

Preliminary Construction Traffic Management Plan

3–5 Help Street, Chatswood

PREPARED FOR:
Loftex Chatswood Pty Ltd

REFERENCE:
0650r04v02

DATE:
28/02/2025



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PDC Consultants

info@pdcconsultants.com.au | www.pdcconsultants.com.au

+61 2 7900 6514 | Level 14, 100 William Street, Woolloomooloo NSW



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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Loftex Chatswood Pty Ltd (Applicant) to prepare a Preliminary Construction Traffic Management Plan (the Plan) for construction works relating to the site at 3–5 Help Street, Chatswood. The works would be undertaken in accordance with the relevant State Significant Development Application (SSDA) 76555711 conditions of consent that would be determined by the NSW Government upon approval of the SSDA.

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.

Further, a Development Application (DA-2023/160) for a similar development was granted consent by Willoughby City Council (Council) in September 2024. Whilst the approvals pathway for the subject SSDA is different to that of the approved DA, reference has nevertheless been made to the approved DA conditions of consent where they pertain to construction conditions and requirements, to help inform this Plan.

The SSDA will seek approval for site clearing and demolition and construction of a mixed-use development comprising 160 residential units, commercial and retail space, and basement car parking. Vehicle access will be provided via a combined entry and exit driveway onto Help Street.

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).

2. Existing Conditions

2.1. Location and Site

The site is located at 3–5 Help Street, Chatswood, being approximately 300 metres north of Chatswood Railway Station and 9 kilometres north-west of the Sydney CBD. More specifically, the site is located on the northern side of Help Street between its intersections with Cambridge Lane to the west and Anderson Street to the east.

The site is generally a trapezoidal in shape with a total area of approximately 2,290 m². **Table 1** provides an appreciation of the site's street frontages and neighbouring developments.

Table 1: Street Frontages & Neighbouring Developments

FRONTAGE	DESCRIPTION
North	Street frontage: McIntosh Street
South	Street frontage: Help Street
East	Borders neighbouring residential flat buildings
West	Street frontage: Cambridge Lane

The site currently accommodates two separate three-storey residential flat buildings, comprising a combined total of 57 residential units along with associated on-site car parking. Two separate driveways are currently provided for said residential flat buildings, onto Help Street and McIntosh Street respectively. Traffic generated by the existing development would therefore use both streets for access to and from the local road network.

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 through the Sydney Metropolitan area. Near the site, it is subject to 60 km/h speed zoning restrictions and accommodates three lanes of traffic in each direction within a divided carriageway. 'No-stopping' restrictions apply to both kerbsides of Pacific Highway near the site.
- **Help Street:** a local road that runs in an east-west direction between Anderson Street at the east and Pacific Highway at the west. Near the site, it is subject to 40 km/h speed zoning restrictions and accommodates two lanes of traffic in each direction. A combination of time restricted parallel parking and 'No Stopping' parking restrictions apply near the site.
- **Anderson Street:** a local road that runs in a north-south direction, between its intersections with Ashley Street at the north and Victoria Avenue at the south. Near the site, Anderson Street is subject to 40 km/h speed

zoning restrictions and accommodates one to two lanes of traffic in each direction. A combination of time restricted parallel parking and 'No Stopping' parking restrictions apply near the site.

- **Cambridge Lane:** a local road that runs in a north-south direction between McIntosh Street at the north and Help Street at the south. Near the site, Cambridge Lane functions as a shared zone for cars, cyclists and pedestrians and is subject to 10 km/h speed zoning restrictions. Cambridge Lane is one-way northbound only and accommodates a single lane of traffic. Kerbside parking is permitted along the western kerbside subject to 10-minute time restriction between 7am and 6pm, Monday to Friday.
- **McIntosh Street:** a local road that runs in an east-west direction between Anderson Street at the east and Cambridge Lane at the west. Near the site, McIntosh Street is subject to 40 km/h speed zoning restrictions and accommodates a single lane of traffic, one-way eastbound only. Kerbside parking is permitted along the northern side of the street, subject to 1P time restriction between 8:30am and 6pm, Monday to Friday and 8:30am and 12pm on Saturday.
- **Orchard Road:** a local road that runs in a north-south direction between Help Street at the north and its termination in the south. Near the site, it is subject to 40 km/h speed zoning restrictions and accommodates a single lane of traffic in each direction. Kerbside parking is prohibited on both sides.
- **Railway Street:** a local road that runs in a north-south direction between Help Street at the north and its termination in the south. Near the site, it is subject to 40 km/h speed zoning restrictions and accommodates two lanes of traffic in each direction. A combination of time restricted parallel parking and 'No Stopping' parking restrictions operate near the site.

