

SSD-94409457
Proposed Residential Development

**51-55 Archer Street,
Chatswood**

TRAFFIC AND PARKING ASSESSMENT REPORT



2 June 2026

Ref 25449

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 Ph: 9904 3224

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1.0 INTRODUCTION

1.1 Project Summary

This report has been prepared on behalf of *AB Chatswood Pty Ltd*, to accompany an Environmental Impact Statement (EIS) to *NSW Department of Planning and Environment* for a mixed-use development proposal to be located at 51-55 Archer Street, Chatswood (Figures 1 and 2).

This report addresses the items raised under *Item 9: Transport* of the Secretary's Environmental Assessment Requirements (SEARs) for the State Significant Development (SSD), SSD-94409457. In this regard, a separate *Green Travel Plan* and *Construction Traffic Management Plan* has been provided under a separate cover.

The subject site is located within "Chatswood CBD" as outlined in the *Willoughby Development Control Plan Part L: Place Based Plans 2023* document and is situated approximately 650m walking distance east of Chatswood Railway Station & Bus Interchange.

This application therefore seeks approval for the demolition of the existing buildings on the site to facilitate the construction of new residential flat building, comprising 114 residential apartments (including 51 *in-fill affordable*).

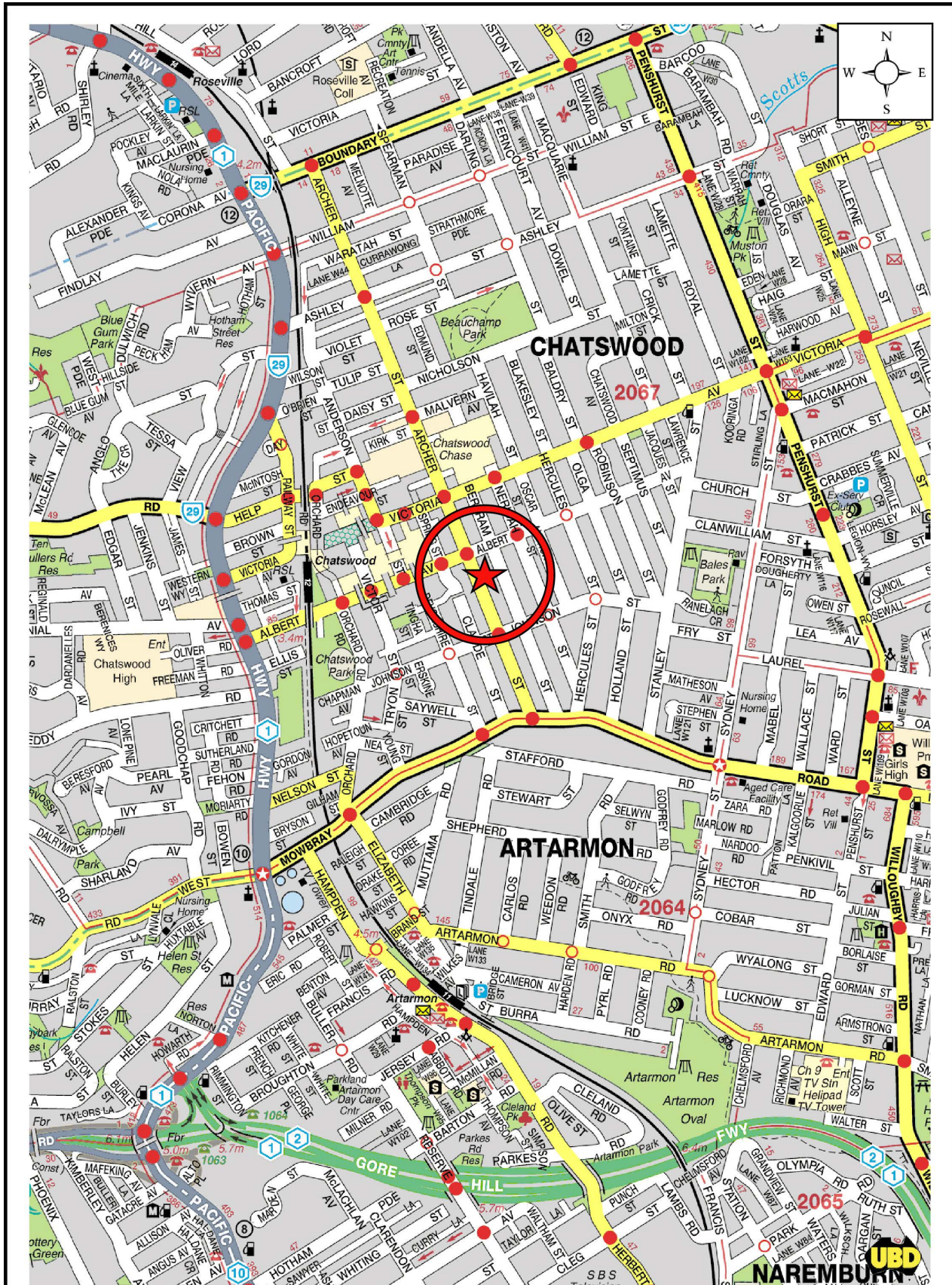
Off-street parking is proposed for a total of 136 cars in a new six-level basement parking area, comprising 119 residential spaces (including 6 accessible spaces), and 17 visitor spaces (including 1 accessible space), in accordance with *SEPP (Housing) 2021* and TfNSW *GTIA* requirements.

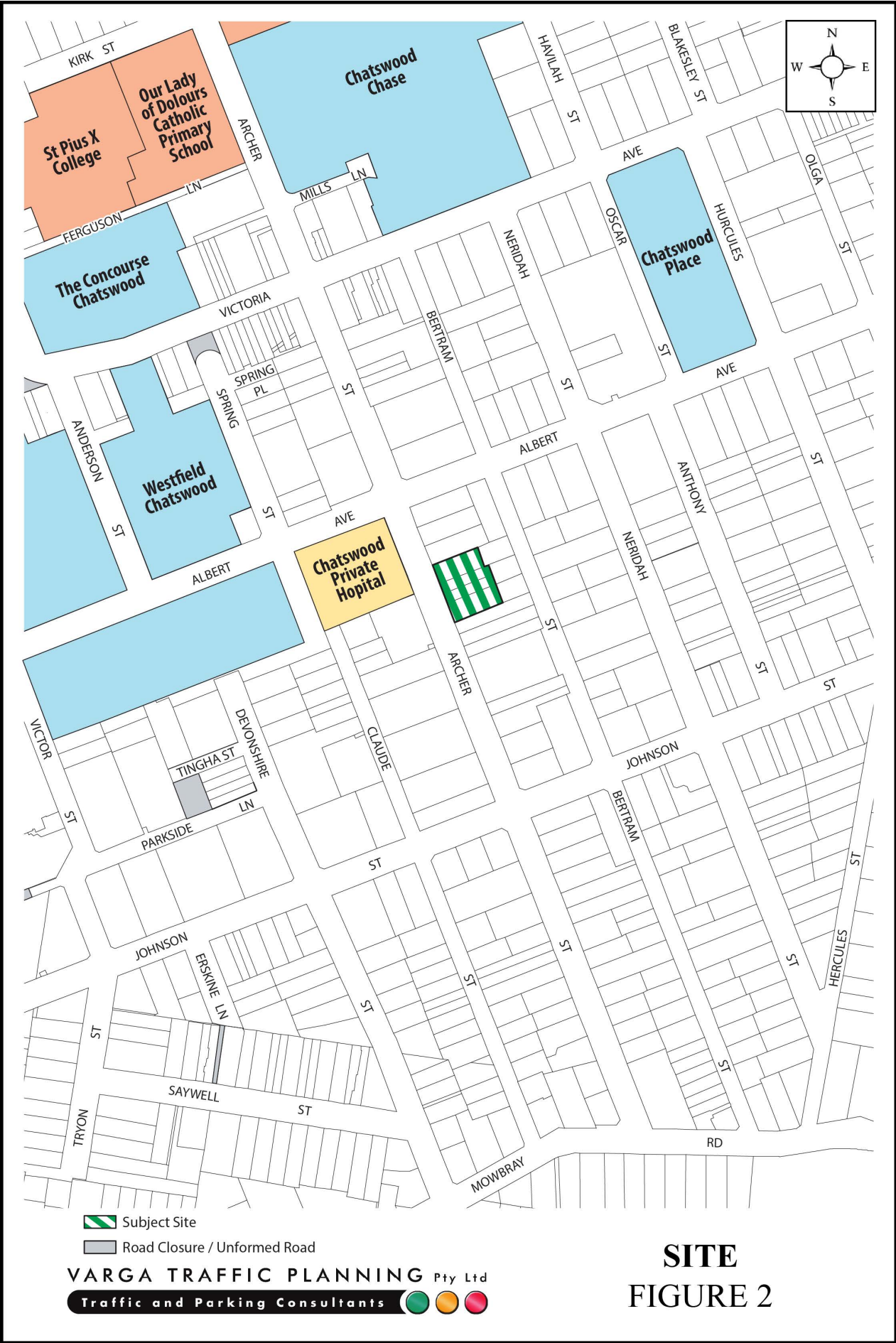
Vehicular access to the site is to be provided via a new entry/exit driveway located at the southern end of the Archer Street site frontage.

1.2 Purpose of this Report

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site





1.3 Secretary's Environmental Assessment Requirements

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued on 20 October 2025 for the State Significant Development (SSD), SSD-94409457.

In this regard, a separate *Green Travel Plan* and *Construction Traffic Management Plan* has been provided under a separate cover.

The table below details where the responses to each of the items raised under *Item 9* of the SEARs have been addressed in this report.

Secretary's Environmental Assessment Requirements

9. Transport	Report Section
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.	Refer to CTMP
Address comments raised by Willoughby City Council at Appendix A	Chapter 1.4
Address the requirements of TfNSW in Appendix A	Chapter 1.5

1.4 Willoughby City Council Comments

This report also addresses the items raised by Willoughby City Council in their letter dated 3 October 2025 to the *Department of Planning, Housing and Infrastructure* in respect to the abovementioned development proposal (SSD-94409457).

The table below details where the responses to each of items raised under *Item 6* and *Item 7* have been addressed in this report.

Willoughby City Council Comments

6. Car parking spaces	Report Section
If an SSDA as proposed in the Scoping Report is to be considered, documentation is required that assesses: • The breakdown of car parking, identifying when the SEPP and WDCP have been used to determine appropriate rates. • The difference between the SEPP car parking requirement and the Council maximum rate. • Car parking proposed and how this reflects proximity to public transport infrastructure. • Cumulative impacts of all current SSDA affordable infill developments on the surrounding road network, based on the SEPP car parking rates. • Cumulative impacts of all development in the Chatswood CBD, based on SEPP car parking rates – noting that the Chatswood CBD Strategy was endorsed based on Council’s car parking rates.	Chapter 4.2 Chapter 4.2 Chapter 2.2 & 4.2 Chapter 2.4 Chapter 2.3
7. Loading, unloading waste collection and delivery vehicles	Report Section
If an SSDA as proposed in the Scoping Report is to be considered, documentation is required that assesses: • Heavy rigid vehicles accessing the basement loading dock, supported by turning circle diagrams. • Loading being conducted in a manner that does not impact of cars accessing the remainder of the basement. • Waste collection, with regard to: - Expected storage location proximity to where HRV waste vehicles will be Loading. - Movement of stored waste to waste vehicles in a manner that does not impact on general basement vehicle movement. - Consistency with all Council standard waste requirements for the end development.	Chapter 4.5 & Appendix B Chapter 4.5 & Appendix B Chapter 4.5

1.5 Transport for NSW Requirements

This report also addresses the items raised by TfNSW in their letter dated 3 October 2025 to the *Department of Planning, Housing and Infrastructure* in respect to the abovementioned development proposal (SSD-94409457).

The table below details where the responses to each of items raised under *Tab A* have been addressed in this report.

Transport for NSW Requirements

Tab A	Report Section
<i>Transport Impact Assessment (TIA)</i> : A TIA shall be prepared in accordance with the <i>Guide to Transport Impact Assessment</i> (GTIA). GTIA replaces the Guide to Traffic Generating Developments and can be found at this link . The TIA will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages, as well as the impacts from local road connections with the state classified road network as a consequence of increased vehicular, bus and pedestrian/active transport movements.	This Report
<i>Green Travel Plan (GTP)</i> : A GTP is to be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. The GTP should include, but not be limited to, measures to promote sustainable travel choices for employees and residents, such as connections into existing walking and cycling networks, minimising car use, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities. More information to assist in the preparation of a GTP can be found at the following link. https://www.mysydney.nsw.gov.au/travelchoices/tdm#develop .	Refer to GTP
<i>Planning Proposal</i> : TfNSW notes that this SSD is subject to a concurrent Planning Proposal that seeks to increase the site's permissible Height and Floor Space Ratio and amend the non-residential floor space standards applying to the site, thereby enabling the intended development outcome. Details of the proposed Local Environmental Plan (LEP) amendments to facilitate this development should be provided as part of the Planning Proposal documentation and early consultation with TfNSW is encouraged in the process.	Refer to EIS and Rezoning Proposal

2.0 PROPOSED DEVELOPMENT

2.1 Site

The subject site is located on the eastern side of Archer Street, approximately 50m south of the Archer Street and Albert Avenue intersection. The site is irregular in shape and has a street frontage of approximately 46m to Archer Street and occupies an area of approximately 1,767m².

The site is currently zoned *MU1 – Mixed Use* under the *Willoughby Local Environmental Plan 2012* and is located approximately 650m walking distance east of Chatswood Railway Station & Bus Interchange. A recent aerial image of the site and its surroundings is reproduced below.



Source: Nearmap (Dated Sun Oct 6 2025)

The subject site is currently occupied by two residential dwelling houses and two semi-detached dwellings, with off-street parking provided in separate garages/carports and hardstand areas. Vehicular access is provided via respective access driveways off Archer Street.

The site lies within “Chatswood CBD” as outlined in the *Willoughby Development Control Plan Part L: Place Based Plans 2023* document, reproduced on the following page.

Map 1: Land use map from Chatswood CBD Planning and Urban Design Strategy 2036



Source: Willoughby Development Control Plan 2023

In addition, the *Willoughby Local Environmental Plan 2012* also notes the following:

Part 6 Additional local provisions

6.8 Affordable Housing

- (1) In this clause, the *Willoughby Affordable Housing Principles* are as follows—
 - (a) affordable housing must be provided and managed to make accommodation for a diverse residential population representative of all income groups available in Willoughby,
- (2) This clause applies to the erection of residential accommodation on land identified as “Area 1”, “Area 2”, “Area 3” or “Area 4” on the *Affordable Housing Map*, other than development for the purposes of boarding houses, community housing, group homes, hostels and public housing.

