Transport Strategies

Proposed Mixed-Use Development

37 Archer Street, Chatswood

Transport and Parking Impact Assessment

Prepared for: HYECORP

Reference: 23247

Issue: Final E (November 2025)

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1.0 Executive Summary

This report is prepared by Transport Strategies Alliance to support a State Significant Development Application (SSDA) for a mixed-use building at 37 Archer Street, Chatswood. It provides additional information to describe amendments to the proposed design which have been implemented in response to feedback received from the State Design Review Panel (SDRP), the Department of Planning, Housing and Infrastructure (DPHI) and Willoughby City Council (WCC). Public exhibition of the application occurred between 20 June 2025 and 21 July 2025.

The report includes a description and explanation of the design changes adopted and provides a response to the matters identified by DPHI, the SDRP, WCC and the public submissions received during the exhibition period. The report comprises part of a suite of technical documents prepared by the project team in support of the application and should be read in conjunction with these documents.

The key design changes that have been introduced are summarised as follows:

- Improvement of the height and scale transition to the adjoining conservation area:
  - Two storey reduction in podium height fronting Bertram Street.
  - Setback of the street wall has been increased from 8m to 9m.

- Redistribution of floorspace:
  - Floorspace within the building element fronting Bertram Street has been transferred to the Archer Street tower resulting in an overall increase in the height of the tower to 29 storeys.

- Increased and improved landscaping through substitution of bleachers and other hard elements by soft green landscaping.

The project description has been updated as follows:

Project Element	Summary
Project Summary	The project includes demolition of all existing buildings and structures and the removal of all trees on the site, and construction of a mixed-use building to 29 storeys comprising residential and commercial uses. Specifically, the SSDA seeks development consent for:

Project Element	Summary
	• Demolition of existing buildings and structures and removal of trees including two street trees on Bertram Street. • Excavation of the site to a depth of RL71.85m and construction of a 6-level basement. • Construction of a mixed-use building up to 29-storeys in height (RL188.25m) comprising the following uses: o Residential apartments: A total of 122 apartments, including 25 affordable housing units (3,168m^2), and residential amenities. o Office tenancies: occupying levels 1 and 2. o Retail tenancies: a double storey retail unit fronting Bertram Street. o Food and beverage tenancies: ground level. • Provision of car and bicycle parking spaces at basement level. • Provision of residential amenities and services, including a swimming pool and gym. • Provision of a publicly accessible landscaped through site link. Associated works for the provision of infrastructure and servicing.
Site/Project Area	The site has a total area of 2,201m^2. The entirety of the site will be physically disturbed by the project.
Proposed uses	• Shop top housing • Retail premises, including food and drink premises and a two-storey retail unit • Office premises
Gross Floor Area (GFA)	Total 14,230m^2 which includes: • Residential GFA: 12,349m^2 including affordable housing GFA of 3,168m^2 • Non-residential GFA: 1,881m^2 o Commercial GFA: 1,439m^2 o Retail tenancy with a total GFA of: 159m^2 o Three food and beverage tenancies, with a total GFA: 283m^2

Project Element	Summary
Floor Space Ratio (FSR)	6.46:1
Maximum height	96.40m above existing ground level (RL 188.25m) 29 storeys
Apartments and Mix	The proposal will deliver 122 dwellings in the following mix: • 1-bedroom: 21 (17%) • 2-bedroom: 61 (50%) • 3-bedroom: 30 (25%) • 4-bedroom: 10 (8%) Adaptable apartments: 61 (50%) 97 of these apartments will be market housing and 25 apartments will be affordable housing (15% of overall GFA). Additionally, a monetary contribution will be provided in lieu of floorspace within the project to meet the requirement for affordable housing under clause 6.8 of the WLEP.
Parking	154 car parking spaces: • 123 residential including 16 accessible spaces o 6 spaces allocated to the affordable housing units including 1 accessible space. • 18 visitor spaces. 1 of these spaces is accessible. • 4 commercial spaces. 2 of these spaces are accessible. • 3 retail spaces. • 6 food and beverage spaces. • 11 motorcycle parking spaces.
Bicycle Parking	13 resident and 13 visitor spaces provided at basement 2 and 2 spaces provided at basement 1.

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 vtph and 20 vtph 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 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 RL71.85m.
- Construction of a mixed-use building to 29 storeys (RL188.25m) comprising residential and commercial uses.
- The development of 122 apartments (including 25 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 29-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 122 apartments (including 25 affordable housing units) comprising 21 x 1 bed apartments, 61 x 2 bed apartments, 30 x 3 bed apartments and 10 x 4 bed apartments with recreational facilities at Level 8.
- Office tenancies: occupying levels 1 and 2.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 11 motorcycle 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: 14,230m2
  - Residential GFA: 12,349m^2

- Non-residential GFA: 1,881m^2

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 modal split, a forecast of additional daily	The impacts of the proposed development during the construction phase are addressed in the Construction Traffic Management Plan

Issue 10	Reference within this report/Response
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.	(CTMP), which is provided as a separate report and will accompany the State Significant Development Application (SSDA). For information on the operational impacts of the proposed development, refer to Section 6.
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.	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.
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 (GTP) has been prepared and will be submitted alongside the SSDA. Refer to Appendix F for GTP detailed report.
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.	A separate Construction Traffic Management Plan (CTMP) has been prepared and will be submitted alongside the SSDA. Refer to Appendix G for CTMP detailed report.

The report has also been updated to address comments in DPHI's letter associated with traffic, access and parking matters for the development and provided the following responses in the table below.

RFI	TS Response
Attachment A	
7. Parking Access	
Mark out the car spaces dedicated towards the affordable housing units on the plans.	The car spaces dedicated to the affordable housing units has been clearly marked on the plans. 6 parking spaces have been allocated for affordable housing at a rate consistent with the SEPP Housing controls
Clarify the number of accessible parking spaces that are to be provided for the development and ensure they are marked out on the architectural plans.	19 accessible spaces are provided as follows: • 15 residential • 1 visitor • 1 affordable housing • 2 commercial. Accessible paces are marked on the plans at Appendix A.
Provide updated swept path diagrams demonstrating that: • a small rigid vehicle (SRV) is able to pass a passenger vehicle at all locations between the road and the loading bay • vehicles can simultaneously manoeuvre through the circulation aisles and ramps of the basement with significantly reduced path overlap than what is demonstrated currently.	Refer Appendix B for the swept path diagrams. Refer Appendix B for the swept path diagrams.
Update the vehicular crossing to comply with Council requirements as detailed in Attachment 1 of its submission and revise the swept path diagrams accordingly.	Refer Appendix A for revised vehicular crossing and Appendix B for swept path diagrams.
Attachment 1 – Council Submission	
d) Engineering Comments	
<u>Vehicle Access and Parking</u>	

RFI	TS Response
The vehicle access to the site is located immediately against the site boundary. In order to ensure that there is separation from any vehicle crossing on the adjacent property and to ensure that the crossing for the development is located fully in front of the development site, and doesn't impact adjacent properties, the vehicle crossing needs to be located a minimum of 1.2m off the site boundary. The proposed vehicle crossing has not been clearly shown on plans, so Council has not been able to confirm that it complies with Council's requirements, which include no splays between the layback and the property boundary. As the proposed vehicle crossing is located at a section of the road where the kerb bends to form a blister, the kerb line will need to be amended such that the layback for the vehicle crossing is located in line with the blister, and returns back beyond the vehicle crossing. Amended plans should be required to clearly show this area, including new kerb alignment and proposed vehicle crossing details.	The vehicle crossing has been revised to provide the required 1.2 m offset from the site boundary, comply with Council requirements, and be clearly shown on the amended plans, including kerb alignment and crossing details.
The swept path diagrams provided for the service vehicle do not clearly show the extent of the vehicle crossing. As such, Council has not been able to confirm that the proposed crossing width is suitable for the proposed vehicle access.	The vehicle crossing width has been confirmed and clearly shown on the amended plans to demonstrate compliance with Council requirements.
The diagrams provided show that the largest service vehicle occupies the whole vehicle crossing and driveway	To manage this, HRV deliveries will be scheduled during off-peak periods only, with drivers required to book a delivery

RFI	TS Response
area. Details need to be provided to confirm how potential conflicts will be managed, with particular attention to ensuring incoming vehicles have priority and that vehicles do not need to reverse out into the roadway.	time prior to accessing the site. Based on the proposed uses, HRV activity is anticipated to be low. This ensures conflicts with other vehicles are avoided and that incoming vehicles retain priority without the need for reversing into the roadway.
As the majority of deliveries will occur with a smaller vehicle, the development should demonstrate that a Small Rigid Vehicle (SRV) is able to pass a passenger vehicle at all locations between the frontage road and the loading bay.	Updated swept path diagrams will be provided to demonstrate that an SRV can safely pass a passenger vehicle between the frontage road and the loading bay.
The swept path diagrams show significant overlap between two passenger vehicles within the circulation aisles in the basement parking area, including at the end of ramps. The circulation aisles and ramps need to be designed for allow for simultaneous maneuvering of a B99 and B85 vehicle at all locations, but particularly at ramp ends, to minimise conflict between vehicles.	The design will incorporate a stop-and-go signal system together with a designated waiting bay, ensuring that only one vehicle uses the ramp at a time. This arrangement will eliminate conflict between opposing vehicles and provide safe and efficient operation of the circulation aisles.
The plans do not include dimensions for all parking spaces, so it is not clear if they comply with AS/NZS 2890.1 and AS 2890.6. Depending on the use, the spaces should comply with the following: - Visitor spaces (Visitor and retail / commercial): Class 2 medium term spaces as per AS/NZS 2890.1, with a minimum width of 2.5m	All visitor spaces (Visitor and retail / commercial) are a minimum of 2.5m as per AS/NZS 2890.1 All parking spaces are drawn to scale, as indicated by the drawing scale shown at the bottom right corner of the plans.
- Residential spaces: Class 2 medium term spaces as per AS/NZS 2890.1,	All residential spaces are a minimum of 2.4m as per AS/NZS 2890.1

RFI	TS Response
with a minimum width of 2.4m	
- Commercial / retail spaces: Class 2 medium term spaces as per AS/NZS 2890.1, with a minimum width of 2.5m	All standard commercial spaces are a minimum of 2.5m. It is noted that all retail spaces will be allocated for staff only, as such the 2.4m wide retail spaces are in accordance with AS2890.1 User Class 1/1A.
- Accessible and adaptable spaces: As per AS 2890.6, with a minimum width of 2.4m and the required shared zones.	All accessible and adaptable spaces are provided with a minimum of 2.4m and shared zones as per AS 2890.6.
Blind aisle lengths potentially exceed the maximum length permitted without a turning bay. Any spaces in this location should be spaces allocated to a specific lot, so that any vehicle using the blind aisle has an assigned space and does not need to turn around.	Noted. Any spaces beyond the maximum length of a blind aisle of six spaces have been allocated to residential users and will be attached to a specified lot on the strata plan.
Submission to DPHI re SSD	
2. Excessive car parking spaces	
Council seeks an approach to car parking in the Chatswood CBD that aligns with the significant and successful investment in the Metro, rather than default provisions that apply more broadly across NSW or outside metropolitan transport precincts. In considering this SSDA, Council requests that emphasis be placed on the planning document that prescribes the lowest applicable car parking rate within the Chatswood CBD railway precinct—namely, the Willoughby Development Control	While Council's goal of promoting a shift to alternative transport modes and the proximity of the proposed development to public transport are acknowledged, it remains essential to provide sufficient on-site car parking for residents for several important reasons: 1. Resident Convenience and Practicality: Many daily activities—such as shopping, visiting family or friends, transporting children, or travelling outside of peak public transport/commuter hours—often require access to a private vehicle. Public transport, while accessible, may

RFI	TS Response
Plan (WDCP), Part F: Transport and Parking Management. Strategic planning and traffic modelling for the Chatswood CBD are based on the enforcement of low parking rates to encourage a shift away from car use and to support the substantial public investment in the Chatswood Metro and other transport infrastructure. The SSDA proposes 123 residential car spaces, 18 visitor spaces and 13 non-residential spaces, resulting in a total of spaces of 154. The proposed residential car spaces significantly exceeds the residential car space rate of between the minimum 25 (with no visitor spaces required) and maximum 73 (including 9 visitor car spaces) in Council's WDCP. Based on the non-residential land use proposed, based on WDCP, a further 13 car spaces are required. The SSDA is requested to be amended to have car parking consistent with the location's exceptional access to transit and WDCP car parking rates. Appropriate car parking rates or total should be conditioned in any approval. Council's car parking rates were established in line with the existing densities accorded under Council's recently increased height and FSR in order to manage impacts. Excessive car parking rates in this location undermine efforts to deliver the required load shift to ensure the	not always be available, direct, or practical for all trip purposes. Convenient on-site parking ensures that residents can manage these daily needs safely and efficiently. 2. Changing Travel Needs: Residents' transport requirements may change over time due to new employment locations, shift work, family circumstances, or evolving lifestyle needs. Providing sufficient on-site parking ensures the development remains functional, flexible, and attractive to a diverse range of occupants in the long term. 3. Visitor and Service Access: Even if residents primarily use active or public transport, visitors—including those with limited mobility—as well as tradespeople, carers, and delivery vehicles will still require short-term parking. Without adequate on-site provision, these vehicles would likely increase on-street parking demand and contribute to congestion in the surrounding area. 4. Equity, Accessibility, and Safety: Some residents rely on private vehicles due to age, disability, health conditions, or limited public transport availability during certain times of the day. On-site parking supports equitable and inclusive living by providing safe, convenient access to the building, particularly during adverse weather or outside daylight hours. It also reduces pedestrian-vehicle conflicts and enhances safety for all users.

RFI	TS Response
ongoing operation of the local road network. Reductions in car parking also provide opportunities to decrease basement size and increase deep soil green planting. It is requested that this positive outcome be further explored. This is further discussed in the landscaping section.	5. Compliance and Functional Operation: Providing adequate off-street parking ensures the development complies with relevant planning controls and Australian Standards for multi-dwelling developments. It also supports essential operational needs, including access for service and emergency vehicles. 6. Limitations of Public Transport: While high-quality public transport reduces reliance on cars, it cannot eliminate the need entirely. Private vehicles remain essential for: • Trips made outside public transport operating hours; • Emergency situations or urgent travel; • Transporting heavy or bulky items; and • Accessing destinations not well served by public transport networks. In summary, even in areas with excellent public transport accessibility, on-site car parking remains a critical component of residential development design. It supports resident convenience, accessibility, safety, and compliance, while accommodating visitors and service needs. Adequate parking provision ensures that the development functions effectively and equitably for all users, without placing undue pressure on surrounding streets.

The structure of the report is 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 2,201m^2. 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.

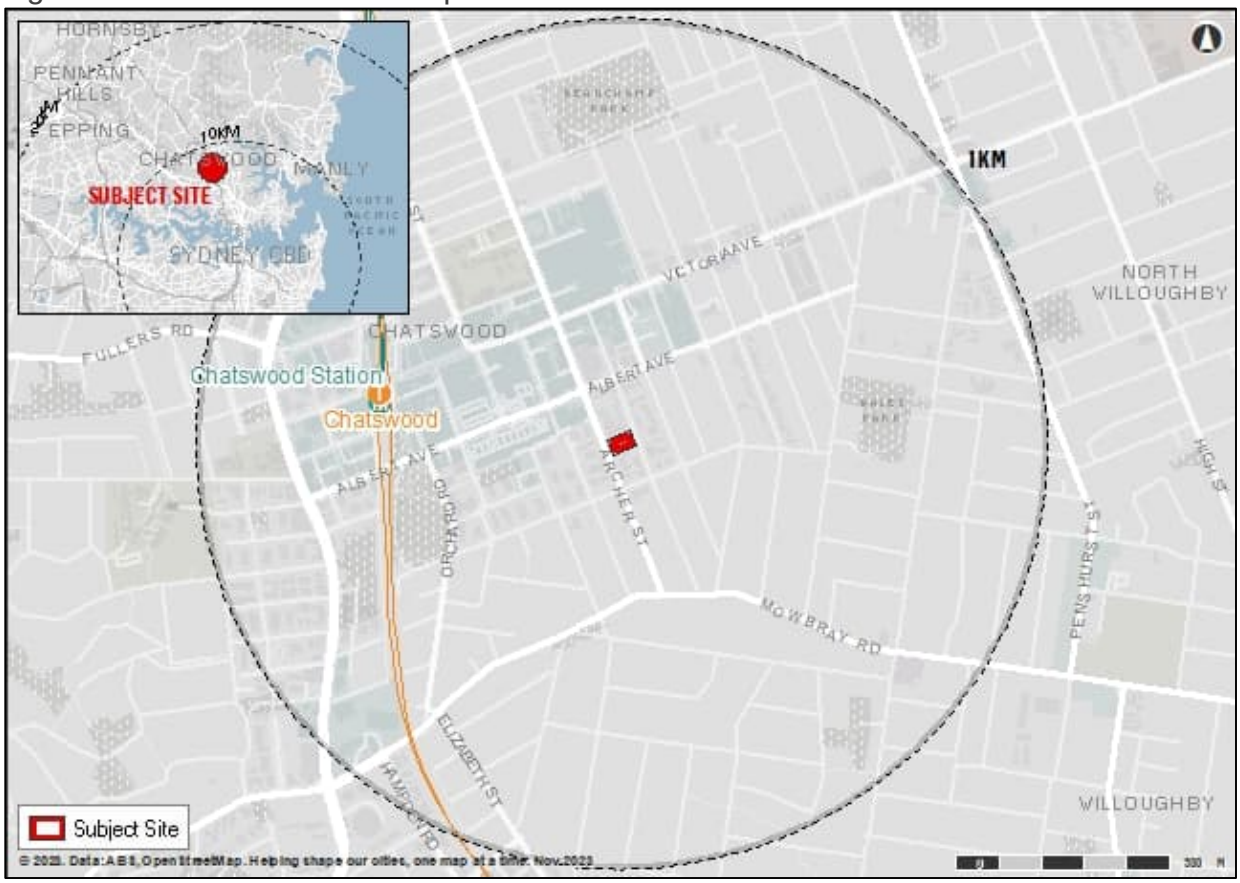
The Site location and surrounding environs are shown in Figure 3.1 and 3.2.

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

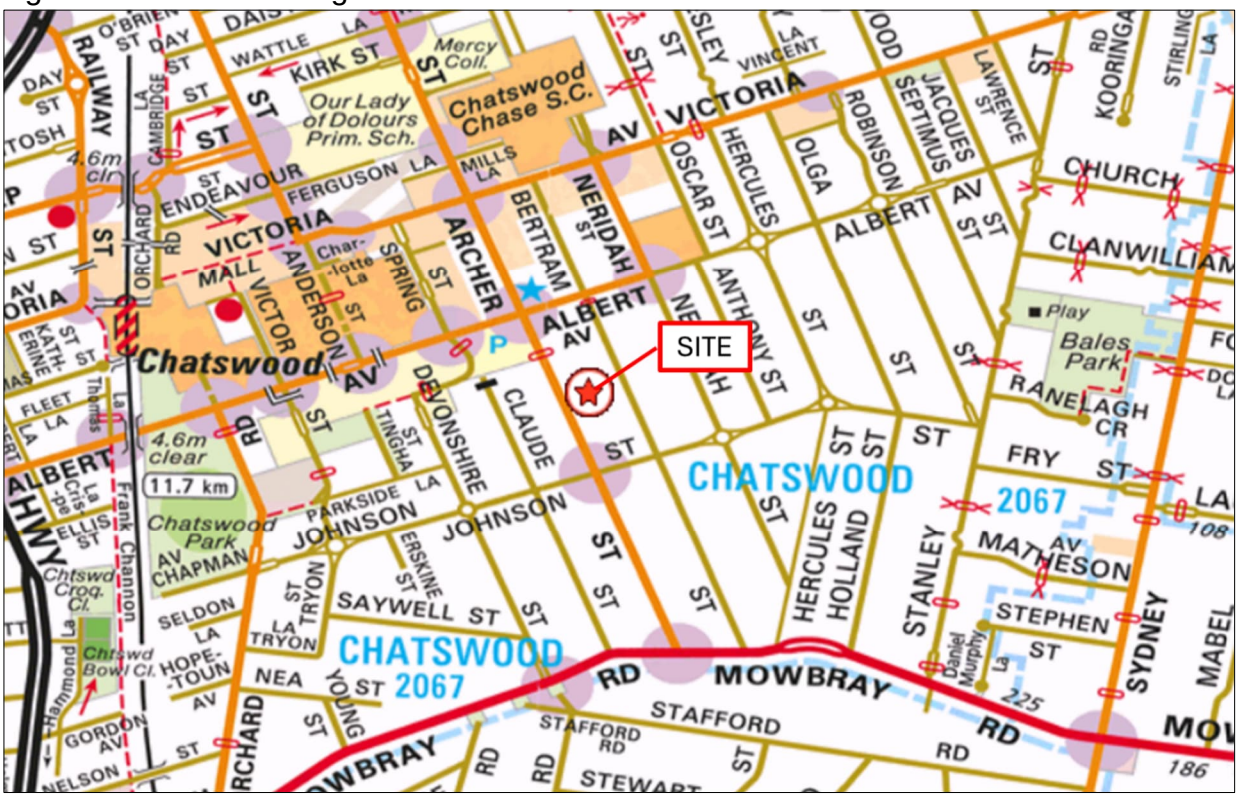
runs in a northeast-southwest direction and has one traffic lane and one parking lane in each direction. Time-restricted parking is permitted in each direction. The road has a speed limit of 50 km/hr.

- 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

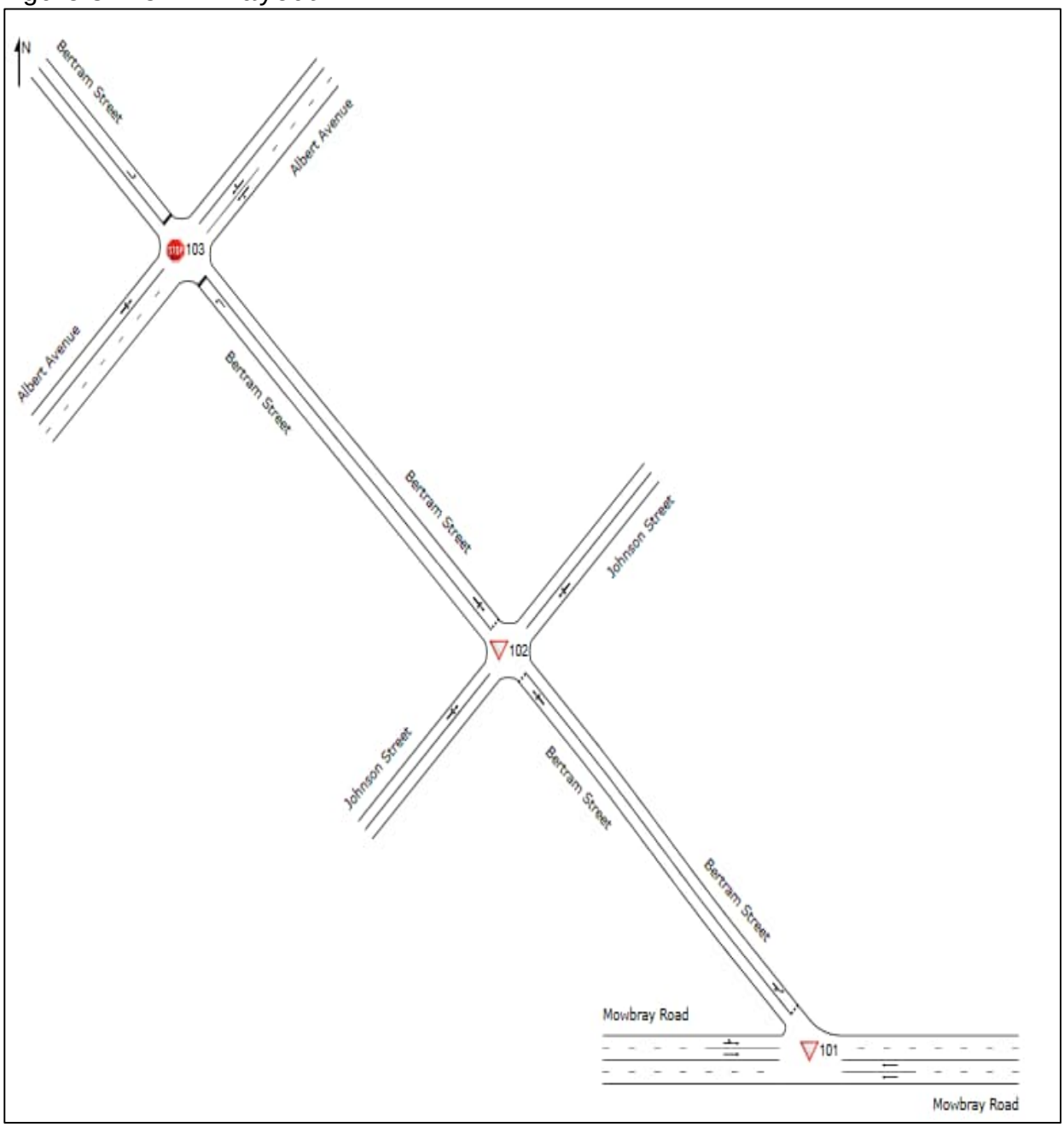


Figure 3.5: Existing AM Peak Hour Intersection Turning Volumes

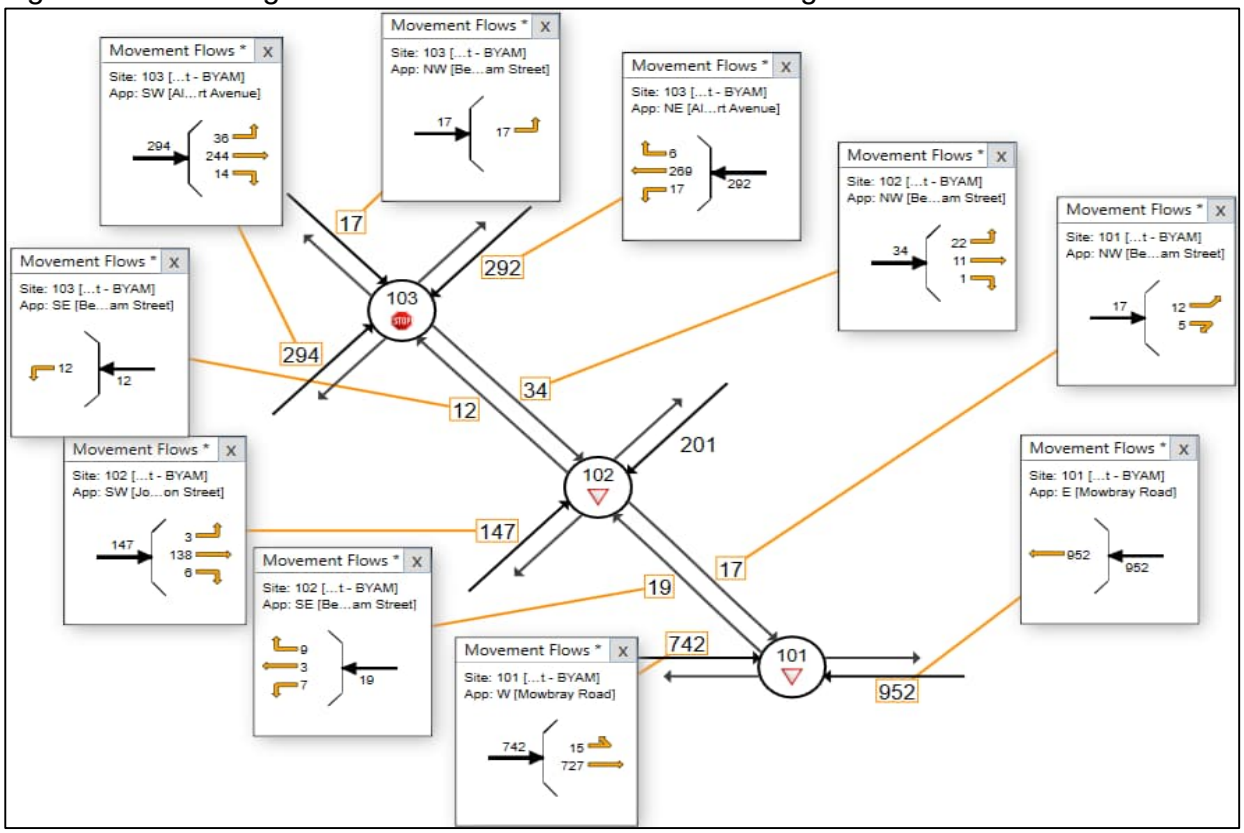
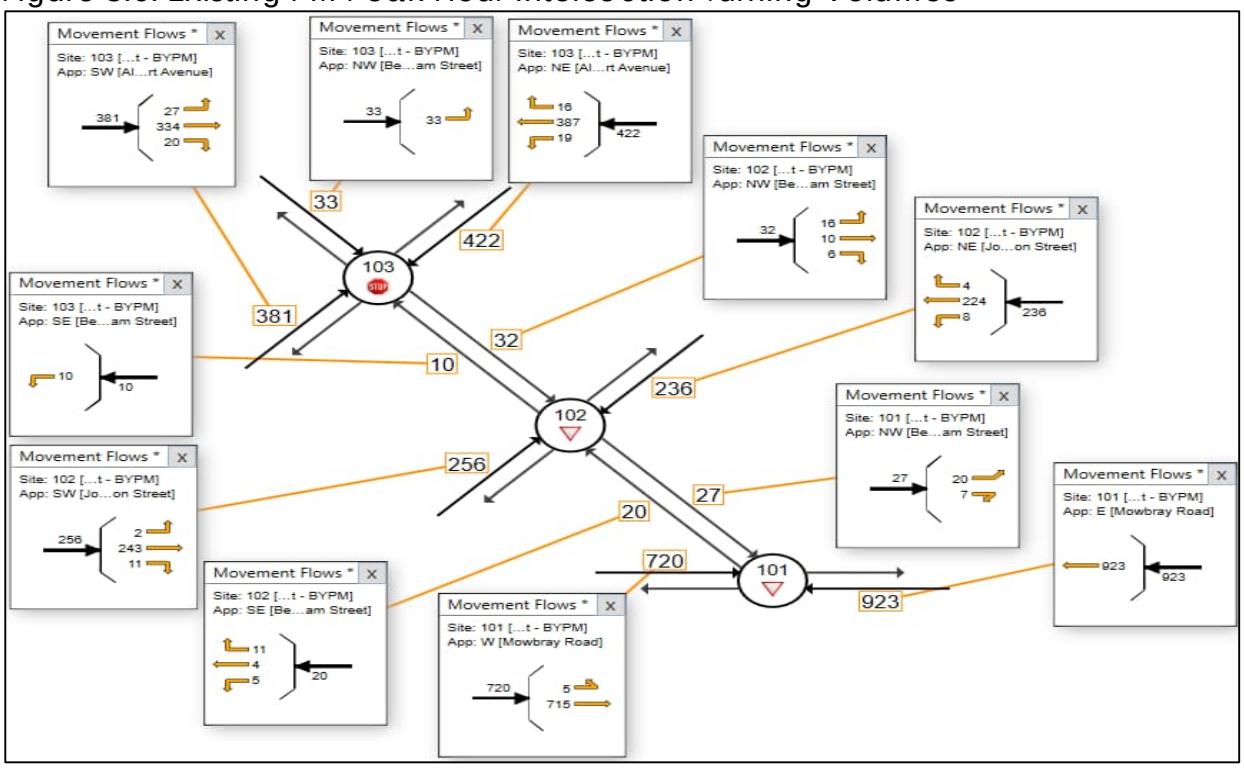


Figure 3.6: Existing PM Peak Hour Intersection Turning Volumes



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

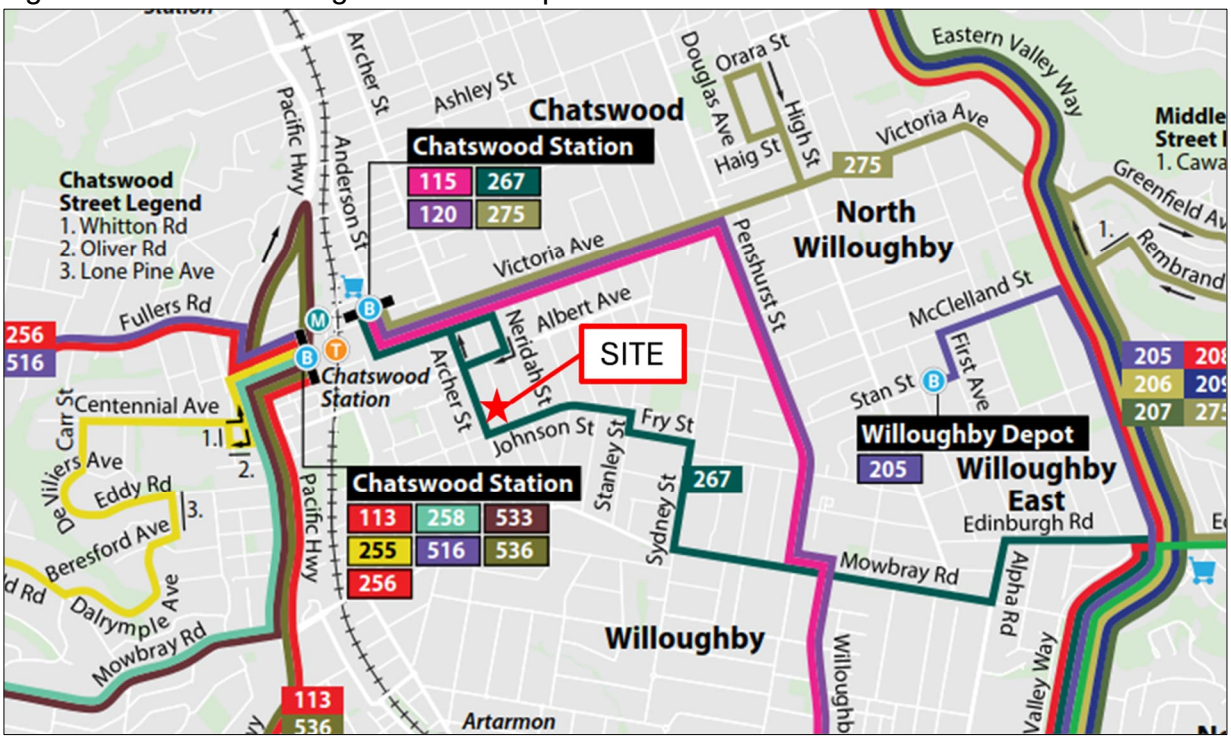
The nearest bus stops are located 47m and 130m south of the Site, along Archer Street and Johnson Street, respectively. The bus stops are serviced by bus route no. 267 (Chatswood to Greenwich via Crows Nest).

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.

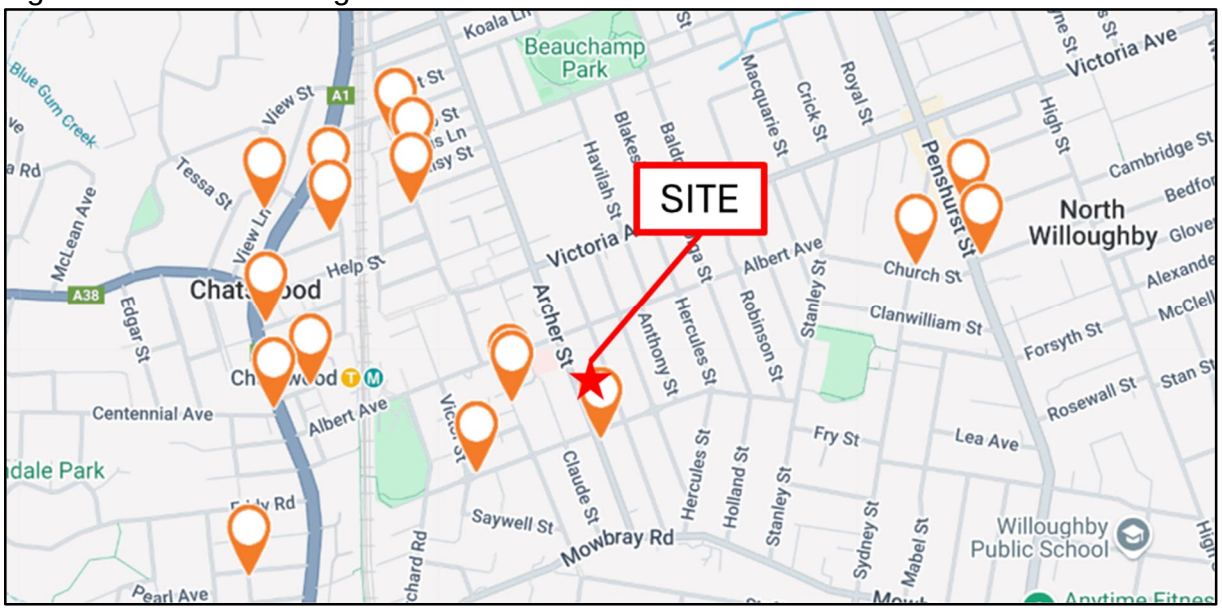
Figure 3.8: Surrounding Cycleway Network



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 29-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 122 apartments (including 25 affordable housing units) comprising 21 x 1 bed apartments, 61 x 2 bed apartments, 30 x 3 bed apartments and 10 x 4 bed apartments with recreational facilities at Level 6.
- Office tenancies: occupying levels 1 and 2.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 11 motorcycle 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: 14,230m2
  - Residential GFA: 12,349m^2
  - Non-residential GFA: 1,881m^2

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	9	12	0.4	0.5	4	6	10
2-bed	16	45	0.5	1	8	45	53
3-bed+	0	40	1	1.5	0	60	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 400m^2

- Retail
  - Maximum 1 space per 70m^2

- Food and beverage
  - Maximum 1 space per 50m^2

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)	122	1 space per 7 dwellings	N/A	18	0	18
Commercial	1,439	1 space per 400m^2	1 space per 670 m^2	4	3	4
Retail (non-supermarket)	159	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	6	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, 4 commercial, 3 retail, and 6 food and beverage 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
- Commercial : 4 spaces
- Retail : 3 spaces
- Food and beverage : 6 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.

While Council's goal of promoting a shift to alternative transport modes and the proximity of the proposed development to public transport are acknowledged, it remains essential to provide sufficient on-site car parking for residents for several important reasons:

1. Resident Convenience and Practicality: Many daily activities—such as shopping, visiting family or friends, transporting children, or travelling outside of peak public transport/commuter hours—often require access to a private vehicle. Public transport, while accessible, may not always be available, direct, or practical for all trip purposes. Convenient on-site parking ensures that residents can manage these daily needs safely and efficiently.