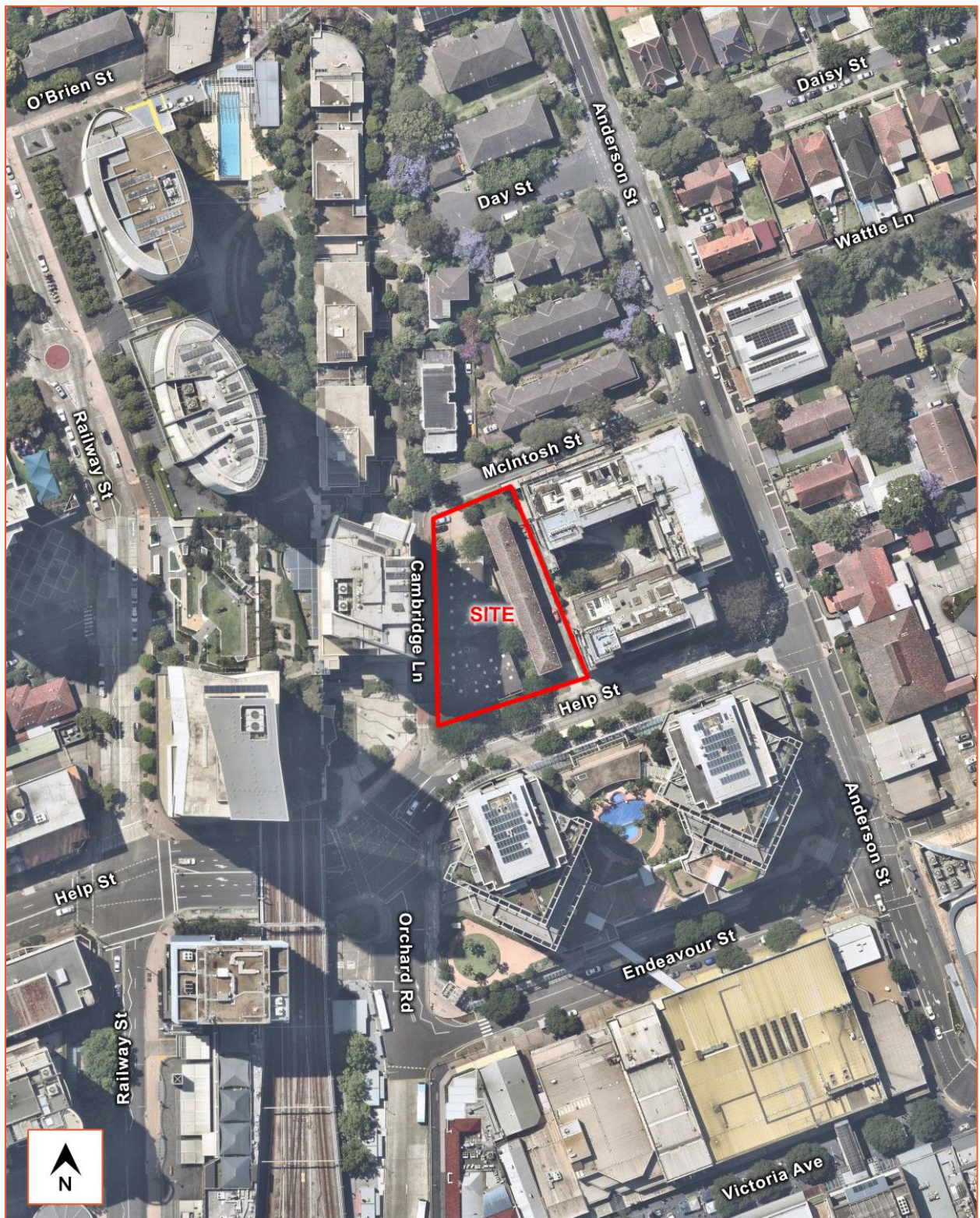


Figure 1: Site Plan

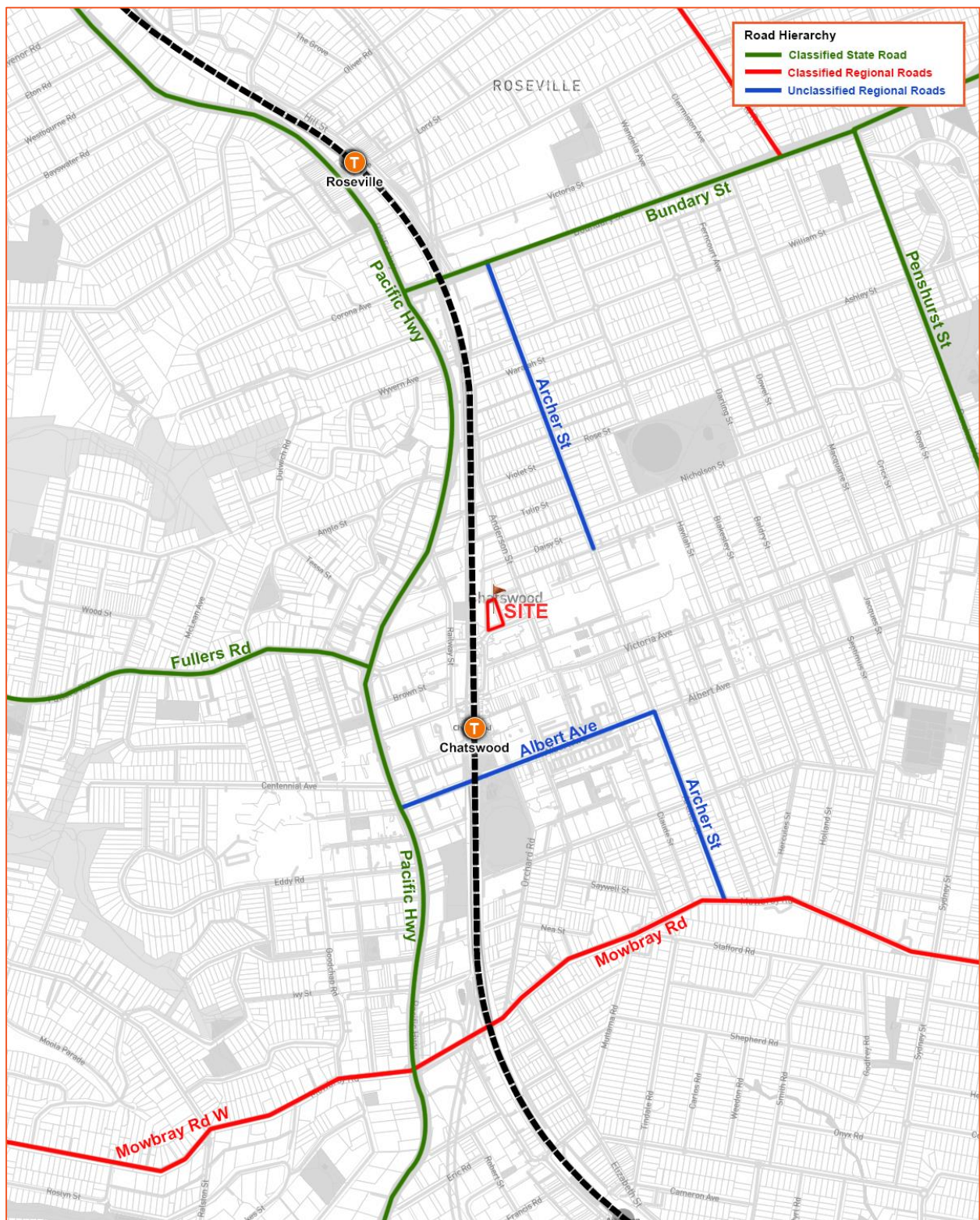


Figure 2: Location & Road Hierarchy Plan

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 at the Chatswood interchange and on Anderson Street and hence falls well within the walking catchment area. Accordingly, construction workers will have convenient access to public bus services for journeys to and from the site.

Table 2 shows the notable town centres that are accessible via the abovementioned bus services and the average service headways during peak and off-peak periods.

