



Traffic & Parking Assessment Report

SSD-1199133490

40-56 Ourimbah Road, Mosman

Proposed Residential Flat Building

Ref 25203

25th June 2026



CONSULTING
ENGINEERS

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I, Chris Palmer, confirm this Traffic & Parking Assessment Report, 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 Traffic & Parking Assessment Report (TPAR) 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 TPAR 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.

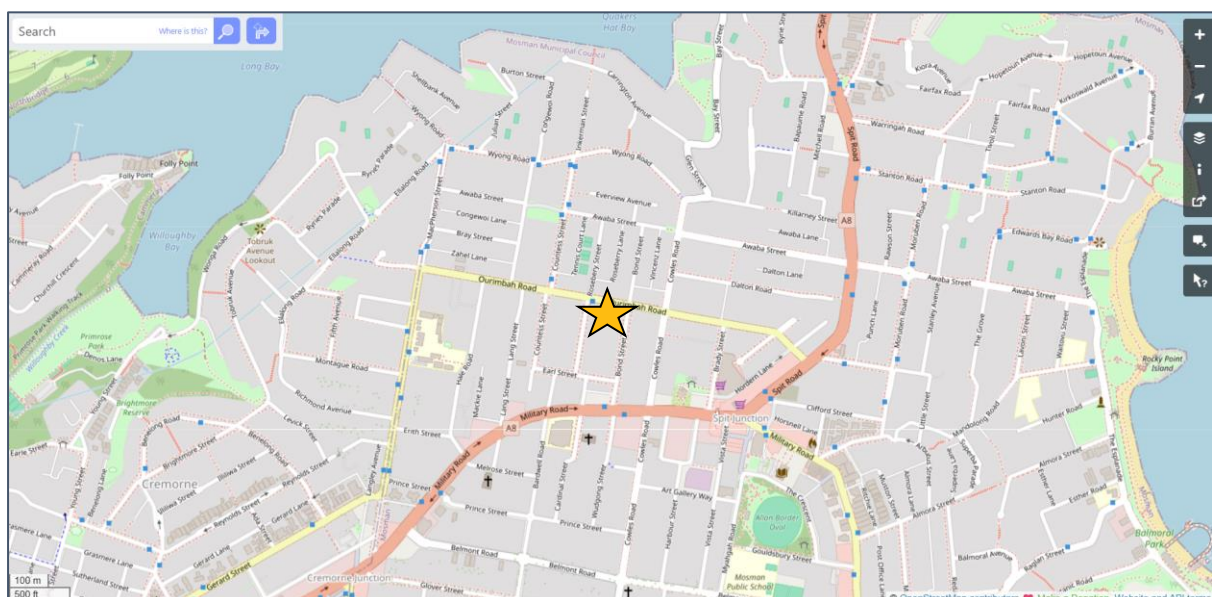


Figure 1.1 – Site Location (Source: OpenStreetMap)

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 <i>Guide to Transport Impact Assessment</i> (GITA) published by TfNSW.	Whole report
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Preliminary CTMP provided under separate cover

1.3 State Environmental Planning Policy (Transport & Infrastructure) 2021

Based on State Environmental Planning Policy (Transport & Infrastructure) 2021, Schedule 3, the proposed development is classified as a *traffic generating development*, as the site has vehicular access directly off Ourimbah Road, being a classified regional road (2036), and the proposal includes greater than 50 car parking spaces. Accordingly, the development satisfies the relevant size or capacity threshold for referral to Transport for NSW which will be facilitated by Council.

Furthermore, Clause 2.119 of the SEPP essentially requires vehicular access to a site to be provided via a road other than a classified road *if* a “*practicable and safe*” alternative is available – e.g. local side street, rear service lane etc. In this instance, however, the local side street, Bond Street, is approximately 4m higher in the south-eastern corner of the site compared to the north-western corner where the site access driveway is proposed on Ourimbah Road. On that basis, it is considered that the alternative option, being Bond Street, is *not* considered practicable, hence the proposed location of the access driveway off Ourimbah Road. Furthermore, entry movements are proposed to be restricted to left-in only – i.e. right-turn entry movements are not permitted. Additional discussion on the matter is provided in Section 3.4 of this TPAR.

1.4 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport, pedestrian, and servicing characteristics of the SSDA, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised as follows:

- Description of the existing site and its location
- Existing traffic & parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/access requirements and provisions, compared to the existing development
- Design of access driveway, parking and service area layout

1.5 Relevant Planning Controls

The site lies within the Mosman Municipal Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Mosman Local Environmental Plan 2012
- Mosman Residential Development Control Plan 2012
- *Chapter 2 Division 1 In-fill affordable housing* of State Environmental Planning Policy (Housing) 2021
- *Chapter 6 Low and mid rise housing* of State Environmental Planning Policy (Housing) 2021

1.6 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- State Environmental Planning Policy (Housing) 2021
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)
- NSW Government's Greater Sydney Region Plan: A Metropolis of Three Cities
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- Transport for NSW's Future Transport Strategy
- Transport for NSW's Active Transport Strategy
- NSW Government's Practitioner's guide to Movement and Place 2022
- National Construction Code (NCC)
- Building Code of Australia (BCA)
- Apartment Design Guide 2015 (ADG)

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 2,528m². A copy of the demolition, prepared by Doroch Architects, is reproduced below.

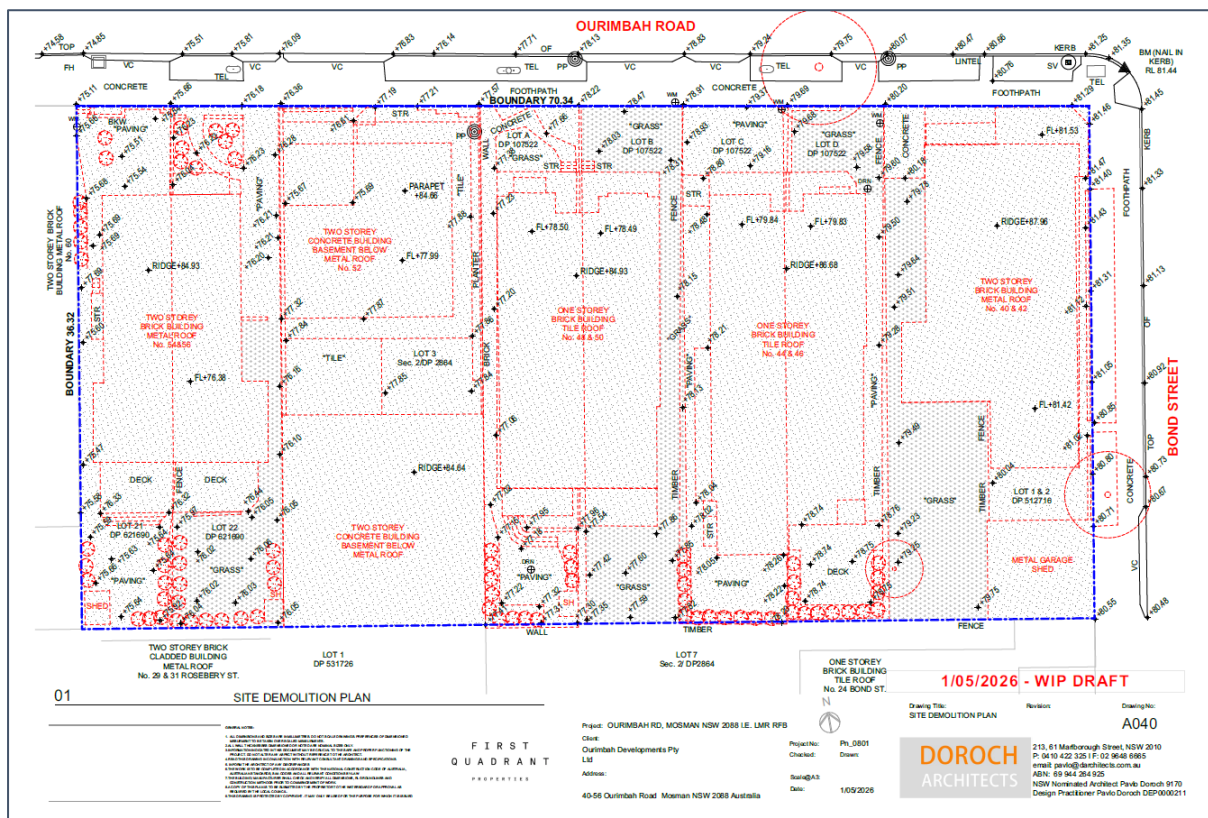


Figure 2.1 – Proposed demolition plan (Source: Doroch Architects)

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 400m². 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)

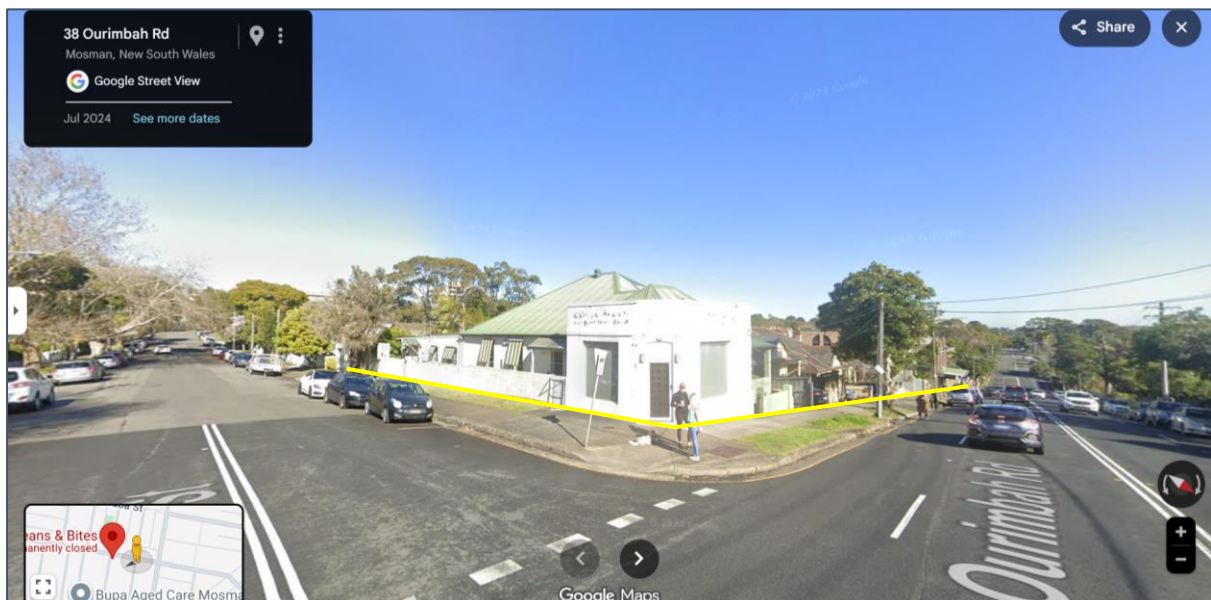


Figure 2.4 – Streetview image from Ourimbah Rd & Bond St intersection, looking south-west (Source: Google Maps)