2. Changing Travel Needs: Residents' transport requirements may change over time due to new employment locations, shift work, family circumstances, or evolving lifestyle needs. Providing sufficient on-site parking ensures the development remains functional, flexible, and attractive to a diverse range of occupants in the long term.

3. Visitor and Service Access: Even if residents primarily use active or public transport, visitors—including those with limited mobility—as well as tradespeople, carers, and delivery vehicles will still require short-term parking. Without adequate on-site provision, these vehicles would likely increase on-street parking demand and contribute to congestion in the surrounding area.

4. Equity, Accessibility, and Safety: Some residents rely on private vehicles due to age, disability, health conditions, or limited public transport availability during certain times of the day. On-site parking supports equitable and inclusive living by providing safe, convenient access to the building, particularly during adverse weather or outside daylight hours. It also reduces pedestrian-vehicle conflicts and enhances safety for all users.

5. Compliance and Functional Operation: Providing adequate off-street parking ensures the development complies with relevant planning controls and Australian Standards for multi-dwelling developments. It also supports essential operational needs, including access for service and emergency vehicles.

6. Limitations of Public Transport: While high-quality public transport reduces reliance on cars, it cannot eliminate the need entirely. Private vehicles remain essential for:

- Trips made outside public transport operating hours;
- Emergency situations or urgent travel;
- Transporting heavy or bulky items; and
- Accessing destinations not well served by public transport networks.

In summary, even in areas with excellent public transport accessibility, on-site car parking remains a critical component of residential development design. It supports resident convenience, accessibility, safety, and compliance, while accommodating visitors and service needs. Adequate parking provision ensures that the development functions effectively and equitably for all users, without placing undue pressure on surrounding streets.

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 11 motorcycle parking spaces (8 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 vtph
- PM Peak: 0.37 vtph

On the above basis, the traffic generation rates for the existing 16 units indicate peak-hour traffic volumes of 7 vtph during the AM peak and 6 vtph 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

Peak Period	Vehicle trips generation
AM Peak	0.19 x 122 units = 23.18 ~ 24 vtph
PM Peak	0.15 x 122 units = 18.3 ~ 19 vtph

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 vtph and 19 vtph for residential use for AM and PM peak hours, respectively, with 7 vtph and 7 vtph 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 vtph during AM peak hour and 26 vtph 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 vtph during AM peak hour and 20 vtph 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

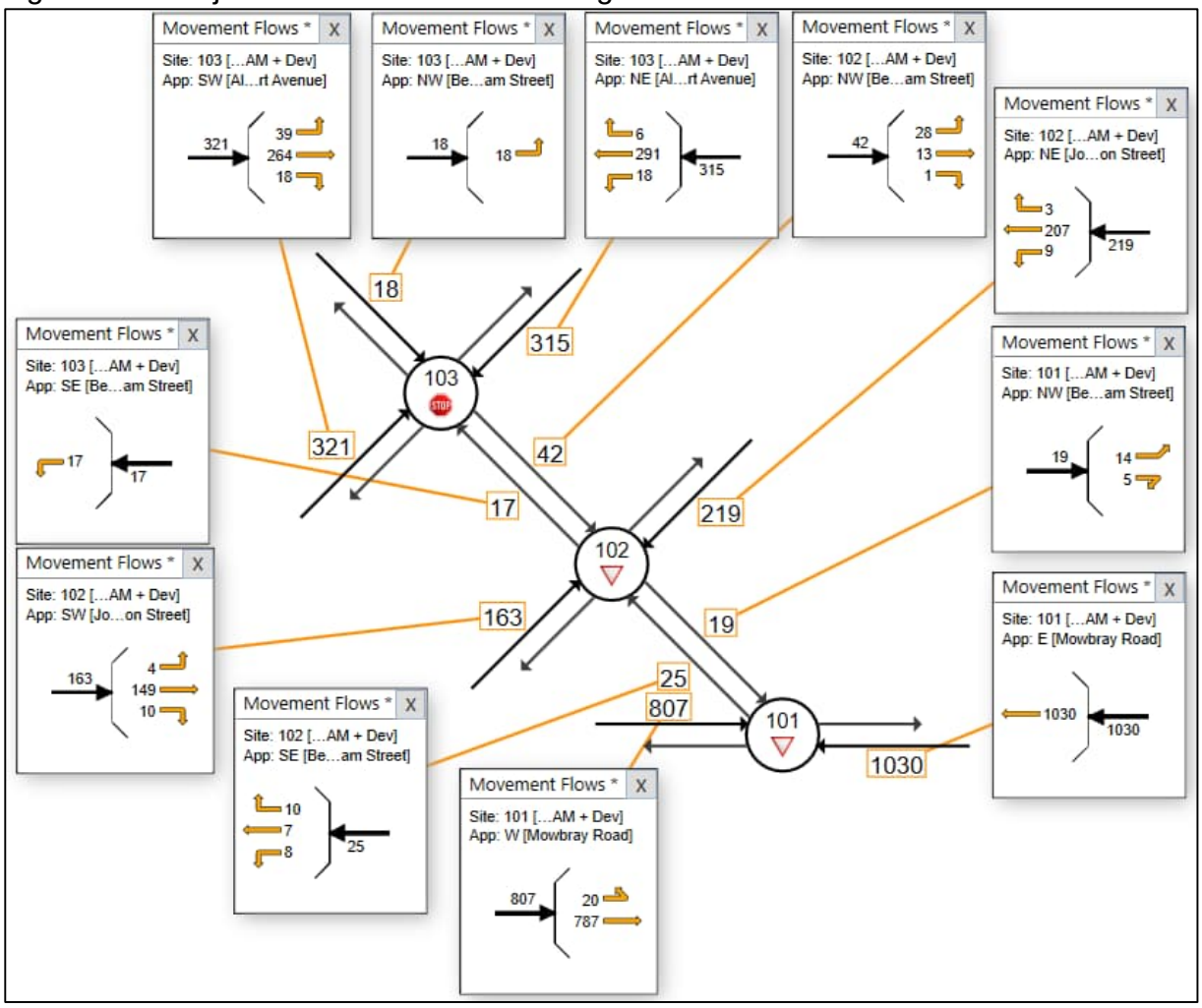
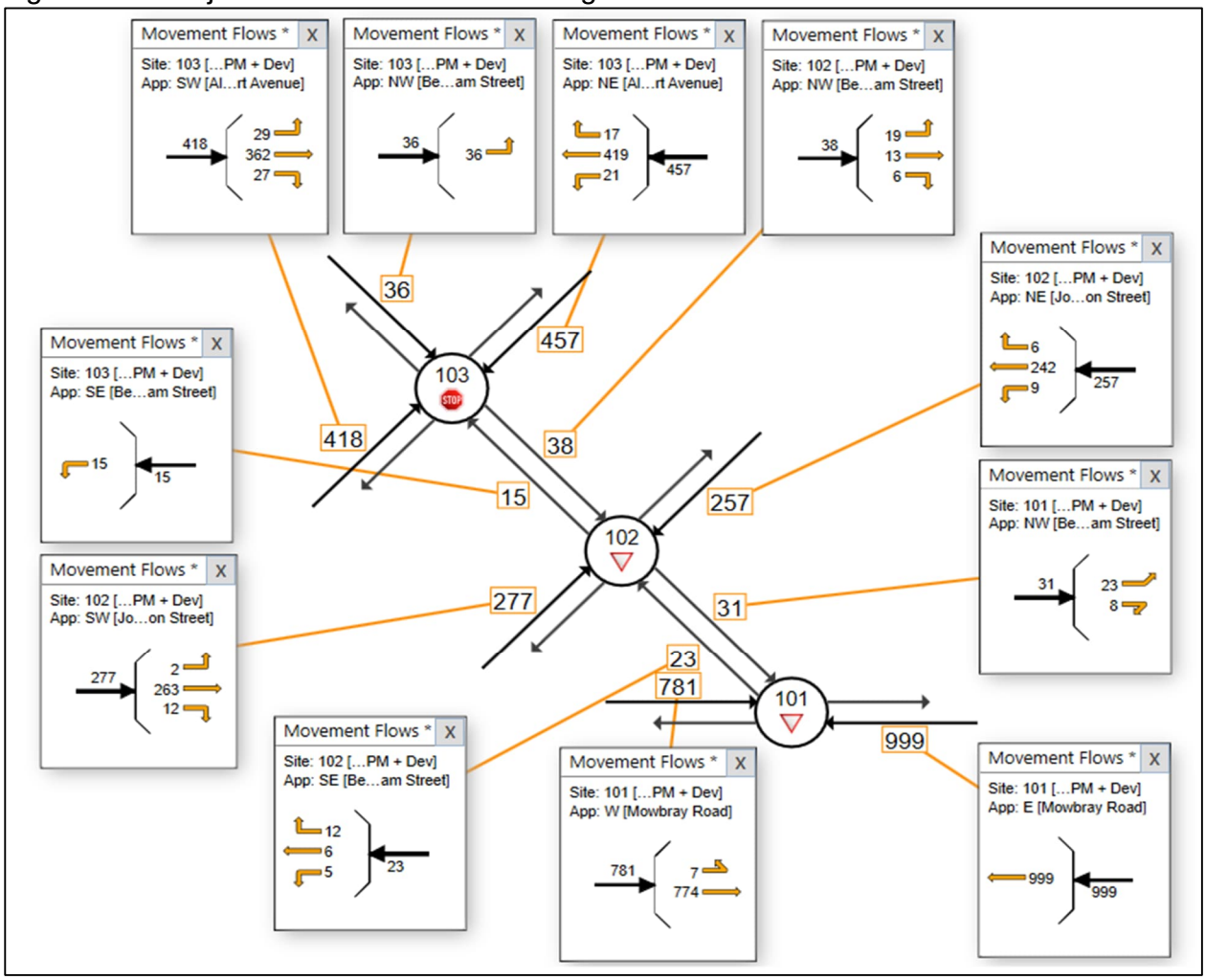


Figure 6.2: Projected Intersection Turning Volume in PM Peak Hour



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 vtph and 20 vtph 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

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

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

All Vehicles

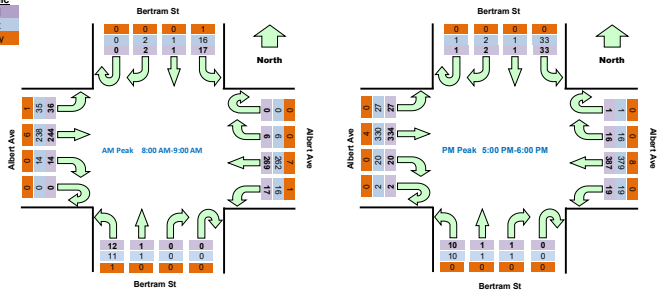
Time		North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	2	0	0	0	1	18	0	0	1	0	2	0	2	30	6	409	
7:15	7:30	0	0	1	1	0	2	32	0	0	0	0	1	0	2	21	4	476	
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	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
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	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	387	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



Light Vehicles

Time		North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave			
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	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
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	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

Heavy Vehicles

Time		North Approach Bertram St				East Approach Albert Ave				South Approach Bertram St				West Approach Albert Ave			
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	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
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	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	0	4	0	12

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

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

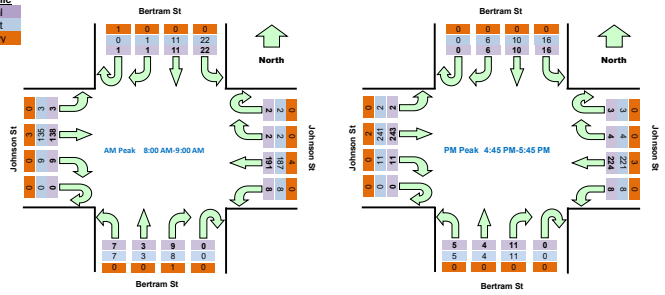
All Vehicles

Time		North Approach Bertram St				East Approach Johnson St				South Approach Bertram St				West Approach Johnson St				Hourly Total	
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	2	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
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	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
Total
Light
Heavy



Light Vehicles

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	2	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
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	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

Heavy Vehicles

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
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	1	0	0	0	0	0	4	0	0	1	0	0	0	0	3	0	9
16:45	17:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	5

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

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

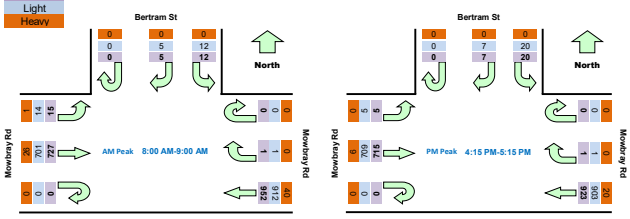
Time		North Approach Bertram S			East Approach Mowbray R			West Approach Mowbray R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:00	7:15	0	0	4	0	0	119	0	144	2	1304	
7:15	7:30	0	1	3	0	0	141	0	165	2	1445	
7:30	7:45	0	2	1	0	0	192	0	150	1	1552	
7:45	8:00	0	0	4	0	1	198	0	173	1	1628	
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 S			East Approach Mowbray R			West Approach Mowbray R			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
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.

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Bertram S			East Approach Mowbray R			West Approach Mowbray R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
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 S			East Approach Mowbray R			West Approach Mowbray R			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
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 S			East Approach Mowbray R			West Approach Mowbray R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
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 S			East Approach Mowbray R			West Approach Mowbray R			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
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

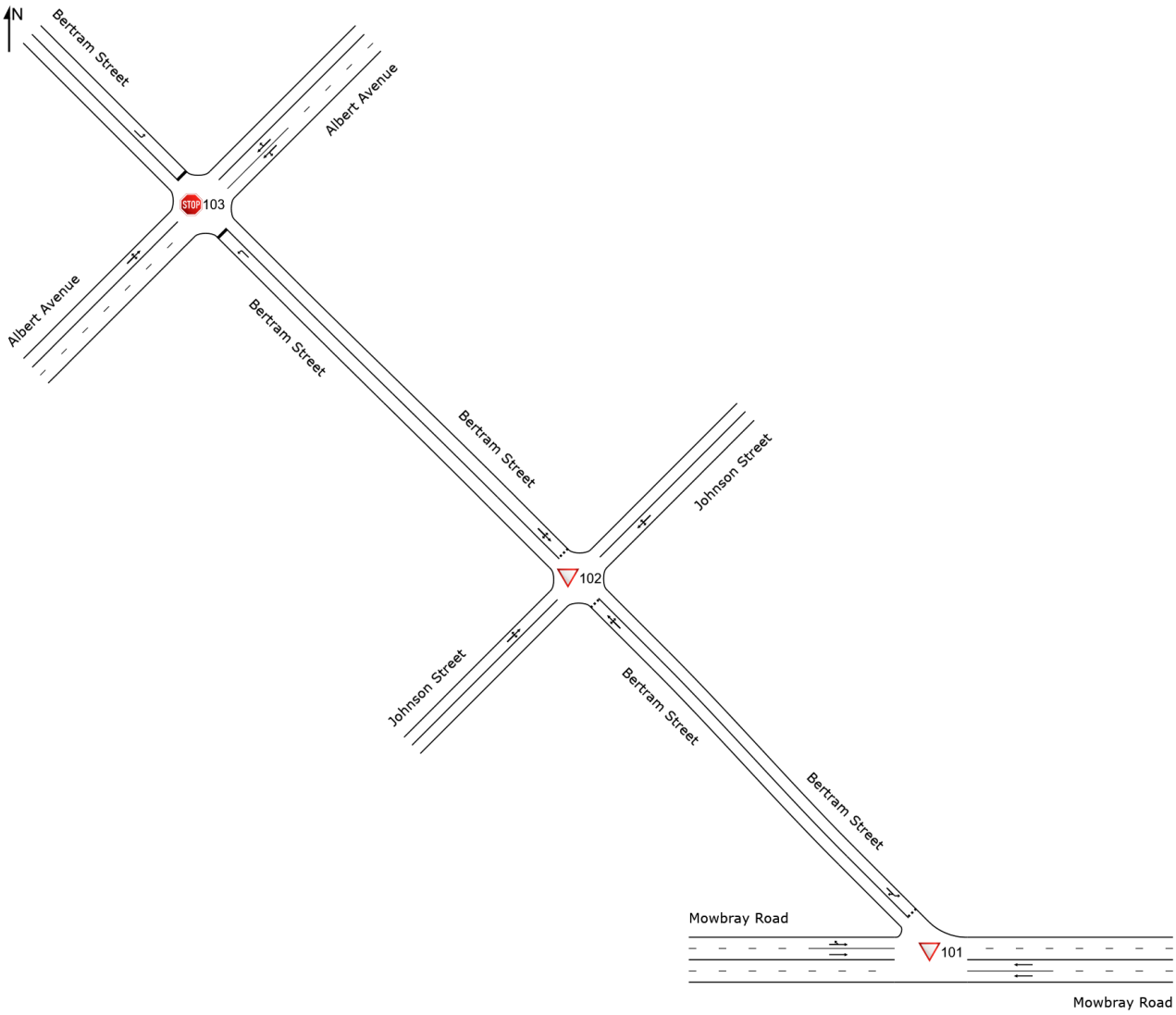
Appendix B
SIDRA Outcomes

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

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: TRANSPORT STRATEGIES ALLIANCE PTY LTD | Licence: NETWORK / 1PC | Created: Monday, 4 November 2024 2:17:58 PM
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_04112024.sip9

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Bertram Street															
21	L2	All MCs	7	0.0	7	0.0	0.023	5.2	LOS A	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	LOS A	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	LOS A	0.1	0.6	0.37	0.57	0.37	42.8
Approach			20	5.3	20	5.3	0.023	6.0	LOS A	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	LOS A	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	LOS A	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	LOS A	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	LOS A	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	LOS A	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	LOS A	0.1	0.8	0.28	0.45	0.28	33.3
Approach			36	0.0	36	0.0	0.030	3.8	LOS A	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	LOS A	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	LOS A	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	LOS A	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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Bertram Street															
21	L2	All MCs	5	0.0	5	0.0	0.034	5.4	LOS A	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	LOS A	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	LOS A	0.1	0.8	0.47	0.64	0.47	42.3
Approach			24	0.0	24	0.0	0.034	7.0	LOS A	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	LOS A	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	LOS A	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	LOS A	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	LOS A	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	LOS A	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	LOS A	0.2	1.1	0.43	0.55	0.43	32.5
Approach			40	0.0	40	0.0	0.044	4.9	LOS A	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	LOS A	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	LOS A	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	LOS A	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.

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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
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.

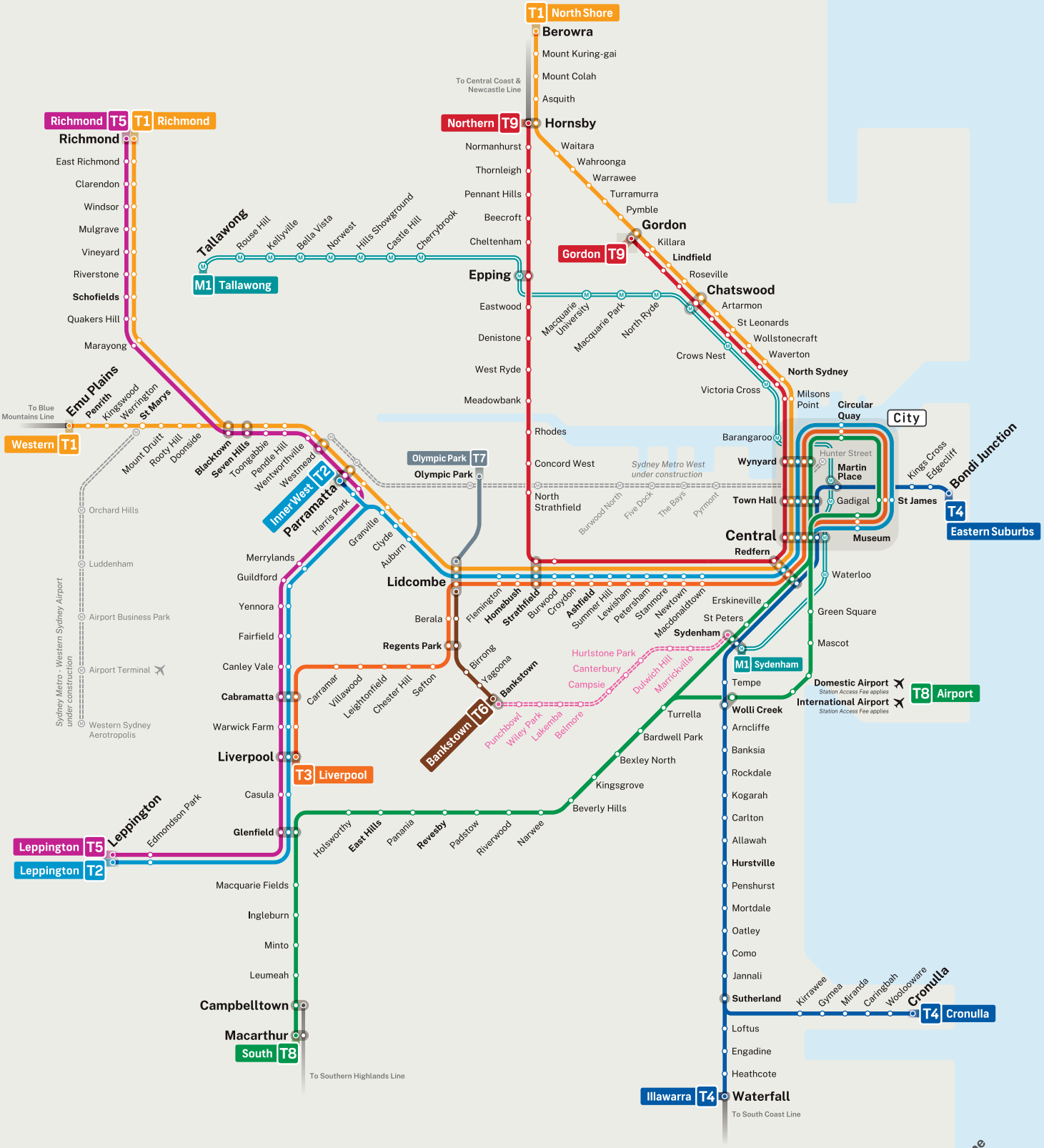
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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*
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

Stop · Interchange · Interchange · End of line

NORTH

Line under conversion - bus services

Line under construction

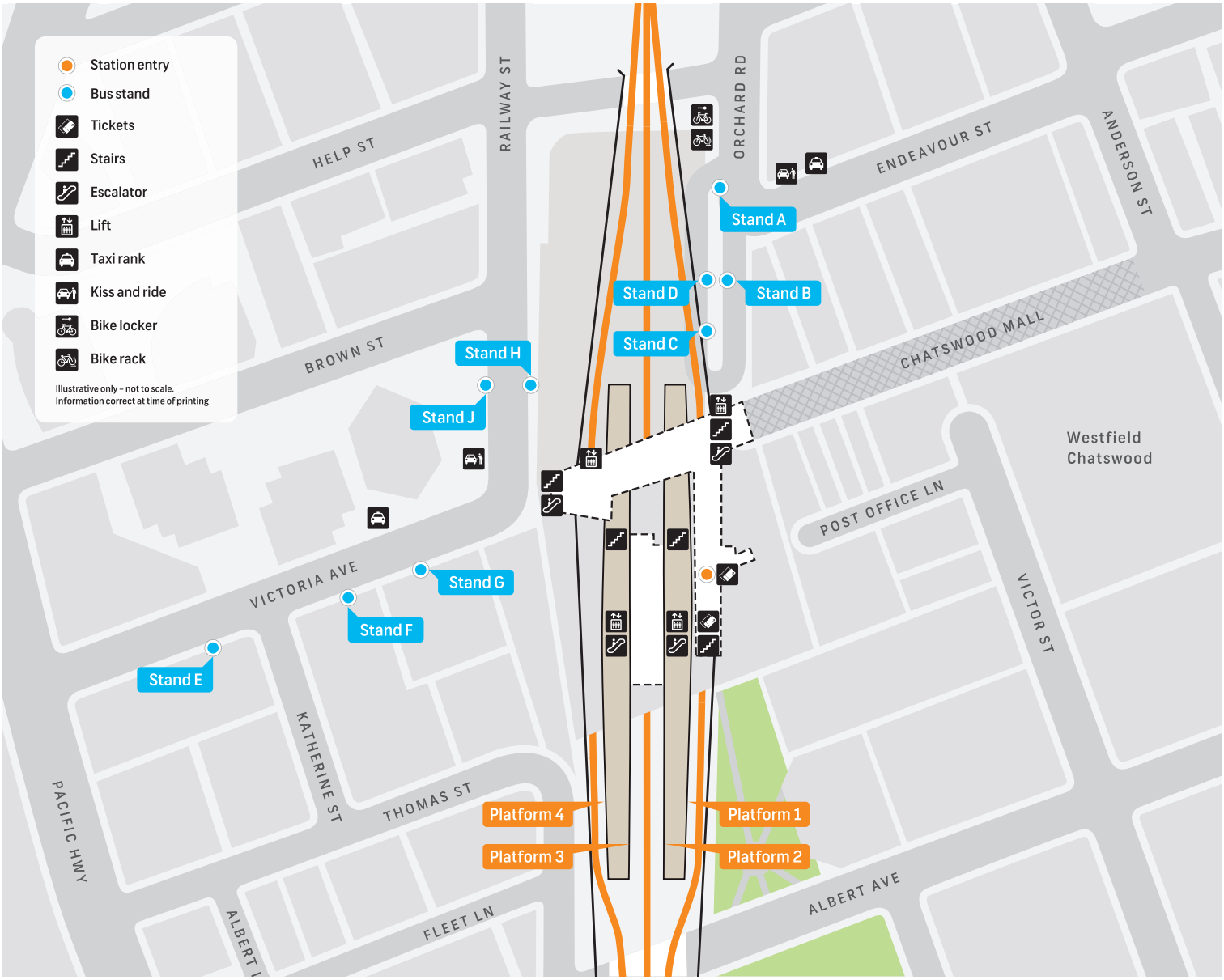
Check timetables and trip planners for train services and connections

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APXP_SRM_20240701

Chatswood Station Public Transport Map



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
transportnsw.info

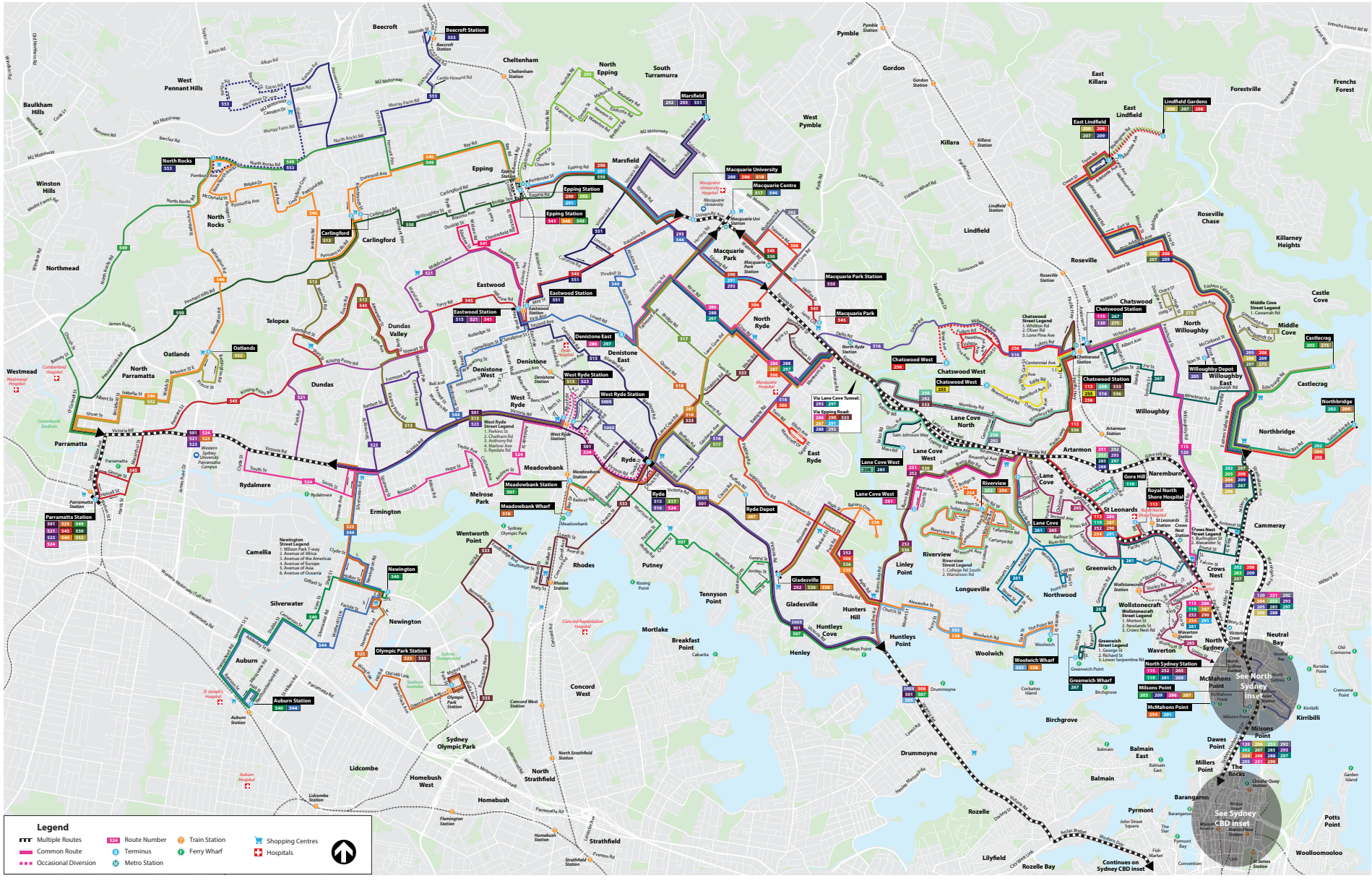
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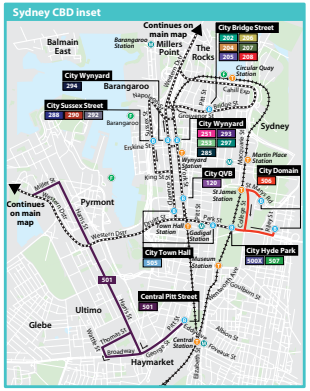
North West Sydney Bus Network Map Effective - 4 August 2024

Busways

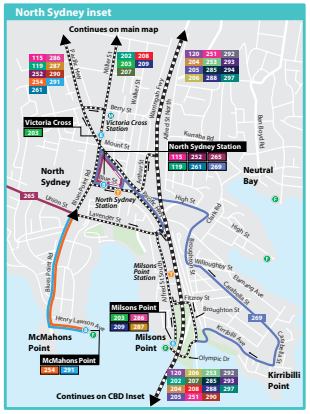
- 113 Chatswood to Royal North Shore Hospital via Pacific Hwy
- 115 Chatswood to North Sydney via Willoughby Rd
- 119 Gore Hill to North Sydney (Loop Service)
- 120 Chatswood to City, QVB (Loop Service)
- 202 Northbridge to City, Bridge St via North Sydney
- 203 Castlecrag to Milsons Point via North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



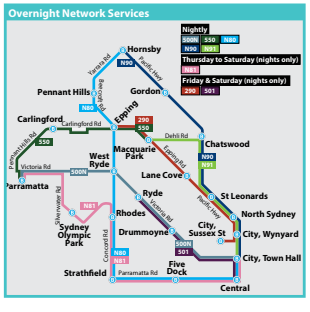
Sydney CBD inset



North Sydney inset



Overnight Network Services



Transport Strategies

Appendix D
Architectural Plans



GENERAL NOTES

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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

BASEMENT 06
28 CAR PARKING SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025
B	RESPONSE TO DPHI RFI	30/10/2025

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NOMINATED ARCHITECT RACHID ANDARY NSW ARB 8627

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CHATSWOOD NSW 2067

0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

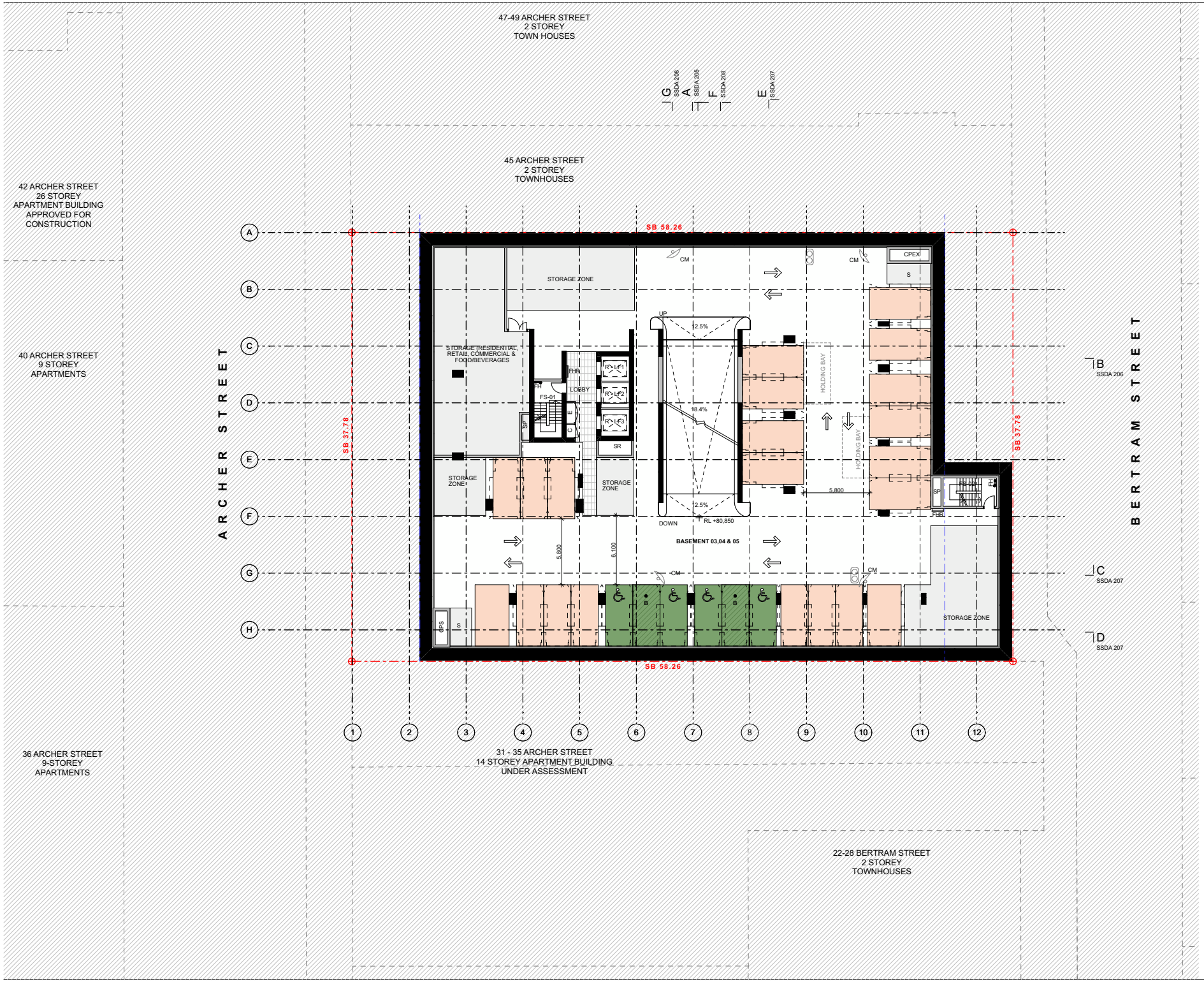
CHECKED	DRAWN
AA/JSN/CH	KH/BC

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

PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 06 PLAN

SHEET NO.	REVISION
SSDA 101	B



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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

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

TOTAL
75 CAR SPACES

BASEMENT 03-05 PARKING SCHEDULE

DESCRIPTION	QUANTITY	UNIT
Residential	21	Car Spaces
Accessible Residential	4	Car Spaces

TOTAL:
25 CAR SPACES / LEVEL

63 RESIDENTIAL CAR SPACES
12 RESIDENTIAL ACCESSIBLE CAR SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025
B	RESPONSE TO DPHI RFI	30/10/2025

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N
0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

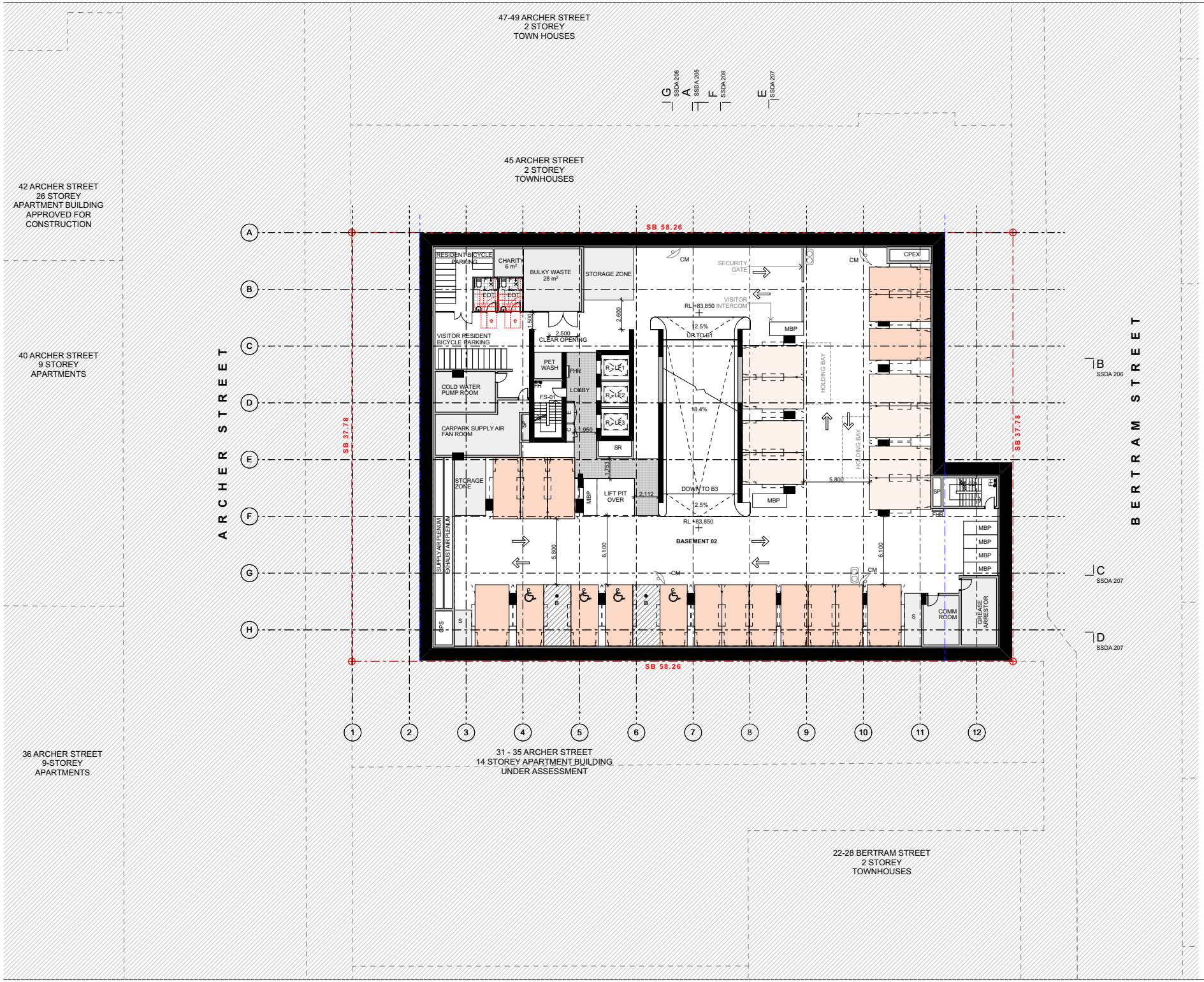
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2332

