



Transport Strategies

Proposed Mixed-Use Development

37 Archer Street, Chatswood

Transport and Parking Impact Assessment

Prepared for: HYECORP

Reference: 23247

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1.0 Executive Summary

This Transport and Parking Impact Assessment has been prepared by Transport Strategies Alliance to accompany a detailed State Significant Development Application (SSDA) for the development of a mixed-use tower with infill affordable housing at 37 Archer Street, Chatswood NSW 2067. The existing site consists of attached townhouses within a large rectangular lot. The legal description of the Site is outlined in Table 1.1 below.

Table 1.1: Legal Description

Property Address	Title Description
37 Archer Street, Chatswood NSW 2067	SP 38065
Project Site Area	2,201m ²

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-73277714).

This report concludes that the proposed development is suitable and warrants approval subject to the implementation of the following mitigation measures:

- Preparation and implementation of a Loading Dock Management Plan prior to issue of the first occupation certificate
- Stop and go light and loading bay occupancy signage systems
- Implementation of a no parking zone on Bertram Street

The proposed mixed-use development at 37 Archer Street, Chatswood, is well-integrated with the surrounding land uses and supported by existing transport infrastructure.

A transport and parking assessment has been conducted, confirming the following key findings:

- The Site is strategically located within close vicinity to public transport and pedestrian networks.
- The proposed development will generate net increase in traffic of 24 vtpd and 20 vtpd in the AM and PM peak periods respectively and will have minimal impacts on the surrounding road network.
- The proposed resident car parking provision is in accordance with Housing SEPP 2021 parking requirements.
- The proposed residential visitor car, motorcycle and bicycle parking provisions are in accordance with Council's DCP parking requirements.



- The minor overprovision of commercial/retail car parking spaces will be appropriate for the proposed development to minimise reliance on the on-street parking.
- The proposed access and car parking layout have been designed in accordance with AS2890.1, 2 and 6 requirements.
- The proposed bicycle parking has been designed in accordance with AS2890.3 requirements.
- The proposed loading/servicing vehicles arrangement will be suitable and adequate for the proposed development with the implementation of a Loading Dock Management Plan

The development is anticipated to have no adverse effect on the current performance of the surrounding road network. Therefore, no mitigation measures to address road performance are deemed necessary.

Based on these findings, the proposed development is considered supportable from a traffic and transport planning perspective.



2.0 Introduction

2.1 Background

The application seeks consent for the demolition of existing structures on the Site and the development of a residential apartments (including affordable housing), commercial office space, food and beverage uses and retail tenancies with servicing areas and parking contained within the building's basement. A publicly accessible through site-link is also proposed providing a direct connection between Archer and Bertram Streets and allowing opportunities for outdoor dining and passive recreation.

Specifically, the SSDA seeks development consent for:

- Demolition of existing buildings, structures and trees.
- Excavation of the Site to a basement depth of RL RL71.85mm.
- Construction of a mixed-use building to 28 storeys (RL184.25m) comprising residential and commercial uses.
- The development of 125 apartments (including 28 affordable housing units) with residential amenities and services, commercial office space, food and beverage tenancies and retail uses.

2.2 Description

The proposal is for a 28-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 125 apartments (including 28 affordable housing units) comprising 29 x 1 bed apartments, 55 x 2 bed apartments, 30 x 3 bed apartments and 11 x 4 bed apartments with recreational facilities at Level 8.
- Office tenancies: occupying levels 2 and 3.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 9 motorbike spaces, 28 bicycle spaces and end of trip facilities.
- Servicing and plant equipment.
- Publicly accessible landscaped through site link.
- The gross floor area (GFA) for the proposed development is described below:
- Total GFA: 14,230sqm



- Residential GFA: 12,318sqm
- Non-residential GFA: 1,912sqm

Affordable housing will be provided in the form of a monetary contribution and floorspace within the proposed development.

The purpose of the project is to provide a high-quality mixed-use development in an accessible location within the Chatswood CBD, providing new market and affordable housing opportunities complemented by commercial and retail uses within this well serviced location.

2.3 Purpose of this Report

This report has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (SEARs) dated 12 July 2024 and issued for the SSDA (SSD-73277714). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Issue 10 is outlined, and associated reference/response are shown in the following table.

Issue 10	Reference within this report/Response
Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment, which includes:	
An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	See Section 2.
Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Details of the proposed development are provided in Section 4, 5 and Appendix D, with the swept path and vertical path assessments available in Appendix E.
Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted	The impacts of the proposed development during the construction phase are addressed in the Construction



Issue 10	Reference within this report/Response
<p>modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.</p>	<p>Traffic Management Plan (CTMP), which is provided as a separate report and will accompany the State Significant Development Application (SSDA).</p> <p>For information on the operational impacts of the proposed development, refer to Section 6.</p>
<p>Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.</p>	<p>As detailed in Section 6, the development is anticipated to have no negative effect on the current performance of the surrounding road network. Therefore, no mitigation measures are deemed necessary.</p>
<p>Proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a Green Travel Plan.</p>	<p>A separate Green Travel Plan (GTP) has been prepared and will be submitted alongside the SSDA.</p> <p>Refer to Appendix F for GTP detailed report.</p>
<p>Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.</p>	<p>A separate Construction Traffic Management Plan (CTMP) has been prepared and will be submitted alongside the SSDA.</p> <p>Refer to Appendix G for CTMP detailed report.</p>

The structures of the report are as follows:

- Chapter 3: Describes the existing site and transport conditions.



- Chapter 4: Describes the proposal.
- Chapter 5: Assesses the parking requirements and adequacy of parking requirements.
- Chapter 6: Assesses transport impacts.
- Chapter 7: Assesses vehicle access and car parking layout.
- Chapter 8: Summarises the study's findings.

2.4 References

- Willoughby Development Control Plan (DCP) 2023
- AS2890.1:2004 Parking Facilities - Off-Street Car Parking
- AS2890.2:2018 Parking Facilities - Off-Street Commercial Vehicle Facilities
- AS2890.3:2015 Parking Facilities - Bicycle Parking
- AS2890.6:2022 Parking Facilities - Off-street Parking for People with Disabilities
- Other documents and data are referenced in this report.



3.0 Existing Traffic Conditions

3.1 Existing Site

The Site is located at 37 Archer Street, Chatswood within the Willoughby Local Government Area (LGA). The Site is legally described as SP 38065 and has an area of 2,201m². The existing development includes two buildings (multi-unit housing) of up to three storeys in height which accommodate a total of 14 dwellings. The existing development includes an inground swimming pool fronting Archer Street and single level of basement parking which is accessed from Bertram Street.

Pedestrian entries are available from Bertram and Archer Street. Vegetation within the Site includes planter boxes through the central circulation spaces and established trees around the Site's perimeter. Street trees, comprising native species, along the Site's western frontage form part of an attractive and distinctive avenue of trees.

The Site is situated on the southern edge of the Chatswood CBD. The immediately surrounding area has been zoned for more intensive development and is intended to support mixed use development including high density residential uses. The existing character of the area is evolving.

The urban context surrounding the Site is characterised by a mix of residential, Commercial, and retail uses. The surrounding locality is described below:

North: The Site is bounded to the north by low scale residential development including townhouses and single dwelling properties. This land is zoned to support high-rise mixed use development including buildings with heights up to RL246.8m. Along Archer Street proposals for mixed use towers have been lodged for properties at 51-55 Archer Street and 57-61 Archer Street.

East: The Site is bound to the east by Bertram Street which comprises a two-way local road and borders the western edge of the South Chatswood Heritage Conservation Area. A locally listed heritage item at 34 Neridah Street is situated directly opposite.

South: A development application for a 14-storey mixed use development has been lodged for 31-44 Archer Street which is situated immediately to the south of the Site. This area provides a transition to low scale residential uses contained within the South Willoughby Conservation Area located on the southern side of Johnson Street. There is a locally significant heritage item at 27 Archer Street.

West: To the west the Site is bound by Archer Street which comprises a four-lane



classified road. Existing development on Archer Street comprises medium density residential towers of 7 storeys and higher. The area has been zoned for taller buildings of up to 90m. Further to the west is the Chatswood transport interchange and Pacific Highway, linking to the CBD and wider Greater Sydney region.

The Site benefits from excellent access to public and active transport and is within walking distance of the Chatswood Interchange, which provides rail and metro connections to North Sydney, Macquarie Park, and the Sydney CBD. Bus services run along Archer Street and provide connections to Chatswood and Crows Nest.

The Site location and surrounding environs are shown in Figure 3.1 and 3.2.

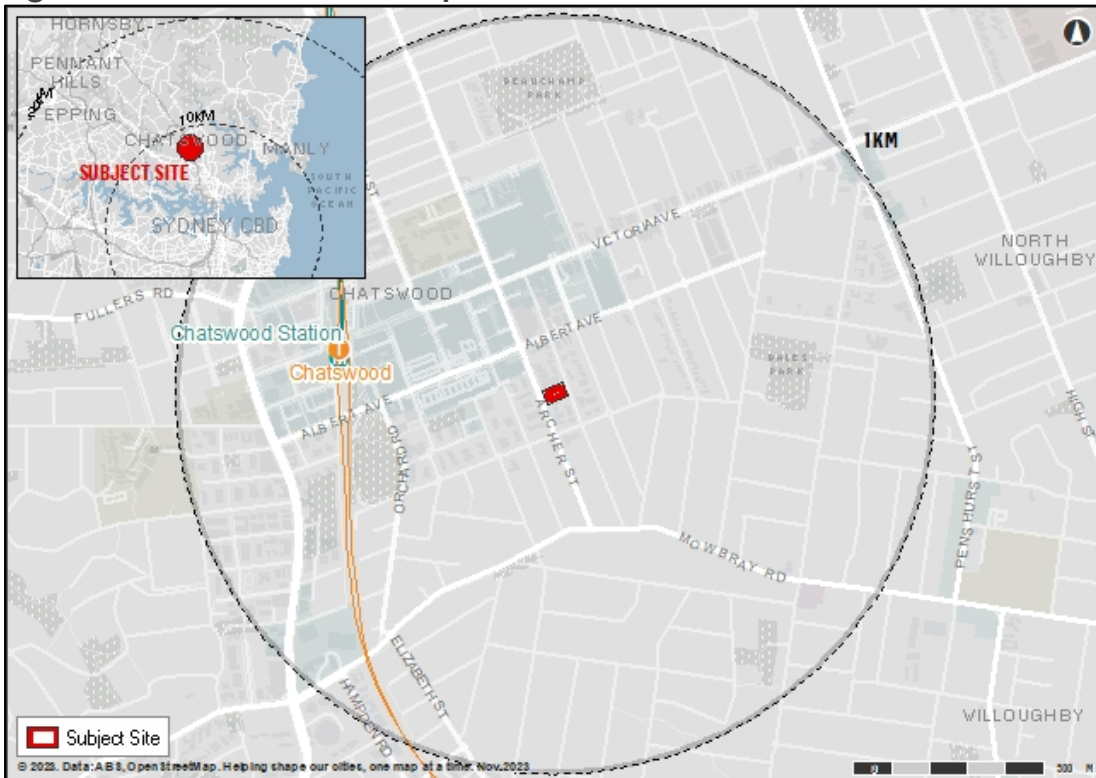
Figure 3.1: Site Location and Surrounding Environs



Source: Urbis 2024



Figure 3.2: Local Context Map



Source: Urbis 2024

3.2 Road Network

The surrounding road network includes:

- Archer Street – a Regional Road which connects to Boundary Street to the north and Mowbray Road to the south. Archer Street runs in a north-south direction and has one traffic lane in each direction. Time-restricted kerbside parking is permitted along both sides of the road. The road has a posted speed limit of 50km/hr and 40km/hr in the high pedestrian activity and school zone.
- Bertram Street – a local road which connects to Victoria Avenue to the north and Mowbray Road to the south. The road runs in a north-south direction. Bertram Street has one traffic lane in each direction. Time-restricted kerbside parking is permitted along the western side of the road. It has a posted speed limit of 50km/hr and 40km/hr in the high pedestrian activity zone.
- Johnson Street – a local road which connects to Stanley Street to the northeast and Orchard Road/Chapman Avenue to the southwest. The road runs in a northeast-southwest direction and has one traffic lane and one

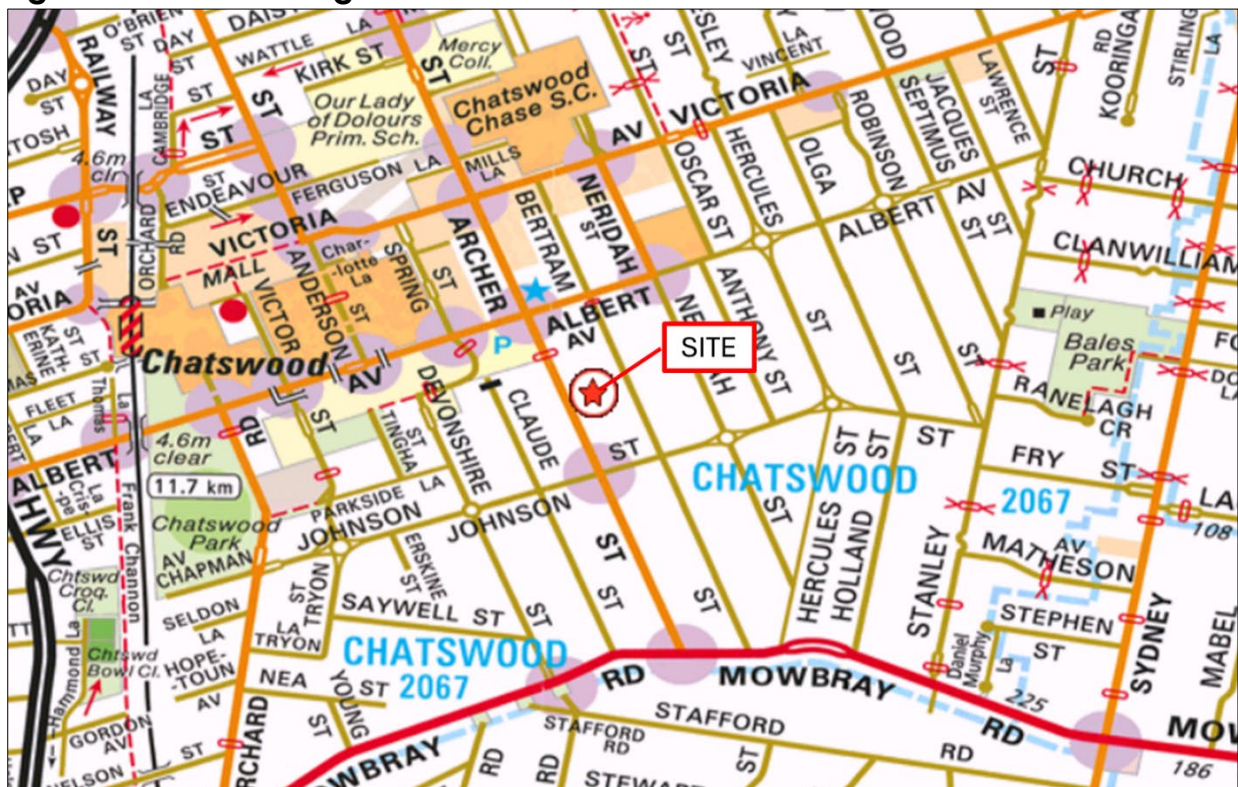


parking lane in each direction. Time-restricted parking is permitted in each direction. The road has a speed limit of 50 km/hr.

- Albert Avenue – a local road on the northeast and Regional Road on the southwest of Archer Street which connects to Stanley Street to the northeast and Pacific Highway to the southwest. The road runs in a northeast-southwest direction and has one traffic lane in each direction. Time-restricted kerbside parking is permitted in each direction. The road has a posted speed limit of 50 km/hr and 40km/hr in the high pedestrian activity zone.
- Mowbray Road – a Regional Road between Bertram Street and Archer Street in Chatswood, connecting to Epping Road to the west and Penshurst Street to the east. The road runs in an east-west direction and has two traffic lanes in each direction. No Parking zone and Clearway restriction are imposed on both sides of the road in the vicinity of the Site. The road has a posted speed limit of 50 km/h.

The surrounding road network is shown in Figure 3.3.

Figure 3.3: Surrounding Road Network





3.3 Key Intersections

The key intersections in the vicinity of the Site comprise:

- Signalised intersections at:
 - Archer Street/Albert Avenue
 - Archer Street/Johnson Street
- Give-way intersections at:
 - Bertram Street/Mowbray Road
 - Bertram Street/Johnson Street
- Stop-controlled intersection at Albert Avenue/Bertram Street

3.4 Existing Traffic Conditions

The existing traffic conditions near the Site are indicated by the traffic surveys undertaken as part of this study. The results of traffic surveys at Bertram Street/Mowbray Road, Bertram Street/Johnson Street and Albert Avenue/Bertram Street intersections on Wednesday and Thursday, 23 October 2024, during the AM (7 am – 9 am) and PM (4 pm to 6 pm) peak periods are provided in Appendix A.

The performance of the key intersection has been analysed using the SIDRA intersection computer program. SIDRA modelling outputs a range of performance measures, in particular:

- Average Vehicle Delay (AVD) – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service. For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is for the movement with the highest AVD.
- Level of Service (LOS) – This is a comparative measure that provides an indication of the operating performance based on AVD.

Table 3.1 provides a recommended baseline for assessment as per the RMS Guide.



Table 3.1: Intersection Baseline Assessment

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	Less than 14	Good operations	Good operations
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity, at signals, incidents will cause excessive delays. Roundabouts require other control modes.	At capacity, it requires other control modes.
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control modes or major treatment.

The SIDRA network layout is illustrated in Figure 3.4, with the existing AM and PM peak hour intersection turning volumes are illustrated in Figure 3.5 and Figure 3.6, respectively.



Figure 3.4: SIDRA Layout

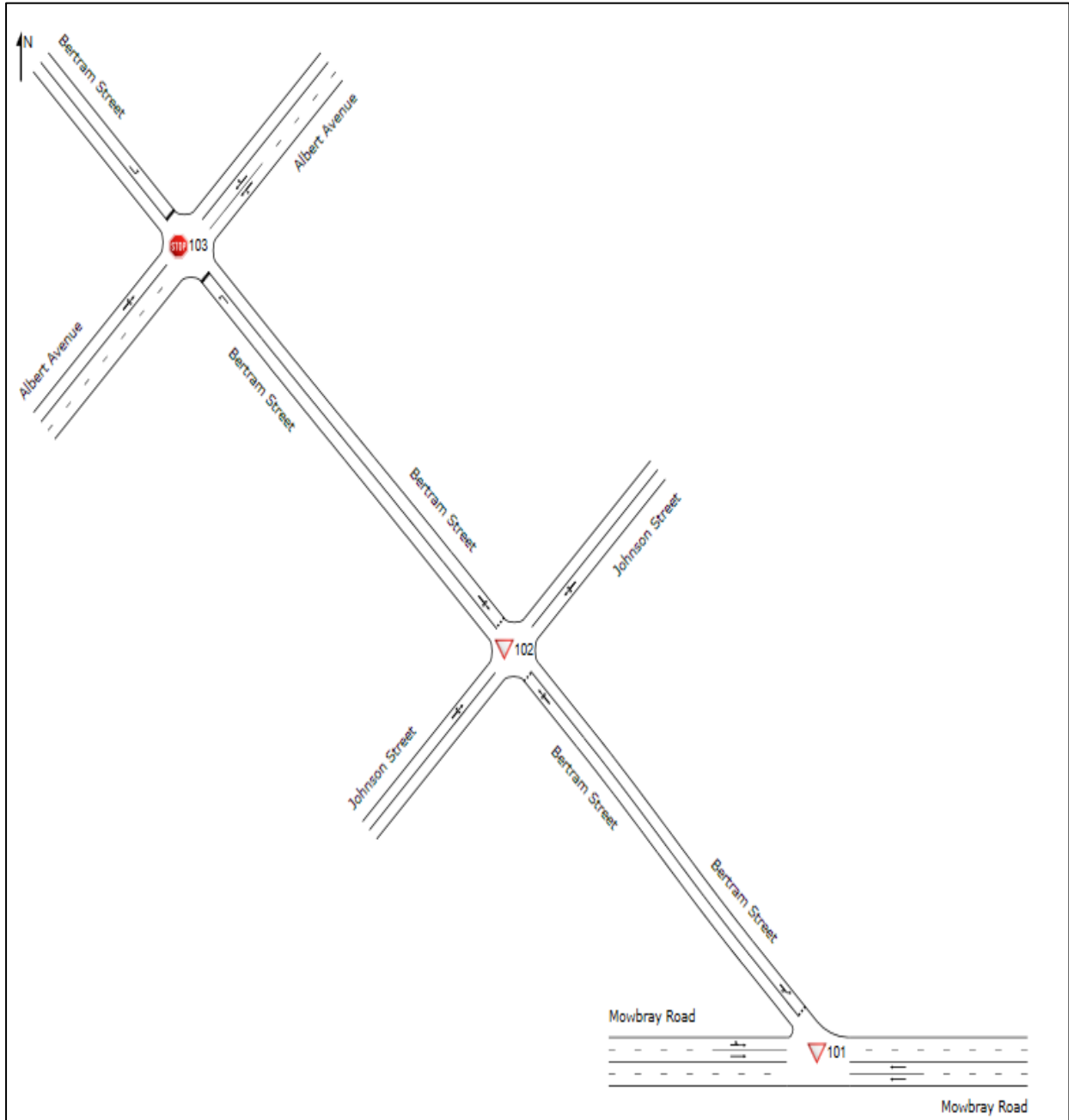




Figure 3.5: Existing AM Peak Hour Intersection Turning Volumes

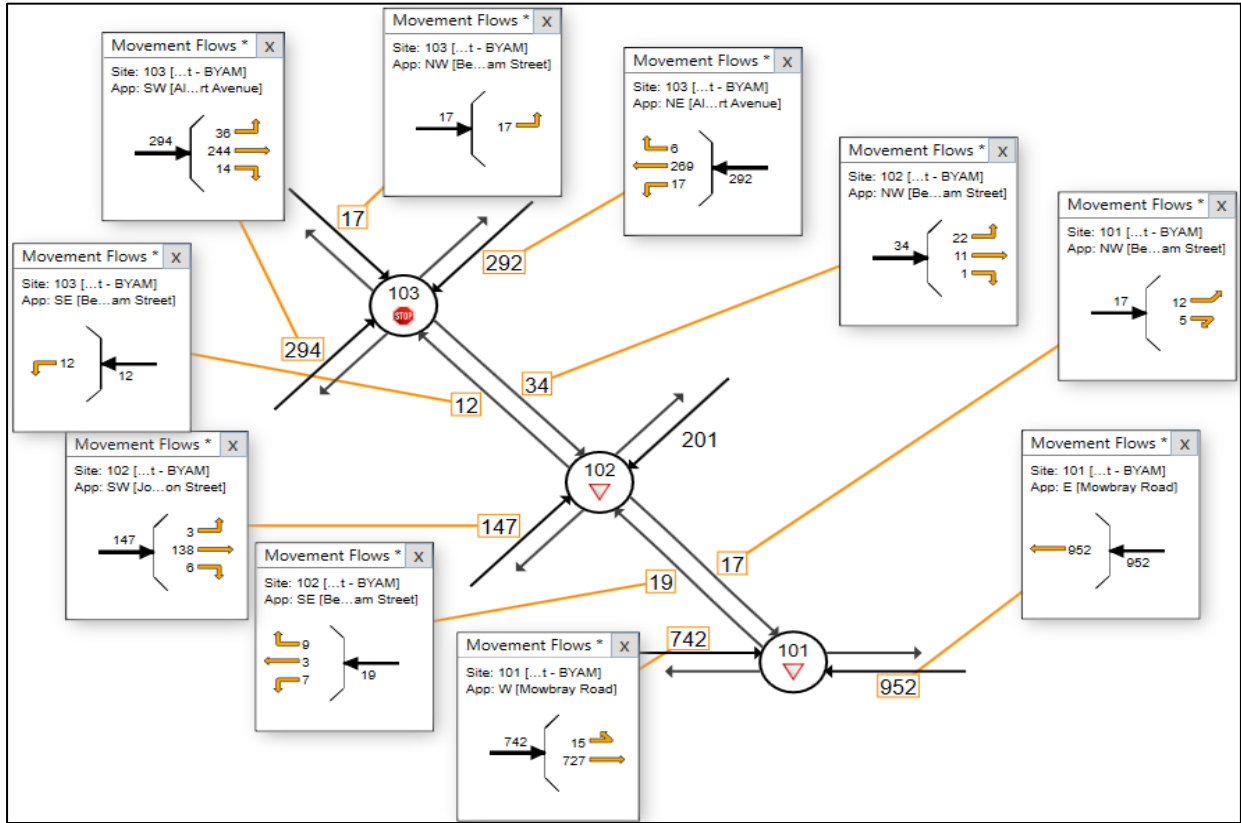
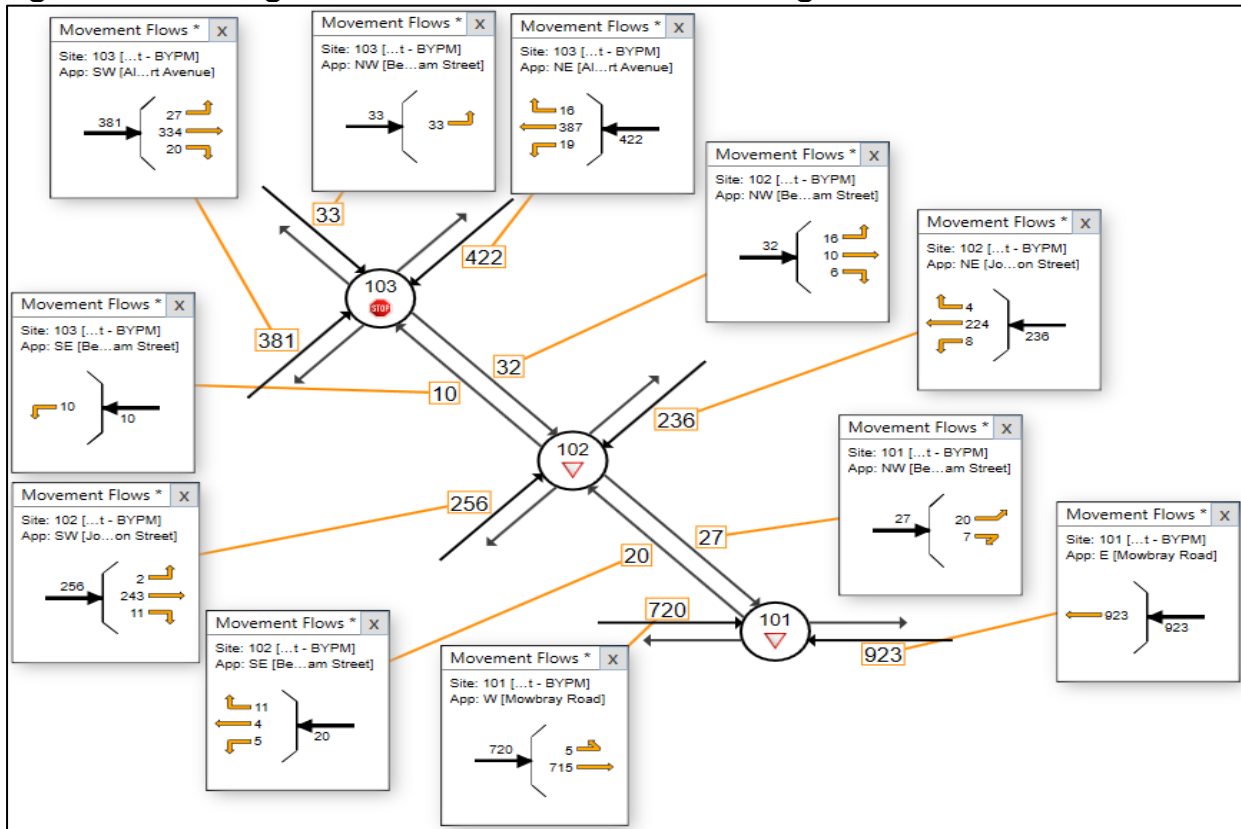




Figure 3.6: Existing PM Peak Hour Intersection Turning Volumes



The results are provided in Appendix B and summarised in Table 3.2.

Table 3.2: Existing Intersection Performance

Intersection	Peak	AVD (s)	LOS
Albert Avenue / Bertram Street	AM	8.0	A
	PM	8.2	A
Bertram Street / Johnson Street	AM	7.1	A
	PM	7.7	A
Mowbray Road / Bertram Street *	AM	12.8	A
	PM	20.7	B

* Worst movement reported for priority intersection.

The results indicate acceptable levels of service for the intersection under the prevailing peak circumstances during the peak hours.

3.5 Public Transport

The nearest bus stops are located 47m and 130m south of the Site, along Archer Street and Johnson Street, respectively. The bus stops are serviced by bus route no. 267 (Chatswood to Greenwich via Crows Nest).

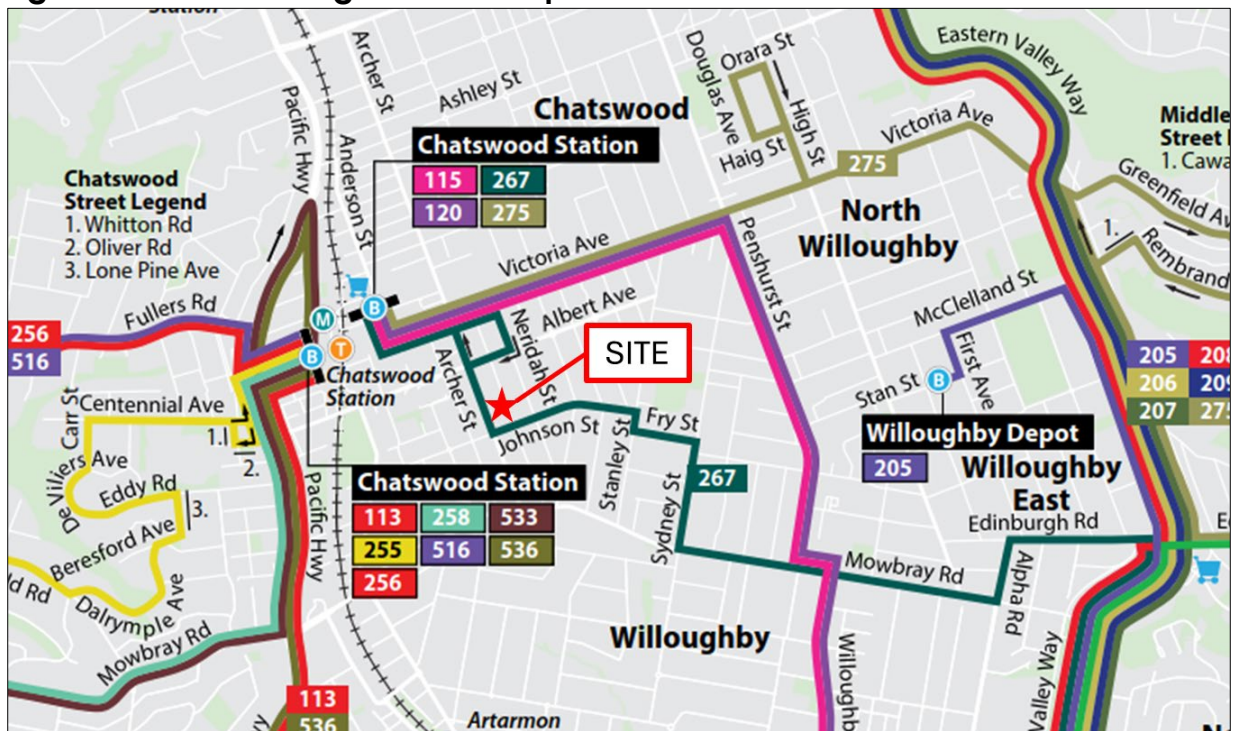


The Site is located 700m or a ten-minute walk east of the Chatswood Interchange (Train and Metro Stations and several bus stands). The station is serviced by the following lines:

- T1 – North Shore & Western Line
- T9 – Northern Line
- CCN – Central Coast & Newcastle Line
- M1 – Metro North West & Bankstown Line

Surrounding public transport network is provided in Figure 3.7 and detailed in Appendix C.

Figure 3.7: Surrounding Public Transport Network

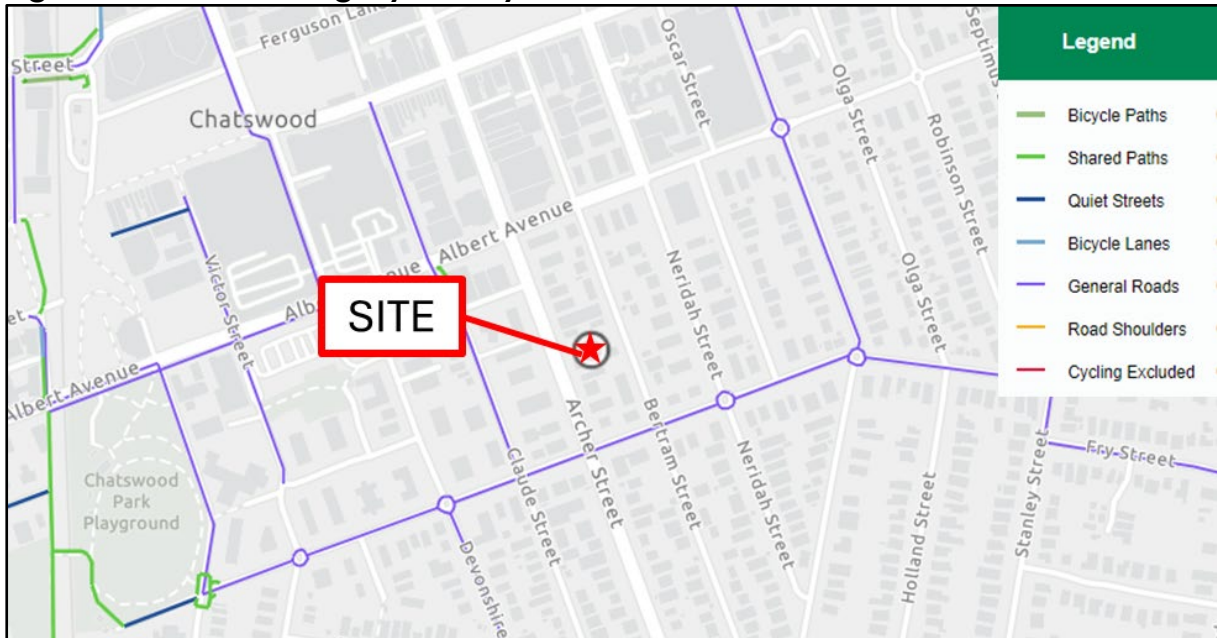


3.6 Cycling and Pedestrian Infrastructures

Established footpaths are provided on both sides of Archer Street and Bertram Street and its immediate surrounding road. There are shared paths (general roads) for cyclists along Johnson Street in the vicinity of the Site. The surrounding cycleway network is shown in Figure 3.8.



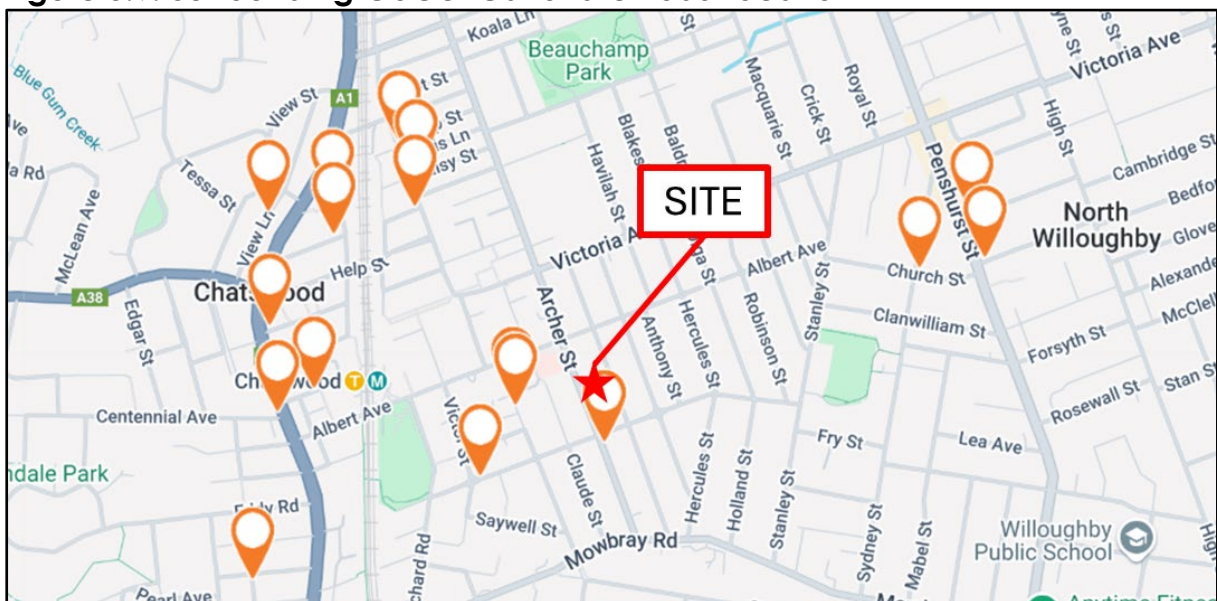
Figure 3.8: Surrounding Cycleway Network



3.7 GoGet Carshare

GoGet car share pods are located within walking distance of the Site. The nearest pod is located 2 minutes or 130m walking distance to the south of the Site along Archer Street. GoGet car share locations are shown in Figure 3.9.

Figure 3.9: Surrounding GoGet Car Share Pods Location





4.0 Proposal

It is proposed to demolish the existing multi-dwelling developments on the Site of 37 Archer Street, Chatswood, and to construct a mixed-use development with in-fill affordable housing. The proposal is for a 28-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 125 apartments (including 28 affordable housing units) comprising 29 x 1 bed apartments, 55 x 2 bed apartments, 30 x 3 bed apartments and 11 x 4 bed apartments with recreational facilities at Level 8.
- Office tenancies: occupying levels 2 and 3.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 11 motorbike spaces, 28 bicycle spaces and end of trip facilities.
- Servicing and plant equipment.
- Publicly accessible landscaped through site link.
- The gross floor area (GFA) for the proposed development is described below:
 - Total GFA: 14,230sqm
 - Residential GFA: 12,318sqm
 - Non-residential GFA: 1,912sqm

Affordable housing will be provided in the form of a monetary contribution and floorspace within the proposed development.

Details of the proposed development prepared by Fuse Architects are included in Appendix D.



5.0 Parking Requirements

5.1 State Environmental Planning Policy (Housing) 2021

As the development is providing in-fill affordable housing the parking is to be assessed under the requirements of the State Environmental Planning Policy (Housing) 2021 (SEPP) which states the non-discretionary development standard for parking rates for both the affordable and market components. These parking rates and provision is summarised below.

- Affordable Housing
 - 1-bedroom units : at least 0.4 spaces per unit
 - 2-bedroom units : at least 0.5 spaces per unit
 - 3 or more-bedroom units : at least 1 space per unit

- Market Housing
 - 1-bedroom units : at least 0.5 spaces per unit
 - 2-bedroom units : at least 1 space per unit
 - 3 or more-bedroom units : at least 1.5 spaces per unit

The requirements are presented in Table 4.1.

Table 5.1: NSW Housing SEPP (2021) Residential Parking Requirements

Type	Yield (Dwellings)		Parking rate (spaces per unit)		Required parking spaces		Total parking spaces
	Affordable	Market	Affordable	Market	Affordable	Market	
1-bed	14	15	0.4	0.5	5.6	7.5	13
2-bed	11	44	0.5	1	5.5	44	50
3-bed+	3	38	1	1.5	3	57	60
	Total						123

The Housing SEPP does not require visitor car parking spaces. The total parking requirement is 123 parking spaces. The development proposes a total of 123 residential car parking spaces which therefore satisfies the requirements of the Housing SEPP. Section 19(1) of the Housing SEPP mentions that if the requirements are complied with, more onerous standards from the consent authority do not apply.

5.2 DCP Car Parking Rates

The Housing SEPP 2021 does not specify car parking rates for residential visitors,



commercial, or retail uses. Instead, the car parking provision requirements for these uses are outlined in Council’s DCP Part F – Transport and Parking Management. A review of the applicable parking rates and the proposed development indicates a statutory parking requirement for the development, as summarised in Table 5.2. Accordingly, the following DCP parking rates have been referenced for the respective land uses:

- Residential visitor
 - Maximum 1 space per 7 units
- Commercial
 - Maximum 1 space per 400m²
- Retail
 - Maximum 1 space per 70m²
- Food and beverage
 - Maximum 1 space per 50m²

Table 5.2: Statutory Car Parking Requirements

Use	Yield (Dwellings)	Max Rate (Chatswood CBD precinct)	Min Rate (Chatswood CBD precinct)	Max	Min	Provided
Residential (Visitor)	125	1 space per 7 dwellings	N/A	18	0	18
Commercial	1,455	1 space per 400m ²	1 space per 670 m ²	4	2	4
Retail (non-supermarket)	174	1 space per 70m ²	1 space per 200m ²	3	1	3
Food and beverages	283	1 space per 50m ²	1 space per 145m ²	6	2	6
			TOTAL	31	5	31

Source: Willoughby City Council's DCP Part F – Transport and Parking Management

Application of this development criteria indicates a maximum of 18 residential visitor, 6 food and beverage, 4 commercial, and 3 retail car parking spaces.

5.3 Adequacy of Car Parking Requirement

The proposed development provides 154 car parking spaces with the following allocation:

- Residential : 123 spaces
- Visitor : 18 spaces
- Food and beverage : 6 spaces



- Commercial : 4 spaces
- Retail : 3 spaces

As discussed, the Housing SEPP takes precedence for this development and the residential car parking provision comply with Housing SEPP 2021 requirements. As such, the number of resident car parking spaces provided within the development is considered acceptable.

The car parking provision for residential visitor, food and beverage, commercial, and retail uses comply with Council's DCP requirements.

Based on the above, the proposed car parking provision will sufficiently accommodate the needs of residents, visitors, and retail and commercial users, eliminating any reliance on on-street parking. In addition, the development includes two dedicated car wash bays, providing added convenience for residents and tenants.

5.4 Council's DCP Accessible Parking Rates

Council's DCP accessible parking rates for disabled access according to Classes 2 and 6 is to be provided at the following rates:

- Class 2: 1 space / 4 accessible or adaptable units + 1 visitor space for developments comprising 50 or more car parking spaces
- Class 6: In parking areas with 5 or more spaces, 1 employee and 1 visitor space

Based on above, the proposed development is required to provide 19 accessible car parking spaces (including 3 employee / visitor spaces). The proposed development proposes 19 accessible car parking spaces (including 16 resident, 1 residential visitor, 2 commercial/retail accessible car parking spaces) in accordance with Council's DCP.

5.5 Council's DCP Motorcycle Parking Rates

Council's DCP provides the following criteria in terms of off-street motorcycle parking rate requirements for the proposed development:

- Residential zones and the residential components of shop top and mixed-use developments

Residential Motorcycle parking rates

- 1 space per 20 car parking spaces
- 1 visitor space per 10 motorcycle spaces



Commercial Motorcycle parking rates

- 1 space per 20 motorcycle spaces (tenant)
- 1 space per 10 motorcycle spaces (visitor)

Based on the above, the proposed development is required to provide a minimum of 10 motorcycle parking spaces (7 resident, 1 visitor, 1 tenant and 1 commercial spaces).

The proposed development proposes 11 motorcycle parking spaces, in accordance with Council's DCP.

5.6 Council's DCP Bicycle Parking Rates

Council's DCP specifies the following criteria in terms of off-street bicycle parking rate requirements for the proposed development:

- Residential zones and the residential components of shop top and mixed-use developments
 - 1 Class A or B parking spaces per 10 units
 - 1 Class C (rails/racks) per 10 apartments for visitors.
- Business
 - 1 Class A or B bicycle space per 10 car parking spaces
 - Minimum 1 Class C bicycle space or 1 space per 10 Class A or B bicycle spaces, whichever is the greater.

Based on the above, the proposed development is required to provide a minimum of 26 bicycle parking spaces (13 Class A or B and 13 Class C spaces) for residential use and 2 bicycle parking space (2 Class A or B spaces) for commercial and retail use. The proposed development proposes 28 bicycle parking spaces, in accordance with Council's DCP requirements.

5.7 End-of-trip facilities

Council's DCP provides following end-of-trip (EOT) facilities to be provided for non-residential use:

- **Showers** One shower per 5 bicycle parking spaces (Class A or B)
- **Change Rooms** One change room per shower
- **Lockers** Two personal lockers per bicycle space

Based on above, the proposed development is required to provide 1 shower and 1 change rooms, and 6 lockers.

The proposed development proposes 2 showers/change rooms. 6 lockers will be provided in the vicinity of the EOT facilities at the detailed design stage.



5.8 Service Vehicle Parking

Waste collection is expected to be undertaken on-site by up to 12.5m long heavy rigid vehicle (HRV). A dedicated loading area is proposed within the ground floor which can accommodate up to an HRV including Council's waste vehicle.

Attached in Appendix E, are swept turning path and vertical clearance diagrams of the HRV trucks, undertaken in accordance with the requirements of AS2890.2:2018. The templates confirm that:

- The geometric design layout of the proposed loading facilities has been designed to comply with the relevant requirements specified in AS2890.2 with respect to loading dock dimensions and service area requirements for HRVs.
- The service vehicle manoeuvring area has been designed to accommodate the swept turning path requirements of an HRV truck.
- HRVs will be able to enter and exit the Site in a forward direction at all times.
- The maximum gradient on the entry ramp is no more than 6.5%, in accordance with AS2890.2:2018 requirements.
- A minimum unobstructed structural clearance of 4.5m which can accommodate an HRV with a height of 4.3m is provided over all areas traversed by Council's refuse collection vehicle in accordance with Council's DCP and AS2890.2 requirements
- The 4.3m high HRV truck specifications are in full compliance with the NSW Government Legislation - Road Transport (Vehicle Registration) Regulation 2017 and Transport for NSW – Heavy Vehicle Driver Handbook for the standard heavy vehicles.
- A maximum headroom clearance sign and bar of 4.3m has been installed at the Site access point to inform drivers of the truck's height requirements at the Site access and the loading area.
- In addition, a Loading Dock Management Plan will be implemented to inform the driver of service vehicle using the loading bay to not exceed a 4.3m height.

The proposed ground-level loading dock provides significant advantages over a basement-level configuration in terms of traffic engineering, access, and operational efficiency, as outlined below:

- **Enhanced Access for Heavy Vehicles:** The ground-level dock allows for direct and straightforward access from Archer Street, enabling service vehicles to enter and exit the site efficiently. In contrast, a basement-level dock would require steep ramps to achieve the necessary clearance and tight turning radii to minimize building footprint impacts. These design constraints pose



challenges for manoeuvrability and increase the risk of vehicle-to-structure, vehicle-to-vehicle, and vehicle-to-pedestrian conflicts.

- **Reduced Congestion and User Conflict:** Locating the loading dock at ground level facilitates early separation of service vehicle movements from general traffic and pedestrian activity, thereby reducing potential conflict points. In comparison, a basement-level dock typically shares access with other site users via a common ramp, leading to increased congestion and potential operational conflicts at entry and exit points.
- **Improved Sightlines and Safety:** Ground-level access provides superior visibility for service vehicle drivers during ingress and egress, enhancing safety for all users. Basement access often involves curved or steep ramps that significantly limit sightlines, increasing the likelihood of incidents due to restricted visibility.
- **Faster Turnaround and Operational Efficiency:** Service vehicles benefit from more direct access and reduced travel time to the loading dock at ground level, facilitating quicker loading and unloading operations. This also shortens the vertical transfer time for goods between the dock and other levels of the building, reducing vehicle dwell time and improving overall efficiency of the loading bay operations.
- **Improved Emergency Access:** Ground-level facilities offer more immediate and unimpeded access for emergency services such as fire, ambulance, and police. In contrast, basement-level docks often involve steep, curved ramps that can delay emergency response times and complicate vehicle manoeuvring under time-critical conditions.

5.9 Proposed Loading Dock Management Plan

The proposed 1 service bay will be adequate to accommodate the service vehicle's actual demand associated with the proposed development. A Loading Dock Management Plan (LDMP) will be in place to ensure no more than 1 service vehicle will utilise the service vehicle bay at any one time.

The proposed LDMP will involve the use of a stop and go light system, loading dock occupancy signage, and vehicle sensor which will be activated by trucks taller than 2.8m entering/exiting the Site.

Such systems are common in mixed-use, residential and commercial carpark developments to control one-way at a time operation of the internal circulation lane where low traffic volumes are present. The traffic signal system would be programmed to give priority to entering vehicles at all times.



The proposed light and signage system will provide adequate amenity and safety for all users. The LDMP will include user induction and training requirements/ procedures that would be implemented by building management. The plan is needed to communicate the appropriate use of the stop and go light and loading dock occupancy signage to users. This plan is intended to be refined and implemented by the strata/ building management once appointed, to ensure the loading dock and car parking area operates efficiently and users of the car park are aware of operation and priority protocols.



6.0 Transport Impacts

6.1 Existing Traffic Generation

A medium-density residential dwelling rate has been applied to estimate traffic generation from the existing development. As classified by RMS Guidelines, this category includes buildings with at least two but fewer than 20 dwellings, typically achieving a net residential density of 30 to 60 dwellings per hectare. It encompasses residential types such as:

- Attached dwellings
- Multi-dwelling housing, including terraces
- Manor houses
- Shop-top housing, residential flat buildings, and mixed-use developments

In this regard, the trip generation rates referenced from above report is as follows:

- AM Peak: 0.39 vtp/h
- PM Peak: 0.37 vtp/h

On the above basis, the traffic generation rates for the existing 16 units indicate peak-hour traffic volumes of 7 vtp/h during the AM peak and 6 vtp/h during the PM peak.