The site is located on land identified as “Area 3” on the *Affordable Housing Map*, as reproduced below, and is therefore required to allocate 10% of residential GFA as *in-fill affordable housing*.



Source: Willoughby Local Environmental Plan 2012

2.2 Proposed Development

The proposed development involves the demolition of the existing buildings on the site to facilitate the construction of a new 45-storey residential flat building.

A total of 114 residential apartments (including 51 *in-fill affordable*) is proposed across the building, as follows:

Development Breakdown

Studio apartments:	6	(including 6 affordable units)
1-bedroom apartments:	27	(including 27 affordable units)
2-bedroom apartments:	18	(including 18 affordable units)
3-bedroom apartments:	50	
4-bedroom apartments:	13	
TOTAL APARTMENTS:	114	

Off-street parking is proposed for a total of 136 cars (including 7 accessible spaces) in a new six-level basement parking area, comprising 119 residential spaces and 17 visitor spaces, in accordance with *SEPP (Housing) 2021* and TfNSW *GTIA* requirements.

Loading/servicing for the proposed development is to be undertaken by a variety of commercial vehicles such as the *Hyundai iLoad* and similar “white vans”, up to and including 6.4m long SRV trucks. In this regard, a dedicated loading area is proposed within the basement level, adjacent the bin hold room.

Vehicular access to the basement parking and loading facilities are to be provided via a new entry/exit driveway located at the southern end of the Archer Street site frontage.

Pedestrian access is provided via separate residential pedestrian lobbies off Archer Street. The pedestrian entries are well separated from the vehicular access driveway and provide safe and convenient pedestrian access to the pedestrian footpaths located along the frontage road. All of these pedestrian footpaths provide safe and convenient pedestrian access to the nearby Chatswood Railway Station as well as Chatswood CBD.

Plans of the proposed development have been prepared by *PTW Architects* and are reproduced in **Appendix A**.

2.3 Neighbouring Developments

Surrounding developments in the vicinity of the site are summarised in the figure below and include:

- 57-61 Archer Street & 35 Albert Avenue (SSD-72891212): Approved
 - 150 apartments
 - 567m² of retail floor space
 - 1,680m² of commercial floor space
 - 157 car spaces, accessed via Bertram Street
- 37 Archer Street (SSD-73277714): Under Assessment
 - 122 apartments

- ~159m² of retail floor space
 - ~1,439m² of commercial floor space
 - ~283m² of food & beverage floor space
 - 154 car spaces, accessed via Bertram Street
- 31-35 Archer Street (DA-2025/17): Refused
 - 55 apartments
 - ~833.7m² of commercial floor space
 - 64 car spaces, accessed via Bertram Street
- 42 Archer Street (DA-2022/240): Approved
 - 42 apartments
 - ~1003m² of community facility floor space
 - 28 car spaces, accessed via Claude Street



Source: Scoping Report – 51-55 Archer Street Chatswood 2025

It is noted that these developments are *not* accessed via Archer Street and are *not* expected to generate significant traffic at the Archer Street/Albert Avenue and Archer Street/Johnson Street intersections.

2.4 Approved State Significant Developments

The approved SSDA affordable in-fill developments in the Chatswood area include:

- 54-56 Anderson Street, Chatswood (SSD-78520463)
 - 122 apartments (including 30 *in-fill affordable*)
 - 1,872m² of commercial floor space
 - 127 car spaces

- 44-52 Anderson Street, Chatswood (SSD-75408008)
 - 123 apartments (including 36 *in-fill affordable*)
 - 989.5m² of retail floor space
 - 1,752.53m² of commercial floor space
 - 296 car spaces

- 5-9 Gordon Avenue, Chatswood (SSD-74439970)
 - 91 apartments (including 24 *in-fill affordable*)
 - 363.1m² of retail floor space
 - 1,040m² of commercial floor space
 - 121 car spaces

- 691-699 Pacific Highway, Chatswood (SSD-77127711)
 - 101 apartments (including 26 *in-fill affordable*)
 - 1,847m² of commercial floor space
 - 179 car spaces

- 849-859 Pacific Highway & 2-8 Wilson Street, Chatswood (SSD-74319707)
 - 327 apartments (including 59 *in-fill affordable*)
 - 1,281m² of retail floor space
 - 2,112m² of commercial floor space
 - 483m² of childcare centre floor space
 - 381 car spaces

- 3-5 Help Street, Chatswood (SSD-76555711)
 - 160 apartments (including 32 *in-fill affordable*)
 - 363m² of retail floor space
 - 1,959m² of commercial floor space
 - 165 car spaces

- 38-42 Anderson, 3 McIntosh and 2 Day Streets, Chatswood (SSD-74670720)
 - 258 apartments (including 56 *in-fill affordable*)
 - 3,200m² of gymnasium floor space
 - 956m² of food & beverage floor space
 - 494 car spaces

- 410-416 Victoria Avenue, Chatswood (SSD-74670720)
 - 260 BTR apartments
 - 1,110m² of retail floor space
 - 1 car space

- 57-61 Archer Street & 35 Albert Avenue (SSD-72891212)
 - 150 apartments
 - 567m² of retail floor space
 - 1,680m² of commercial floor space
 - 157 car spaces

It is noted that these developments are *not* located in the vicinity of the subject site, *except* for the 57-61 Archer Street & 35 Albert Avenue site. However, as noted in the foregoing, this development is *not* accessed via Archer Street and are *not* expected to generate significant traffic at the Archer Street/Albert Avenue and Archer Street/Johnson Street intersections.

Therefore, these developments are *not* anticipated to have any impact on the traffic associated with the proposed development.

3.0 TRAFFIC ASSESSMENT

3.1 Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

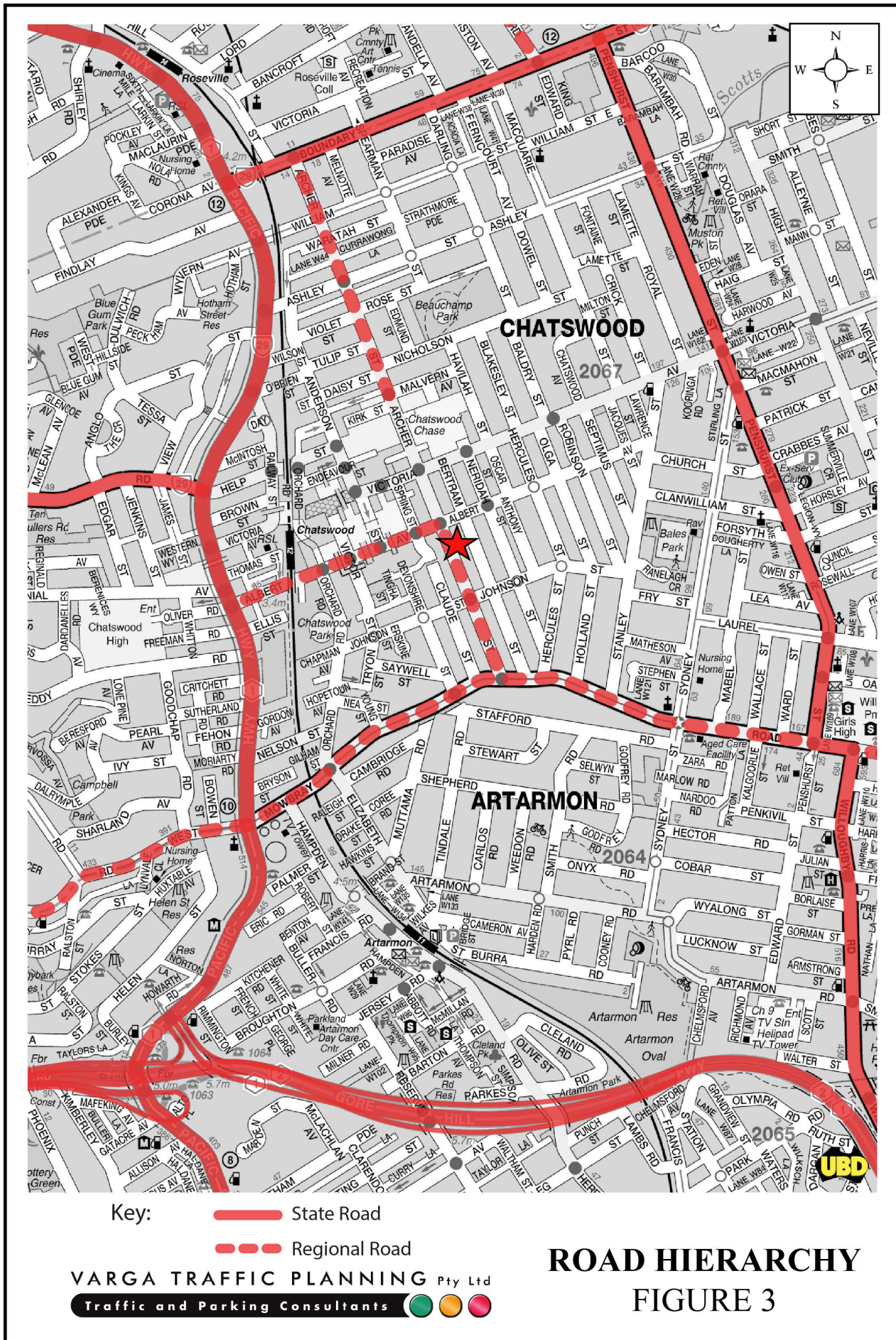
The Pacific Highway is classified by TfNSW as a *State Road* and is one of Australia's major inter-city highways, linking Sydney and Brisbane. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a raised central median island and turning bays provided at key locations. Clearway restrictions apply along both sides of the road during commuter peak periods.

Archer Street (south of Albert Avenue) / Albert Avenue (west of Archer Street) is classified by TfNSW as a *Regional Road* and performs the function of an east-west *collector route* through Chatswood, linking Mowbray Road in the east to The Pacific Highway in the west. It typically carries one traffic lane in each direction in the vicinity of the site, with additional lanes provided at key locations.

Archer Street (north of Malvern Avenue) is classified by TfNSW as a *Regional Road* which performs the function of a north-south *collector route* through the area, linking Boundary Street in the north at Roseville to Chatswood CBD. It typically carries two traffic lanes in each direction.

Mowbray Road / Mowbray Road West is classified by TfNSW as a *Regional Road* and performs the function of an east-west *collector route* through the area, linking the Eastern Valley Way in east at Castle Crag to Epping Road in the west at Lane Cove. It typically carries two traffic lanes in each direction in the vicinity of the site, with additional lanes provided at key locations.

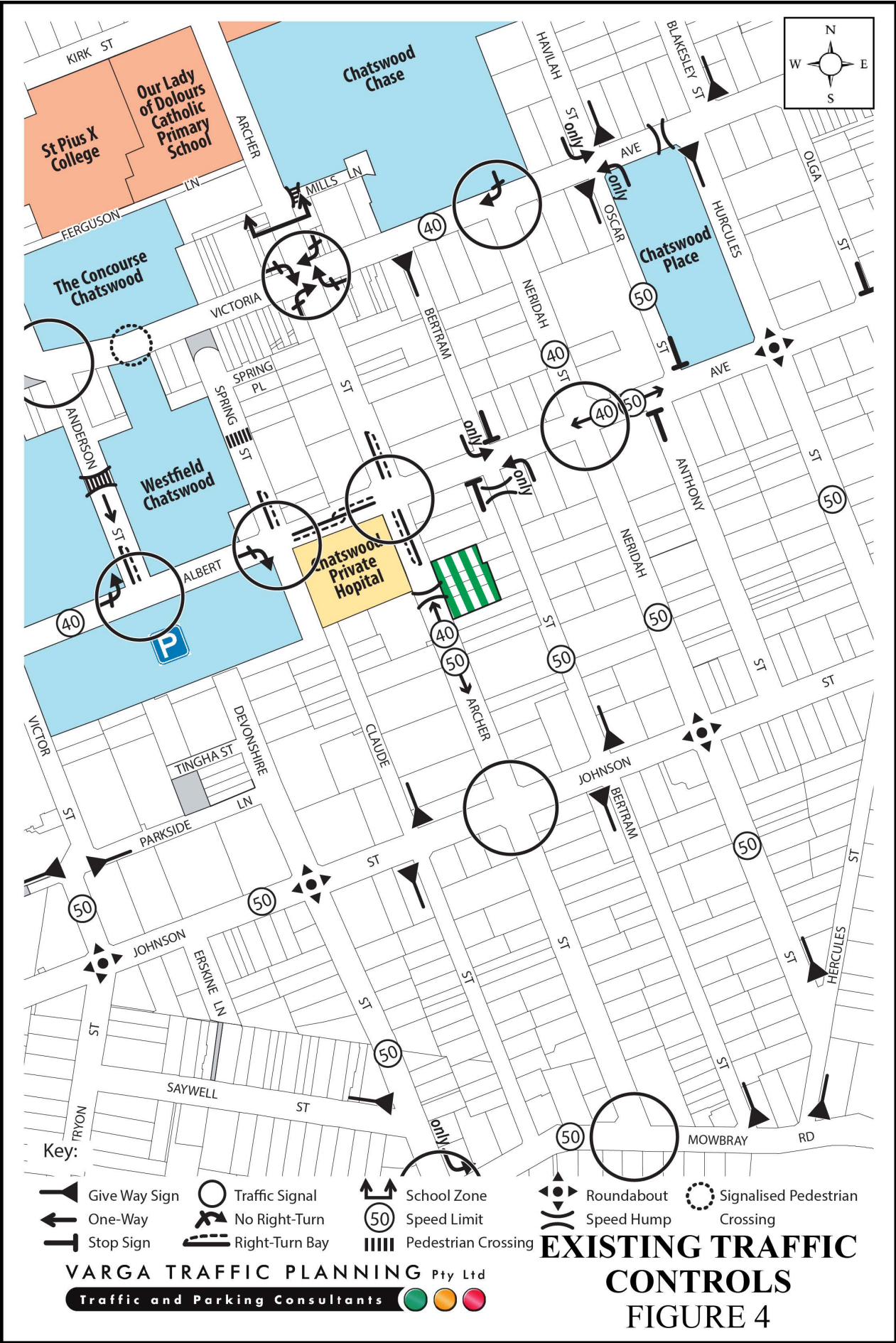
Archer Street (between Malvern Avenue and Albert Avenue) is a local, unclassified road which performs the function of a north-south *collector route* through the Chatswood area. It typically carries two traffic lanes in each direction.



