

18 March 2025

Enquiries: Bayzid Khan  
Project No: 300305634

Coronation Property  
Level 2, 66 Wentworth Avenue,  
SURRY HILLS NSW 2010

**Attention: Callum Sangkuhl (Development Manager)**

Dear Callum

**RE: 57-61 Archer Street & 34 Albert Avenue Chatswood – Mixed Use Development  
Traffic and Transport - Response to Submission Letter**

## Background

A Transport Impact Assessment (TIA) was submitted as part of a State Significant Development Application (SSD-72891212) for the proposed infill affordable housing development at 57-61 Archer Street Chatswood<sup>1</sup>.

Upon review of the submitted reports and plans, various agencies have provided following comments related to traffic and parking matters for the proposed development:

- *Department of Planning, Housing and Urban Development (DPHI Letter, Dated: 20 February 2025)*
- *Attachment 1- Council Submission (Comment 8 (B) i)*
- *Transport for New South Wales (TfNSW Letter Dated: 6 February 2025)*

## DPHI's Traffic and Transport Comments

**Comment 5 (a)** *The proposal includes 169 residential car parking spaces, which is 22 spaces greater than the Housing SEPP minimum. The Department acknowledges that the Housing SEPP car parking rate is a minimum non-discretionary standard, which if complied will prevent the consent authority from requiring more onerous standards. In this case, the site is located within the Chatswood CBD (a highly accessible railway precinct) and within walking distance of various modes of high-frequency public transport. In addition, the Willoughby Development Control Plan 2012 (WDCP) purposefully seeks to decrease reliance on private car use, minimizing traffic congestion and increase public transport use in this area. Noting this context, the Department requests that you:*

- Reduce the number of non-affordable car parking spaces to be consistent with/no more than the Housing SEPP minimum car parking rates*
- Delete the affordable studio apartment car parking spaces, noting the Housing SEPP parking rates do not include a specified rate for studio apartments.*

**Response** It is noted that 169 spaces include 12 car parking spaces for retail/commercial use and that the total proposed residential spaces is 157. It is acknowledged that this proposed provision is 22 spaces greater than the Housing SEPP minimum, satisfying the requirement. Acknowledging Council's intent to reduce private vehicle trips and minimize congestion in the CBD area, the proposed provision is considered acceptable for the following reasons:

- The Housing SEPP provides a minimum rate for car parking as a non-discretionary standard, which if complied with, prevents the consent authority from requiring more onerous standards.
- As the parking standard provides a minimum rate, the proposed carparking provision beyond the minimum rates still meets the controls in Section 19(e) and (f) of the SEPP.

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<sup>1</sup> 57-61 Archer Street Chatswood, Transport Impact Assessment (Stantec, 8 August 2024)

- Chatswood area is currently experiencing high vehicle occupancy. The Australian Bureau of Statistic (ABS 2021) data shows that a significant majority of households in Chatswood own at least one motor vehicle. Specifically, 52.3 per cent of households own one vehicle, and an additional 24.8 per cent own two or more vehicles, indicating 77.1 per cent of households in Chatswood have at least one vehicle. This is higher than the state and national averages (71.9 and 72.5 percentages, respectively). In this regard, the proposed provision is catering for the existing demand and not necessarily providing more than the current ownership statistics. This will also minimize any impacts on the on-street parking provision.
- Adequate car parking provision is essential to cater to the current diverse travel needs of downsizers, aging owner-occupiers, and young families. These groups often rely on private vehicles for their daily activities, as public transport may not fully meet their requirements. This is particularly true for destinations that are not well-served by public transport, such as medical appointments, social visits, and recreational activities. Ensuring sufficient parking spaces will help accommodate their mobility needs, reduce travel-related stress, and enhance their overall quality of life.
- The additional car parking spaces are expected to generate only two (2) additional trips during peak hours and is anticipated to have no visible impacts on the surrounding road network operation and performance.