6.2 Traffic Generation Rates

Transport for NSW (formerly Roads and Maritime) published a Guide to Transport Impact Assessment (TS 00085 Version 1.1) that described vehicular trip generation rates based on land use. These surveys highlighted those developments in the Chatswood area demonstrated one of the lower traffic generation rates during the morning and evening peak hours. In this regard, the associated residential traffic generation rates adopted for the assessment are as follows:

High Density Residential Dwellings with High Public Transport Accessibility

- AM Peak hour: 0.19 trips per unit
- PM Peak hour: 0.15 trips per unit

<u>Peak Period</u>	<u>Vehicle trips generation</u>
AM Peak	$0.19 \times 125 \text{ units} = 23.75 \sim 24 \text{ vtp/h}$
PM Peak	$0.15 \times 125 \text{ units} = 18.75 \sim 19 \text{ vtp/h}$

Due to the proposed level of on-site car parking spaces, a peak period traffic



generation of 0.5 movements per car space has been assumed for the spaces allocated to the food and beverage/retail use. i.e., half the staff member arriving and departing for work in the AM and PM peak periods, respectively.

On the above basis, the traffic generation rates for the proposed development indicate peak-hour traffic generations of 24 vtpm and 19 vtpm for residential use for AM and PM peak hours, respectively, with 7 vtpm and 7 vtpm for commercial and retail use for AM and PM peak hours, respectively.

6.3 Traffic Distribution

Proposed Traffic Distribution

The directional split of proposed traffic generation during peak hours (i.e., the ratio between the inbound and outbound traffic movements) has been assumed to be the following:

Residential use

- AM Peak: 20% inbound, 80% outbound
- PM Peak: 80% inbound, 20% outbound

Commercial and Retail use

- AM Peak: 80% inbound, 20% outbound
- PM Peak: 20% inbound, 80% outbound

Thus, the proposed development will generate 31 vtpm during AM peak hour and 26 vtpm during PM peak hour as follows:

Land Use	AM		PM	
	In	Out	In	Out
Residential	5	19	15	4
Commercial and Retail	6	1	1	6
Total	11	20	16	10

Net Traffic Distribution

Based on the above, the net traffic will generate 24 vtpm during AM peak hour and 20 vtpm during PM peak hour as follows:

Land Use	AM		PM	
	In	Out	In	Out
Residential	3	14	10	3
Commercial and Retail	6	1	1	6
Total	9	15	11	9



6.4 Traffic Impact

The projected intersection turning volumes with the proposed development are illustrated in Figure 6.1 and Figure 6.2 for the AM and PM peak hours, respectively.

Figure 6.1: Projected Intersection Turning Volume in AM Peak Hour

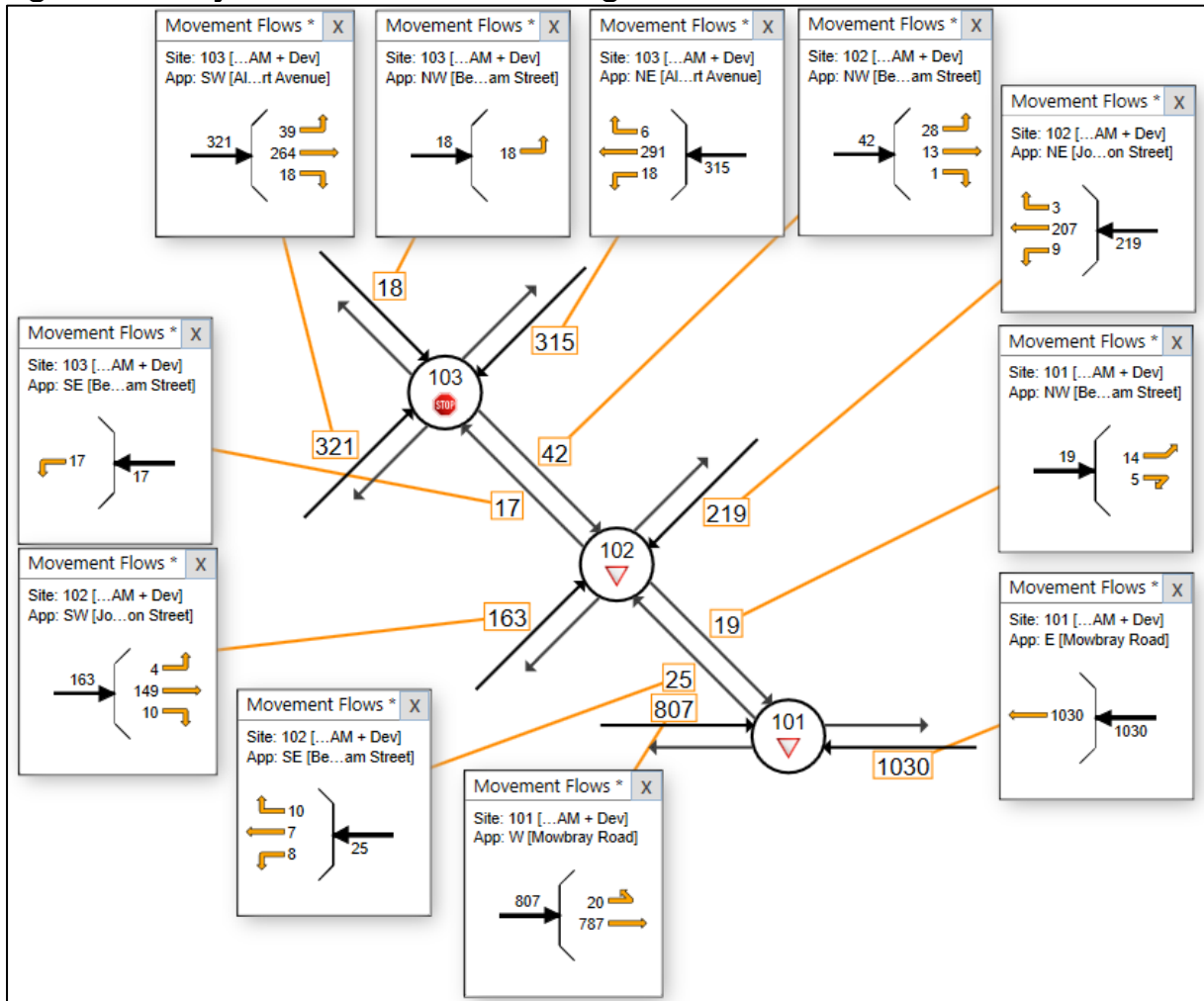
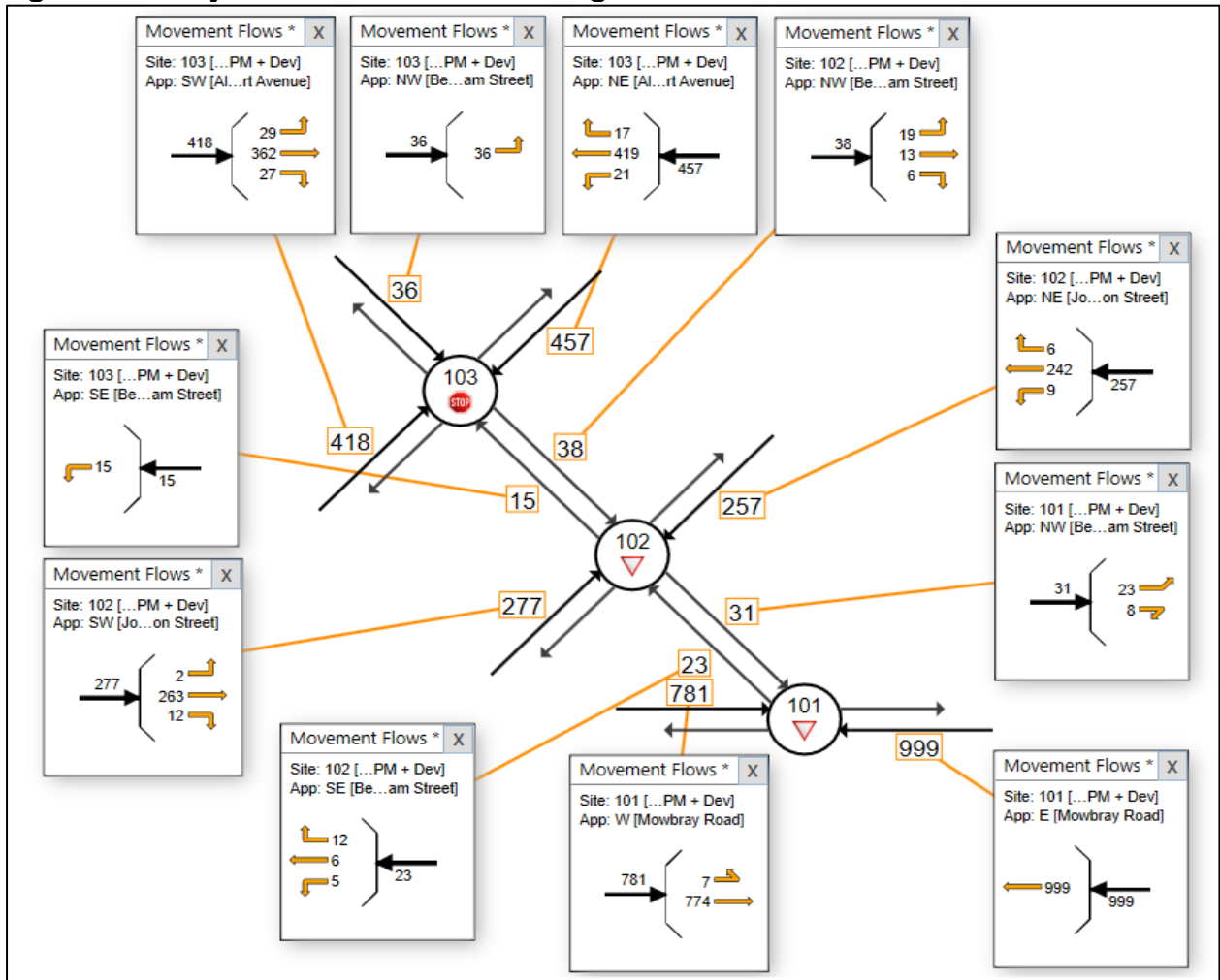




Figure 6.2: Projected Intersection Turning Volume in PM Peak Hour



The three intersections were analysed with the inclusion of traffic generated by the proposed development to confirm the future intersection operation under the existing intersection configuration. The assessment outcome is summarised in Table 6.1, with SIDRA outputs provided in Appendix B.

Table 6.1: Result Summary for Key Intersections

Intersection	Peak	AVD (s)	LOS
Albert Avenue / Bertram Street	AM	8.1	LOS A
	PM	8.4	LOS A
Bertram Street / Johnson Street	AM	7.4	LOS A
	PM	8.2	LOS A
Mowbray Road / Bertram Street *	AM	14.6	LOS B
	PM	24.9	LOS B

* Worst movement reported for the non-signalised intersection.



The assessment shows that the proposed development would have a nominal impact on the operation of the key intersections, with a minor increase in queuing and delays (1.8 seconds per vehicle) during the weekday AM and (4.2 seconds per vehicle) during the weekday PM peak periods. The level of service (LOS) for the key intersections will remain unchanged from the existing conditions, except for the Mowbray Road and Bertram Street intersection, which will have an LOS B, still considered satisfactory.

In summary, vehicle movements of this magnitude (1 vehicle trip every 3 – 4 minutes) will have no perceptible impact on traffic capacity or safety on the road system in the vicinity of the Site. This number would also not present any unsatisfactory traffic-related environmental implications for the local access road system.

In addition, the net increase in traffic activity as a consequence of the development proposal is minor and will be consistent with the zoning objectives of the Site.



7.0 Access and Car Parking Layout

7.1 Site Access

The existing driveway will be removed, and a new 6.8m-wide combined ingress/egress driveway will be provided towards the eastern side of the Site frontage along Bertram Street. There is adequate sight distance, particularly for egressing drivers. The proposed driveway is in accordance with AS2890.1.

The frontage of the Site will remain open to the public, allowing unrestricted pedestrian access to/from the Site without any fencing or designated access points.

The proposed ingress and egress manoeuvring arrangements at the driveway will be satisfactory, as confirmed by the swept path assessments for B85, B99 cars and HRV, provided in Appendix E.

The existing regular gaps in the traffic flow along the access driveway at Bertram Street will allow vehicles to ingress and egress the proposed driveways without any undue difficulty or delay.

7.2 Car Parking Layout

The parking layout has been reviewed against the requirements of the Australian Standard AS2890.1, 2, 3 and 6. This assessment included a review of the following:

- bay and aisle width
- adjacent structures
- circulation aisles
- height clearances
- ramp grades
- parking for persons with disabilities
- motorcycle parking
- bicycle parking

A review indicates that the proposed parking layout is expected to operate satisfactorily, with all cars, bicycle and motorcycle parking spaces, aisle widths and height clearances to be provided in accordance with the requirements of AS2890.1, 2, 3 and 6.

The swept path assessment indicates satisfactory provision for turning and manoeuvring, which is provided in Appendix E. All vehicles will be able to enter and exit the Site via Bertram Street in a forward direction.



8.0 Conclusion

The proposed mixed-use development at 37 Archer Street, Chatswood, is compatible with the adjacent uses.

The transport and parking assessment provided in this report confirms that:

- The Site is strategically located within close vicinity to public transport and pedestrian networks.
- The proposed development will generate net increase in traffic of 24 vtpd and 20 vtpd in the AM and PM peak periods, respectively and will have minimal impacts on the surrounding road network.
- The proposed resident car parking provision is in accordance with Housing SEPP 2021 parking requirements.
- The proposed residential visitor car and non-residential car, motorcycle and bicycle parking provisions are in accordance with Council's DCP parking requirements.
- The proposed access as well as car and service vehicles parking layouts have been designed in accordance with AS2890.1, 2 and 6 requirements.
- The proposed bicycle parking has been designed in accordance with AS2890.3 requirements.
- The proposed loading/servicing vehicles arrangement will be suitable and adequate for the proposed development with the implementation of a Loading Dock Management Plan

It is therefore concluded that the proposed development is supportable on traffic planning grounds.



Transport Strategies

Appendix A

Traffic Surveys



Intersection of Albert Ave and Bertram St, Chatswood

GPS: -33.796874, 151.186819
Date: Wed 23/10/24
Weather: Fine
Suburban: Chatswood
Customer: N/A

North: Bertram St
East: Albert Ave
South: Bertram St
West: Albert Ave

Survey Period: AM: 7:00 AM-9:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 8:00 AM-9:00 AM
PM: 5:00 PM-6:00 PM

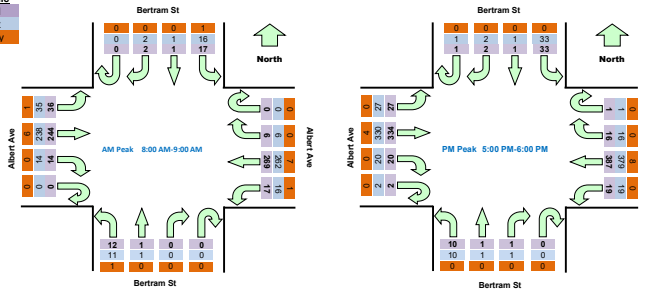
Time		North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Hourly Total	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	2	0	0	0	1	18	0	0	1	0	2	0	2	30	6	409	
7:15	7:30	0	0	1	1	0	2	32	0	0	0	0	1	0	2	21	4	476	
7:30	7:45	0	0	0	0	0	1	51	3	0	0	0	6	0	4	61	6	554	
7:45	8:00	0	1	1	3	0	3	58	2	0	0	0	6	0	7	62	8	599	
8:00	8:15	0	2	0	3	0	1	52	2	0	0	0	2	0	3	56	8	619	Peak
8:15	8:30	0	0	0	3	0	1	67	2	0	0	0	0	0	2	61	6		
8:30	8:45	0	0	1	3	0	0	80	3	0	0	1	3	0	4	70	12		
8:45	9:00	0	0	0	8	0	4	70	10	0	0	0	7	0	5	57	10		
16:00	16:15	0	2	1	3	0	4	78	3	0	1	2	5	1	4	66	7	748	
16:15	16:30	0	2	0	8	0	2	79	4	0	0	0	3	0	3	76	7	791	
16:30	16:45	0	0	0	3	0	0	95	0	0	0	1	3	1	4	67	10	822	
16:45	17:00	0	0	0	9	1	8	90	1	0	0	0	1	3	75	15	850		
17:00	17:15	0	0	1	5	0	6	98	8	0	0	0	1	1	4	86	10	855	Peak
17:15	17:30	1	1	0	4	0	3	100	4	0	0	1	2	1	3	87	8		
17:30	17:45	0	0	0	16	0	4	93	3	0	1	0	4	0	7	78	6		
17:45	18:00	0	1	0	8	1	3	96	4	0	0	0	3	0	6	83	3		

Peak Time	North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	0	2	1	17	0	6	269	17	0	0	1	12	0	14	244	36	619
17:00	18:00	1	2	1	33	1	16	367	19	0	1	1	10	2	20	334	27	855

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Time		North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Hourly Total	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	2	0	0	0	1	17	0	0	1	0	2	0	2	26	4		
7:15	7:30	0	0	1	1	0	2	31	0	0	0	0	0	0	2	21	4		
7:30	7:45	0	0	0	0	0	1	49	3	0	0	0	6	0	4	59	5		
7:45	8:00	0	1	1	3	0	3	58	2	0	0	0	6	0	7	62	8		
8:00	8:15	0	2	0	2	0	1	49	2	0	0	0	2	0	3	55	8		
8:15	8:30	0	0	0	3	0	1	66	2	0	0	0	0	0	2	57	6		
8:30	8:45	0	0	1	3	0	0	79	2	0	0	1	3	0	4	70	11		
8:45	9:00	0	0	0	8	0	4	68	10	0	0	0	6	0	5	56	10		
16:00	16:15	0	2	1	3	0	4	75	3	0	1	2	5	1	4	64	7		
16:15	16:30	0	2	0	8	0	2	78	4	0	0	0	3	0	3	75	7		
16:30	16:45	0	0	0	3	0	0	93	0	0	0	1	3	0	4	67	10		
16:45	17:00	0	0	0	9	1	8	90	1	0	0	0	0	1	3	75	15		
17:00	17:15	0	0	1	5	0	6	96	8	0	0	0	1	1	4	84	10		
17:15	17:30	1	1	0	4	0	3	98	4	0	0	1	2	1	3	85	8		
17:30	17:45	0	0	0	16	0	4	91	3	0	1	0	4	0	7	78	6		
17:45	18:00	0	1	0	8	1	3	94	4	0	0	0	3	0	6	83	3		

Peak Time	North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	0	2	1	16	0	6	262	16	0	0	1	11	0	14	238	35	602
17:00	18:00	1	2	1	33	1	16	379	19	0	1	1	10	2	20	330	27	843

Time		North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Hourly Total	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	2		
7:15	7:30	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0		
7:30	7:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1		
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00	8:15	0	0	0	1	0	0	3	0	0	0	0	0	0	0	1	0		
8:15	8:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0		
8:30	8:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1		
8:45	9:00	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0		
16:00	16:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0		
16:15	16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
16:30	16:45	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0		
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	17:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0		
17:15	17:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0		
17:30	17:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0		
17:45	18:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0		

Peak Time	North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	0	0	0	1	0	0	7	1	0	0	0	1	0	0	6	1	17
17:00	18:00	0	0	0	0	0	0	8	0	0	0	0	0	0	4	0	0	12



Intersection of Johnson St and Bertram St, Chatswood

GPS: -33.798969, 151.187731
Date: Wed 23/10/24
Weather: Fine
Suburban: Chatswood
Customer: N/A

North: Bertram St
East: Johnson St
South: Bertram St
West: Johnson St

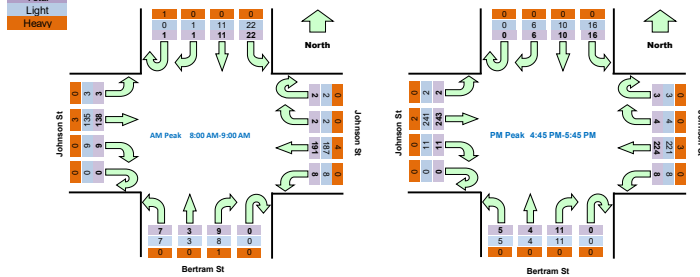
Survey Period: AM: 7:00 AM-9:00 AM
PM: 4:00 PM-6:00 PM
Traffic Peak: AM: 8:00 AM-9:00 AM
PM: 4:45 PM-5:45 PM

Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St				Hourly Total	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	2	0	0	1	16	0	0	1	0	1	0	2	16	2	276	
7:15	7:30	0	0	3	0	0	0	38	1	0	1	1	0	0	0	34	0	321	
7:30	7:45	0	3	1	4	0	2	29	1	0	0	0	3	0	0	26	2	342	
7:45	8:00	0	1	4	5	0	0	37	1	0	0	1	2	0	1	33	1	384	
8:00	8:15	0	0	3	3	0	1	31	2	0	2	1	1	0	3	39	0	407	Peak
8:15	8:30	0	0	2	5	2	0	52	1	0	3	0	2	0	2	29	1		
8:30	8:45	0	0	5	3	0	0	58	3	0	2	1	1	0	1	39	0		
8:45	9:00	1	1	1	11	0	1	50	2	0	2	1	3	0	3	31	2		
16:00	16:15	0	1	2	3	0	1	48	1	0	2	2	2	0	2	60	0	482	
16:15	16:30	0	1	2	2	0	1	39	2	0	0	0	0	0	4	48	2	497	
16:30	16:45	0	0	3	0	1	0	43	4	0	0	0	2	0	0	72	5	545	
16:45	17:00	0	0	1	3	2	1	57	1	0	2	0	1	0	3	55	1	547	Peak
17:00	17:15	0	3	2	7	1	1	56	3	0	5	0	1	0	2	58	0	536	
17:15	17:30	0	1	4	3	0	0	58	1	0	3	3	1	0	3	72	0		
17:30	17:45	0	2	3	3	0	0	53	3	0	1	1	2	0	3	58	1		
17:45	18:00	0	0	4	8	0	1	27	3	0	2	2	3	0	1	65	0		

Peak Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	1	1	11	22	2	2	191	8	0	9	3	7	0	9	138	3	407
16:45	17:45	0	6	10	16	3	4	224	8	0	11	4	5	0	11	243	2	547

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic



Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	2	0	0	1	16	0	0	1	0	1	0	2	16	2
7:15	7:30	0	0	3	0	0	0	37	1	0	1	1	0	0	0	31	0
7:30	7:45	0	3	1	4	0	2	28	1	0	0	0	3	0	0	24	2
7:45	8:00	0	1	4	5	0	0	37	1	0	0	1	2	0	1	33	1
8:00	8:15	0	0	3	3	0	1	30	2	0	2	1	1	0	3	37	0
8:15	8:30	0	0	2	5	2	0	51	1	0	3	0	2	0	2	29	1
8:30	8:45	0	0	5	3	0	0	57	3	0	2	1	1	0	1	38	0
8:45	9:00	0	1	1	11	0	1	49	2	0	1	1	3	0	3	31	2
16:00	16:15	0	1	2	3	0	1	48	1	0	2	2	2	0	2	58	0
16:15	16:30	0	1	2	2	0	1	38	2	0	0	0	0	0	4	48	2
16:30	16:45	0	0	3	0	1	0	42	4	0	0	0	2	0	0	71	5
16:45	17:00	0	0	1	3	2	1	56	1	0	2	0	1	0	3	55	1
17:00	17:15	0	3	2	7	1	1	55	3	0	5	0	1	0	2	57	0
17:15	17:30	0	1	4	3	0	0	57	1	0	3	3	1	0	3	72	0
17:30	17:45	0	2	3	3	0	0	53	3	0	1	1	2	0	3	57	1
17:45	18:00	0	0	4	8	0	1	26	3	0	2	2	3	0	1	65	0

Peak Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	1	1	11	22	2	2	187	8	0	8	3	7	0	9	135	3	398
16:45	17:45	0	6	10	16	3	4	221	8	0	11	4	5	0	11	241	2	542

Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
7:30	7:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
8:15	8:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:45	9:00	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:15	16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
16:45	17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
17:15	17:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	18:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	1	0	0	0	0	0	4	0	0	1	0	0	0	3	0	9	
16:45	17:45	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	5	

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY



Intersection of Mowbray Rd and Bertram St, Chatswood

GPS -33.801502, 151.188838
 Date: Wed 23/10/24
 Weather: Fine
 Suburban: Chatswood
 Customer: N/A

North: Bertram St
 East: Mowbray Rd
 South: N/A
 West: Mowbray Rd

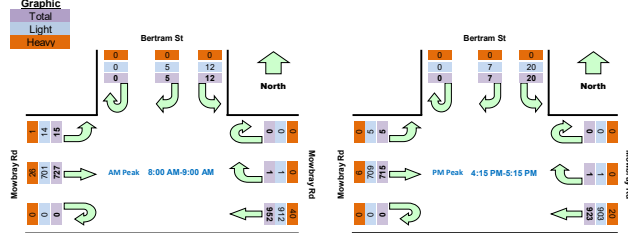
Survey Period AM: 7:00 AM-9:00 AM
 PM: 4:00 PM-6:00 PM
 Traffic Peak AM: 8:00 AM-9:00 AM
 PM: 4:15 PM-5:15 PM

All Vehicles

Time		North Approach Bertram St			East Approach Mowbray R			West Approach Mowbray R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:00	7:15	0	0	4	0	0	119	0	144	2	1304	
7:15	7:30	0	1	3	0	0	141	0	165	2	1445	
7:30	7:45	0	2	1	0	0	192	0	150	1	1552	
7:45	8:00	0	0	4	0	1	198	0	173	1	1628	
8:00	8:15	0	1	3	0	0	232	0	171	3	1712	Peak
8:15	8:30	0	1	3	0	1	229	0	180	5		
8:30	8:45	0	3	5	0	0	232	0	179	3		
8:45	9:00	0	0	1	0	0	259	0	197	4		
16:00	16:15	0	1	4	0	1	220	0	168	4	1623	
16:15	16:30	0	2	5	0	0	255	0	176	1	1671	Peak
16:30	16:45	0	2	6	0	0	225	0	178	0	1654	
16:45	17:00	0	0	3	0	0	189	0	182	1	1609	
17:00	17:15	0	3	6	0	1	254	0	179	3	1607	
17:15	17:30	0	4	4	0	0	220	0	190	4		
17:30	17:45	0	3	5	0	2	177	0	179	0		
17:45	18:00	0	0	9	0	1	182	0	178	3		

Peak Time		North Approach Bertram St			East Approach Mowbray R			West Approach Mowbray R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:00	9:00	0	5	12	0	1	952	0	727	15	1712
16:15	17:15	0	7	20	0	1	923	0	715	5	1671

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach Bertram St			East Approach Mowbray R			West Approach Mowbray R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:00	7:15	0	0	4	0	0	112	0	136	2		
7:15	7:30	0	1	3	0	0	134	0	156	2		
7:30	7:45	0	2	1	0	0	186	0	128	1		
7:45	8:00	0	0	4	0	1	186	0	164	1		
8:00	8:15	0	1	3	0	0	215	0	164	3		
8:15	8:30	0	1	3	0	1	223	0	177	5		
8:30	8:45	0	3	5	0	0	224	0	169	3		
8:45	9:00	0	0	1	0	0	250	0	191	3		
16:00	16:15	0	1	4	0	1	210	0	163	4		
16:15	16:30	0	2	5	0	0	249	0	173	1		
16:30	16:45	0	2	6	0	0	222	0	176	0		
16:45	17:00	0	0	3	0	0	182	0	182	1		
17:00	17:15	0	3	6	0	1	250	0	178	3		
17:15	17:30	0	4	4	0	0	218	0	188	4		
17:30	17:45	0	3	5	0	2	176	0	179	0		
17:45	18:00	0	0	9	0	1	177	0	178	3		

Peak Time		North Approach Bertram St			East Approach Mowbray R			West Approach Mowbray R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:00	9:00	0	5	12	0	1	912	0	701	14	1645
16:15	17:15	0	7	20	0	1	903	0	709	5	1645

Heavy Vehicles

Time		North Approach Bertram St			East Approach Mowbray R			West Approach Mowbray R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:00	7:15	0	0	0	0	0	7	0	8	0		
7:15	7:30	0	0	0	0	0	7	0	9	0		
7:30	7:45	0	0	0	0	0	6	0	22	0		
7:45	8:00	0	0	0	0	0	12	0	9	0		
8:00	8:15	0	0	0	0	0	17	0	7	0		
8:15	8:30	0	0	0	0	0	6	0	3	0		
8:30	8:45	0	0	0	0	0	8	0	10	0		
8:45	9:00	0	0	0	0	0	9	0	6	1		
16:00	16:15	0	0	0	0	0	10	0	5	0		
16:15	16:30	0	0	0	0	0	6	0	3	0		
16:30	16:45	0	0	0	0	0	3	0	2	0		
16:45	17:00	0	0	0	0	0	7	0	0	0		
17:00	17:15	0	0	0	0	0	4	0	1	0		
17:15	17:30	0	0	0	0	0	2	0	2	0		
17:30	17:45	0	0	0	0	0	1	0	0	0		
17:45	18:00	0	0	0	0	0	5	0	0	0		

Peak Time		North Approach Bertram St			East Approach Mowbray R			West Approach Mowbray R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:00	9:00	0	0	0	0	0	40	0	26	1	67
16:15	17:15	0	0	0	0	0	20	0	6	0	26



Transport Strategies

Appendix B

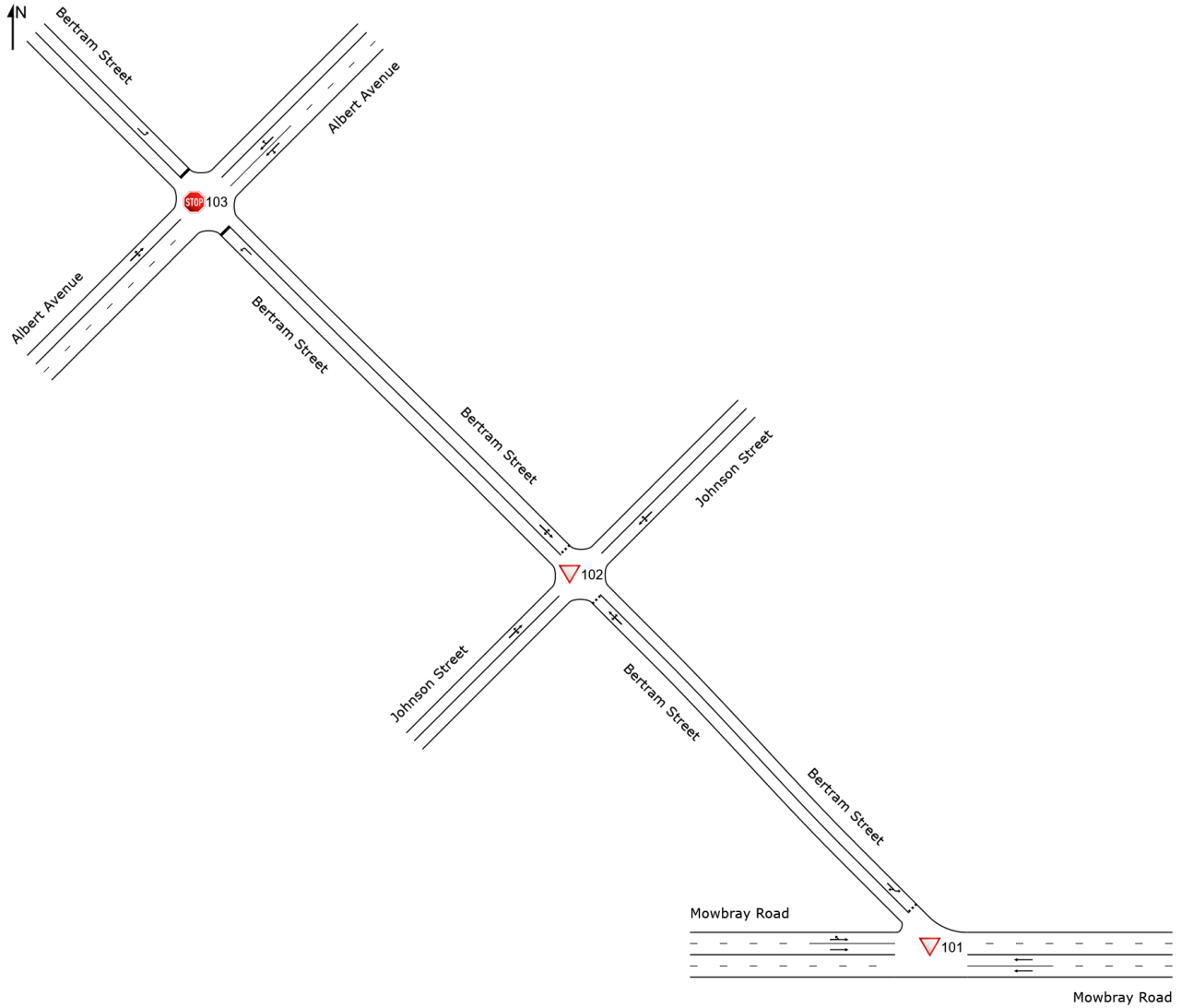
SIDRA Outcomes

NETWORK LAYOUT

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - AM (Network Folder: General)]

Mowbray Road / Johnson Street / Albert Avenue / Bertram Street
 Network Category: Existing Design

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	CCG ID	Site Name
▽101	NA	Mowbray Road / Bertram Street - BYAM
▽102	NA	Johnson Street / Bertram Street - BYAM
STOP 103	NA	Albert Avenue / Bertram Street - BYAM

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MOVEMENT SUMMARY

Site: 101 [Mowbray Road / Bertram Street - BYAM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - AM (Network Folder: General)]

Mowbray Road / Bertram Street
 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	[Dist] m				
East: Mowbray Road															
5	T1	All MCs	1002	4.2	1002	4.2	0.268	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			1002	4.2	1002	4.2	0.268	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Bertram Street															
27a	L1	All MCs	13	0.0	13	0.0	0.028	5.4	LOS A	0.1	0.6	0.50	0.64	0.50	42.7
29b	R3	All MCs	5	0.0	5	0.0	0.028	12.8	LOS A	0.1	0.6	0.50	0.64	0.50	19.4
Approach			18	0.0	18	0.0	0.028	7.6	LOS A	0.1	0.6	0.50	0.64	0.50	35.8
West: Mowbray Road															
10b	L3	All MCs	16	6.7	16	6.7	0.209	5.2	LOS A	0.0	0.0	0.00	0.03	0.00	48.0
11	T1	All MCs	765	3.6	765	3.6	0.209	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Approach			781	3.6	781	3.6	0.209	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles			1801	3.9	1801	3.9	0.268	0.2	NA	0.1	0.6	0.00	0.01	0.00	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 102 [Johnson Street / Bertram Street - BYAM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - AM (Network Folder: General)]

Johnson Street / Bertram Street
 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	7	0.0	7	0.0	0.023	5.2	LOSA	0.1	0.6	0.37	0.57	0.37	27.6
22	T1	All MCs	3	0.0	3	0.0	0.023	4.7	LOSA	0.1	0.6	0.37	0.57	0.37	38.8
23	R2	All MCs	9	11.1	9	11.1	0.023	7.1	LOSA	0.1	0.6	0.37	0.57	0.37	42.8
Approach			20	5.3	20	5.3	0.023	6.0	LOSA	0.1	0.6	0.37	0.57	0.37	37.3
NorthEast: Johnson Street															
24	L2	All MCs	8	0.0	8	0.0	0.110	4.6	LOSA	0.0	0.1	0.01	0.03	0.01	49.6
25	T1	All MCs	201	2.1	201	2.1	0.110	0.0	LOSA	0.0	0.1	0.01	0.03	0.01	49.6
26	R2	All MCs	2	0.0	2	0.0	0.110	4.7	LOSA	0.0	0.1	0.01	0.03	0.01	49.6
Approach			212	2.0	212	2.0	0.110	0.2	NA	0.0	0.1	0.01	0.03	0.01	49.6
NorthWest: Bertram Street															
27	L2	All MCs	23	0.0	23	0.0	0.030	3.8	LOSA	0.1	0.8	0.28	0.45	0.28	36.8
28	T1	All MCs	12	0.0	12	0.0	0.030	3.6	LOSA	0.1	0.8	0.28	0.45	0.28	33.7
29	R2	All MCs	1	0.0	1	0.0	0.030	5.5	LOSA	0.1	0.8	0.28	0.45	0.28	33.3
Approach			36	0.0	36	0.0	0.030	3.8	LOSA	0.1	0.8	0.28	0.45	0.28	36.2
SouthWest: Johnson Street															
30	L2	All MCs	3	0.0	3	0.0	0.083	4.8	LOSA	0.1	0.4	0.04	0.05	0.04	46.2
31	T1	All MCs	145	2.2	145	2.2	0.083	0.0	LOSA	0.1	0.4	0.04	0.05	0.04	49.4
32	R2	All MCs	6	0.0	6	0.0	0.083	5.0	LOSA	0.1	0.4	0.04	0.05	0.04	46.2
Approach			155	2.0	155	2.0	0.083	0.3	NA	0.1	0.4	0.04	0.05	0.04	49.4
All Vehicles			422	2.0	422	2.0	0.110	0.8	NA	0.1	0.8	0.06	0.10	0.06	47.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 Site: 103 [Albert Avenue / Bertram Street - BYAM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - AM (Network Folder: General)]

Albert Avenue / Bertram Street
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	13	8.3	13	8.3	0.010	7.5	LOS A	0.0	0.3	0.24	0.87	0.24	31.0
Approach			13	8.3	13	8.3	0.010	7.5	LOS A	0.0	0.3	0.24	0.87	0.24	31.0
NorthEast: Albert Avenue															
24	L2	All MCs	18	5.9	18	5.9	0.082	3.4	LOS A	0.0	0.0	0.00	0.05	0.00	37.7
25	T1	All MCs	283	2.6	283	2.6	0.082	0.0	LOS A	0.1	0.4	0.02	0.05	0.02	38.9
26	R2	All MCs	6	0.0	6	0.0	0.082	4.6	LOS A	0.1	0.4	0.04	0.04	0.04	37.0
Approach			307	2.7	307	2.7	0.082	0.3	NA	0.1	0.4	0.02	0.05	0.02	38.7
NorthWest: Bertram Street															
27	L2	All MCs	18	5.9	18	5.9	0.017	8.0	LOS A	0.1	0.5	0.35	0.86	0.35	28.7
Approach			18	5.9	18	5.9	0.017	8.0	LOS A	0.1	0.5	0.35	0.86	0.35	28.7
SouthWest: Albert Avenue															
30	L2	All MCs	38	2.8	38	2.8	0.169	3.9	LOS A	0.2	1.4	0.07	0.12	0.07	36.5
31	T1	All MCs	257	2.5	257	2.5	0.169	0.1	LOS A	0.2	1.4	0.07	0.12	0.07	37.2
32	R2	All MCs	15	0.0	15	0.0	0.169	4.9	LOS A	0.2	1.4	0.07	0.12	0.07	35.2
Approach			309	2.4	309	2.4	0.169	0.8	NA	0.2	1.4	0.07	0.12	0.07	37.0
All Vehicles			647	2.8	647	2.8	0.169	0.9	NA	0.2	1.4	0.06	0.12	0.06	36.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Mowbray Road / Bertram Street - BYPM (Site Folder: BYPM 2024)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - PM (Network Folder: BY)]

Mowbray Road / Bertram Street
 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	[Dist] m				
East: Mowbray Road															
5	T1	All MCs	972	2.2	972	2.2	0.257	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			972	2.2	972	2.2	0.257	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Bertram Street															
27a	L1	All MCs	21	0.0	21	0.0	0.055	5.4	LOS A	0.2	1.3	0.58	0.68	0.58	41.5
29b	R3	All MCs	7	0.0	7	0.0	0.055	20.7	LOS B	0.2	1.3	0.58	0.68	0.58	18.9
Approach			28	0.0	28	0.0	0.055	9.4	LOS A	0.2	1.3	0.58	0.68	0.58	35.6
West: Mowbray Road															
10b	L3	All MCs	5	0.0	5	0.0	0.199	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
11	T1	All MCs	753	0.8	753	0.8	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			758	0.8	758	0.8	0.199	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles			1758	1.6	1758	1.6	0.257	0.2	NA	0.2	1.3	0.01	0.01	0.01	49.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\Users\Visitor\Transport Strategies Dropbox\siew hwee kong\PC\Desktop\TS PROJECT\2023\23247 - 37 Archer Street, Chatswood\MODEL\SIDRA_37 Archer St, Chatswood_V1_28112024.sip9

MOVEMENT SUMMARY

Site: 102 [Johnson Street / Bertram Street - BYPM (Site Folder: BYPM 2024)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - PM (Network Folder: BY)]

Johnson Street / Bertram Street
 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	5	0.0	5	0.0	0.028	5.3	LOS A	0.1	0.7	0.44	0.61	0.44	27.1
22	T1	All MCs	4	0.0	4	0.0	0.028	5.5	LOS A	0.1	0.7	0.44	0.61	0.44	37.8
23	R2	All MCs	12	0.0	12	0.0	0.028	7.7	LOS A	0.1	0.7	0.44	0.61	0.44	42.5
Approach			21	0.0	21	0.0	0.028	6.7	LOS A	0.1	0.7	0.44	0.61	0.44	38.4
NorthEast: Johnson Street															
24	L2	All MCs	8	0.0	8	0.0	0.130	4.7	LOS A	0.0	0.3	0.02	0.03	0.02	49.5
25	T1	All MCs	236	1.3	236	1.3	0.130	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	49.5
26	R2	All MCs	4	0.0	4	0.0	0.130	5.1	LOS A	0.0	0.3	0.02	0.03	0.02	49.5
Approach			248	1.3	248	1.3	0.130	0.3	NA	0.0	0.3	0.02	0.03	0.02	49.5
NorthWest: Bertram Street															
27	L2	All MCs	17	0.0	17	0.0	0.036	4.2	LOS A	0.1	0.9	0.40	0.53	0.40	36.4
28	T1	All MCs	11	0.0	11	0.0	0.036	4.5	LOS A	0.1	0.9	0.40	0.53	0.40	32.9
29	R2	All MCs	6	0.0	6	0.0	0.036	6.6	LOS A	0.1	0.9	0.40	0.53	0.40	32.7
Approach			34	0.0	34	0.0	0.036	4.7	LOS A	0.1	0.9	0.40	0.53	0.40	35.3
SouthWest: Johnson Street															
30	L2	All MCs	2	0.0	2	0.0	0.143	5.1	LOS A	0.1	0.7	0.04	0.05	0.04	46.4
31	T1	All MCs	256	0.8	256	0.8	0.143	0.1	LOS A	0.1	0.7	0.04	0.05	0.04	49.5
32	R2	All MCs	12	0.0	12	0.0	0.143	5.2	LOS A	0.1	0.7	0.04	0.05	0.04	46.4
Approach			269	0.8	269	0.8	0.143	0.3	NA	0.1	0.7	0.04	0.05	0.04	49.4
All Vehicles			573	0.9	573	0.9	0.143	0.8	NA	0.1	0.9	0.07	0.09	0.07	47.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 Site: 103 [Albert Avenue / Bertram Street - BYPM (Site Folder: BYPM 2024)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ ■ Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - PM (Network Folder: BY)]

Albert Avenue / Bertram Street
 Site Category: Existing Design
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	[Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	11	0.0	11	0.0	0.009	7.4	LOS A	0.0	0.2	0.30	0.84	0.30	31.1
Approach			11	0.0	11	0.0	0.009	7.4	LOS A	0.0	0.2	0.30	0.84	0.30	31.1
NorthEast: Albert Avenue															
24	L2	All MCs	20	0.0	20	0.0	0.119	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.1
25	T1	All MCs	407	2.1	407	2.1	0.119	0.1	LOS A	0.1	1.1	0.04	0.07	0.04	38.5
26	R2	All MCs	17	0.0	17	0.0	0.119	5.0	LOS A	0.1	1.1	0.09	0.10	0.09	36.5
Approach			444	1.9	444	1.9	0.119	0.4	NA	0.1	1.1	0.04	0.07	0.04	38.3
NorthWest: Bertram Street															
27	L2	All MCs	35	0.0	35	0.0	0.035	8.2	LOS A	0.1	0.9	0.41	0.87	0.41	28.6
Approach			35	0.0	35	0.0	0.035	8.2	LOS A	0.1	0.9	0.41	0.87	0.41	28.6
SouthWest: Albert Avenue															
30	L2	All MCs	28	0.0	28	0.0	0.220	4.7	LOS A	0.3	2.3	0.10	0.13	0.10	36.6
31	T1	All MCs	352	1.2	352	1.2	0.220	0.2	LOS A	0.3	2.3	0.10	0.13	0.10	37.3
32	R2	All MCs	21	0.0	21	0.0	0.220	5.8	LOS A	0.3	2.3	0.10	0.13	0.10	35.3
Approach			401	1.0	401	1.0	0.220	0.8	NA	0.3	2.3	0.10	0.13	0.10	37.2
All Vehicles			891	1.4	891	1.4	0.220	1.0	NA	0.3	2.3	0.09	0.14	0.09	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Mowbray Road / Bertram Street - FYAM + Dev (Site Folder: FYAM 2028 + Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - FYAM + Dev (Network Folder: FY + Dev)]

Mowbray Road / Bertram Street
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	[Dist] m				
East: Mowbray Road															
5	T1	All MCs	1084	4.2	1084	4.2	0.290	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			1084	4.2	1084	4.2	0.290	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Bertram Street															
27a	L1	All MCs	15	0.0	15	0.0	0.034	5.6	LOS A	0.1	0.7	0.52	0.66	0.52	42.5
29b	R3	All MCs	5	0.0	5	0.0	0.034	14.6	LOS B	0.1	0.7	0.52	0.66	0.52	19.3
Approach			20	0.0	20	0.0	0.034	8.0	LOS A	0.1	0.7	0.52	0.66	0.52	36.3
West: Mowbray Road															
10b	L3	All MCs	21	5.0	21	5.0	0.228	5.2	LOS A	0.0	0.0	0.00	0.03	0.00	47.6
11	T1	All MCs	828	3.6	828	3.6	0.228	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.7
Approach			849	3.6	849	3.6	0.228	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.7
All Vehicles			1954	3.9	1954	3.9	0.290	0.2	NA	0.1	0.7	0.01	0.01	0.01	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 102 [Johnson Street / Bertram Street - FYAM + Dev (Site Folder: FYAM 2028 + Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - FYAM + Dev (Network Folder: FY + Dev)]

Johnson Street / Bertram Street
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	8	0.0	8	0.0	0.031	5.2	LOS A	0.1	0.8	0.39	0.58	0.39	27.6
22	T1	All MCs	7	0.0	7	0.0	0.031	4.9	LOS A	0.1	0.8	0.39	0.58	0.39	38.8
23	R2	All MCs	11	10.0	11	10.0	0.031	7.4	LOS A	0.1	0.8	0.39	0.58	0.39	42.8
Approach			26	4.0	26	4.0	0.031	6.0	LOS A	0.1	0.8	0.39	0.58	0.39	37.3
NorthEast: Johnson Street															
24	L2	All MCs	9	0.0	9	0.0	0.120	4.6	LOS A	0.0	0.2	0.01	0.03	0.01	49.5
25	T1	All MCs	218	1.9	218	1.9	0.120	0.0	LOS A	0.0	0.2	0.01	0.03	0.01	49.6
26	R2	All MCs	3	0.0	3	0.0	0.120	4.7	LOS A	0.0	0.2	0.01	0.03	0.01	49.5
Approach			231	1.8	231	1.8	0.120	0.3	NA	0.0	0.2	0.01	0.03	0.01	49.6
NorthWest: Bertram Street															
27	L2	All MCs	29	0.0	29	0.0	0.037	3.9	LOS A	0.1	1.0	0.30	0.46	0.30	36.8
28	T1	All MCs	14	0.0	14	0.0	0.037	3.8	LOS A	0.1	1.0	0.30	0.46	0.30	33.6
29	R2	All MCs	1	0.0	1	0.0	0.037	5.8	LOS A	0.1	1.0	0.30	0.46	0.30	33.3
Approach			44	0.0	44	0.0	0.037	3.9	LOS A	0.1	1.0	0.30	0.46	0.30	36.2
SouthWest: Johnson Street															
30	L2	All MCs	4	0.0	4	0.0	0.092	4.9	LOS A	0.1	0.6	0.06	0.08	0.06	44.7
31	T1	All MCs	157	2.0	157	2.0	0.092	0.1	LOS A	0.1	0.6	0.06	0.08	0.06	49.1
32	R2	All MCs	11	0.0	11	0.0	0.092	5.1	LOS A	0.1	0.6	0.06	0.08	0.06	44.7
Approach			172	1.8	172	1.8	0.092	0.5	NA	0.1	0.6	0.06	0.08	0.06	49.1
All Vehicles			473	1.8	473	1.8	0.120	1.0	NA	0.1	1.0	0.08	0.12	0.08	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 Site: 103 [Albert Avenue / Bertram Street - FYAM + Dev (Site Folder: FYAM 2028 + Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ ■ Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - FYAM + Dev (Network Folder: FY + Dev)]