Table 2: Bus Services

ROUTE NO.	ROUTE	ROUTE DESCRIPTION	AVERAGE HEADWAY
115	Chatswood to City Bridge St via North Sydney	Via North Willoughby, Willoughby, Crows Nest, North Sydney, Milsons Point, Millers Point	Weekdays: 10 – 15 minutes Weekends: 20 minutes
120	Chatswood to City QVB (Loop Service)	Via North Willoughby, Willoughby, Crows Nest, North Sydney, Milsons Point, Millers Point	Weekdays: 10 – 15 minutes Weekends: 10-15 minutes
255	Colwell Cres & Beaconsfield Rd to Chatswood	-	Weekdays: 8 Services only Weekends: 4 Services only on Saturday/ No Services on Sunday
256	Chatswood to Chatswood West (Loop Service)	-	Weekdays: 1 – 2 hours Weekends: 5 Services only on Saturday/ No Services on Sunday
267	Chatswood to Greenwich via Crows Nest	Via Willoughby, Cammeray, Crows Nest	Weekdays: 30 – 60 minutes Weekends: 1 hour
275	Castlecrag to Chatswood	Via Willoughby East, Middle Cove, North Willoughby	Weekdays: 4 Services Only Weekends: 4 Services Only on Saturdays / No Services on Sundays
277	Castle Cove to Chatswood	-	Weekdays: 1 hour Weekends: 6 Services only
278	Chatswood to Killarney Heights (Loop Service)	Via Roseville Chase, Forestville	Weekdays: 30 minutes Weekends: 20 – 30 minutes
279	Frenchs Forest to Chatswood	Via Forestville, Roseville Chase	Weekdays: 4 Services Only Weekends: No Services
280	Warringah Mall to Chatswood	Via North Manly, Frenchs Forest, Forestville, Roseville Chase	Weekdays: 30 minutes Weekends: 30 minutes
281	Davidson to Chatswood	Via Frenchs Forest, Forestville, Roseville Chase	Weekdays: 1 hour Weekends: 1 hour
283	Belrose to Chatswood	Via Frenchs Forest, Forestville, Roseville Chase	Weekdays: 1 hour Weekends: 1 hour
284	Duffys Forest to Terrey Hills & Chatswood	Via Terrey Hills, Belrose, Frenchs Forest, Forestville, Roseville Chase	Weekdays: 1 hour Weekends: 2 hour

ROUTE NO.	ROUTE	ROUTE DESCRIPTION	AVERAGE HEADWAY
516	Top Ryde City to Chatswood	Via North Ryde, Chatswood West	Weekdays: 30 minutes Weekends: 30 minutes
530	Burwood to Chatswood	Via Five Dock, Rusell Lea, Drummoyne, Huntleys Point, Hunters Hill, Linley Point, Lane Cove	Weekdays: 30 minutes Weekends: 30 minutes
558	Chatswood to Lindfield	Via Roseville	Weekdays: 1 hour Weekends: 5 Services Only on Saturdays / No Services on Sundays
565	Chatswood to Macquarie University	Via Lindfield	Weekdays: 30 minutes Weekends: 1 hour

2.3.2. Rail & Metro 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 Chatswood Railway Station is located approximately 300 metres south 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.

Chatswood Railway Station is a major train and Metro station in the north of Sydney, serviced by two railway lines and two Metro lines, being the T1 North Shore and Western Line, T9 Northern Line, Metro North West Line and Metro City & Southwest Line.

Table 3 shows the notable town centres that are accessible along these lines and the average service headways during peak and off-peak periods.

Table 3: Rail & Metro 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
Metro North West & Bankstown Line	Via Rouse Hill, Kellyville, Bella Vista, Baulkham Hills, Castle Hill, Cherrybrook, Epping, Macquarie Park, North Ryde, Chatswood, Crows Nest, Victoria Cross, Barangaroo, Wynyard, Martin Place, Gadigal, Waterloo & Sydenham	Weekdays: 5 - 10 minutes Weekends: 10 minutes

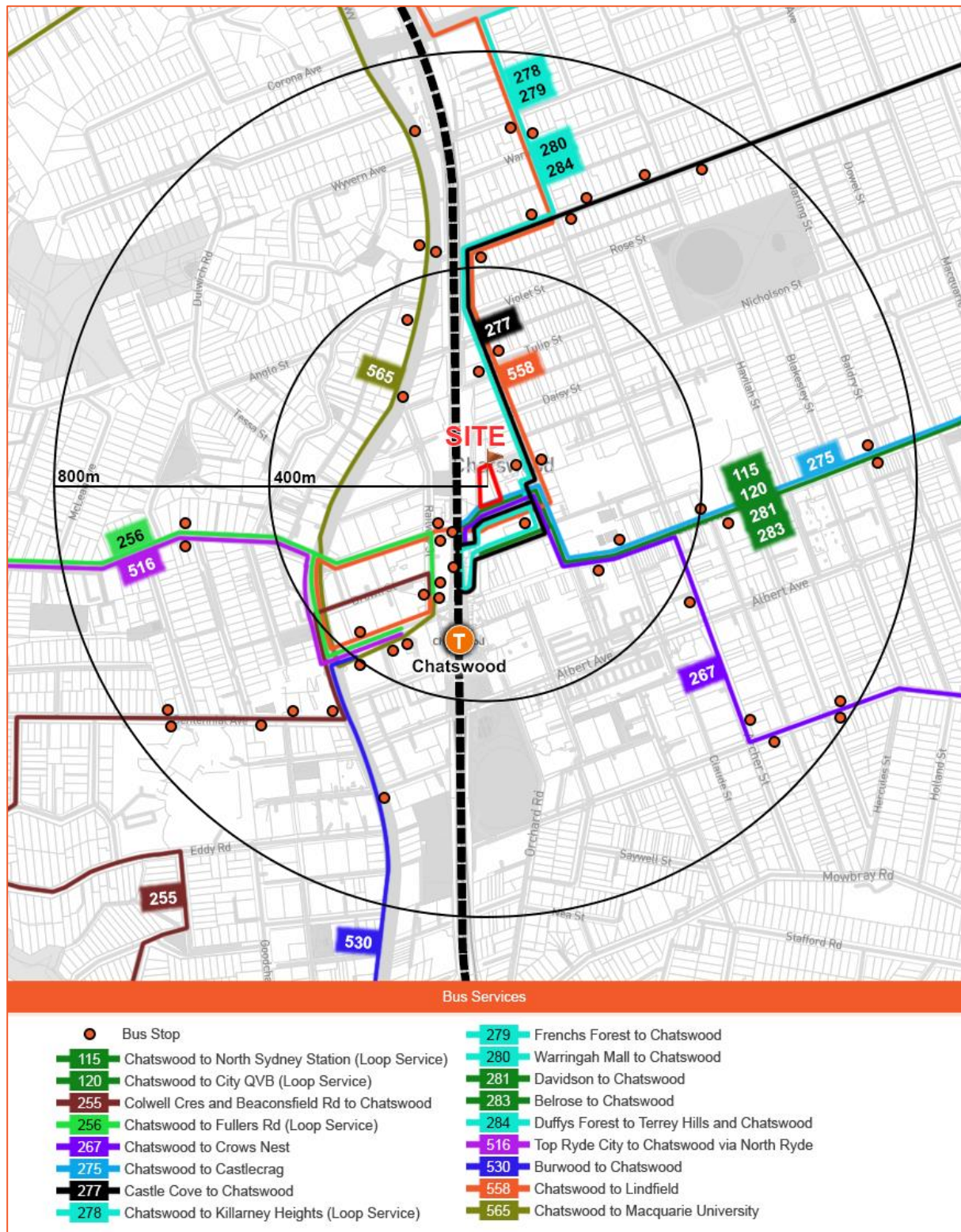


Figure 3: Public Transport Services

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 Cambridge Lane and McIntosh Street. 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, large-scale supermarkets and shopping centres, bulky goods retail stores, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

