

DAP-2025-9 40-44 Worley St, Willagee

Submission No.	Comments	Applicants' response
1	The only major concern we have is traffic, the current situation of access from Archibald St to turn right on to North Lake Road is dangerous and will only get worse. I did see a proposal some years ago for traffic lights to me placed at the intersection, where is this at ?.	The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network. The TIS does not indicate that the proposal warrants installation of traffic signals at the intersection of Archibald Street and North Lake Road.
2	My first thought is that the height of the development will look out of place when surrounded with much lower buildings. I suggest this be restricted to three or even two storey buildings. This would blend with the other buildings in the area. They are too close to the rear units in the Winnacott Gardens complex.	Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified as an area suitable for increased residential density and diversity. The density coding within the suburb ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site's central location abutting the Neighbourhood Centre and Winnacott Reserve makes it a prominent and logical location for the type of infill and higher density development envisaged by the Structure Plan and the Archibald Hub Policy Area. The established local planning framework anticipates that the existing area will gradually transition to more diverse and compact housing forms over time. The proposal responds directly to this intended future character rather than the historical development pattern.
3	Increasing density to this area will cause havoc on the foot and vehicle traffic.	Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified as having a density coding that ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site has a density coding of R60. Therefore, the density has already been increased, and the proposal is responding to this intended future character for the area.
4	No visitors park, land scaping looks woeful short and virtually non-existent, Willagee is a low rise suburb not a high rise infill to suite greedy developers, and it backs on to a playing field, so there needs to be a caveat put on that they can not complain about noise, they moved there they have to accept on game days it noise.	The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. Residents will have one parking bay per unit allocated within the ground floor parking area. Refer Traffic Impact Statement for further information.
5	I will not be impacted by the proposal. I walk my dog at the park and if the development is as nicely done as the other apartment building overlooking the park I see no issues. Though if we have an influx of more mature people maybe we could get a few more nice restaurants and a wine bar in Willagee.	Noted.
6	I support the proposal. Good access to recreation areas next to the oval. Easy access to local shops. Gives retirees choice to live in apartments with low maintenance/lock & leave lifestyle to enable travel easily	Noted.

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7	<p>I do not support more densifying of Willagee, with infrastructure not supported. There is enough congestion as it is now and we will soon look like the new areas with not enough space for trees and green areas.</p>	<p>Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified as having a density coding that ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site has a density coding of R60. Therefore, the density has already been increased, and the proposal is responding to this intended future character for the area.</p> <p>The proposal has been modified to retain vegetation where possible and supplemented with new high quality landscaping.</p>
8	<p>Increased traffic - peak traffic times it can often take 5 plus minutes to exit our driveway. With an extra 42 apartments we can expect larger traffic volumes.</p> <p>No easy turning out of Willagee - there are no traffic lights or easy turn points to enter/exit the suburb as is. Creating more traffic is not an option.</p> <p>Adverse affect on use of our property - apartments overlooking other households. I do not want 4 storeys of people looking directly into my property. Sunlight and overshadowing concerns.</p> <p>Parking is inadequate - one bay per unit where all units are 2 bedrooms, where will secondary cars park? Let alone visitors - there is no on street parking on Archibald street and minimal on Worley St. Not adequate parking within the proposed development for visitor parking. Archibald shops you cannot get parking at peak times as is, how will it be prevented that more residents\visitors are not parking there full time.</p> <p>Adverse streetscape - 4 story buildings would not suit the current area. All dwellings around the proposed site are single or 2 storey at most. There will be no privacy.</p> <p>I ABSOLUTELY OPPOSE THIS PROPOSAL. There is nothing good for the local community. It will over run the area, provide increased traffic, have adverse affects on our properties (overlooking and privacy concerns as well as overshadowing and reduced sunlight on our properties), adversely affect infrastructure which is currently over capacity and overall does not fit within the current streetscapes.</p>	<p>The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network.</p> <p>The proposal is compliant with visual privacy requirements of the R-Codes Volume 1 Part C.</p> <p>The proposal is supported by an overshadowing diagram which demonstrates that the proposal will not have an adverse overshadowing impact on adjoining development both within and outside of the site. This is because the southern side of the development is occupied by an internal road.</p> <p>Under the provisions of LPS6 and the Willagee Structure Plan, the site and the surrounding area are identified as having a density coding that ranges from R25 on the fringes of the locality, to R40 and R60 along key traffic corridors. The site has a density coding of R60. Therefore, the density has already been increased, and the proposal is responding to this intended future character for the area.</p> <p>Service infrastructure will be upgraded where necessary to facilitate the construction and operation of the development.</p>
9	<p>How many car parking bays are being provided on the ground level of each tower and will each vehicle bay be provided with an Electric Vehicle Charging point linked to their Western Power meter for recovery of costs .(this pro active EVC point is now being included in high rise Strata complexes)?</p> <p>2: How many car parking bays:</p>	<p>1. A total of 43 vehicle parking cars are provided, including 41 resident bays and two drop-off / service bays. Access is proposed via existing crossovers to Worley Street, minimising disruption to the existing vehicle network. In relation to the provision of EV charging points within the development, the proposal will comply with the relevant NCC and Australian Standards at the time of construction.</p>

