

THE DARLING POINT SOCIETY INC

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5 November 2021

Da 2/2017/2 80-94 & 90 New South Head Road & Mona Road Edgecliff

Dear Mrs Holbert

This is in response to your letter and attachments of 27 October 2021.

The Darling Point Society which I represent as chair person, is objecting to the above development and has submitted 2 objections since 2017.

The primary reasons for the objection relate to the detriment to the local community, height and visual impact of the development together with the volume of traffic that is expected to occur once the development is completed.

ISSUE/QUERIES

Building configuration – not addressed:

1. How many residences (configuration and number of rooms) and how many commercial/retail spaces are planned in the building.
2. Three levels of underground stacked car parking is shown but how many car spaces are planned to be provided for –
 - a) Apartment residents and their visitors
 - b) Commercial/retail use by employees, their visitors, suppliers and (most importantly) patrons; and ;
 - c) Public use, if any
3. The Society has been advised that there is an Easement that services the rear of several premises located in Mona Road (numbers 9, 11 and 13). What is to become of this easement?

No mention is made on the drawings supplied however it appears that the easement is to be resumed with the new development.

The traffic situation

4. Details supplied do not clarify how traffic entering and exiting the development will be managed during morning and evening peak periods. Has a traffic survey been undertaken? How is the issue of traffic access and egress been envisaged?
Traffic traversing down Mona Road to turn right into NSH Rd already banks up for some 50 to 100 metres during morning and afternoon peaks.
5. It is assumed that cars wishing to enter the premises will be required to go down Mona Rd and turn left into the development and will not be able to turn right from Mona Rd into the development.
6. It is similarly assumed that vehicles exiting the development will not be permitted to make a right hand turn into Mona Road but will be required to turn left into Mona Rd. As the proposed ramp is extremely close to NSW Rd the Society considers that the Council must also require vehicles to not attempt to turn right into NSW Rd the

Society considers that the Council must also require vehicles to not attempt to turn right into NSH Rd but be required to turn left at that intersection.

7. As it is not known how many residential and commercial/retail allotments will comprise the proposed development it is not known whether the approximately 24 car parking spaces comply with Council requirements or whether further sub basement parking is required.
8. **Internal parking**
 - a) It appears that at least 1 of the 3 disabled car parking spaces does not adequately cover the spacing needs of disabled persons.
 - b) Disabled persons spots are also located in areas where high traffic flow will occur. This poor siting of spots will cause an extreme risk to less abled pedestrians.
 - c) Ideally all disabled car parking spots should be adjacent to available lifts where persons will not be subject to traffic flow.
 - d) Detailed explanation of how the carparking is going to work in a residential/retail environment (i.e. how do residents know when their car spaces have been correctly occupied?)
 - e) Will there be a full time attendant to monitor cars in and out of the turn style?
9. The Society is given to understand that Council and the MSB are constantly monitoring the traffic volumes in NSW Rd – particularly the matter of clearways. If the NSW Rd clearway time is extended how will this affect Council requirements for “off street” parking?
10. What is the ratio of resident to visitor parking as there is completely insufficient parking on the street.
11. **Basement floorplan**
 - a) The plan shows 7 car spaces that are in addition to the automated car stacker, how many spaces are to be made available for residents and retailers altogether?
 - b) Visitor parking
 - c) A dedicated loading bay for commercial/retail appears to not be available.
 - d) There appears to be no provision for retail commercial areas to be serviced by a dedicated goods lift.
12. The traffic situation will most definitely have an adverse impact on residents at least up to the curve in the road and also adversely affect their quality of life.

Appearance on streetscape and Amenity

13. No shadow diagrams have been supplied o show how the terrace houses in Mona Rd and potentially the rear of those facing darling Point Rd, are affected by the height and proximity of the development.
14. A number of balconies from the existing 8 storey building at No 100 NSH Rd face into the boundary North/South of 90 NSH Rd. The planned 7 storey building will almost certainly eradicate the views they currently enjoy and obliterate their views, light and amenity with a wall.
15. The building is contrary to the streetscape of Mona Rd both in bulk and concept and threatens privacy of residents.

Regards

Charlotte Feldman
Chair person
Darling Point Society Inc.