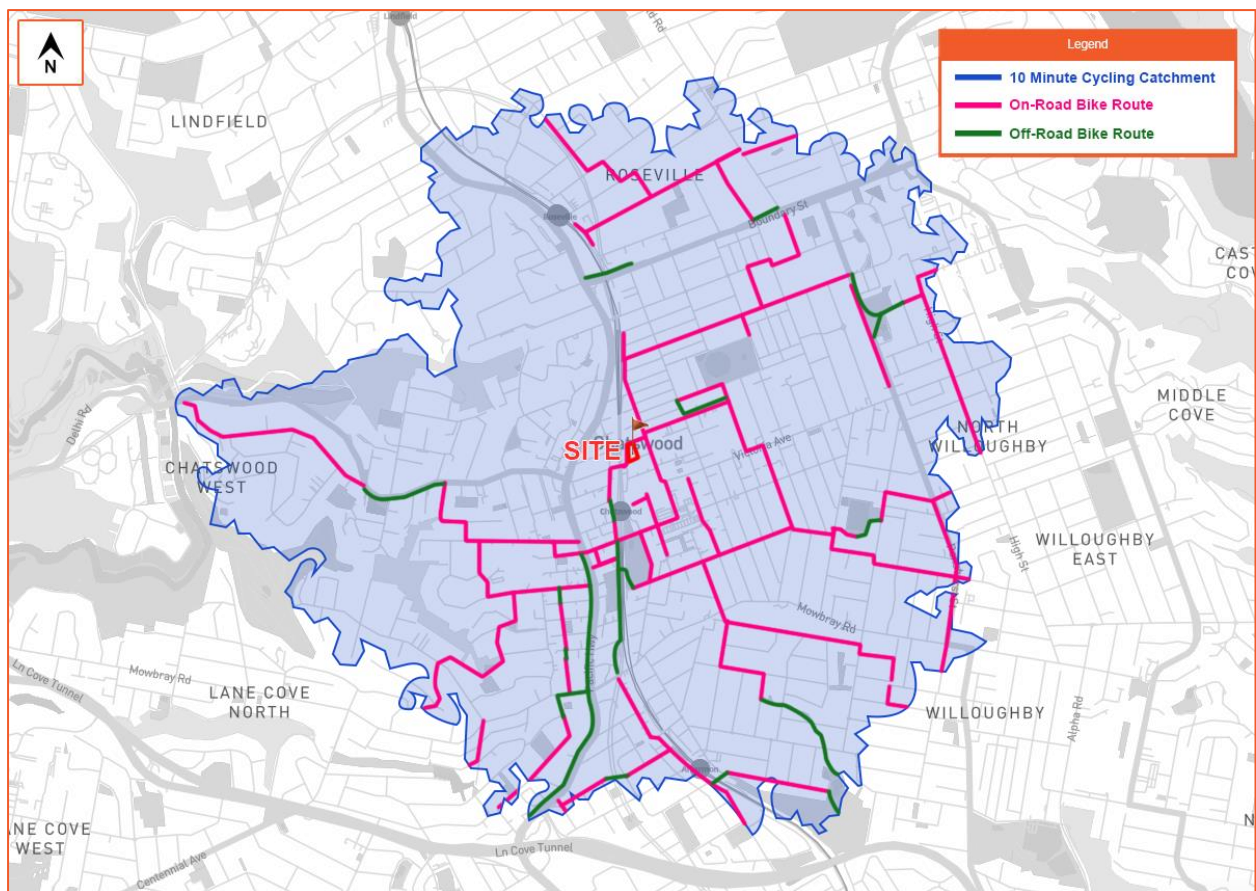


Figure 4: Cycle Path Network

2.4.2. Walking Network

Figure 5 illustrates the 15-minute walking catchment area. Workers at 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, and public transport services. The nearest bus stops to the site are within around 130 metres of the site.

Pedestrian facilities are good around the site. Help Street has footpaths along both sides, whilst McIntosh Street to the west of the site operates as a 10 km/h Shared Zone. McIntosh Street to the rear of the site has footpaths along both sides and is designated as a 40 km/h High Pedestrian Activity Area, giving motorists extra awareness of pedestrians. Anderson Street also has pedestrian footpaths along both sides.

Signalised pedestrian crossings near the site include those on all three legs of the Anderson Street / Help Street intersection around 60 metres to the east of the site, and on all three legs of the Orchard Road / Help Street intersection around 40 metres to the west of the site.