Albert Avenue / Bertram Street
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	18	5.9	18	5.9	0.015	7.5	LOS A	0.1	0.4	0.25	0.87	0.25	31.0
Approach			18	5.9	18	5.9	0.015	7.5	LOS A	0.1	0.4	0.25	0.87	0.25	31.0
NorthEast: Albert Avenue															
24	L2	All MCs	19	5.6	19	5.6	0.088	3.4	LOS A	0.0	0.0	0.00	0.05	0.00	37.7
25	T1	All MCs	306	2.7	306	2.7	0.088	0.0	LOS A	0.1	0.4	0.02	0.05	0.02	38.9
26	R2	All MCs	6	0.0	6	0.0	0.088	4.7	LOS A	0.1	0.4	0.04	0.04	0.04	37.0
Approach			332	2.9	332	2.9	0.088	0.3	NA	0.1	0.4	0.02	0.05	0.02	38.8
NorthWest: Bertram Street															
27	L2	All MCs	19	5.6	19	5.6	0.018	8.1	LOS A	0.1	0.5	0.36	0.86	0.36	28.7
Approach			19	5.6	19	5.6	0.018	8.1	LOS A	0.1	0.5	0.36	0.86	0.36	28.7
SouthWest: Albert Avenue															
30	L2	All MCs	41	2.6	41	2.6	0.186	4.1	LOS A	0.3	1.9	0.09	0.14	0.09	36.4
31	T1	All MCs	278	2.3	278	2.3	0.186	0.2	LOS A	0.3	1.9	0.09	0.14	0.09	37.0
32	R2	All MCs	19	0.0	19	0.0	0.186	5.1	LOS A	0.3	1.9	0.09	0.14	0.09	34.7
Approach			338	2.2	338	2.2	0.186	0.9	NA	0.3	1.9	0.09	0.14	0.09	36.8
All Vehicles			706	2.7	706	2.7	0.186	1.0	NA	0.3	1.9	0.07	0.13	0.07	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Mowbray Road / Bertram Street - FYPM + Dev (Site Folder: FYPM 2028 + Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - FYPM + Dev (Network Folder: FY + Dev)]

Mowbray Road / Bertram Street
 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	[Dist] m				
East: Mowbray Road															
5	T1	All MCs	1052	2.2	1052	2.2	0.278	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			1052	2.2	1052	2.2	0.278	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Bertram Street															
27a	L1	All MCs	24	0.0	24	0.0	0.073	5.6	LOS A	0.2	1.7	0.63	0.72	0.63	40.8
29b	R3	All MCs	8	0.0	8	0.0	0.073	24.9	LOS B	0.2	1.7	0.63	0.72	0.63	18.5
Approach			33	0.0	33	0.0	0.073	10.6	LOS A	0.2	1.7	0.63	0.72	0.63	35.0
West: Mowbray Road															
10b	L3	All MCs	7	0.0	7	0.0	0.216	5.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.0
11	T1	All MCs	815	0.8	815	0.8	0.216	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Approach			822	0.8	822	0.8	0.216	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles			1906	1.5	1906	1.5	0.278	0.3	NA	0.2	1.7	0.01	0.01	0.01	49.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 102 [Johnson Street / Bertram Street - FYPM + Dev (Site Folder: FYPM 2028 + Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - FYPM + Dev (Network Folder: FY + Dev)]

Johnson Street / Bertram Street
 Site Category: Existing Design
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	5	0.0	5	0.0	0.034	5.4	LOSA	0.1	0.8	0.47	0.64	0.47	26.9
22	T1	All MCs	6	0.0	6	0.0	0.034	5.9	LOSA	0.1	0.8	0.47	0.64	0.47	37.4
23	R2	All MCs	13	0.0	13	0.0	0.034	8.2	LOSA	0.1	0.8	0.47	0.64	0.47	42.3
Approach			24	0.0	24	0.0	0.034	7.0	LOSA	0.1	0.8	0.47	0.64	0.47	38.4
NorthEast: Johnson Street															
24	L2	All MCs	9	0.0	9	0.0	0.141	4.9	LOSA	0.1	0.5	0.03	0.05	0.03	49.4
25	T1	All MCs	255	1.2	255	1.2	0.141	0.0	LOSA	0.1	0.5	0.03	0.05	0.03	49.4
26	R2	All MCs	6	0.0	6	0.0	0.141	5.4	LOSA	0.1	0.5	0.03	0.05	0.03	49.4
Approach			271	1.2	271	1.2	0.141	0.3	NA	0.1	0.5	0.03	0.05	0.03	49.4
NorthWest: Bertram Street															
27	L2	All MCs	20	0.0	20	0.0	0.044	4.3	LOSA	0.2	1.1	0.43	0.55	0.43	36.3
28	T1	All MCs	14	0.0	14	0.0	0.044	4.8	LOSA	0.2	1.1	0.43	0.55	0.43	32.7
29	R2	All MCs	6	0.0	6	0.0	0.044	7.0	LOSA	0.2	1.1	0.43	0.55	0.43	32.5
Approach			40	0.0	40	0.0	0.044	4.9	LOSA	0.2	1.1	0.43	0.55	0.43	35.2
SouthWest: Johnson Street															
30	L2	All MCs	2	0.0	2	0.0	0.155	5.2	LOSA	0.1	0.8	0.04	0.05	0.04	46.4
31	T1	All MCs	277	0.8	277	0.8	0.155	0.1	LOSA	0.1	0.8	0.04	0.05	0.04	49.4
32	R2	All MCs	13	0.0	13	0.0	0.155	5.3	LOSA	0.1	0.8	0.04	0.05	0.04	46.4
Approach			292	0.7	292	0.7	0.155	0.3	NA	0.1	0.8	0.04	0.05	0.04	49.4
All Vehicles			626	0.8	626	0.8	0.155	0.9	NA	0.2	1.1	0.08	0.10	0.08	47.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 103 [Albert Avenue / Bertram Street - FYPM + Dev (Site Folder: FYPM 2028 + Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Mowbray Road - Bertram Street - Albert Avenue - FYPM + Dev (Network Folder: FY + Dev)]

Albert Avenue / Bertram Street
 Site Category: Existing Design
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	[Dist] m				
SouthEast: Bertram Street															
21	L2	All MCs	16	0.0	16	0.0	0.014	7.5	LOS A	0.1	0.4	0.31	0.85	0.31	31.0
Approach			16	0.0	16	0.0	0.014	7.5	LOS A	0.1	0.4	0.31	0.85	0.31	31.0
NorthEast: Albert Avenue															
24	L2	All MCs	22	0.0	22	0.0	0.129	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	38.1
25	T1	All MCs	441	2.1	441	2.1	0.129	0.1	LOS A	0.2	1.2	0.05	0.07	0.05	38.4
26	R2	All MCs	18	0.0	18	0.0	0.129	5.2	LOS A	0.2	1.2	0.09	0.10	0.09	36.5
Approach			481	2.0	481	2.0	0.129	0.4	NA	0.2	1.2	0.04	0.07	0.04	38.3
NorthWest: Bertram Street															
27	L2	All MCs	38	0.0	38	0.0	0.039	8.4	LOS A	0.1	1.0	0.43	0.87	0.43	28.5
Approach			38	0.0	38	0.0	0.039	8.4	LOS A	0.1	1.0	0.43	0.87	0.43	28.5
SouthWest: Albert Avenue															
30	L2	All MCs	31	0.0	31	0.0	0.246	5.1	LOS A	0.5	3.2	0.12	0.15	0.12	36.3
31	T1	All MCs	381	1.1	381	1.1	0.246	0.3	LOS A	0.5	3.2	0.12	0.15	0.12	36.8
32	R2	All MCs	28	0.0	28	0.0	0.246	6.1	LOS A	0.5	3.2	0.12	0.15	0.12	34.4
Approach			440	1.0	440	1.0	0.246	1.0	NA	0.5	3.2	0.12	0.15	0.12	36.6
All Vehicles			975	1.4	975	1.4	0.246	1.1	NA	0.5	3.2	0.10	0.15	0.10	36.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Transport Strategies

Appendix C

Public Transport Provisions

Sydney rail network

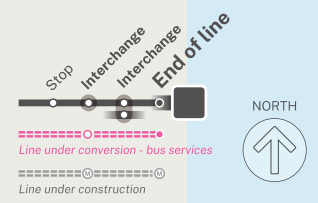


T Trains **M** Metro



Sydney train and metro lines

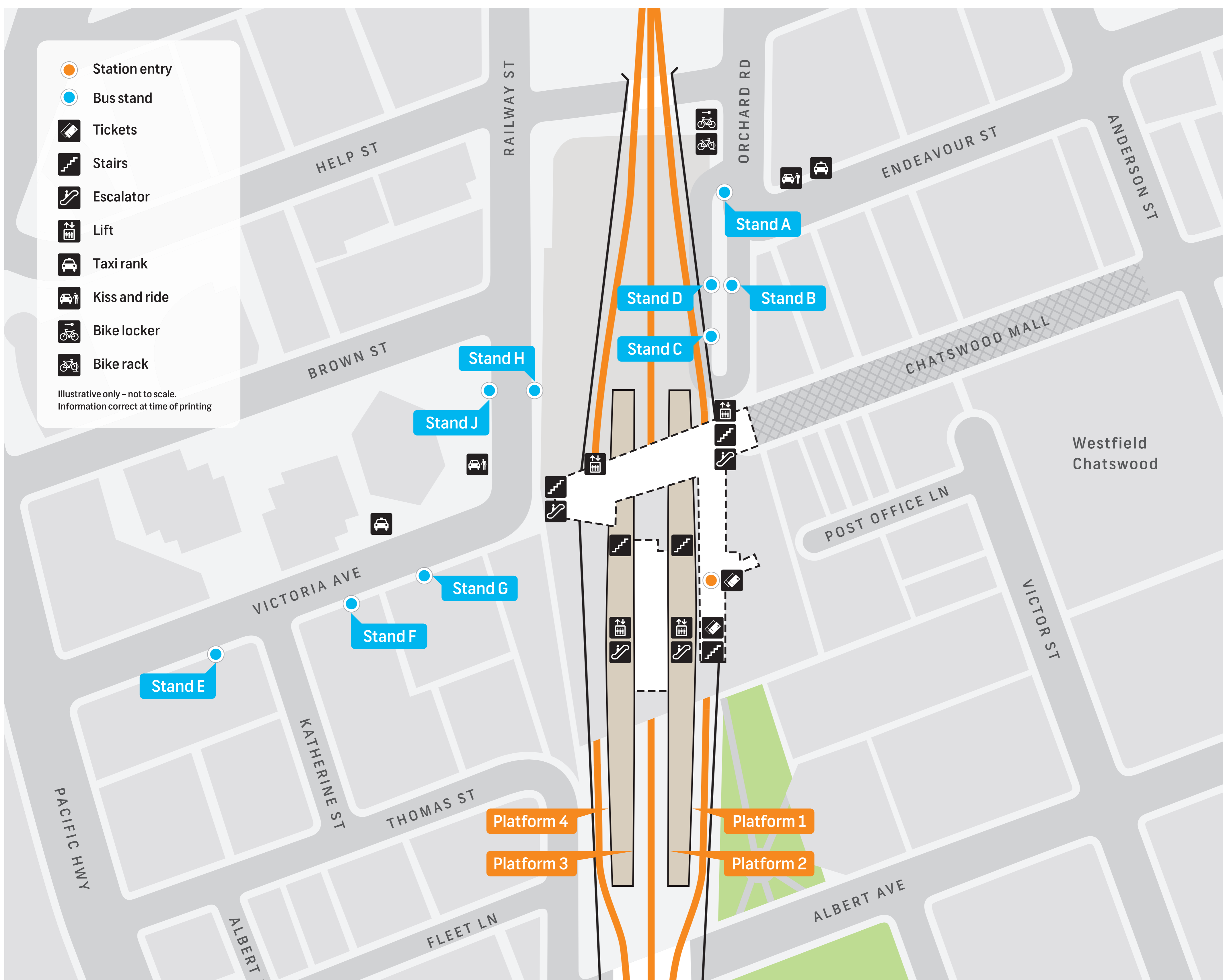
- | | | | | |
|--|--|--|--|--|
| T1 North Shore & Western Line
North Shore
Western
Richmond | T2 Leppington & Inner West Line
Leppington
Inner West
Leppington
City | T3 Liverpool & Inner West Line
Liverpool
City | T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla | T5 Cumberland Line
Leppington
Richmond |
| T6 Lidcombe & Bankstown Line
Lidcombe
Bankstown | T7 Olympic Park Line
Olympic Park
Lidcombe | T8 Airport & South Line
Airport
South
City | T9 Northern Line
Northern
Gordon | M1 Metro North West & Bankstown Line
Sydenham
Tallawong |













Check timetables and trip planners for train services and connections

Visit transportnsw.info

Chatswood Station Public Transport Map



-  Station entry
-  Bus stand
-  Tickets
-  Stairs
-  Escalator
-  Lift
-  Taxi rank
-  Kiss and ride
-  Bike locker
-  Bike rack

Illustrative only - not to scale.
Information correct at time of printing

T **T1** *North Shore, Northern & Western Line*
North Shore
Northern
Epping
Western
Richmond

Central Coast

B Stand A
Stop no. 206720
136 Manly
137 House With No Steps
275 Castlecrag
E60 Mona Vale

Stand B
Stop no. 206718
257 Balmoral
267 Crows Nest
343 Kingsford
M40 Bondi Junction

Stand C
Stop no. 2067130
277 Castle Cove
278 Killarney Heights
279 Frenchs Forest
280 Warringah Mall
281 Davidson
282 Davidson and Belrose
283 Belrose
284 Duffys Forest

Stand D
Stop no. 206722
Arrivals only

Stand E
Stop no. 206761
255 Chatswood West
258 Lane Cove West
261 City King St Wharf
530 Burwood
533 Sydney Olympic Park
534 Ryde
536 Gladesville

Stand F
Stop no. 206717
143 Manly
144 Manly
200 Bondi Junction

Stand G
Stop no. 206712
256 Chatswood West
545 Parramatta
550 Parramatta

Stand H
Stop no. 206714
N90 City Town Hall

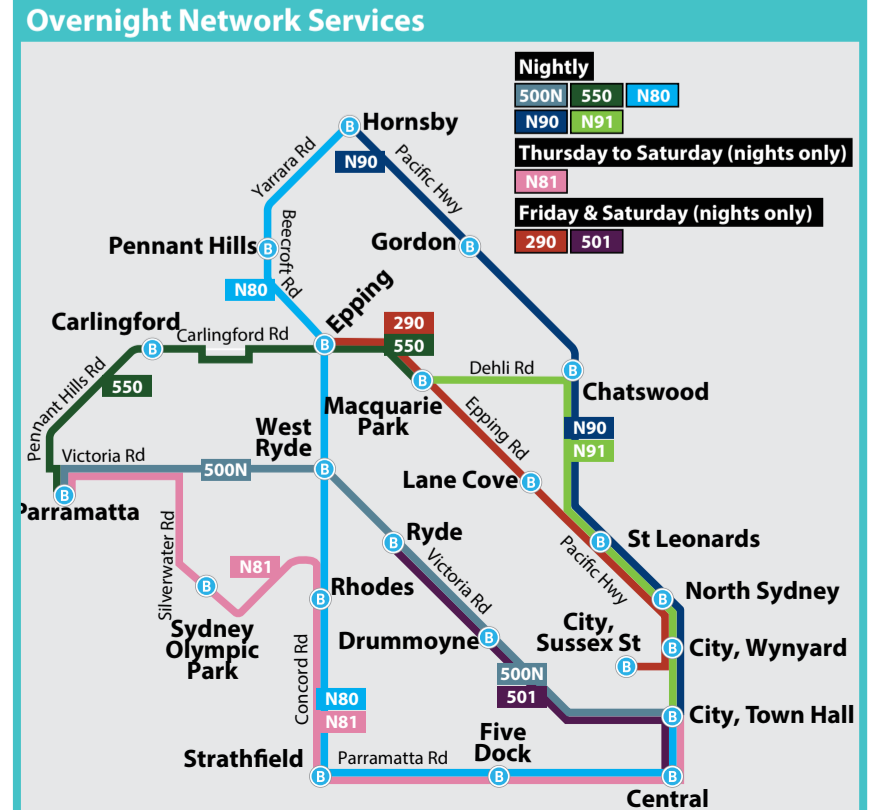
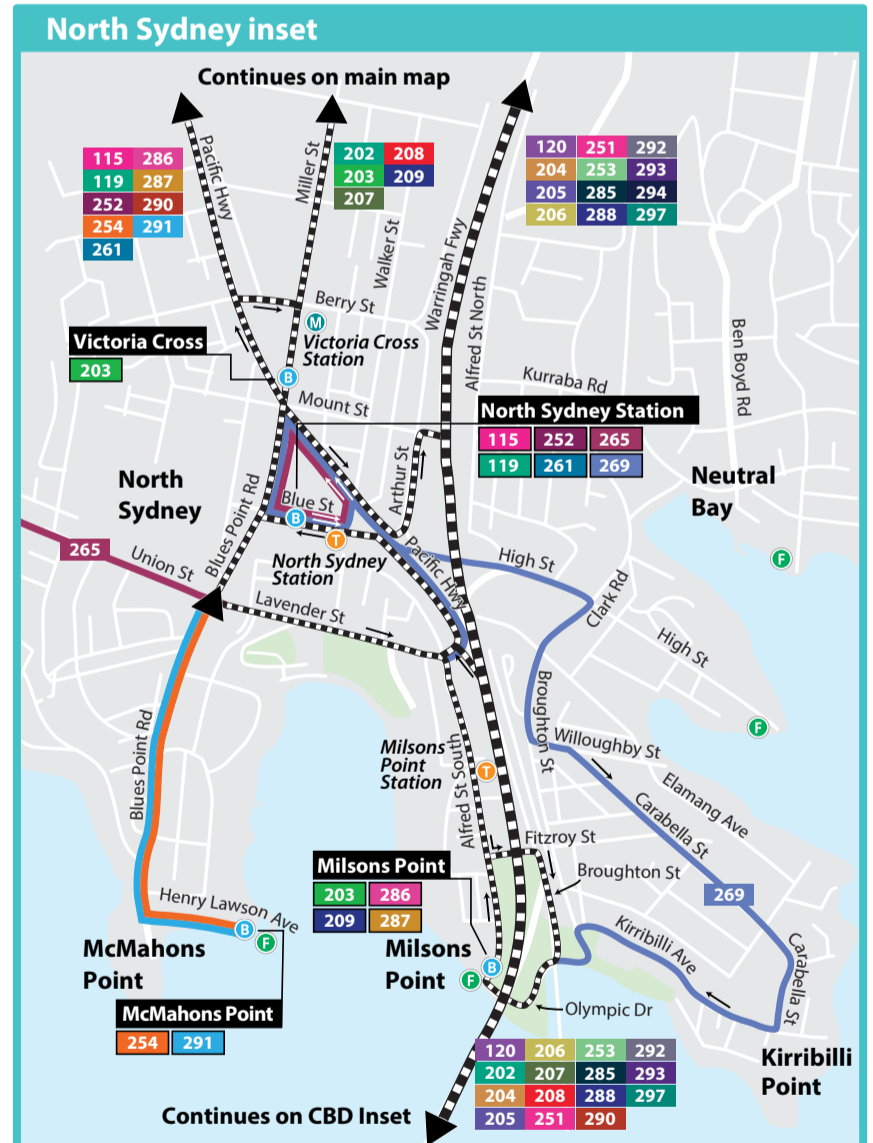
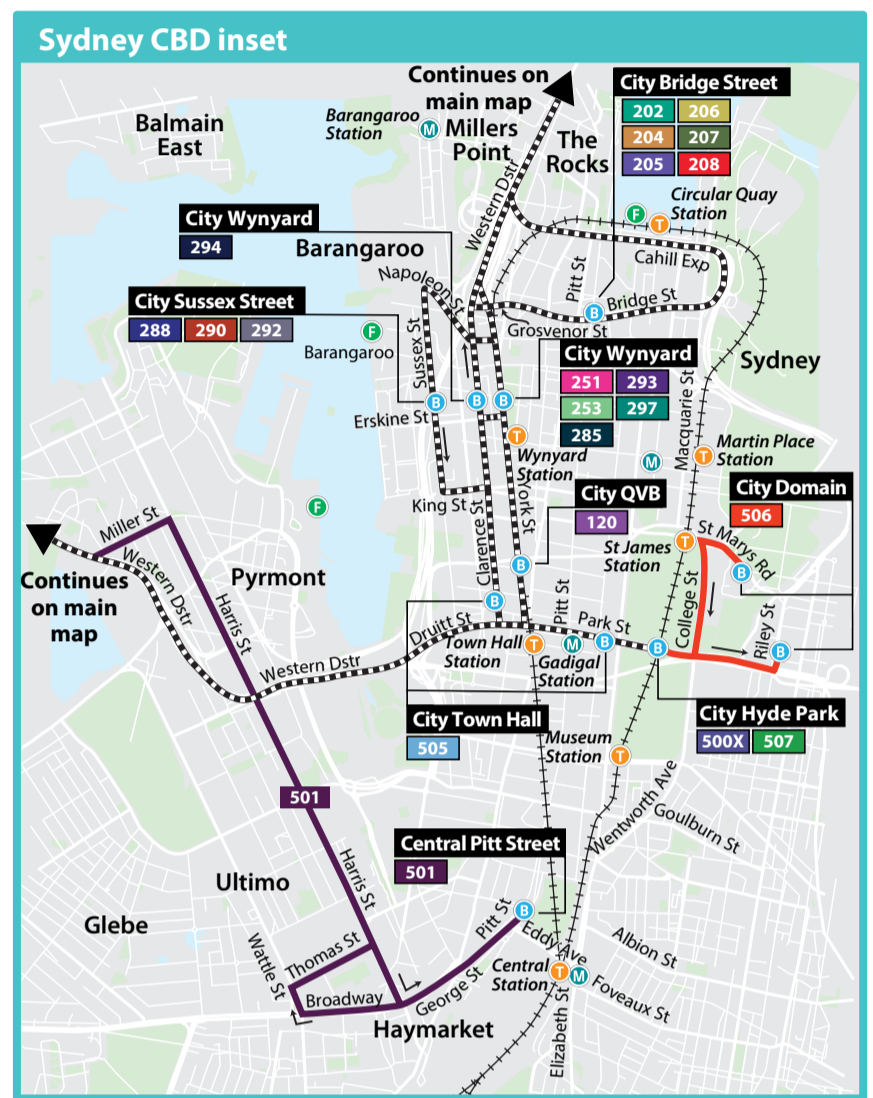
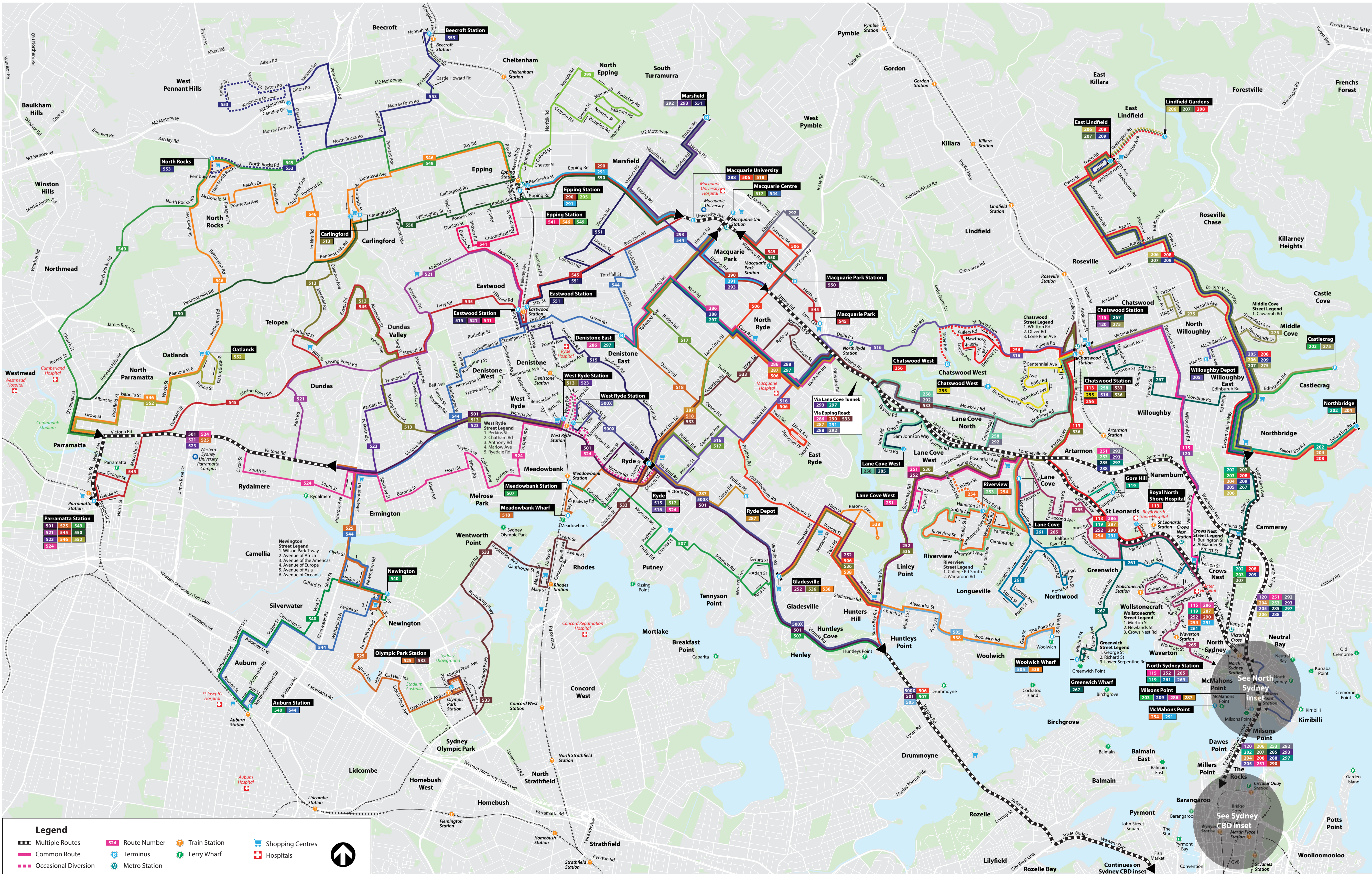
Stand J
Stop no. 2067135
558 Lindfield
565 Macquarie University
627 Castle Hill
628 Norwest
N90 Hornsby

For more information






- | | | | | | | |
|--|--|---|---|---|--|--|
| 113 Chatswood to Royal North Shore Hospital via Pacific Hwy | 208 East Lindfield & Garden Village to City, Bridge St via North Sydney | 265 Lane Cove to North Sydney via Wollstonecraft | 292 Marsfield to City, Erskine St via Macquarie Park | 515 Eastwood to Ryde | 538 Gladesville to Woolwich | 553 North Rocks to Beecroft |
| 115 Chatswood to North Sydney via Willoughby Rd | 209 East Lindfield to Milsions Point via North Sydney | 267 Chatswood to Greenwich Wharf via Crows Nest | 293 Marsfield to City, Wynyard via Lane Cove Tunnel | 516 Chatswood to Ryde via North Ryde | 540 Auburn to Newington | 500N Parramatta to City, Hyde Park via Victoria Rd (Night Service) |
| 119 Gore Hill to North Sydney (Loop Service) | 251 Lane Cove West to City, Wynyard via Freeway | 269 North Sydney to Kirribilli (loop service) | 295 North Epping to Epping (loop service) | 517 Macquarie Centre to Ryde | 541 Epping to Eastwood | N80 Hornsby to City, Town Hall via Strathfield (Night Service) |
| 120 Chatswood to City, QVB (Loop Service) | 252 Gladesville to North Sydney via Lane Cove | 275 Castlecrag to Chatswood | 297 Denistone East to City, Wynyard via Lane Cove Tunnel | 518 Macquarie University to Meadowbank Wharf | 544 Macquarie Centre to Auburn via Eastwood | N81 Parramatta to City, Town Hall via Sydney Olympic Park (Night Service) |
| 202 Northbridge to City, Bridge St via North Sydney | 253 Riverview to City, Wynyard via Freeway | 285 Lane Cove West, Mars Rd to City, Wynyard via Freeway | 500X West Ryde to City, Hyde Park (Express Service) | 521 Parramatta to Eastwood | 545 Parramatta to Macquarie Park via Eastwood | N90 Hornsby to City, Town Hall via Chatswood (Night Service) |
| 203 Castlecrag to Milsions Point via North Sydney | 254 Riverview to McMahon's Point | 286 Denistone East to Milsions Point via St Leonards & North Sydney | 501 Parramatta to Central, Pitt St via Victoria Rd | 523 West Ryde to Parramatta | 546 Parramatta to Epping via Outlands & North Rocks | N91 Macquarie Park to City, Town Hall via Chatswood (Night Service) |
| 204 Northbridge to City, Bridge St via Freeway | 255 Chatswood to Chatswood West, Colwell Cres | 287 Ryde to Milsions Point via St Leonards & North Sydney | 505 Woolwich to City, Town Hall | 524 Ryde to Parramatta via West Ryde | 549 Parramatta to Epping via North Rocks | |
| 205 East Willoughby to City, Bridge St via Freeway | 256 Chatswood to Chatswood West, Fullers Rd (loop service) | 288 Macquarie University to City, Erskine St via Freeway | 506 Macquarie University to City, Domain via East Ryde | 525 Parramatta to Sydney Olympic Park via Newington | 550 Parramatta to Macquarie Park via Epping | |
| 206 East Lindfield to City, Bridge St via Freeway | 258 Chatswood to Lane Cove West, Mars Rd | 290 Epping to City, Erskine St via Macquarie University & North Sydney | 507 Meadowbank to Gladesville & City, Hyde Park | 533 Sydney Olympic Park to Chatswood via Rhodes & North Ryde | 551 Eastwood to Marsfield, Busaco Rd | |
| 207 East Lindfield & Garden Village to City, Bridge St via North Sydney | 261 Lane Cove to North Sydney via Longueville | 291 Epping to McMahon's Point | 513 Carlingford to West Ryde | 536 Gladesville to Chatswood via Hunters Hill | 552 Parramatta to Outlands | |



Legend

- Multiple Routes (dashed line)
- Common Route (solid line)
- Occasional Diversion (dotted line)
- Route Number (number in box)
- Terminus (circle with dot)
- Metro Station (circle with 'M')
- Train Station (circle with 'T')
- Ferry Wharf (circle with 'F')
- Shopping Centres (shopping bag icon)
- Hospitals (cross icon)



Transport Strategies

Appendix D

Architectural Plans

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

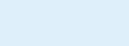

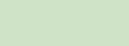






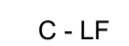

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

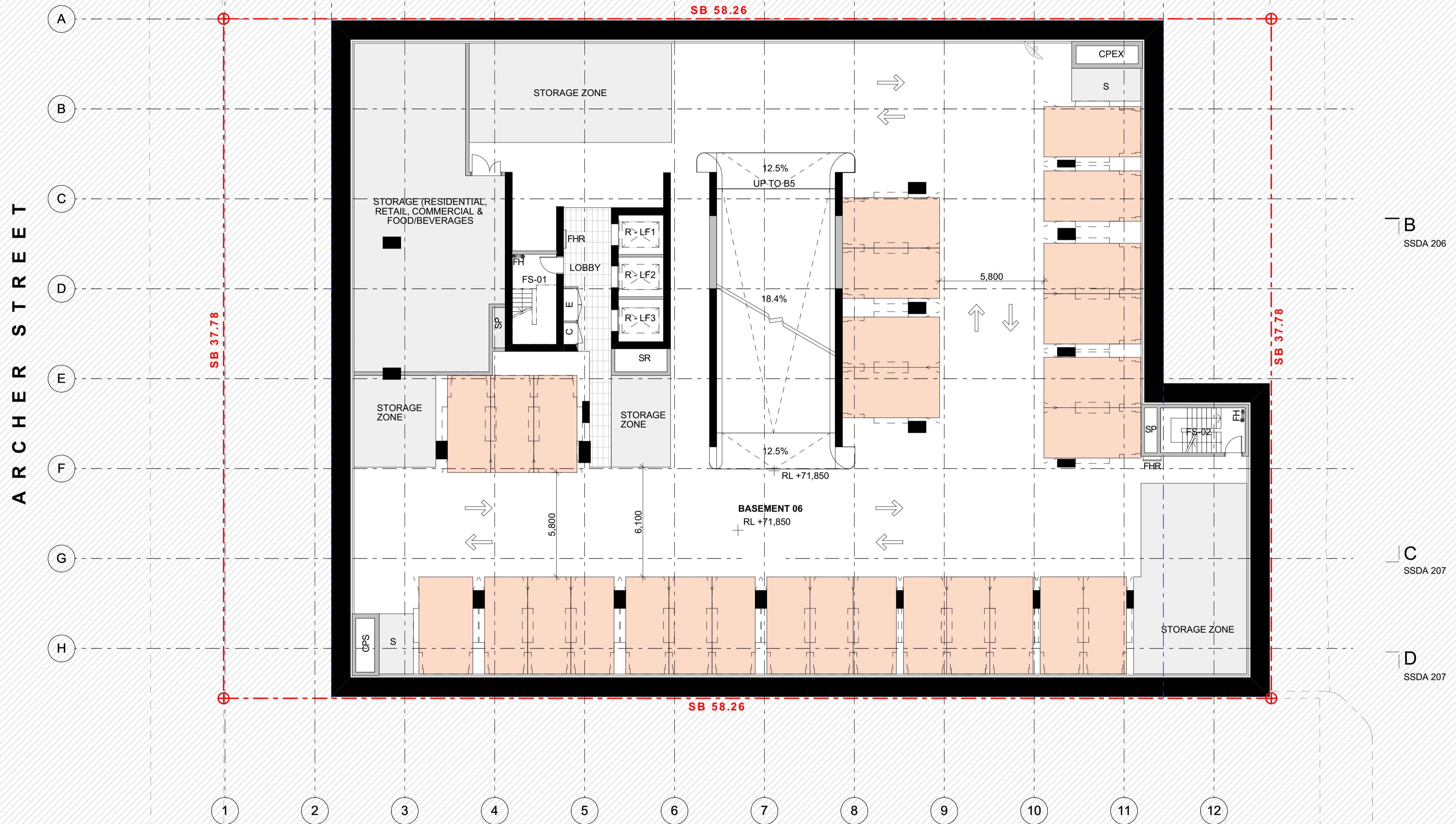
22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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LEGEND

-  COMMERCIAL PARKING
-  RETAIL PARKING
-  FOOD AND BEVERAGE PARKING
-  RESIDENTIAL PARKING
-  RESIDENTIAL VISITOR PARKING
-  SHARED ZONE
-  STORAGE CAGES
-  ACCESSIBLE CARSPACE
-  BOLLARD
-  RESIDENTIAL LIFT
-  COMMERCIAL LIFT

BASEMENT 06
28 CAR PARKING SPACES

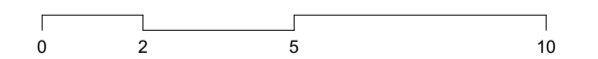
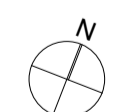


REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

ARCHITECT
FUSE ARCHITECTS

STUDIO 64
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MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7150
ABN 61 012 046 843
NOMINATED ARCHITECT RACHID ANDARI NSW ARB 8627

CLIENT
HYECORP
HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED	AA/JSN/CH	DRAWN	KH/BC
DATE CREATED	OCTOBER 2024	SCALE	1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 06 PLAN

SHEET NO
SSDA 101

REVISION
A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

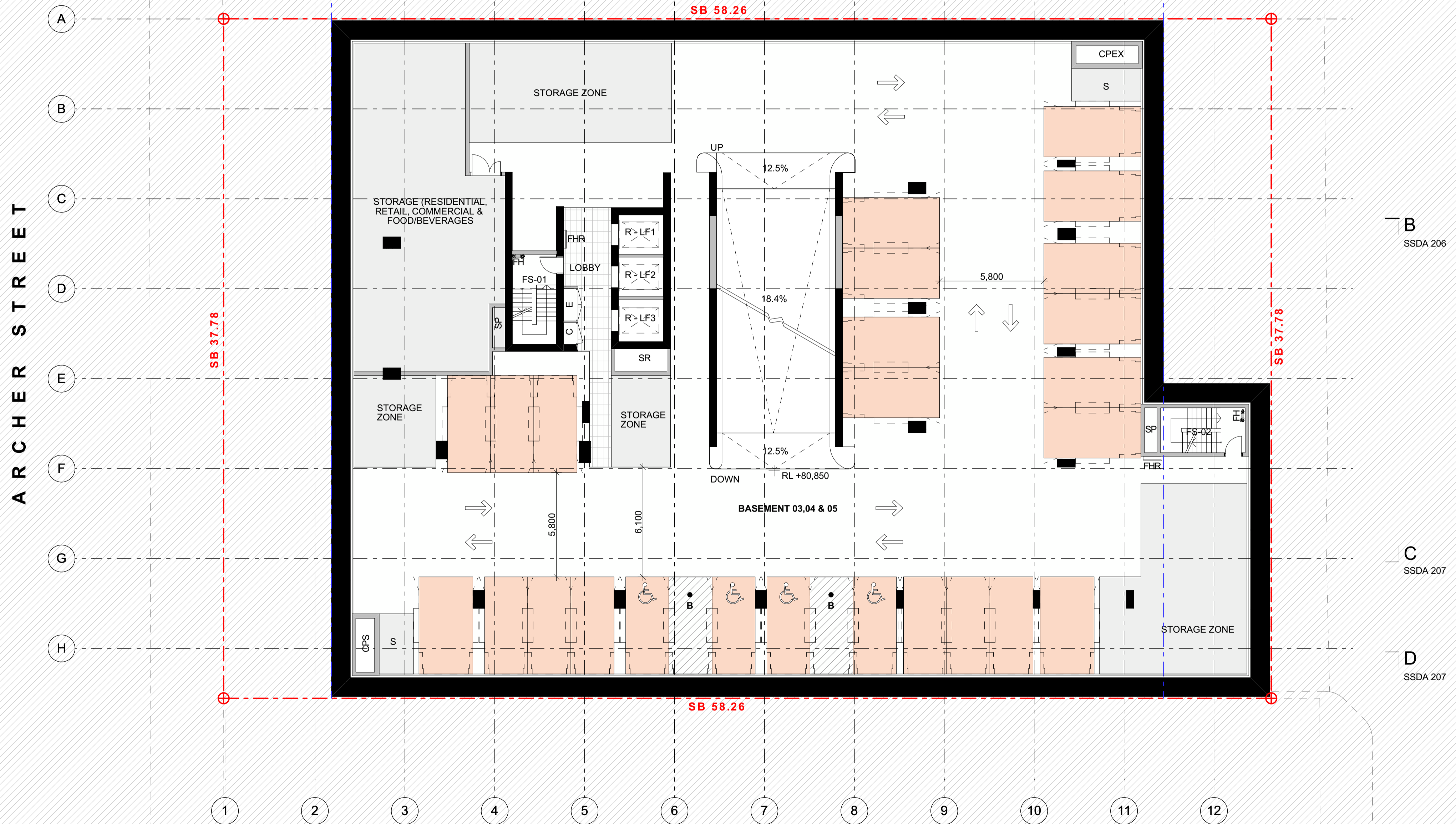
42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES



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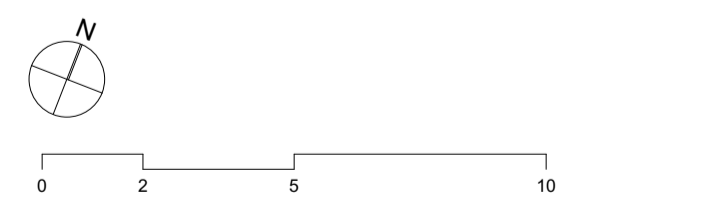
- LEGEND**
- COMMERCIAL PARKING
 - RETAIL PARKING
 - FOOD AND BEVERAGE PARKING
 - RESIDENTIAL PARKING
 - RESIDENTIAL VISITOR PARKING
 - SHARED ZONE
 - STORAGE CAGES
 - ACCESSIBLE CARSPACE
 - BOLLARD
 - RESIDENTIAL LIFT
 - COMMERCIAL LIFT

BASEMENT 03
25 CAR PARKING SPACES
BASEMENT 04
25 CAR PARKING SPACES
BASEMENT 05
25 CAR PARKING SPACES
TOTAL
75 CAR SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

ARCHITECT
FUSE ARCHITECTS
 STUDIO 64
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 CHATSWOOD NSW 2067



SITE ADDRESS
 37 ARCHER STREET
 CHATSWOOD NSW 2067
 JOB NO
 2332
 CHECKED
 AA/JSN/CH
 DATE CREATED
 OCTOBER 2024
 PROJECT STATUS
 SSSA
 DRAWING TITLE
 TYPICAL BASEMENT 03-05 PLAN

SHEET NO
 SSSA 102
 REVISION
 A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

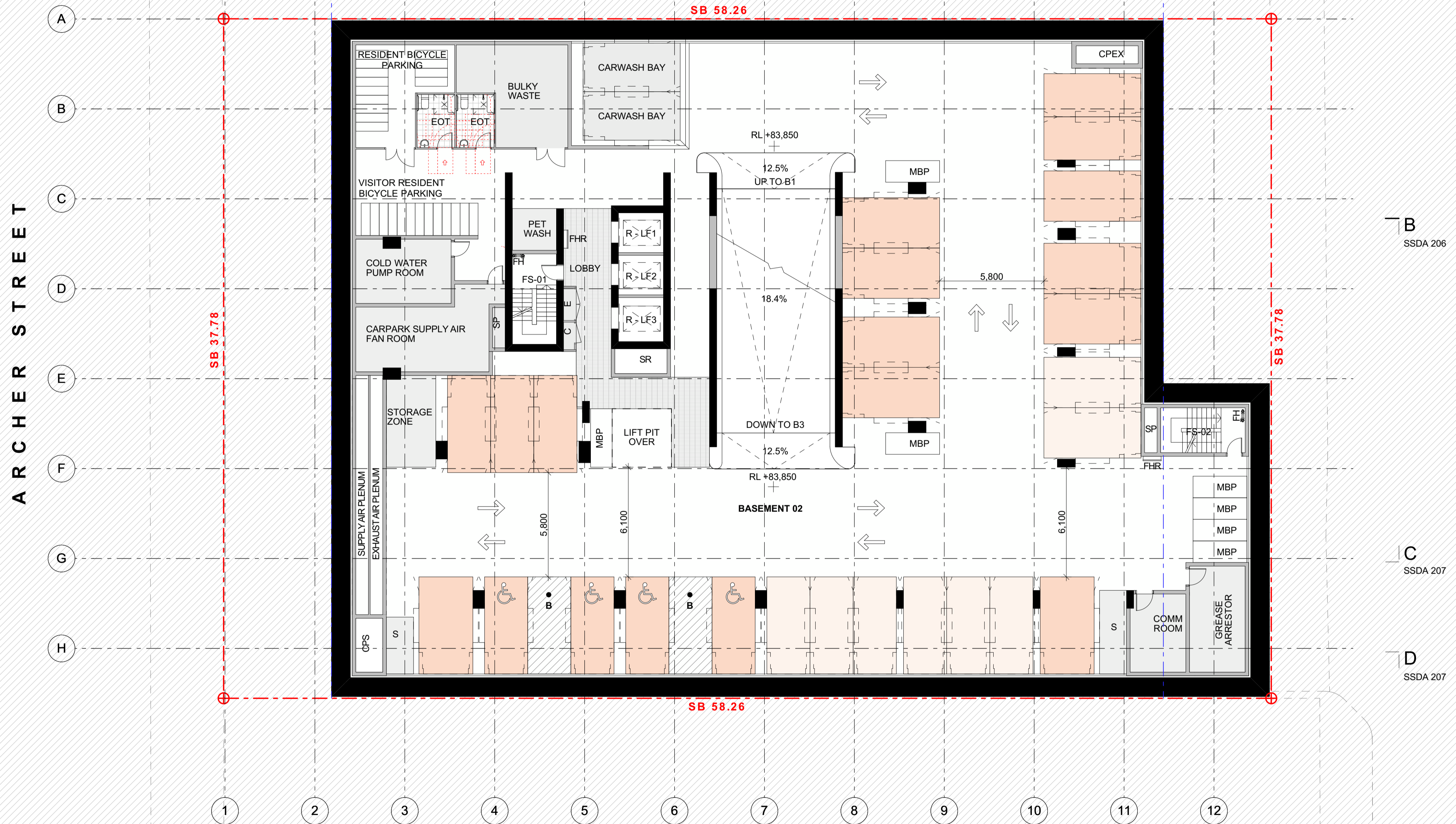
31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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 Print date and time: Thursday, 20 March 2025 @ 12:47 PM
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- LEGEND**
- COMMERCIAL PARKING
 - RETAIL PARKING
 - FOOD AND BEVERAGE PARKING
 - RESIDENTIAL PARKING
 - RESIDENTIAL VISITOR PARKING
 - SHARED ZONE
 - S STORAGE CAGES
 - ♿ ACCESSIBLE CARSPACE
 - B BOLLARD
 - R - LF RESIDENTIAL LIFT
 - C - LF COMMERCIAL LIFT

BASEMENT 02
26 CAR PARKING SPACES

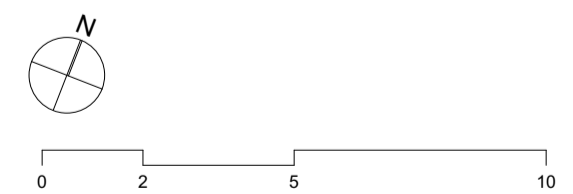


REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

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DATE CREATED	OCTOBER 2024	SCALE	1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 02 PLAN

SHEET NO	SSDA 103	REVISION	A
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47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES



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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE CAGES
- ACCESSIBLE CARSPACE
- BOLLARD
- RESIDENTIAL LIFT
- COMMERCIAL LIFT

BASEMENT 01
25 CAR PARKING SPACES

PARKING SCHEDULE

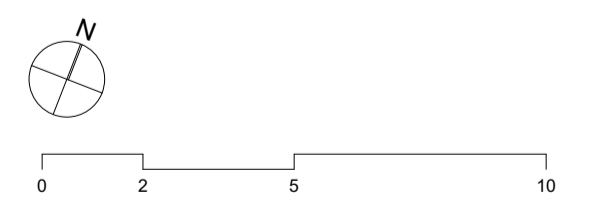
Total residential car parking spaces	123
Total residential visitor car parking spaces	18
Total commercial car parking spaces	4
Total retail car parking spaces	3
Total food and beverage car parking spaces	6
TOTAL:	154
Accessible residential car parking spaces	16
Accessible residential visitor car parking spaces	1
Accessible commercial car parking spaces	2
TOTAL:	19
[Included within total parking provisions]	
Residential bike parking spaces	13
Residential visitor bike parking spaces	13
Commercial bike parking spaces	2
TOTAL:	28

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332
CHECKED AA/JSN/CH DRAWN KH/BC
DATE CREATED OCTOBER 2024 SCALE 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 01 PLAN

SHEET NO. SSSA 104 REVISION A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

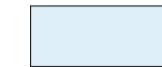





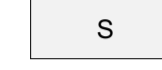

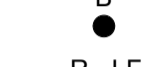
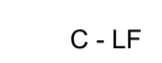

36 ARCHER STREET
9-STOREY
APARTMENTS

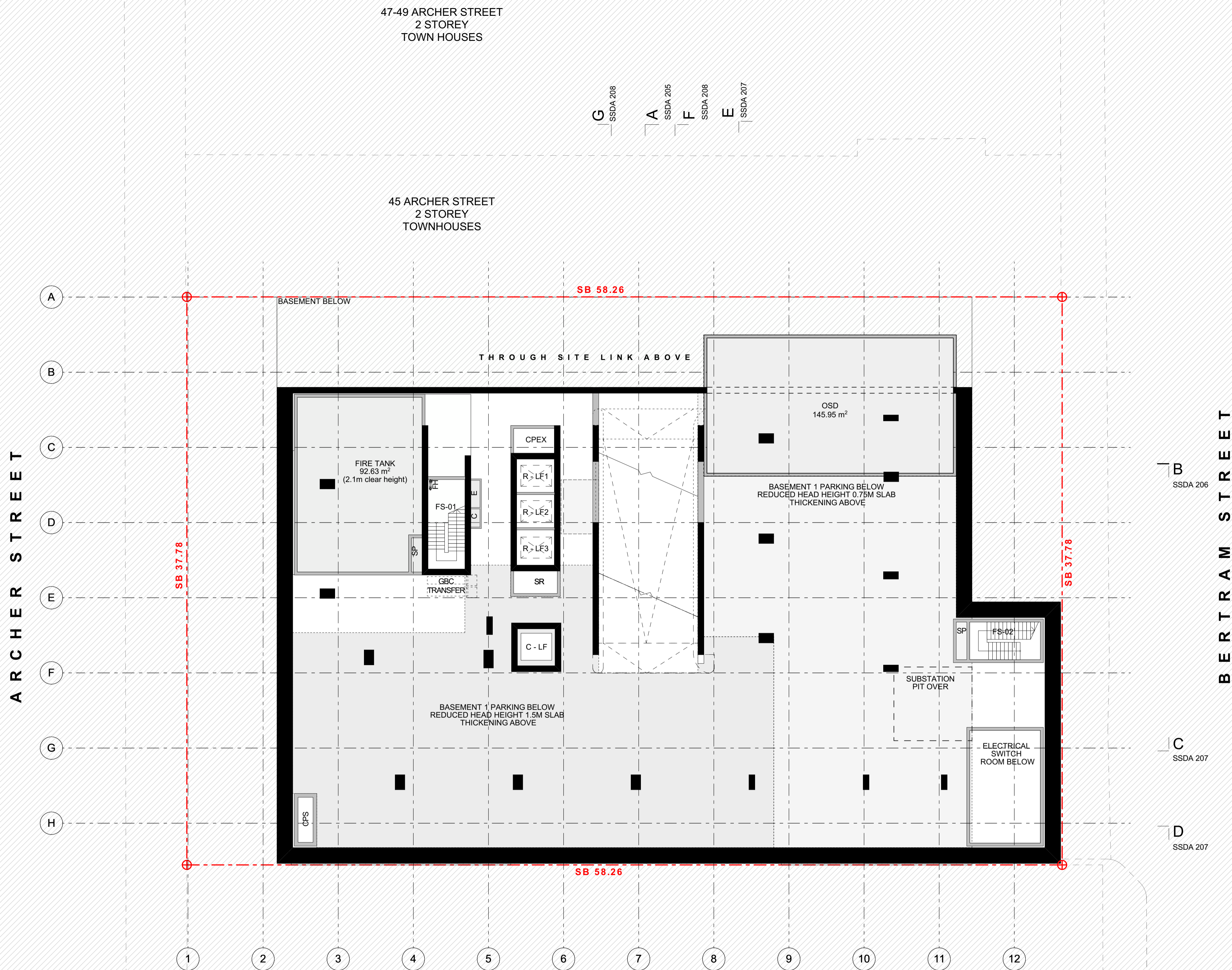
31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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LEGEND

