Preliminary Construction Traffic Management Plan

59—63 Trafalgar Avenue & 1A—1B Valley Road, Lindfield

PREPARED FOR:
Castle Hill No. 8 Pty Ltd

REFERENCE:
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DATE:
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Prepared for: Castle Hill No. 8 Pty Ltd

ACN: 628 611 343

Reference: 24.095r02v02

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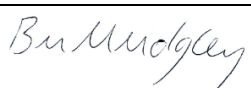
01	30/01/2026	William Jiang	Ben Midgley	Ben Midgley	

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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Castle Hill No. 8 Pty Ltd (Applicant) to prepare a Preliminary Construction Traffic Management Plan (the Plan) for construction works relating to the site at 59—63 Trafalgar Avenue & 1A—1B Valley Road, Lindfield. The works would be undertaken in accordance with the relevant State Significant Development Application (SSDA) for SSD-79276958 relating to a proposed residential development with infill affordable housing.

This Plan is preliminary in nature and has been prepared to accompany the SSDA submission. As such, all assumptions contained herein are indicative only and are subject to change upon further definition of the construction methodology during the Construction Certificate (CC) documentation stage with further specialist inputs.

The SSDA will seek approval for site clearing, demolition, and construction of a residential development comprising 220 units (including 46 affordable units) with basement car parking. Vehicle access will be provided at the southern end of the site, connecting to Trafalgar Avenue.

The purpose of this Plan is to detail the proposed traffic management arrangements that are to be implemented for the construction of the development, which seeks to minimise the impact on public amenity and safety. This Plan has been prepared in accordance with preliminary construction methodology advice given by the Applicant, which is subject to change upon further refinement of the construction methodology after approval of the SSDA.

1.2. Structure of this Report

This Plan is based upon information provided by the Applicant and should be read in the context of other construction documentation submitted separately. The remainder of this Plan is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Provides an overview of the construction program.
- Section 4: Discusses the proposed traffic management measures.
- Section 5: Discusses the expected impacts resulting from the construction activities.
- Section 6: Presents the overall study conclusions.

1.3. References

In preparing this Plan, reference has been made to the following guidelines and standards:

- Transport for NSW Traffic Control at Work Sites Technical Manual, Issue No. 6.1.
- Integrated Public Transport Service Planning Guideline, Sydney Metropolitan Area 2013 (Integrated Public Transport Planning Guidelines 2013).
- Australian Standard AS 1742.3-2009, Part 3: Traffic Control for Works on Roads (AS 1742.3).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- NSW Environment Protection Authority Draft Construction Noise Guideline 2020 (DCNG).

2. Existing Conditions

2.1. Location and Site

The site is located at 59—63 Trafalgar Avenue & 1A—1B Valley Road, Lindfield, being approximately 400 metres east of Lindfield Railway Station and 10 kilometres north-west of the Sydney CBD. More specifically, the site is comprised of five lots located to the southeast of the Trafalgar Avenue intersection with Russell Avenue and Russell Lane.

The site is an irregular polygonal shape with a total area of approximately 6,670 m^2. It has three street frontages, being Trafalgar Avenue to the west, Russell Lane to the northwest, and Valley Road to the northeast. It also fronts a right of carriageway to its south which connects to Trafalgar Avenue. All other boundaries border neighbouring residential developments.

The site currently accommodates five detached dwellings and associated outbuildings and landscaping. Vehicle access is provided to each of the five existing dwellings via driveways to Valley Road, Russell Lane and Trafalgar Avenue. These dwellings each have capacity to store multiple vehicles via enclosed or external hardstand parking areas and driveways.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and broad context respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the following roads considered noteworthy:

- **Pacific Highway**: forms part of the TfNSW Highway, HW 10, that generally runs in a north–south alignment between Sydney and the Central Coast. Near the site, it is subject to 60 km/h school speed zoning restrictions and has sections subject to 40 km/h School Zone restrictions. The carriageway is divided and accommodates three lanes of traffic in each direction. A range of clearway and parking restrictions apply which generally restrict kerbside parking during busy periods.

- **Trafalgar Avenue**: a local road that runs in a north-south direction between Russell Avenue at the north and Roseville Avenue at the south. Near the site, it is subject to 50 km/h speed zoning restrictions and accommodates a single lane of traffic in each direction. Kerbside parking is permitted on both sides of the road with no time restrictions.

- **Russel Avenue**: a local road that runs in an east-west direction between Lindfield Avenue at the west and Trafalgar Avenue at the east, continuing eastwards briefly over a short distance as Russell Lane to its intersection with Tyron Lane. Near the site, it is subject to 50 km/h speed zoning restrictions and accommodates one lane of traffic in each direction. Kerbside parking is permitted on both sides of the road with no time restrictions.

- **Valley Road**: a local road that runs in an east-west direction between Nelson Road in the west and Short Street in the east. Near the site, it is subject to 50 km/h speed zoning restrictions and accommodates one lane of traffic in each direction. Kerbside parking is permitted on both sides of the road with no time restrictions.