3.2 Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 50 km/h SPEED LIMIT which applies to Archer Street (south of the subject site), and all other local roads in the area
- a 40 km/h SPEED LIMIT which applies to Archer Street (north of the subject site), Albert Avenue, Victoria Avenue, and all other high pedestrian activity roads in the vicinity of Chatswood CBD
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to Archer Street and all other streets in the vicinity of St Pius X College and Our Lady of Dolours Catholic Primary School
- TRAFFIC SIGNALS in Archer Street where it intersects with Victoria Avenue, Albert Avenue, Johnson Street and Mowbray Road
- TRAFFIC SIGNALS in Albert Avenue where it intersects with Anderson Street, Spring Street, Archer Street, and Neridah Street
- a SPEED HUMP located in Archer Street, directly in front of the subject site
- ROUNDABOUTS in Johnson Street where it intersects with Victor Street/Tryon Street, Devonshire Street, and Neridah Street
- GIVE WAY SIGNS where local streets intersect with Johnson Street
- STOP SIGNS where local streets intersect with Albert Avenue
- NO RIGHT TURN restrictions on all approaches on the Archer Street and Victoria Avenue intersection



3.3 Existing Public Transport Services

The existing public transport services available in the vicinity of the site are illustrated on Figure 5. The site is located 650m walking distance east of Chatswood Railway Station. Chatswood Railway Station operates on the following railway lines:

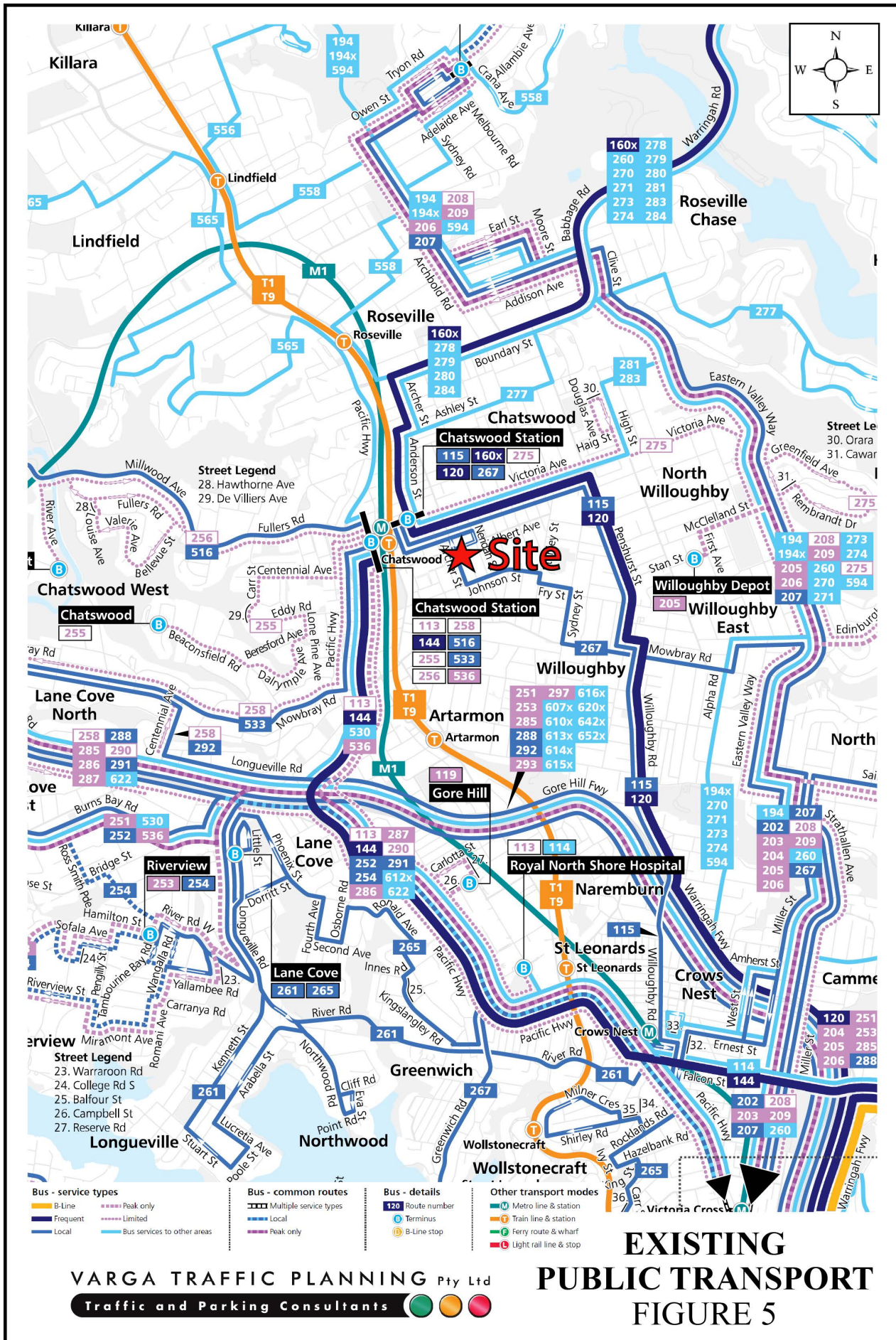
- M1 Metro North West & Bankstown Line operating between Sydenham to Tallawong
- T1 North Shore Line operating between City to Berowra via Gordon
- T1 Western Line operating between City to Emu Plains or Richmond
- T9 Northern Line operating between Gordon to Hornsby via City
- CCN Central Coast & Newcastle Line operating between Newcastle Interchange to Central via Strathfield or Gordon

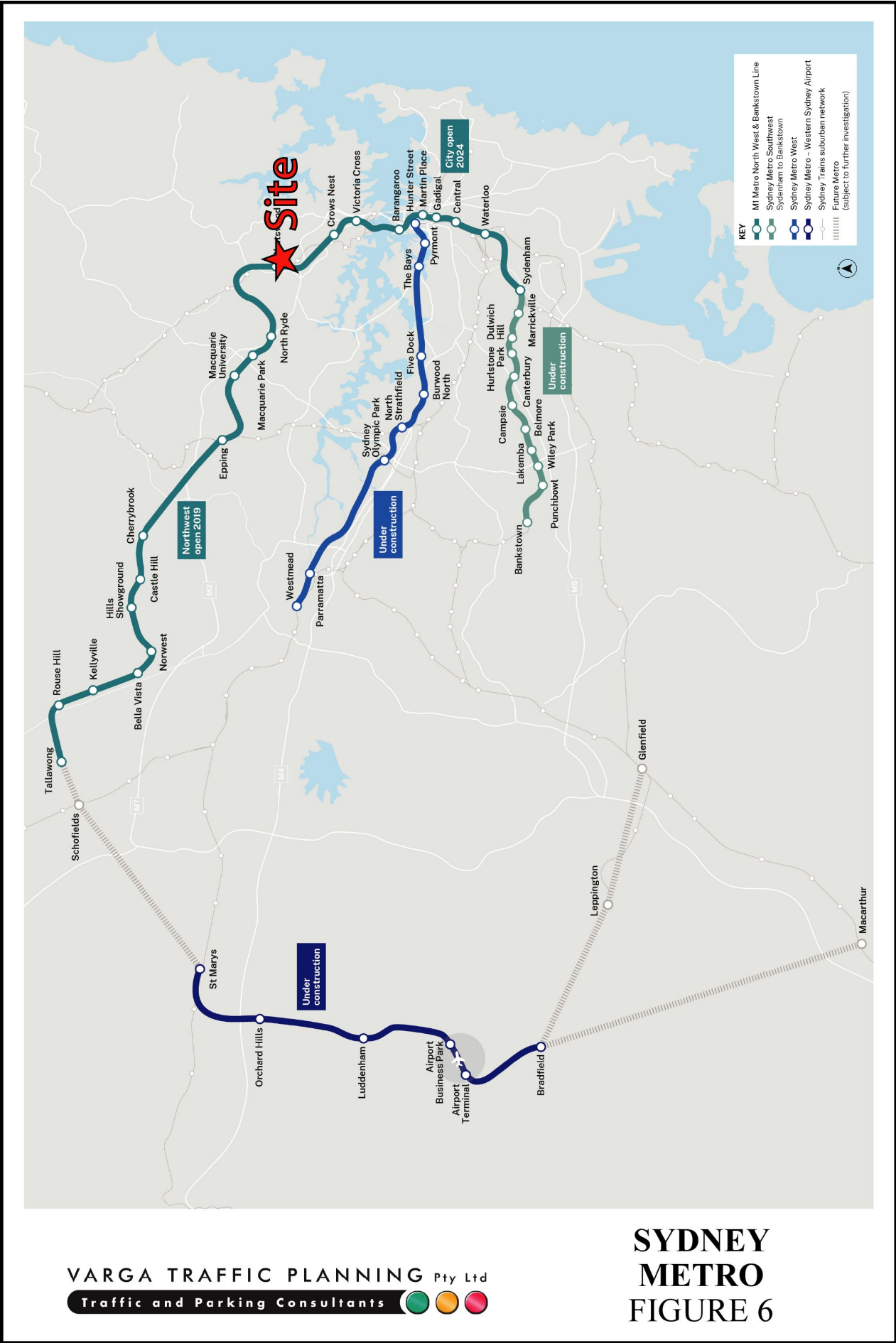
The typical journey time to/from Central Station is approximately 24 minutes, with a frequency of 3 minutes during peak hours, reducing to 5-10 minutes at all other times.

Notably, Chatswood Station forms part of the Sydney Metro network. The Sydney North West & Bankstown Line will ultimately comprise 31 metro stations and more than 66 kilometres of new metro rail running from Sydney's booming North West region under Sydney Harbour, through new underground stations in the CBD, and beyond to the south west to Bankstown, as illustrated in Figure 6.

Metro is a new generation of world-class fast, safe and reliable trains easily connecting customers to where they want to go. The metro has high frequency 'turn-up-and-go' services, with a frequency of 4 minutes during peak periods. Technology keeps customers connected at all stages of their journey, including smart phone travel apps and real-time journey information at metro stations and on-board trains.

In addition to the rail services, a major bus interchange is available outside of Chatswood Railway Station servicing an extensive range of bus routes. A summary of those bus services is provided in the table below, revealing that there are approximately 1,577 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 1188 bus services per day on Saturdays and approximately 1,096 bus services per day on Sundays and Public Holidays.





Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
113	Chatswood to Royal North Shore Hospital	7	7	0	0	0	0
115	Chatswood to North Sydney Station (Loop Service)	82	82	57	57	54	54
120	Chatswood to City QVB (Loop Service)	120	106	96	96	96	96
144	Manly to Chatswood via St Leonards	101	106	102	102	101	100
160X	Dee Why to Chatswood via Frenchs Forest (Express Service)	107	107	107	107	107	107
255	Colwell Cres & Beaconsfield Rd to Chatswood	6	8	4	4	0	0
256	Chatswood to Chatswood West (Loop Service)	12	17	5	5	0	0
258	Chatswood to Lane Cove West	2	2	0	0	0	0
261	Lane Cove to City King Street Wharf via Longueville	1	1	0	0	0	0
267	Chatswood to Greenwich via Crows Nest	29	26	15	14	12	11
275	Castlecrag to Chatswood	4	4	4	4	0	0
277	Chatswood to Castle Cove (Loop Service)	19	18	6	6	6	6
278	Chatswood to Killarney Heights (Loop Service)	13	10	0	0	0	0
279	Chatswood to Frenchs Forest (Loop Service)	2	4	0	0	0	0
280	Warringah Mall to Chatswood	46	45	37	37	35	35
281	Chatswood to Davidson (Loop Service)	23	26	20	20	17	17
283	Chatswood to Belrose (Loop Service)	23	26	21	22	18	18
284	Duffys Forest to Terrey Hills & Chatswood	5	3	0	0	0	0
516	Top Ryde City to Chatswood via North Ryde	44	42	29	29	26	26
530	Burwood to Chatswood	41	42	31	31	26	26
533	Sydney Olympic Park to Chatswood via Rhodes & North Ryde	47	44	33	33	23	23
536	Gladesville to Chatswood via Hunters Hill	21	20	0	0	0	0
558	Chatswood to Linfield	8	8	5	5	5	5
565	Chatswood to Macquarie University	21	20	14	13	14	13
N90	Hornsby to City Town Hall via Chatswood (Night Service)	4	5	4	5	4	5
N91	Bondi Junction to Macquarie Park via City Town Hall (Night Service)	5	5	4	4	5	5
TOTAL		793	784	594	594	549	547

The site is therefore considered to be readily accessible to essential services and public transport options.

3.4 Existing Pedestrian Paths

Existing pedestrian footpaths located in the vicinity of the site provide suitable links for pedestrians accessing local facilities such as schools and shops in the local area. The site is located within the Chatswood CBD, within easy walking distance of a wide range of essential shops and services including licenced clubs, banks, supermarkets, gymnasiums, restaurants and specialty stores.

In particular, sealed footpaths are provided on both sides of Archer Street and Albert Avenue, thereby providing safe means of pedestrian access to/from the site, giving a continuous link to Chatswood CBD as well as Chatswood Railway Station.

