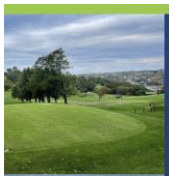

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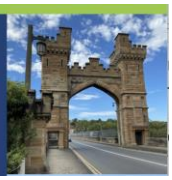
PROGRESS ASSOCIATION



Willoughby City Council

Mayor Tanya Taylor tanya.taylor@willougby.nsw.gov.au

6th May 2026

Dear Mayor Taylor,

The Northbridge Progress Association hereby provides submissions on the development application (DA 2026/59) incorporating 19-23 Baringa Road, Northbridge.

Summary

As previously stated in our submission on the draft Low-Mid Rise Housing Policy, the NPA supports the intended outcome of the proposals to provide more housing within walking distance from transport hubs, shops, and amenities.

The NPA Committee supports "density done well" as beneficial to Northbridge in the long term but appreciates and understands the concerns of nearby residents. We also note that those residents who support some development including sensible, mid-rise density in Northbridge are typically unlikely to voice their views or even be made aware of DAs, given the limited notification boundaries.

Our recent submission dated 14th April 2026, for DA 2026/32 at 1-5 Baringa Rd and 3 Nulgarra St Northbridge, covers areas of concern from residents that are only exacerbated with this DA given that the location of this DA is only seven lots apart.

These were and remain: -

1. Height and overall size of proposed built form
2. Local traffic management & construction concerns
3. Cumulative impact of developments on infrastructure in this area

Specifically for this DA, we question the proposed route in the Construction Traffic Management Plan (CTMP) and the potential safety concerns and traffic congestion it may cause at Strathallen Ave, particularly during peak hour traffic.

We also reiterate our opinion that the density uplift being afforded under the Low-Mid Rise Housing Policy for Affordable Housing, should be in perpetuity and that the current policy is a "Claytons Policy".

The two DAs that have now been lodged for lots in Baringa Rd will result in seven low- rise residential dwellings (one-two stories) being demolished and developed into two mid-rise dwellings (between six-nine stories) accommodating around 67 apartments. These developments and with the prospect of more mid-rise development to come in the immediate precinct, reinforce the need for an integrated infrastructure masterplan for this precinct.

Northbridge is well serviced by public transport bus routes but with increased population density from these developments, the development of the old Northbridge Hotel site into 25 apartments, and other developments likely around the Northbridge Town Centre due to the LMR changes, we would advocate for early assessment and forward planning by Government of public transport services for current bus routes e.g. increased service frequency for Bus route -267, connecting to Crows Nest & Chatswood Metro Stations.

The immediate visual impact of this development and with additional significant developments likely along Baringa Rd and around the Northbridge Town Centre, suggest to us that a strategic assessment of the cumulative impacts be undertaken along similar guidelines that are outlined in the NSW Government – *Cumulative Impact Assessment Guidelines for State Significant Developments dated March 2026.*

We note at 2.4 of the guidelines – Collaboration:-

Managing cumulative impacts is a shared responsibility and requires collaboration between government, industry and the community. Working together with relevant stakeholders improves the quality of cumulative impact assessments and their outcomes.

As stated in our previous submission, we believe these areas of concern need addressing to mitigate as much as possible, the potential negative impacts on the residential amenity for those in Baringa Road and the adjoining neighbouring areas for this DA.

1. Height and overall size of proposed built form

The NPA notes that this DA is the first to be lodged in Northbridge under the LMR Housing Policy that has sought an uplift in density under the in-fill affordable housing provisions. The proposed building height of some 29.82 metres metres versus the previously enforceable Willoughby City Council development controls for R3 zoning in this area, being 9-12metres height (the precinct of Sailors Bay Rd & Baringa Rd – West) obviously raises significant development control issues to be assessed by WCC.

The NPA notes the assessments provided in the Statement of Environmental Impacts dated 24th March 2026, prepared by Gyde Consulting and at 4.2.1, the statement: -

The proposal is compatible with its local area in that the LMR and IAH regimes envisage a change in character, and this is indicative of the future character of the area comprising greater intensity of development. This too must be factored into any consideration of what constitutes the "desired future character of the area". [see Woollahra Municipal Council v SJD DB2 Pty Ltd [2020] NSWLEC 115 p63 & Big Property Pty Ltd v Randwick City Council (2021)].

Arguably this development located next to low-density residential dwellings in Baringa Rd and a Child Care Centre at the rear in Sailors Bay Rd, would put this in conflict with some of the objects in the WCC LEP R3 Medium Density Zoning being: -

To accommodate development that is compatible with the scale and character of the surrounding residential development.

However, the NPA has noted in the Statement of Environmental Impacts at 4.6.1 the statement: -

Over time, it is anticipated that Baringa Road will undergo a similar transition and within this context, the scale, massing, and architectural response of the development are appropriate and align with the envisaged future character while maintaining a respectful interface with the existing streetscape

The NPA Committee also expects that ongoing development will change the face of the immediate precinct around the Northbridge Town Centre overtime but the significant increase in the built form from this DA in Baringa Rd has raised concerns from residents of overshadowing to adjoining properties. The NPA shares those concerns however, it notes in the Statement of Environmental Impacts at 5.2:

Shadow Diagrams prepared by PBD Architects demonstrate that adjoining properties will continue to receive a minimum of 3 hrs of direct sunlight during midwinter. Further, the proposed variations to the height of building development standard do not cause any additional solar access impacts to adjoining dwellings compared to a wholly compliant building envelope.