Figure 1: Site Plan

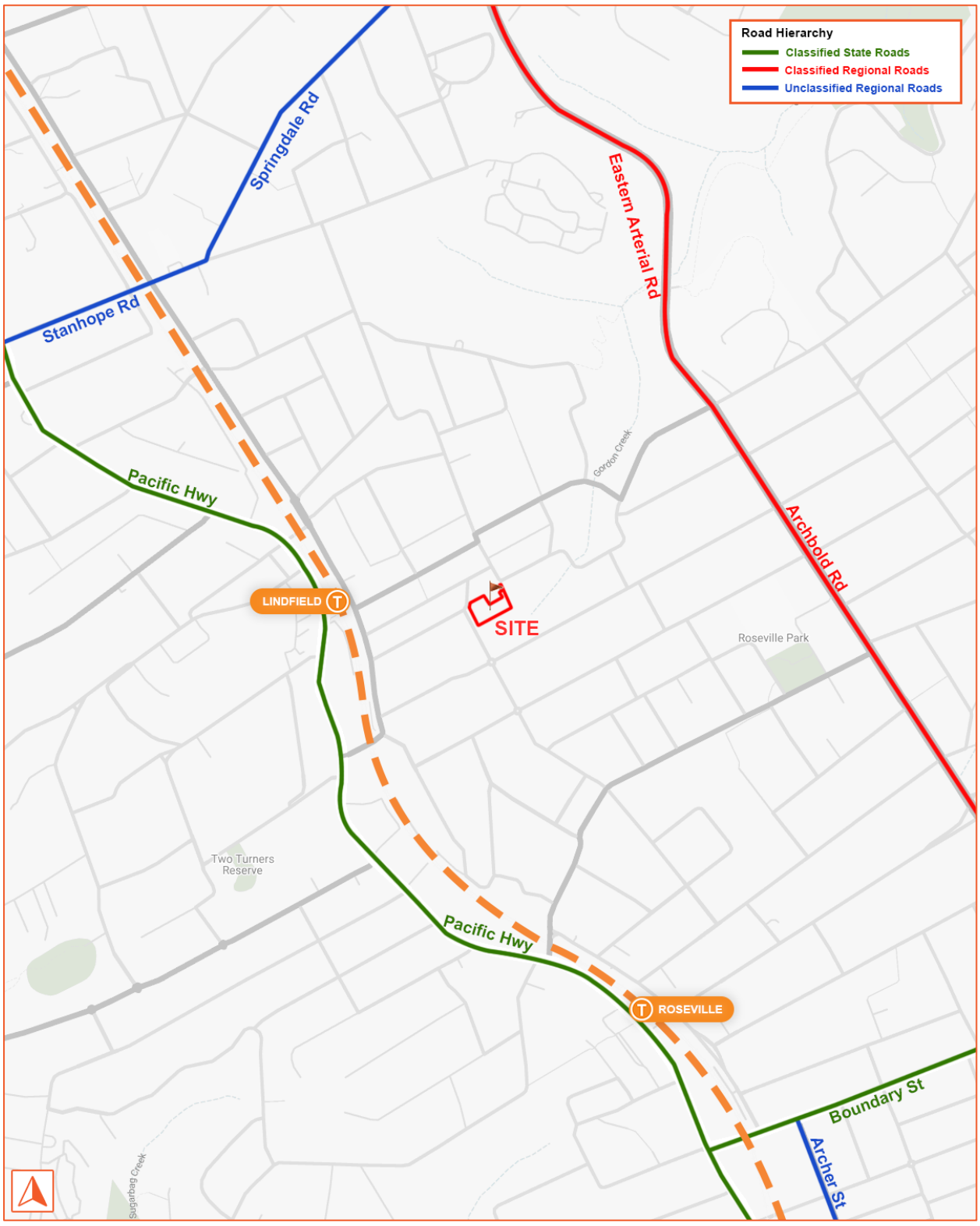

Figure 2: Location & Road Hierarchy Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is located within 400 metres of bus stops provided within the Lindfield town centre and on Middle Harbour Road and hence falls well within the walking catchment area. Several further services are available within an 800-metre radius. Accordingly, construction workers will have convenient access to public bus services for journeys to and from the site. lists the major destinations accessible by these bus routes, along with their average peak and off-peak headways.

Table 1 lists the major destinations accessible by these bus routes, along with their average peak and off-peak headways.

