Preliminary Construction Traffic Management Plan

SSD-119133490

40-56 Ourimbah Road, Mosman

Proposed Construction of a Residential Flat Building

24th June 2026

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I, Chris Palmer, confirm this Preliminary Construction Traffic Management Plan, addresses the requirement of SEAR No. SSD-1199133490 and relevant State and local legislation, policies, and guidelines. I further confirm that none of the information contained in the is false or misleading.

Chris Palmer
Director
B.Eng (Civil), MAITPM

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1. Introduction

1.1 Project Summary

CJP has been engaged by The Trustee for Ourimbah Developments Trust to prepare a Preliminary Construction Traffic Management Plan (CTMP) in support of a State Significant Development Application (SSD-119133490) to the Department of Planning, Housing & Infrastructure (DPHI), involving the construction of a new residential flat building with in-fill affordable housing at 40-56 Ourimbah Rd, Mosman.

This Preliminary CTMP accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), in support of a State Significant Development Application (SSDA) for the construction and operation of proposed residential development, reference SSD-119133490.

The proposal seeks consent for a new residential flat building (RFB) development with in-fill affordable housing. The proposal includes:

- Demolition of existing development on the site and associated ancillary structures.
- Construction of a part 8-storey part 9-storey RFB comprising 63 residential apartments including 15% affordable housing dwellings, to be managed by a registered Community Housing Provider.
- Provision of communal open space and landscaped areas.
- Excavation for 2 basement levels with car parking and associated services.
- All associated works including site preparation, earthworks, drainage, infrastructure and removal of existing vegetation where required to facilitate the development.

The proposal seeks to utilise the low and mid rise Housing and in-fill affordable Housing provisions of the Housing SEPP by providing affordable housing in compliance with the requirements of the EPI.

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

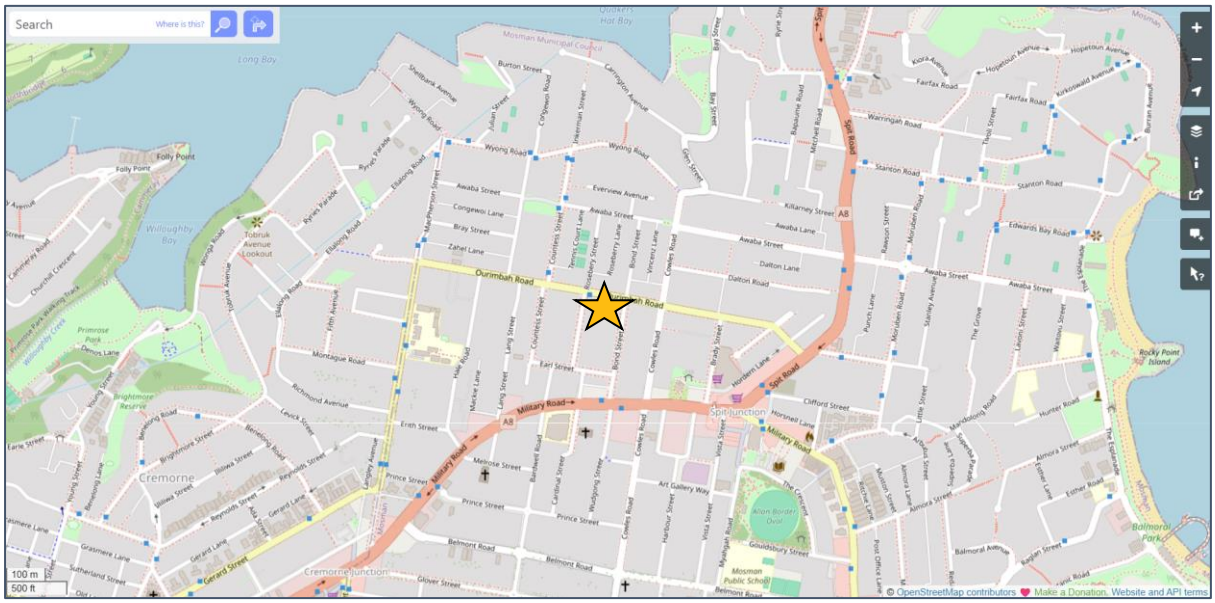


Figure 1.1 – Site Location (Source: OpenStreetMap)

1.2 SEARs Items

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued for the project by the NSW Department of Planning, Housing & Infrastructure (DPHI) on 14 May 2026, notably:

Table 1.1 – DPHI SEARs Requirements – SSD-119133490		
SEARs Item	**Description & Requirements**	**Section Addressed**
9. Traffic, Transport & Accessibility	The EIS must include a transport and accessibility impact assessment, which includes:	
	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the *Guide to Transport Impact Assessment* (GITA) published by TfNSW.	Preliminary CTMP provided under separate cover
	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.	Whole report

1.3 Purpose of this Report

The purpose of this Preliminary CTMP is to outline the traffic management principles and procedures that should be implemented during construction works, in order to minimise impacts on the surrounding road network, ensure the safety and efficiency of everyone in the vicinity, and provide information on the heavy vehicle access route to/from the site.

This Preliminary CTMP is intended to provide procedural information on regular day-to-day activities during the construction programme, including:

- ensuring the safety of workers, members of the public and road users in the vicinity of the site
- details on the loading and unloading arrangements during demolition, excavation and construction works
- details on the heavy vehicle route between the arterial road network and the subject site
- estimates of truck movements during the various stages
- maintaining vehicular and pedestrian access to neighbouring properties
- ensuring all works are carried out in accordance with Mosman Municipal Council's standard working hours

Information on infrequent/one-off activities such as tower crane/hoarding erection/dismantling, mobile crane set-up, public domain works, oversized deliveries *etc.*, are not covered in this report. These activities require separate permits from Council, along with task-specific Traffic Control Plans which are typically provided by the respective contractor under separate cover.

In addition, this Preliminary CTMP provides information on, but not limited to, the following:

- description of the existing site and its location
- existing road network and traffic conditions
- construction programme
- heavy vehicle access route
- works zone details
- public and active transport infrastructure
- construction traffic generation estimates and its impacts on the surrounding road network
- hoarding
- site amenities
- sediment control
- neighbour notification
- contractor parking
- site inductions

1.4 Relevant Policies & Guidelines

In preparing this Preliminary CTMP, reference has been made to the following policies and guidelines:

- TfNSW Traffic Control at Work Sites Technical Manual (Issue 6.1 – 28 February 2022)
- Australian Standards AS1742.3: Traffic Control Devices for Works Sites on Road
- Guide for Construction Traffic Management Plans by Mosman Council

This Preliminary CTMP has been prepared and reviewed by engineers who hold the Prepare a Works Zone Traffic Management Plan accreditation.

2. Existing Conditions

2.1 Site Location & Description

The development site is located on the south-western corner of the Ourimbah Road and Bond Street intersection, and comprises the following properties:

- 40 Ourimbah Road, Mosman (Lot 1 in DP512796)
- 42 Ourimbah Road, Mosman (Lot 2 in DP512796)
- 44 Ourimbah Road, Mosman (Lot D in DP107522)
- 46 Ourimbah Road, Mosman (Lot C in DP107522)
- 48 Ourimbah Road, Mosman (Lot B in DP107522)
- 50 Ourimbah Road, Mosman (Lot A in DP107522)
- 52 Ourimbah Road, Mosman (Lot 3, Section 2 in DP2864)
- 54 Ourimbah Road, Mosman (Lot 22 in DP621690)
- 56 Ourimbah Road, Mosman (Lot 21 in DP621690)

The site has street frontages of 70.43m in length to Ourimbah Road, 36.20m in length to Bond Street, and occupies a total area of approximately 2,528m^2. A copy of the demolition, prepared by Doroch Architects, is reproduced below.

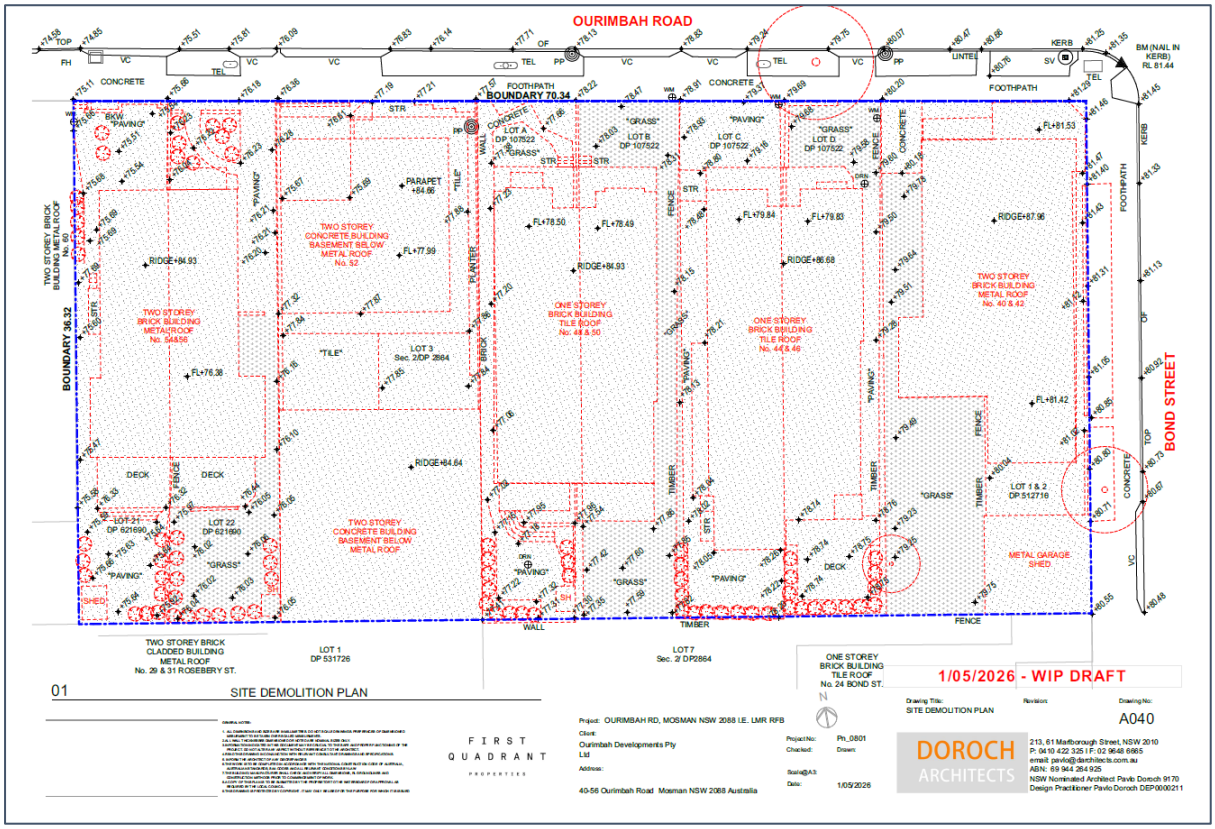


Figure 2.1 – Proposed demolition plan (Source: Doroch Architects)

The subject site is currently occupied by 4 x semi-detached dwellings as well as a two-storey commercial development located at No.52 Ourimbah Road with a cumulative floor area of approximately 400m^2. Off-street parking is provided for the majority of the properties and accessed via six driveway crossovers off Ourimbah Road and one driveway crossover off Bond Street.

A recent aerial image of the entire site and its surroundings is reproduced below, followed by a series of Streetview images.

Figure 2.2 – Aerial map (Source: Nearmap)

Figure 2.3 – Streetview image from Ourimbah Road site frontage, looking east (Source: Google Maps)

Figure 2.4 – Streetview image from Ourimbah Rd & Bond St intersection, looking south-west (Source: Google Maps)

Figure 2.5 – Streetview image from Bond Street site frontage, looking north (Source: Google Maps)

2.2 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in Figure 2.6, whilst the key roads are summarised as follows:

- Military Road, west of Spit Road, and Spit Road are classified by TfNSW as State Roads which provide the key north-south road link between Falcon Street at Neutral Bay and Manly Road at Seaforth. They typically carry three traffic lanes in each direction, with Clearway restrictions applying during peak periods. Off-street parking is permitted at selected locations, subject to signposted restrictions.

- Military Road, south of Spit Road, and Bradleys Head Road, are classified as Regional Roads which perform the function of a collector route through the Mosman area. They carry one traffic lane in each direction, with kerbside parking generally permitted, subject to signposted restrictions.

- Ourimbah Road, Macpherson Street & Gerard Street are also classified as Regional Roads which perform the function of a collector route through the Mosman & Cremorne areas. They carry two traffic lanes in each direction during peak periods, with kerbside parking generally permitted outside of peak periods, subject to signposted restrictions.

- Bond Street is a local road which provides vehicular and pedestrian access to frontage properties, including the subject site. Two-way traffic flow is permitted, along with kerbside parking on both sides of the road.

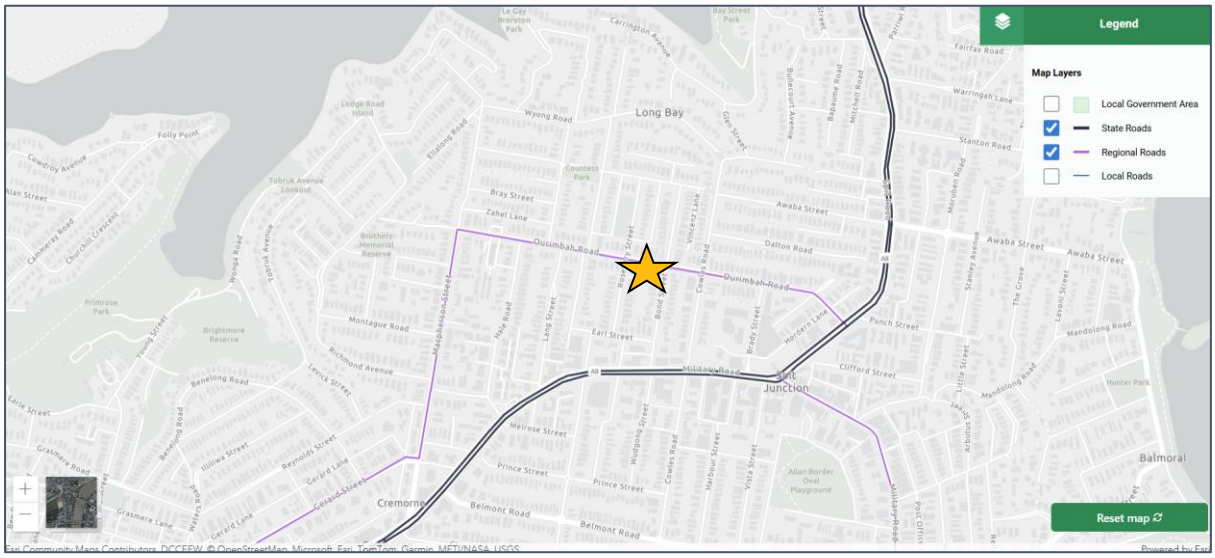


Figure 2.6 – Road Hierarchy (Source: Transport for NSW)

2.3 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- a 50km/h speed limit which applies along Ourimbah Road, Bond Street, and Rosebery Street
- traffic signals at the intersection of Ourimbah Road & Cowles Road
- traffic signals at the intersection of Ourimbah Road & Spit Road
- traffic signals at the intersection of Ourimbah Road & Countess Street
- traffic signals at the intersection of Ourimbah Road & Macpherson Street
- Give-way restrictions in Bond Street where it intersects with Ourimbah Road
- Give-way restrictions in Rosebery Street where it intersects with Ourimbah Road
- A central median island in Military Road which restricts turning movements at the Bond Street intersection to left-in/left-out only
- traffic signals at the intersection of Military Road & Spit Road
- traffic signals at the intersection of Military Road & Cowles Road
- a signalised pedestrian crossing in Military Road, just west of Bond Street

2.4 Existing Surrounding Parking Restrictions

The existing parking restrictions in the vicinity of the site comprise:

- Clearway restrictions along the southern side of Ourimbah Street between 6am-10am Monday-Friday
- Clearway restrictions along the northern side of Ourimbah Road between 3pm-7pm Monday-Friday
- generally unrestricted kerbside parking along both sides of Ourimbah Road outside of Clearway periods
- generally unrestricted kerbside parking along both sides of Bond Street, including along the site frontage
- Bus Zones located along both sides of Ourimbah Road, including directly outside the site
- Bus Zones located along both sides of Military Road, Countess Street, and Macpherson Street

3. Proposed Development

3.1 Development Description

As noted in the foregoing, the proposed development involves the demolition of existing structures on the site and the construction of a new multi-storey in-fill residential flat building in their place, comprising a total of 63 residential apartments, as detailed below.