-  COMMERCIAL PARKING
-  RETAIL PARKING
-  FOOD AND BEVERAGE PARKING
-  RESIDENTIAL PARKING
-  RESIDENTIAL VISITOR PARKING
-  SHARED ZONE
-  STORAGE CAGES
-  ACCESSIBLE CARSPACE
-  BOLLARD
-  RESIDENTIAL LIFT
-  COMMERCIAL LIFT

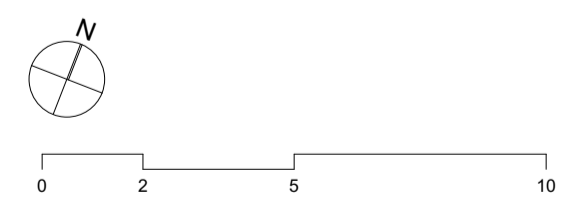


REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED	AA/JSN/CH	DRAWN	BC
DATE CREATED	OCTOBER 2024	SCALE	1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 01 MEZZANINE PLAN

SHEET NO
SSDA 105
REVISION
A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWN HOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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Print date and time: Thursday, 20 March 2025 @ 12:48 PM
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LEGEND

- 1 BED APARTMENT
- 2 BED APARTMENT
- 3 BED APARTMENT
- 4 BED APARTMENT
- COMMERCIAL
- RETAIL
- RESIDENTIAL LOBBY

ARCHER STREET

BERTRAM STREET

A

B

C

D

E

F

G

H

1

2

3

4

5

6

7

8

9

10

11

12

B
SSDA 206

C
SSDA 207

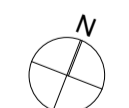
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SSDA 207

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025

ARCHITECT
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CHATSWOOD NSW 2067



0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED
AA/JSN/CH

DRAWN
SL/BC

DATE CREATED
OCTOBER 2024

SCALE
1:150 @ A1

50% @ A3

PROJECT STATUS
SSDA

DRAWING TITLE
GROUND FLOOR PLAN

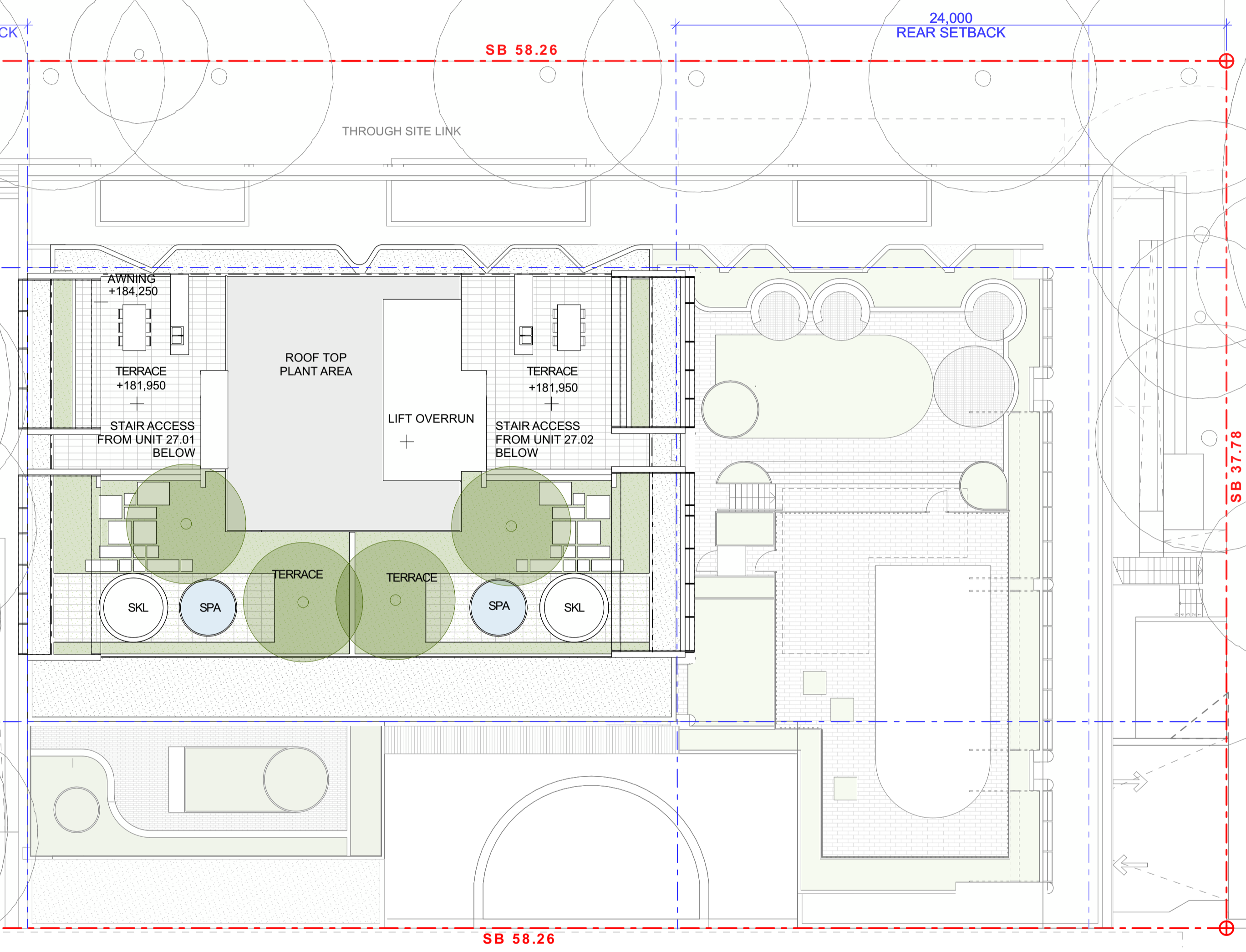
SHEET NO
SSDA 106

REVISION
A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

G SSDA 208
A SSDA 205
F SSDA 208
E SSDA 207

45 ARCHER STREET
2 STOREY
TOWNHOUSES



42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

ARCHER STREET

BERTRAM STREET

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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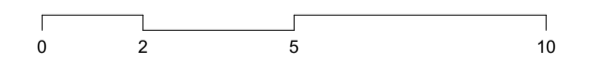
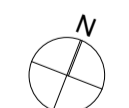
- LEGEND
- 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT
 - 4 BED APARTMENT
 - COMMERCIAL
 - RETAIL
 - RESIDENTIAL LOBBY

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED AA/JSN/CH DRAWN KH/BC

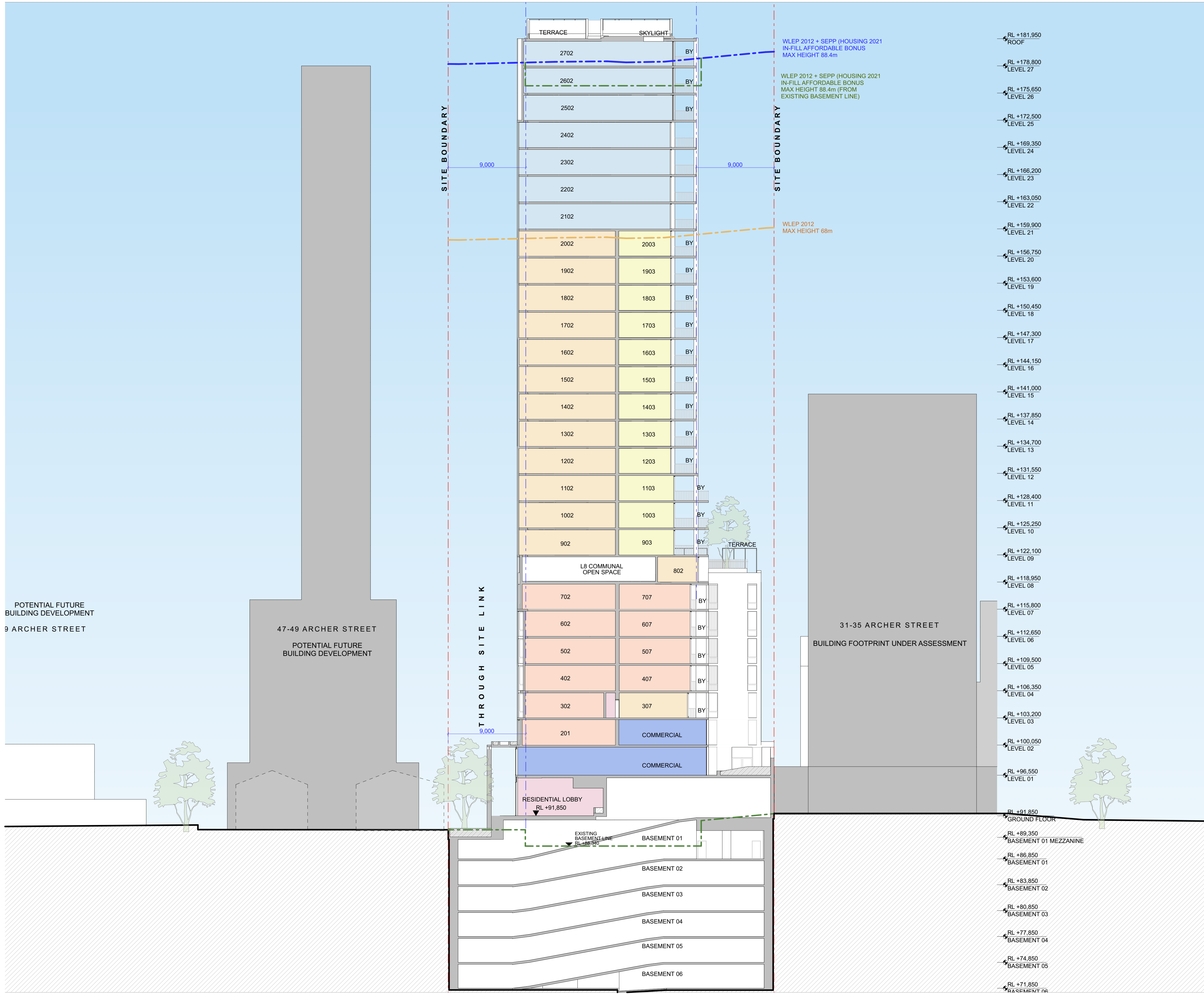
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PROJECT STATUS

SSDA

DRAWING TITLE
ROOF PLAN

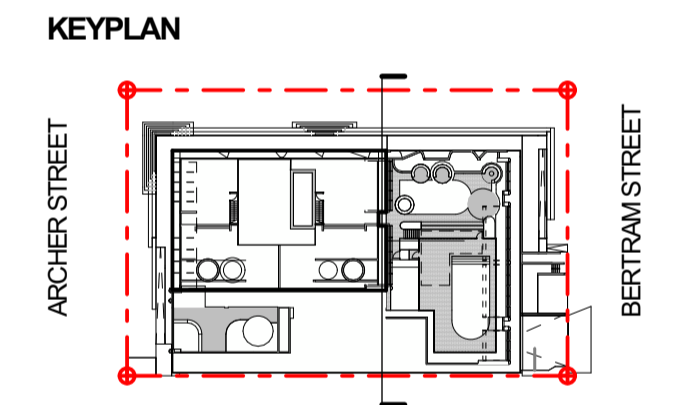
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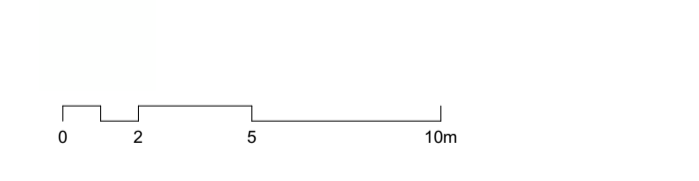
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	3 BED APARTMENT
	4 BED APARTMENT
	COMMERCIAL
	RETAIL
	RESIDENTIAL LOBBY



REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025

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 CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
 CHATSWOOD NSW 2067

JOB NO
2332

CHECKED
 AA/JSN/CH

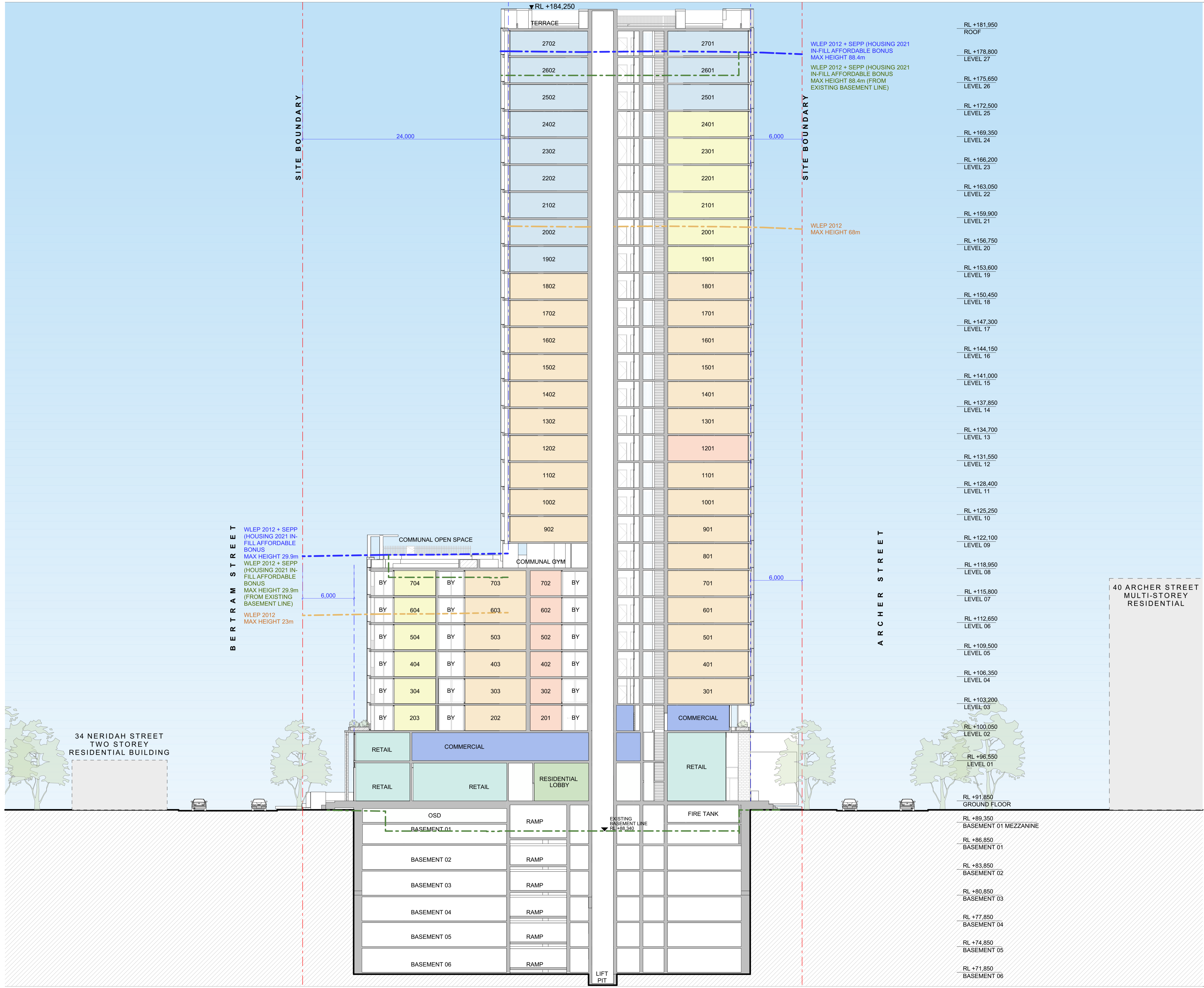
DATE CREATED
OCTOBER 2024

PROJECT STATUS
SSDA

DRAWING TITLE
SECTION A

SHEET NO
SSDA 205

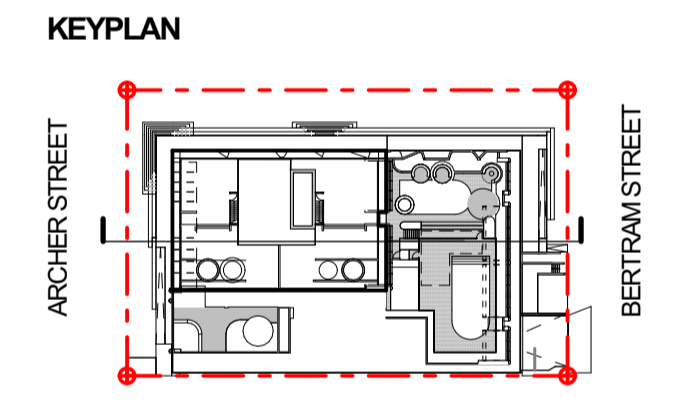
REVISION
A



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 Print date and time: Thursday, 20 March 2025 @ 12:49 PM
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LEGEND

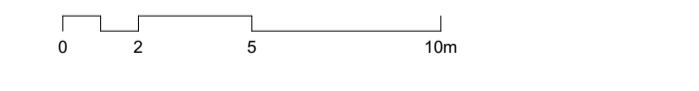
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	3 BED APARTMENT
	4 BED APARTMENT
	COMMERCIAL
	RETAIL
	RESIDENTIAL LOBBY



REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025

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 MAIL@FUSEARCHITECTURE.COM.AU
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 ABR #1 012 046 643
 NOMINATED ARCHITECT RACHID ANDARY NSW ARB 8627

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HYECORP
 HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
 CHATSWOOD NSW 2067



SITE ADDRESS
 37 ARCHER STREET
 CHATSWOOD NSW 2067

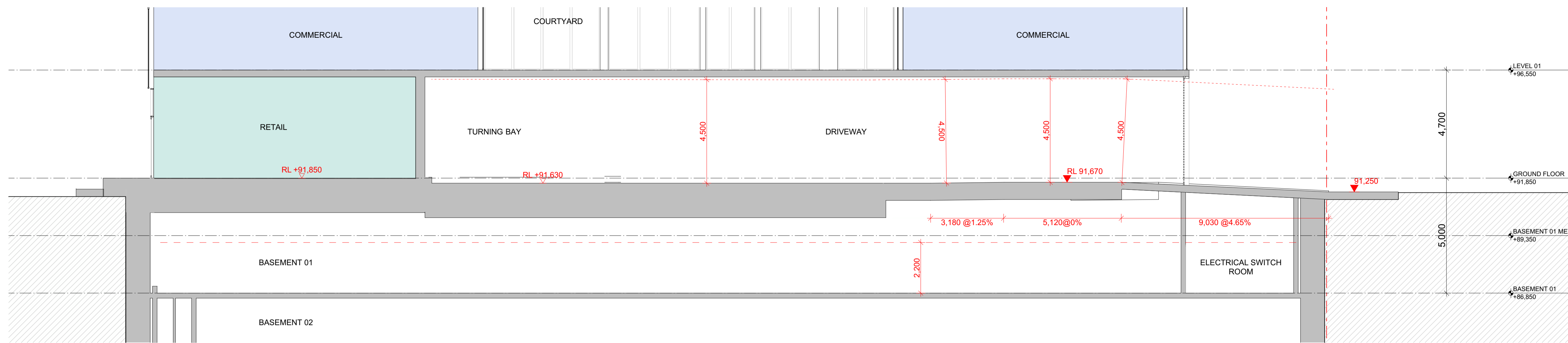
JOB NO
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CHECKED AA/JSN/CH	DRAWN KH/SL/NB/BC
DATE CREATED OCTOBER 2024	SCALE 1:200 @ A1 50% @ A3

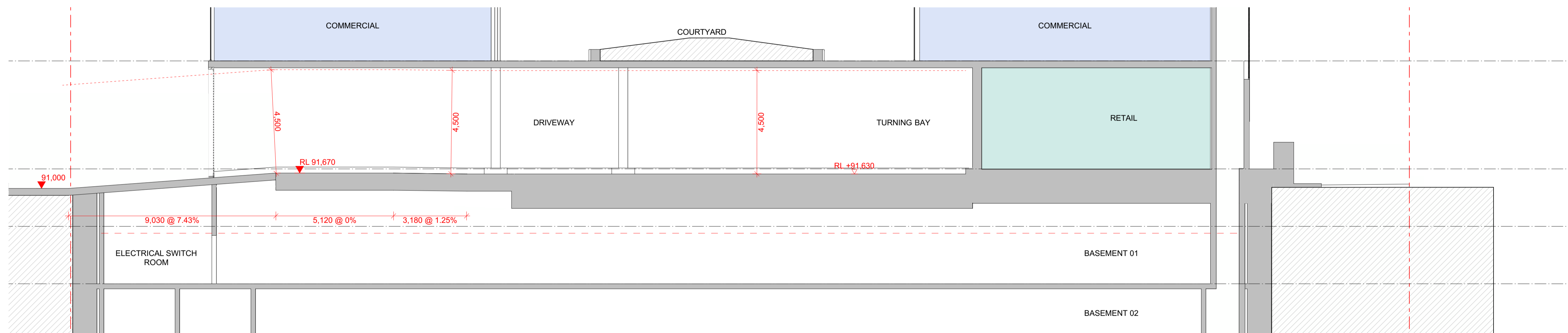
PROJECT STATUS
 SSDA

DRAWING TITLE
 SECTION B

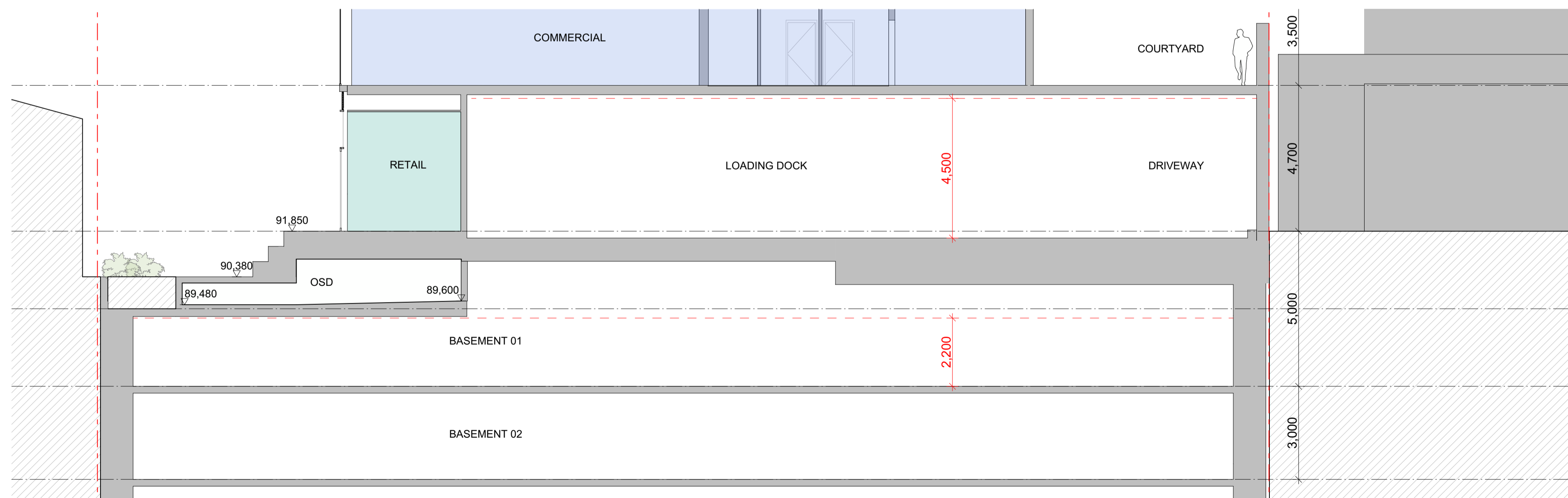
SHEET NO SSDA 206	REVISION A
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01 SECTION C (COMMERCIAL DRIVEWAY NORTH)



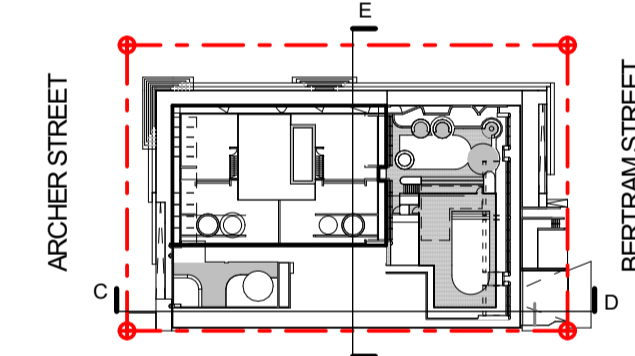
02 SECTION D (COMMERCIAL DRIVEWAY SOUTH)



03 SECTION E (LOADING DOCK)

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KEYPLAN

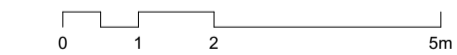


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A	FOR SSDA ISSUE	20/03/2025

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 CHATSWOOD NSW 2067

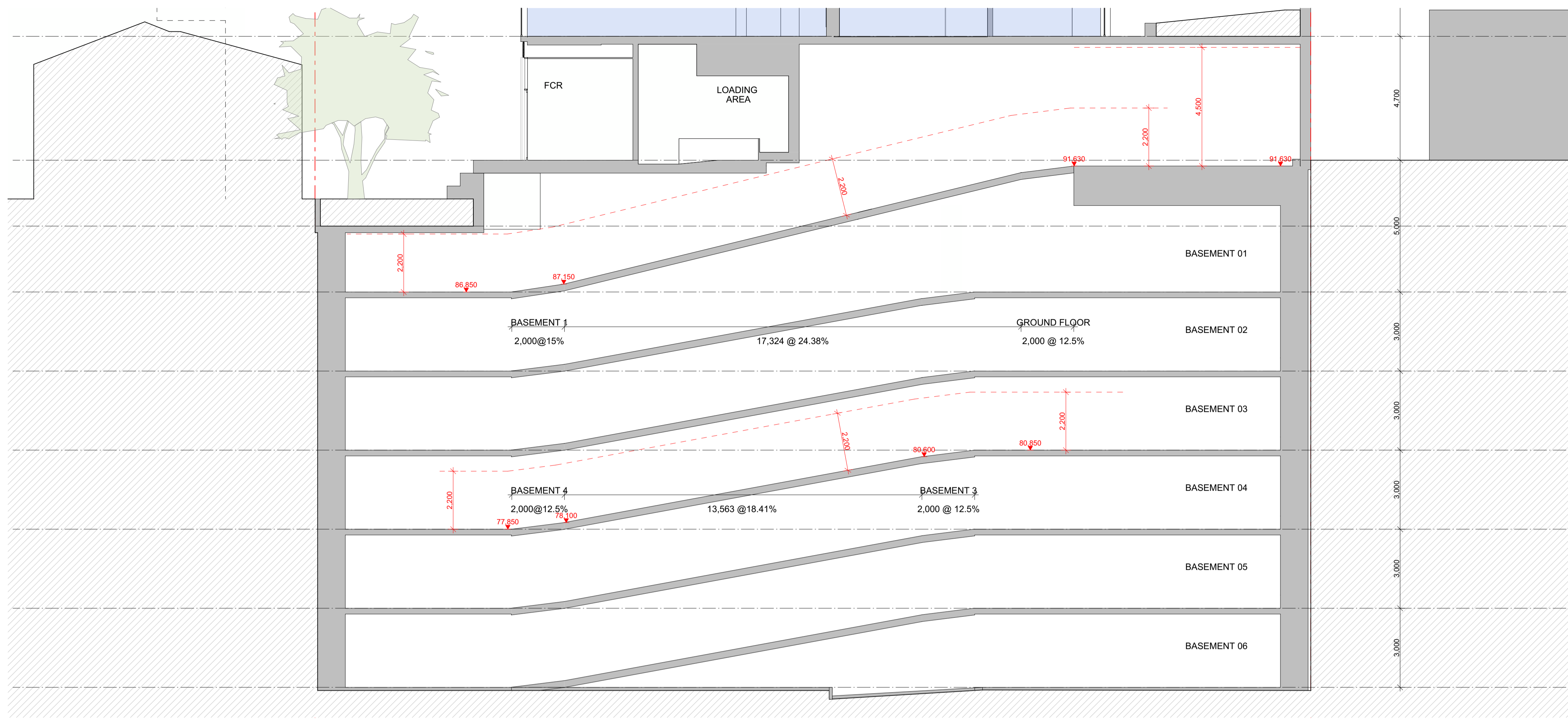


SITE ADDRESS
 37 ARCHER STREET
 CHATSWOOD NSW 2067

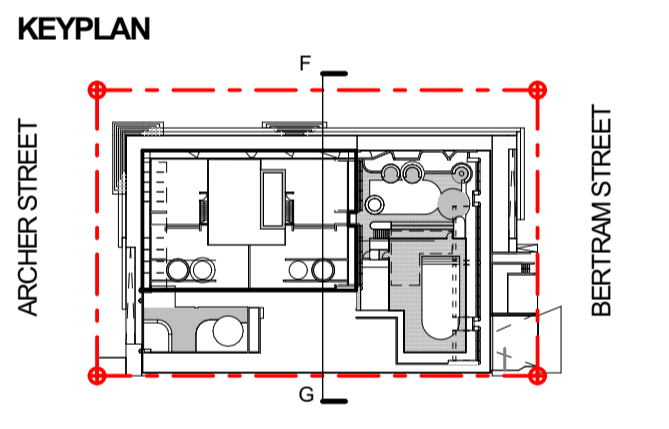
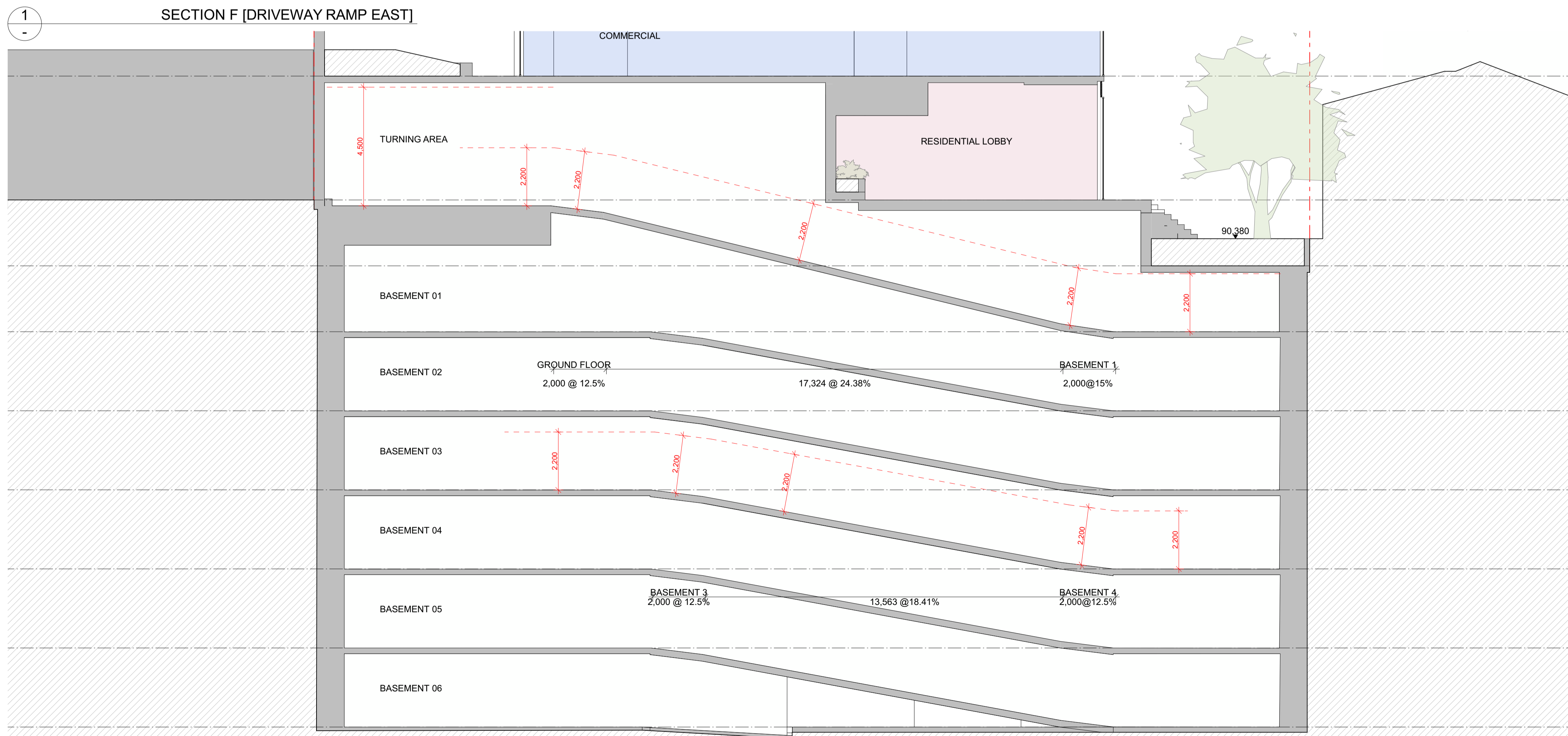
JOB NO
 2332
 CHECKED AA/JSN/CH DRAWN KH/SL/NB/BC
 DATE CREATED OCTOBER 2024 SCALE 1:100 @ A1 50% @ A3

PROJECT STATUS
 SSDA
 DRAWING TITLE
 DRIVEWAY SECTIONS

SHEET NO
 SSDA 207
 REVISION
 A



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 CHATSWOOD NSW 2067

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 KH/SL/NB/BC

DATE CREATED
 OCTOBER 2024

SCALE
 1:100 @ A1
 50% @ A3

PROJECT STATUS
 SSDA

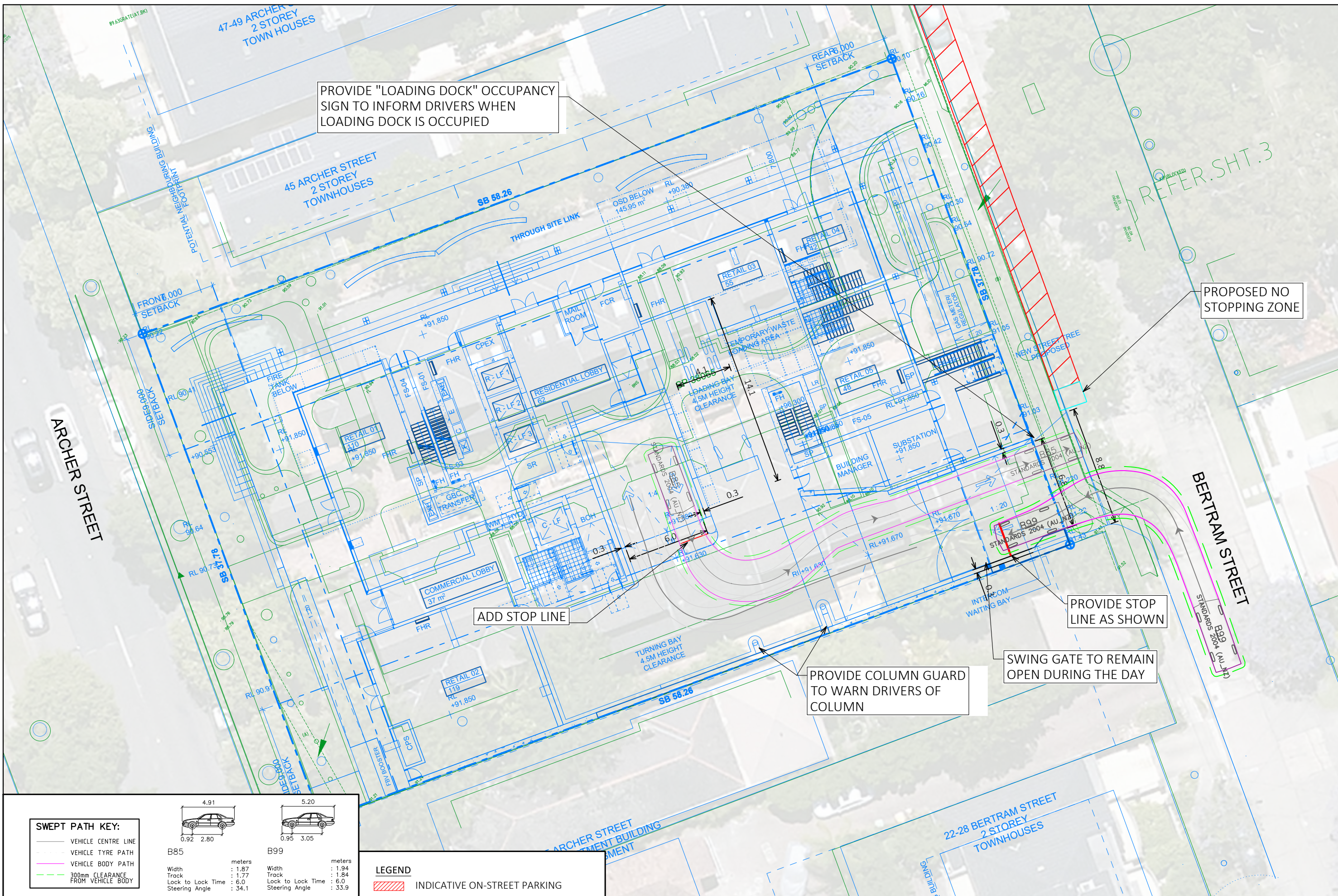
DRAWING TITLE
 BASEMENT RAMP SECTIONS

SHEET NO.	REVISION
SSDA 208	A



Appendix E

Swept Path and Vertical Path Assessments



PROVIDE "LOADING DOCK" OCCUPANCY SIGN TO INFORM DRIVERS WHEN LOADING DOCK IS OCCUPIED

PROPOSED NO STOPPING ZONE

ADD STOP LINE

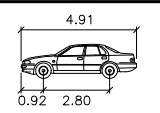
PROVIDE STOP LINE AS SHOWN

PROVIDE COLUMN GUARD TO WARN DRIVERS OF COLUMN

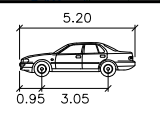
SWING GATE TO REMAIN OPEN DURING THE DAY

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85
 Width : 1.87 meters
 Track : 1.77 meters
 Lock to Lock Time : 6.0 meters
 Steering Angle : 34.1 degrees



B99
 Width : 1.94 meters
 Track : 1.84 meters
 Lock to Lock Time : 6.0 meters
 Steering Angle : 33.9 degrees

LEGEND

- INDICATIVE ON-STREET PARKING

37 ARCHER STREET, CHATSWOOD
 GROUND FLOOR PLAN
 SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



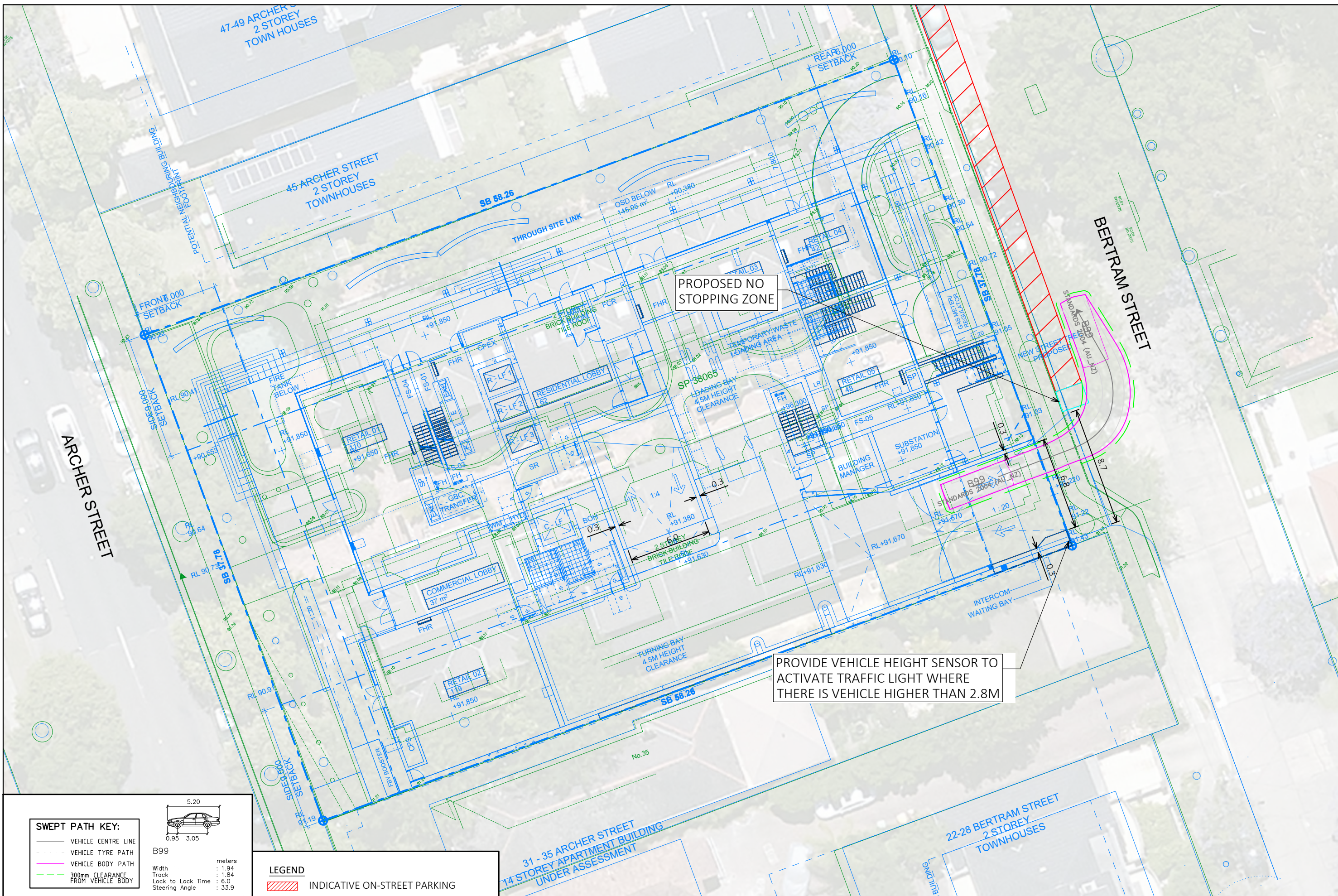
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 207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
 EMAIL technical@transportstrategies.com.au
 PHONE 0424 007 141
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23247-01-V25_SP
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 25 April 2025

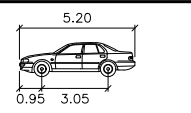
DESIGNED BY H.CHEW
 APPROVED BY M.KONG
 SCALE A3 0 2.5 5.0 1:250

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- SWEPT PATH KEY:**
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY



B99

Width	: 1.94	meters
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	

- LEGEND**
- INDICATIVE ON-STREET PARKING

37 ARCHER STREET, CHATSWOOD
GROUND FLOOR PLAN
SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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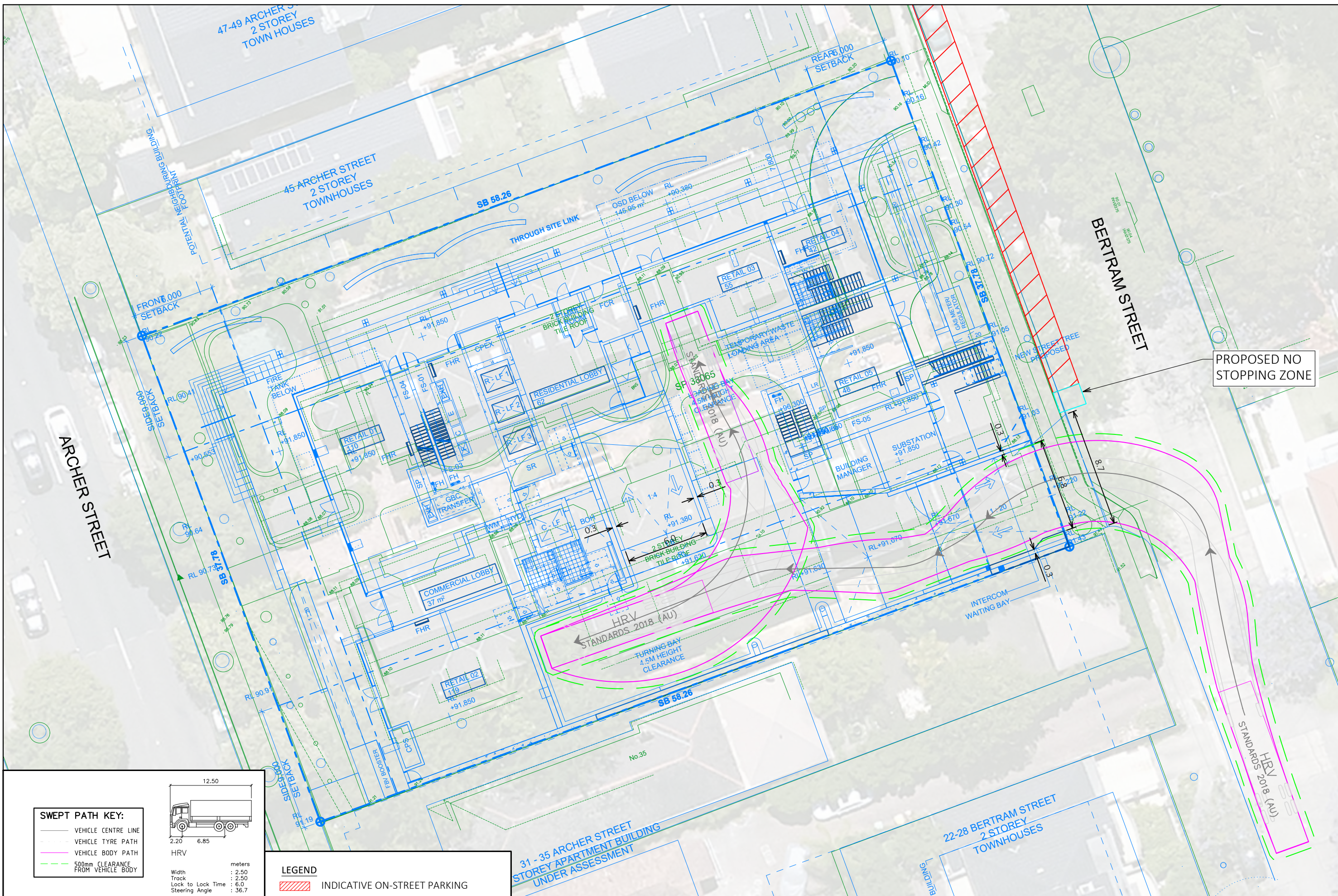
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 25 April 2025

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 H.CHEW

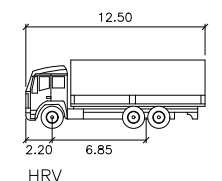
APPROVED BY
 M.KONG

SCALE
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

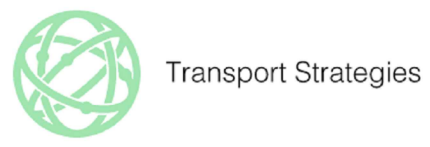


LEGEND

- INDICATIVE ON-STREET PARKING

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37 ARCHER STREET, CHATSWOOD
GROUND FLOOR PLAN
SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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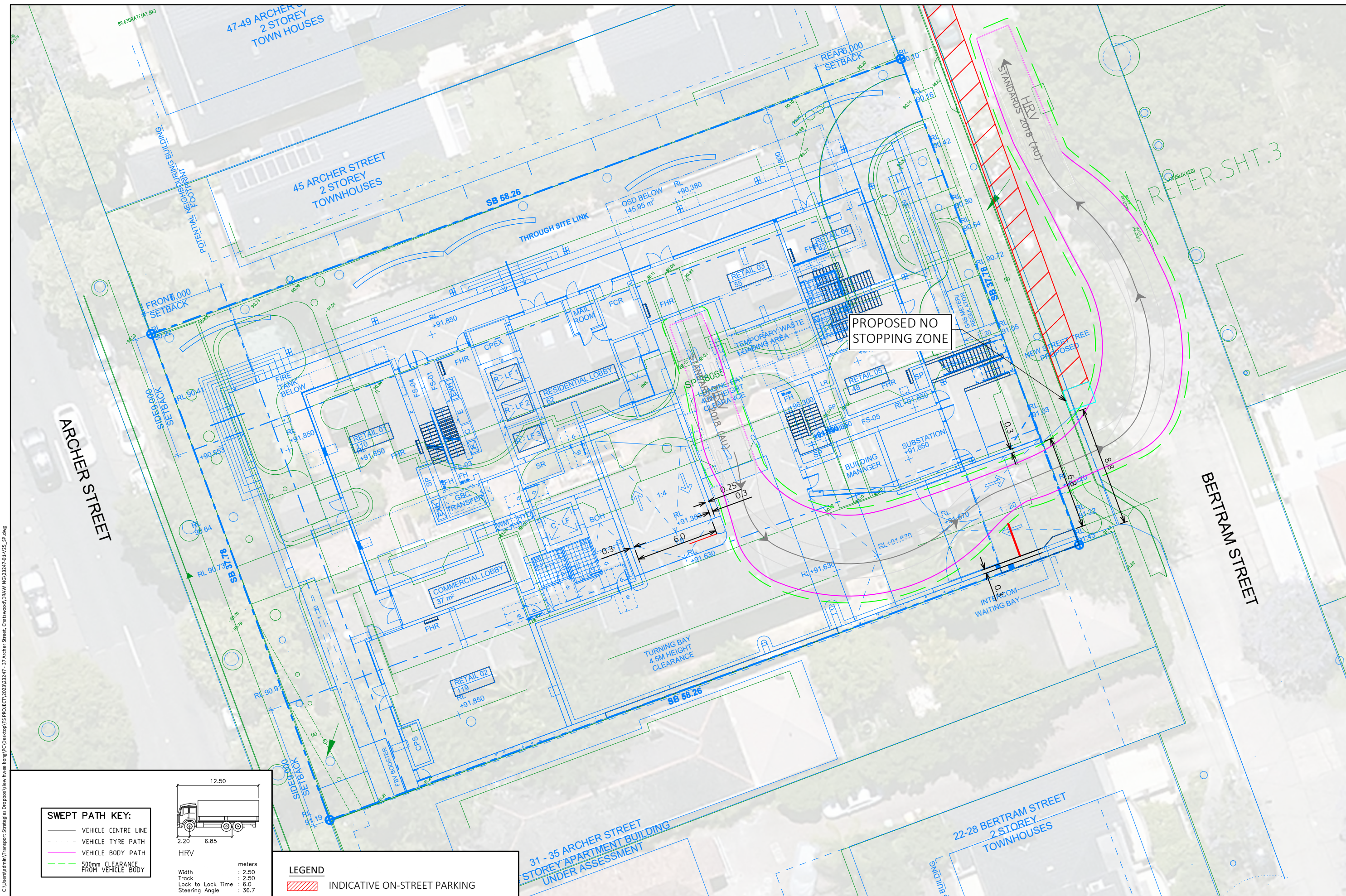
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DESIGNED BY
 H.CHEW