Table 1: Bus Services

ROUTE NO.	ROUTE	ROUTE DESCRIPTION	AVERAGE HEADWAY
194	St Ives to City QVB	Via East Killara, Middle Cove, Willoughby East, Cammeray, Lavender Bay, Barangaroo	Weekdays: 30 minutes Weekends: 30 minutes
194X	St Ives to City QVB (Express Service)	Via East Killara, Middle Cove, Willoughby East, Cammeray, Lavender Bay, Barangaroo	Weekdays: 9 services only Weekends: No services
206	East Lindfield to City Bridge St via Freeway	Via Middle Cove, Willoughby East, Cammeray, Lavender Bay, Dawes Point	Weekdays: 5 services only Weekends: No services
207	East Lindfield to City Bridge St via North Sydney	Via Middle Cove, Willoughby East, Cammeray, Lavender Bay, Dawes Point	Weekdays: 30 minutes Weekends: 30 minutes on Saturday / 1 hour on Sunday
208	East Lindfield to City Bridge St via Northbridge & North Sydney	Via Middle Cove, Willoughby East, Northbridge, Cammeray, Lavender Bay, Dawes Point	Weekdays: 6 services only Weekends: 10 services on Saturday / 5 services on Sunday
209	East Lindfield to Milsons Point via North Sydney	Via Middle Cove, Willoughby East, Cammeray, Lavender Bay	Weekdays: 7 services only Weekends: No services
556	Lindfield to East Killara (Loop Service)	-	Weekdays: 1 hour Weekends: 1 hour
558	Chatswood to Lindfield	Via Roseville, East Lindfield	Weekdays: 1 hour Weekends: 2 hours
565	Chatswood to Macquarie University	Via Lindfield, Macquarie Park	Weekdays: 30 minutes Weekends: 1 hour
594	North Turramurra to City QVB	Via St Ives, Roseville Chase, Middle Cove, Willoughby East, Cammeray, Lavender Bay, Dawes Point	Weekdays: 1 service Weekends: No services
N90	Hornsby to City Town Hall via Chatswood (Night Service)	Via Wahroonga, Warrawee, Turramurra, Gordon, Killara, Roseville, Chatswood, Lavender Bay, Dawes Point	Weekdays: 4 services Weekends: 3 - 4 services

2.3.2. Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. It can be seen from **Figure 3** that Lindfield Railway Station is located approximately 400 metres west of the site and hence falls within the typical walking catchment area. Accordingly, construction workers would be able to readily access the Sydney rail network.

Lindfield Railway Station is serviced by two railway lines, being the T1 North Shore and Western Line and T9 Northern Line. **Table 2** shows the notable town centres that are accessible along these lines and the average service headways during peak and off-peak periods.

Table 2: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAY
T1 North Shore and Western Line	Via Sydney CBD, Townhall, Wynyard, North Sydney, Chatswood, Lindfield, Gordon, Hornsby, Berowra	Weekdays: 5 - 15 minutes Weekends: 5 - 15 minutes
T9 Northern Line	Via Hornsby, Epping, Strathfield, Redfern & Sydney CBD	Weekdays: 5 - 15 minutes Weekends: 5 - 15 minutes