Table 3.1 – Schedule of Affordable/Market Units		
Component	**Bedroom Type**	**Number of Units**
Affordable	1 Bedroom 2 Bedroom 3 Bedroom	3 8 1
"Market"	1 Bedroom 2 Bedroom 3 Bedroom	6 24 21
Total		**63**

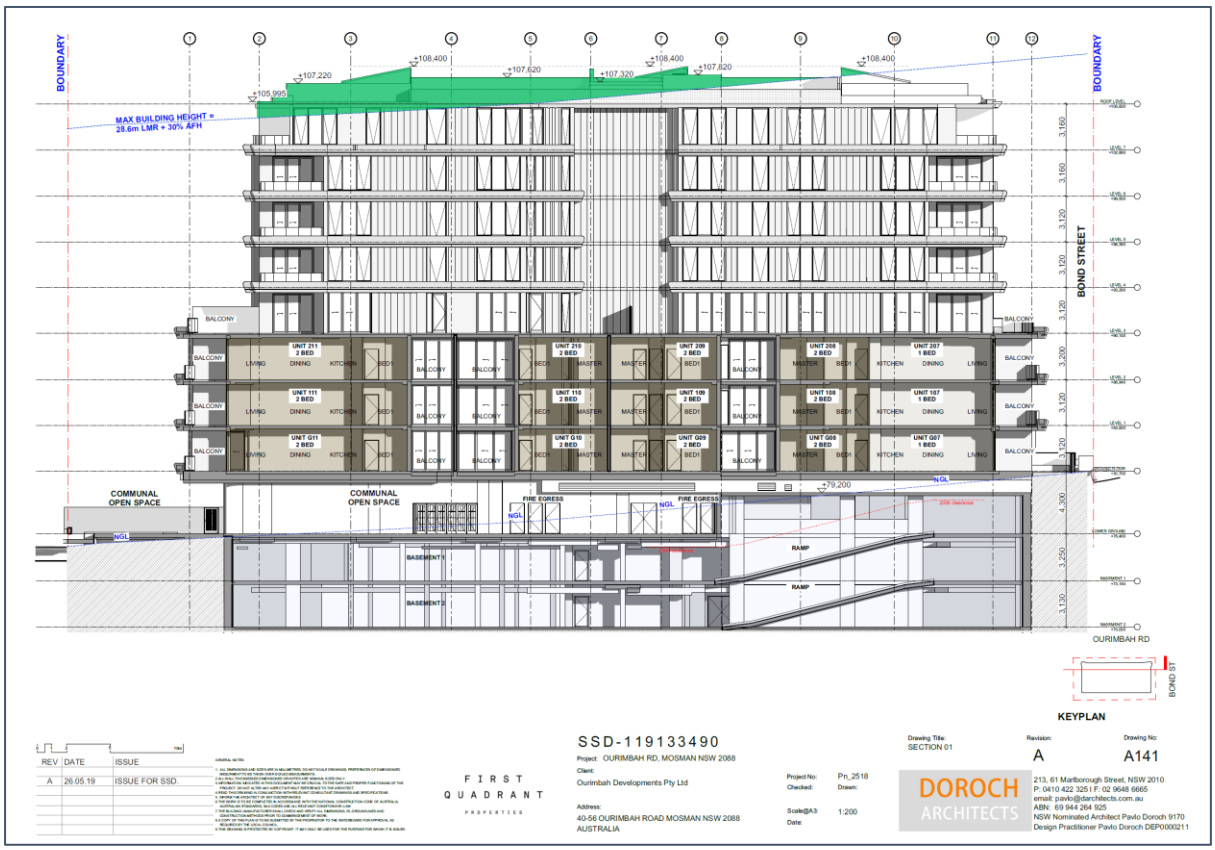


Figure 3.1 – Proposed Section 01 (Source: Doroch Architects)

3.2 Parking Arrangements

Off-street parking is proposed for a total of 92 cars within two levels of basement, with some further car parking provided within the lower ground floor, adjacent to the driveway entry and access to the basement levels. The breakdown of car parking comprises 78 residential spaces, 13 visitor spaces (including 2 car wash bays) and 1 car share space. Additionally, 4 motorcycle spaces and 16 bicycle spaces are provided throughout the three-level parking area.

3.3 Loading & Servicing

Loading and servicing vehicles will comprise light commercial vehicles such as trademen's utilities and courier vans, up to and including small rigid trucks such as grocery deliveries and removalists, noting the 3.5m overhead clearance proposed.

Waste collection is to be undertaken using a typical medium sized rear-loading truck from the internal loading bay on the lower ground floor level, albeit with a maximum overhead clearance of 3.5m, directly adjacent to the bin room. In this regard, the contractor will collect the bins from the bin room and wheel the bins short distance to the truck, returning them immediately afterwards. Importantly, bins will not be lined up along the street.

3.4 Vehicular Access

Vehicular access to the off-street parking and loading facilities is proposed via a new entry/exit driveway located towards the western end of the Ourimbah Road site frontage, in approximately the same location as one of the existing access driveways, with entry movements restricted to left-in only – i.e. right-turn entry movements are not permitted – as per the marked up lower ground floor plan below.

Internally, the loading bay is positioned immediately inside the building, such that the truck circulation through the car park is limited. When ready to leave, the truck exits straight out of the loading bay and back onto Ourimbah Road. Beyond the loading bay, the car park design comprises a standard 90° layout with two-way aisles and ramps. Importantly, all vehicles will be able to enter and exit the site in a forward direction at all times, including when a service vehicle is parked within the loading bay.

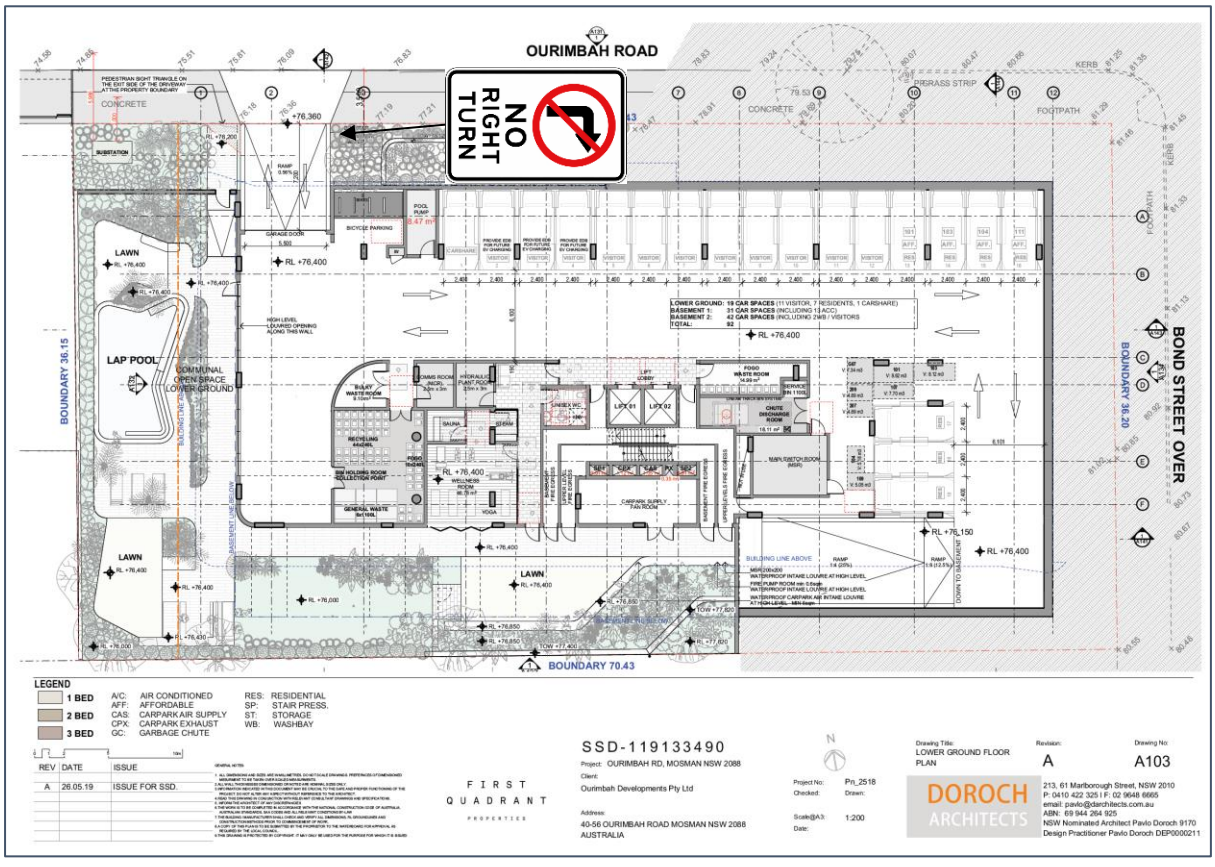


Figure 3.1 – Proposed Lower Ground Floor Level (Source: Doroch Architects)

4. Preliminary Construction Traffic Management Considerations

4.1 Construction Programme & Duration of Works

The construction programme is expected to require approximately 100 weeks to complete. The following are the estimated durations of the various activities:

- Site establishment & demolition works: 6 weeks
- Excavation & retention works: 16 weeks
- Structural works: 36 weeks
- Internal works: 36 weeks
- External works: 6 weeks

4.2 Hours of Work

Working hours will be in accordance with Mosman Municipal Council's standard working hours (typically at 7:00am to 6:00pm, inclusive Monday to Friday, and at 8:00am to 1:00pm Saturday), including no work on Sundays or Public Holidays. Notwithstanding, due to the existing Clearway restrictions along the site frontage operating between 6:00am and 10:00am Monday to Friday, no works requiring occupation of the kerbside lane (e.g. during Works Zone implementation) are permitted between 10:00am and 6:00pm weekdays.

Where it is necessary for works to occur outside the above hours, approval for such activities will be subject to application and approval of an "Outside of Hours Works Permit" from Council, as well as notification of the surrounding properties likely to be affected by the out-of-hours works.

Notwithstanding the above, there may be further restrictions required as the s138 approval will require TfNSW concurrence as Ourimbah Road is a Regional Road.

4.3 Hoarding

In order to protect public space and the general public, B-Class Hoarding will be installed along the extent of the proposed Works Zone prior to demolition works commencing on site and will remain in place until project completion.

The site must be fenced prior to the commencement of demolition and throughout construction and must comply with Safework NSW requirements and be a minimum of 1.8m in height. Furthermore, hoarding must be installed and removed as follows:

- a hoarding or fence must be erected between the work site and any adjoining public space
- any hoarding, fence or awning erected pursuant to this consent is to be removed when the work has been completed

4.4 Vehicle Types

There are expected to be a range of construction vehicles visit the site during the course of the project, with the largest truck up to approximately 18.5m in length, including:

- mini-tippers and utilities (standard B99 design vehicle)
- bogey trucks for demolition and excavation load out (up to 12.5m in length)
- truck & dog trailers for demolition and excavation load out (up to 18.5m in length)
- concrete agitator trucks (up to approximately 9m in length)
- concrete pump truck (up to approximately 11m in length)
- flat-bed trucks will be used to deliver miscellaneous building material (up to approximately 12.5m in length

It should be noted that for the use of any oversized vehicles (defined as vehicles longer than 7.5m or heavier than 4.5T) required to operate on public land (*e.g.* the kerbside area), Council requires the Contractor to attain a "Permit To Stand Plant" on each occasion, including within Council-approved Works Zones.

4.5 Construction Vehicle Access Route

During the demolition, excavation, and construction stages, trucks will access the site by approaching from Spit Road – left/right onto Ourimbah Road – down and left into the site or pull into the kerbside Works Zone.

During departure, construction vehicles will loop around internally and exit via left out of the site or straight out of the Works Zone along Ourimbah Road – left onto Macpherson Street – right onto Gerard Street – straight onto Belgrave Street – straight onto Ernest Street – left onto Waringah Freeway on-ramp for southbound vehicles, or right onto Miller Street for northbound vehicles.

The site manager will ensure that the route map is provided to all contractors, employees, suppliers and delivery drivers and they understand their obligations. Trucks servicing the site shall only be carried out during the approved construction hours only. A copy of the proposed construction vehicle route map is provided in Appendix C.

Notwithstanding the above, this CTMP is preliminary in nature, such that the head contractor engaged to ultimately construct the building may determine that a Works Zone off the Bond Street frontage may be preferable, either as a standalone Works Zone or in combination with an Ourimbah Road Works Zone.

The need, location, extent and operational restrictions of any Works Zone on Bond Street will be determined in consultation with Mosman Municipal Council and TfNSW when preparing a detailed CTMP at CC stage, noting the site's proximity to a classified road, Ourimbah Road, and the need to minimise impacts on traffic operations, parking supply and surrounding road users.

4.6 Construction Vehicle Movement Summary

Depending on the stage of the programme, there are expected to be in the order of 5-40 construction vehicles per day, depending on the stage of the works, with the highest volume days associated with concrete trucks during construction of the super-structure. As such, the traffic impact on the surrounding local and broader arterial road network associated with construction vehicles will be minimal and less than the completed and occupied development.

An estimation of the truck movements during the various stages is set out in Table 4.1.

Table 4.1 – Estimates of Heavy Vehicle Movements			
Stage	**Description**	**Frequency of Trucks (Apx)**	**Frequency of Movements (Apx)***
Pre-construction	Installation of fencing, hoarding, site sheds and amenities	Average 5 trucks per day	Average 4 truck movements per day
Demolition	Demolition	Average 5 trucks per day	Average 10 truck movements per day
Excavation	Earthworks	Average 10 trucks per day	Average 20 truck movements per day
Main construction works	Construction of super structure	Average 20 trucks per day	Average 40 truck movements per day
Main fit-out	Construction of internal walls, stairs, services etc	Average 5 trucks per day	Average 10 truck movements per day
Completion	Landscaping, removal of fencing, hoarding, site sheds and amenities, and commissioning	Average 5 trucks per day	Average 4 truck movements per day

4.7 Sediment & Dust Control

No sediment, dust, soil or similar material shall leave the site during construction work. All practicable measures will be taken to ensure that vehicles leaving the site do not deposit mud or soil on the road. If any mud or soil does end up accidently on the road, the road must be cleaned up immediately in a manner that does not pollute the waterway (e.g. sweeping or vacuuming).

Similarly, all vehicles transporting loose materials will have their entire load covered and secured to prevent any large items, excess dust or dirt particles depositing onto the road during travel to/from the site.

4.8 Protection of Trees

All trees that are specifically nominated to be retained must be maintained and protected during demolition, excavation, and construction on the site. No trees on public property (footpaths, roads, reserves, etc.), unless specifically approved by Council, shall be removed or damaged during construction, including for the erection of any fences, hoardings or other temporary works.

Figure 4.1 – Example images of tree protection measures

4.9 Neighbouring Properties

All neighbouring properties are to have their pedestrian and vehicular access maintained at all times. All adjacent residents and businesses will be advised by way of letterbox drop of the intention to commence works. A minimum of 7 days notification should be provided to adjoining property owners prior to the implementation of any traffic control measures.

4.10 Queuing

It is expected that the schedule of deliveries will be established prior to the commencement of a new day. The site manager will ensure that all deliveries will be co-ordinated such that their arrival is staggered, and idling is not permitted, nor is any queuing permitted on the public road network.

4.11 Crane Details

During the construction stage, a tower crane will be installed within the site to transfer material onto and off the site.

All hoisting will be undertaken with the assistance of an experienced and suitably qualified dogman, with traffic controllers in place to control traffic if loading/unloading is occurring from within the public domain.

Figure 4.2 – Example image of hammerhead tower crane

4.12 Works Zone

Following the demolition and excavation stages when the loading of material and spoil will occur within the site, and in order to facilitate concrete pumping and material deliveries when sufficient space on site is no longer available, a kerbside Works Zone will be required. In this regard, a Works Zone plan has been prepared which shows an indicative 21m long Works Zone along the Ourimbah Road site frontage, extending between the existing power poles.

As noted in the foregoing, however, the head contractor engaged to ultimately construct the building may determine that a Works Zone off the Bond Street frontage may be preferable, either as a standalone Works Zone or in combination with an Ourimbah Road Works Zone.

