

Engineers Advice

Date: 4th July 2025
Project Address: 629-639 Pacific Highway, Chatswood NSW
Project No. 250180
Subject: Report – Structural Engineering
To: **Peter Wells**
Willoughby Council

Message:

Adams Consulting Engineers (Adams) has been engaged by Polytec Group Pty Ltd to provide structural engineering advice for the proposed high-rise mixed-use development at 629–639 Pacific Highway, Chatswood NSW (the Site).

The Site has a DA design in progress, which proposes demolition of the existing commercial building and construction of a new 27-storey building with basement carpark. The development will comprise residential apartments above Level 2 and retail/commercial tenancies at Ground Floor and Level 1.

The Site is bounded by:

- Pacific Highway to the west,
- Gordon Avenue to the north, and
- Hammond Lane to the east.

In accordance with Council's requirements:

- Waste management truck access and servicing must be via Hammond Lane;
- Hammond Lane is to be treated as a potential future shared zone/pedestrian corridor, requiring a minimum 3-metre building setback from this boundary;
- The waste truck is to be accommodated at Basement 1 level and be a medium rigid vehicle (MRV) of 10.5m in length.

A site map outlining these constraints is shown in *Figure 1*.

To address these access and structural constraints, Polytec Group and the design team have explored three options:

Option 1: MRV with Loading Dock at Basement 1

- Requires a large ramp to access Basement 1 from Ground Level.
- A 1.5m-thick transfer slab at Basement 1 is needed due to changes in layout between Basement 1 and lower levels (B2–B4) and the MRV swept path.
- A transfer floor at Level 1 is also required. This slab will need to extend into the 3m Hammond Lane setback zone to accommodate the MRV's swept path (refer to *Figure 2*). Two columns are required at the boundary of Hammond Lane between the footpath level and Level 1 slab to support this transfer slab.

Conclusion: *This option requires two levels of transfer slabs, i.e., at basement 1 and Level 1 with two columns presented at the Hammond Lane Boundary.*

Option 2: SRV (6m) with Loading Dock at Basement 1

- Also requires a ramp from Ground Level to Basement 1.
- While the SRV has a smaller swept path than an MRV, the issue of avoiding structural columns in the northeastern corner remains.
- The Level 1 transfer slab would still need to extend into the Hammond Lane setback zone to span over the unsupported zone. Two columns are required at the boundary of Hammond Lane between the footpath level and Level 1 slab to support this transfer slab.

Conclusion: *This option also requires two levels of transfer slabs, i.e., at basement 1 and Level 1 with two columns presented at the Hammond Lane Boundary.*

Option 3: MRV with Loading Dock and Turntable at Ground Floor

- Avoids bringing the truck into Basement 1 entirely.
- Allows full placement of structural columns at the northeastern corner of Basement 1.
- Eliminates the need for extending the Level 1 transfer slab toward Hammond Lane.
- Reduces construction time and excavation depth by avoiding additional transfer structures at basement levels.

Conclusion: *Structurally the most viable option. It maintains compliance with the 3m setback without columns at Hammond Lane and reduces structural complexity.*

In summary, all three options can be achieved from building structural design perspective. Options 1 and 2 (waste truck in Basement 1) will lead to two structural columns at Hammond Lane setback zone, while Option 3 (loading dock with turntable at ground floor) has less impact on the structural complexity.