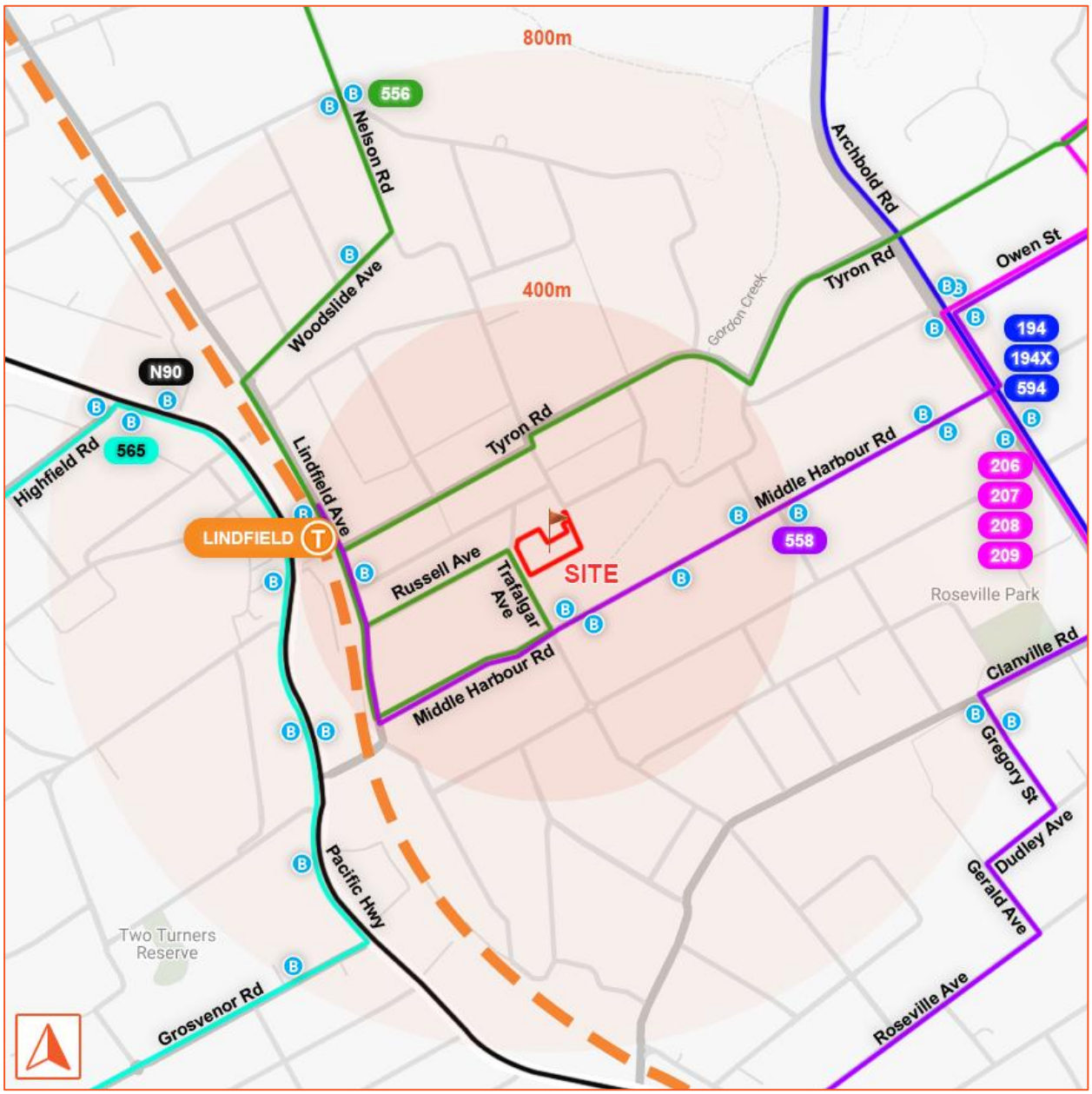

Figure 3: Public Transport Services

2.4. Active Transport

2.4.1. Cycle Network

Figure 4 illustrates the 10-minutes cycling catchment area and dedicated cycle routes near the site. It demonstrates that the site has excellent access to the local bicycle network, with on-road cycle paths provided along Trafalgar Avenue and Russell Lane. These on-road cycle paths provide a connection to the wider cycle path network.

Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to, supermarkets and shopping centres, bulky goods retail stores, food and beverage premises, public transport services, educational establishments, and a range of recreational and outdoor facilities.

2.4.2. Walking Network

Figure 4 also illustrates the 10-minute walking catchment area. Workers of the development have excellent access to a similar range of facilities to those available via bicycle, including large-scale supermarkets and shopping centres, food and beverage premises, public transport services, educational establishments, and recreational and outdoor facilities. The nearest bus stops to the site are within 400 metres of the site.

Pedestrian facilities around the site are moderately well-developed, though there are some gaps in provision. Footpaths are provided along both sides of Russell Avenue and Valley Road, but on the western side of Trafalgar Avenue and not the eastern side. Similarly, no footpaths are provided along the short and narrow Russell Lane. All nearby roads have a speed limit of 50 km/h and experience low traffic volumes, enhancing pedestrian safety and comfort in the area.