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DRAWN: KH/BC
DATE CREATED: OCTOBER 2024
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PROJECT STATUS
SSDA

DRAWING TITLE
TYPICAL BASEMENT 03-05 PLAN

SHEET NO. SSDA 102
REVISION B



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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

BASEMENT 02
26 CAR PARKING SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025
B	RESPONSE TO DPHI RFI	30/10/2025

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HYECORP

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CHATSWOOD NSW 2067

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SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED: AA/JSN/CH
DRAWN: KH/BC
DATE CREATED: OCTOBER 2024
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PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 02 PLAN

SHEET NO.: SSDA 103
REVISION: B



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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B BOLLARD
- R - LF RESIDENTIAL LIFT
- C - LF 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
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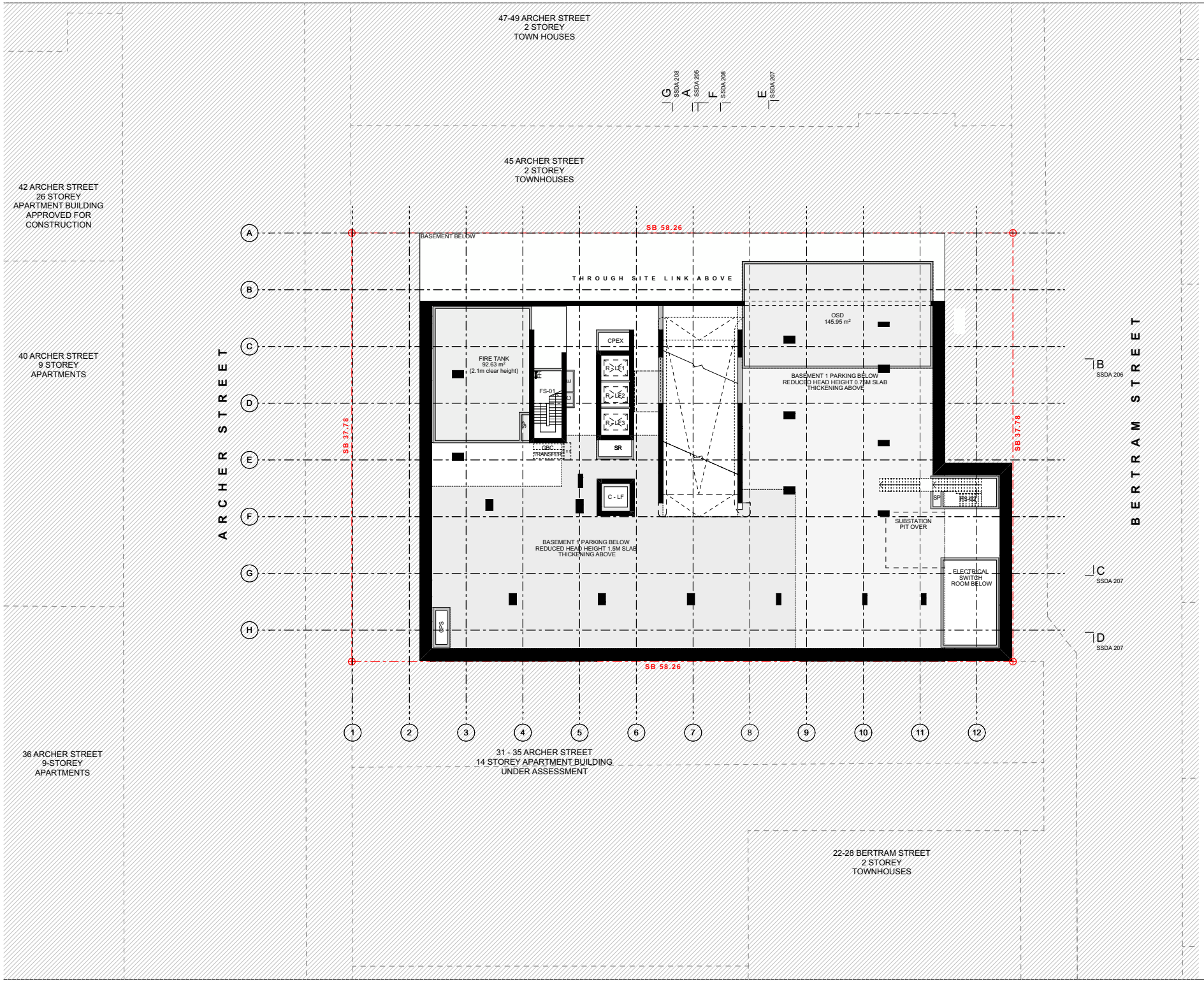
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2332

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DRAWN: KH/BC
DATE CREATED: OCTOBER 2024
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PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 01 PLAN

SHEET NO. SSDA 104
REVISION B



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LEGEND

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- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B BOLLARD
- R - LF RESIDENTIAL LIFT
- C - LF COMMERCIAL LIFT

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CHATSWOOD NSW 2067

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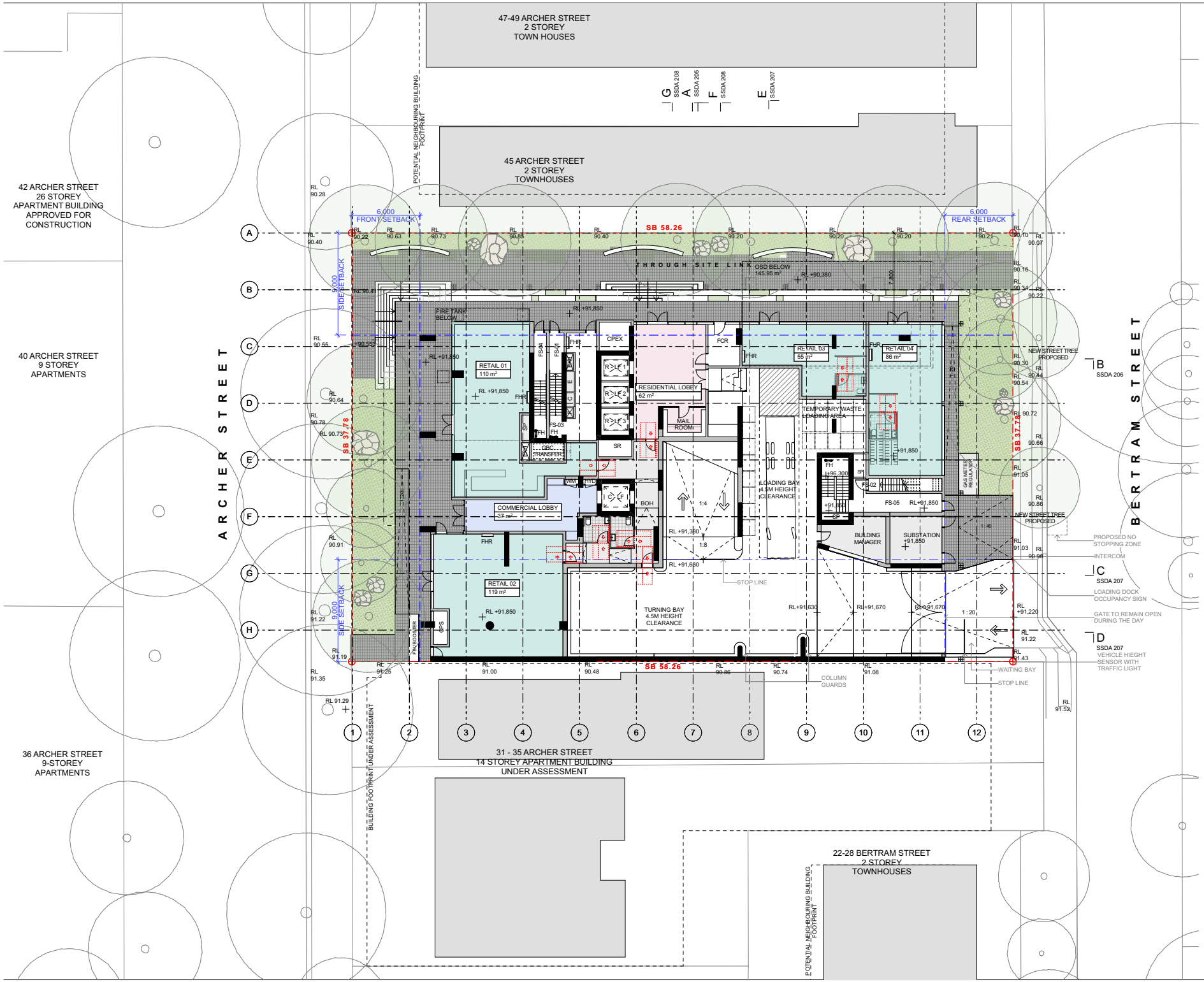
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DRAWN: BC
DATE CREATED: OCTOBER 2024
SCALE: 1:150 @ A1 50% @ A3

PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 01 MEZZANINE PLAN

SHEET NO. SSDA 105
REVISION B



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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
B	RESPONSE TO DPHI RFI	30/10/2025

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CLIENT
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CHATSWOOD NSW 2067

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

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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: B

Transport Strategies

Appendix E
Swept Path and Vertical Path Assessments

47-49 ARCHER STREET 2 STOREY TOWN HOUSES

45 ARCHER STREET 2 STOREY TOWNHOUSES

POTENTIAL NEIGHBOURING BUILDING FOOTPRINT

SSDA 208

SSDA 208

SSDA 208

REAR 6.000 SETBACK

FRONT 6.000 SETBACK

SIDE 6.000 SETBACK

SIDE 6.000 SETBACK

SB 58.26

SB 37.78

SB 58.26

SB 37.78

THROUGH SITE LINK

OSD BELOW 145.95 m²

RETAIL 03 55 m²

RETAIL 04 86 m²

RETAIL 01 110 m²

RETAIL 02 119 m²

RESIDENTIAL LOBBY 62 m²

COMMERCIAL LOBBY 37 m²

TEMPORARY WASTE LOADING AREA

LOADING BAY 4.5M HEIGHT CLEARANCE

TURNING BAY 4.5M HEIGHT CLEARANCE

BUILDING MANAGER

SUBSTATION

GAS METER REGULATOR

FIRE TANK BELOW

MAIL ROOM

GBC TRANSFER

BOH

C-LF

CPEX

FCR

FHR

SP

SR

GPO

HYDRANT

HYDRANT BOOSTER

INTERCOM

PROPOSED NO STOPPING ZONE

LOADING DOCK OCCUPANCY SIGN

GATE TO REMAIN OPEN DURING THE DAY

VEHICLE HEIGHT SENSOR WITH TRAFFIC LIGHT

NEW STREET TREE PROPOSED

NEW STREET TREE PROPOSED

STOP LINE

STOP LINE

WAITING BAY

1.4m MIN GUARDS

STANDARDS 2004 (AU_NZ)

B85

B99

R9.0

R6.0

1:40

1:20

1:4

ARCHER STREET

BERTRAM STREET

BERTRAM STREET

REFER SHT 3

22-28 BERTRAM STREET 2 STOREY TOWNHOUSES

ARCHER STREET APARTMENT BUILDING

SWEPT PATH KEY:

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

B85

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

B99

	meters
Width	: 1.94
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

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
EMAIL technical@transportstrategies.com.au
PHONE 0424 007 141
WEBSITE http://www.transportstrategies.com.au/

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V27_SP
01 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 1:250

Plotted by Transport Strategies C:\Users\Transport Strategies\Transport Strategies Dropbox\siew hwee kong\PC\Desktop\TS PROJECT\2023\23247 - 37 Archer Street, Chatswood\DRAWING\23247-01-V27_SP.dwg

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

POTENTIAL NEIGHBOURING BUILDING FOOTPRINT

ARCHER STREET

BERTRAM STREET

SB 58.26

SB 37.78

THROUGH SITE LINK

FRONT 6.000 SETBACK

SIDE 9.000 SETBACK

REAR 6.000 SETBACK

SIDE 9.000 SETBACK

OSD BELOW
145.95 m²

2 STOREY
BRICK BUILDING
TILE ROOF

RETAIL 03
55 m²

RETAIL 04
86 m²

RESIDENTIAL LOBBY
62 m²

MAIL ROOM

FIRE TANK BELOW

RETAIL 01
110 m²

COMMERCIAL LOBBY
37 m²

RETAIL 02
119 m²

SP 38065

TEMPORARY WASTE LOADING AREA

LOADING BAY
4.5M HEIGHT CLEARANCE

BUILDING MANAGER

SUBSTATION
+91.850

LIFT OVERRUN
+96.300

LIFT OVERRUN
+91.850

LIFT OVERRUN
+91.850

2 STOREY
BRICK BUILDING
TILE ROOF

TURNING BAY
4.5M HEIGHT CLEARANCE

STOP LINE

COLUMN GUARDS

NEW STREET TREE PROPOSED

NEW STREET TREE PROPOSED

PROPOSED NO STOPPING ZONE

INTERCOM

LOADING DOCK OCCUPANCY SIGN

GATE TO REMAIN OPEN DURING THE DAY

VEHICLE HEIGHT SENSOR WITH TRAFFIC LIGHT

WAITING BAY

STOP LINE

B99 STANDARDS 2004 (AU_NZ)

1:4

1:20

1:40

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

No.35

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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

B99

	meters
Width	: 1.94
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

Transport Strategies

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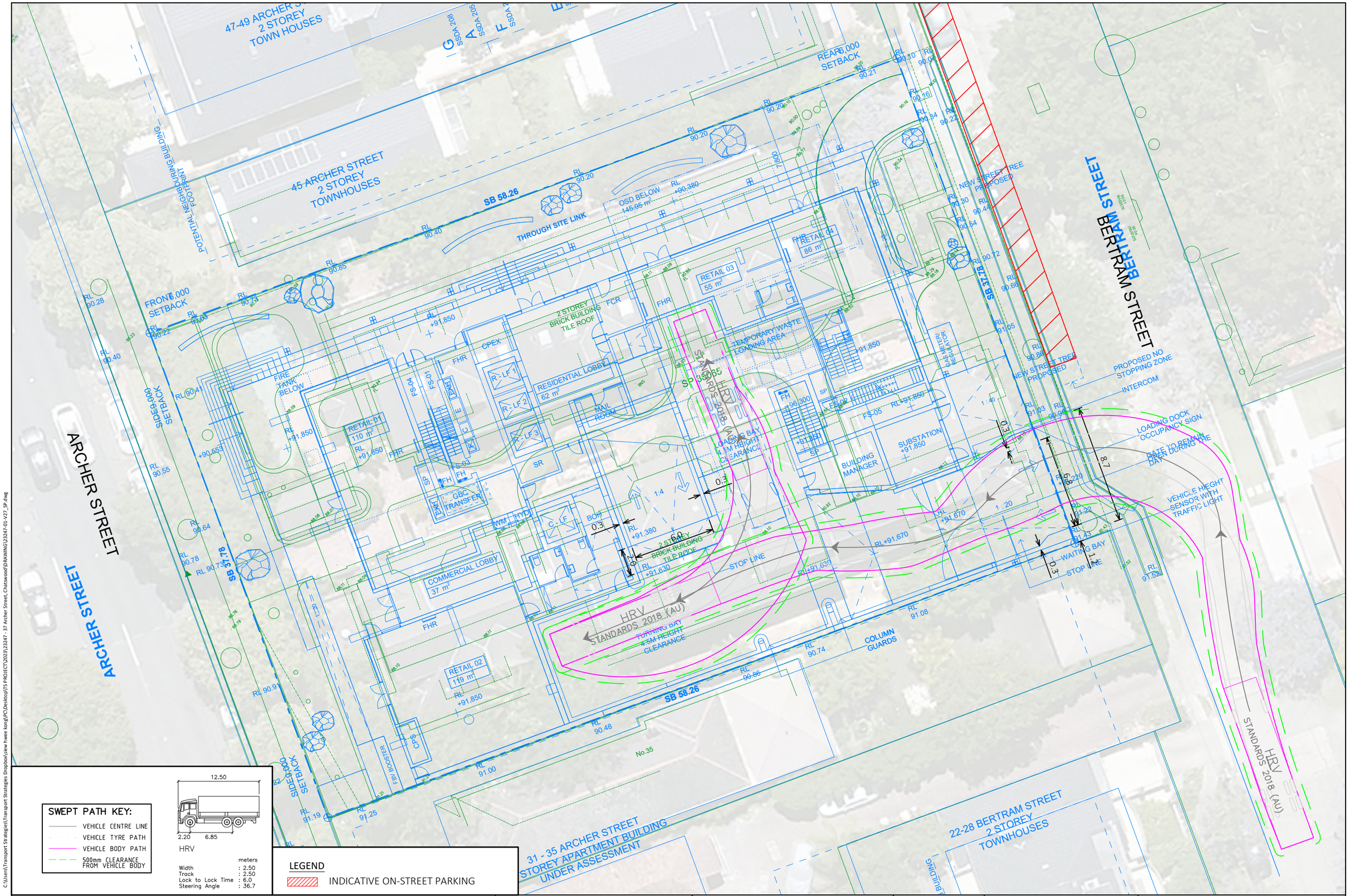
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V27_SP
02 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 1:250

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SWEPT PATH KEY:

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

HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

LEGEND

INDICATIVE ON-STREET PARKING

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

Transport Strategies

TRANSPORT STRATEGIES ALLIANCE PTY LTD
207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148
EMAIL technical@transportstrategies.com.au
PHONE 0424 007 141
WEBSITE http://www.transportstrategies.com.au/

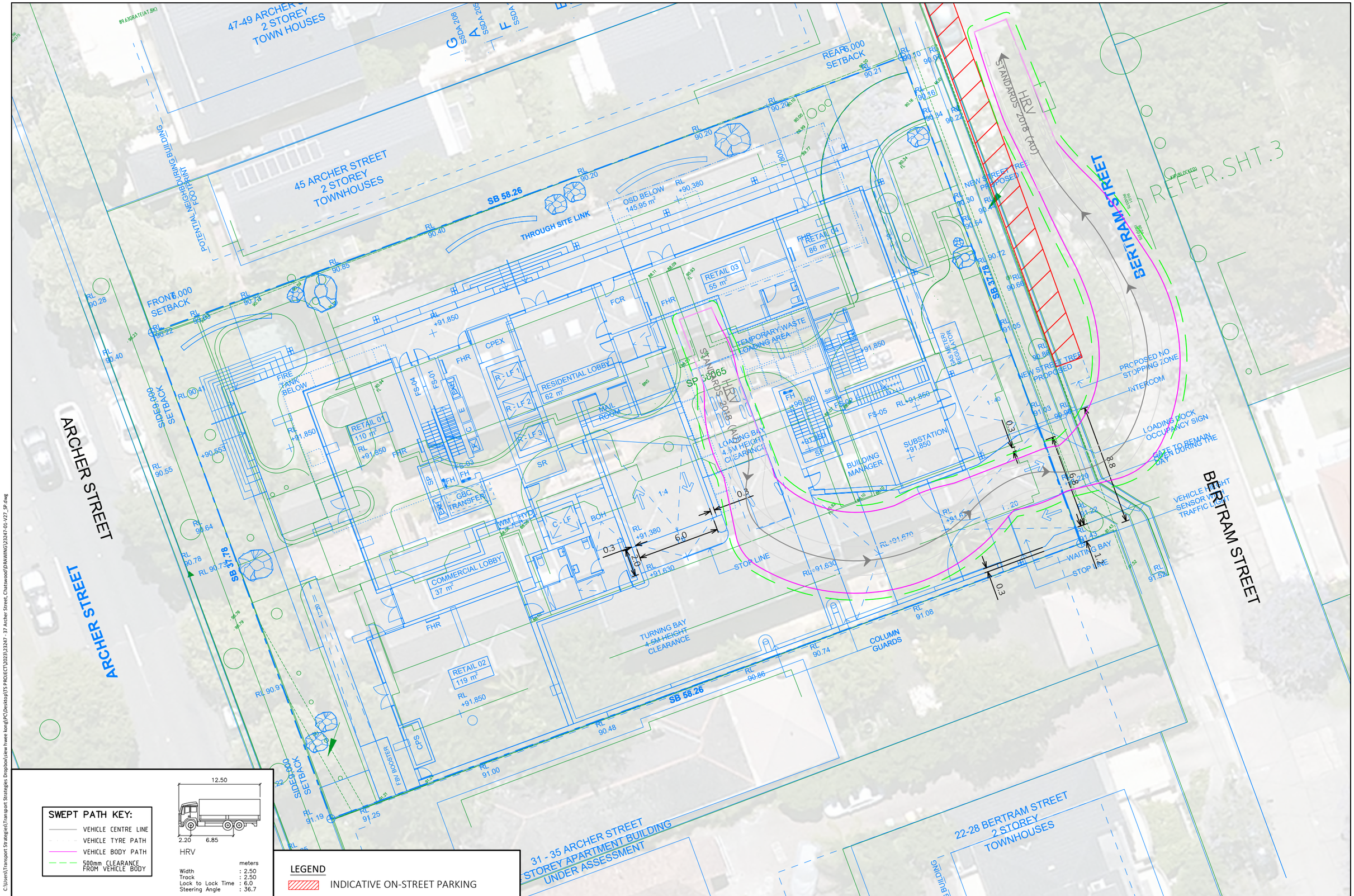
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V27_SP
03 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 1:250

Plotted by Transport Strategies C:\Users\Transport Strategies\Transport Strategies Dropbox\steve kong\PC\Desktop\TS PROJECT\2023\23247 - 37 Archer Street, Chatswood\DRAWING\23247-01-V27_SP.dwg



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

Transport Strategies

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PRELIMINARY PLAN
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23247-01-V27_SP
04 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 0 2.5 5.0 1:250

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47-49 ARCHER STREET 2 STOREY TOWN HOUSES

45 ARCHER STREET 2 STOREY TOWNHOUSES

POTENTIAL NEIGHBOURING BUILDING FOOTPRINT

ARCHER STREET

BERTRAM STREET

REFER.SHT.3

FRONT 6.000 SETBACK

REAR 6.000 SETBACK

SIDE 6.000 SETBACK

THROUGH SITE LINK

OSD BELOW 145.95 m²

RETAIL 01 110 m²

RETAIL 02 119 m²

RETAIL 03 55 m²

RETAIL 04 86 m²

RESIDENTIAL LOBBY 62 m²

COMMERCIAL LOBBY 37 m²

MAIL ROOM

FIRE TANK BELOW

CPEX

GBC TRANSFER

TEMPORARY WASTE LOADING AREA

LOADING BAY 4.5M HEIGHT CLEARANCE

BUILDING MANAGER

SUBSTATION

TURNING BAY 4.5M HEIGHT CLEARANCE

STOP LINE

WAITING BAY

NEW STREET TREE PROPOSED

PROPOSED NO STOPPING ZONE

INTERCOM

LOADING DOCK OCCUPANCY SIGN

GATE TO REMAIN OPEN DURING THE DAY

VEHICLE HEIGHT SENSOR WITH TRAFFIC LIGHT

COLUMN GUARDS

B99 - ASNZS2890.1 CLEARANCE

STANDARDS 2018 (AU)

SRV

SB 58.26

SB 37.78

SB 127.78

31 - 35 ARCHER STREET 14 STOREY APARTMENT BUILDING UNDER ASSESSMENT

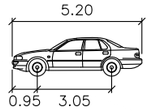
22-28 BERTRAM STREET 2 STOREY TOWNHOUSES

LEGEND

INDICATIVE ON-STREET PARKING

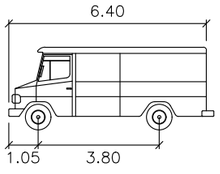
SWEPT PATH KEY:

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



B99

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



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

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

Transport Strategies

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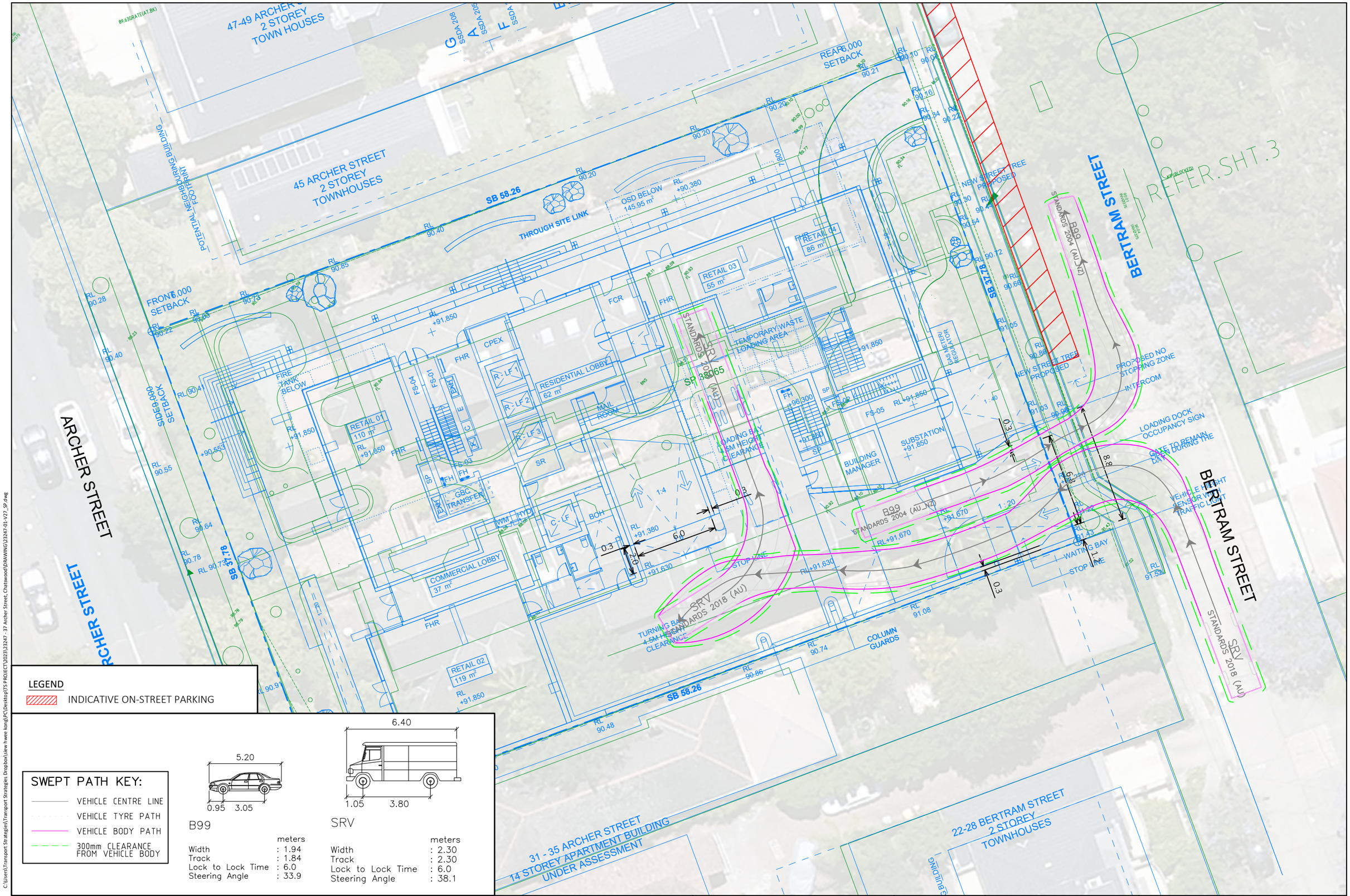
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V27_SP
05 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 1:250

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LEGEND

INDICATIVE ON-STREET PARKING

SWEPT PATH KEY:

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

B99

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

SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

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

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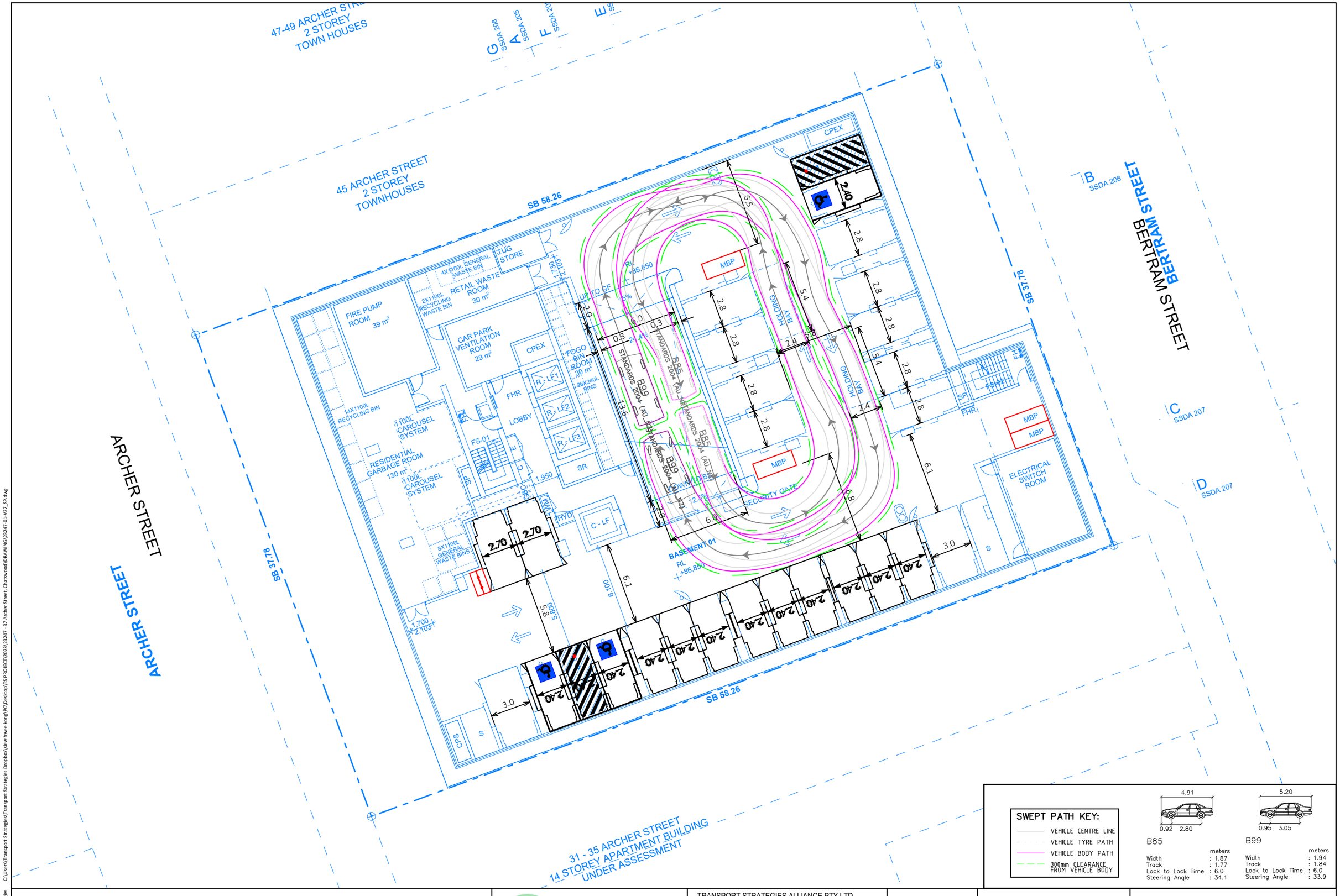
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V27_SP
06 OF 10
27 November 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

B85

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

B99

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

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

Transport Strategies

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23247-01-V27_SP
07 OF 10
27 November 2025

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SCALE A3 1:250

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47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

ARCHER STREET

BERTRAM STREET

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

SB 58.26

SB 37.78

SB 17.78

CM

CPEX

SECURITY GATE

VISITOR INTERCOM

RL +83.200

2.5% UP

RESIDENT BICYCLE PARKING

CHARITY 6 m²

BULKY WASTE 28 m²

STORAGE ZONE

EOT

CLEAR 2,500 OPENING

VISITOR RESIDENT BICYCLE PARKING

PET WASH

FHR

LOBBY

FS-01

R- LF1

R- LF2

R- LF3

SR

COLD WATER PUMP ROOM

CARPARK SUPPLY AIR FAN ROOM

STORAGE ZONE

SUPPLY AIR PLENUM

EXHAUST AIR PLENUM

CFS

S

LIFT PIT OVER

MBP

B99 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

HOLDING BAY

BASEMENT 02

SP

FHR

COMM ROOM

GREASE ARRESTOR

A SSDA 205

B SSDA 206

C SSDA 207

D SSDA 207

E SSDA 208

F SSDA 208

G SSDA 208

SWEPT PATH KEY:

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

B85

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

B99

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

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

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PRELIMINARY PLAN
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23247-01-V27_SP
08 OF 10
27 November 2025

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APPROVED BY M.KONG

SCALE A3 1:250

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47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

ARCHER STREET

BERTRAM STREET

SB 58.26

SB 37.78

SB 37.78

SB 58.26

G SSDA 208

A SSDA 205

F SSDA 208

B SSDA 206

C SSDA 207

D SSDA 207

STORAGE ZONE

STORAGE (RESIDENTIAL, RETAIL, COMMERCIAL & FOOD/BEVERAGES

STORAGE ZONE

STORAGE ZONE

STORAGE ZONE

STORAGE ZONE

FHR

LOBBY

FS-01

R- LF1

R- LF2

R- LF3

SR

SP

FH

CPEX

S

CPS

S

CM

UP

DOWN

HOLDING BAY

B85 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

BASEMENT 03, 04 & 05

18.4%

12.5%

6.6%

5.8%

6.1%

3.6

7.7

8.0

5.4

2.4

3.0

2.40

2.8

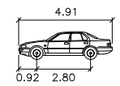
6.0

3.0

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

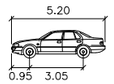
SWEPT PATH KEY:

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



B85

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



B99

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

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

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V27_SP
09 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 0 2.5 5.0 1:250

47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

45 ARCHER STREET
2 STOREY
TOWNHOUSES

ARCHER STREET

BERTRAM STREET

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

SB 58.26

SB 37.78

SSDA 208 G

SSDA 205 A

SSDA 208 F

SSDA 206 B

SSDA 207 C

SSDA 207 D

CARWASH BAY

CARWASH BAY

STORAGE ZONE

STORAGE (RESIDENTIAL, RETAIL, COMMERCIAL & FOOD/BEVERAGES

LOBBY

FHR

FS-01

R- LF1

R- LF2

R- LF3

SR

SP

AH

STORAGE ZONE

AH STORAGE ZONE

STORAGE ZONE

STORAGE ZONE

CPEX

S

CM

UP TO B85

STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

18.4%

12.5%

RL +71.850

BASEMENT 06 +71.850

HOLDING BAY

FHR

SP

AH

OPS

S

3.8

2.8

2.7

2.7

2.0

6.0

3.3

3.3

5.4

2.4

5.8%

13.6

2.0

6.0

8.0

6.1

6.1

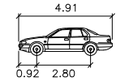
3.5

3.2

2.40

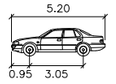
SWEPT PATH KEY:

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



B85

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



B99

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

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

Transport Strategies

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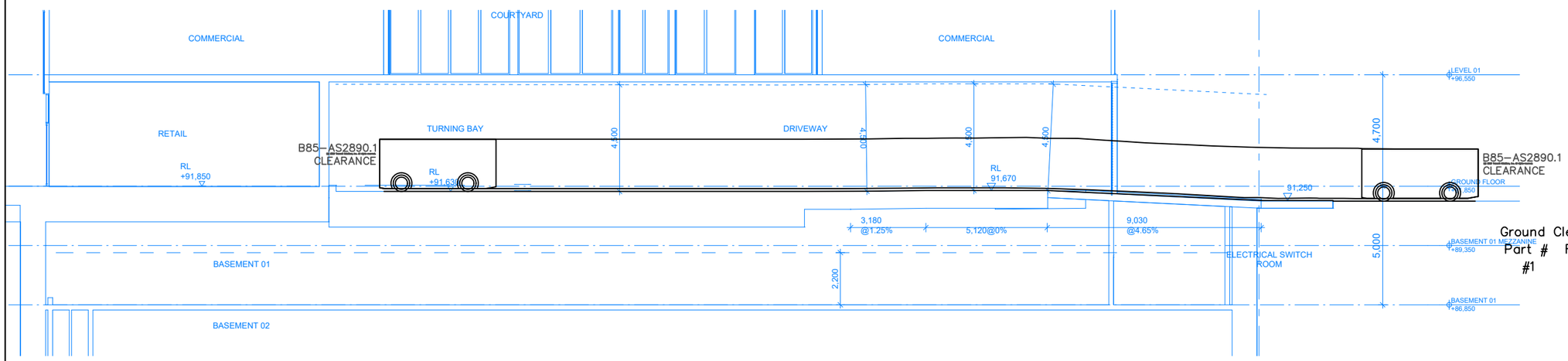
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

