

Submission SSD-113872990: 35–39 Darley St East, Mona Vale

I object to this proposal and request that it is rejected or reduced in size for the reasons outlined below...

Appearance

The proposed development is out of character with the design, scale, bulk and density of the suburb's surrounding residential complexes. There is a minor number of three and the odd four storey building nearby but most including the adjoining residences are two storey buildings. **Those at 25-31, 33 and 41-49 Darley Street East are two storeys, divided into separate individual north and south components which feature residents' private gardens and open green space.** This creates a shared amenity of sunlight and air flow through these properties.

This will be destroyed by a monolithic structure of 8 storeys, extending boundary to boundary, side to side and front to rear. No longer will residents be able to sit and enjoy the ambience and amenity of garden spaces and balconies, sitting in sunshine with blue sky and soft breezes. This will be replaced by shade, shadows, lack of sunlight, less air flow, loss of privacy with 53 residences peering over, as well as increased noise and a dramatic increase in light spillage at night.

The footprint and the visual impact of the proposed building will dominate not just the skyline of adjoining properties but the streetscape and that of the whole suburb as well.



View from adjacent residents' gardens and open green space looking towards the subject property. An 8-storey complex, quadrupling the height of the building in the background and extending the whole length of the property, will remove privacy and obliterate views of blue sky, replacing sunshine with shade and shadows and will impact on breezes and air flow. No longer will residents be able to sit and enjoy the ambience and amenity of garden spaces or balconies, sitting in sunshine with blue sky and soft breezes.

Street Traffic and Parking

Darley Street East is the main access route to the beach precinct and the council's beach parking area, and is the only route with a traffic light-controlled intersection. It provides beach and resident access for pedestrians, bicycles and vehicle traffic including delivery trucks servicing the beach side restaurant, surf club and three cafes.

Street parking is at capacity now with overflow due to all available off-street parking being utilised. As a result, and due to the number, range of sizes and heights of vehicles parked on the street, every ingress and egress point has issues with restricted line of sight.

When entering driveways by car, pedestrians on the footpath, especially children and families with prams are hidden from view by parked vehicles.

When exiting driveways by car the line of sight of oncoming vehicles is restricted and reduced in both directions. Depending if vehicles are parked hard up and close to the driveway it is not uncommon to have to swing wide across the road to be able to exit. You have to physically drive on to the carriageway before you can establish a full and clear line of site from the driver's seat.

The proposed driveway location at the 35-39 Darley Street East development application appears to be at the same location as the driveway currently in use. This driveway is approximately 25 metres below the crest of the hill. This further reduces and restricts the driver's line of sight. At the street speed limit of 50 klms/hr this means that after visual detection of oncoming traffic, either driver has a reaction time of approximately two seconds to avoid a collision.

Given the extra movements 124 cars will generate, this development will exacerbate and increase the likelihood of pedestrian injuries from vehicles and vehicle to vehicle collisions.



Location of existing and proposed driveway 35-39 Darley Street East and line of sight from the driveway



The front of a vehicle exiting 35-39 Darley Street East has to be fully out on the carriageway before a clear line of site can be established from the driver's seat.



Given the short distance from the crest of the hill drivers have a reaction time available of approximately two seconds after visual detection of oncoming traffic to avoid a collision. The extra vehicle movements generated with 124 cars will increase the likelihood of accidents with pedestrians and with cars.

Summary

In addition to the raised concerns, in my opinion this application should not be considered in isolation as a standalone benign development, but in the context of it being the catalyst for opening the floodgates for copycat applications. Also, particularly when Northern Beaches Council's LEP and DCP is already delivering and addressing housing supply increases in the area and there does not appear to be any substantial community benefit from this application on the scale proposed.

As I have only been in receipt of the physical notice from the Department since Tuesday 28/7 I reserve the right to add an addendum to this submission.

Gary West

19/25-31 Darley Street East

Mona Vale