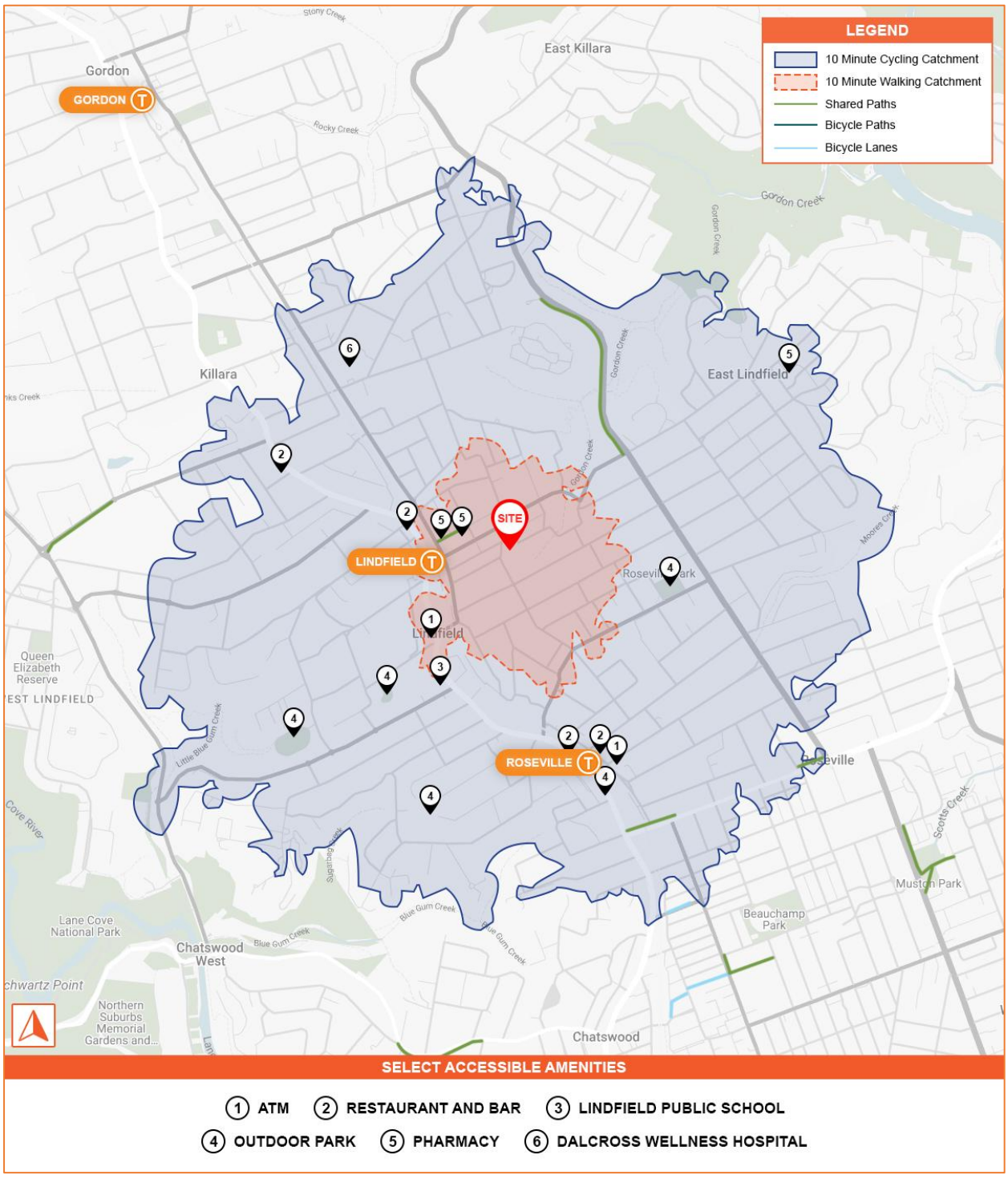

Figure 4: Active Transport Network

3. Overview of the Preliminary Construction Program

3.1. Hours of Work

The hours of work will be in accordance with the relevant SSDA condition of consent, which are expended to approximately align with the following hours:

- Monday to Friday: 7:00am – 5:00pm.
- Saturday: 7:00am – 1:00pm.
- Sundays and Public Holidays: No work permitted.

These hours align with the DCNG recommendation and aim to minimise disruptions to the surrounding community. Any variations to these hours will require prior approval from the relevant authority.

3.2. Staging and Duration of Works

3.2.1. Construction Program

Table 3 shows that the construction works are expected to be delivered in four stages, in which certain activities within stages will overlap and occur concurrently.

Table 3: Construction Staging & Duration

STAGE	DESCRIPTION	ESTIMATED DURATION
1	Demolition	1-2 months
2	Bulk Excavation	4-5 months
3	Structure	6 months
4	Fitout and Finishes	6-9 months

The durations stipulated in **Table 3** are subject to the availability of contractors within a suitable haulage distance of the site and therefore the estimated duration of works may vary. It is also reiterated that estimates provided within the Plan are subject to change upon approval of the SSDA and further refinement of the construction methodology.

3.2.2. Stage 1 – Demolition

Stage 1 works will require approximately one to two months to complete and will require in the order of 20 to 30 on-site workers. Works during this stage will consist of demolition of existing dwellings, land clearing and installation of hoarding along Trafalgar Avenue and Valley Road.

The largest vehicle utilised will be a 12.5-metre heavy rigid vehicle (HRV). These vehicles would be accommodated within a proposed on-street Works Zone along the Trafalgar Avenue site frontage until such a time that demolition has progressed sufficiently for these vehicles to enter the site.

Thereafter, loading and unloading by vehicles up to a HRV will be carried out within the site, with vehicles entering from Trafalgar Avenue, performing a U-turn within the site, and exiting back onto Trafalgar Avenue.

This loading and unloading within the site however can only occur once demolition of the existing buildings has progressed to a stage at which vehicular movement within the site is possible. Until then, the activity will be carried out within the Works Zone along Trafalgar Avenue.

3.2.3. Stage 2 – Bulk Excavation

Stage 2 works will require approximately four to five months to complete and will require in the order of 20 to 50 on-site workers. Construction works during this stage will consist of shoring works and excavation of two basement levels.

The largest vehicle that will be utilised during Stage 2 will be an HRV, which would use the proposed on-street Works Zone and enter the site for loading and unloading along the Trafalgar Avenue frontage.

3.2.4. Stage 3 – Structure

Stage 3 works will require approximately six months to complete and will require up to 100—150 on-site workers on peak days. Works to be undertaken will include construction of the nine-storey building above the two levels of basement.

The types of vehicles used in Stage 3 and their respective circulation and standing locations will be similar to those of Stage 2.