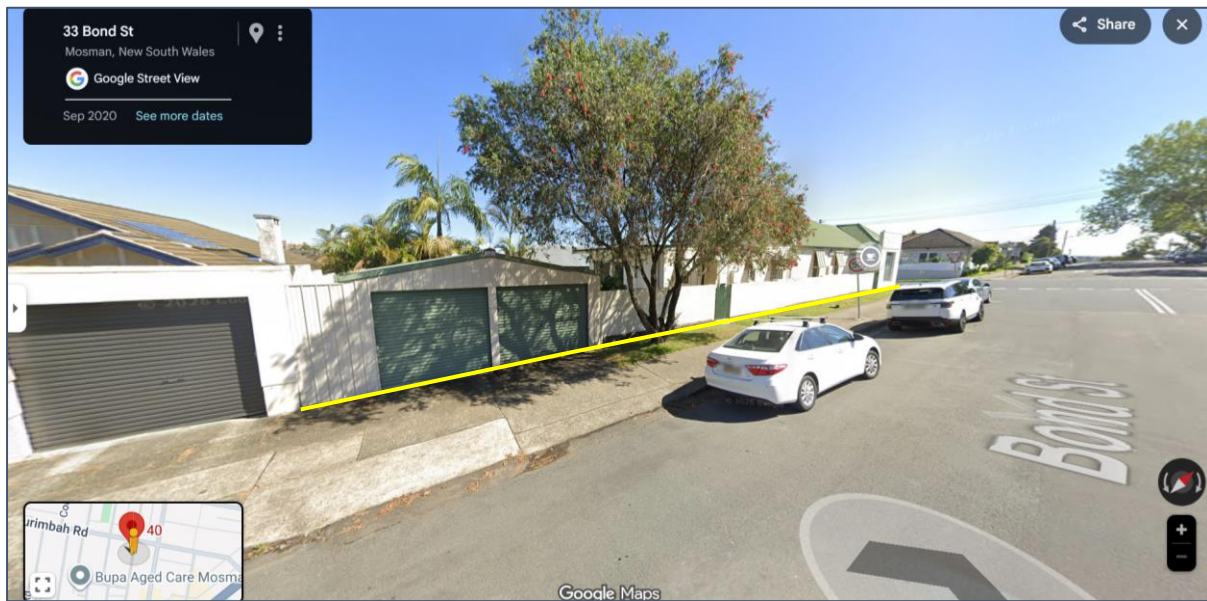


Figure 2.5 – Streetview image from Bond Street site frontage, looking north (Source: Google Maps)

2.2 Planning Context

The site is currently zoned R3 Medium Density Residential under Mosman Local Environmental Plan 2012, as indicated in Figure 2.7; whilst the maximum height of building is 8.5 metres and the maximum floor space ratio (FSR) is 0.7:1, as indicated in Figure 2.7.

Notwithstanding, with the introduction of the Low and Mid-Rise Housing Policy incorporated in Chapter 6 of SEPP (Housing) 2021, the site is now subject to a 22m maximum height of building control and a maximum floor space ratio of 2.2:1, as outlined on the following page, being in a low and mid rise housing inner area.

The SEPP (Housing) 2021 also permits an FSR bonus of 20-30% and a height bonus of 20-30% if providing 10-15% of the gross floor area (GFA) as affordable housing.

The proposed development is therefore permissible in the zone, subject to development consent.

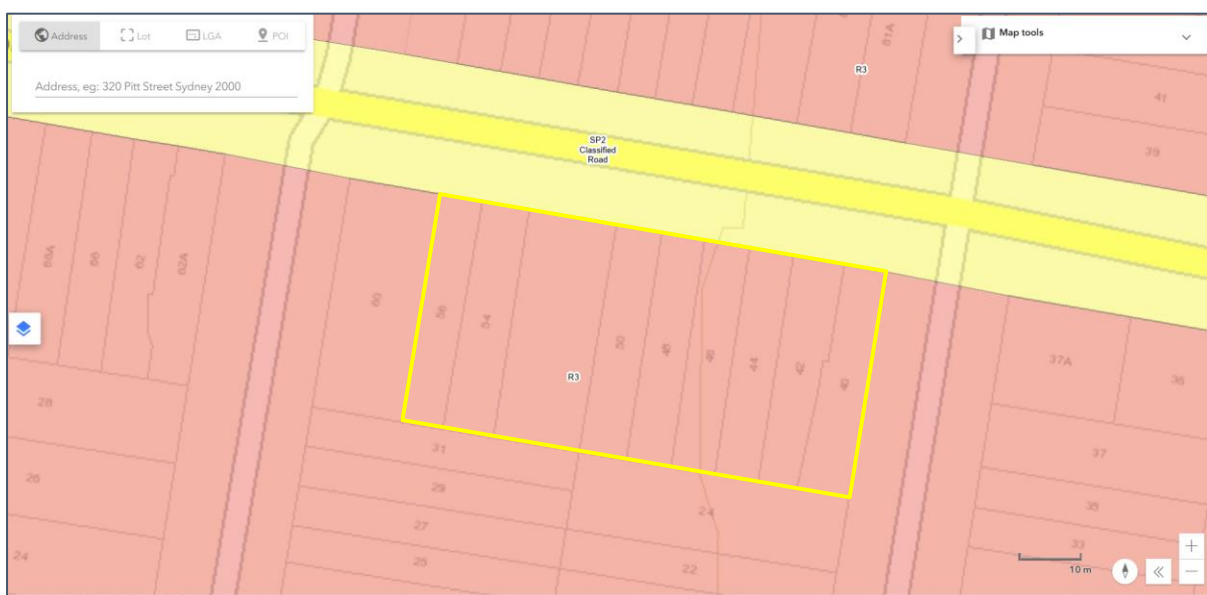


Figure 2.6 – Land Zoning Map (Source: ePlanning Spatial Viewer)

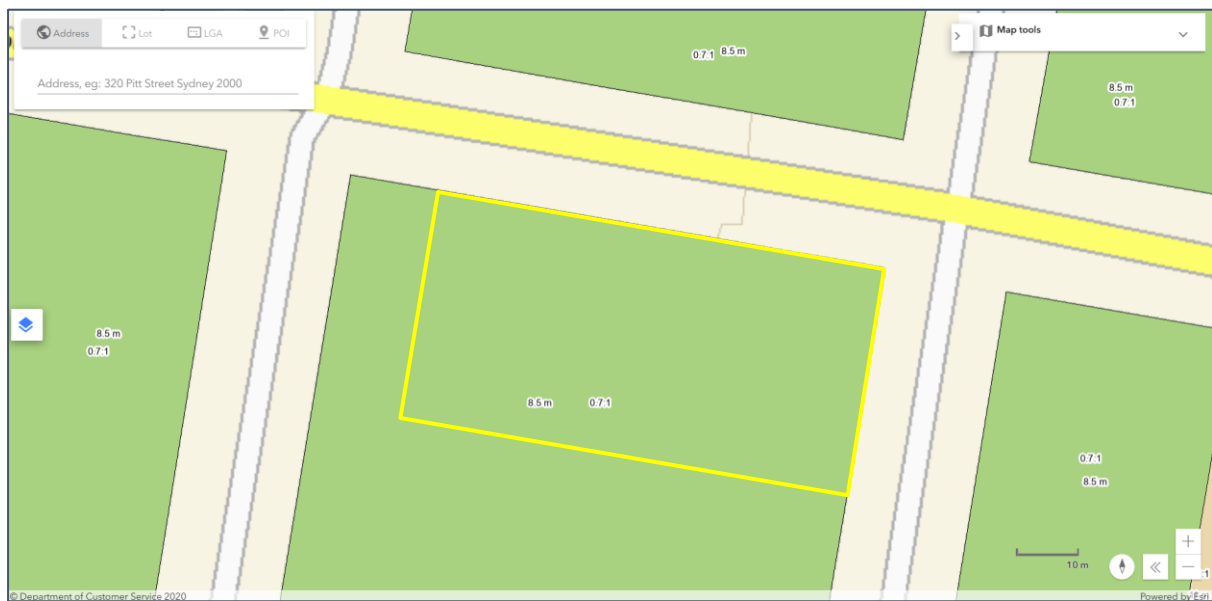


Figure 2.7 – Height of Buildings and Floor Space Ratio Map (Source: ePlanning Spatial Viewer)

180 Non-discretionary development standards—residential flat buildings and shop top housing in Zone R3 or R4

- (1) This section applies to development for the purposes of residential flat buildings or shop top housing on land in a low and mid rise housing area in Zone R3 Medium Density Residential or R4 High Density Residential.
- (2) The following non-discretionary development standards apply in relation to development on land in a low and mid rise housing inner area—
 - (a) a maximum floor space ratio of 2.2:1,
 - (b) for residential flat buildings—a maximum building height of 22m,
 - (c) for a building containing shop top housing—a maximum building height of 24m.