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	<p>with EVC points will be provided for residents in the high rise Level 1 Parking to accommodate Residents who have an additional vehicle or Motor Cycle and Visitors ?;</p> <p>and</p> <p>how many will be provided for Visitors for both high rises and where are they located?</p> <p>3: Where are the Car Washing bay/s to be located so ALL residents of Weeronga have approved drained location to wash vehicles?</p> <p>4: I note what appears to be very noticeable angled Solar panel stands on the rooves of the two Apartment Blocks; are these to be used to provide power to all Apartments in the block or just for communal services..i.e. lifts; and should these panels not be hidden from the road (visual pollution) .?</p> <p>5: The main Gate No 1 is very badly designed; in that when exiting , drivers of cars; rubbish trucks and the other delivery vehicles can not see the prams/ cycles / wheelchairs and pedestrians coming up the path from the Winnacott Reserve end. This exit needs redesigning with the concrete path directed to the Kerb and match up with the new too small width path leading to Archibald Street. The installation of a Mirror on a pole would also be beneficial to save the near misses which now occur and will be worse when more vehicles will be using the entry point</p> <p>6: When Gate No 3 is introduced at the Winnacott Reserve end, those using that Exit point will have a similar issue as Gate No 2; but looking for pedestrians etc on the Drivers RHS.</p> <p>I believe these traffic issues need to be actioned and pedestrian path between current gates 1 and 2 should be widened , as occurred in Archibald Street 2023/2025, to accommodate all users and not just pedestrians. These works would of course mainly be City of Melville responsibility but essential with a large increase in vehicle traffic in the Village and families with children</p>	<ol style="list-style-type: none"> 2. The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors. 3. There is no requirement to provide car washing bays for this type of development. 4. It is intended that the solar panels will provide power to the common spaces for the benefit of all occupants of the site. Rooftop mounted solar PV panels will be screened from view from the surrounding areas, if required. Provision of solar will be subject to Western Power approval since there is already a total of 30kw solar systems provided at the site. 5. The gatehouse to the south of the proposed development will be replaced and modified to be set back 6m from the lot boundary as part of this proposal. The northern gatehouse will remain as is. 6. No proposed modifications to the Worley Street footpath are proposed as part of this Application. It is our view that the proposed development does not warrant an increase of width of the footpath and this is evident by the Traffic Impact Statement which does not recommend this be carried out. 7. Waste collection will be carried out in accordance with the proposed Waste Management Plan that supports this Application. 8. The proposal has been modified to retain vegetation where possible and supplemented with new high quality landscaping. 9. There are no proposed modifications to the northern-most gate on Worley Street. The proposal will rely solely on the two centrally located access points.