The NPA is unable to make a compliance assessment but trusts WCC will ensure that all requirements are met.

2. Increased local traffic management & construction concerns

Vehicle access for the two DAs in Baringa Rd is typically via Baringa Road from Strathallen Ave, although access can also be via Baroona Road to the south. Both access points are local streets.

As we highlighted in our previous submission, Baringa Road would likely be defined as a *Ýield Street* within the NSW Government - Movement & Place Framework.

> *Suburban yield streets are two way, with a typical carriageway width of approximately 7.6-8m and a street reserve of 15-16m. Nonetheless, yield streets occasionally become a single travel lane at certain times and places along the street, requiring slower, cooperative driving: one driver yields to another.*

a. Construction Traffic Management

This DA includes a CTMP that has proposed a truck route during construction (figure 5 from the CTMP follows) that we question on the grounds of safety, and the potential impacts on traffic congestion during peak hours along the main arterial road, Strathallen Ave.

The proposed truck route crosses Strathallen Ave, during entry and exit to Baringa Rd. We suggest that this route creates increased safety risks as trucks will be required to turn right across Strathallen Ave. An alternative route with trucks entering Baringa Rd from the south along Strathallen Ave and exiting to the north along Strathallen Ave, would mitigate this potential safety risk. We suggest that the proposed truck route would also impact traffic congestion during the morning, as the proposed route into Strathallen Ave is from Sailors Bay Rd and this road is normally operating at higher traffic loads between 6.30-9.30 a.m. Traffic from the south along Strathallen Ave operates at lighter traffic loads during morning peak hours.

In addition to this, we suggest that residents exiting Baringa Rd during the morning peak hour are more likely to be heading south along Strathallen Ave towards the North Sydney school precinct and Sydney CBD, than north. This creates addition tension at this key intersection as both need to cross Strathallen Ave as they turn right.

Construction traffic at this intersection from the trucks working on the old Northbridge Hotel site places further pressure on this intersection.

We believe a strong need exists for the coordination of heavy vehicle movements from the multiple construction sites in Baringa Rd and in the immediate vicinity. We believe this should be incorporated into the DA approval process.

b. Ongoing Local Traffic Management

The traffic impact assessment for DA 2026/32 (proposed 31 Units) prepared by CJP Consulting Engineers at Table 4.4, shows a Nett Peak Traffic Generation of 8-9 additional vehicle movements per hour (based on Transport NSW guidelines).

The nett increases in peak period traffic volumes are minimal and represent approximately 1 additional vehicle trip being generated every 7-8 minutes during the weekday morning and afternoon peak periods.

The traffic impact assessment undertaken for this DA 2026/59 (proposed 36 Units), prepared by Traffix on page 11, that also references Transport NSW guidelines states: -

When accounting for the traffic generated by the existing development, the net traffic impacts are as follows:

+5 vehicle trips per hour during the AM peak period (+1 in, +4 out);

+3 vehicle trips per hour during the PM peak period (+2 in, +1 out).

This anticipated traffic generation is considered minor and equates to no more than one (1) additional vehicle trips every 12 minutes and will have no noticeable impacts to the operation of surrounding roads and intersections.

The outcome of these two traffic impact assessments, reveal significant inconsistencies in results that reinforces our opinion of the need for WCC Traffic & Transport team to independently undertake modelling to forecast traffic impacts from the two DAs and for the forecasted additional developments that are likely to be delivered within five years in Baringa Rd.

The proposed truck routes are presented in Figure 5, with the route summarised as follows:

- Route to the site:
  1. Trucks will arrive on Strathallen Avenue (southbound).
  2. Turn right into Baringa Road (westbound).
  3. Turn right into site.
- Route from the site:
  1. Trucks turn left out of site onto Baringa Road (eastbound)
  2. Turn right onto Strathallen Road (southbound).

Swept path analysis of the largest vehicle accessing the site is presented in Appendix A.

Figure 5: Proposed Truck Routes

3. Overall cumulative impact of developments in this area on water & sewer infrastructure and floodplain risk management

Our previous submission for 1-5 Baringa Rd and 3 Nulgarra St outlined the significant concerns that already exist on drainage in the immediate area, for floodwater management towards Flat Rock Gully and the potential impacts of higher density development in this area.

The NPA included an assessment from one of our members on this topic, and we draw your attention again to this.

We again comment that the NPA shares these initial concerns of what, to our understanding, appears to be the absence of an integrated infrastructure masterplan. Given the more than likely scenario that additional significant mid-rise developments will be undertaken in Baringa Road and Sailors Bay Road under the LMR Policy, it may be necessary to undertake a critical assessment of the infrastructure needs of this precinct, and to do so ahead of any development beginning or even being determined.

Once again, the NPA Committee seeks Council's support in addressing the issues raised, ensuring that development controls are being met and to support advocacy to State Government or the relevant Agencies on the matters raised in this submission.

Should you wish to discuss this submission further, please do not hesitate to contact myself or Tony Richards (Treasurer, NPA).

Your Sincerely

John Chase

President, Northbridge Progress Association