In any event, Works Zone time restrictions typically apply during construction hours only, and are provided specifically for the set down and pick up of materials, not for the parking of private vehicles associated with the site.

Due to the Clearway restrictions along Ourimbah Road, the Works Zone restrictions will apply after the end of the weekday morning peak, being from 10am onwards until 6pm as well as 8am-1pm on Saturday (noting the Clearway restrictions only apply on weekdays).

Any potential Works Zone along the Bond Street frontage would be between 7am-6pm weekdays and 8am-1pm on Saturdays.

An application will be required to be submitted to Mosman Municipal Council for the installation of the proposed Works Zone, noting that a Works Zone permit is issued under Section 138 of the Roads Act 1993. Whilst Mosman Municipal Council will be the consent authority, the application will be subject to review and formal concurrence from TfNSW prior to approval, as the site fronts a classified road under TfNSW's jurisdiction. A copy of the proposed Works Zone Plan is provided in Appendix D.

4.13 Site Access & Materials Handling Arrangements

During the demolition and excavation stages, trucks will be able to enter the site in a forward direction via the existing/proposed access driveway on Ourimbah Road and will stand within the site to be loaded with material. These trucks will range from bogeys up to truck & dog trailers which are typically up to 18.5m in length.

During the construction stage, concrete pumping and material deliveries, loading/unloading will occur from within the proposed 21m long Works Zone directly outside the site on Ourimbah Road. B-Class hoarding will also be installed along the extent of the proposed Works Zone in order to allow the public footpath to remain open. An example image of material hoisting from the Works Zone using a tower crane is shown in Figure 4.3.

During concrete pumping from the Works Zone, a ramp shall be placed over the concrete line in order to maintain safe pedestrian flow along the site frontage in Ourimbah Road. A spotter shall also be in place outside the site during truck movements to assist pedestrians, as required. An example image of the ramp set-up is shown in Figure 4.4.

Equipment, materials and waste will be kept within the construction site's boundaries. No building materials, plant or the like are to be stored on the road or footpath without written approval being obtained from Council beforehand. The site manager will also ensure that two deliveries do not occur at the same time unless they can both be accommodated on site.

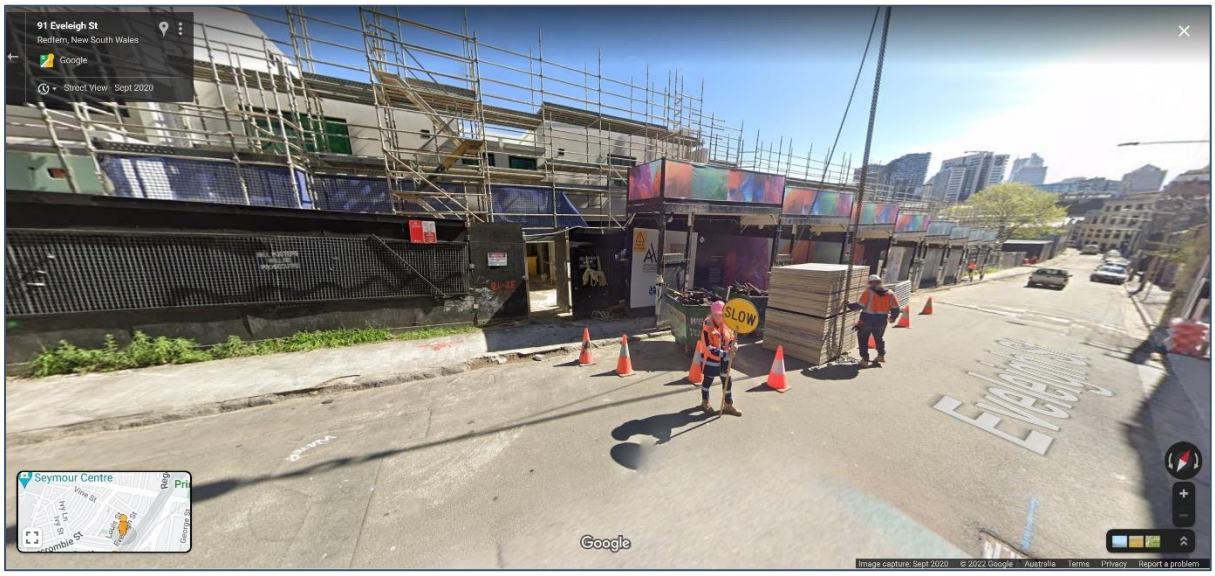


Figure 4.3 – Example image of material hoisting from a Works Zone using a tower crane (Source: Google Maps)

Figure 4.4 – Example image of concrete line and ramp set-up

Truck movements at the site access will be managed by traffic controllers to ensure the safe and efficient movement of all passing pedestrians and cyclists. All truck movements will be undertaken with the assistance of traffic controllers with appropriate TfNSW/Safework NSW accreditation.

Swept turn paths have been undertaken at the site access driveway/gate or Works Zone in Ourimbah Road, demonstrating that the anticipated trucks will be able to enter and exit the site in a forward direction without difficulty. The swept turn paths are provided in Appendix E.

4.14 Bus and Taxi Operations

An existing bus stop is located along Ourimbah Road, immediately to the west of the site, and will remain operational throughout the construction period. Construction activities, including the implementation of any temporary Works Zone, will be planned and managed to avoid impacts to bus operations and maintain safe and convenient passenger access to the bus stop. Should any temporary relocation, suspension or modification of the bus stop be required, this will be undertaken in consultation with the relevant bus operators, Mosman Municipal Council, TfNSW and the bus operator, and will be subject to the necessary approvals prior to implementation.

Construction vehicle arrivals and departures will be managed to ensure there are no conflicts with scheduled bus services and maintain the efficient operation of public transport along Ourimbah Road. In this regard, the bus stop is used by the 243 service only, with weekday peak services scheduled approximately every 15 minutes, with off-peak services approximately every 30-50 minutes.

Given the absence of designated taxi facilities within the immediate vicinity of the site, no significant impacts to taxi operations are anticipated during the construction period.

4.15 Pedestrian Access

Pedestrian access will be maintained at all times along the public domain for the duration of the works, including along Ourimbah Road and Bond Street. Safe and continuous pedestrian routes will be provided around the site through the use of hoarding, barricades and/or temporary footpath diversions as required, with appropriate signage to guide pedestrians past the works.

Continuous access to the existing bus stop on Ourimbah Road immediately west of the site will be maintained, including a clear and safe pedestrian connection between the bus stop and surrounding footpaths.

Any temporary modifications to pedestrian routes will be implemented in consultation with Mosman Municipal Council, TfNSW and relevant stakeholders, and subject to the necessary approvals.

4.16 Special Permits

Unless otherwise specifically approved in writing by Council, all works, processes, storage of materials, loading and unloading associated with the development must occur entirely on the property.

The developer, owner or builder may apply for specific permits available from Council's Customer Service Centre for the following activities on Council's property:

- on-street mobile plant
- hoardings
- storage of materials and building waste containers (skips) on Council's property
- kerbside restrictions, construction zones

A minimum of forty-eight (48) hours notice is required for any permit.

4.17 Construction Staff

The number of construction staff on site is expected to range between less than 5 and up to 50, depending on the stage of the works, with the estimated duration of those stages provided in Section 4.1 of the Preliminary CTMP.

Table 4.2 – Estimate of Construction Personnel On-Site

Stage	Description
Pre-Construction	<5
Demolition & Excavation	Up to 20
Main Construction Works	Up to 50
Main Fit-Out	Up to 50
Completion	Up to 20

4.18 Contractor Parking

Due to site constraints, no on-site parking for site personnel will be possible during demolition, excavation and construction of the structure. If safe and practical to do so, parking may be possible within the basement once the structure is complete.

In any event, staff and sub-contractors will be encouraged to utilise nearby public transport for their commute to/from work, noting the site is well located to a variety of bus stops and bus services, including high-frequency services which operate along Military Road.

Some on-street parking spaces will inevitably be affected during the excavation and construction work due to the proposed Works Zone on Ourimbah Road. No construction activities are within the road carriageway including parking lanes and footway area.

For staff and sub-contractors that must drive to the site, they must be advised to avoid parking in local residential streets as much as possible.

Such information is to be provided to employees through their contract engagement and Toolbox Talks. The following measures must also be implemented to encourage staff to utilise public transport:

- provision of an on-site tool storage facility to allow tradespeople to safely store tools required for the project

- during site inductions and regular management meetings, staff are to be reminded to use public transport when commuting to/from work and be provided with public transport timetables, if requested

4.19 Emergency Vehicles

As part of Safework NSW requirement, a site-specific Emergency Management Plan will ultimately be prepared by the Head Contractor outlining the procedures to be followed in the event of an emergency. An evacuation plan with emergency contact details will be posted in relevant locations throughout the site.

Access to the subject site and neighbouring properties will not be affected by day-to-day construction activities, as all works are to be confined to within the site boundary. Emergency procedures on site will include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Communication will be maintained with the police and emergency services throughout the duration of the constriction programme, and a 24-hour contact will be made available for out-of-hours emergencies and site access.

4.20 Cumulative Impact on Surrounding Construction Sites

A project-specific table has been prepared by GYDE and reproduced in Appendix F that provides information on approximately 26 current DA/SSDA/HDA projects within a 1km radius of the subject site. The GYDE table indicates that five projects are likely to have a cumulative traffic impact on the subject site during construction. These five projects are highlighted in Figure 4.5, as follows:

- **27-29 Heydon Street, Mosman**
  - Mosman Council
  - 8.2025.202.1
  - 27 dwellings
  - Basement parking
  - 400m from the subject site
  - Lodged 12/09/25 - Pending

- **686-692 Military Road, Mosman**
  - Mosman Council
  - 8.2024.138.1
  - 6 dwellings
  - Commercial space
  - Basement parking
  - 500m from the subject site
  - Approved 19/02/25

- **5-9 Bond Street, Mosman**
  - Mosman Council
  - 8.2025.270.1
  - 27 dwellings
  - Basement parking
  - 150m from the subject site
  - Deemed Refusal 10/03/26 – Under Appeal

- **89-101 Cowles Road, Mosman**
  - Mosman Council
  - 8.2026.27.1
  - 41 dwellings
  - Basement parking
  - 200m from the subject site
  - Lodged 17/03/26 – Pending

- **494 & 516 Military Road, Mosman**
  - Mosman Council
  - SSD-93787211
  - 107 dwellings
  - Commercial space
  - Basement parking
  - 420m from the subject site
  - Status – Prepare EIS

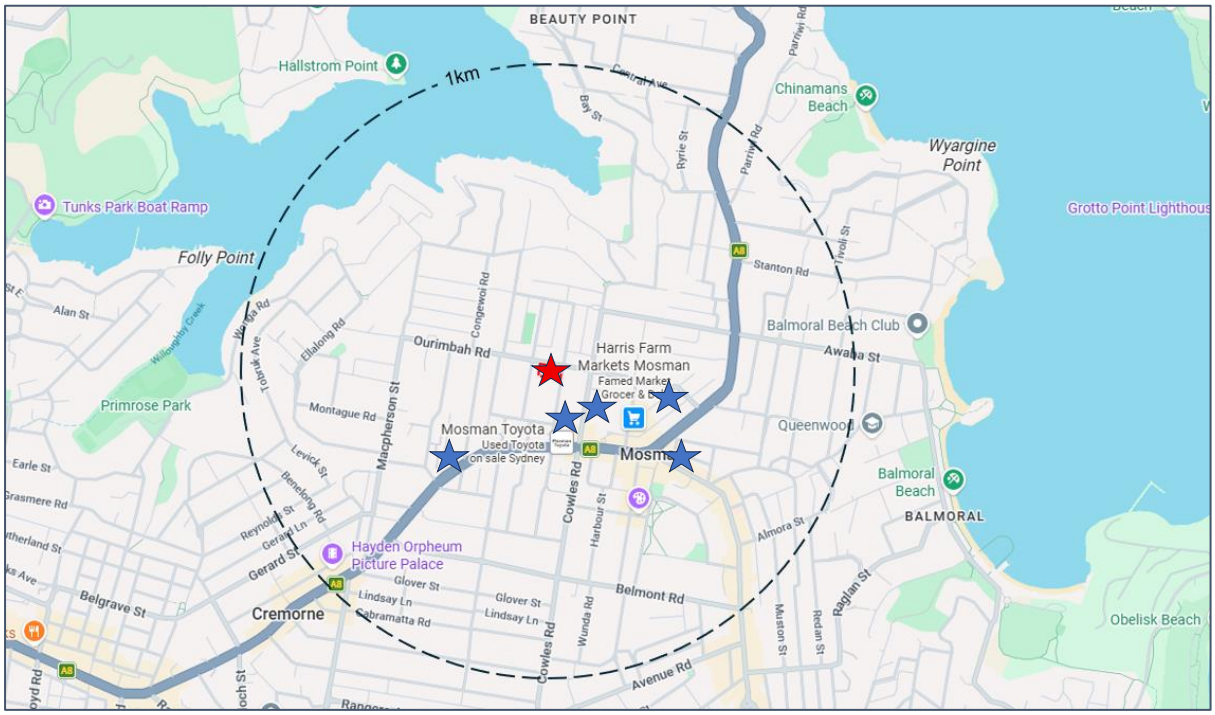


Figure 4.5 – 1km radius catchment around the subject site (Source: GYDE Cumulative Impact Assessment)

As noted, there are a number of developments within the surrounding area which are understood to be at different stages of the planning pathway, including approved projects awaiting construction, proposals currently under assessment, and sites subject to appeal proceedings before the Land and Environment Court.

While the ultimate timing, scale and delivery of these schemes remains uncertain, their cumulative effect is expected to manifest as a gradual increase in both intersection demand and midblock traffic volumes, rather than as a singular step-change. Many of these developments comprise residential and mixed-use land uses which typically generate peak-hour trips aligned with commuter periods, thereby reinforcing existing directional traffic patterns on key routes such as Ourimbah Road and the broader Mosman road network.

In operational terms, once completed and occupied, these developments will incrementally increase peak period traffic demands at nearby intersections and access points. However, given the dispersed nature of development sites and the constrained local road network, traffic redistribution is expected, with some drivers altering routes, travel times, or transport modes in response to changing conditions.

During the construction phase, however, there is potential for short-term, localised impacts associated with construction traffic, including heavy vehicle movements, contractor parking demand, and temporary changes to traffic management arrangements. Ourimbah Road is a Regional Road which is used as an alternate route back to the Warringah Freeway other than using Military Road. This is particularly relevant for those four nearby projects located on the northern side of Military Road, as turning right back onto Military Road to head back to the Warringah Freeway can be challenging.

However, given that construction programs for nearby developments are unlikely to be perfectly aligned, the overlap of peak construction activity is expected to be intermittent rather than continuous. Overall, the combined effect of these nearby approved, and potential developments in the immediate vicinity of the site is expected to result in a modest uplift in background traffic conditions over time, rather than a fundamental change in network performance.

5. Construction Traffic Management

5.1 Traffic Control Plans

TfNSW's Traffic Control at Work Sites Technical Manual (Issue 6.1 – 28 February 2022) contains standard Traffic Control Plans (TCPs) for a range of work activities. The manual's objective is to maximise safety by ensuring traffic control at worksites complies with best practice.

Site-specific TCPs have therefore been prepared to illustrate the traffic arrangements and signage to be implemented throughout the various stages of the proposed development, and are provided in Appendix G. A brief description of the TCPs are provided below:

- advisory road signage alerting approaching drivers and cyclists along Ourimbah Road and Bond Street in the vicinity of the site of a speed reduction to 40km/h, and possible road works and traffic controllers ahead
- warning signs alerting pedestrians to watch their step as they walk along the Ourimbah Road site frontage
- traffic controllers located outside the site with appropriate TfNSW/Safe Work NSW accreditation, who will control local traffic movements and assist trucks accessing the site access gate/driveway or WZ to load/unload material, ensuring the safety of pedestrians and prioritising their movements at all times

5.2 Implementation of Construction Traffic Management Plan

All construction works are to be undertaken in accordance with the CTMP. All controls within the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel have appropriate TfNSW/Safework NSW accreditation.

A copy of the approved CTMP must be kept on site at all times and made available to the accredited certifier or Council on request.

5.3 Site Inductions

All staff working on the site, including demolition contractors, builders, owners and sub-contractors, will be required to undergo a site induction. The induction is to include standard environmental, WH&S, driver code of conduct and emergency procedures, as well as notification of the permitted access route to/from the site for staff and delivery vehicles.