(Source: Chapter 6 of SEPP (Housing) 2021)

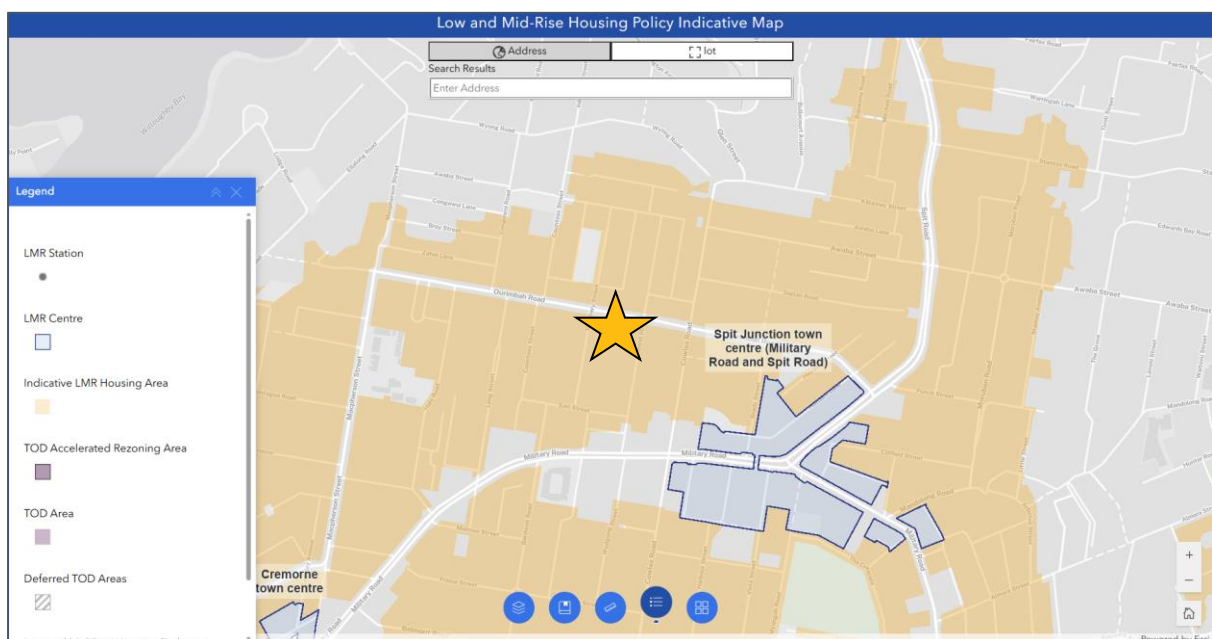


Figure 2.8 – Low & Mid-Rise Housing Map (Source: www.spatialportal.dpie.nsw.gov.au)

2.3 The Sydney Plan

In December 2025, the Department of Planning, Housing and Infrastructure (DPHI) released the Draft Sydney Plan, a 20-year strategic land-use framework that replaces the 2018 Greater Sydney Region Plan and reorients metropolitan planning around housing, jobs, and infrastructure alignment. At its core, the plan seeks to rebalance growth across Sydney by ensuring residents can live closer to employment, services, and public transport, while embedding measurable targets for housing and jobs delivery.



Figure 18: Sydney's employment network

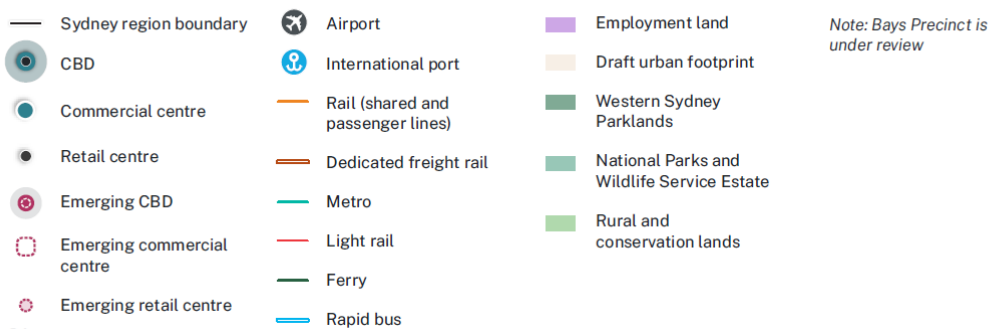


Figure 2.9 – Sydney's employment network (Source: DPHI's Draft The Sydney Plan)

On housing, the plan places strong emphasis on boosting supply, diversity, and affordability, including setting firm local housing targets and expanding low- and mid-rise housing in well-located areas. It promotes a wider mix of dwelling types, mandatory affordable housing contribution schemes, and increased density near transport and centres to improve feasibility and access.

Critically, housing growth is intended to be coordinated with infrastructure and jobs, so that new development occurs in areas with access to services and employment rather than reinforcing long commutes or spatial disadvantage.

A key employment focus is the strengthening of a polycentric network of jobs centres and strategic employment areas, directing job growth into well-located hubs aligned with infrastructure and industry needs. The plan also emphasises protecting and optimising industrial land and mapping future-focused economic precincts to support higher-value jobs. Overall, it aims to increase access to jobs closer to where people live, particularly in outer suburbs, and reduce spatial inequality by targeting a “30-minute city” benchmark for access to employment and services.

On transport, the plan tightly integrates land use with infrastructure delivery, prioritising transport-oriented development (TOD) and aligning housing and employment growth with existing and planned public transport corridors. This includes concentrating density around key transit hubs, sequencing infrastructure ahead of growth, and ensuring communities are serviced by efficient public transport, roads, and services. The overall intent is to shorten commute distances, improve connectivity, and shift more trips to public transport, thereby supporting productivity, liveability, and sustainable urban form.

The proposed residential development aligns closely with the Draft Sydney Plan’s emphasis on accommodating population growth through the delivery of additional housing in well-located areas with access to public transport, employment opportunities, and services. The development supports the creation of more connected and liveable communities by providing higher-density development within an established urban area.

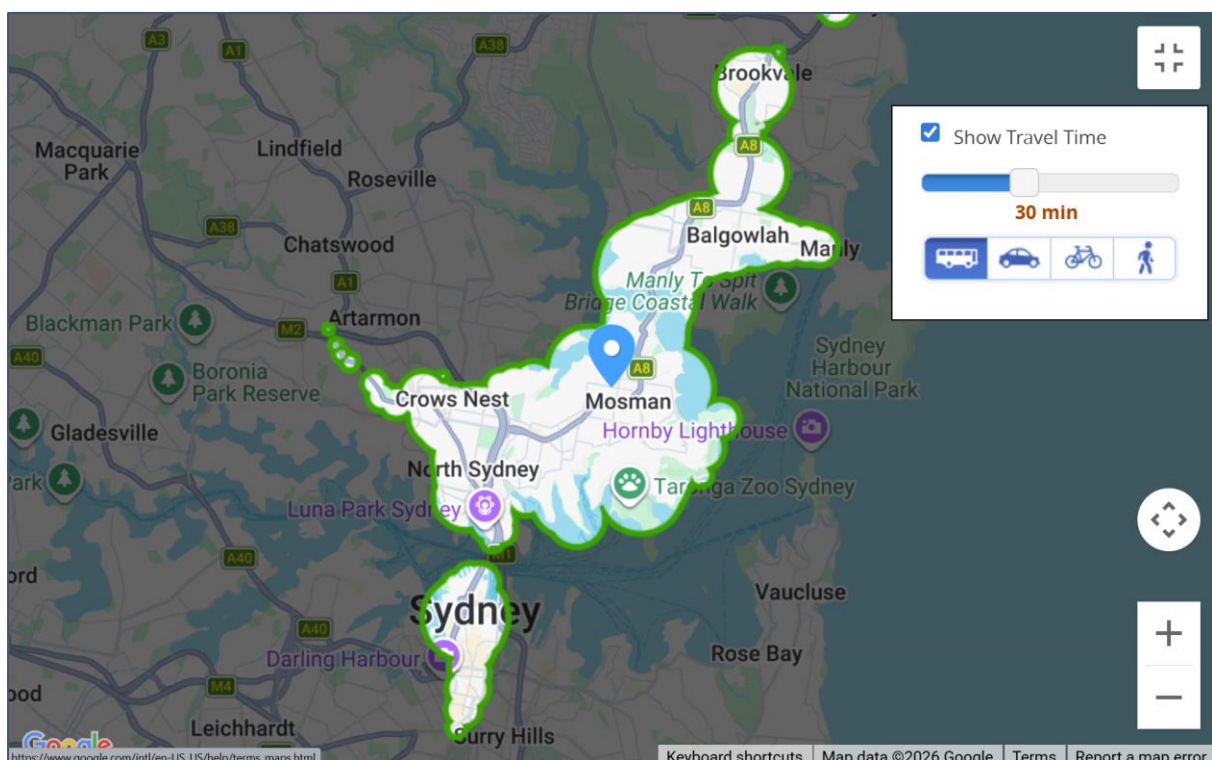


Figure 2.10 – 30-minute public transport map (Source: www.walkscore.com)

The development supports the Plan's objective of delivering mixed use outcomes that integrate residential development with complementary local services in accessible locations, while making efficient use of existing transport infrastructure. In doing so, it contributes to more liveable neighbourhoods that reduce the need for long-distance travel and support day-to-day accessibility for residents.

The proposed residential development on the site thereby satisfies the objectives of the Plan by providing a significant quantum of residential floor area within a 30-minute public transport journey of employment areas including the site, including Brookvale, Manly, Mosman, North Sydney, Crows Nest and Sydney CBD.

2.4 Mosman Masterplan

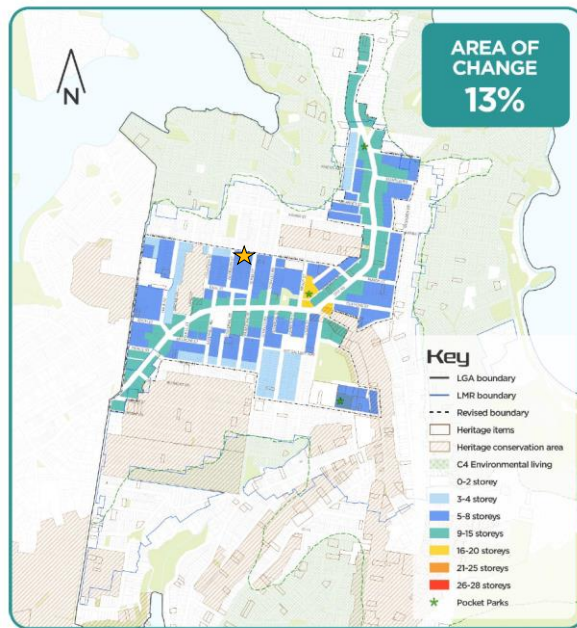
The Mosman Masterplan has been prepared as a strategic, place-based response to the NSW Department of Planning, Housing and Infrastructure (DPHI) Low and Mid-Rise Housing (LMR) reforms, which mandate increased residential density across well-located areas. The State reforms enable a broad range of housing types, including terraces, townhouses and apartment buildings up to approximately six storeys within 800m of centres such as Spit Junction and Cremorne, and override existing local planning controls. These changes are intended to accelerate housing delivery and meet established housing targets, including approximately 500 new dwellings in Mosman by 2029.

In this context, the Masterplan does not reject increased density but instead seeks to manage and redistribute it in a more coordinated and locally appropriate manner. While it is required to achieve at least the same housing capacity as the State-imposed LMR framework, the Masterplan aims to concentrate higher density in key centres and along main corridors, while maintaining lower-scale character in surrounding residential areas. This approach is intended to avoid ad hoc, site-by-site intensification and instead deliver a more structured urban outcome aligned with transport accessibility, activity centres, and existing infrastructure.