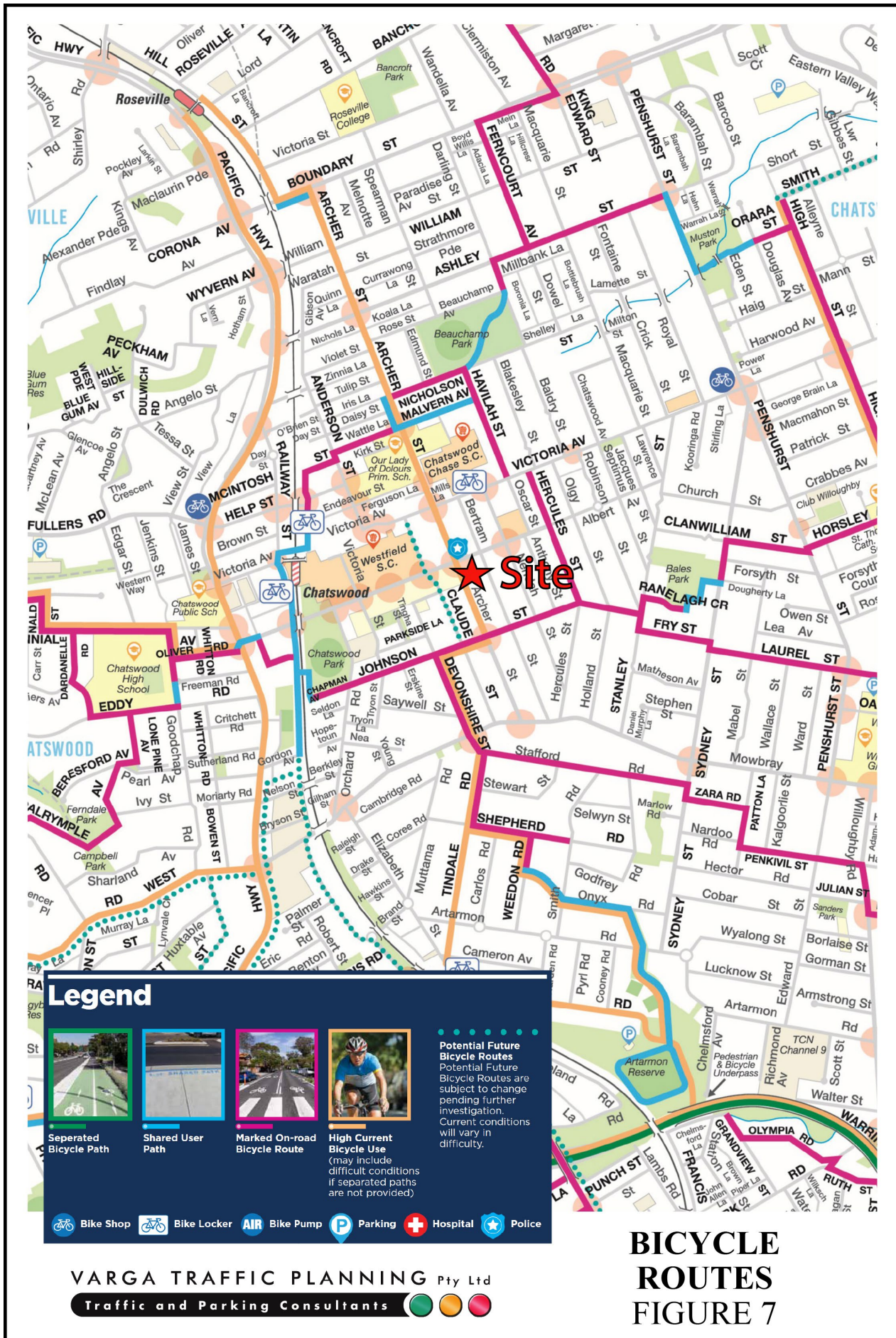
3.5 Local Bicycle Routes

The existing and proposed bicycle routes located in the vicinity of the site are illustrated on Figure 7.

The bicycle routes are readily accessible from the subject site and are designed to enable cyclists a direct, connected set of routes through the area, enabling connection to key employment, education, health, entertainment, and recreational facilities.

The key bicycle routes linking the local area in the vicinity of the site includes the following routes:

- to Chatswood CBD via Archer Street
- to Chatswood Chase Shopping Centre via Archer Street
- to Beauchamp Park via Archer Street and Nicholson Street
- to Willoughby via Johnson Street, Laurel Street, & Edinburgh Road
- to Crows Nest via Johnson Street, Devonshire Street, Shepherd Road & the shared Off-Road Pedestrian & Bicycle Route (starting along Weedon Road)



In addition, Council plans to renovate its cycling network, delivering a safe, comfortable, inclusive, and continuous network of cycle routes that connect all major destinations throughout the area. Council also provides bicycle racks at key locations through the local government area.

Furthermore, the proposed development makes provision for off-street bicycle parking facilities which is to be located on the basement floor levels, easily accessible via Archer Street, and will enhance the *active* transport options available to the future occupants of the site.

The subject site is therefore considered readily accessible by *active transport* options such as cycling and walking.

3.6 Car Share Locations

The existing car share parking spaces located in the vicinity of the site are illustrated on Figure 8.

There are currently 3 GoGet car share pods located within a 500m of the subject site, with the closest parking space located on Devonshire Street near Tingha Street, approximately 180m west of the subject site.

The use of car share vehicles is ideally suited to the needs of people who do not own a car and do not need a car for regular trips such as the journey to work or educational institutes but may occasionally need a car for a special purpose trip, such as dinner at a restaurant.

This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users. According to the “GoGet” website, each car share space is shared by approximately 34 members and replaces the need for up to 9 off-street parking spaces.

It is therefore concluded that the subject site is readily accessible by all forms of alternative transport, including car share, rail, bus, and bicycles.



3.7 Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of the development and its impact on the operational performance of the adjacent road network.

An indication of the traffic generation potential of the development proposal is provided by reference to the Transport for NSW's publication *Guide to Transport Impact Assessment Version 1.1, Chapter 5 – Land Use Trip Generation (September 2024)* document.

The TfNSW *Guide to Transport Impact Assessment* document notes that it replaces the *Guide to Traffic Generating Developments v2.2 (October 2002)* and the updated traffic generation rates in the *Technical Direction TDT 2013/04a (August 2013)* document.

The TfNSW *Guide to Transport Impact Assessment* document is based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the development proposal:

High Density Residential Dwellings (High Public Transport Accessibility)

AM: 0.19 peak hour vehicle trips per unit

PM: 0.15 peak hour vehicle trips per unit

The TfNSW *Guide to Transport Impact Assessment* also makes the following observation in respect of high density residential flat buildings:

Definition

High density residential is a building containing more than 20 dwellings, 3 or more storeys (not including levels below ground level (existing) or levels that are less than 1.2 metres above ground level (existing) that provide for car parking) and applies to residential components of residential flat building, shop top housing and mixed use developments.

Application of the above traffic generation rates to the development proposal yields a traffic generation potential of approximately 22 vehicles per hour (vph) during the weekday AM peak period and approximately 17 vph during the weekday PM peak period, as set out below:

Projected Future Traffic Generation Potential

	AM	PM
Residential (114 apartments):	21.7 vph	17.1 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	21.7 vph	17.1 vph

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential of the site expected to occur as a consequence of the development proposal when compared with the existing development on the site.

The TfNSW *Guide to Transport Impact Assessment* nominates the following traffic generation rates which are applicable to the existing development:

Low Density Residential Dwellings

AM: 0.68 peak hour vehicle trips per dwelling

PM: 0.77 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the existing development on site yields a traffic generation potential of approximately 3 vph during the weekday AM and PM peak periods, as set out below:

Existing Traffic Generation Potential of the Site

	AM	PM
Residential (4 dwellings):	2.7 vph	3.1 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	2.7 vph	3.1 vph

Accordingly, it is likely that the proposed development will result in a *nett increase* in the traffic generation potential of approximately 19 vph during the weekday AM peak period, and approximately 14 vph during the PM peak period, as set out below:

**Projected Nett Increase in Peak Hour Traffic Generation Potential
of the site as a consequence of the Development Proposal**

	AM	PM
Projected Future Traffic Generation Potential:	21.7 vph	17.1 vph
Less Existing Traffic Generation Potential:	-2.7 vph	-3.1 vph
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	19.0 vph	14.0 vph

In addition, as noted in the foregoing, the surrounding developments in the immediate vicinity of the site are *not* accessed via Archer Street and are *not* expected to generate significant traffic at the Archer Street/Albert Avenue and Archer Street/Johnson Street intersections.

As such, that projected change in the traffic generation potential of the site as a consequence of the development proposal is *minimal* and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4.0 PARKING IMPLICATIONS

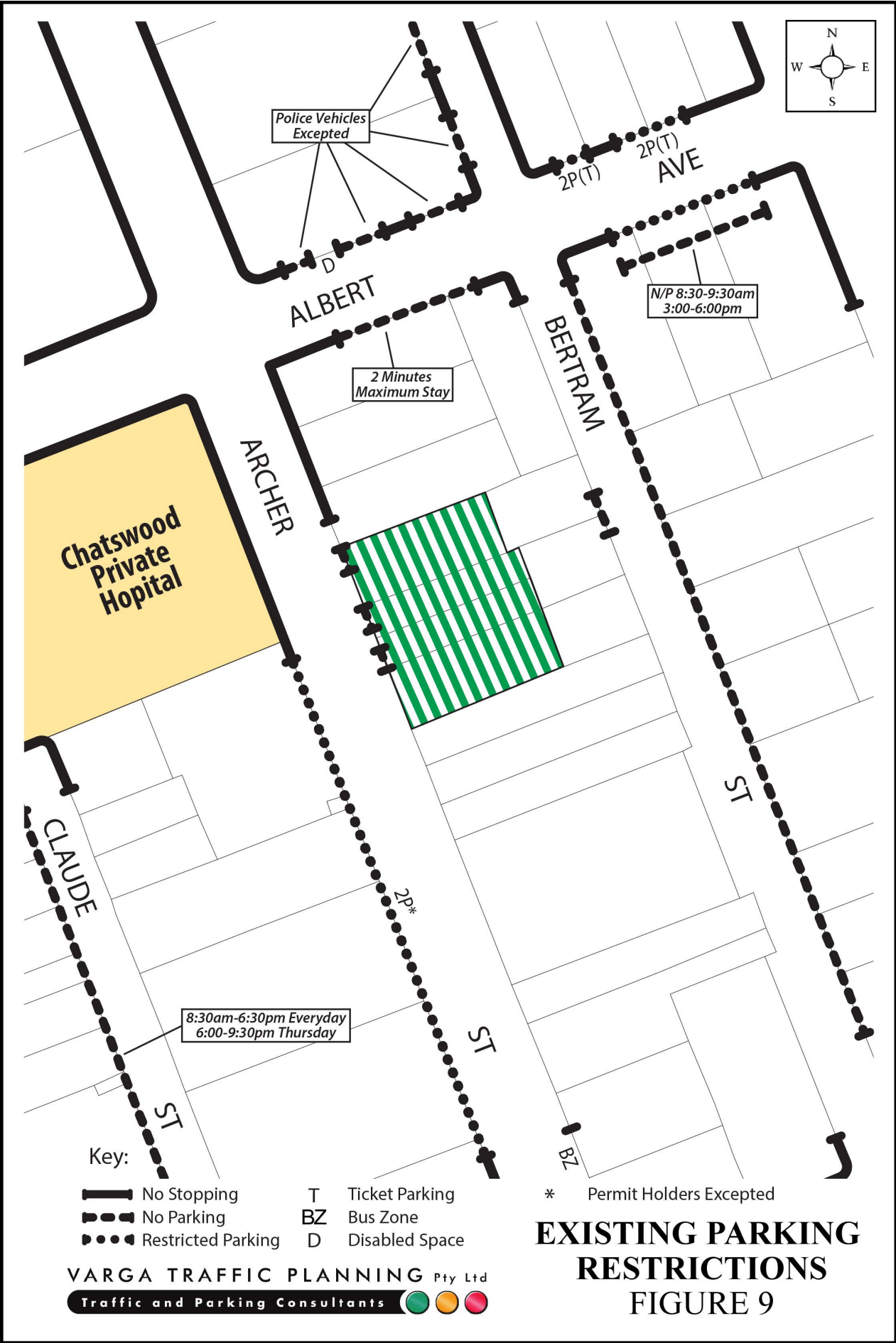
4.1 Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 9 and comprise:

- NO STOPPING restrictions in Albert Avenue the vicinity of the Archer Street and Bertram Street intersections
- NO PARKING restrictions in the vicinity of site access driveways, including along the site frontage
- 2 HOUR PARKING restrictions along the western side of Archer Street
- generally UNRESTRICTED PARKING along the eastern side of Archer Street, including along the site frontage, along the western side of Bertram Street, and along the eastern side of Claude Street
- NO PARKING restrictions along the eastern side of Bertram Street, and along the western side of Claude Street
- BUS ZONES at regular intervals along both sides of Archer Street
- NO PARKING restrictions (2 minutes maximum stay) along the southern side of Albert Avenue (between Archer Street and Bertram Street)

4.2 Off-Street Car Parking Provisions

While the proposal provides a total of 25% of affordable housing, the proposal does not seek to utilise the uplifts in *Chapter 2* of the *Housing SEPP*, but the minimum carparking rates specified in *Section 22A(a)* and *(b)* of the *SEPP (Housing) 2021*, which nominates the following parking requirements for the residential component:



Chapter 2 Affordable Housing**Part 2 Development for affordable housing****Division 1 In-fill affordable housing****22A Requirement to provide car parking**

Development consent must not be granted to development under this division unless–

- (a) the consent authority is satisfied the development will result in–
 - (i) the following number of parking spaces for dwellings used for affordable housing–
 - (A) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,
 - (B) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,
 - (C) for each dwelling containing at least 3 bedrooms—at least 1 parking space, and
 - (ii) the following number of parking spaces for dwellings not used for affordable housing–
 - (A) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,
 - (B) for each dwelling containing 2 bedrooms—at least 1 parking space,
 - (C) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces, or
- (b) the consent authority has considered the *Guide to Transport Impact Assessment* published by Transport for NSW on 4 November 2024

In this regard, it should be noted that the *SEPP* does not require off-street parking to be provided for visitors. Notwithstanding, to ensure adequate off-street parking is available for visitors of the development, the TfNSW *Guide to Transport Impact Assessment (GTIA)* rate of *1 visitor space per 7 dwellings* for residential flat buildings in a *Category 1 area* has been adopted.

Application of the above parking requirements to the proposed development yields an off-street car parking requirement of 133 spaces, as set out in the table below:

CUMULATIVE PARKING REQUIREMENTS

Affordable Dwellings (SEPP 2021)	Required
1-bedroom (33 dwellings):	13.2 spaces
2-bedroom (18 dwellings):	9.0 spaces
Sub-Total:	22.2 spaces
 Standard Dwellings (SEPP 2021)	 Required
3 or more-bedroom (63 dwellings):	94.5 spaces
Sub-Total:	94.5 spaces
 Visitor (GTIA 2024)	 Required
Visitor (114 dwellings):	16.3 spaces
Sub-Total:	16.3 spaces
TOTAL PARKING REQUIRED:	133.0 spaces

By way of comparison, reference is made to Council's *Willoughby Development Control Plan 2023 Part F: Transport and Parking Management* document, which nominates the following off-street parking requirements for residential flat developments within Chatswood CBD.