5.4 Road Reserve Safety

All public footways and roadways fronting and adjacent to the site must be maintained in a safe condition at all times during the course of the development works, with no obstructions caused to the said footways and roadways. Construction materials and plant must not be stored in the road reserve without approval of Council.

A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to any public access ways fronting the construction site.

At all time work is being undertaken within a public road, adequate precautions shall be taken to warn, instruct and guide road users safely around the work site. Traffic control devices shall satisfy the minimum standards outlined in Australian Standard AS1742.3:2019 “Traffic Control Devices for Work on Roads”.

5.5 Monitoring Program

Construction operations will be monitored to ensure that it proceeds in accordance with the CMP. A daily inspection will be carried out prior to the start of work to ensure that conditions accord with those detailed in the CMP and prevent potential hazards. Any potential issues will be recorded and dealt with if they occur.

In addition, the Head Contractor will develop a program to monitor this CTMP to ensure its effectiveness. The CTMP shall be subject to regular reviews and updated if necessary. Key considerations when reviewing the CTMP include, but not limited to:

- tracking actual truck movements against the forecasted figures
- identify any parking, loading/unloading and site access issues and develop an action plan to address those issues that may arise
- to ensure the TCP is suitable for the works and update if necessary
- ensure regular monitoring of trucks leaving the site with their loads fully covered

6. Conclusion

In summary, this Preliminary CTMP has been prepared to accompany a State Significant Development Application (SSD-119133490), involving the demolition of existing structures on the site and the construction of a new multi-storey residential flat building in their place. In particular, this report has been prepared to document the traffic management, cyclist and pedestrian measures to be implemented during the demolition of the existing structures on the site and the construction of the proposed new building.

Off-street parking is proposed for a total of 92 cars, 16 bicycles, and 4 motorcycles within a two-level basement and lower ground parking area.

Vehicular access to the site is proposed via a new entry/exit driveway towards the western end of the Ourimbah Road site frontage, in the same location as one of the existing driveways, being the near-lowest point of the site. In order to maintain the safety and efficiency of Ourimbah Road, entry movements are proposed to be restricted to left-in only – i.e. right-turn entry movements are not permitted.

The report takes into account TfNSW's Traffic Control at Work Sites Technical Manual, AS1742.3:2019 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads, as well as any relevant consent conditions, should the SSDA be approved.

Based on the findings contained within this report, the following conclusions are made, along with the following measures which are to be implemented as part of any approved works:

- traffic activity during the demolition, excavation, and construction works will be relatively minimal and will not result in any unacceptable implications

- all loading and unloading of materials will occur wholly within the site or from within the proposed Works Zone directly outside the Ourimbah Road site frontage

- during construction vehicle movements, traffic controllers are required to ensure the safe and efficient movement of pedestrians and cyclists

- key pedestrian safety mitigation measures will be implemented during construction, including the provision of a concrete pump line crossing ramp to maintain continuous pedestrian access along the Ourimbah Road frontage, and the use of spotters during truck movements and loading/unloading activities to ensure safe pedestrian passage adjacent to the Works Zone

- all vehicles transporting loose material will have their loads covered and/or secured in order to prevent any items depositing onto the road on approach/departure to/from the site

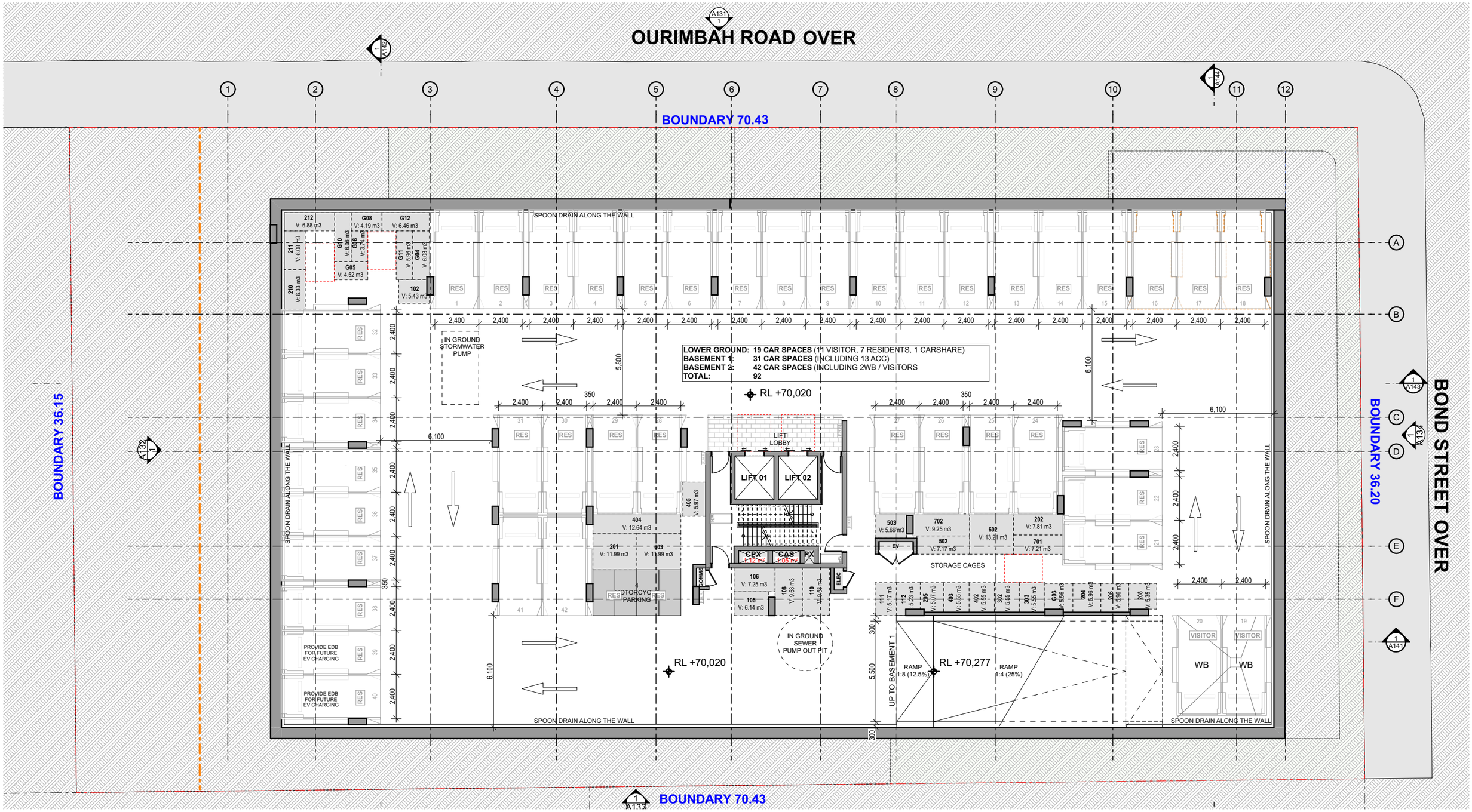
- cumulative construction impacts associated with surrounding approved and proposed developments have been considered, and whilst concurrent construction activity in the locality may temporarily increase traffic, parking demand, and pedestrian activity, these impacts are expected to be manageable subject to implementation of standard construction traffic management measures and coordination between relevant sites, where required

In summary, the construction traffic management measures contained within this Preliminary CTMP are considered acceptable for this stage and scale of the project. In the circumstances, it is therefore concluded that the proposed demolition, excavation, and construction works associated with the proposed development will not result in any unacceptable traffic, parking, transport or servicing implications.

CJP | CONSULTING ENGINEERS

Appendix A

SSDA Architectural Plans



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2 BED	AFF:	AFFORDABLE	SP:	STAIR PRESS.
3 BED	CAS:	CARPARK AIR SUPPLY	ST:	STORAGE
	CPX:	CARPARK EXHAUST	WB:	WASHBAY
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FIRST QUADRANT PROPERTIES

SSD-119133490

Project: OURIMBAH RD, MOSMAN NSW 2088

Client: Ourimbah Developments Pty Ltd

Address: 40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

N

Project No: Pn_2518
Checked: Drawn:
Scale@A3:
Date:

Drawing Title: BASEMENT 2 FLOOR PLAN

Revision: A

Drawing No: A101

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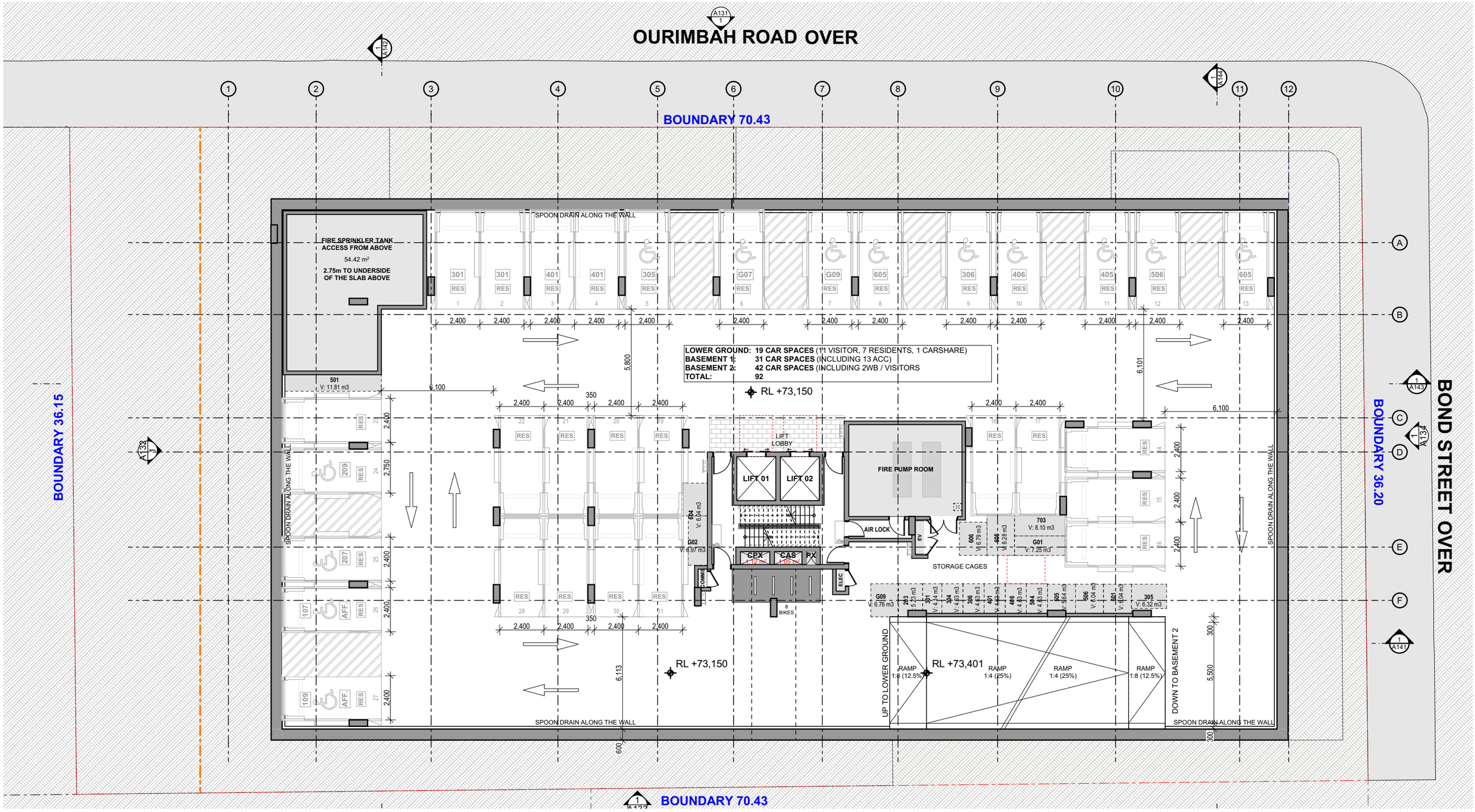

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Client:
Ourimbah Developments Pty Ltd

Address:
40-56 OURIMBAH ROAD MOSMAN NSW 2088
AUSTRALIA

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Project No: Pn_2518
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Drawing Title: BASEMENT 1 FLOOR PLAN
Revision: A
Drawing No: A102

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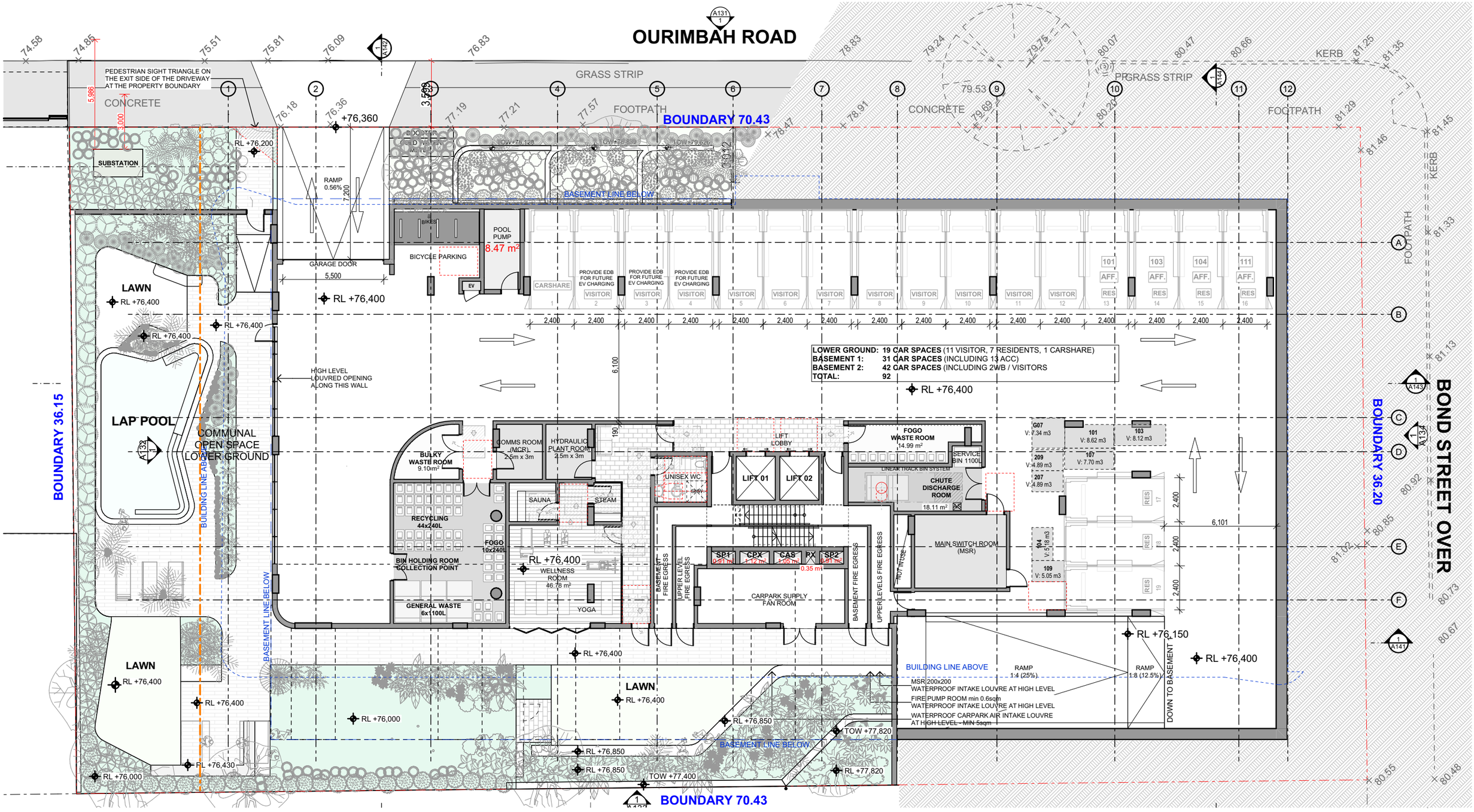

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Address:
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AUSTRALIA

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Project No: Pn_2518
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Date:

Drawing Title: LOWER GROUND FLOOR PLAN
Revision: A
Drawing No: A103

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NSW Nominated Architect Pavlo Doroch 9170
Design Practitioner Pavlo Doroch DEP0000211

OURIMBAH ROAD

BOND STREET

BOUNDARY 70.43

BOUNDARY 36.15

BOUNDARY 36.20

LANDSCAPE

COMMON OPEN SPACE BELOW

COMMON OPEN SPACE BELOW

GRASS STRIP

CONCRETE

FOOTPATH

KERB

PLANTER

BOOSTER COLD WATER METER

RL +78,470

RL +79,770

RL +80,700

RL +81,110

LIFT 01

LIFT 02

LOBBY RELIEF

A/C

SMOKE DOOR

FDCIE

ADAPTABLE

LIVABLE

GAS METER

P.O.S.