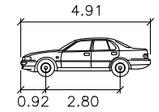
23247-01-V27_SP
10 OF 10
27 November 2025

DESIGNED BY H.CHEW
APPROVED BY M.KONG

SCALE A3 0 2.5 5.0 1:250

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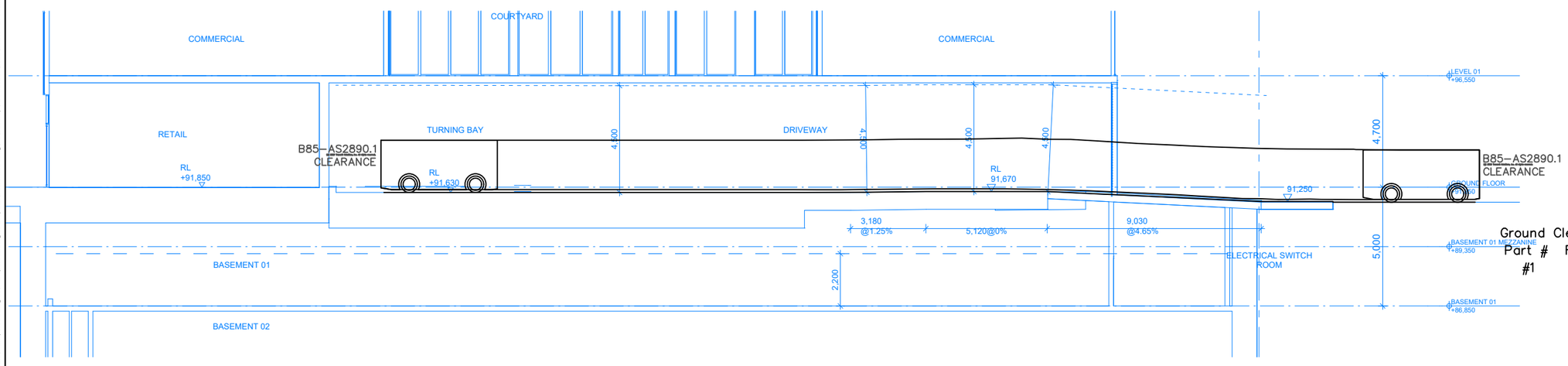


B85

	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
#1	0.12	0.12	0.12



Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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

Transport Strategies

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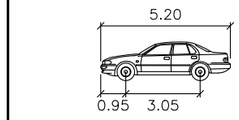
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V10_VP
01 OF 18
27 November 2025

DESIGNED BY H,CHEW
APPROVED BY M.KONG

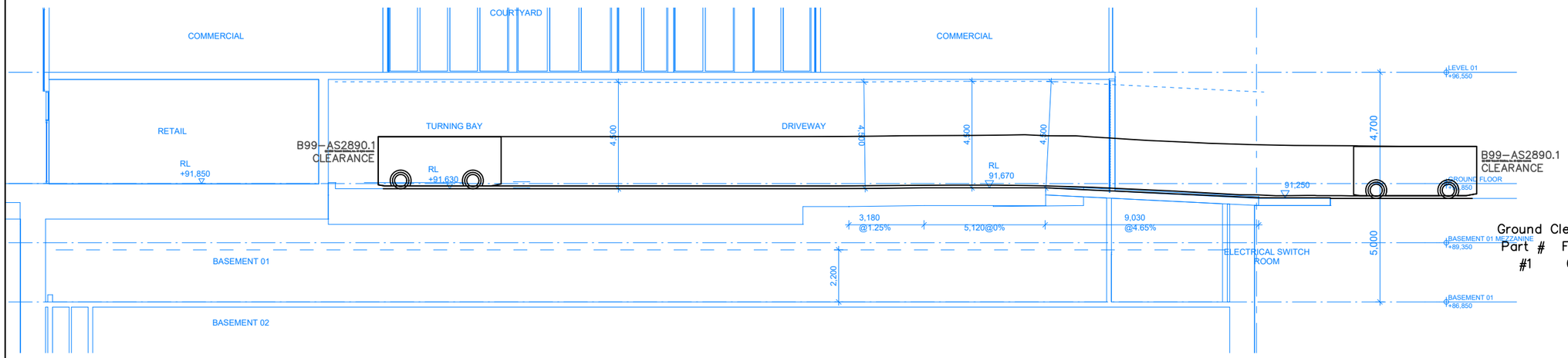
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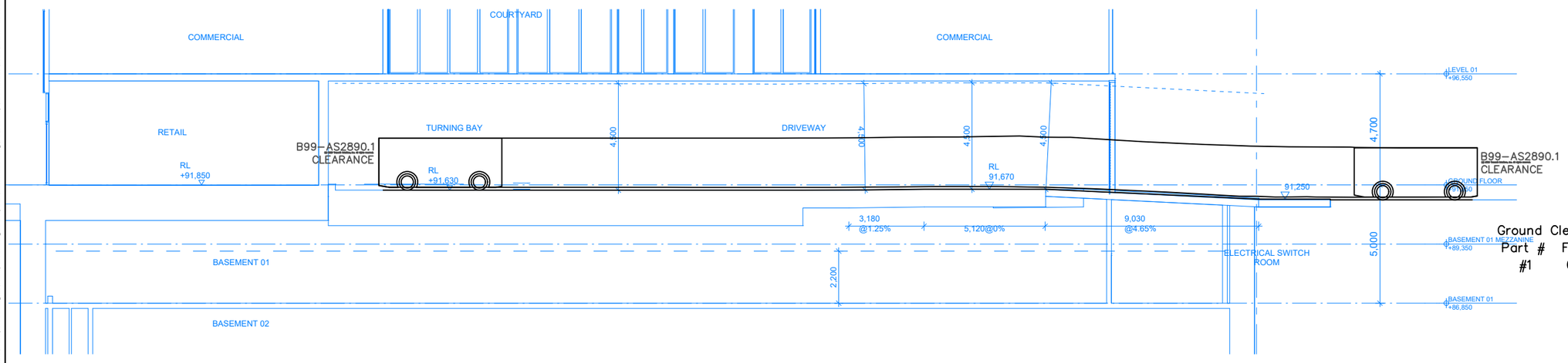
B99

	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



Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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

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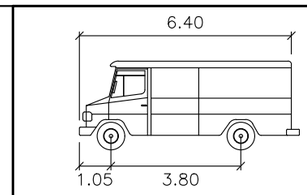
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V10_VP
02 OF 18
27 November 2025

DESIGNED BY H,CHEW
APPROVED BY M.KONG

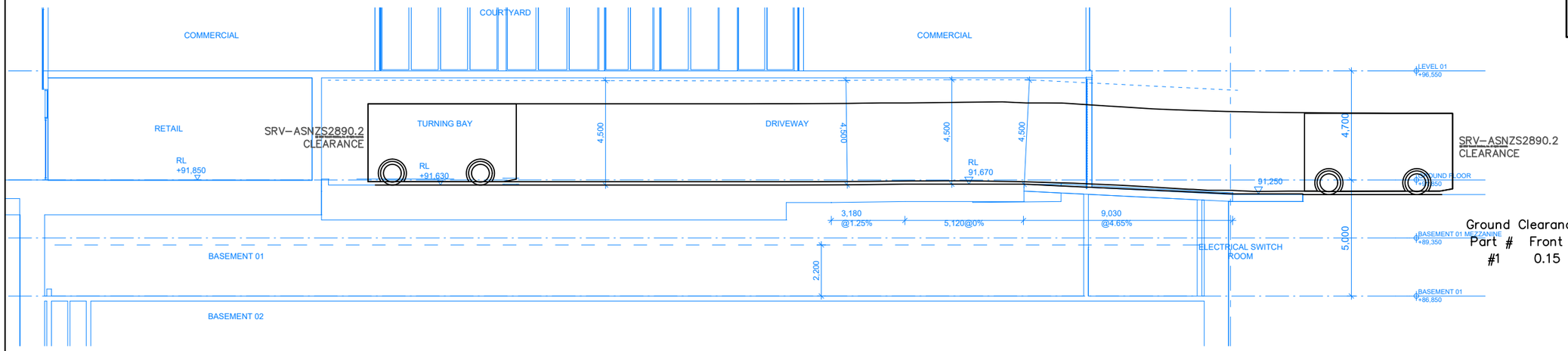
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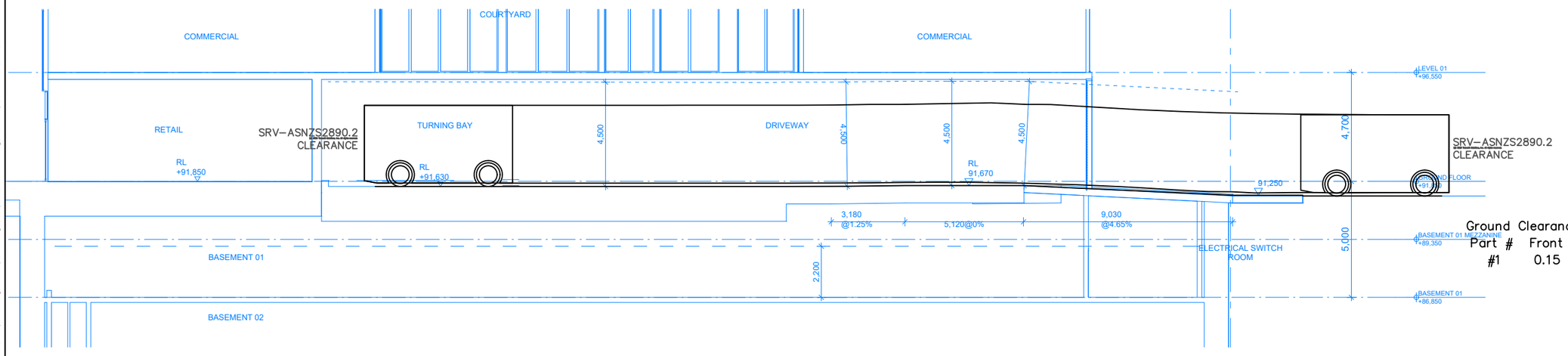
SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1



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

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

Transport Strategies

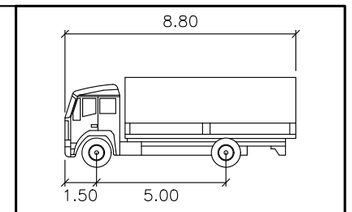
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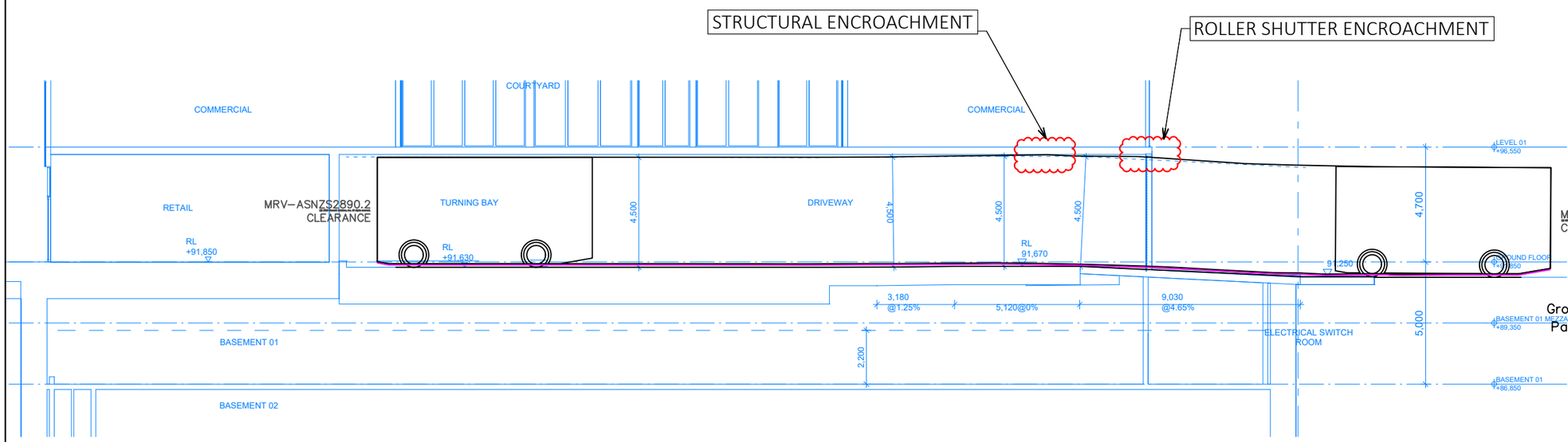
DESIGNED BY H,CHEW
APPROVED BY M.KONG
SCALE A3 0 2.0 4.0 1:200

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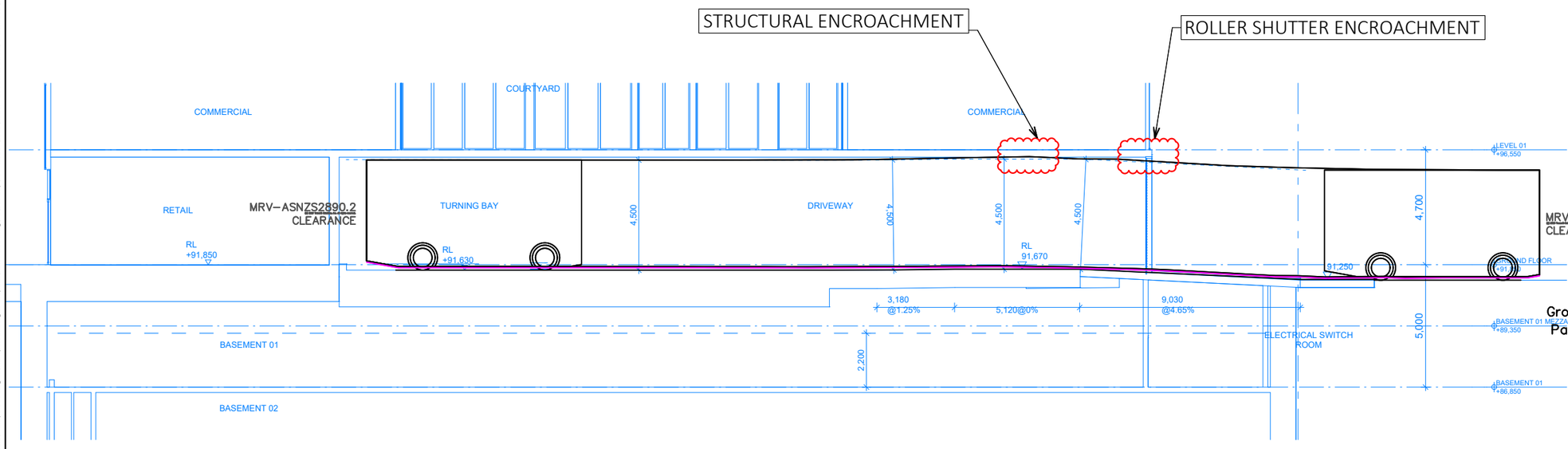
MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



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

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

Transport Strategies

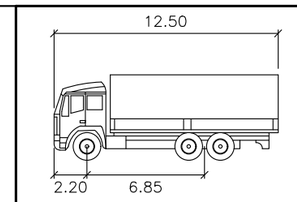
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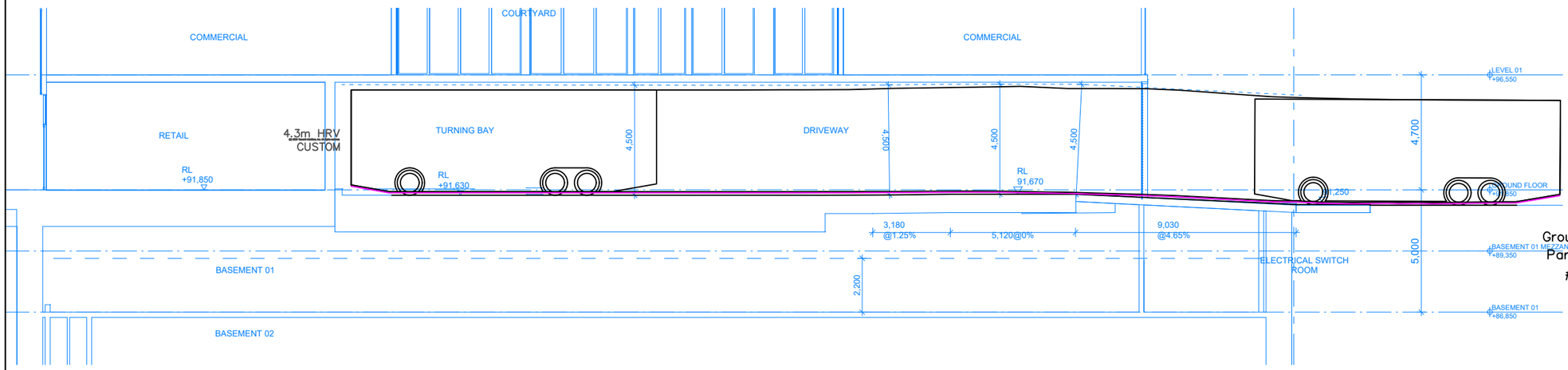
DESIGNED BY H,CHEW
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SCALE A3 1:200

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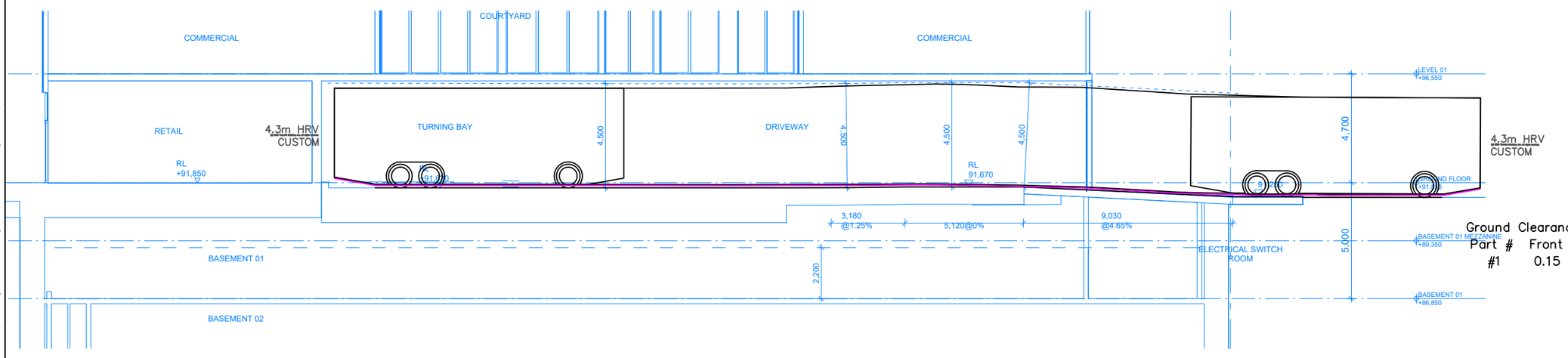
HRV (4.3m HEADROOM)

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



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

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

Transport Strategies

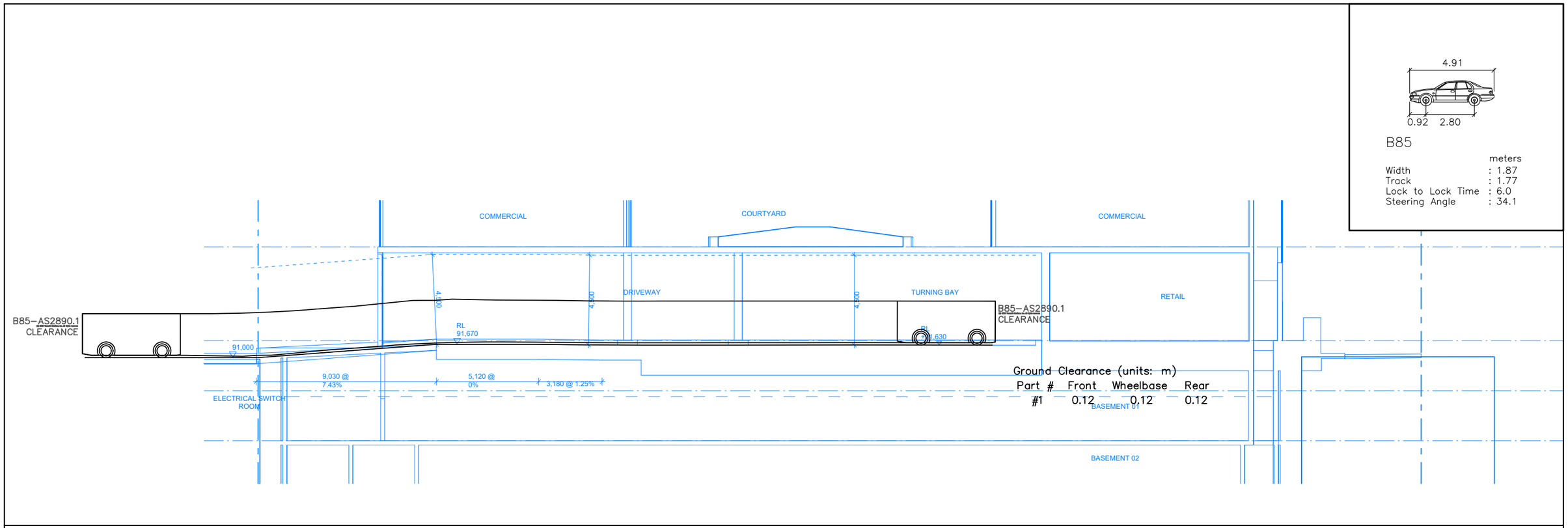
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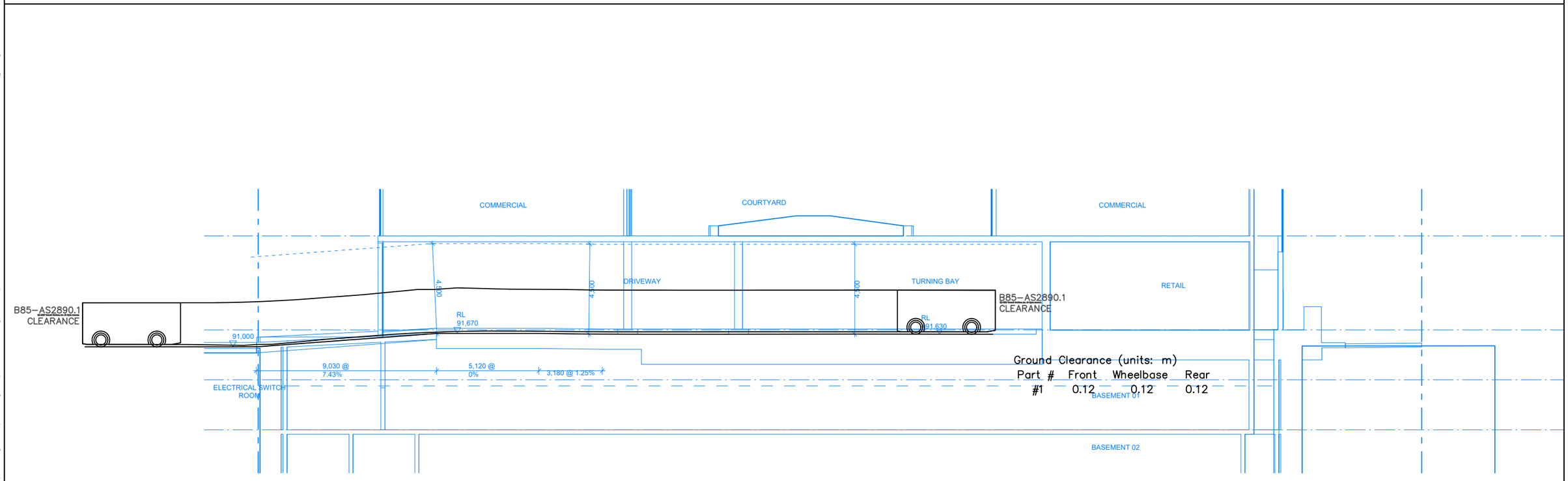
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37 ARCHER STREET, CHATSWOOD
SECTION D - COMMERCIAL DRIVEWAY SOUTH
VERTICAL PATH ASSESSMENT

Transport Strategies

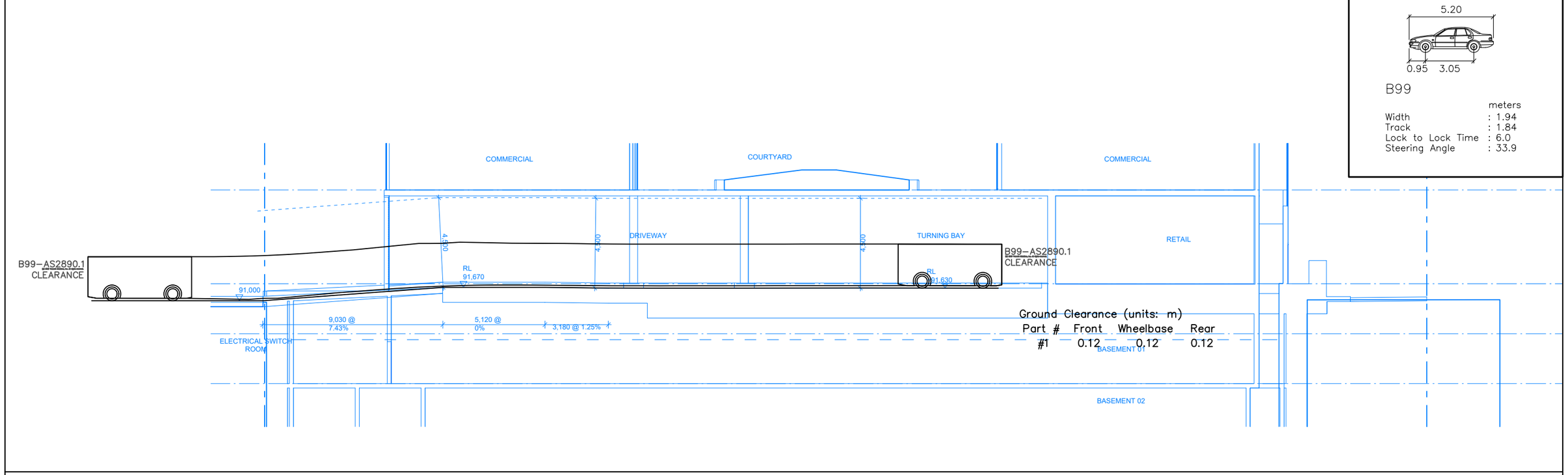
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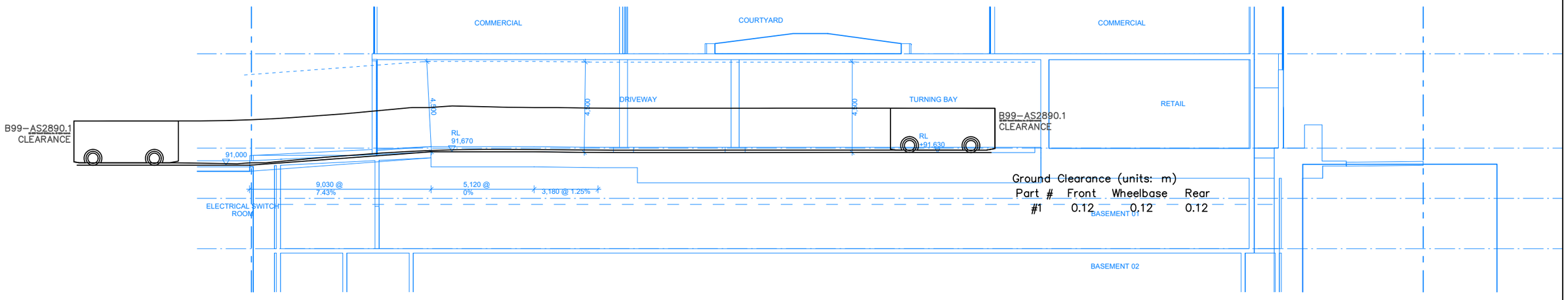
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27 November 2025

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SCALE A3 0 2.0 4.0 1:200

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37 ARCHER STREET, CHATSWOOD
SECTION D - COMMERCIAL DRIVEWAY SOUTH
VERTICAL PATH ASSESSMENT

Transport Strategies

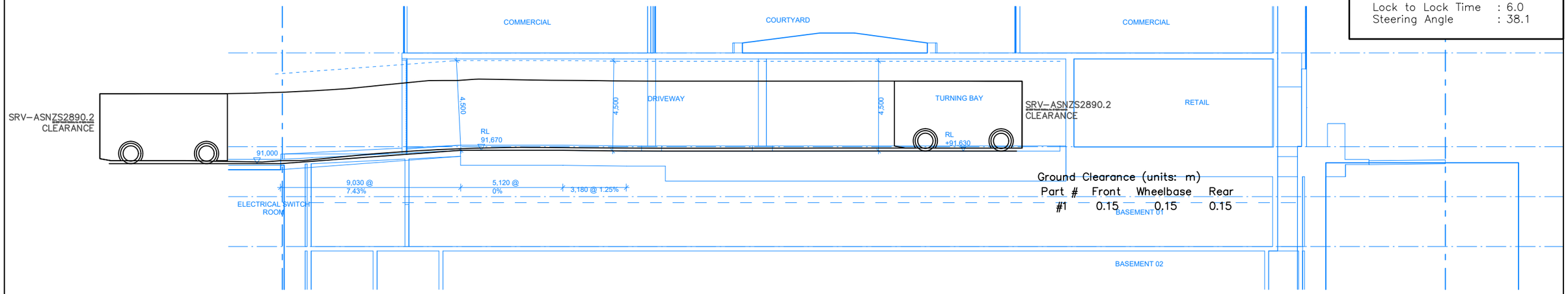
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27 November 2025

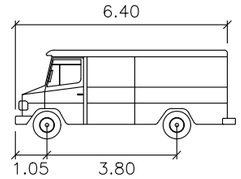
DESIGNED BY H,CHEW
APPROVED BY M.KONG
SCALE A3 1:200

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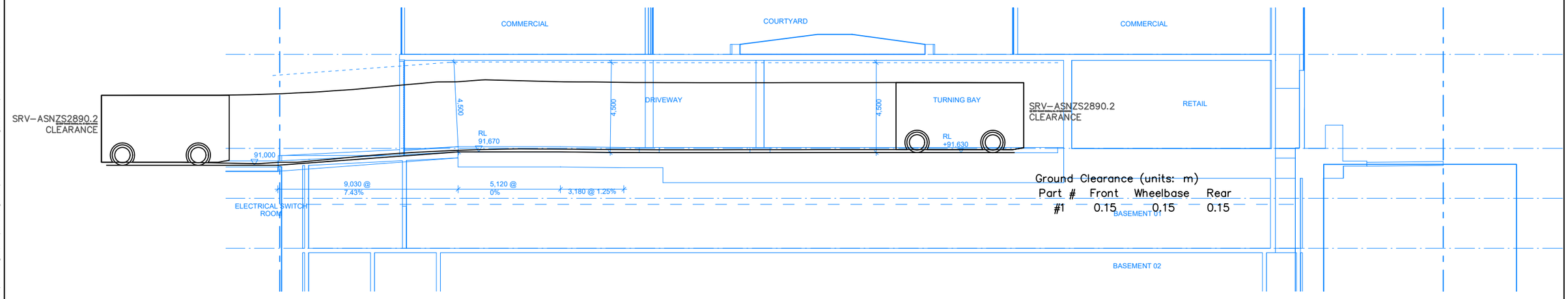
Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.15	0.15	0.15



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1



Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.15	0.15	0.15

37 ARCHER STREET, CHATSWOOD
SECTION D - COMMERCIAL DRIVEWAY SOUTH
VERTICAL PATH ASSESSMENT

Transport Strategies

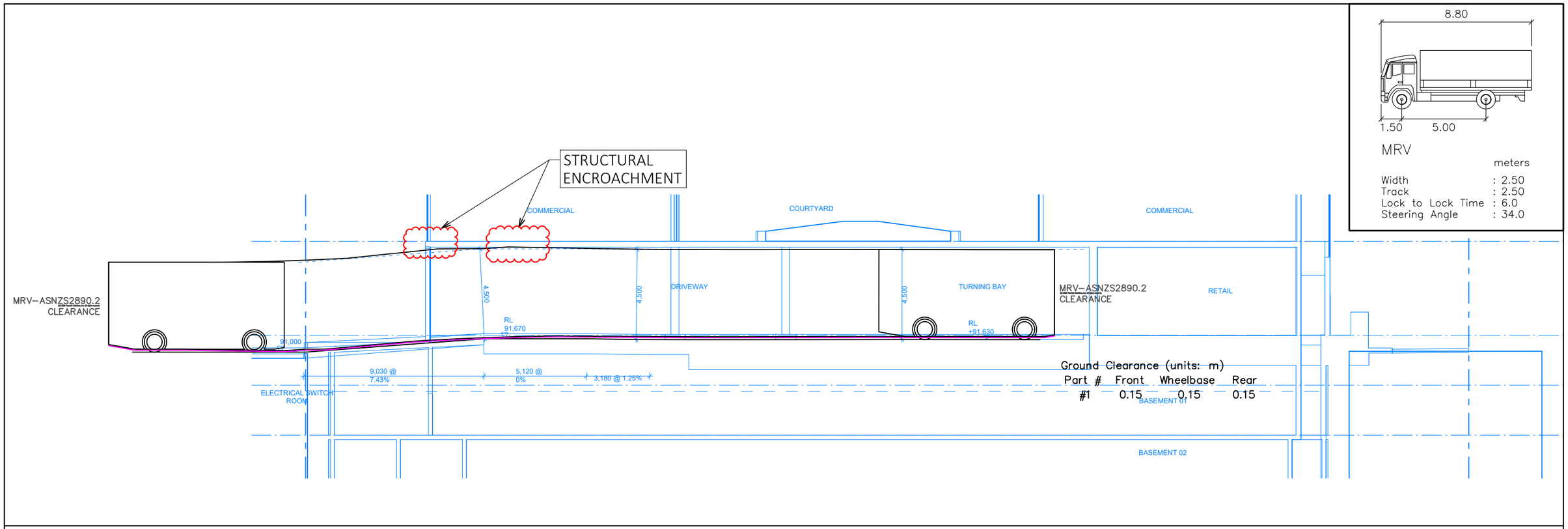
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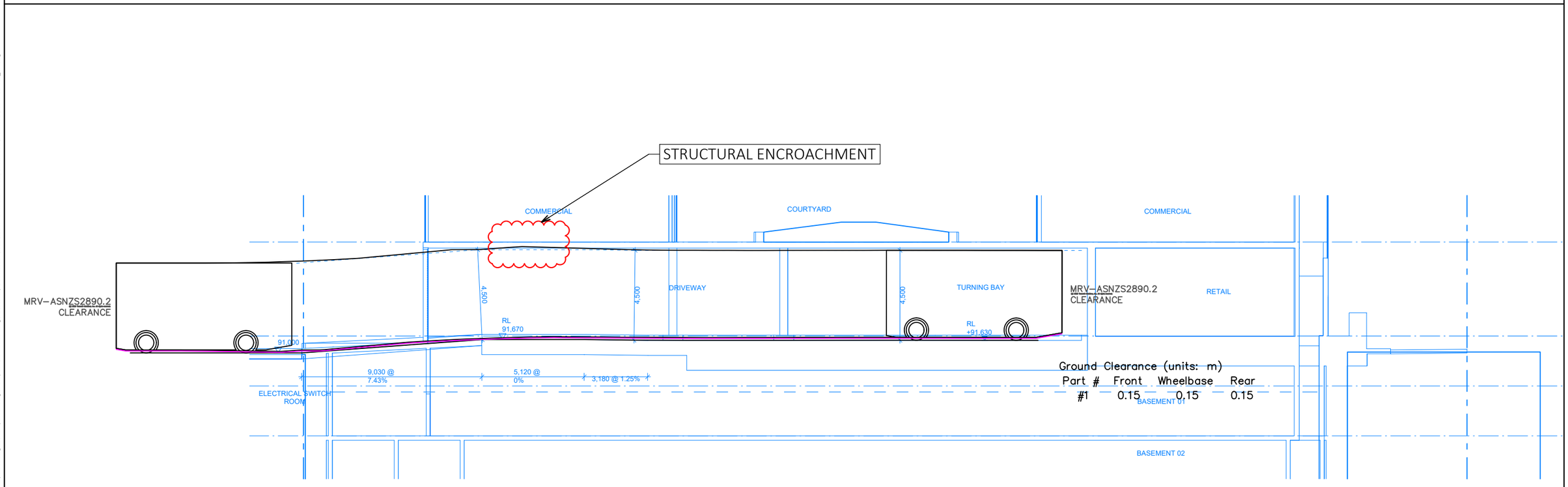
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27 November 2025

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SCALE A3 0 2.0 4.0 1:200

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37 ARCHER STREET, CHATSWOOD
SECTION D - COMMERCIAL DRIVEWAY SOUTH
VERTICAL PATH ASSESSMENT

Transport Strategies

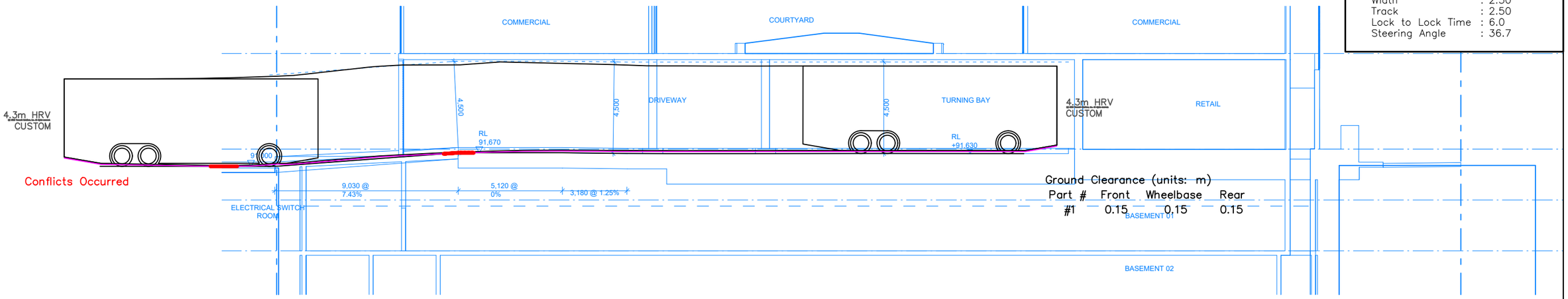
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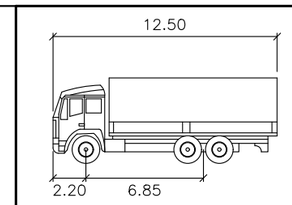
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09 OF 18
27 November 2025