Residential Flat Buildings – Chatswood CBD and St Leonards Precinct

	<i>Minimum</i>	<i>Maximum</i>
Studio/1-bedroom	0.1	0.5
2 bedroom	0.2	0.5
3 bedroom +	0.25	0.5
Visitor	0	1 space per 7 dwellings

Application of the above parking requirements to the proposed development yields an off-street car parking requirement between 23 to 73 spaces, as set out in the table below:

DCP Car Parking Requirements

	<i>Minimum</i>	<i>Maximum</i>
Studio/1-bedroom (33 dwellings):	3.3 spaces	16.5 spaces
2-bedroom (18 dwellings)	3.6 spaces	9.0 spaces
3 or more-bedroom (63 dwellings)	15.8 spaces	31.5 spaces
Visitor (114 dwellings):	0.0 spaces	16.3 spaces
TOTAL PARKING REQUIREMENT:	22.7 spaces	73.3 spaces

The proposed development makes provision for a total of 136 cars, comprising 119 residential spaces (including 6 accessible spaces), and 17 visitor spaces (including 1 accessible space), thereby resulting in an *excess* of 63 spaces under Council's *DCP* parking requirements.

However, it is noted that the *SEPP* takes precedence over the *DCP*, and states that "*Development consent must not be granted to development under this division unless*" parking is provided in accordance with the minimum carparking rates specified in *Section 22A(a) and (b)*. It is also worth noting that the *SEPP* only sets out a *minimum* parking requirement (it specifically states '*at least*'), i.e., it is *not* a maximum rate.

In this instance, the proposed provision of 119 residential parking spaces complies with the abovementioned *SEPP (Housing) 2021* minimum parking requirements, and the proposed car parking provision is therefore considered acceptable.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp grades, aisle widths, and overhead clearances.

In addition, a number of *swept turning path* diagrams have been prepared which are reproduced in **Appendix B**, demonstrating that B85 and B99 design vehicles are able to pass each other, as specified in AS2890.1, whilst travelling in a forward direction at all times.

4.3 Off-Street Bicycle Parking Provisions

The off-street bicycle parking requirements applicable to the development proposal are also specified in Council's *Willoughby Development Control Plan 2023 Part F: Transport and Parking Management* document in the following terms:

Residential – Chatswood CBD

- 1 Class A or B parking spaces per 10 units
- 1 Class C (rails/racks) per 10 apartments for visitors

Application of the above bicycle parking requirements to the proposed development yields an off-street bicycle parking requirement of 23 spaces as set out below:

DCP Bicycle Parking Requirements

Residents (114 units):	11.4 spaces
Visitors (114 apartments):	11.4 spaces
TOTAL PARKING REQUIREMENT:	22.8 spaces

The proposed development makes provision for a total of 24 bicycle parking spaces, comprising 12 residential spaces and 12 visitor spaces, thereby satisfying Council's *DCP* bicycle parking requirements.

The geometric design layout of the proposed bicycle parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 3 - Bicycle Parking AS2890.3* in respect of bicycle bay dimensions, and aisle widths.

4.4 Off-Street Motorcycle Parking Provisions

The off-street motorcycle parking requirements applicable to the development proposal are also specified in Council’s *Willoughby Development Control Plan 2023 Part F: Transport and Parking Management* document in the following terms:

Residential – Chatswood CBD

1 space per 20 car parking spaces

1 visitor space per 10 motorcycle spaces

Application of the above motorcycle parking requirements to the proposed development yields an off-street motorcycle parking requirement of 7 spaces as set out below:

DCP Motorcycle Parking Requirements

Residents (119 car spaces):	6.0 spaces
Visitors:	0.6 spaces
TOTAL PARKING REQUIREMENT:	6.6 spaces

The proposed development makes provision for a total of 7 off-street motorcycle parking spaces, thereby satisfying Council’s *DCP* motorcycle parking requirements.

4.5 Loading/Service Provisions

Loading/servicing for the proposed development is to be undertaken by a variety of commercial vehicles such as the *Hyundai iLoad* and similar “white vans”, up to and including 6.4m long SRV trucks.

In this regard, a dedicated loading area is proposed within the basement level, adjacent the bin hold room. The loading area and associated manoeuvring area has been designed to cater for 2 x 6.4m long SRV trucks *independently*.

The manoeuvring area has been designed to accommodate the swept turning path requirements of a 6.4m SRV truck, allowing them to enter and exit the loading dock satisfactorily, as shown in the attached *swept turning path* diagrams which are reproduced in **Appendix B**. Importantly, all vehicles, including trucks, can enter and exit the site in a forward direction at all times.

In particular, the *swept turning path* diagrams also confirm that B99 & B85 vehicles can pass another in opposite directions, whilst a truck is standing within the loading bay area.

The geometric design layout of the proposed loading facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2:2018* in respect of loading dock dimensions, overhead clearances and service area requirements.

5.0 CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the proposed development involves the demolition of the existing buildings on the site to facilitate the construction of a new 45 storey residential flat building, comprising a total of 114 residential apartments (including 51 *in-fill affordable*)
- the traffic generation potential of the proposed development will result in a *nett increase* of approximately 19 vph and 14 vph during the AM and PM peak periods respectively based on the rates published in the TfNSW *Guide to Transport Impact Assessment*. This change in traffic generation is consistent with the zoning objectives of the site and will clearly not have any unacceptable traffic implications in terms of road network capacity
- the parking requirement of the site has been assessed with regards to *SEPP (Housing) 2021* and the TfNSW *GTIA*, resulting in a *minimum* requirement of 133 parking spaces. In response the development provides 136 parking spaces, comprising 119 residential spaces and 17 visitor spaces, thereby satisfying both the *SEPP (Housing) 2021* and *GTIA* car parking requirements
- the proposed access and internal design arrangements comply with the relevant requirements specified in the Standards Australia *AS2890* series
- in addition, the proposed loading and manoeuvring area will satisfactorily allow a 6.4m SRV truck to enter and exit the site whilst travelling in a forward direction at all times, as demonstrated by the *swept turning path* diagrams

It is therefore reasonable to conclude that the proposed development will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.

APPENDIX A

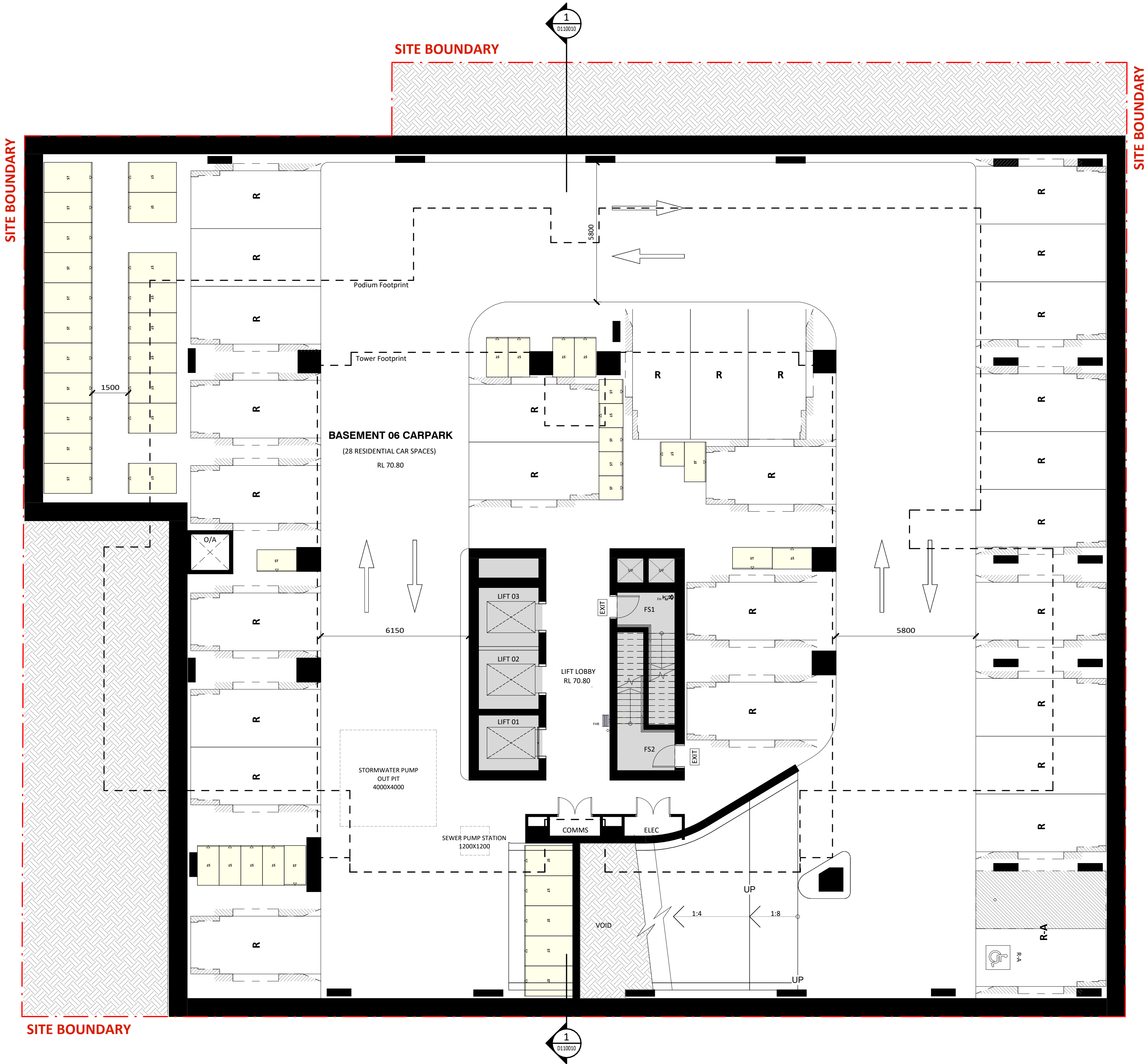
ARCHITECTURAL PLANS

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B03	27	1	0	0	28
B04	27	1	0	0	28
B05	27	1	0	0	28
B06	27	1	0	0	28
Grand total	113	6	16	1	136

PARKING SCHEDULE - BICYCLE			
LEVEL	RESIDENTIAL	VISITOR	TOTAL
B01	12	12	24
Grand total	12	12	24

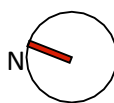
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LEVEL	RESIDENTIAL	VISITOR	TOTAL
B02	3	0	3
B03	4	0	4
Grand total	7	0	7

STORAGE CAGE LEGEND	
ST	STUDIO : 2m ³
ST	1BED : 3m ³
ST	2BED : 4m ³
ST	3BED : 5m ³
ST	4BED : 10m ³



1 BASEMENT 06 PLAN
1 : 100 @A1

Key Plan:



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B SSDA SUBMISSION

DN SP 100426

Rev Amendment

By Chk*
Reg. Arch Date

Consultants

Client
AB Chatswood
Aqualand Office
Level 37, 264 George Street
Sydney NSW 2000
Australia
1800 278 252
info@aqualand.com.au



Architect
PTW Architects
Gadigal Country
Level 11, 88 Phillip Street
Sydney NSW 2000 Australia
T +61 2 9232 5877

ptw.com.au

Peddie Thorp & Walker P/L
ABN 23 000 454 624
Trading as PTW Architects

Nominated Architects
Simon Parsons NSW ARB 6098
Diane Jones NSW ARB 4778
Kathryn Loseby NSW ARB 6267



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1:100 @A1

Project PA030594
51-55 Archer Street,
Chatswood

Phase
DEVELOPMENT APPLICATION

Title
B1-GENERAL ARRANGEMENT PLANS
BASEMENT 06 FLOOR PLAN

Drawing Number

DA-B1B1010

Revision

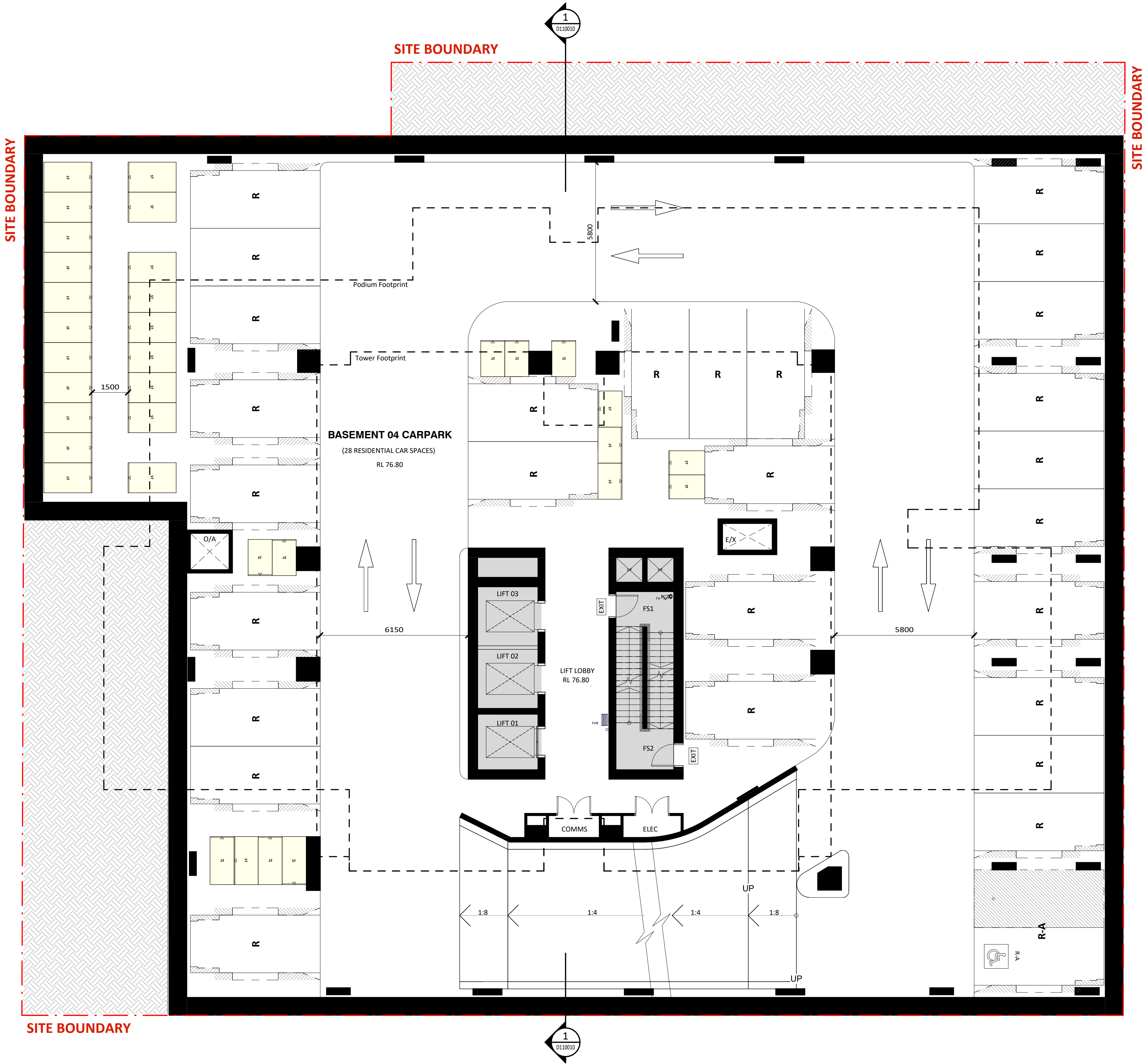
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PARKING SCHEDULE - OVERALL					
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B06	27	1	0	0	28
Grand total	113	6	16	1	136

