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**Sent:** 19/09/2017 8:13:10 PM  
**Subject:** Submission of objection to amended plans to DA No. 530/15  
**Attachments:** Submission from Sodahl to amended DA No. 530-15 .pdf; Scan.pdf;

Attached please find our objection letter to the above amended DA.

Thank you.

The General Manager  
Northern Beaches Council  
Mona Vale NSW 2103

Objection to amended plans and additional information for DA N0530/15 for demolition of existing structure and subdivision of 1 Lot into 3 Lots and Extension and Elevation of Existing Driveway

We have reviewed the latest plans for above DA and believe the Land and Environment Court should reject the application for the following reasons:

Driveway:

We strongly object to the amended plans for the proposed elevated concrete driveway, on pillars, to be constructed in close proximity to our residence at 22 Ruskin Rowe. It reveals itself as a long, highly visible, elevated/suspended concrete roadway on a steep gradient with fire hydrants placed at intervals with a booster assembly and a water line running from Trentwood Park all of which will dominate the landscape.

It is unsympathetic in form, and will adversely affect the vista from both inside and outside our home, including the rear garden and courtyard. It will result in an unappealing and unattractive structure adjacent to Ruskin Rowe Heritage Conservation Area. The consequence is loss of amenity of our property since built form will dominate the setting.

As far as we can determine, the Arborist Report submitted by the developer is the only written document that makes reference to the planned elevated roadway. Although shown on drawings it does not state its intended height and where and for how long it runs adjacent to the boundary of 22 Ruskin Rowe. An elevated suspended driveway/roadway has significant impact for all neighbouring properties.

In this regard, we note that the built form of our house at 22 Ruskin Rowe is missing from the drawings. Two lines indicated on the drawings do not signify a built form. Therefore it does not show the extent of impact and direction and how close the traffic on the driveway will be passing to our house and courtyard. An elevated or suspended concrete driveway, on pillars, will not maintain the current existing vista and views.

As mentioned in our previous submission, loss of amenity and privacy when cars are ascending at night due to headlights shining through our windows to inside our dining and living area is still relevant and a concern.

Inclement weather may result in roads becoming slippery. Given the steep gradient, vehicles may find it difficult to traverse the roadway resulting in revving engines and the sound of tyres trying to gain traction. Harm to Acoustic Privacy of 22 Ruskin Rowe and neighbouring properties remains a concern.

Safety concerns: The steep gradient and direction of the elevated driveway/roadway has the potential for risk of accident. Should there be loss of control or mechanical failure on descent or, should the vehicle fail to negotiate the curve while descending on such a narrow steep gradient, the trajectory of vehicles in such instances, could possibly be to the rear courtyard and the living room of 22 Ruskin Rowe.

Harm to Visual Privacy of 22 Ruskin Rowe and amenity will be impacted by the proximity of an elevated concrete driveway since it will be clearly visible from inside our house, from windows from our study, from our kitchen (direct view), our dining room (direct view), and our living room (direct view) as well as from our rear garden and courtyard which is located a meter from the boundary.

The elevated concrete driveway lacks sensitivity to the surroundings in design and built form and as well is unsympathetic to the amenity and adjoining heritage conservation area of Ruskin Rowe.

Storm water Run off: The surface of the concrete driveway would significantly increase the risk of water runoff to 22 Ruskin Rowe. The driveway/roadway boundary curves towards 22 Ruskin Rowe so it may be expected that water runoff from the surface of the concrete driveway would run in a natural direction towards our property via both in ground and surface runoff. There are no trenches, culverts, curbs or gutters indicated on the plans that would mitigate this risk.

There is no indication of weight restrictions for the driveway, nor is there any indication of a pathway for foot traffic, there is no indication of curbing on the driveway, safety rails and passing areas. There is no indication of ancillary structures or whether or where retaining walls will be built.

#### Impact of the development on adjacent Ruskin Rowe Heritage Conservation Area:

The proposed development and in particular the removal of a significant number of trees required to facilitate the proposed development and bush fire requirements, will have an adverse visual impact upon the adjacent Ruskin Rowe Conservation Area. This is contrary to the provisions of Clause 5.10 of Pittwater LEP 2014 and Control B1.2 of Pittwater 21 DCP.

#### Impact on the Wild Life Corridor and Tree Removal:

The removal of trees, native ferns and the clearing of lower growth vegetation has an affect on the biodiversity and deprives flora and fauna of their natural habitat. The site no longer boasts a dense vegetation and pristine virgin bush land as recorded in earlier submissions. It has now apparently become an “urban landscaped garden”, a far cry from the wild life corridor.

Approval for the removal of 38 larger trees (27%) and ground cover does not bode well for the birds and other wildlife. Reduced canopy will also have a detrimental impact. The result is an adverse visual and character impact.

The proposed development, and in particular , the extent of tree and habitat removal required, is inconsistent with the desired future character of the Avalon Beach Locality. This is contrary to Control A4.1, D1.1 and D1.4 of Pittwater 21 DCP.

Bush Fire Concerns:

The amended plans indicate that fire Hydrants are to be placed at intervals up the driveway. They are to be accessed by the fire brigade personnel, I imagine running up the driveway to the fire hydrants at Lot No. 2 and No. 3 without protection of trucks. Has the RFS confirmed this is an approved solution?

There is no indication that emergency vehicles, ambulances, or trucks used in the construction of any build will be able to traverse the driveway successfully.

Conclusion:

Our previous objections stated in our letter dated 8 January 2016 generally remain valid. We strongly object to the amended plans, as outlined above, which continue to lack sensitivity to the natural surrounds. We believe that the Northern Beaches Council and the Land and Environment Court should refuse this amended application.

Elizabeth and Inge Sodahl  
For 22 Ruskin Rowe, Avalon and  
43c Chisholm Avenue, Avalon

19 September 2017

**This Development Application Submission Form must be completed and attached to your submission.**

EPC 104

The Interim General Manager  
Northern Beaches Council  
PO Box 882  
MONA VALE NSW 1660

(Fax No: 9970 1200)

DA No: 530/15

Name INGE + Elizabeth Sedahl

Address 43c Chisholm Avenue

submission for 22 Ruskin Rowe

Phone 0419466082

Date 19/9/17

Proposed Development: DA No 530/15 (Amended Plans)

At: 7 TRENWOOD Pk, Avalon 2107

I have inspected the DA plans, I have considered them in the context of the relevant planning instruments or policies.  Yes  No

I am willing to provide expert reports to supplement my comments should a conflict in opinion arise.  Yes  No

I am willing to provide evidence to the Land and Environment Court if the application is appealed.  Yes  No

In the interests of public transparency please note that your submission in its entirety will be available to the applicant or other interested persons on request and will also be made available on Council's internet site through Council's transparent Development Application Tracking process. You are encouraged, as is the applicant, to discuss with each other any matters that may be of concern.

COMMENTS: (You may use the space provided or attach a separate document).

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