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SCALE A3 0 2.0 4.0 1:200

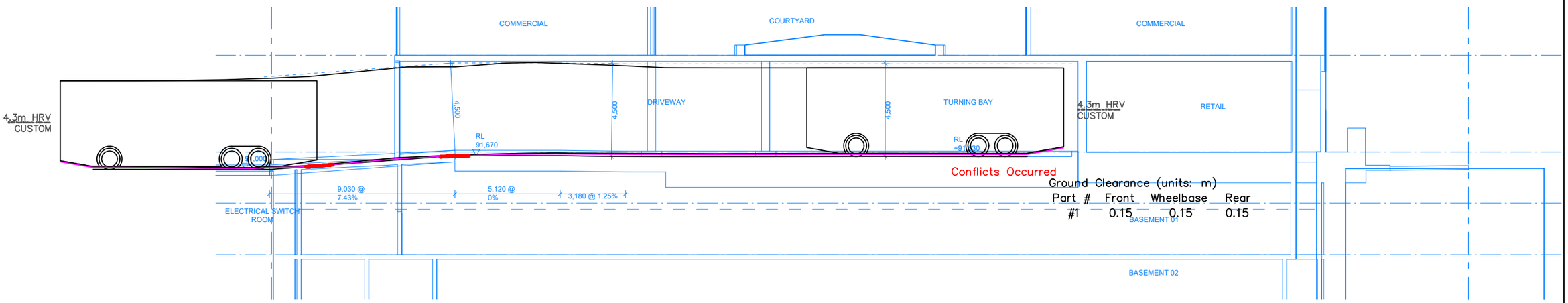
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HRV (4.3m HEADROOM)

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



37 ARCHER STREET, CHATSWOOD
SECTION D - COMMERCIAL DRIVEWAY SOUTH
VERTICAL PATH ASSESSMENT

Transport Strategies

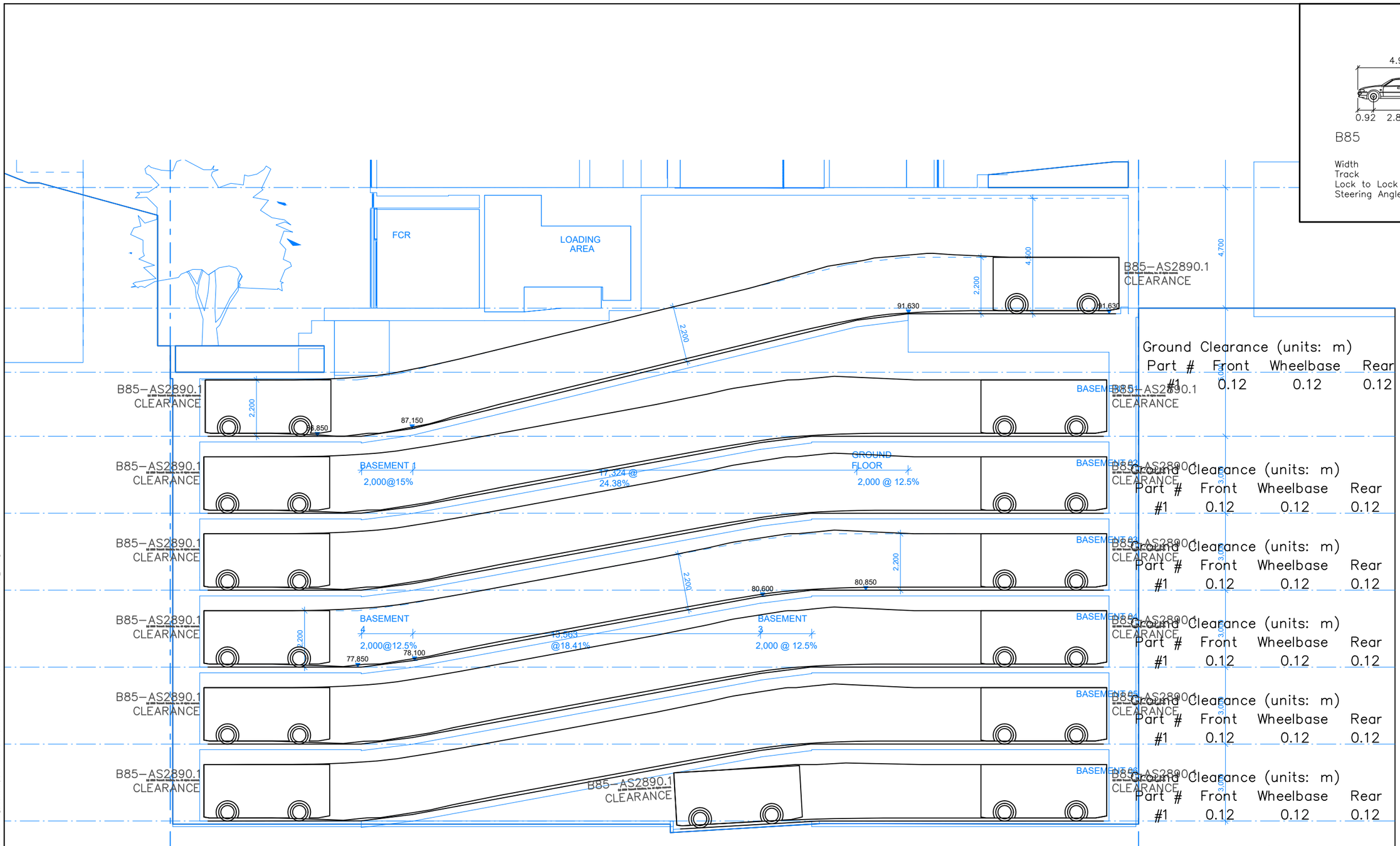
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SCALE A3 0 2.0 4.0 1:200

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

Transport Strategies

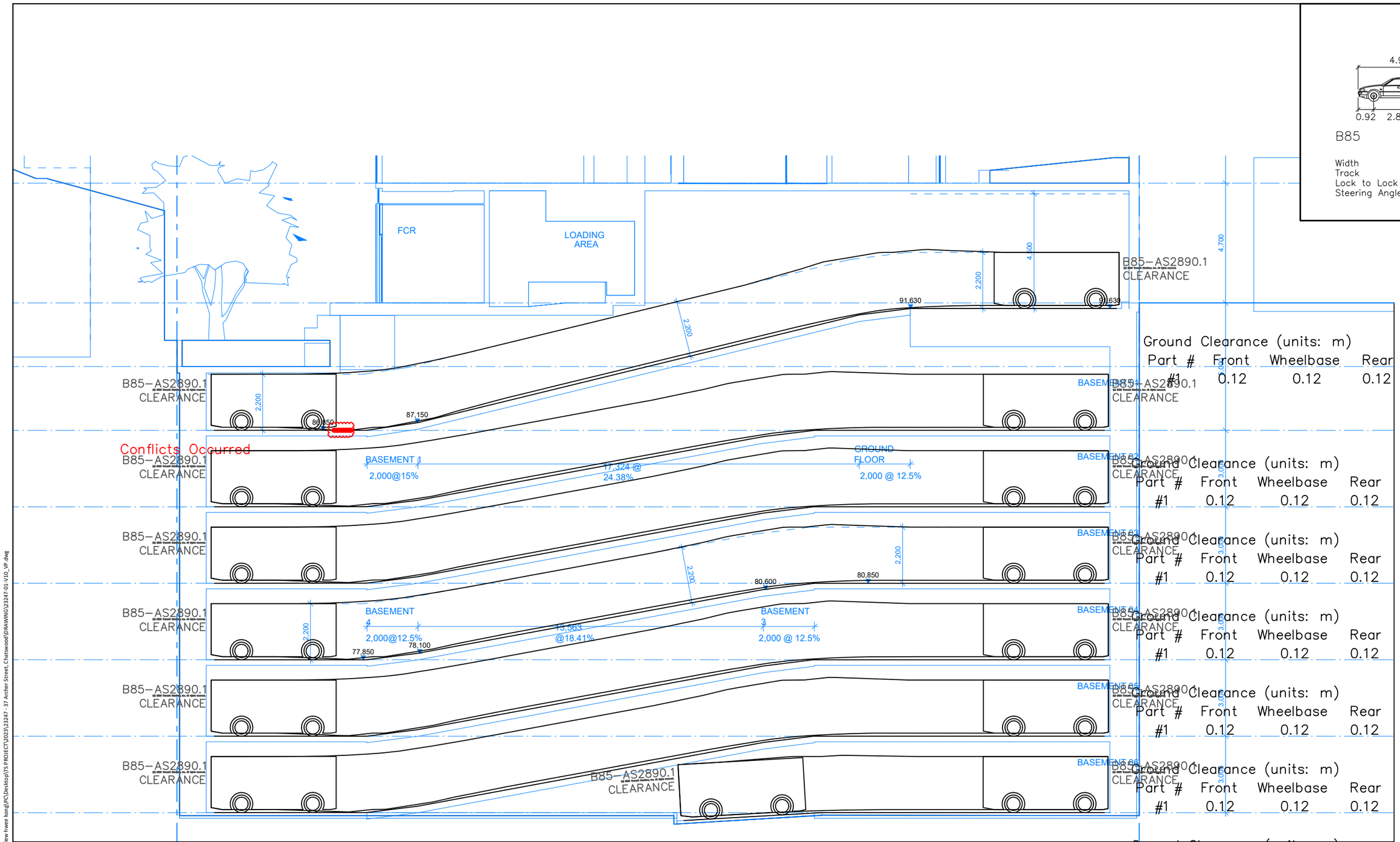
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SCALE A3 0 1.5 3.0 1:150

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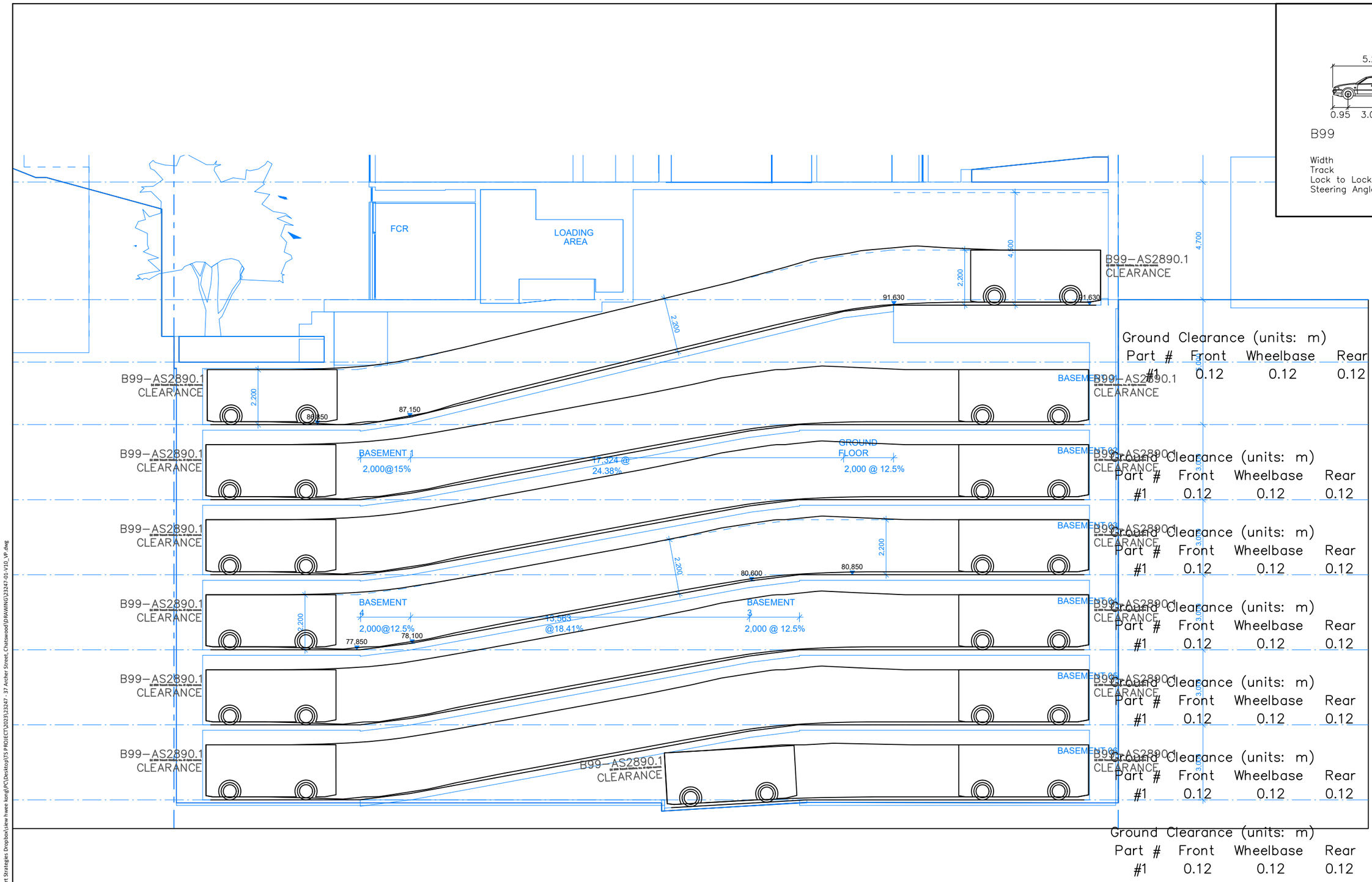
37 ARCHER STREET, CHATSWOOD
SECTION F - DRIVEWAY RAMP EAST
VERTICAL PATH ASSESSMENT

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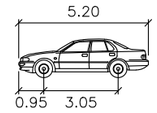
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27 November 2025

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SCALE A3 0 1.5 3.0 1:150



5.20



0.95 3.05

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

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

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

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

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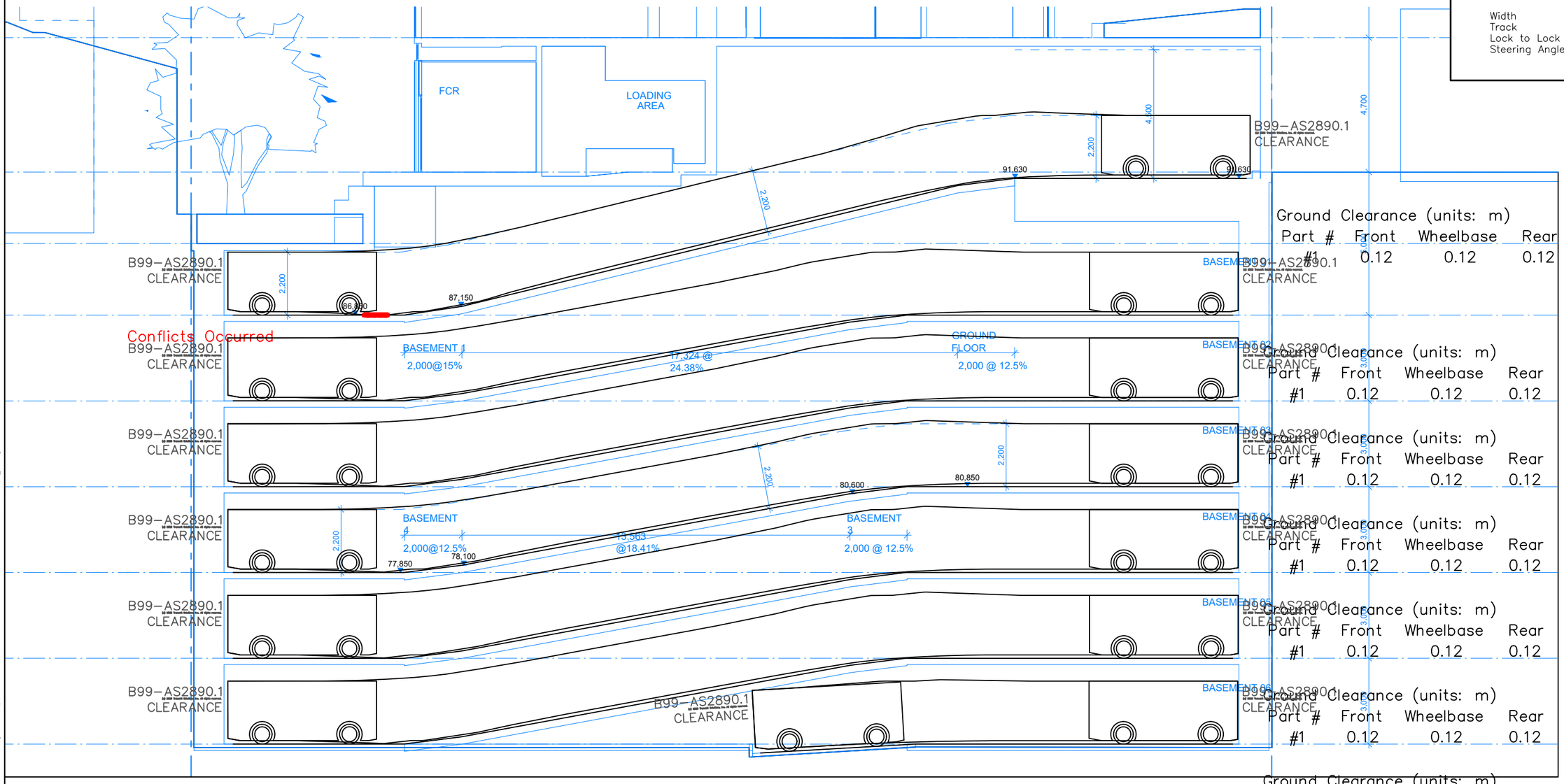
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B99

	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

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

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

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

Transport Strategies

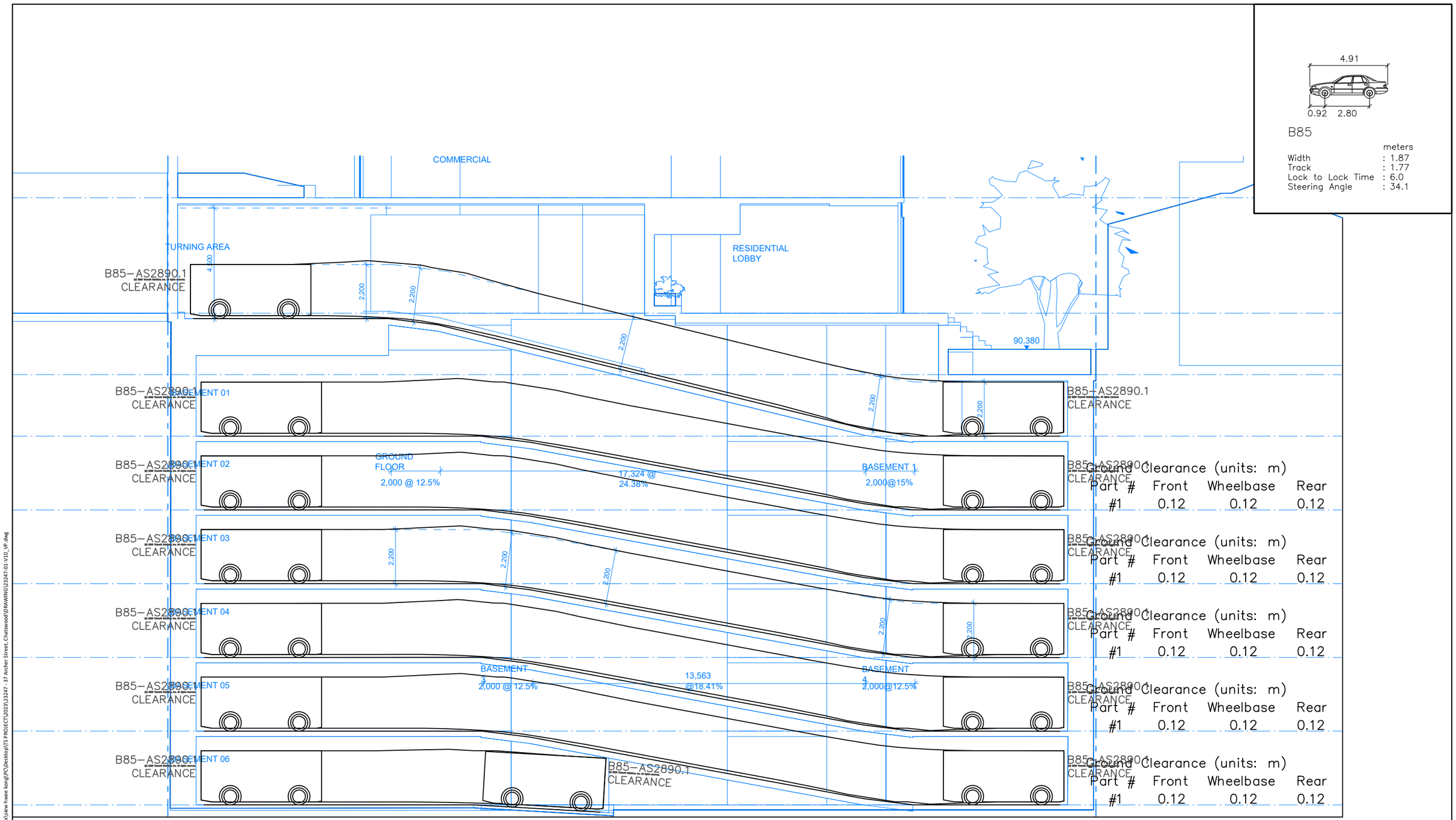
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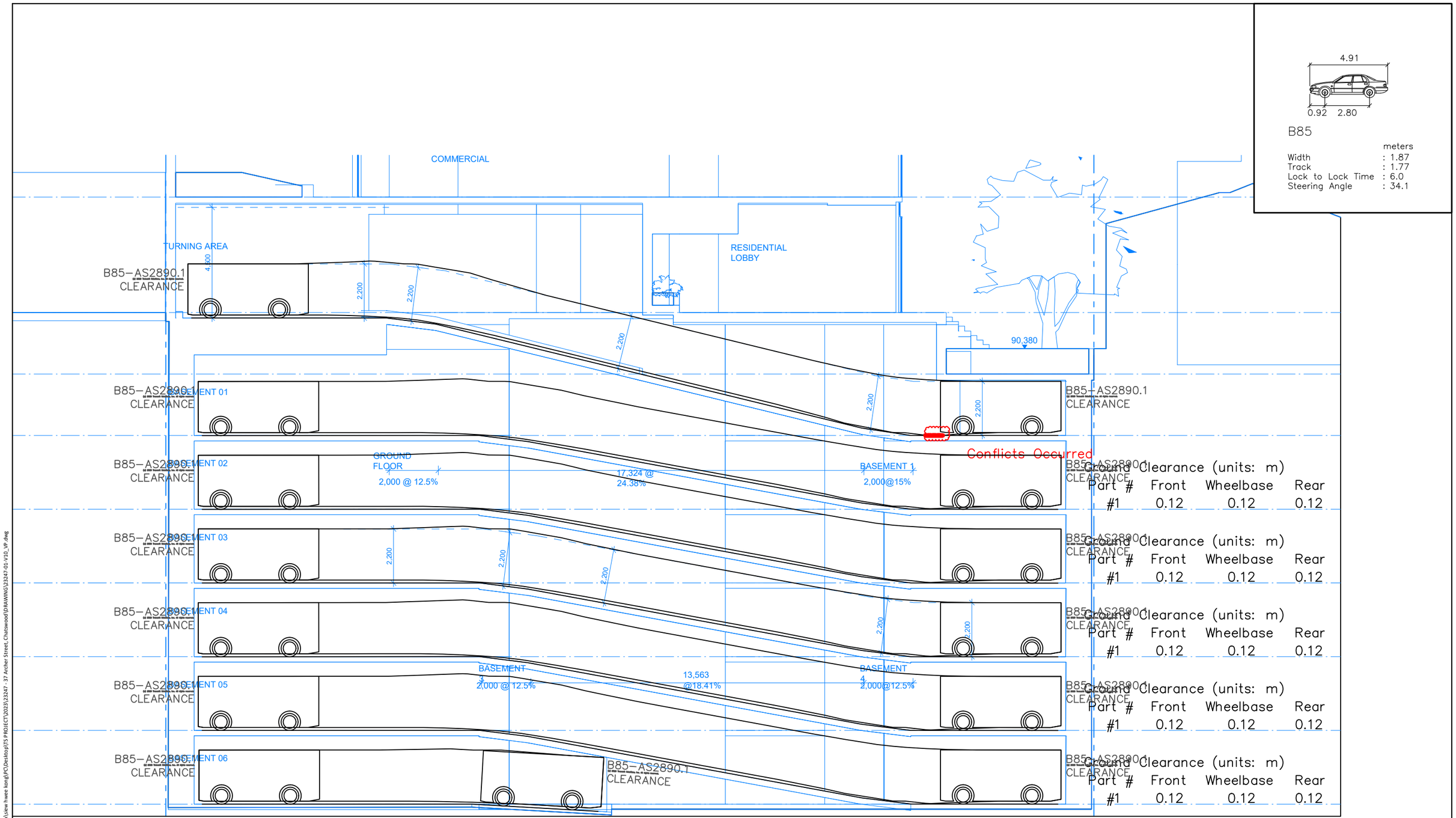
37 ARCHER STREET, CHATSWOOD
SECTION G - DRIVEWAY RAMP WEST
VERTICAL PATH ASSESSMENT

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APPROVED BY M.KONG
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37 ARCHER STREET, CHATSWOOD
SECTION G - DRIVEWAY RAMP WEST
VERTICAL PATH ASSESSMENT

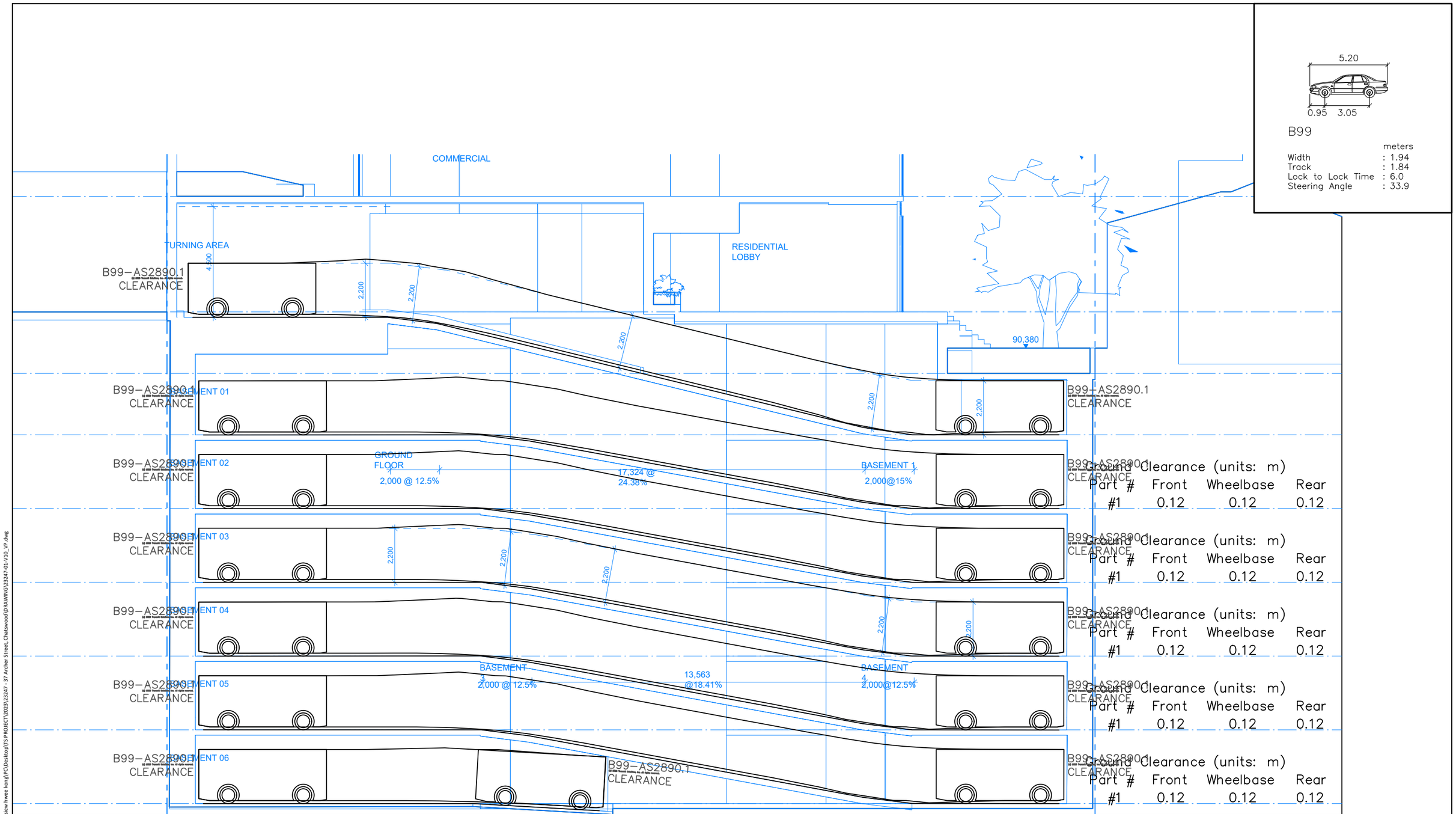
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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

23247-01-V10_VP
16 OF 18
27 November 2025

DESIGNED BY H,CHEW
APPROVED BY M.KONG
SCALE A3 1:150

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5.20

0.95 3.05

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

Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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Ground Clearance (units: m)

Part #	Front	Wheelbase	Rear
#1	0.12	0.12	0.12

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

Transport Strategies

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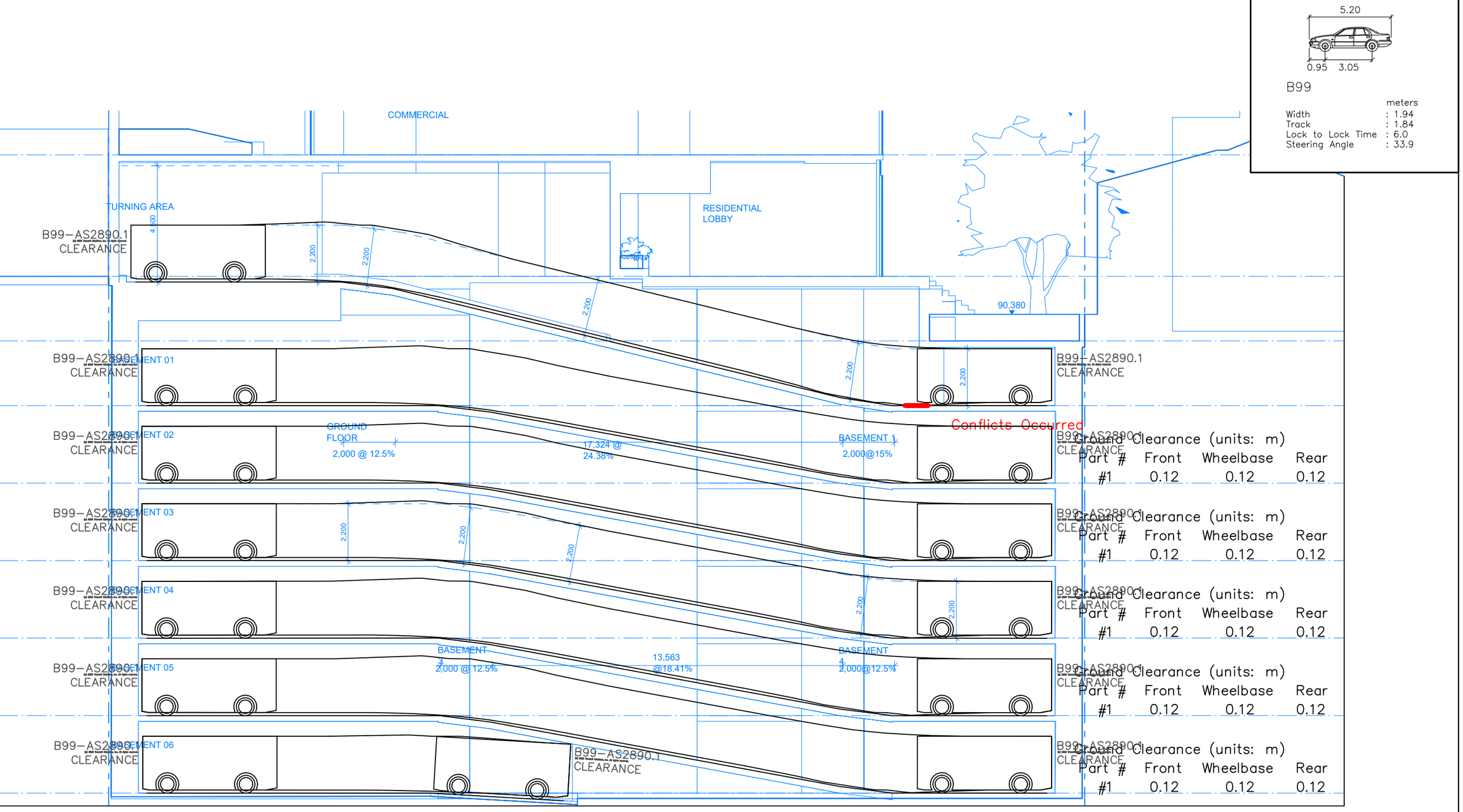
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Transport Strategies

Proposed Mixed-Use Development

37 Archer Street, Chatswood

Preliminary Construction Traffic Management Plan

Prepared for: HYECORP

Reference: 23247

Issue: Final B (November 2025)

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Transport Strategies

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APPENDICES

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Transport Strategies

1.0 Introduction

1.1 Background

Transport Strategies Alliance has been commissioned by Hyecorp 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.

Transport Strategies

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 2,201m^2.

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

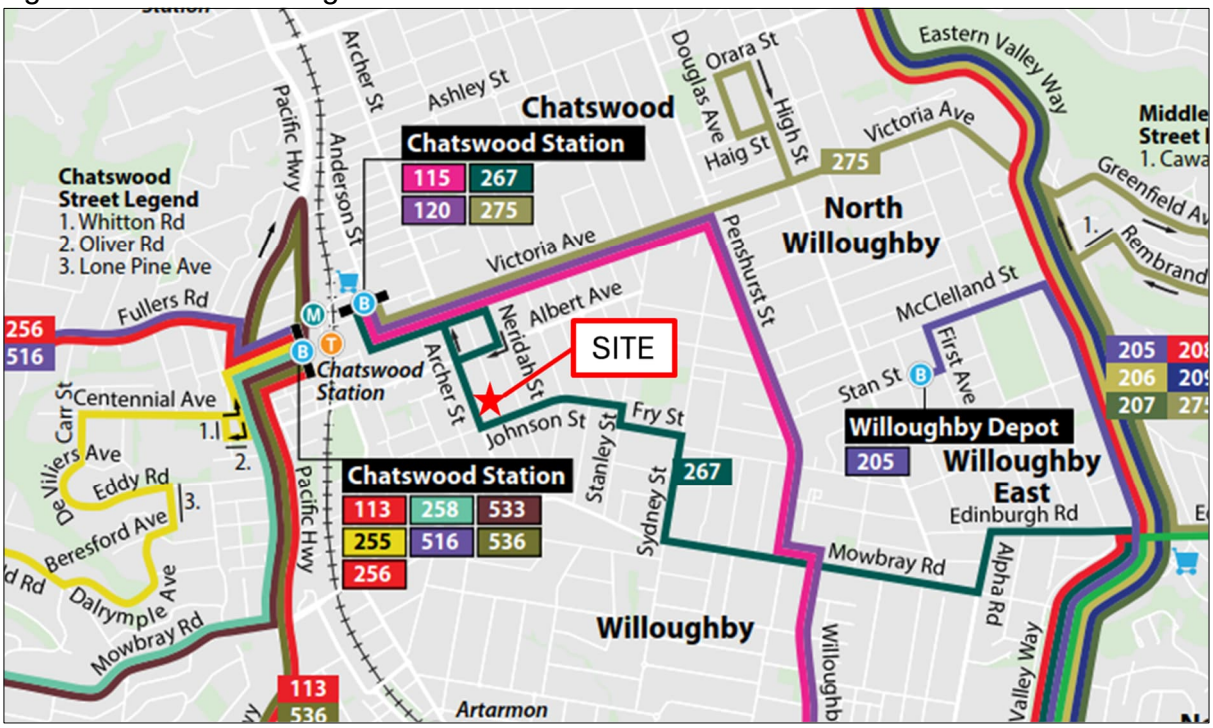
- Stop-controlled intersection at Albert Avenue/Bertram Street

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 proposal is for a 29-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 122 apartments (including 25 affordable housing units) comprising 21 x 1 bed apartments, 61 x 2 bed apartments, 30 x 3 bed apartments and 10 x 4 bed apartments with recreational facilities at Level 6.
- Office tenancies: occupying levels 1 and 2.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 11 motorcycle 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: 14,230m2
  - Residential GFA: 12,349m^2
  - Non-residential GFA: 1,881m^2

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	• Demolition of existing buildings. • Construction of 7 townhouses with basement car park. • strata subdivision.
DA-2024/171	31-33 Archer St, Chatswood	• 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	• 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	• Construction of a 32-storey shop top housing development including in-fill affordable housing.
SSD-75116211	51-55 Archer Street, Chatswood	• Redevelopment of the site for an approximately 35-storey mixed use shop top housing development including in-fill affordable housing.

