

Submission
No 124

INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Organisation: Chatswood West Progress Association

Date Received: 27 March 2024

The Chatswood West Ward Progress Association is extremely concerned that the proposed changes will negatively impact liveability, amenity, environment, local character, and heritage in Chatswood West which includes part of Chatswood CBD.

Federation of Willoughby Progress Associations (FWPA) also has concerns about the TOD and individual member Progress Associations have made submissions to DPIE. I have attached CWWPA's submission to the Explanation of Intended Effect: Changes to create low and mid-rise housing Have your say on the proposed changes for your consideration.

I have also attached a letter from FWPA sent to Willoughby's Mayor about the use of data from the flawed Arup Future Conditions Report which WFPA pointed out failed "to adequately identify existing problems with Chatswood's east-west traffic flow (noting only that congestion may occur on a section of Victoria Ave by 2036) – problems that will only be exacerbated by current and forthcoming densification projects."

Yours sincerely,

Diana Pryde

President CWWPA



23rd February 2024

Submission opposing the proposed changes

[Explanation of Intended Effect: Changes to create low and mid-rise housing](#)

[Have your say on the proposed changes.](#)

CWWPA is extremely concerned that the proposed changes will negatively impact on liveability, amenity, environment, local character, and heritage

Background

[Chatswood West Ward Progress Association](#) has been representing the interests of residents and ratepayers of Chatswood West for over 90 years. During 2023 we engaged with Willoughby City Council to give feedback into the draft Willoughby Local Environment Plan (WLEP) and Willoughby Development Control Plan (WDCP). These plans were gazetted by the NSW Government in June 2023. Even before the plan was approved, the developers anticipating the uplift in building height, started submitting their DAs. You can see by the map in *figure 1* that the proposed developments along the Pacific Highway and in Albert will generate an enormous number of dwellings and parking spaces totalling well over 4,759. CWWPA is extremely concerned about the extra traffic on already congested streets negatively affecting the liveability of our city.

The WLEP and WDCP relied heavily on data from the Arup Future Conditions Report which our Association and the Federation of Willoughby Progress Associations (FWPA) believed had *significant flaws* including the choice of the am peak hour rather than the more significant pm and weekend peaks. In a letter to the Mayor on 17th August 2023, the then President of FWPA, Stuart Coppock, wrote:

The Federation notes that the Arup report fails to adequately identify existing problems with Chatswood's east-west traffic flow (noting only that congestion may occur on a section of Victoria Ave by 2036) – problems that will only be exacerbated by current and forthcoming densification projects.

Traffic and accessibility to the CBD are two of the major concerns of our members only trumped by concerns with overdevelopment.

Although Chatswood is not named in the NSW Govt Transport Oriented Development Program, CWWPA is opposed to many of the proposed changes. Chatswood/ Willoughby has already done a lot of the 'heavy lifting' when it comes to densification close to the railway stations. We are concerned that Chatswood could be added to the list at a later date. We will be negatively impacted by the proposed low – mid-rise housing planning changes.