3.2.5. Stage 4 – Fitout & Finishes

Stage 4 works will require approximately six to nine months to complete and will require up to 200—250 on-site workers on an peak days. Works to be undertaken will include installation of services, internal fitout and furnishing of the building and completion of external areas (including landscaping).

The types of vehicles used in Stage 4 and their respective circulation and standing locations will be similar to those of Stages 2 and 3. However, once works within the site are progressed beyond a certain point, the potential for larger vehicles to enter the site, turn wholly within it, and then depart in a forward direction would be constrained.

4. Construction Traffic Management

4.1. Vehicular Access

During the very early stages of Stage 1 before any material demolition of the existing buildings has occurred, larger trucks will be using the on-street Works Zone for the demolition activities. Once demolition has progressed to a suitable stage, trucks would instead enter and depart the site via a temporary construction access driveway to Trafalgar Avenue.

The construction vehicle access would be temporarily widened once demolition of surrounding structures has occurred to enable trucks up to a 12.5-metre HRV to enter the site.

From Stage 2 onwards, site access for construction vehicles will be via the Trafalgar Avenue frontage. Construction vehicles will enter the site via the temporary construction vehicle access. The builder will be responsible for ensuring adequate vehicle access is maintained whenever trucks are entering or exiting the site. Entry movements would occur as a left turn from Trafalgar Avenue, U-turn within the site, and exit via a left turn back onto Trafalgar Avenue.

The existing vehicle access to Valley Road would be used as a secondary vehicle access to the site but only for smaller vehicles, such as utility vehicles and vans.

Vehicle access to and from the site would be managed by certified traffic controllers. Traffic on the public roads must not be stopped to allow trucks to enter or leave the site. Trucks must first wait for a suitable gap in traffic to depart the site, with traffic controllers assisting as required. Vehicles on the public road have right of way over trucks departing the site.

All vehicles must enter and exit the site in a forward direction, unless specific approval for a one-off occasion is obtained from the Council. This includes reversing into the site from the public road. The builder will be responsible for staging truck deliveries to ensure that no queuing or marshalling of trucks on the public road is necessary; all trucks will arrive at the site only when the intended loading area is vacant and available for use.

4.2. Work Zones

An on-street Works Zone will be required throughout all stages of construction and will be established along the site frontage on Trafalgar Avenue to support construction activities and accommodate trucks to enter the site. This Works Zone will facilitate the loading and unloading of vehicles, including up to a 12.5-metre HRV, operating strictly within the approved working hours.

The Works Zone is necessary given larger trucks would not be able to enter the site at certain times due to ongoing construction works. The builder is responsible for managing loading and unloading between the site and the Works Zone in a safe and efficient manner.

While the Works Zone would require the use of existing on-street kerbside parking spaces, resulting in the temporary loss of three to four spaces, these spaces would primarily be underutilised during standard working hours when neighbouring residents are typically away at work, and on-street parking demand is lower. Accordingly, the proposed Works Zone is expected to have minimal impact on overall car parking availability in the area.

4.3. Truck Routes

Truck routes have been identified and selected to ensure the most expedient access between the site and the classified state road network is achieved, with as little use of local roads as possible. The local roads proposed for use by construction vehicles, such as Middle Harbour Road, Russell Avenue and Trafalgar Avenue, are bus routes and therefore regularly accommodate rigid buses of at least 12.5-metres in length, equivalent to an HRV.

The proposed truck routes to and from the site and Works Zone are shown in **Figure 5** and summarised below:

- Inbound: Pacific Highway (A1) > Boundary Street (A38) > Archbold Road > Middle Harbour Road > Lindfield Avenue > Russell Avenue > Trafalgar Avenue
- Outbound: Trafalgar Avenue > Middle Harbour Road > Archbold Road > Boundary Street (A38) > Pacific Highway (A1)

Truck drivers will be notified of the above truck routes to ensure construction traffic on local streets is minimised. Additionally, it is noted that a copy of the truck routes illustrated in **Figure 5** is required to be provided to all drivers prior to attending the site.