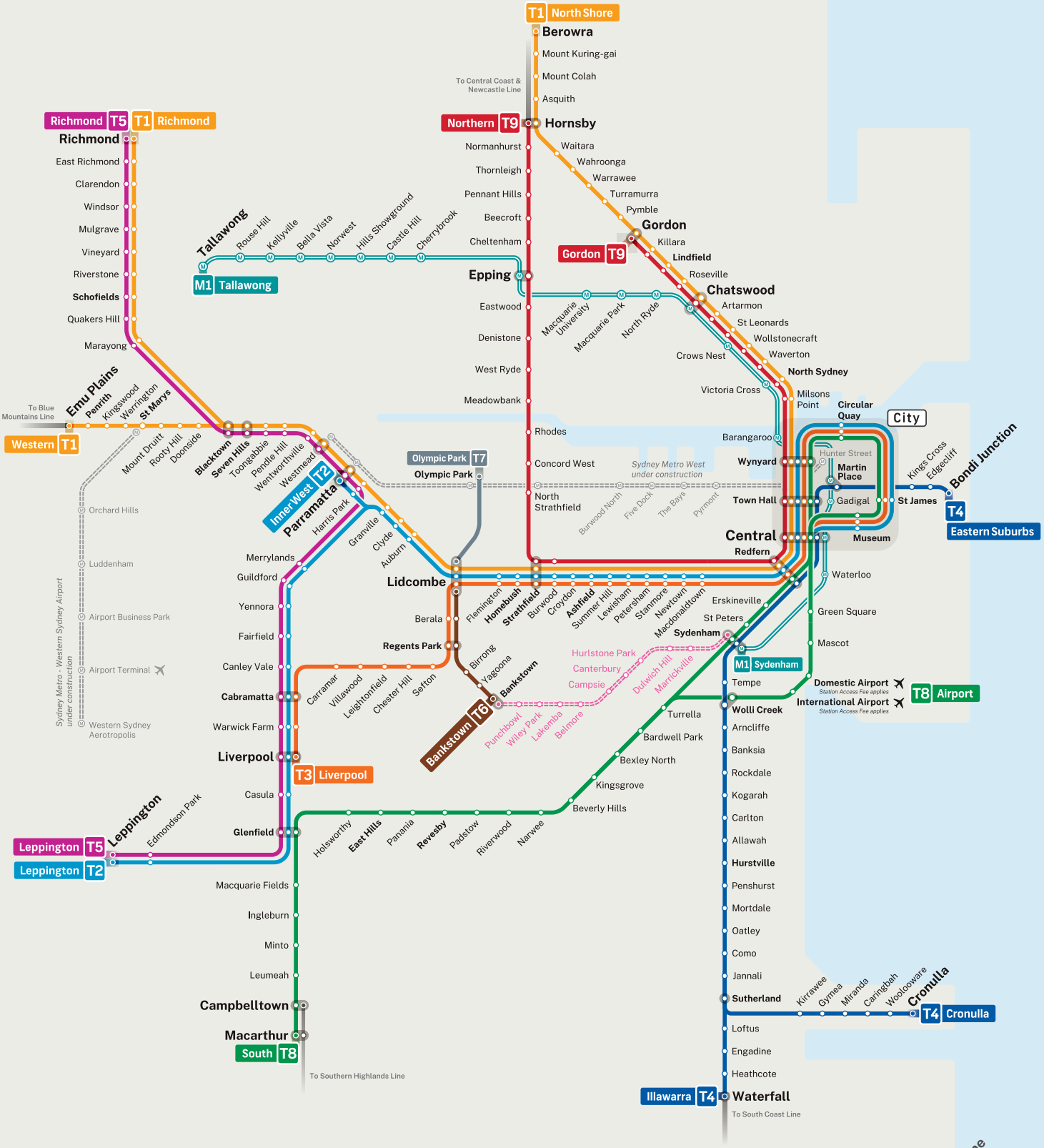
The contractor will maintain regular contact with the surrounding major project contractors to identify any potential overlap of major construction works and cooperate to ensure such overlaps are minimised during the lifecycle of the works. With the above measures, it is not expected that this level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

Stop · Interchange · Interchange · End of line

NORTH

Line under conversion - bus services

Line under construction

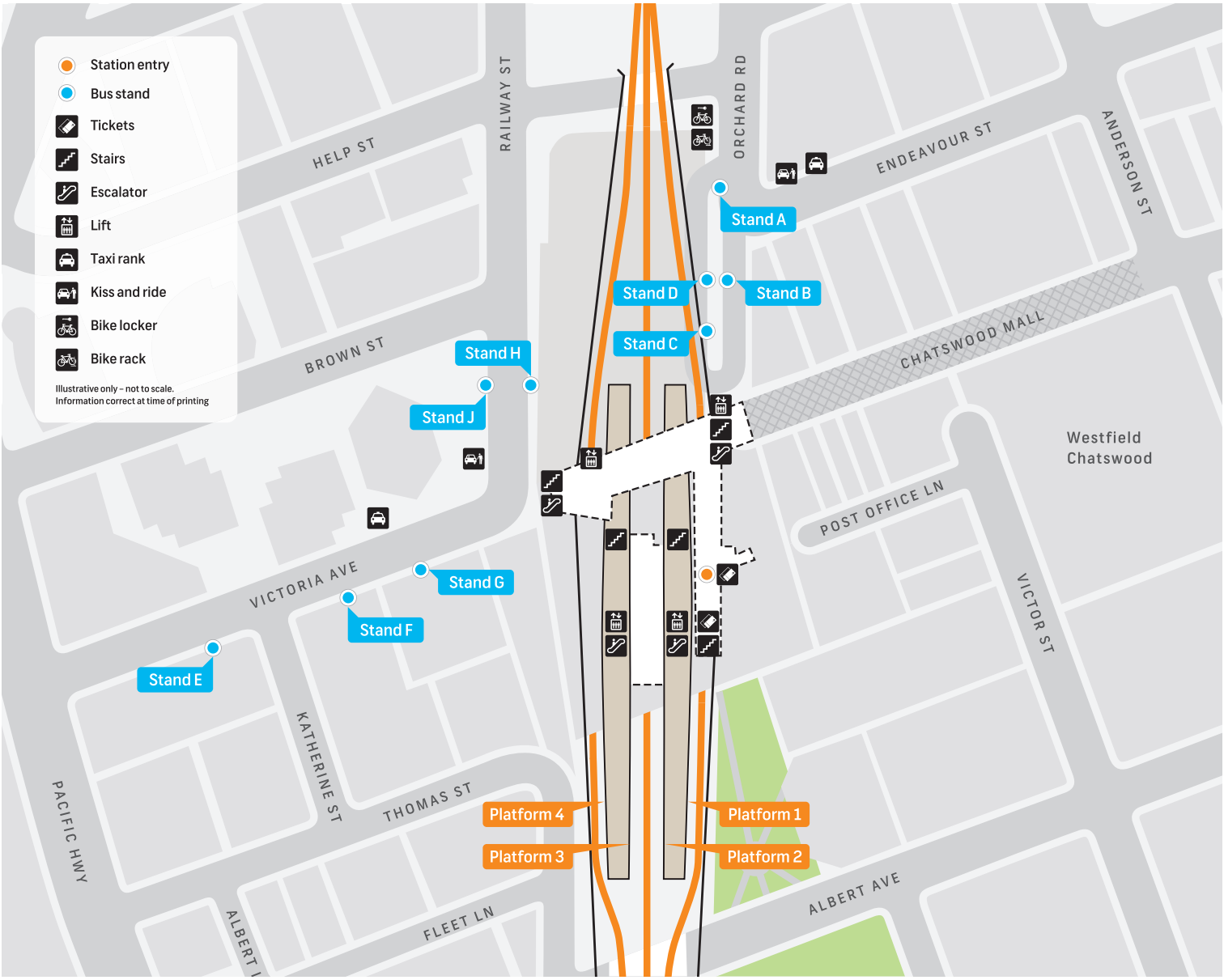
Check timetables and trip planners for train services and connections

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APXP_SRM_20240701

Chatswood Station Public Transport Map



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
transportnsw.info

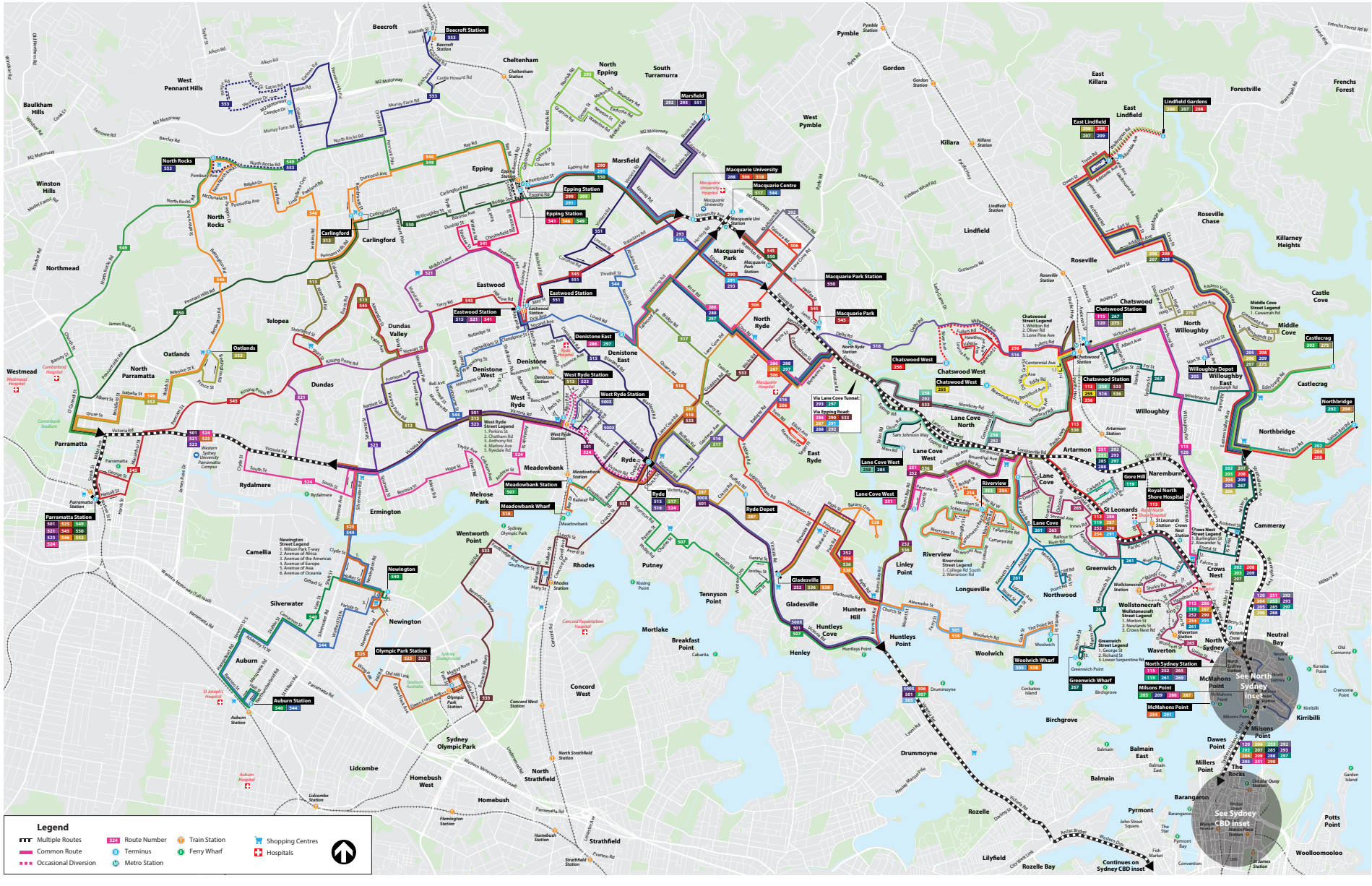
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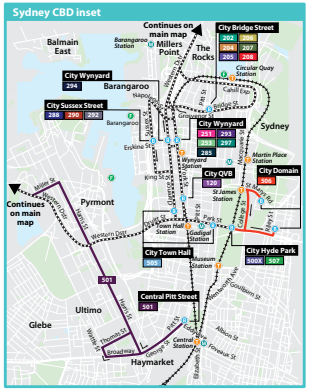
North West Sydney Bus Network Map Effective - 4 August 2024

Busways

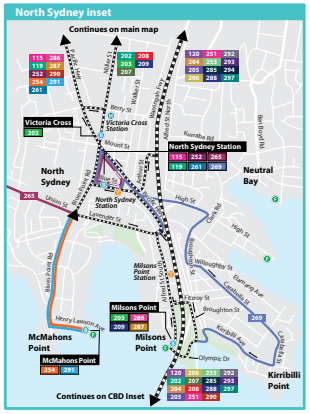
- 113 Chatswood to Royal North Shore Hospital via Pacific Hwy
- 115 Chatswood to North Sydney via Willoughby Rd
- 119 Gore Hill to North Sydney (Loop Service)
- 120 Chatswood to City, QVB (Loop Service)
- 202 Northbridge to City, Bridge St via North Sydney
- 203 Castlecrag to Milsons Point via North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



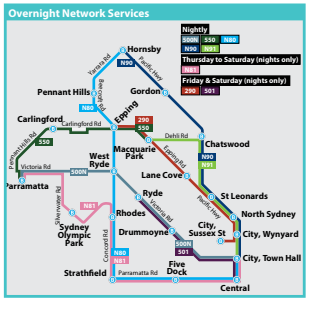
Sydney CBD inset



North Sydney inset



Overnight Network Services



Transport Strategies

Appendix B
Architectural Plans

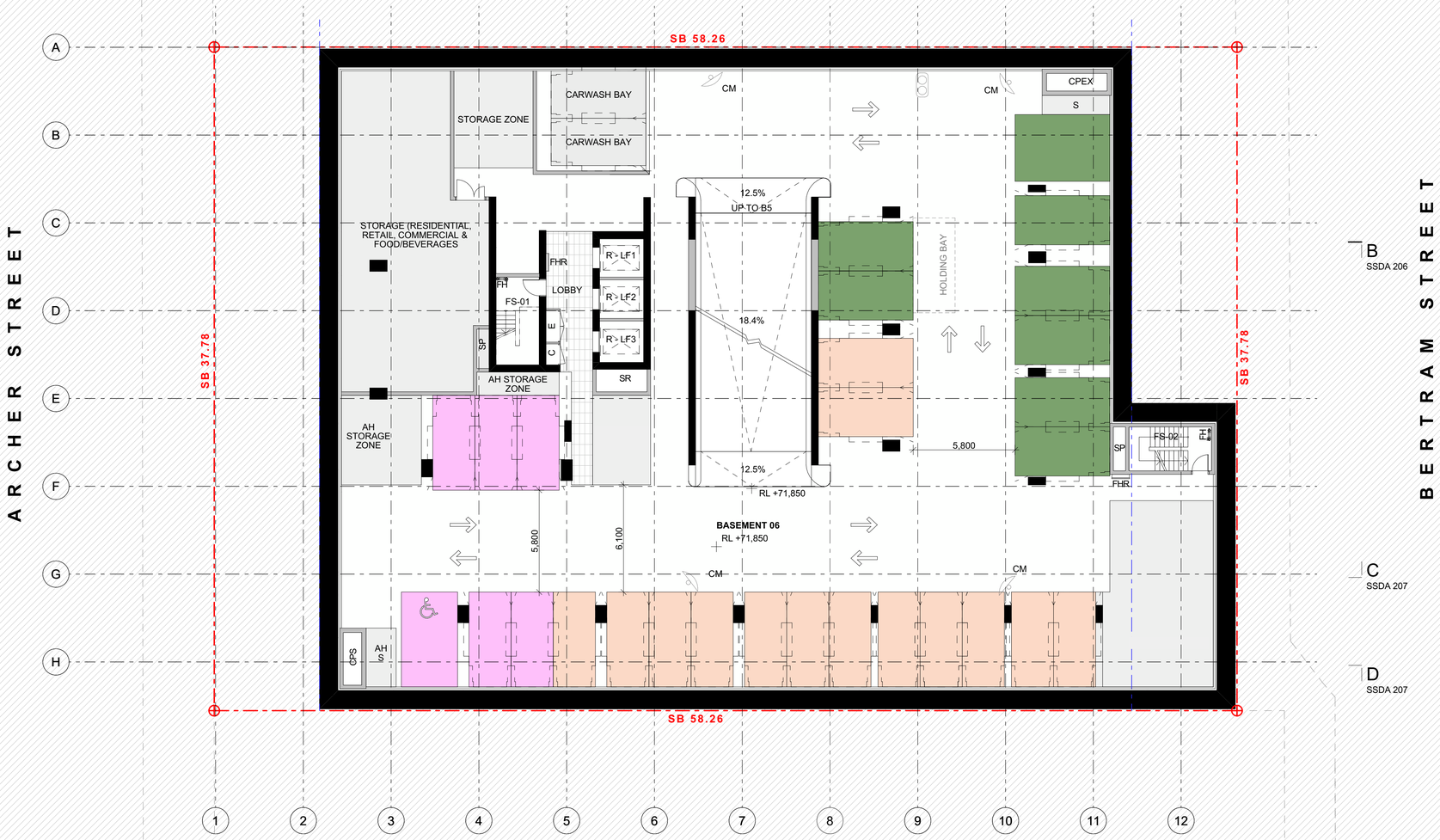
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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



B SSDA 206

C SSDA 207

D SSDA 207

BERTRAM STREET

ARCHER STREET

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

36 ARCHER STREET
9-STOREY
APARTMENTS

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

BASEMENT 06
28 CAR PARKING SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025
B	RESPONSE TO DPHI RFI	30/10/2025

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CHATSWOOD NSW 2067

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0 2 5 10

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. B

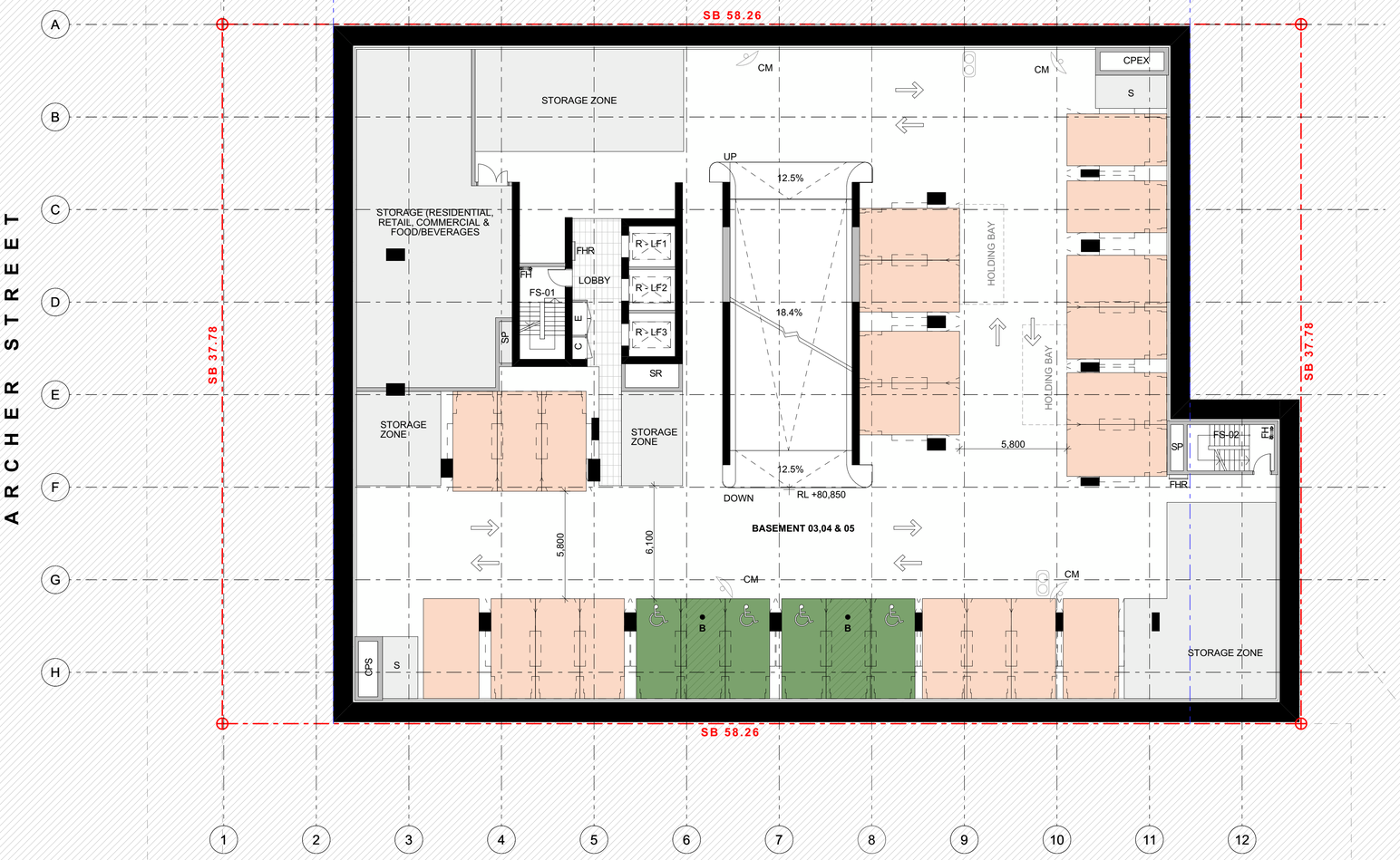
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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



B SSDA 206

C SSDA 207

D SSDA 207

BERTRAM STREET

ARCHER STREET

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

36 ARCHER STREET
9-STOREY
APARTMENTS

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

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

TOTAL
75 CAR SPACES

BASEMENT 03-05 PARKING SCHEDULE

DESCRIPTION	QUANTITY	UNIT
Residential	21	Car Spaces
Accessible Residential	4	Car Spaces

TOTAL:
25 CAR SPACES / LEVEL

63 RESIDENTIAL CAR SPACES
12 RESIDENTIAL ACCESSIBLE CAR SPACES

REVISION ID	AMENDMENT	DATE
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CHATSWOOD NSW 2067

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SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

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

PROJECT STATUS
SSDA

DRAWING TITLE
TYPICAL BASEMENT 03-05 PLAN

SHEET NO.	REVISION.
SSDA 102	B

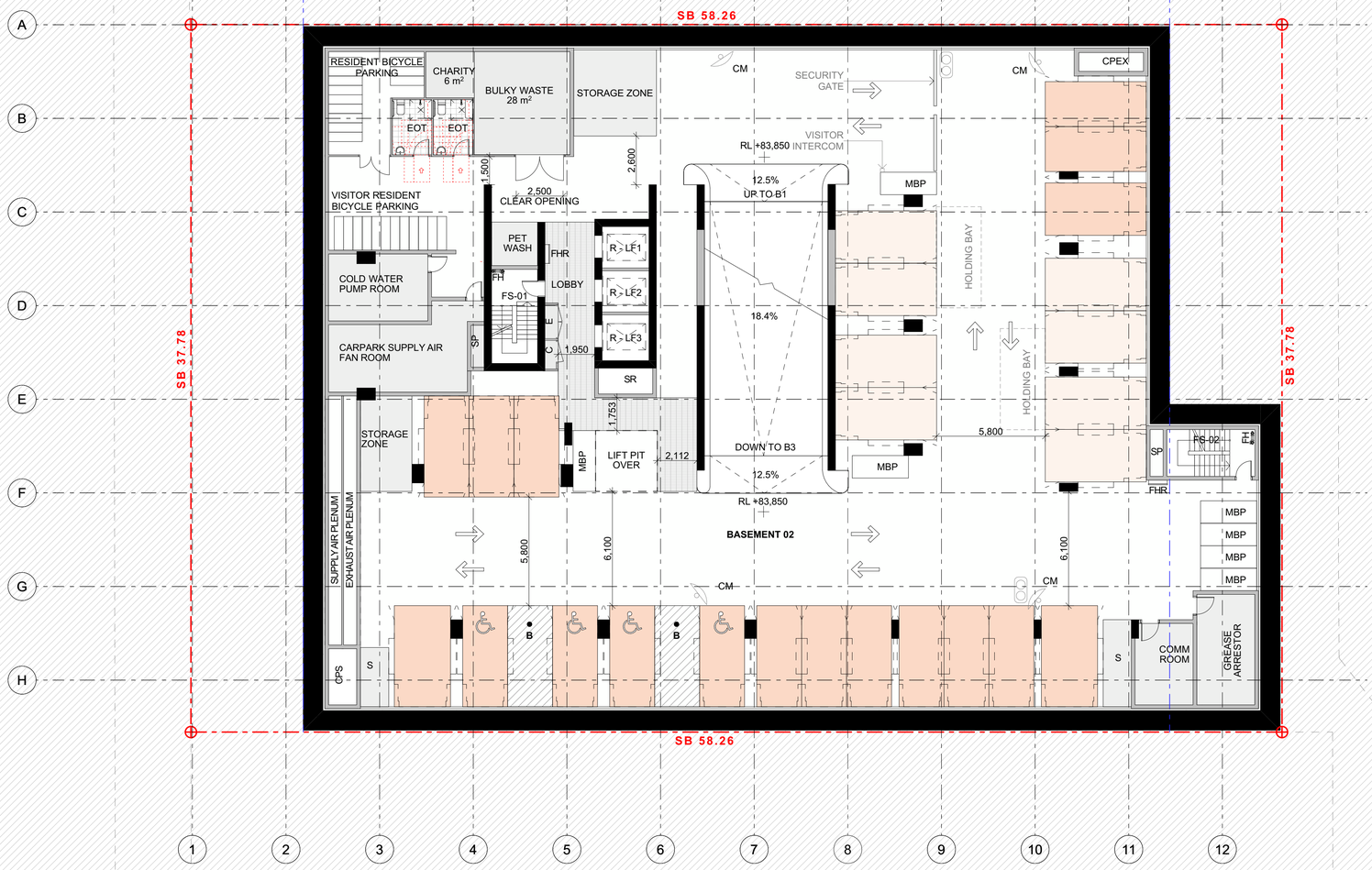
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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

45 ARCHER STREET
2 STOREY
TOWNHOUSES

42 ARCHER STREET
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APARTMENT BUILDING
APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS



31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

36 ARCHER STREET
9-STOREY
APARTMENTS

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

BASEMENT 02
26 CAR PARKING SPACES

REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025
B	RESPONSE TO DPHI RFI	30/10/2025

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CHATSWOOD NSW 2067

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SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

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

PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 02 PLAN

SHEET NO. SSDA 103
REVISION. B

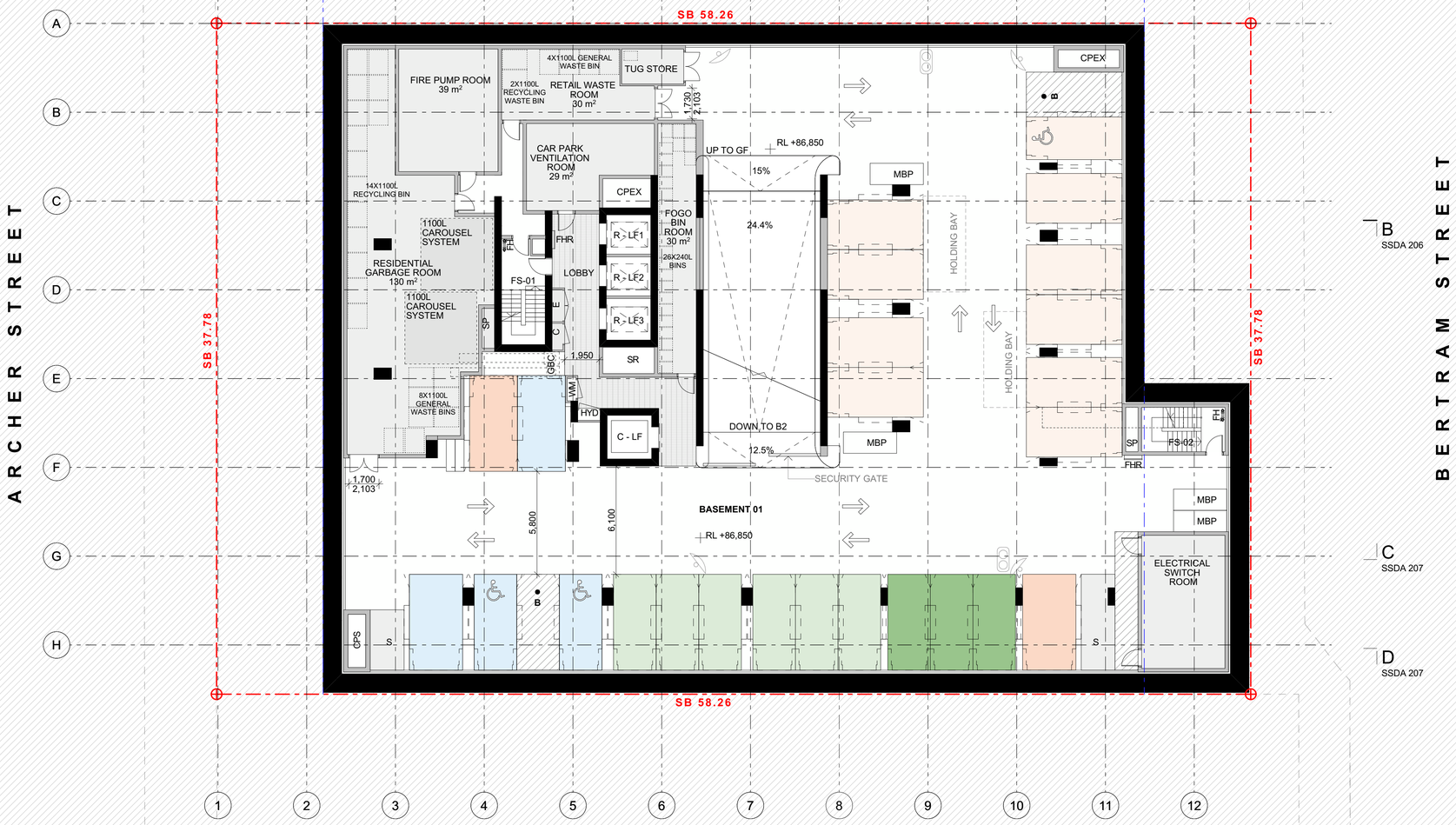
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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



31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

36 ARCHER STREET
9-STOREY
APARTMENTS

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — 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
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CHATSWOOD NSW 2067

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CHATSWOOD NSW 2067

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

PROJECT STATUS
SSDA

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BASEMENT 01 PLAN

SHEET NO.	REVISION.
SSDA 104	B

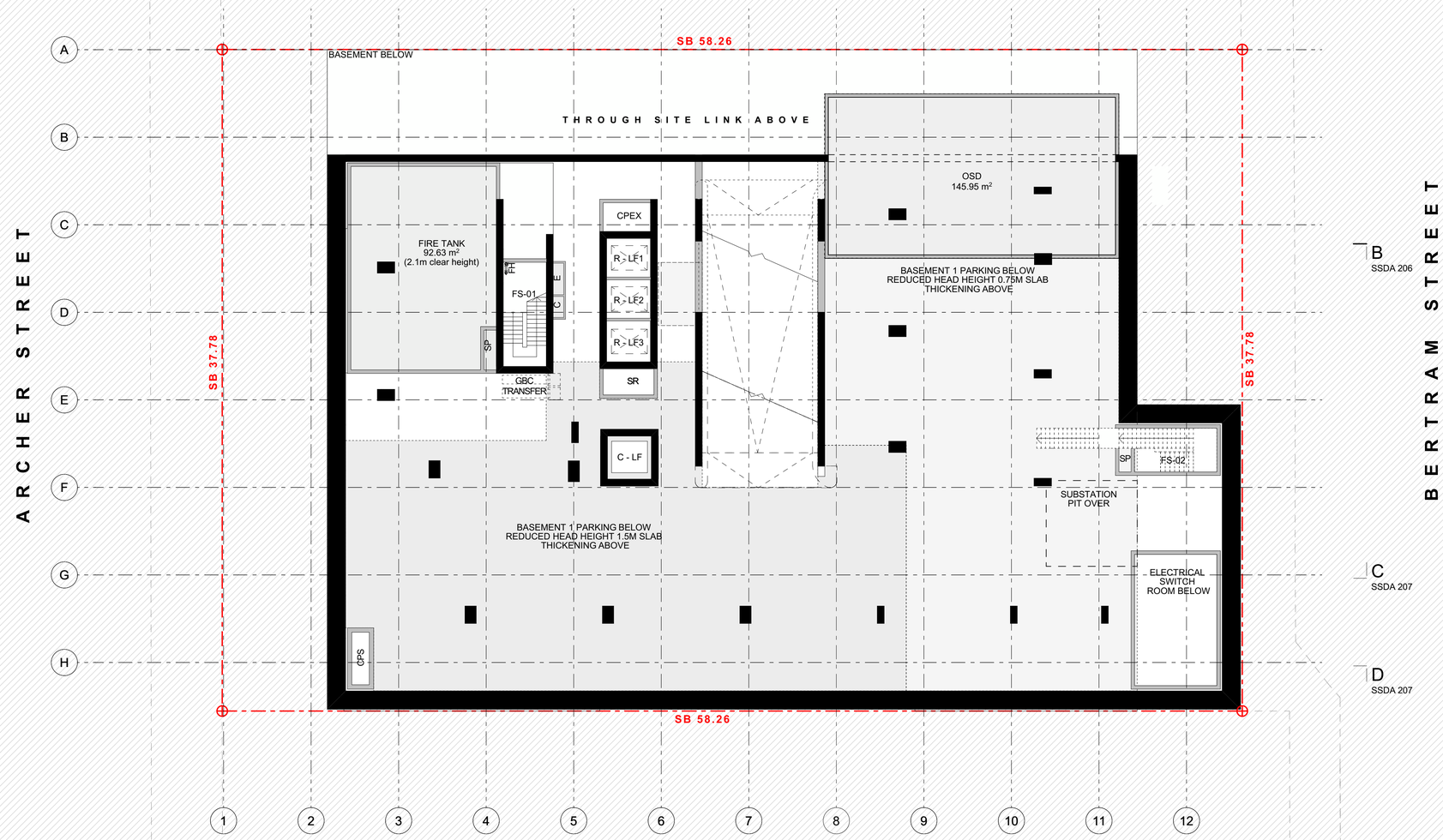
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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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- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

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CHATSWOOD NSW 2067

N
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SITE ADDRESS
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CHATSWOOD NSW 2067

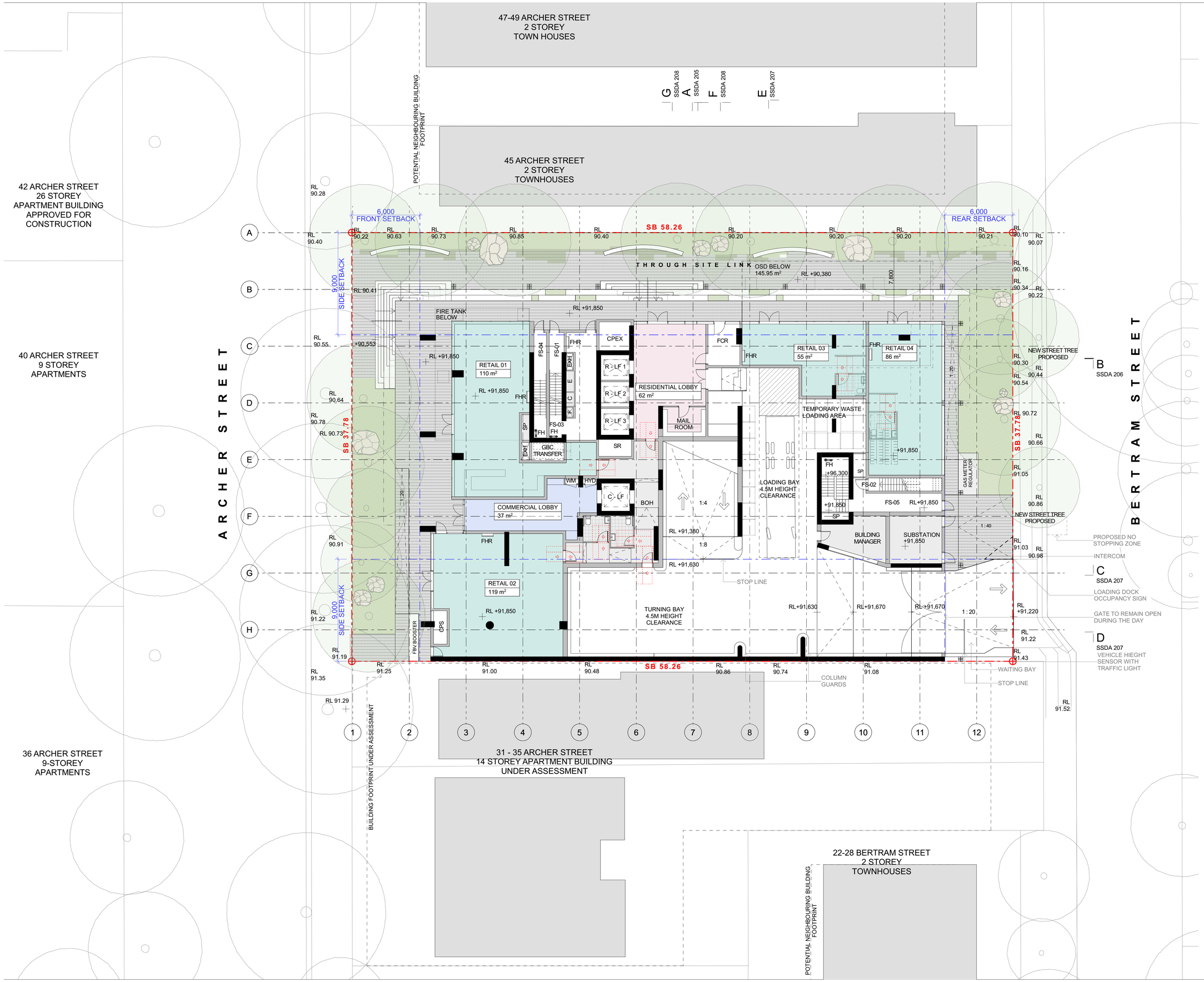
JOB NO
2332

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

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REVISION. B



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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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ARCHITECT
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CHATSWOOD NSW 2067