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	<p>repopulating Willagee and using Worley Street to access the Reserve.</p> <p>7: There does not seem to be mentioned in what I saw on the plans; any mention of Rubbish Collection by the City in the large trucks and the location of the variety of Bins the Council now uses . This will apply to the existing numerous Bins we have and the new ones required for all the re development locations and ease of use of them by residents.</p> <p>8: There seems also no mention in the plans of the retention of numerous trees that are currently on site ; some of great height; and the need to preserve these if at all possible . What is the situation here ?</p> <p>9: I would also suggest that Gate No 3 is opened and the new metal gate on site is installed asap to reduce traffic all being pushed to use Gate 1, when needing to enter the Current High Rise . This will ease traffic situations considerably .</p>	
10	<p>I am writing to object the proposed development cited above. Whilst I acknowledge the intent to provide retirement accommodation, I have significant concerns regarding traffic, parking provision and the cumulative impact on an already stressed local road network.</p> <p>The TIS acknowledges that the development will generate 154 vehicular trips per day, which it categorises as a moderate impact on the surrounding road network. While this may appear manageable in isolation, it does not adequately account for the cumulative effect of ongoing subdivision and infill development already occurring throughout the suburb. Local streets, including my own, are already heavily congested with extensive on-street parking reducing both visibility and access.</p> <p>Of particular concern is the proposal's parking shortfall. The TIS confirms that, under the Residential Design Codes, the development requires a minimum of 52 parking spaces, yet only 42 bays have been proposed resulting in a shortfall of ten spaces (noting an error appears to have been made in the TIS executive summary which cites 44 bays and miscalculates</p>	<p>The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network.</p> <p>In relation to car parking. The proposal requires 41 resident bays and 11 visitor parking bays. A total of 43 vehicle parking cars is provided, including 41 resident bays and two drop-off / service bays. The number of supplied resident bays is compliant. The intent is that visitors will be able to use the Worley Street parking bays. An availability survey of the existing on-street parking on Worley Street indicates that there is sufficient parking available for visitors.</p> <p>As is standard practice, any Development Approval issued is likely to include a condition requiring car parking to be compliant with the relevant Australian Standard (being AS 2890). This will be confirmed at the detailed design stage of the project.</p>

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	<p>the shortfall as being eight bays). The report dismisses this shortfall on the basis of “demographic characteristics” and the “availability of nearby off-site parking within walking distance”. This assumption is speculative at best. There is no guarantee that each dwelling will only own one vehicle, nor that visitor parking demand will be minimal (not to mention where staff are supposed to park). Any reliance on surrounding streets to absorb overflow parking will further exacerbate the existing congestion and negatively impact residents. I am not confident the traffic report has suitably even assessed this, given it neglected to include Denien Street at all in Sections 3.2 and 3.4 despite it being a centrally located street impacted by this development. Additionally, the TIS notes that compliance with AS/NZS 2890.1 has yet to be confirmed, which raises concerns that parking and access arrangements are being relied upon before their suitability has been demonstrated. It is also noted that no accessible parking bays are provided, despite the development being marketed as retirement housing.</p> <p>G O V E R N M E N T O F W E S T E R N A U S T R A L I A 2</p> <p>Planning decisions should therefore consider real-world conditions and cumulative impacts, not just theoretical capacity assessments. In its current form, this proposal relies on optimistic guesses regarding car ownership, visitor demand and off-site parking availability,</p>	
11	<p>Local resident in the area. The roads around Willagee are already congested given proximity to Leach Hwy and North Lake Rd. Please don't add more chaos to the streets.</p>	<p>The Application is supported by a Traffic Impact Statement which demonstrates that the anticipated traffic generated by the proposal will not have an adverse impact on the surrounding road network.</p>