The overarching objective of the Masterplan is to balance housing growth with the protection of Mosman's established character, environmental constraints, and infrastructure capacity. In contrast to the State's uniform approach, Council's strategy emphasises place-sensitive planning controls, improved urban design outcomes, and better integration of infrastructure provision, including transport, public domain and services. Accordingly, the Masterplan represents a shift from blanket upzoning toward a more refined precinct-based densification model, which is particularly relevant to development proposals within proximity to strategic centres such as Spit Junction.

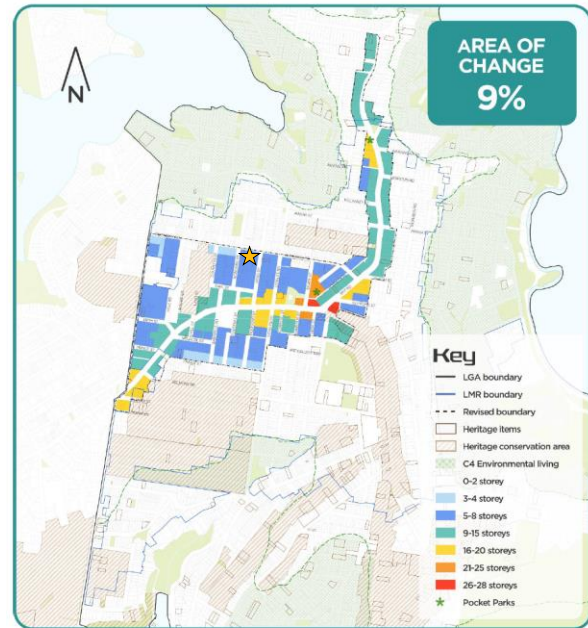
The Masterplan includes two options for density and uplift distribution, as per the maps on the following page, noting that both options indicate 5-8 storeys for the subject site.

Option 1 - Low and wide



A reduced area of change with housing redistributed within and around the local centre. Emphasises more gradual height transitions and a balanced response to surrounding neighborhood character.

Option 2 - High and narrow



A tightly-focused approach that concentrates higher uplift along the Military and Spit Road corridor and at Spit Junction. Concentrating change in a reduced area that leaves more of Mosman untouched.

Figure 2.11 – Mosman Masterplan Density Maps (Source: Mosman Council)

2.5 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 2.12, 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.

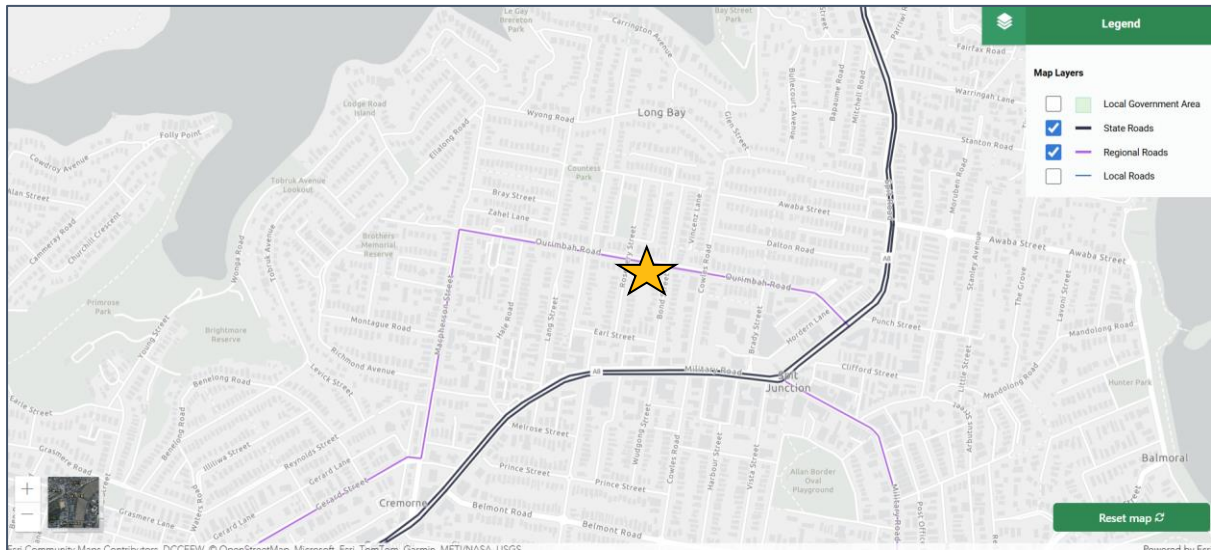


Figure 2.12 – Road Hierarchy (Source: Transport for NSW)

2.6 Existing Traffic Volumes & Queue Lengths

In order to understand the existing traffic volumes on the surrounding road network, peak period traffic surveys were undertaken during the weekday AM & PM road network peak periods on Wednesday 20th May 2026 at the intersection of Ourimbah Road & Bond Street. The results of the surveys are reproduced in Appendix B and summarised below and in Figure 2.13.

- The morning peak “hour” on the day of the survey was 7:45am-8:45am
- The afternoon peak “hour” on the day of the survey was 3:30pm-4:30pm
- Two-way traffic volumes along Ourimbah Road (W leg) were in the order of 2,100 per hour (vph) during the AM road network peak hour, reducing to 1,700 vph during the PM road network peak hour
- Two-way traffic volumes along Bond Street (N leg) were in the order of 60 vph during the AM & PM road network peak hours
- Two-way traffic volumes along Ourimbah Road (E leg) were in the order of 2,100 vph during the AM road network peak hour, reducing to 1,700 vph during the PM road network peak hour
- Two-way traffic volumes along Bond Street (S leg) were in the order of 80 vph during the AM road network peak hour, reducing to 60 vph during the PM road network peak hour
- The vast majority of the time, queues extending along Ourimbah Road did not block Bond Street

- The average time taken for vehicles to turn right:
 - From Ourimbah Road (east) into Bond Street (north) was 2 seconds
 - From Ourimbah Road (west) into Bond Street (south) was 6 seconds
 - From Bond Street (north) into Ourimbah Road (west) was 38 seconds
 - From Bond Street (south) into Ourimbah Road (east) was 19 seconds

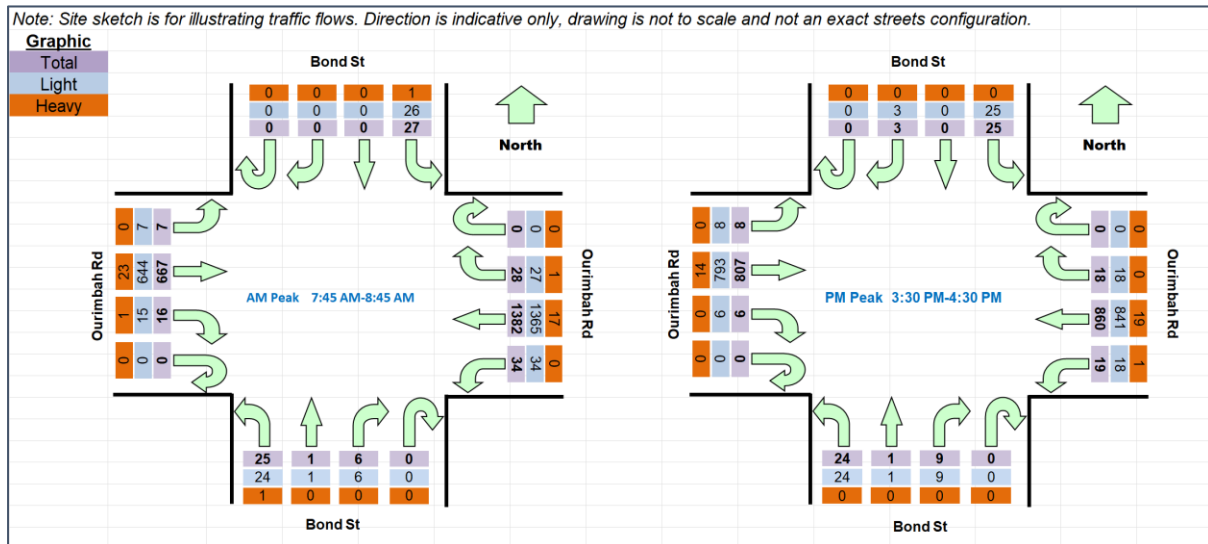


Figure 2.13 – Existing AM/PM Peak Period Traffic Volumes (Source: Trans Traffic Survey)

2.7 Public & Active Transport

The nearby public transport services are shown in Figure 2.14 below.

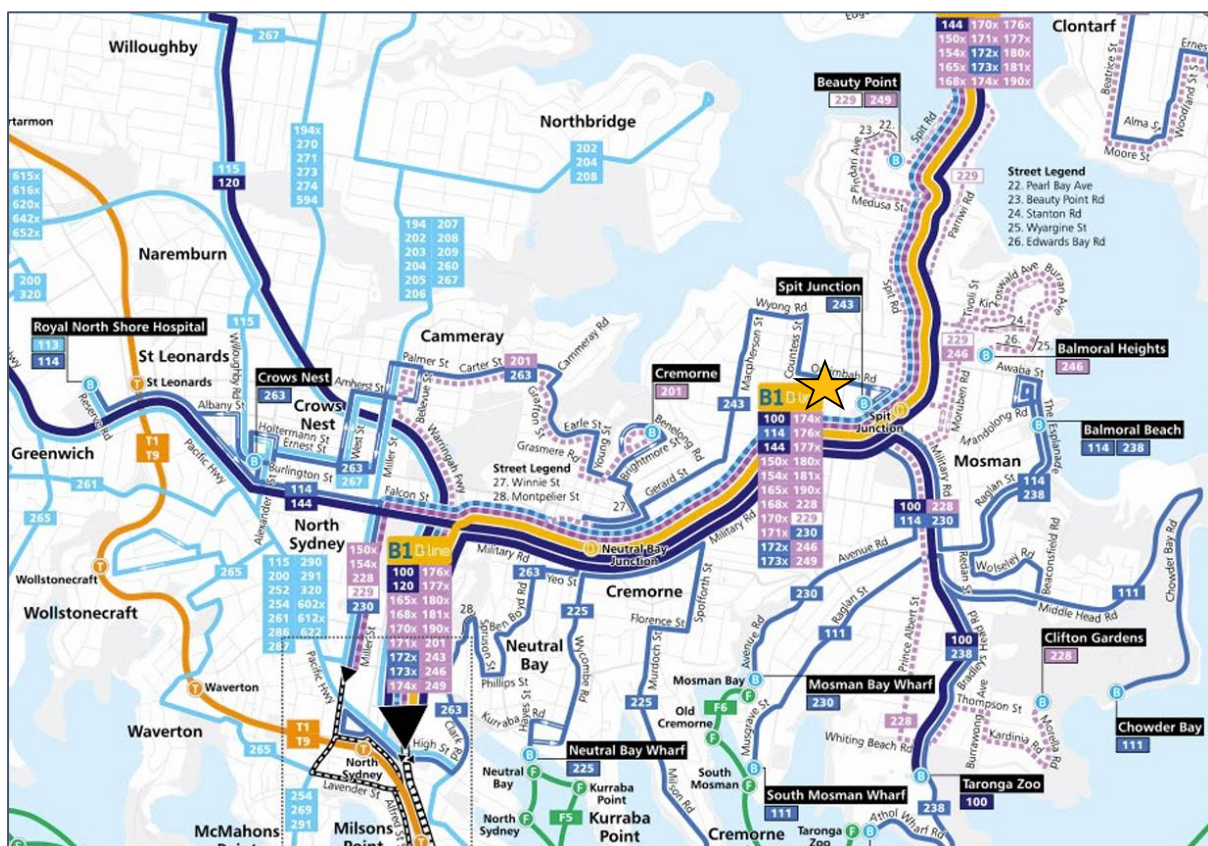


Figure 2.14 – Existing Public Transport Map (Source: Transport for NSW)

Several bus stops are located within 800m radial distance from the site as shown in Figure 2.15. The most up-to-date information regarding public transport services is available on the Transport for NSW website: <https://www.transportnsw.info>.