PARKING SCHEDULE - BICYCLE			
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Grand total	12	12	24

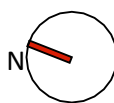
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LEVEL	RESIDENTIAL	VISITOR	TOTAL
B02	3	0	3
B03	4	0	4
Grand total	7	0	7

STORAGE CAGE LEGEND	
ST	STUDIO : 2m³
ST	1BED : 3m³
ST	2BED : 4m³
ST	3BED : 5m³
ST	4BED : 10m³



1 TYPICAL BASEMENT PLAN(04-05)
1 : 100 @A1

Key Plan:



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DN SP 100426

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By Chk* Reg. Arch Date

Consultants

Client
AB Chatswood
Aqualand Office
Level 37, 264 George Street
Sydney NSW 2000
Australia
1800 278 252
info@aqualand.com.au



Architect
PTW Architects
Gadigal Country
Level 11, 88 Phillip Street
Sydney NSW 2000 Australia
T +61 2 9232 5877

ptw.com.au

Peddie Thorp & Walker P/L
ABN 23 000 454 624
Trading as PTW Architects

Nominated Architects
Simon Parsons NSW ARB 6098
Diane Jones NSW ARB 4778
Kathryn Loseby NSW ARB 6267



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1:100 @A1

Project PA030594
51-55 Archer Street,
Chatswood

Phase
DEVELOPMENT APPLICATION

Title
B1-GENERAL ARRANGEMENT PLANS
BASEMENT 04-05 FLOOR PLAN

Drawing Number

DA-B1B2010

Revision

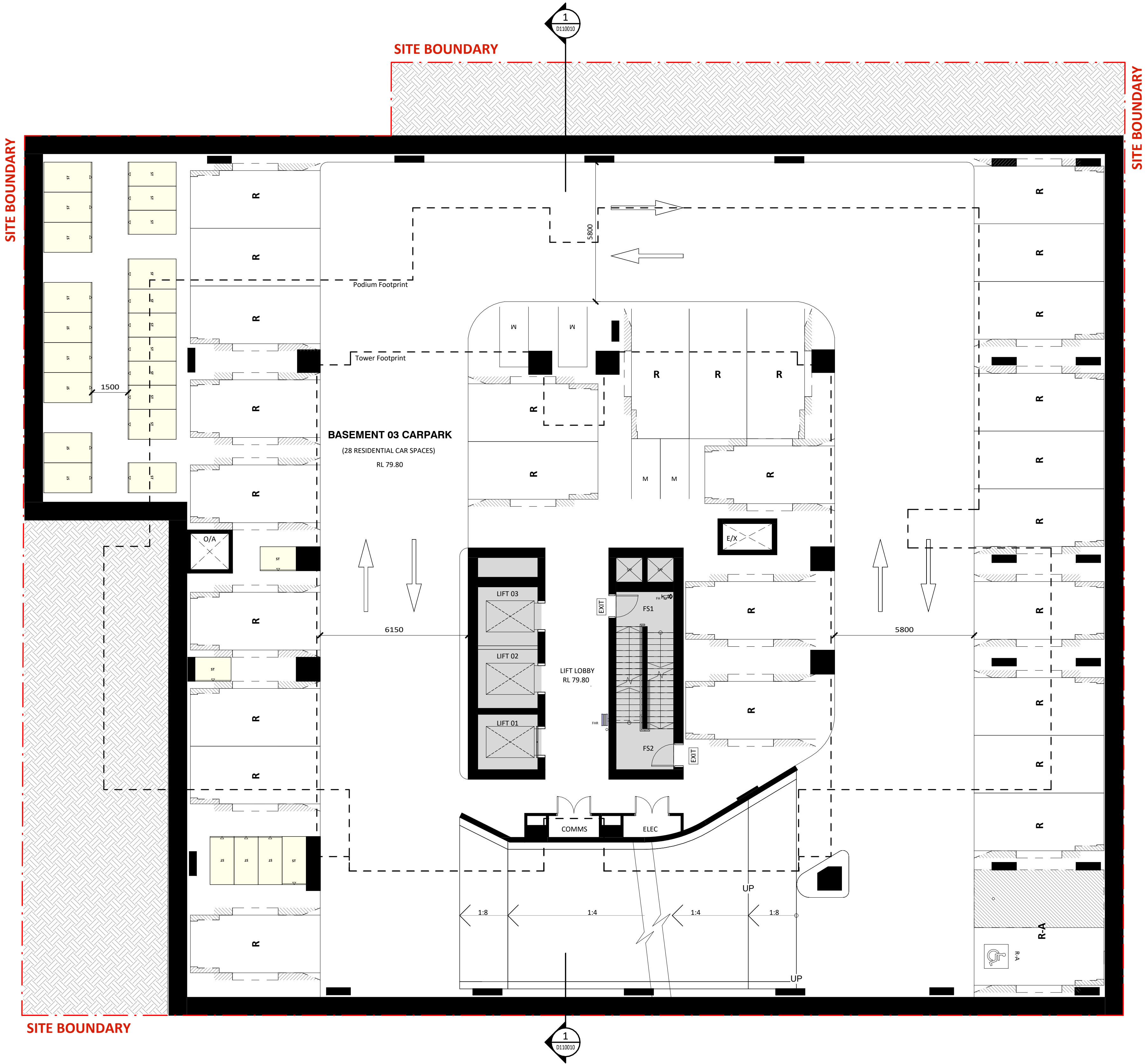
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Grand total	113	6	16	1	136

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Grand total	12	12	24

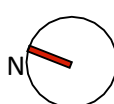
PARKING SCHEDULE - MOTORCYCLE			
LEVEL	RESIDENTIAL	VISITOR	TOTAL
B02	3	0	3
B03	4	0	4
Grand total	7	0	7

STORAGE CAGE LEGEND	
ST	STUDIO : 2m ³
ST	1BED : 3m ³
ST	2BED : 4m ³
ST	3BED : 5m ³
ST	4BED : 10m ³



1 BASEMENT 03 PLAN
1 : 100 @A1

Key Plan:



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DN SP 100426

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By Chk* Reg. Arch Date

Consultants

Client
AB Chatswood
Aqualand Office
Level 37, 264 George Street
Sydney NSW 2000
Australia
1800 278 252
info@aqualand.com.au



Architect
PTW Architects
Gadigal Country
Level 11, 88 Phillip Street
Sydney NSW 2000 Australia
T +61 2 9232 5877

ptw.com.au

Peddie Thorp & Walker P/L
ABN 23 000 454 624
Trading as PTW Architects

Nominated Architects
Simon Parsons NSW ARB 6098
Diane Jones NSW ARB 4778
Kathryn Loseby NSW ARB 6267



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1:100 @A1

Project PA030594
51-55 Archer Street,
Chatswood

Phase
DEVELOPMENT APPLICATION

Title
B1-GENERAL ARRANGEMENT PLANS
BASEMENT 03 FLOOR PLAN

Drawing Number

DA-B1B3010

Revision

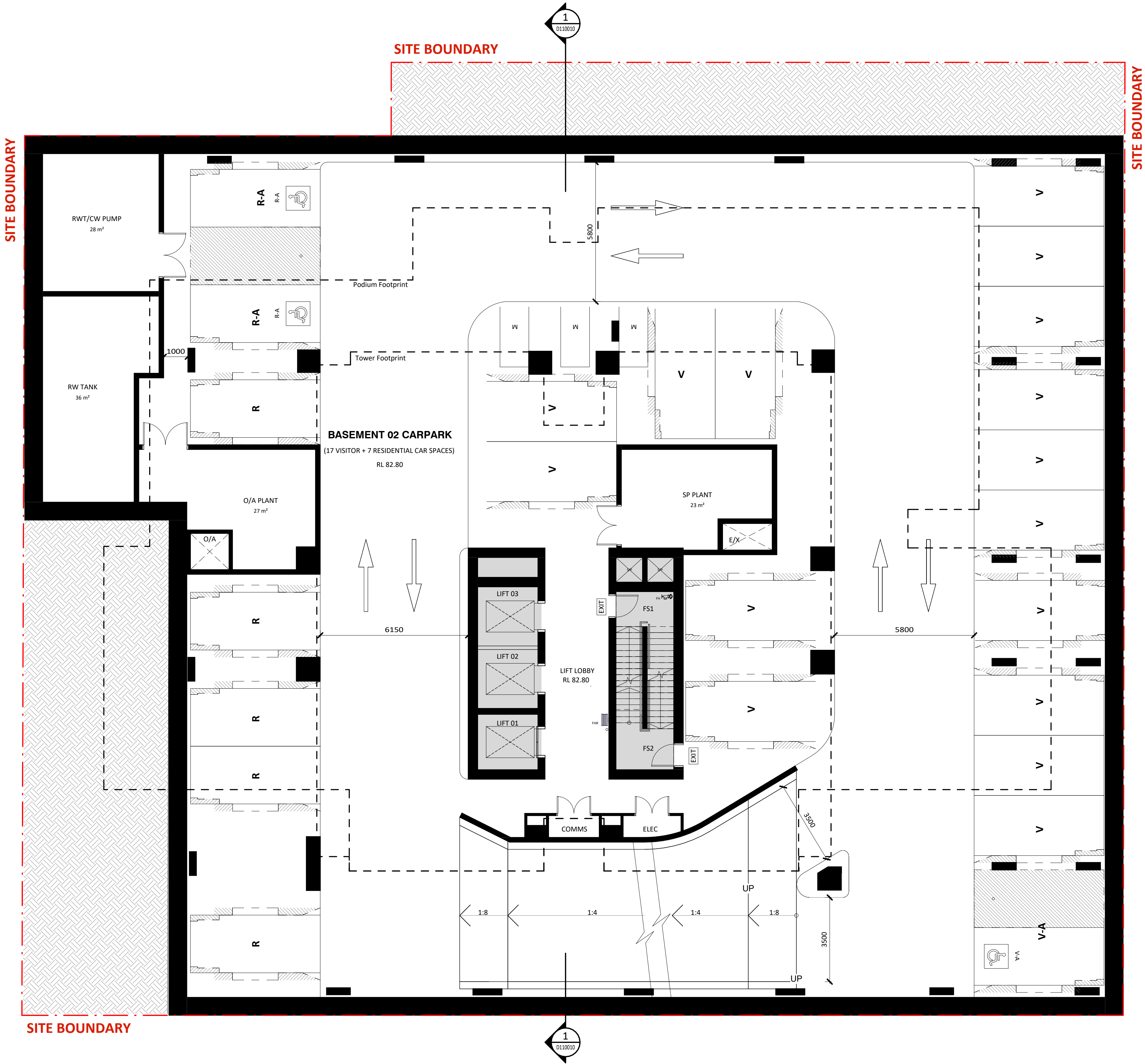
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Grand total	12	12	24

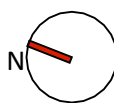
PARKING SCHEDULE - MOTORCYCLE			
LEVEL	RESIDENTIAL	VISITOR	TOTAL
B02	3	0	3
B03	4	0	4
Grand total	7	0	7

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ST	1BED : 3m³
ST	2BED : 4m³
ST	3BED : 5m³
ST	4BED : 10m³



1 BASEMENT 02 PLAN
1 : 100 @A1

Key Plan:



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DN SP 100426

Rev Amendment

By Chk* Reg. Arch Date

Consultants

Client
AB Chatswood
Aqualand Office
Level 37, 264 George Street
Sydney NSW 2000
Australia
1800 278 252
info@aqualand.com.au



Architect
PTW Architects
Gadigal Country
Level 11, 88 Phillip Street
Sydney NSW 2000 Australia
T +61 2 9232 5877

ptw.com.au

Peddie Thorp & Walker P/L
ABN 23 000 454 624
Trading as PTW Architects

Nominated Architects
Simon Parsons NSW ARB 6098
Diane Jones NSW ARB 4778
Kathryn Loseby NSW ARB 6267



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Project PA030594
51-55 Archer Street,
Chatswood