C.O.S.

LEGEND

1 BED	A/C: AIR CONDITIONED	RES: RESIDENTIAL
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Client: Ourimbah Developments Pty Ltd

Address: 40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

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Project No: Pn_2518

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Date:

Drawing Title: GROUND FLOOR PLAN

Revision: A

Drawing No: A104

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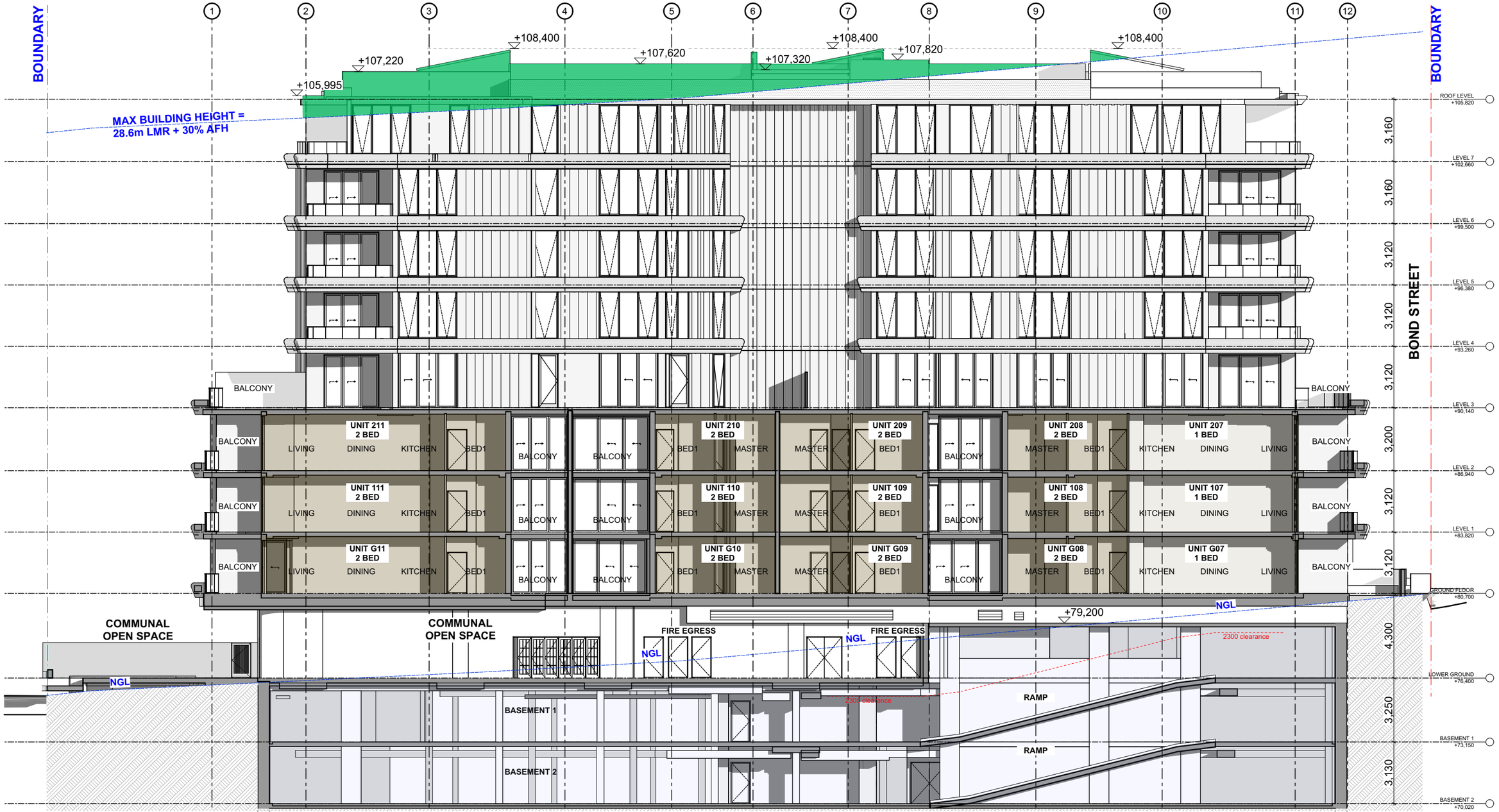

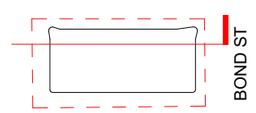

KEYPLAN

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Client: Ourimbah Developments Pty Ltd

Address: 40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

Project No: Pn_2518
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Date:

Drawing Title: SECTION 01

Revision: A

Drawing No: A141

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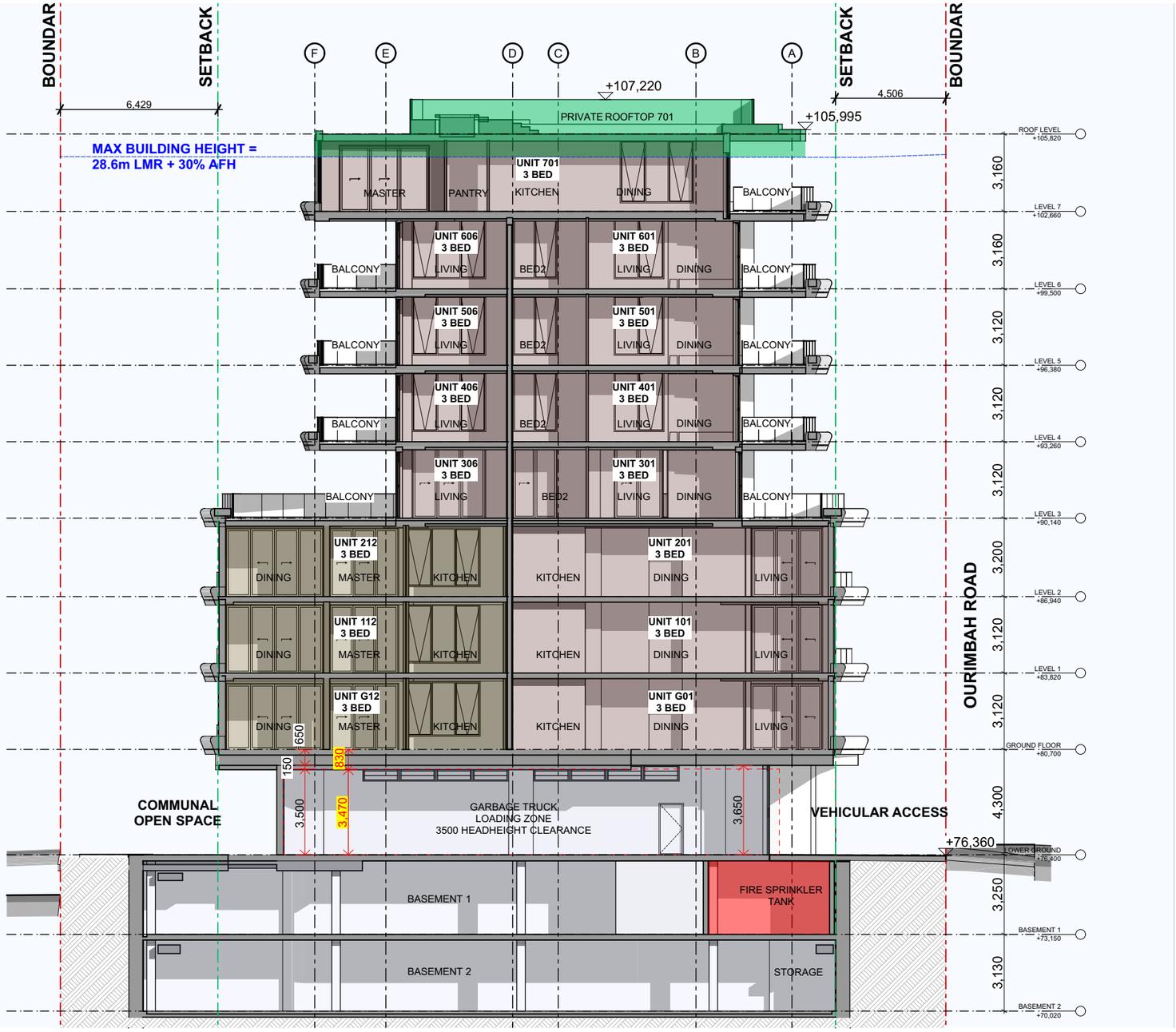
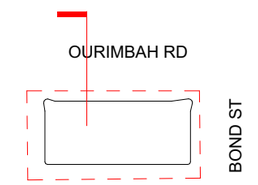
Design Practitioner Pavlo Doroch DEP0000211





KEYPLAN

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FIRST QUADRANT PROPERTIES

SSD-119133490

Project: OURIMBAH RD, MOSMAN NSW 2088

Client: Ourimbah Developments Pty Ltd

Address: 40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

Project No: Pn_2518
Checked: Drawn:
Scale@A3: 1:200
Date:

Drawing Title: SECTION 02

Revision: A

Drawing No: A142

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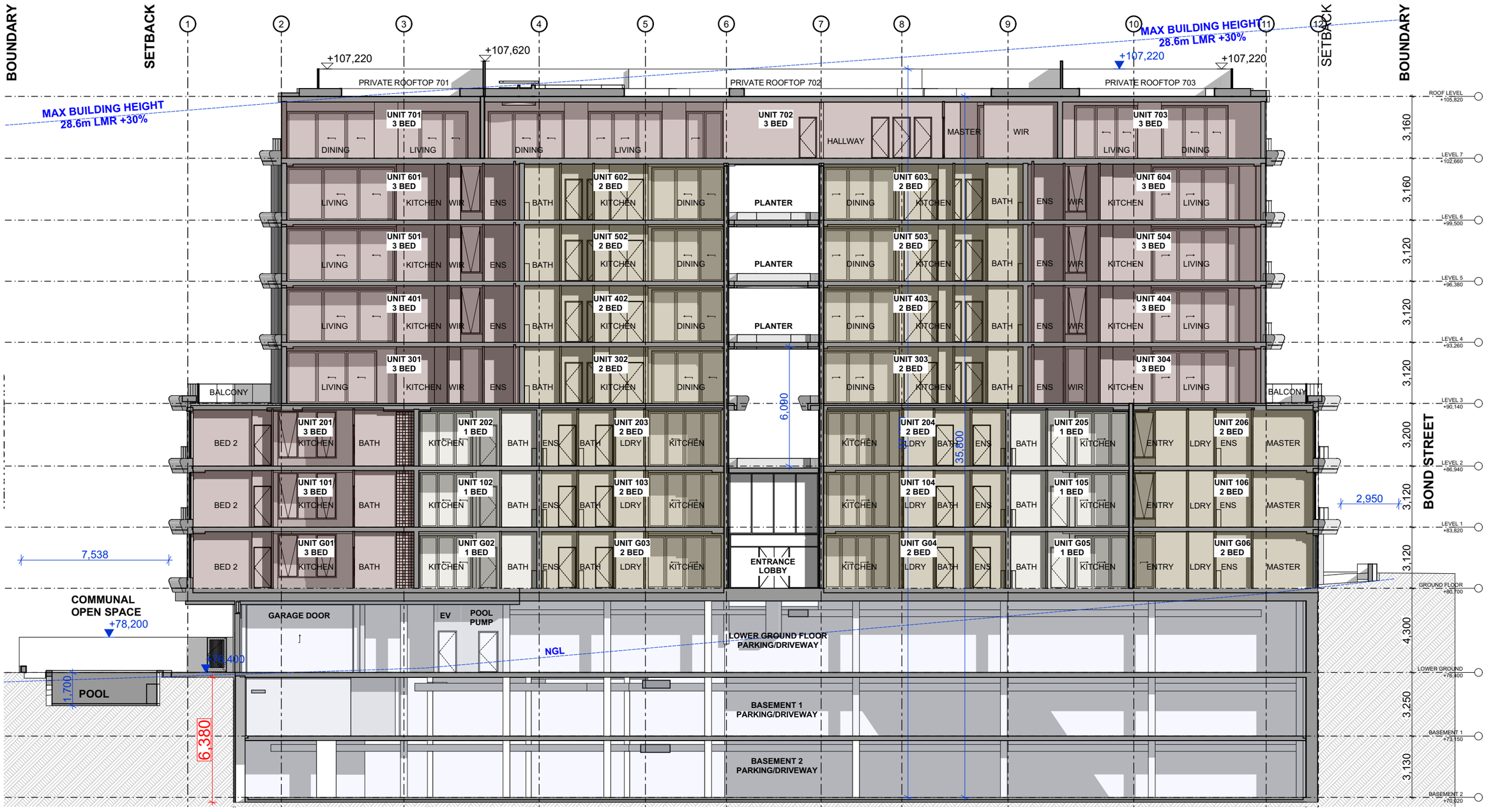
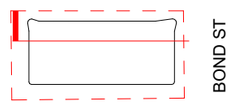
email: pavlo@darchitects.com.au
ABN: 69 944 264 925
NSW Nominated Architect Pavlo Doroch 9170
Design Practitioner Pavlo Doroch DEP0000211



OURIMBAH RD



KEYPLAN

0 1 2 5 10m

REV	DATE	ISSUE
A	26.05.19	ISSUE FOR SSD.

GENERAL NOTES:

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FIRST QUADRANT PROPERTIES

SSD-119133490

Project: OURIMBAH RD, MOSMAN NSW 2088

Client:
Ourimbah Developments Pty Ltd

Address:
40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

Project No: Pn_2518
Checked: Drawn:
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Date:

Drawing Title:
SECTION 03

Revision:
A

Drawing No:
A143

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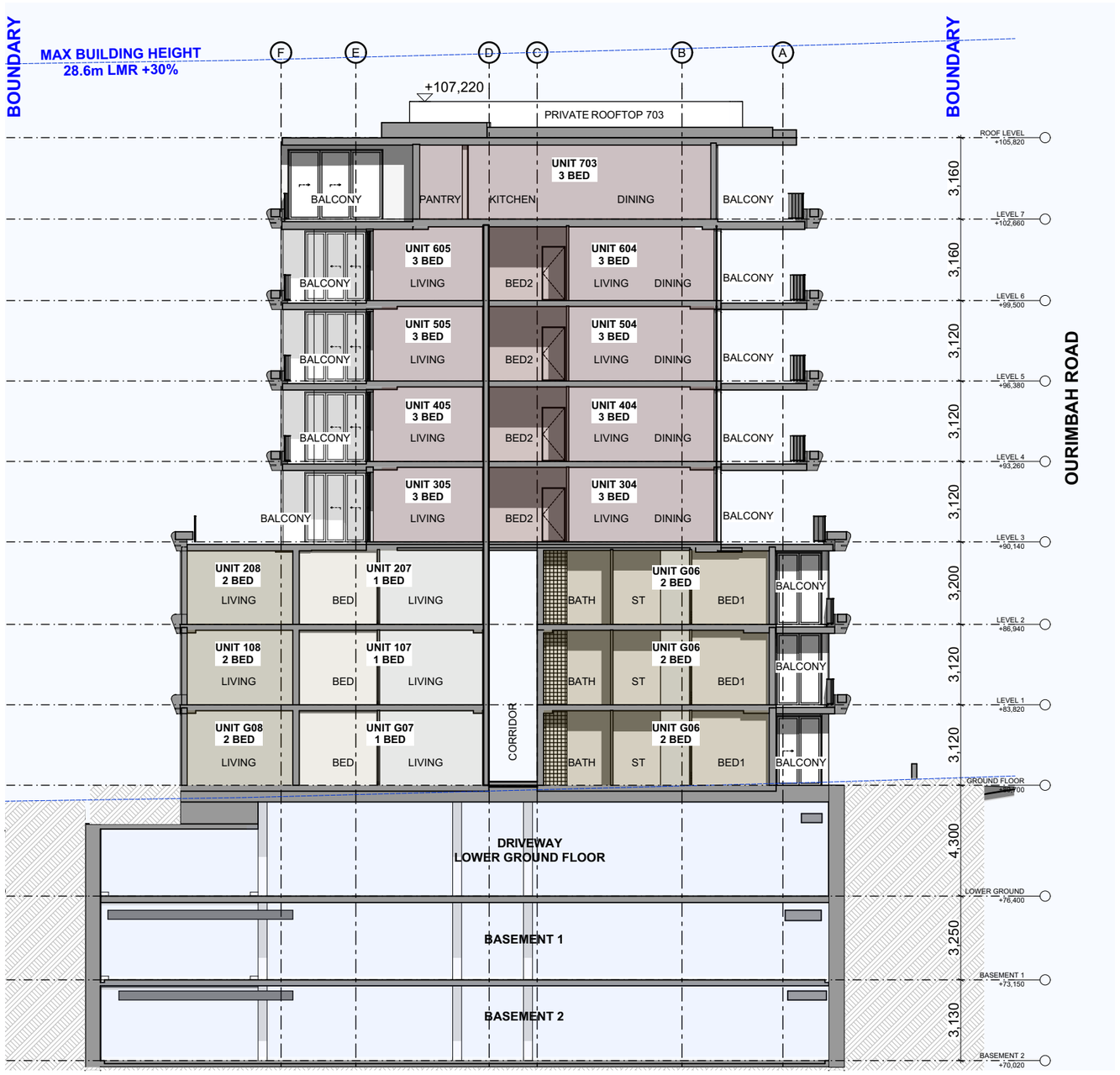
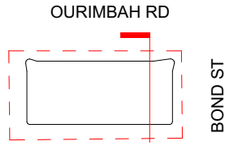
Design Practitioner Pavlo Doroch DEP0000211





KEYPLAN

0 1 2 5 10m

REV	DATE	ISSUE
A	26.05.19	ISSUE FOR SSD.

