

## **Submission – Traffic and Access Objection**

**Residential with In-Fill Affordable Housing**  
**159–167 Darley Street West, Mona Vale**

**Application Number: SSD-91496958**

### **1. Introduction**

I object to the proposed development at 159–167 Darley Street West, Mona Vale on the grounds that the traffic, access, and transport impacts have been significantly understated and are incompatible with the physical constraints of the street, the surrounding road network, and the transport limitations of the Northern Beaches.

The proposal will materially worsen congestion, reduce safety, impede emergency access, and place unreasonable pressure on a road system already operating beyond capacity.

### **2. Darley Street West is fundamentally unsuitable for increased traffic**

#### **2.1 The street is narrow, constrained, and heavily parked**

Darley Street West is a narrow residential street with cars parked along both sides for most of the day. This reduces the effective carriageway to a single lane in many sections, forcing vehicles to stop and wait for oncoming traffic to pass.

The traffic report fails to acknowledge:

- The reduced lane width caused by constant on-street parking
- The limited passing opportunities
- The poor sightlines created by bends and parked vehicles

Any increase in vehicle movements will amplify these constraints and create additional conflict points.

#### **2.2 The site sits within a cul-de-sac**

The development is located near the end of a cul-de-sac, meaning:

- All traffic must enter and exit via the same constrained point
- There is no alternative routing or dispersal
- Turning movements increase congestion and risk

Cul-de-sac locations are inherently unsuitable for medium-density developments generating higher traffic volumes.

#### **2.3 Traffic increase has been significantly understated**

The proponent's traffic modelling does not reflect real-world conditions. It underestimates:

- Peak-hour movements
- Visitor and service-vehicle trips
- Deliveries, trades, and support services
- The higher car-ownership rates typical of senior residents in areas with poor public transport

The modelling assumptions are unrealistic and materially downplay the true impact.

### **3. Dangerous intersection and traffic-light conditions**

The intersection at the entry to Darley Street West is already dangerous, with:

- Poor visibility
- High turning volumes
- Drivers accelerating to beat the lights
- Pedestrians crossing without dedicated protection

Adding more vehicles from this development will increase the risk of collisions and near misses.

### **4. Emergency-vehicle access will be compromised**

Darley Street West's narrow, single-lane conditions already make it difficult for large vehicles to pass.

The increased traffic load will:

- Delay ambulances, fire trucks, and police vehicles attempting to reach properties in the cul-de-sac
- Increase the likelihood of blockages caused by parked cars, delivery vans, or service vehicles
- Reduce the ability of emergency vehicles to turn around or manoeuvre safely
- Create unacceptable response-time delays for elderly residents, who are statistically more likely to require urgent medical assistance

Emergency access is a critical safety issue. Any development that worsens response times places lives at risk.

### **5. The development is likely to be occupied by seniors – increasing transport pressure**

#### **5.1 Steep topography makes walking impractical**

The site sits at the bottom of a steep hill, making walking difficult for older residents or anyone with mobility limitations.

#### **5.2 The nearest B-Line stop is 1.1 km away (16-minute walk)**

A 16-minute uphill/downhill walk is not realistic for seniors, especially in poor weather or with shopping, medical needs, or mobility issues.

#### **5.3 No rail or light-rail options exist**

Unlike other Sydney regions, the Northern Beaches has:

- No train line
- No light rail
- No scalable mass-transit alternative

Residents are therefore forced to rely on cars, increasing traffic volumes through Mona Vale and beyond.

### **6. Regional traffic constraints will worsen**

#### **6.1 More cars travelling north and south**

Residents will need to drive for most trips, adding pressure to:

- Newport
- Avalon
- Palm Beach
- Mona Vale town centre
- The arterial routes toward Sydney

More cars and more buses mean more congestion, not less.

## **6.2 Mona Vale already experiences peak-hour gridlock**

Traffic regularly comes to a standstill due to:

- Vehicles entering from Powder Works Road
- Mona Vale Road narrowing into a “country lane” beyond the Bahá’í Temple
- Bottlenecks at roundabouts and traffic lights

The network is already at capacity.

## **6.3 Wakehurst Parkway closures worsen congestion**

Wakehurst Parkway is regularly closed due to flooding, forcing all traffic onto Mona Vale Road. Any additional vehicle load from this development will compound these unavoidable congestion events.

## **7. Parking shortages in Mona Vale town centre**

Mona Vale suffers from:

- Chronic parking shortages
- Drivers circling for spaces
- Traffic backing up as vehicles wait to reverse into spots
- Frequent road-rage incidents caused by delays

Adding more residents who must drive to access shops, services, and transport will worsen these conditions.

## **8. Conclusion**

The proposed development at 159–167 Darley Street West presents unacceptable traffic, access, emergency-response, and transport impacts that cannot be mitigated within the constraints of the existing road network.

The street is too narrow, the cul-de-sac location is inappropriate, the traffic increase is understated, and the broader Mona Vale transport system is already overburdened.

The steep topography, distance to public transport, and lack of scalable mass transit mean residents will rely heavily on cars, further worsening congestion, safety risks, and emergency-vehicle delays.

For these reasons, the development should be refused on traffic, access, and emergency-response grounds.