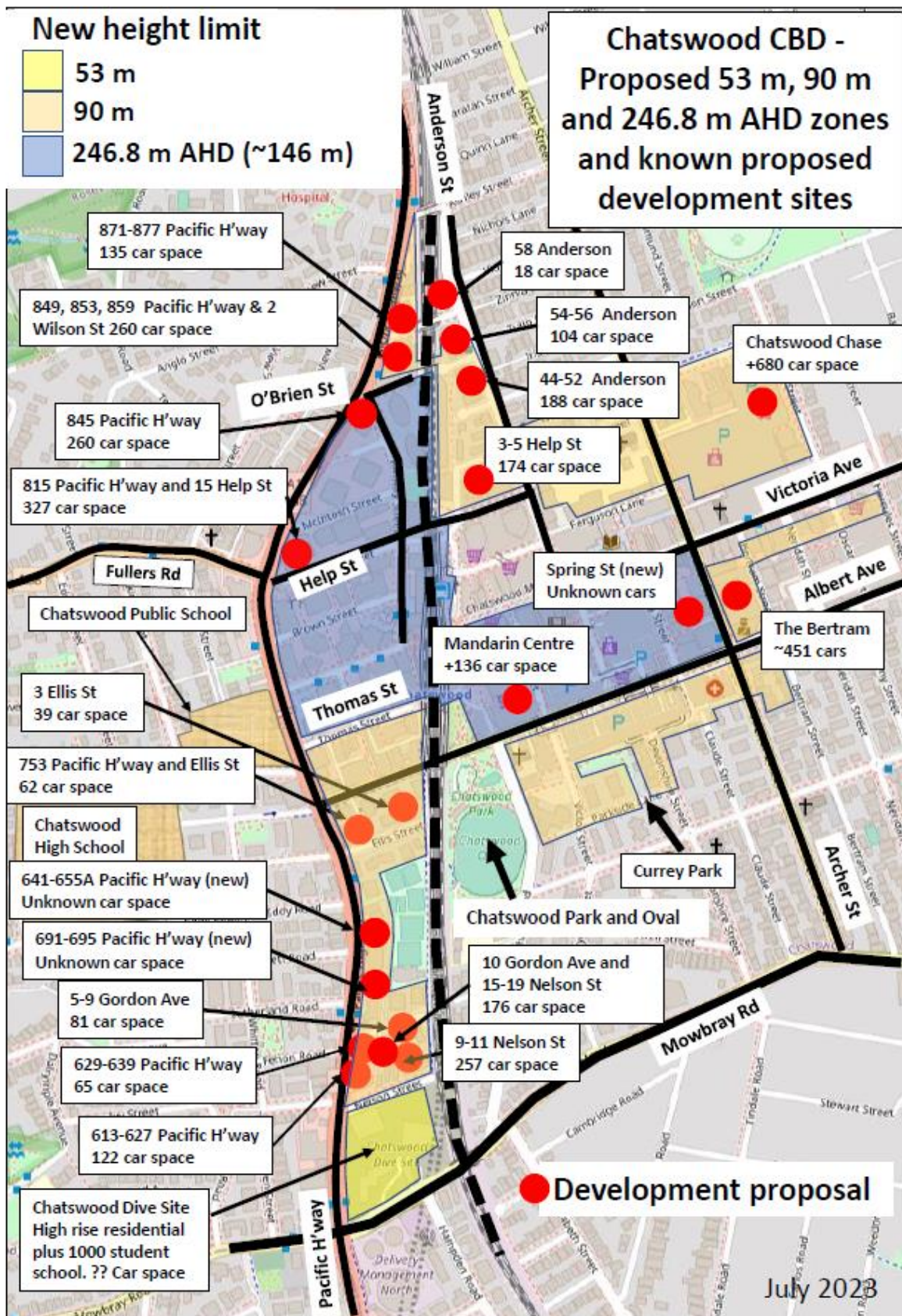


Figure 1

Concerns

CWWPA is extremely concerned that the proposed changes will negatively impact on liveability, amenity, environment, local character, and heritage.

1. Loss of democratic rights

Like WCC we are concerned that *the proposal will reduce the quality of development outcomes; the proposal includes various non-refusal standards that will override stricter Council controls.*

2. Lack of protection

These changes completely discount public support for the importance of protecting built and natural heritage, and ignore well established, hard-fought laws and controls deliberately designed to ensure the compatibility of new development in historic and environmentally sensitive areas.

3. Does not take into account local conditions

These changes do not consider local amenity impacts, including issues associated with shadowing, privacy, loss of views from neighbouring properties and streetscape presentation.

The 'desk' plans do not take into account the topography of an area. For example, the Pacific Highway follows a ridge as it passes through Chatswood. The land falls away quite steeply west of the highway. WCC has recognised the need to limit the height of the developments on the western side of the highway. Further raising the height of any buildings along the western side of the highway will cause serious overshadowing to residents below and densification within the 800 m radius of Chatswood Station would cause more runoff into local creeks that eventually run into the Lane Cove River.

4. Does not adequately take into account the impact of Climate Change as these changes will increase urban heat and reduce tree canopy.

These changes will reduce landscaping and tree canopy below state and local council targets by allowing new types of development e.g. 4 to 7 storey apartments, terraces, manor houses and dual occupancies) in new areas and on smaller lot sizes with higher floorspace ratios than currently permitted.

5. Open Space

Is providing enough open space an afterthought? The provision of Open Space in Chatswood has not kept pace with development.

Our Association which has many members who are long term residents of Chatswood West, has been advocating for more open space for decades. Chatswood Public School (CPS) P&C Association and the CWWPA have written to various governments since the 1980s asking that more land be acquired adjacent to the school. In the early 1990s CPS had around 550 students and now there are over 1000 students. The footprint of the school has not changed probably since the school was first built. The school has had a recent upgrade but the playground is

woefully inadequate for 1000 plus students many of whom live in units. As opportunities arose to purchase land adjacent to the school such as 688 Pacific Highway and a property in Jenkins Street, we wrote to WCC and the state Government asking them to purchase the land. The Council said they did not have the money and our requests to various NSW governments fell on deaf ears. Ideally the State Government should buy 688 Pacific Highway and the small building next to it which adjoins a small park called [Kenneth Slessor Park](#) and extend a playing area for the students with natural vegetation, not synthetic turf.

We have no faith that the proposed changes will result in improved open space or enhance the liveability of our city.

6. Infrastructure

CWWPA has no idea of the extent to which existing development proposals may overtax electricity and sewerage infrastructure. We have seen no evidence that the relevant authorities have an overview of this. Our own analysis of traffic issues show that some Chatswood Streets will likely be seriously over-congested. Council's approach has been to address that issue initially with the flawed Arup Future Conditions Report, and then after all developments have been approved - i.e. likely too late, and existing residents and drivers will be left with the problem.

CWWPA would like to see a more well thought out plan that is suitable for individual areas and takes into account local knowledge and the liveability of our suburbs. We have seen enough of developer driven developments and we would like the NSW Government to work with local authorities to achieve a better outcome for residents and the environment, not this one size fits all approach.

Yours sincerely,
Diana Pryde
President
Chatswood West Ward Progress Association Inc.

cwwpa.org.au