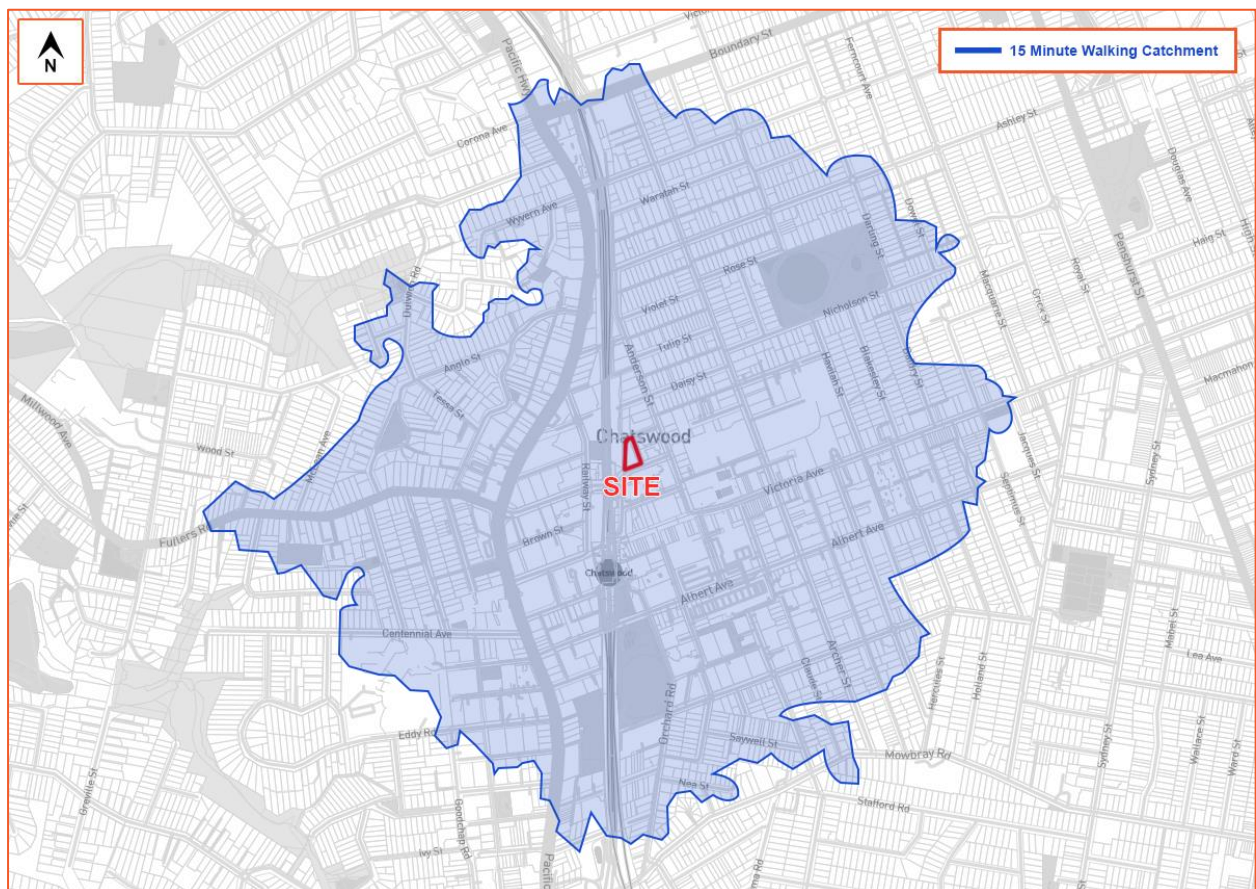


Figure 5: Walking Network

3. Overview of the Preliminary Construction Program

3.1. Hours of Work

The conditioned hours of work for the approved DA (DA-2023/160) have been referenced due to the similar nature of the project. The consent for the approved DA required that all construction and demolition activities be conducted within the following hours:

- Monday to Friday: 7:00am – 5:00pm.
- Saturday: 7:00am – 12:00pm.
- Sundays and Public Holidays: No work permitted.

These hours align with standard construction industry regulations and aim to minimize 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 4 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 4: Construction Staging & Duration

STAGE	DESCRIPTION	ESTIMATED DURATION
1	Demolition	3 months
2	Bulk Excavation	4 months
3	Structure	12 months
4	Fitout and Finishes	6 months

The durations stipulated in **Table 4** 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 three months to complete and will require in the order of 15 on-site workers. Works during this stage will consist of site establishment, demolition of existing buildings, carports, pavements, trees and all other structures, and installation of any perimeter fencing and site sheds and the like required to facilitate further construction activities.



The largest vehicle that will be utilised will be an 18.5-metre truck and dog. These vehicles would be accommodated within a proposed on-street Works Zone along the Help Street site frontage.

Loading and unloading by vehicles up to a 12.5 metres heavy rigid vehicle (HRV) will be carried out within the site along the Cambridge Lane boundary, with vehicles entering the site from Help Street and exiting to McIntosh Street. Larger trucks cannot enter the site as they cannot satisfactorily turn from McIntosh Street to Anderson Street without the management of traffic controllers.

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 through the site is possible. Until this time, during early stage of demolition activities, only vehicles up to a 6.4-metre small rigid vehicle (SRV) would be able to enter the site via a temporary construction driveway from McIntosh Street.

3.2.3. Stage 2 – Bulk Excavation

Stage 2 works will require approximately four months to complete and will require in the order of 15 on-site workers. Construction works during this stage will consist of excavation of the five levels of basement to a depth of approximately 18 metres.

The largest vehicle that will be utilised during Stage 2 will be a 19.0-metre semi-trailer, which would use the proposed on-street Works Zone along the Help Street site frontage. Vehicles up to a HRV would be able to enter the site for loading and unloading along the Cambridge Lane frontage.

3.2.4. Stage 3 – Structure

Stage 3 works will require approximately 12 months to complete and will require in the order of 50 on-site workers on an average day. Works to be undertaken will include construction of the 34-level high-rise tower above the five levels of basement.

The vehicles being used during Stage 3 would be akin to those of Stage 2, with vehicles larger than an HRV using the on-street Works Zone and smaller vehicles able to enter the site to load and unload.

3.2.5. Stage 4 – Fitout & Finishes

Stage 4 works will require approximately six months to complete and will require in the order of 50 on-site workers on an average day. Works to be undertaken will include installation of services, internal fitout and furnishing of the building and completion of external areas, including landscaping.

The largest vehicle that will be utilised during Stage 4 will be a 12.5-metre HRV. Trucks would enter the site if they are able to with regards to ongoing construction works; otherwise, they will use the on-street Works Zone.

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, vehicles needing to enter the site would enter and exit the site via the temporarily widened existing driveway on McIntosh Street. Once demolition has progressed to a suitable stage, trucks would instead enter the site via a temporary construction access driveway to Help Street and depart via the construction access to McIntosh Street.

These accesses 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 Help Street frontage. These construction vehicle accesses would be permitted to access the site through the on-street Works Zone. The builder would be responsible for ensuring that adequate vehicular access is maintained at all times trucks are entering and exiting the site through by ensuring the Works Zone is clear of obstructions. Entry movements would occur as a left turn from Help Street and exit movements occurring only as a right turn onto McIntosh Street.

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 by Council. This includes reversing into the site from the public road. The builder would be responsible for staging truck deliveries to ensure that no queuing or marshalling of trucks on the public road is necessary; all trucks would arrive at the site only when the intended loading area is vacant and available for use.

Swept path analysis has been undertaken for the proposed vehicle access arrangements in accordance with AS 2890.2. The analysis, included in **Appendix A**, confirms that under the proposed traffic management measures, construction vehicles will be able to enter and exit the site in a forward direction, ensuring safe and efficient manoeuvrability.

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 Help Street to support construction activities and accommodate trucks that are too large to enter the site. This Works Zone will facilitate the loading and unloading of vehicles, including up to an 18.5-metre truck and dog combination and a 19.0-metre semi-trailer, operating strictly within the approved working hours.