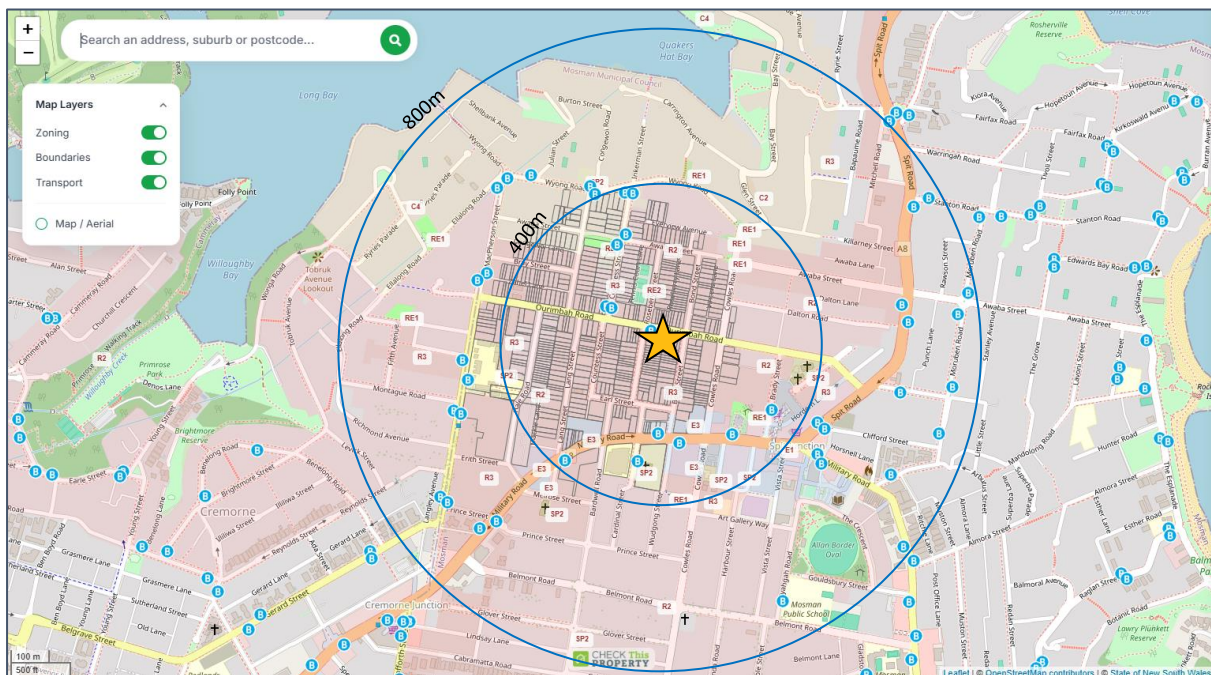


Figure 2.15 – Location map of nearest bus stops (Source: www.checkthisproperty.com.au)

Conveniently, there is an existing bus stop located directly outside the site, at the western end of the Ourimbah Road site frontage which is serviced by Bus Route 243. Bus Route 243 operates daily between City Wynyard and Spit Junction via North Cremorne, with buses arriving every 15 minutes during peak periods, and every 30-40 minutes during off-peak periods.

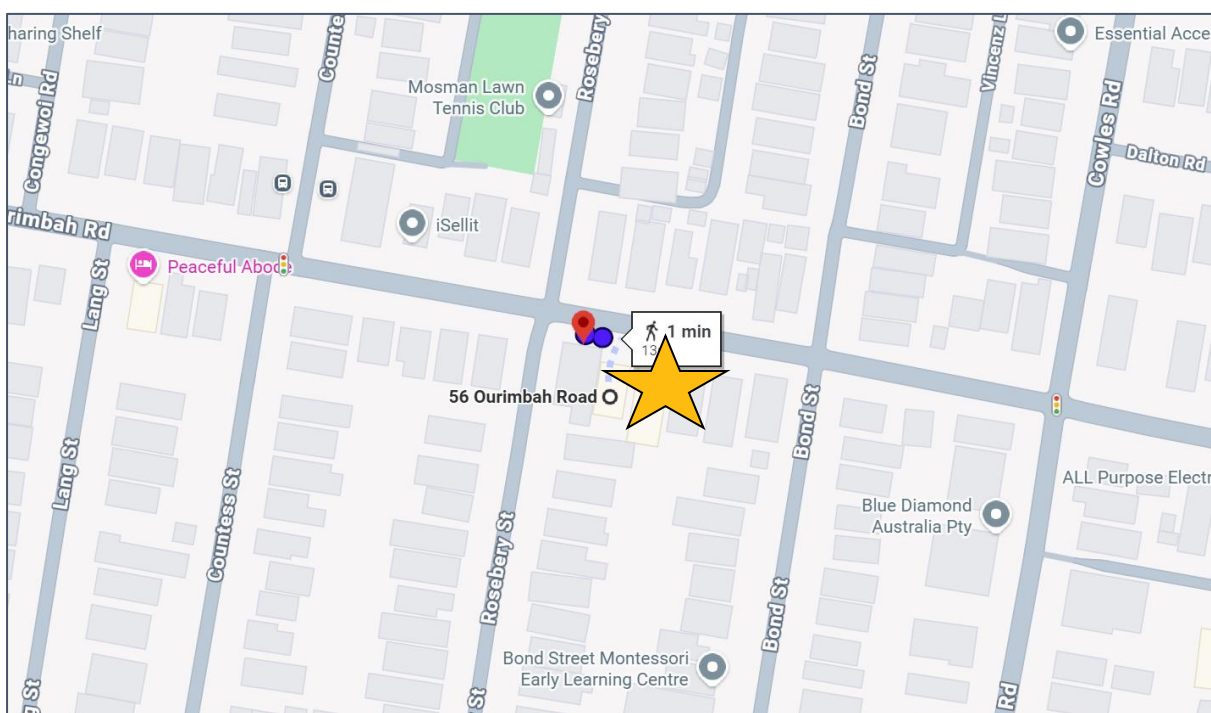


Figure 2.16 – Walking distance to/from the nearest bus stop on Ourimbah Road (Source: Google Maps)

Bus stops are also located on Military Road, approximately 260m (4 minutes walking distance) to/from the site, which is serviced by Bus Routes 100, 114, 144, 229, 230, 246, and 249.

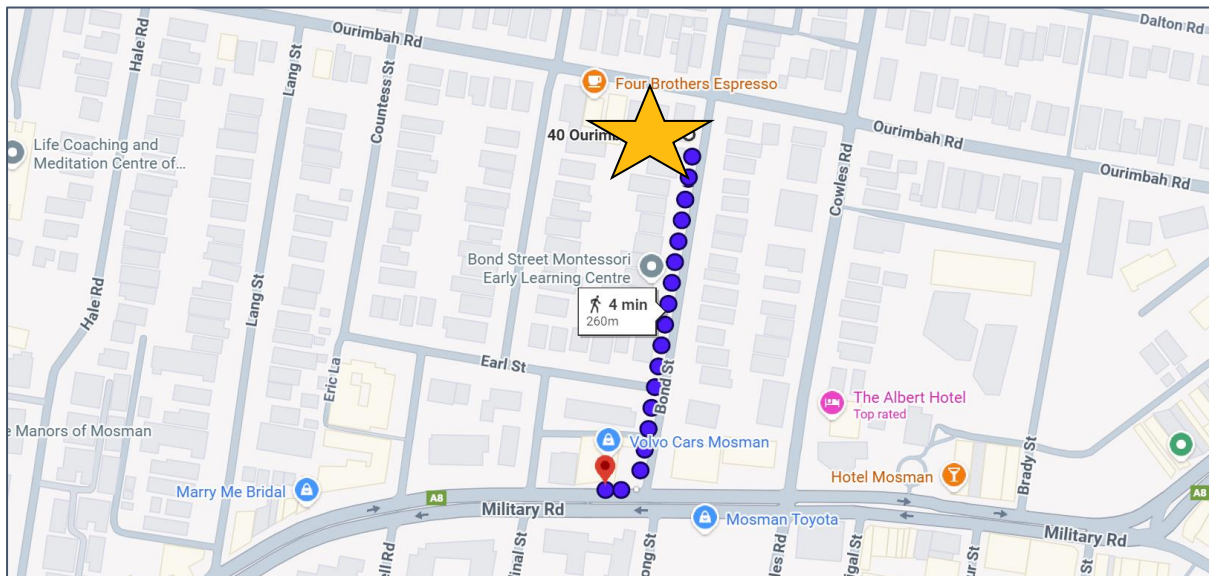


Figure 2.17 – Walking distance to/from the nearest bus stop on Military Road (Source: Google Maps)

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, the proposed development has excellent potential for future residents to utilise buses for key journeys.

In addition, Spit Junction B-Line bus stop is located approximately 650m walking distance to/from the site on Military Road. The B-Line (Route B1) is a high-frequency "turn-up-and-go" bus service connecting Mona Vale and Wynyard Station (Sydney CBD). Operating with a signature fleet of yellow double-decker buses, the route is designed to provide greater capacity, comfort, and reliability for daily commuters. B-Line services operate between 4:30am-12:30am, 7 days per week, every 3 to 5 minutes during peak times and every 10 minutes during off-peak times. Key stops along the route are Mona Vale, Warriewood, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Spit Junction, Mosman, Neutral Bay, and Wynyard.

