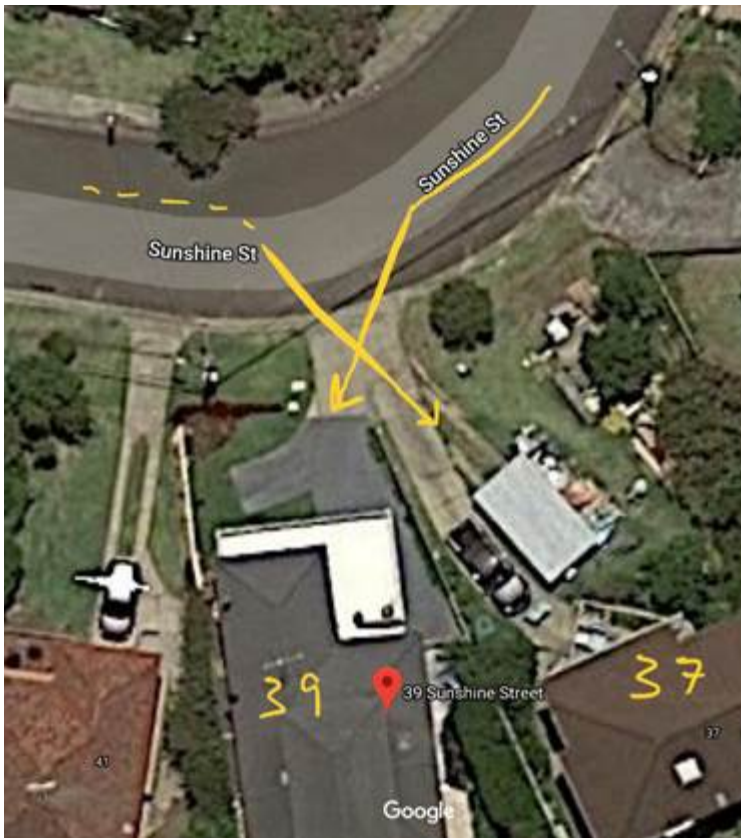


FIG B



Concern 2/

- We have reservations and concerns that the proposed roof pitch and height shown in East Elevation plan DWG no. 20190508 is unnecessarily high (Refer to FIG C below), and will create an 'imposing' structure within eye view proximity to the boundary shared by property 37 and 39 Sunshine Street. All other houses along Sunshine Street (on the high side of the street) are unimposing structures with a greater setback from the front and side boundaries. The pitched roof is an unnecessary high point and 'staunches' over our property, and we would prefer a lower pitched and/or skillion style roof is considered.



Thank you for the consideration. Please confirm receipt of this submission and please refer questions or queries as well as a response in due course to Roland Marshall (ph.) 0431466521

Kind Regards,

Roland Marshall