The Works Zone is necessary given larger trucks would not be able to enter the site due to ongoing construction works and the inability to turn wholly within the site to enter and exit in a forward direction. The builder is responsible for managing loading and unloading between the site and the Works Zone in a safe and efficient manner.

Whilst the Works Zone would require the use of existing on-street parallel parking spaces, these spaces are currently time restricted to off-peak hours only. As such, vehicles would not be permitted to park at the site frontage anyway for a large portion of the hours of work during which the Works Zone would be in operation. Accordingly, the proposed Works Zone would have little impact to car parking availability in the area.

Swept path analysis has been undertaken for the proposed Works Zone arrangements in accordance with AS 2890.2. The analysis, included in **Appendix A**, confirms that under the proposed traffic management measures, construction vehicles will be able to enter and exit the Works Zone in a forward direction, ensuring safe and efficient manoeuvrability.

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. Some local roads proposed for use by construction vehicles, such as Anderson Street, are bus routes and therefore regularly accommodate rigid buses of at least 12.5-metres in length, equivalent to an HRV.

Some turns on public roads by larger trucks are required to occur from lanes which are not line marked for a given turn; for example, a 19.0-metre semi-trailer would be required to make the right turn from Help Street to Anderson Street whilst using part of the left turn lane. This is permitted by the NSW Road Rules 2014 Clause 32(1)(c) sub rule(2)(a), which states that “A driver may approach and enter the intersection from the marked lane next to the right lane as well as, or instead of, the right lane if—(a) the driver’s vehicle, together with any load or projection, is 7.5 metres long, or longer.”

The proposed truck routes to and from the site and Works Zone are shown by **Figure 6** and **Figure 7** and are summarised below:

4.3.1. Truck Routes for Site Access

- Inbound: Pacific Highway > Help Street
- Outbound: McIntosh Street > Anderson Street > Help Street > Pacific Highway

4.3.2. Truck Routes for Works Zone

- Inbound: Pacific Highway > Help Street
- Outbound (North): Help Street > Anderson Street > Victoria Avenue > Archer Street > Boundary Street
- Outbound (East): Help Street > Anderson Street > Victoria Avenue > Penshurst Street

Truck drivers will be notified of the above truck routes to and from the site to ensure construction traffic on local streets is minimised. Additionally, it is noted that a copy of the truck routes illustrated in **Figure 6** and **Figure 7** is required to be provided to all drivers prior to attending the site.

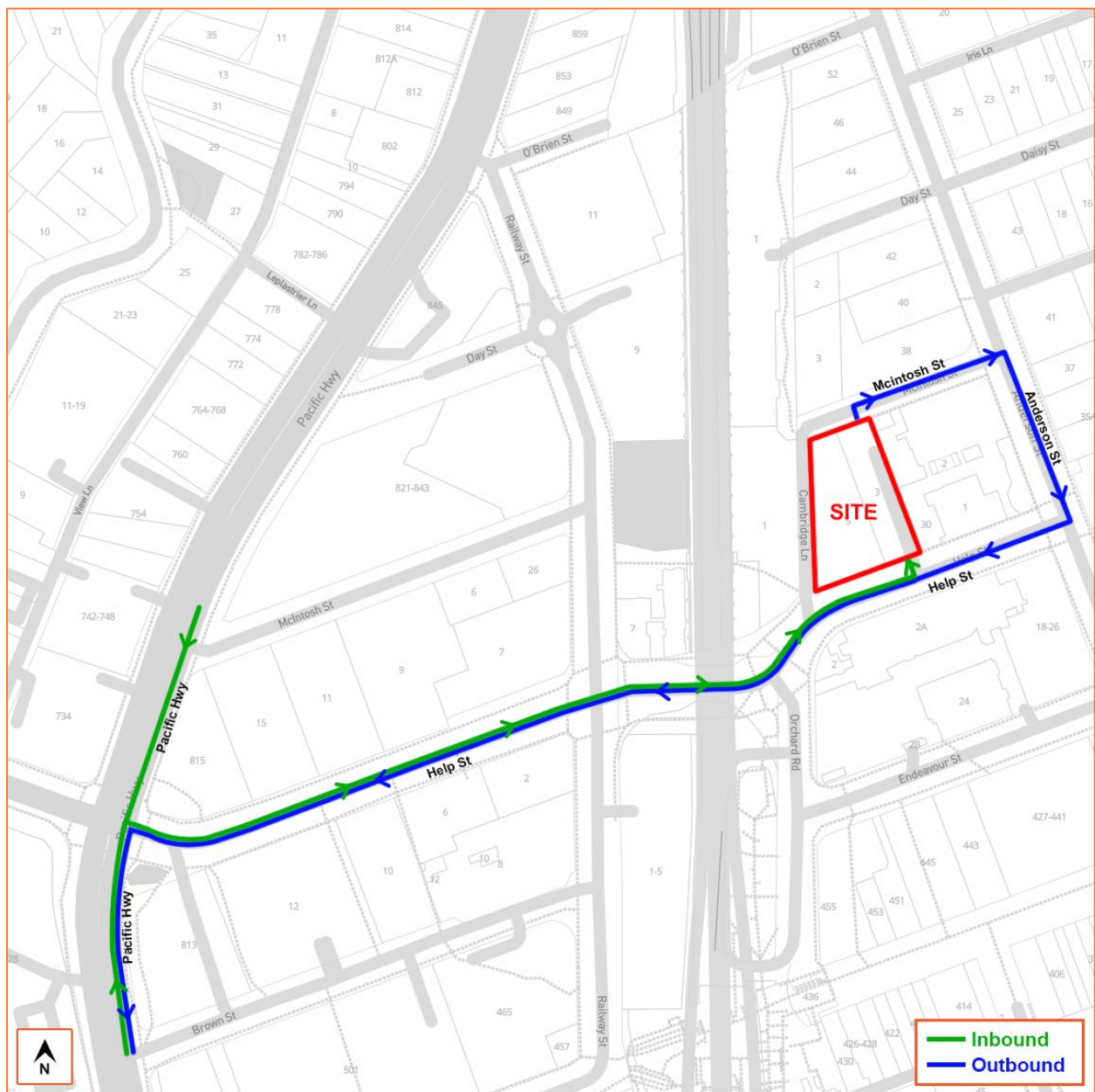


Figure 6: Truck Routes To and From the Site



Figure 7: Truck Routes To and From the Work Zone

4.4. 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 will be erected along the Help Street frontage alongside the proposed Works Zone, over the publicly accessible footpath over which loading and unloading of goods between the site and Works Zone is

required. This B-Class hoarding would only be required when lifting of goods over the footpath is occurring; at other times, if manual lifting of goods between the site and Works Zone is occurring instead, then B-Class hoarding would not be required.