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FIRST QUADRANT PROPERTIES

SSD-119133490

Project: OURIMBAH RD, MOSMAN NSW 2088

Client:
Ourimbah Developments Pty Ltd

Address:
40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

Project No: Pn_2518
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Scale@A3: 1:200
Date:

Drawing Title:
SECTION 04

Revision:
A

Drawing No:
A144

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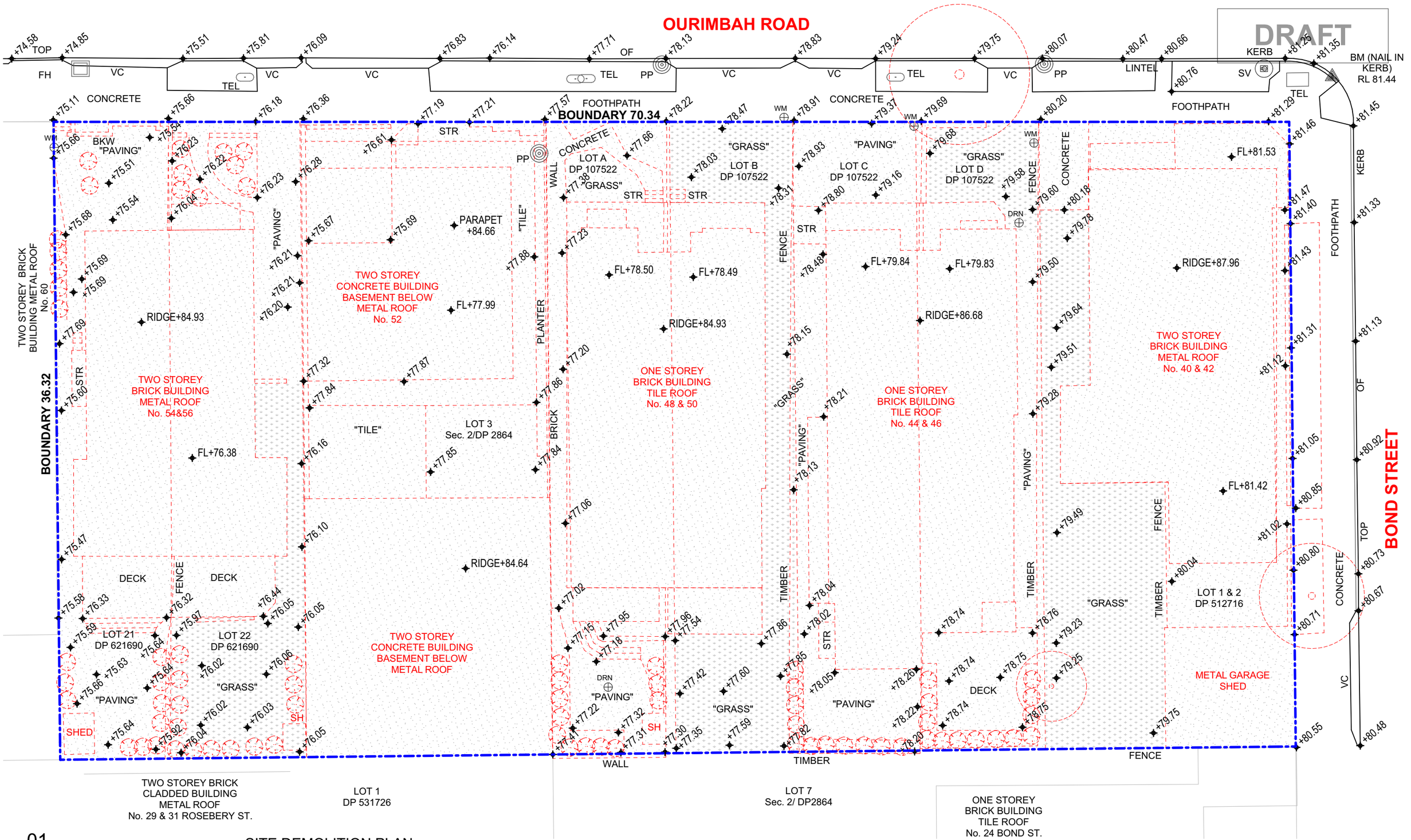
NSW Nominated Architect Pavlo Doroch 9170
Design Practitioner Pavlo Doroch DEP0000211

Appendix B

Proposed Demolition Plan



01 SITE DEMOLITION PLAN

REV	DATE	ISSUE
A	26.05.19	ISSUE FOR SSD.

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FIRST QUADRANT PROPERTIES

Transmittal Set

Project: OURIMBAH RD, MOSMAN NSW 2088 I.E. LMR RFB

Client: Ourimbah Developments Pty Ltd

Address: 40-56 OURIMBAH ROAD MOSMAN NSW 2088 AUSTRALIA

N

Project No: Pn_0801
Checked: Drawn:
Scale@A3:
Date:

Drawing Title: SITE DEMOLITION PLAN
Revision: A
Drawing No: A014

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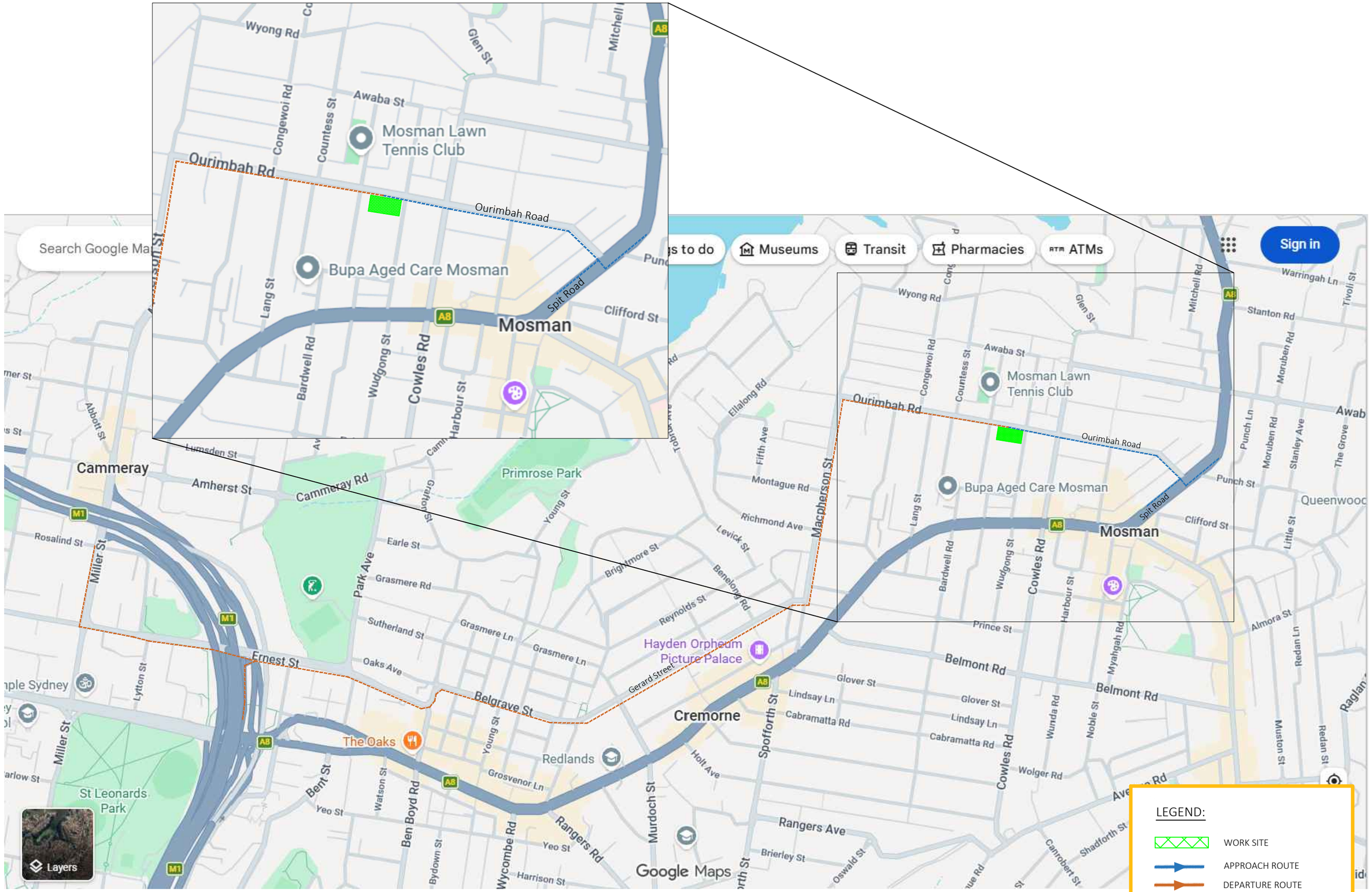
NSW Nominated Architect Pavlo Doroch 9170
Design Practitioner Pavlo Doroch DEP0000211

Appendix C

Heavy Vehicle Route Map



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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY.
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

40-56 OURIMBAH ROAD, MOSMAN
HEAVY VEHICLE ROUTES
APPROACH AND DEPARTURE ROUTES

N

SCALE 0 100.0 200.0 1:10000 @ A3

DRAWING NO. 25203-D02-V1 | SHEET NO. 01 OF 07

ISSUE DATE 11 May 2026 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER

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Appendix D

Works Zone Plan

GENERAL NOTES

1. CJP IS RESPONSIBLE FOR THE PREPARATION OF THIS WORKS ZONE PLAN ONLY. WORKS ZONE PLAN SUBJECT TO APPROVAL FROM COUNCIL'S TRAFFIC COMMITTEE
2. DIMENSIONS ARE ESTIMATES AND SHOULD BE CHECKED ON SITE
3. INSTALLATION OF SIGNAGE TO BE UNDERTAKEN BY OTHERS

LEGEND:

- WORK SITE
- WORK ZONE
- EXISTING POSTED SIGN

ROSEBERY STREET

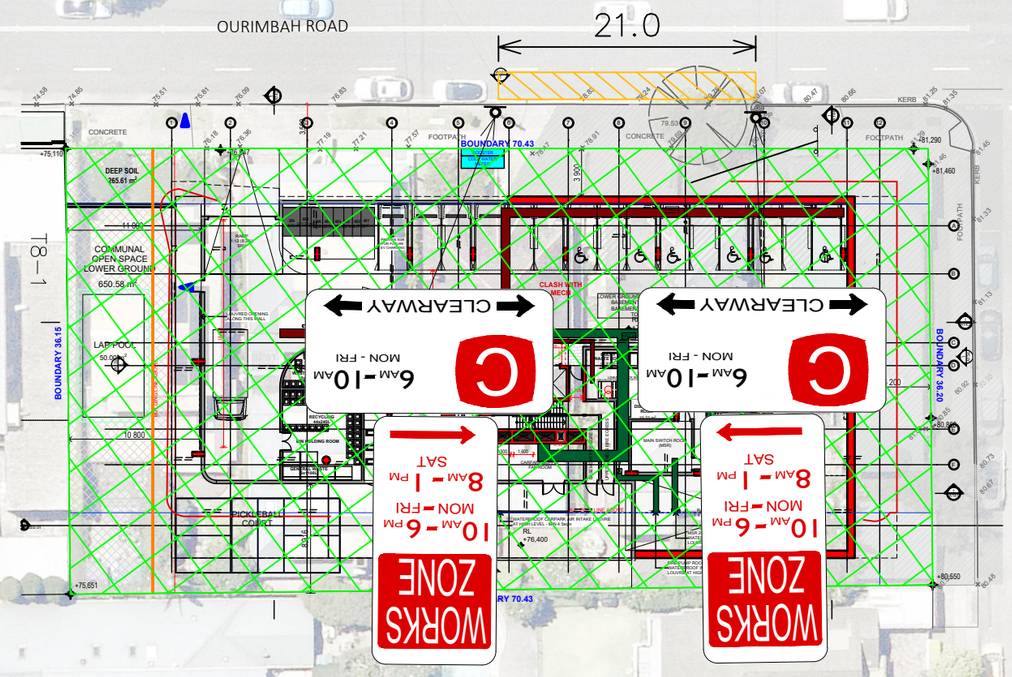
BOND STREET

OURIMBAH ROAD

OURIMBAH ROAD

OURIMBAH ROAD

21.0



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40-56 OURIMBAH ROAD, MOSMAN
WORKS ZONE PLAN
21m ALONG OURIMBAH ROAD SITE FRONTAGE

N

SCALE 0 5.0 10.0 1:500 @ A3

DRAWING NO. 25203-D02-V1

SHEET NO. 05 OF 07

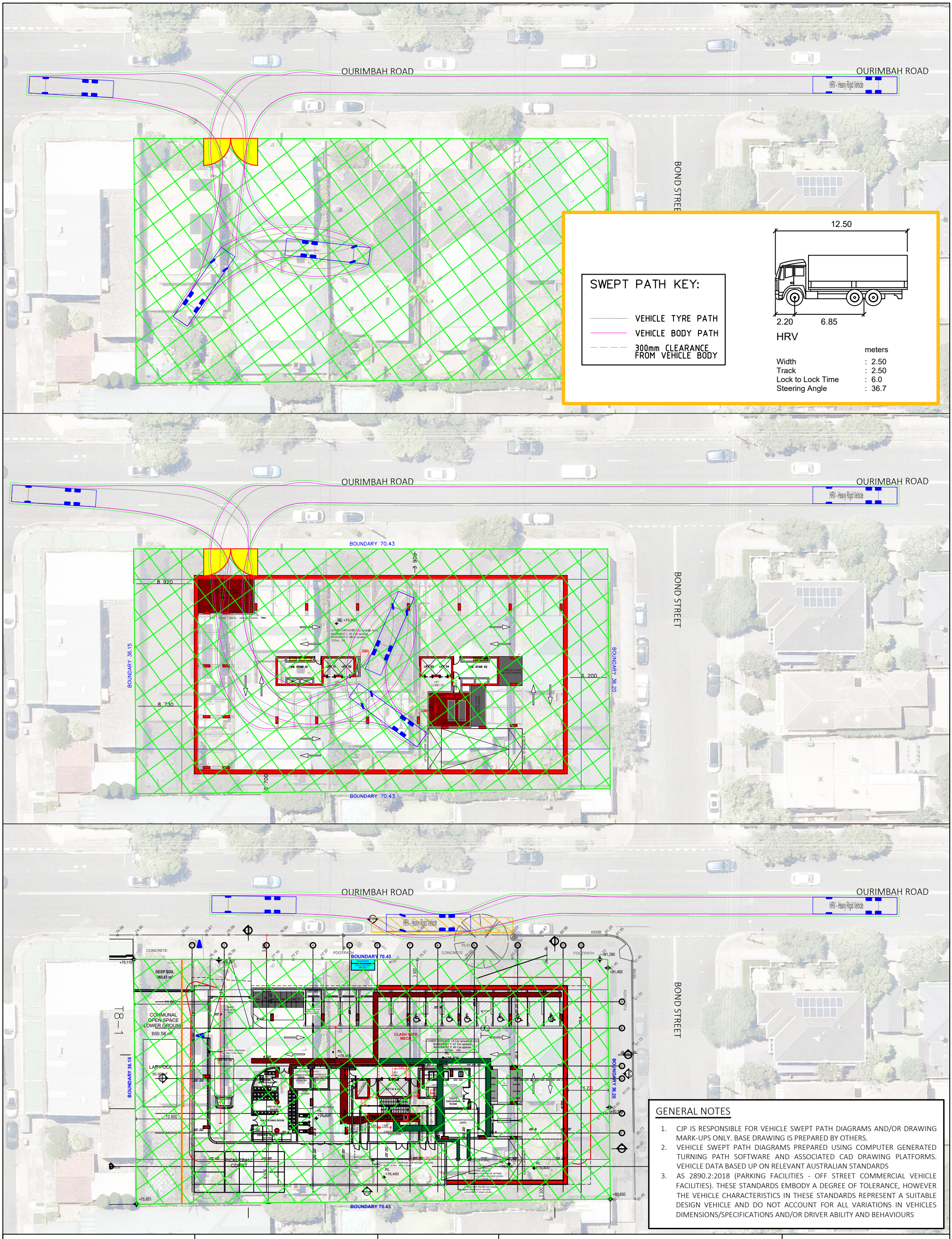
ISSUE DATE 11 May 2026

DRAWN BY D. ALOC

REVIEWED BY C. PALMER

Appendix E

Swept Turn Paths



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40-56 OURIMBAH ROAD, MOSMAN
SWEPT TURN PATH ASSESSMENT
12.5m HEAVY RIGID VEHICLE