APPROVED BY
 M.KONG

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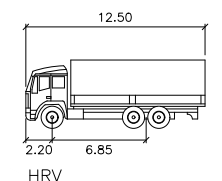


PROPOSED NO STOPPING ZONE

REFER.SHT.3

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



LEGEND

- INDICATIVE ON-STREET PARKING

37 ARCHER STREET, CHATSWOOD
 GROUND FLOOR PLAN
 SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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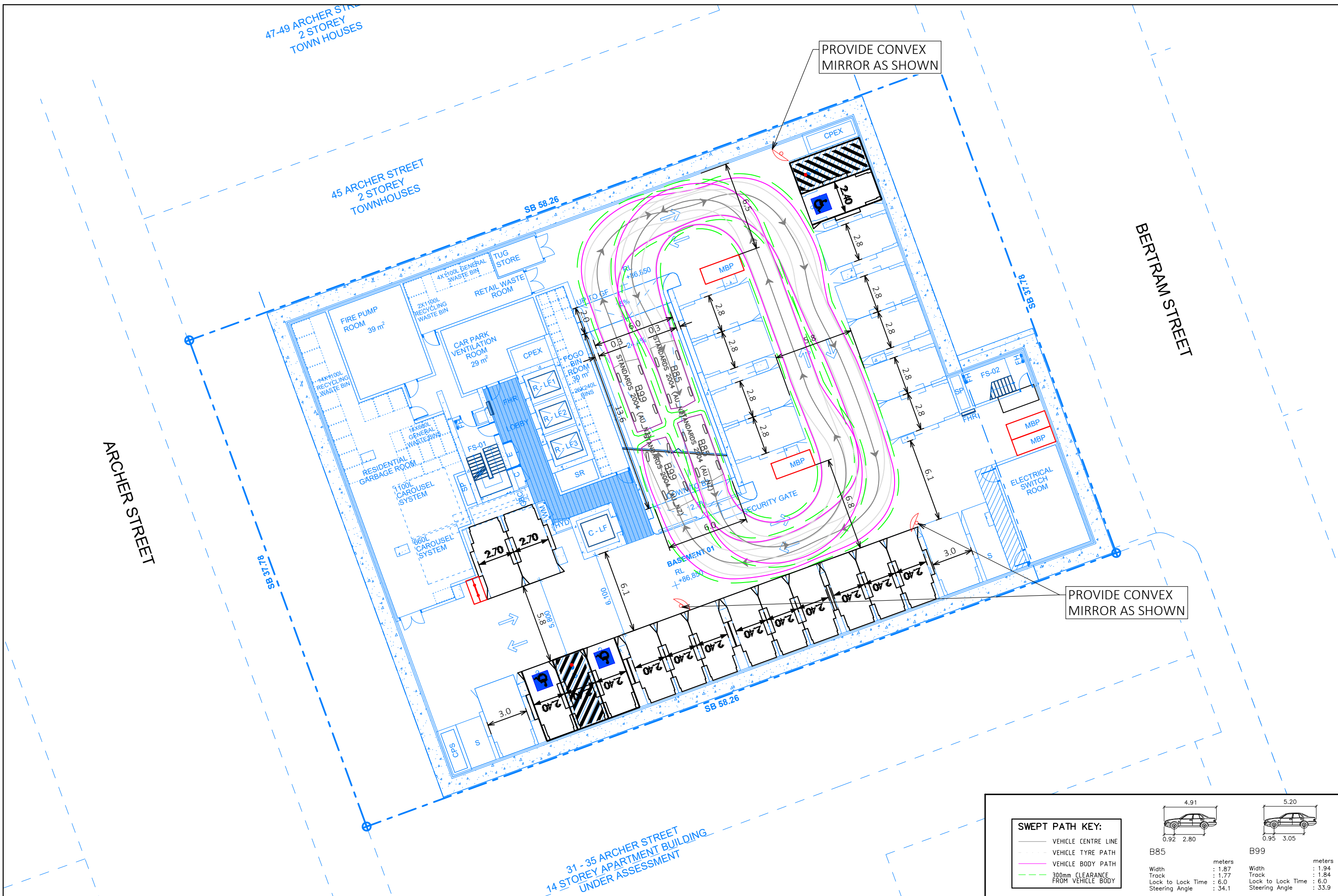
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SCALE
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B85		B99	
Width	1.87	Width	1.94
Track	1.77	Track	1.84
Lock to Lock Time	6.0	Lock to Lock Time	6.0
Steering Angle	34.1	Steering Angle	33.9

37 ARCHER STREET, CHATSWOOD
 BASEMENT 1 PLAN
 SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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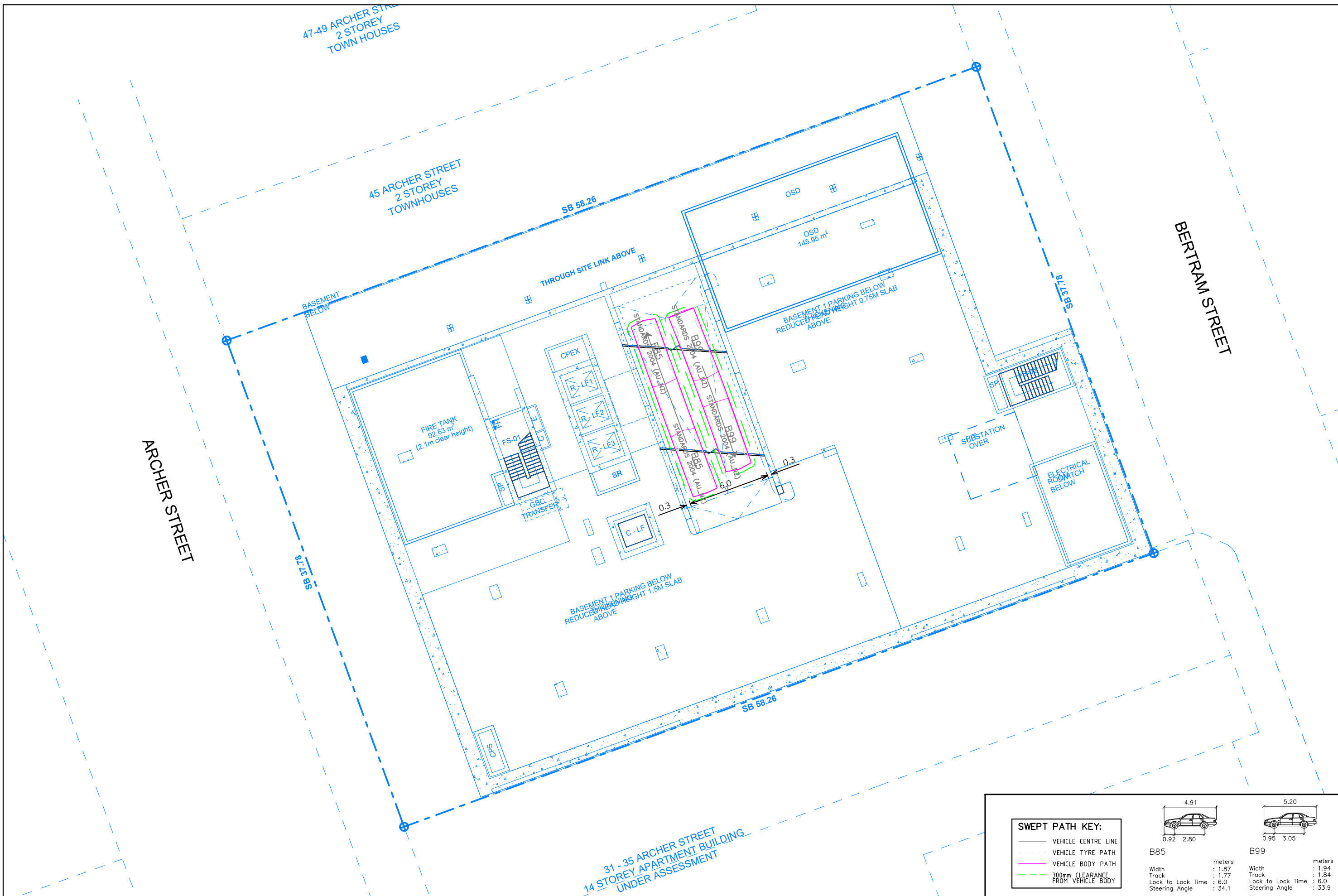
DESIGNED BY
 H.CHEW

APPROVED BY
 M.KONG

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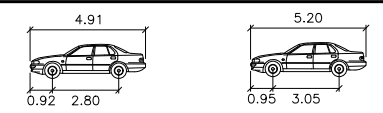
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85		B99	
Width	1.87 meters	Width	1.94 meters
Track	1.77	Track	1.84
Lock to Lock Time	6.0	Lock to Lock Time	6.0
Steering Angle	34.1	Steering Angle	33.9

37 ARCHER STREET, CHATSWOOD
 BASEMENT 1 - MEZZANINE PLAN
 SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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 H.CHEW

APPROVED BY
 M.KONG

SCALE
 A3 0 2.5 5.0 1:250

47-49 ARCHER STREET
2 STOREY
TOWN HOUSE

INDICATIVE ROLLER
SHUTTER LOCATION -
TO BE PROVIDED AT
DETAILED DESIGN
STAGE

45 ARCHER STREET
2 STOREY
TOWNHOUSES

INDICATIVE VISITOR
INTERCOM LOCATION
- TO BE PROVIDED AT
DETAILED DESIGN
STAGE

ARCHER STREET

BERTRAM STREET

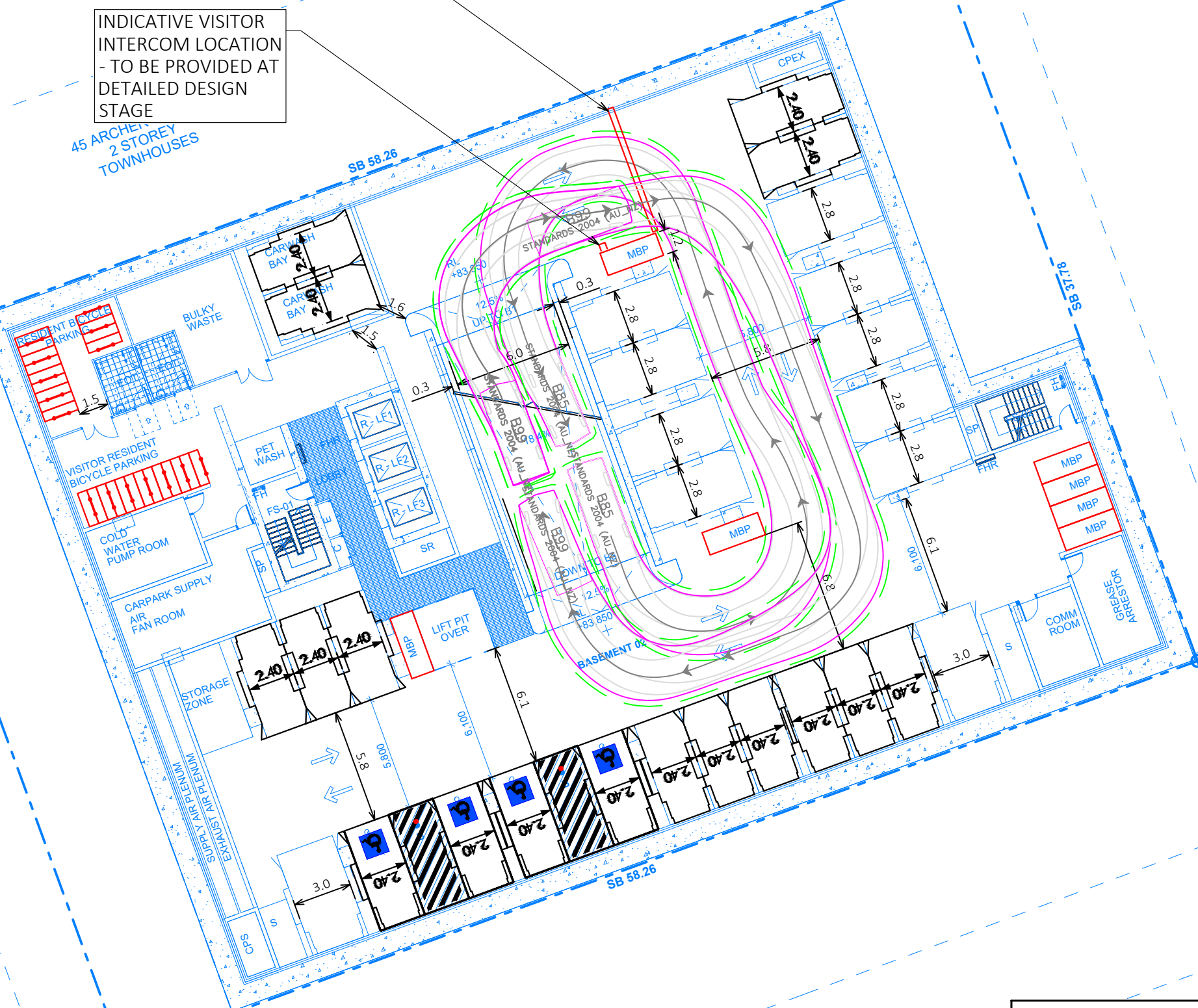
8.17.3 SB

SB 58.26

8.17.3 SB

SB 58.26

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT



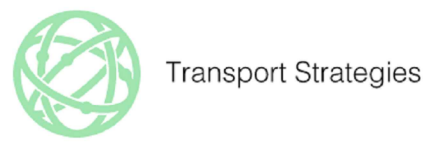
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B85		B99	
Width	1.87 meters	Width	1.94 meters
Track	1.77	Track	1.84
Lock to Lock Time	6.0	Lock to Lock Time	6.0
Steering Angle	34.1	Steering Angle	33.9

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37 ARCHER STREET, CHATSWOOD
BASEMENT 2 PLAN
SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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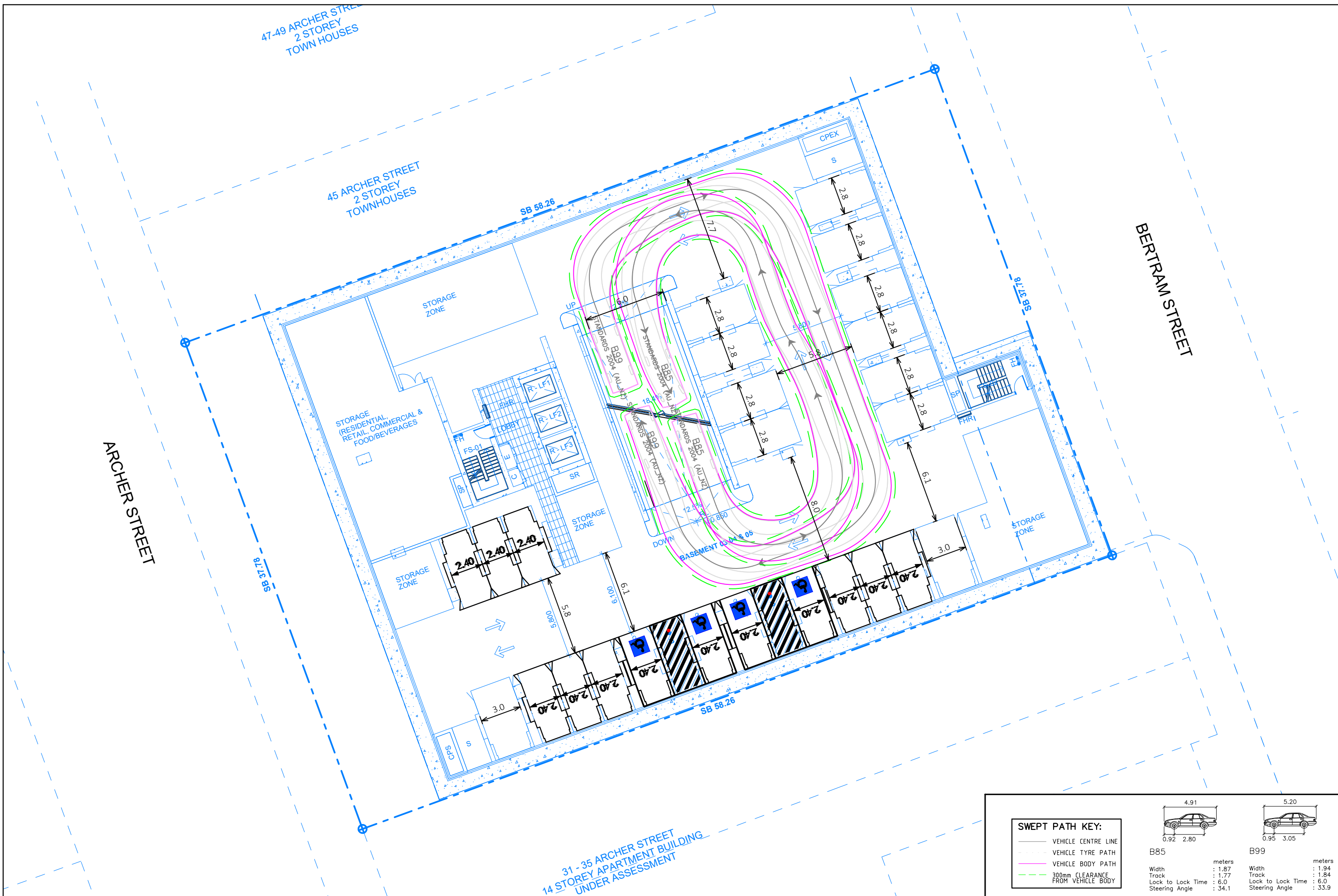
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APPROVED BY
M.KONG

SCALE
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

<p>B85</p>	<p>B99</p>
Width : 1.87 meters	Width : 1.94 meters
Track : 1.77	Track : 1.84
Lock to Lock Time : 6.0	Lock to Lock Time : 6.0
Steering Angle : 34.1	Steering Angle : 33.9

37 ARCHER STREET, CHATSWOOD
 BASEMENT 3-5 PLAN
 SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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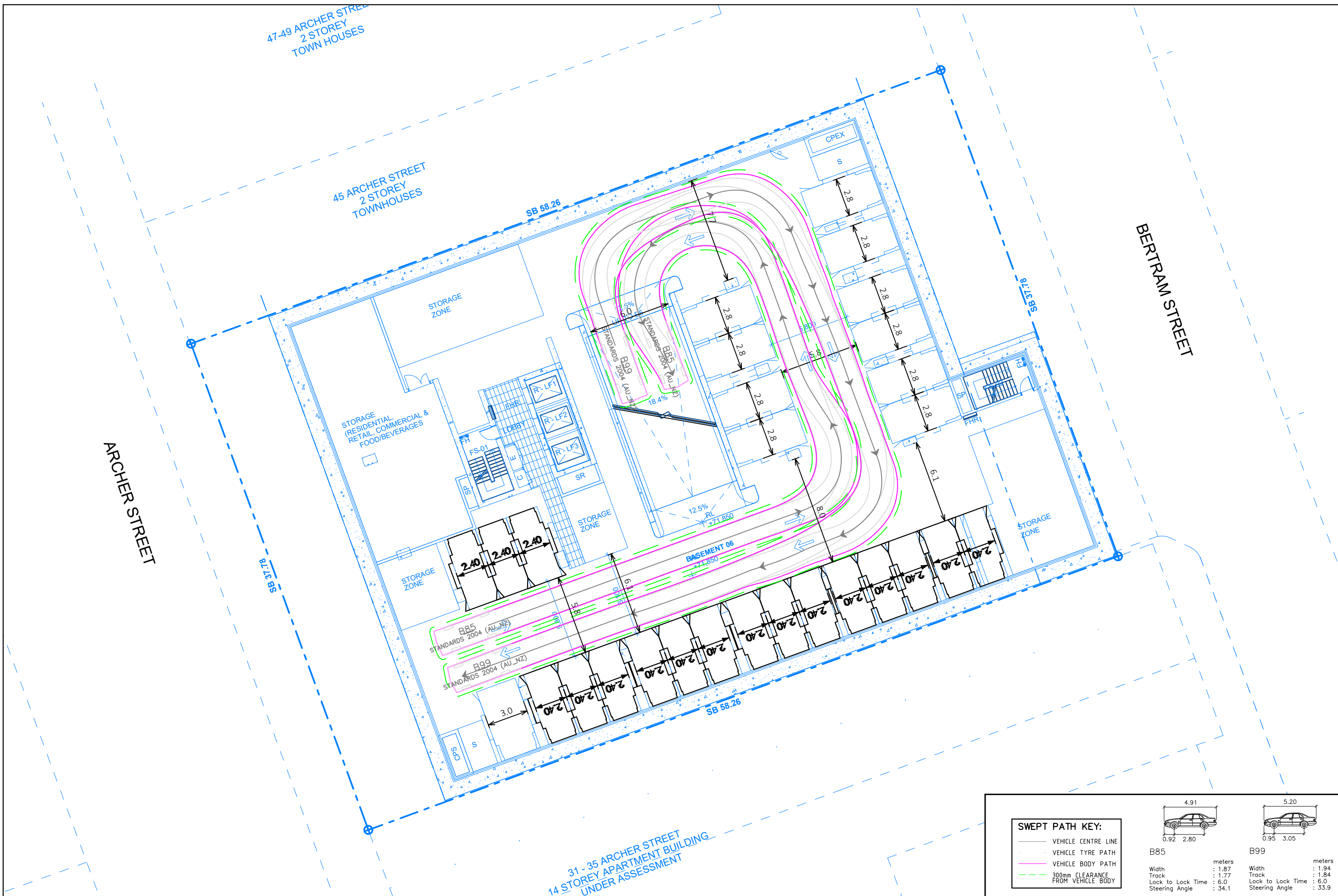
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 H.CHEW

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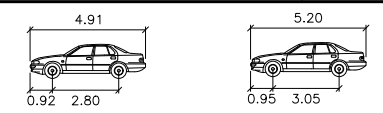
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85		B99	
Width	4.91 meters	Width	5.20 meters
Track	1.87 meters	Track	1.94 meters
Lock to Lock Time	6.0	Lock to Lock Time	6.0
Steering Angle	34.1	Steering Angle	33.9

37 ARCHER STREET, CHATSWOOD
 BASEMENT 6 PLAN
 SWEPT PATH ASSESSMENTS AND COMPLIANCE REVIEW



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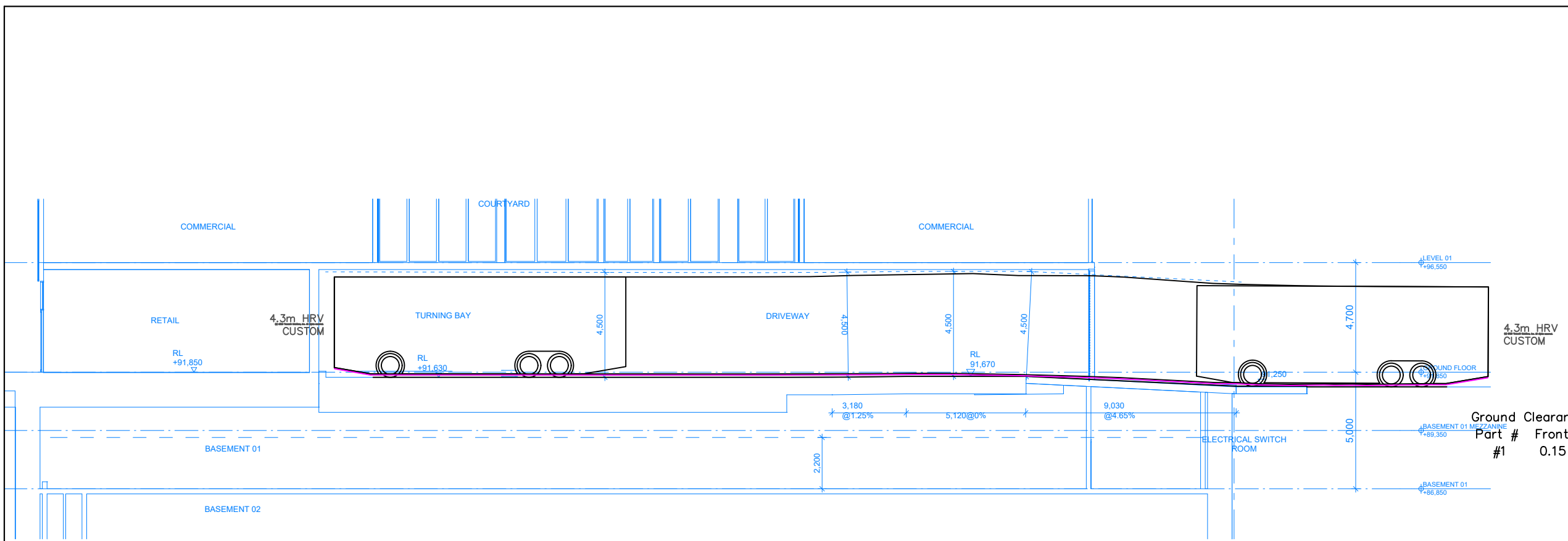
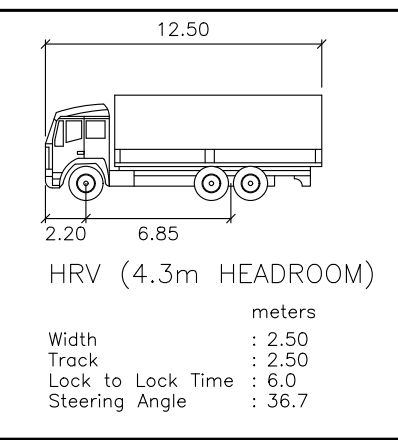
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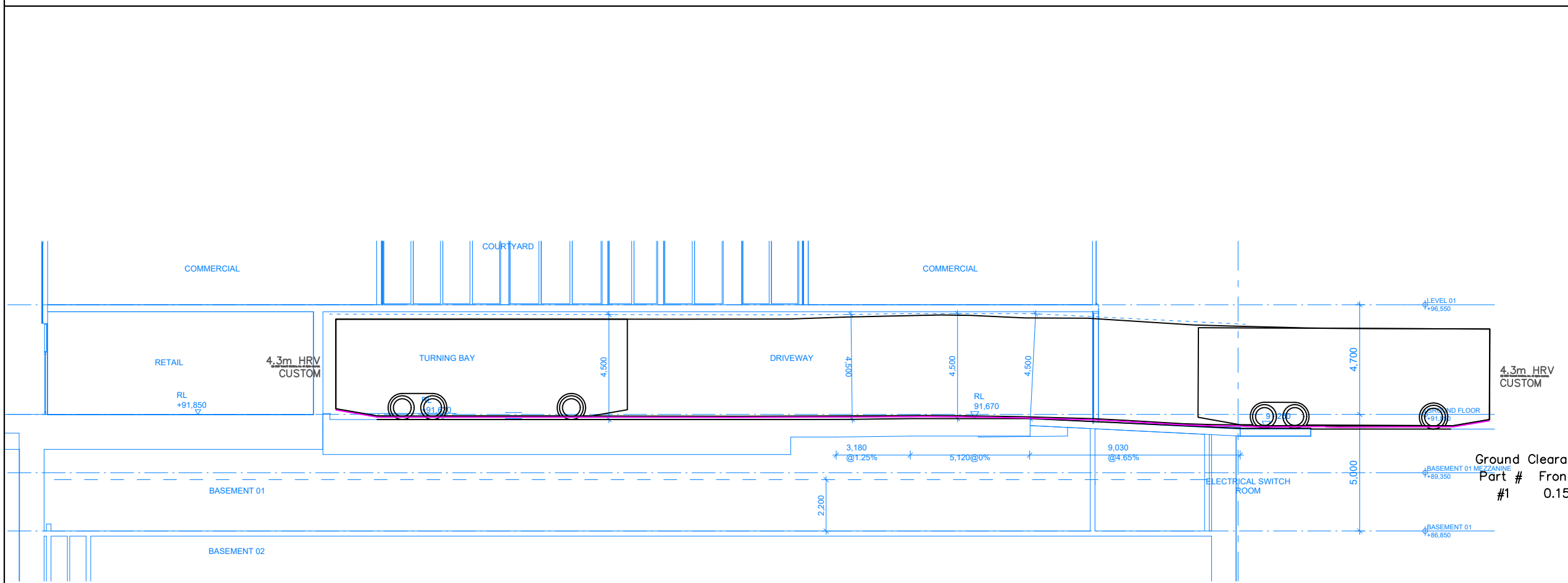
APPROVED BY
 M.KONG

SCALE
 A3 0 2.5 5.0 1:250



Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.15	0.15	0.15



Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.15	0.15	0.15

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37 ARCHER STREET, CHATSWOOD
SECTION C - COMMERCIAL DRIVEWAY NORTH
VERTICAL PATH ASSESSMENT



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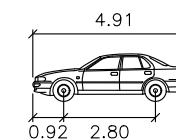
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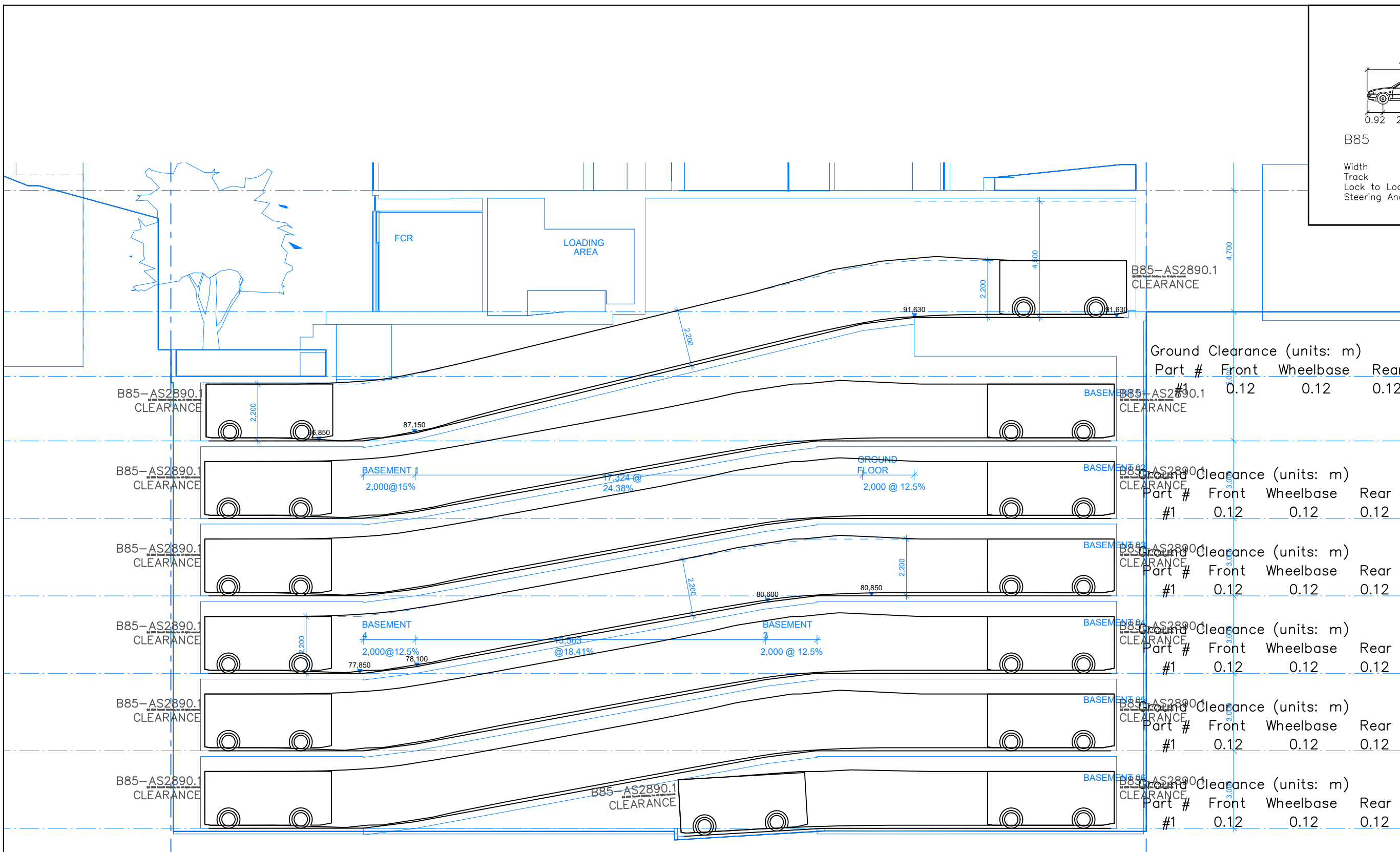
DESIGNED BY
H.CHEW

APPROVED BY
M.KONG

SCALE
A3



B85
 meters
 Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1



Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
------------------------	----	------	------	------

Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
------------------------	----	------	------	------

Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
------------------------	----	------	------	------

Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
------------------------	----	------	------	------

Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
------------------------	----	------	------	------

Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
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Ground Clearance (units: m)
 Part # Front Wheelbase Rear

B85-AS2890.1 CLEARANCE	#1	0.12	0.12	0.12
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37 ARCHER STREET, CHATSWOOD
 SECTION F - DRIVEWAY RAMP EAST
 VERTICAL PATH ASSESSMENT

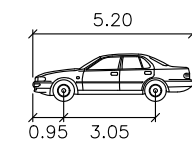


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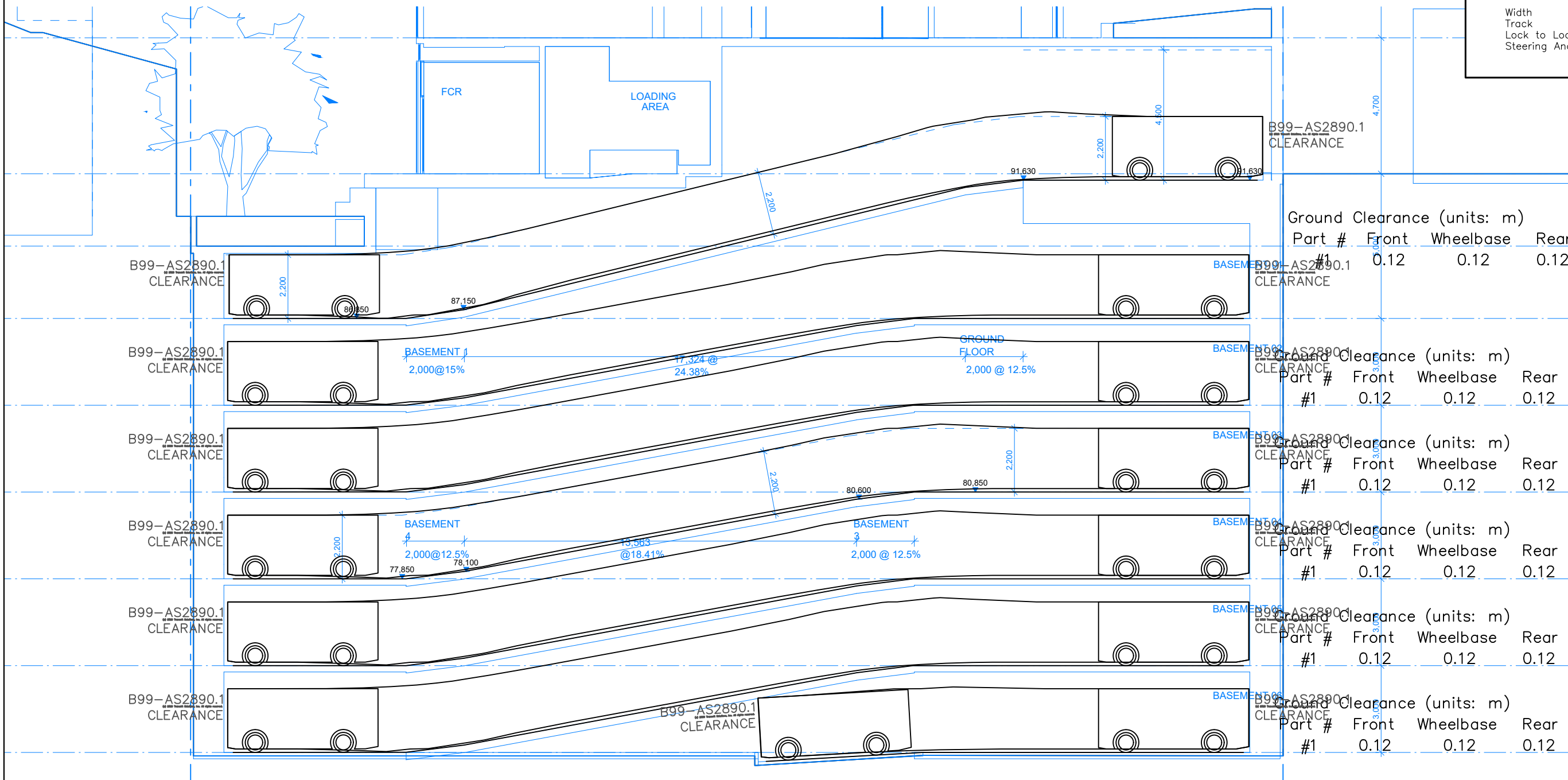
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 11 OF 18
 25 April 2025

DESIGNED BY H.CHEW
 APPROVED BY M.KONG
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B99

Width : 1.94 meters
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9



B99-AS2890.1 CLEARANCE

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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#1	0.12	0.12	0.12

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#1	0.12	0.12	0.12

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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37 ARCHER STREET, CHATSWOOD
 SECTION F - DRIVEWAY RAMP EAST
 VERTICAL PATH ASSESSMENT

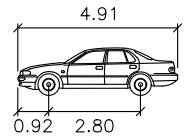


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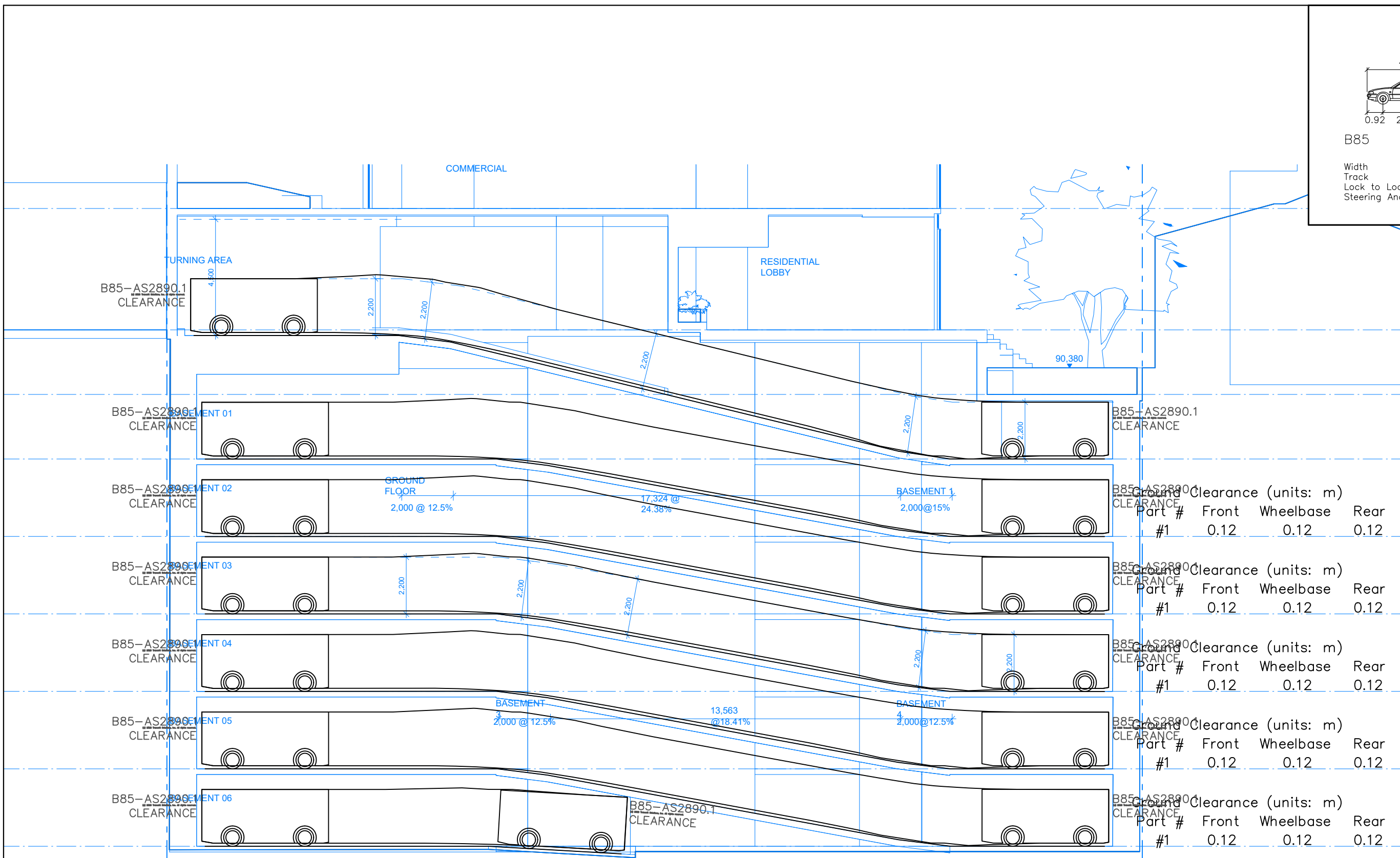
PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
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23247-01-V9_VP
 13 OF 18
 25 April 2025

DESIGNED BY H.CHEW
 APPROVED BY M.KONG
 SCALE A3 0 1.5 3.0 1:150



B85
 meters
 Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1



Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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37 ARCHER STREET, CHATSWOOD
 SECTION G - DRIVEWAY RAMP WEST
 VERTICAL PATH ASSESSMENT

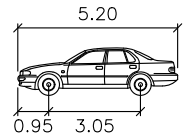


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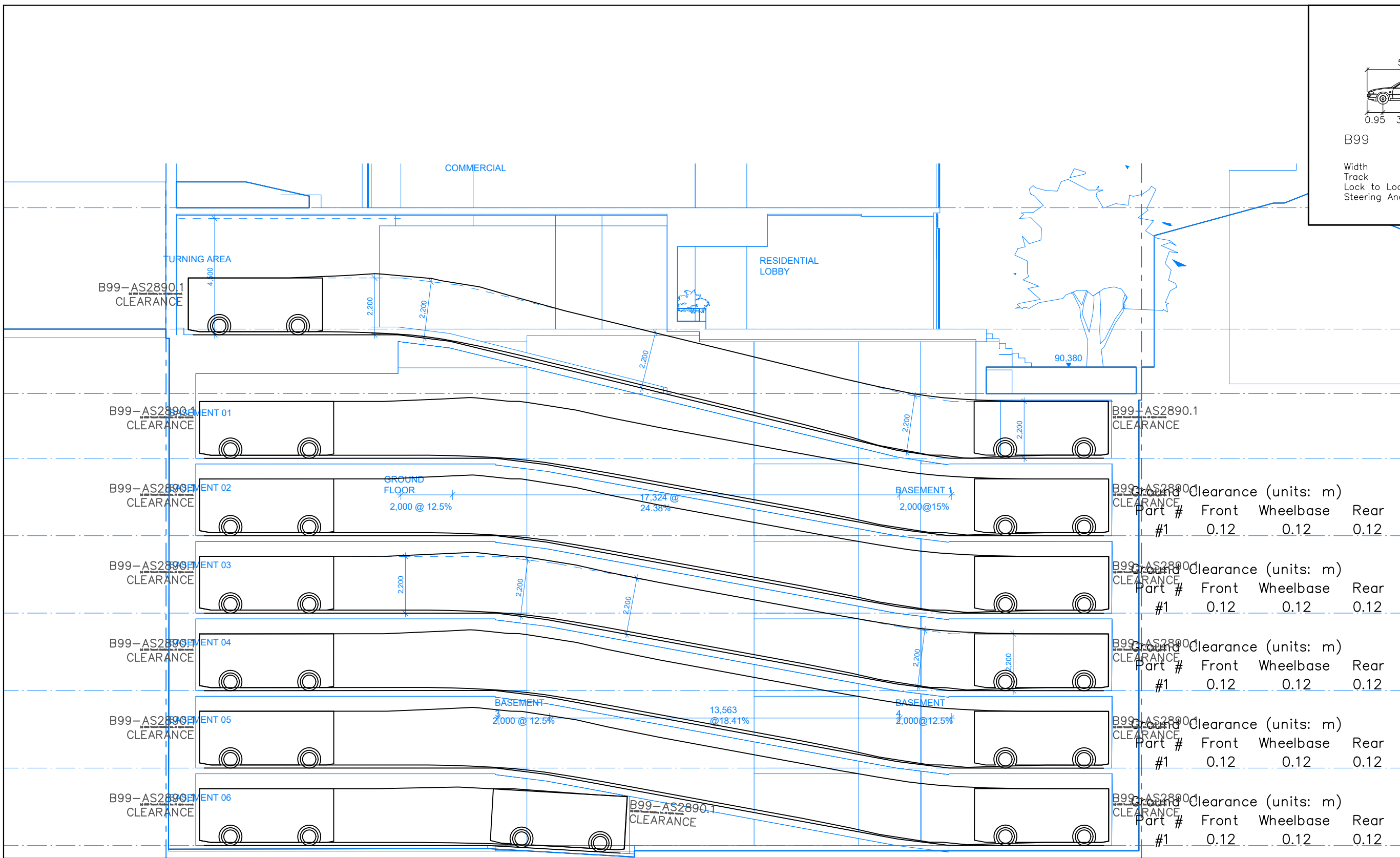
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23247-01-V9_VP
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B99
 meters
 Width : 1.94
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9



Ground Clearance (units: m)			
Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12
#1	0.12	0.12	0.12

Ground Clearance (units: m)			
Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

Ground Clearance (units: m)			
Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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37 ARCHER STREET, CHATSWOOD
 SECTION G - DRIVEWAY RAMP WEST
 VERTICAL PATH ASSESSMENT



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DESIGNED BY
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Transport Strategies

Proposed Mixed Use Development

37 Archer Street, Chatswood

Green Travel Plan

Prepared for: HYECORP Pty Ltd

Reference: 23247

Issue: Final A (April 2025)



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APPENDICES

- Appendix A – Architectural Plans
- Appendix B – Public Transport Provisions
- Appendix C – Travel Survey Form



1.0 Introduction

1.1 Background

Transport Strategies Alliance has been commissioned by Hyecorp to prepare a Green Travel Plan (GTP) for a proposed mixed-use development at 37 Archer Street, Chatswood.

1.2 Purpose of this Report

This report has been prepared to satisfy Issue 10 of the Secretary's Environmental Assessment Requirements (SEARs) for SSD-73277714 dated 12 July 2024.

Issue 10 outlined and associated reference/response is shown in the following table.

Issue 10 Item	Reference within this report/Response
Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment, which includes:	
Proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a Green Travel Plan.	A separate Green Travel Plan has been prepared and will be submitted alongside the SSDA.



2.0 Proposed Development

The proposal is for a 28-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 125 apartments (including 28 affordable housing units) comprising 29 x 1 bed apartments, 55 x 2 bed apartments, 30 x 3 bed apartments and 11 x 4 bed apartments with recreational facilities at Level 8.
- Office tenancies: occupying levels 2 and 3.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 9 motorbike spaces, 28 bicycle spaces and end of trip facilities.
- Servicing and plant equipment.
- Publicly accessible landscaped through site link.
- The gross floor area (GFA) for the proposed development is described below:
- Total GFA: 14,230sqm
 - Residential GFA: 12,318sqm
 - Non-residential GFA: 1,912sqm

Affordable housing will be provided in the form of a monetary contribution and floorspace within the proposed development.

The purpose of the project is to provide a high-quality mixed-use development in an accessible location within the Chatswood CBD, providing new market and affordable housing opportunities complemented by commercial and retail uses within this well serviced location.

Details of the proposed development prepared by Fuse Architects are included in Appendix A.