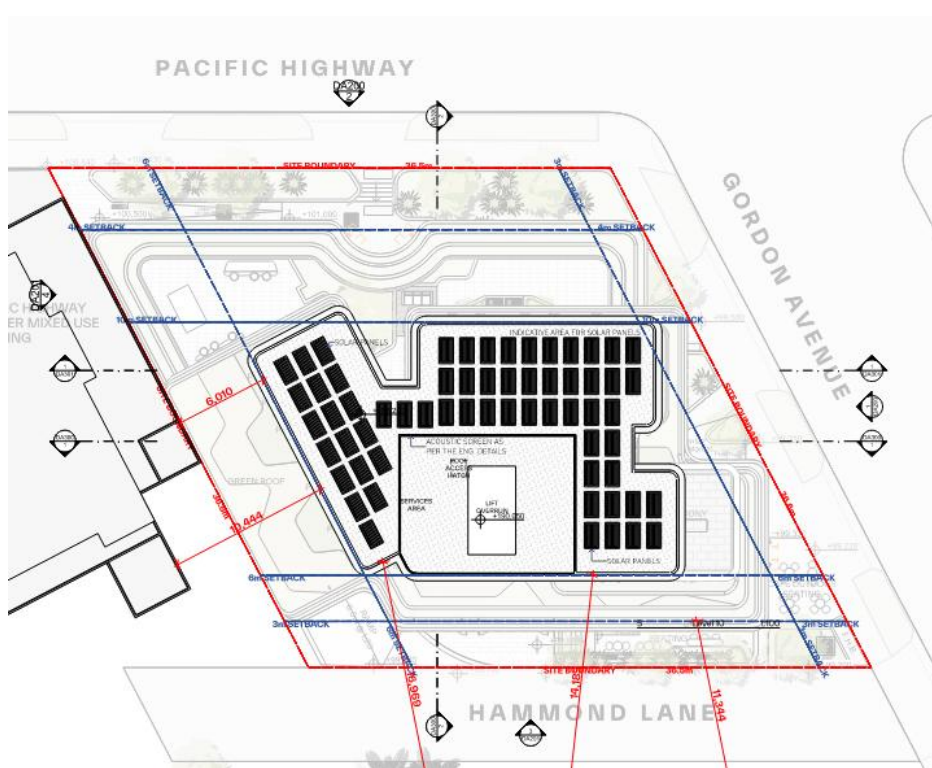


Figure 1: Site Map

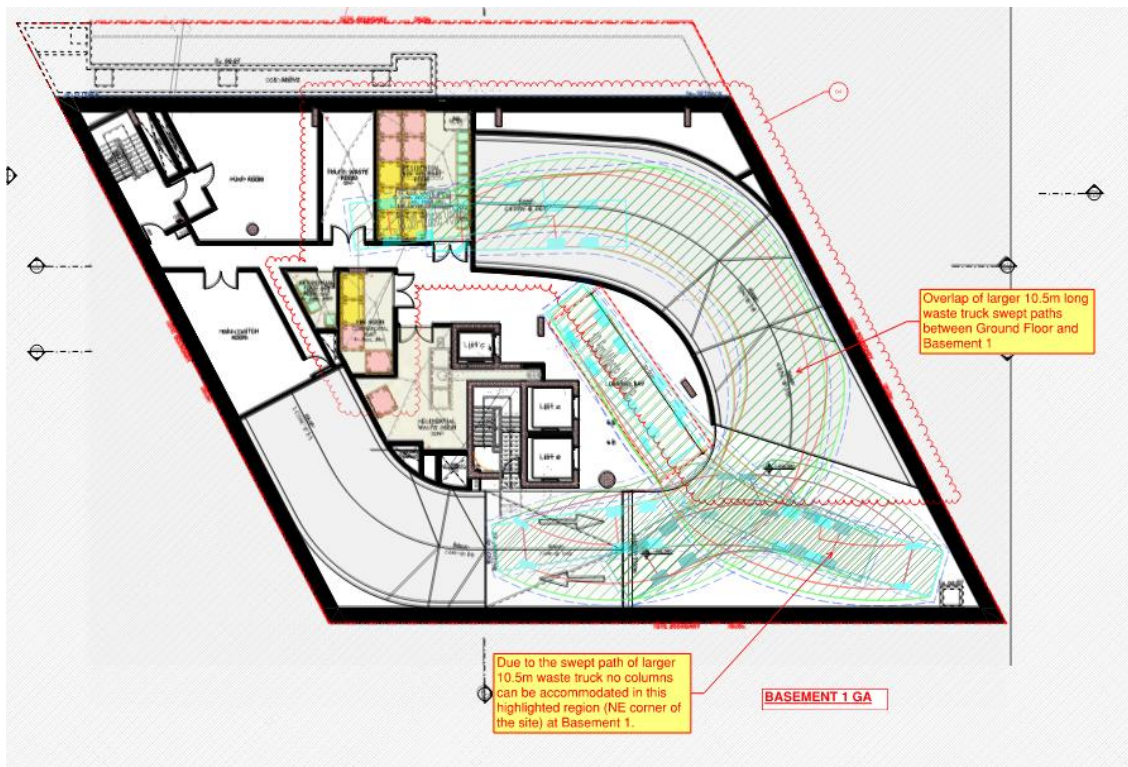


Figure 2: Overlay of Swept Path of MRV and basement 1 plan.

Please contact us should you have any queries.

Yours faithfully

Adams Consulting Engineers Pty Ltd

Mark Wu

Associate Director

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