SCALE 0 5.0 10.0 1:500 @ A3

DRAWING NO. 25203-D02-V1

SHEET NO. 06 OF 07

ISSUE DATE 11 May 2026

DRAWN BY D. ALOC

REVIEWED BY C. PALMER

N

OURIMBAH ROAD

OURIMBAH ROAD

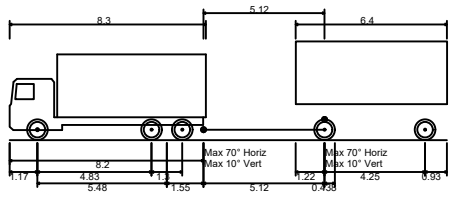
BOND STREET

SWEPT PATH KEY:

VEHICLE TYRE PATH

VEHICLE BODY PATH

300mm CLEARANCE FROM VEHICLE BODY



18.5m Truck & Dog (Drawbar)

Overall Length	18.500m
Overall Width	2.500m
Overall Body Height	4.175m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	7.00s
Max Steering Angle (Virtual)	36.40°

OURIMBAH ROAD

OURIMBAH ROAD

BOUNDARY 70.43

BOUNDARY 36.15

BOUNDARY 36.20

BOUNDARY 70.43

8 920

3 900

8 730

6 200

3 700

BOND STREET

OURIMBAH ROAD

OURIMBAH ROAD

BOUNDARY 70.43

BOUNDARY 36.15

BOUNDARY 36.20

BOUNDARY 70.43

DEEP SOIL 265.61 m²

COMMUNAL OPEN SPACE LOWER GROUND 650.58 m²

LAP POOL 50.0 m²

BICYCLE/BALL COURT

CLASH WITH MECH

11 660

10 800

T8—1

6 200

2 300

BOND STREET

GENERAL NOTES

1. CJP IS RESPONSIBLE FOR VEHICLE SWEPT PATH DIAGRAMS AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
2. VEHICLE SWEPT PATH DIAGRAMS PREPARED USING COMPUTER GENERATED TURNING PATH SOFTWARE AND ASSOCIATED CAD DRAWING PLATFORMS. VEHICLE DATA BASED UP ON RELEVANT AUSTRALIAN STANDARDS
3. AS 2890.2:2018 (PARKING FACILITIES - OFF STREET COMMERCIAL VEHICLE FACILITIES). THESE STANDARDS EMBODY A DEGREE OF TOLERANCE, HOWEVER THE VEHICLE CHARACTERISTICS IN THESE STANDARDS REPRESENT A SUITABLE DESIGN VEHICLE AND DO NOT ACCOUNT FOR ALL VARIATIONS IN VEHICLES DIMENSIONS/SPECIFICATIONS AND/OR DRIVER ABILITY AND BEHAVIOURS

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WARNING

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40-56 OURIMBAH ROAD, MOSMAN
SWEPT TURN PATH ASSESSMENT
18.5m TRUCK AND DOG TRAILER

SCALE 0 5.0 10.0 1:500 @ A3

DRAWING NO. 25203-D02-V1

SHEET NO. 07 OF 07

ISSUE DATE 11 May 2026

DRAWN BY D. ALOC

REVIEWED BY C. PALMER

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Appendix F

Cumulative Impact Assessment

Introduction to Cumulative Impact Assessment

This cumulative impact assessment (CIA) has been prepared to support the Environmental Impact Statement (EIS) for the subject State Significant Development Application (SSDA), having regard to the State Significant Development Guidelines and the Cumulative Impact Assessment Guidelines referenced therein.

The purpose of the CIA is to identify and assess the potential cumulative impacts arising from the project in combination with other relevant future projects within the surrounding area. The assessment has been prepared proportionately, with consideration given to the scale, nature, and likely interactions between developments.

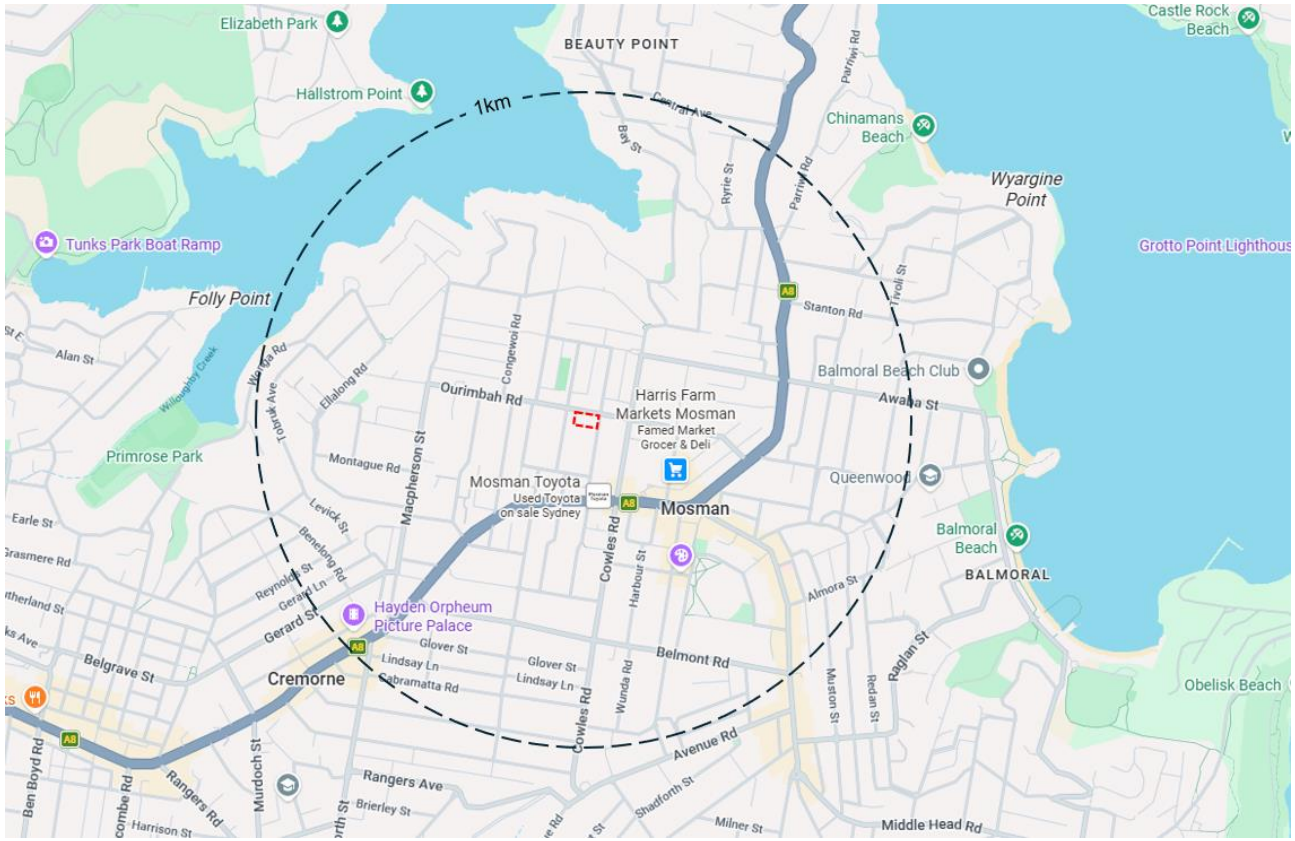
In accordance with the CIA Guidelines, relevant future projects generally comprise projects that are approved or under assessment and fall within the following categories:

- other State Significant Development (SSD) and State Significant Infrastructure (SSI) projects;
- projects classified as designated development requiring an EIS;
- projects requiring assessment under Division 5.1 of the *Environmental Planning and Assessment Act 1979* that are likely to significantly affect the environment and require an EIS;
- projects declared to be controlled actions under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act); and
- major greenfield or urban renewal developments that are scheduled for the area.

Accordingly, this assessment focuses on approved or under assessment projects considered relevant to the cumulative impact analysis at the time of EIS preparation. Other surrounding developments, including local development applications, may be referenced where they contribute to the changing character or built form context of the area, but are not necessarily included as formal CIA projects unless specifically relevant to the technical assessment being undertaken.

The list of projects considered as part of the CIA has been informed by available information at the time of preparation and may be refined should the assessment context materially change during the EIS process.

Cumulative Impact (1km radius)



DA/SSDA Number	Address	Proposal	Status	Date Determined	Distance from Site	Construction Related Cumulative Impact Assessment
Mosman Council DA Tracker (Closest to Furthest in metres)*						
8.2025.270.1	5-9 Bond Street, Mosman	Demolition, new residential flat building comprising 27 dwellings with basement parking (Housing SEPP)	Under Appeal	Deemed Refusal 10/03/2026	150 m	**Likely** – if this appeal is approved within the next 12 months, construction period may overlap.
8.2026.27.1	89-101 Cowles Road, Mosman	Demolition, construction of a residential flat building comprising 41 dwellings (including 8 affordable dwellings), basement parking, and communal indoor swimming pool (Housing SEPP)	Lodged 17/03/2026	N/A	200 m	**Likely** – if this DA is approved within the next 12 months, construction period may overlap.
8.2022.121.1	566 – 570 Military Road, Mosman	Demolition, construction of a mixed use development comprising a commercial premises, 11 dwellings, basement carpark, and strata subdivision	Approved Planning Panel Currently under construction	21/06/2023	210 m	**Unlikely** – this DA is already under construction.
8.2025.117.1	93 – 101A Awaba Street, Mosman	Demolition, construction of a residential flat building comprising 29 dwellings, basement parking, and lot consolidation (Housing SEPP)	Completed	02/10/2025	285 m	**N/A** – Construction is complete.
8.2022.276.1	87 Cowles Road, Mosman	Demolition, construction of a residential flat building comprising of 15 dwellings with basement carpark	Upheld with Changes or Conditions L&E Court Currently under construction	04/10/2023	330 m	**Unlikely** – this DA is already under construction.

DA/SSDA Number	Address	Proposal	Status	Date Determined	Distance from Site	Construction Related Cumulative Impact Assessment
8.2025.202.1	27 – 29 Heydon Street, Mosman	Demolition, construction of a residential flat building comprising 27 dwellings (including 5 affordable housing dwellings), basement parking, and lot consolidation (Housing SEPP)	Lodged 12/09/2025	N/A	400 m	**Likely** – if this DA is approved within the next 12 months, construction period may overlap.
8.2022.81.1	64 – 66 Spit Road, Mosman	Mixed development comprising commercial space and 32 dwellings	S34 Agreement L&E Court Currently under construction	02/02/2023	450 m	**Unlikely** – this DA is already under construction.
8.2022.165.1	19-25 Myahgah Road, Mosman	Demolition and construction of a residential flat building comprising 21 dwellings	Deferred Commencement Planning Panel Currently under construction	21/12/2022	500 m	**Unlikely** – this DA is already under construction.
8.2024.138.1	686 - 692 Military Road, Mosman	Demolition with retention of front facade, construction of a mixed use development comprising commercial premises, 6 dwellings, and basement parking	Approved Planning Panel	19/02/2025	500 m	**Likely** – if this DA is approved within the next 12 months, construction period may overlap.
8.2024.144.1	696 – 706 Military Road, Mosman	Demolition, construction of a mixed-use development comprising 5 commercial premises, 27 dwellings (including 8 affordable housing dwellings), and basement parking	S34 Agreement L&E Court Currently under construction	09/04/2025	515 m	**Unlikely** – this DA is already under construction.
8.2025.312.1	1A Punch Street, Mosman	Demolition, construction of a residential flat building comprising	Completed	20/02/2026	630 m	**N/A** – Construction is complete.

DA/SSDA Number	Address	Proposal	Status	Date Determined	Distance from Site	Construction Related Cumulative Impact Assessment
		6 dwellings with basement parking (Housing SEPP)				
8.2025.274.1	1 – 3 Moruben Road, Mosman	Demolition, construction of a residential flat building comprising 27 dwellings (including 6 affordable dwellings), basement parking, and stratum subdivision (Housing SEPP)	Determined	13/02/2026	730 m	**Unlikely** – The site is not within close proximity of the subject site.
8.2021.30.1	28 Moruben Road, Mosman	Demolition of structures, construction of a residential flat building development comprising two dwellings, parking, swimming pools, landscaping works and strata subdivision	Approved Planning Panel Constructed	20/10/2021	750 m	**N/A** – Construction is complete.
8.2025.313.1	23 Noble Street, Mosman	Demolition, construction of a multi dwelling housing development comprising 3 dwellings with basement parking (Housing SEPP)	Lodged 05/01/2026	N/A	800 m	**Unlikely** – The site is not within close proximity of the subject site.
8.2022.200.1	1A Hampden Street and 8 Waringah Road, Mosman	Demolition, construction of a residential flat building comprising of 3 dwellings	S34 Agreement L&E Court	19/05/2023	910 m	**Unlikely** – The site is not within close proximity of the subject site.
8.2025.208.1	48 Almora Street, Mosman	Demolition, construction of a residential flat building comprising 14 dwellings (including 3 affordable dwellings), basement parking, and swimming pool (Housing SEPP)	Completed	02/12/2025	965 m	**N/A** – Construction is complete.
North Sydney Council DA Tracker (Closest to Furthest in metres, projects west of Macpherson Street)*						
10.2025.00000030.001	72 Gerard Street and 118-	Demolition of existing structures, construction of a part 4/5 storey	Determined NSLPP	10/07/2025	850 m	**Unlikely** – The site is not within close

DA/SSDA Number	Address	Proposal	Status	Date Determined	Distance from Site	Construction Related Cumulative Impact Assessment
	124 Benelong Road, Cremorne	residential flat building containing 23 units & basement parking.				proximity of the subject site.
16.2021.00000323.001	124 Benelong Road, Cremorne	Demolition of dwelling house and construction of twenty (20) room boarding house including manager's residence and associated works.	Determined LEC	09/02/2024	850 m	**Unlikely** – The site is not within close proximity of the subject site.
10.2025.00000464.001	57 – 61 Reynolds Street, Cremorne	The demolition of all structures and the construction of an eight (8) storey residential flat building comprising thirty-two (32) apartments including Infill affordable housing together with site landscaping, car parking, site services and associated site development works	Deemed Refusal, LEC Lodged	Deemed Refusal 15/12/2025	930 m	**Unlikely** – the DA has not been determined and the site is also not within close proximity of the subject site.
10.2022.00000409.001	40 Brightmore Street, Cremorne	Demolition of existing residential flat building and construction of residential flat building with 5 x 3 bedroom apartments.	Determined NSLPP deferred commencement	05/06/2024	950 m	**Unlikely** – The site is not within close proximity of the subject site.
Major Projects Register (Closest to Furthest in metres)						
SSD-93787211	494 & 516 Military Road, Mosman	Shop-Top Housing - Military Rd, Mosman Construction of 107 apartments including up to a 3% allocation of affordable housing in a 4 – 8 storey building with commercial GFA.	Prepare EIS	N/A	420 m	**Likely** – if the SSD this is lodged and approved within the next 12 months, construction period may overlap.