Comment 5 (b) *Consider the potential road network impact of vehicles waiting to turn right from Albert Avenue to Bertram Street*

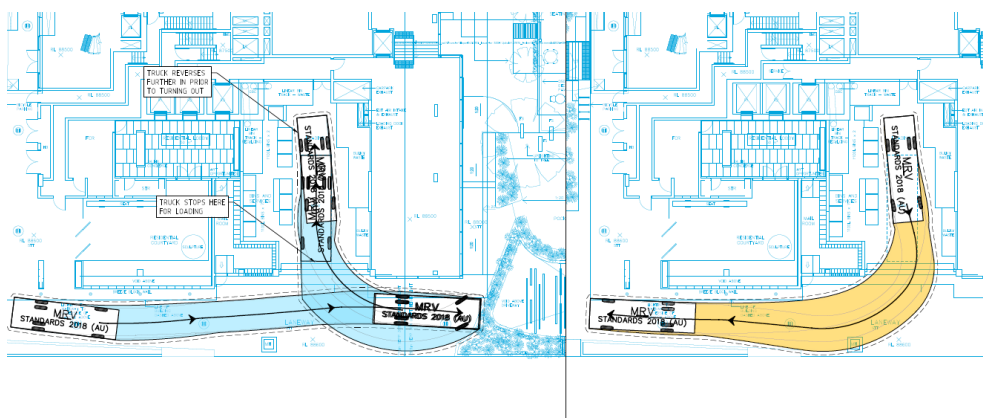
Response: The SIDRA intersection model for Albert Avenue/Bertrum Street shows that this intersection would perform in good operation (LoS A as worst movement) for base and future year scenarios with pre and post development traffic during all assessed peak hours (AM/PM/Sat Midday).

The right turn movement from Albert Avenue into Bertrum Street is expected to be low in current and future year. The westbound thru traffic movement is also observed to be low. The upstream and downstream signalized intersection also interrupt the eastbound and westbound continuous traffic flows. This provides necessary gaps for the right traffic to get into Bertram Street without any noticeable delays and queuing.

Comment 5 (c) *Ensure the development has been designed to allow for the size and maneuverability of Council's waste vehicle (10.5m length and 4.5m clearance)*

Response: The building management will appoint/hire a private contractor for waste collection. The service area/waste collection area is designed for vehicles up to 8.8-metre medium rigid vehicles (MRV). No vehicles/trucks more than an MRV will require accessing the site and service area. The service area has necessary height clearance of 4.5m for MRV waste truck to access and operate.

The swept path analysis shows that the service area is to accommodate service trucks up to 8.8m long (MRV). The plan also provides sufficient clearance for garbage collection after stopped as per standard. Any vehicle larger than an MRV will detrimentally impact the ground floor plane and significantly reduce amenity of the building.



Comment 5 (d) *Demonstrate and provide plans if necessary, that the ground floor service vehicle bay is functional and safe, noting the swept path analysis indicates the width of the bay leaves very little room for vehicle maneuvering and there is very little space for loading/unloading of a vehicle when parked.*

Response: As shown in above swept path analysis, the service area can accommodate a medium rigid truck (up to 8.8m long) fully within the site. All service vehicles will park within the designated bay (as marked on the plan) and leave sufficient space/clearance (2.5m) on the rear side for loading and unloading. All service vehicles/waste trucks (8.8m) will be able exit in forward direction as shown.

Comment 5 (e) *Clarify the operation and management of the shared zone along the southern boundary, in particular consider the potential for conflicts between service vehicle and pedestrians.*

Response: The service area is expected to operate during residential off-peak time. Sight line and sight distances are also checked to facilitate safe vehicle and pedestrian movements at the proposed service vehicle access point. The proposal also provides separate accesses for cars and service vehicle which is expected to minimize the impacts and improve operation and safety.

Appropriate line marking and signage plan will be prepared at later stage (prior to construction) to facilitate safe pedestrian and vehicle movements at accesses. Any specific operational issues can be addressed as part of the plans of management for the building.

Comment 5 (f) *Response to Council's engineering comments relating to car parking design/layout.*

Response: Please see below.

## Council's Traffic and Transport Comments

Comment 6: *Car Parking Rate*

Response: Please see response to DPHI's comment 5 (a)

Comment 8 (B): *The swept paths for the loading bay and access to the loading bay detail that access is for a MRV. This size vehicle is smaller than Council's 10.5m waste vehicle. As Council needs to be able to collect waste from residential units, the loading bay and access to it must be designed to cater for Council's 10.5m waste vehicle, with 4.5m headroom.*

Response: Please see response to DPHI's comment 5 (c).