Pedestrians walking along the footpath would always be given right of way over any trucks wishing to enter and exit the site, with truck movements managed by traffic controllers.

Footpaths along all three site frontages of Help Street, Cambridge Lane and McIntosh Street would be maintained for public use throughout the construction works, wherever possible. The exception to this would be when works within the public domain, such as construction of the new vehicular access driveway to Help Street or rectification of the temporary construction vehicle access onto McIntosh Street, are occurring. During these times, pedestrian detours would be implemented.

A detailed pedestrian guidance plan outlining the anticipated detour routes is provided within the Traffic Guidance Schemes (TGS) as **Appendix B**.

4.5. Crane Requirements

A mobile crane will be required during Stage 2 to enable the erection of a tower crane at the approximate location of the residential lift core. The tower crane would be required for the duration 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.

4.6. Traffic Guidance Scheme

Site-specific TGS have been prepared for the site and are included as **Appendix B**. The TGS demonstrate the proposed signage and traffic management measures that are required to be implemented for the traffic management for the vehicle access to the site.

The TGS will ensure that vehicular, pedestrian and cyclist movements are managed safely and efficiently. The TGS have been designed in accordance with the requirement of the TfNSW Traffic Control at Works Site Manual and AS 1742.3 and are recommended for adoption.

These may be modified upon approval of the SSDA in response to the relevant conditions of consent and Council's requirements.

4.7. 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 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, Stages 3 and 4, there is expected to be up to 50 workers on site on any given day. The following methodology has been applied in estimating car parking demand:

- 40% of all workers are expected to use public 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 15 car spaces throughout the peak periods of construction at Stages 3 and 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 within the Westfield Chatswood Shopping Centre. The demand of up to 15 or so contractor vehicles 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 5** provides an estimate of the maximum number of truck and contractor vehicle trips per day that will be generated by the construction activities.

Table 5: Trip Generation of Trucks & Contractor Vehicles

TYPE	STAGE 1	STAGE 2	STAGE 3	STAGE 4
DAILY HEAVY VEHICLE (TRUCK) TRIPS	200	200	100	20
DAILY LIGHT VEHICLE (WORKER) TRIPS	9	9	30	30

In terms of truck movements, it is expected that the construction works will generate varying trip numbers, peaking during Stages 1 and 2 when it is expected that around 200 truck movements per day (100 inbound and 100 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 larger than a 12.5-metre HRV would be restricted 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 of up to 209 vehicles per day, 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

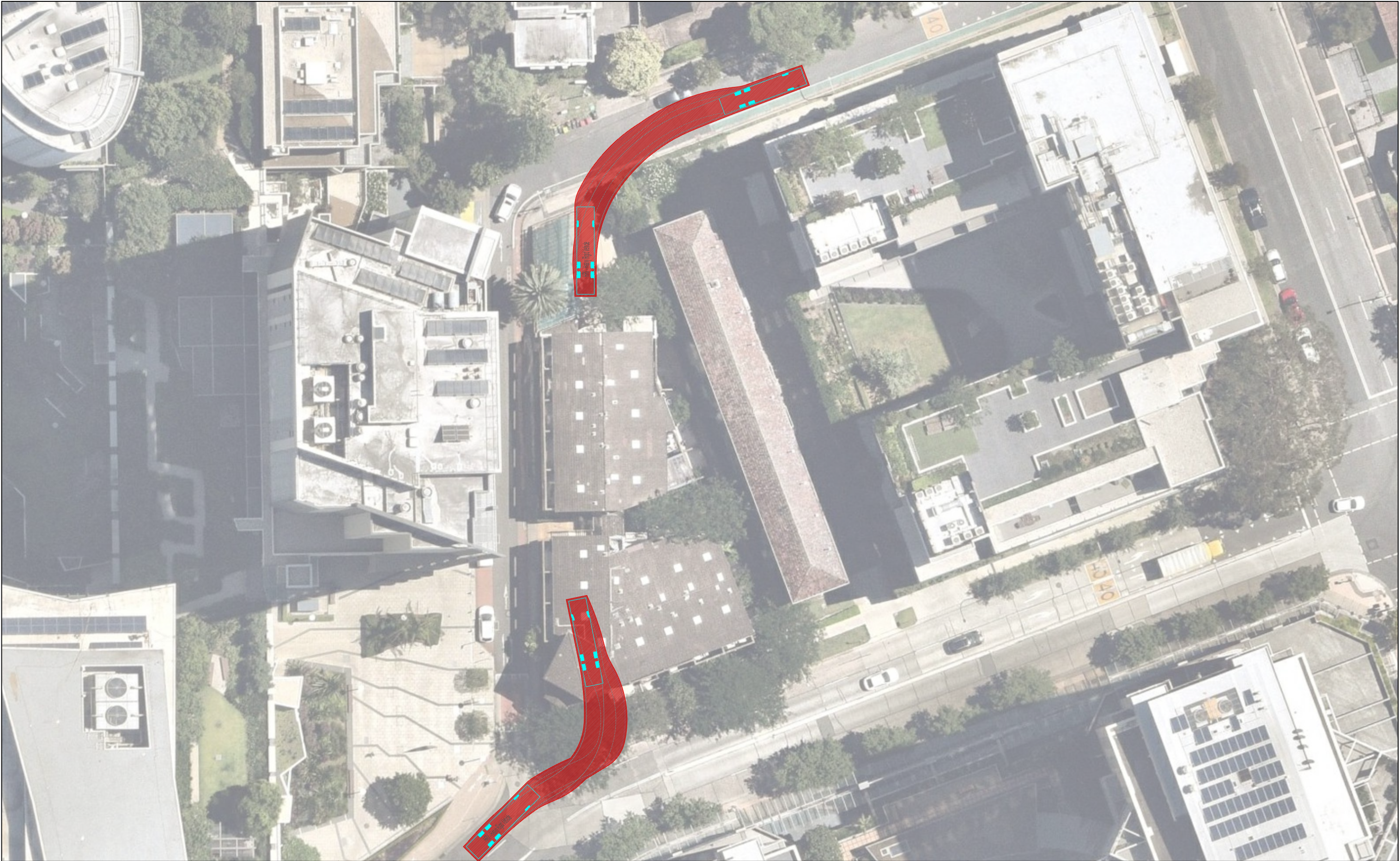
In summary, this Plan has been prepared to address the anticipated construction activities associated with construction of the development at 3–5 Help Street, Chatswood.