DA/SSDA Number	Address	Proposal	Status	Date Determined	Distance from Site	Construction Related Cumulative Impact Assessment
SSD-49472213	50-88 Parraween St and 59-67 Gerard Street, Cremorne	**Pathways Cremorne Seniors Housing** Demolition and construction of a seniors living development including 58 independent living units and 41 residential aged care facility beds contained within 3x4 storey buildings, a 7 storey building and adaptive reuse of 6 heritage listed cottages.	Determined	04/04/2025	965 m	**Unlikely** – The site is not within close proximity of the subject site.
SSD-98068713	65 Muston Street, Mosman	Demolition of existing buildings and associated structures on the site, preparatory site works, excavation and the erection of a new residential flat building containing 13 x 3 bedroom units all but one of which is oriented to the view	Preparing EIS	N/A	1000 m	**Unlikely** – The site is also not within close proximity of the subject site.
SSD-93020230	40-48 Redan Street Mosman	Demolition of existing dwellings construction of a 53 10 storey residential flat building comprising apartments (including 11 in : fill affordable housing apartments) o o • two basement levels with parking for 106 cars communal open space. Associated works including site preparation, excavation, earthworks, landscaping and installation of services.	Exhibition	N/A	1050 m	**Unlikely** - The site is not within close proximity of the subject site.
HDA Declared Projects						

DA/SSDA Number	Address	Proposal	Status	Date Determined	Distance from Site	Construction Related Cumulative Impact Assessment
274656	11 – 17 Countess Street and 20-228 Rosebery Street	120 – 150 units (exact number not provided), 6 – 8 storeys, 3% affordable housing	HDA declared 24/09/2025, SEARs request not yet issued.	N/A	100 m	**Unlikely** – HDA has not been declared and coordination of HDA SSD can take between 9 -12 months till lodgement. Construction period is unlikely to overlap.
289472	35 - 45 Awaba St, Mosman	A nine-storey residential building – 100 dwellings including 4% affordable housing offered in perpetuity	HDA Declared 18/12/2025, SEARs request not yet issued.	N/A	530 m	**Unlikely** – Coordination of HDA SSD can take between 9 -12 months till lodgement. Construction period is unlikely to overlap.

*Mosman and North Sydney DA Trackers have been reviewed for the last 5 years, dating back to 1 January 2021 onwards for both lodged and determined DAs. Theses searches exclude modifications, dwelling houses, dual occupancies, additions and alterations, signage and subdivision DAs.

Sources:

- Item: Mosman DAs
  - Mosman Council DA Tracker (Searched by: Street name, 2021 – Present (March 2026), Lodged and Determined)
- Item: North Sydney Council DAs
  - North Sydney DA Tracker (Searched by: Street name, 2021 – Present (March 2026), Lodged and Determined)
- Major Projects Portal
  - Advanced Search, filtered ONLY by LGA: Mosman

  - NSW Planning Portal Application Tracker > State Significant Applications Map
- HDA Declared Projects
  - HDA EOI 274656: Signed State Significant Development Declaration Order (No 14) 2025 - IRF25 2071.pdf
  - HDA EOI 289472: State Significant Development Declaration Order (No. 17) 2025 dated 18/12/2025

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Appendix G

Traffic Control Plans

GENERAL NOTES

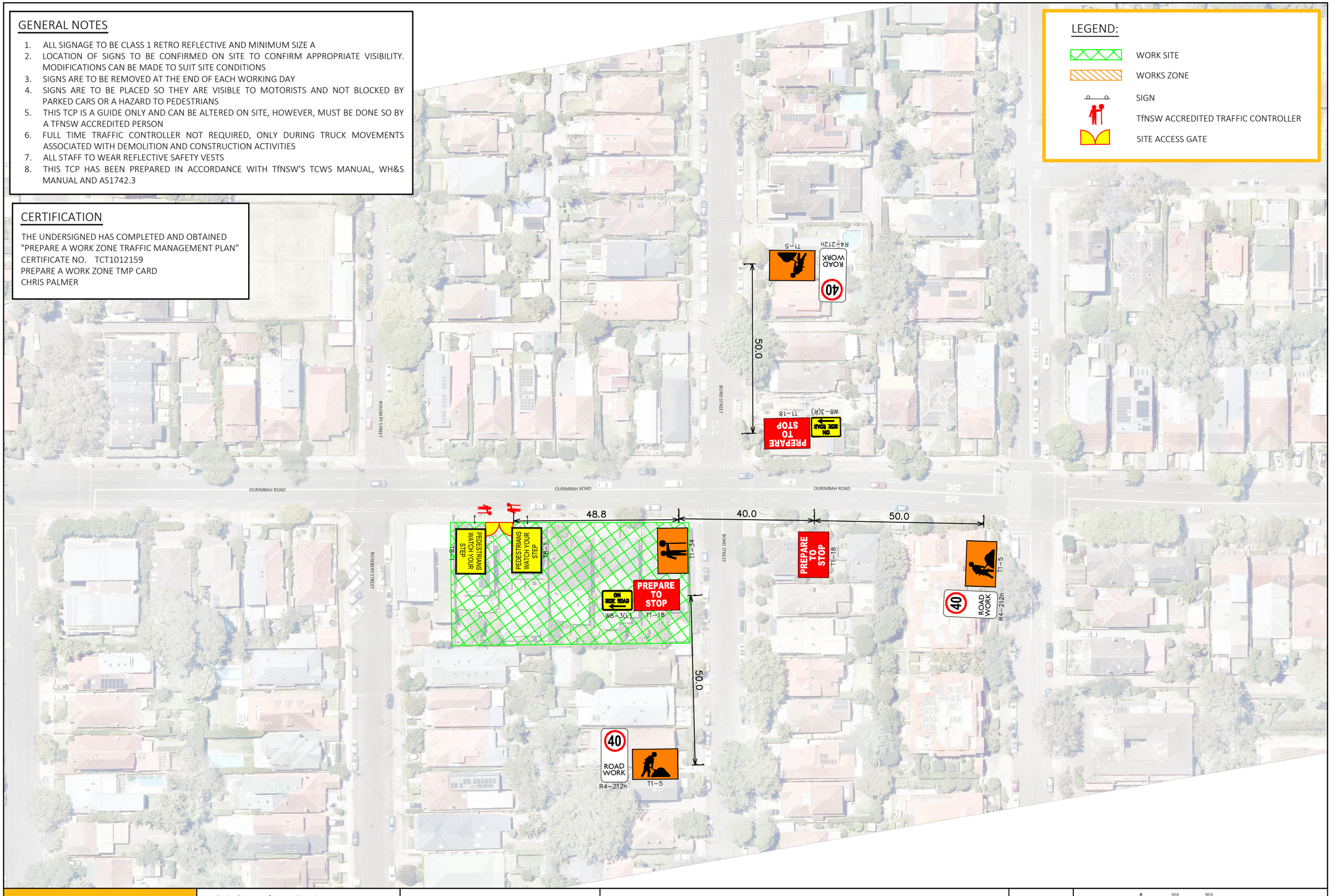
1. ALL SIGNAGE TO BE CLASS 1 RETRO REFLECTIVE AND MINIMUM SIZE A
2. LOCATION OF SIGNS TO BE CONFIRMED ON SITE TO CONFIRM APPROPRIATE VISIBILITY. MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS
3. SIGNS ARE TO BE REMOVED AT THE END OF EACH WORKING DAY
4. SIGNS ARE TO BE PLACED SO THEY ARE VISIBLE TO MOTORISTS AND NOT BLOCKED BY PARKED CARS OR A HAZARD TO PEDESTRIANS
5. THIS TCP IS A GUIDE ONLY AND CAN BE ALTERED ON SITE, HOWEVER, MUST BE DONE SO BY A TFNSW ACCREDITED PERSON
6. FULL TIME TRAFFIC CONTROLLER NOT REQUIRED, ONLY DURING TRUCK MOVEMENTS ASSOCIATED WITH DEMOLITION AND CONSTRUCTION ACTIVITIES
7. ALL STAFF TO WEAR REFLECTIVE SAFETY VESTS
8. THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH TfNSW'S TCWS MANUAL, WH&S MANUAL AND AS1742.3

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED
"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CERTIFICATE NO. TCT1012159
PREPARE A WORK ZONE TMP CARD
CHRIS PALMER

LEGEND:

- WORK SITE
- WORKS ZONE
- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SITE ACCESS GATE



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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY.
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

40-56 OURIMBAH ROAD, MOSMAN
DEMOLITION STAGE
TRAFFIC GUIDANCE SCHEME

SCALE 0 10.0 20.0 1:1000 @ A3

DRAWING NO. 25203-D02-V1 | SHEET NO. 02 OF 07

ISSUE DATE 11 May 2026 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER

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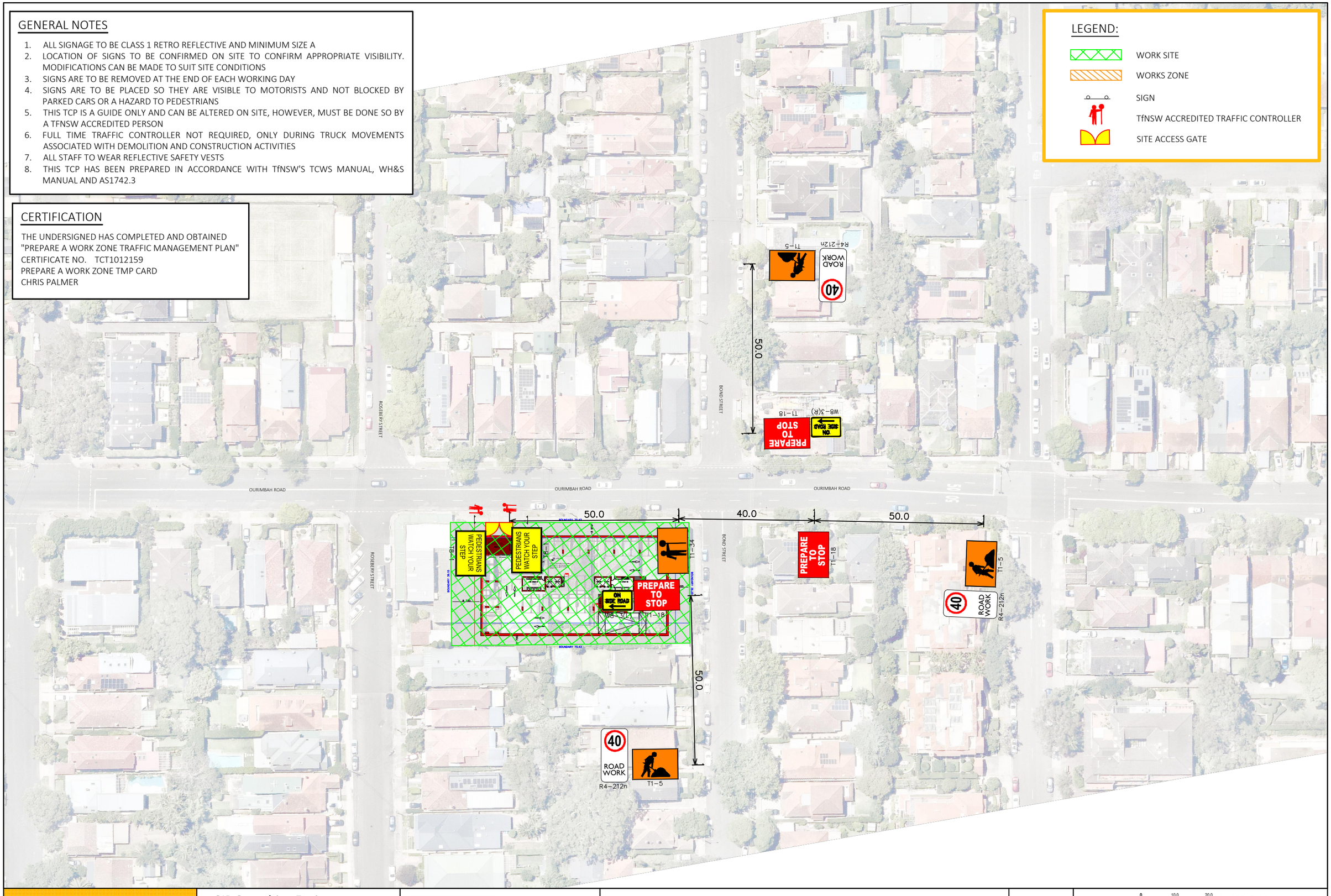

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EXCAVATION STAGE
TRAFFIC GUIDANCE SCHEME

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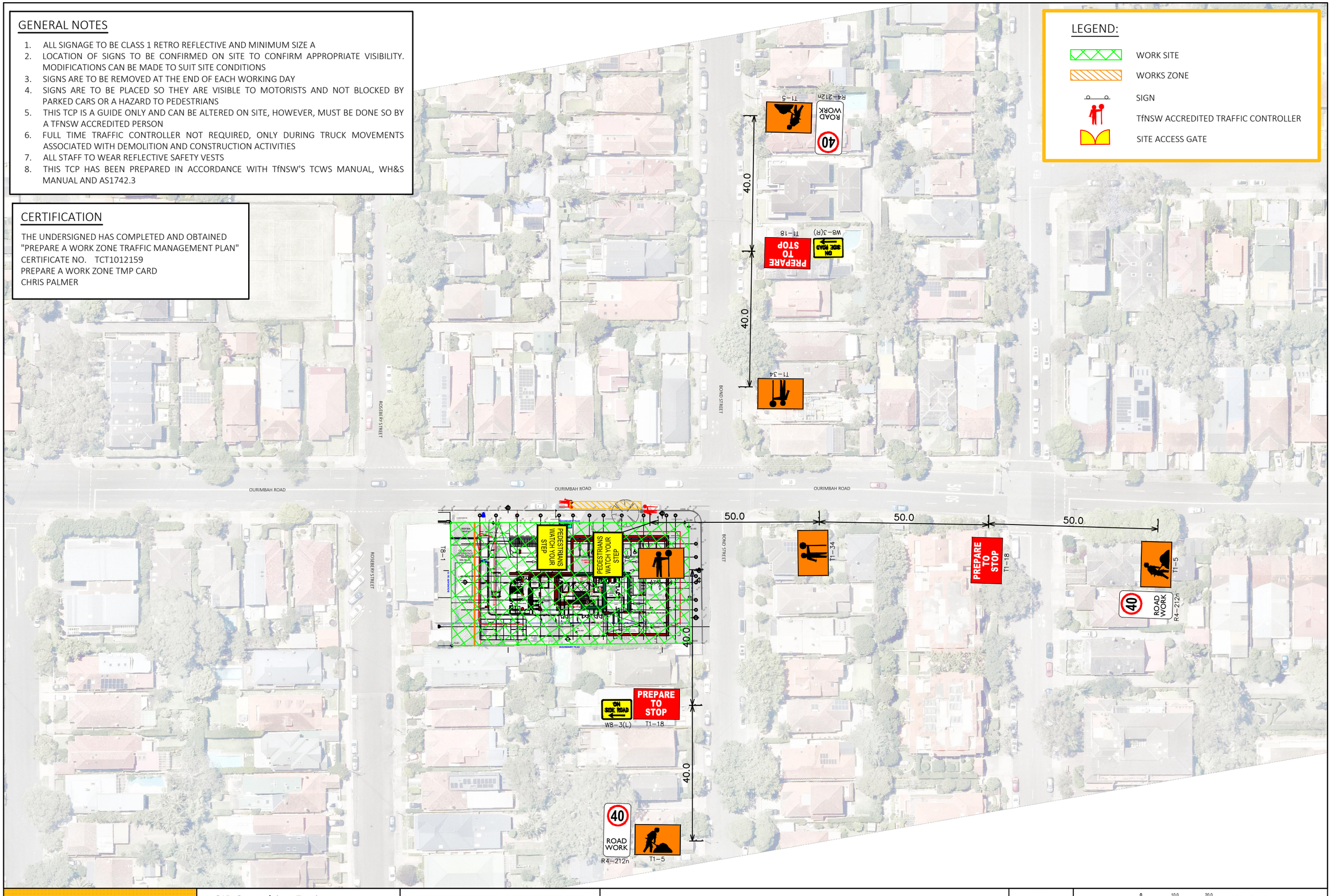

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