Comment 8 (B): *The plans and associated Traffic Report have not demonstrated how vehicle / pedestrian conflicts will be managed for the loading bay and access to the loading bay, which is shown as a shared zone. A shared zone is not considered suitable where service vehicles need to manoeuvre, particularly reversing.*

Response: Please see response to DPHI's comment 5 (d)

Comment 8 (B): *All accessible parking, including adaptable parking, needs to comply with AS1890.6 and not AS 4299.*

Response: Access consultant to address this issue.

Comment 8 (B): *It is not clear if the area between spaces 15&16, 53&53, 89&90 and 124&125 is a shared zone between accessible spaces or just an area to provide access to lifts. If it is intended to be a shared space, then it is non-compliant due to the column locations. Relocation of the columns would allow these spaces to be compliant with AS 2890.6m which could potentially allow these spaces to be associated with an adaptable unit.*

Response: Access consultant to address this issue.

Comment 8 (B): *Plans don't detail if any visitor parking is proposed. The size spaces documented are all only Class 1 long term / all day parking. Visitor parking needs to comply with the requirements for Class 2 Medium Term parking (as per AS/NZS 2890.1) as the spaces will have a higher turnover and will be used by people that are not as familiar with the area.*

Response: No visitor car parking space is proposed in the car parking area/basement levels.

Comment 8 (B): *It is not clear if any walls or landscaping are located within the 2.0 x 2.5m sight triangles adjacent to the main vehicle exit. To provide sight lines to the footpath, all structures and landscaping in this area must be less than 1.2m high.*

Response: Other consultant/Architect to address this issue.

## TfNSW's Traffic and Transport Comments

*Comment 1: Archer Street to the south of Albert Avenue and Albert Avenue to the west of Archer Street are both unclassified regional roads that are under the care and control of Council as the relevant road authority. As such, no concurrence from TfNSW will be required under Section 138 of the Roads Act 1993 for the works that are proposed as part of this development within Archer Street.*

**Response:** Noted.

*Comment 2: Noting the unclassified road network at the intersection of Albert Avenue and Archer Street is managed by Council as the relevant road authority, any required mitigation measures or future upgrades at this signalised intersection to address additional traffic demand generated by new development will need to be assessed and funded by Council. For any works that affect the traffic control signal and its infrastructures (lanterns/detectors etc), approval from TfNSW would be required as per Section 87 of the Roads Act 1993.*

**Response:** Noted. No intersection is proposed at part of this transport assessment.

*Comment 3: Given the location of the development site on unclassified road network and its separation from the state classified road network, TfNSW has not reviewed the suitability of the access arrangement, swept paths for light and heavy vehicles and the potential traffic impacts on the unclassified road network for this development. These matters should be reviewed by DPHI and Council as part of the assessment.*

**Response:** Noted.

*Comment 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.*

**Response:** Noted. Please see response to DPHI's comment 5 (b)

*Comment 6: The parking provision and the layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions, height clearances, etc) should be in accordance with AS 2890.1-2004, AS 2890.2-2018 and AS 2890.6-2009 and to the satisfaction of DPHI and Council.*

**Response:** Car parking and layout has been reviewed against the relevant AS 2890:1-6 series and complies with the requirements. Any minor change, if needed, will be undertaken at detailed design development stage.

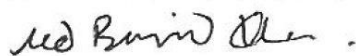
*Comment 7: Consideration should be given to reducing the reliability on single car use by reducing the maximum number of parking spaces for residential, commercial and retail spaces in areas well serviced by public and active transport options such as this development site and associated SSDA. This will support Council's vision for more reliance on public and active transport to reduce congestion within the vicinity of Chatswood Station.*

**Response:** Please see response to DPHI's comment 5 (a)

I trust this letter provides the necessary information. Should you have any questions, please do not hesitate to contact me directly.

Yours sincerely

**Stantec Australia Pty Ltd**



**Bayzid Khan**  
**Principal Transport Engineer**