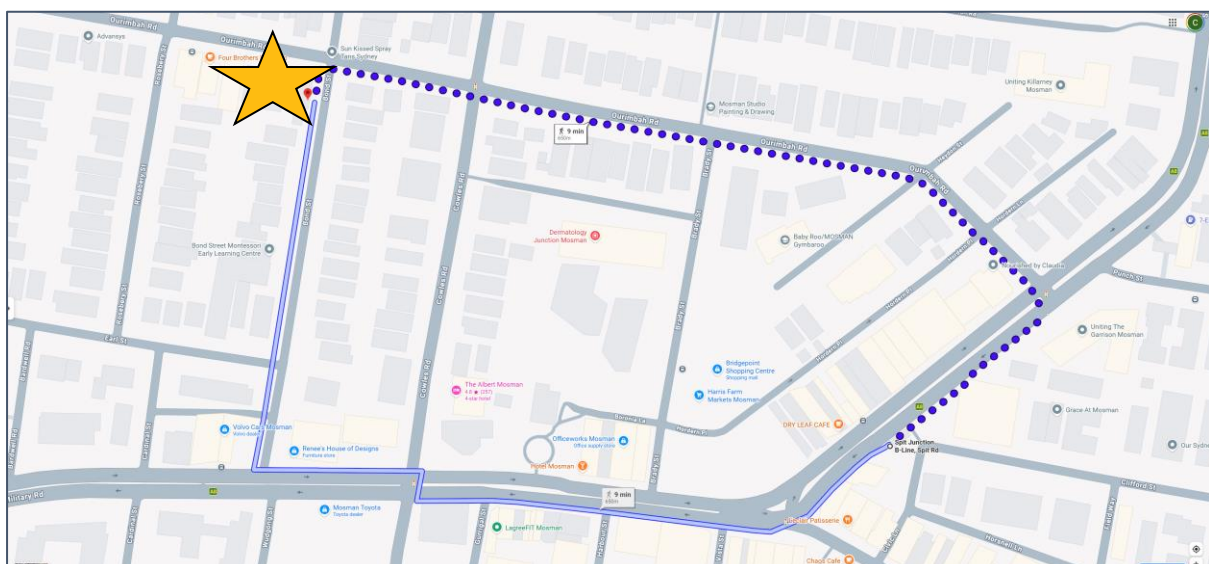


Figure 2.18 – Walking distance to/from Spit Junction B-Line bus stop (Source: Google Maps)

In addition to the public transport services available in the vicinity of the site, there is a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned bus stops. All footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

Furthermore, the existing bicycle network in the vicinity of the site is reproduced in Figure 2.19, which shows there are a number of on-road bicycle routes within the surrounding area, including along Countess Street, Earl Street, and Wyong Road.

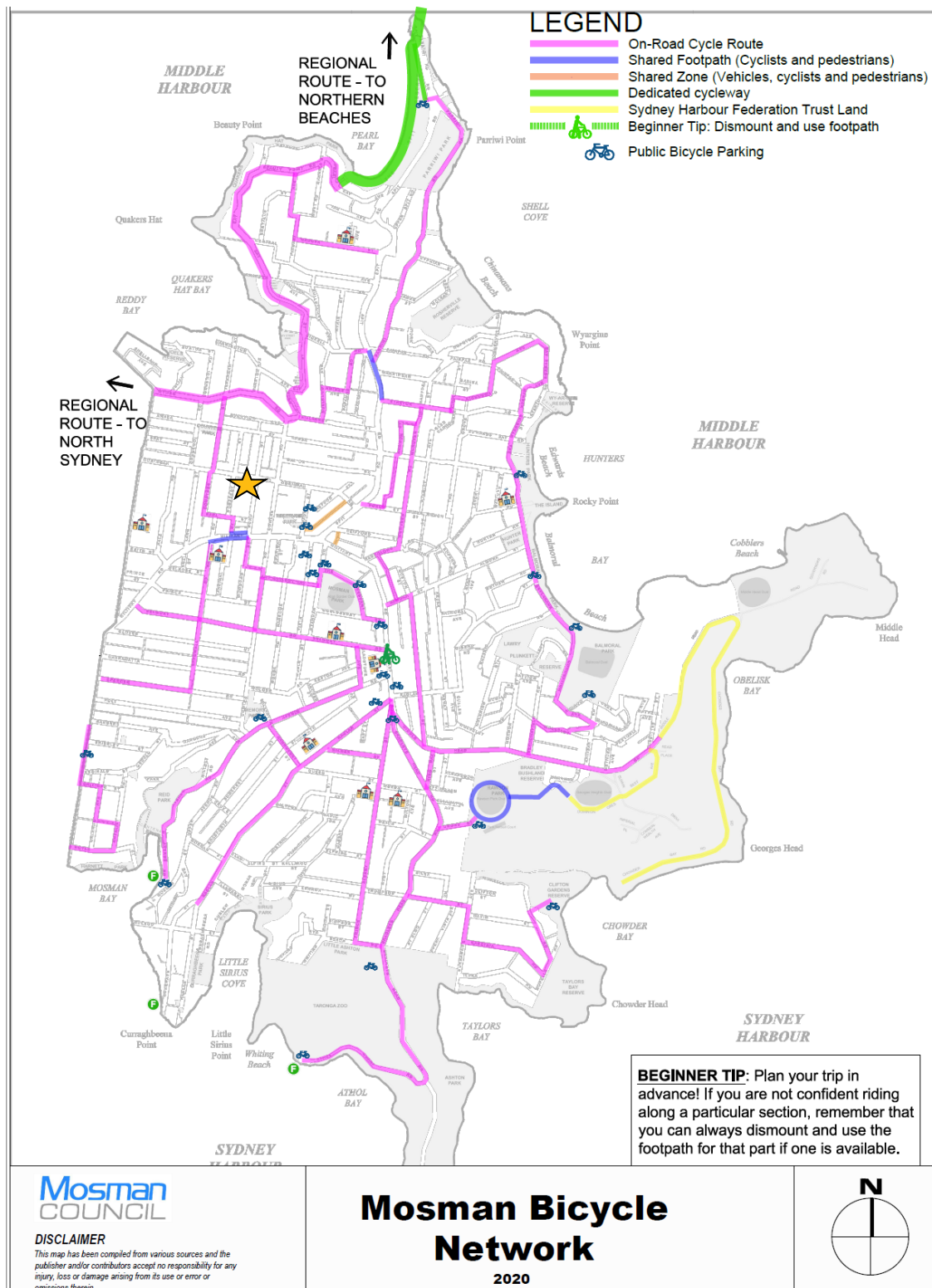


Figure 2.19 – Bicycle Network Map (Source: Mosman Municipal Council)

The *Future Transport Strategy 2061* establishes a long-range vision for New South Wales' transport system, emphasising safe, sustainable, integrated journeys and embedding active modes—walking, cycling and micromobility—into the core of planning and infrastructure. It frames outcomes such as “successful places for communities” and “connecting customers’ whole lives,” and prioritises multi-modal and low-carbon mobility.

Within that overarching strategy, the *Active Transport Strategy* acts as the dedicated arm to deliver walking, cycling and related mobility improvements over a five-year horizon. It draws directly from the Future Transport Strategy, setting targets such as doubling walking and cycling trips over 20 years, rolling out strategic cycleway corridors, enabling 15-minute neighbourhoods, and reassigning road space in favour of pedestrians and cyclists.

2.8 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

2.9 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

2.10 Nearby Crash History

In order to understand the crash history in the immediate vicinity of the site as well as along the transport route, reference is made to www.checkthisproperty.com.au which provides crash data over the last 5 years, based on TfNSW data.

As noted in the map below, there has been four recorded crashes at the Ourimbah Road & Cowles Road intersection over the last 5 years, with another one at the intersection of Ourimbah Road & Countess Street and another at the intersection of Ourimbah Road & Lang Street.

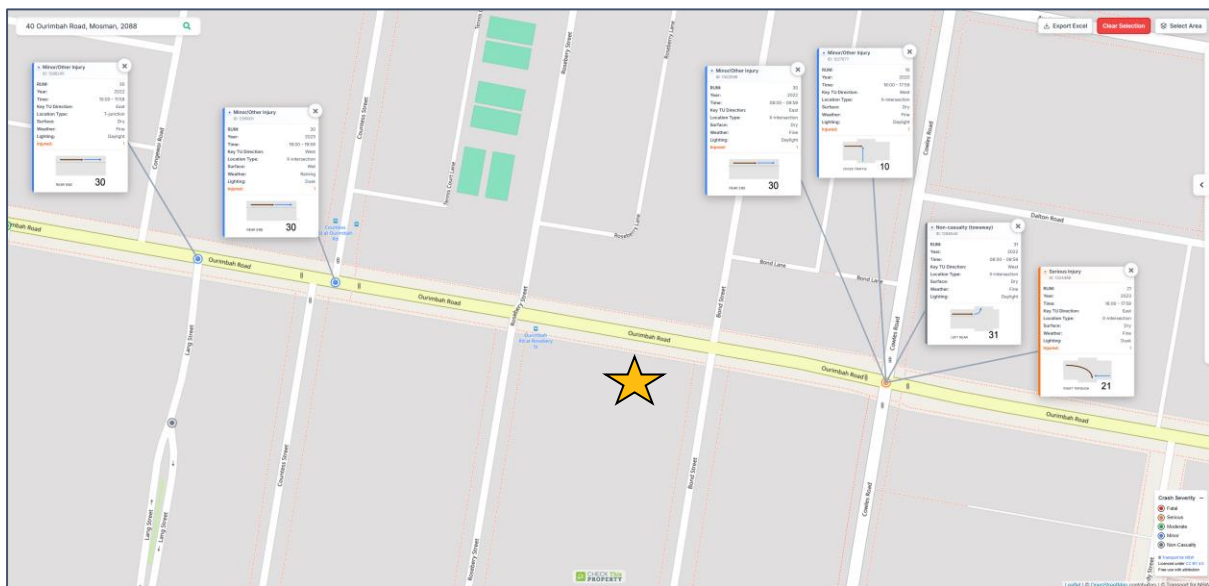


Figure 2.20 – 5-year nearby crash history (Source: www.checkthisproperty.com.au)

In crash history data, a casualty crash is any road traffic collision involving at least one moving vehicle that results in a person being killed or injured. It encompasses all severity levels ranging from minor injuries and hospitalisations to fatalities.