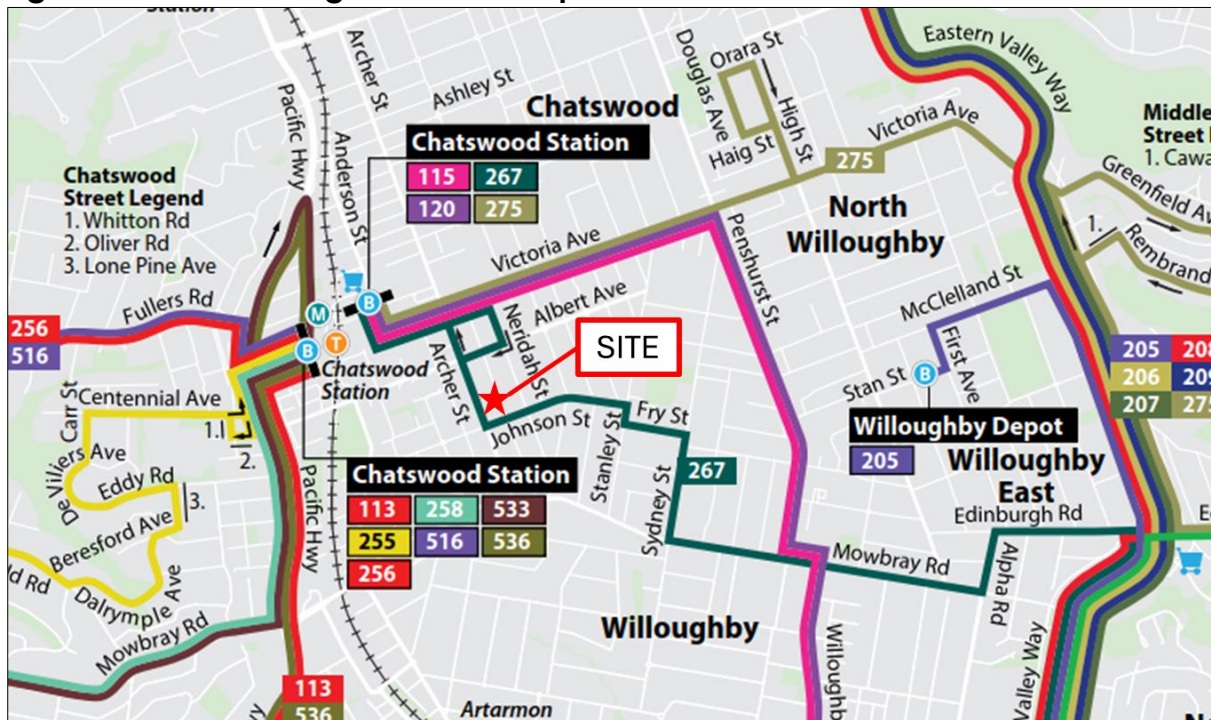
3.0 Active Transport

3.1 Public Transport

The nearest bus stops are located 47m and 130m south of the Site, along Archer Street and Johnson Street, respectively. The bus stops are serviced by bus route no. 267 (Chatswood to Greenwich via Crows Nest).

See Figure 3.1 for bus stop locations.

Figure 3.1: Surrounding Public Bus Stops



Chatswood Station is situated approximately 700 meters from the Site. The station is served by the T1 North Shore & Western Line, T9 Northern Line, CCN Central Coast & Newcastle Line and M1 Metro North West & Bankstown Line. The rail network layout is illustrated in Figure 3.2. The station offers excellent connectivity, with frequent direct services to key employment hubs, including the Sydney CBD, North Sydney CBD, Chatswood, and Macquarie Park, particularly during peak weekday hours. Trains run every 3-4 minutes during peak periods.



Figure 3.2: Sydney Train Network Map



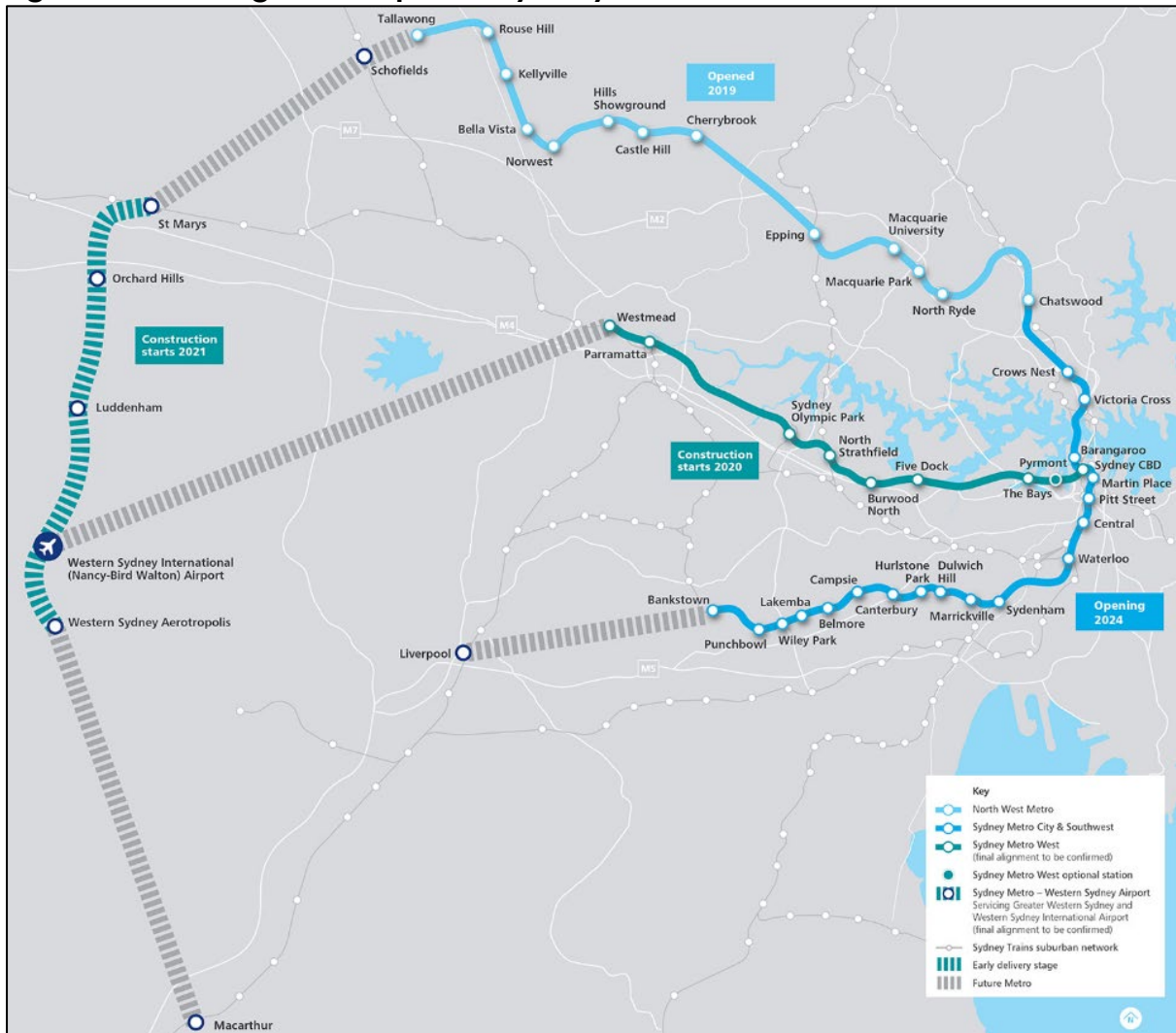
The recently completed Sydney Metro City & South-West project in August 2024 enhanced public transport accessibility in the surrounding area and expanded transportation options. The line links with the North West Metro at Chatswood, offering a direct connection from Chatswood to Sydenham.

The Metro line significantly boosts the capacity of the public transport network serving the area, supporting further development and growth. Additionally, future projects are planned to improve the Sydney Metro network, enhancing



accessibility and reducing travel times for commuters, especially to/between Bankstown (expected to be operational in 2025) and Parramatta (expected to be operational in 2030). See Figure 3.3 for existing and proposed Sydney Metro Lines and Stations.

Figure 3.3: Existing and Proposed Sydney Metro Lines and Stations



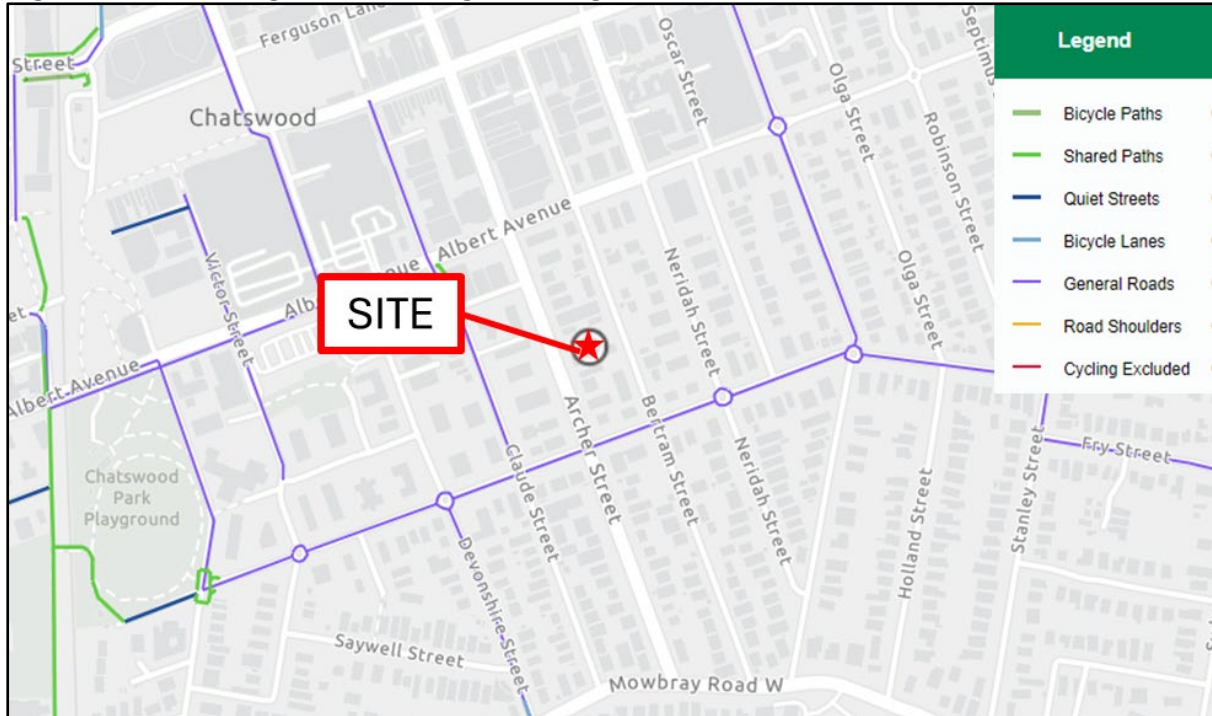
Details of public transport provision is provided in Appendix B.

3.2 Walking and Cycling Infrastructures

The Site provides high-level pedestrian connectivity to public transport services and the surrounding residential and commercial precincts. There are established and wide pedestrian footpaths on both sides of the surrounding road network in the vicinity of the Site. Johnson Street has on-road local bicycle routes which connects to other on-road local routes. See details in Figure 3.4.



Figure 3.4: Existing Surrounding Cycling Routes



Archer Street, being a classified road, has limited dedicated cycling infrastructure, such as bike lanes, which adds to the difficulty of cycling safely. Traffic congestion in the area, especially during peak hours, also poses a safety concern for cyclists, as the streets are often busy with both vehicles and pedestrians. These factors combined make cycling less attractive compared to other options like public transport in the area.

3.3 Local Car Share

Car share programs have become increasingly popular across Sydney and are now considered a practical transport option for various trip types, especially for shorter journeys. These services are likely to be beneficial for future residents of the Site. GoGet car-sharing pods are located within walking distance of the Site. The nearest pod is located 2 minutes or 130m walking distance to the south of the Site along Archer Street. GoGet car pod locations are shown in Figure 3.5.



Figure 3.5: GoGet Pod Locations





4.0 Green Travel Plan

4.1 Introduction

Transport is a necessary part of life which has effects that can be managed. There is a current major focus on improving transport services as well as cycling facilities and provisions for pedestrians on the Site. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous Site.

The existing and proposed infrastructure in the vicinity of the Site forms a major part of the initiatives to encourage the reduction of vehicle transport use. However, a Green Travel Plan will ensure that the transport infrastructure and services are utilised to the fullest extent to achieve a sustainable outcome.

A Green Travel Plan is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on private cars. It will make apparent, encourage and support residents/tenants, employees and visitors to travel in a more sustainable way. GTP can provide both:

- measures that encourage reduced car use
- measures that encourage or support sustainable travel, reduce the need to travel or make travelling more efficient

“Active transport” includes travel by foot, bicycle and other non-motorised vehicles. The use of public transport is also included in the definition as it often involves some walking or cycling to pick-up to and from drop-off points.

4.2 Objective

The aim of the GTP is to bring about better transport arrangements for living at the Site - specifically to minimise the reliance on single occupancy car journeys to and from the Site, given its location and accessibility to alternative travel modes. The key objectives of the GTP are to encourage:

- walking
- cycling
- the use of public transport
- reduced use of private vehicles
- to reduce the use of the car, in particular, single car occupancy
- where a private vehicle is to be used, encourage more efficient use. Such smarter travel use can include not travelling by single-occupancy cars in peak hours, not using cars for short-distance trips when alternative public transport is available, etc.



The introduction of this GTP will:

- advise the wider travel choices
- help identify transport means that will result in them being healthier, fitter and more productive
- provide equal opportunities by supporting those without access to a car
- aim to reduce congestion
- provide easily identifiable transport means, improving relations with neighbours and enabling deliveries and essential journeys to move more freely

It is the objective of this GTP to encourage sustainable transport means, which could result in the following benefits:

- higher mode share targets
- greenhouse gas emission reductions and carbon footprint minimisation
- healthy living (those living, working and visiting the Site)
- social equity and reduction in social exclusion
- improve knowledge and contribute to learning



5.0 Existing and Target Mode Shares

5.1 Existing Travel Mode Share

Data on commuting patterns has been obtained from the 2021 Census conducted by the Australian Bureau of Statistics (ABS). This data offers insight into current travel behaviors within the local region. The area of analysis, illustrated in Figure 5.1, aligns with the ABS 2021 Statistical Area Level 2 (SA2) for Chatswood - Eastwood.

Figure 5.1: Current travel mode distribution to Chatswood - Eastwood

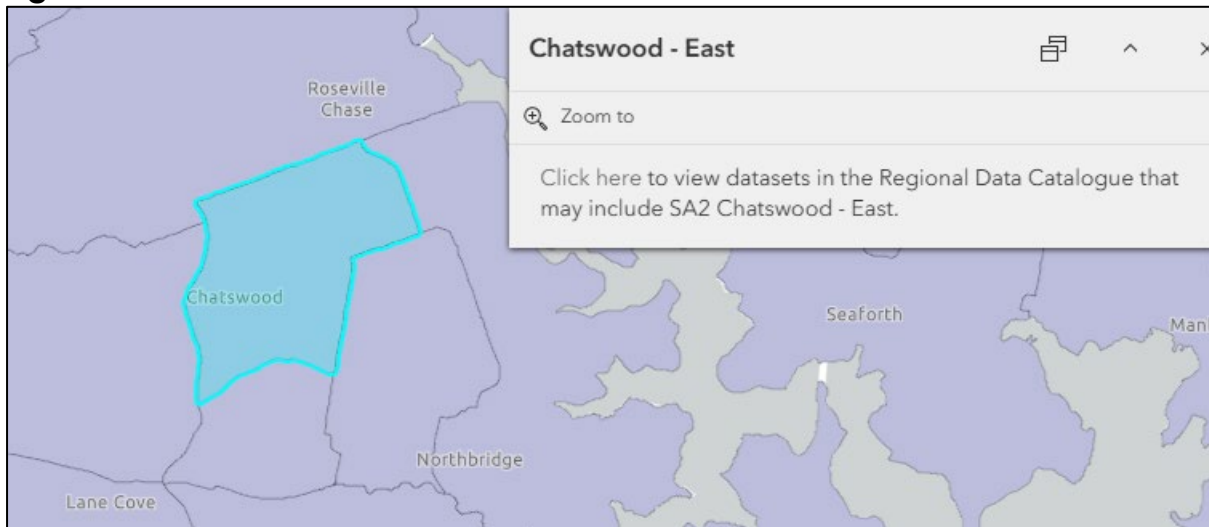


Table 5.1 presents an overview of how people in the surrounding area currently travel to work. The data shows that the majority of trips—53 percent—are made by private vehicle, either as a driver or passenger. This is followed by public transport usage and walking as the next most common modes of commuting.

Table 2.1: Current travel mode share to Chatswood – East

Mode of travel	Mode Share ¹
Car driver	48%
Car passenger	5%
Bus	6%
Train	19%
Motorcycle/ Scooter	1%
Bicycle	1%
Walk	20%
Total	100%

[1] Excludes individuals who worked from home, were not working on the day of the census, or whose employment status was not applicable.



Table 5.1 reveals that in 2021:

- Approximately 25% of residents in Chatswood East used the train/bus for their commute to work.
- Around 20% of residents in Chatswood East reported walking as their main mode of travel.
- Together, public transport and active transport accounted for 46% of all commuting trips in Chatswood East.

The data shows that almost half proportion of residents—46%—commute to and from work using public or active transport. This highlights the strong availability and accessibility of transport infrastructure in the area, which has been further enhanced by the Sydney Metro Chatswood to Sydenham line and will continue to improve with the extension to Bankstown in 2026.

Notably, 20% of Chatswood residents walk to work, demonstrating the area's walkability and the potential for future residents of the Site to live and work conveniently within the Chatswood area.

5.2 Existing Walk Score

Walk Score and Transit Score (<https://www.walkscore.com/>) evaluate the accessibility of development to public transport, parks, restaurants, entertainment venues, and schools based on walking distance. A higher score generally indicates a greater level of convenience for walking and less reliance on cars. While Transport for NSW does not officially recognise Walk Score and Transit Score, they are valuable for future residents as they provide an indication of how well the area supports car-free travel. These scores range from 0 to 100, with each score reflecting the level of walkability and transit accessibility. Walk Score provides the following descriptions for different score ranges:

Table 5.2: Walk Score Definitions

Score	Descriptions
90 - 100	Walker's Paradise Daily errands do not require a car
70 - 89	Very Walkable Most errands can be accomplished on foot
50 - 69	Somewhat Walkable Some errands can be accomplished on foot
25 - 49	Car-Dependent Most errands require a car
0 - 24	Car-Dependent Almost all errands require a car



The Site 37 Archer St, Chatswood, boasts a Walk Score of 65, classifying it as "Somewhat Walkable." This score indicates that some errands can be accomplished on foot. The area offers lower access to public transportation, parks, restaurants, entertainment venues, and schools, all within convenient walking distance.

5.3 Target Mode Share

This section analyses potential travel patterns to and from the new development based on the transport network outlined in Section 3. It considers the existing and forthcoming walking and public transport infrastructure around the Site, as well as the limited on-site car parking provision. The section identifies transport modes most likely to accommodate the travel demand for the development. This analysis informs the recommendations in Section 6 of this GTP, which outlines actions and initiatives to address available transport options and current travel behaviours in the local area.

With the high-frequency bus, Metro and train services, the proposed development could proactively pursue initiatives to accommodate public/active transport users to achieve the mode share targets for the opening year of the development, as presented in Table 5.3. These targets take into consideration:

- A high proportion of residents were already using active and public transport.
- The site's close proximity to Chatswood Interchange supports continued use of sustainable transport options.
- The introduction of new retail and food and beverage spaces within the development may reduce the need for residents to travel elsewhere for goods and services.

Table 5.3 outlines the proposed mode split targets for the opening year.

Mode of travel	Mode Share
Car driver	25%
Car passenger	7%
Bus	11%
Train/Metro	29%
Motorcycle/ Scooter	1%
Bicycle	2%
Walk	25%
Total	100%



6.0 Implementation Plan

6.1 Introduction

The location of the Site, in terms of its close proximity to a wide range of sustainable transport, is a key attribute of the development. The approved development will capitalise upon and will enhance these links.

The travel plan will then put in place measures to further influence the travel patterns of those people residing, visiting, or working on the Site with a view to encouraging a modal shift away from cars. The measures provided in this GTP and their success can inform the travel plans for subsequent developments within the precinct.

6.2 Travel Access Guide (TAG)

A Travel Access Guide (TAG) should be created for the proposed development and distributed to all residents, visitors and employees of the Site. The guide should include the following details:

a) A map showing:

- Nearby public transport services (such as metro & train stations and bus stops)
- Safe walking and cycling routes and distances
- Bicycle parking and pedestrian locations and access points
- End-of-trip facilities locations

b) Information on the frequency of public transport services

The TAG should be made available on the building's noticeboard, the development website or distributed digitally (via email) or physically (as brochures or pamphlets).

The TAG should be reviewed and updated annually as part of the ongoing monitoring of this GTP.

6.3 Implementation Plan

This section sets out the actions and associated timeframes to support the initiatives detailed in Section 6.1. The below plan will be implemented and monitored by a Travel Plan Coordinator who will be employed by the development management company.



General

Action	Timeline	Responsibility
Appoint a Travel Plan Coordinator (TPC) to ensure the successful implementation and monitoring of the GTP.	Prior to Occupancy	Building Manager
Create a site-specific GTP webpage and an introduction to the GTP and TAG, setting out its purpose and objectives.	Prior to Occupancy	Building Manager
Allow for access to umbrellas and ponchos in case of wet weather for tenants and employees.	Day 1 of Occupancy	Building Manager
Provision of a Transport Access Guide (TAG), which should be given to every tenant and employee. The TAG should include public transport frequency, stop/station locations, walking distances, etc.	Day 1 of Occupancy	Building Manager
All rooms will be provided with high-speed internet, which will provide residents with the opportunity to “work from home” or “study from home,” thus reducing the need to travel.	Day 1 of Occupancy	Building Manager

Communications Actions

Action	Timeline	Responsibility
Promotion including: <ul style="list-style-type: none"> • Display boards in prominent locations to show public transport maps. • An events calendar – 3-4 events per year. Best in conjunction with state-wide events such as Ride to Workday, World Environment Day, National Walk to Workday, etc. 	Day 1 of Occupancy	TPC/ Building Manager
A quarterly newsletter including; <ul style="list-style-type: none"> • News, events and articles on the environment, health, and fitness • Remind employees and residents that they do not always need to go to work in the shoes they wear for work - these can be left at work, and employees and residents can go to work in trainers • Outline new initiatives and how residents and employees can access them or get involved • Information regarding up-and-coming events • Information around the numerous health and financial benefits of participating in more sustainable transport options. Including better work life balance, reduced transport costs, 	Post Occupancy - 4 times a year	TPC/ Building Manager



Action	Timeline	Responsibility
reduced sick days due to ill health and improved culture and morale.		

Walking/Cycling

Action	Timeline	Responsibility
Provision of good quality, accurate and useful directional signage to promote walking and cycling, stating times to key destinations in minutes taken as well as distances.	Day 1 of Occupancy	TPC/ Building Manager
Provision of newsletter or email with links to public transport travel information and car share Sites, Live NSW traffic and public transport conditions to ensure that travel information is always up to date	Day 1 of Occupancy	TPC/ Building Manager
Produce a map for residents and employees showing walking routes to and from the Site with distances to surrounding local facilities (i.e., shops, bus stops)	Day 1 of Occupancy, Post Occupancy - quarterly on the newsletter	TPC/ Building Manager
Have some Walk to Workdays encouraging residents and employees to travel by alternative means.	Post Occupancy - Quarterly	TPC/ Building Manager
Provide DCP compliant bicycle parking spaces in an easily accessible, undercover, well-lit, and secure.	Day 1 of Occupancy	Building Manager
Ensure bicycle parking is clearly visible or provide signage to direct people to bicycle parking spaces.	Day 1 of Occupancy	TPC/ Building Manager
Supply a workplace toolkit - this can consist of puncture repair equipment, a bicycle pump, a spare lock, and lights.	Day 1 of Occupancy	TPC/ Building Manager
Participate in annual events such as 'Ride to Workday'.	Post Occupancy - Annually	TPC/ Building Manager
Provide panniers/backpacks to employees committed to riding to work.	Day 1 of Occupancy	TPC/ Building Manager



End-of-Trip Facilities

Action	Timeline	Responsibility
Provide DCP compliant and fully serviced end-of-trip facility for employees and visitors.	Day 1 of Occupancy	Building Manager
Provide DCP compliant lockers in close proximity to the EOT facility.	Day 1 of Occupancy	Building Manager

Public Transport

Action	Timeline	Responsibility
Provide TfNSW public transport route maps.	Day 1 of Occupancy	TPC/ Building Manager
Put up a noticeboard with information and maps showing the main public transport routes to and from the Site.	Day 1 of Occupancy	TPC/ Building Manager

Shared Vehicle

Action	Timeline	Responsibility
Encouragement of the use of shared cars such as GoGet via TAG.	Day 1 of Occupancy	TPC/ Building Manager

Events and Challenges

Action	Timeline	Responsibility
Implementation of events and challenges throughout the year, such as Ride to Work Day, World Environment Day, National Walk to Work-Day, car free days, step challenges and points challenges, etc.	Post Occupancy - throughout the year	TPC/ Building Manager

These measures would form the framework of the GTP, and with this framework in place, the plan is to be managed as described in Section 6.



7.0 Governance, Funding and Management of the Plan

7.1 Governance

A Travel Plan Coordinator (TPC) will be appointed by the Building Manager (preferably an independent employee) to oversee the Green Travel Plan (GTP) from the first day of occupancy and throughout the duration of the development. The TPC will be responsible for leading, developing, implementing, and overseeing all GTP-related initiatives while also monitoring and evaluating its progress. A committee will be formed upon the commencement of occupancy.

A strategy will be established to ensure that:

- If there is a change in TPC during the development's lifecycle, the incoming TPC will be equipped to seamlessly assume ongoing GTP responsibilities.
- It is clearly communicated to coordinators that achieving sustainable transport mode shares for the Site is a condition of the development throughout its lifecycle.

7.2 Funding

The applicant will provide annual funding to ensure that the GTP is adequately funded and resourced for five years for the ongoing travel demand initiatives outlined in the Implementation Plan.

7.3 Monitoring

It is proposed that the GTP will be subject to ongoing monitoring to ensure that it is achieving the desired benefits or to modify it if required. It is not possible at this stage to state what additional modifications might be made, as this will be dependent upon the particular circumstances arising from time to time.

It will be important to monitor the GTP to ensure that travel mode targets are met, and the maximum benefits are being gained.

Travel surveys will be undertaken, and the main focus of the surveys will be to establish the travel patterns, including the mode share of trips to and from the Site. The survey will be conducted online with the information helping inform GTPs of subsequent changes and upgrades.

It will be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change. This will enable the most effective initiatives to be identified, and conversely, less



effective initiatives can be modified or replaced to ensure the best outcomes are achieved.

It will also be necessary to provide commuters' feedback to residents and employees to ensure that they can see the benefits of sustainable transport.

There are several key elements to the development and implementation of a successful GTP. These include:

- Communications – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan, promote the benefits available and provide information about the alternatives to reliance on private car travel.
- Commitment – GTPs involve changing established habits and providing the impetus for people in new developments to choose a travel mode other than private car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of encouragement for changing travel modes upon occupation.
- Consensus – It will be necessary to obtain broad support for the introduction of the plan.

Once the plan has been adopted, it will be essential to maintain interest in the scheme, and any new initiative in the plan will need to be publicised and marketed. Accordingly, it is proposed to produce a half-yearly leaflet for residents and employees to inform them of sustainable travel initiatives.

TPC is to survey the bicycle and motorcycle parking areas and record their capacity quarterly. This information will advise the potential need for further bicycle parking spaces, which is estimated to be available due to the anticipated minimal usage of the large motorcycle parking area.

7.4 Monitoring Milestones

Monitoring the plan will be an essential process in consolidating the travel patterns and publicising the positive outcomes of the plan.

It is therefore proposed that within 3 months of occupation of the new development and from a yearly basis thereafter, a travel survey will be conducted. The results of the travel survey will indicate the existing desired travel modes used by employees and residents/tenants. In this way, the TPC will be able to examine the success of the GTP and make appropriate recommendations for improving the GTP outcome.



7.5 Evaluation of Targets

A travel mode survey (See Appendix C) can be conducted of residents, employees and visitors. The survey will be distributed 3 months post-occupancy (and be included in the aforementioned Implementation Plan).

The first survey provides a baseline for travel planning, while subsequent travel surveys would be reported yearly to inform any weakness or strength in the current travel plan. Based on the review, the travel plan should be refined to reflect changing circumstances.

Surveys undertaken within 12 months of occupation will be able to assess whether these targets have been met. Whilst these targets have been set and a range of measures have been provided in the travel plan to persuade residents, visitors and employees to use sustainable travel, it is not possible to guarantee that these modal split targets will be achieved.

The measures proposed will be taken up by the purchaser as a matter of free choice and this modal choice is beyond the Building Manager. The survey results will, however, give an indication of the more popular measures which can then be concentrated upon in GTPs.



Transport Strategies

Appendix A

Architectural Plans

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

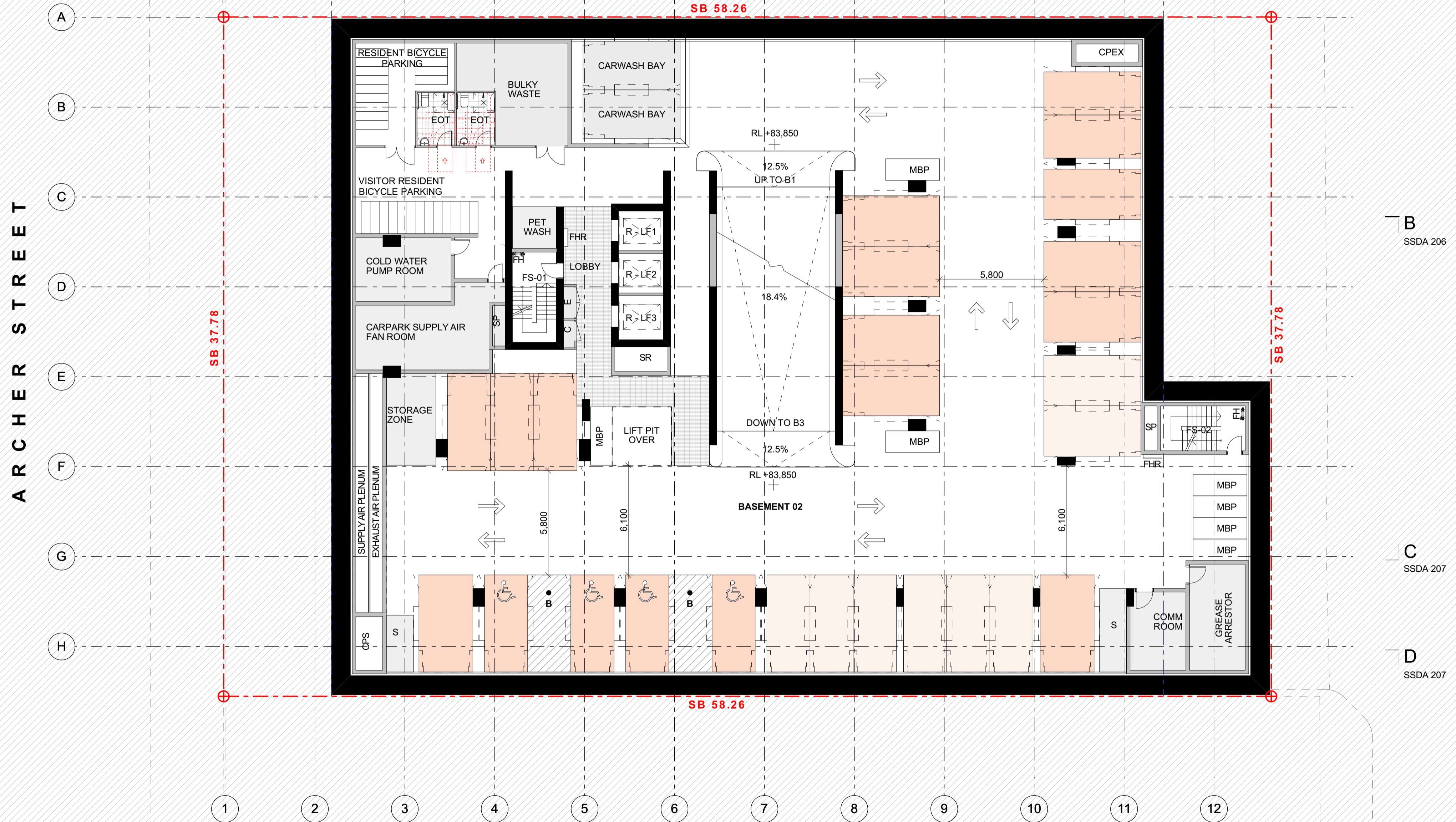
42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES



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 Print date and time: Thursday, 20 March 2025 @ 12:47 PM
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- LEGEND**
- COMMERCIAL PARKING
 - RETAIL PARKING
 - FOOD AND BEVERAGE PARKING
 - RESIDENTIAL PARKING
 - RESIDENTIAL VISITOR PARKING
 - SHARED ZONE
 - STORAGE CAGES
 - ACCESSIBLE CARSPACE
 - BOLLARD
 - RESIDENTIAL LIFT
 - COMMERCIAL LIFT

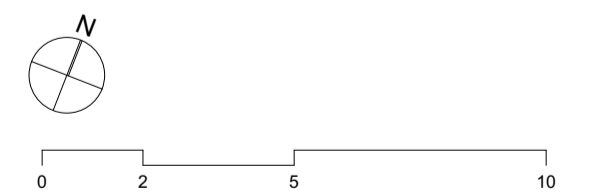
BASEMENT 02
26 CAR PARKING SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

ARCHITECT
FUSE ARCHITECTS

STUDIO 64
61 MARLBOROUGH STREET
SURRY HILLS NSW 2010
MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7150
ABN 61 012 066 543
NOMINATED ARCHITECT RACHID ANDARI NSW ARB 8627

CLIENT
HYECORP
HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED AA/JSN/CH DRAWN KH/BC
DATE CREATED OCTOBER 2024 SCALE 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 02 PLAN

SHEET NO. SSSA 103 REVISION A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES



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- LEGEND**
- COMMERCIAL PARKING
 - RETAIL PARKING
 - FOOD AND BEVERAGE PARKING
 - RESIDENTIAL PARKING
 - RESIDENTIAL VISITOR PARKING
 - SHARED ZONE
 - STORAGE CAGES
 - ACCESSIBLE CARSPACE
 - BOLLARD
 - RESIDENTIAL LIFT
 - COMMERCIAL LIFT

BASEMENT 01
25 CAR PARKING SPACES

PARKING SCHEDULE

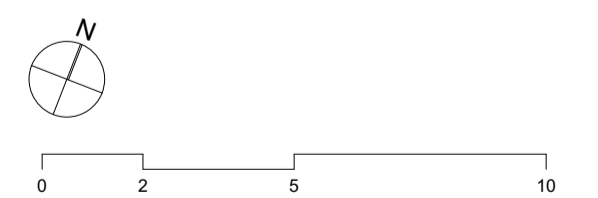
Total residential car parking spaces	123
Total residential visitor car parking spaces	18
Total commercial car parking spaces	4
Total retail car parking spaces	3
Total food and beverage car parking spaces	6
TOTAL:	154
Accessible residential car parking spaces	16
Accessible residential visitor car parking spaces	1
Accessible commercial car parking spaces	2
TOTAL:	19
[Included within total parking provisions]	
Residential bike parking spaces	13
Residential visitor bike parking spaces	13
Commercial bike parking spaces	2
TOTAL:	28

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

ARCHITECT
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ABN 61 012 046 643
NOMINATED ARCHITECT RACHID ANDARIY NSW ARB 8627

CLIENT
HYECORP
HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332
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DATE CREATED OCTOBER 2024 SCALE 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 01 PLAN

SHEET NO
SSDA 104
REVISION
A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWN HOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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LEGEND

- 1 BED APARTMENT
- 2 BED APARTMENT
- 3 BED APARTMENT
- 4 BED APARTMENT
- COMMERCIAL
- RETAIL
- RESIDENTIAL LOBBY

ARCHER STREET

BERTRAM STREET

A

B

C

D

E

F

G

H

1

2

3

4

5

6

7

8

9

10

11

12

B
SSDA 206

C
SSDA 207

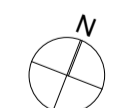
D
SSDA 207

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025

ARCHITECT
FUSE ARCHITECTS

STUDIO 64
61 MARLBOROUGH STREET
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0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED
AA/JSN/CH

DRAWN
SL/BC

DATE CREATED
OCTOBER 2024

SCALE
1:150 @ A1

50% @ A3

PROJECT STATUS
SSDA

DRAWING TITLE
GROUND FLOOR PLAN

SHEET NO
SSDA 106

REVISION
A



Transport Strategies

Appendix B

Public Transport Provisions

Sydney rail network

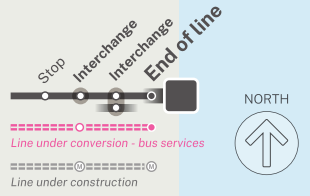


T Trains **M** Metro



Sydney train and metro lines

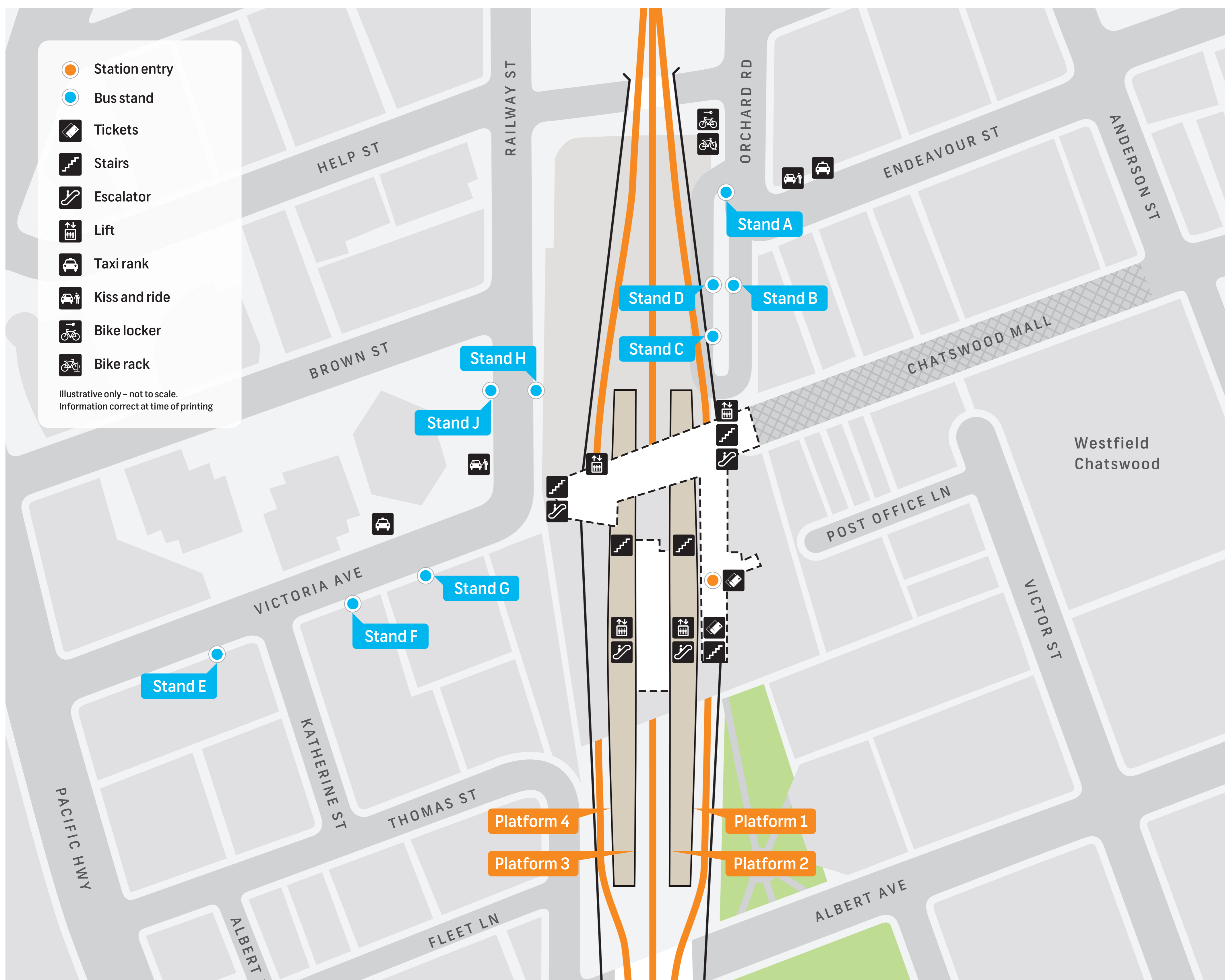
- | | | | | |
|--|--|--|--|--|
| T1 North Shore & Western Line
North Shore
Western
Richmond | T2 Leppington & Inner West Line
Leppington
Inner West
Leppington
City | T3 Liverpool & Inner West Line
Liverpool
City | T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla | T5 Cumberland Line
Leppington
Richmond |
| T6 Lidcombe & Bankstown Line
Lidcombe
Bankstown | T7 Olympic Park Line
Olympic Park
Lidcombe | T8 Airport & South Line
Airport
South
City | T9 Northern Line
Northern
Gordon | M1 Metro North West & Bankstown Line
Sydenham
Tallawong |



Check timetables and trip planners for train services and connections

Visit transportnsw.info

Chatswood Station Public Transport Map



T **T1** *North Shore, Northern & Western Line*
 North Shore
 Northern
 Epping
 Western
 Richmond

Central Coast

Stand A
Stop no. 206720
136 Manly
137 House With No Steps
275 Castlecrag
E60 Mona Vale

Stand B
Stop no. 206718
257 Balmoral
267 Crows Nest
343 Kingsford
M40 Bondi Junction

Stand C
Stop no. 2067130
277 Castle Cove
278 Killarney Heights
279 Frenchs Forest
280 Warringah Mall
281 Davidson
282 Davidson and Belrose
283 Belrose
284 Duffys Forest

Stand D
Stop no. 206722
Arrivals only

Stand E
Stop no. 206761
255 Chatswood West
258 Lane Cove West
261 City King St Wharf
530 Burwood
533 Sydney Olympic Park
534 Ryde
536 Gladesville

Stand F
Stop no. 206717
143 Manly
144 Manly
200 Bondi Junction

Stand G
Stop no. 206712
256 Chatswood West
545 Parramatta
550 Parramatta

Stand H
Stop no. 206714
N90 City Town Hall

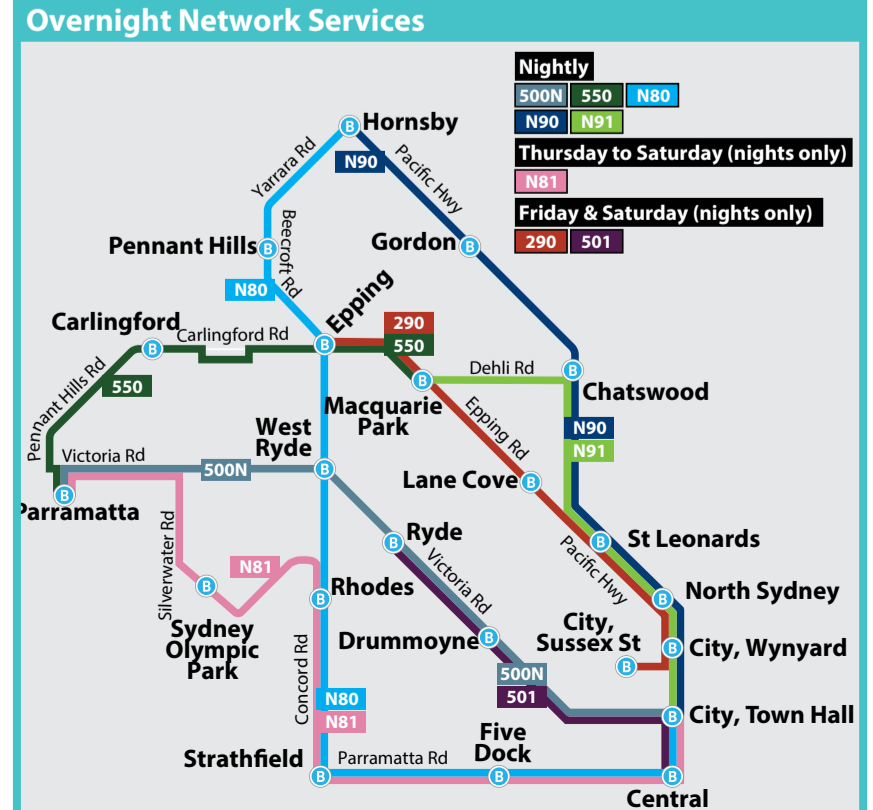
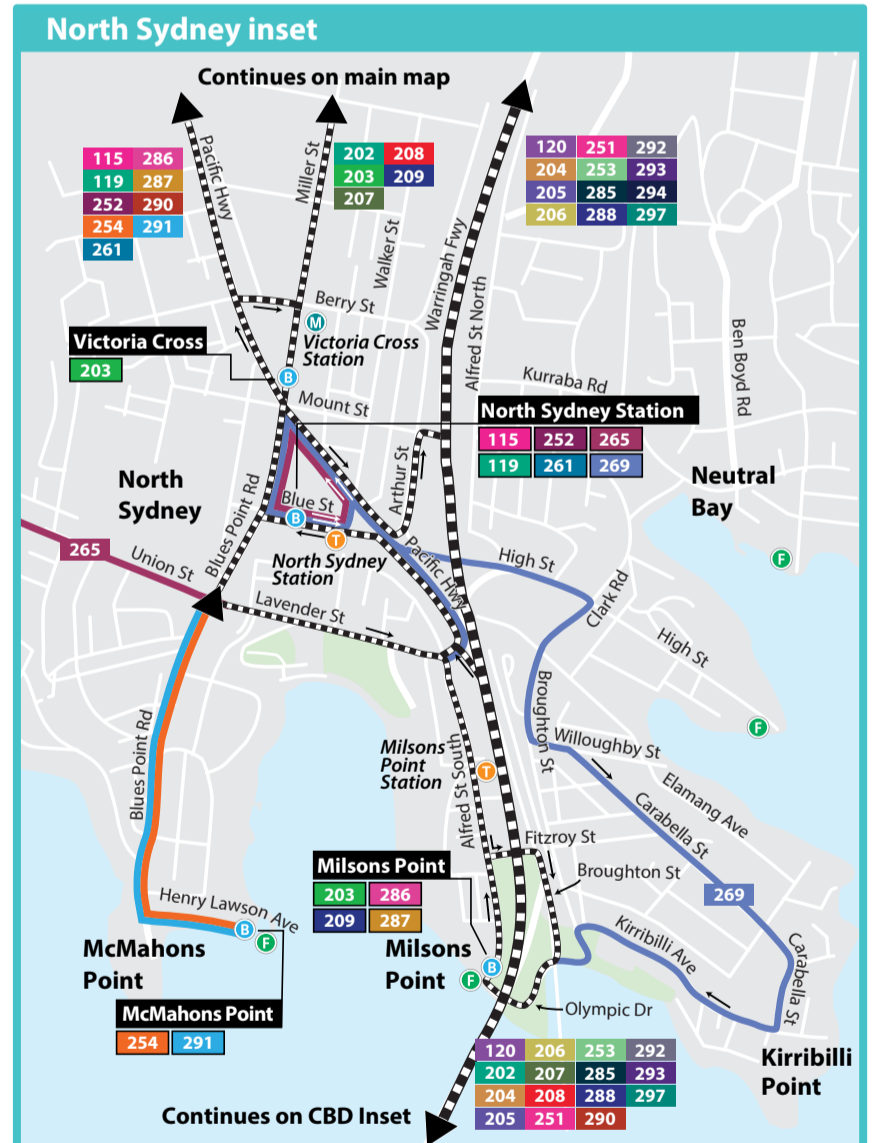
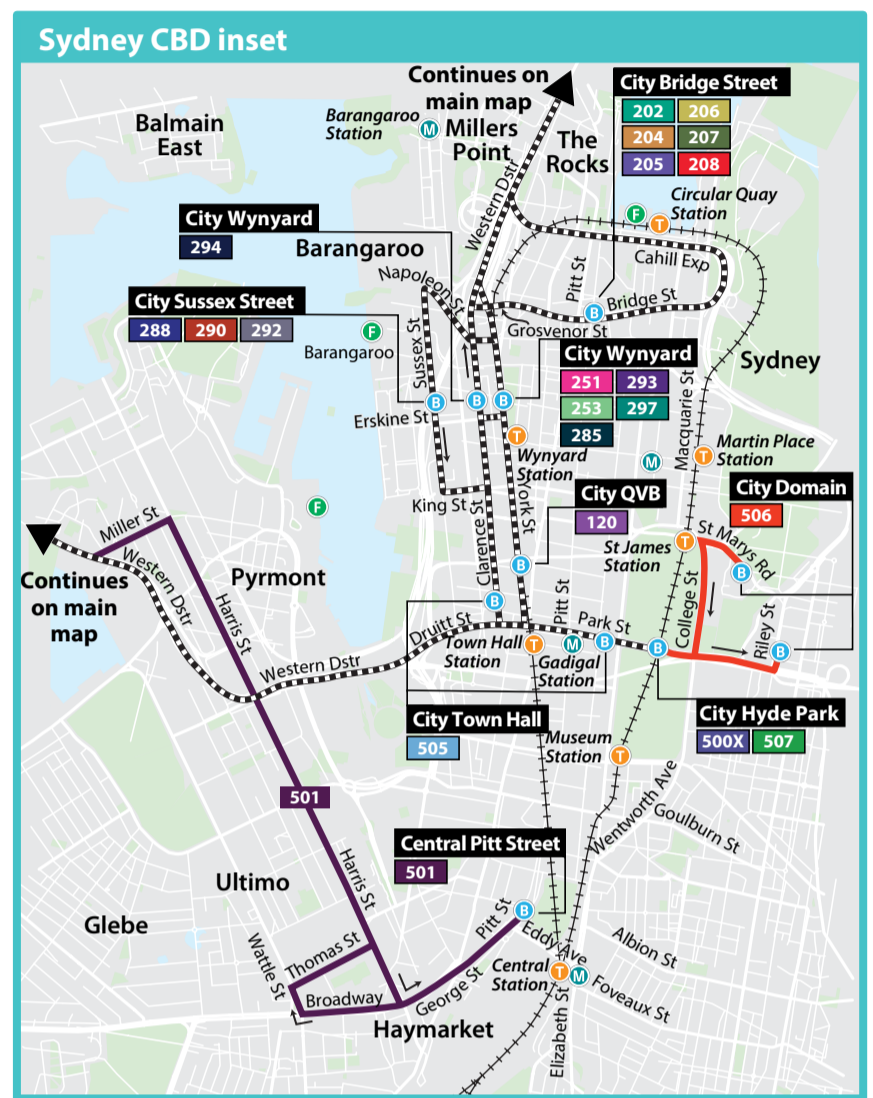
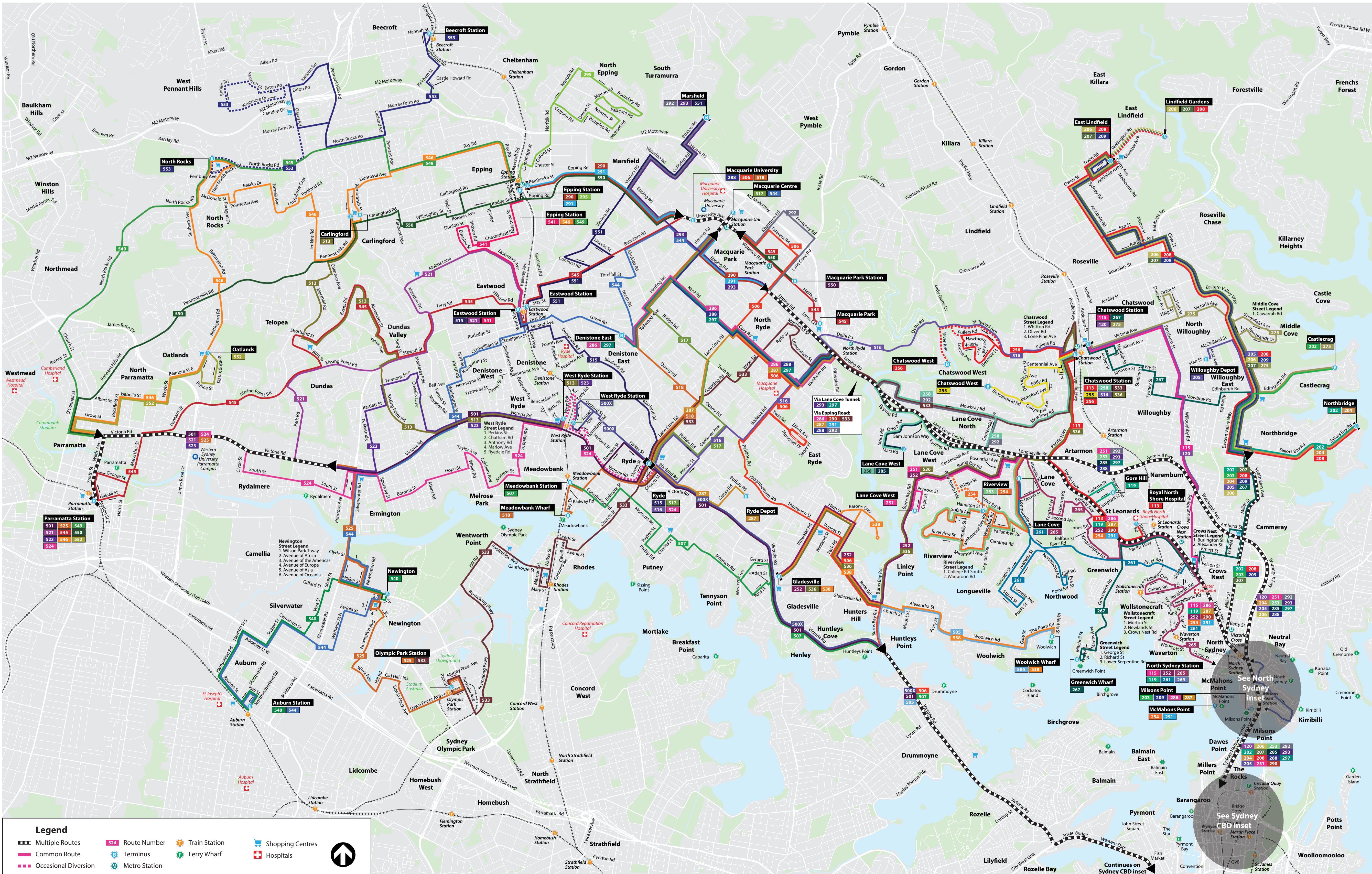
Stand J
Stop no. 2067135
558 Lindfield
565 Macquarie University
627 Castle Hill
628 Norwest
N90 Hornsby