Phase
DEVELOPMENT APPLICATION

Title
B1-GENERAL ARRANGEMENT PLANS
BASEMENT 02 FLOOR PLAN

Drawing Number

DA-B1B4010

Revision

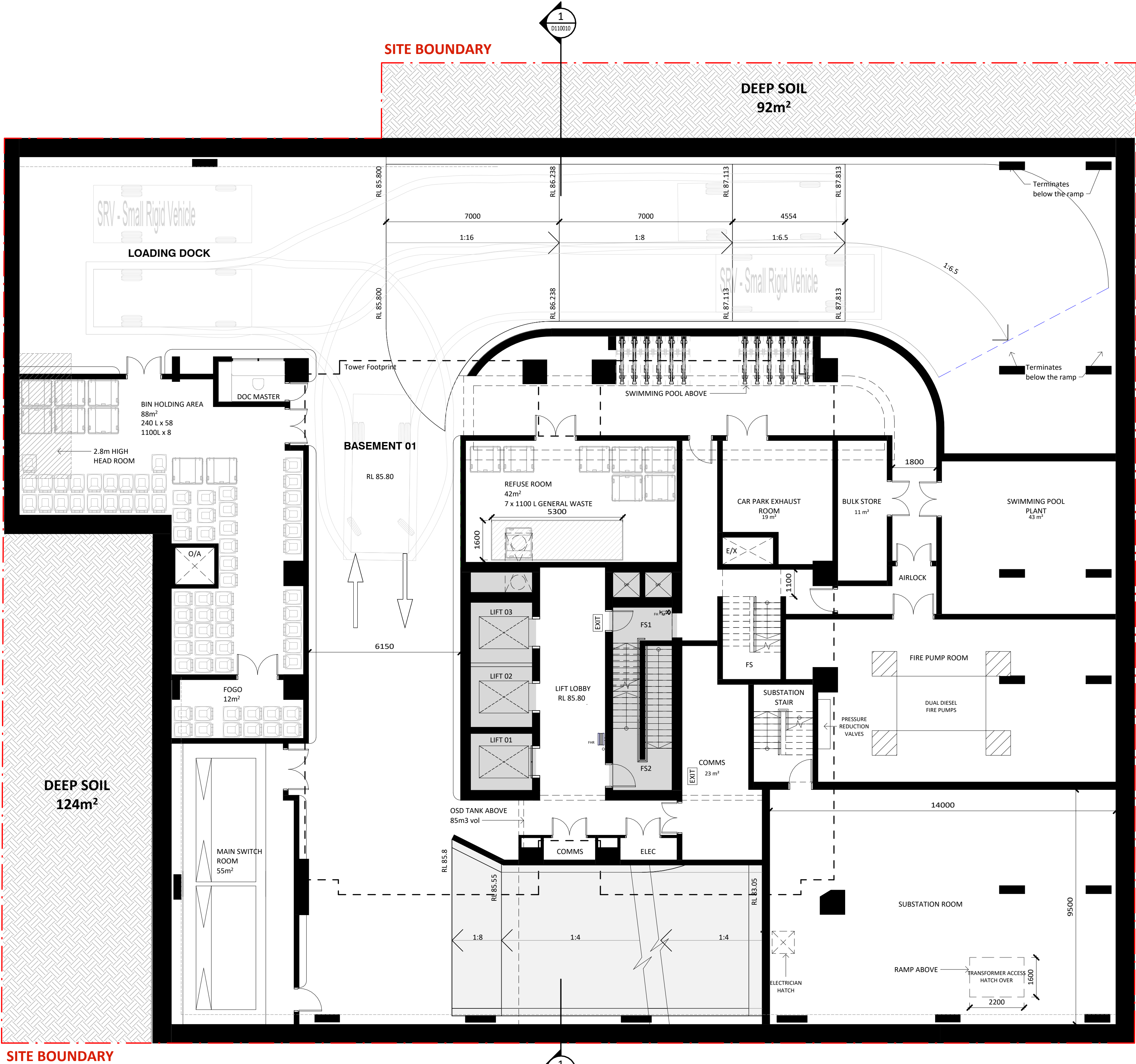
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B04	27	1	0	0	28
B05	27	1	0	0	28
B06	27	1	0	0	28
Grand total	113	6	16	1	136

PARKING SCHEDULE - BICYCLE			
LEVEL	RESIDENTIAL	VISITOR	TOTAL
B01	12	12	24
Grand total	12	12	24

PARKING SCHEDULE - MOTORCYCLE			
LEVEL	RESIDENTIAL	VISITOR	TOTAL
B02	3	0	3
B03	4	0	4
Grand total	7	0	7

STORAGE CAGE LEGEND	
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ST	2BED : 4m ³
ST	3BED : 5m ³
ST	4BED : 10m ³



1 BASEMENT 01 PLAN
1 : 100 @A1

Key Plan:

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B	SSDA SUBMISSION	DN	SP	100426
Rev	Amendment	By	Chk* Reg. Arch	Date

Consultants

Client
AB Chatswood
Aqualand Office
Level 37, 264 George Street
Sydney NSW 2000
Australia
1800 278 252
info@aqualand.com.au

Architect
PTW Architects
Gadigal Country
Level 11, 88 Phillip Street
Sydney NSW 2000 Australia
T +61 2 9232 5877
ptw.com.au

Nominated Architects
Simon Parsons NSW ARB 6098
Diane Jones NSW ARB 4778
Kathryn Loseby NSW ARB 6267

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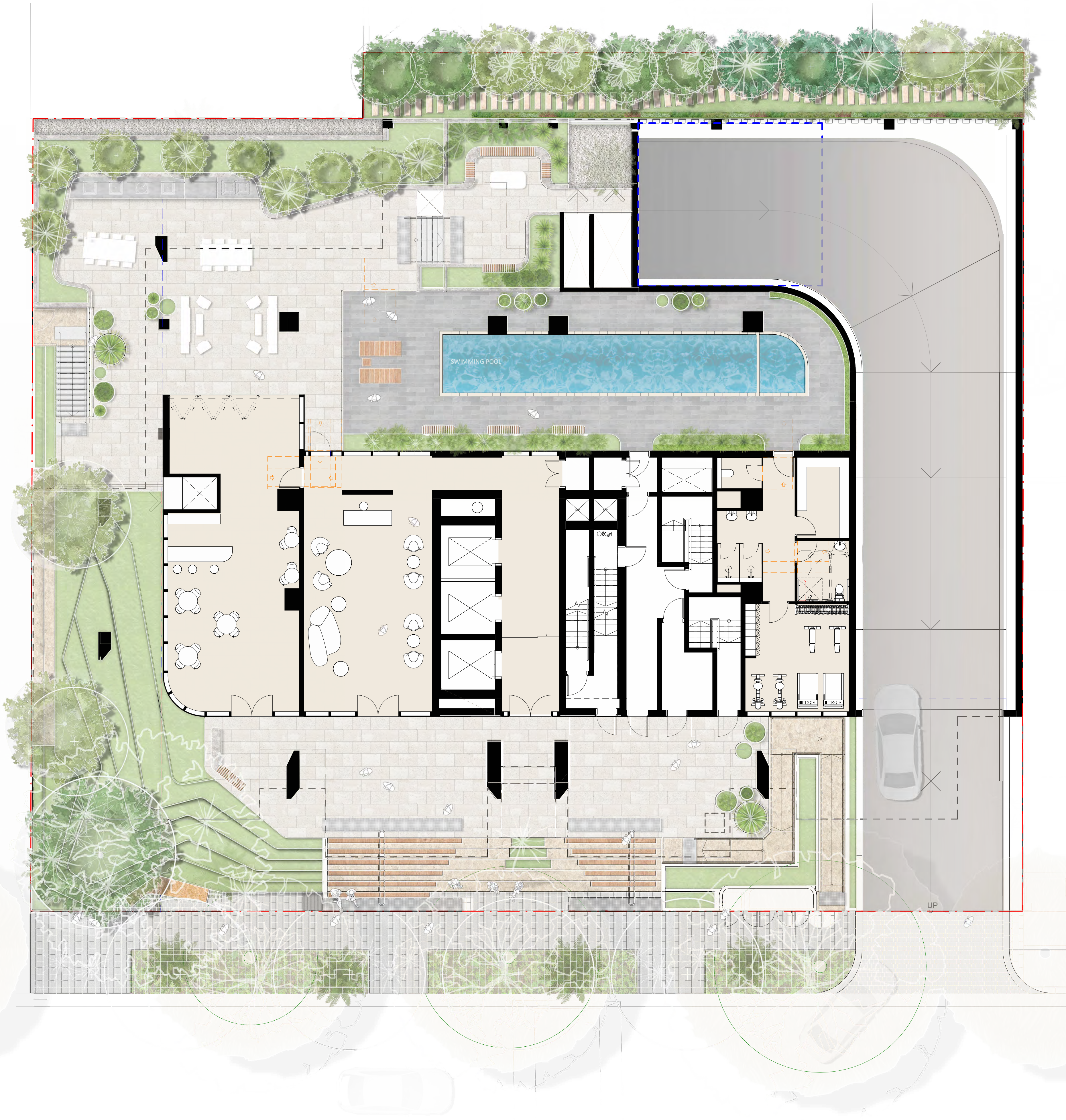
Project PA030594
51-55 Archer Street,
Chatswood

Phase
DEVELOPMENT APPLICATION

Title
B1-GENERAL ARRANGEMENT PLANS
BASEMENT 01 FLOOR PLAN

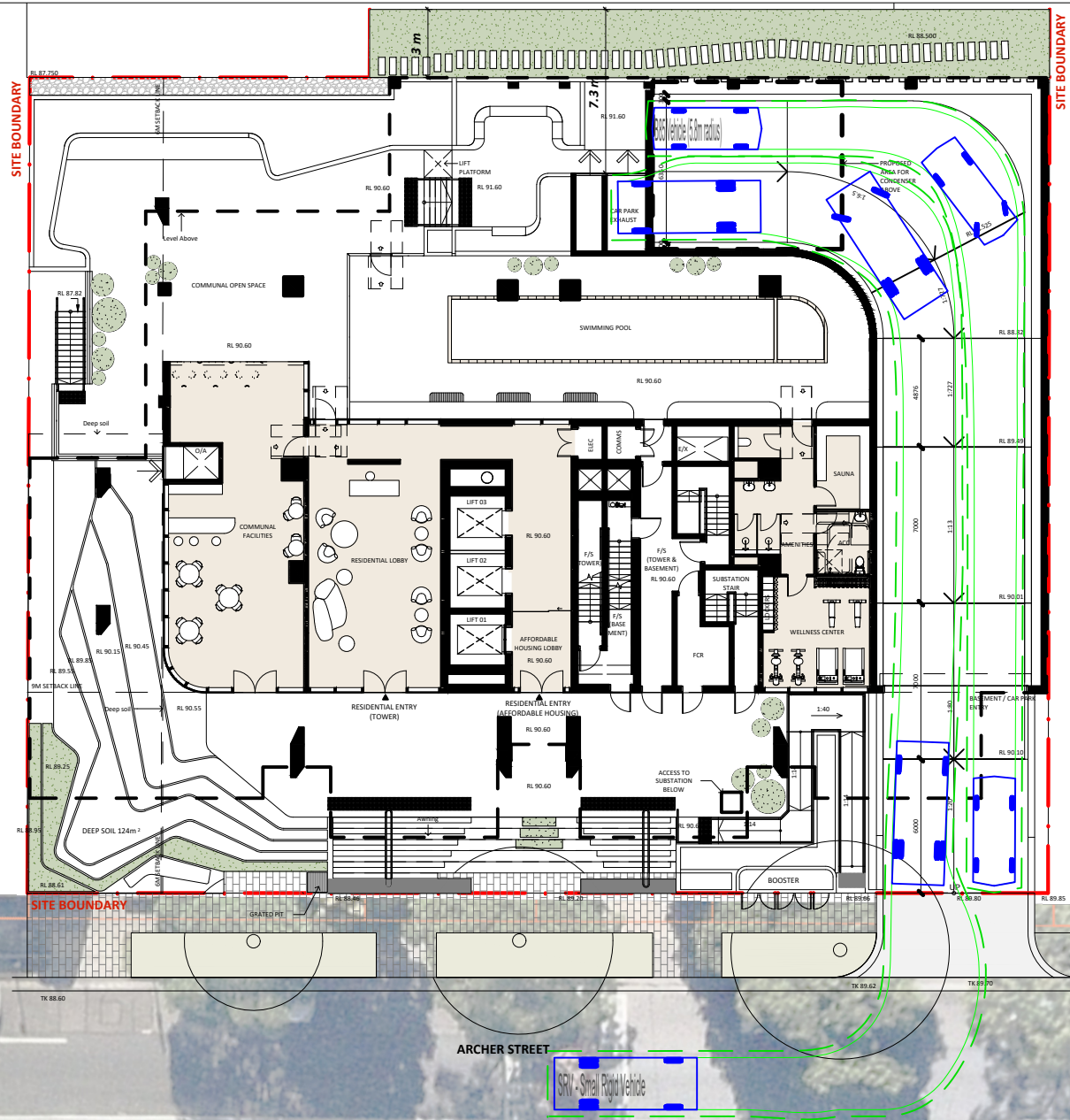
Drawing Number
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Revision
B



APPENDIX B

SWEPT TURNING PATH DIAGRAMS



VARGA TRAFFIC PLANNING Pty Ltd
 AS/NZS 88 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1885
 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



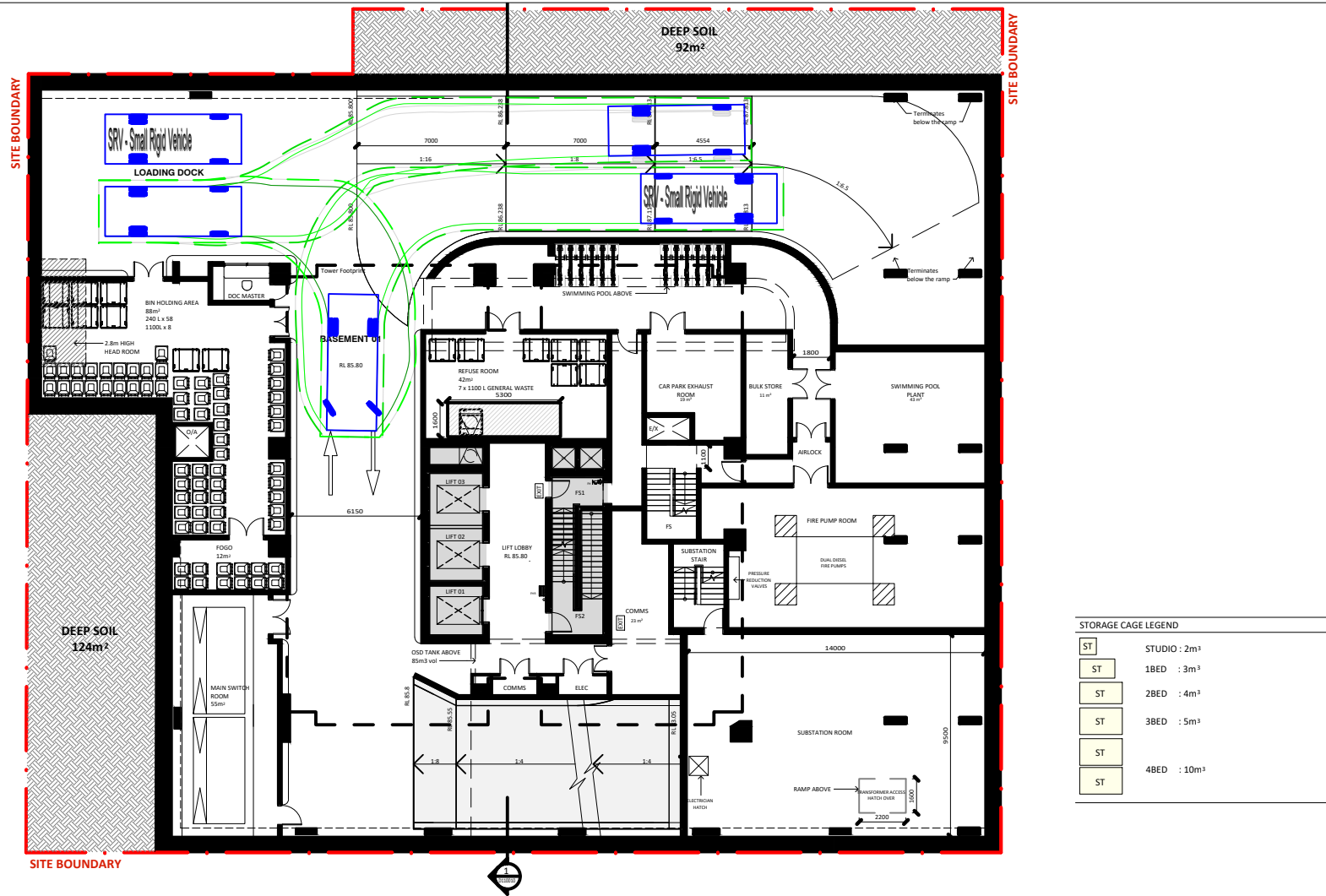
DRAWING TITLE
6.4 SRV TURNING PATHS - GROUND FLOOR
 Entering Site Access Driveway
 ADDRESS
 51-55 Archer Street,
 Chatswood