For standardisation across reporting agencies (such as state-based departments or the [Australian Transport Assessment and Planning](#) guidelines), casualty crashes are typically sub-categorised by the highest severity of the injuries sustained:

- **Fatal Crash:** A crash where at least one person dies immediately or within 30 days as a result of injuries sustained in the incident.
- **Serious Injury / Hospitalized Crash:** A crash where at least one person requires admission to a hospital as an inpatient, but no one dies within the 30-day window.
- **Minor / Medical Treatment Crash:** A crash where at least one person sustains injuries requiring medical attention or first aid but does not require hospital admission.

Note that casualty crashes must typically occur on a public road or a road-related area and involve at least one moving motor vehicle. Collisions that only result in vehicle or property damage without any personal injury are categorised as property damage or tow-away.

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	3
	2 Bedroom	8
	3 Bedroom	1
“Market”	1 Bedroom	6
	2 Bedroom	24
	3 Bedroom	21
Total		63



Figure 3.1 –Photomontage of proposed development from Ourimbah Rd & Bond St intersection (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.

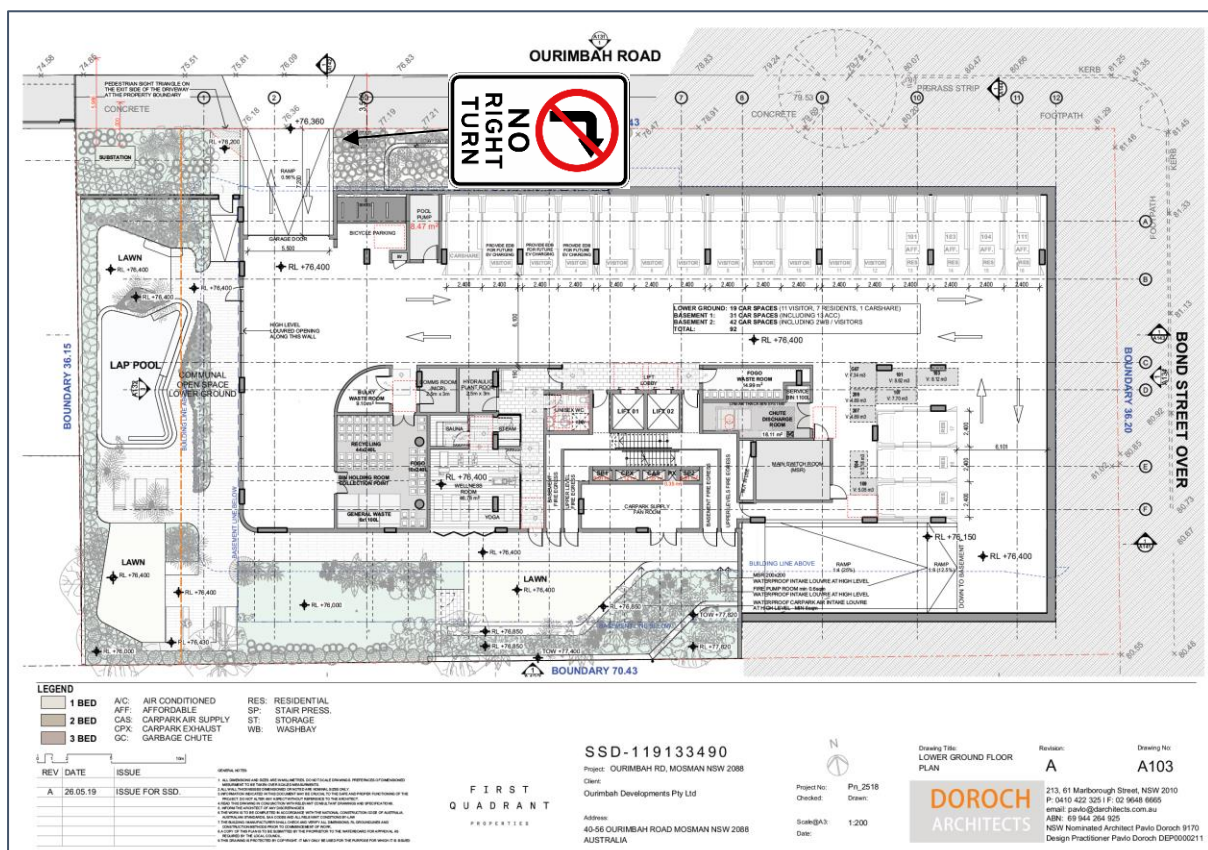


Figure 3.1 – Proposed Lower Ground Floor Level (Source: Doroch Architects)

As noted in the foregoing, Clause 2.119 of the SEPP essentially requires vehicular access to a site to be provided via a road other than a classified road *if a “practicable and safe” alternative is available* – e.g. local side street, rear service lane etc. An extract of Clause 2.119 is reproduced below for context.

2.119 Development with frontage to classified road

(1) *The objectives of this section are—*

- (a) *to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and*
- (b) *to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.*

(2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*

- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

In this instance, however, the local side street, Bond Street, is approximately 4m higher in the south-eastern corner of the site compared to the north-western corner where the site access driveway is proposed on Ourimbah Road.

Whilst a site access driveway located at the southern end of the Bond Street frontage would be considered safe, it is *not* considered practicable, noting Clause 2.119 requires *both* to be satisfied.

With respect to the proposed vehicular access driveway located at the western end of the Ourimbah Road site frontage, the following is noted:

- Ourimbah Road is a Regional Road, it is not a State Road,
- The proposed location of the driveway is close to the lowest point on the site, being approximately 4m lower than the south-eastern corner of the site off Bond Street,
- The requirement to accommodate service vehicles would significantly impact the building design if the driveway was off Bond Street,
- A vehicular access driveway located off the Bond Street frontage and compliant with AS2890.2:2018 gradients for MRV service vehicles would need to be a minimum of approximately 37m in length to get down to the proposed lower ground floor RL – i.e. effectively half the length of the site,

- Bond Street has a 2T Load Limit,
- Any driveway off the Bond Street frontage would likely require removal of the existing street tree,
- The existing bus stop directly outside the site in Ourimbah Road will not be impacted,
- In the hypothetical scenario whereby the subject site did not include No.40 Ourimbah Road – i.e. the corner allotment – the location of the currently proposed driveway would be the obvious choice,
- the proposal involves retaining the existing driveway crossover which currently services existing residential development on the site, noting it would likely be reconstructed,
- compliant sight distances are achieved at the proposed site access driveway,
- the proposed site access driveway sits approximately midway between the Cowles Road and Countess Street traffic signals,
- the proposed site access driveway does not sit opposite other developments which generate a large amount of traffic,
- there is not a heavy and constant flow of pedestrian movement along the footpath,
- the proposed driveway is capable of allowing opposing large cars to enter and exit the site simultaneously via the kerbside lane, in accordance with TfNSW design requirements, thereby minimising potential rear-end conflicts,
- there is an existing driveway crossover located off the Bond Street frontage which will be permanently closed and restored to kerb & gutter, thereby increasing the quantum of publicly accessible on-street parking, and
- additional traffic load is minimised on the local road network.

On that basis, it is therefore considered that the proposed location of the access driveway off Ourimbah Road is both safe *and* practicable. Furthermore, it is also considered that the safety, efficiency and ongoing operation of the classified road, being Ourimbah Road, will not be adversely affected by the development as a result of:

- the design of the vehicular access to the land, and
- the nature, volume or frequency of vehicles using the classified road to gain access to the land.

Accordingly, the proposed site access driveway location directly off Ourimbah Road is supportable on traffic grounds as it will not prejudice the safety or efficiency of the classified road, which is the key test of Clause 2.119 of the SEPP.

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- Transport for NSW's Guide to Transport Impact Assessment 2024 (GTIA)
- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

4.2 Proposed Development Traffic Generation

The proposed development on the site will feature 63 residential units, such that the development is classified as *high density* – i.e. a development containing 20 or more dwellings. In this regard, the GTIA specifies the following trip generation rates for *high density residential dwellings (with high public transport accessibility)*:

Table 5.11. High density residential sample summary

	Sydney	Regional
Weekday rates	Average	Average
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.19	0.53
PM peak hour	0.15	0.32
Daily	1.52	4.57

Notwithstanding the above, for the purposes of sensitivity testing, the RMS Guide's *metropolitan sub-regional centre* peak hour rate of 0.29 trips/dwelling for high density residential dwellings has been applied in this instance.

Based on the RMS trip generation rate, the proposed development is expected to generate 18 vehicle trips per hour (vph) during both the weekday morning and afternoon peak periods, as set out in the table below.

Table 4.1 – Proposed Peak Period Traffic Generation					
Land Use	Quantum	Trip Rate		Traffic Generation*	
		AM	PM	AM	PM
High Density Residential Dwellings (Metropolitan Sub-Regional Centres)	63 units	0.29 trips/unit	0.29 trips/unit	18 vph	18 vph
Total				18 vph	18 vph

* entry/exit combined

4.3 Existing Development Traffic Generation

The existing development on the site is defined by the GTIA as *low density residential dwellings* and *commercial premises*. The GTIA specifies the following peak period trip rates for *low density residential dwellings*:

Table 5.3. Low density residential sample summary (weekday)

Weekday rates	Sydney	Regional
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.68	0.83
PM peak hour	0.77	0.84
Daily	8.12	7.53

With regard to the existing commercial development, GTIA does not provide trip generation rates for general commercial premises, only for *office blocks*, *large format warehousing*, and *business parks*. In for the purposes of this report, the RMS Guide's trip generation rate of 2 trips/100m² GFA for *office and commercial* has been adopted.

Based on the GTIA and RMS trip generation rates, the existing development has a traffic generation potential of 21 vph during the weekday morning peak and 22 vph during the weekday afternoon peak periods, as set out below.

Table 4.2 – Existing Peak Period Traffic Generation					
Land Use	Quantum	Trip Rate		Traffic Generation*	
		AM	PM	AM	PM
Commercial Premises	400 m ²	2 trips/100m ²	2 trips/100m ²	8 vph	8 vph
Low Density Residential Dwellings	8 dwellings	0.68 trips/unit	0.77 trips/unit	5 vph	6 vph
Total				13 vph	14 vph

* entry/exit combined

4.4 Nett Change in Development Traffic Generation

As noted above, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing, approved or permissible uses.

Based on the GTIA and RMS trip generation rates and the aforementioned tables, the proposed development is expected to result in a *nett increase* of just 4-5 vph during the weekday morning and afternoon peak periods, as detailed below.

Table 4.3 – Nett Peak Traffic Generation			
Period	Proposed Peak Trips	Existing Peak Trips	Nett Peak Trips*
AM Peak Hour	+18 vph	-13 vph	+5 vph
PM Peak Hour	+18 vph	-14 vph	+4 vph

* entry/exit combined

The above nett increases in peak period traffic volumes are statistically insignificant and represent 1 additional vehicle trip being generated approximately every 12-15 minutes during the weekday morning and afternoon peak periods.