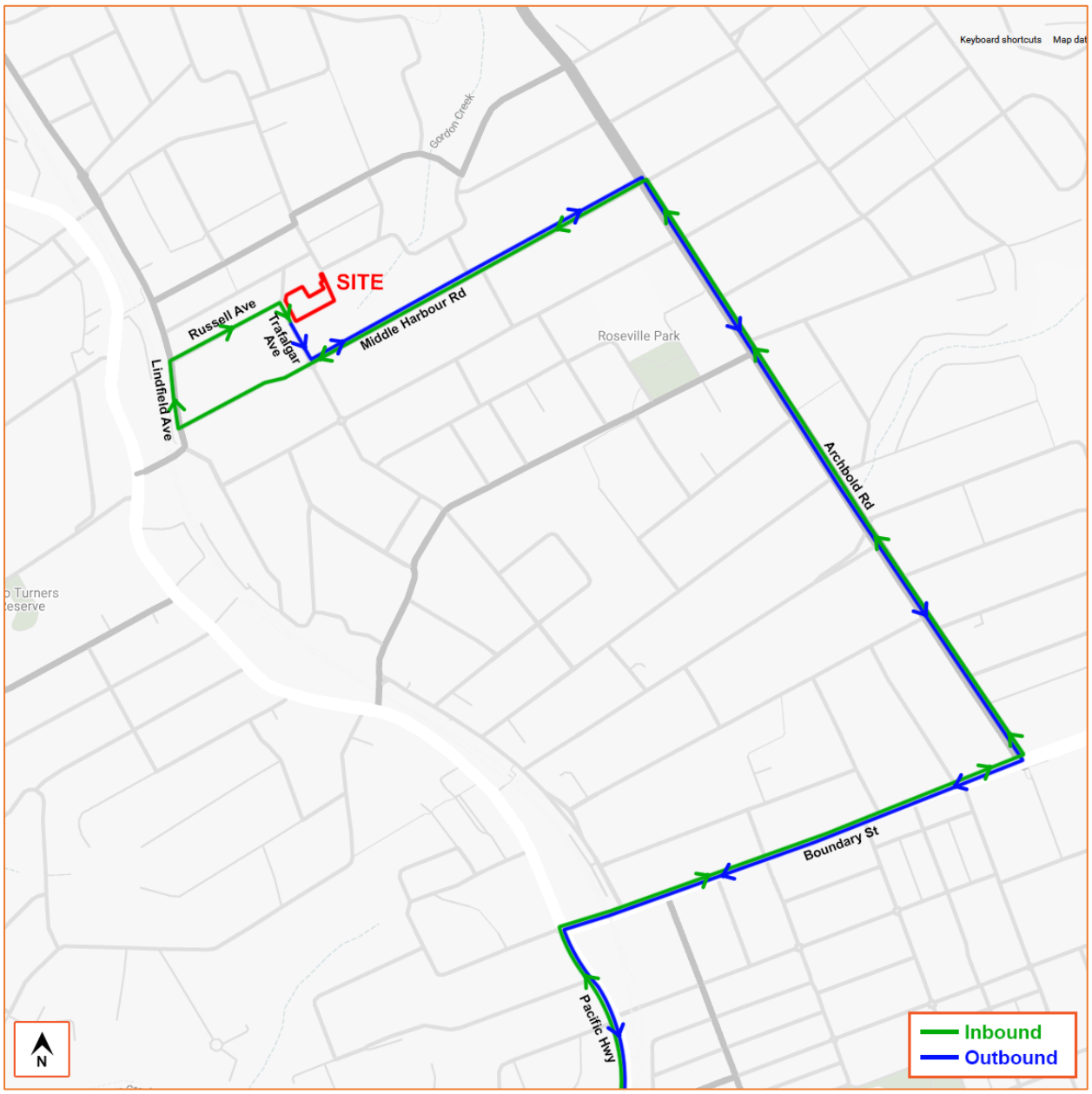

Figure 5: Truck Routes

4.4. Traffic Guidance Scheme

Site-specific Traffic Guidance Schemes (TGS) would be prepared upon approval of the SSDA in response to the relevant conditions of consent and Council's requirements. The TGS would demonstrate the signage and traffic management measures that would be required for the traffic management for the vehicle access to the site. Similar arrangements could be replicated should entry be required to adjacent sites for loading and unloading.

The TGS would ensure that vehicular, pedestrian and cyclist movements are managed safely and efficiently. The TGS would be designed in accordance with the requirement of the TfNSW Traffic Control at Works Site Technical Manual and AS 1742.3.

4.5. Pedestrian Access & Protection

A-Class hoarding will be erected around the perimeter of the site and maintained throughout the entire construction period to ensure the site is secured, and pedestrian access and safety is maintained. B-Class hoarding would be erected as required whenever lifting over a publicly accessible walkway is being undertaken from the street.

All footpaths in the vicinity would be maintained for public use throughout the construction works. Internal pedestrian walkways would be provided for circulation around the site, separate to vehicular paths of travel.

4.6. Crane Requirements

A mobile crane will be required during Stage 3 to enable the erection of a tower crane within the site. The tower crane will be in place for all of Stage 3 and much of Stage 4, with mobile cranes again required towards the end of Stage 4 to dismantle the tower crane.

The implementation of the tower crane would be subject to separate approvals which would be made by the builder as required.

4.7. Road Occupancies

Road occupancies along the Trafalgar Avenue frontage may be required for a short period of time during Stage 4 to facilitate certain construction activities, such as services and public domain works. This implementation of a road occupancy would be subject to separate approvals which would be made by the builder as required.

4.8. Notice of Construction Works

Adjoining neighbours of the site will be notified by letterbox drop of the construction works and expected timeframes for completion 14 days prior to works commencing. A copy of the notification will also be submitted to Council prior to commencement of the construction works.