For more information
transportnsw.info





- | | | | | | | |
|--|--|---|---|---|--|--|
| 113 Chatswood to Royal North Shore Hospital via Pacific Hwy | 208 East Lindfield & Garden Village to City, Bridge St via North Sydney | 265 Lane Cove to North Sydney via Wollstonecraft | 292 Marsfield to City, Erskine St via Macquarie Park | 515 Eastwood to Ryde | 538 Gladesville to Woolwich | 553 North Rocks to Beecroft |
| 115 Chatswood to North Sydney via Willoughby Rd | 209 East Lindfield to Milsions Point via North Sydney | 267 Chatswood to Greenwich Wharf via Crows Nest | 293 Marsfield to City, Wynyard via Lane Cove Tunnel | 516 Chatswood to Ryde via North Ryde | 540 Auburn to Newington | 500N Parramatta to City, Hyde Park via Victoria Rd (Night Service) |
| 119 Gore Hill to North Sydney (Loop Service) | 251 Lane Cove West to City, Wynyard via Freeway | 269 North Sydney to Kirribilli (loop service) | 295 North Epping to Epping (loop service) | 517 Macquarie Centre to Ryde | 541 Epping to Eastwood | N80 Hornsby to City, Town Hall via Strathfield (Night Service) |
| 120 Chatswood to City, QVB (Loop Service) | 252 Gladesville to North Sydney via Lane Cove | 275 Castlecrag to Chatswood | 297 Denistone East to City, Wynyard via Lane Cove Tunnel | 518 Macquarie University to Meadowbank Wharf | 544 Macquarie Centre to Auburn via Eastwood | N81 Parramatta to City, Town Hall via Sydney Olympic Park (Night Service) |
| 202 Northbridge to City, Bridge St via North Sydney | 253 Riverview to City, Wynyard via Freeway | 285 Lane Cove West, Mars Rd to City, Wynyard via Freeway | 500X West Ryde to City, Hyde Park (Express Service) | 521 Parramatta to Eastwood | 545 Parramatta to Macquarie Park via Eastwood | N90 Hornsby to City, Town Hall via Chatswood (Night Service) |
| 203 Castlecrag to Milsions Point via North Sydney | 254 Riverview to McMahon's Point | 286 Denistone East to Milsions Point via St Leonards & North Sydney | 501 Parramatta to Central, Pitt St via Victoria Rd | 522 West Ryde to Parramatta | 546 Parramatta to Epping via Outlands & North Rocks | N91 Macquarie Park to City, Town Hall via Chatswood (Night Service) |
| 204 Northbridge to City, Bridge St via Freeway | 255 Chatswood to Chatswood West, Colwell Cres | 287 Ryde to Milsions Point via St Leonards & North Sydney | 505 Woolwich to City, Town Hall | 524 Ryde to Parramatta via West Ryde | 549 Parramatta to Epping via North Rocks | |
| 205 East Willoughby to City, Bridge St via Freeway | 256 Chatswood to Chatswood West, Fullers Rd (loop service) | 288 Macquarie University to City, Erskine St via Freeway | 506 Macquarie University to City, Domain via East Ryde | 525 Parramatta to Sydney Olympic Park via Newington | 550 Parramatta to Macquarie Park via Epping | |
| 206 East Lindfield to City, Bridge St via Freeway | 258 Chatswood to Lane Cove West, Mars Rd | 290 Epping to City, Erskine St via Macquarie University & North Sydney | 507 Meadowbank to Gladesville & City, Hyde Park | 533 Sydney Olympic Park to Chatswood via Rhodes & North Ryde | 551 Eastwood to Marsfield, Busaco Rd | |
| 207 East Lindfield & Garden Village to City, Bridge St via North Sydney | 261 Lane Cove to North Sydney via Longueville | 291 Epping to McMahon's Point | 513 Carlingford to West Ryde | 536 Gladesville to Chatswood via Hunters Hill | 552 Parramatta to Outlands | |





Transport Strategies

Appendix C

Travel Survey Form



Instructions for Survey Administrators

1. **Every individual** visiting the site on the specified day is required to complete the attached Survey Form.
2. A **separate survey form** should be filled out for **each trip** made to the site.

Travel Mode Questionnaire Survey Form

Date: _____ Approximate Time: _____

1. Which of the following best describes your role?

- Resident/Tenant
 - Employee
 - Courier / delivery personnel
 - Contractor
 - Visitor
 - Other (Please specify): _____
-

2. How did you travel to the site today?

(Please select the mode of transport used for the longest part of your journey.)

- Walking only
 - Bicycle only
 - Metro
 - Train
 - Bus
 - Taxi
 - Ride-sharing service
 - Motorcycle / scooter
 - Car (as passenger)
 - Car (as driver)
 - Other (Please specify): _____
-



3. What time do you usually arrive at the site?

- Before 6:00 AM
 - 6:00 AM – 6:29 AM
 - 6:30 AM – 6:59 AM
 - 7:00 AM – 7:29 AM
 - 7:30 AM – 7:59 AM
 - 8:00 AM – 8:29 AM
 - 8:30 AM – 8:59 AM
 - 9:00 AM – 9:29 AM
 - 9:30 AM – 9:59 AM
 - Other (Please specify): _____
-

4. If you drove today, where did you park?

- Not applicable – did not drive
 - On-site parking area
 - On-site truck parking area
 - Other (Please specify): _____
-

5. What time do you usually leave the site?

- Before 3:00 PM
 - 3:00 PM – 3:29 PM
 - 3:30 PM – 3:59 PM
 - 4:00 PM – 4:29 PM
 - 4:30 PM – 4:59 PM
 - 5:00 PM – 5:29 PM
 - 5:30 PM – 5:59 PM
 - 6:00 PM – 6:29 PM
 - 6:30 PM – 6:59 PM
 - Other (Please specify): _____
-

6. How did you travel from the site today?

(Please select the mode of transport used for the longest part of your journey.)

- Walking only



- Bicycle only
 - Metro
 - Train
 - Bus
 - Taxi
 - Ride-sharing service
 - Motorcycle / scooter
 - Car (as passenger)
 - Car (as driver)
 - Other (Please specify): _____
-

7. What is your residential postcode?

- (Please specify): _____
-

8. How likely are you to consider using a different mode of transport to get to work?

(For example, switching from driving to public transport, or from public transport to walking or cycling.)

- Very likely
 - Likely
 - Neutral
 - Unlikely
 - Very unlikely
 - Not possible
-

9. What factors would encourage you to choose a different mode of transport for commuting?

- (Please specify): _____
-

10. How likely are you to adjust your travel times to avoid peak hours, given your work requirements?

- Very likely
- Likely



- Neutral
- Unlikely
- Very unlikely
- Not possible

11. Do you have any general comments or suggestions about your current travel habits or how you would prefer to travel?

- (Please specify): _____



Instructions for Survey Administrators

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 - Contractor
 - Visitor
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-

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 - Bicycle only
 - Metro
 - Train
 - Bus
 - Taxi
 - Ride-sharing service
 - Motorcycle / scooter
 - Car (as passenger)
 - Car (as driver)
 - Other (Please specify): _____
-



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- Before 6:00 AM
 - 6:00 AM – 6:29 AM
 - 6:30 AM – 6:59 AM
 - 7:00 AM – 7:29 AM
 - 7:30 AM – 7:59 AM
 - 8:00 AM – 8:29 AM
 - 8:30 AM – 8:59 AM
 - 9:00 AM – 9:29 AM
 - 9:30 AM – 9:59 AM
 - Other (Please specify): _____
-

4. If you drove today, where did you park?

- Not applicable – did not drive
 - On-site parking area
 - On-site truck parking area
 - Other (Please specify): _____
-

5. What time do you usually leave the site?

- Before 3:00 PM
 - 3:00 PM – 3:29 PM
 - 3:30 PM – 3:59 PM
 - 4:00 PM – 4:29 PM
 - 4:30 PM – 4:59 PM
 - 5:00 PM – 5:29 PM
 - 5:30 PM – 5:59 PM
 - 6:00 PM – 6:29 PM
 - 6:30 PM – 6:59 PM
 - Other (Please specify): _____
-

6. How did you travel from the site today?

(Please select the mode of transport used for the longest part of your journey.)

- Walking only



- Bicycle only
 - Metro
 - Train
 - Bus
 - Taxi
 - Ride-sharing service
 - Motorcycle / scooter
 - Car (as passenger)
 - Car (as driver)
 - Other (Please specify): _____
-

7. What is your residential postcode?

- (Please specify): _____
-

8. How likely are you to consider using a different mode of transport to get to work?

(For example, switching from driving to public transport, or from public transport to walking or cycling.)

- Very likely
 - Likely
 - Neutral
 - Unlikely
 - Very unlikely
 - Not possible
-

9. What factors would encourage you to choose a different mode of transport for commuting?

- (Please specify): _____
-

10. How likely are you to adjust your travel times to avoid peak hours, given your work requirements?

- Very likely
- Likely



- Neutral
- Unlikely
- Very unlikely
- Not possible

11. Do you have any general comments or suggestions about your current travel habits or how you would prefer to travel?

- (Please specify): _____



Transport Strategies

Proposed Mixed-Use Development

37 Archer Street, Chatswood

Preliminary Construction Traffic Management Plan

Prepared for: HYECORP

Reference: 23247

Issue: Final A (May 2025)



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Blacktown NSW 2148
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Transport Strategies

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APPENDICES

Appendix A – Public Transport Provisions

Appendix B – Architectural Plans



1.0 Introduction

1.1 Background

Transport Strategies Alliance has been commissioned by Hycorp to prepare a Preliminary Construction Traffic Management Plan (CTMP) for a proposed mixed-use development at 37 Archer Street, Chatswood.

1.2 Purpose of this Report

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 12 July 2024 and issued for the SSDA (SSD-73277714). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Issue 10 is outlined, and associated reference/response are shown in the following table.

Issue 10 Item	Reference within this report/Response
Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment, which includes:	
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	See this plan.

This preliminary CTMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic management measures to ensure all works stages can be accommodated by the surrounding road network.

In this regard, the following overarching principles of traffic management during the construction activity have been considered:

- providing an appropriate and convenient environment for pedestrians/workers
- maintaining appropriate public transport access
- minimising the loss of parking
- maintaining access to/from adjacent buildings
- restricting construction vehicle movements to designated routes to/from the Site



- managing and controlling construction vehicle activity near the Site
- carrying out construction activity in accordance with Council's approved hours of work.

Detailed CTMP will be prepared post-DA approval, once a Contractor is appointed.

This plan has been prepared by a suitably qualified and experienced civil (traffic) engineer with 17 years of professional experience who holds the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Siew Hwee Kong - card no. TCT 1030659

The structures of the plan are as follows:

- Chapter 2: Describes the existing site and transport conditions
- Chapter 3: Describes the approved development, construction program, and processes.
- Chapter 4: Details of the construction transport management plan.
- Chapter 5: Assesses the impacts of the construction activities.

1.3 References

- AS 1742.3:2019 | Traffic Control for Works on Roads
- Transport for NSW - Traffic Control at Work Sites Technical Manual, Issue No. 6.1, February 2022
- Other documents and data as referenced in this Plan.



2.0 Existing Transport Conditions

2.1 Existing Site

The Site is Lot 5 of SP38065, located at 37 Archer Street, Chatswood. It is currently zoned as MU1 Mixed-Use Development in the local government area of Willoughby City Council. It is rectangular in shape, with an area of 2,201m².

The Site is primarily surrounded by medium- to high-density developments within Chatswood CBD, with Chatswood Chase Shopping Mall to the north and Chatswood Park to the west of the Site. The Site is currently occupied by 16 two-storey townhouses with vehicular access on Bertram Street.

The Site location and surrounding environs are shown in Figure 2.1.

Figure 2.1: Site Location and Surrounding Environs



2.2 Existing Road Network

The surrounding road network includes:

- Archer Street – a Regional Road which connects to Boundary Street to the north and Mowbray Road to the south. Archer Street runs in a north-south direction and has one traffic lane in each direction. Unrestricted kerbside parking is permitted along both sides of the road. The road has a posted speed limit of 50km/hr and 40km/hr in the high pedestrian activity and school zone.
- Bertram Street – a local road which connects to Victoria Avenue to the north and Mowbray Road to the south. The road runs in a north-south direction. Bertram Street has one traffic lane in each direction. Unrestricted

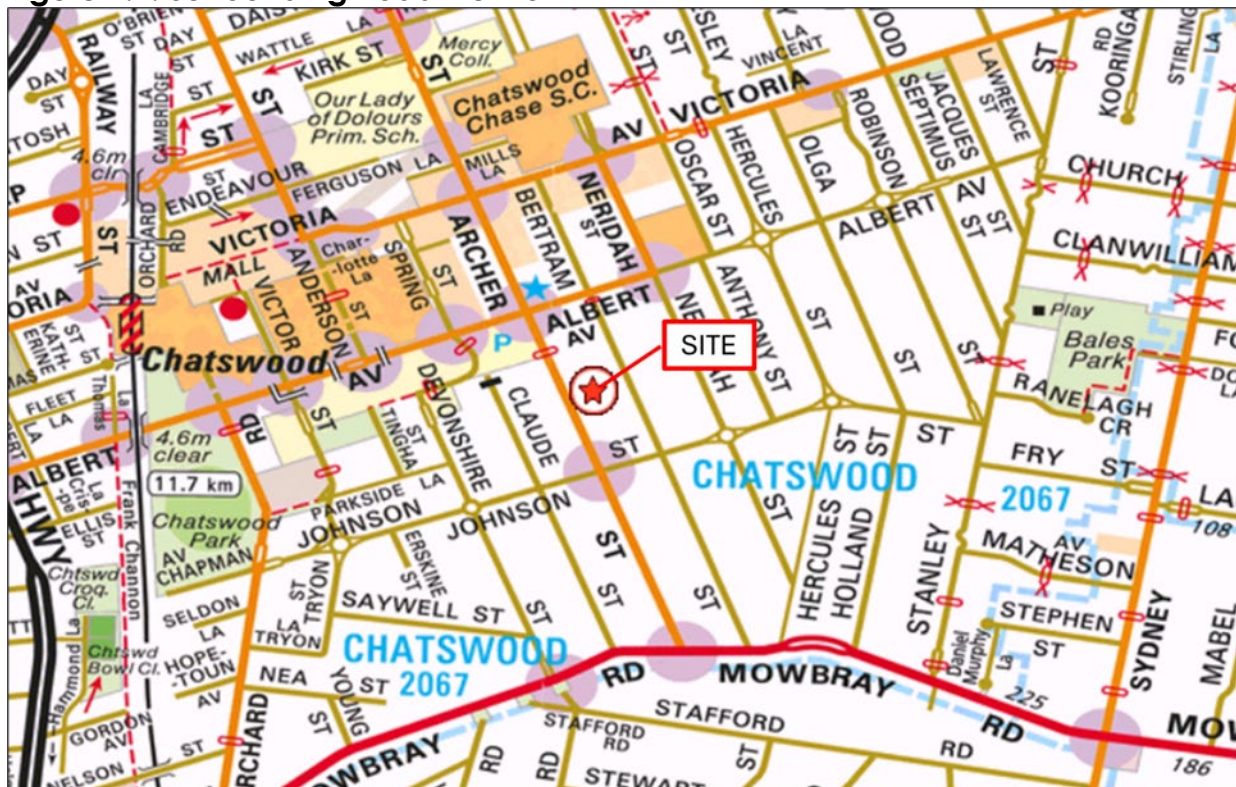


kerbside parking is permitted along the western side of the road. It has a posted speed limit of 50km/hr and 40km/hr in the high pedestrian activity zone.

- Johnson Street – a local road which connects to Stanley Street to the northeast and Orchard Road/Chapman Avenue to the southwest. The road runs in a northeast-southwest direction and has one traffic lane and one parking lane in each direction. Time-restricted parking is permitted in each direction. The road has a speed limit of 50 km/hr.
- Albert Avenue – a local road on the northeast and Regional Road on the southwest of Archer Street which connects to Stanley Street to the northeast and Pacific Highway to the southwest. The road runs in a northeast-southwest direction and has one traffic lane in each direction. Time-restricted kerbside parking is permitted in each direction. The road has a posted speed limit of 50 km/hr and 40km/hr in the high pedestrian activity zone.

The surrounding road network is shown in Figure 2.2.

Figure 2.2: Surrounding Road Network



2.3 Key Intersections

The key intersections in the vicinity of the Site comprise:



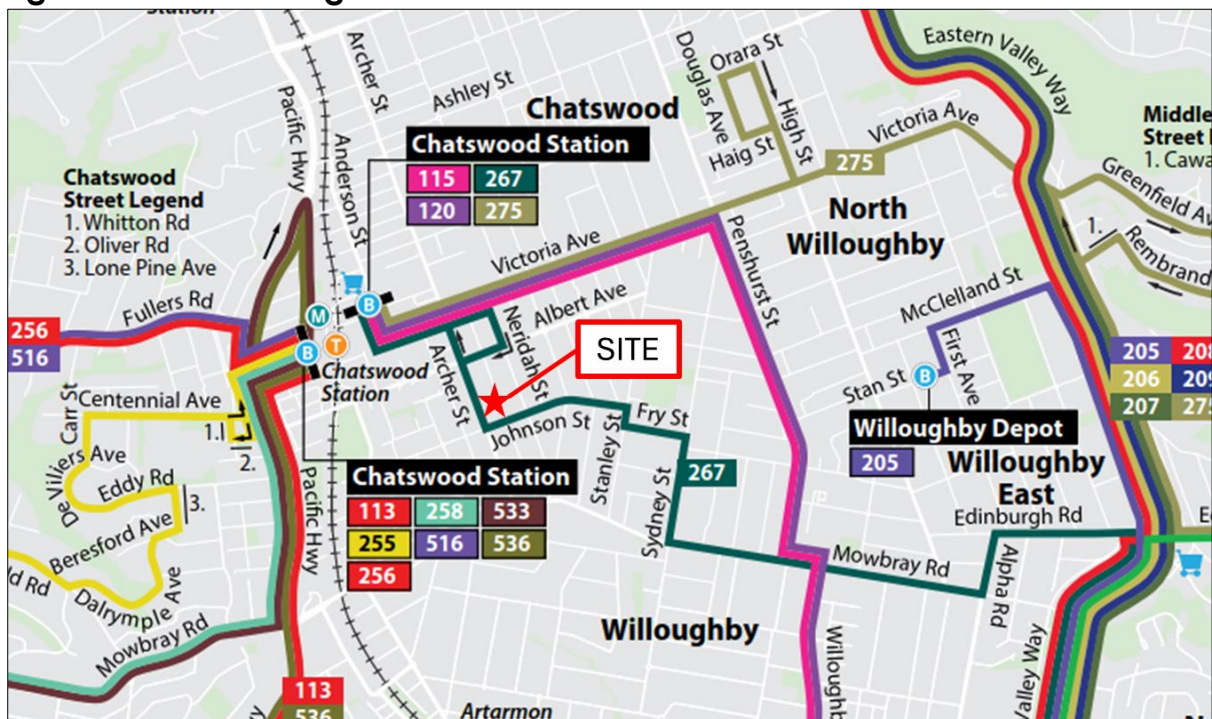
- Signalised intersections at:
 - Archer Street/Albert Avenue
 - Archer Street/Johnson Street
- Give-way intersections at:
 - Archer Street/Mowbray Road
 - Bertram Street/Mowbray Road
 - Bertram Street/Johnson Street
- Stop-controlled intersection at Albert Avenue/Bertram Street

2.4 Existing Public Transport Services

The nearest bus stops are located 47m and 130m south of the Site, along Archer Street and Johnson Street, respectively. The bus stops are serviced by bus route no. 267 (Chatswood to Greenwich via Crows Nest).

Surrounding public bus routes are provided in Figure 2.3.

Figure 2.3: Surrounding Public Bus Routes



The Site is located 700m or a ten-minute walk east of the Chatswood train and metro station. The station is serviced by the following lines:

- T1 – North Shore & Western Line
- T9 – Northern Line
- M1 – Metro North West & Bankstown Line



- CCN – Central Coast & Newcastle Line

The train network layout is illustrated in Figure 2.4.

Figure 2.4: Sydney Train Network Map



Details of public transport provision is provided in Appendix A.

2.5 Walking and Cycling Infrastructures

Established footpaths are provided on both sides of Archer Street and Bertram Street and its immediate surrounding road. There are shared paths (general



roads) for cyclists along Johnson Street in the vicinity of the Site. The surrounding cycleway network is shown in Figure 2.6.

Figure 2.6: Existing Surrounding Pedestrian Pathways





3.0 Proposed Development and Proposed Construction Scheme

3.1 Proposed Development

It is proposed to demolish the existing multi-dwelling developments on the Site of 37 Archer Street, Chatswood, and to construct a mixed-use development with in-fill affordable housing. The 28-storey building with 6-levels of basement contains the following uses:

- Residential apartments: A total of 125 apartments (including 28 affordable housing units) comprising 29 x 1 bed apartments, 55 x 2 bed apartments, 30 x 3 bed apartments and 11 x 4 bed apartments with recreational facilities at Level 8.
- Office tenancies: occupying levels 2 and 3.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 9 motorbike spaces, 28 bicycle spaces and end of trip facilities.
- Servicing and plant equipment.
- Publicly accessible landscaped through site link.
- The gross floor area (GFA) for the proposed development is described below:
- Total GFA: 14,230sqm
 - Residential GFA: 12,318sqm
 - Non-residential GFA: 1,912sqm

Affordable housing will be provided in the form of a monetary contribution and floorspace within the proposed development.

The purpose of the project is to provide a high-quality mixed-use development in an accessible location within the Chatswood CBD, providing new market and affordable housing opportunities complemented by commercial and retail uses within this well serviced location.

Details of the proposed development prepared by Fuse Architects are included in Appendix A.



3.2 Construction Site Layout

Detailed construction Site layout, showing Site fencing, hoarding locations, tower crane location, vehicle access points, Site offices, amenities, tool and material storage areas, and on-street Works Zones will be included in the detailed CTMP post-DA approval once a Contractor is appointed.

3.3 Construction Hours

Work associated with the proposal is expected to be carried out between the following hours of construction:

- Monday to Friday inclusive: 7:00am – 6:00pm
- Saturday: 8:00am – 1:00pm
- Sundays and public holidays: No work permitted

The appointed Contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

3.4 Construction Workers Parking

There will be a maximum of 100 workers on the Site during construction. There will be no on-site parking spaces for construction workers. The Site is close to public transport services; therefore, construction workers will be encouraged to use public transport to access the Site.

3.5 Cranage and Materials Handling

A tower crane will be required for construction-related works. All deliveries and materials will be loaded/unloaded using the tower crane, a mobile crane (forklift), or a trolley (for light materials). Specific areas on the Site will be available for loading/unloading, materials handling and storage, etc. All materials will be stored on-site, with all demolished materials removed from the Site.

3.6 Site Inspections and Record-Keeping

The construction work will be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by the contractor. A daily inspection before the start of the construction activity should take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts will be recorded and dealt with as they arise.

3.7 Consultation, Communication, and Liaison

The management strategies were established firstly by identifying the relevant stakeholders and future coordination/liaison requirements with the following:

- Willoughby City Council



- TfNSW
- Sydney Metro
- Adjacent landowners

Ongoing consultation with key stakeholders and adjacent landowners will be key to managing the interaction of the various construction worksites. A sign with a phone number and email address will be installed on the fencing to allow the general public to make enquiries or complaints regarding traffic control for the Site.

3.8 Public Notifications

Under the approval of Council, the contractor would prepare notification letters that would be delivered to adjoining property owners to advise of the construction works and timeframes for completion of each phase of the process.

3.9 Contact Person

Details of the nominated Site contact would be included in the future detailed CTMP prior to the commencement of construction.

3.10 Site Induction and Occupational Health and Safety

All workers and visitors employed on the Site by the contractor (including sub-contractors) will be required to undergo a formal 'Site induction' process, and all the inductions will be explicitly performed for each trade according to the occupational health and safety requirements of the New South Wales Work Cover Authority requirements.

The induction will include details of approved access routes to and from the construction Site for Site staff and delivery vehicles, parking arrangements, and standard environmental, WHS, driver protocols, and emergency procedures. The agreed work hours must be included as part of this induction.

The contractor will be responsible for informing all construction workers, sub-contractors, and supervisors to ensure that the Construction Traffic Management procedures are adhered to at all times.



4.0 Proposed Construction Traffic Management Plan

4.1 Vehicle Access

It is expected that the majority of the heavy construction vehicles will park along the proposed Works Zone along Archer Street and Bertram Street, and vehicle access to the Site will be via Mowbray Road and Albert Avenue.

4.2 Construction Haulage Routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the Site. Truck movements associated with the construction processes will arrive and depart the Site via Archer Street and Bertram Street, as indicated in Figure 4.1 (arrival to Site) and Figure 4.2 (departure from Site).

Figure 4.1: Truck Arrival to Site

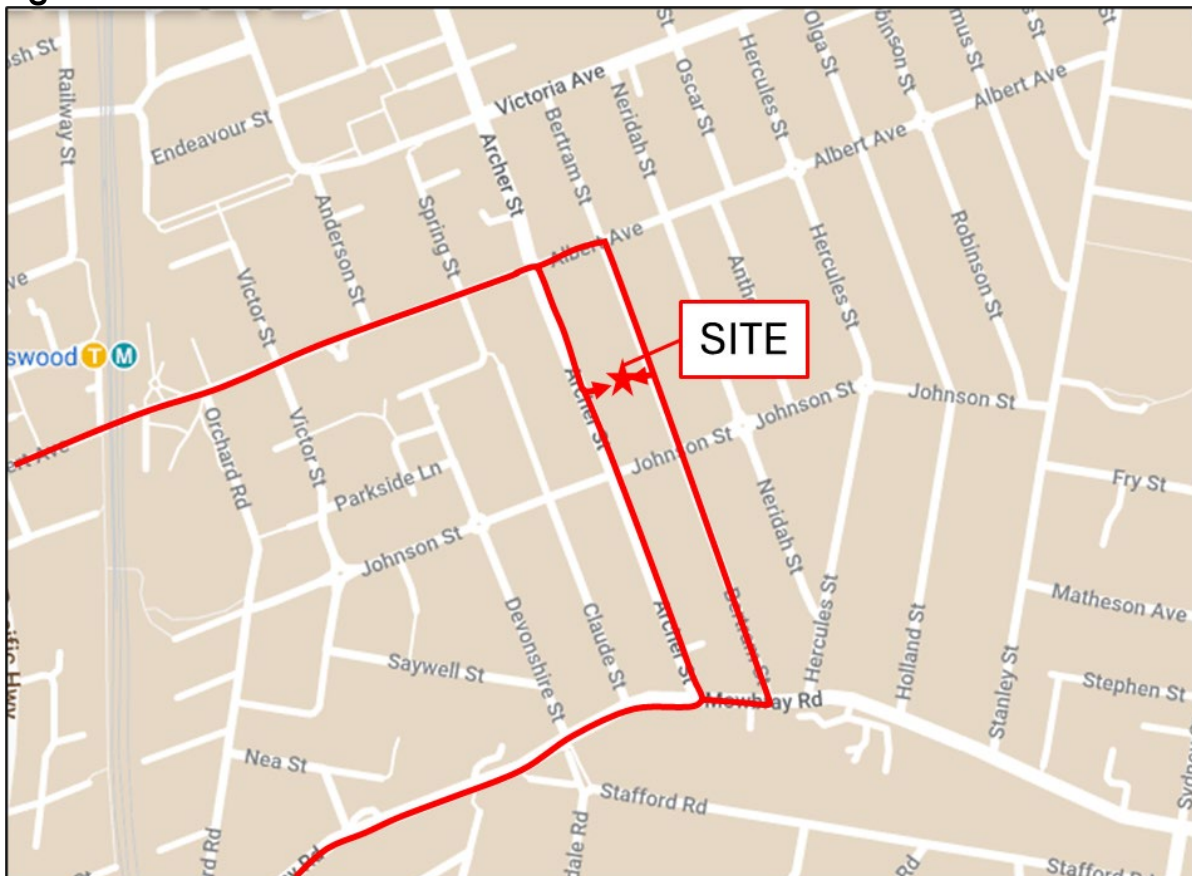
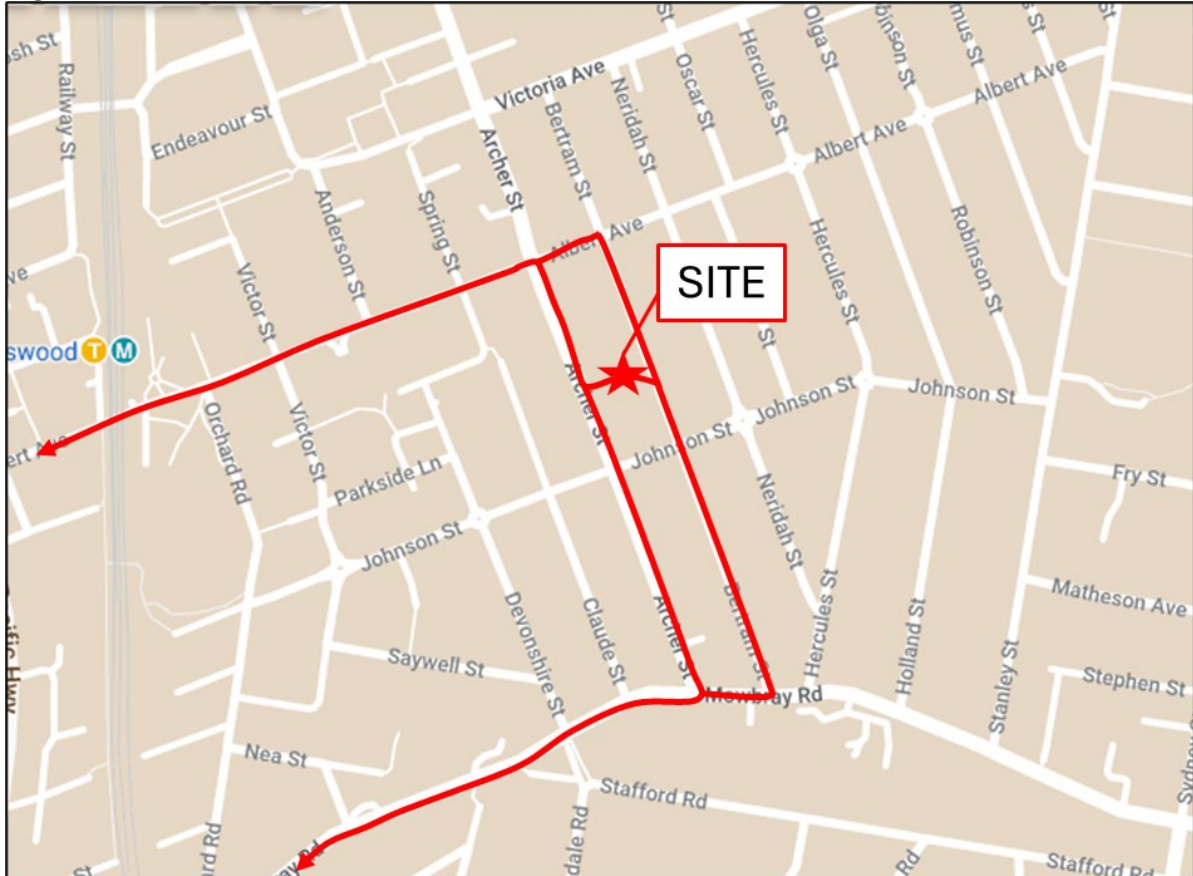




Figure 4.2: Truck Departure from Site



Truck drivers will be advised of the designated truck routes to/from the works zone and Site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the Site. Accredited traffic controllers will ensure they are in mobile contact with truck drivers, thus ensuring each vehicle's arrival is anticipated and planned.

4.3 Construction Vehicle Types and Movements

The envisaged truck arrivals for each stage will be as follows:

Stage	Description of vehicle type and size	Average no. of vehicles/day
Site Establishment	19-metre articulated vehicles, 12-metre rigid trucks, 8.8-metre flatbed trucks, small vehicles for deliveries	10
Structure	19-metre articulated vehicles, 12-metre rigid trucks, 8.8-metre flatbed trucks, small vehicles for deliveries, Concrete trucks, and rubbish removal trucks	10
Façade	12-metre rigid trucks and 19-metre articulated vehicles	6
Finishes	12-metre rigid trucks and 19-metre articulated and rubbish removal trucks	8



The truck visitations will be scheduled to occur outside of the peak hours whenever possible.

4.4 Driver Code of Conduct

Impacts of Earthworks and Construction

The contractor is committed to protecting the environment and preventing air, water, and noise pollution. The operators of all construction-related vehicles are subject to environmental regulations relating to vehicle emission and product spill and to minimise the impacts of earthworks and construction on the local and Regional Road network.

The contractor also understands and appreciates the seriousness of polluting the environment and the consequences of this. Any carelessness or neglect of responsibilities may cause personal injury, loss of life, property damage, substantial fines, and adverse publicity for the company.

All drivers of vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles from depositing onto the roadway during travel to and from the Site. The contractor will induct the respective trades into the above procedures and monitor all trucks exiting the truck standing area to ensure the procedures are met.

The contractor will be required to monitor the roadways leading to and from the Site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis to minimise dirt particles deposited externally from the Site. Such cleaning will occur in the evenings outside of the peak traffic period.

Conflicts with Other Road Users

The road is there to share, and therefore, it is the contractor's requirement that the truck operators display courtesy and restraint towards other road users to minimise conflicts with other road users.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips, or the like under any circumstances. All deliveries and work will be carried out within the Site. If there is a requirement to operate any material handling machinery on public access roads, the contractor will be required to seek separate Council/Police/TfNSW/Sydney Buses approval prior to the event.

Road Traffic Noise

Generating excessive noise is governed by legislation and is an offence. Heavy trucks generate a higher level of noise than light vehicles.



The amenity of surrounding road users/residents is to be maintained as far as practical during construction. Vehicles travelling to, from, and within the Site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations.

No tracked vehicles will be permitted or required on any paved roads. All truck operators are required to adhere to the following during the course of their duty:

- If possible, minimise road traffic noise by not using engine brakes near residences and built-up areas.
- All vehicles must be fitted with audible reversing alarms, which are essential for all personnel's safety. Reversing alarms are, however, the source of potential noise complaints from neighbouring residents, so all drivers should be aware of this and try to minimise reversing when possible.
- Avoid loading and unloading of materials/deliveries outside of daytime hours.
- Trucks should not idle near residential receivers.
- Stationary noise sources, such as generators, should be located away from sensitive receivers.
- Project personnel, including relevant sub-contractors, to acquaint themselves with noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks.
- Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.
- Truck drivers should avoid compression braking as far as practicable.
- Where night-time work is required, trucks should use broadband reversing alarms.

Specified Routes

Where possible, truck drivers should always:

- Use main roads,
- Use bypasses,
- Avoid communal areas, schools, e.g. (particularly during school start and finish times whenever possible), parks, etc.

The truck operators must stick to the defined routes unless there are exceptional circumstances. Such exceptional circumstances may be:

- Normal route blocked, e.g., flooded,
- A revised route was agreed upon in writing.

4.5 Oversized Vehicles

No oversized or over-massed vehicles will be required for the general



construction works. A separate application would be submitted to Council and Transport for NSW when an oversized or overmassed vehicle for special/major deliveries.

4.6 Road Serviceability

The contractor will be responsible for monitoring and ensuring that the road (affected by the construction vehicles) along Archer Street and Bertram Street will remain serviceable during the construction. Under the direction of the Council, the contractor will restore any roadside facilities affected by the construction works, footpaths, road pavement, etc., to Council's satisfaction, at no cost to Council.

4.7 Pedestrian/Cyclist Management

Class B hoarding is expected to be installed along the Archer Street and Bertram Street frontage and pedestrian access will be maintained during the construction works. Pedestrian activities along Archer Street and Bertram Street are expected to be relatively lower throughout the day, and the impact can be managed appropriately by the accredited traffic controllers at the Site access. Pedestrians may be held for very short periods to ensure safety when trucks are travelling on or entering/exiting Archer Street and Bertram Street but will not be stopped in anticipation or for extended periods. Pedestrians will have right-of-way on the footpath at all times.

The construction activities are not expected to have any adverse impact on the surrounding bicycle network.



5.0 Construction Impacts

5.1 Construction-related Vehicle Movements

It is currently anticipated that the largest vehicle accessing the works zone during construction would be a 19m semi-vehicle. A maximum of 10 trucks per day are expected. The truck movements will be spread throughout the day. Queuing or marshalling of construction vehicles will not be permitted on the road network.

5.2 Impact on On-Street Parking

As discussed in Section 3.4, there will be no on-site parking provided for all workers. Workers are expected to use alternative modes of transport to travel to/from the Site with a tool storage area to be provided on-site to allow workers to travel with ease via public transport. During the Site induction, workers will be notified not to travel to the Site via private vehicles. Based on the above, the proposed construction activities would not present any impact on the existing surrounding on-street parking conditions.

5.3 Impact on Public Transport Services

The truck haulage routes will largely be limited to State and Regional Roads, which are designed to accommodate truck movements. As such, the impacts on public transport services will be minimal on the approach/departure routes.

While the truck route will overlap with this bus route during the construction period, it is expected that traffic generation of a maximum of 10 trucks visitations per day would not be adverse to the efficiency of the existing bus service. The bus stops along Archer Street will be retained during the general construction activities. As discussed, the truck visitations will be scheduled to occur outside of the peak hours whenever possible.

5.4 Impact on Pedestrians

During construction, pedestrian movements along the footpath of the Site's frontage are to operate and be maintained throughout the construction stages. Construction-related traffic movements for rigid vehicles in and out of the works zone and the Site will occur under the supervision of an accredited traffic controller. It is noted that the pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering the truck standing area. The contractor will not stop pedestrians in anticipation. That is, the pedestrians have right-of-way on the footpath, not the trucks at all times.

5.5 Impact on Emergency Vehicle Access

Access to the Site and neighbouring Sites by emergency vehicles would not be affected by the proposed construction activities on Archer Street and Bertram Street. All truck movements to/from the Site and works zone on Archer



Street and Bertram Street would be suspended and cleared to allow emergency vehicles to pass on Archer Street. Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to the Site or other neighbouring properties as a result of the proposed construction activities.

5.6 Impact on Neighbouring Properties

Access to neighbouring properties will be maintained at all times. Workers/ sub-contractors will be directed not to park their vehicles in the driveways of the neighbouring properties. This will be incorporated into the Site induction program. The contractor would take appropriate action if informed of this activity occurring.

5.7 Cumulative Construction Traffic Impact (Existing and Approved/Planned Construction Activities)

The construction activities will overlap with the construction of several existing and planned construction Sites within 400m of the Site, as detailed in the following:

App Number	Address	Description
CC-2024/94	28 Archer St, Chatswood	<ul style="list-style-type: none"> • Demolition of existing buildings. • Construction of 7 townhouses with basement car park. • strata subdivision.
DA-2024/171	31-33 Archer St, Chatswood	<ul style="list-style-type: none"> • Demolition of existing buildings and structures • Removal of 14 trees • Construction of two shop top buildings (building A) 12 storeys and (building B) 5 storeys
DA-2022/240/A	42 Archer St, Chatswood	<ul style="list-style-type: none"> • Demolition of existing residential flat building. • Construction of a new mixed-use building comprising of residential flat building. • Community facilities and basement car parking.
SSD-72891212	57-61 Archer Street And 34 Albert Avenue, Chatswood	<ul style="list-style-type: none"> • Construction of a 32-storey shop top housing development including in-fill affordable housing.
SSD-75116211	51-55 Archer Street, Chatswood	<ul style="list-style-type: none"> • Redevelopment of the site for an approximately 35-storey mixed use shop top housing development including in-fill affordable housing.



Transport Strategies

The contractor will maintain regular contact with the surrounding major project contractors to identify any potential overlap of major construction works and cooperate to ensure such overlaps are minimised during the lifecycle of the works. With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding road network.