PROJECT NO.
 25449
 REVIEWED
 ROBERT VARGA

1:300 @ A4
 DATE DRAWN
 2026-6-2
 PREPARED
 ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants





VARGA TRAFFIC PLANNING Pty Ltd
 AS/N 88 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1889
 Neutral Bay, NSW 2089
 www.vargatraffic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
6.4 SRV TURNING PATHS - B01
 Entering/Exiting Loading Bay Area (2)

ADDRESS
 51-55 Archer Street,
 Chatswood

PROJECT NO.
 25449

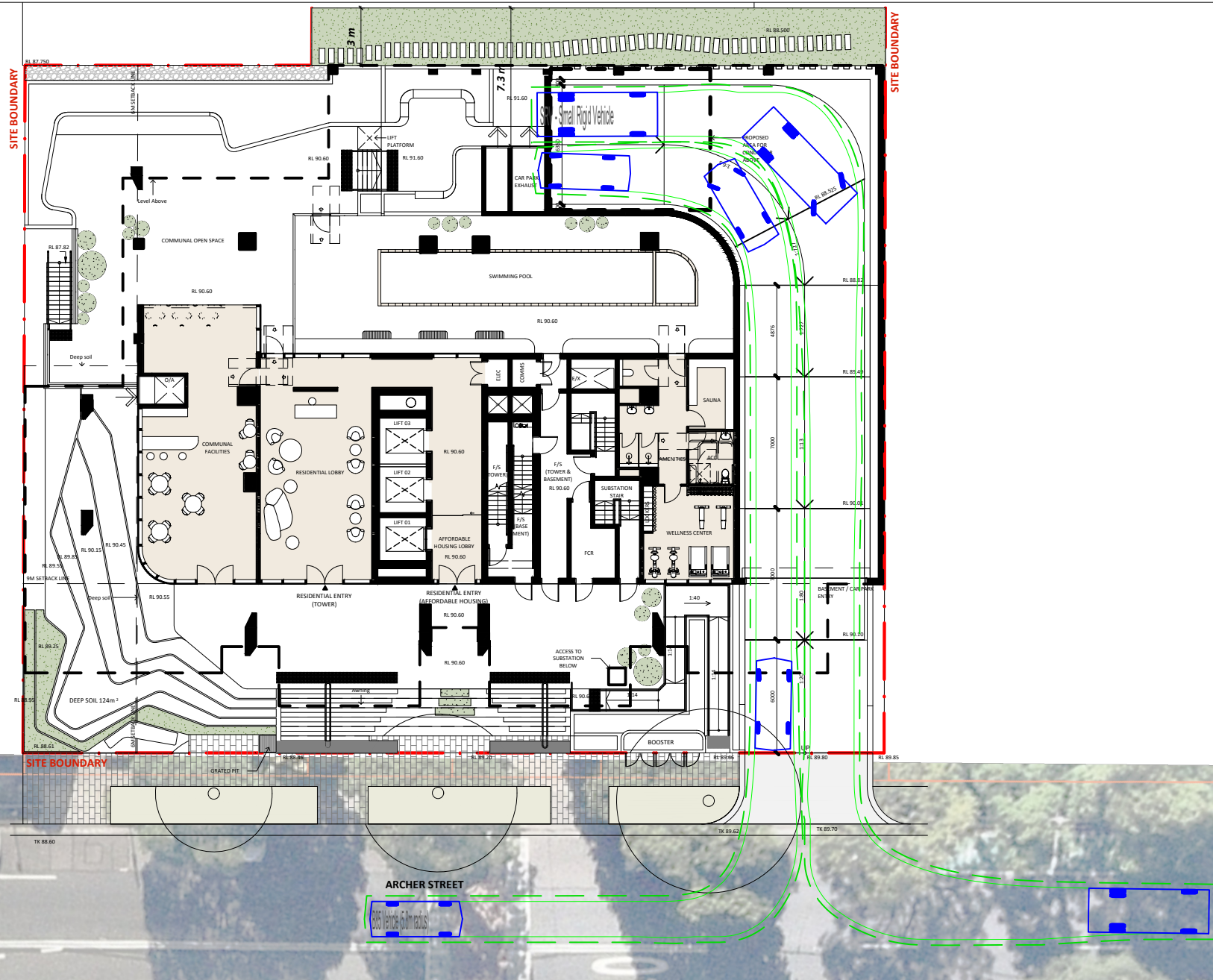
REVIEWED
 ROBERT VARGA

1:300 @ A4

DATE DRAWN
 2026-6-2

PREPARED
 ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants



VARGA TRAFFIC PLANNING Pty Ltd
 ABN 88 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1885
 Neutral Bay, NSW 2089
 www.vargatraffic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



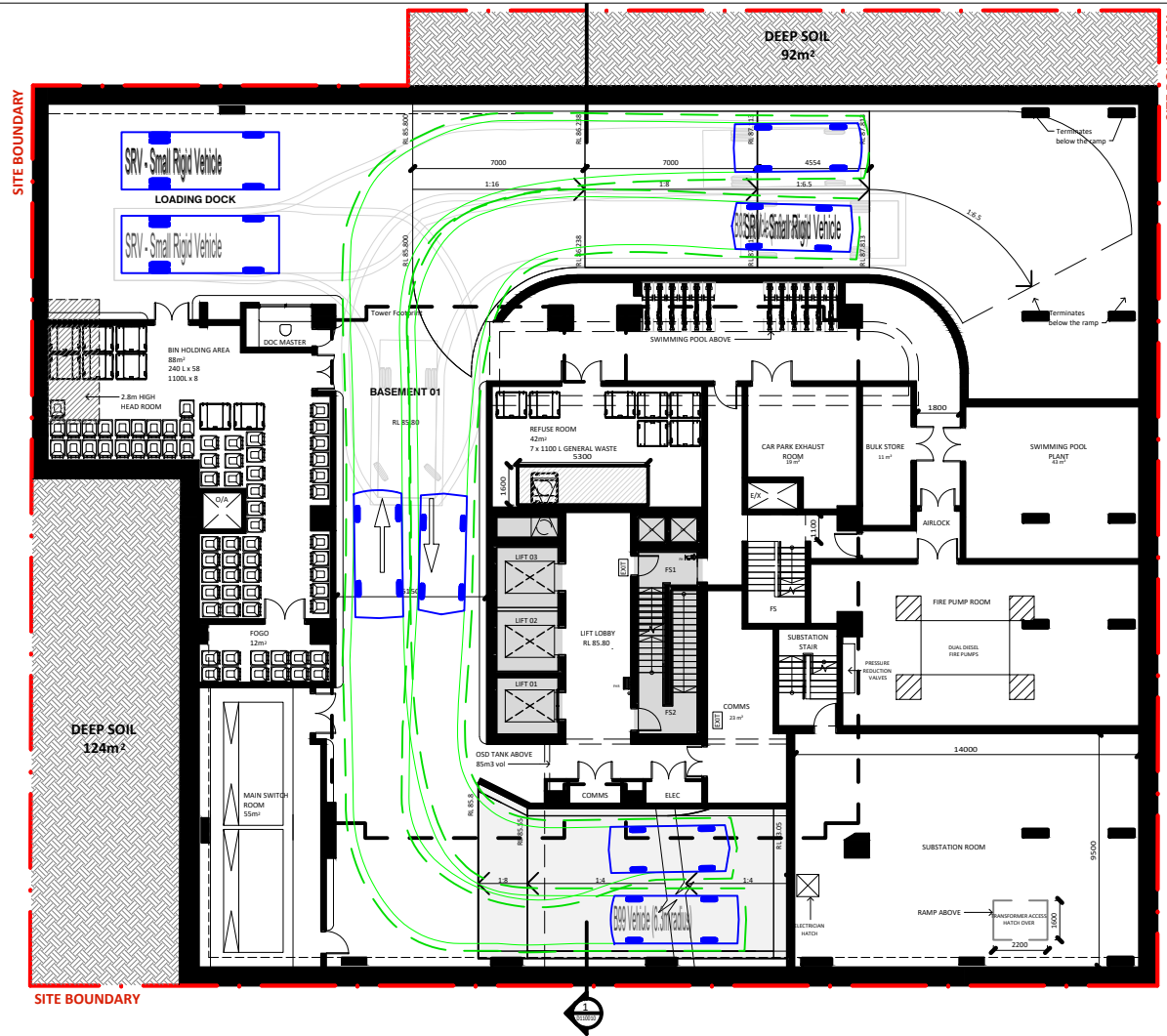
DRAWING TITLE
6.4 SRV TURNING PATHS - GROUND FLOOR
Exiting Site Access Driveway
 ADDRESS
 51-55 Archer Street,
 Chatswood

PROJECT NO.
 25449
 REVIEWED
 ROBERT VARGA

1:300 @ A4
 DATE DRAWN
 2026-6-2
 PREPARED
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VARGA TRAFFIC PLANNING Pty Ltd
 AS/N 88 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1889
 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
B99 & B85 TURNING PATHS - B01
 Entering/Exiting Car Parking Area

ADDRESS
 51-55 Archer Street,
 Chatswood

PROJECT NO.
25449

REVIEWED
 ROBERT VARGA

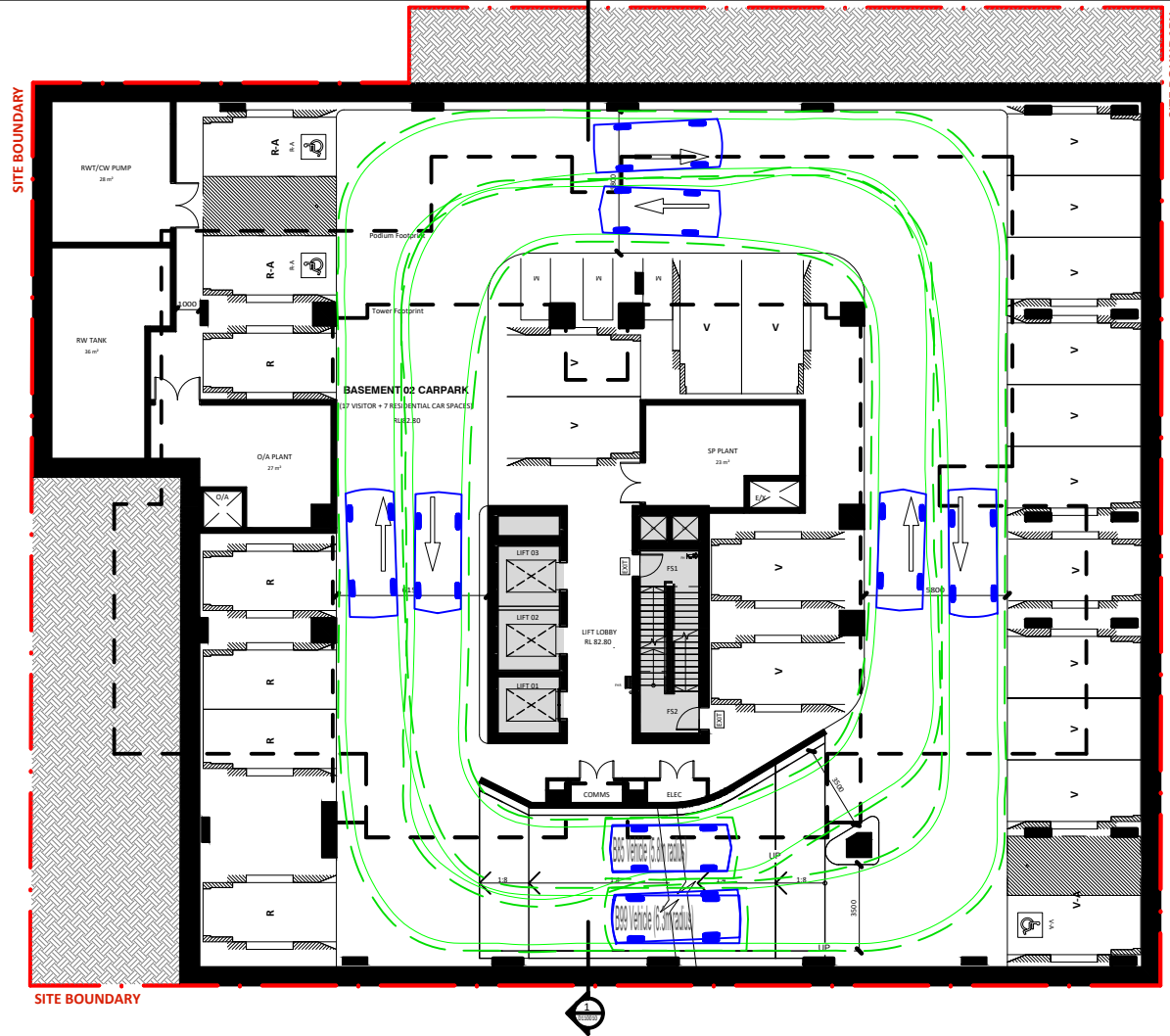
1:300 @ A4

DATE DRAWN
 2026-6-2

PREPARED
 ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants



STORAGE CAGE LEGEND

ST	STUDIO : 2m ³
ST	1BED : 3m ³
ST	2BED : 4m ³
ST	3BED : 5m ³
ST	4BED : 10m ³

VARGA TRAFFIC PLANNING Pty Ltd
 AS/NZS 88:011 762 537
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1889
 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
B99 & B85 TURNING PATHS - B02
 Entering/Exiting Car Parking Area
 ADDRESS
 51-55 Archer Street,
 Chatswood

PROJECT NO.
 25449
 REVIEWED
 ROBERT VARGA

1:300 @ A4
 DATE DRAWN
 2026-6-2
 PREPARED
 ZACHARY CAI

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 Transport, Traffic and Parking Consultants