5. Construction Impacts

5.1. Contractor Parking Demand & Impacts

As demonstrated by Section 2.3, the site is excellently served by bus and rail services and as such, a proportion of workers are expected to travel to and from the site via public transport, thereby reducing reliance upon private vehicles. Further, the use of car-pooling will be actively encouraged to reduce the reliance on private vehicles, ensuring that any minor parking demands do not detrimentally impact neighbouring residents.

A copy of the public and active transport measures discussed in Section 2.3 is to be provided to workers to advise of public transport availability for travel to and from the site.

During the busiest time for contractor activity on-site, Stage 4, there is expected to be up to 200—250 workers on site during peak periods. The following methodology has been applied in estimating car parking demand:

- 50% of all workers are expected to use public and active transport for travel to and from the site.
- An average car occupancy of two workers per car is expected for travel to and from the site.

No surveys are available to support the above assumptions; they are instead based upon an assessment of proximity to high frequency public transport services and through discussion with the builder on management measures to be put in place.

It is evident from the above that the expected maximum car parking demand will be in the order of around 50—63 car spaces throughout the peak periods of construction at Stage 4. This demand would be much lower during earlier construction stages.

Any contractors that drive a private vehicle to the site during Stages 1 and 2 may well have ample space to park on the subject site before excavation works begin in earnest. Following excavation of the basement levels, vehicles would not be able to park in the basement, given its depth, until ramps have been constructed. Once the basement ramps have been constructed, workers would be able to park within any of the basement car park levels. However, the use of basements during construction for car parking may pose safety concerns and thus the use of such would be determined by the builder on site with regards to health and safety considerations.

Wherever practical, contractor car parking demands are to be accommodated on-site however, given site constraints and use of available space for material laydown areas and the like, it may not be practical to accommodate all contractor parking demands within the site all the time.

There is public carparking available near the site, including the Woodford Lane Car Park and Lindfield Village Green Car Park. The demand of up to 50—63 or so contractor vehicles during the busiest construction periods, many of whom will be able to park their car within the two basement levels, will have a negligible demand on the current car parking operation of nearby public car parks and is well within typical daily variation.

5.2. Traffic Generation & Impacts

The traffic generated by the construction activities will vary across the construction stages. **Table 4** provides an estimate of the maximum number of truck and contractor vehicle trips per day that will be generated by the construction activities.

Table 4: Trip Generation of Trucks & Contractor Vehicles

TYPE	STAGE 1	STAGE 2	STAGE 3	STAGE 4
DAILY HEAVY VEHICLE (TRUCK) TRIPS	30	50-60	40-50	20
DAILY LIGHT VEHICLE (WORKER) TRIPS	15	25	50—75	100—125

In terms of truck movements, it is expected that the construction works will generate varying trip numbers, peaking during Stage 2 when it is expected that around 50—60 truck movements per day (25—30 inbound and 25—30 outbound) will be required for demolition and bulk excavation, with contractor light vehicle trips in addition to this.

Whilst it would be expected that light vehicle (worker) trips would be tidal, arriving in the morning and departing in the afternoon, heavy vehicle (truck) trips would be more dispersed and spread throughout the day and scheduled to occur outside of commuter peak periods wherever possible. Furthermore, heavy vehicles would be encouraged to arrive and depart the site outside of school zone hours, given proximity to nearby educational establishments.

Given the approved hours of work, inbound light vehicle trips would typically occur before the commuter peak period to arrive on site by 7:00am, and outbound trips would typically occur after the commuter peak period to depart the site after 5:00pm, in line with the approved hours of work.

As illustrated by **Figure 2**, the site has convenient access to a network of classified state roads which carry several thousands of vehicles each day. The increase in traffic anticipated, spread across different directions and movements at intersections, would have little material impact on broader network performance.

Given proximity to the arterial road network and the number of traffic distribution options and routes vehicles can take, it is expected that construction traffic generated by the site would quickly disperse to several high-order, arterial routes and as such the construction traffic impacts of the proposed development activities are considered acceptable, as well as being necessary to construct the development.

5.3. Public Transport

Construction works at the site would not have any impact on existing public transport services.

5.4. Emergency Vehicle Access

The construction activities will have no impact on emergency vehicle access to the site and / or along the street frontages, and accordingly, emergency vehicle access will be always available. Should there be a need for emergency vehicle access, on-site workers are to assist as necessary.

6. Conclusions

In summary, this Plan has been prepared to address the anticipated construction activities associated with construction of the development at 59—63 Trafalgar Avenue & 1A—1B Valley Road, Lindfield.

The proposed traffic management arrangements recommended in this Plan satisfy the requirements of the TfNSW Traffic Control at Work Sites Manual, AS 1742.3 and AS 2890.2, and seek to minimise the impact of the construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity.

Any minor variation to these standards would be considered acceptable having regard to the constraints inherent by the site and proposed development.

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