

Submission re 37 Archer St SSD- 73277714

I am a Willoughby City Council Councillor, but am lodging this submission on a personal basis.

My submission is around traffic and active transport matters, and I refer to the proponent's Transport and Parking Impact Assessment (TPIA) (May 1995).

The proposal is for a mixed use building accommodating a food and beverage retail outlet, commercial property, and 125 apartments.

Parking accommodation for 154 cars is proposed – 123 resident spaces, 18 visitors, 6 food and beverage, 4 commercial, and 3 additional retail, to comply with a mix of SEPP and Council DCP provisions.

Traffic assessment and impact

Local vehicle access would be by Bertram St to/from Albert Ave or Johnson St or Mowbray Rd. The proponents TPIA asserts that the Albert Ave/Bertram St intersection operates at LOS A at AM and PM peak times.

Table 6.1: Result Summary for Key Intersections

Intersection	Peak	AVD (s)	LOS
Albert Avenue / Bertram Street	AM	8.1	LOS A
	PM	8.4	LOS A
Bertram Street / Johnson Street	AM	7.4	LOS A
	PM	8.2	LOS A
Mowbray Road / Bertram Street *	AM	14.6	LOS B
	PM	24.9	LOS B

** Worst movement reported for the non-signalised intersection.*

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Personal observation and data from other sources suggest the proponent's TPIA takes a very simplistic view of traffic and is significantly flawed. The TPIA considers only the Bertram St intersections with Albert Ave, Johnson St, and Mowbray Rd, and finds that the intersections all operate at mainly LOS A, with occasional LOS B. This is a totally illusional view of local traffic conditions

I refer first to assessment of local intersections, specifically on Albert Ave, and the Transport Impact Assessment (TIA) (27/9/2024) lodged as an EIS document by the nearby 57-61 Archer St and 34 Albert Ave development proponent. That proponent lodged a significantly more detailed and, in my opinion, realistic TIA noting

- Light controlled intersection at Albert Ave/Neridah St intersection (adjacent to the Bertram St/Albert Ave intersection), **not acknowledged in the 37 Archer St proponent's TPIA**
- Tendency for traffic to back up in Albert Ave between Archer St and Neridah St traffic lights, potentially blocking the entry to/exit from Bertram St. This tendency will increase in future years.**
- Existing and growing congestion at the Albert Ave/Archer St lights

The above observation is supported by Council's WILLOUGHBY INTEGRATED TRANSPORT STRATEGY 2036 (Aug 2020) which notes Albert Ave as a congested street, as per annotated figure below:

Figure12: Managing Congestion

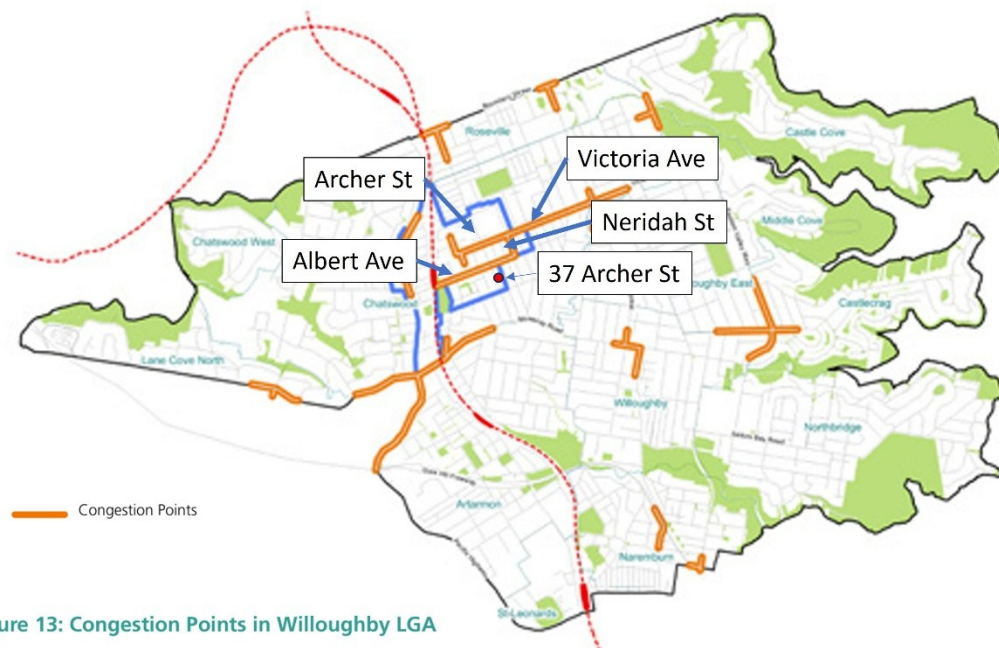


Figure 13: Congestion Points in Willoughby LGA

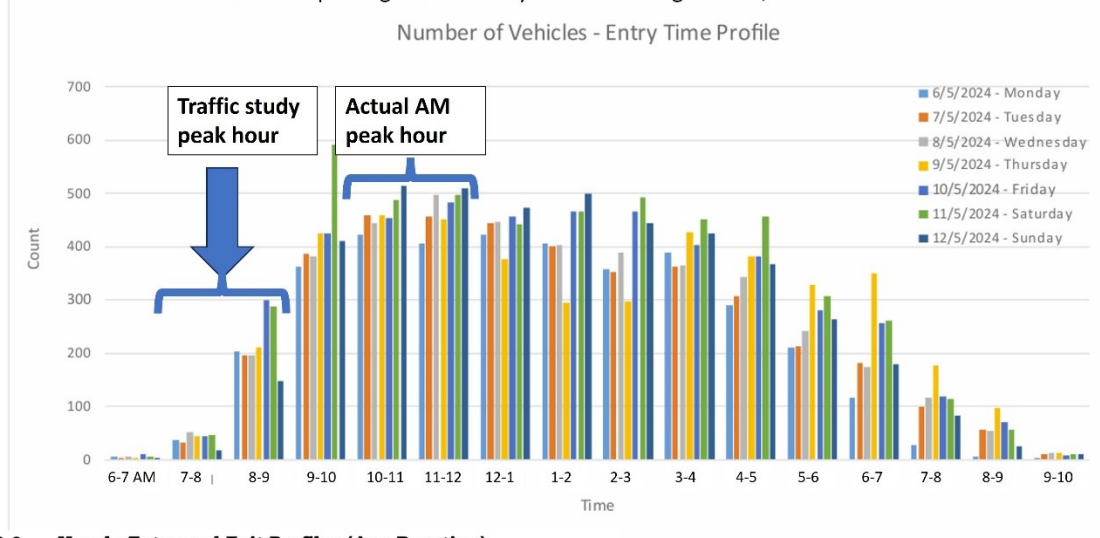
WILLOUGHBY INTEGRATED TRANSPORT STRATEGY 2036

The proponent's traffic observations were on week days, 7-9 AM and 4-6 PM. Chatswood is a retail centre with dominantly retail traffic, and many of the major retailers do not open until after 9 AM. Chatswood Chase advertises its weekday opening hours as 9:30 AM to 5:30 AM. Chatswood Chase vehicle entry data confirms the peak time for retail vehicle traffic is 10 AM to 12 AM (figure below). Albert Ave is only lightly used in the hours 7-9 AM. The proponent's traffic study thus does not capture a period of very significant local traffic. The Chatswood Chase traffic data also shows very significant traffic on Saturdays. Weekend traffic was not included in the proponent's traffic study.

It is apparent that the TPIA does not correctly represent the traffic conditions, present or future, in the vicinity of the proposed development site. Better accuracy is required, and more bike spaces, consistent with a desire to encourage Green Travel.

Figure 3: Number of Vehicles – Entry Hourly Profile (any duration)

Source: Chatswood Chase car parking Stantec study Traffic Cttee Agenda 04/25



4.2.2 Hourly Entry and Exit Profiles (Any Duration)

Hourly entry and exit profiles (for any duration) are shown in Figure 3 and Figure 4. It is noted that the time shown in the figures, refer to the beginning of the period for that hour (e.g. 8AM counts as the period between 8AM-9AM).

The TfNSW SSD submission in relation to the 57-61 Archer St and 34 Albert Ave proposal noted:

“4. Consideration should be given to the impact of vehicles waiting to turn right from Albert Avenue into Bertram Street. For example, a single vehicle waiting to turn right could hold up all eastbound traffic on Albert Avenue arriving from the upstream signals.”

This observation would also apply to traffic to 37 Archer St. The writer is aware that that there are development proposals for 57-61 Archer St and 34 Albert Ave, 51-55 Archer St, 37 Archer St, and 31-35 Archer St, all of which would use Bertram St for access. As traffic in Bertram Ave increases as a result, and also traffic along Albert Ave as a result of these developments and others in Chatswood, the operation of the Bertram St/Albert Ave intersection will clearly become very problematic.

Bike routes, bike storage, Green Travel

The proponent’s TPIA shows “General Roads” bike routes along Anderson St from Help St to Albert Ave, along Albert Ave from the Railway to Anderson St, and Orchard Rd from Johnson St to Albert Ave. These “General Roads” bike routes appear to exist on paper only.

Willoughby Council’s website refers cyclists to the Northern Sydney Cycling Guide + Map, which shows on-road bike routes on none of those streets. There are no on road bike symbols along those routes to indicate bike routes. The proponent’s map appears to be derived from TfNSW online Cycleway Finder map, which is incorrect.

Figure 3.8: Surrounding Cycleway Network



The proponent proposes 26 bike parking spaces for residents (125 apartments), but does not make clear that these would be lockers. While that number is compliant with Council's DCP, it is not consistent with the proponent's accompanying Green Travel Plan, which encourages active transport. Given that 41 apartments are proposed to be 3 or more bedrooms, it is reasonable to assume a significant number of family occupants, many of whom may wish to cycle, whether on nearby streets or in local parks of further afield. The provision of only 26 bike parking spaces will clearly fall far short of resident requirements and will not be an encouragement to Green Travel