Transport Strategies

Crows Nest OSD Site A – Detailed SSDA (SSD-75660711)

32 Hume Street, Crows Nest

Green Travel Plan

Prepared for: Prodject

Reference: 24115

Issue: Final F (November 2025)

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Transport Strategies

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Transport Strategies

1.0 Introduction

1.1 Background

Transport Strategies has been commissioned by Prodject to prepare a Green Travel Plan (GTP) for a proposed mixed-use development at 32 Hume Street, Crows Nest.

1.2 Purpose of this Report

This report has been prepared to satisfy Issue 11 of Secretary's Environmental Assessment Requirements (SEARs) for SSD-75660711 (Crows Nest OSD Site A – Detailed SSDA) dated on 18 October 2024 and the Consolidated Conditions of Consent for SSD-9579 (Mod 2) - Condition B17 dated December 2021.

It is noted that the detailed SSDA aligns with the approved Concept SSDA (See Appendix A), as modified under the Amending Concept SSDA (See Appendix B) application (to be lodged concurrently) in terms of green travel amenities and initiatives.

Issue 11 and Condition B17 are outlined and associated reference/response are shown in the following table.

Issue 11 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 developed and will be submitted alongside the SSDA.

Condition B17 of SSD-9579 (Mod 2)	Response
Traffic and Transport B17. Future Development Application(s) shall include green travel plans, identifying opportunities to maximise and encourage sustainable transport choices for future residents, employee and visitors.	

1.3 References

- North Sydney Development Control Plan (NSDCP) 2013
- AS 2890.3:2015 – Parking Facilities, Part 3: Bicycle Parking
- SSD-9579 (Mod 2) Consolidated Consent
- Sydney Metro City & Southwest: Crows Nest Over Station Development (Amended), Transport, traffic and parking assessment report, Ref: NWRLSRT-MET-SCN-TI-REP-000008, Version 1, July 2020
- Other documents and data are referenced in this report.

1.4 Mitigation Measures

The proposed mitigation measures related to green travel initiatives are outlined in the following sections of the report:

- 6.2 Travel Access Guide
- 6.3 Implementation Plan
- 7.1 Governance
- 7.2 Funding
- 7.3 Monitoring
- 7.4 Monitoring Milestones

These measures aim to increase the uptake of green travel modes.

2.0 Proposed Development

This Detailed SSDA (See Appendix C) seeks approval for the construction and operation of a residential mixed use (including affordable housing and commercial/retail components) over station development (known as Crows Nest OSD - Site A).

Crows Nest OSD - Site A will be located above and will be integrated with the Crows Nest Metro Station. The proposed development includes 2 build-to-rent towers located above the existing Crows Nest Metro Station.

An additional tower, situated at the corner of Hume Street and Pacific Highway, is proposed to be affordable housing, extending down to the ground level.

The ground floor, adjacent to the metro station between grids 11 and Hume Street, will feature a mix of lobbies, retail spaces, and service areas.

Component	Proposed under Detailed SSDA
Site Area	**3,879 m^2**
Maximum building height	Proposed variable building heights: • Tower 1: RL 188.30 • Tower 2: RL 188.30 • Tower 3 (Affordable housing): RL 140.770
Proposed OSD GFA (FSR) – Residential & non-residential	**Proposed**: 43,683 m^2 (11.26) comprising: • Residential (build-to-rent): 32,000m^2 (FSR 8.25:1) • Residential (Affordable Housing): 4,861m^2 (FSR 1.25:1) • Non-residential: 6,822m^2 (FSR 1.76:1)

Uses	• Residential component:
	  ○ Tower 1 and 2 – build-to-rent apartments from Level 4 to 23 with amenity on Level 24 and open outdoor space on the rooftops
	  ○ Tower 3 – affordable housing apartments from Level 3 to 10 with affordable housing indoor and outdoor amenity areas on Level 11
	• Retail tenancies: located on the lower ground and ground levels

<table>
<tr><th>Component</th><th>Proposed under Detailed SSDA</th></tr>
<tr><td></td><td>

Gym: located on Level 2 and Mezzanine Level
Residential amenity and back of house located on Mezzanine and Level 2 to 3
Residential amenity on Level 24 on Towers 1 and 2
Rooftop bar on Tower 1

</td></tr>
<tr><td>Apartments and mix</td><td>
Total 568 apartments broken down into the following configurations:
<table>
<tr><th rowspan="2">Beds</th><th colspan="2">Build to Rent Apartments
(% of all BTR apartments)</th><th>Affordable Housing
(% of all AH apartments)</th><th rowspan="2">Total (combined)</th></tr>
<tr><th>Tower 1</th><th>Tower 2</th><th>Tower 3</th></tr>
<tr><td>Studio</td><td>100 (39%)</td><td>100 (39%)</td><td>216 (38%)</td><td>216 (38%)</td></tr>
<tr><td>1 bed</td><td>132 (52%)</td><td>132 (52%)</td><td>272 (48%)</td><td>272 (48%)</td></tr>
<tr><td>2 bed</td><td>22 (9%)</td><td>22 (9%)</td><td>68 (12%)</td><td>68 (12%)</td></tr>
<tr><td>3 bed</td><td>2 (1%)</td><td>2 (1%)</td><td>12 (2%)</td><td>12 (2%)</td></tr>
<tr><td>Sub-Total</td><td>256</td><td>256</td><td>56</td><td>568 (100%)</td></tr>
<tr><td>Total</td><td colspan="2">512</td><td>56</td><td>568 (100%)</td></tr>
</table>
</td></tr>
<tr><td>Access</td><td>

Loading dock (only) access off Clarke Lane – no car park provided
Retail access off Pacific Highway and Hume Street
Rooftop bar access off Pacific Highway
Build-to-rent apartment and sky lobby access off Pacific Highway
Gym access off Pacific Highway
Affordable Housing access off Hume Street

</td></tr>
</table>

The detailed development schedules are provided in the following:

Tower 1 (25 storeys with 256 apartments)
- 100 x studio
- 132 x 1-bedroom
- 22 x 2-bedroom
- 2 x 3-bedroom
- 232 m^2 retail
- 358 m^2 rooftop bar

Tower 2 (25 storeys with 256 apartments)
- 100 x studio
- 132 x 1-bedroom
- 22 x 2-bedroom
- 2 x 3-bedroom
- 538 bicycle parking spaces on Level 2 and Mezzanine Level
- 57 m^2 retail
- 753 m^2 (including gym store)

Tower 3 (11 storeys with 56 affordable apartments)
- 16 x studio
- 8 x 1-bedroom
- 24 x 2-bedroom
- 8 x 3-bedroom
- 316 bicycle parking spaces on Level 1
- 232 m^2 retail
- 477 m^2 gym use (not including pool area)
- 328 double stacked lockers (126 for male and 202 for female)
- 2 large change rooms (1 for male and 1 for female)
- 17 shower/change rooms (6 for male and 11 for female)
- 2 accessible toilet/shower rooms (1 for male and 1 for female)

An existing single lane 7m wide (minimum) two-way vehicular crossover is provided along Clarke Lane, which provide access to the loading dock located on the ground floor. The loading dock and driveway crossover were constructed as part of the Crows Nest Metro Station works.

3.0 Active Transport

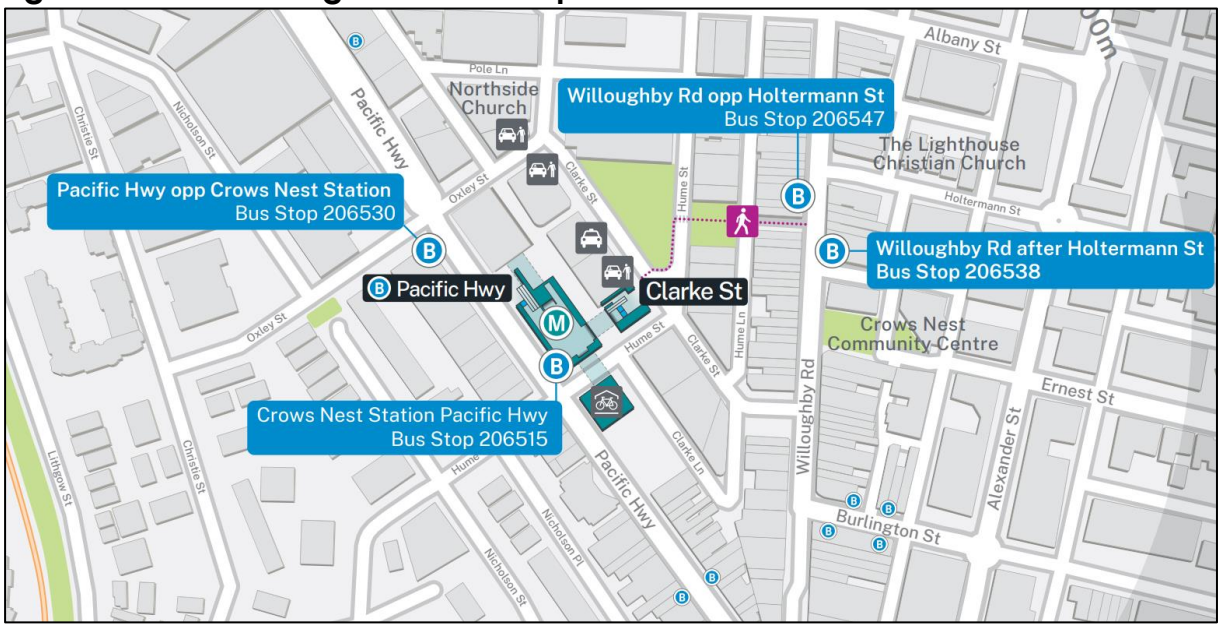
3.1 Public Transport

The Site is well-serviced by a public transport network, with the nearest bus stop located in front of the Site along Pacific Highway. This bus stop is serviced by the following bus routes:

- 114 – Royal North Shore Hospital to Balmoral
- 119 – Gore Hill to North Sydney Station (Loop Service)
- 144 – Manly to Chatswood via St Leonards
- 252 – North Sydney to Gladesville
- 254 – Riverview to McMahons Point via North Sydney
- 265 – North Sydney to Lane Cove via Crows Nest
- 267 – Greenwich to Chatswood via Crows Nest
- 286 – Milsons Point to Denistone East via North Sydney & St Leonards
- 287 – Milsons Point to Ryde via North Sydney & St Leonards
- 290 – Epping to City Erskine St via North Sydney (Night Service)
- 291– Epping to McMahons Point via North Sydney
- 622 – Milsons Point to Dural via Cherrybrook
- 612X – North Sydney to Castle Hill (Express Service)
- N91 – City Town Hall to Macquarie Centre (Night Service)

See Figure 2.1 for bus stop locations.

Figure 2.1: Surrounding Public Bus Stops



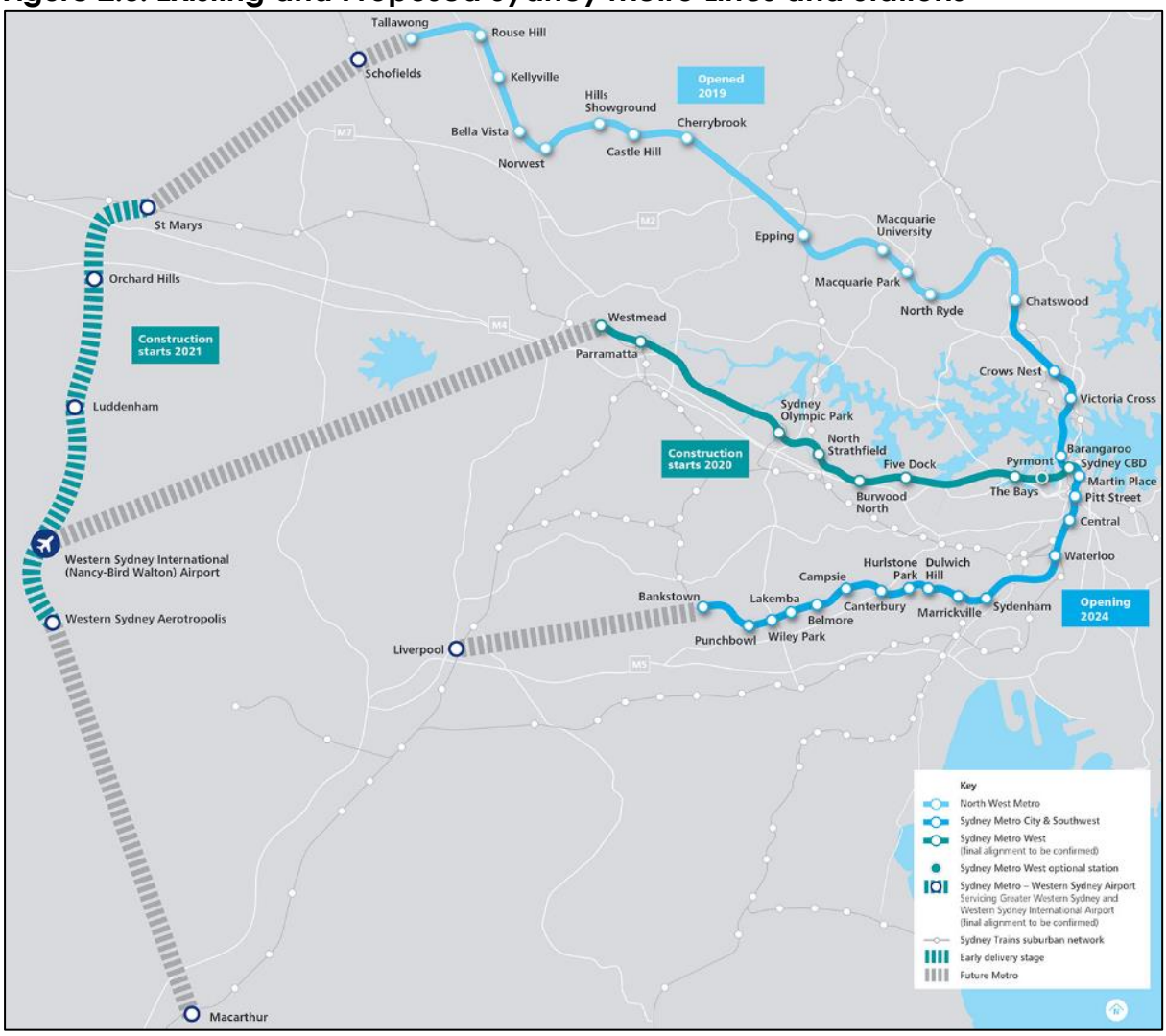
St Leonards Station is situated approximately 800 meters from the site, within a short walking distance. The station is served by the T1 North Shore and Western Line, Northern Line services, as well as the Central Coast and Newcastle Line. The rail network layout is illustrated in Figure 2.2. The station 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 2.2: Sydney Train Network Map

The Site is located on top of the Crows Nest Metro Station. The station is serviced by M1-Metro North West & Bankstown Line. The recently completed Sydney Metro City & South-West project in August 2024 enhanced public transport accessibility in the surrounding area and expand transportation options. The line links with the North West Metro at Chatswood, offering a direct connection from Chatswood to Sydenham.

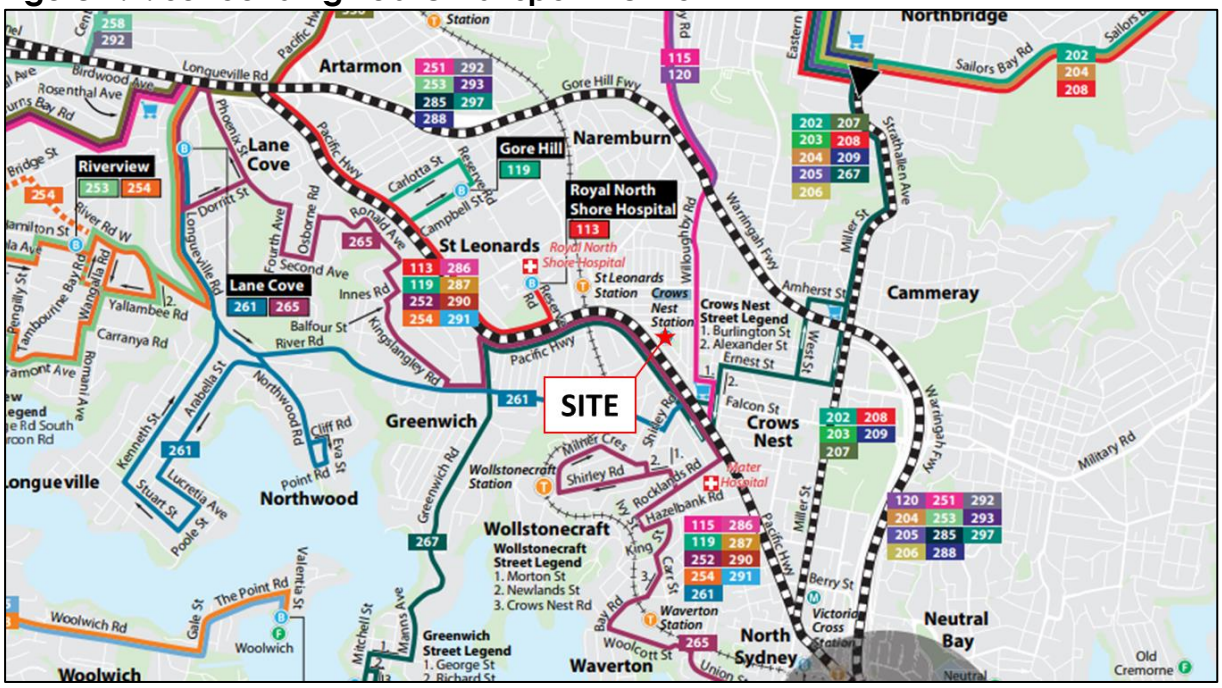
The Metro line significantly boost the capacity of the public transport network serving the area, supporting further development and growth. Additionally, future projects are planned to improve the Sydney Metro network, enhancing accessibility and reducing travel times for commuters, especially to/between Bankstown (expected to be operational in 2025) and Parramatta (expected to be operational in 2030). See Figure 2.3 for existing and proposed Sydney Metro Lines and Stations.

Figure 2.3: Existing and Proposed Sydney Metro Lines and Stations



Details of surrounding public transport services are provided in Figure 2.4 and detailed in Appendix D.

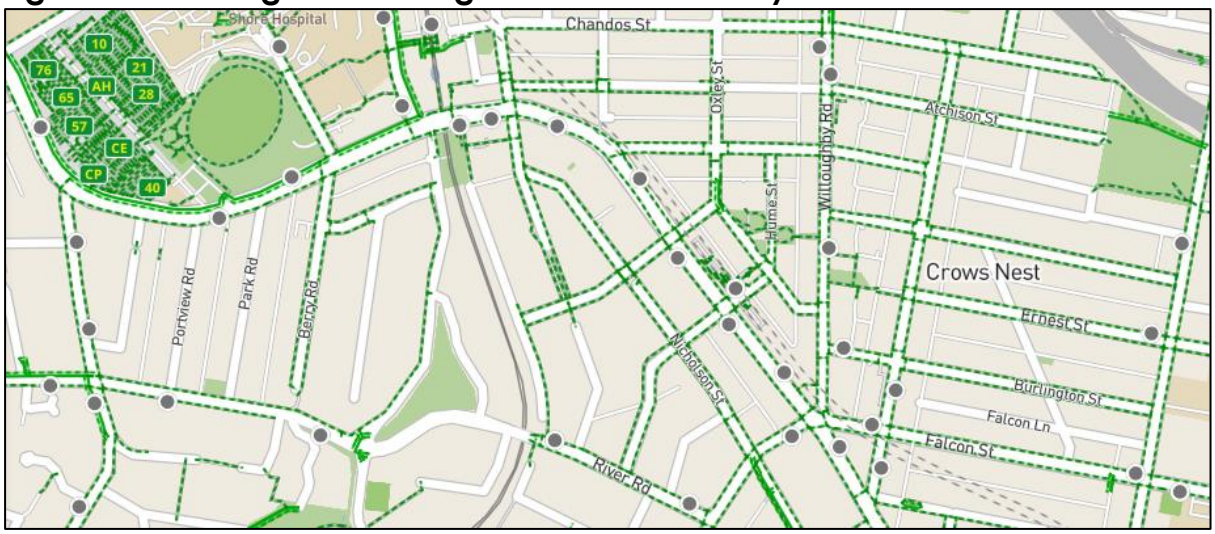
Figure 2.4: Surrounding Public Transport Network



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. See Figure 2.5 for details.

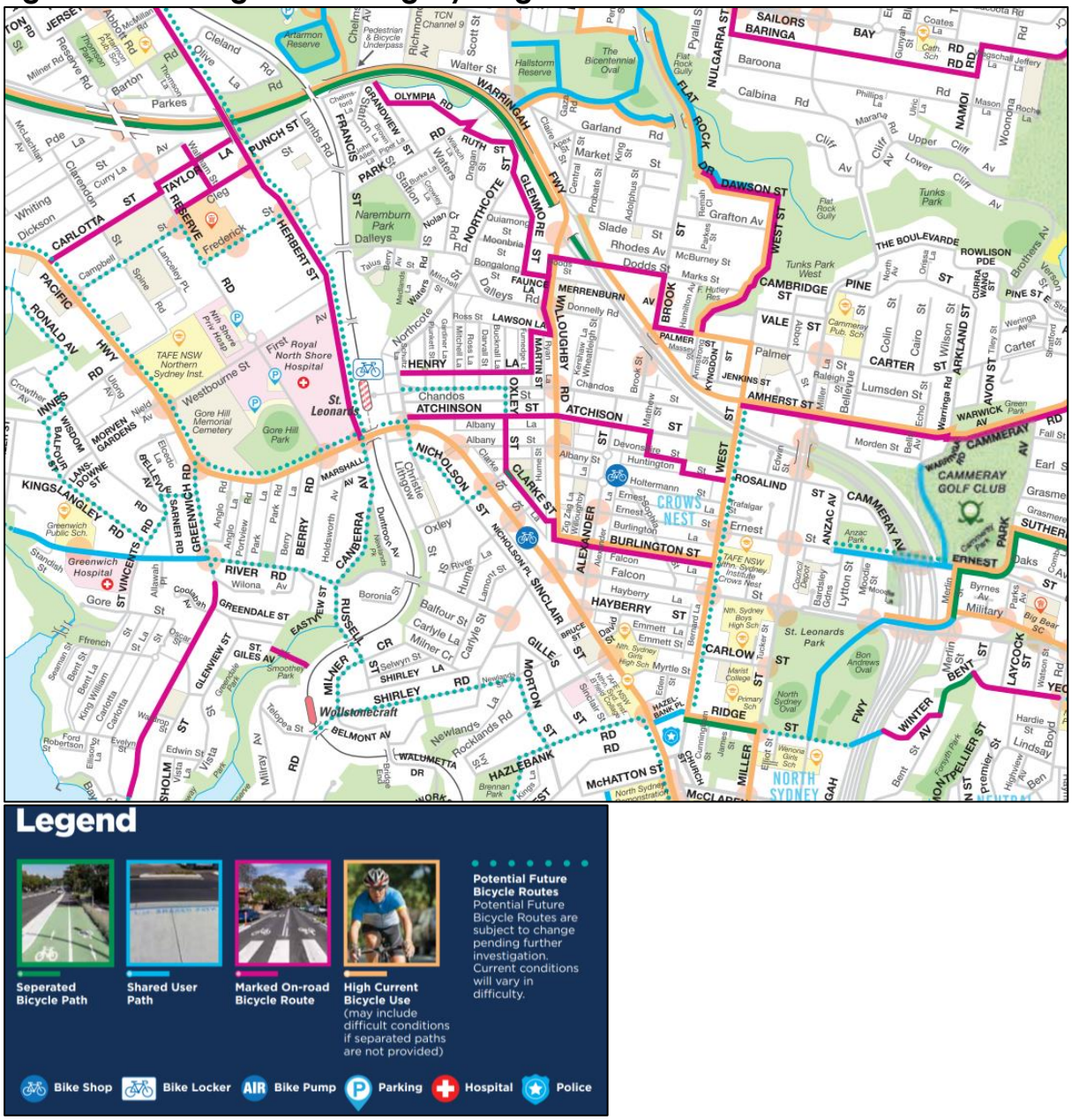
Figure 2.5: Existing Surrounding Pedestrian Pathways



The cycling infrastructure in the Crows Nest town centre is limited. As part of the wider Crows Nest Station development, a new separated cycleway are provided along Hume Street, linking the cycle routes on Clarke Lane and Nicholson Street. It connects through Crows Nest to St Leonards Station and the North Sydney CBD, primarily using a mix of roads with traffic, designated lanes, and short stretches of separated cycleways and shared paths. There are some on-street public bike racks (see 5 bicycle racks – 10 spaces in Figure 2.8) in direct vicinity of the Crows Nest Station and 176 secured bike racks within Site C for cyclists visiting the town centre and Metro Station. The existing cycling network is shown in Figure 2.9.

Figure 2.8: Existing Surrounding Bicycle Racks along Clarke Lane

Figure 2.9: Existing Surrounding Cycling Routes

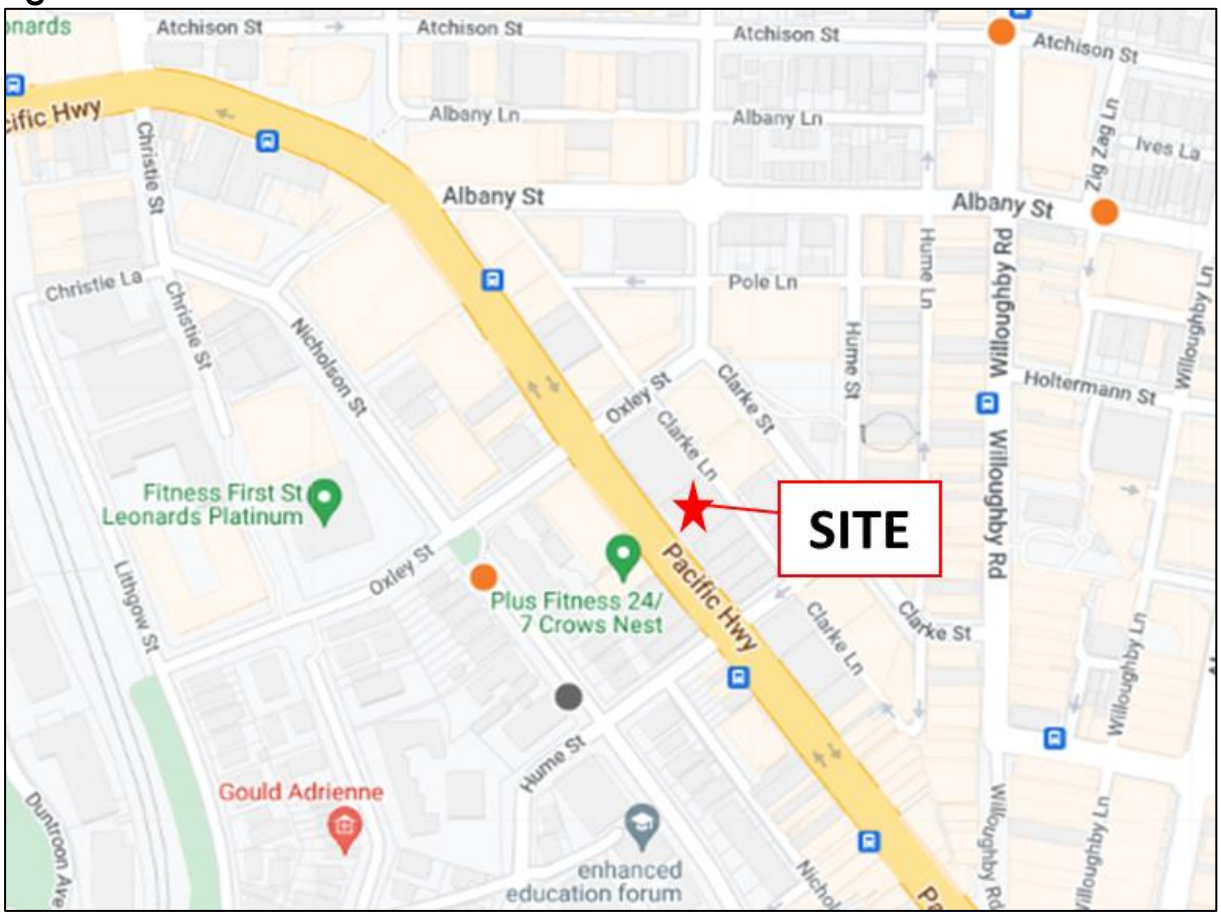


It is observed that cycling is not widely preferred in the Crows Nest area due to its steep topography, particularly around the Pacific Highway, which can make cycling challenging for less experienced riders. Crows Nest, being a densely developed commercial and residential hub, has limited dedicated 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 Crows Nest 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. There are two GoGet car-sharing pods are located within walking distance of the Site. The nearest pod is located 3 minutes or 200m walking distance to the west of the Site along Nicholson Street. GoGet car pod locations are shown in Figure 2.10. There is also potential to introduce additional car share facilities as part of the precinct redevelopment, further reducing reliance on private vehicles. Other providers like Flexicar also offer services in the area.

Figure 2.10: GoGet Pod Locations



3.4 Taxi Ranks and Kiss-and-Ride Facilities

The Crows Nest Station includes 2 taxi spaces and 7 spaces for Kiss-and-Ride facilities along Clarke Lane and Oxley Street. See Figure 2.11 for the existing locations.

Figure 2.11: Existing Taxi Ranks and Kiss and Ride Facilities

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 in 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 Centre 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 the private car. It will make apparent, encourage and support residents/tenants, employee and visitors to travel in a more sustainable way. GTP can provide both:

- measures which encourage reduced car use
- measures which 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 which 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 contributes to learning

5.0 Existing and Target Mode Shares

5.1 Existing Travel Mode Share

The Census Method of Travel to Work (MTW) data, sourced from the Australian Bureau of Statistics (ABS), provides insights into current travel patterns to employment hubs and the modes of transportation used for commuting. The proposed development is located within the geographical boundaries or catchments for Crows Nest.

Due to the large proportion of people were working at home at the Covid-19 pandemic time during the 2021 ABS data collection, the 2016 MTW data is considered a more accurate reflection of the travel behaviour of residents living in the Crows Nest area.

The 2016 mode split for commute to work for residents living in the Crows Nest area is shown in Table 5.1.

Table 5.1: 2016 mode split for commute to work for residents living in Crows Nest

Mode	Crows Nest
Car as driver	29.9
Car as passenger	2.2
Walked only	16.3
Cycling	1.2
Train	17.2
Bus	23.6
Worked from home	6.4
Other/not stated	3.1
Total	100

Table 5.1 reveals that in 2016:

- The majority of residents in Crows Nest (approximately 17%) primarily used the train for their commute to work.
- Around 16% of residents in Crows Nest reported walking as their main mode of travel.
- Together, public transport and active transport accounted for 58% of all commuting trips in Crows Nest.

With the opening of the Sydney Metro Crows Nest Station, it is expected that the use of public and active transport will significantly increase this year.

5.2 Existing Walk Score

Walk Score and Transit Score (https://www.walkscore.com/) evaluate the accessibility of a 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 recognize 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

Crows Nest boasts a Walk Score of 92, classifying it as a "Walker's Paradise." This high score indicates that daily errands can be accomplished without the need for a car. The area offers excellent access to public transportation, parks, restaurants, entertainment venues, and schools, all within convenient walking distances.

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 5. 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 8 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:

- No provision of off-street private car parking spaces limits options for residents and visitors to drive.
- Provision of two taxi spaces and seven Kiss-and-Ride spaces along Clarke Lane and Oxley Street.
- Provision of extensive off-street bicycle parking (DCP-compliant), with a total of 854 spaces, promotes alternative modes of transport.
- Build-to-rent (BTR) developments and affordable housing often promote reduced reliance on private vehicles due to several factors:

    - Location in Transit-Oriented Areas: BTR and affordable housing projects are frequently situated near public transport hubs, such as Metro/train stations or major bus routes, to improve accessibility.
    - Proximity to urban centres reduces the need for private car use, as residents can easily walk or use public transport to access work, schools, and amenities.
    - Inclusion of Amenities: Many BTR developments integrate essential amenities such as grocery stores, childcare centres, gyms, and co-working spaces within or nearby. This creates a "20-minute neighbourhood," where daily needs can be met within walking or cycling distance.
    - Affordable housing projects often aim to reduce travel costs by providing similar access to essential services.
    - Smaller Units and Urban Living: BTR developments often offer smaller units designed for singles or young families, who may prioritise urban living and reduced car dependency.
    - Affordable housing in this context is targeted at key workers, such as nurses. Being located above the Crows Nest Metro station provides direct access to key infrastructure destinations, such as hospitals, which typically do not offer parking facilities for employees.

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

Mode	Mode Share
Public and Active Transport	97%
Private Vehicles (as passenger)	3%

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 employees of Site A. The guide should include the following details:

a) A map showing:

- Nearby public transport services (such as metro & train stations and bus stops)
- Taxi rank and Kiss-and-Ride facilities
- 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 boarding house 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 employee	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
Provide opal cards with monetary credit to each initial tenants/residents and full-time employee member so that tenants/residents and employee will be encouraged to make public transport their modal choice from the outset.	Day 1 of Occupancy	Building Manager
Provide an access pack to all new residents/tenants/employee, including the transport access guide, the free opal cards, free car share membership, and information on sustainable travel facilities and initiatives. Every resident and employee's welcome pack will not only include the TAG and brochure, which would give detailed information about how to travel to and from the site by means other than the car but also an information sheet explaining how to use the facilities provided.	Day 1 of Occupancy	TPC/ 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	Day 1 of Occupancy	TPC/ Building Manager

Action	Timeline	Responsibility
Ride to Work Day, World Environment Day, National Walk to Work Day, etc.		
A quarterly newsletter including; • News, events and articles on the environment, health, and fitness • Remind employee that they do not always need to walk in the shoes they wear for work - these can be left at work and employee can come in trainers • Outline new initiatives and how residents and employee 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, reduced sick days due to ill health and improved culture and morale.	Post Occupancy - 4 times a year	TPC/ Building Manager

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 employee 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 Work days encouraging residents and employee 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

Action	Timeline	Responsibility
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 Work Day'.	Post Occupancy - Annually	TPC/ Building Manager
Provide panniers/backpacks to employee 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 employee 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 independent employee) to oversee the General 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 an 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 employee 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 employee 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 of 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 employee and residents / tenants. In this way, the TPC will be able to examine the success of the GTP and make appropriate recommendations in improving the GTP outcome.

7.5 Evaluation of Targets

A travel mode survey (See Appendix E) can be conducted of residents/tenants, employee 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 3 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.

8.0 Standard Statement Inclusion

I, Siew Hwee Kong, confirm this Crows Nest OSD Site A (SSD-75660711) GTP November 2025 Final F addresses the requirement of Issue 11 of Secretary's Environmental Assessment Requirements (SEARs) for SSD-75660711 (Crows Nest OSD Site A – Detailed SSDA) dated on 18 October 2024 and the Consolidated Conditions of Consent for SSD-9579 (Mod 2) - Condition B17 dated December 2021 and relevant State and local legislation, policies, and guidelines including:

- North Sydney Development Control Plan (NSDCP) 2013
- AS 2890.3:2015 – Parking Facilities, Part 3: Bicycle Parking
- SSD-9579 (Mod 2) Consolidated Consent
- Sydney Metro City & Southwest: Crows Nest Over Station Development (Amended), Transport, traffic and parking assessment report, Ref: NWRLSRT-MET-SCN-TI-REP-000008, Version 1, July 2020
- Other documents and data are referenced in this report.

I further confirm that none of the information contained in the Crows Nest OSD Site A (SSD-75660711) GTP March 2025 Final E is false or misleading.

Siew Hwee Kong (Meg)
Director/Transport Strategist
Transport Strategies Alliance
- BSc and MSc in Civil Engineering
- National Engineering Register (NER) – Civil Engineering
- NSW Fair Trading: DEP0000127 and Professional Engineer: PRE0000121
- VIC Business Licensing Authority Professional Engineer: PE0016406
- QLD Board of Professional Engineers of Queensland: RPEQ 34371
- SafeWork NSW Traffic Control Work Card: TCT1030659

Transport Strategies

Appendix A
Approved Concept SSDA Development Plans

1 LOCATION PLAN
NTS

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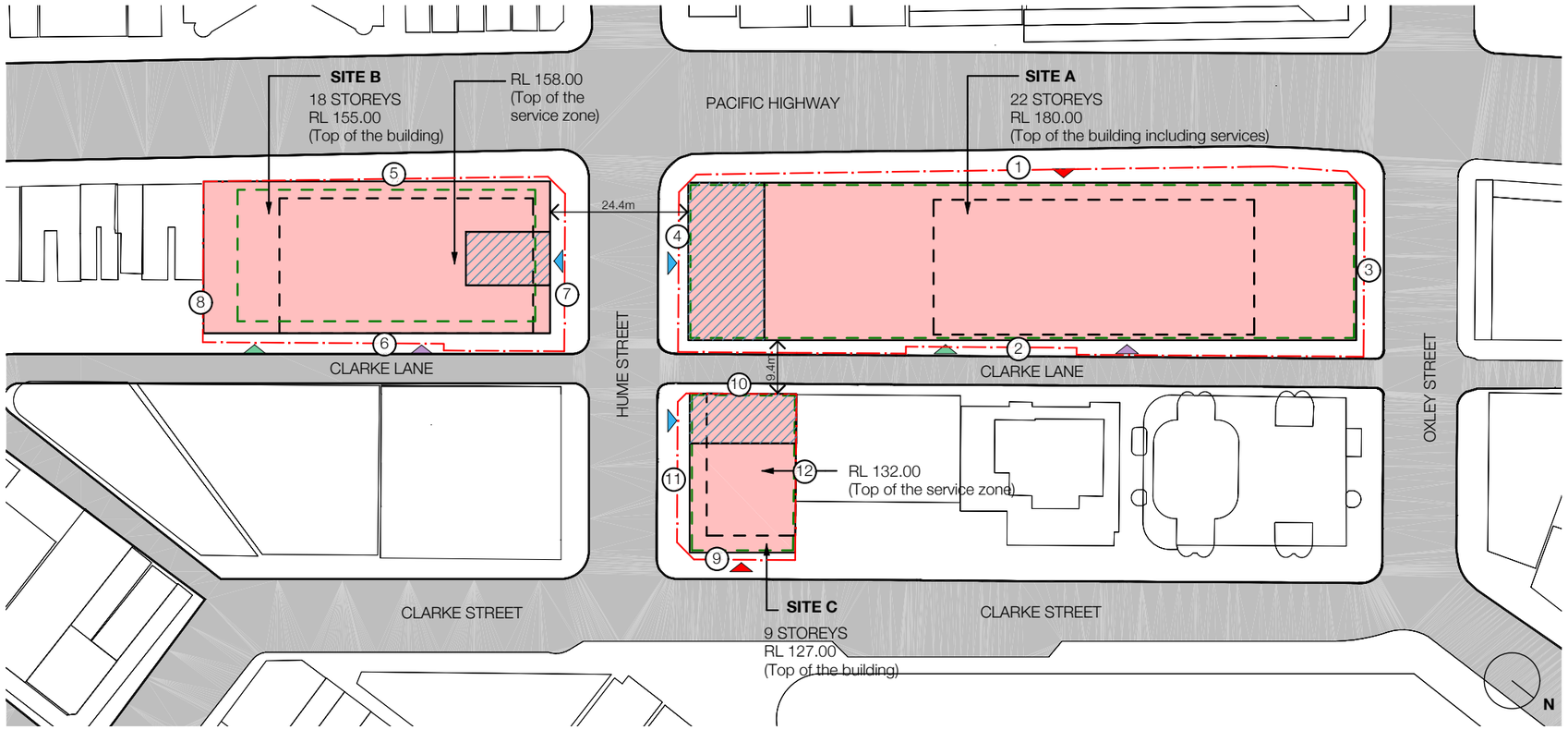
Approved Application No. SSD 9579

Granted on the 23 December 2020

Signed JM

Sheet No. 1 of 4



2 SITE PLAN - GROUND LEVEL
1:1000

OSD BUILDING ENVELOPE SETBACKS
(MEASURED FROM BOUNDARY)

SITE A

1. 1.5 - 3 METRES TO PACIFIC HIGHWAY
2. 2 - 2.8 METRES TO CLARKE LANE
3. 1.5 METRES TO OXLEY STREET
4. 1.5 METERS TO HUME STREET TO RL 127 AND 42 METERS UP TO RL 175.60 TO HUME STREET

SITE B

5. NIL TO 0.9 METRES TO PACIFIC HIGHWAY
6. 1.2 TO 2.6 METRES TO CLARKE LANE
7. 2.5 METRES TO HUME STREET
8. NIL METRES TO RL 152 AND 6 METRES UP TO RL 155 TO SOUTHERN BOUNDARY

SITE C

9. 1.2 METERS TO CLARKE STREET
10. NIL METRES TO CLARKE LANE
11. 2.1 METERS TO HUME STREET
12. NIL METRES TO NORTHERN BOUNDARY

*ARTICULATION ZONES FOR SITE C PROPOSED BETWEEN THE BOUNDARIES AND THE BUILDING ENVELOPE ABOVE STATION LEVELS.

REFER TO SECTION AND AXONOMETRIC DRAWINGS FOR DETAILS.

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - APPROXIMATE OSD LOBBY LOCATION
- CROWS NEST METRO STATION CCSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS, LAND BUILDING SERVICES FOR FUTURE OSD.
- INDICATIVE OSD BUILDING LOCATION ABOVE STATION
- MAXIMUM OSD BUILDING ENVELOPE
- SERVICE ZONE AT ROOF LEVEL
- PROPERTY BOUNDARY
- OSD ENTRY
- METRO ENTRY
- LOADING DOCK
- OSD PARKING

WOODS BAGOT | CNDC Crows Nest Design Consortium

Project
Crows Nest OSD

Sheet title
Building Envelope Diagrams - Ground Level Plan

Project number	Scale	Sheet size	Drawn/Checked
121290	AS INDICATED	A3	CY
Sheet number	Revision	Date	Status
A-9001	P	26.10.20	FOR APPROVAL

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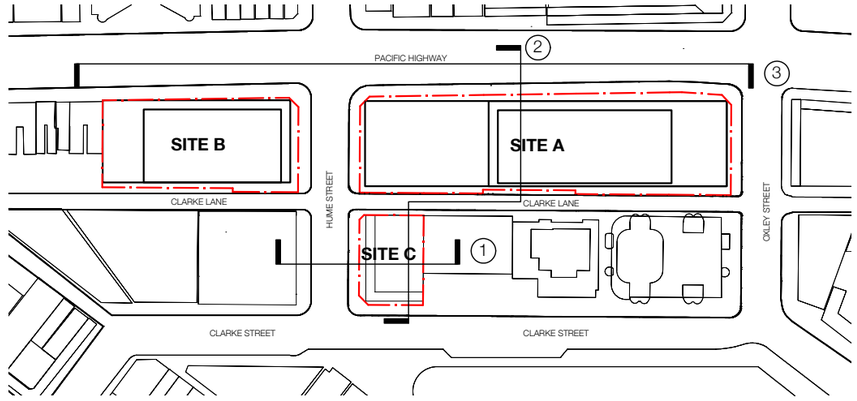
Approved Application No. SSD 9579

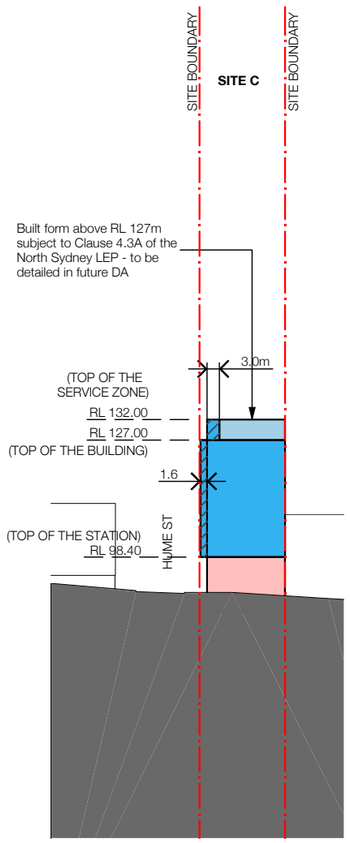
Granted on the 23 December 2020

Signed JM

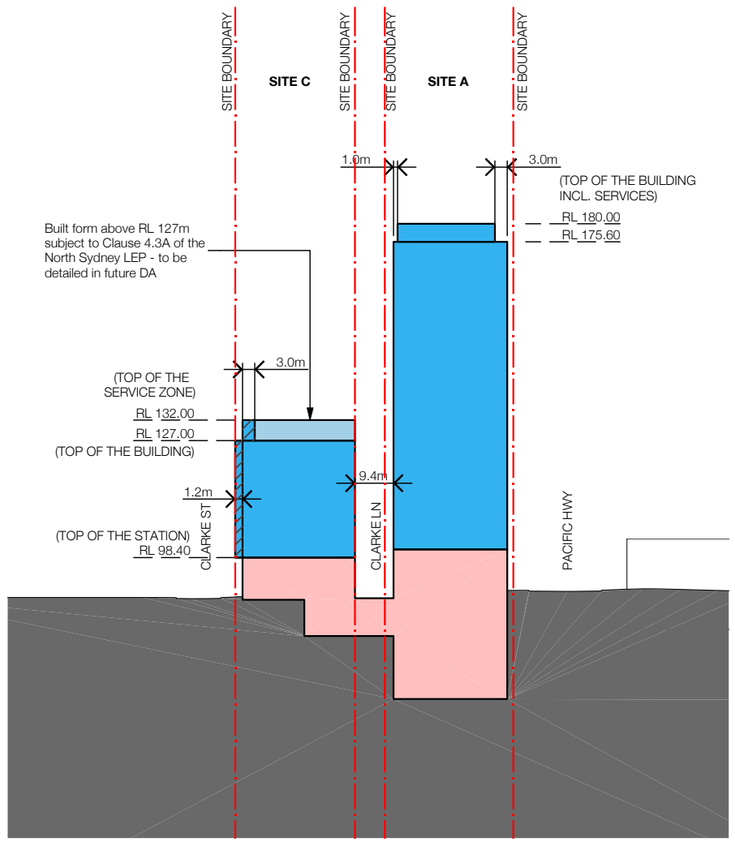
Sheet No. 2 of 4



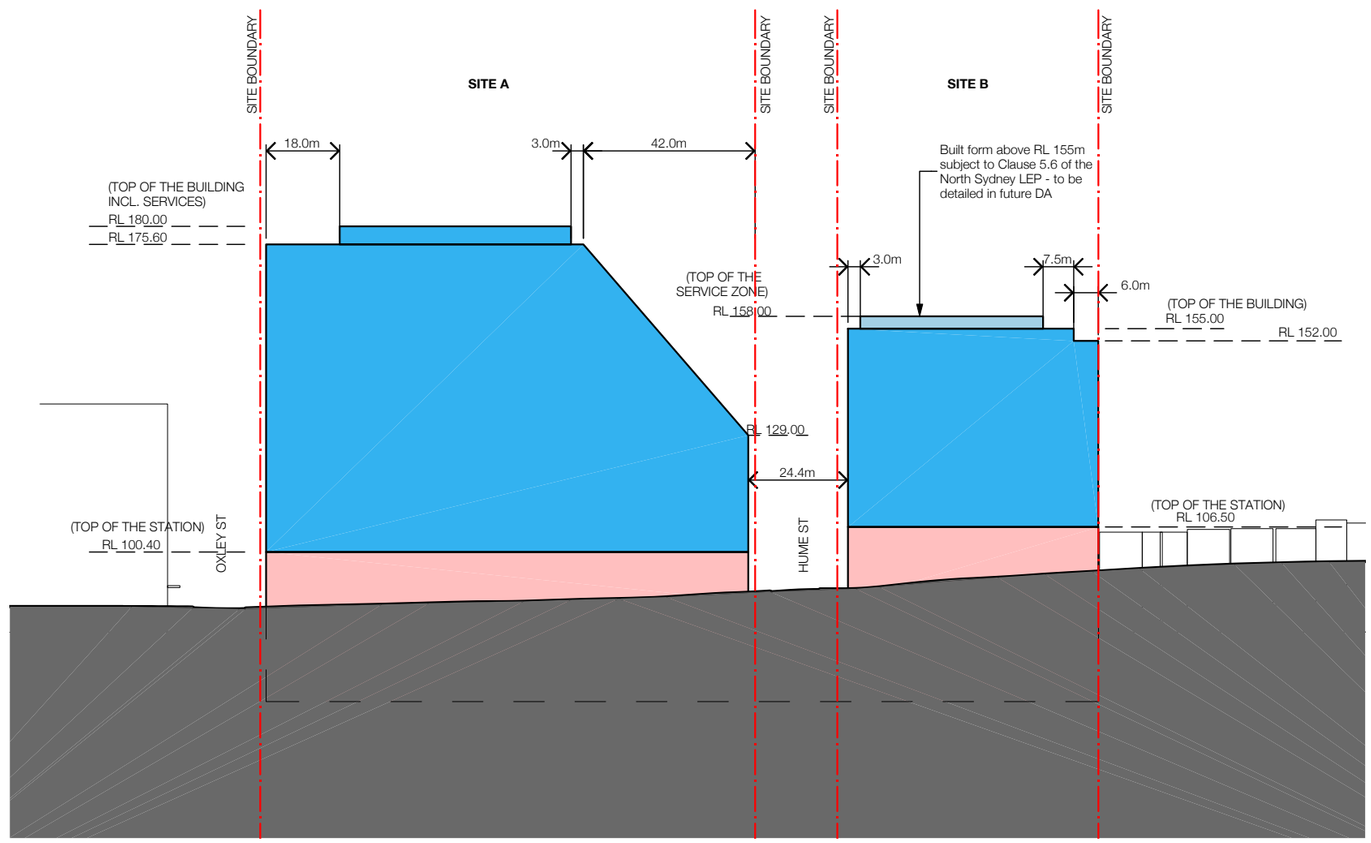
KEY PLAN



1 CROSS SECTION-SITE C
1:1500



2 CROSS SECTION-SITE A & C
1:1500



3 WEST ELEVATION - PACIFIC HIGHWAY
1:1500

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.

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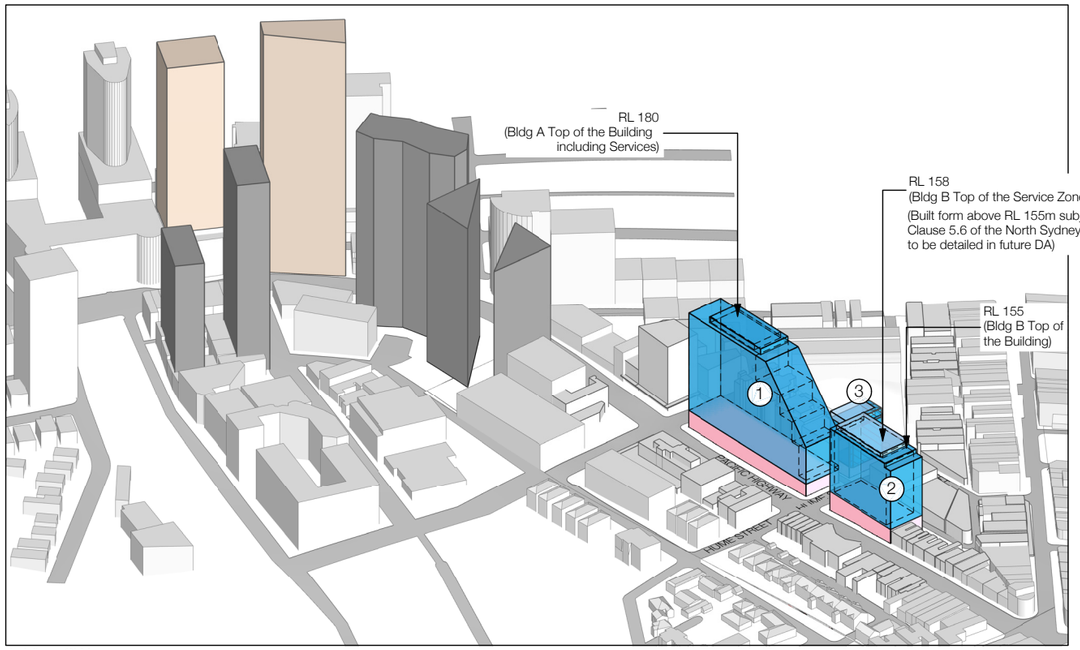
Project
Crows Nest OSD

Sheet title
Building Envelope Diagram - Sections

Project number	Scale	Sheet size	Drawn/Checked
121290	1:1500	A3	CY
Sheet number	Revision	Date	Status
A-9002	P	26.10.20	FOR APPROVAL



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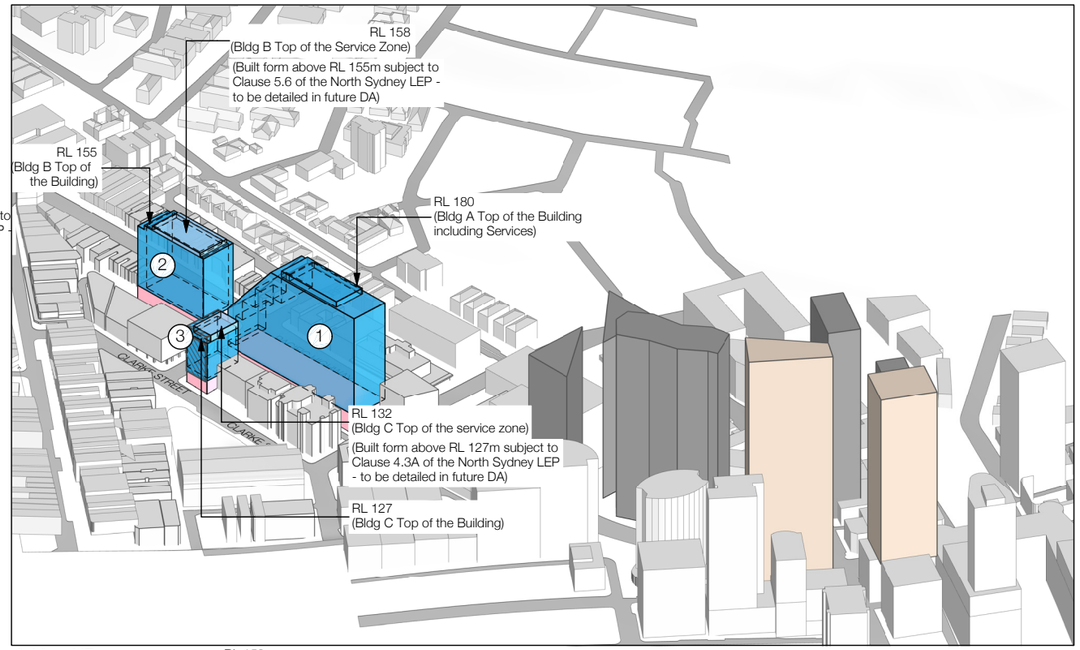

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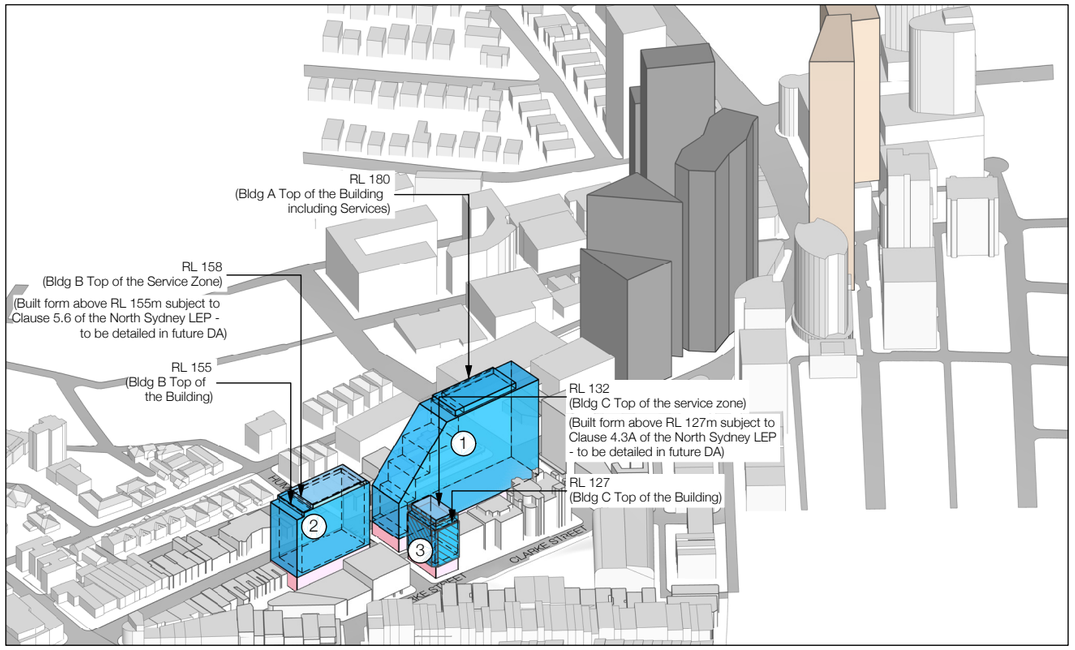

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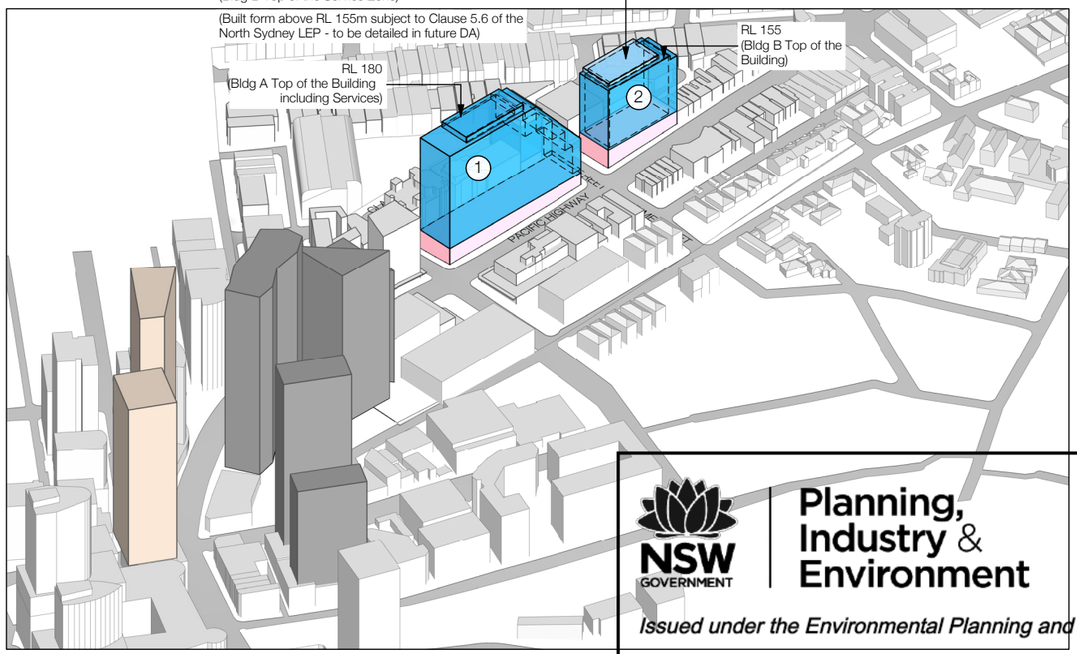

2. View NW

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.
- FUTURE DEVELOPMENT UNDER CONSTRUCTION BY OTHERS
- APPROVED FUTURE DEVELOPMENT BY OTHERS
- INDICATIVE OSD BUILDING

1. SITE A - BUILDING A (COMMERCIAL)
2. SITE B - BUILDING B (RESIDENTIAL)
3. SITE C - BUILDING C (COMMERCIAL)

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Signed JM

Sheet No. 3 of 4

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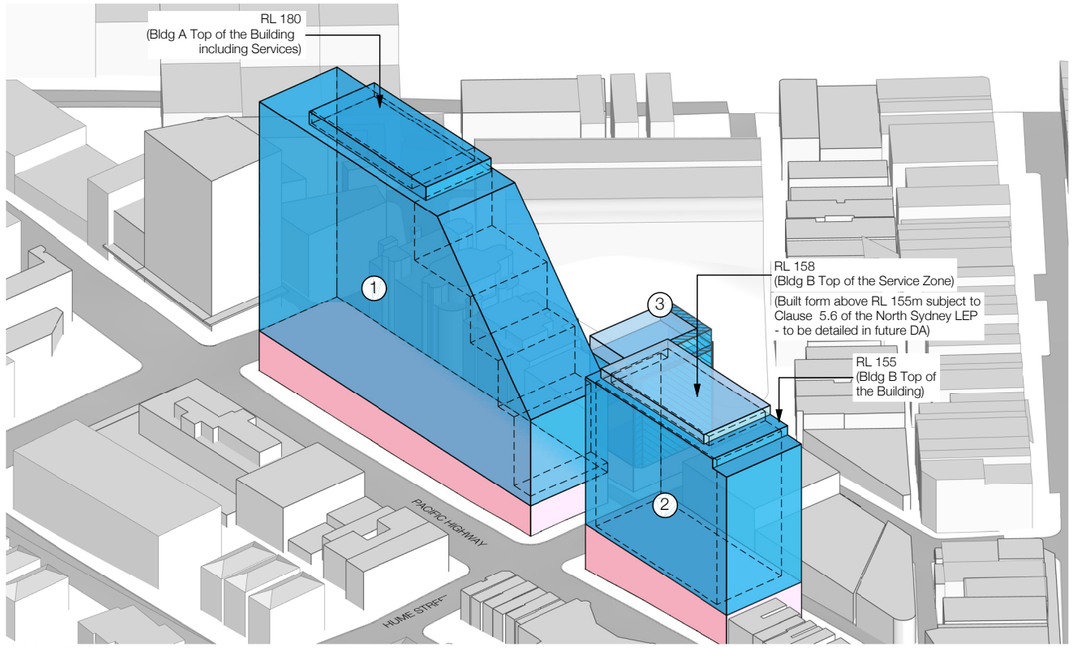
Project
Crows Nest OSD

Sheet title
Building Envelope Diagram - Context Views

Project number	Scale	Sheet size	Drawn/Checked
121290	NTS	A3	CY
Sheet number	Revision	Date	Status
A-9003	P	26.10.20	FOR APPROVAL



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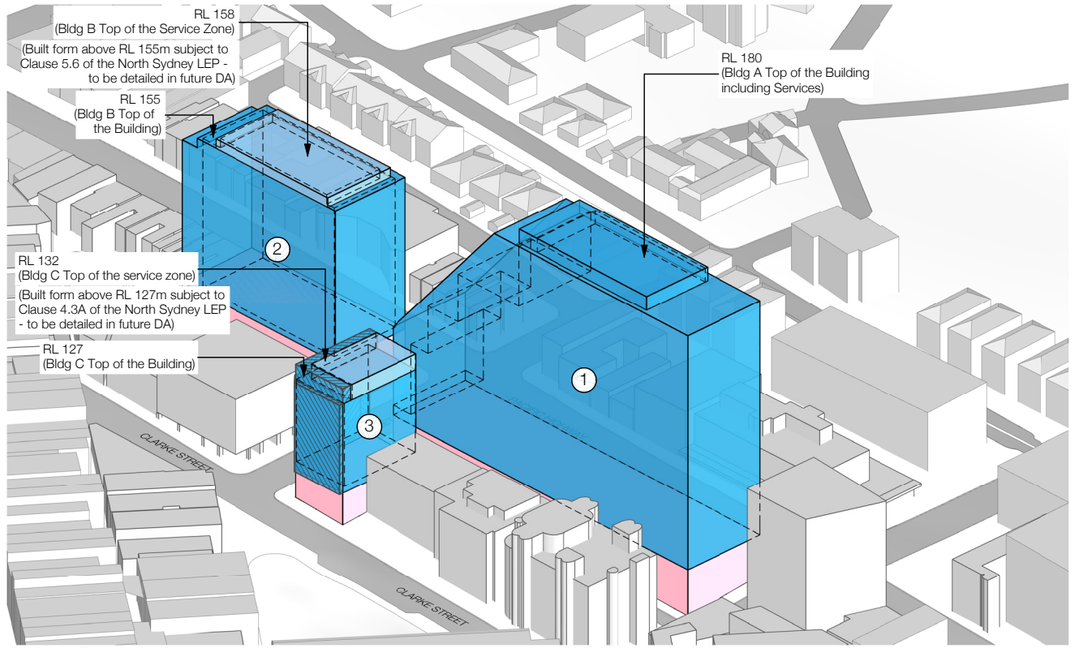

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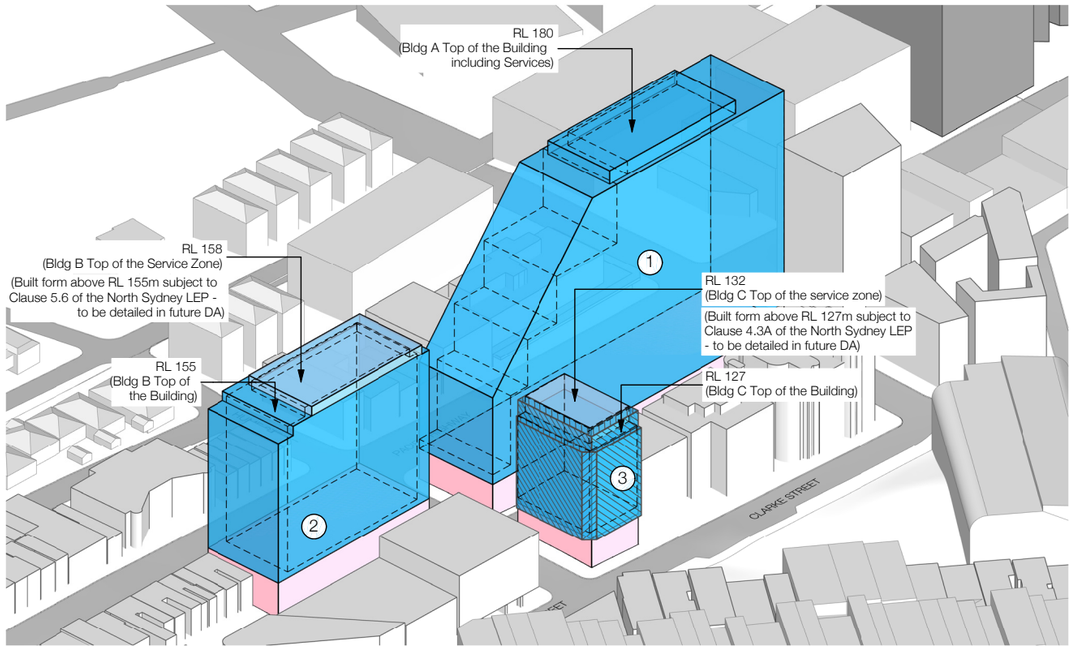

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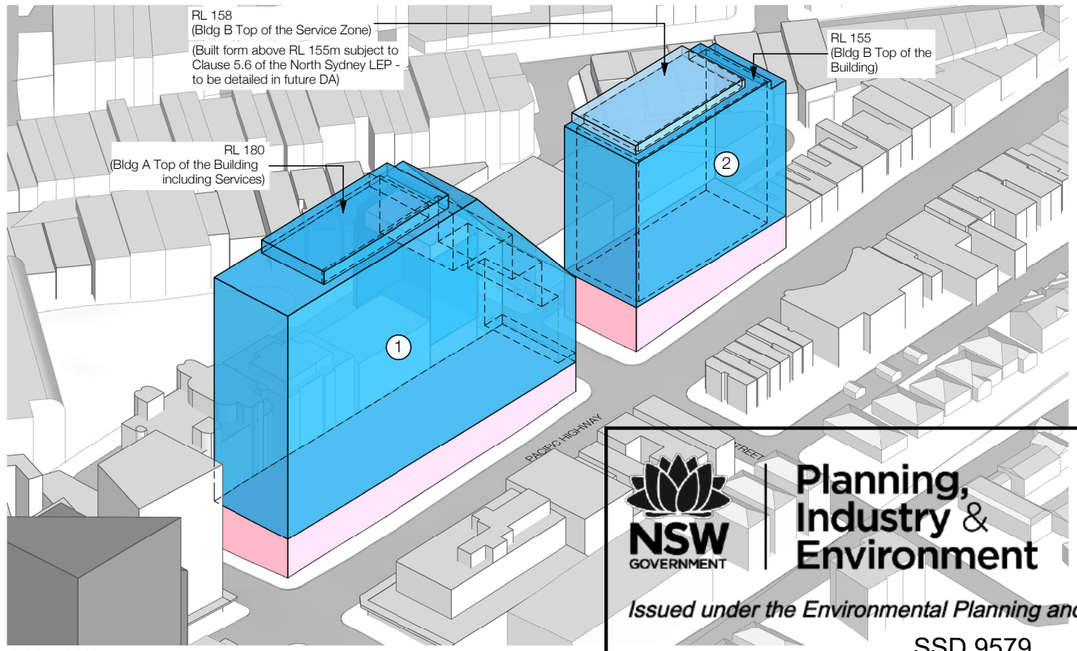

2. View NW

OSD BUILDING ENVELOPE

- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
  INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.
- — — — INDICATIVE OSD BUILDING

(1) SITE A - BUILDING A (COMMERCIAL)
(2) SITE B - BUILDING B (RESIDENTIAL)
(3) SITE C - BUILDING C (COMMERCIAL)

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Approved Application No. SSD 9579

Granted on the 23 December 2020

Signed JM

Sheet No. 4 of 4

WOODS BAGOT

CNDC Crows Nest Design Consortium

Project
Crows Nest OSD

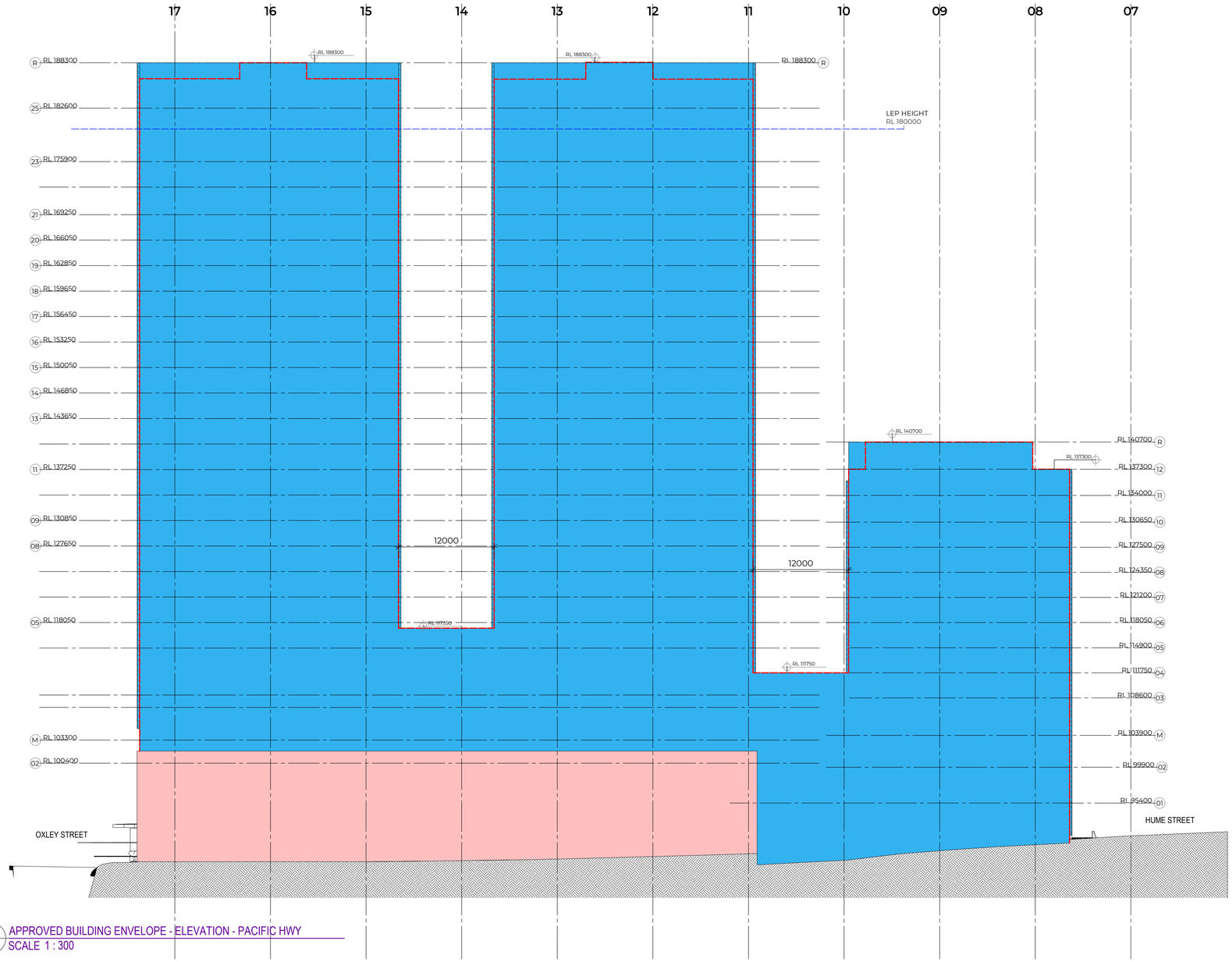
Sheet title
Building Envelope Diagram - Axonometric Views

Project number 121290
Scale NTS
Sheet size A3
Drawn/Checked CY

Sheet number A-9004
Revision P
Date 26.10.20
Status FOR APPROVAL

Transport Strategies

Appendix B
Amending Concept SSDA Development Plans



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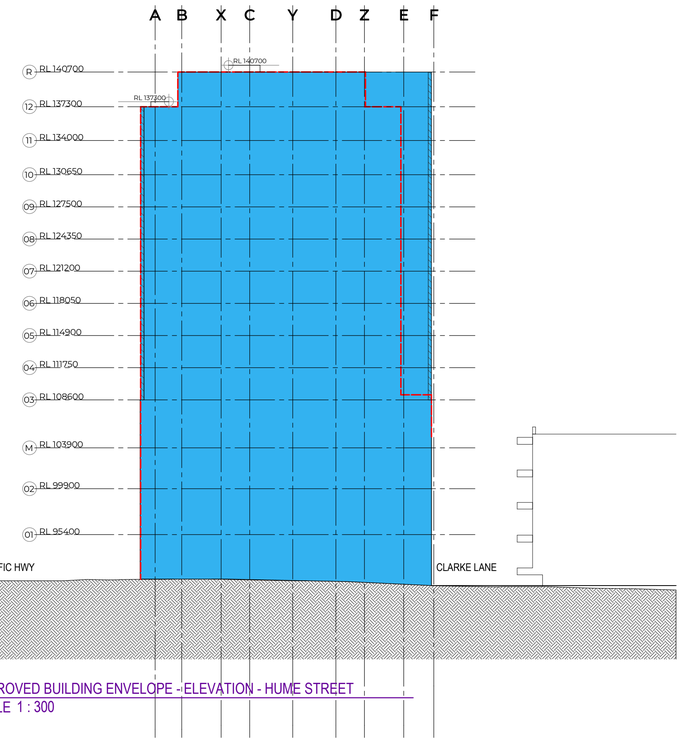
SCALE 1 : 300



2 APPROVED BUILDING ENVELOPE - ELEVATION - HUME STREET
SCALE 1 : 300

CROWS NEST METRO

OSD ALLOWABLE SEARS ENVELOPE

OSD ALLOWABLE SEARS ENVELOPE - ARTICULATION ZONE

REVISED PROPOSAL WITHIN BUILDING ENVELOPE

TOD BUILDING

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
BUILDING ENVELOPE

Project no.
121808

Scale
As indicated

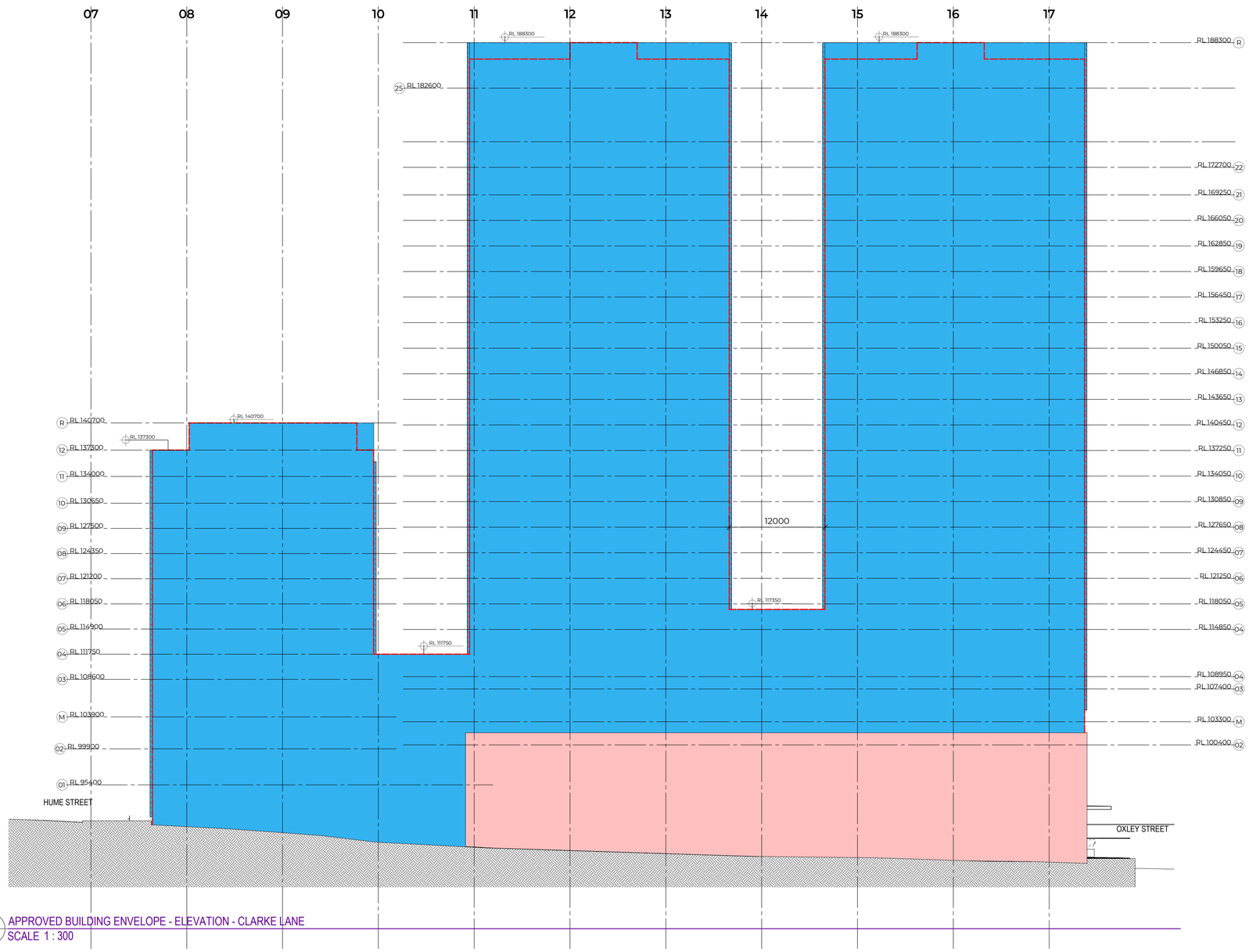
Sheet size
A1

Sheet no.
DA - DA-1107

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



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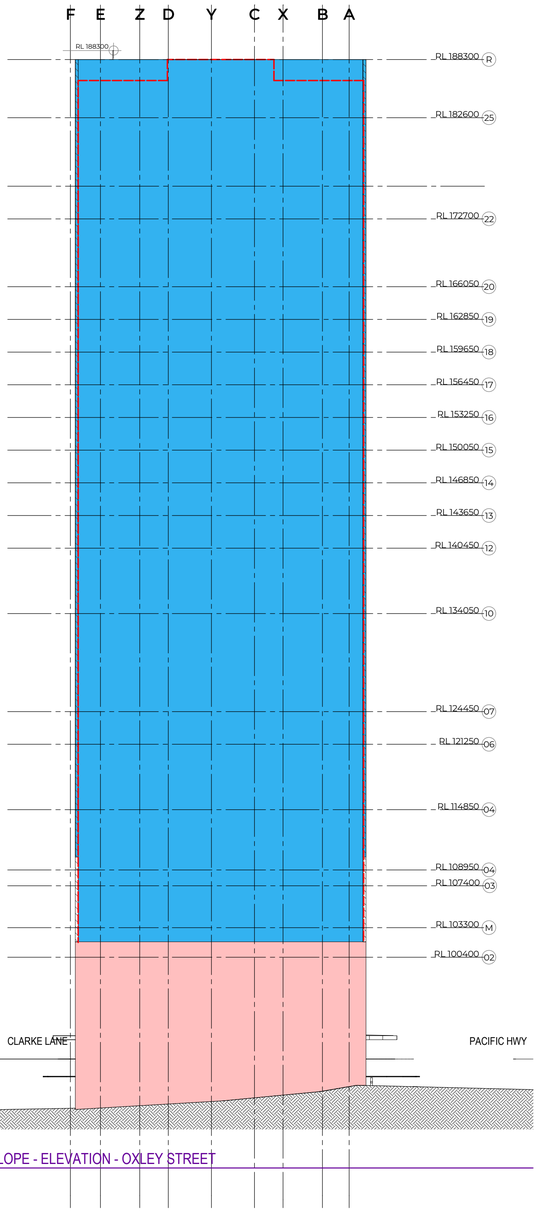
SCALE 1 : 300



2 APPROVED BUILDING ENVELOPE - ELEVATION - OXLEY STREET
SCALE 1 : 300

- CROWS NEST METRO
- OSD ALLOWABLE SEARS ENVELOPE
- OSD ALLOWABLE SEARS ENVELOPE - ARTICULATION ZONE
- REVISED PROPOSAL WITHIN BUILDING ENVELOPE
- TOD BUILDING

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
BUILDING ENVELOPE

Project no.
121808

Scale
As indicated

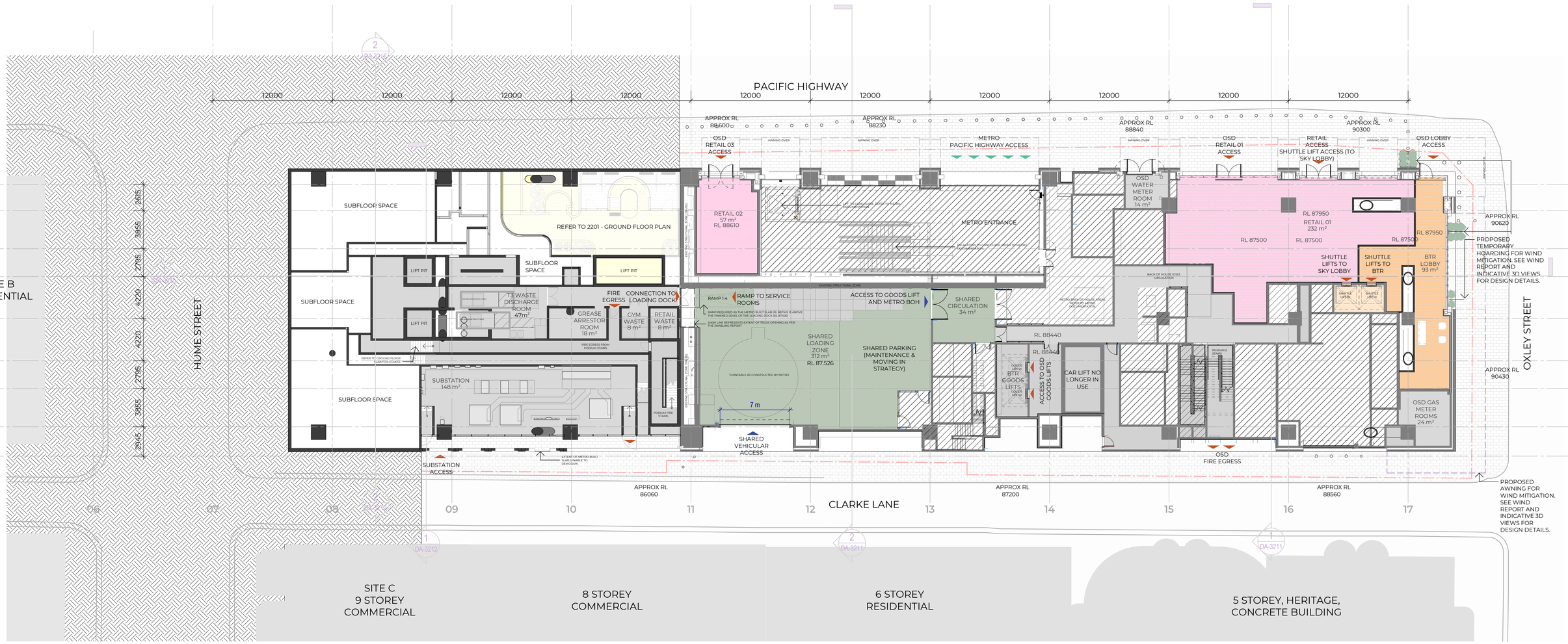
Sheet size
A1

Sheet no.
DA - DA-1108

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8
1:200 m

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LOWER GROUND LEVEL GA PLAN - OXLEY ST

Project no.
121808

Scale
1 : 200

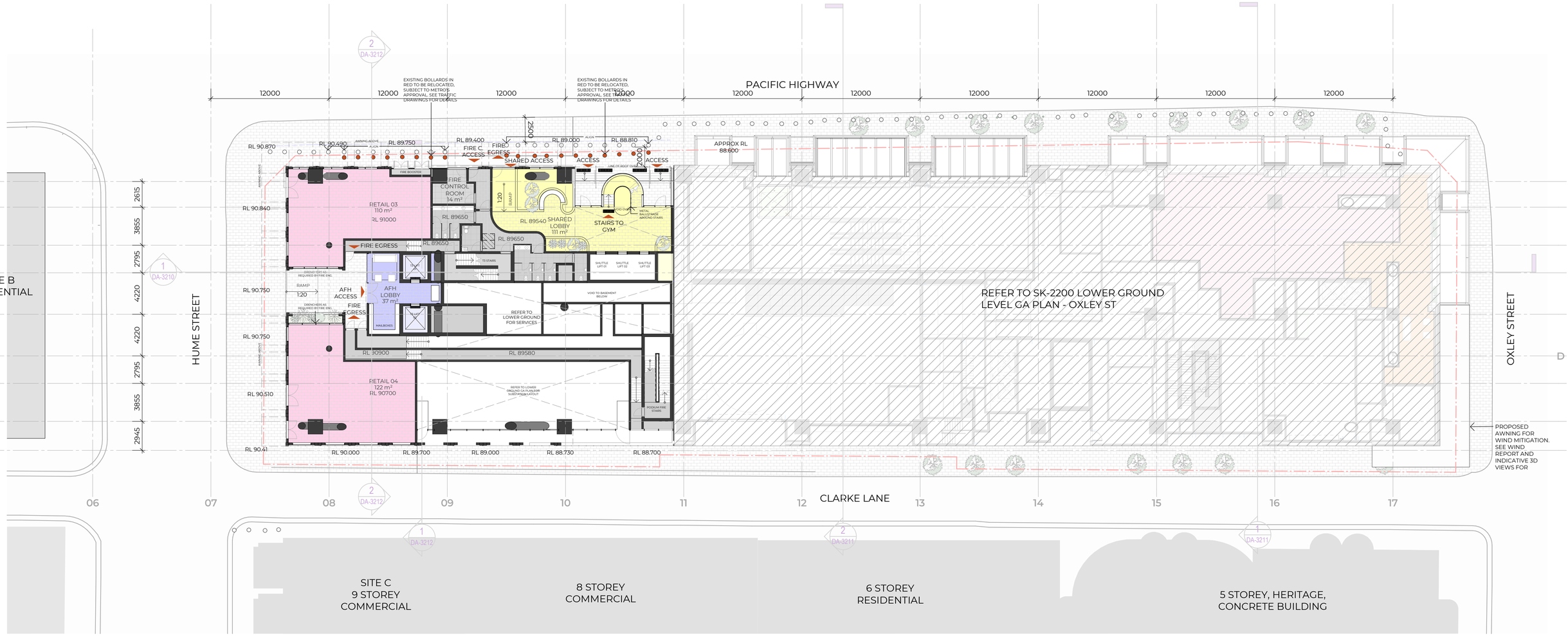
Sheet size
A1

Sheet no.
DA-2200

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



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- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
GROUND LEVEL GA PLAN - HUME ST

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-2201

Revision
B

Date
20.10.2025

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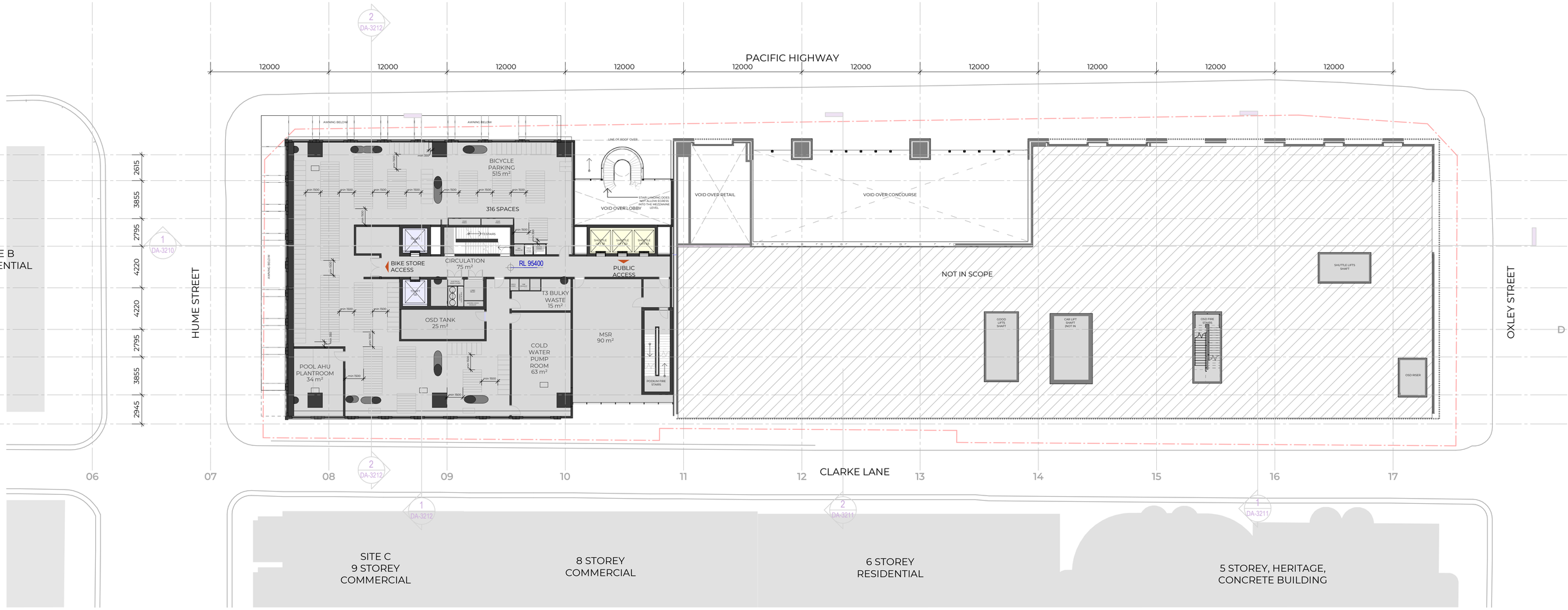

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- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 1 GA PLAN

Project no.
121808

Scale
1 : 200

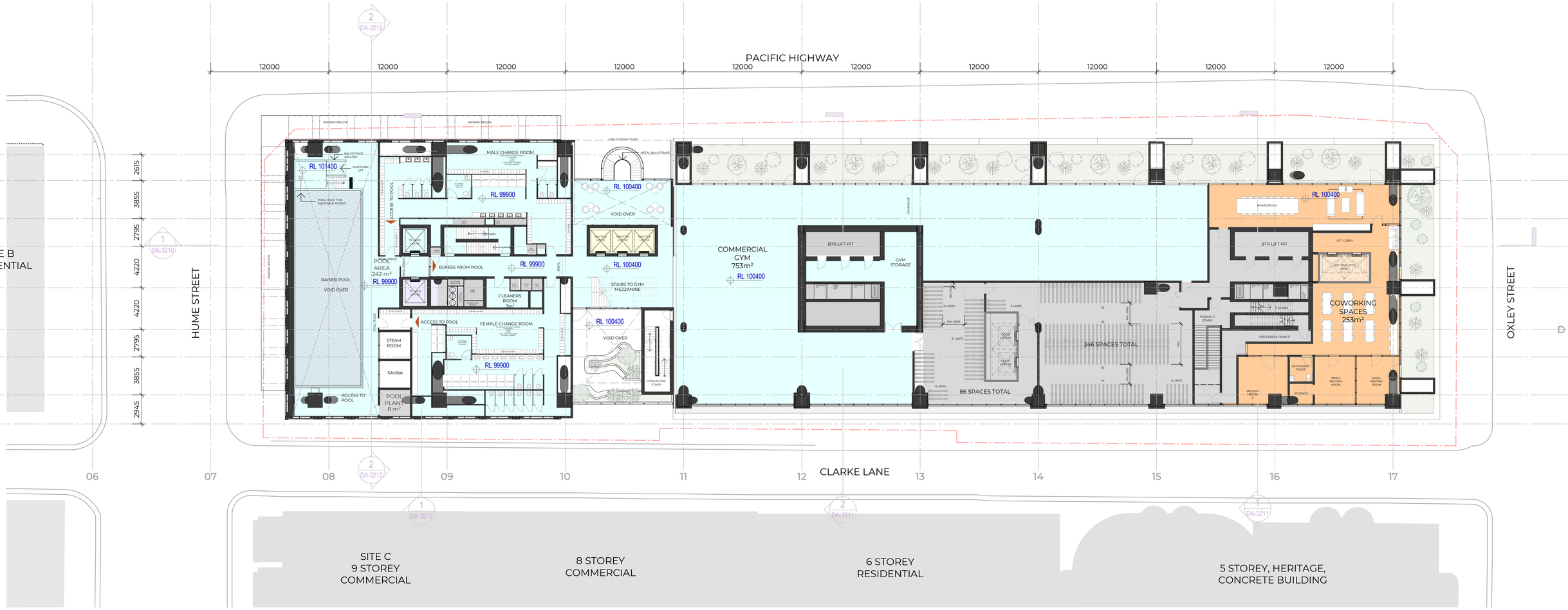
Sheet size
A1

Sheet no.
DA-2202

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 2 GA PLAN

Project no.
121808

Scale
1 : 200

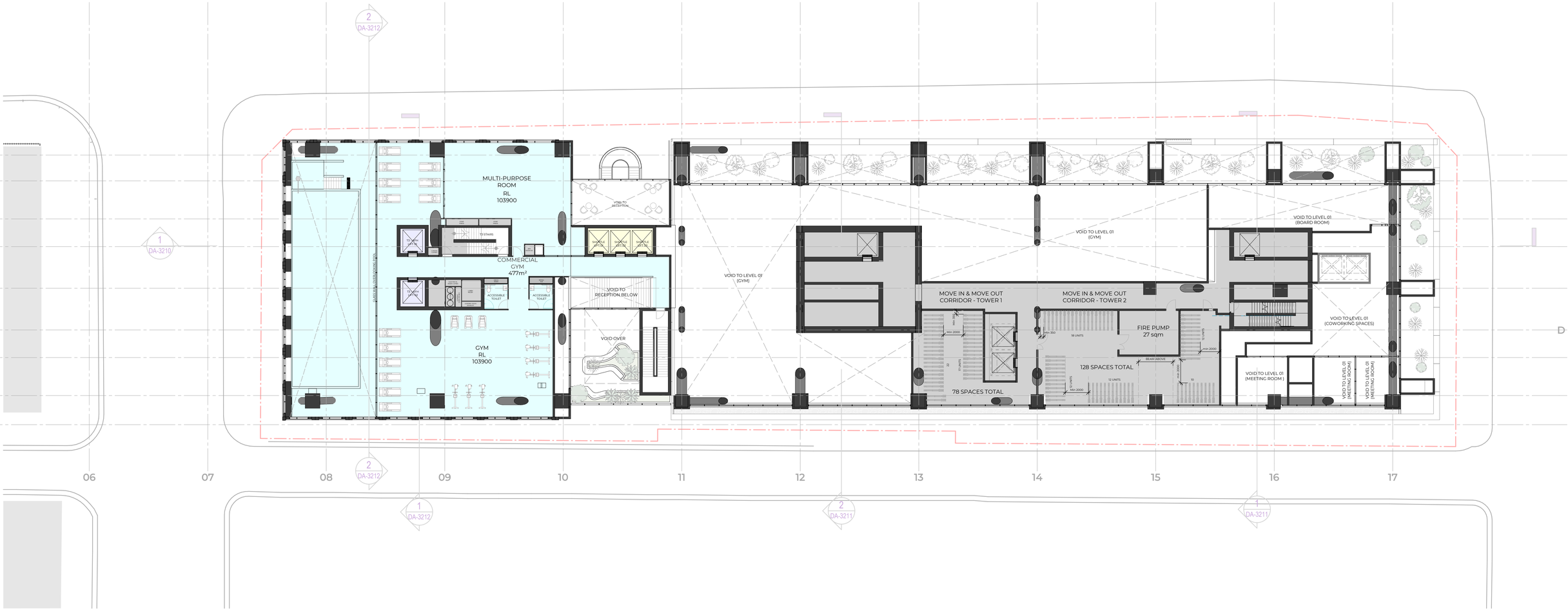
Sheet size
A1

Sheet no.
DA-2211

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



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- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
MEZZANINE GA PLAN

Project no.
121808

Scale
1 : 200

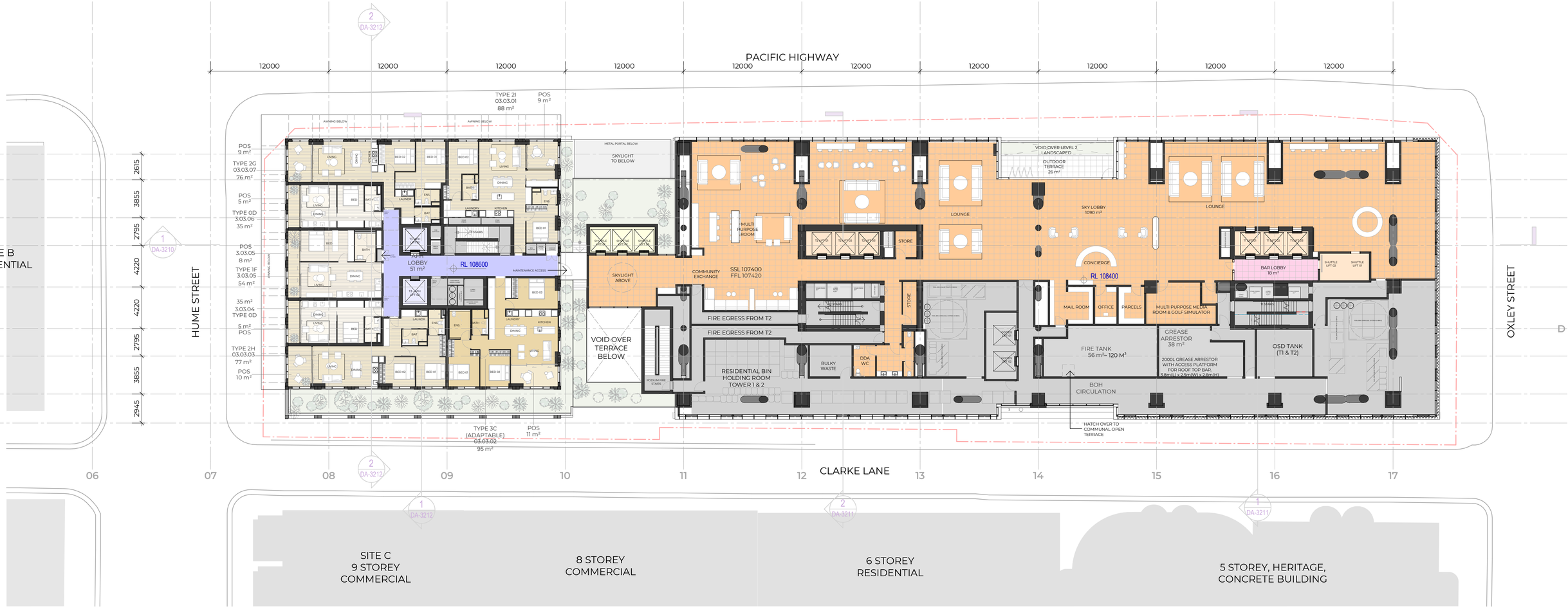
Sheet size
A1

Sheet no.
DA-2212

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 3 GA PLAN

Project no.
121808

Scale
1 : 200

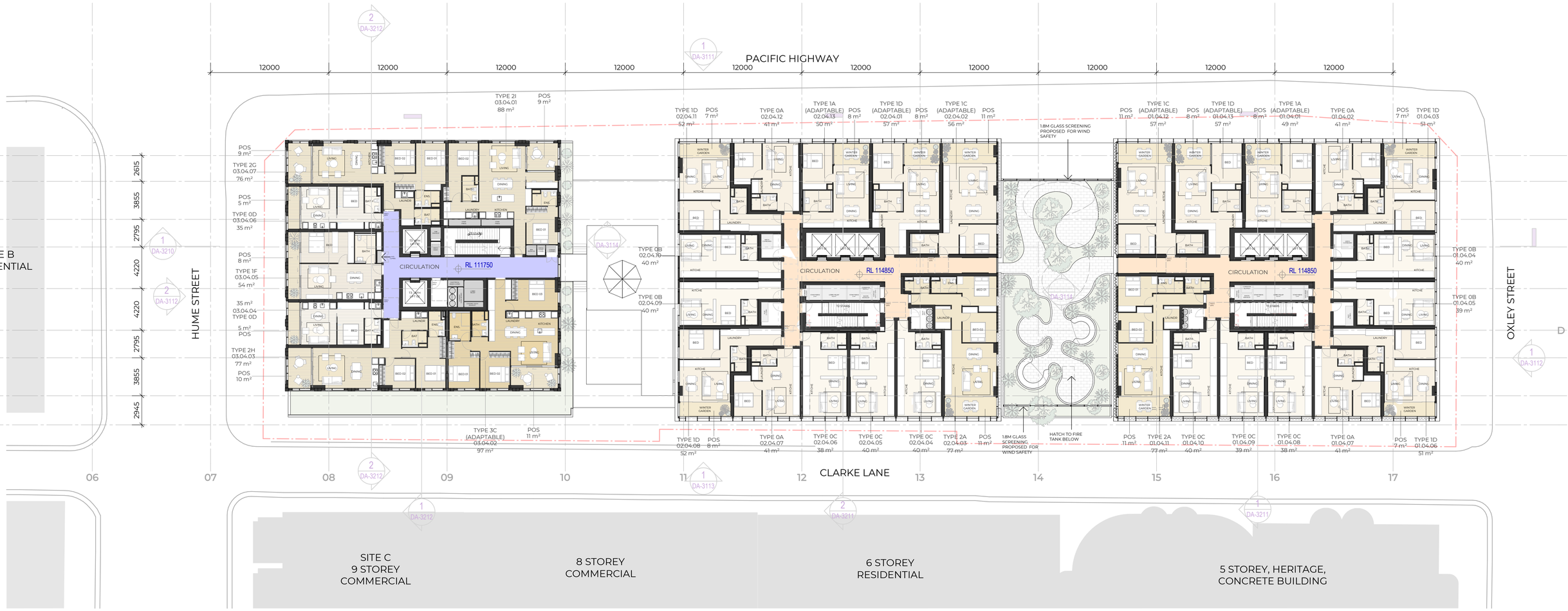
Sheet size
A1

Sheet no.
DA-2213

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 4 GA PLAN - AFH LEVEL 4-10

Project no.
121808

Scale
1 : 200

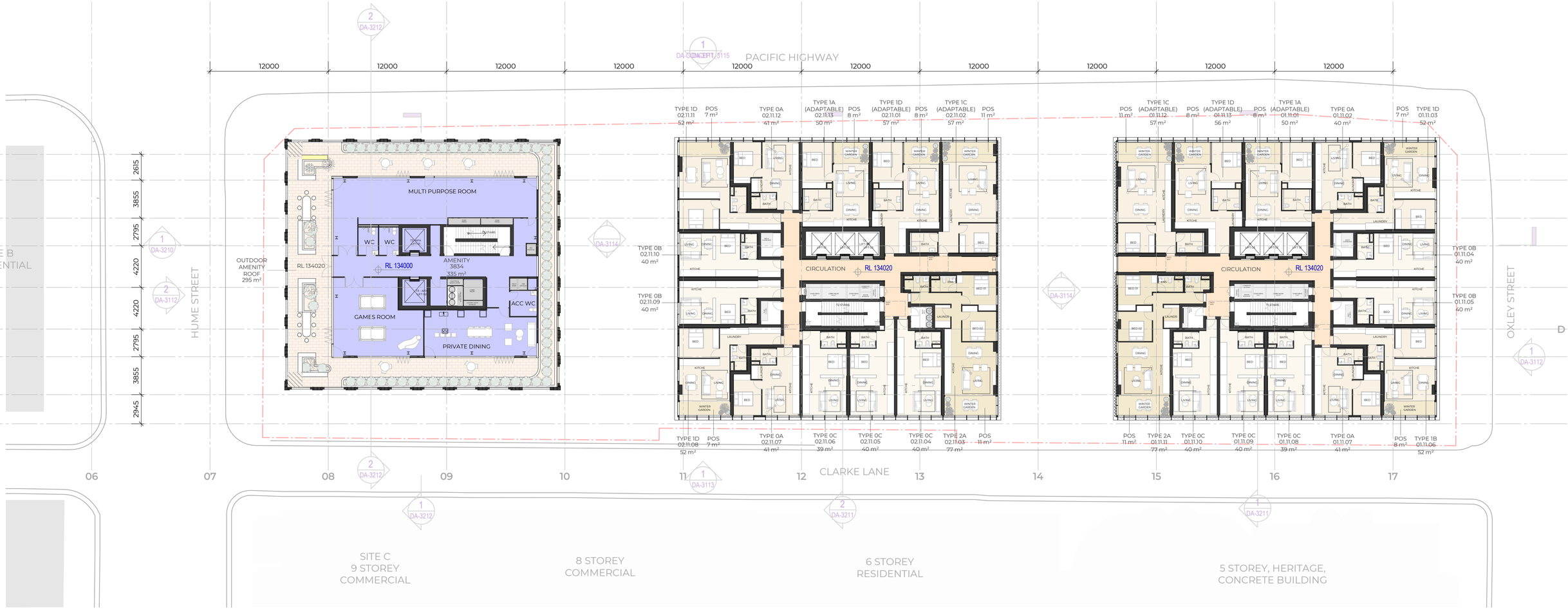
Sheet size
A1

Sheet no.
DA-2214

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 5-10 GA PLAN - AFH ROOFTOP

Project no.
121808

Scale
1 : 200

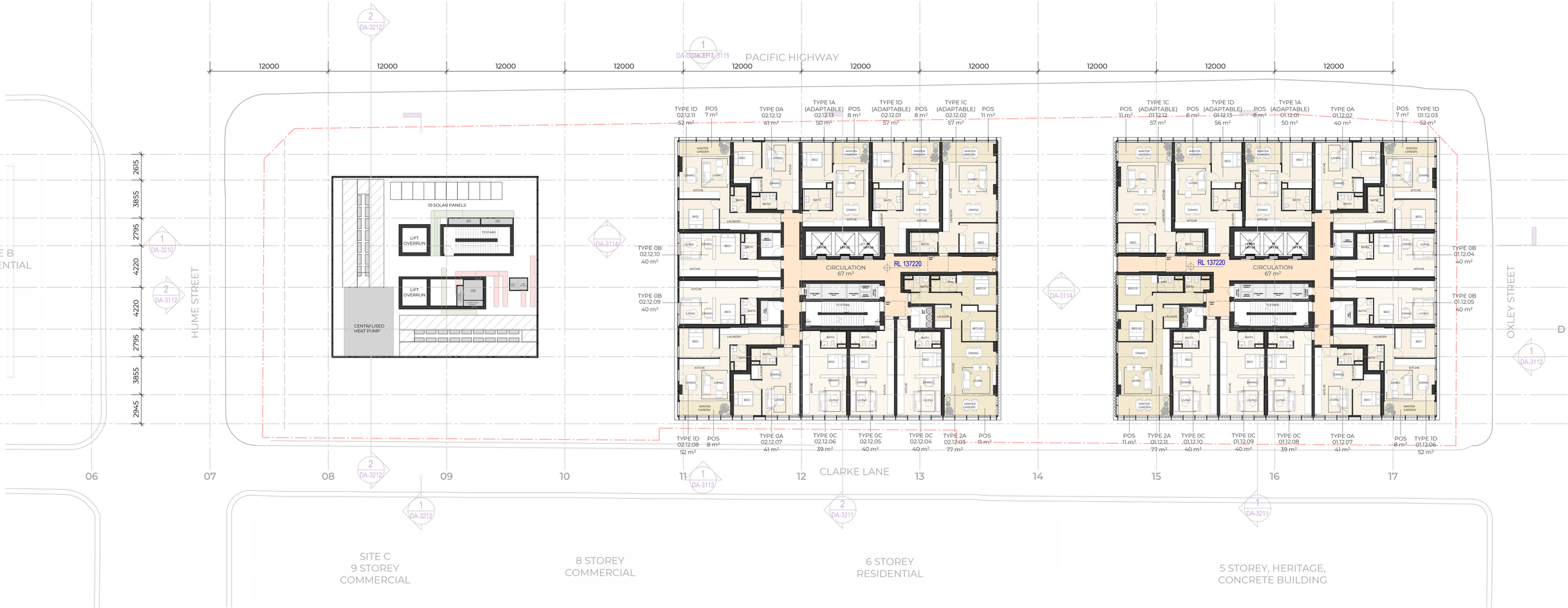
Sheet size
A1

Sheet no.
DA-2223

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 11-21 GA PLAN - AFH PARAPET PLAN

Project no.
121808

Scale
1 : 200

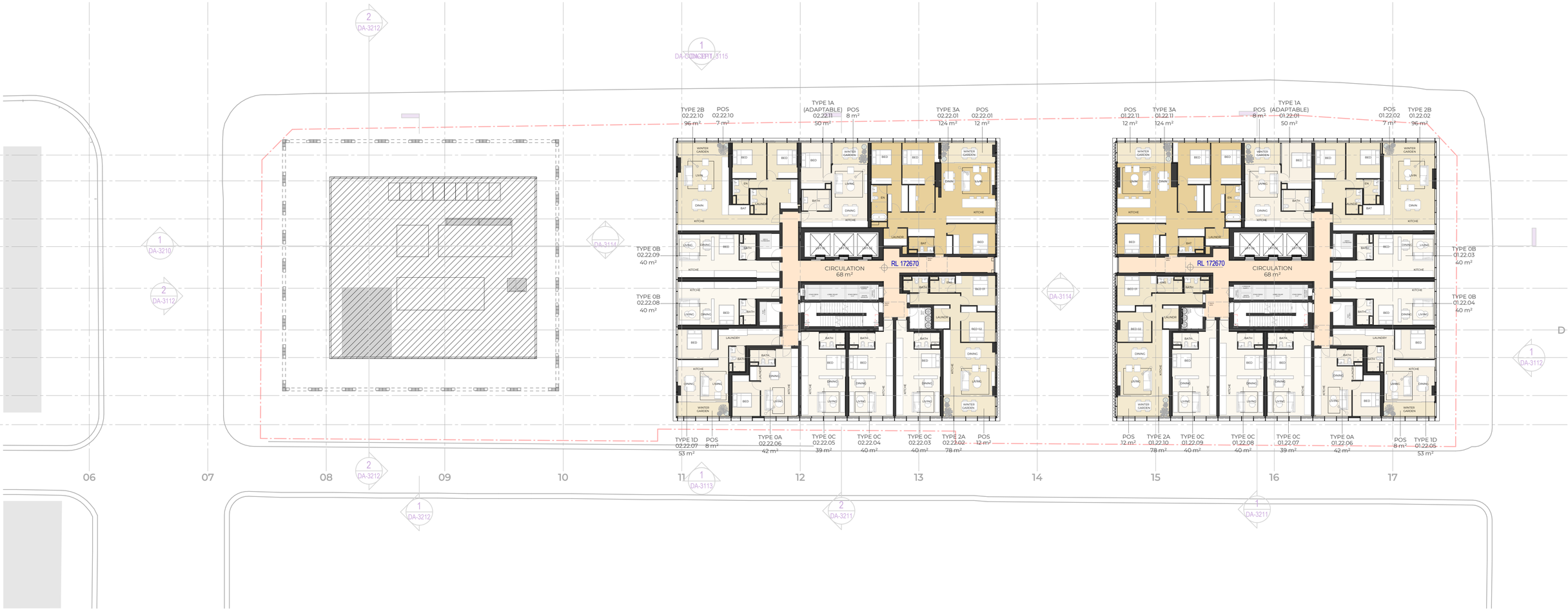
Sheet size
A1

Sheet no.
DA-2224

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 22-23 GA PLAN

Project no.
121808

Scale
1 : 200

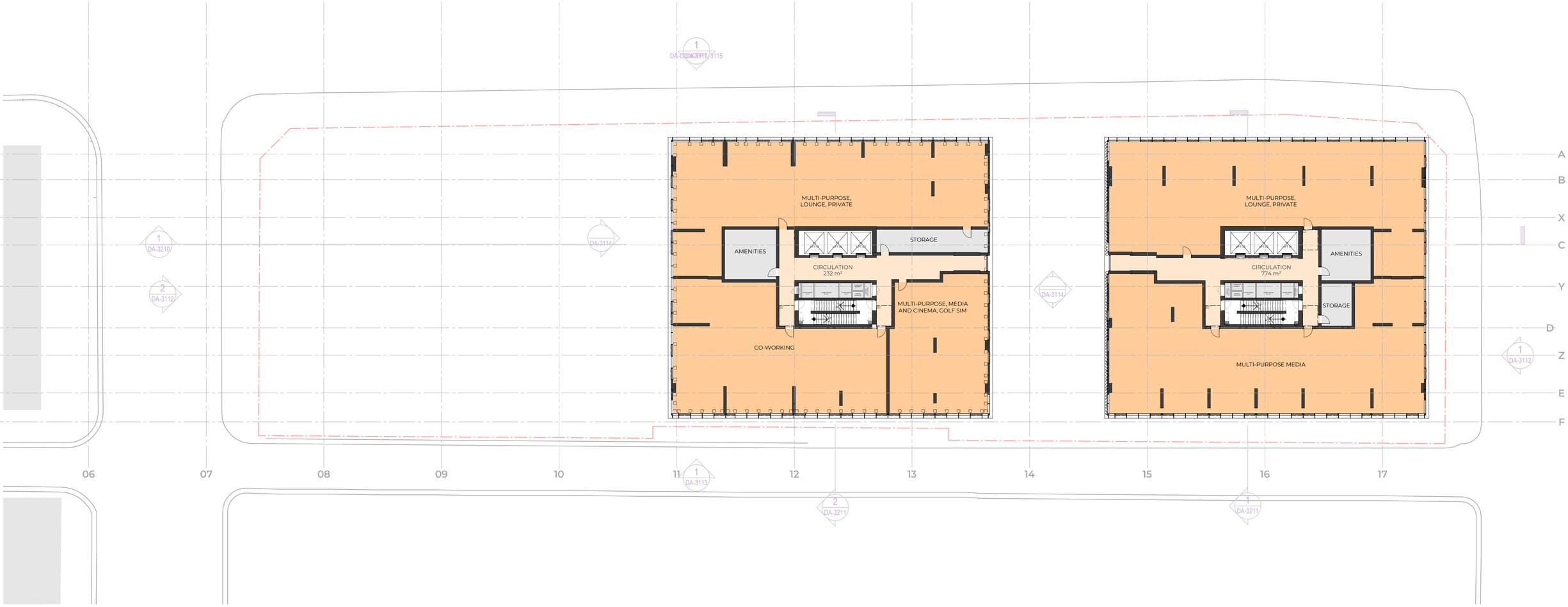
Sheet size
A1

Sheet no.
DA-2226

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



2 0 2 4 6 8
1:200 m

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LEVEL 24 GA PLAN

Project no.
121808

Scale
1 : 200

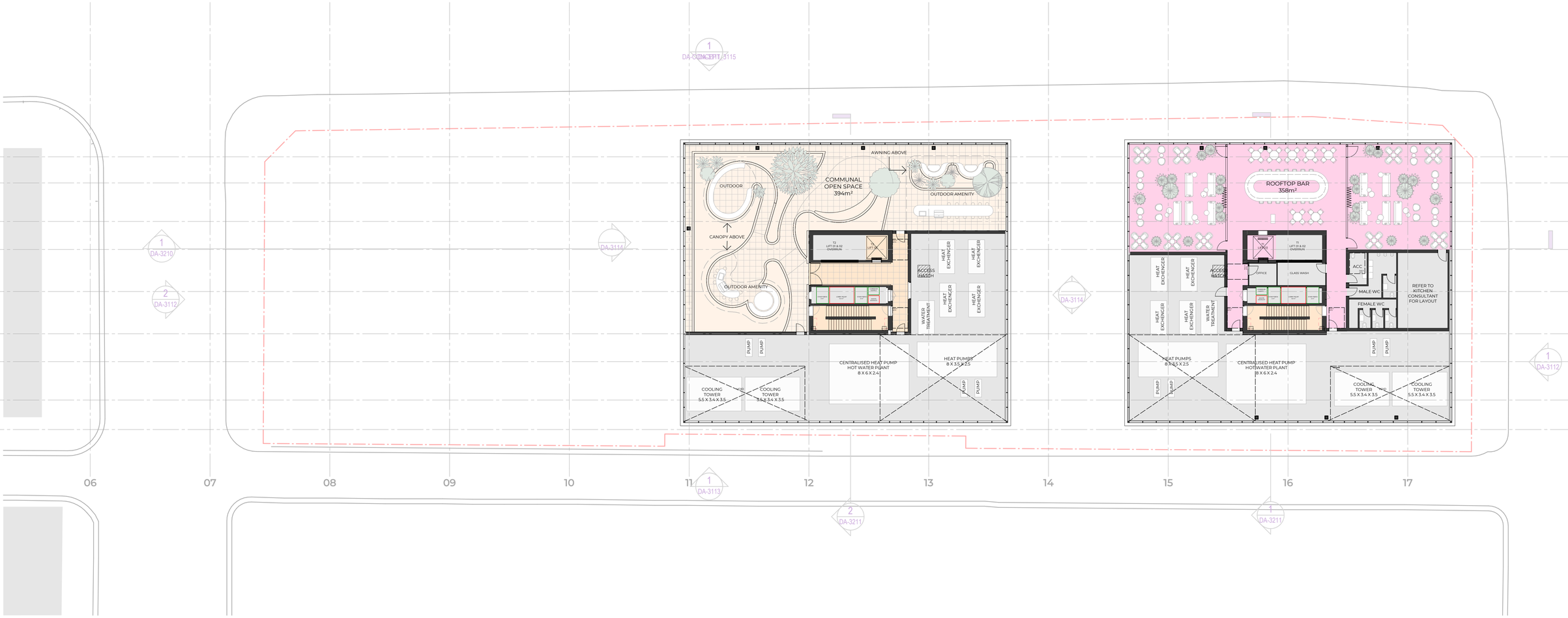
Sheet size
A1

Sheet no.
DA-2227

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
ROOF GA PLAN

Project no.
121808

Scale
1 : 200

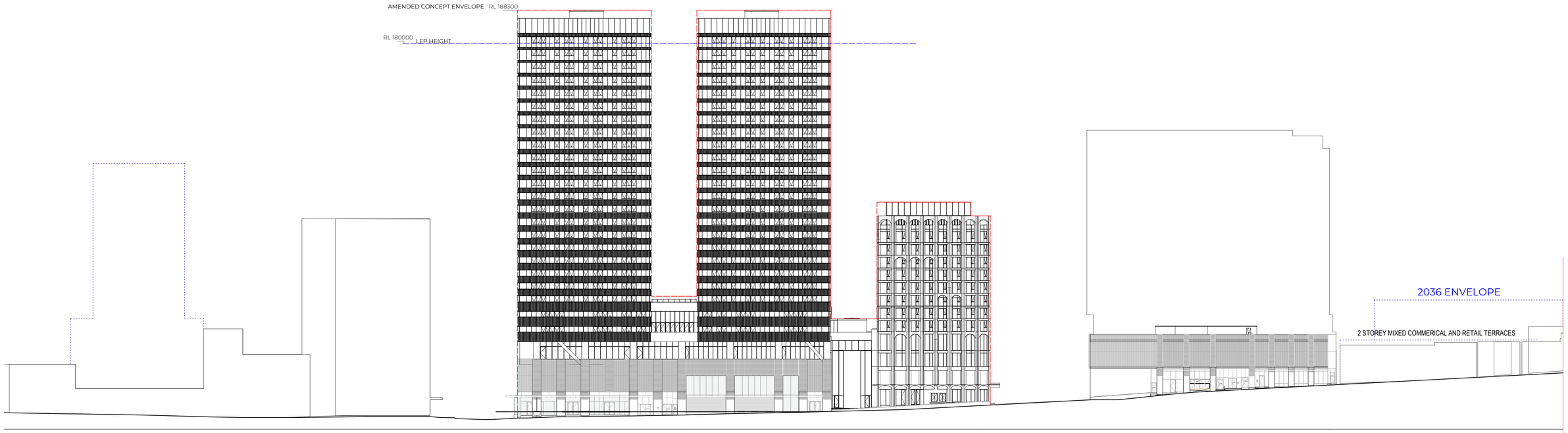
Sheet size
A1

Sheet no.
DA-2236

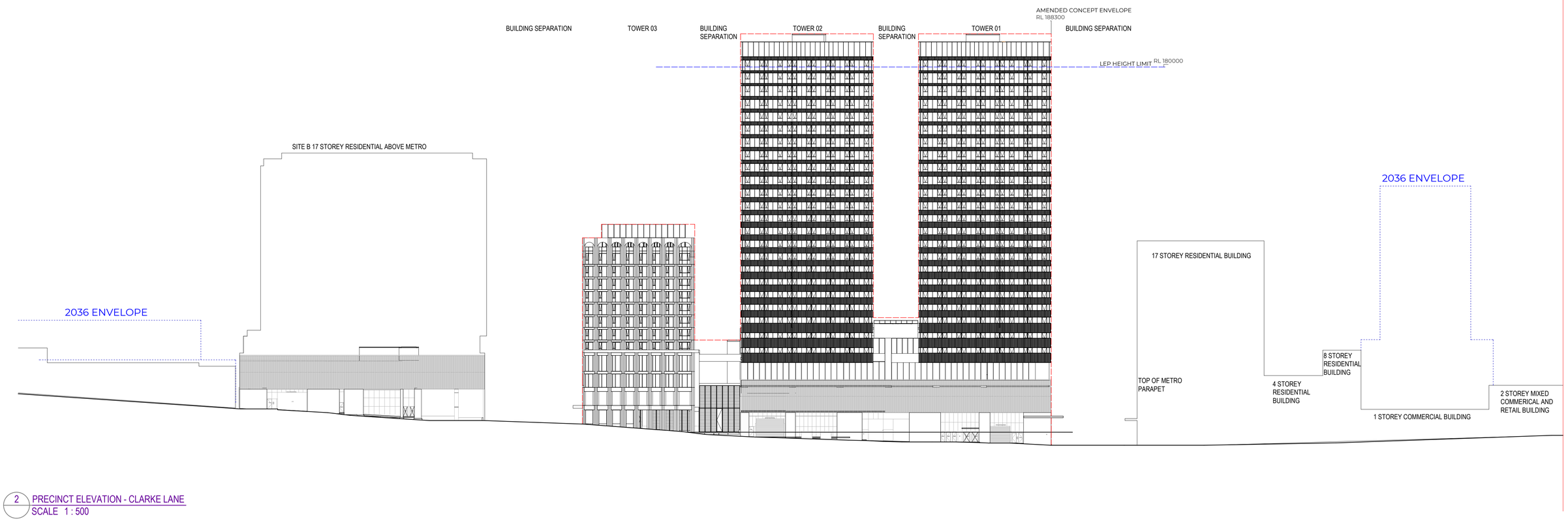
Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 PRECINCT ELEVATION - PACIFIC HWY
SCALE 1 : 500



2 PRECINCT ELEVATION - CLARKE LANE
SCALE 1 : 500

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PRECINCT ELEVATION - PACIFIC HWY & CLARKE LN

Project no.
121808

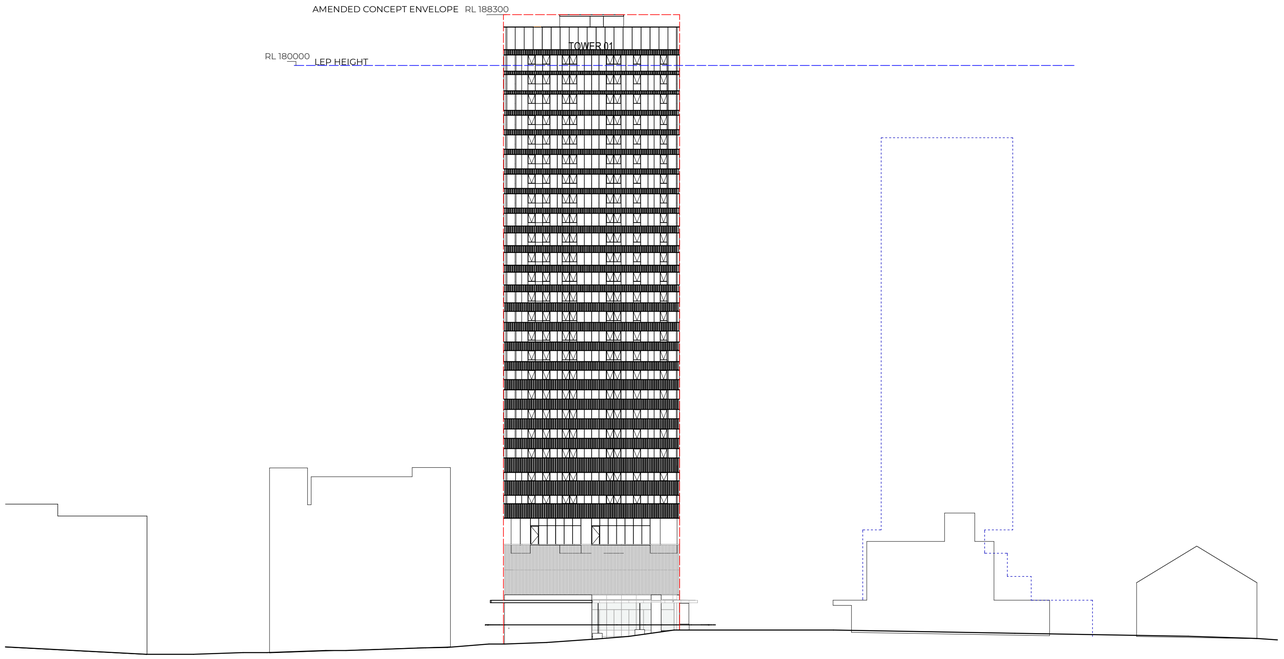
Scale
1 : 500

Sheet size
A1

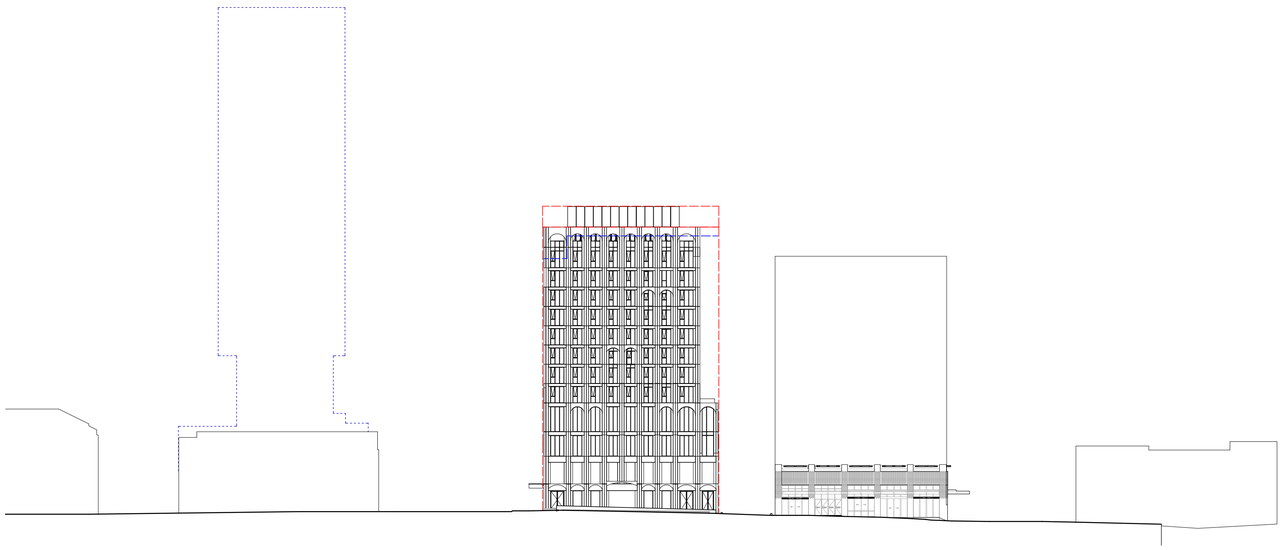
Sheet no.
DA-3001

Revision
B

Date
20.10.2025



1 PRECINCT ELEVATION - OXLEY STREET
SCALE 1 : 500



2 PRECINCT ELEVATION - HUME STREET
SCALE 1 : 500

W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

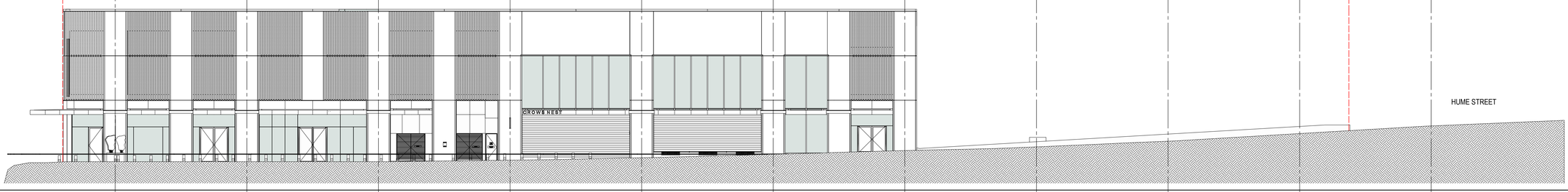
Sheet title
PRECINCT ELEVATION - OXLEY & HUME

Project no.	Scale	Sheet size	© Woods Bagot
121808	1 : 500	A1	
Sheet no.	Revision	Date	
DA-3002	B	20.10.2025	

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

AMENDED CONCEPT ENVELOPE
RL 188300

RL 180000 LEP HEIGHT



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
EXISTING ELEVATION - PACIFIC HWY

Project no.
121808

Scale
1 : 200

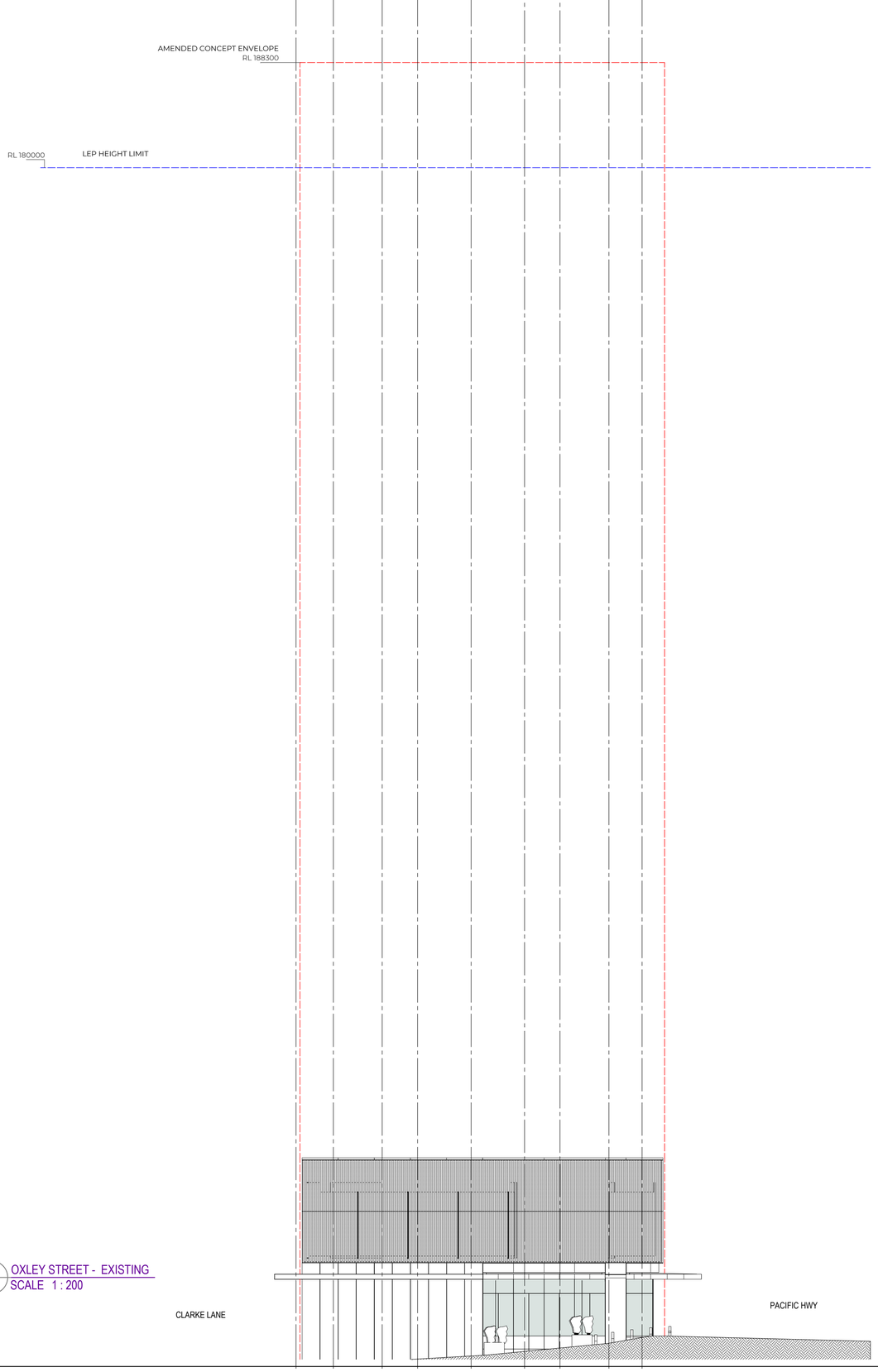
Sheet size
A1

Sheet no.
DA-3101

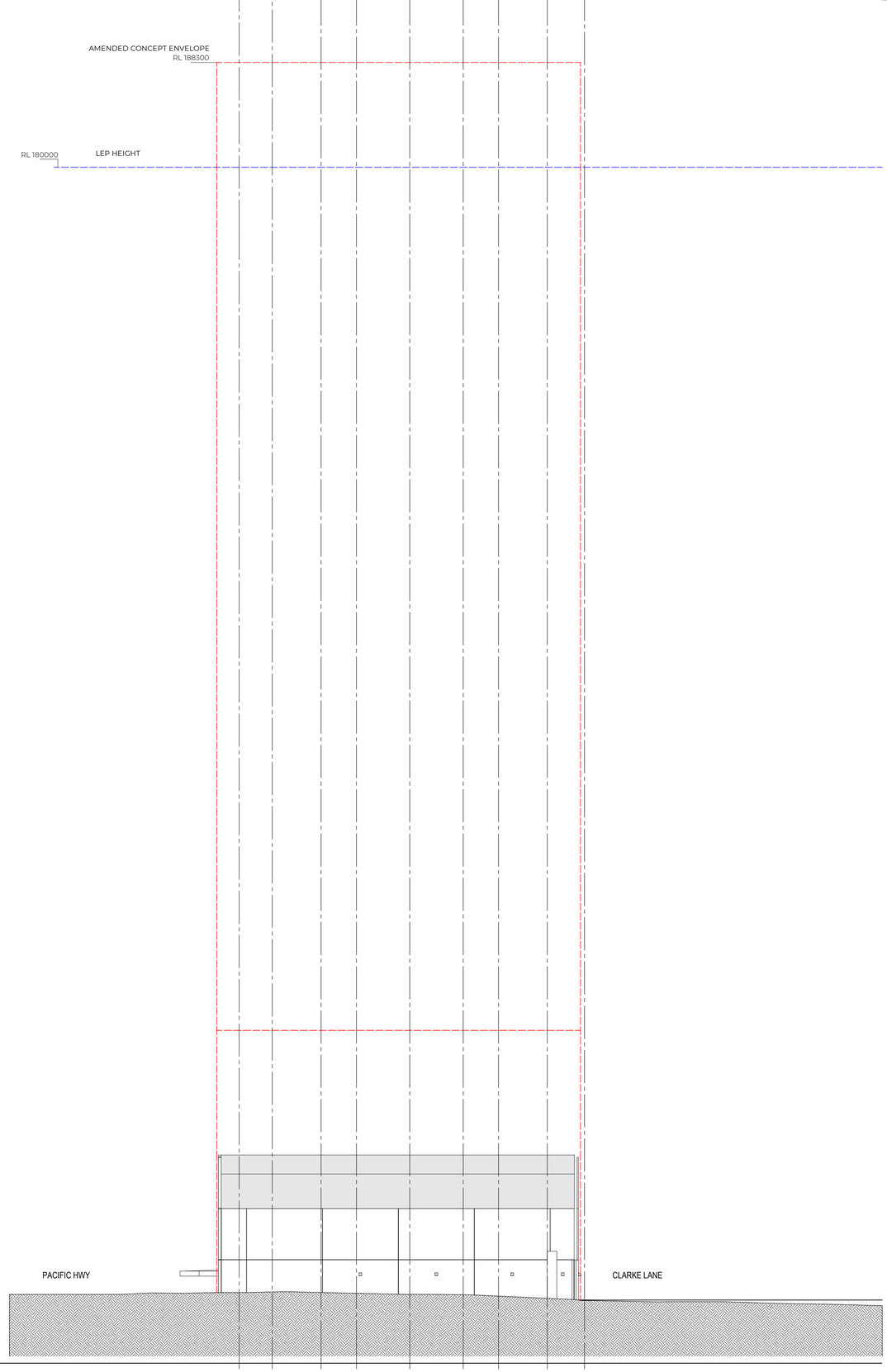
Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 OXLEY STREET - EXISTING
SCALE 1 : 200



2 HUME STREET - EXISTING
SCALE 1 : 200

W—B
WOODS BAGOT

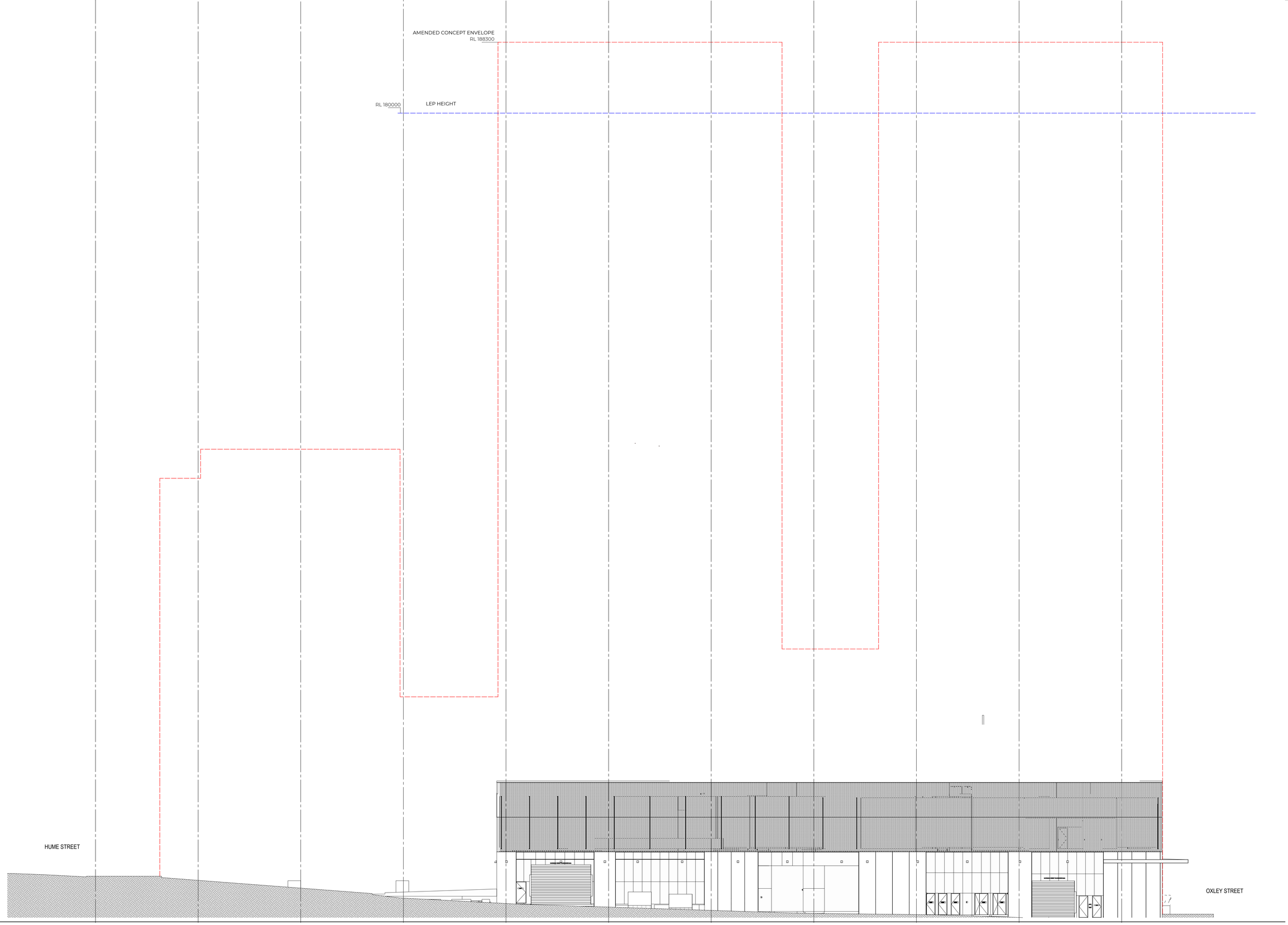
Client
Thirdi

Project
Crows Nest - Site A

Sheet title
EXISTING ELEVATION - OXLEY & HUME

Project no.	Scale	Sheet size	© Woods Bagot
121808	1 : 200	A1	
Sheet no.	Revision	Date	
DA-3102	B	20.10.2025	

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
EXISTING ELEVATION - CLARKE LANE

Project no.
121808

Scale
1 : 200

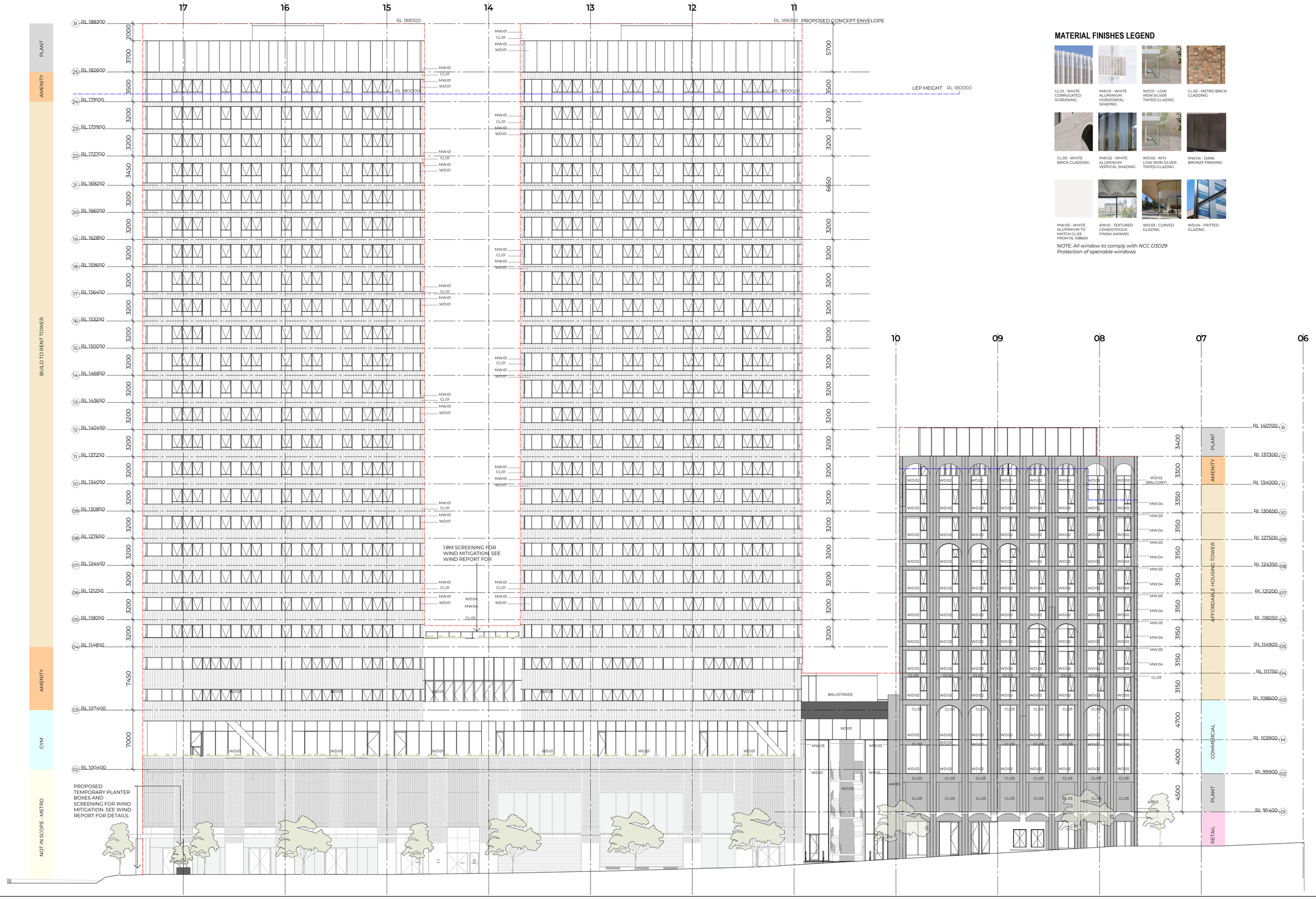
Sheet size
A1

Sheet no.
DA-3103

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - PACIFIC HWY

Project no.
121808

Scale
1 : 200

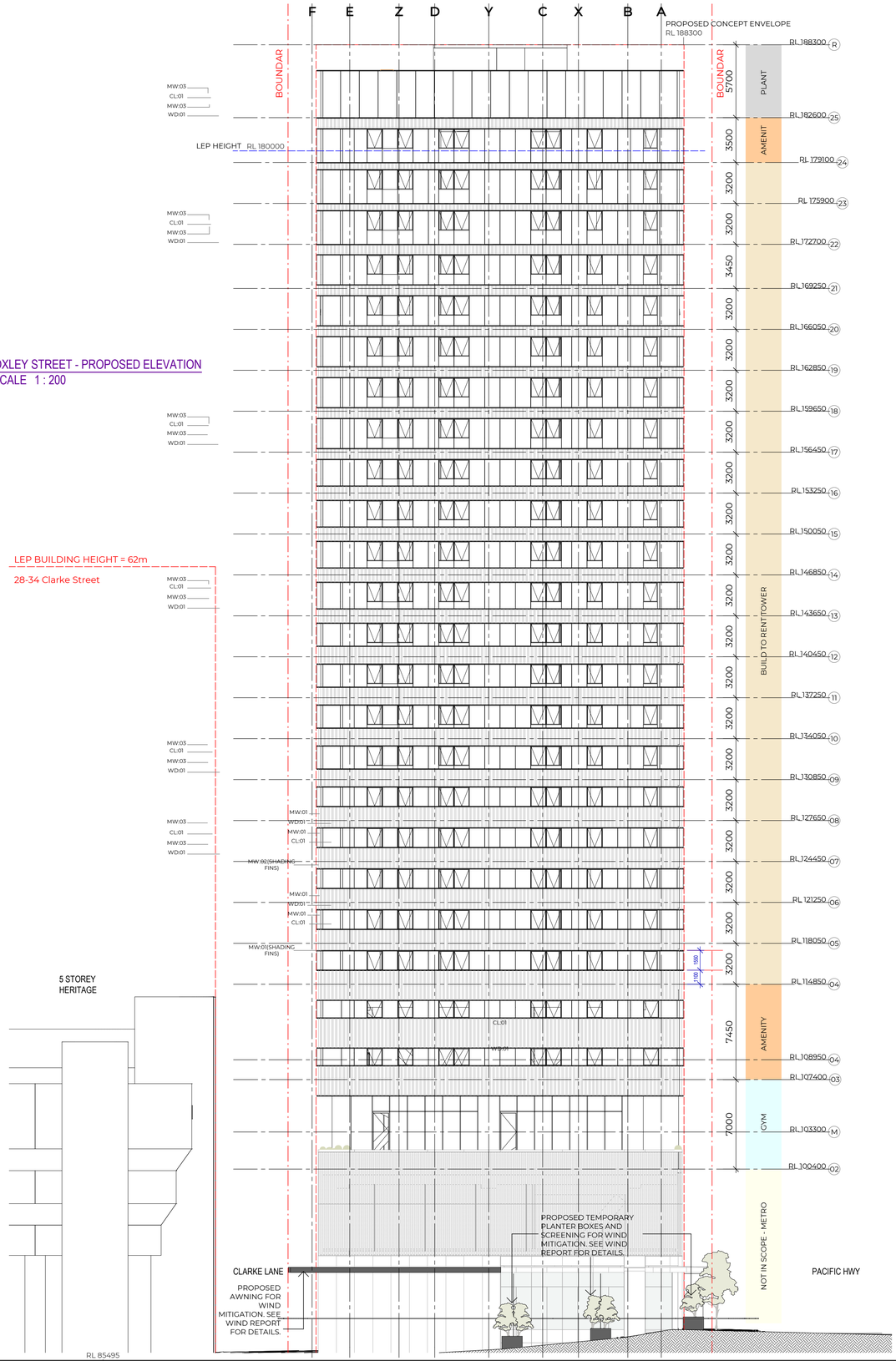
Sheet size
A1

Sheet no.
DA-3111

Revision
B

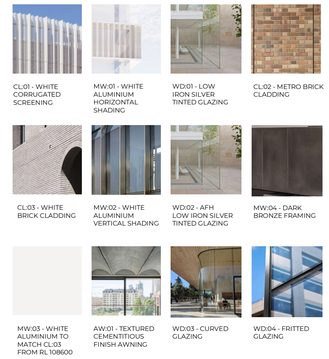
Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 OXLEY STREET - PROPOSED ELEVATION
SCALE 1 : 200

MATERIAL FINISHES LEGEND



CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

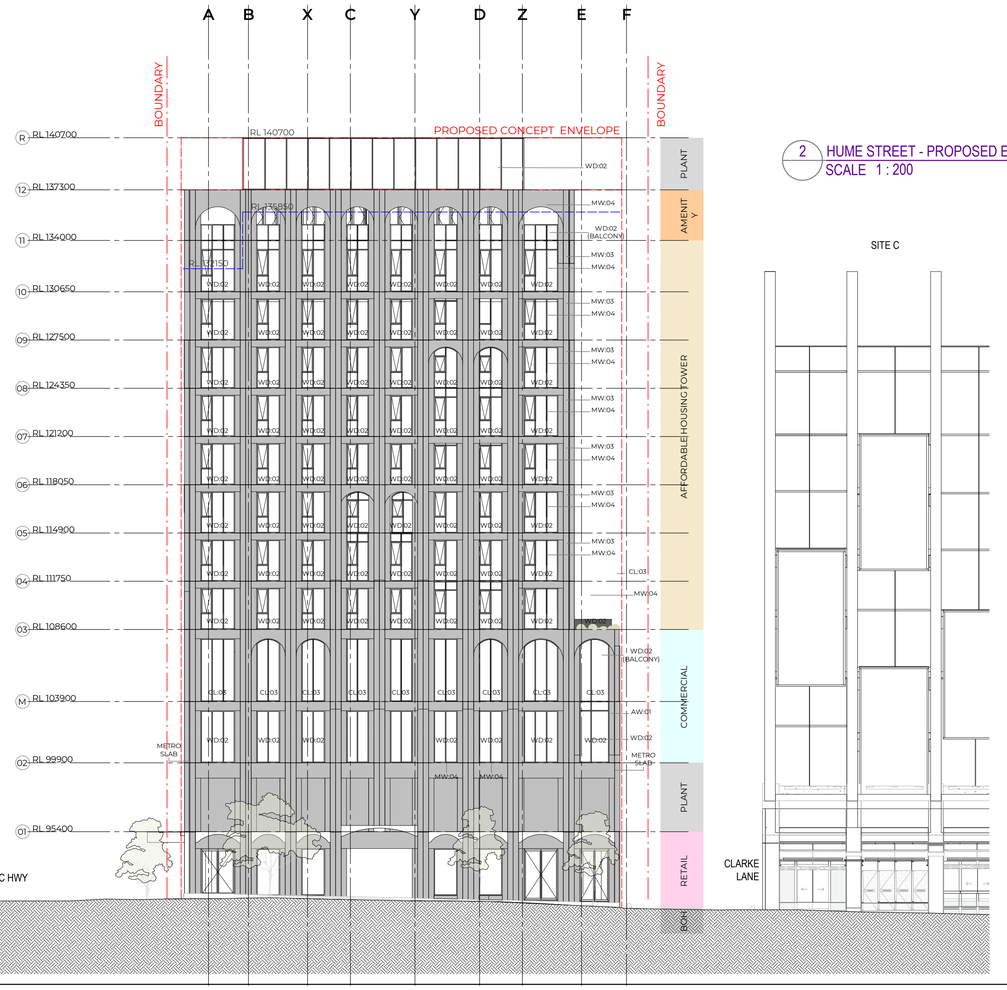
MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*



2 HUME STREET - PROPOSED ELEVATION
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - OXLEY & HUME

Project no.	Scale	Sheet size	© Woods Bagot
121808	1 : 200	A1	
Sheet no.	Revision	Date	
DA-3112	B	20.10.2025	

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

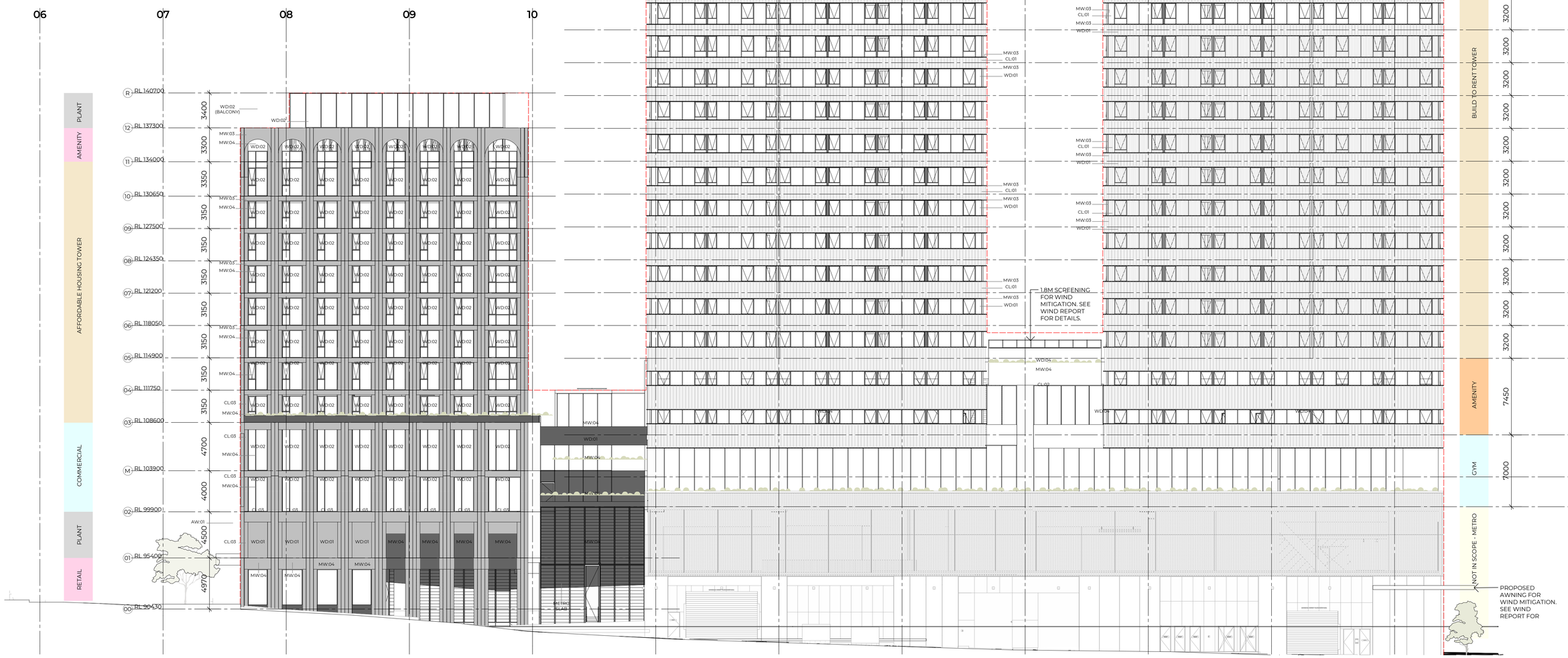
MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*



W—B WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - CLARKE LANE

Project no.
121808

Scale
1 : 200

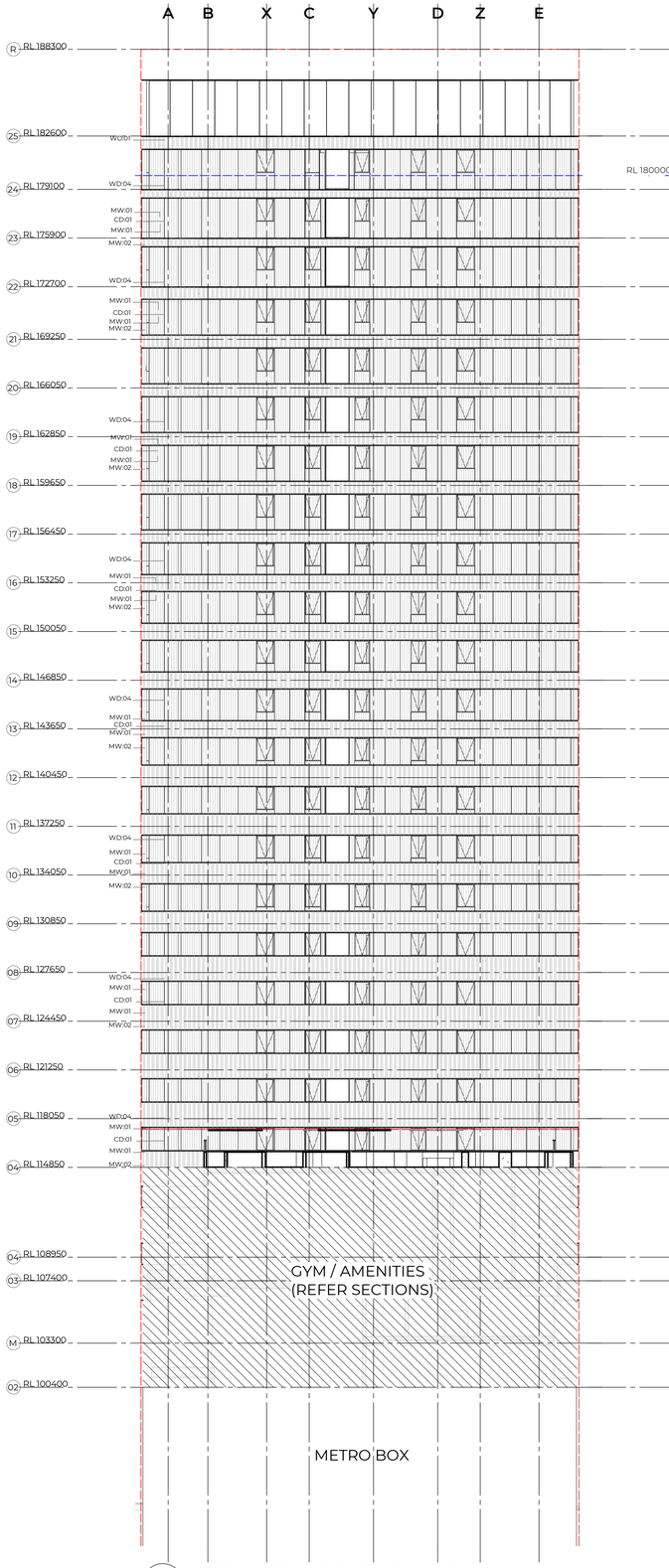
Sheet size
A1

Sheet no.
DA-3113

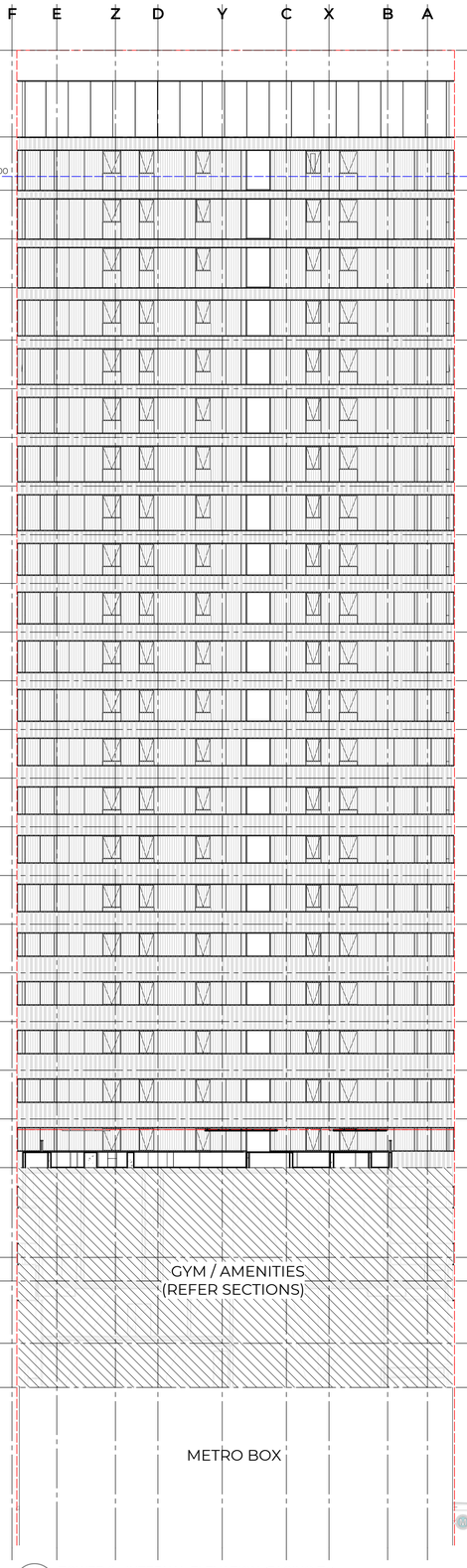
Revision
B

Date
20.10.2025

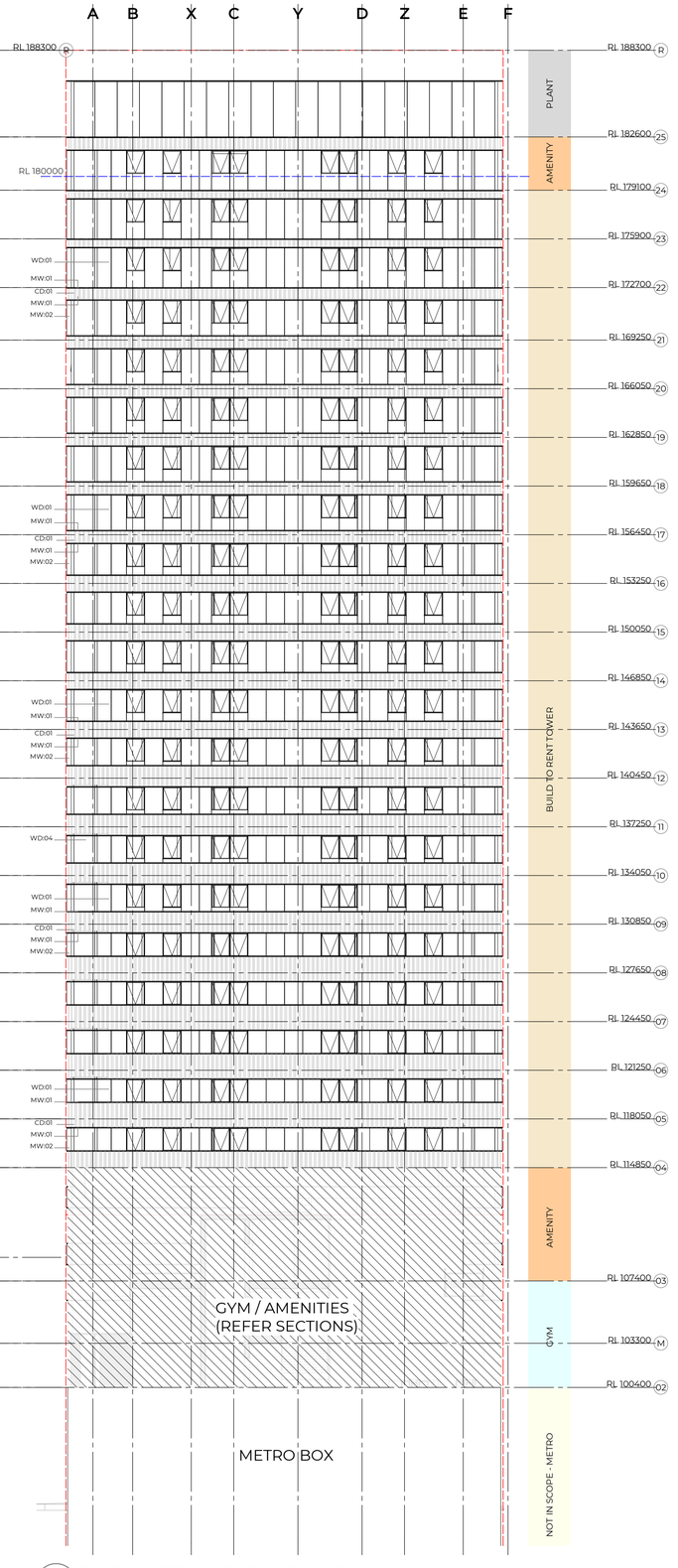
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 TOWER 1 - INTERNAL ELEVATION (FACING T2)
SCALE 1 : 200



2 TOWER 2 - INTERNAL ELEVATION (FACING T1)
SCALE 1 : 200



3 TOWER 2 - INTERNAL ELEVATION (FACING T3)
SCALE 1 : 200

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:04 - DARK BRONZE FRAMING

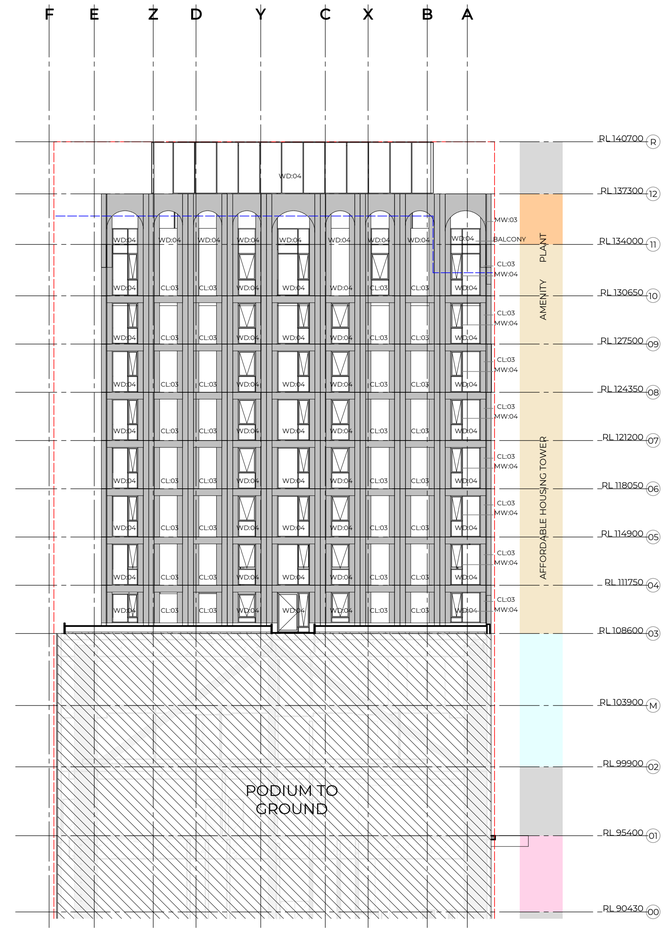
MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 108600

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

NOTE: *All window to comply with NCC D3D29 Protection of openable windows*



4 TOWER 3 - INTERNAL ELEVATION
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - INTERNAL

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA-3114

Revision
B

Date
20.10.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

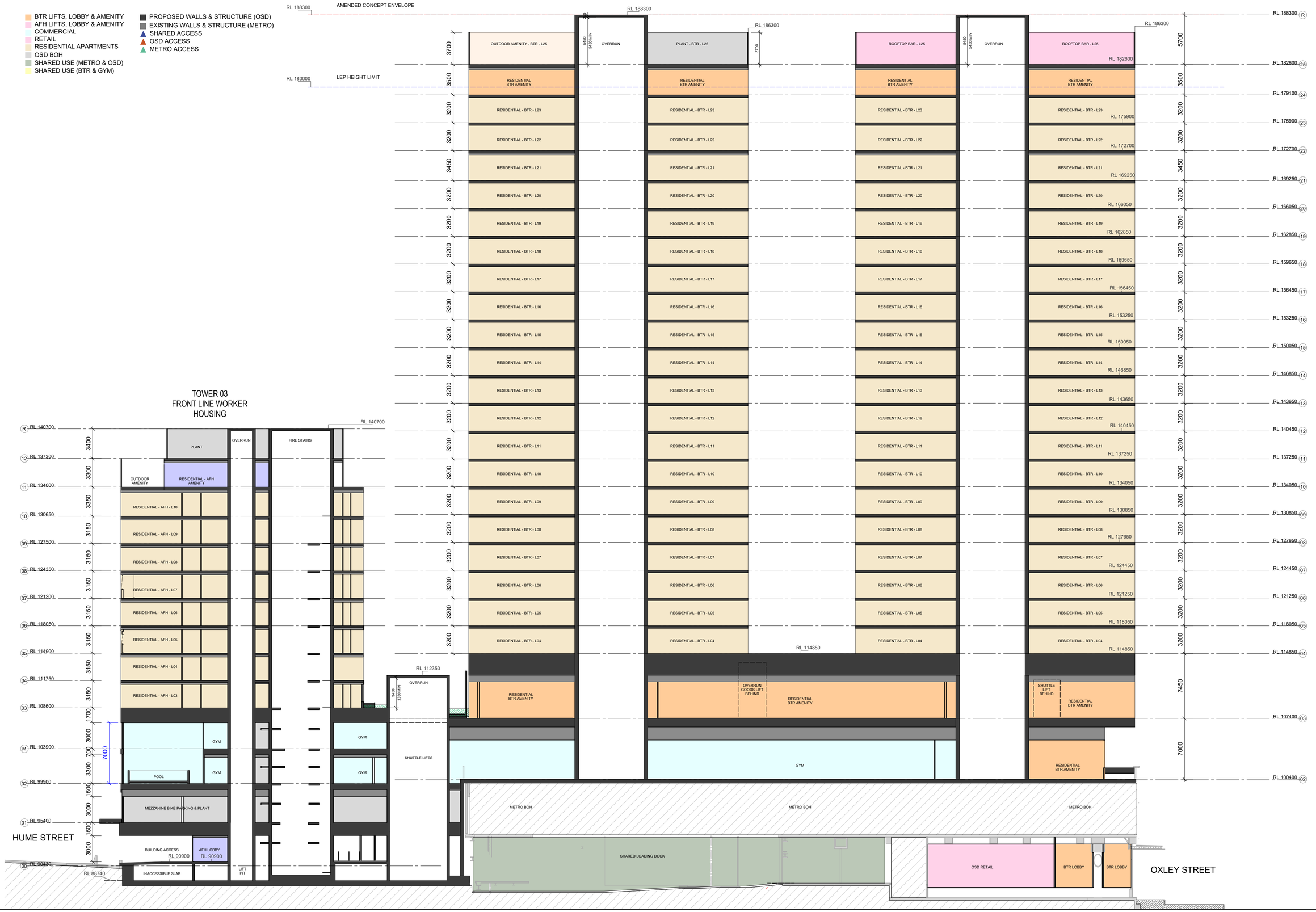
- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)

- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

TOWER 02
BUILD TO RENT

TOWER 01
BUILD TO RENT

TOWER 03
FRONT LINE WORKER
HOUSING



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

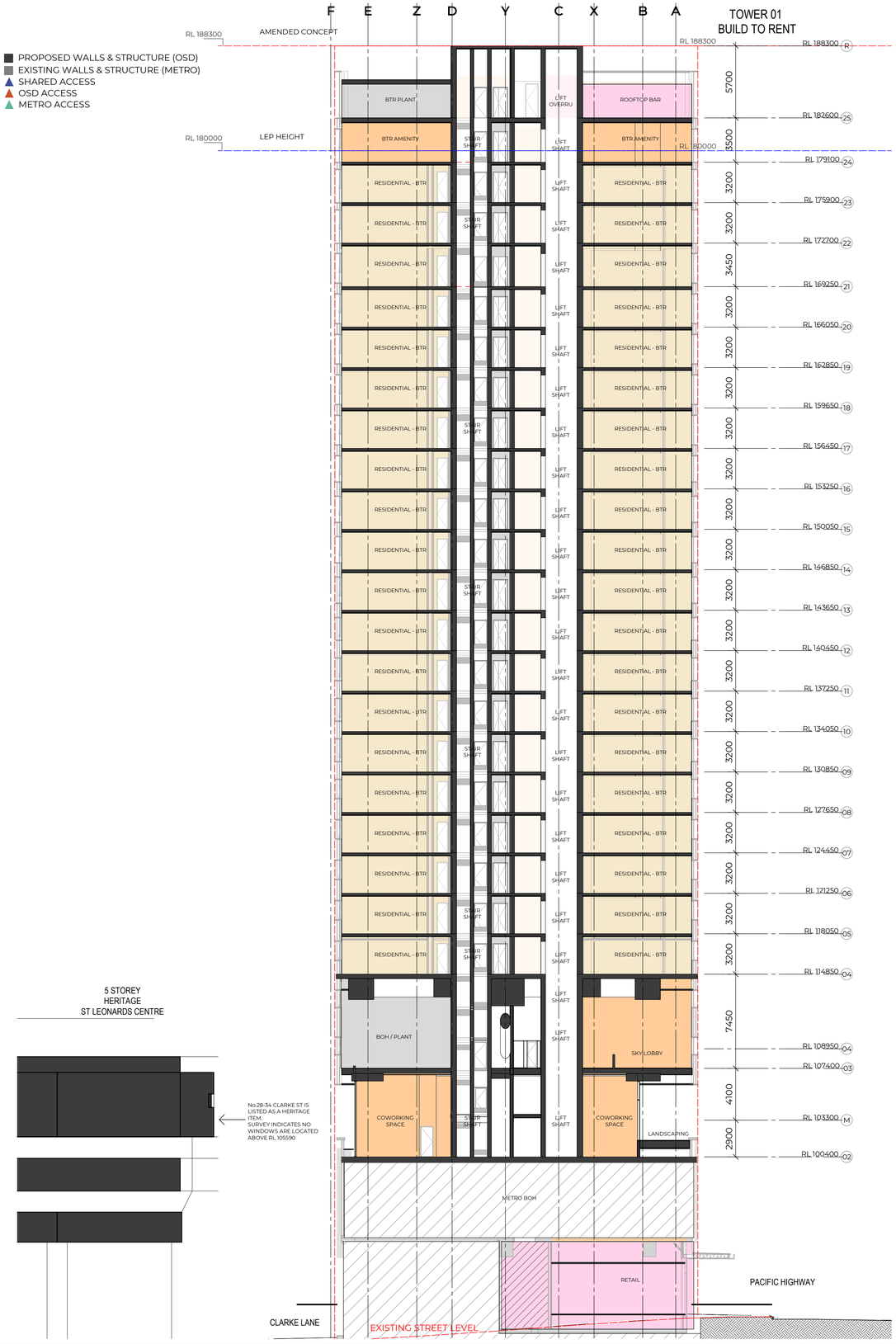
Sheet title
LONG SECTION

Project no.	Scale	Sheet size
121808	**1 : 200**	**A1**
Sheet no.	Revision	Date
DA-3210	**B**	**20.10.2025**

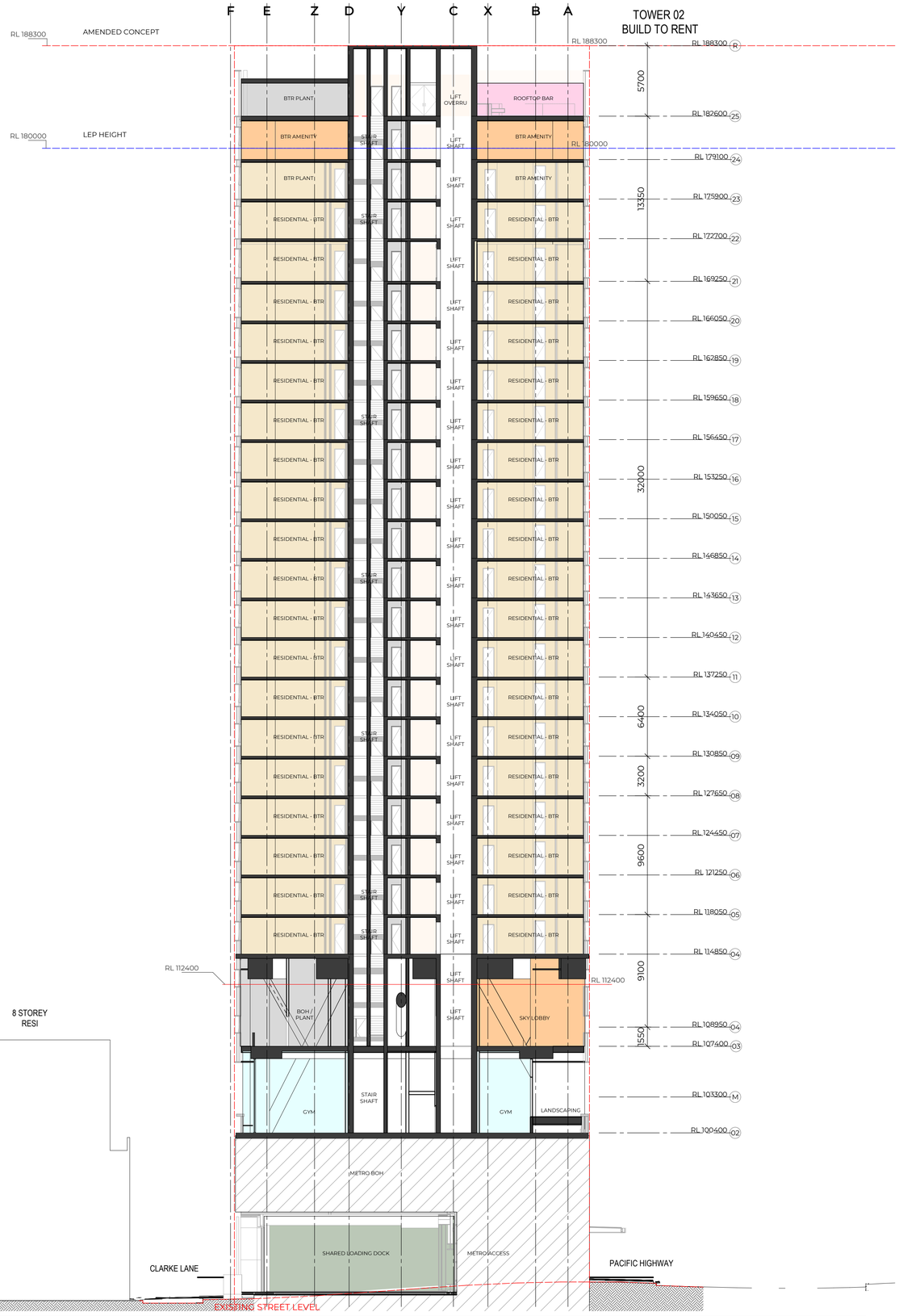
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)

- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS



1. TOWER 1



2. TOWER 2

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
SHORT SECTIONS - TOWERS 1 & 2 - BTR

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-3211

Revision
B

Date
20.10.2025

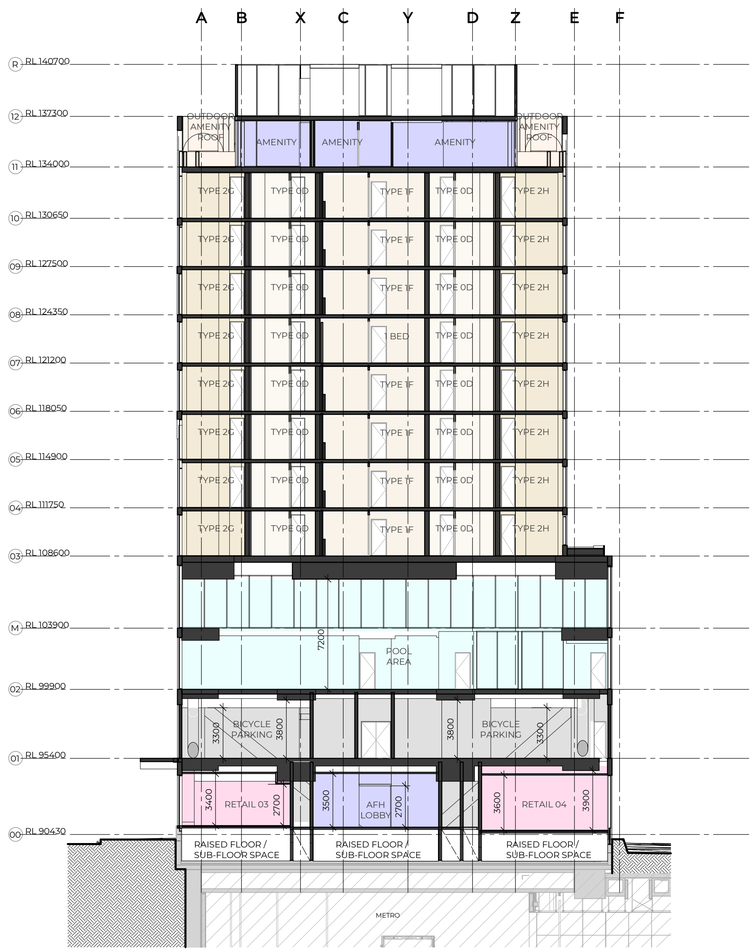
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

BTR LIFTS, LOBBY & AMENITY
AFH LIFTS, LOBBY & AMENITY
COMMERCIAL
RETAIL
RESIDENTIAL APARTMENTS
OSD BOH
SHARED USE (METRO & OSD)
SHARED USE (BTR & GYM)

PROPOSED WALLS & STRUCTURE (OSD)
EXISTING WALLS & STRUCTURE (METRO)
SHARED ACCESS
OSD ACCESS
METRO ACCESS

TOWER 03
AFH

1 TOWER 3 - SHORT SECTION 1
SCALE 1 : 200



2 TOWER 3 - SHORT SECTION 2
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
SHORT SECTIONS - TOWER 3 - AFH

Project no.
121808

Scale
1 : 200

Sheet size
A1

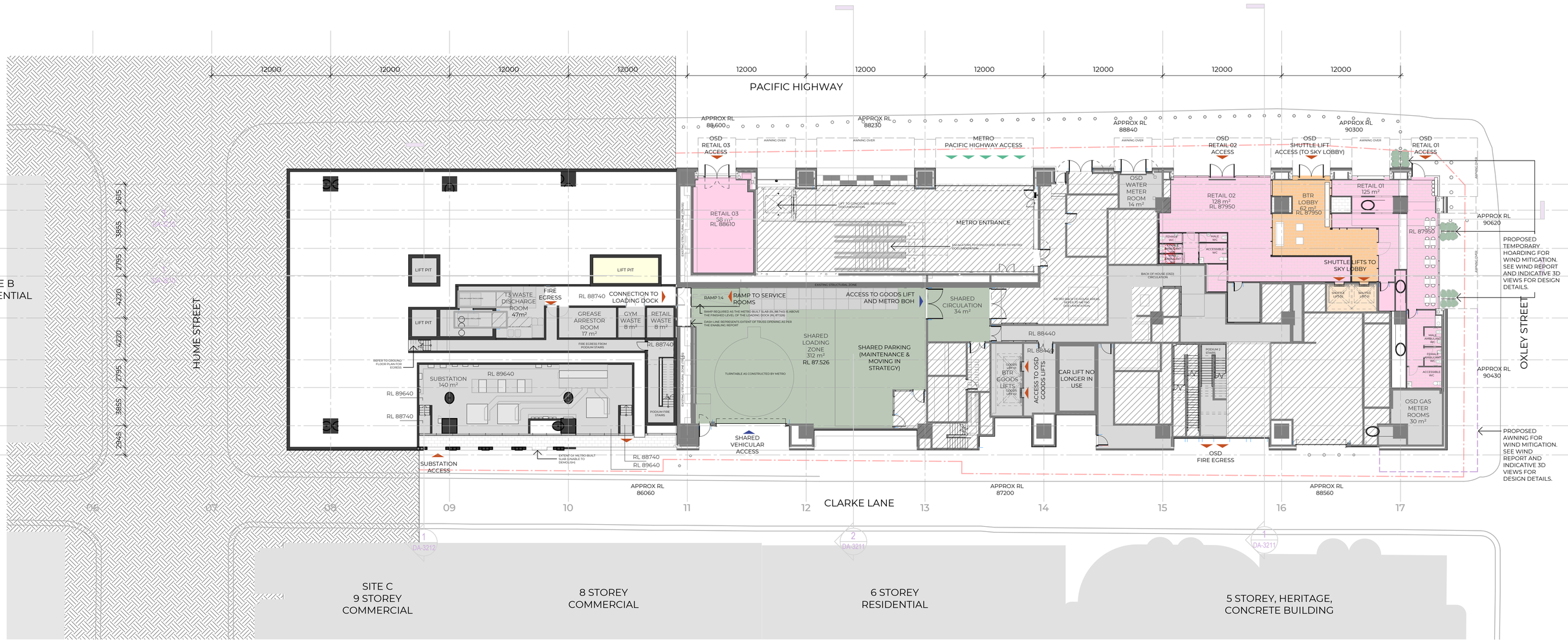
Sheet no.
DA - DA-3212

Revision
B

Date
20.10.2025

Transport Strategies

Appendix C
Detailed SSDA Development Plans



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
LOWER GROUND LEVEL GA PLAN - OXLEY ST

Project no.
121808

Scale
1 : 200

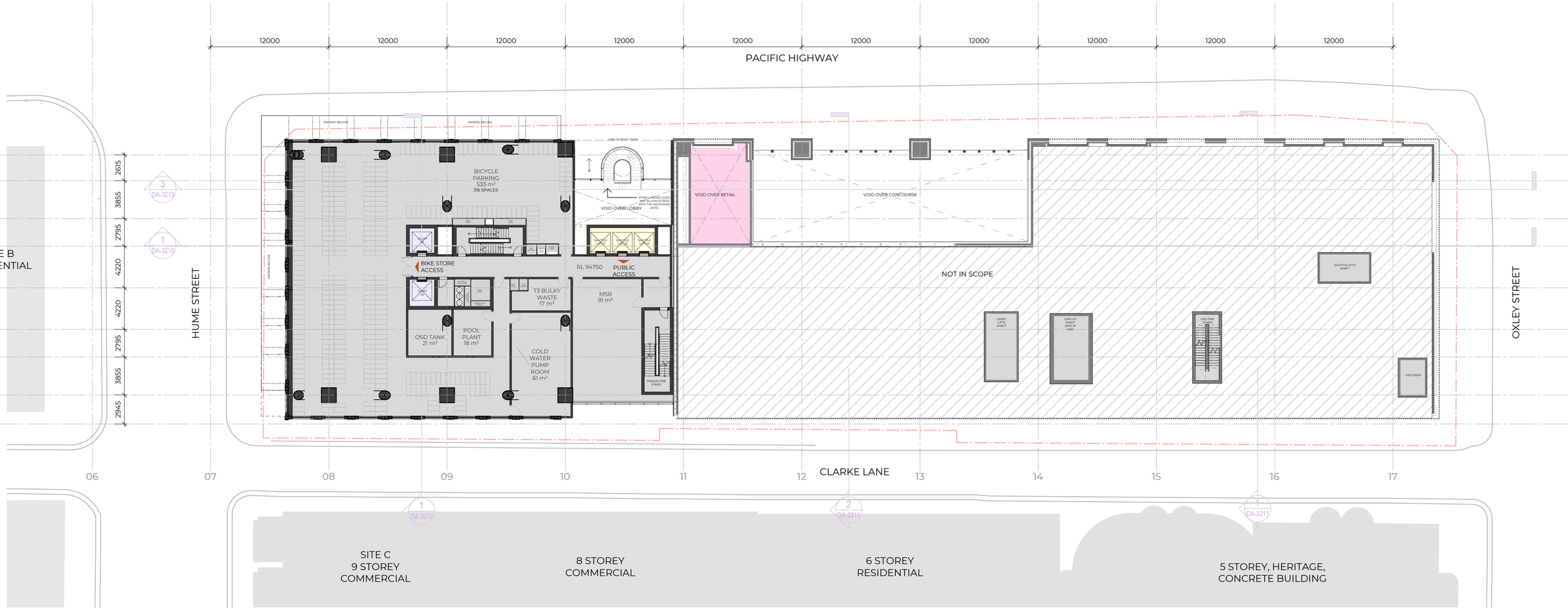
Sheet size
A1

Sheet no.
DA - DA-2200

Revision
A

Date
07.02.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
MEZZANINE GA PLAN

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-2202

Revision
A

Date
07.02.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)

- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- ▲ SHARED ACCESS
- ▲ OSD ACCESS
- ▲ METRO ACCESS

2 0 2 4 6 8 m
1:200

W—B
WOODS BAGOT

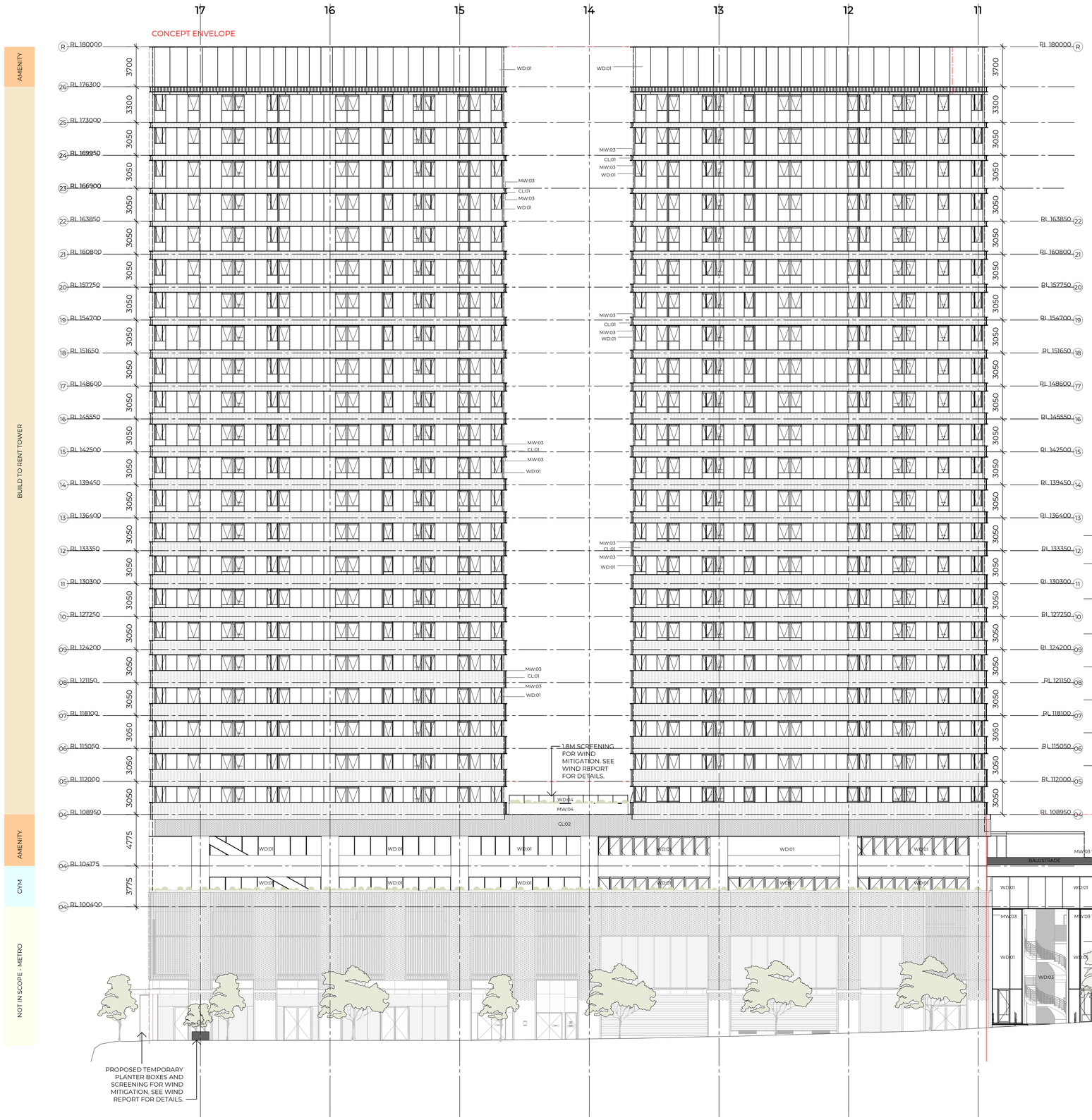
Client
Thirdi

Project
Crows Nest - Site A

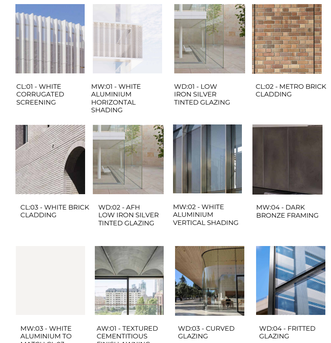
Sheet title
LEVEL 2 GA PLAN

Project no.	Scale	Sheet size
121808	**1 : 200**	**A1**
Sheet no.	Revision	Date
DA - DA-2212	**A**	**07.02.2025**

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



MATERIAL FINISHES LEGEND



CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - PACIFIC HWY

Project no.
121808

Scale
1 : 200

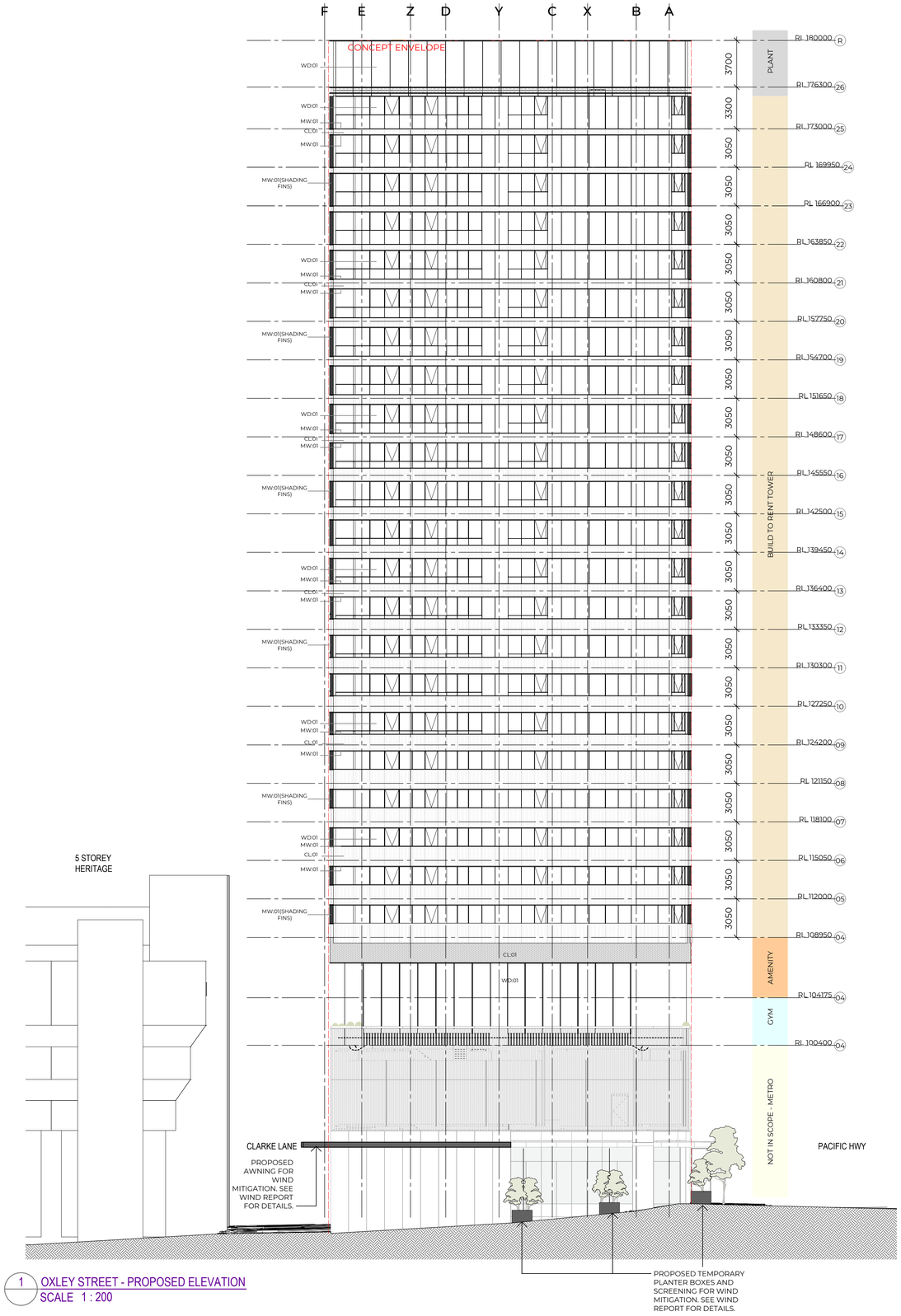
Sheet size
A1

Sheet no.
DA - DA-3111

Revision
A

Date
07.02.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



1 OXLEY STREET - PROPOSED ELEVATION
SCALE 1 : 200

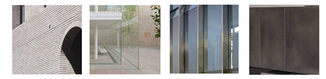
MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING



CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

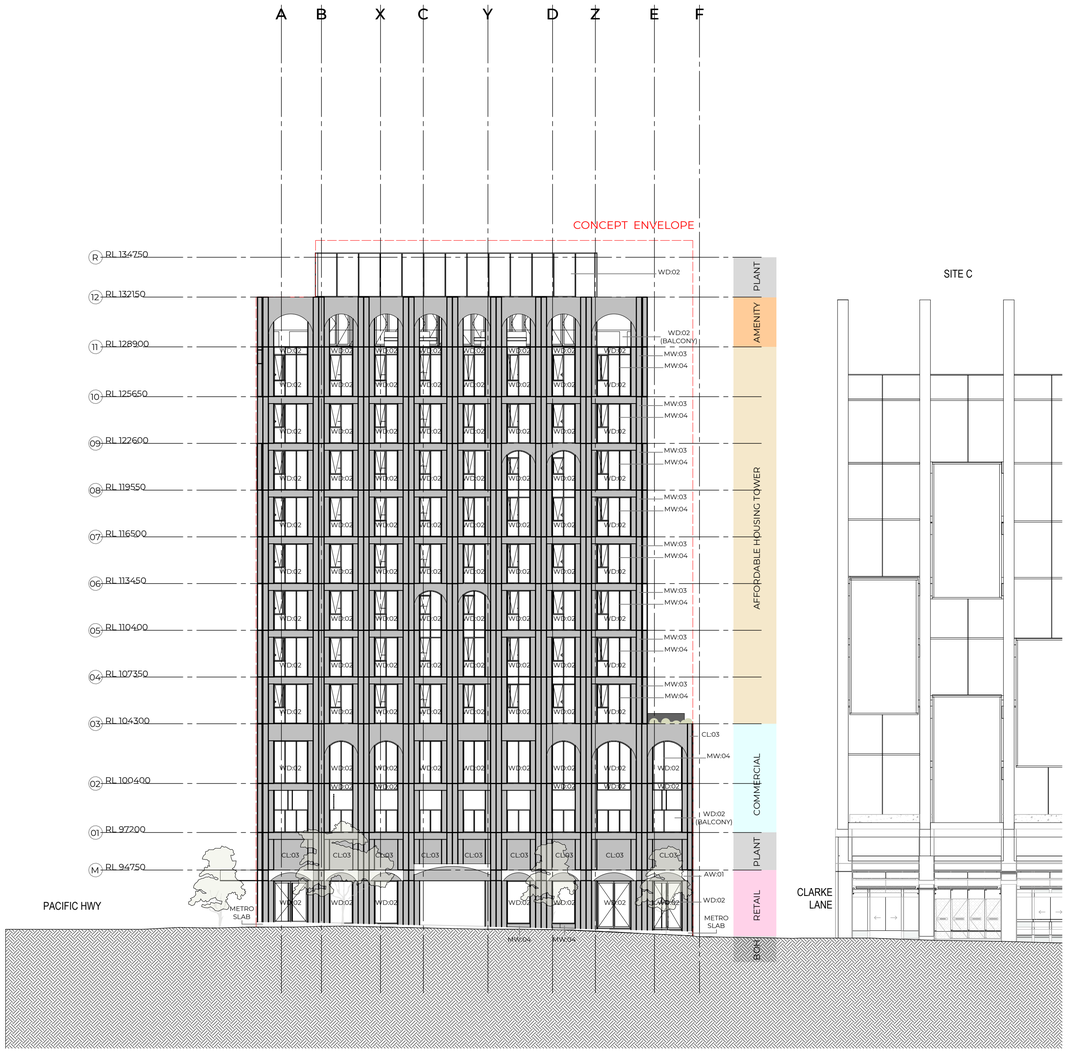
MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING



2 HUME STREET - PROPOSED ELEVATION
SCALE 1 : 200

WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - OXLEY & HUME

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-3112

Revision
A

Date
07.02.2025

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

MATERIAL FINISHES LEGEND

CL:01 - WHITE CORRUGATED SCREENING

MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING

WD:01 - LOW IRON SILVER TINTED GLAZING

CL:02 - METRO BRICK CLADDING

CL:03 - WHITE BRICK CLADDING

WD:02 - AFH LOW IRON SILVER TINTED GLAZING

MW:02 - WHITE ALUMINIUM VERTICAL SHADING

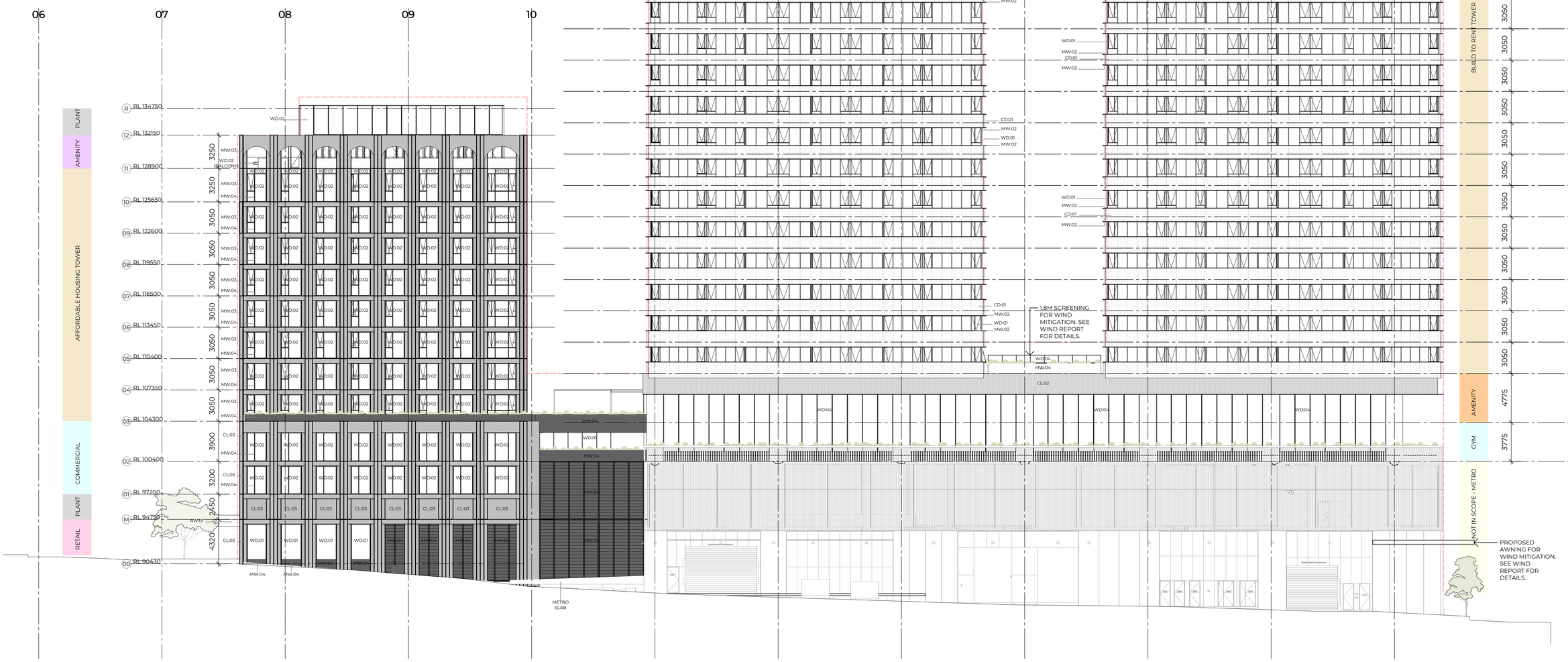
MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03. FROM RL 104300

AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING

WD:03 - CURVED GLAZING

WD:04 - FRITTED GLAZING



W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - CLARKE LANE

Project no.
121808

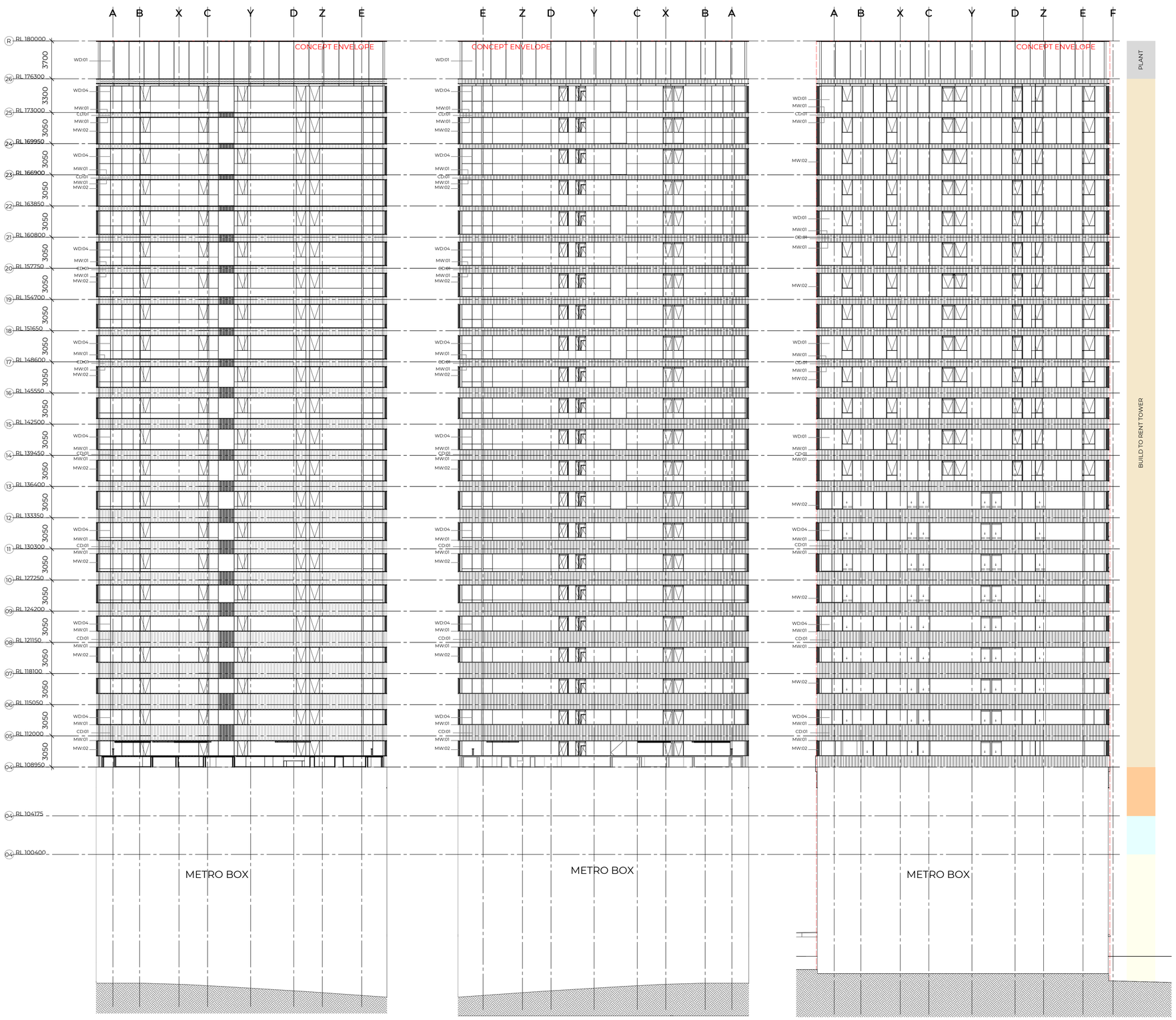
Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-3113

Revision
A

Date
07.02.2025



1 TOWER 1 - INTERNAL ELEVATION (FACING T2)
SCALE 1 : 200

2 TOWER 2 - INTERNAL ELEVATION (FACING T1)
SCALE 1 : 200

3 TOWER 2 - INTERNAL ELEVATION (FACING T3)
SCALE 1 : 200

MATERIAL FINISHES LEGEND


CL:01 - WHITE CORRUGATED SCREENING


MW:01 - WHITE ALUMINIUM HORIZONTAL SHADING


WD:01 - LOW IRON SILVER TINTED GLAZING


CL:02 - METRO BRICK CLADDING


CL:03 - WHITE BRICK CLADDING


WD:02 - AFH LOW IRON SILVER TINTED GLAZING


MW:02 - WHITE ALUMINIUM VERTICAL SHADING

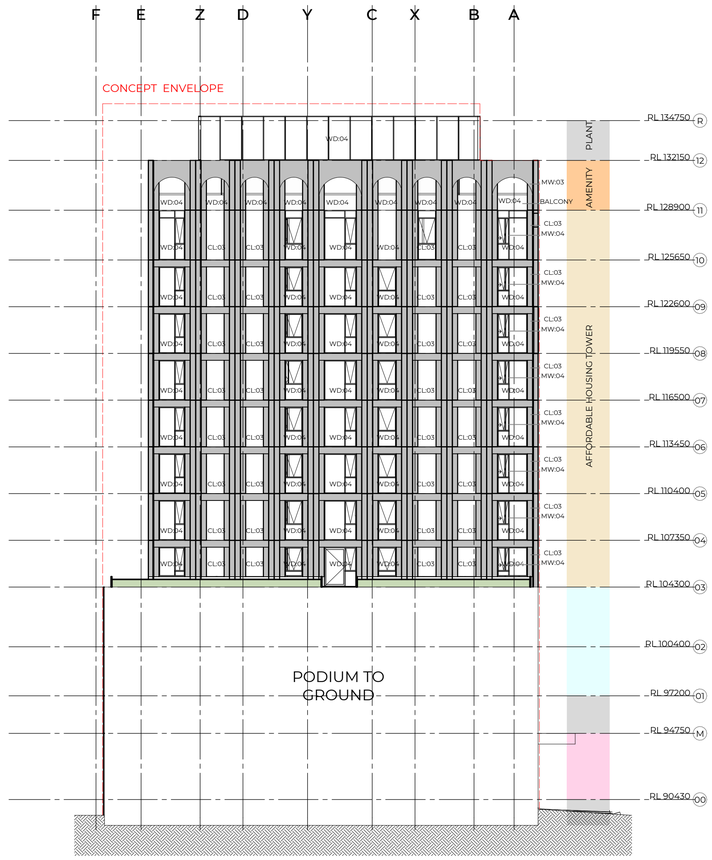

MW:04 - DARK BRONZE FRAMING

MW:03 - WHITE ALUMINIUM TO MATCH CL:03 FROM RL 104300


AW:01 - TEXTURED CEMENTITIOUS FINISH AWNING


WD:03 - CURVED GLAZING


WD:04 - FRITTED GLAZING



4 TOWER 3 - INTERNAL ELEVATION
SCALE 1 : 200

W—B
WOODS BAGOT

Client
Thirdi

Project
Crows Nest - Site A

Sheet title
PROPOSED ELEVATION - INTERNAL

Project no.
121808

Scale
1 : 200

Sheet size
A1

Sheet no.
DA - DA-3114

Revision
A

Date
07.02.2025

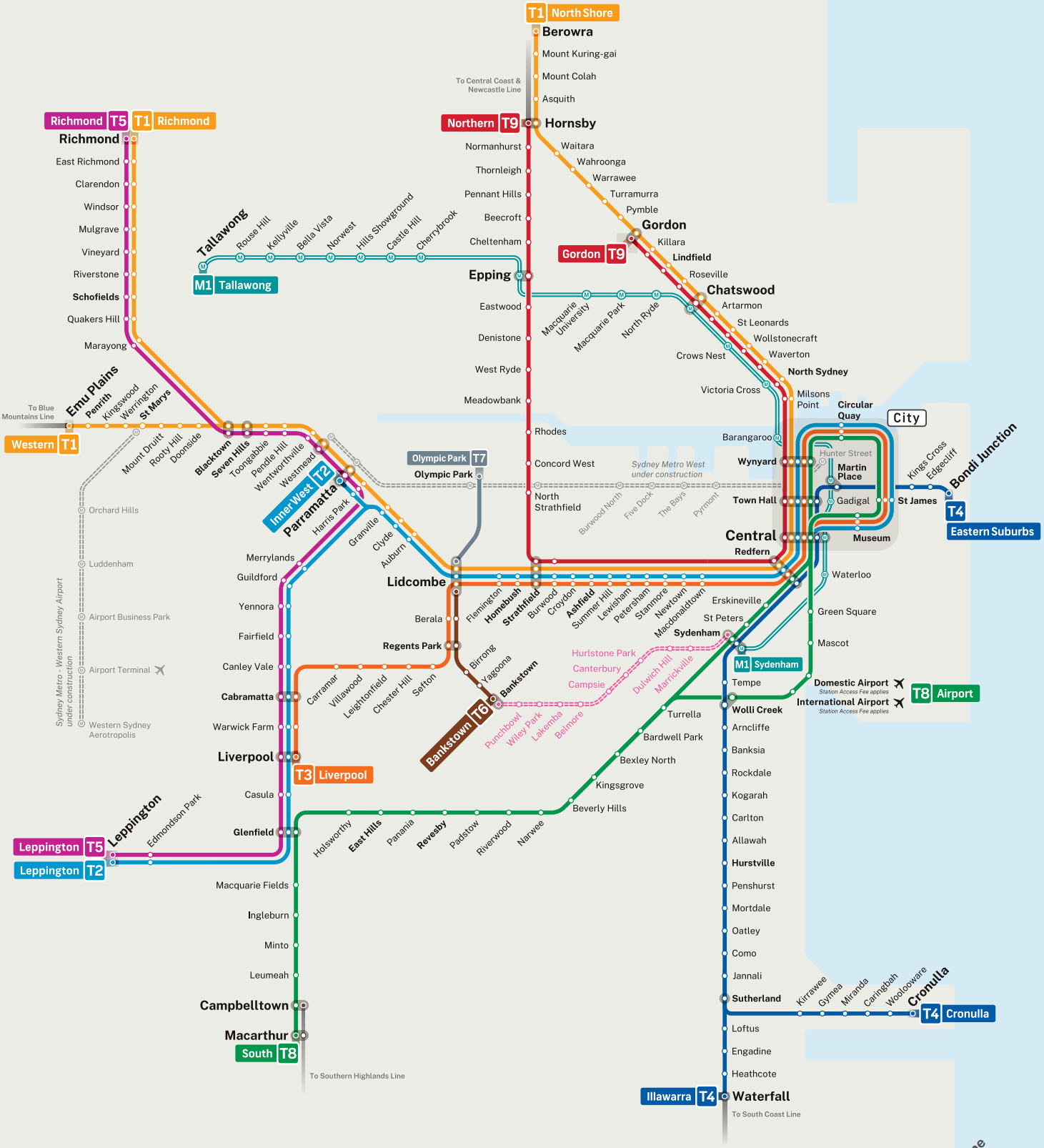
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

Transport Strategies

Appendix D
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**

APXP_SRM_20240701

Your new local metro station is **Crows Nest**

Trains will travel through Crows Nest every 4 minutes during peak times, 5 minutes between peak periods on week days and 10 minutes at other times. This means you can just turn up and go.

Indicative travel times:

Crows Nest to Chatswood in 4 minutes
Crows Nest to Barangaroo in 5 minutes
Crows Nest to Central in 11 minutes
Crows Nest to Sydenham in 18 minutes

Station address

Corner of Pacific Highway and Oxley Street, Crows Nest

Station access

Access and entry is via the corner of Clarke Street and Hume Street; and the corner of Pacific Highway and Oxley Street

Bike facilities

176 spaces

Taxis

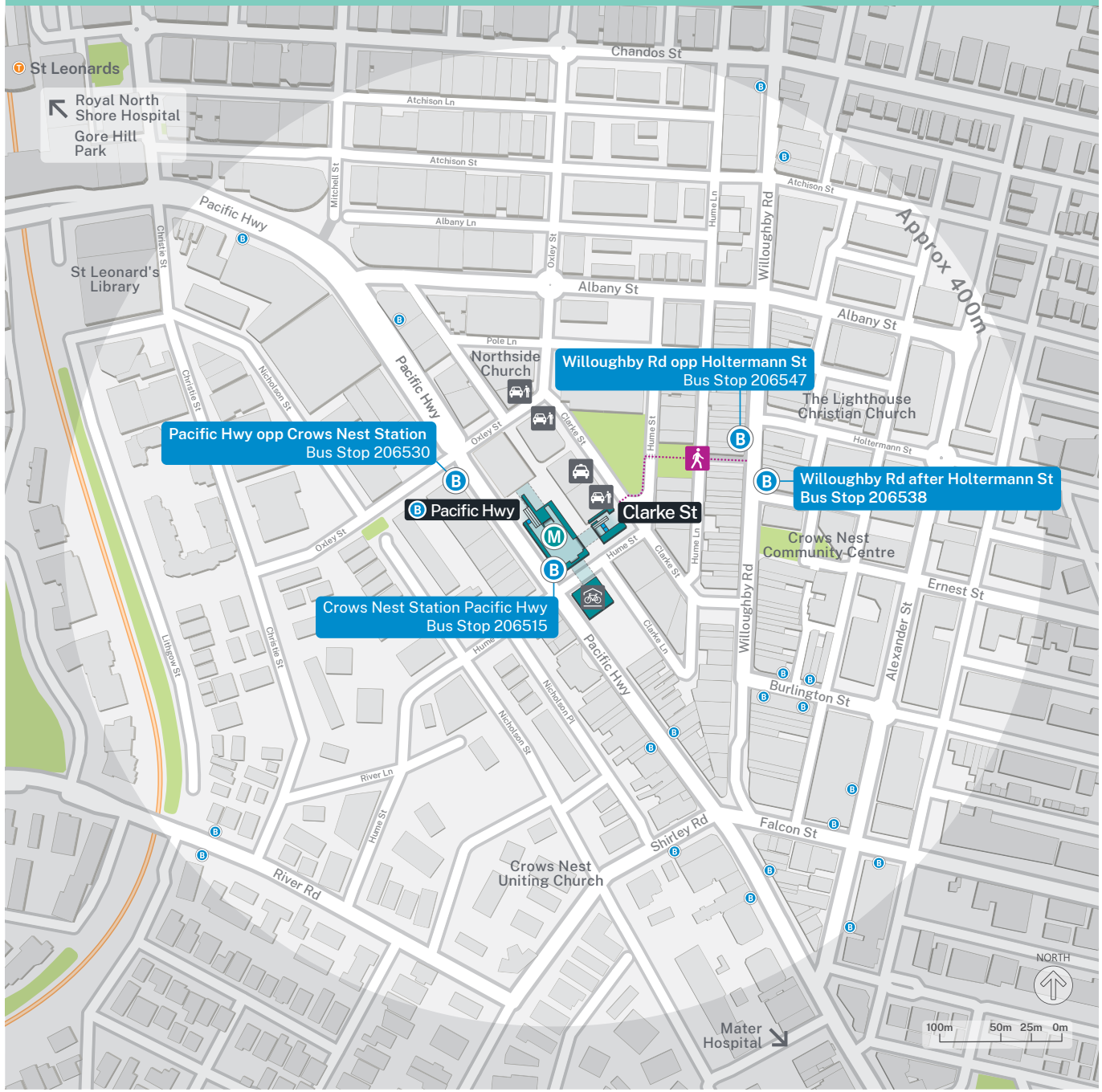
2 spaces

Kiss and ride

7 spaces

Plan your new trip at **transportnsw.info** or via the **Opal Travel App**

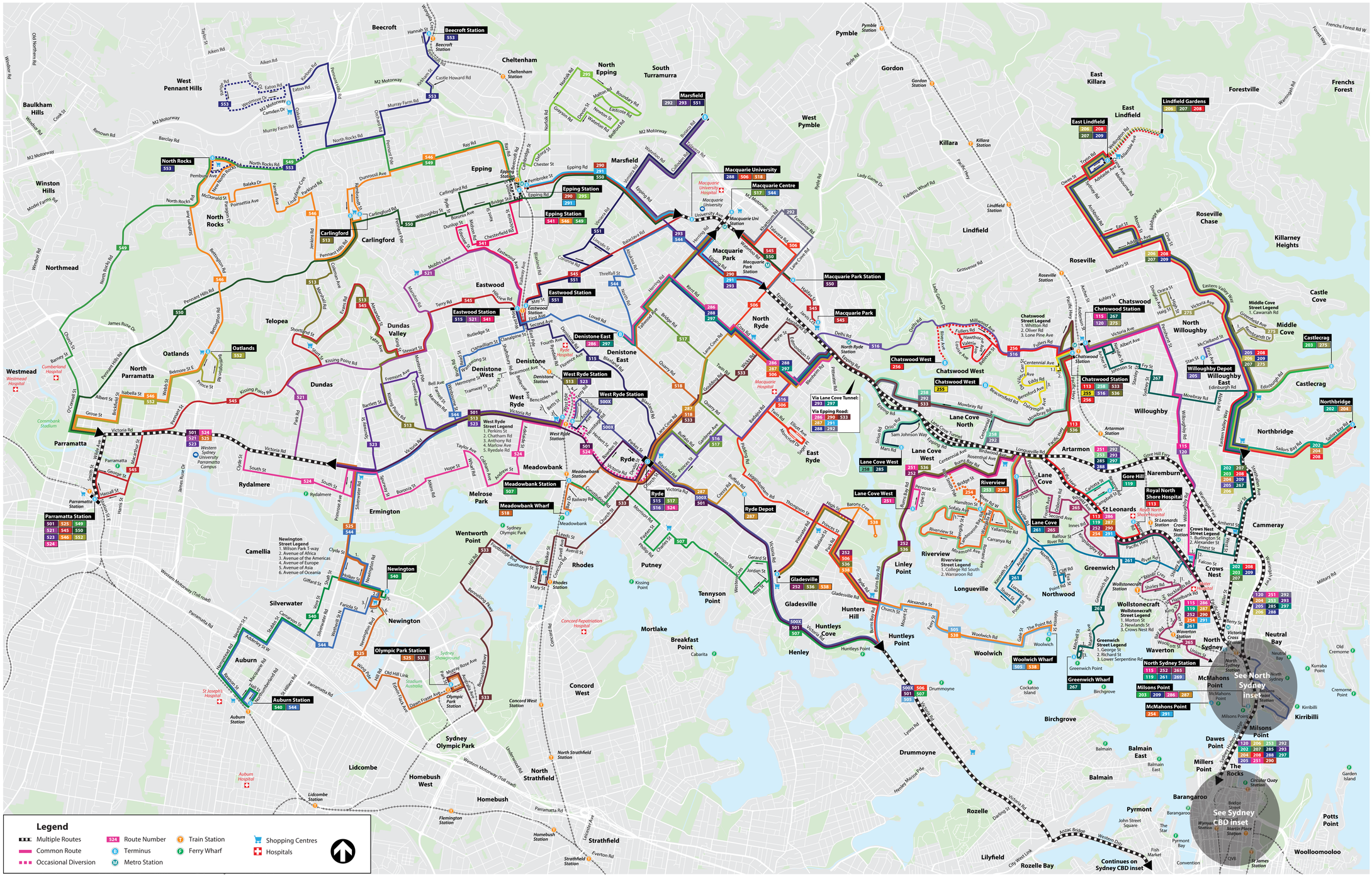
Local area map



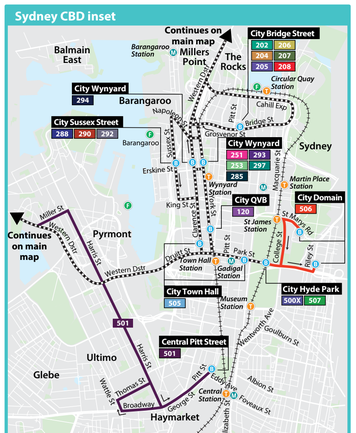
North West Sydney Bus Network Map Effective - 4 August 2024

Busways

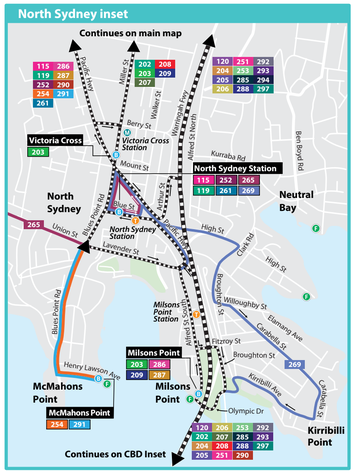
113	Chatswood to Royal North Shore Hospital via Pacific Hwy
115	Chatswood to North Sydney via Willoughby Rd
119	Gore Hill to North Sydney (Loop Service)
120	Chatswood to City, QVB (Loop Service)
202	Northbridge to City, Bridge St via North Sydney
203	Castlecrag to Milsons Point via North Sydney
204	Northbridge 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)



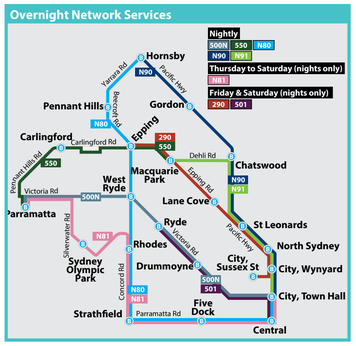
Sydney CBD inset



North Sydney inset



Overnight Network Services



St Leonards Station Public Transport Map

Transport

- Station entry
- Bus stand
- Information
- Tickets
- Stairs
- Escalator
- Lift
- Toilets
- Baby change
- Accessible

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

Sydney Trains

T1 North Shore, Northern & Western Line

Intercity Trains

Central Coast & Newcastle Line

Stand A

Stop no. 206523

140	Manly
143	Manly
144	Manly
200	Bondi Junction
252	City King Street Wharf
254	McMahons Point
265	McMahons Point
286	Milsons Point
287	Milsons Point
290	City Erskine St
291	McMahons Point
602X	North Sydney
612X	Milsons Point
622	Milsons Point
653	Milsons Point
M20	Botany
N90	City Town Hall

Stand B

Stop no. 2065135

140	Epping
252	Lane Cove West
254	Riverview
265	Lane Cove
286	Denistone East
287	Ryde
290	Epping
291	Epping
602X	Rouse Hill Town Centre
612X	Kellyville
622	Dural
653	West Pennant Hills
M20	Gore Hill

Stand C

Stop no. 206521

143	Chatswood
144	RNS Hospital & Chatswood
200	Chatswood

Stand D

Stop no. 2065148

N90	Hornsby

For more information

transportnsw.info

Appendix E

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): _____