Transport Strategies

Appendix A

Public Transport Provisions

Sydney rail network

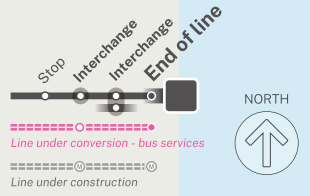


T Trains **M** Metro



Sydney train and metro lines

- | | | | | |
|--|--|--|--|--|
| T1 North Shore & Western Line
North Shore
Western
Richmond | T2 Leppington & Inner West Line
Leppington
Inner West
Leppington
City | T3 Liverpool & Inner West Line
Liverpool
City | T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla | T5 Cumberland Line
Leppington
Richmond |
| T6 Lidcombe & Bankstown Line
Lidcombe
Bankstown | T7 Olympic Park Line
Olympic Park
Lidcombe | T8 Airport & South Line
Airport
South
City | T9 Northern Line
Northern
Gordon | M1 Metro North West & Bankstown Line
Sydenham
Tallawong |



Check timetables and trip planners for train services and connections

Visit transportnsw.info

Chatswood Station Public Transport Map



T **T1** *North Shore, Northern & Western Line*
 North Shore
 Northern
 Epping
 Western
 Richmond

Central Coast

Stand A	
Stop no.	206720
136	Manly
137	House With No Steps
275	Castlecrag
E60	Mona Vale

Stand B	
Stop no.	206718
257	Balmoral
267	Crows Nest
343	Kingsford
M40	Bondi Junction

Stand C	
Stop no.	2067130
277	Castle Cove
278	Killarney Heights
279	Frenchs Forest
280	Warringah Mall
281	Davidson
282	Davidson and Belrose
283	Belrose
284	Duffys Forest

Stand D	
Stop no.	206722
Arrivals only	

Stand E	
Stop no.	206761
255	Chatswood West
258	Lane Cove West
261	City King St Wharf
530	Burwood
533	Sydney Olympic Park
534	Ryde
536	Gladesville

Stand F	
Stop no.	206717
143	Manly
144	Manly
200	Bondi Junction

Stand G	
Stop no.	206712
256	Chatswood West
545	Parramatta
550	Parramatta

Stand H	
Stop no.	206714
N90	City Town Hall

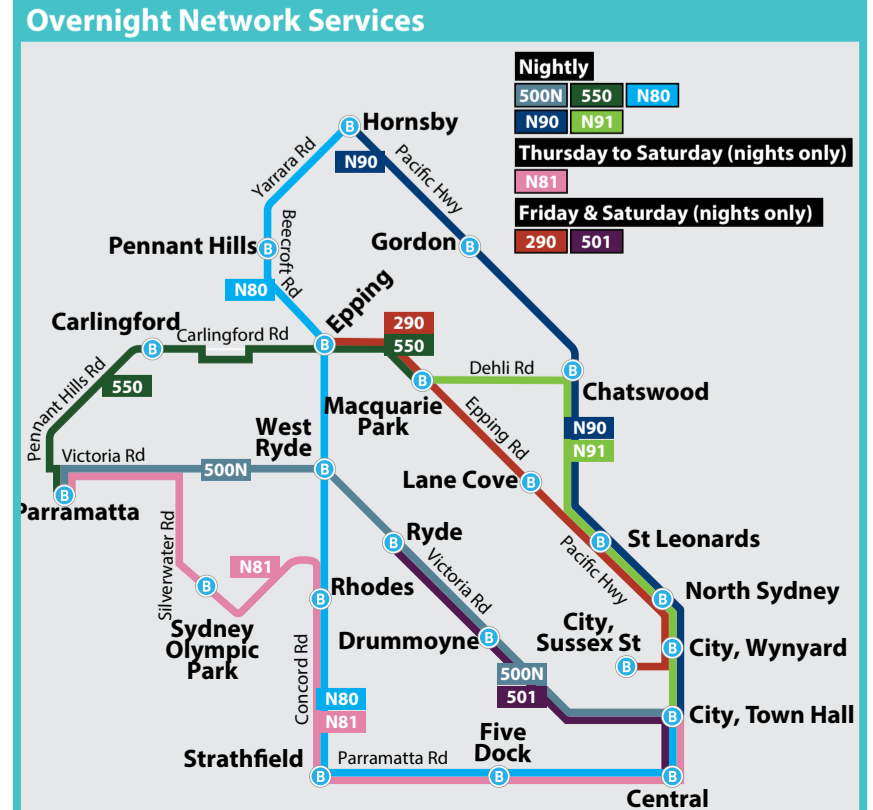
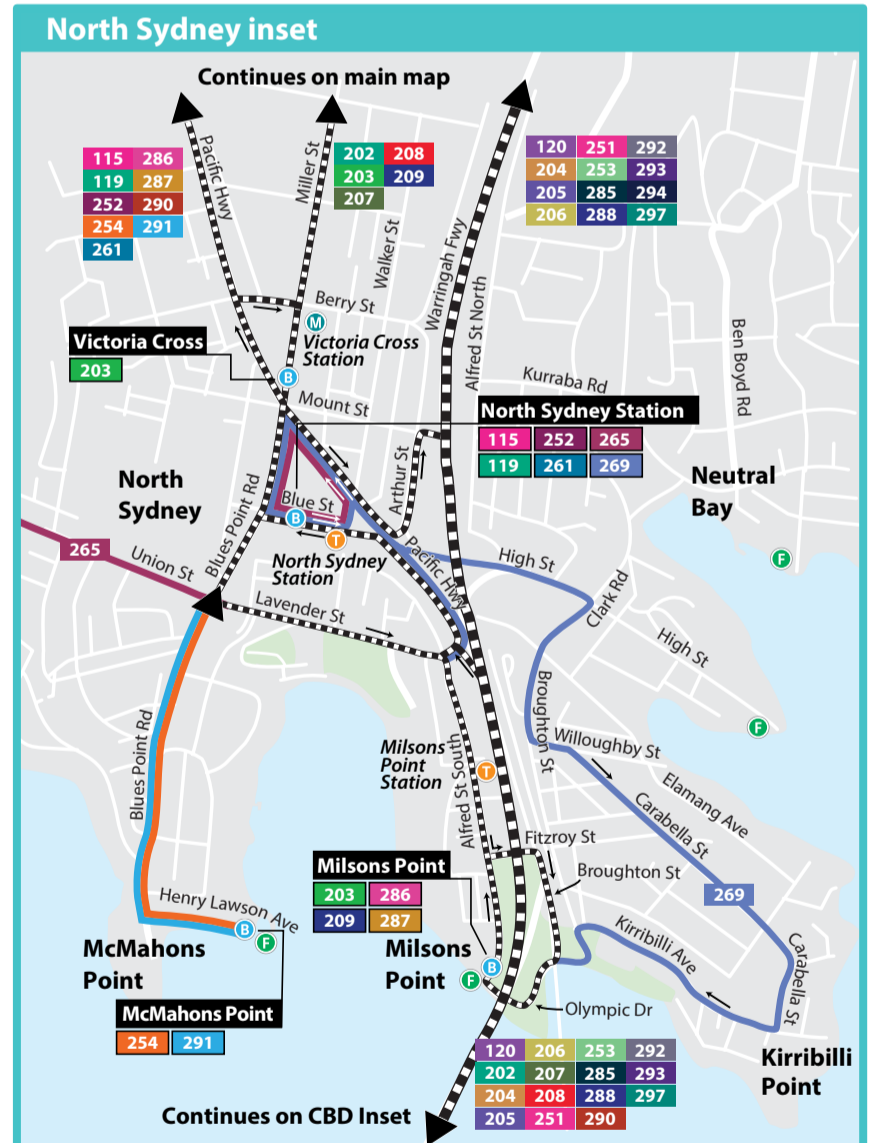
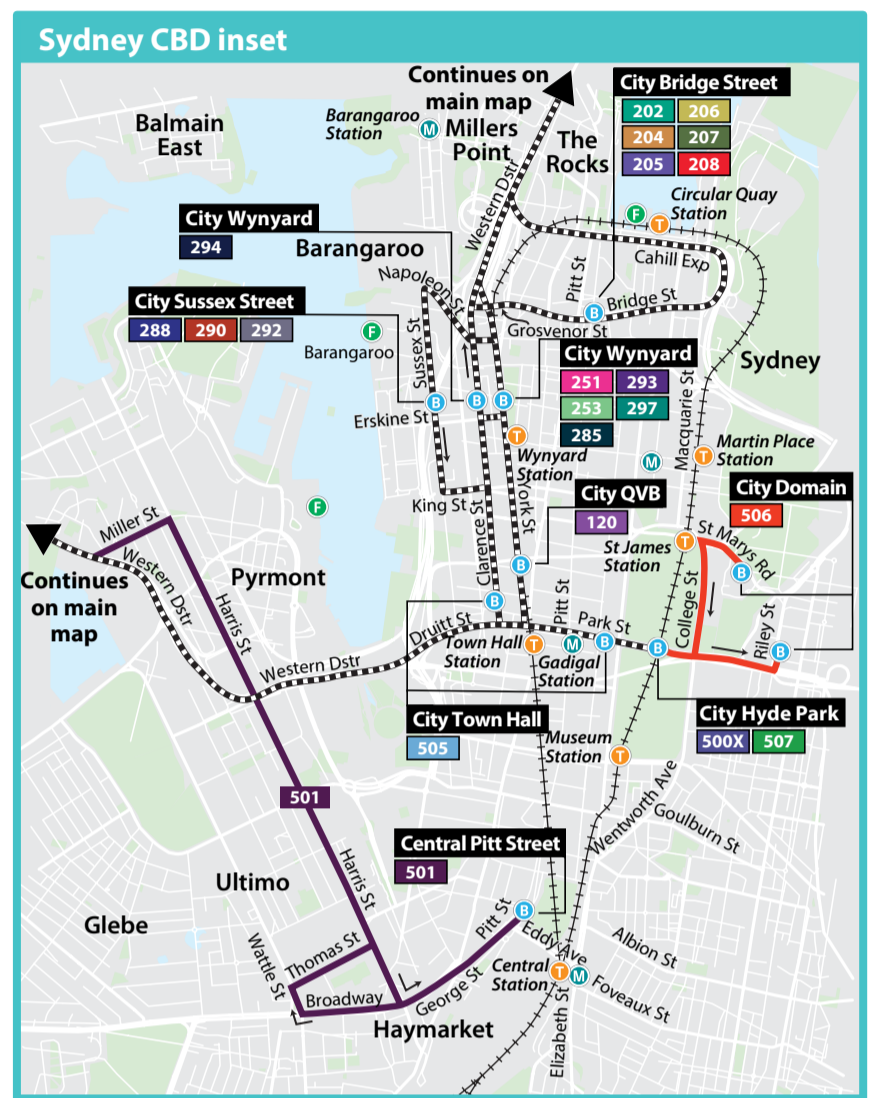
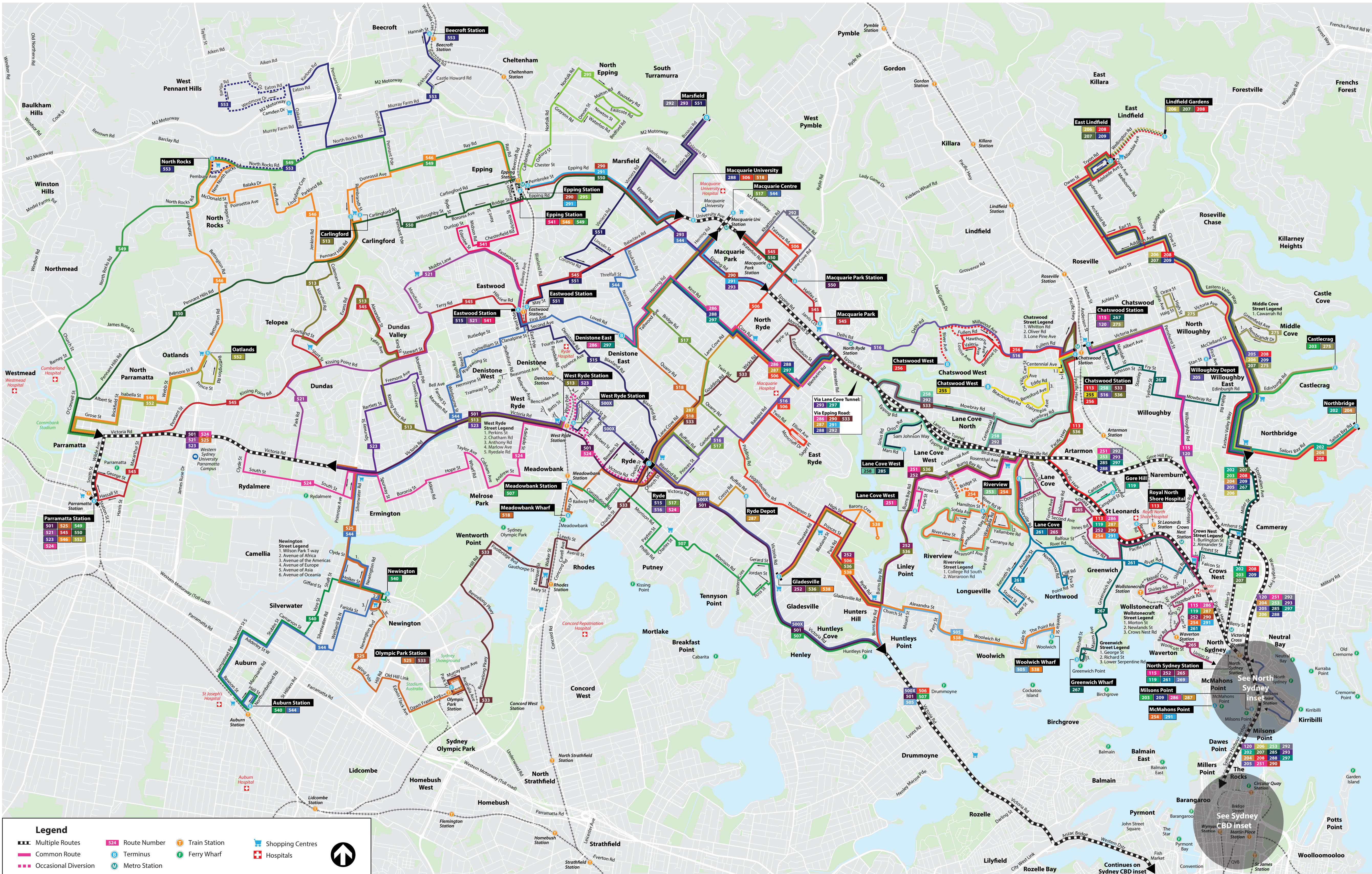
Stand J	
Stop no.	2067135
558	Lindfield
565	Macquarie University
627	Castle Hill
628	Norwest
N90	Hornsby

For more information
transportnsw.info





- | | | | | | | |
|--|--|---|---|---|--|--|
| 113 Chatswood to Royal North Shore Hospital via Pacific Hwy | 208 East Lindfield & Garden Village to City, Bridge St via North Sydney | 265 Lane Cove to North Sydney via Wollstonecraft | 292 Marsfield to City, Erskine St via Macquarie Park | 515 Eastwood to Ryde | 538 Gladesville to Woolwich | 553 North Rocks to Beecroft |
| 115 Chatswood to North Sydney via Willoughby Rd | 209 East Lindfield to Milsions Point via North Sydney | 267 Chatswood to Greenwich Wharf via Crows Nest | 293 Marsfield to City, Wynyard via Lane Cove Tunnel | 516 Chatswood to Ryde via North Ryde | 540 Auburn to Newington | 500N Parramatta to City, Hyde Park via Victoria Rd (Night Service) |
| 119 Gore Hill to North Sydney (Loop Service) | 251 Lane Cove West to City, Wynyard via Freeway | 269 North Sydney to Kirribilli (loop service) | 295 North Epping to Epping (loop service) | 517 Macquarie Centre to Ryde | 541 Epping to Eastwood | N80 Hornsby to City, Town Hall via Strathfield (Night Service) |
| 120 Chatswood to City, QVB (Loop Service) | 252 Gladesville to North Sydney via Lane Cove | 275 Castlecrag to Chatswood | 297 Denistone East to City, Wynyard via Lane Cove Tunnel | 518 Macquarie University to Meadowbank Wharf | 544 Macquarie Centre to Auburn via Eastwood | N81 Parramatta to City, Town Hall via Sydney Olympic Park (Night Service) |
| 202 Northbridge to City, Bridge St via North Sydney | 253 Riverview to City, Wynyard via Freeway | 285 Lane Cove West, Mars Rd to City, Wynyard via Freeway | 500X West Ryde to City, Hyde Park (Express Service) | 521 Parramatta to Eastwood | 545 Parramatta to Macquarie Park via Eastwood | N90 Hornsby to City, Town Hall via Chatswood (Night Service) |
| 203 Castlecrag to Milsions Point via North Sydney | 254 Riverview to McMahon's Point | 286 Denistone East to Milsions Point via St Leonards & North Sydney | 501 Parramatta to Central, Pitt St via Victoria Rd | 523 West Ryde to Parramatta | 546 Parramatta to Epping via Outlands & North Rocks | N91 Macquarie Park to City, Town Hall via Chatswood (Night Service) |
| 204 Northbridge to City, Bridge St via Freeway | 255 Chatswood to Chatswood West, Colwell Cres | 287 Ryde to Milsions Point via St Leonards & North Sydney | 505 Woolwich to City, Town Hall | 524 Ryde to Parramatta via West Ryde | 549 Parramatta to Epping via North Rocks | |
| 205 East Willoughby to City, Bridge St via Freeway | 256 Chatswood to Chatswood West, Fullers Rd (loop service) | 288 Macquarie University to City, Erskine St via Freeway | 506 Macquarie University to City, Domain via East Ryde | 525 Parramatta to Sydney Olympic Park via Newington | 550 Parramatta to Macquarie Park via Epping | |
| 206 East Lindfield to City, Bridge St via Freeway | 258 Chatswood to Lane Cove West, Mars Rd | 290 Epping to City, Erskine St via Macquarie University & North Sydney | 507 Meadowbank to Gladesville & City, Hyde Park | 533 Sydney Olympic Park to Chatswood via Rhodes & North Ryde | 551 Eastwood to Marsfield, Busaco Rd | |
| 207 East Lindfield & Garden Village to City, Bridge St via North Sydney | 261 Lane Cove to North Sydney via Longueville | 291 Epping to McMahon's Point | 513 Carlingford to West Ryde | 536 Gladesville to Chatswood via Hunters Hill | 552 Parramatta to Outlands | |



Legend

- Multiple Routes
- Common Route
- Occasional Diversion
- Route Number
- Terminus
- Metro Station
- Train Station
- Ferry Wharf
- Shopping Centres
- Hospitals



Transport Strategies

Appendix B

Architectural Plans

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

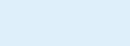

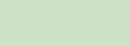






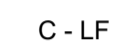

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

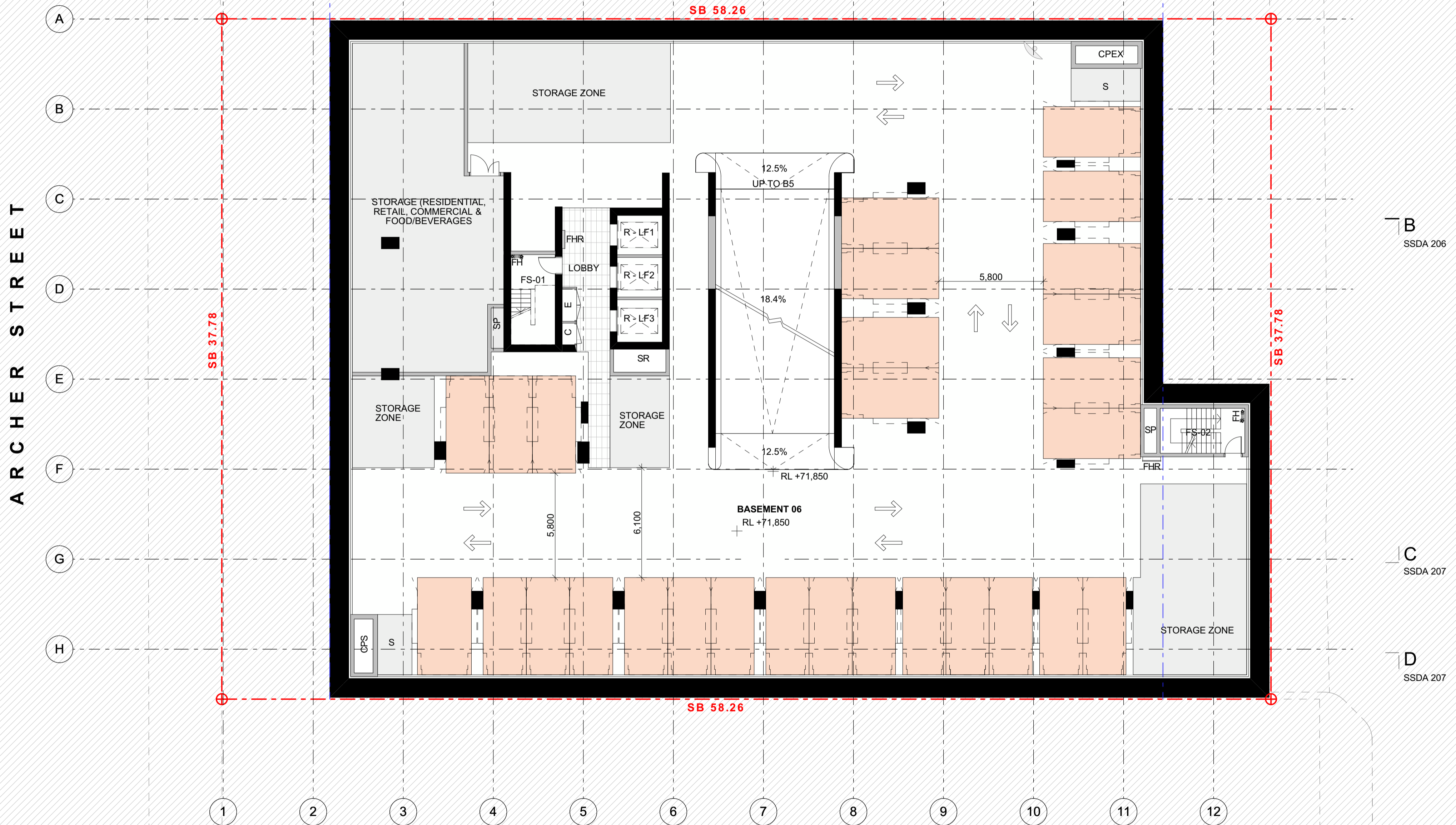
22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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LEGEND

-  COMMERCIAL PARKING
-  RETAIL PARKING
-  FOOD AND BEVERAGE PARKING
-  RESIDENTIAL PARKING
-  RESIDENTIAL VISITOR PARKING
-  SHARED ZONE
-  STORAGE CAGES
-  ACCESSIBLE CARSPACE
-  BOLLARD
-  RESIDENTIAL LIFT
-  COMMERCIAL LIFT

BASEMENT 06
28 CAR PARKING SPACES

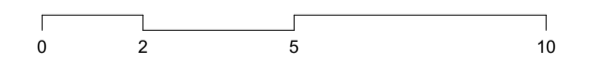
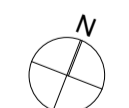


REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED	AA/JSN/CH	DRAWN	KH/BC
DATE CREATED	OCTOBER 2024	SCALE	1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 06 PLAN

SHEET NO
SSDA 101

REVISION
A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

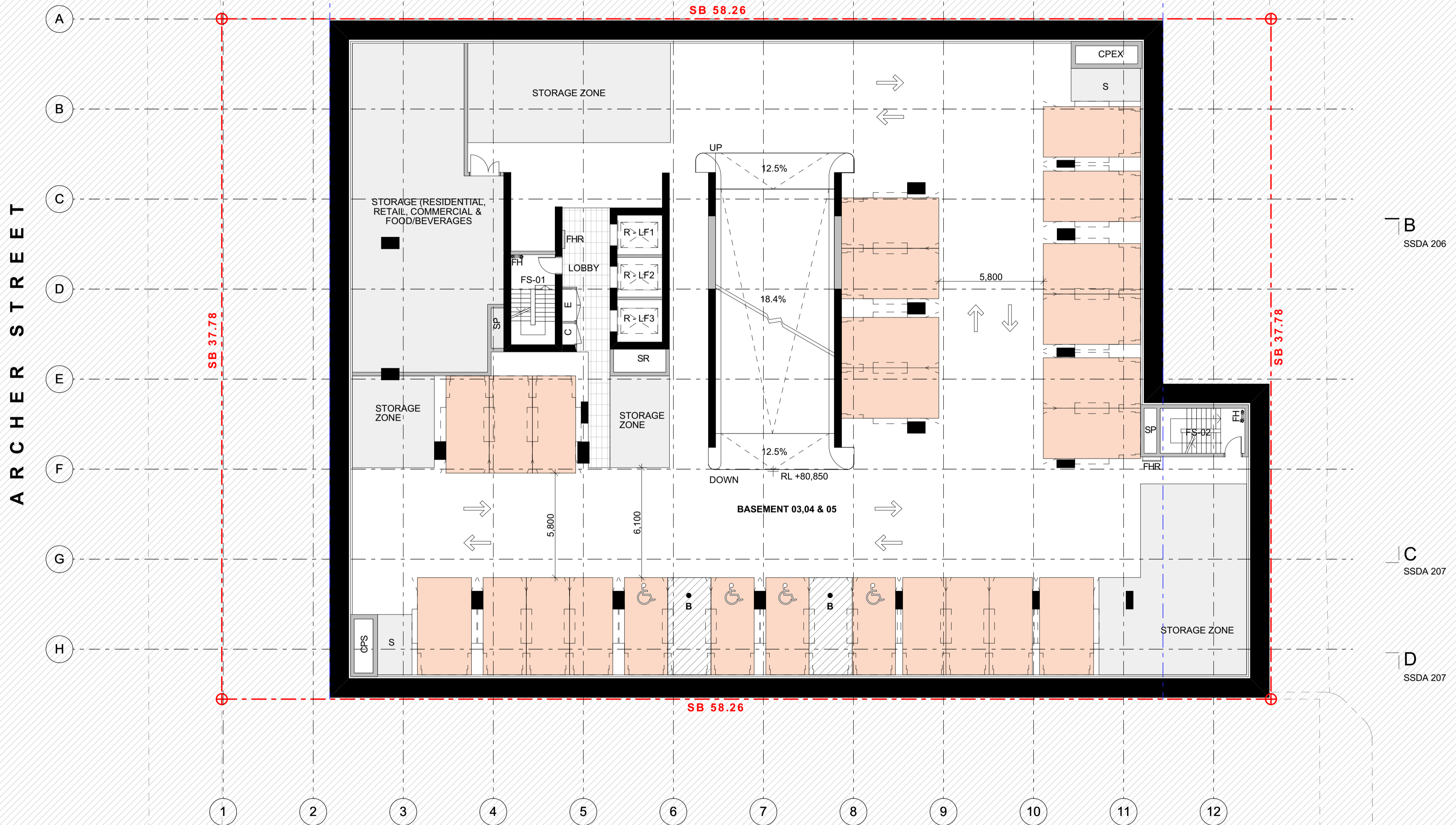
42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES



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- LEGEND**
- COMMERCIAL PARKING
 - RETAIL PARKING
 - FOOD AND BEVERAGE PARKING
 - RESIDENTIAL PARKING
 - RESIDENTIAL VISITOR PARKING
 - SHARED ZONE
 - STORAGE CAGES
 - ACCESSIBLE CARSPACE
 - BOLLARD
 - RESIDENTIAL LIFT
 - COMMERCIAL LIFT

BASEMENT 03
25 CAR PARKING SPACES
BASEMENT 04
25 CAR PARKING SPACES
BASEMENT 05
25 CAR PARKING SPACES

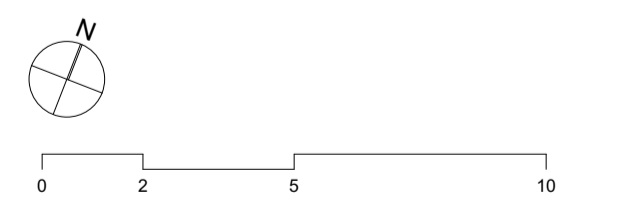
TOTAL
75 CAR SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

ARCHITECT
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 CHATSWOOD NSW 2067



SITE ADDRESS
 37 ARCHER STREET
 CHATSWOOD NSW 2067

JOB NO
 2332

CHECKED	AA/JSN/CH	DRAWN	KH/BC
DATE CREATED	OCTOBER 2024	SCALE	1:150 @ A1 50% @ A3

PROJECT STATUS
 SSSA

DRAWING TITLE
 TYPICAL BASEMENT 03-05 PLAN

SHEET NO	SSDA 102	REVISION	A
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47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

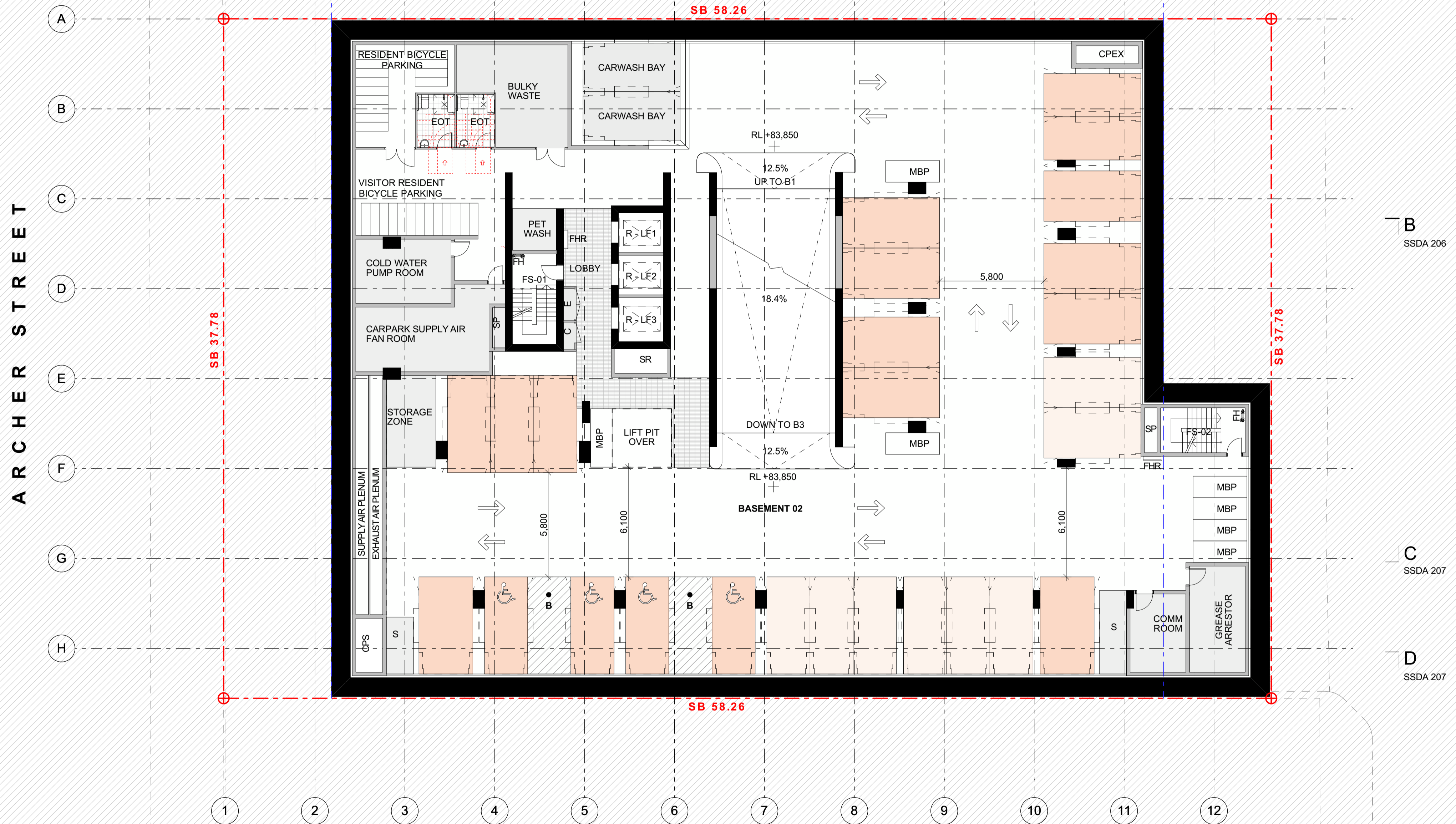
31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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- LEGEND**
- COMMERCIAL PARKING
 - RETAIL PARKING
 - FOOD AND BEVERAGE PARKING
 - RESIDENTIAL PARKING
 - RESIDENTIAL VISITOR PARKING
 - SHARED ZONE
 - STORAGE CAGES
 - ACCESSIBLE CARSPACE
 - BOLLARD
 - RESIDENTIAL LIFT
 - COMMERCIAL LIFT

BASEMENT 02
26 CAR PARKING SPACES

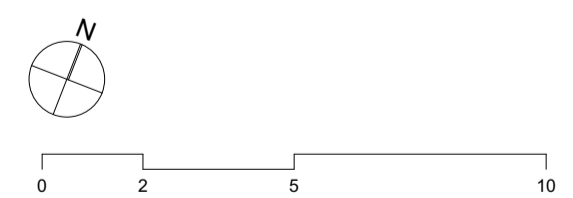


REVISION ID	AMENDMENT	DATE
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CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

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DATE CREATED OCTOBER 2024 SCALE 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA
DRAWING TITLE
BASEMENT 02 PLAN

SHEET NO. SSSA 103 REVISION A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES



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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE CAGES
- ACCESSIBLE CARSPACE
- BOLLARD
- RESIDENTIAL LIFT
- COMMERCIAL LIFT

BASEMENT 01
25 CAR PARKING SPACES

PARKING SCHEDULE

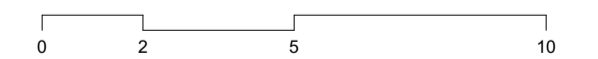
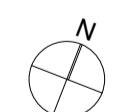
Total residential car parking spaces	123
Total residential visitor car parking spaces	18
Total commercial car parking spaces	4
Total retail car parking spaces	3
Total food and beverage car parking spaces	6
TOTAL:	154
Accessible residential car parking spaces	16
Accessible residential visitor car parking spaces	1
Accessible commercial car parking spaces	2
TOTAL:	19
[Included within total parking provisions]	
Residential bike parking spaces	13
Residential visitor bike parking spaces	13
Commercial bike parking spaces	2
TOTAL:	28

REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED AA/JSN/CH DRAWN KH/BC

DATE CREATED OCTOBER 2024 SCALE 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 01 PLAN

SHEET NO. SSSA 104 REVISION A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

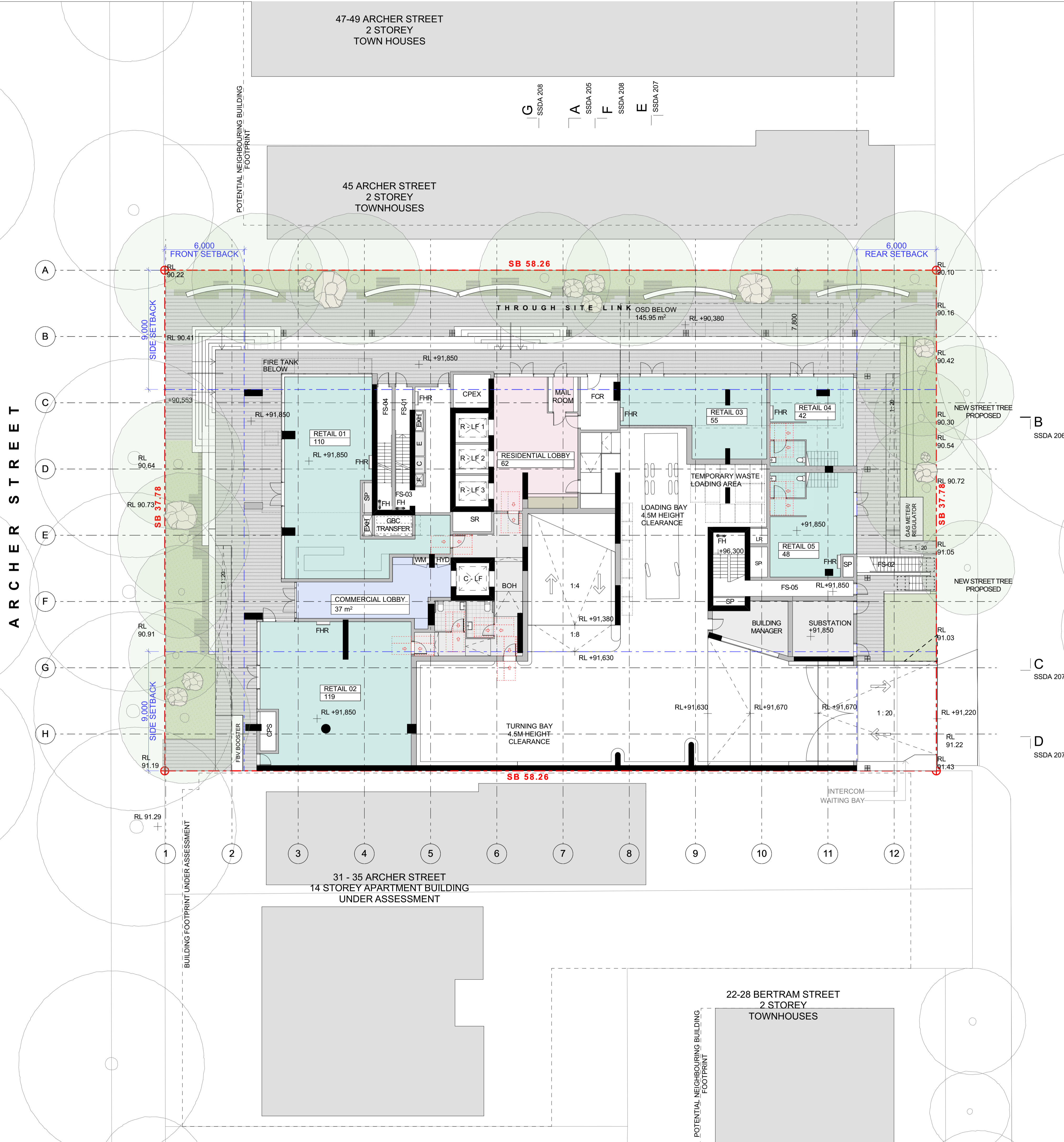
36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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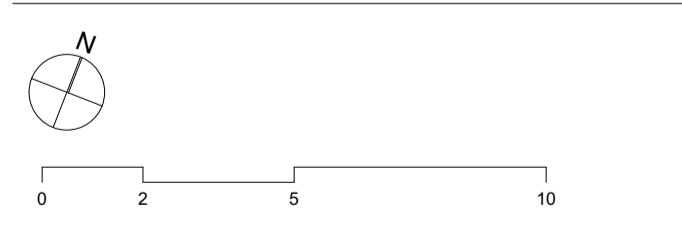
- LEGEND
- 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT
 - 4 BED APARTMENT
 - COMMERCIAL
 - RETAIL
 - RESIDENTIAL LOBBY



REVISION ID	AMENDMENT	DATE
A	FOR SSSA ISSUE	20/03/2025

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 ABN 61 012 046 543
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 CHATSWOOD NSW 2067



SITE ADDRESS
 37 ARCHER STREET
 CHATSWOOD NSW 2067

JOB NO
 2332

CHECKED
 AA/JSN/CH

DRAWN
 SL/BC

DATE CREATED
 OCTOBER 2024

SCALE
 1:150 @ A1
 50% @ A3

PROJECT STATUS
 SSSA

DRAWING TITLE
 GROUND FLOOR PLAN

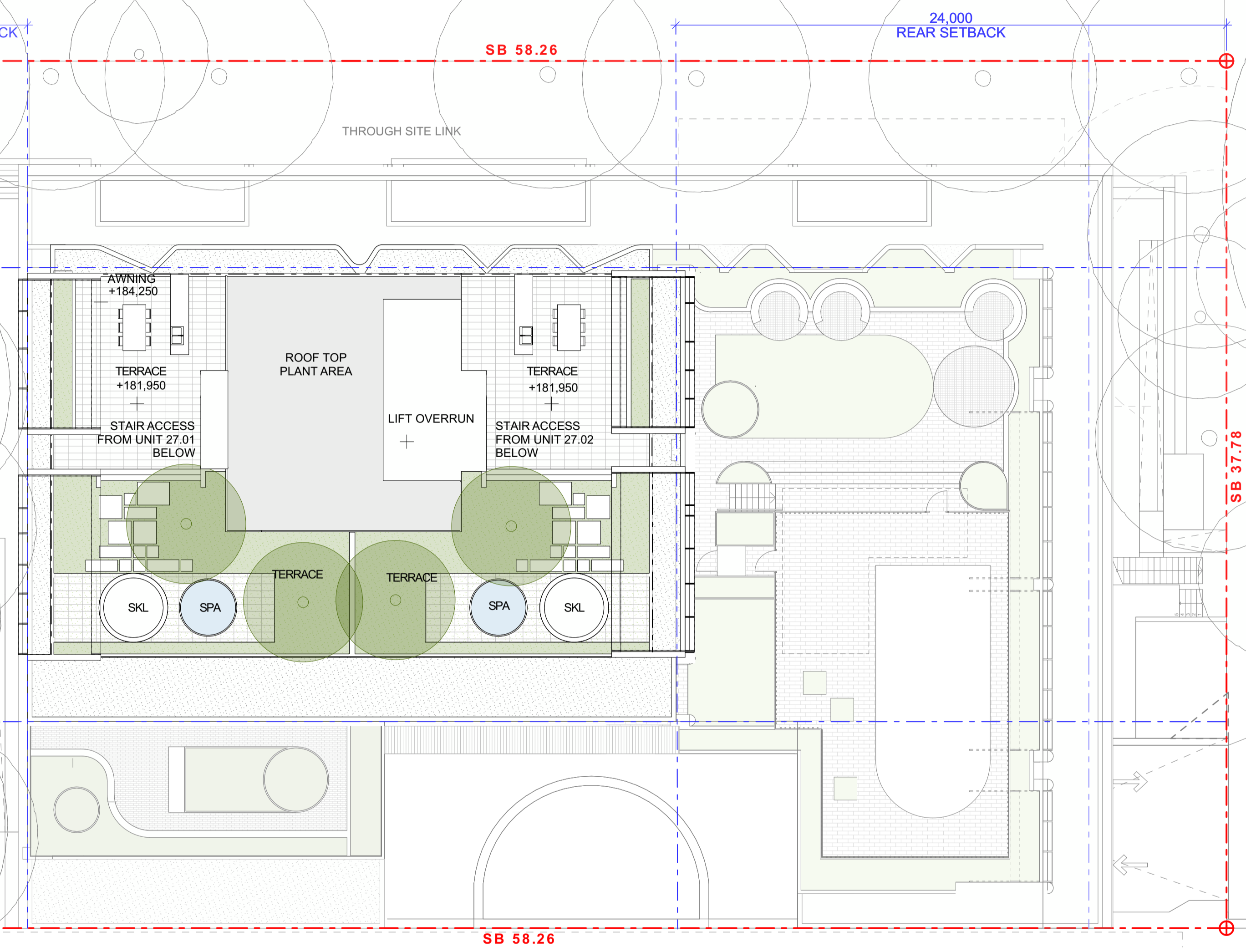
SHEET NO
 SSSA 106

REVISION
 A

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

G SSDA 208
A SSDA 205
F SSDA 208
E SSDA 207

45 ARCHER STREET
2 STOREY
TOWNHOUSES



42 ARCHER STREET
26 STOREY
APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS

ARCHER STREET

BERTRAM STREET

B SSDA 206
C SSDA 207
D SSDA 207

36 ARCHER STREET
9-STOREY
APARTMENTS

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

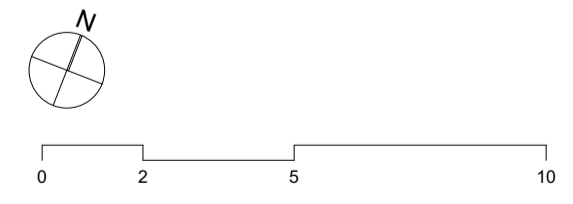
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- LEGEND
- 1 BED APARTMENT
 - 2 BED APARTMENT
 - 3 BED APARTMENT
 - 4 BED APARTMENT
 - COMMERCIAL
 - RETAIL
 - RESIDENTIAL LOBBY

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025

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CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

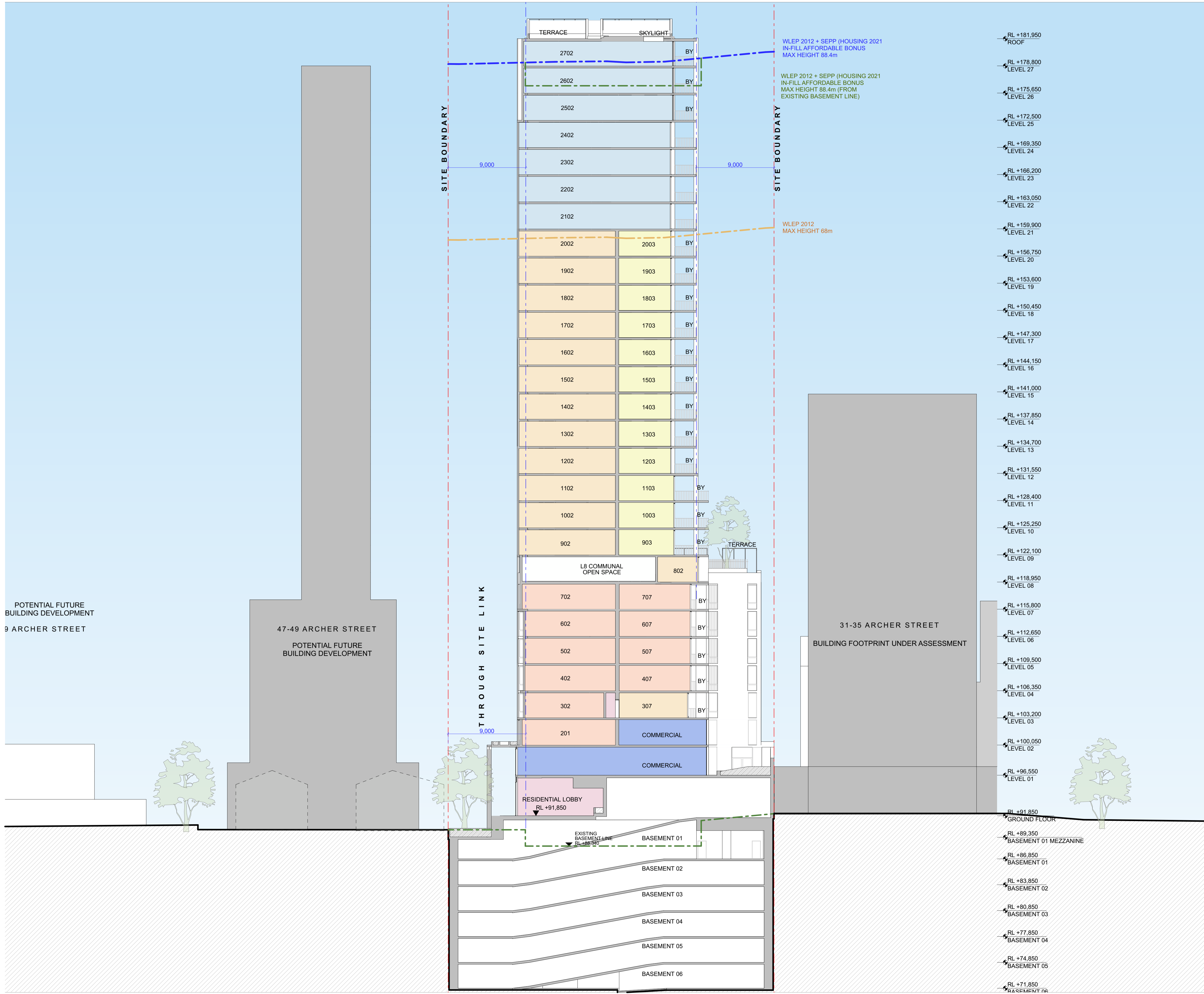
JOB NO
2332

CHECKED AA/JSN/CH DRAWN KH/BC
DATE CREATED OCTOBER 2024 SCALE 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA

DRAWING TITLE
ROOF PLAN

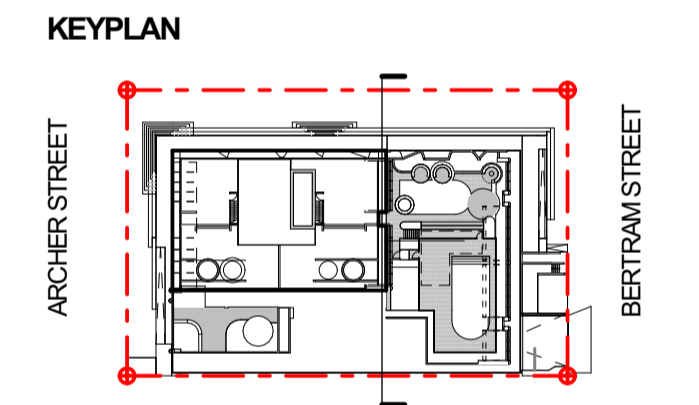
SHEET NO SSDA 118 REVISION A



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LEGEND

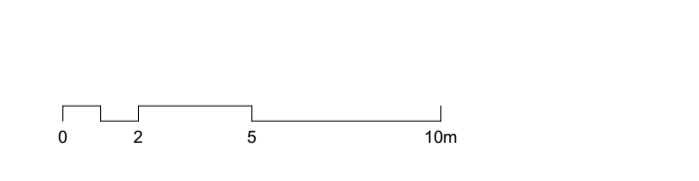
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[Orange Box]	2 BED APARTMENT
[Yellow Box]	3 BED APARTMENT
[Light Blue Box]	4 BED APARTMENT
[Dark Blue Box]	COMMERCIAL
[Light Green Box]	RETAIL
[Pink Box]	RESIDENTIAL LOBBY



REVISION ID	AMENDMENT	DATE
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HYECORP
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 CHATSWOOD NSW 2067



SITE ADDRESS
37 ARCHER STREET
 CHATSWOOD NSW 2067

JOB NO
2332

CHECKED
 AA/JSN/CH

DRAWN
 KH/SL/NB/BC

DATE CREATED
OCTOBER 2024

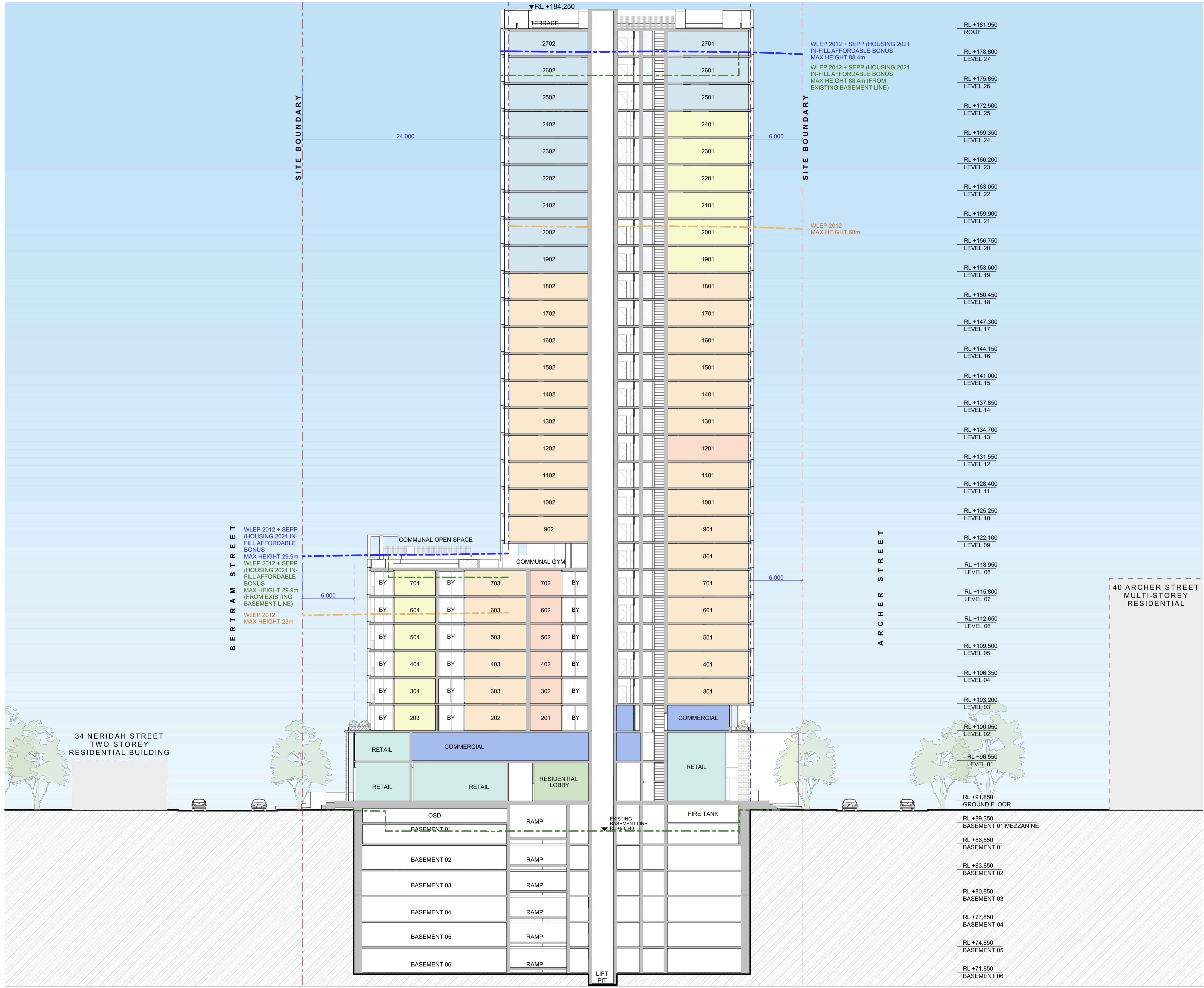
SCALE
1:200 @ A1 50% @ A3

PROJECT STATUS
SSDA

DRAWING TITLE
SECTION A

SHEET NO
SSDA 205

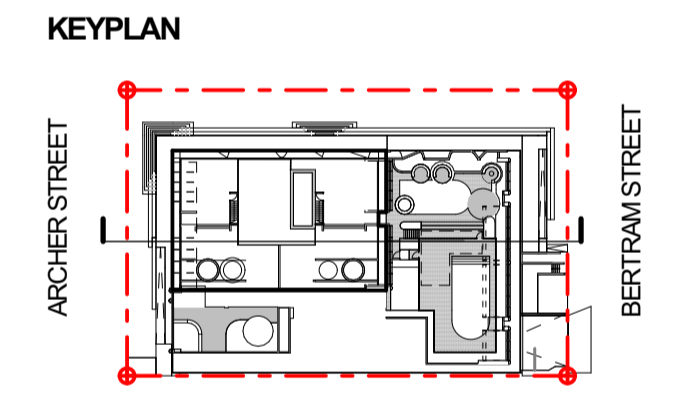
REVISION
A



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LEGEND

[Light Orange Box]	1 BED APARTMENT
[Light Yellow Box]	2 BED APARTMENT
[Light Green Box]	3 BED APARTMENT
[Light Blue Box]	4 BED APARTMENT
[Blue Box]	COMMERCIAL
[Light Green Box]	RETAIL
[Light Pink Box]	RESIDENTIAL LOBBY



REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025

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 SURRY HILLS NSW 2018
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CLIENT
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 HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
 CHATSWOOD NSW 2067



SITE ADDRESS
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 CHATSWOOD NSW 2067

JOB NO
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DATE CREATED	OCTOBER 2024	SCALE	1:200 @ A1 50% @ A3

PROJECT STATUS
 SSDA

DRAWING TITLE
 SECTION B

SHEET NO
 SSDA 206

REVISION
 A