N

0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

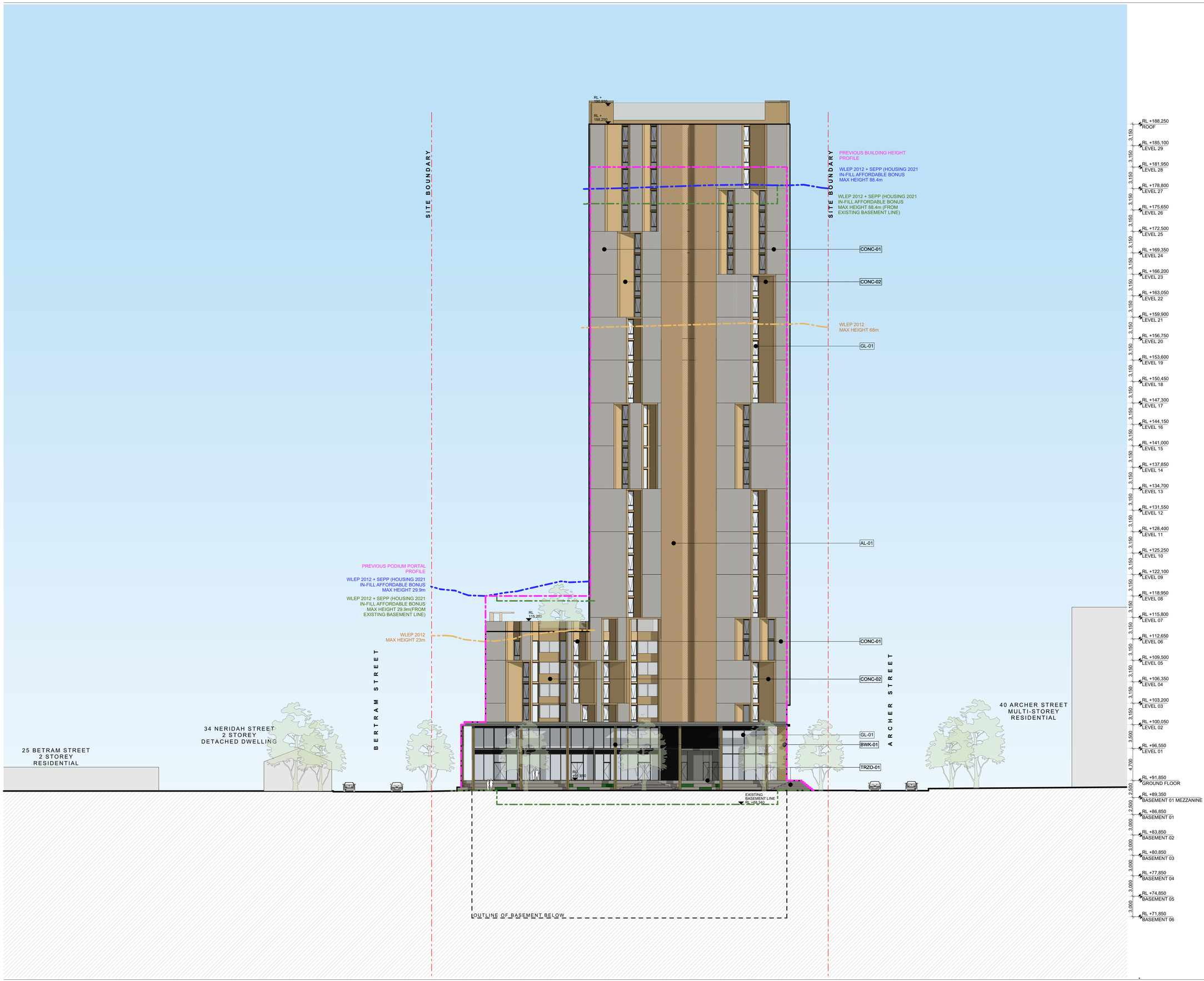
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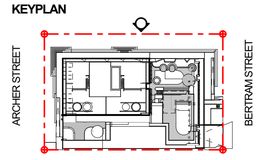
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CONC-03	SMOOTH CONCRETE FINISH
AL-01	CORRUGATED PERFORATED ALUMINIUM PANELS
GL-01	CLEAR GLAZING APARTMENT GLAZING
PC-01	ALUMINIUM POWDERCOAT FINISH POWDERCOATED PALE BROWN
BWK-01	STONE PAVER, RUNNING BOND
TRZO-01	FEATURE STEPS AND SEATING

KEYPLAN



REVISION ID	AMENDMENT	DATE
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CHATSWOOD NSW 2067

0 2 5 10m

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

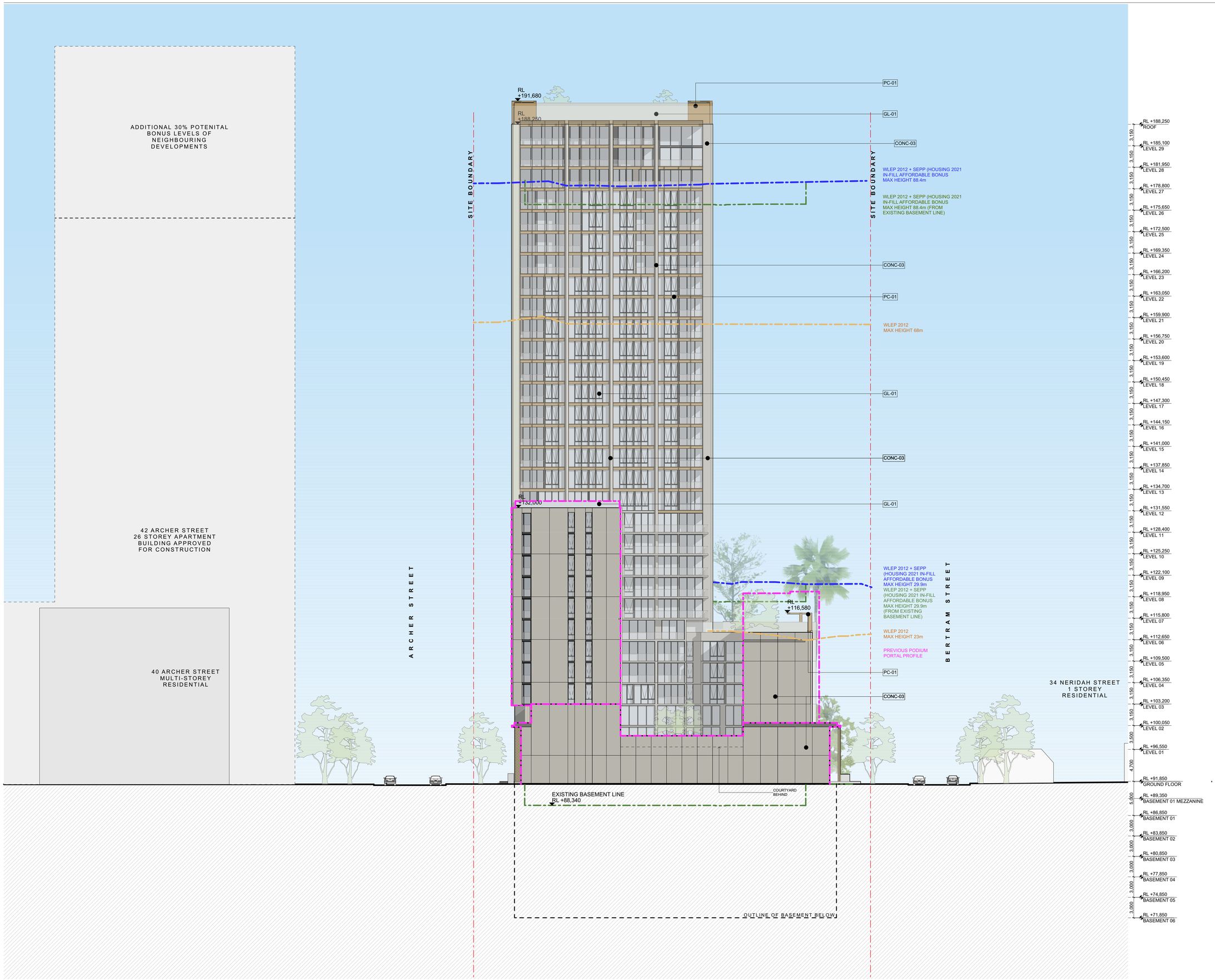
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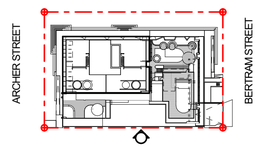
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BWK-01	STONE PAVER, RUNNING BOND
TRZO-01	FEATURE STEPS AND SEATING

KEYPLAN



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CHATSWOOD NSW 2067

0 2 5 10m

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

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2332

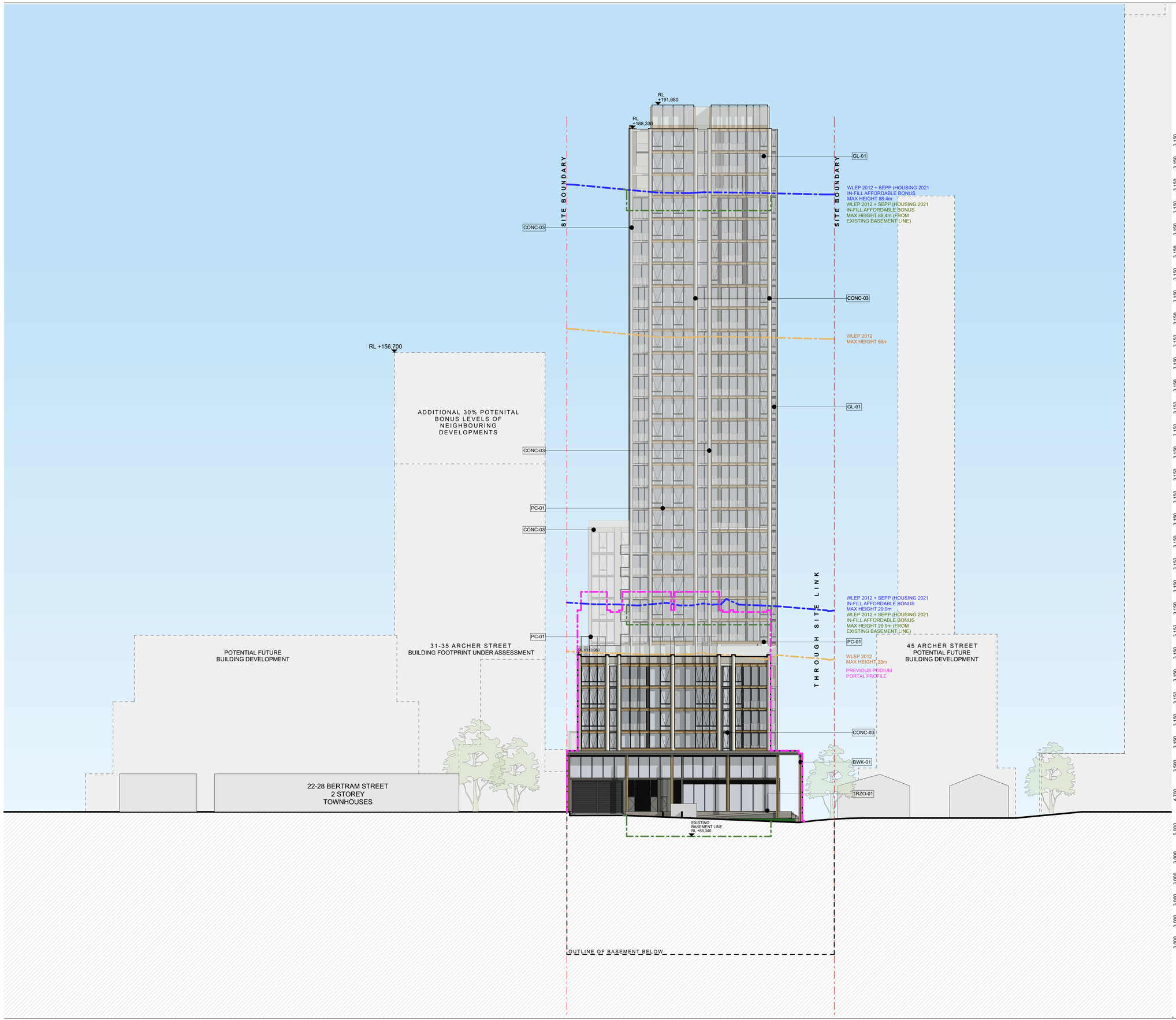
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PROJECT STATUS
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SOUTH ELEVATION

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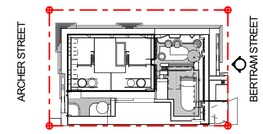
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LEGEND

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BWK-01	STONE PAVER, RUNNING BOND
TRZO-01	FEATURE STEPS AND SEATING

KEYPLAN



REVISION ID	AMENDMENT	DATE
A	FOR SSDA ISSUE	20/03/2025
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CLIENT
HYECORP
HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067

0 2 5 10m

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

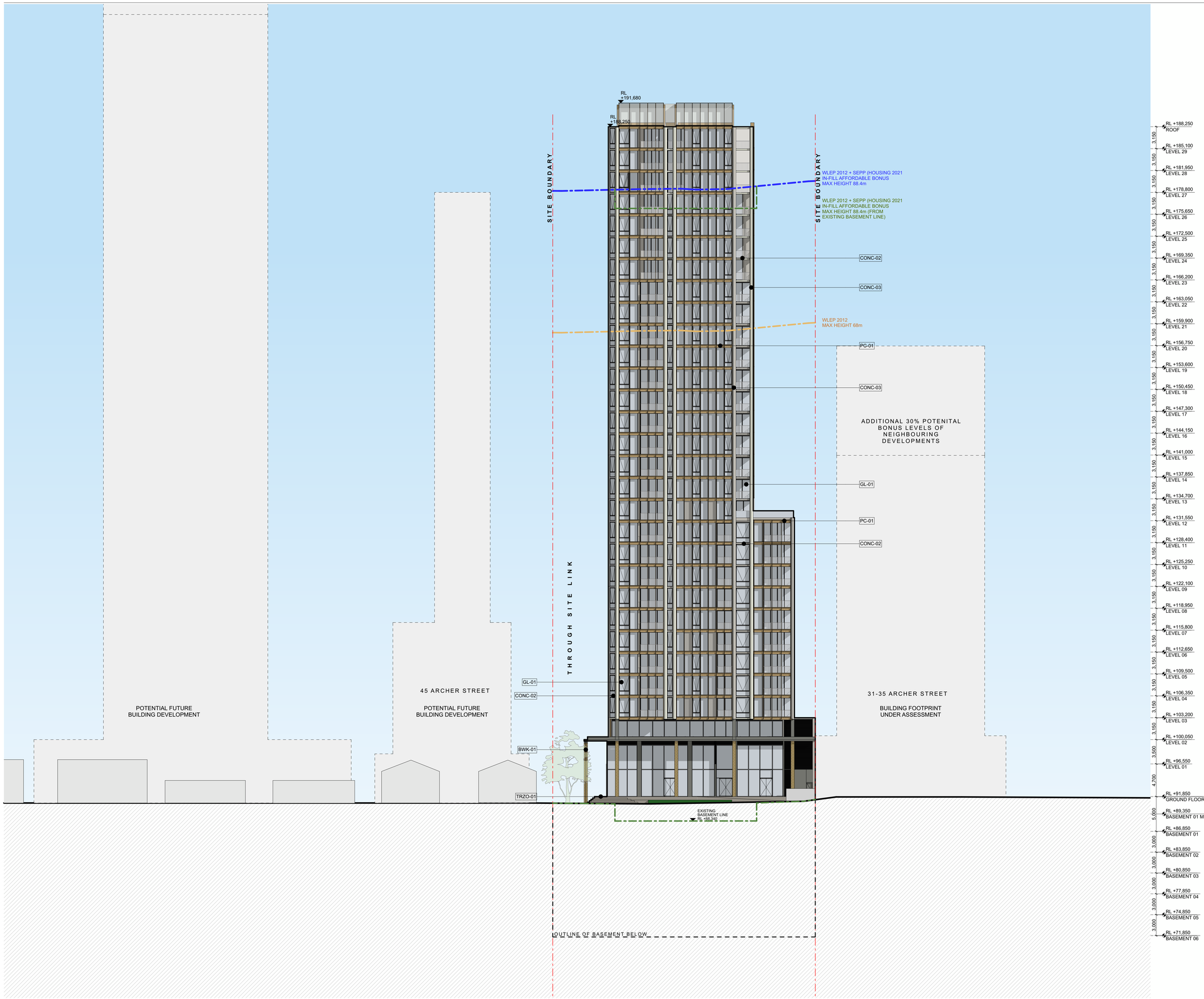
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PROJECT STATUS
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EAST ELEVATION (BERTRAM STREET)

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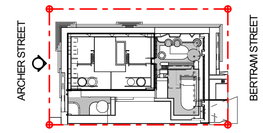
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LEGEND

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BWK-01	STONE PAVER, RUNNING BOND
TRZO-01	FEATURE STEPS AND SEATING

KEYPLAN



REVISION ID	AMENDMENT	DATE
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CHATSWOOD NSW 2067

0 2 5 10m

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

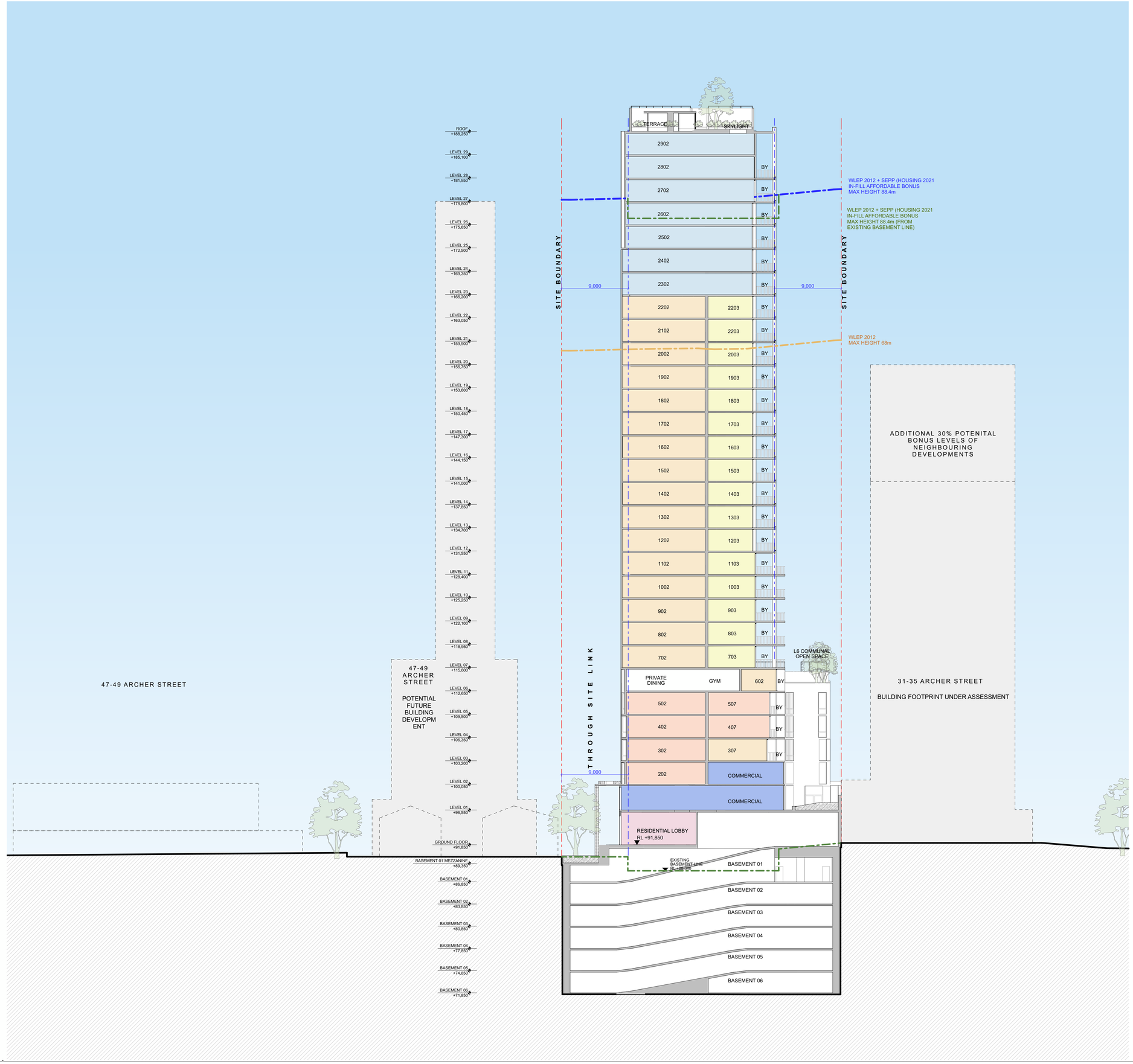
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PROJECT STATUS
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WEST ELEVATION (ARCHER STREET)

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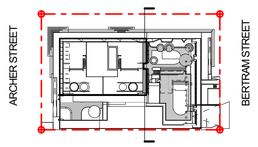
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LEGEND

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

KEYPLAN



REVISION ID	AMENDMENT	DATE
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HERITAGE HOUSE, SUITE 1 256 VICTORIA AVENUE
CHATSWOOD NSW 2067

0 2 5 10m

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

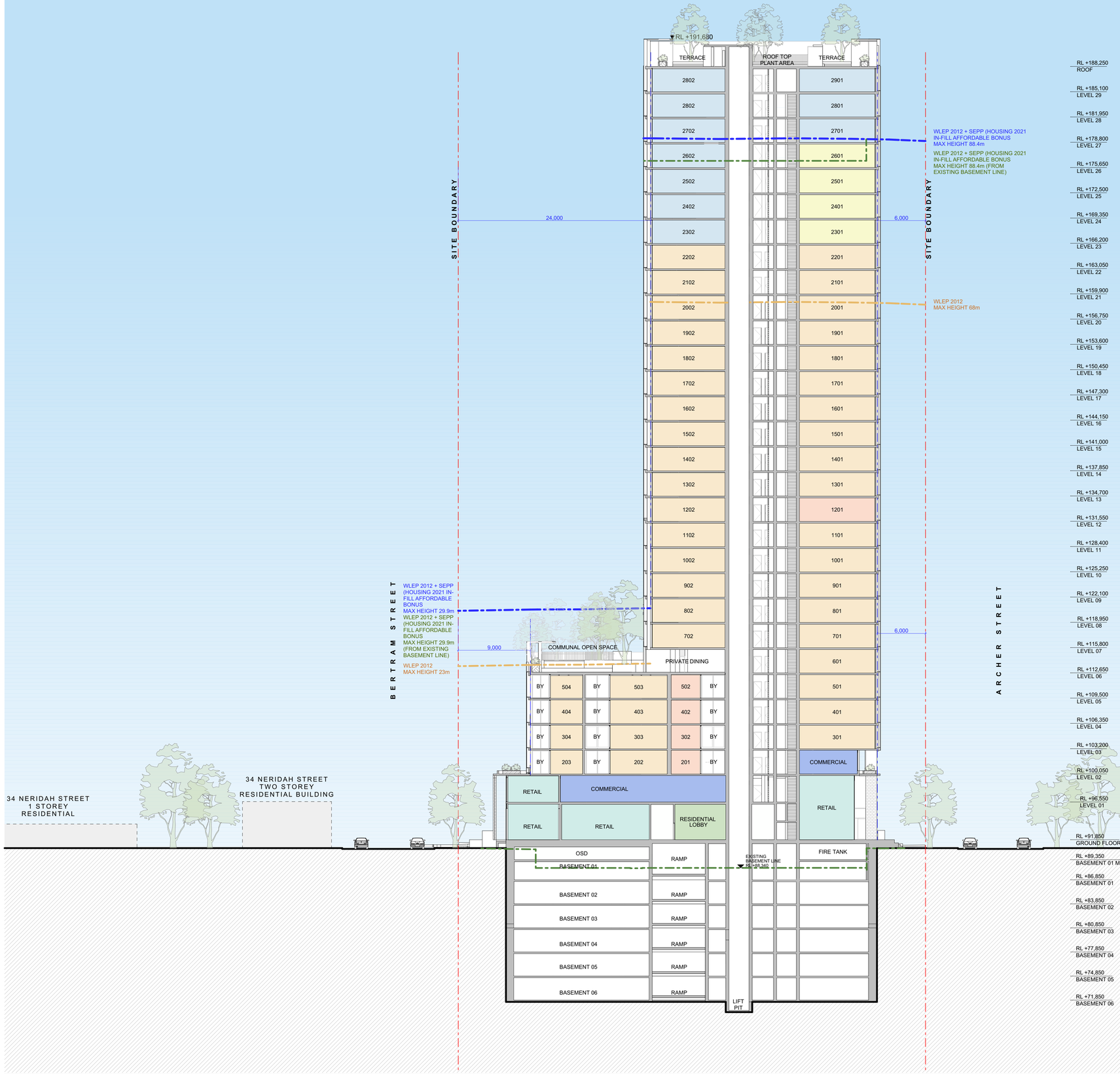
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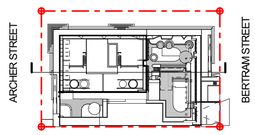
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KEYPLAN



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OCTOBER 2024	1:250 @ A1 50% @ A3

PROJECT STATUS
SSDA

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SECTION B

SHEET NO.	REVISION.
SSDA 206	B

Transport Strategies

Proposed Mixed Use Development

37 Archer Street, Chatswood

Green Travel Plan

Prepared for: HYECORP Pty Ltd

Reference: 23247

Issue: Final B (November 2025)

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Transport Strategies

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1.2 Purpose of this Report 3

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APPENDICES

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

Transport Strategies

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 29-storey building with 6-levels of basement below. The development contains the following uses:

- Residential apartments: A total of 122 apartments (including 25 affordable housing units) comprising 21 x 1 bed apartments, 61 x 2 bed apartments, 30 x 3 bed apartments and 10 x 4 bed apartments with recreational facilities at Level 8.
- Office tenancies: occupying levels 1 and 2.
- Retail tenancies: double storey retail units fronting Bertram Street.
- Food and beverage tenancies: ground level.
- Basement parking: 154 car spaces, 11 motorcycle 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: 14,230m2
  - Residential GFA: 12,349m^2
  - Non-residential GFA: 1,881m^2

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.

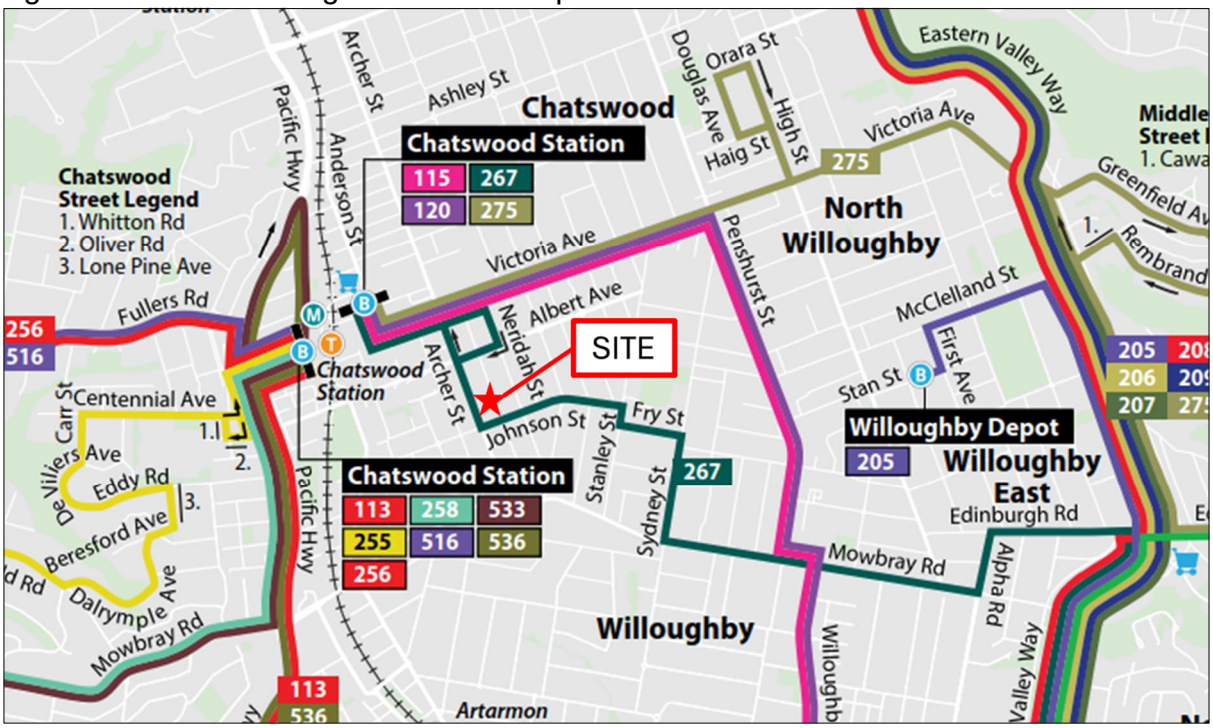
3.0 Active Transport

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).

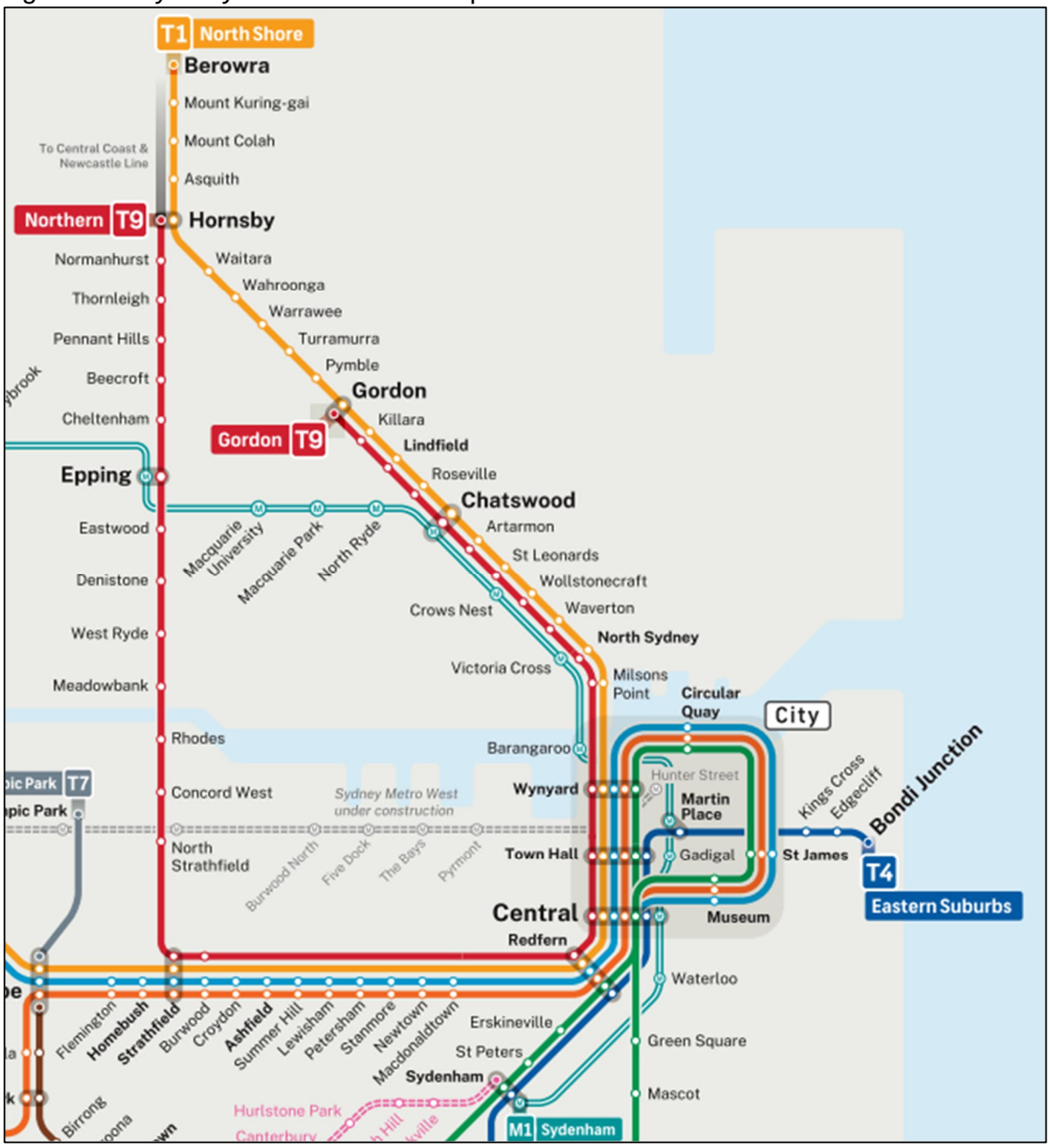
See Figure 3.1 for bus stop locations.

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

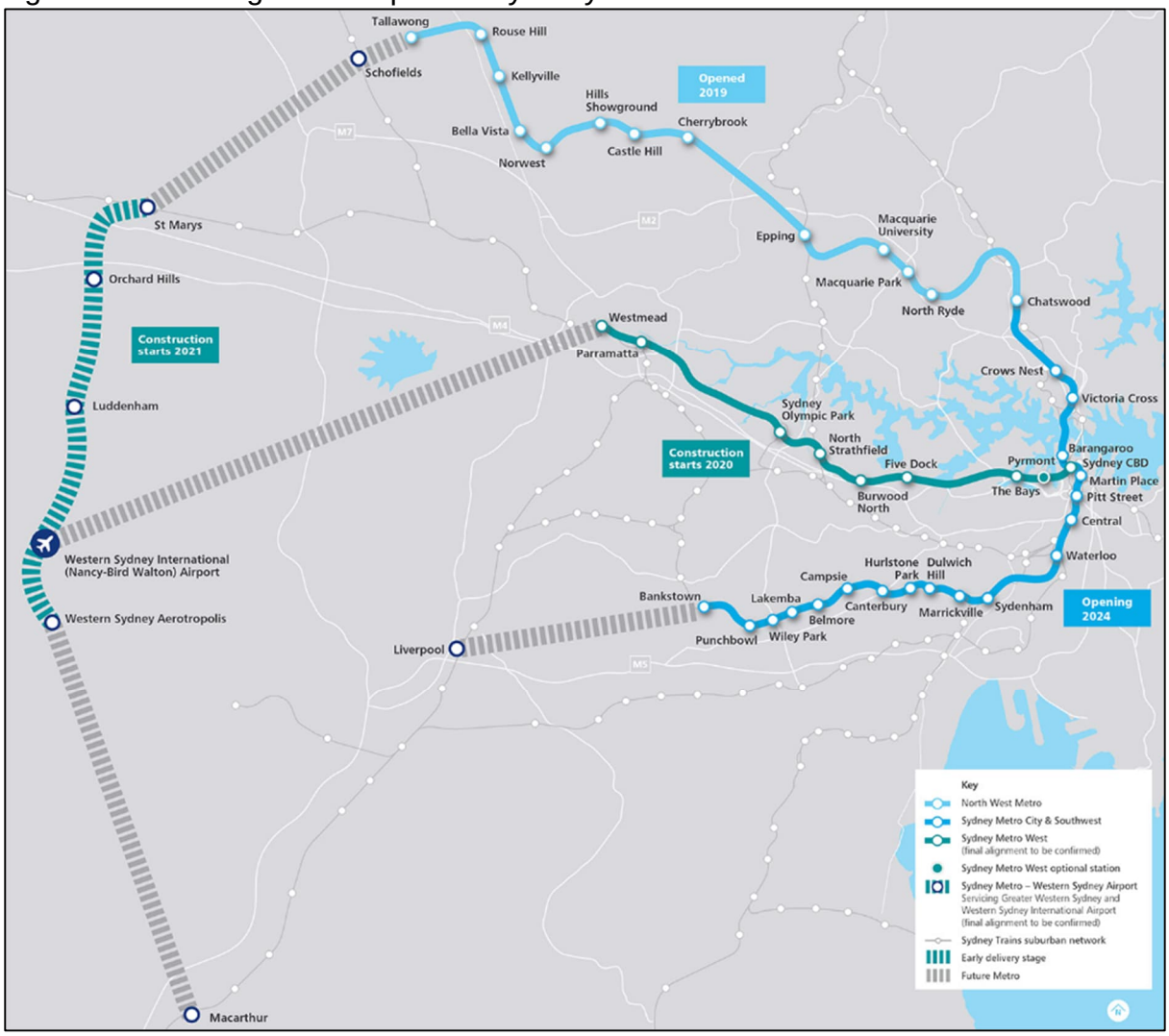


The recently completed Sydney Metro City & South-West project in August 2024 enhanced public transport accessibility in the surrounding area and expanded transportation options. The line links with the North West Metro at Chatswood, offering a direct connection from Chatswood to Sydenham.

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

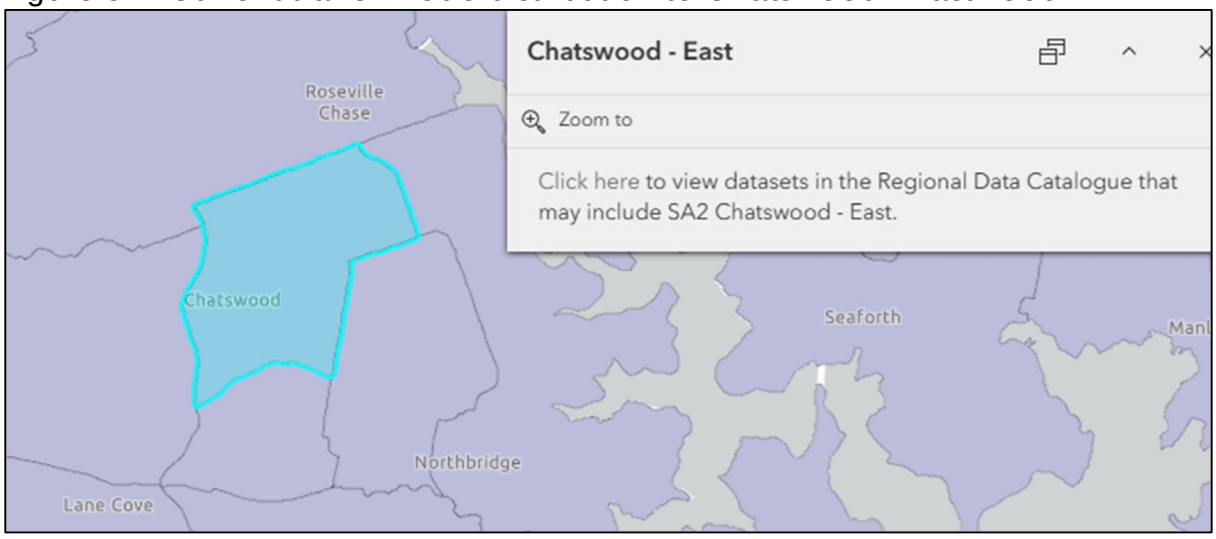


Table 5.1 presents an overview of how people in the surrounding area currently travel to work. The data shows that the majority of trips—53 percent—are made by private vehicle, either as a driver or passenger. This is followed by public transport usage and walking as the next most common modes of commuting.

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: • 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; • 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

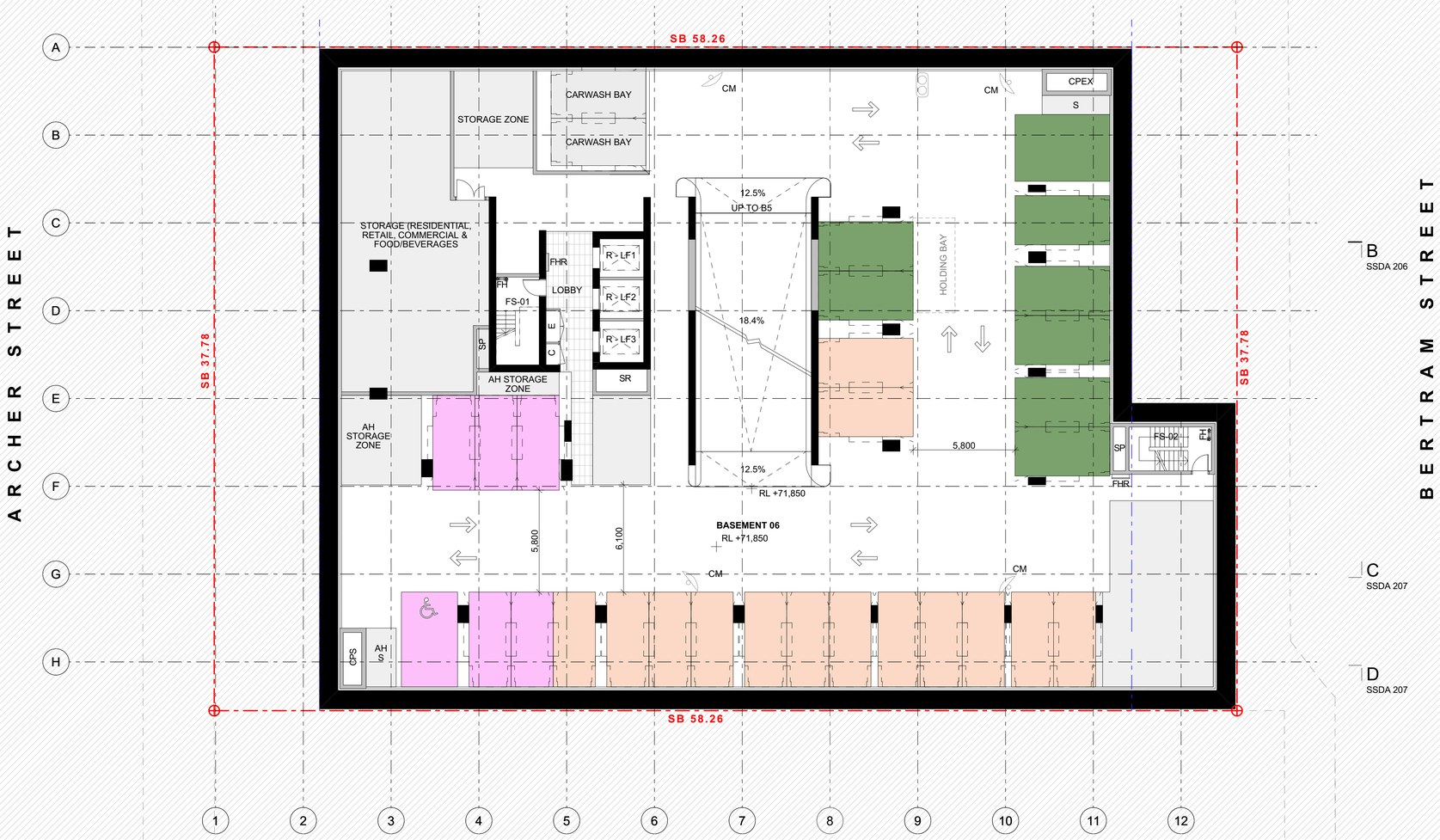
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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



B SSDA 206

C SSDA 207

D SSDA 207

BERTRAM STREET

ARCHER STREET

31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

36 ARCHER STREET
9-STOREY
APARTMENTS

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

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- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
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BASEMENT 06
28 CAR PARKING SPACES

REVISION ID	AMENDMENT	DATE
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CHATSWOOD NSW 2067

N

0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

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PROJECT STATUS
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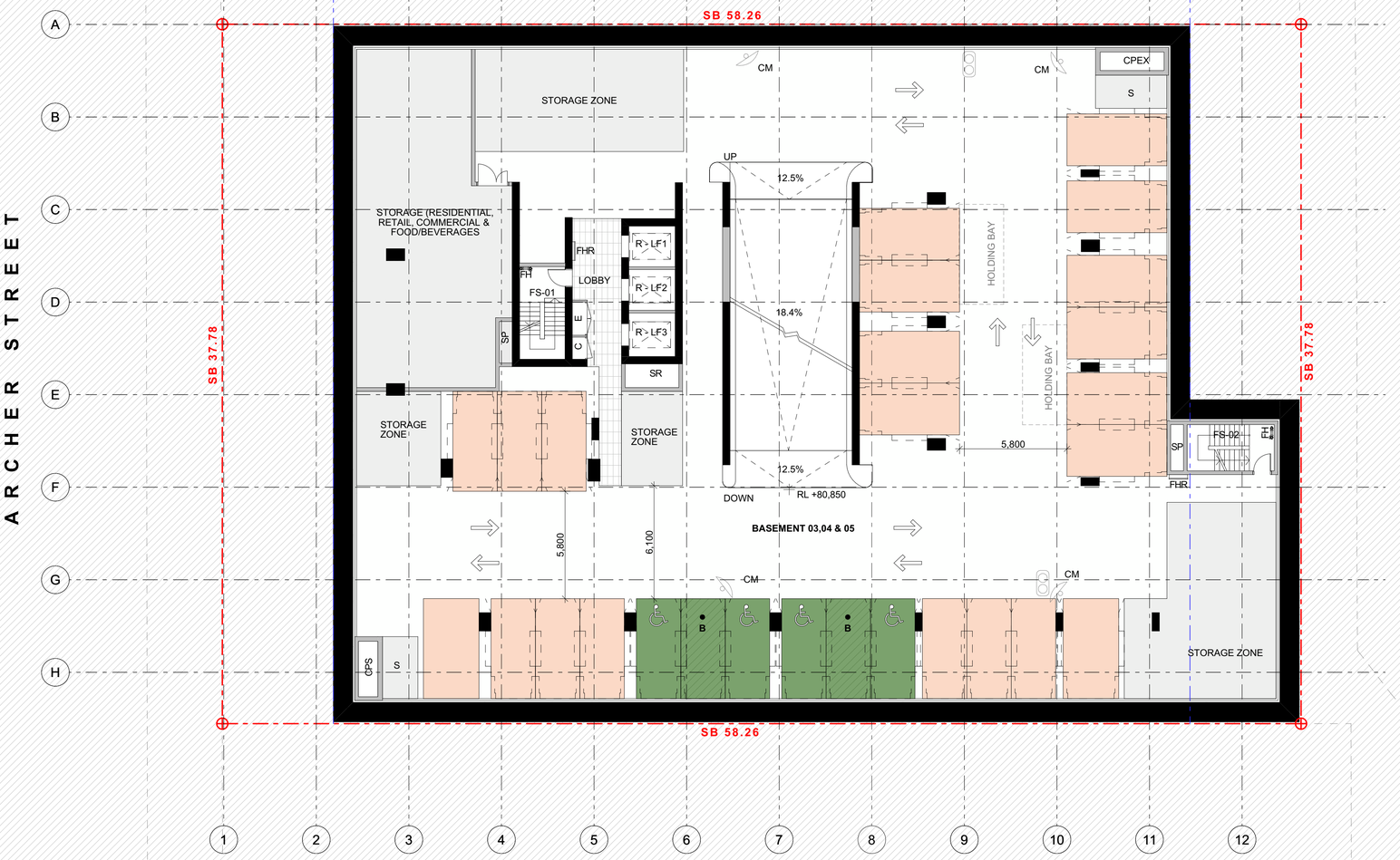
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- R - LF — RESIDENTIAL LIFT
- C - LF — COMMERCIAL LIFT

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

TOTAL
75 CAR SPACES

BASEMENT 03-05 PARKING SCHEDULE

DESCRIPTION	QUANTITY	UNIT
Residential	21	Car Spaces
Accessible Residential	4	Car Spaces

TOTAL:
25 CAR SPACES / LEVEL

63 RESIDENTIAL CAR SPACES
12 RESIDENTIAL ACCESSIBLE CAR SPACES

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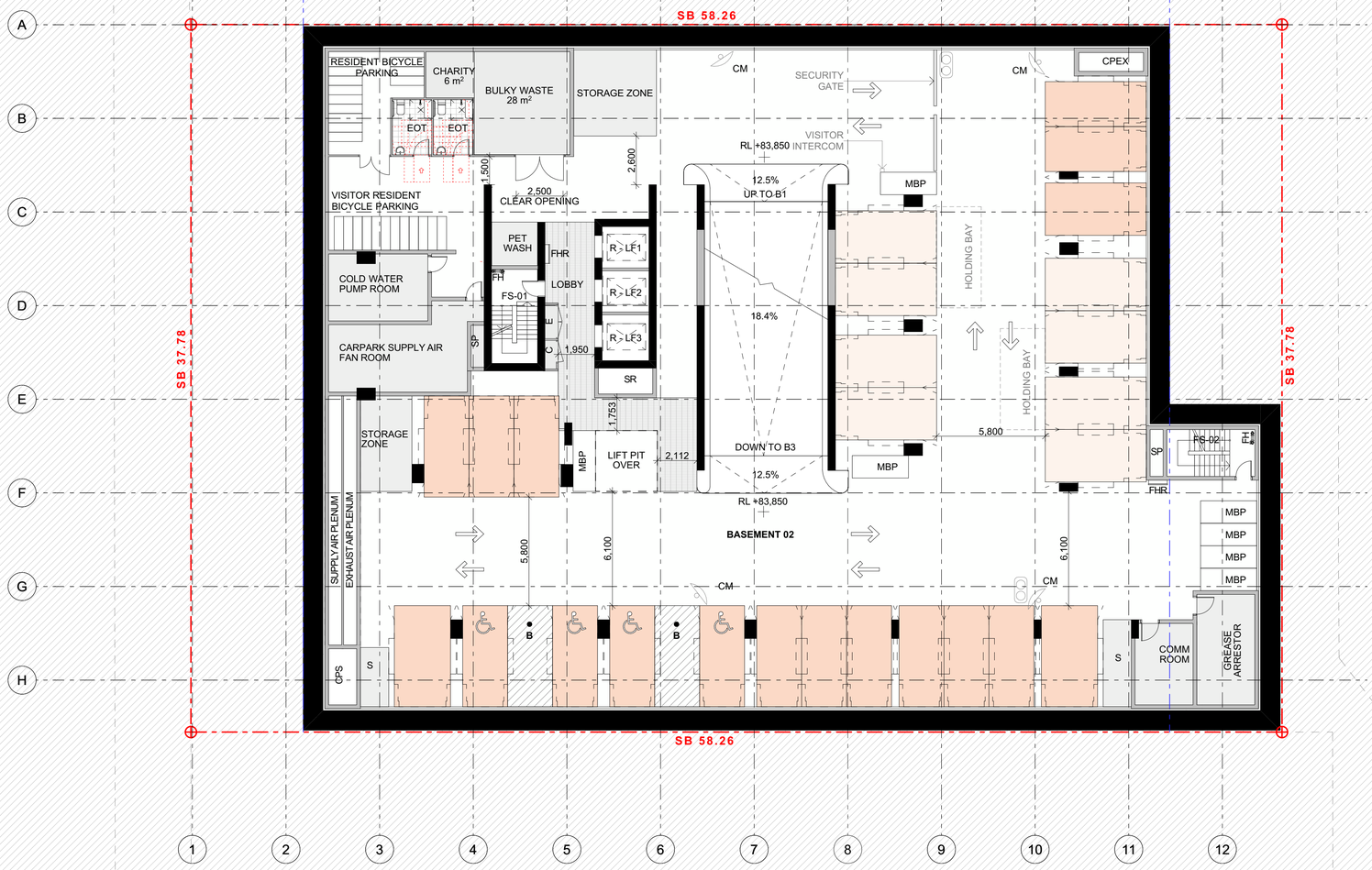
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BASEMENT 02
26 CAR PARKING SPACES

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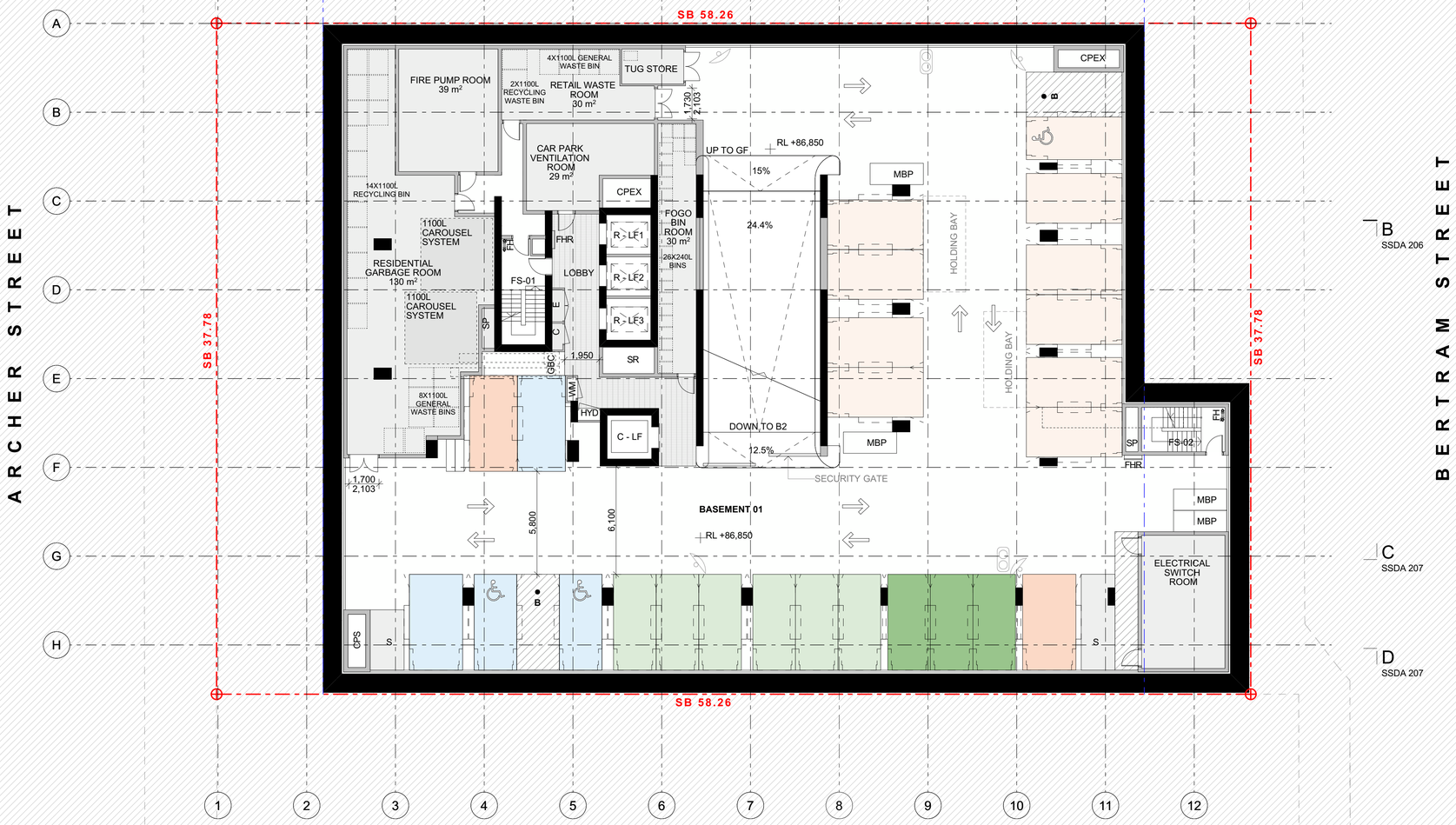
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APPROVED FOR
CONSTRUCTION

40 ARCHER STREET
9 STOREY
APARTMENTS



31 - 35 ARCHER STREET
14 STOREY APARTMENT BUILDING
UNDER ASSESSMENT

36 ARCHER STREET
9-STOREY
APARTMENTS

22-28 BERTRAM STREET
2 STOREY
TOWNHOUSES

GENERAL NOTES

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LEGEND

- COMMERCIAL PARKING
- RETAIL PARKING
- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
- SHARED ZONE
- STORAGE
- WLEP AH PARKING
- SEPP AH PARKING
- ACCESSIBLE CARSPACE
- B — BOLLARD
- R - LF — RESIDENTIAL LIFT
- C - LF — 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 SSDA ISSUE	20/03/2025
B	RESPONSE TO DPHI RFI	30/10/2025

ARCHITECT
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MAIL@FUSEARCHITECTURE.COM.AU
PHONE 02 8278 7156
ABN 81 612 046 643
NOMINATED ARCHITECT RACHID ANDARY NSW ARB 8627

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

N

0 2 5 10

SITE ADDRESS
37 ARCHER STREET
CHATSWOOD NSW 2067

JOB NO
2332

CHECKED	DRAWN
AA/JSN/CH	KH/BC

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

PROJECT STATUS
SSDA

DRAWING TITLE
BASEMENT 01 PLAN

SHEET NO.	REVISION.
SSDA 104	B

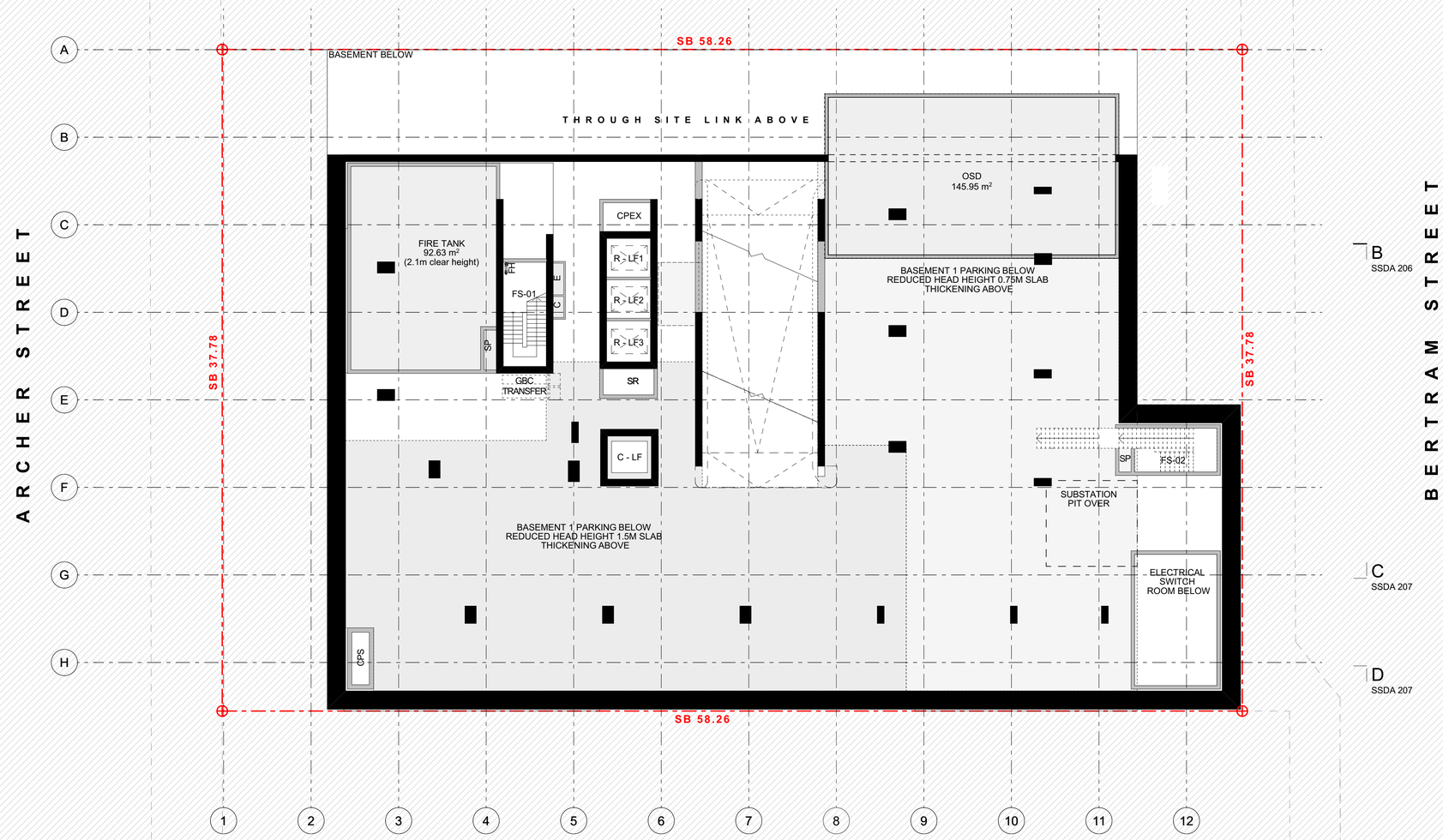
47-49 ARCHER STREET
2 STOREY
TOWN HOUSES

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

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- FOOD AND BEVERAGE PARKING
- RESIDENTIAL PARKING
- RESIDENTIAL VISITOR PARKING
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- STORAGE
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CHATSWOOD NSW 2067

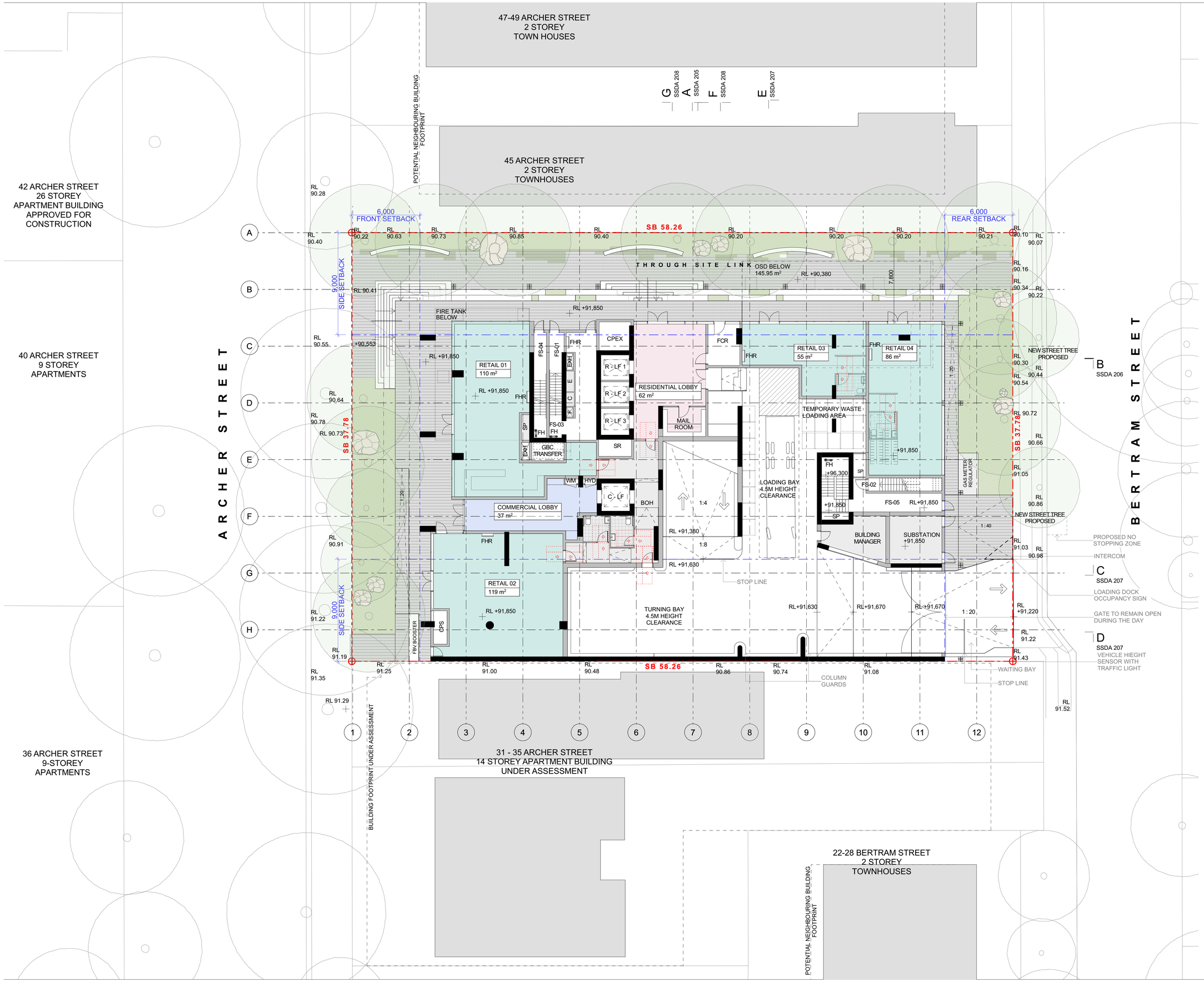
JOB NO
2332

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. B



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Print date and time: Thursday, 13 November 2025 @ 1:38 PM

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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
B	RESPONSE TO DPHI RFI	30/10/2025

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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

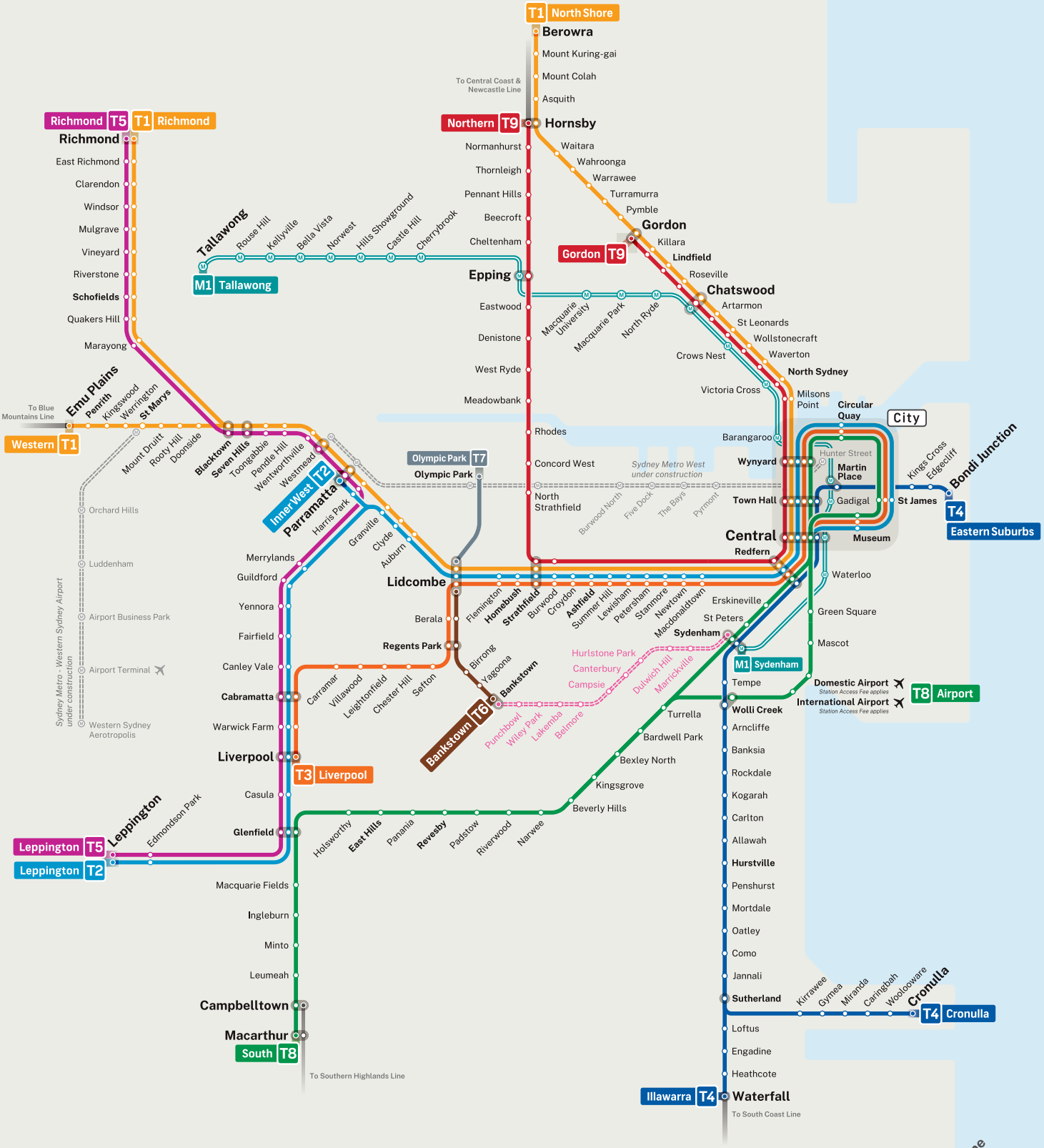
SHEET NO. SSDA 106
REVISION. B

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*
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

Stop · Interchange · Interchange · End of line

NORTH

Line under conversion - bus services

Line under construction

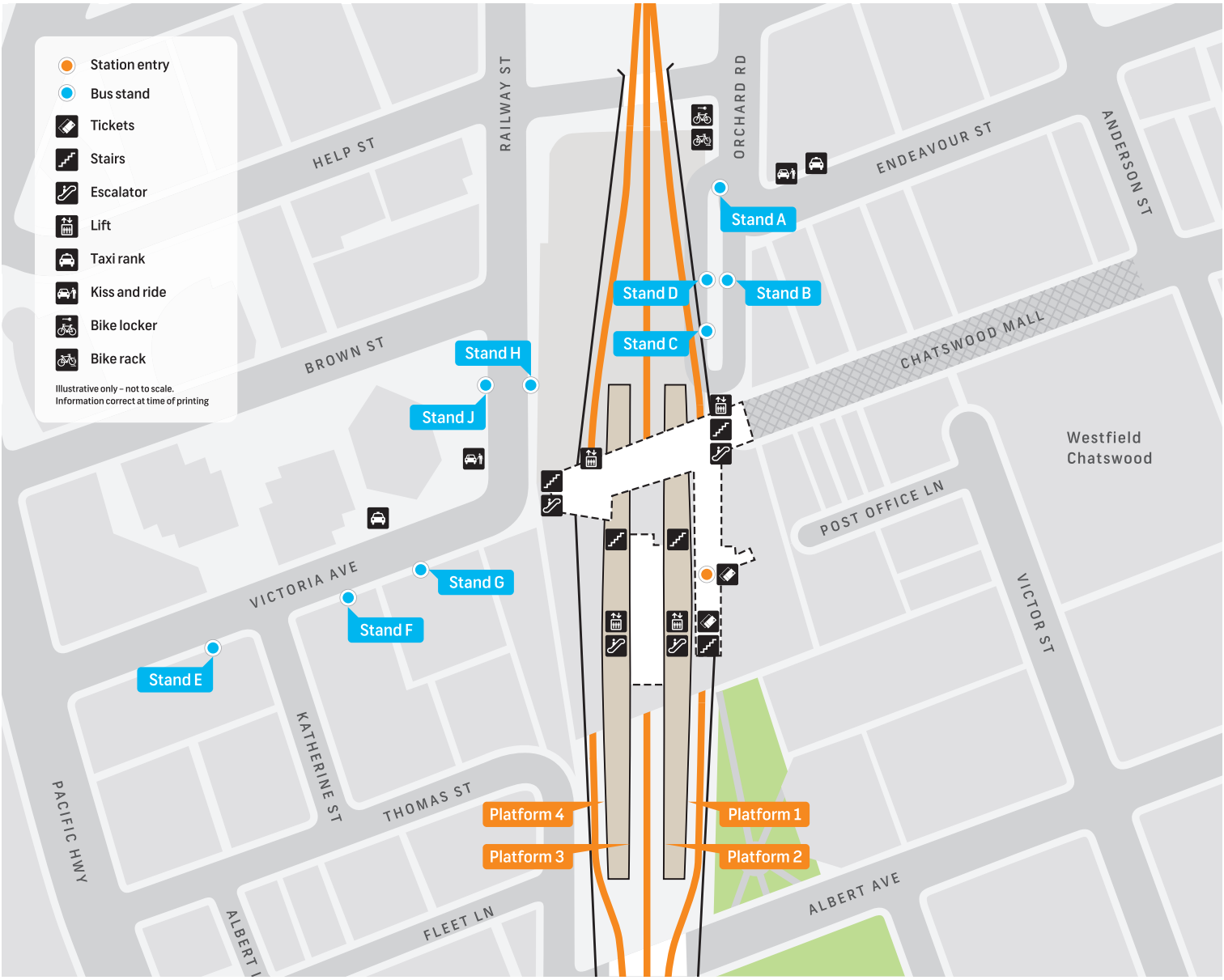
Check timetables and trip planners for train services and connections

Visit **transportnsw.info**

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APXP_SRM_20240701

Chatswood Station Public Transport Map



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
transportnsw.info

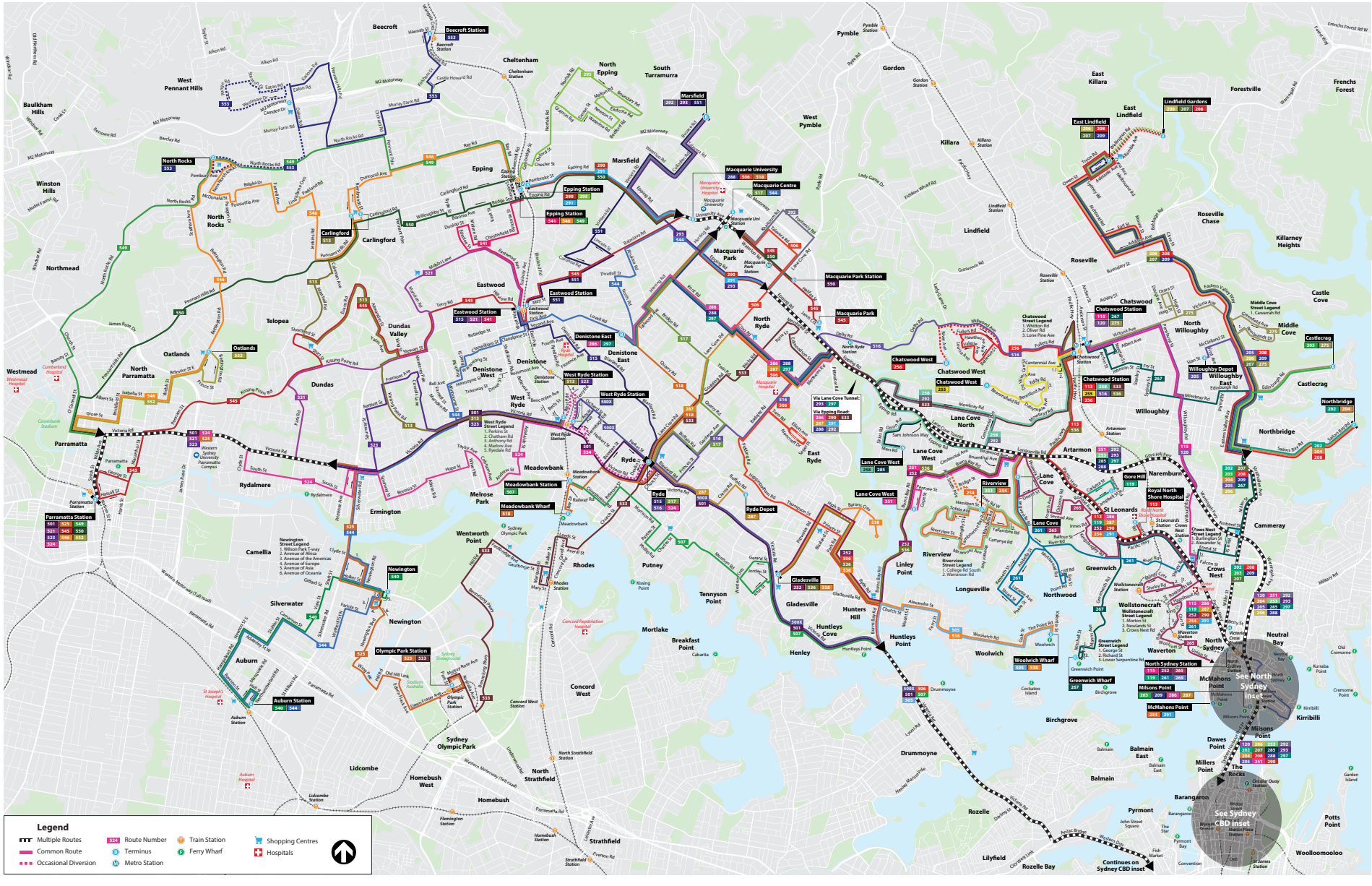
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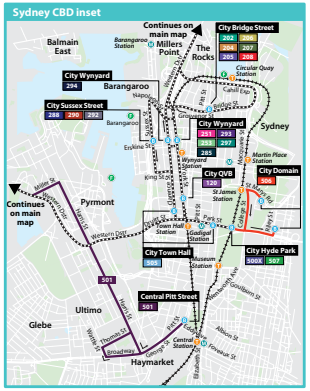
North West Sydney Bus Network Map Effective - 4 August 2024

Busways

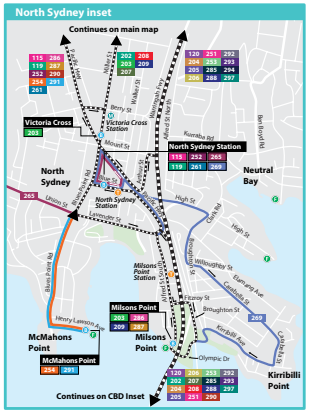
- 113 Chatswood to Royal North Shore Hospital via Pacific Hwy
- 115 Chatswood to North Sydney via Willoughby Rd
- 119 Gore Hill to North Sydney (Loop Service)
- 120 Chatswood to City, QVB (Loop Service)
- 202 Northbridge to City, Bridge St via North Sydney
- 203 Castlecrag to Milsons Point via North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



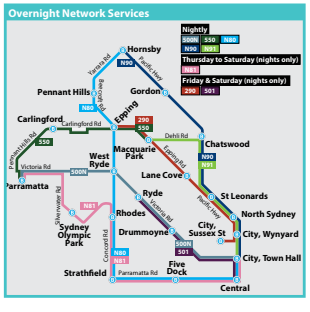
Sydney CBD inset



North Sydney inset



Overnight Network Services



Transport Strategies

Appendix C
Travel Survey Form

Transport Strategies

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): _____