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.



Appendix A



No.	Date	Description	Swept Path Key	North	Drawing Prepared By	Architect	Project	Drawing Title	Drawing No.	Revision No.
			----- Vehicle Wheel Path — Vehicle Body Envelope — 300mm Vehicle Clearance	N 	 PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	EMBECE	3-5 Help Street, Chatswood	Site Access From Help Street And Exit To McIntosh Street HRV Swept Path Analysis	001	-
						Client Loftex Chatswood Pty Ltd	Project No 0650	Sheet Status NOT FOR CONSTRUCTION	Drawn By BM	Date 27/02/2025
									Scale 1:500	



No.	Date	Description	Swept Path Key ----- Vehicle Wheel Path — Vehicle Body Envelope — 300mm Vehicle Clearance	North	Drawing Prepared By PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	Architect	Project	Drawing Title	Drawing No.	Revision No.
						EMBECE	3-5 Help Street, Chatswood	Site Exit to Anderson Street and Help Street HRV Swept Path Analysis	002	-
						Client	Project No	Sheet Status	Drawn By	Date
						Loftex Chatswood Pty Ltd	0650	NOT FOR CONSTRUCTION	BM	27/02/2025
									Scale	
									1:300	



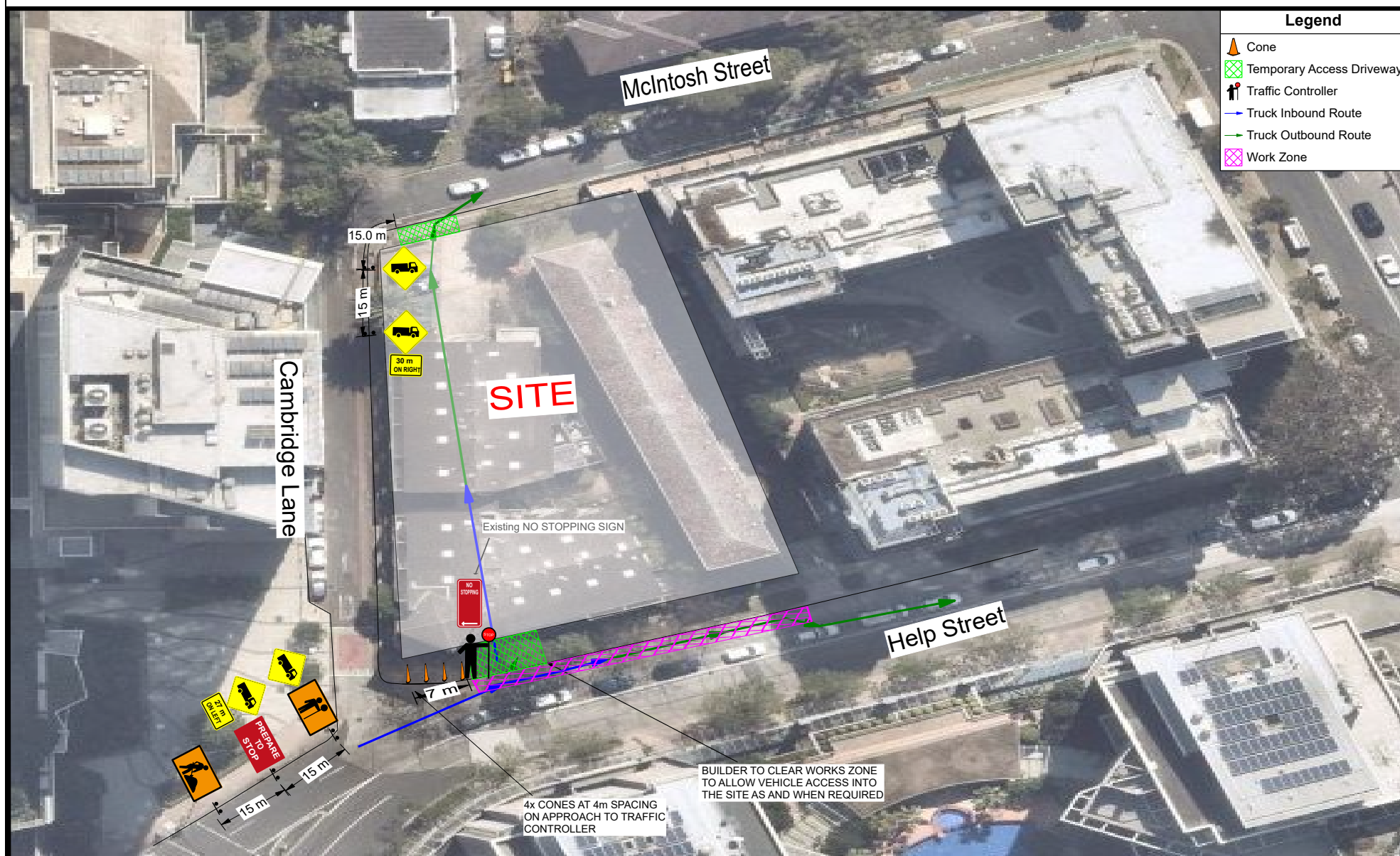
No.	Date	Description	Swept Path Key	North	Drawing Prepared By	Architect	Project	Drawing Title	Drawing No.	Revision No.
			----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance	N 	 PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	EMBECE	3-5 Help Street, Chatswood	Work Zone Access and Exit Semi-Trailer Swept Path Analysis	003	-
						Client Loflex Chatswood Pty Ltd	Project No 0650	Sheet Status NOT FOR CONSTRUCTION	Drawn By BM	Date 27/02/2025
									Scale 1:500	



No.	Date	Description	Swept Path Key	North	Drawing Prepared By	Architect	Project	Drawing Title	Drawing No.	Revision No.
			----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance	N 	 PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	EMBECE	3-5 Help Street, Chatswood	Work Zone Access and Exit Truck and Dog Swept Path Analysis	004	-
						Client Loflex Chatswood Pty Ltd	Project No 0650	Sheet Status NOT FOR CONSTRUCTION	Scale 1:500	Date 27/02/2025



Appendix B



Traffic Guidance Scheme Prepared By



North



Project
3-5 Help Street, Chatswood

Project No.
0650

Plan Title
Traffic Guidance Scheme
Help Street On-Street Works Zone
Site Entry Via Help Street and Egress via McIntosh Street

Accreditation
Name: Julius Boncato
Card No: TCT 0038351 (Prepare a Work Zone Traffic Management Plan)

Plan No.
001

Revision No.
-

Date
21/02/2025

PDC CONSULTANTS
+61 2 7900 6514 | pdcconsultants.com.au

