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Subject: Online Submission

04/02/2020

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RE: DA2019/1518 - 28 Wood Street MANLY NSW 2095

28 WOOD ST DA2019/1518

Thank you for the opportunity to make a submission to Council. We have accessed the Council's website to review the set of application drawings to inform our submission. No specification for the works is included with these drawings. We have referred to Manly DCP2013 in preparing this submission.

Our property is adjacent (No. 30) and as such it is the property that is most affected. However of greater concern to us is the impacts upon the streetscape, pedestrian safety and amenity that would flow if the proposal is approved.

Since we have owned our property (1982) we have seen various alterations and additions to No 28 that have deprived the street of a simple yet elegant brick cottage replacing it with a fibro planked first floor addition that cantilevers the original cottage in an unfortunate manner. These works were undertaken prior to the current ownership and we understand why the current owners are trying to improve the aesthetic of their residence. The cantilevered 1st floor development oppresses our house depriving our natural light. The current proposal exacerbates this problem with the construction of a tiled carport roof to the front and side boundaries that extends along our common boundary as described "roof over" for 9.245m. The height of the fascia is not indicated on the drawings however by interpolation it approximates to RL17.96. The Survey has our verandah as RL14.58. 3.36m from the verandah level to the eaves. 4.22 to the ridge. The ridge of the proposed carport that abuts our property is a mere 247mm beneath the ridge of our house. Our property is only 7.1 m wide so from any position in our front yard the scale of the carport will be visually overwhelming. Our property has a carport open on all sides. The skillion asbestos roof has been removed and will be replaced by colourbond at a later date. Photo 1 shows the height and openness of a simple carport. See ManlyDCP 2013 4.1.6.1 (a & b ii)

The drawings South West elevation, North West elevation and Section B-B show the rafters abutting the common boundary. There is no design proposal for the discharge or containment of roof waters. Similarly, there appears to be no design proposal for stormwater disposal. We consider the discharge of stormwater from the roof or slab from the proposal unacceptable. Any future amendments proposing roof guttering along the common boundary could be problematic as it would require access from our property for maintenance.

The raising of the carport floor to a level slab of RL 15.24 has of course increased the height problem with the roof, but it has also created problems with the slab height itself. We could not see in the drawings an analysis of the vertical curve required between carport FL and the footpath. Given the FFL 15.24 is identical to the footpath RL15.24 and the slope to the kerb

5.5m from the boundary is 12° a combination of problems is probable with vehicle entry and egress. The slab FL at the front boundary is as stated above level with the footpath (RL15.24). The slab FL at the rear of the carport remains RL15.24 however the path level in No.30 adjacent to the SE Corner of the proposed carport is RL 14.34. This forms in effect a boundary retaining wall approx. 900 mm high at this corner and diminishing in height towards the front boundary. This wall is unspecified in the documents sighted by us and as therefore we are not in a position to offer comment. It is proposed to create a fence to a height of 1500mm on top of this slab for the length of the carport along our common boundary. Again the specification is missing, the proposal has no RL stated for the finished height, no schedule of finishes nor any proposal for maintenance. It would be expected that an integral upturn would be formed on the edge of the slab for the protection of our property. If one was included would the fence increase or decrease in height?

The current fence of 1m height complies with 4.1.10 Manly DCP2013 and the Divided Fences Act. See photo 1.

Regardless of this will we be able to see any pedestrians when we exit our property? The attached photos give an indication of the impact of the proposed solid fence on pedestrian safety as we exit our drive. There will be a complete blind spot with pedestrians walking down the footpath. Also the bulk and dominance of the proposed carport will be detrimental to the current streetscape. The pink line was constructed on site to the supplied dimensions and RLs. Other lines on the photos were by subsequent interpolation. See Manly DCP 2013 4.1.6.4 (c) See photo 1, 2 and 3.

This submission has taken time to prepare that is compounded by the fact that the information supplied to us for comment has not been vetted by Council prior to sending out to neighbours to interpret. An example is Sediment Control Plan. The only measure shown on the Plan is a temporary sediment control fence, "Refer details" shown some 10m south of the carport on existing pathway No.28 . Much information on the plan is generic in nature. What is missing is analysis of what requires protection from runoff during the works that is pertinent to this proposal. Gravity dictates that No. 30 is vulnerable, yet no consideration is given to mitigate runoff. Council must regain the position where DAs are vetted and adequate documentation sought from applicants prior to notification to parties for submissions.

We have no problem with our neighbours building a carport. Our issues of concern for DA2019/1518 in its current form are:

- pedestrian safety due to height of fence (Manly DCP2013 4.1.10)
- closed and dominant nature of proposed carport (Manly DCP2013 4.1.6.1 a b c d)
- drainage and stormwater collection
- visual impact on streetscape and neighbours (Manly DCP2013 4.1.6.1 a)

Photo 1. Showing proposed RLs

[OBJ]

Photo 2 Proposed Fence height impacting exit view of pedestrians

[OBJ]

Photo 3 shows blind spot for vehicle exiting carport 30 Wood St

[OBJ]

I will email photos

[OBJ]

