

Submission 691-699 Pacific Highway SSD- 77127711

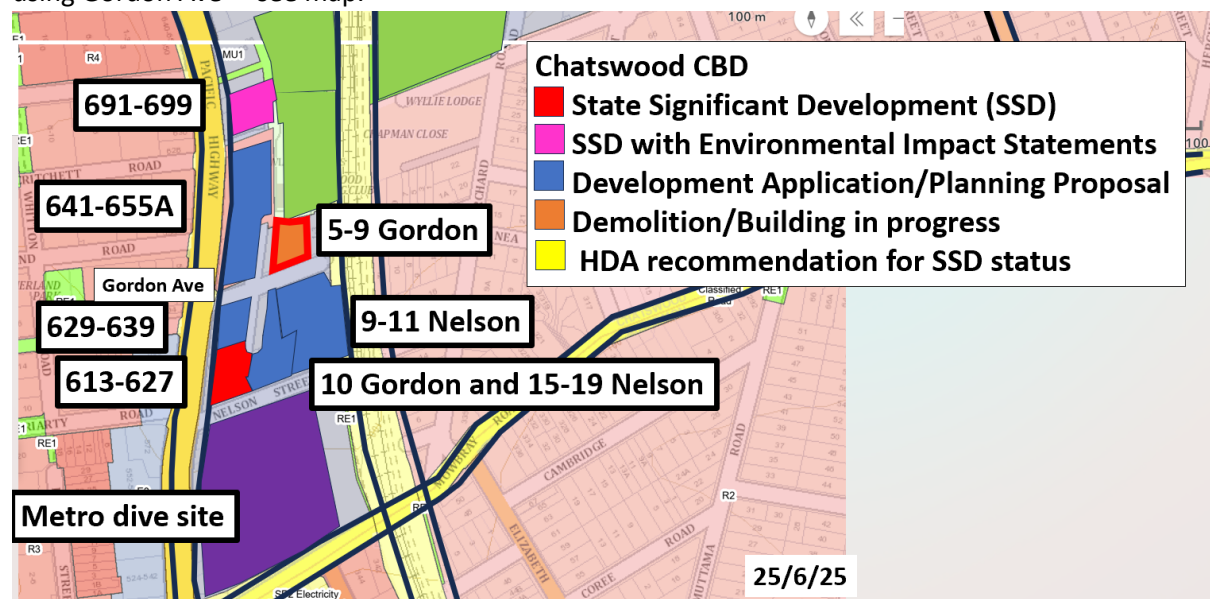
I am a Willoughby City Councillor but am making this submission in a person capacity, using only publicly available information.

My concerns are around car parking and traffic matters.

The proposal is to provide 179 car spaces for 101 apartments. Access is to/from the Pacific Highway until the adjacent block (689 Pacific Highway) is developed, after which access would be to the Pacific Highway via a widened Hammond Lane and Gordon Ave. In both cases, access would be left in, left out to the highway. The provision of 179 car spaces would be well in excess of Council provisions, which the proponent indicates would be 34-82.

There are a number of factors relating to traffic which are not mentioned in the proponent's Traffic Impact Assessment (27/3/2025).

Ultimately the traffic access is to be via Gordon Ave and Hammond Lane. There are currently proposals for 7 high rise developments (691-699 (SSD application), 641-655A, 629-639, and 613-627 (SSD application) Pacific Highway and 5-9 Gordon Ave (SSD application), 9-11 Nelson St, and 10 Gordon Ave and 15-19 Nelson St), in various stages of application/assessment which require access using Gordon Ave – see map.



Perusal of documents related to those proposed developments suggests a total of 1065 proposed apartments and between 1031 and 1502 proposed car spaces. Some or all of the 4 proposals which are not currently SSD applications can be expected to make such applications with a likely increase in the number of apartments and car spaces.

	Development	Apartments	Car spaces	Ref
G o r d o n s	5-9 Gordon Ave	91	101	TPA 8/11/24
	9-11 Nelson St	258	257-581	TIAs x 2 10/12/20
	10 Gordon Ave and 15-19 Nelson St	142	176	TIA 3/4/22
	613-627 Pacific Highway	101	122	TIA 31/3/21
	629-639 Pacific Highway	53	66	TIA 13/9/23
	641-655A Pacific Highway	319	89-236	TIA 15/2/24
	691-699 Pacific Highway	101	179	EIS 5/25
	Bowling Club	0	41	
	Subtotal	1065	1031-1502	

It seems entirely likely that the traffic associated with these developments, which will include service vehicles, commercial traffic and visitor traffic, will put very significant pressure on the Gordon Ave/Pacific Highway intersection. There has been no evaluation (by Council or by any proponent) of the capacity of this intersection to handle that volume of traffic.

While Willoughby City Council has produced the developer funded “Future Conditions” report (2020), which purports to comprise, in part, a traffic study, that study is highly flawed and a) does not assess the true CBD peak hour (retail) traffic and b) did not assess the existing or future capacity of minor streets such as Gordon Ave. There is no valid traffic study by which the effect of traffic from developments such as this one, or the combined effect of several closely spaced developments, can be assessed.

It is noted that Willoughby City Council’s LEP/DCP documents have been revised in recent years in order to accommodate a significantly increased number of dwellings in the enlarged CBD area. That revision was overseen by the State Government Department of Planning Industry and Environment. In that Department’s letter to Council (15/8/2018, Marcus Ray to Ms Debra Just), in relation to revision of those documents, DPIE stated:

3. That any planning proposals for the CBD Core area do not result in significant traffic or transport impacts, as sites in this part of the CBD are highly accessible to Chatswood rail and bus interchange.

It is quite clear that this and other proposed developments will have a significant impact on CBD traffic/transport, even though it/they is/are located close to public transport infrastructure, as follows.

There are no opportunities for U turns on the Pacific Highway which is the arterial feeder road to the development. Traffic approaching from the south must proceed north to Albert Ave and turn using CBD streets in that vicinity. Similarly, vehicles leaving the proposed development and wishing to travel north, must proceed south to Mowbray Rd, turn left to Mowbray Rd, left to Orchard Rd, left to Albert Ave, then right to Pacific Highway, or follow some similarly convoluted (and likely congested) route. See maps below. The Pacific Highway and Albert Ave in particular are both regularly subject to congestion, and traffic from the proposed development (and other similar developments) will just worsen that and lead to increased frustration and delays for road users.

In summary, traffic from this development will result in significant additional pressure on the local road network. Traffic from this development, when combined with that from other proposed nearby developments, will result in a problematic operation of the Gordon Ave/Pacific Highway intersection. Northbound traffic exiting or entering the development will put significant pressure on streets north of the development as vehicles seek to turn. Parking rates for the development should be minimised in order to lessen those pressures.

