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**Sent:** 8/03/2020 9:20:17 AM  
**Subject:** Re: DA2020/0092 - Lot 1 DP 965132

Dear Thomas Prosser,

We (the residents of 16 Rosedale Avenue) refer to the proposal to construct a semi-detached dwelling development and Torrens title subdivision of one lot into two. Please note we are not in a position to comment on FSR controls as we are not Architects or in a related field.

The existing proposal is not of an optimum scheme in our opinion as it will create more traffic flow issues on Rosedale Avenue which already has issues coping with existing traffic flows during peak traffic hours and will also place strain on the existing parking in the street creating the wider drive way. There is a high concentration of units existing on the corner of Rosedale Avenue and Lauderdale creating parking issues for residents of Rosedale Avenue in peak parking times.

The high concentration of parking also makes it challenging for residents to leave their drives safely with heavy traffic coming both ways of Rosedale Avenue at peak times. It is not uncommon to have to engage in 2 or 3 point turns to get out of the driveways in the high side of Rosedale Avenue. We believe traffic studies (albeit many years ago) have been conducted at Rosedale Avenue to measure these traffic flows. These could be useful data points to review to look at the actual volume of traffic in peak access to and from Rosedale Avenue.

The proposed garages have the vehicle access and exit point on Rosedale Avenue however the official address is 70 Lauderdale Avenue Fairlight. To our knowledge there are 4 neighbouring properties (68/70/72/74) having existing rear access via Rosedale Avenue. Additional cars entering and exiting the property places pressure on Rosedale Avenue with no current impacts on Lauderdale Avenue despite it being the street address. There is an existing lane for car parking on Lauderdale and a path way for pedestrians. Should this alternate scheme be considered the path would have to come down to the road levels earlier. It is our opinion having lived in the street for many years, that Rosedale Avenue is under significant car parking pressure . The proposal to place the garages at the rear of the development on Rosedale Avenue would also cause significant visual bulk issues for the high side of the streets residents and will impact the street scape.

As previously mentioned there is heavy traffic flow in peak times both up and down Rosedale Avenue as it is used as a short cut to Sydney Road (or visa versa to access Lauderdale Avenue) and it is not possible for two cars to pass each other on the rise of the street due to the narrow width created by the existing parking options available on Rosedale Avenue for the tenants of the units (30 Rosedale) that are positioned near the rise. I have witnesses a car flip upside down on Rosedale Avenue due to the narrow width of street and high concentration of street parking required outside the next significant block of units which are located on the rise which also cause bottlenecks in the flow of traffic on Rosedale Avenue. By altering the existing plans and by having the future residents of 70 Lauderdale Avenue enter and exit on Lauderdale Avenue access would be a far safer option into basement parking potentially even with a car turntable to avoid potential accidents. The circulation for pedestrians and cyclists is improved by deleting the existing driveway on Rosedale which

clearly has a high concentration of cars parked in this cluster parking zone due to the unit block on the corner of Lauderdale and Rosedale Avenues.

An alternate option would also ensure a better street scape and reduces the view loss for the residents on the high side of Rosedale Avenue and are less impacted potentially breaking down the visual bulk . This alteration to the scheme would reduce the view loss to our main living area which will be impacted by the visual bulk of the development. Basement parking on Lauderdale Avenue would reduce the traffic difficulties on Rosedale Avenue as an additional roadside parking may be created in altering the scheme.

The alternate suggested with residents accessing parking on Lauderdale Avenue would also increase the void area to bedrooms 2 & 3 which will improve the amenity e.g light into those bedrooms.

We would also like to point out that more modern developments in Lauderdale Avenue (52 & 54) have basement parking and have been built into the sandstone bench.

Please note the existing views afforded to our residents (16 Rosedale Avenue) that will also be impacted by the existing visual bulk of the rear of this development. The neighbouring properties agreed to give access for a 3rd party photographer for the view sharing assessment however with a young Family this was not possible for us to participate with both of us working. Please refer to a photo of the existing views enjoyed from our deck and living areas. This is one pocket / aspect of the view of the foreshore and bush reserve.

Thank you for considering our submission and please do not hesitate to contact either of us via this gmail email address or the one in copy.

Best Regards

Catherine & Damian Hamer  
16 Rosedale Avenue, Fairlight

On Sat, 7 Mar 2020 at 11:35 am, damian hamer <[damohamer@gmail.com](mailto:damohamer@gmail.com)> wrote:

