79-81 Queens Road and 2-8 Spencer Street, Five Dock

Transport Impact Assessment

DPG Project 37 Pty Ltd

20 March 2026

The Transport Planning Partnership

79-81 Queens Road and 2-8 Spencer Street, Five Dock

Transport Impact Assessment

Client: DPG Project 37 Pty Ltd

Version: V03

Date: 20 March 2026

TTPP Reference: 24086

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
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V02	2/03/26	Clinton Cheung	Ashish Modessa	Ken Hollyoak	Ken Hollyoak
V03	20/03/26	Clinton Cheung	Ashish Modessa	Ken Hollyoak	

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1 Introduction

1.1 Overview

A State Significant Development Application (SSD-78287462) is to be lodged for construction of a mixed-use development at 79-81 Queens Road and 2-8 Spencer Street, Five Dock (the 'site'). The proposed development seeks approval for construction of 2 x shop top housing buildings, including a 5-storey building along Queens Road, and a 26-storey building along William Street, comprising a shared single storey non-residential podium, with 134 dwellings above inclusive of 27 (20%) affordable housing units, ground floor ancillary retail space and five-level basement car parking. The development will be complemented by high-quality landscaped communal open spaces and deliver a separated two-way cycle way along the William Street frontage as part of City of Canada Council's broader vision for the area.

DPG Project 37 Pty Ltd has engaged The Transport Planning Partnership (TTPP) to prepare this Transport Impact Assessment (TIA) to accompany the SSDA.

1.2 Secretary's Environmental Assessment Requirements

This TIA addresses the Secretary's Environmental Assessment Requirements (SEARs) for the project issued on 25 February 2025 which identified the specific assessment requirements summarised in Table 1.1. The relevant section where each requirement is addressed within this report is also provided.

Table 1.1: SEARS Requirements

9. TRANSPORT	
SEARS Requirements - SSD-78287462	**Addressed in Report**
• Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GTIA) published by TfNSW.	This report
• If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Section 6

1.3 Report Structure

The remainder of the report is set out as follows:

- Chapter 1 provides a summary of the project background and SEARS that have been addressed
- Chapter 2 discusses the existing and strategic context surrounding the site
- Chapter 3 provides a brief description of the proposed development

- Chapter 4 assesses the proposes on-site parking provision and internal layout
- Chapter 5 examines the traffic generating characteristics of the proposal and its impact
- Chapter 6 outlines a Green Travel Plan framework to manage travel demand.
- Chapter 7 provides an overview of construction traffic management planning
- Chapter 8 presents the conclusions of the assessment.

1.4 References

Reference has been made to the following documents in preparation of this report:

- Canada Bay Local Environmental Plan 2013 (LEP 2013)
- City of Canada Bay Development Control Plan (Amended DCP 2025)
- NSW State Environmental Planning Policy (Housing) 2021 (SEPP 2021)
- Transport for NSW Guide to Transport Impact Assessment 2024 (TfNSW GTIA 2024)
- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 2016.
- Other documents and data referenced in the report.

2 Site and Transport Context

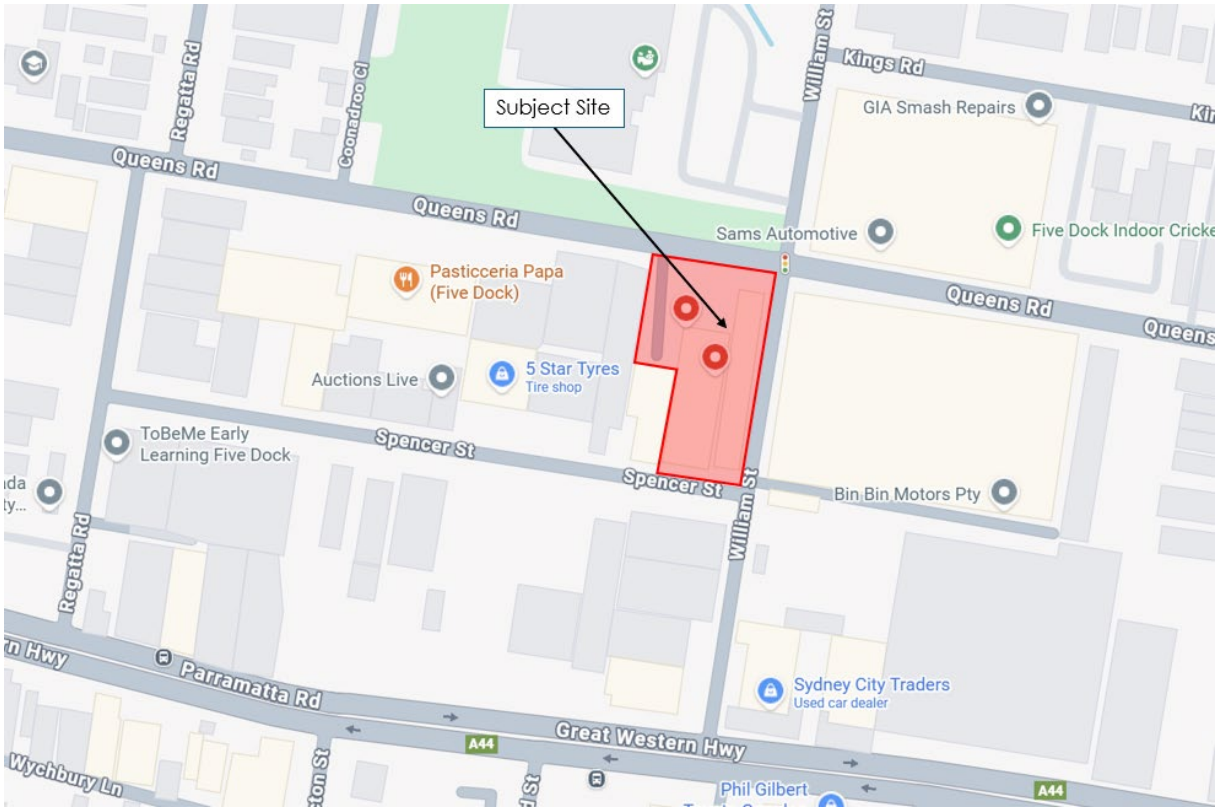
This section discusses the existing conditions of the subject site and surrounding areas including brief discussion of the strategic context such as the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) under the Kings Bay Precinct.

2.1 Site Description

The site is located at 79-81 Queens Road and 2-8 Spencer Street and falls within the local government area of City of Canada Bay Council (Council). The site is zoned as MU1: Mixed Use and Public Recreation (RE1) and is currently occupied by car repair centres and adjacent car park areas with road frontages to Queens Road, William Street and Spencer Street. Land uses surrounding the site are predominantly High Density Residential (R3), Public Recreation (RE1) and MU1: Mixed Use.

The site and surrounds are shown in Figure 2.1, with the surrounding land zoning shown in Figure 2.2.

Figure 2.1: Locality Map



Basemap source: Google Maps.

Figure 2.2: Surrounding Land Use

Basemap source: NSW Planning Portal Land Zoning Map.

Existing vehicular access points to the properties within the subject site is provided along Spencer Street and Queens Road as shown in Figure 2.3 and Figure 2.4 respectively.

Figure 2.3: Existing Vehicle Access – Spencer Street

Source: Google Maps Australia Street View

Figure 2.4: Existing Vehicle Access – Queens Road

Source: Google Maps Australia Street View

2.2 Strategic Context

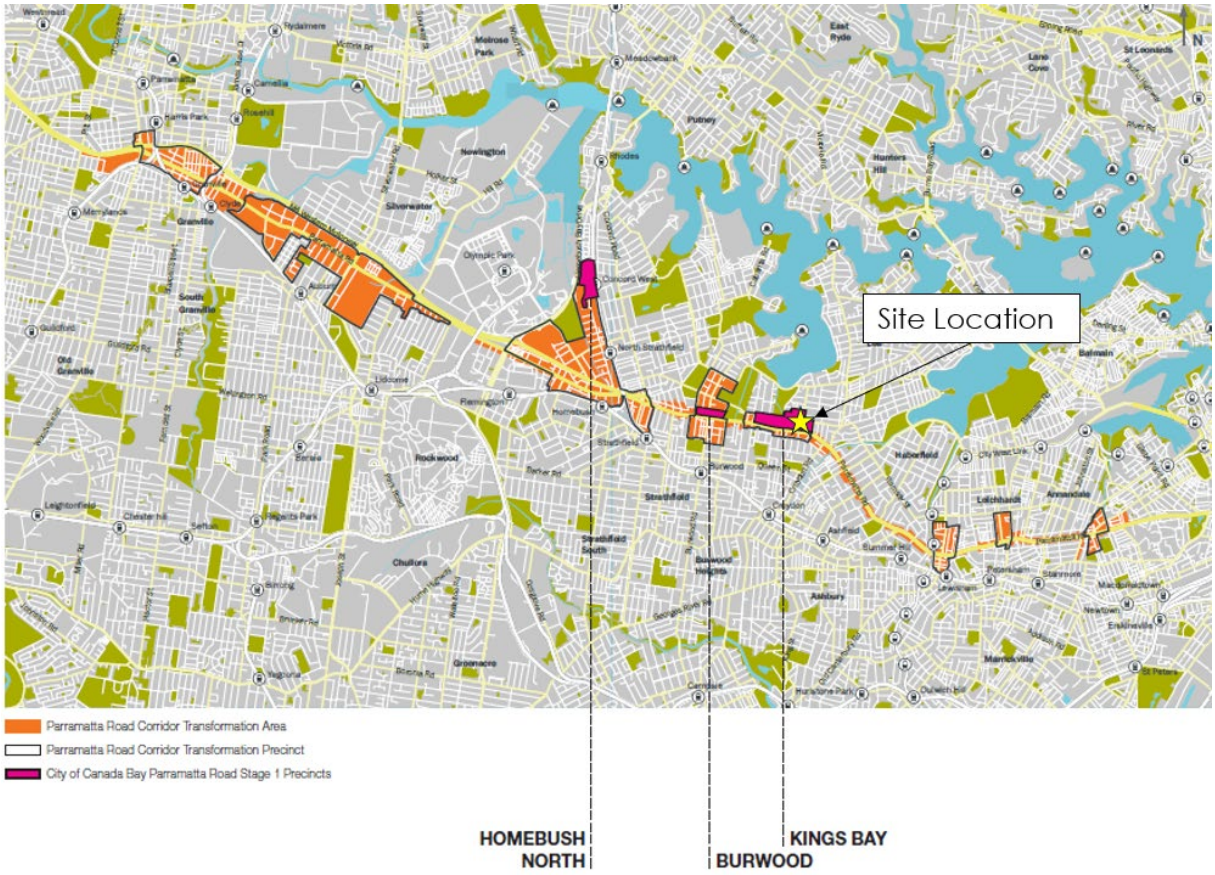
2.2.1 Parramatta Road Corridor Stage 1 Implementation

The proposed site is located within the Stage 1 Implementation region of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) as shown in Figure 2.5. The strategy responds to two broad needs identified in *A Plan for Growing Sydney* – to support growth and make the Parramatta Road Corridor a better place to live, work and visit. A Plan for Growing Sydney is the NSW Government's plan for the future of the Sydney Metropolitan Area over the next 20 years. To realise the Corridor's potential, the Parramatta Road Corridor Urban Transformation Strategy sets out a framework for:

- more efficient and reliable public transport that will connect people and places from east to west and north to south
- housing supply, and provision of diverse and affordable housing
- a series of well-serviced and well-connected communities where people will want to live
- a productive business environment that supports a range of prosperous businesses and a variety of employment opportunities
- a diverse range of spaces, places and links for people to visit, connect with and enjoy

Figure 2.5 below shows the PRUCTS scope and location of Kings Bay Precinct.

Figure 2.5: Parramatta Road Corridor Urban Transformation Strategy Scope



Source: Infrastructure Strategy – Stage 1 PRCUTS Precincts – February 2023.

2.2.2 City of Canada Bay Parramatta Road Stage 1: Kings Bay Precinct

The Kings Bay Precinct forms part of the Parramatta Road Corridor Urban Transformation Strategy and is intended to evolve from a low-scale industrial area into a mixed-use residential urban village. As shown in Figure 2.6, the precinct will feature a dense street network, improved permeability, and a new local centre focused on Spencer Street, which serves as the primary east–west axis for services, local retail, and medium to high-density residential development.

For the proposed site located at 79-81 Queens Road and 2–8 Spencer Street, this positioning places it within the core activity area where increased building heights, streetscape upgrades, and enhanced pedestrian and transport connections are planned. Key improvements include the extension of Spencer Street to the east and west, new active-transport links across the precinct, and a green corridor along William Street that strengthens connections to Barnwell Park Golf Course and nearby foreshore. Development intensity will be highest around the Spencer Street–William Street–Parramatta Road junction, tapering towards surrounding established neighbourhoods.

Figure 2.6: Kings Bay Precinct and Site Extents

Source: Kings Bay Precinct: Concept Plan

2.3 Surrounding Road Network

The subject site is surrounded by a network of state, regional and local roads, a description of the key roads is provided below.

2.3.1 Parramatta Road

Parramatta Road is a classified State Road and functions as a primary east-west arterial link between the western suburbs, inner west and the Sydney CBD following the opening of the M4 WestConnex which has brought from relief to the road. Parramatta Road includes three lanes in each direction, with bus stops provided on both sides. The posted speed limit is 60 km/h.

2.3.2 Queens Road

Queens Road is a classified State Road and functions as an east-west link through Canada Bay. Queens Road provides connectivity to Great North Road to the east and continues as Gipps Road to the west connecting with Concord Road further west. Queens Road generally provides one travel lane and one kerbside parking lane in each direction. Along the site frontage, no kerbside parking is permitted. The posted speed limit is 60 km/h, except where school zone speed limit of 40km/h applies at nearby schools located east (200m) and west (400m) of the site.

2.3.3 William Street

William Street functions as a local collector road aligned in the north-south direction connecting the regional road, Lyons Road West to the north and adjacent to Parramatta River with Parramatta Road to the south. William Street provides one travel lane in each direction. There is No Parking restrictions on the west side of the road adjacent to the site and between Queens Road and Parramatta Road, No Stopping on the east side. The posted speed limit is 50 km/h near the site.

2.3.4 Spencer Street

Spencer Street is a local road aligned in the east-west direction connecting from Regatta Road in the west to William Street in the east. Spencer Street provides one travel lane with unrestricted kerbside parking in each direction.

2.4 Traffic Volumes

As mentioned, the opening of the M4 WestConnex has brought relief to Parramatta Road and the surrounding road network by removing some of the through traffic between the western suburbs, inner west and the Sydney CBD.

To appreciate the benefits of the opening of M4 WestConnex on traffic volumes surrounding the subject site, SCATS detector traffic count data was obtained from Transport for New South Wales (TfNSW) for the following periods at the intersection of Queens Street and William Street (TCS3571):

- Pre-M4 WestConnex opening (July 2019)
- During Covid period between 2020-2021
- Post-Covid period 2025.

The SCATS data was obtained for a typical Thursday weekday and Saturday weekend for the following dates:

- Thursday 31 May 2018 and Saturday 2 June 2018
- Thursday 28 May 2020 and Saturday 30 May 2020
- Thursday 29 May 2025 and Saturday 31 May 2025.

A comparison of the traffic detector volumes during the weekday morning and afternoon and Saturday midday peak hours is summarised in Table 2.1.

Table 2.1: SCATS Detector Count Traffic Analysis

Peak Hour	Date	Total (veh)	% Reduction since 2018
Thursday AM Peak	31-May-18	2,101	-
	28-May-20	1,639	22%
	29-May-25	1,580	25%

Peak Hour	Date	Total (veh)	% Reduction since 2018
Thursday PM Peak	31-May-18	2,098	-
	28-May-20	1,662	21%
	29-May-25	1,653	21%
Saturday	2-Jun-18	2,062	-
	30-May-20	1,519	26%
	31-May-25	1,636	21%

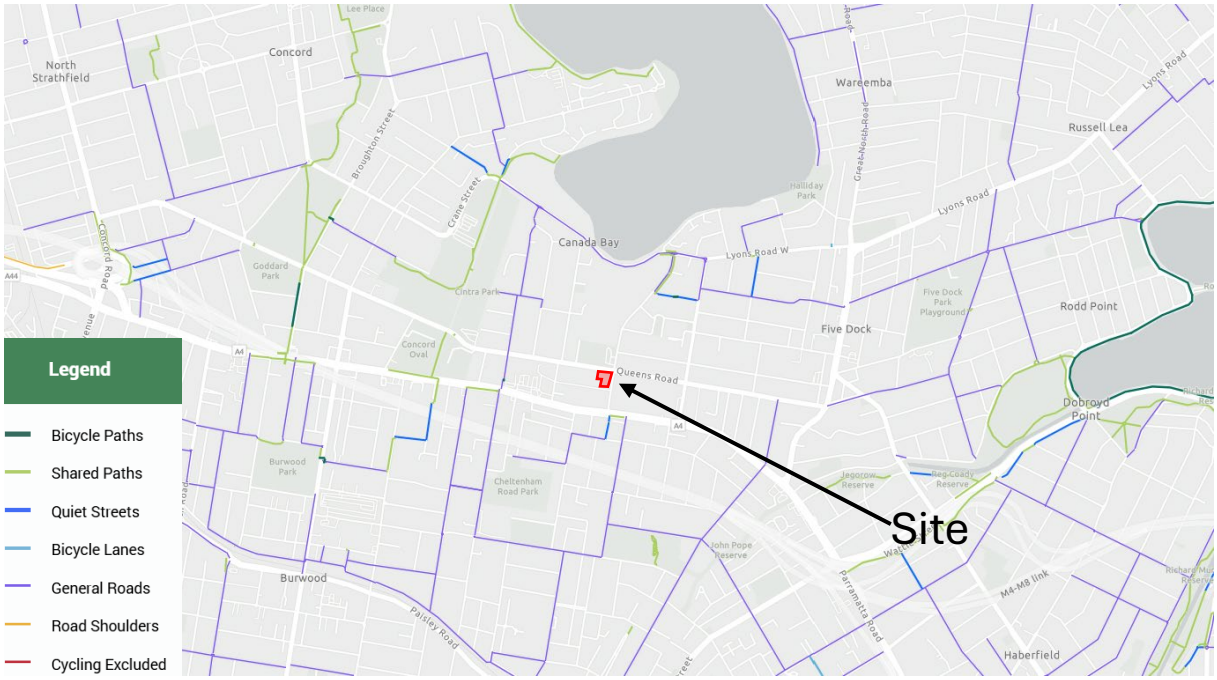
Based on Table 2.1, it is observed that there was an approximately 21-25% reduction in total traffic volumes during the peak hour periods between 2018 and 2025 as a result of the opening of the M4 WestConnex. Furthermore, it is anticipated that further reduction in traffic volumes on the surrounding road network could be expected in the future when the Sydney Metro West becomes operation as detailed in discussed in 2.6.3; these state significant infrastructure projects are contributing factors towards the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) that allows the renewal of the corridor to deliver more housing and employment, including this proposed development.

2.5 Pedestrian and Cyclist Infrastructure

The surrounding streets have paved pedestrian footpaths on both sides of the carriageway, providing good access to nearby facilities. There are signalised crossings on the north, east and south legs of the intersection between Queens Road and William Street.

As shown in Figure 2.7, there are limited cycleway network available near the site, with Council's vision for the network to be expanded including along William Street as proposed to be delivered along the site frontage. It is noted that Queens Road has on-road cycle markings suggesting the road is suitable for mixed-traffic cycling although this is not identified in Figure 2.7.

Figure 2.7: Existing Cycle Network



Source: Transport for NSW, Cycleway Finder

2.6 Public Transport

2.6.1 Bus Services

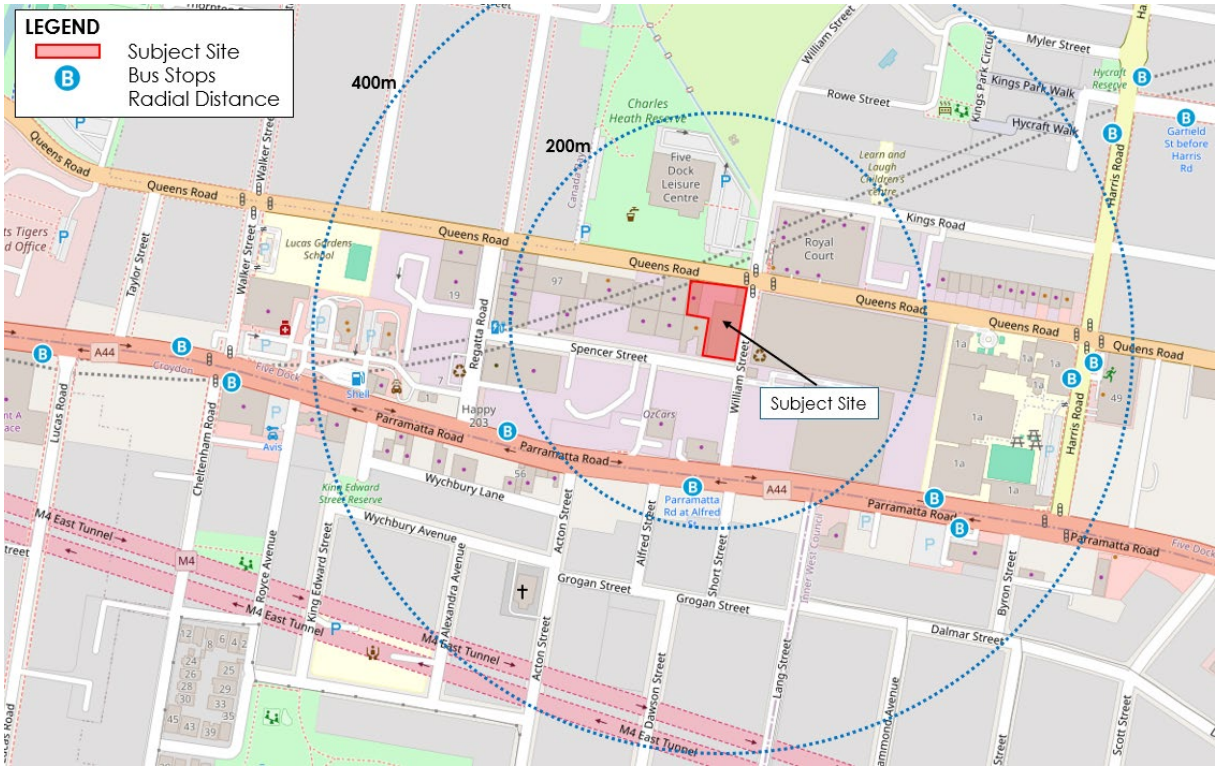
The subject site is within close proximity of high frequency bus services along Parramatta Road. Table 2.2 provides a summary of the surrounding bus routes and their associated frequencies. Figure 2.8 below shows the site's proximity to existing bus stops while Figure 2.9 illustrates the surrounding bus route network.

Table 2.2: Existing Bus Services and Frequencies

Bus Route	Bus Route Description	Service Location	Site Proximity	Frequency	
				Peak	Off-peak
415	Campsie to Chiswick	Parramatta Road at Alfred Street and Regatta Road	200-250m	15-20mins	30mins
461N	City Hyde Park to Burwood			-	30mins
461X	City Domain to Burwood (Express Service)			10-15mins	15mins
530	Burwood to Chatswood			Every 20-30mins	30mins

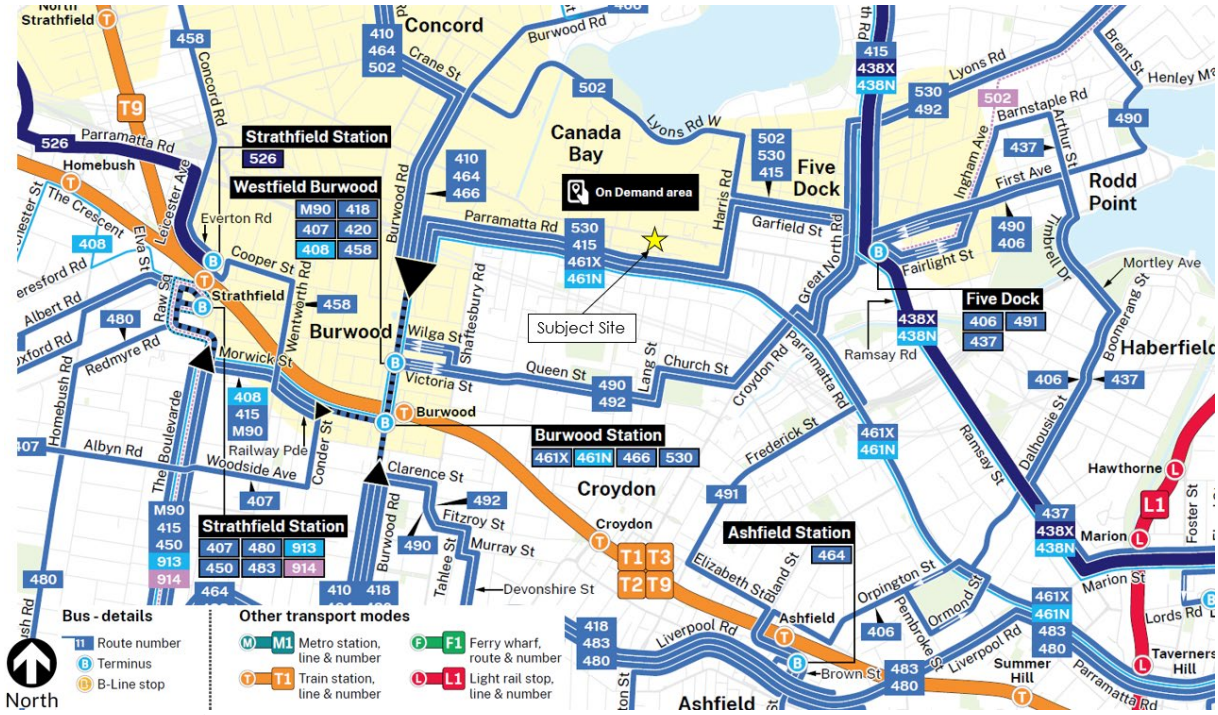
Source: Transport for NSW

Figure 2.8: Surrounding Public Transport



Basemap source: OpenStreetMap

Figure 2.9: Surrounding Bus Network



Basemap source: TfNSW Bus Operator Map – Sydney CBD, Inner West and Eastern Suburbs

2.6.2 Inner West On Demand Service

Figure 2.9 above shows that the subject site lies within an expansive existing Inner West On-Demand service area.

On Demand buses can pick up passengers from an agreed point and drop you off to or from Inner West, including Rhodes Waterside Shopping Centre, Concord General Hospital, Mortlake, Breakfast Point, Cabarita, Canada Bay, Burwood and Strathfield.

Services are provided Monday to Friday between 6am-11.30pm and Weekends/Public Holidays between 8am-8.30pm in the area covering Canada Bay.

Figure 2.10: Inner West On Demand Service

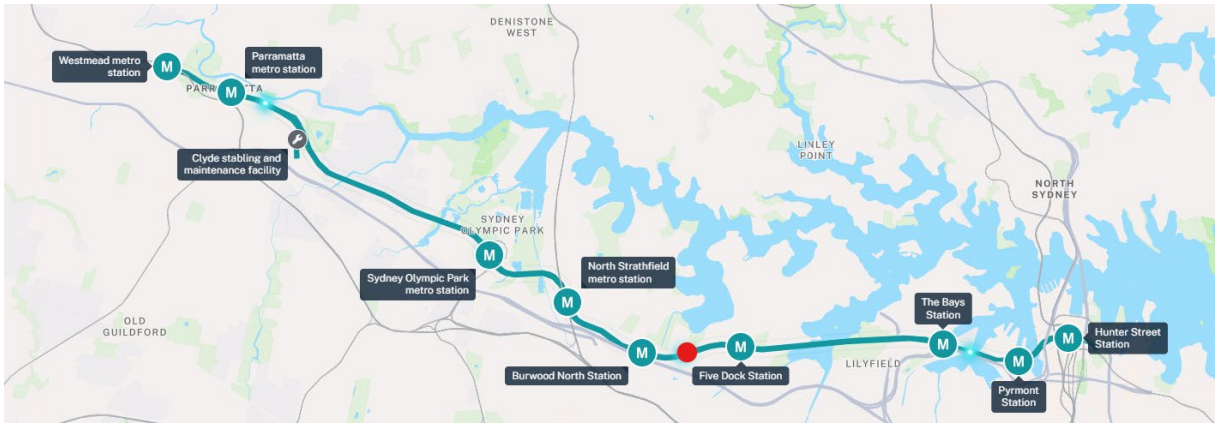
Source: [Inner West On Demand service | transportnsw.info]

2.6.3 Future Metro West Services

The Sydney Metro West will deliver a new metro line, connecting Greater Parramatta and the Sydney CBD. The Sydney Metro West, which is currently under construction, will include a new underground Five Dock Station located along Great North Road between East Street and the corner of Second Avenue/ Waterview Street with entrance access at Fred Kelly Place.

The station will be located approximately 1.2km (15-20-minute walk) from the subject site as shown in Figure 2.11. Once operational, the Metro will offer fast, direct rail connectivity into Sydney's CBD, transforming local public transport access for residents in the Kings Bay Precinct.

Figure 2.11: Sydney Metro West



Base source: [Take a tour of Sydney Metro West | Sydney Metro West | Transport for NSW]

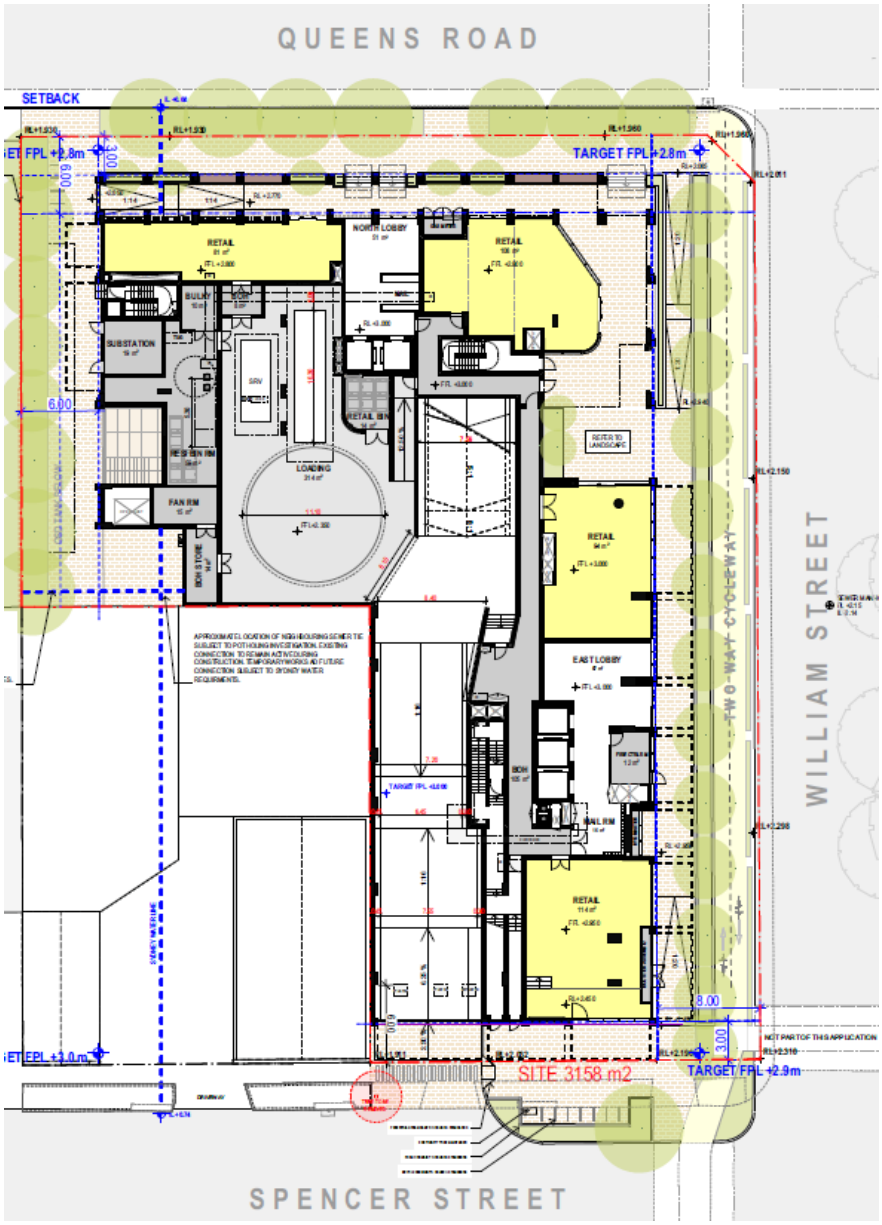
3 Proposed Development

The development proposal is to deliver 134 high-density residential units with ground floor retail area of 397m² GFA. A breakdown of the residential units is shown as follows:

- 33 - one-bedroom units (including 14 affordable units)
- 50 -two-bedroom units (including 13 affordable units)
- 51- three-bedroom units.

The ground floor layout is shown in Figure 3.1, with additional architectural plans provided in Appendix A.

Figure 3.1: Ground Floor Layout



Base source: Plus Studio Architectural Ground Floor Plan

Vehicle access to the car park will be provided via a two-way driveway on the north side of Spencer Street. Car parking will be provided across five basement levels with a capacity of 236 parking spaces, including two service vehicle spaces for 99th percentile vans and utilities. The two existing vehicular accesses off Queen Street, which is a classified road, would be removed and reinstated to kerb and gutter as required.

The proposed vehicle access strategy via Spencer Street is in line with advice provided by (and preference of) TfNSW to restrict access from Queen Street and also William Street which is planned to have a future separated cycleway thus limiting interaction between cyclists and vehicle movements in/ out of the site.

Loading and waste collection will take place on ground floor sharing the vehicular access with the basement car park access. This provides direct access to the residential and retail bin rooms. Access is also available between the loading dock, residential lobby and retail back of house corridor for transporting of goods.

The loading dock includes a turntable allowing vehicles up to a 10.3m garbage truck to enter and exit the dock and site in a forward direction. Two loading bays are provided in the loading dock, one suitable for vehicles up to a 10.3m rigid vehicle and the other a 6.4m small rigid vehicle. There is at least 2.0m clearance provided behind the loading bays for loading and unloading activities.

4 Parking Assessment

4.1 Car Parking Requirement

The car parking requirements for the proposed site have been assessed with reference to the following documents:

- State Environmental Planning Policy (Housing) 2021 (herein, Housing SEPP)
- City of Canada Bay Local Environmental Plan 2013 (herein, LEP)
- City of Canada Bay Development Control Plan 2025 (herein, DCP)

The proposed development consists of affordable (20%) and non-affordable housing components and is also located within a relevant Mixed-Use Zone (MU1) in accordance with *State Environmental Planning Policy (Housing) 2021 Chapter 2 – Affordable Housing*.

Minimum car parking requirements are outlined within the Housing SEPP for the residential component.

Retail and residential visitor parking rates have been assessed against the Canada Bay LEP 2013 Clause 8.11 which stipulates the applicable maximum car parking rates for developments within the Kings Bay Precinct.

An assessment of the car parking requirements for the proposal based on the Housing SEPP and Canada Bay LEP rates is detailed in Table 4.1.

Table 4.1: Parking Assessment

Land Use	Yield	Parking Rate	Source	Parking Requirement
Affordable Housing				
1 Bedroom	14 units	0.4 space per unit	Housing SEPP (minimum rate)	5.6
2 Bedroom	13 units	0.5 space per unit		6.5
			Sub-Total	12
Non-Affordable Housing				
1 Bedroom	19 units	0.5 spaces per unit	Housing SEPP (minimum rate)	9.5
2 Bedroom	37 units	1 space per unit		37
3+ Bedroom	51 units	1.5 spaces per unit		76.5
			Sub-Total	123
			Residential Total (Minimum Rate)	***135***
Retail and Residential Visitor				
Residential Visitor	134 units	0.1 spaces per unit	Canada Bay LEP (maximum rate)	13
Retail	397m^2	1 space per 70m^2		6
			Retail & Residential Visitor Total (Maximum Rate)	**19**

As summarised in Table 4.1, the affordable housing component of the development requires a minimum of 12 spaces under the Housing SEPP while the non-affordable housing component requires a minimum of 123 parking spaces, also based on the Housing SEPP.

The total residential car parking requirement, in accordance with the Housing SEPP, is 135 car parking spaces. A total of 216 residential car spaces has been provided, thereby satisfying the applicable minimum SEPP requirement.

A maximum of 13 residential visitor spaces and 6 retail spaces are permitted based on Canada Bay LEP 2013. A total of 13 residential visitor spaces and 5 retail spaces have been provided, thereby satisfying the applicable maximum LEP requirement.

4.2 Accessible Parking

Council's DCP does not stipulate specific accessible car parking requirements for residential developments. A total of 20 residential and one visitor accessible parking spaces is proposed for the residential component.

Council's DCP stipulates that for retail uses (Class 6) accessible parking is provided at a rate of 1 space for every 50 car parking spaces or part thereof. The development provides 5 retail car spaces including one accessible space which is compliant with DCP requirements.

4.3 Bicycle and Motorcycle Parking Requirements

4.3.1 State Environmental Planning Policy (Housing) 2021

Housing SEPP 2021 does not stipulate specific bicycle or motorcycle parking rates for affordable housing developments therefore reference is made to Council's DCP.

4.3.2 Development Control Plan

Council's DCP Part B – General Controls stipulates minimum bicycle and motorcycle parking.

The minimum bicycle parking requirements for residential and retail uses are as follows:

Residential:

- Resident 1 per dwelling
- Visitor 2 per 10 dwellings

Retail:

- Staff 2 per 250m^2 GFA
- Visitor 2 per unit + 2 per 100m^2 GFA

For motorcycle requirements, where there are more than 30 off-street parking spaces, a minimum of 1 motorcycle parking space shall be provided plus 1 per 30 thereafter.

Table 4.2: Bicycle and Motorcycle Parking Assessment

Parking Type	Land Use	Yield	Resident/Staff Parking Requirement (Minimum)	Visitor Parking Requirement (Minimum)	Resident/Staff	Visitor	Total
Bicycle	Residential	134 units	1 space per unit	2 spaces/ 10 units	134	27	**161**
	Retail	397m² GFA	2 per 250m² GFA	2 per unit + 2 per 100m² GFA [1]	3	16	**19**
Bicycle Parking Total					**137**	**43**	**180**
Motorcycle		234 car spaces	1 space per 30 car spaces		8		**8**

[1] DCP does not define the meaning of 'unit' in retail bicycle parking rate. It has assumed unit refers to number of retail tenancy units and not residential units. There are four retail units proposed.

Based on Table 4.2, the development would require 175 bicycle spaces (156 residential spaces and 19 retail spaces). The site would also require eight motorcycle spaces.

The development proposes to provide 92 double stack bike parking i.e. 184 bicycle parking spaces within the basement car park. An additional 24 bicycle parking spaces would be provided on ground level within the public domain/ communal space areas. It is also proposed to provide eight motorcycle spaces.

Therefore, the development complies with the DCP's bicycle and motorcycle requirements.

4.4 Loading Requirements

Council's DCP Part K – Special Precincts – K20 Kings Bay (PRCUTS) stipulates freight and service vehicle requirements for residential and retail uses.

Table 4.3: Loading Assessment

Land Use	Yield	Service Vehicle Parking Rate	Parking Requirement
Residential	134 units	1 space per 50 apartments for first 200 apartments plus 1 space per 100 apartments thereafter	3
Retail	397m²	1 space per 500m² for first 2,000m² and 1 space per 1,000m² thereafter (50% of spaces for trucks)	1
Total			**4**

Based on Table 4.3, the site would require 4 spaces for service vehicles. The development proposes to provide two service vehicle spaces accommodating up a 10.3m service vehicle within the ground floor loading dock, with two service vehicle spaces accommodating up to 99th percentile vans and utilities proposed in the basement car park.

It is noted that while Council's DCP stipulates that on-site waste collection should be designed for 12.5m HRV access for 'future-proof allowance', the loading bay and turntable have been designed to accommodate up to a 10.3m service vehicle. Provision of a 12.5m HRV on-site access was considered unfeasible given the site constraints and impacts to the through-site link and ground floor activation (i.e. placemaking). Furthermore, given the nature of the development comprising residential and small-scale retail it is not anticipated that 12.5m commercial vehicles would be required to service the site. The vehicle size limitation for the loading dock will be communicated to future retail tenancies and residents and included in any booking system implemented by the development to manage demand.

Servicing and waste management details would be outlined within the Waste Management Plan prepared by the Waste Consultant.

4.5 Car Park Access and Layout

A car park layout, the access ramps, access ramp gradients, headroom clearance have been designed in accordance with AS2890.1, AS2890.2 and AS2890.6, including the following design elements:

- The basement car park spaces designed in compliance with AS2890.1 for Class 1A residential parking facilities with dimensions of 2.4m wide by 5.4m long and 5.8m parking aisles.
- Accessible parking spaces designed in accordance with AS2890.6 with a 2.4m width and 5.4m length, and adjacent shared area of the same dimensions to enable side ramp access. Bollards placed in shared areas as per AS2890.6.
- A minimum aisle width of 5.8m provided. An additional 300mm provided in front of car spaces with columns or walls on the opposite side. Sufficient aisle width provided to accommodate the heavy vehicles up to a 10.3m waste vehicle to and from the loading area.
- A minimum clear head height of 2.2m provided for all circulation areas within the basement car park as required by AS2890.1. A clear head height of 2.5m provided above all the accessible parking spaces as required by AS2890.6.
- All columns located outside of the parking space design envelope as specified in Figure 5.2 of AS 2890.1.
- Dead-end aisles provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1, except for those aisles where accessible parking spaces are located at the end where a 1.0m extension is not required.
- The access ramps designed to meet AS2890.2 requirements on gradient and height clearance suitable for heavy vehicles to the loading area where a turntable is provided to facilitate turnaround movement.
- Appropriate splays provided in accordance with the requirements of Figure 3.3 of AS2890.1 at the access driveway.

5 Traffic Assessment

5.1 Traffic Generation

Traffic generation rates have been sourced from the TfNSW Guide to Transport Impact Assessment 2024 (TfNSW GTIA 2024).

The proposed development traffic has been assessed against the traffic generation rates set out for high density residential developments with low public transport accessibility, noting the site is located greater than 800m of the future Five Dock Metro Station. The site is considered to be Metropolitan Sydney as it is located within 8km of the Sydney CBD.

The typical weekday traffic generation rates are shown as follows for high density residential development (low public transport accessibility, Metropolitan Sydney):

- Weekday AM peak hour 0.134P + 4.9 (where P>147)
- Weekday PM peak hour 0.20P.

Where P: number of off-street parking spaces.

The development provides four separate retail tenancies totalling 397m^2 GFA. All retail car parking is to be allocated for staff only, with no customer parking proposed given the prime location of the site that would likely see the retail tenancies attract walk-up customers from the local area. It is not expected that any retail staff trips will be occurring during the weekday commuter peak hours as the staff will be either already on site or arrive after during the morning peak hour, similarly, the staff will depart before or after the afternoon peak hour. Therefore, no traffic generation is expected for the retail component during the assessed weekday peak hours.

Table 5.1: Estimated Traffic Generation

Land Use	Yield	Weekday Traffic Generation Rate		Weekday Vehicle Trips	
		AM Peak	PM Peak	AM Peak	PM Peak
Residential	216 spaces	0.134P + 4.9	0.20P	34 trips	43 trips
Retail	5 staff spaces	Outside of Peak	Outside of Peak	-	-
Total Trips				**34 trips**	**43 trips**

Based on the estimated traffic generation, the development is estimated to generate between 34-43 vehicle trips during the weekday commuter peak hours.

Consideration has not been given to the net change in future traffic generation of the site by accounting for the existing traffic generation of existing uses on the site which includes an autobody repair shop and used car showroom.

Notwithstanding, the maximum 43 vehicle trips equates to approximately 1 vehicle trip every 1-2 minutes.

5.2 Traffic Impact

The maximum 43 vehicle trips equate to approximately 1 vehicle trip every 1-2 minutes which is considered low.

As found in Table 2.1, there has been an approximately 21-25% reduction in total traffic volumes at the signalised intersection of Queens Street and William Street (TCS3571) during the peak hour periods between 2018 and 2025 as a result of the opening of the M4 WestConnex. Furthermore, it is anticipated that following the future opening of the Sydney Metro West there would be further reduction in traffic volumes on the surrounding road network due to an increased uptake in public transport services. These state significant infrastructure projects are the contributing factors towards the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) that allows the renewal of the corridor to deliver more housing and employment, including this proposed development.

Nonetheless, consideration has been given to understand the likely increase in turning movements at any intersection as a result of the proposed development.

The following typical inbound / outbound directional traffic splits for high density residential developments have been adopted:

- Weekday AM Peak: 25% inbound / 75% outbound
- Weekday PM Peak: 65% inbound / 35% outbound.

The resultant inbound and outbound vehicle trips based on the above directional traffic splits is as follows:

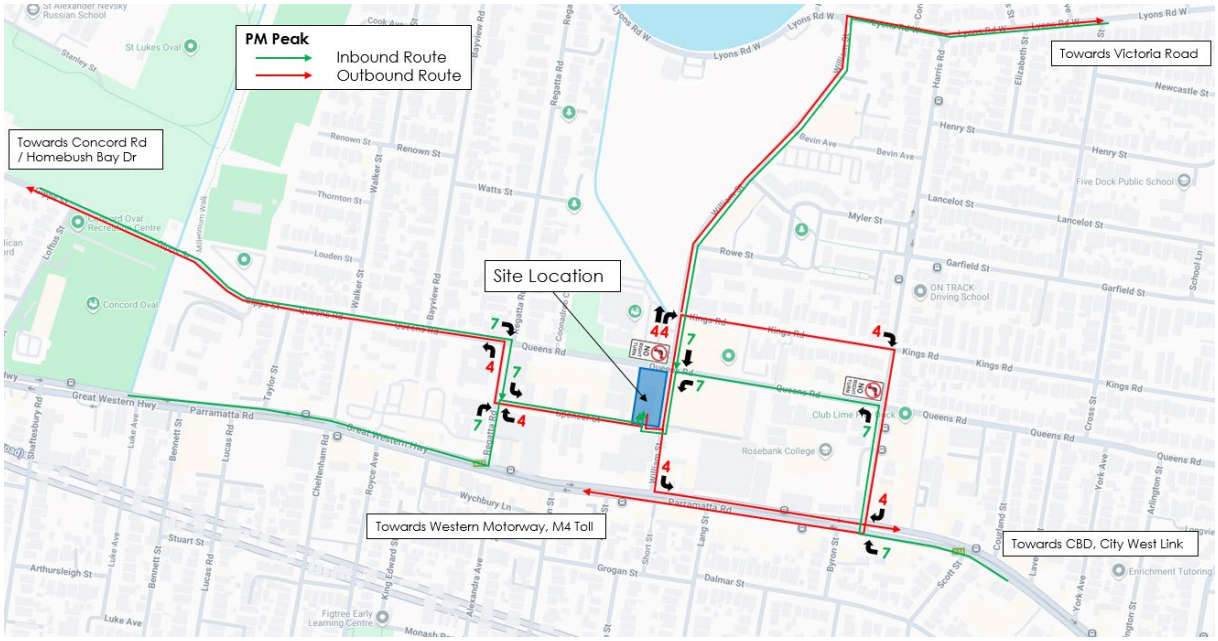
- Weekday AM Peak: 9 inbound trips / 25 outbound trips
- Weekday PM Peak: 28 inbound trips / 15 outbound trips.

It is noted again that the above estimated trips do not factor in the traffic reduction of the existing site generation. On this basis, the trips are considered to be conservative despite already being a low quantum of traffic.

The estimated trips have then been equally distributed based on the likely routes inbound to and outbound from the site and key employment hubs including Parramatta, Macquarie Park, Chatswood, North Sydney and Sydney CBD.

Noting that the weekday PM peak generates the greater number of trips, the trip distribution for the PM peak is shown in Figure 5.1.

Figure 5.1: Weekday PM Peak Traffic Distribution



Based on Figure 5.1, the maximum development traffic to be distributed at any key intersection surrounding the site would be at the intersection of Queens Street/ William Street (TCS3571) with 22 vehicle trips across four different movements through the intersection. This equates to an additional vehicle every two minutes through the intersection or an additional vehicle every eight minutes for any turning movement.

Based on the SCATS volumes for the intersection summarised in Table 2.1, a total volume of 1,653 vehicles passed through the intersection during the weekday PM peak hour. Therefore, 22 additional vehicle trips represent one percent of the total hourly traffic volume.

This level of traffic at a signalised intersection would be imperceptible in SIDRA traffic modelling and hence traffic modelling was not undertaken for this assessment.

Therefore, the proposed development is not expected to negatively impact the surrounding road network from a traffic perspective.

6 Overview Green Travel Planning

6.1 Role of a Green Travel Plan

The purpose of a Green Travel Plan (GTP) is to encapsulate a strategy for managing travel demand that embraces sustainable transport principles. A GTP will encourage use of transport modes with a low environmental impact such as public transport, carpooling, walking and cycling.

6.2 Green Star Building

A GTP will be a key component of the proposed development in targeting the 5-star rating from the Green Star rating criteria for Movement and Place. The main outcome of the Movement and Place criteria is to encourage occupants and visitors to use active, low carbon, and public transport options instead of private vehicles.

To achieve the criteria, the building's design and location must be shown to reduce emission from transport, promoting public transport use, and reduce vehicle kilometres travelled compared to a reference building. The changes must be as follows:

- Emission Reduction: 40%
- Active Mode Encouragement: 90%
- Vehicle Kilometres Travelled (VKT) Reduction: 20%.

The following sections details the methodology to achieve the above criteria.

6.3 Existing and Future Transport Context

As detailed in Section 2.4, the subject site is serviced by a number of high-frequency bus services located on Parramatta Road and Harris Road, which includes services connecting to Sydney CBD and Chatswood. Additionally, the site is located within an expansive existing Inner West On-Demand service area which allows connectivity to surrounding areas which are not serviced by railway stations or frequent bus services.

The Sydney Metro West, currently under construction, will include a new underground Five Dock Station located approximately 1.2km (15-20-minute walk) from the subject site. Once operational, the Metro will offer fast, direct rail connectivity into Sydney's CBD, transforming local public transport access for residents in the Kings Bay Precinct.

The subject site is located within the planned Kings Bay Precinct under the PRCUTS strategy. The PRCUTS Strategy sets out a framework for more efficient and reliable public transport that will connect people and places from east to west and north to south, provide housing supply, and provision of diverse and affordable housing and support a diverse range of spaces, places and links for people to visit, connect with and enjoy.

6.4 Pedestrian and Cycling Infrastructure

Pedestrian paths are provided along all roads surrounding the subject site. Signalised pedestrian crossing facilities are provided on the north, east and south approaches of the Queens Road and William Street intersection located at the corner of the subject site.

There are currently limited cycling facilities near the subject site. However, as part of the PRCUTS strategy for the Kings Bay Precinct, cyclist infrastructure is planned, including along the west side of William Street, to be provided particularly to provide connectivity across Parramatta Road. There are also plans for a signalised pedestrian crossing facility to be provided on the west approach of the Queens Road and William Street intersection.

6.5 Methods of Encouraging Modal Shift

The following measures may be implemented as part of any future Green Travel Plan to encourage higher uptake of sustainable travel amongst residents to/ from the subject site:

- Public Transport
  - Provide service timetable and public transport map for nearby bus services on noticeboards located in common areas where they will be visible to all residents.
- Walking and Cycling
  - A walking map showing essential amenities near the site can be provided on noticeboards, newsletters, websites and social media to inform residents that they do not need to travel far to access nearby supermarkets, restaurants, medical centres, sports facilities, etc.
  - Establish a walking and cycling group, where all residents would be invited to walk and/or cycle together around the neighbourhood. This initiative would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.
- On-site measures
  - Access to high-quality internet services to give residents an option to work on-site,
  - Gym facilities as an alternative from travelling off-site.
- Off-site measures
  - Improved signage and wayfinding from key public transport hubs, to improve the walking and cycling experience. Signage would include wayfinding for cyclists to direct them to the best and safest route to the site and other key destinations.
- Transport Access Guide (TAG)
  - Provision of a TAG to all residents to inform them of their transport options. A TAG is a concise presentation outlining how to reach a site via sustainable modes of transport.

6.6 Monitoring of the GTP

Monitoring of any future Green Travel Plan will be undertaken to ensure residents are continually informed of sustainable transport options for travelling to/ from the subject site, while encouraging them to adopt more sustainable methods of travel. The monitoring of the Plan may require a travel survey of residents to be undertaken with a focus to establish travel patterns and mode share of trips to/ from the site.

It will also be necessary to investigate feedback from residents to ensure that the objectives and targets of the GTP are achievable.

For a GTP to be successful, it is key to establish the following measures:

- Communication – good communication is necessary to promote health, environmental and economic benefits of sustainable transport and provide information about the alternative option to driving alone.
- Commitment – the Plan involves changing established habits or providing the motivation for people in new developments to choose a travel mode other than private car use. To achieve cooperation, incentives or rewards for changing travel behaviour may be necessary.
- Building consensus – it will be necessary to obtain broad support for the introduction of the Plan from residents and employees.

Once the GTP is adopted, it is essential to maintain interest in the scheme. Each new initiative in the Plan will need to be publicised.

A GTP should be updated at regular intervals (i.e. annually) to reflect any new changes to the surrounding transport infrastructure and determine new initiatives to encourage residents and staff to choose sustainable transport options.

6.7 Example of Successful Plan – Harold Park

Harold Park Paceway was redeveloped as a precinct comprises accommodating approximately 2,500 residents and approximately 500 workers.

A GTP was implemented at the site which provided high quality travel information, logical and straight pedestrian and cycle connections and benefitted from a light rail station. In addition, each new occupant was given pre-paid public transport tickets to influence their behaviour from Day 1 of occupation.

Following occupation of the site, cordon counts were undertaken to record all of the traffic entering the precinct and this showed that traffic generation was between 0.19 and 0.24 trips per dwelling – some 33% lower than that anticipated during the planning process.

The Travel Plan was recognised as being a key factor in this traffic reduction.

7 Construction Traffic Management Overview

7.1 Description of Construction Activities

This preliminary construction traffic management plan (CTMP) has been prepared to address the industry-specific SEARS (Housing) requirement (No. 9 – Transport).

At this stage, a construction contractor has not been appointed. Therefore, details provided in this chapter are preliminary in nature to inform a future detailed CTMP that will be prepared by the appointed contractor for approvals from the relevant consent authorities prior to the issue of any Construction Certificate.

The purpose of this preliminary CTMP is to detail how traffic, pedestrians and public transport can be managed during construction works. This CTMP framework will provide a strategy to reduce the impacts to traffic and access on the surrounding roads to provide a safe road environment, while maintaining access for all road users and the local community.

Construction activities for the proposed development will primarily involve:

- Demolition
- Bulk excavation, earthworks and site establishment
- Building structure construction
- Façade and internal fittings
- Public domain and landscaping works.

Whilst the extent of the main building works will be wholly contained within the site boundary, there are proposed to be some road related works along the William Street and Spencer Street frontages to achieve Council's desired outcome for the adjacent roads. In addition, it is expected there will be a need for on street works zones for unloading and loading activities.

Such activities would aim to limit impact to the surrounding road network and neighbouring property accesses.

7.2 Work Hours

Demolition and construction activities will be completed subject to approved construction work hours detailed in the relevant development consent conditions. It is assumed that future development consent conditions will stipulates similar work hours to the following:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 7:00am to 1:00pm
- No work to be undertaken on Sundays or public holidays.

Any works outside the approved work hours (as detailed in the relevant consent conditions) will be subject to separate applications to Council.

7.3 Construction Workers and Parking Arrangements

No on-site construction parking will be provided. All construction workers will be encouraged to use public transport and/or carpooling, wherever possible, to travel to/from the site.

The following measures would be implemented to encourage staff to utilise public transport:

- Provision of a secure tool storage facility on-site to allow tradespeople to safely store tools required for the project allowing them to use public transport to travel to and from the site on a daily basis.
- During the site induction phase and regular management meetings, staff would be instructed to use public transport when travelling to the site and public transport timetables.

Workers will also be informed of restricted parking conditions on-site and the surrounding road network. Workers may park on surrounding local roads but they will be encouraged to carpool if driving is the choice of transport. These roads typically have low parking occupancy in close vicinity of the site and no adverse parking impact is anticipated.

7.4 On-Street Work Zone

It is anticipated that a construction on-street work zone will be required during the construction to help facilitate loading and unloading of construction equipment and materials.

Class B hoarding would be required for any loading/ unloading of materials over the footpath using a tower crane located within the site.

A separate application will be submitted to Council by the contractor to obtain the relevant permits.

7.5 Construction Vehicle Types and Generation

Construction vehicles used for the construction activities will need to consider existing geometrical constraints of the surrounding road network. Construction vehicles likely to be generated by the proposed construction activities may include:

- Articulated trucks for delivery of large items to the site
- Rigid vehicles up to a 12.5m Heavy Rigid Vehicles (HRV) for transportation of large construction material, including crane trucks, bogies and concrete agitators
- Utility vehicles, vans and cars for delivery of small construction material and construction workforce transportation.

The potential traffic generation of the construction activities will be dependent on a number of factors, including staging of works. As a guide, it is reasonable to estimate that the site could generate on average four to six trucks per hour or up to 12 trucks per hour during peak activities, the latter equivalent to one vehicle every five minutes.

As estimated in Chapter 5, the development could generate up to 43 vehicle trips per hour following occupation, equivalent to one vehicle every 1-2 minutes. Therefore, the construction activities are expected to generate considerably less traffic than planned for the site. Moreover, the construction vehicles would utilise roads that also services frequent bus routes and, therefore, the roads are expected to be suitable for construction vehicles. As such, the construction vehicles are not expected to have any adverse traffic impact to the surrounding road network.

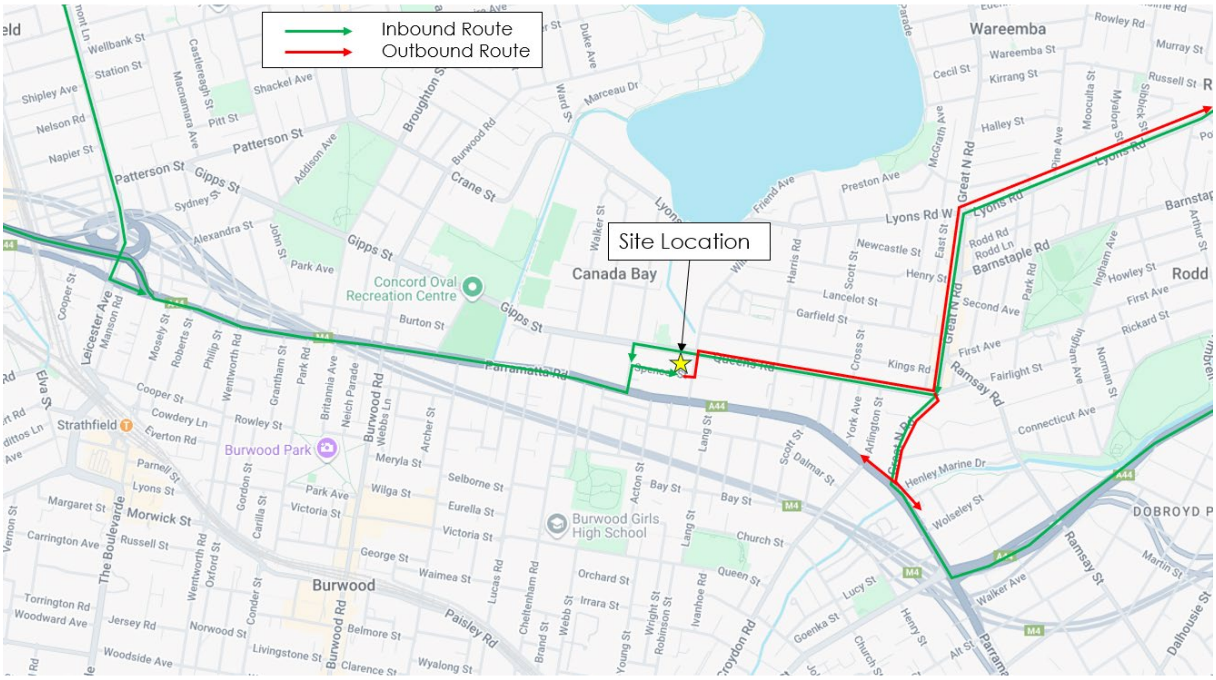
The future detailed construction traffic management plan will consider the impact of the construction activities and with consideration to any nearby construction sites to ensure that the impacts on the surrounding road network can be managed.

7.6 Construction Vehicle Routes

Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on local streets near the site. All truck drivers will be advised of the designated routes to/from the site.

The expected construction vehicle routes are shown in Figure 7.1 and would require verification to determine any construction vehicle size limitations.

Figure 7.1: Construction Vehicle Route



Basemap source: Google Maps.

7.7 Transport Impact

7.7.1 Impact on the Road Network

Workers would commute to/from site before the construction start time and after the construction end time, which fall outside of the road network peak periods. Moreover, construction workers are encouraged to carpool and use public transport to access the site, reducing vehicle trips generated by construction workers. Therefore, there is likely to be minimal traffic impact on the road network due to low number of construction vehicles during the road network peak periods.

7.7.2 Impact on Pedestrians and Cyclists

Class B hoarding is expected to be used to provide overhead protection where pedestrian access is required to be retained along the site frontages. Any proposal to close footpath and crossing facilities would require consultation with relevant authorities. All relevant permit approvals will be obtained from the relevant authority prior to the commencement of such construction works.

7.7.3 Impact on Public Transport

Construction works and associated site access are not expected to impact the operation of bus services operating nearby the site. Bus operation will be maintained at all times for the duration of the construction works.

In terms of public transport patronage, while the workforce would be encouraged to use public transport, the number of workers is not anticipated to generate any significant demand that could have adverse impacts on public transport services.

On this basis, no adverse impacts are expected on public transport services.

7.7.4 Impact on Emergency Services

The proposed construction activities are not expected to create any adverse impacts to emergency vehicle access. As such, no special provisions for emergency service vehicles would be required as part of the proposed construction activities. Emergency vehicle access is to be maintained at all times.

7.8 Traffic Guidance Scheme

Traffic Guidance Schemes (TGSs) will be required to be prepared and submitted to Transport for NSW and Council prior to construction commencing to appropriately manage the use of the designated construction routes and works zones.

The TGSs will outline how potential construction vehicle movements will be accommodate in and around the site. Such TGSs for the interface between the site and surrounding road network will be included with the detailed construction traffic management plan.

7.9 Community and Motorist Notification

Neighbouring residents and businesses will be notified by letterbox drop with regard to the construction works for the approved work hours, anticipated impacts and traffic management plan. Temporary advanced warning signs will advise motorists of their approach to the site access.

8 Conclusion

This Transport Impact Assessment was prepared to accompany a State Significant Development Application (SSD-78287462) for construction of a mixed-use development comprising residential apartments with ancillary retail developments at 79-81 Queens Road and 2-8 Spencer Street, Five Dock.

Key findings in this traffic and transport assessment include:

- The proposed development would be composed of the following:
  - 134 residential apartments including 27 affordable units (20%).
  - Ground floor retail (approximately 397 m^2 GFA).
  - Roof terrace including communal facilities.
- The proposed development is subject a minimum total statutory parking requirement of 135 residential car spaces in accordance with Housing SEPP. The Housing SEPP does not specify requirements on visitor parking.
- The Housing SEPP 2021 requires a minimum parking provision of 135 spaces for the residential component and Canada Bay LEP 2013 permits the development to provide a maximum of 6 car spaces for the retail component and 13 residential visitor spaces.
- The proposed development would provide 216 car parking spaces for the residential component, with 2 service vehicle spaces for 99th percentile vans/utilities, 5 retail staff spaces and 13 spaces for residential visitors.
- The proposed provision complies with the minimum requirements of the Housing SEPP and maximum requirements of the LEP. The residential visitor parking is provided along with the retail parking allowing the shared use of the spaces.
- The development is expected to comply with the Canada Bay DCP 2025 requirements for accessible, motorcycle and bicycle parking.
- The provision for 2 ground floor loading bays in the loading dock and the 2 service vehicle spaces in the basement car park complies with the Canada Bay DCP 2025.
- The proposed loading and parking layout is generally consistent with the dimensional requirements as set out in the Australian Standard for Off-Street Parking series.
- The development is expected to generate up to 43 trips in any weekday peak hour. When accounting for the traffic generation of the existing uses on the site, the net change in traffic generation by the site is expected to be lower. Notwithstanding, the maximum 43 vehicle trips equates to approximately 1 vehicle trip every 1-2 minutes which is considered low.
- Furthermore, when the development traffic is distributed across the road network, there could be an increase of 22 trips though the Queens Street/ William Street (TCS3571) intersection (i.e. an additional vehicle every two minutes) or seven trips for any movement (i.e. an additional vehicle every eight minutes).

- The development traffic through the Queens Street/ William Street (TCS3571) intersection also represents one percent of the total hourly traffic volume.
- Therefore, the development is not expected to negatively impact the surrounding road network from a traffic perspective particularly when considering the major transport infrastructure projects recently or to be delivered allowing the transportation of the area.

Overall, SSD can be supported from a traffic, transport and parking perspective.

Appendix A

Architectural Plans

DEVELOPMENT APPLICATION

79-81 QUEENS ROAD & 2-8 SPENCER STREET, FIVE DOCK, NSW 2046

DEVELOPMENT SUMMARY

SITE AREA:	3158.4 m^2
EXISTING FSR:	3:1 + 30% bonus = 3.9:1
ALLOWABLE FSR:	3.3:1 + 30% bonus = 4.29:1
ACHIEVED GFA:	14218.04 m^2
ACHIEVED FSR:	4.50
NO. OF APARTMENTS:	134
CAR PARKING:	236

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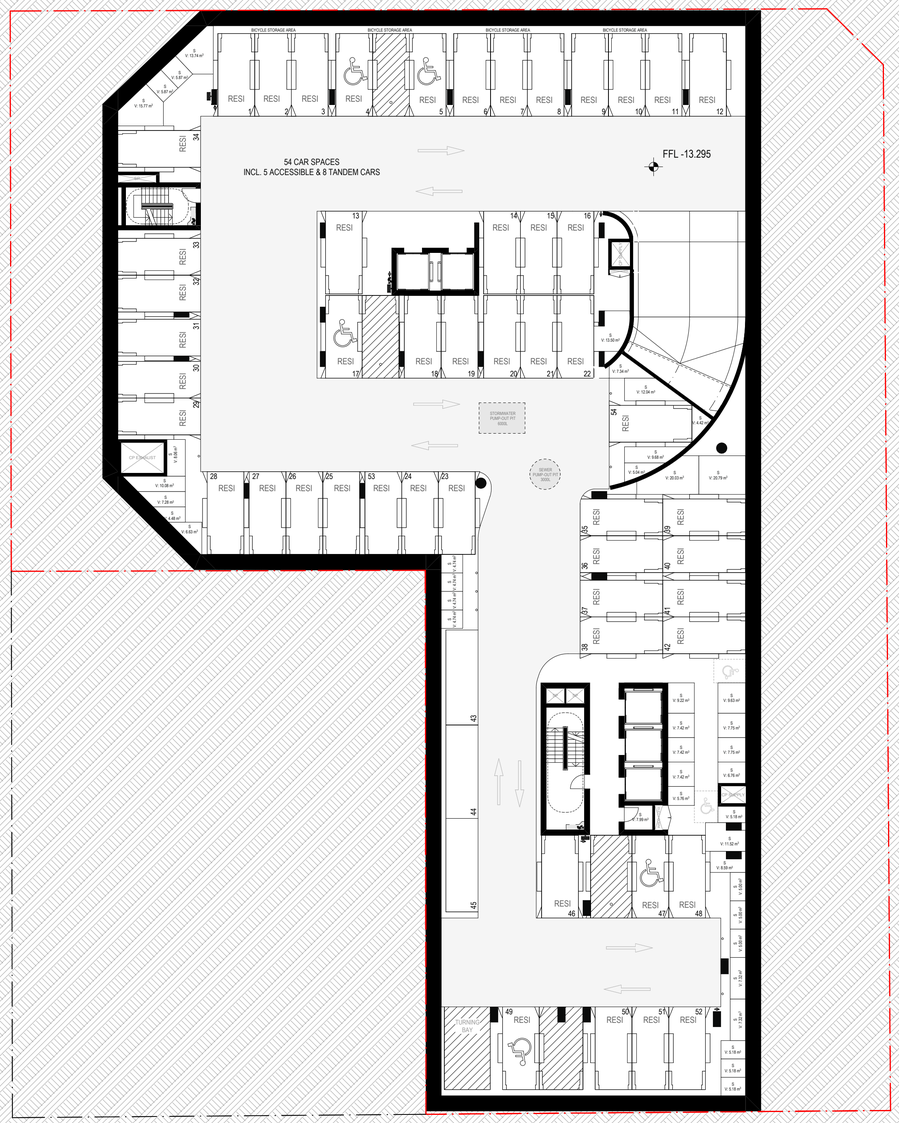

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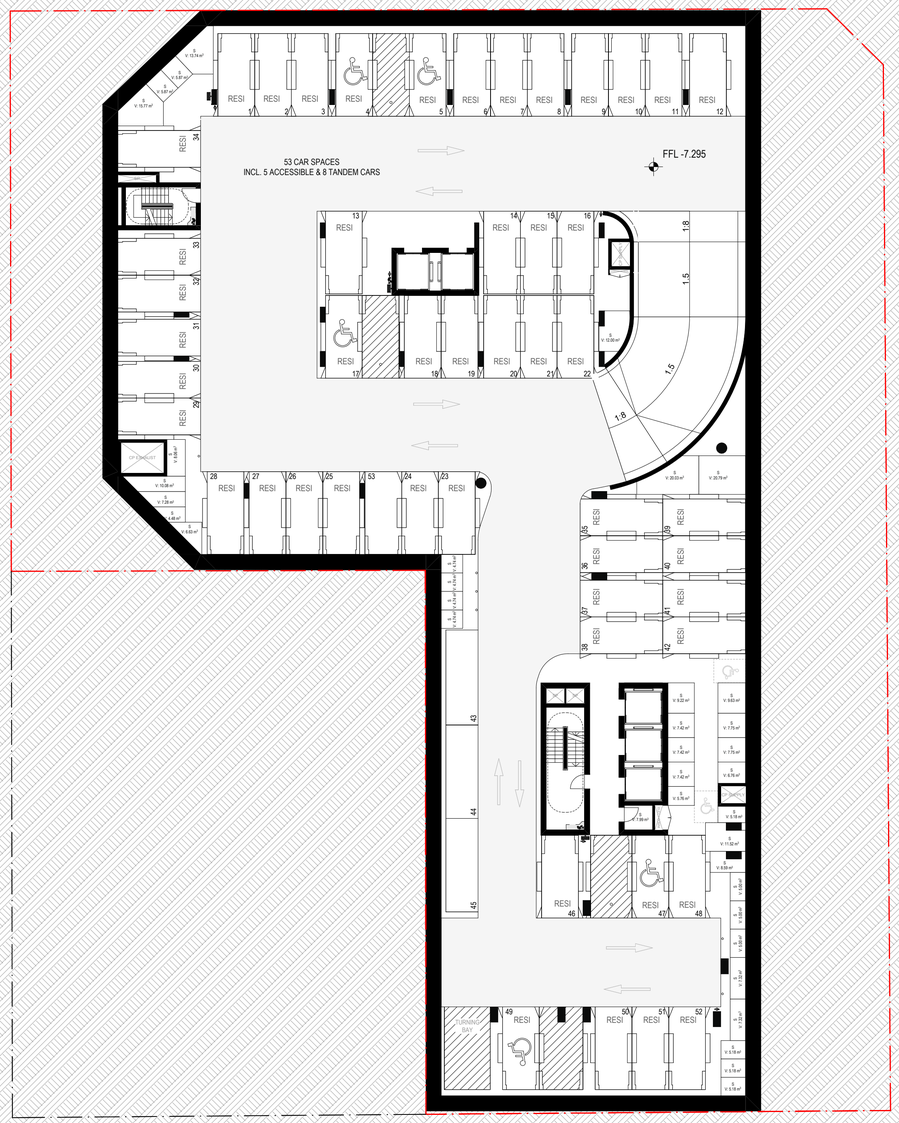

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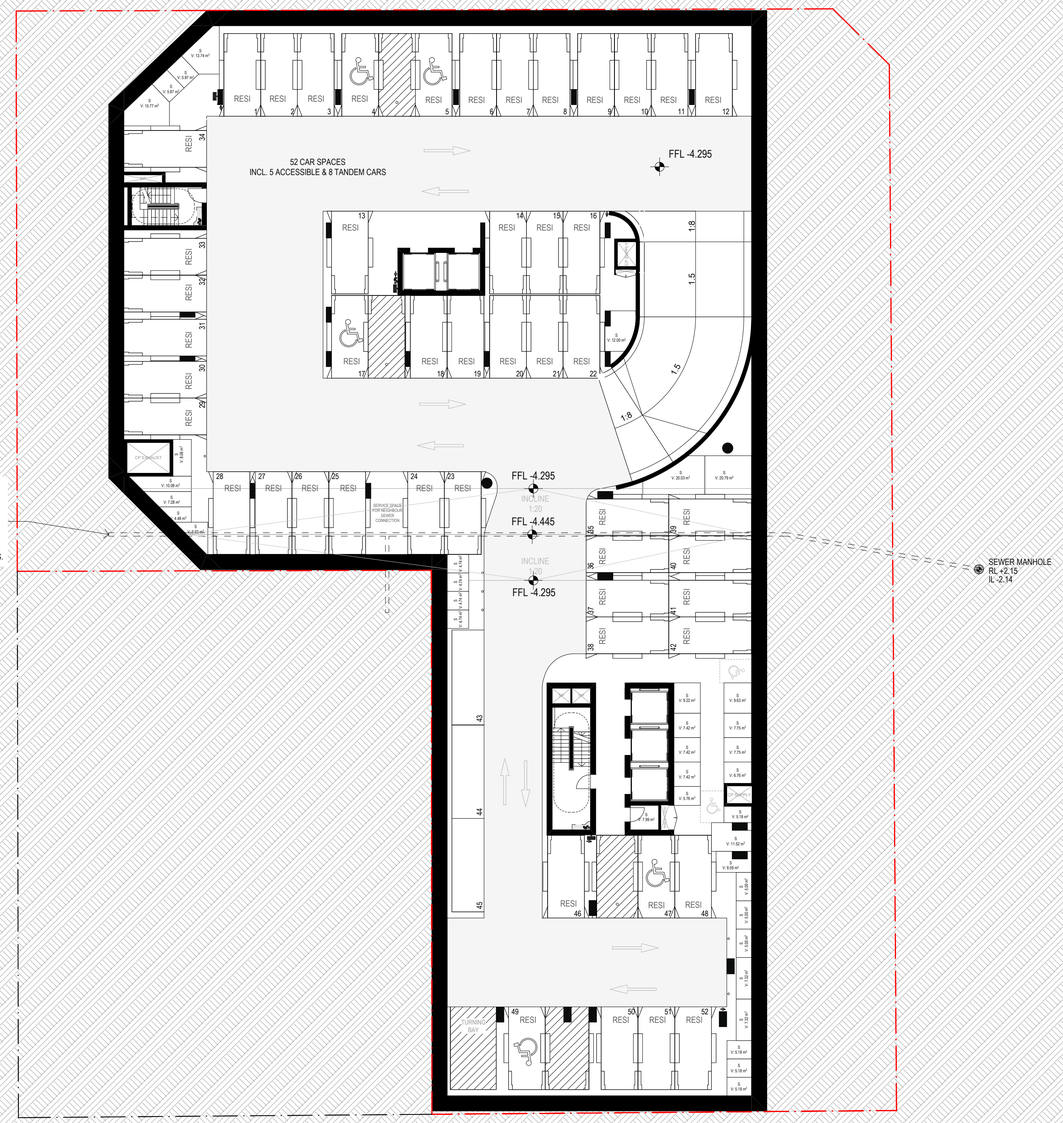

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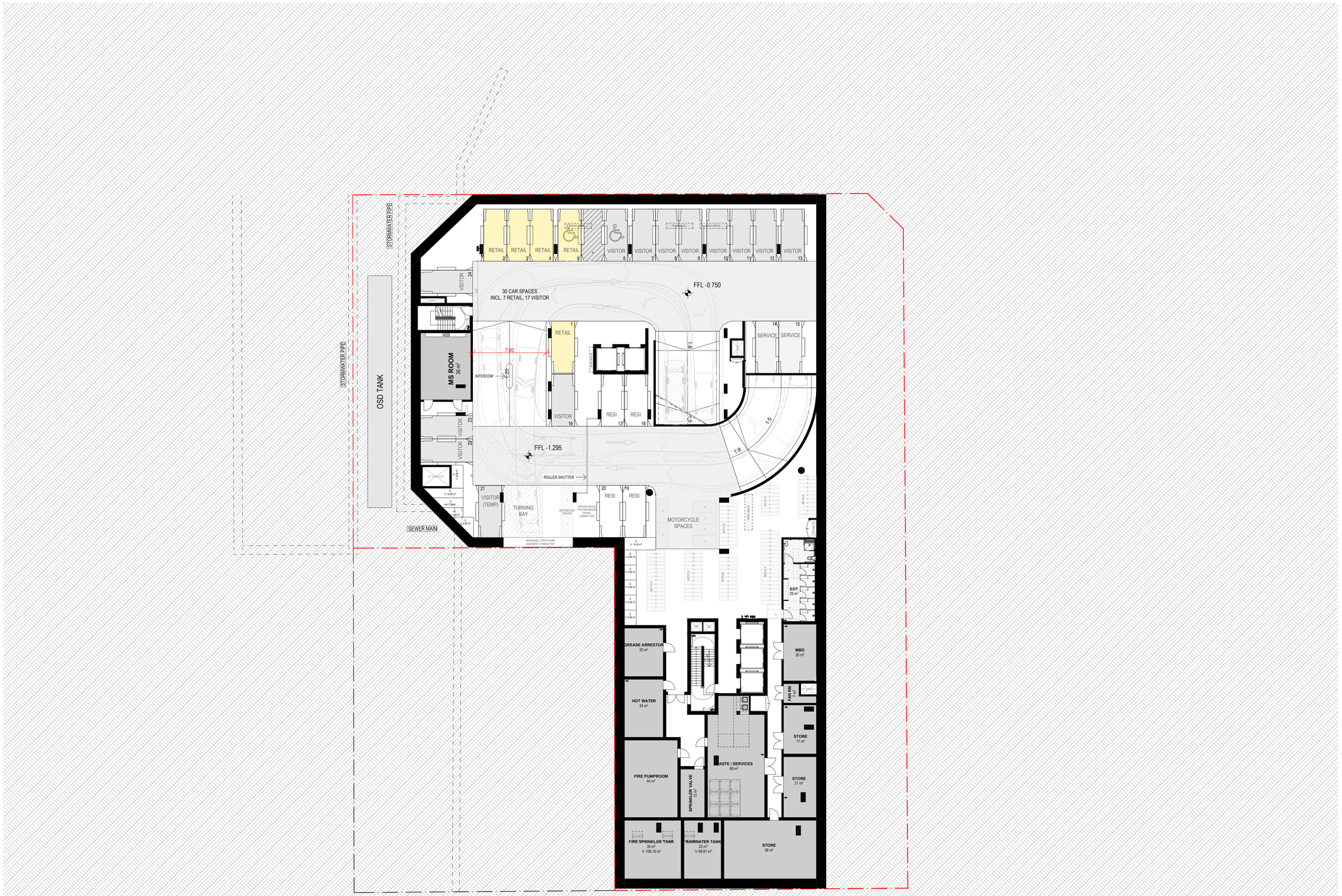

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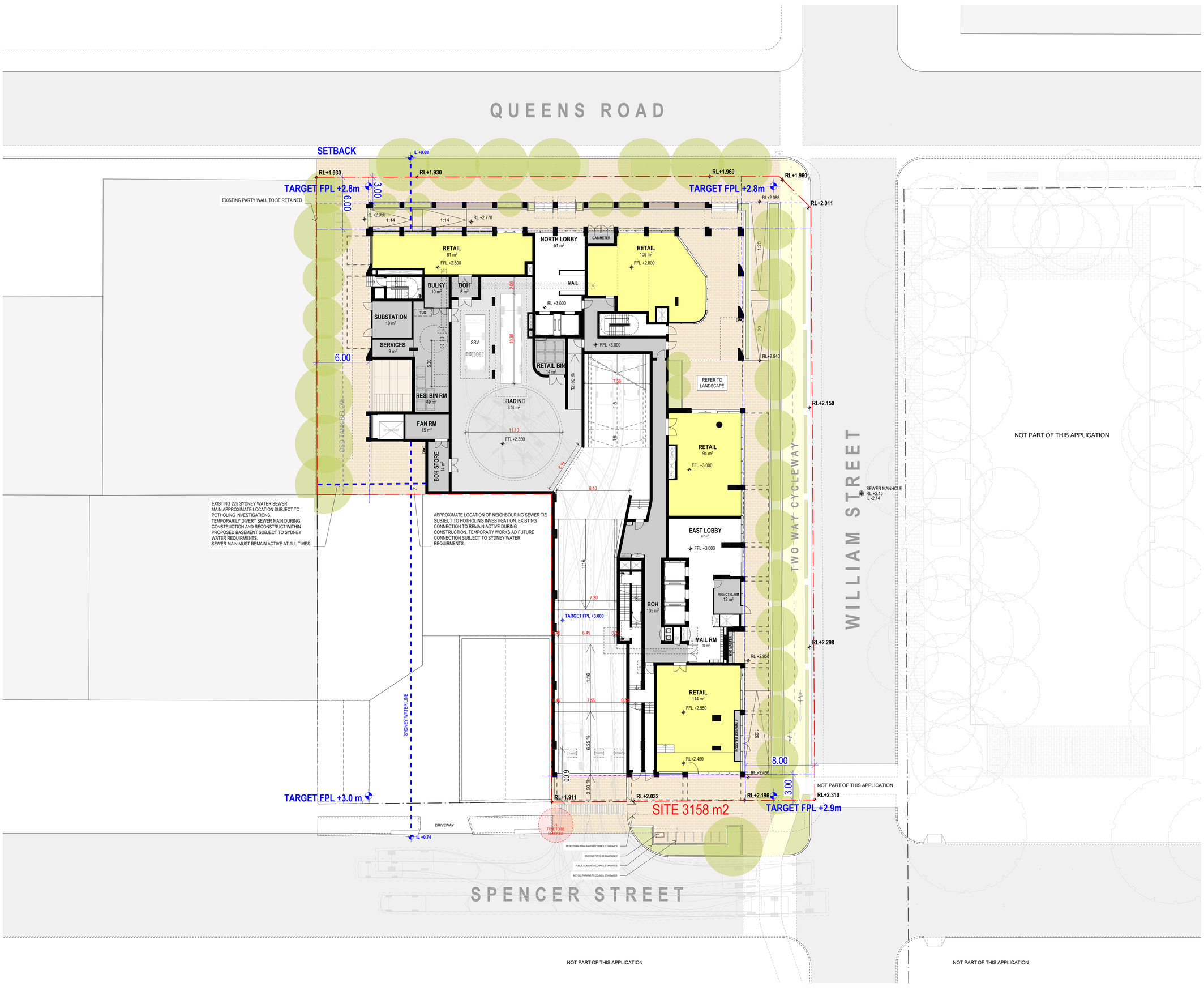
DRAWING NUMBER
DA-0104

REVISION
A



REV	Issue Date	DESCRIPTION	BY	CHK
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PROJECT TITLE
DPG 37
79-81 QUEENS ROAD & 2-8 SPENCER STREET
FIVE DOCK, NSW 2046

CLIENT
DPG PROJECT 37 PTY LTD

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JW	JW	LS

DRAWING TITLE
GROUND FLOOR

SCALE
1:200 @ A1 Size

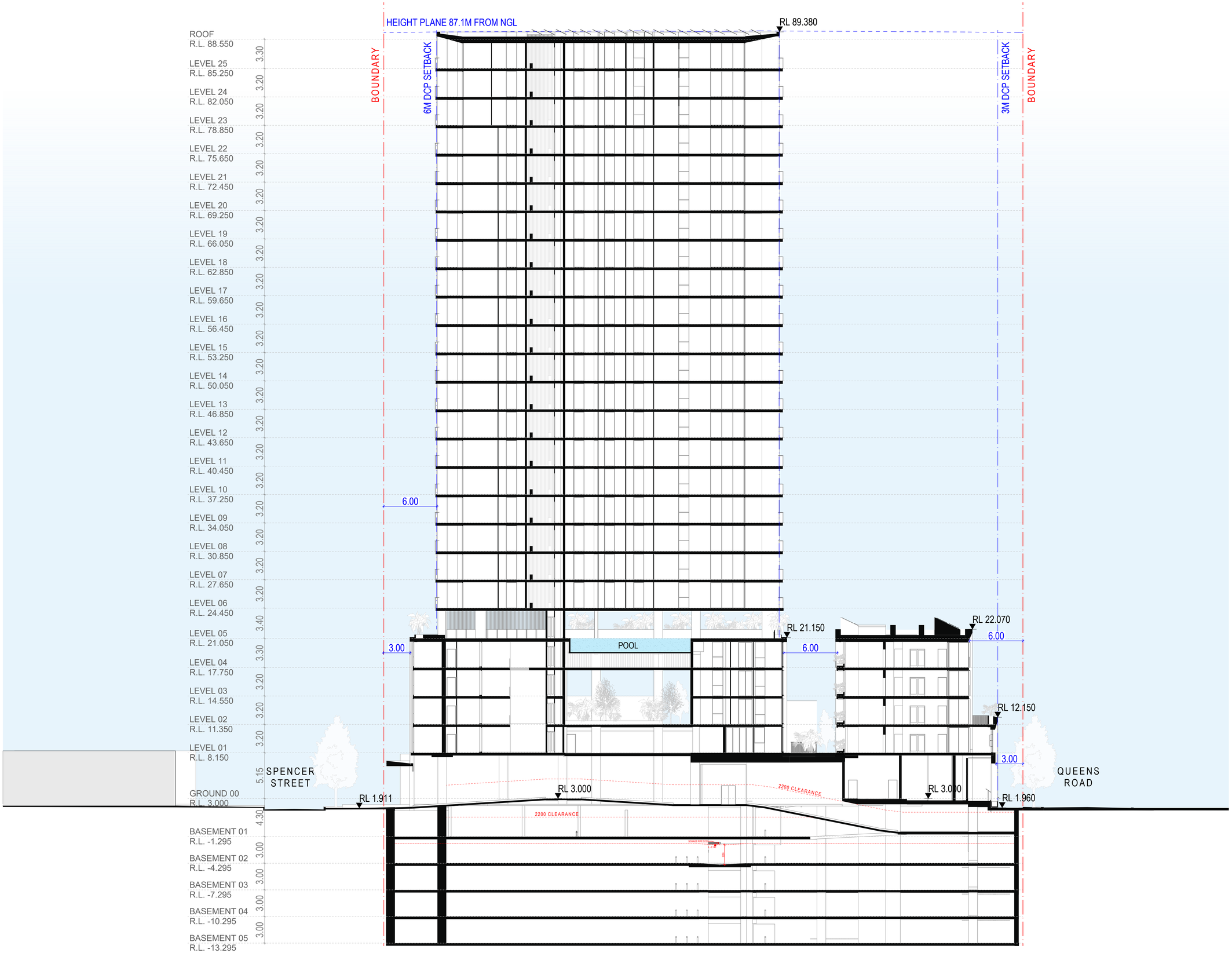
NORTH POINT

PROJECT NUMBER
20830

STAGE
SSDA

DRAWING NUMBER
DA-0105

REVISION
A



REV	Issue Date	DESCRIPTION	BY	CHK
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PROJECT TITLE
DPG 37
79-81 QUEENS ROAD & 2-8 SPENCER STREET
FIVE DOCK

CLIENT
DPG PROJECT 37 PTY LTD

APPROVED	CHECKED	DRAWN
JW	JW	LS

DRAWING TITLE
SECTION A

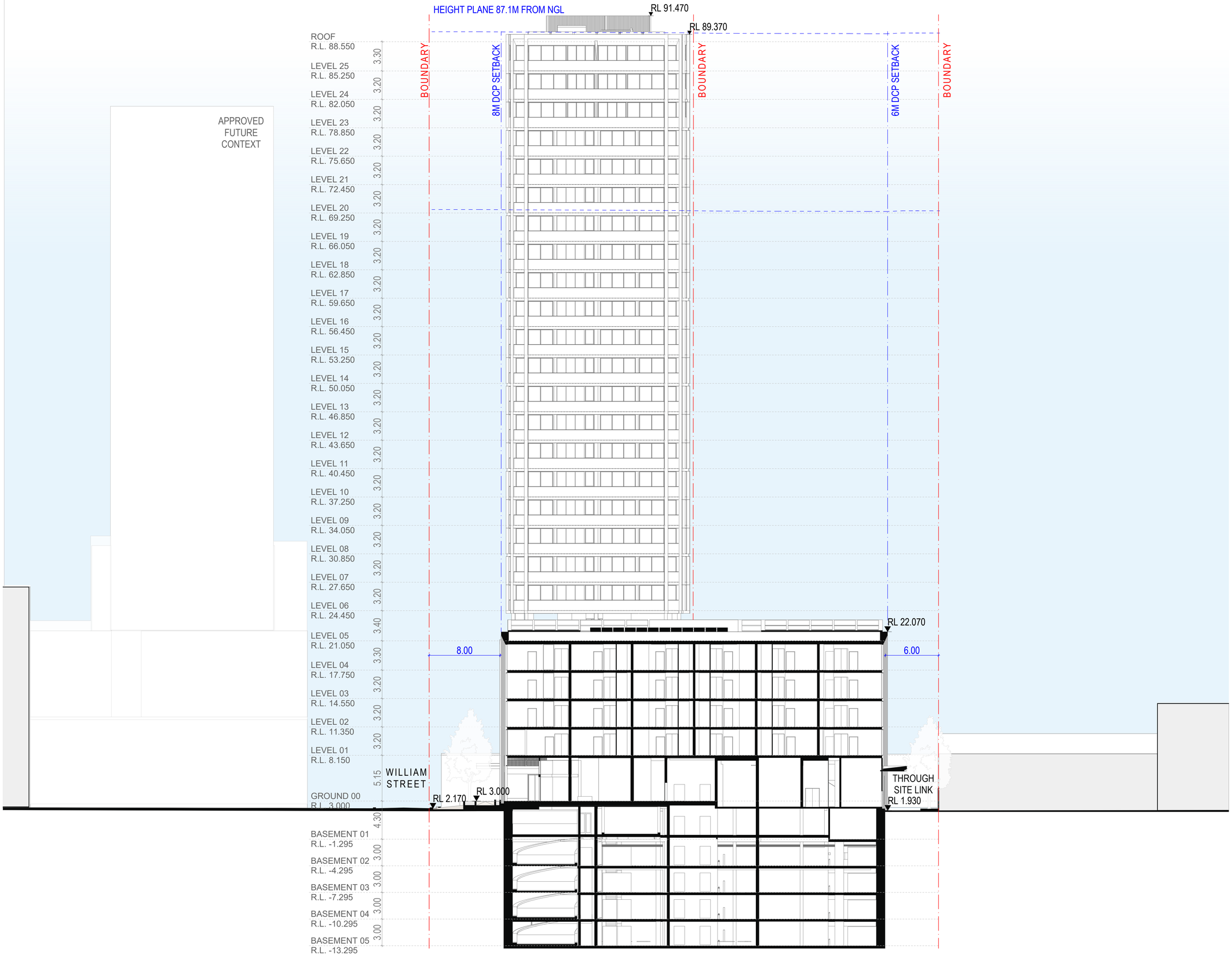
SCALE
1:200 @ A1 Size

PROJECT NUMBER
20830

STAGE
SSDA

DRAWING NUMBER
DA-0401

REVISION
A



REV	Issue Date	DESCRIPTION	BY	CHK
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PROJECT TITLE
DPG 37
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FIVE DOCK, NSW 2046

CLIENT
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JW	JW	LS

DRAWING TITLE
SECTION B

SCALE
@ A1 Size

NORTH POINT

PROJECT NUMBER
20830

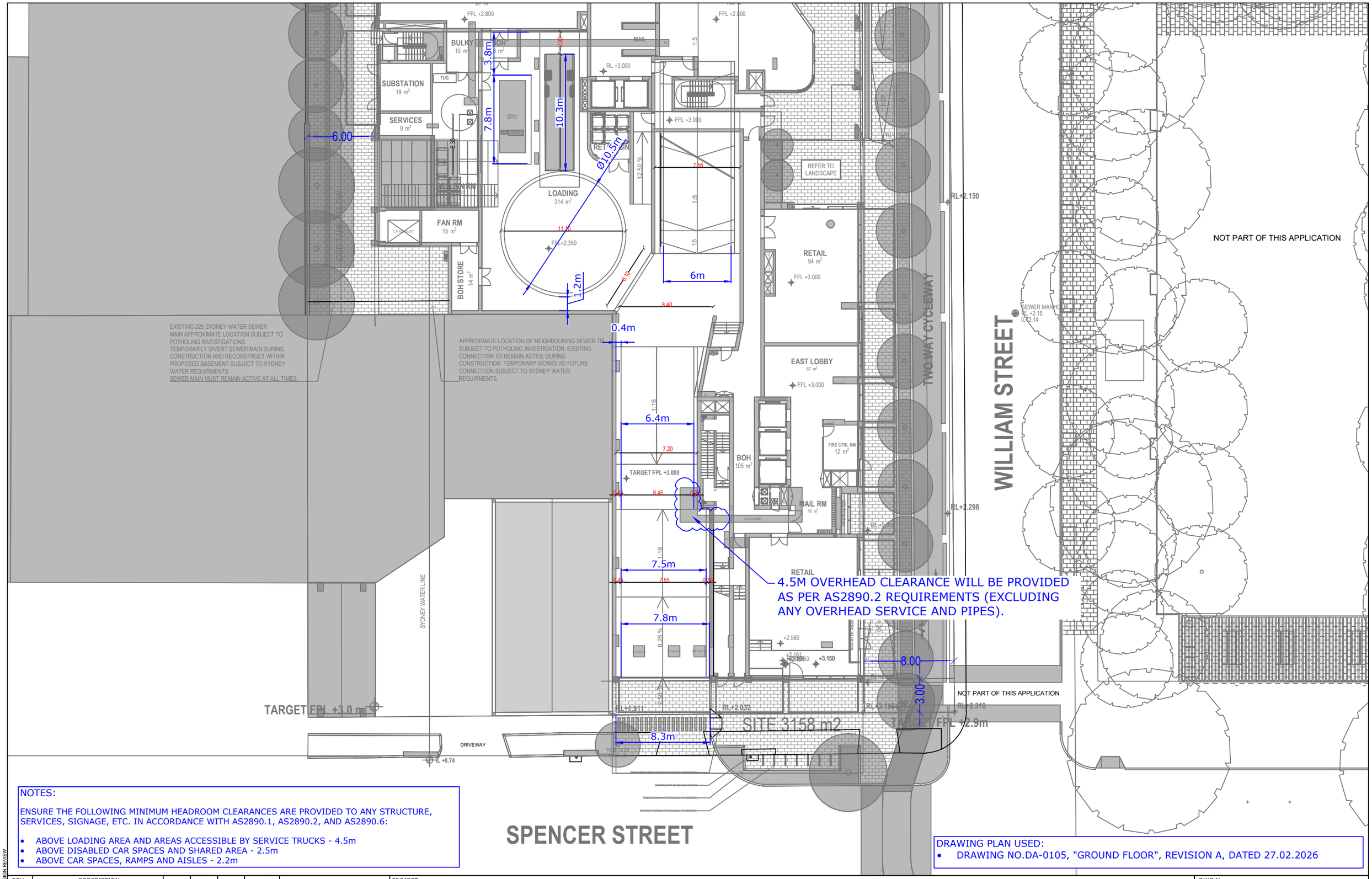
STAGE
SSDA

DRAWING NUMBER
DA-0402

REVISION
A

Appendix B

Swept Path Analysis



NOTES:

ENSURE THE FOLLOWING MINIMUM HEADROOM CLEARANCES ARE PROVIDED TO ANY STRUCTURE, SERVICES, SIGNAGE, ETC. IN ACCORDANCE WITH AS2890.1, AS2890.2, AND AS2890.6:

- ABOVE LOADING AREA AND AREAS ACCESSIBLE BY SERVICE TRUCKS - 4.5m
- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

DRAWING PLAN USED:

- DRAWING NO.DA-0105, "GROUND FLOOR", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

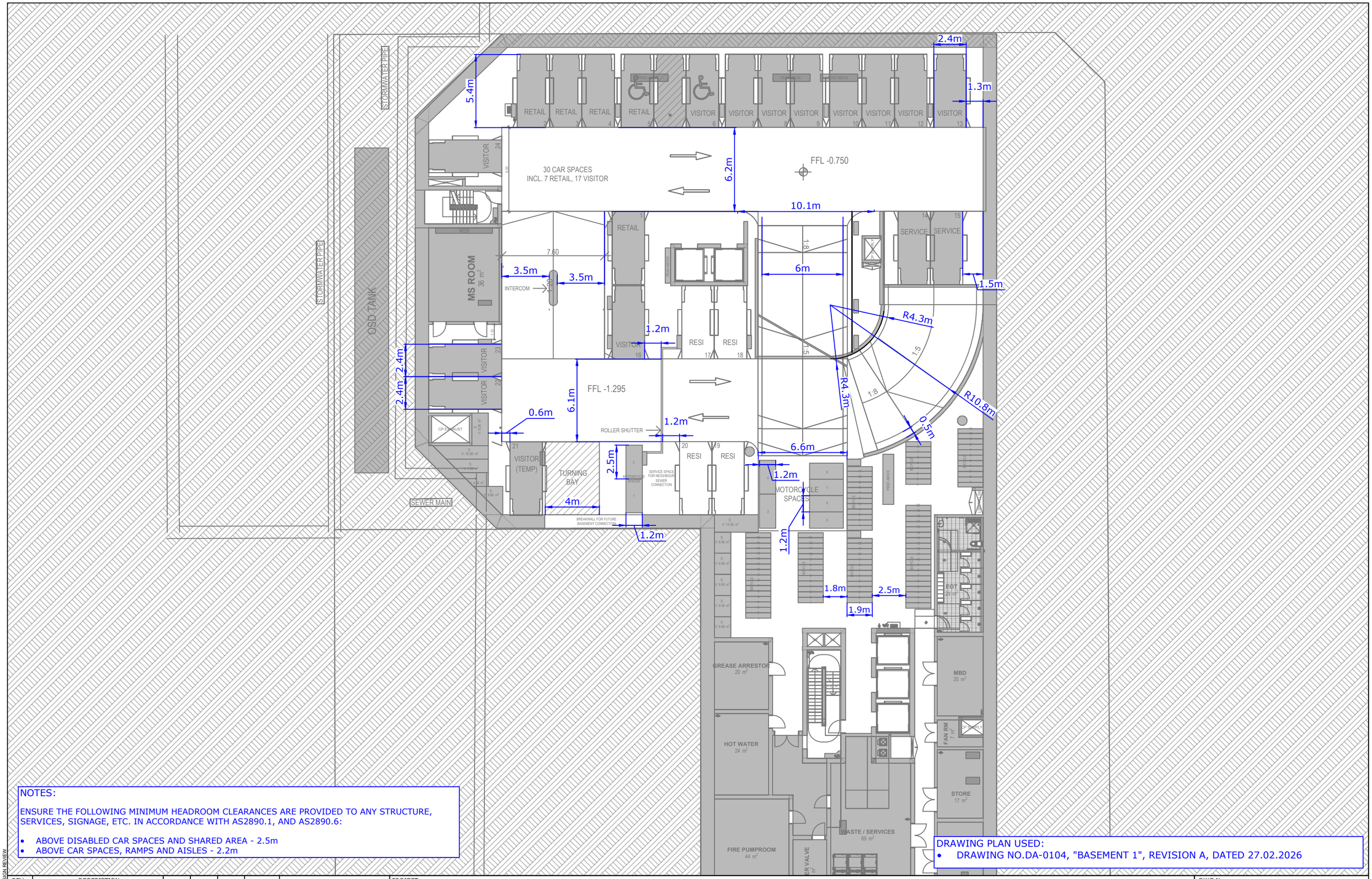
TITLE: DESIGN COMPLIANCE REVIEW
GROUND LEVEL

DWG No. 24086CAD012
FIGURE 1

DATE STAMP 02 MARCH 2026

PROJECT No. 24086 | SCALE 1:300 @A3 | REV. A

Filename: 24086CAD012-260302-DESIGN REVIEW



NOTES:

ENSURE THE FOLLOWING MINIMUM HEADROOM CLEARANCES ARE PROVIDED TO ANY STRUCTURE, SERVICES, SIGNAGE, ETC. IN ACCORDANCE WITH AS2890.1, AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

DRAWING PLAN USED:

- DRAWING NO.DA-0104, "BASEMENT 1", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE

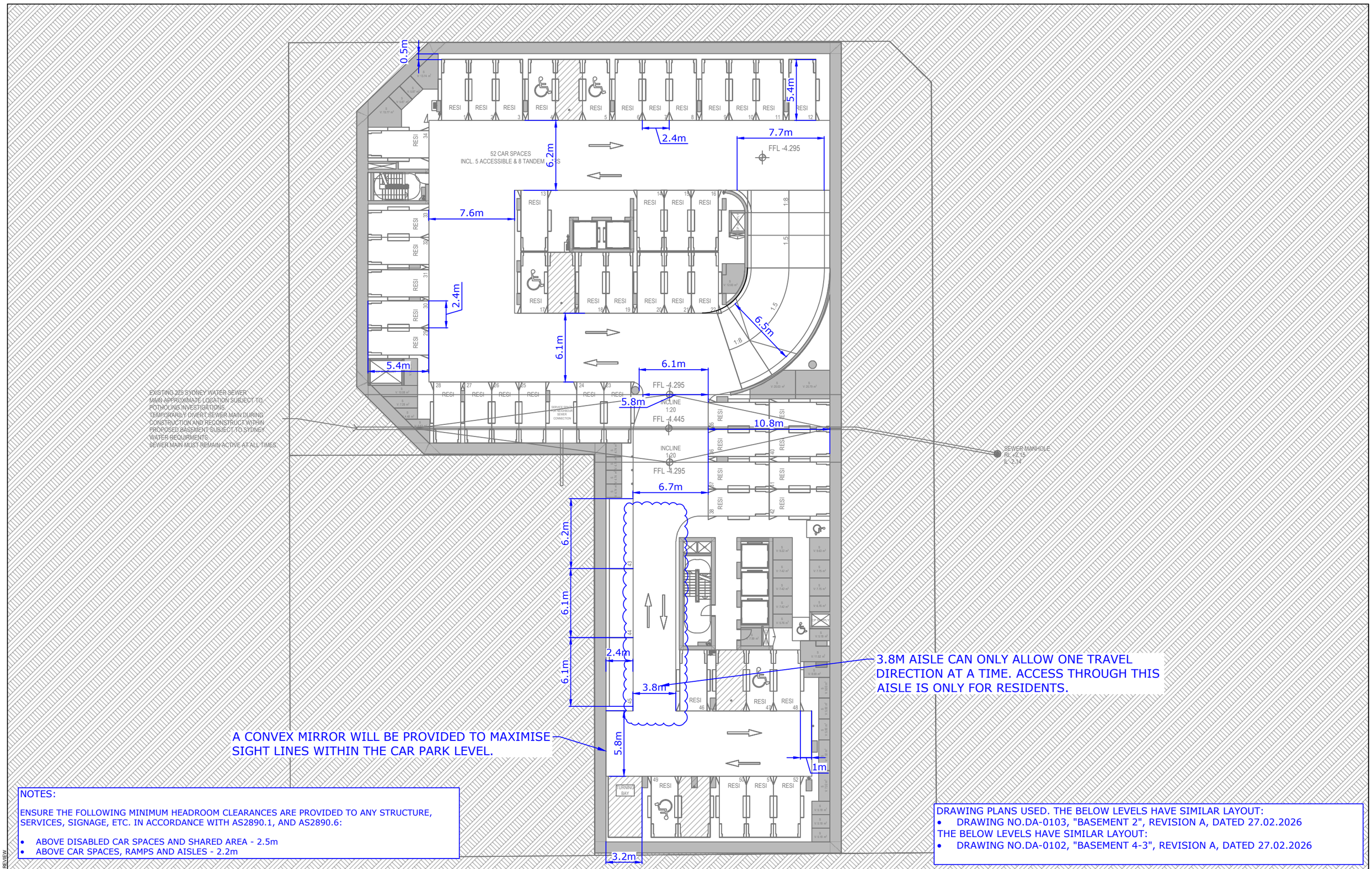
DESIGN COMPLIANCE REVIEW - BASEMENT LEVEL 1

DWG No. 24086CAD012 FIGURE 2

DATE STAMP 02 MARCH 2026

PROJECT No.	SCALE	REV.
24086	1:250 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW



NOTES:

ENSURE THE FOLLOWING MINIMUM HEADROOM CLEARANCES ARE PROVIDED TO ANY STRUCTURE, SERVICES, SIGNAGE, ETC. IN ACCORDANCE WITH AS2890.1, AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

DRAWING PLANS USED. THE BELOW LEVELS HAVE SIMILAR LAYOUT:
- DRAWING NO.DA-0103, "BASEMENT 2", REVISION A, DATED 27.02.2026

THE BELOW LEVELS HAVE SIMILAR LAYOUT:
- DRAWING NO.DA-0102, "BASEMENT 4-3", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

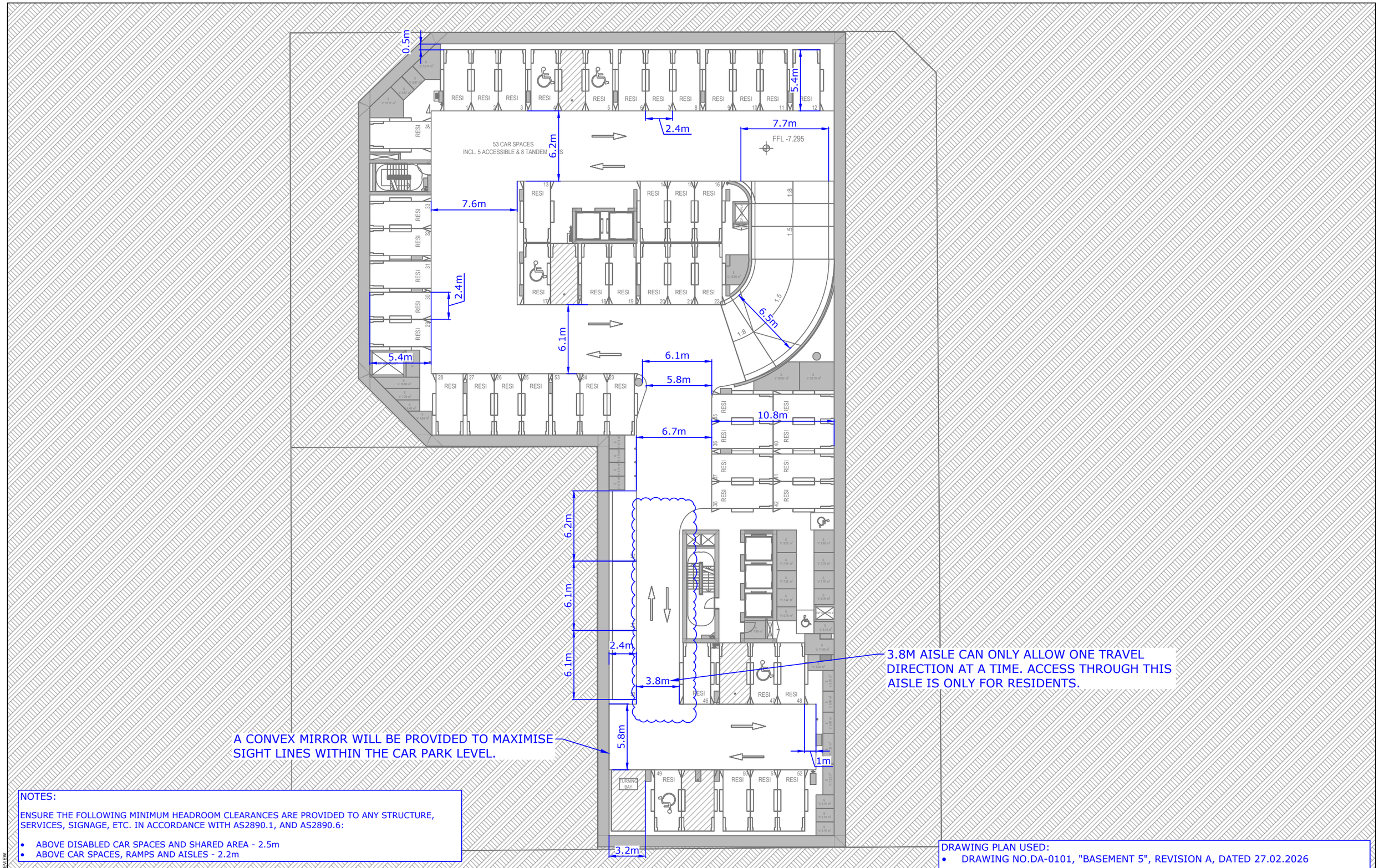
TITLE: DESIGN COMPLIANCE REVIEW - BASEMENT LEVEL 2-4

DWG No. 24086CAD012 FIGURE 3

DATE STAMP 02 MARCH 2026

PROJECT No. 24086 | SCALE 1:300 @A3 | REV. A

Filename: 24086CAD012-260302-DESIGN REVIEW



A CONVEX MIRROR WILL BE PROVIDED TO MAXIMISE SIGHT LINES WITHIN THE CAR PARK LEVEL.

3.8M AISLE CAN ONLY ALLOW ONE TRAVEL DIRECTION AT A TIME. ACCESS THROUGH THIS AISLE IS ONLY FOR RESIDENTS.

NOTES:

ENSURE THE FOLLOWING MINIMUM HEADROOM CLEARANCES ARE PROVIDED TO ANY STRUCTURE, SERVICES, SIGNAGE, ETC. IN ACCORDANCE WITH AS2890.1, AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

DRAWING PLAN USED:

- DRAWING NO.DA-0101, "BASEMENT 5", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

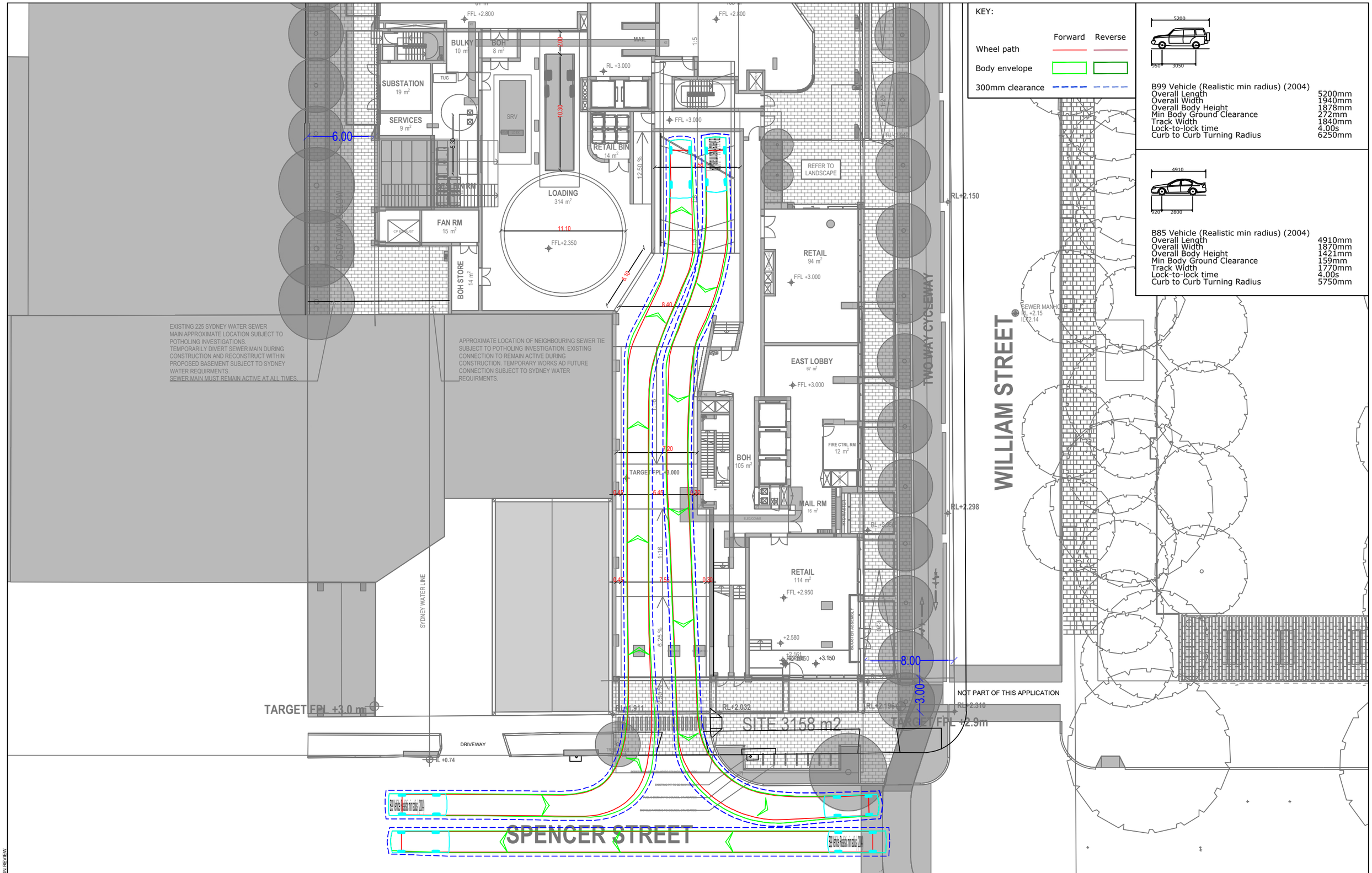
TITLE: DESIGN COMPLIANCE REVIEW - BASEMENT LEVEL 5

DWG No. 24086CAD012 FIGURE 4

DATE STAMP 02 MARCH 2026

PROJECT No. 24086 | SCALE 1:300 @A3 | REV. A

Filename: 24086CAD012-260302-DESIGN REVIEW



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

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PROJECT

2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

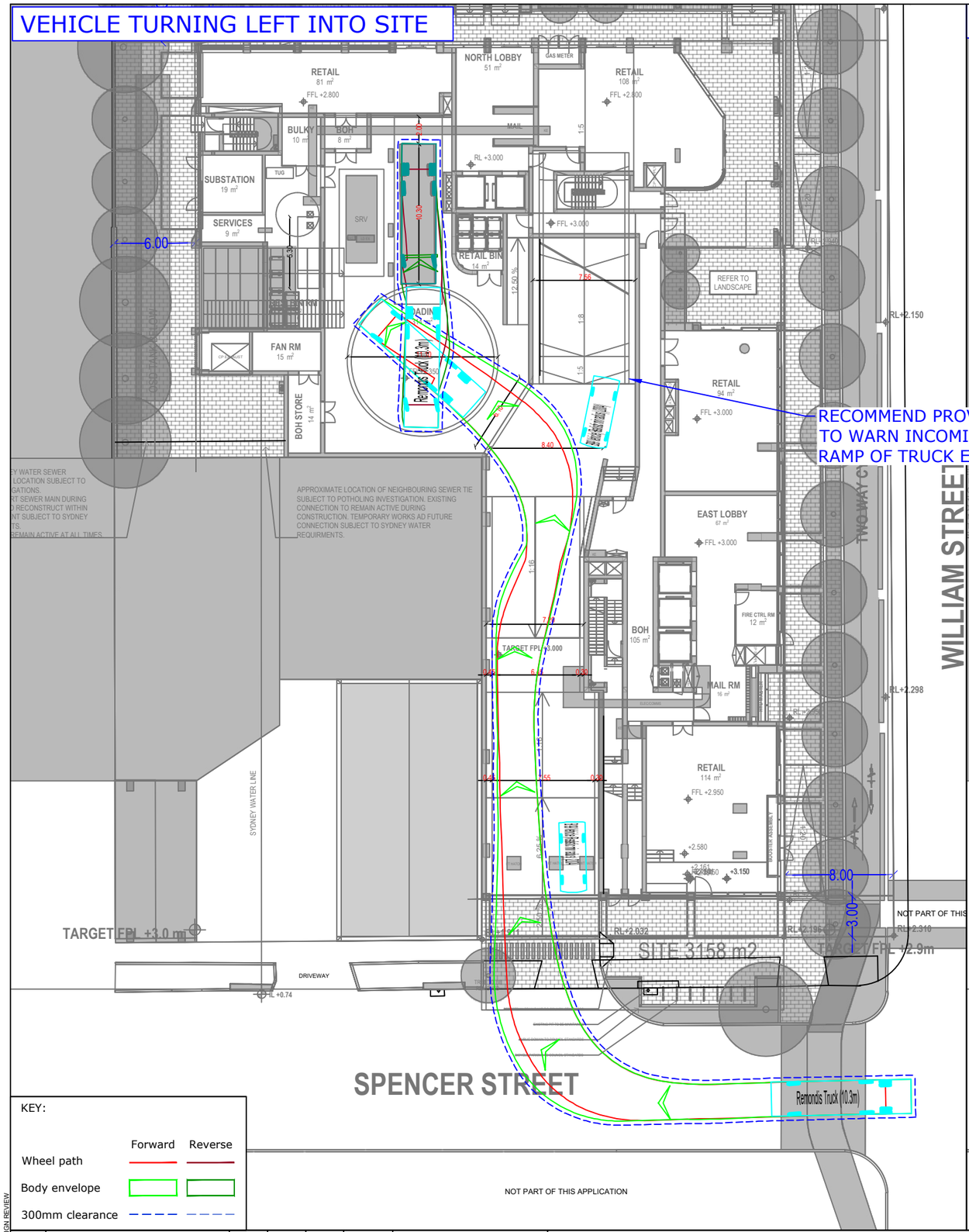
TITLE

SWEPT PATH ANALYSIS - GROUND LEVEL
5.2M B99 VEHICLE AND 4.91M B85 VEHICLE

DWG No.	24086CAD012 FIGURE 5
DATE STAMP	02 MARCH 2026
PROJECT No.	24086
SCALE	1:300 @A3
REV.	A

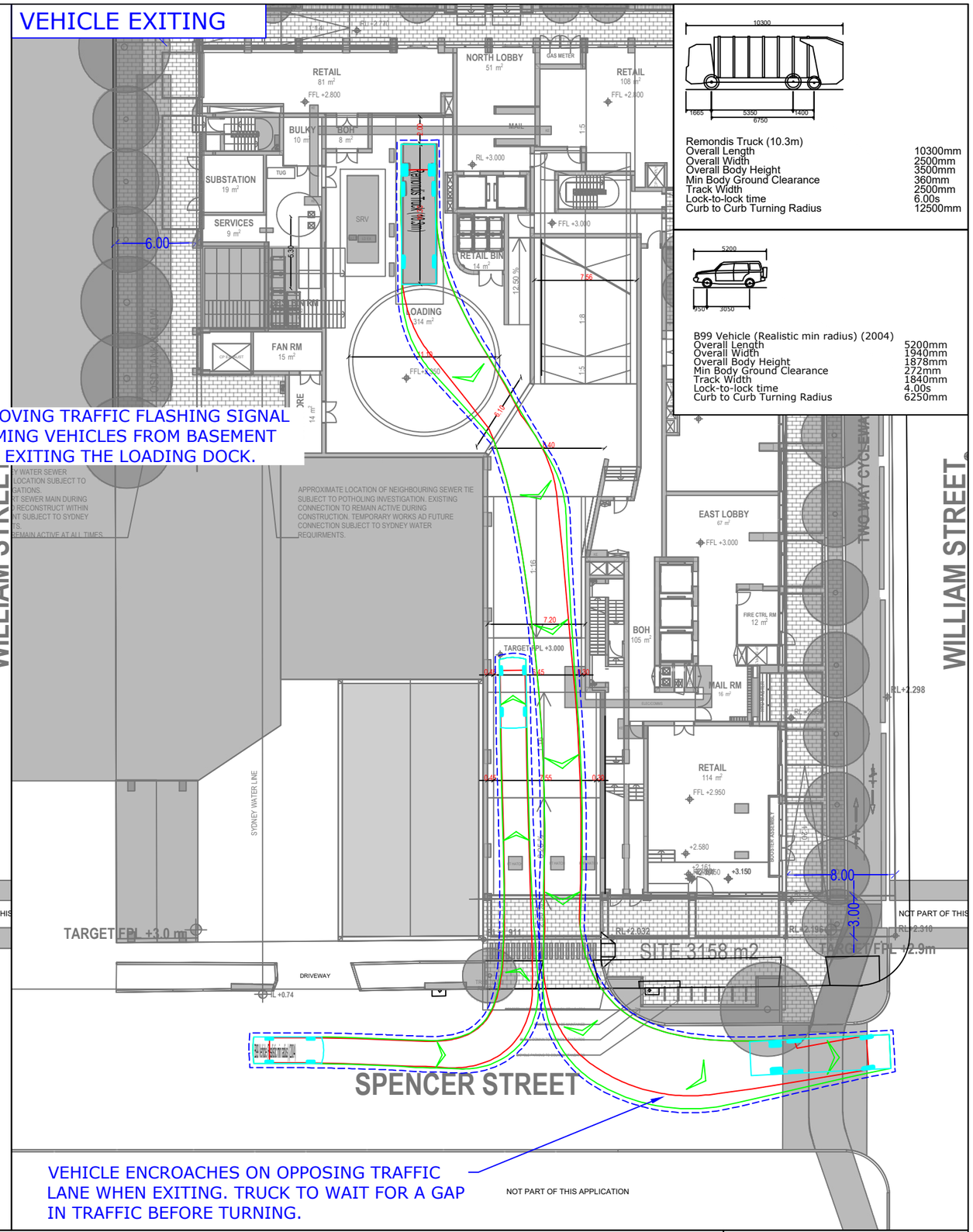
Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE TURNING LEFT INTO SITE



RECOMMEND PROVING TRAFFIC FLASHING SIGNAL TO WARN INCOMING VEHICLES FROM BASEMENT RAMP OF TRUCK EXITING THE LOADING DOCK.

VEHICLE EXITING



VEHICLE ENCROACHES ON OPPOSING TRAFFIC LANE WHEN EXITING. TRUCK TO WAIT FOR A GAP IN TRAFFIC BEFORE TURNING.

Remondis Truck (10.3m)

Overall Length	10300mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	360mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

NOT PART OF THIS APPLICATION

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
10.3M WASTE VEHICLE AND 5.2M B99 VEHICLE

DWG No. 24086CAD012 FIGURE 6

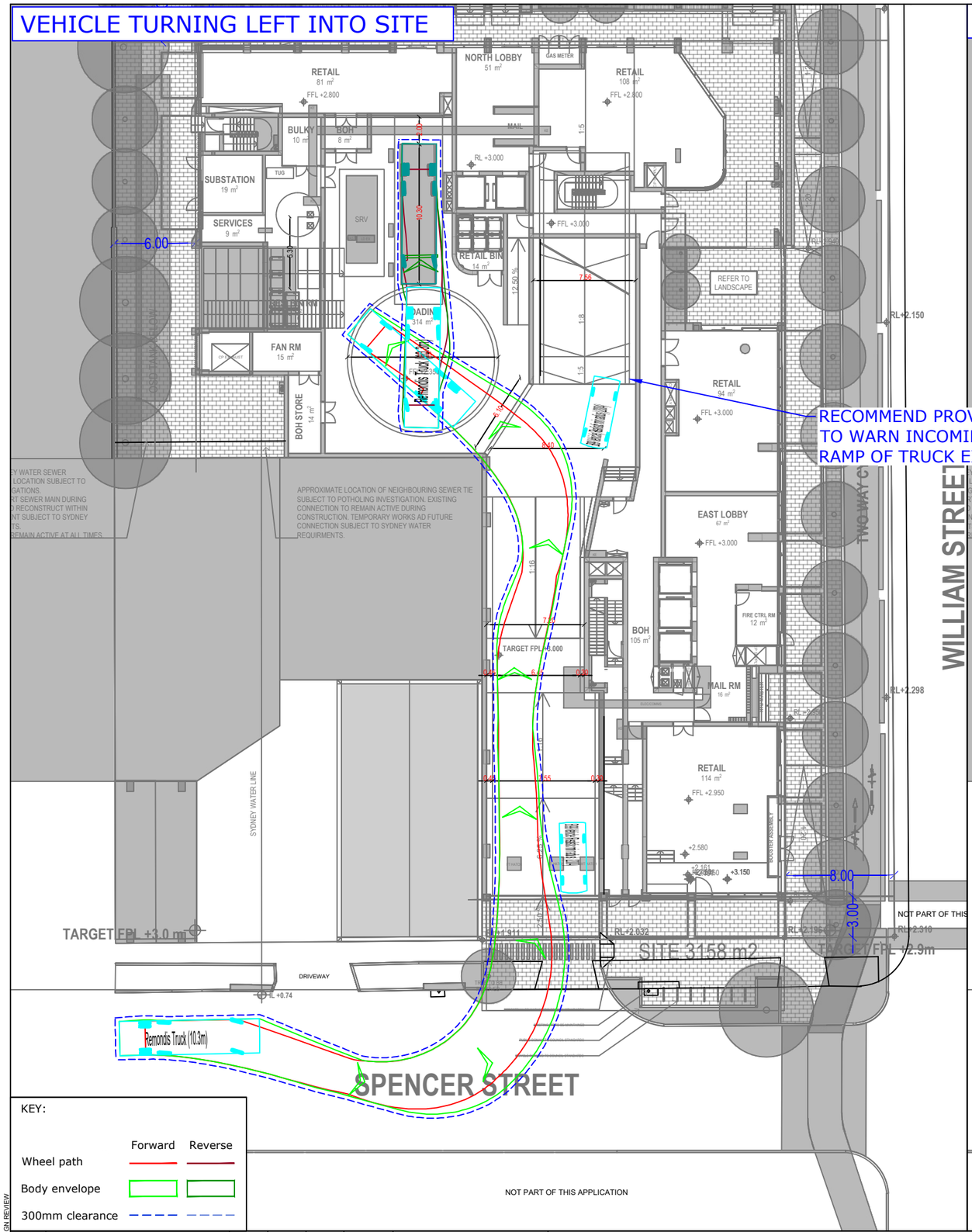
DATE STAMP 02 MARCH 2026

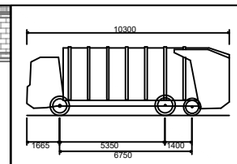
PROJECT No.	SCALE	REV.
24086	1:350 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE TURNING LEFT INTO SITE

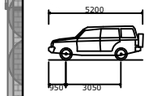
VEHICLE EXITING





Remondis Truck (10.3m)

Overall Length	10300mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	360mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

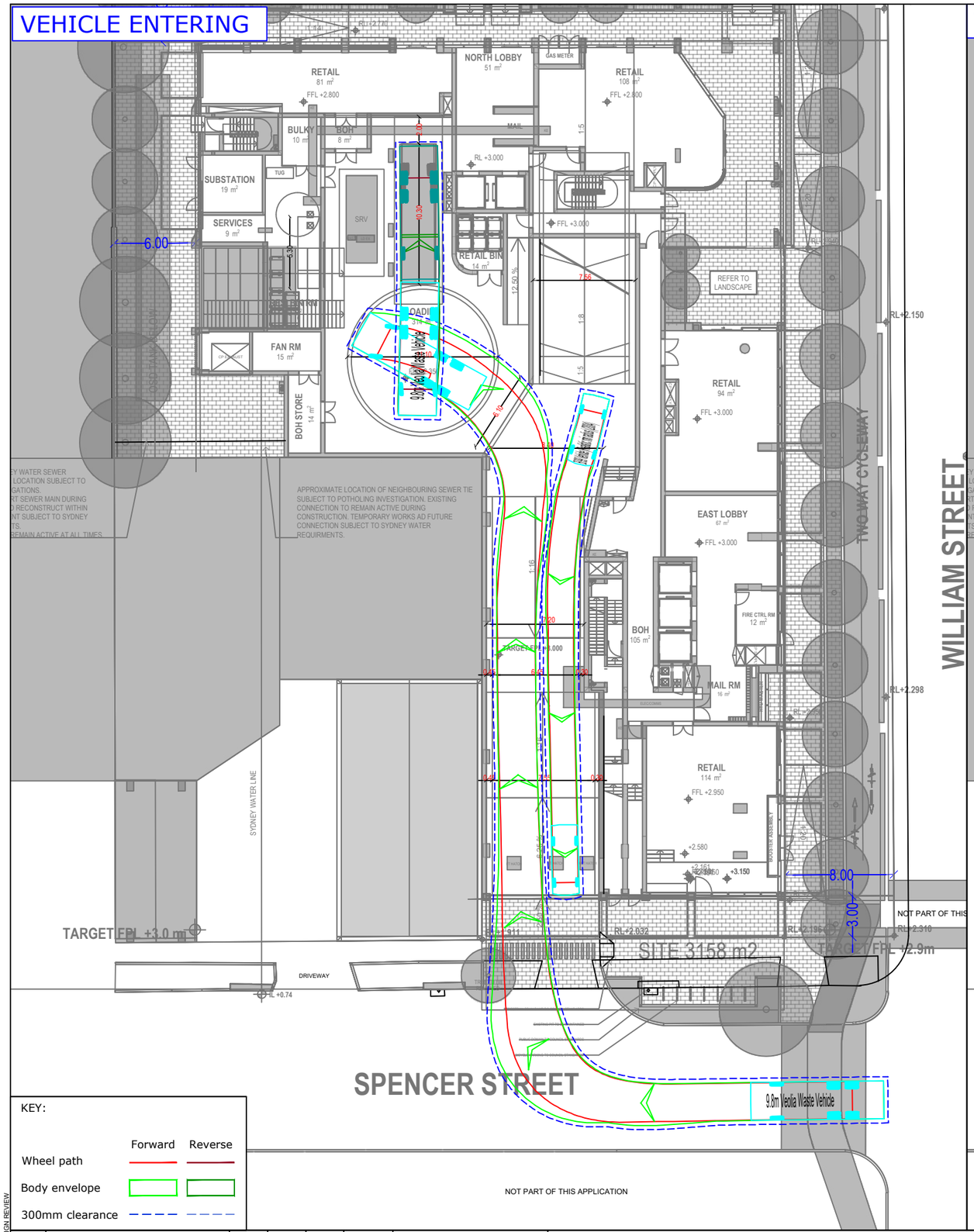
PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
10.3M WASTE VEHICLE AND 5.2M B99 VEHICLE

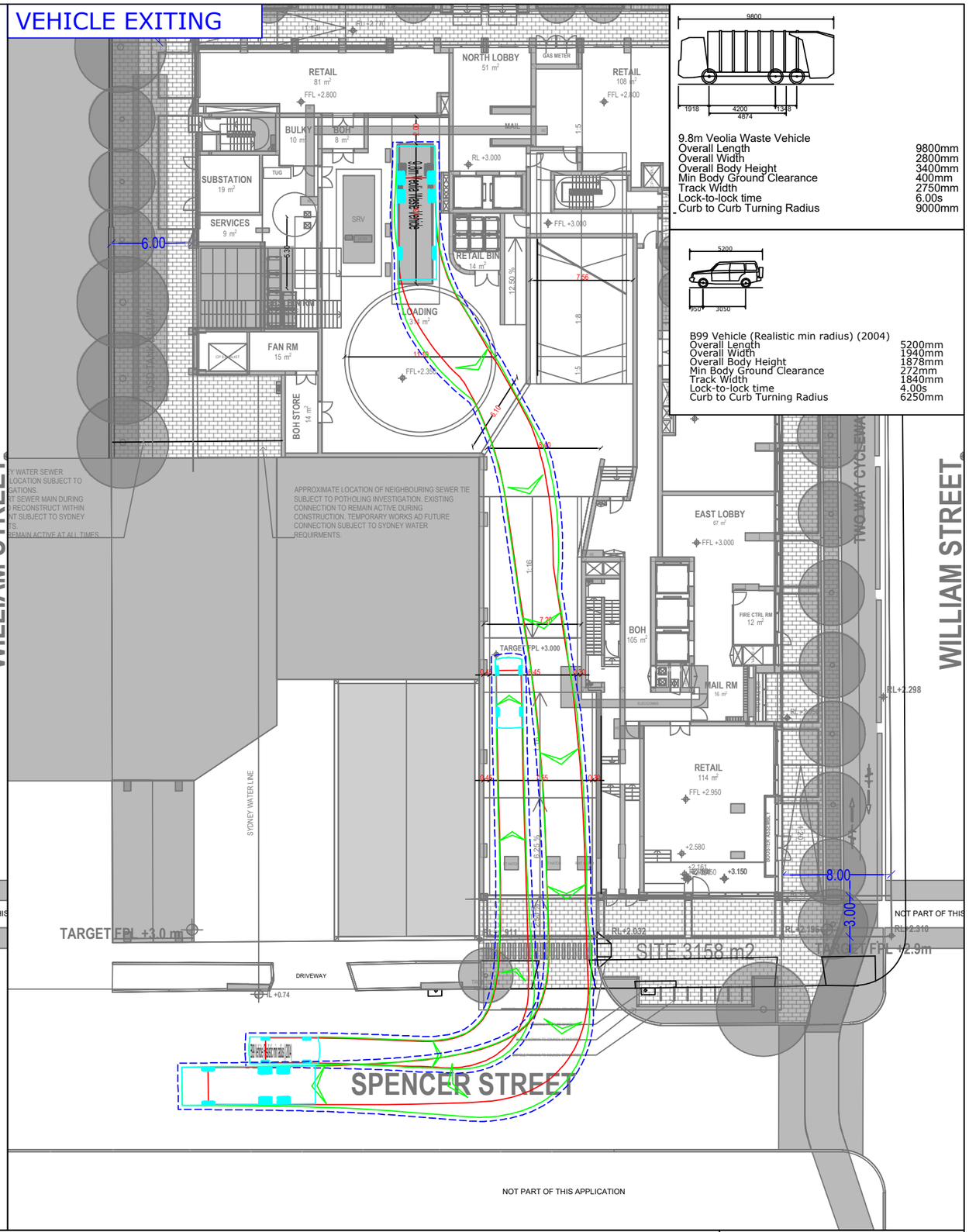
DWG No.	24086CAD012 FIGURE 7
DATE STAMP	02 MARCH 2026
PROJECT No.	24086
SCALE	1:350 @A3
REV.	A

Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE ENTERING



VEHICLE EXITING



9.8m Veolia Waste Vehicle

Overall Length	9800mm
Overall Width	2800mm
Overall Body Height	3400mm
Min Body Ground Clearance	400mm
Track Width	2750mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9000mm

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

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PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
9.8M WASTE VEHICLE AND 5.2M B99 VEHICLE

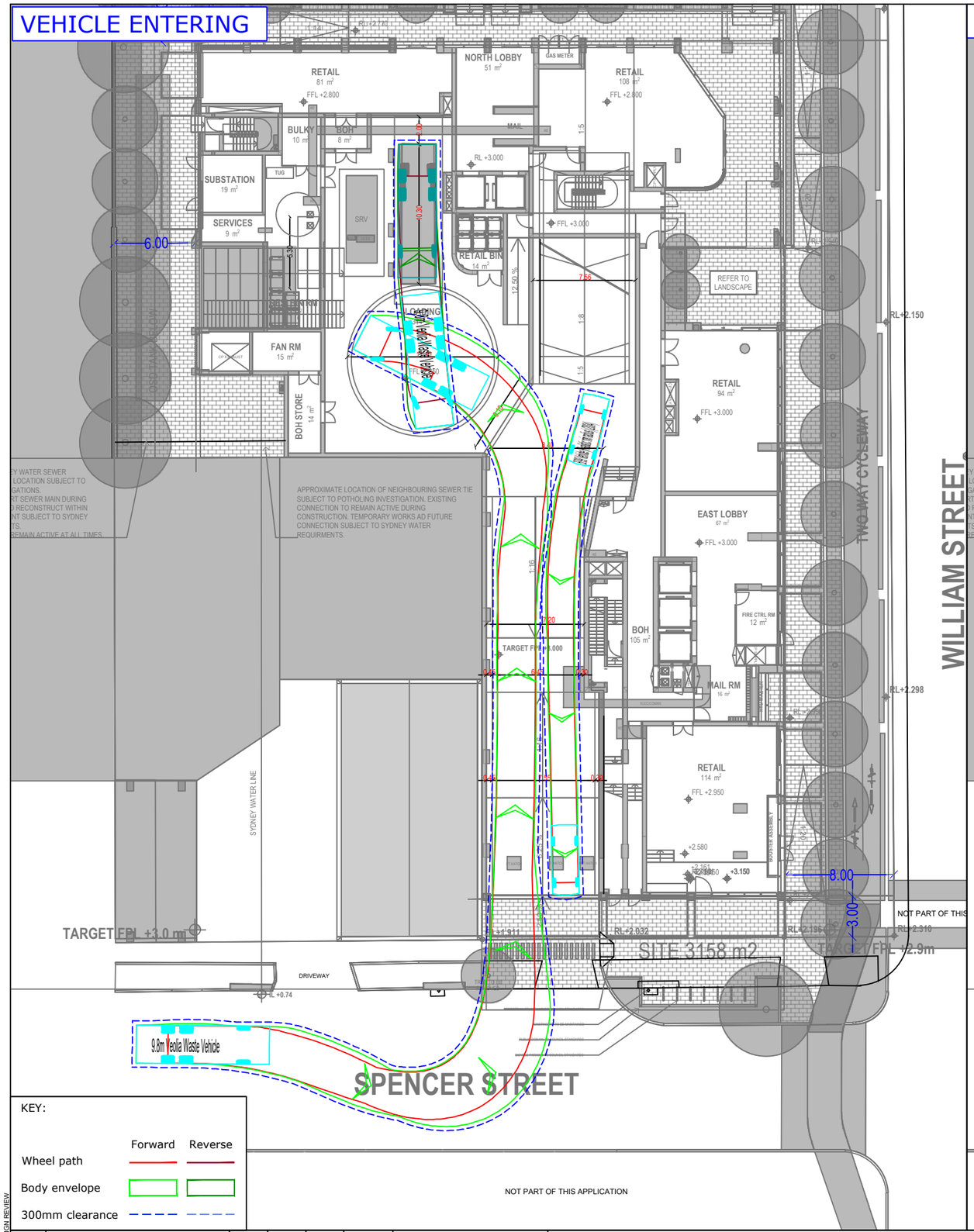
DWG No. 24086CAD012 FIGURE 8

DATE STAMP 02 MARCH 2026

PROJECT No.	SCALE	REV.
24086	1:350 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW

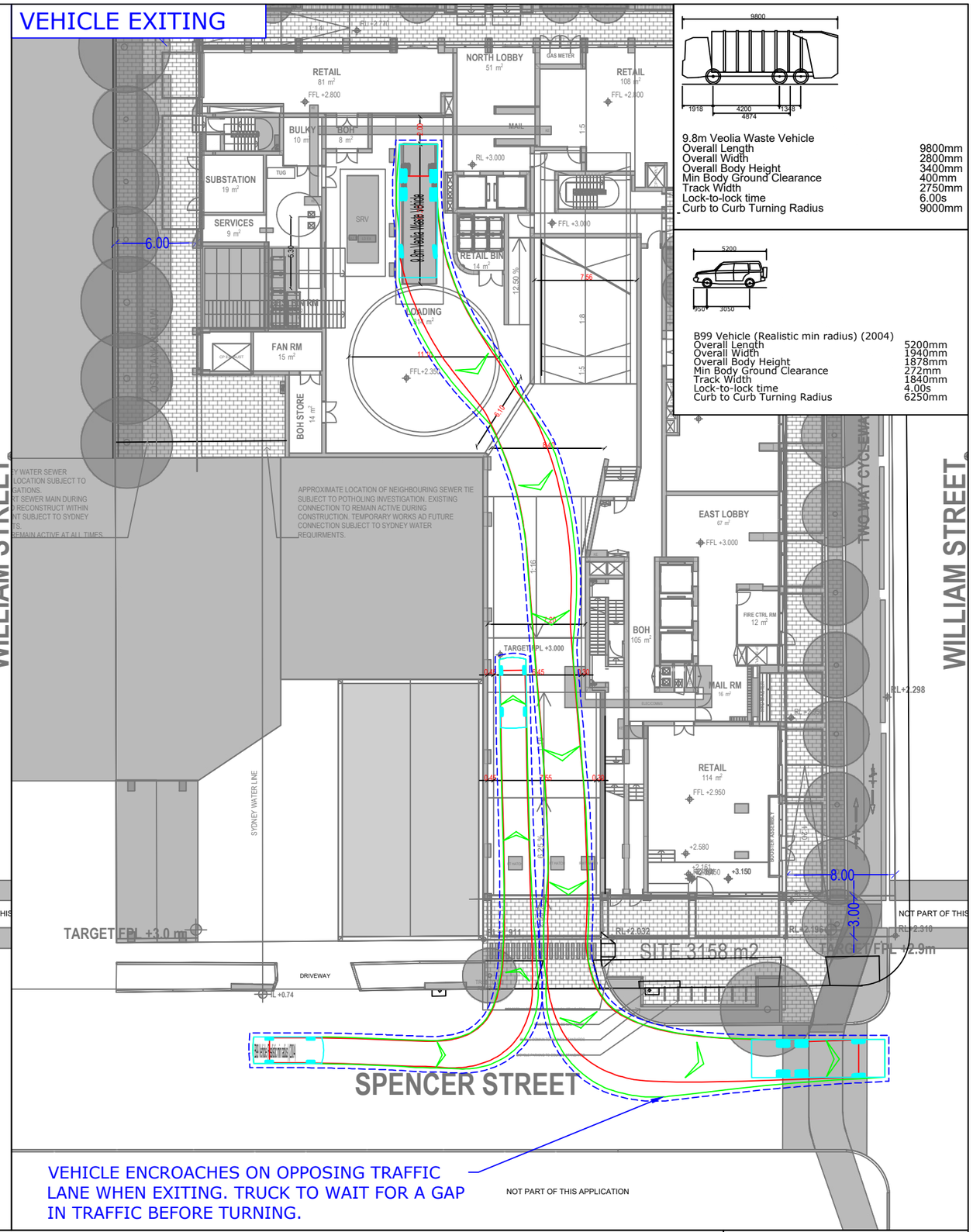
VEHICLE ENTERING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

VEHICLE EXITING



VEHICLE ENCROACHES ON OPPOSING TRAFFIC LANE WHEN EXITING. TRUCK TO WAIT FOR A GAP IN TRAFFIC BEFORE TURNING.

9.8m Veolia Waste Vehicle

Overall Length	9800mm
Overall Width	2800mm
Overall Body Height	3400mm
Min Body Ground Clearance	400mm
Track Width	2750mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9000mm

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

NOT PART OF THIS APPLICATION

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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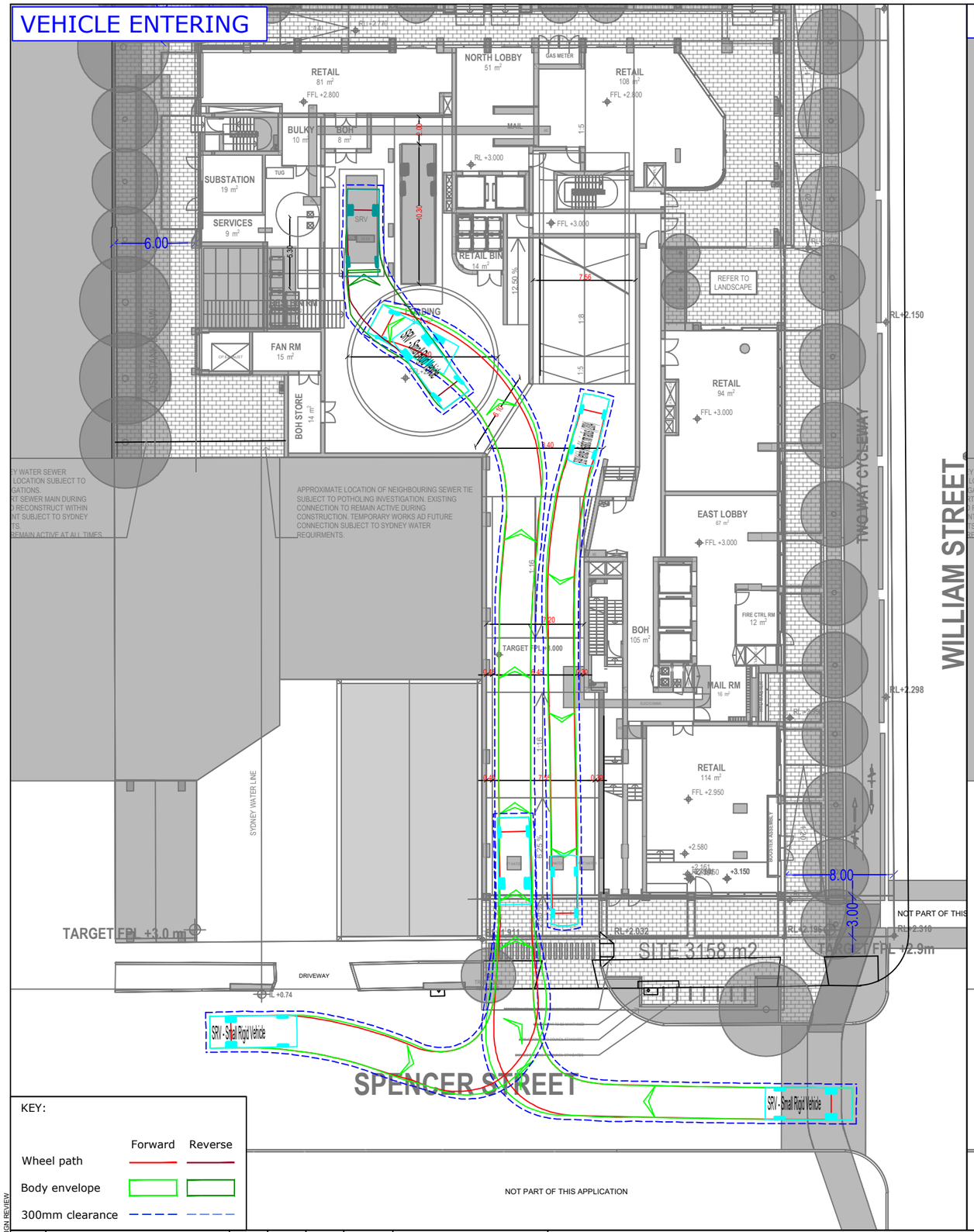
PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
9.8M WASTE VEHICLE AND 5.2M B99 VEHICLE

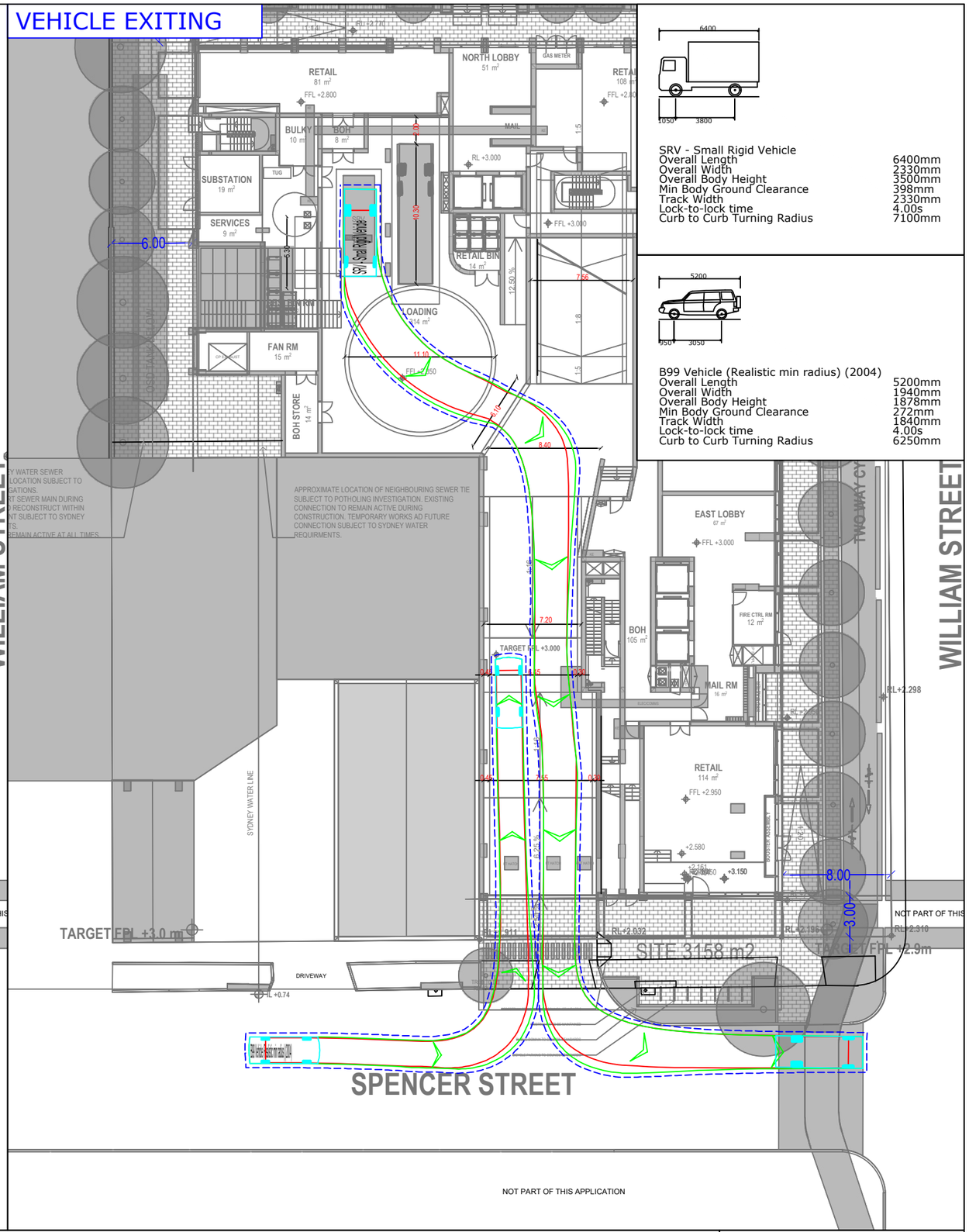
DWG No.	24086CAD012 FIGURE 9
DATE STAMP	02 MARCH 2026
PROJECT No.	24086
SCALE	1:350 @A3
REV.	A

Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE ENTERING



VEHICLE EXITING



SRV - Small Rigid Vehicle

Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
6.4m SMALL RIGID VEHICLE AND 5.2M B99 VEHICLE

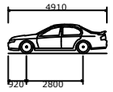
DWG No. 24086CAD012 FIGURE 10

DATE STAMP 02 MARCH 2026

PROJECT No.	SCALE	REV.
24086	1:350 @A3	A

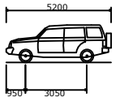
Filename: 24086CAD012-260302-DESIGN REVIEW

A CONVEX MIRROR WILL BE PROVIDED TO MAXIMISE SIGHT LINES WITHIN THE CAR PARK LEVEL.



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4910mm
Overall Width	1870mm
Overall Body Height	1421mm
Min Body Ground Clearance	159mm
Track Width	1770mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5750mm



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

STORMWATER PIPE
OSD TANK
STORMWATER PIPE
SEWER MAIN
RETAIL 2
RETAIL 3
RETAIL 4
RETAIL 5
VISITOR 6
VISITOR 7
VISITOR 8
VISITOR 9
VISITOR 10
VISITOR 11
VISITOR 12
VISITOR 13
VISITOR 24
30 CAR SPACES INCL. 7 RETAIL, 17 VISITOR
FFL -0.750
MSB
MS ROOM 36 m²
INTERCOM
RETAIL 1
VISITOR 16
RESI 17
RESI 18
SERVICE 14
SERVICE 15
VISITOR 23
VISITOR 22
FFL -1.295
ROLLER SHUTTER
CP EXHAUST
VISITOR (TEMP) 21
TURNING BAY
MOTORCYCLE SPACES 1 2
SERVICE SPACE FOR NEIGHBOUR SEWER CONNECTION
RESI 20
RESI 19
MOTORCYCLE SPACES 3 4 5 6 7 8
BREAKWALL FOR FUTURE BASEMENT CONNECTION
BICYCLE
EOT 29 m²

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

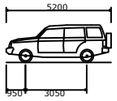
PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - BASEMENT LEVEL 1
5.2M B99 VEHICLE AND 4.91M B85 VEHICLE

DWG No. 24086CAD012 FIGURE 11
DATE STAMP 02 MARCH 2026
PROJECT No. 24086
SCALE 1:200 @A3
REV. A

Filename: 24086CAD012-260302-DESIGN REVIEW

A CONVEX MIRROR WILL BE PROVIDED TO MAXIMISE SIGHT LINES WITHIN THE CAR PARK LEVEL.



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

STORMWATER PIPE

STORMWATER PIPE

OSD TANK

SEWER MAIN

RETAIL 2 · RETAIL 3 · RETAIL 4 · RETAIL 5 · VISITOR 6 · VISITOR 7 · VISITOR 8 · VISITOR 9 · VISITOR 10 · VISITOR 11 · VISITOR 12 · VISITOR 13

VISITOR 24

30 CAR SPACES
INCL. 7 RETAIL, 17 VISITOR

FFL -0.750

MSB

MS ROOM
36 m²

INTERCOM

7.00

RETAIL 1

RESI 17 · RESI 18

VISITOR 16

SERVICE 14 · SERVICE 15

DP SHELTY

1:20

1:5

1:8

VISITOR 23 · VISITOR 22

CP EXHAUST

S V: 6.68 m³

S V: 10.08 m³

S V: 7.20 m³

S V: 4.48 m³

S V: 9.68 m³

VISITOR (TEMP) 21

TURNING BAY

ROLLER SHUTTER

MOTORCYCLE SPACES 2 · 1

SERVICE SPACE FOR NEIGHBOUR SEWER CONNECTION

RESI 20 · RESI 19

BREAKWALL FOR FUTURE BASEMENT CONNECTION

S V: 14.35 m³

MOTORCYCLE SPACES 4 · 3 · 8 · 7 · 6 · 5

BICYCLE

PENO ABOVE

S V: 6.56 m³ (×5)

EOT
29 m²

DP

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT

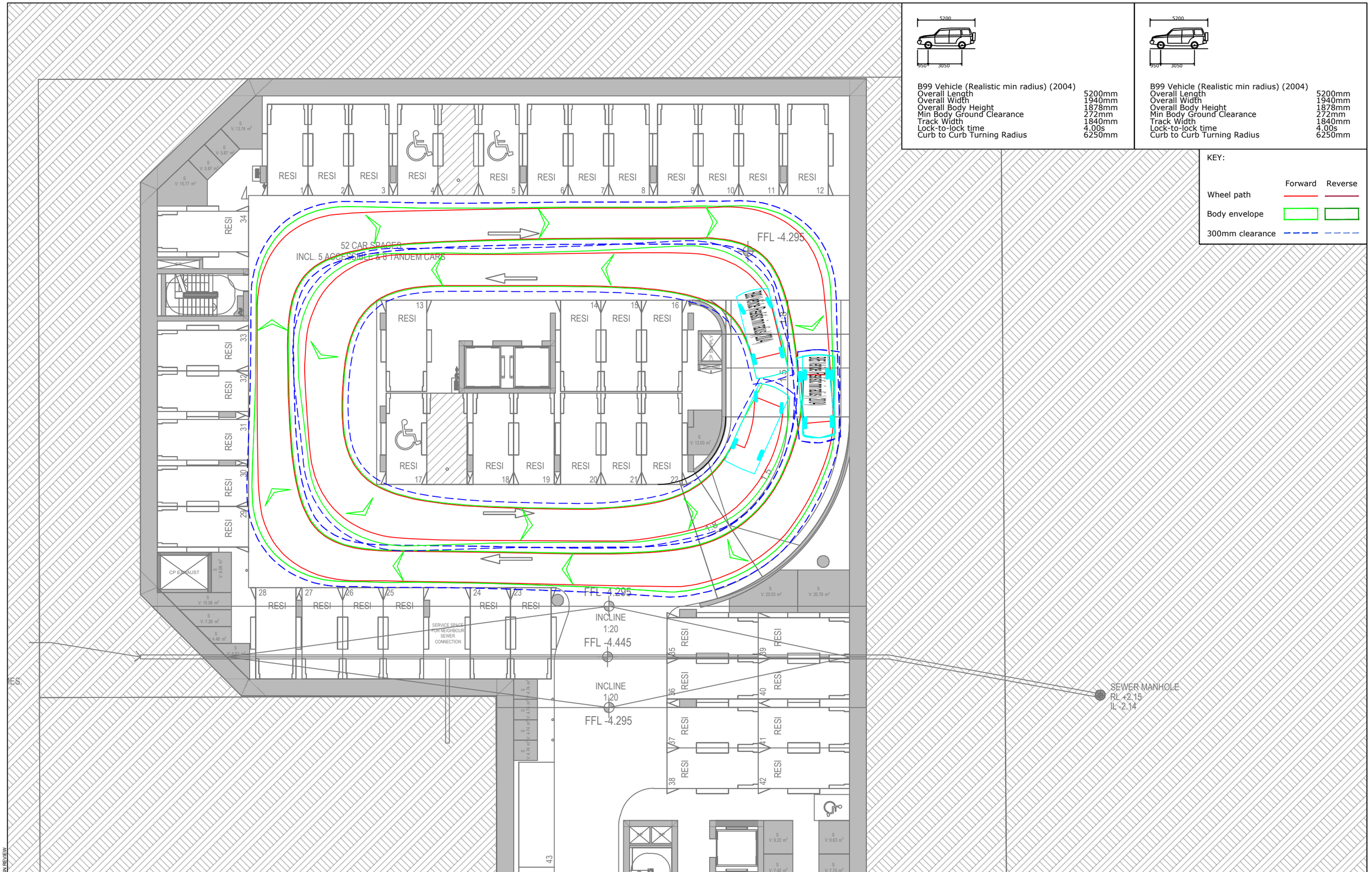
2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE

SWEPT PATH ANALYSIS - BASEMENT LEVEL 1 - TURNING BAY
5.2M B99 VEHICLE

DWG No.	24086CAD012 FIGURE 12
DATE STAMP	02 MARCH 2026
PROJECT No.	24086
SCALE	1:200 @A3
REV.	A

Filename: 24086CAD012-260302-DESIGN REVIEW



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT

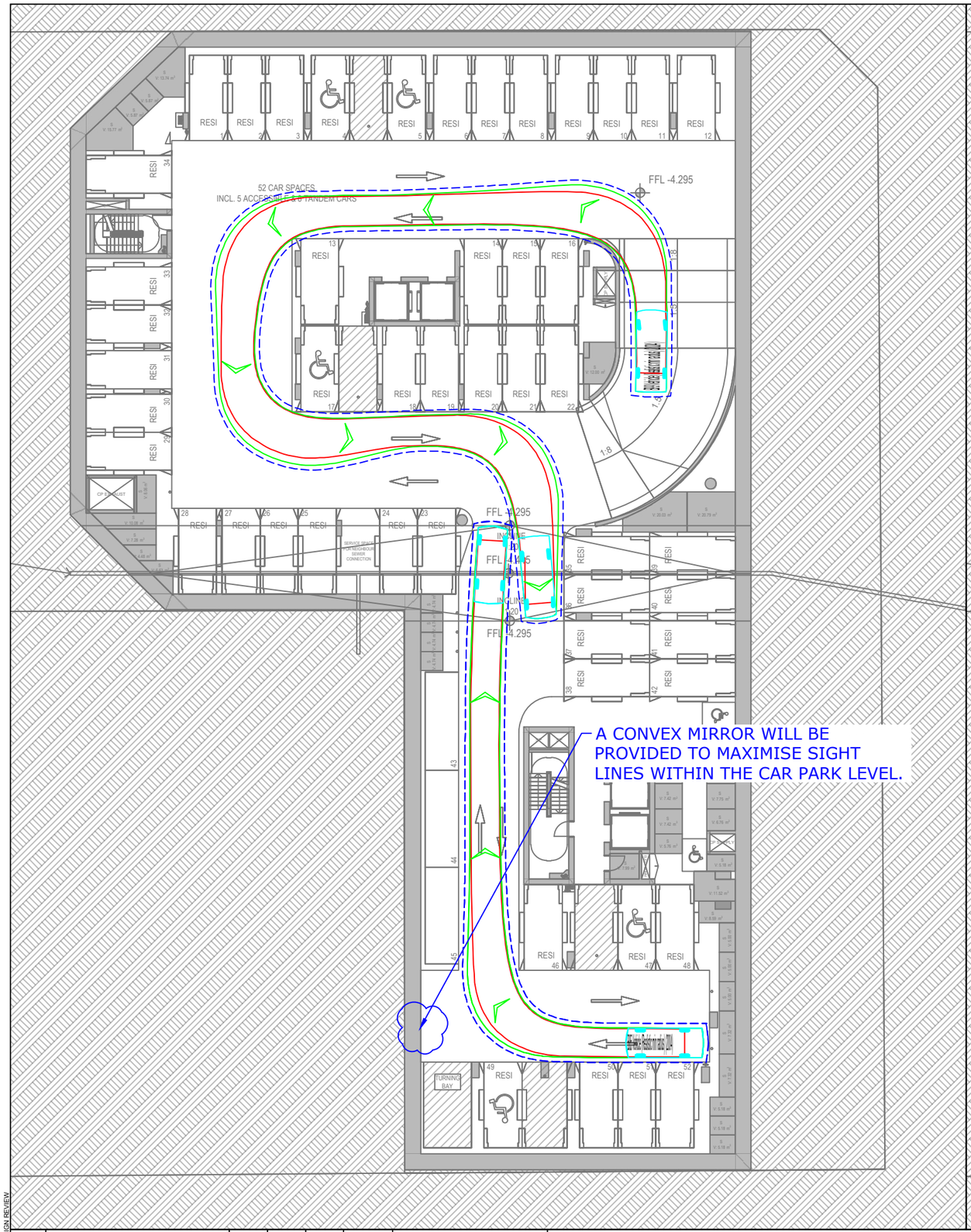
2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

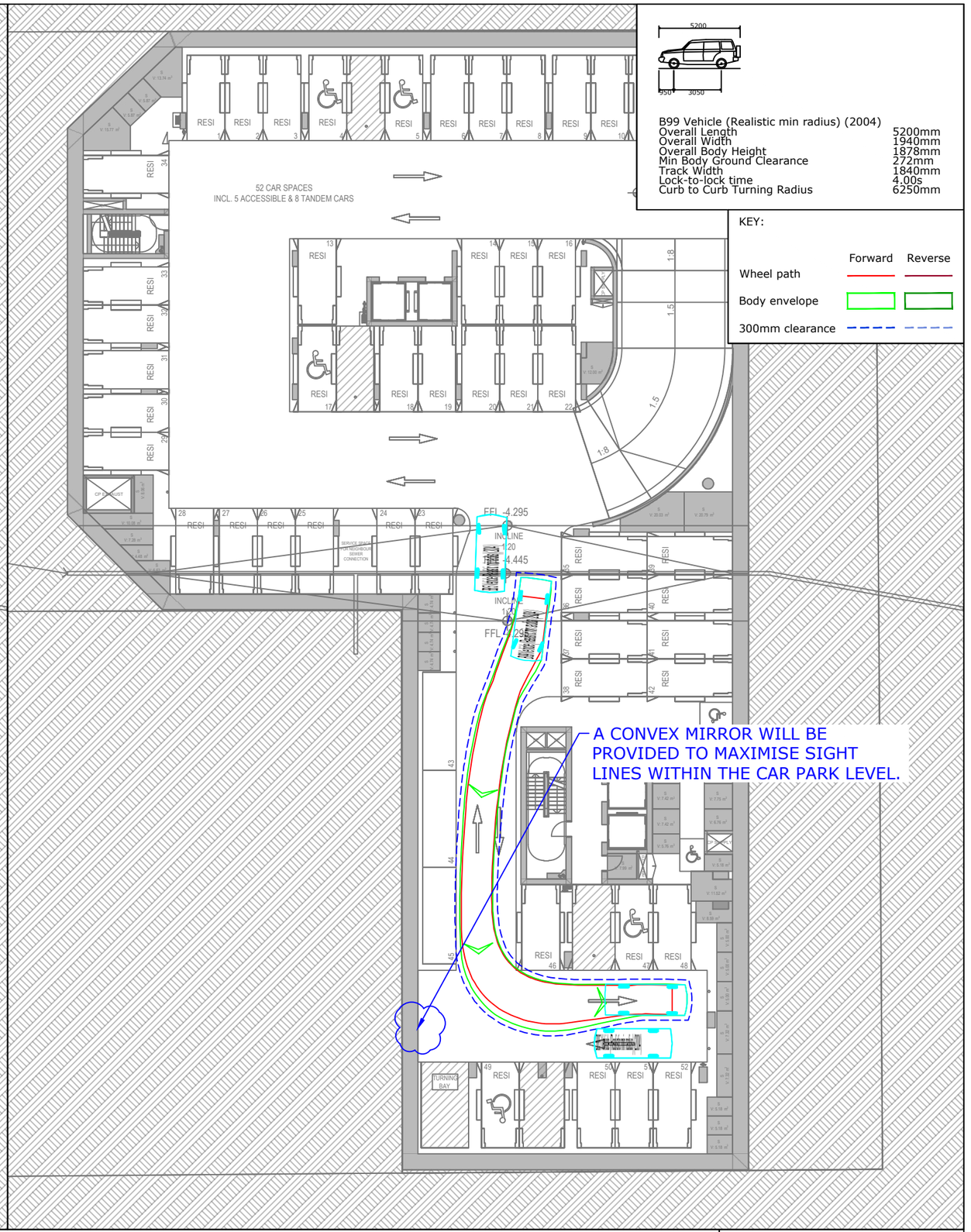
TITLE

SWEPT PATH ANALYSIS - BASEMENT LEVEL 2-4
5.2M B99 VEHICLE AND 4.91M B85 VEHICLE

DWG No.	24086CAD012 FIGURE 13
DATE STAMP	02 MARCH 2026
PROJECT No.	24086
SCALE	1:200 @A3
REV.	A

Filename: 24086CAD012-260302-DESIGN REVIEW





B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

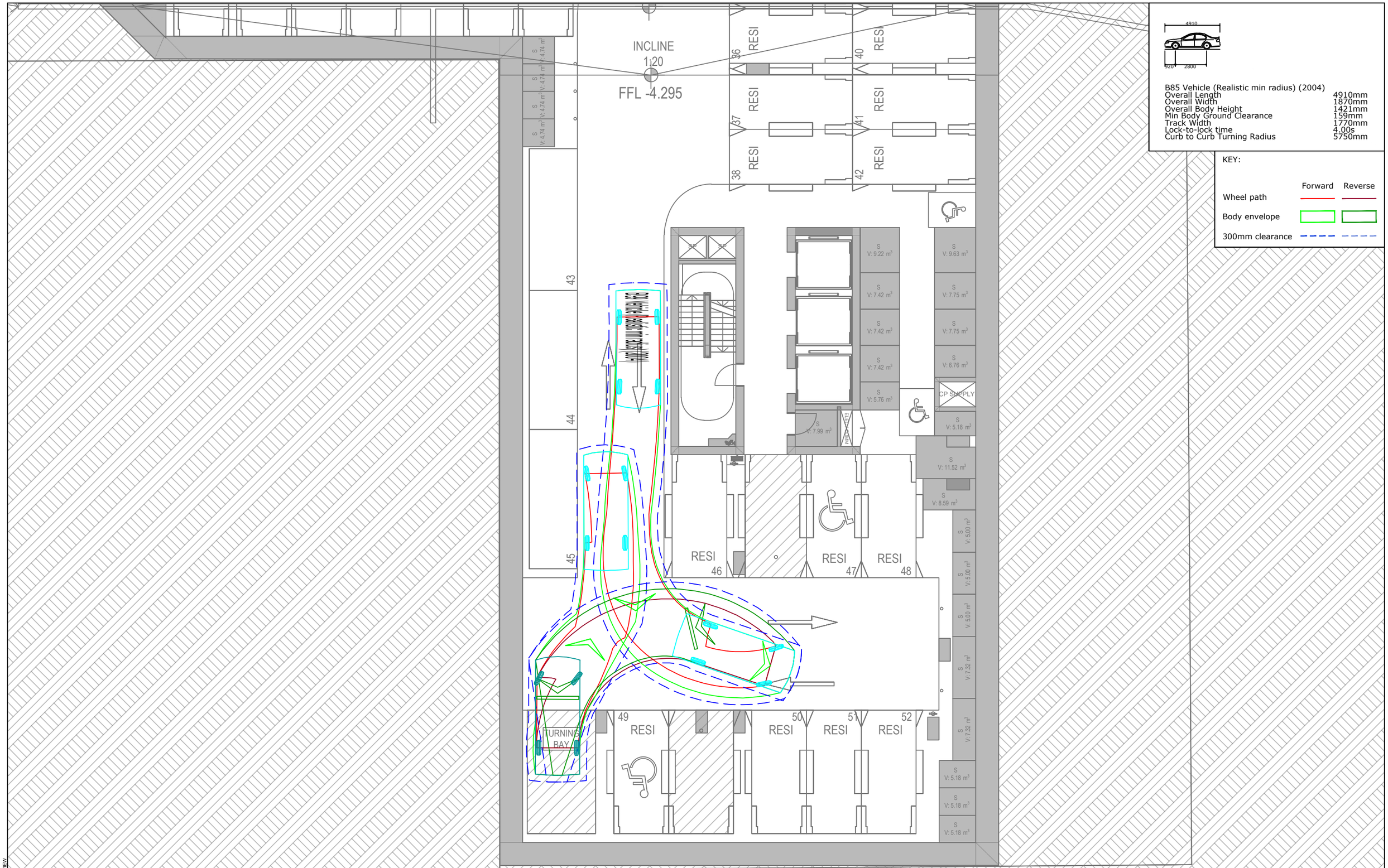
TITLE: SWEPT PATH ANALYSIS - BASEMENT LEVEL 2-5 (TYPICAL)
5.2M B99 VEHICLE

DWG No. 24086CAD012
FIGURE 14

DATE STAMP 02 MARCH 2026

PROJECT No.	SCALE	REV.
24086	1:300 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW



4910
920
2800

B85 Vehicle (Realistic min radius) (2004)

Overall Length	4910mm
Overall Width	1870mm
Overall Body Height	1421mm
Min Body Ground Clearance	159mm
Track Width	1770mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5750mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

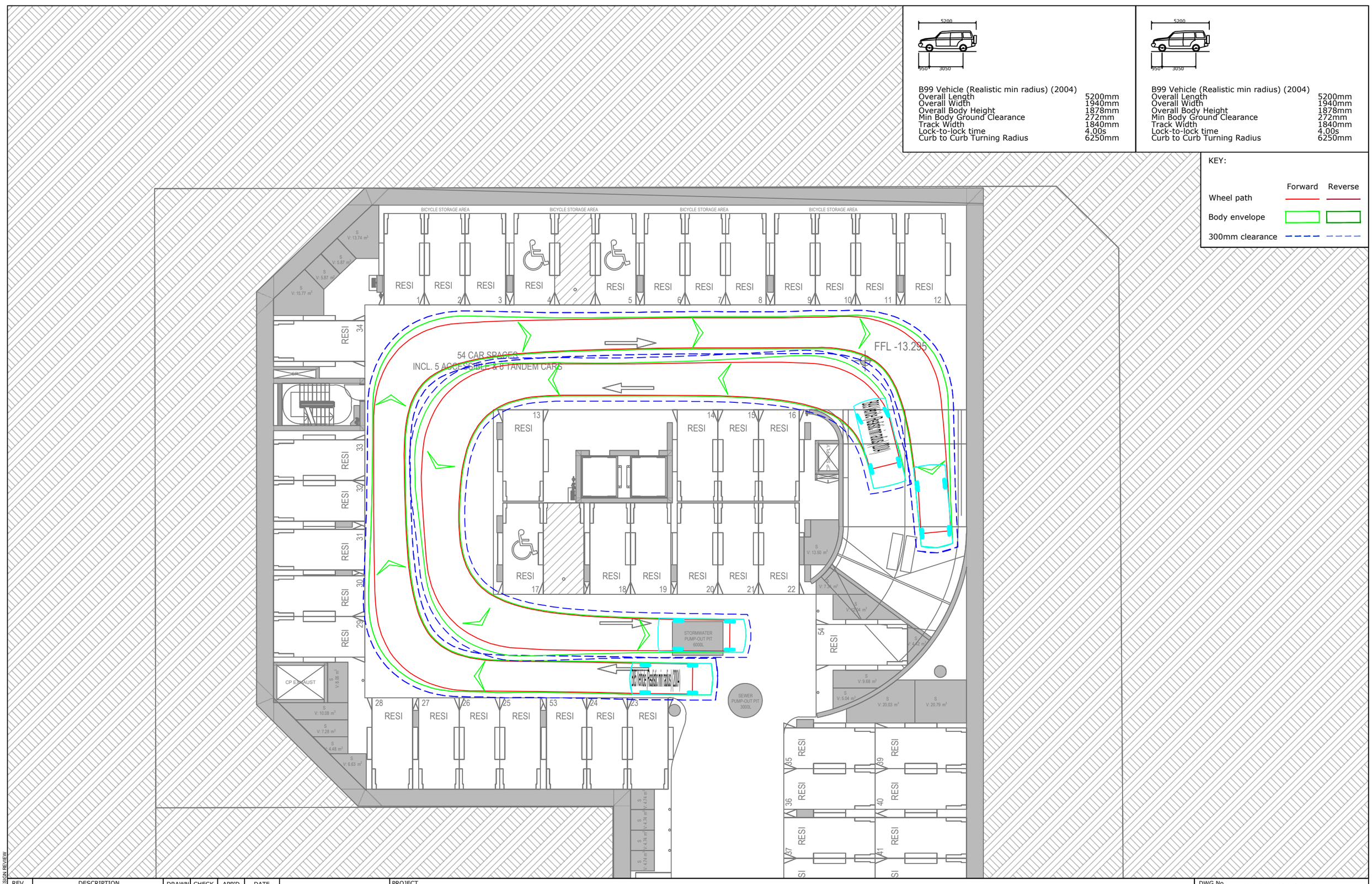
ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: SWEPT PATH ANALYSIS - BASEMENT LEVEL 2-5 (TYPICAL) - TURNING BAY
5.2M B99 VEHICLE

DWG No.	24086CAD012 FIGURE 15
DATE STAMP	02 MARCH 2026
PROJECT No.	24086
SCALE	1:150 @A3
REV.	A

Filename: 24086CAD012-260302-DESIGN REVIEW



5200

950 3050

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

5200

950 3050

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT

2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE

SWEPT PATH ANALYSIS - BASEMENT LEVEL 5
5.2M B99 VEHICLE AND 4.91M B85 VEHICLE

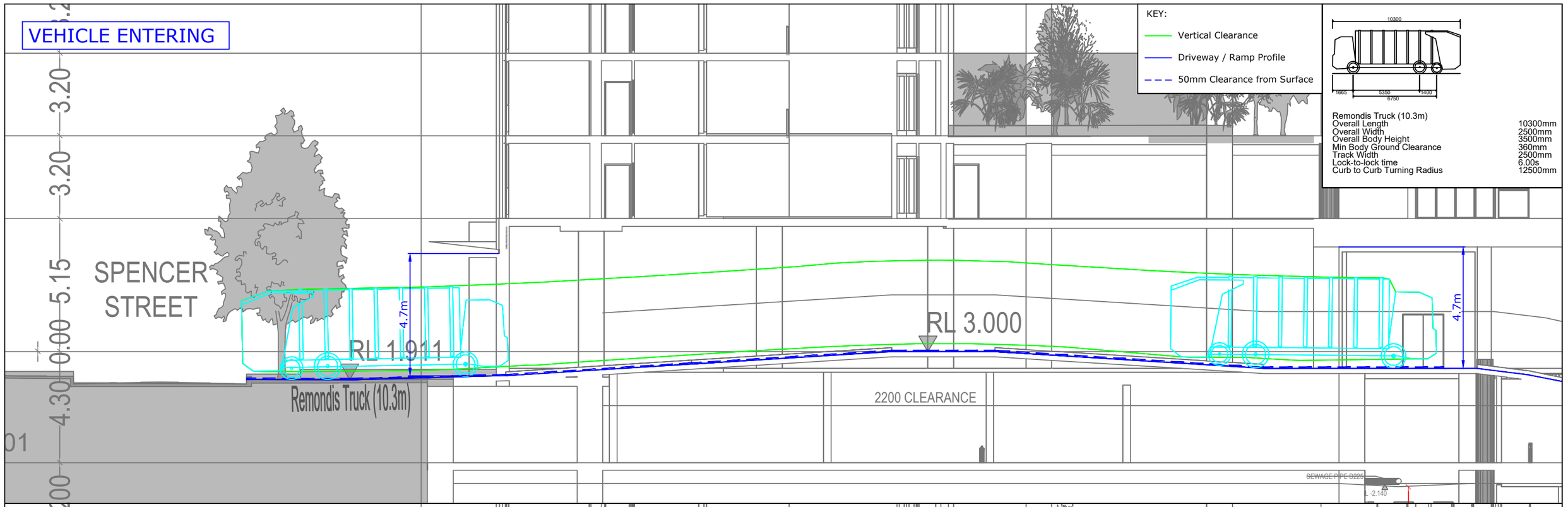
DWG No. 24086CAD012 FIGURE 16

DATE STAMP 02 MARCH 2026

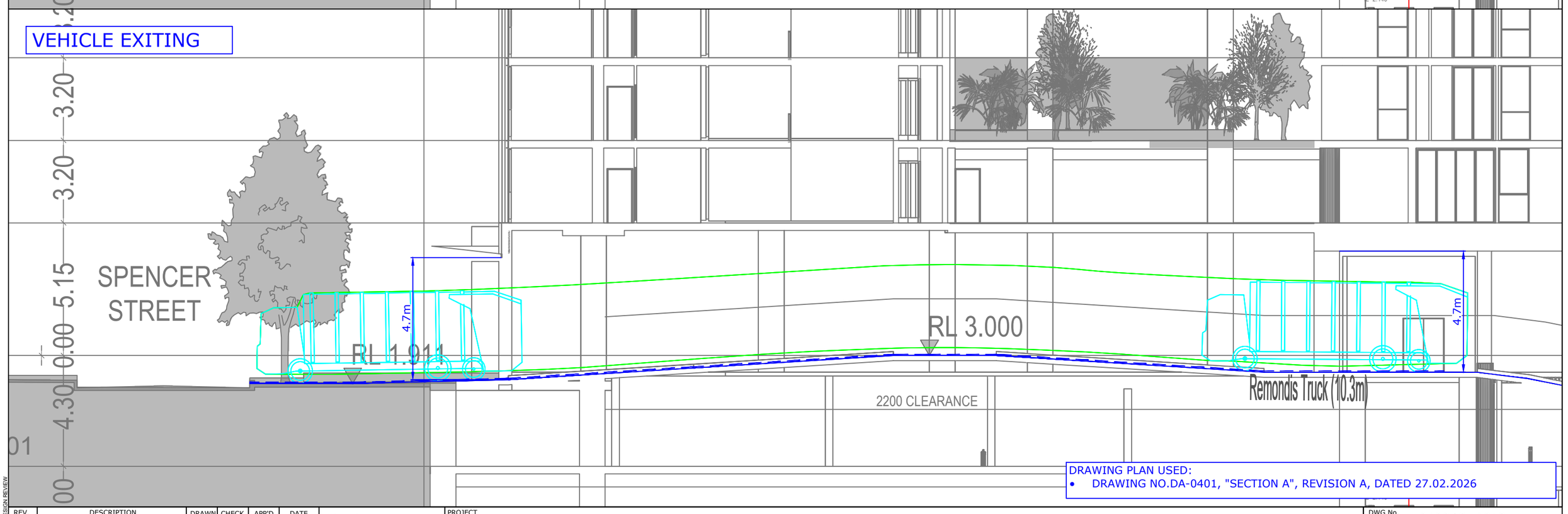
PROJECT No.	SCALE	REV.
24086	1:200 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE ENTERING



VEHICLE EXITING



DRAWING PLAN USED:
- DRAWING NO.DA-0401, "SECTION A", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: VERTICAL CLEARANCE CHECK - GROUND LEVEL
10.3M WASTE VEHICLE

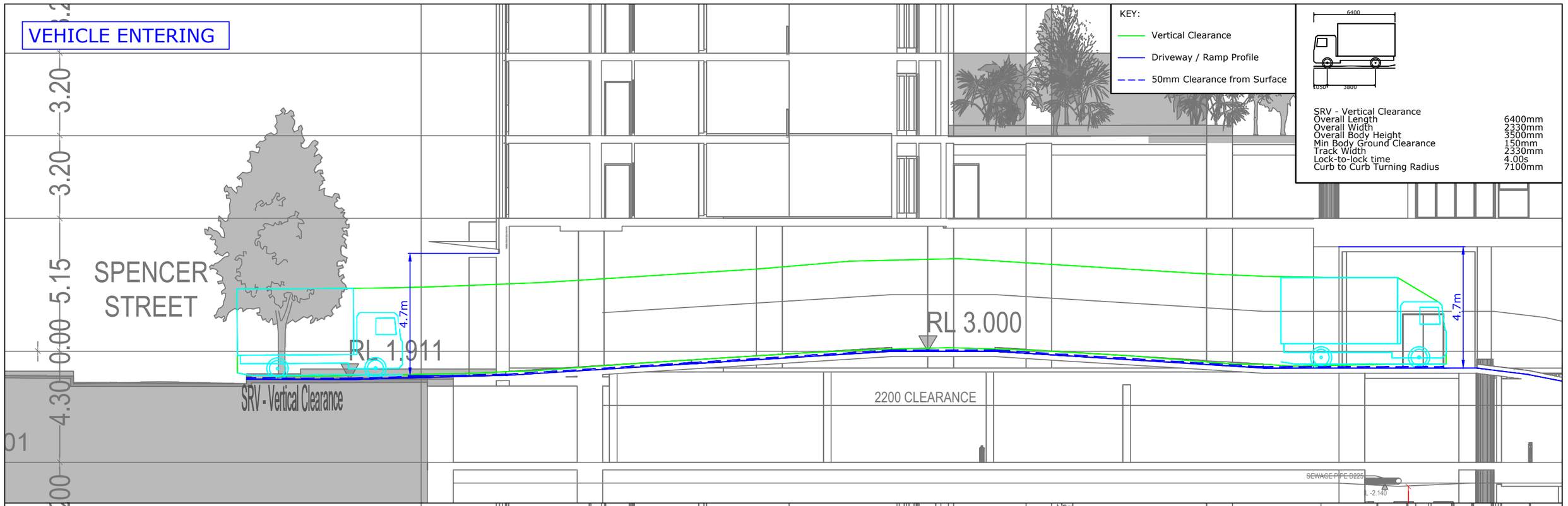
DWG No. 24086CAD012
FIGURE 17

DATE STAMP 02 MARCH 2026

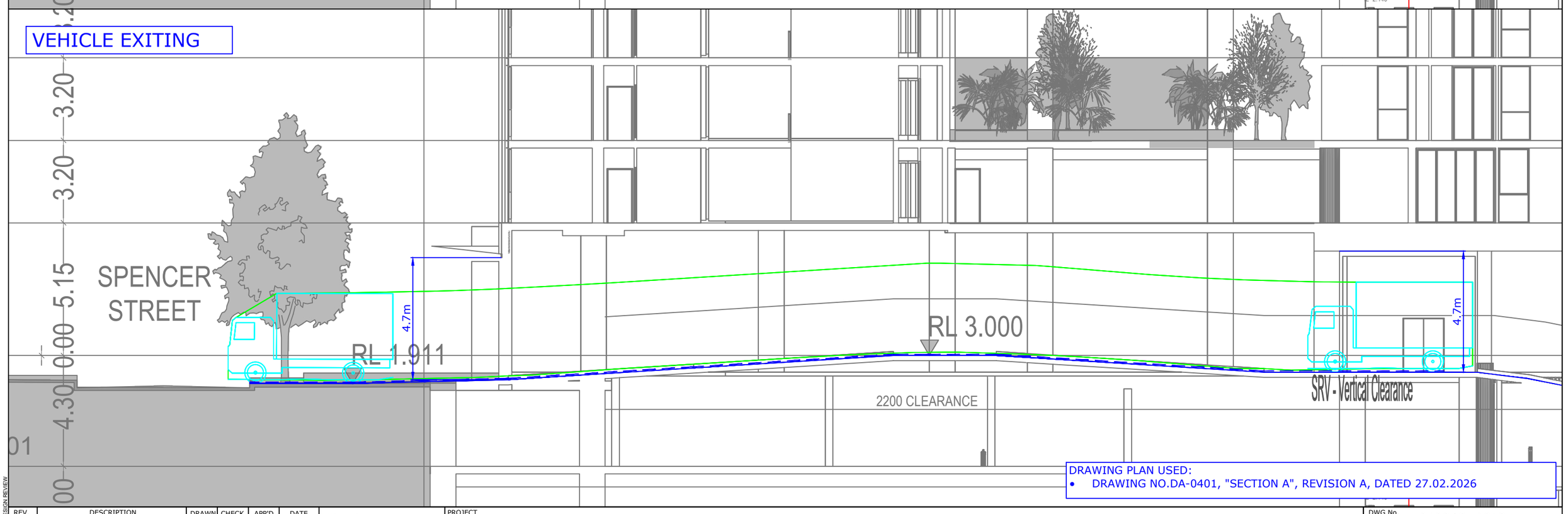
PROJECT No.	SCALE	REV.
24086	1:150 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE ENTERING



VEHICLE EXITING



DRAWING PLAN USED:
- DRAWING NO.DA-0401, "SECTION A", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: VERTICAL CLEARANCE CHECK - GROUND LEVEL
6.4M SMALL RIGID VEHICLE

DWG No. 24086CAD012 FIGURE 18

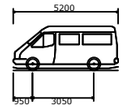
DATE STAMP 02 MARCH 2026

PROJECT No.	SCALE	REV.
24086	1:150 @A3	A

Filename: 24086CAD012-260302-DESIGN REVIEW

VEHICLE ENTERING

KEY:
- Vertical Clearance
- Driveway / Ramp Profile



B99 Vert Clearance (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	2200mm
Min Body Ground Clearance	120mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8000mm

SPENCER STREET

RL 1.911

RL 3.000

2200 CLEARANCE

B99 Vert Clearance (2004)

SEWAGE PIPE Ø225

VEHICLE EXITING

SPENCER STREET

RL 1.911

RL 3.000

2200 CLEARANCE

B99 Vert Clearance (2004)

SEWAGE PIPE Ø225

DRAWING PLAN USED:
- DRAWING NO.DA-0401, "SECTION A", REVISION A, DATED 27.02.2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	02/03/26

ttpp transport planning

PROJECT: 2-8 SPENCER STREET AND 79-81 QUEENS STREET, FIVE DOCK (DRAFT ISSUE)

TITLE: VERTICAL CLEARANCE CHECK - GROUND LEVEL TO BASEMENT LEVEL 1 RAMP
5.2M B99 VEHICLE

DWG No. 24086CAD012 FIGURE 19

DATE STAMP 02 MARCH 2026

PROJECT No. 24086 | SCALE 1:200 @A3 | REV. A

Filename: 24086CAD012-260302-DESIGN REVIEW

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