Furthermore, in the interest of sensitivity testing, the peak traffic movements associated with the existing uses on the site have not been discounted – i.e. all 18 peak trips (as per Table 4.1) have been assumed to be new, or additional, to the surrounding road network.

In terms of associated traffic impacts by service vehicles, including waste trucks, removalist trucks etc, these will typically operate during off-peak periods via the on-site loading bay, particularly noting the waste truck already services the existing residential and commercial uses on the site via the kerbside area. As such, any impact by service vehicles will be minimal, if any.

4.5 Cumulative Impact

For the purposes of this TPAR, a pragmatic approach to cumulative impact is to recognise that the Mosman locality is subject to a combination of background growth and site-specific development uplift. In the absence of a fixed pipeline of committed developments with confirmed traffic generation, the application of a network growth factor provides a reasonable proxy for the aggregate effect of approved, pending and yet-to-be-determined proposals. This allowance reflects both organic traffic growth and the incremental contribution of nearby developments within the 1 km catchment, as per Figure 4.1 below, and is consistent with typical strategic traffic forecasting assumptions adopted in comparable urban assessments.

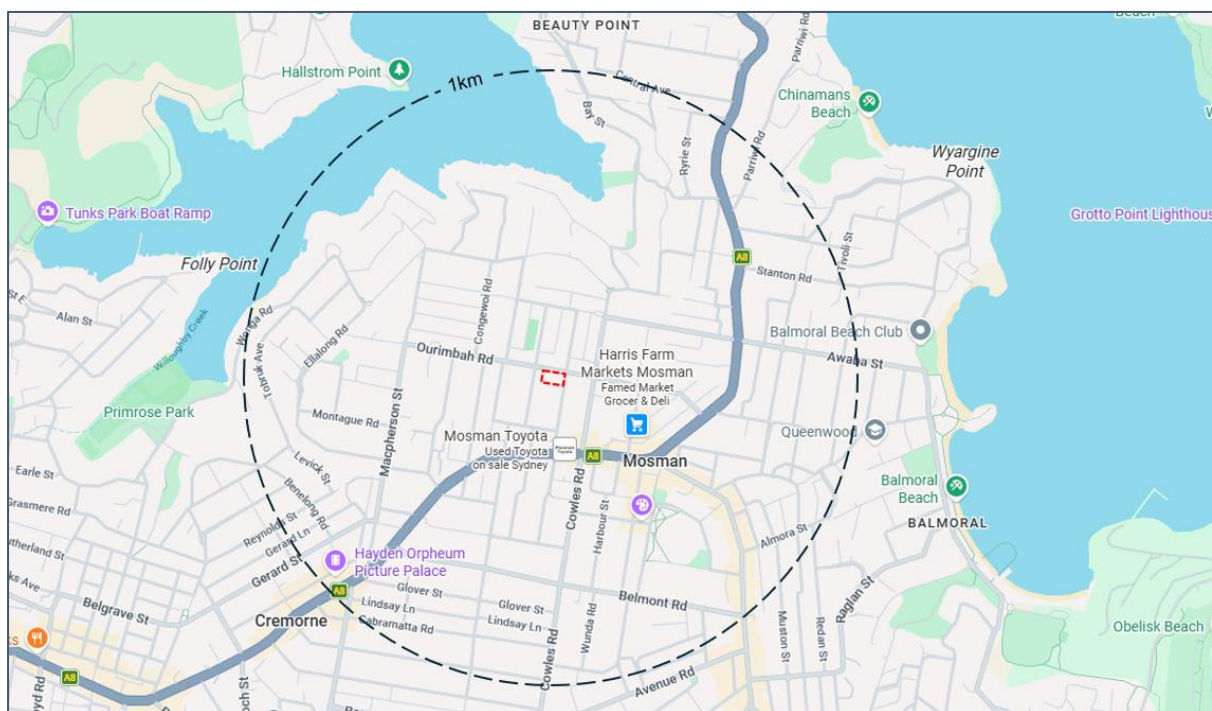


Figure 4.1 – 1km radius catchment around the subject site (Source: GYDE Cumulative Impact Assessment)

Within the surrounding area, a number of developments are understood to be at different stages of the planning pathway, including approved projects awaiting occupation, 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. For the purposes of this assessment, an industry-standard 2% per annum growth rate over a 10-year horizon has been applied which captures not only additional vehicle trips but also these broader network responses, ensuring that the assessment adopts a conservative yet realistic forecast scenario for future year conditions.

During the construction phase, 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. These impacts are typically transient and managed through Construction Traffic Management Plans (CTMPs) required as part of development consents, noting that a Preliminary CTMP has been prepared by CJP under separate cover. 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. Nevertheless, consideration of construction-phase interactions is warranted, particularly in relation to haulage routes, site access co-ordination, and the potential for cumulative temporary disruptions along key corridors.

Overall, the combined effect of completed, approved, and potential developments within the 1km catchment is expected to result in a modest uplift in background traffic conditions over time, rather than a fundamental change in network performance. The application of a compounded and industry-standard 2% annual growth factor over the adopted assessment horizon is therefore considered an appropriate and sufficiently robust method to account for cumulative impacts in both operational and construction contexts, while acknowledging the inherent uncertainty associated with projects at varying stages of the planning and delivery process.

4.6 Road Network Capacity & Traffic Impact – Completed Development

An important consideration in determining the impact of a development proposal on the road network is to assess the effect on traffic efficiency, the objective of which is to maintain the existing level of service. Adverse effects must be identified, and corrective measures designed. The level of service is used as the performance standard and is broken down into six ratings. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom of manoeuvres.

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA 11 program which is widely used by TfNSW and most LGAs for this purpose. TfNSW's criteria for evaluating the results of SIDRA analysis are summarised in the table below.

For the purposes of this assessment, the following scenarios have been modelled using the SIDRA 11 program:

- Existing 2026 Base Case (no development)
- Proposed 2026 (with development)
- Future 2036 Base Case (no development)
- Proposed 2036 (with development)

Table 4.4 – Level of Service Criteria for Intersections (Table 4.2 of RMS Guide)			
Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way & Stop Signs
A	<14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode or major treatment

The SIDRA movements summaries of the Ourimbah Road & Bond Street intersection as well as the proposed site access driveway in Ourimbah Road are reproduced in Appendix C and summarised in Table 4.5 below and Table 4.6 on the following page. In essence, the SIDRA modelling confirms that the intersection is currently operating at Levels of Service A on the approaches and will continue to do so under the proposed development scenario.

Table 4.5 – Summary of SIDRA analysis of the Ourimbah Rd & Bond St intersection								
	Existing 2026 base case (no development)		Proposed 2026 (with development)		Future 2036 base case with background growth only (no development)		Proposed 2036 with background growth (with development)	
	AM	PM	AM	PM	AM	PM	AM	PM
Ourimbah Rd (W)								
LOS	A(B)	A(A)	A(B)	A(A)	F(F)	A(A)	F(F)	A(A)
DOS	0.755	0.217	0.760	0.217	1.146	0.266	1.153	0.266
AVD (sec/veh)	2.8 (17.3)	0.2 (10.0)	2.8 (15.7)	0.2 (8.4)	>70 (>70)	0.3 (11.3)	>70 (>70)	0.2 (9.8)
Bond St (N)								
LOS	A(C)	A(B)	A(C)	A(C)	A(E)	A(C)	A(E)	A(C)
DOS	0.024	0.026	0.024	0.026	0.037	0.046	0.038	0.047
AVD (sec/veh)	7.7 (39.5)	9.0 (28.2)	7.7 (39.9)	9.1 (28.7)	9.9 (65.3)	10.9 (40.1)	10.0 (65.9)	11.0 (40.9)
Ourimbah Rd (E)								
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	C(F)	A(A)	C(F)
DOS	0.383	0.708	0.383	0.713	0.469	1.050	0.470	1.055
AVD (sec/veh)	0.4 (8.6)	1.0 (10.8)	0.4 (8.6)	1.0 (10.8)	0.6 (9.8)	36.5 (>70)	0.6 (9.9)	39.3 (>70)
Bond St (S)								
LOS	B(C)	A(C)	A(C)	A(B)	B(E)	B(C)	B(E)	A(C)
DOS	0.062	0.062	0.062	0.062	0.136	0.113	0.136	0.114
AVD (sec/veh)	14.9 (41.3)	12.3 (28.7)	13.7 (40.8)	10.1 (28.2)	21.8 (69.2)	16.3 (41.0)	20.1 (68.8)	13.4 (40.6)
Overall								
LOS	A	A	A	A	B	A	B	A
DOS	0.755	0.708	0.760	0.713	1.146	1.050	1.153	1.055
AVD (sec/veh)	1.4	1.0	1.3	1.0	23.6	18.8	24.5	20.2

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays
Worst turning movements and respective delays indicated in brackets (sign-controlled intersections only)

Table 4.6 – Summary of SIDRA analysis of the Site access driveway in Ourimbah Rd				
	Proposed 2026 (with development)		Proposed 2036 with background growth (with development)	
	AM	PM	AM	PM
Ourimbah Rd (E)				
LOS	A(A)	A(A)	A(A)	A(A)
DOS	0.358	0.350	0.436	0.425
AVD (sec/veh)	0.0 (7.1)	0.2 (7.1)	0.0 (7.1)	0.3 (7.1)
Site Access Driveway (S)				
LOS	A(B)	A(B)	A(C)	A(C)
DOS	0.034	0.008	0.050	0.012
AVD (sec/veh)	7.8 (20.7)	5.5 (19.2)	12.1 (33.4)	8.9 (31.2)
Ourimbah Rd (W)				
LOS	A(A)	A(A)	A(A)	A(A)
DOS	0.350	0.209	0.426	0.255
AVD (sec/veh)	0.0 (0.0)	0.0 (0.0)	0.0 (0.0)	0.0 (0.0)
Overall				
LOS	A	A	A	A
DOS	0.358	0.350	0.436	0.425
AVD (sec/veh)	0.1	0.1	0.1	0.2

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays
Worst turning movements and respective delays indicated in brackets (sign-controlled intersections only)

In summary, the SIDRA model confirms that the proposed SSDA will have minimal impact on the surrounding road network, with Levels of Service remaining the same and with minimal increases in Average Vehicle Delays. Whilst the 2036 scenario exhibits some impact to intersection, they are as a result of background growth and not this SSDA.

Notwithstanding, consideration could be given to implementing Clearway restrictions along *both* sides of Ourimbah Road during *both* weekday AM & PM peak periods of 6am-10am and 3pm-7pm, respectively, sometime in the future, particularly noting the uplift of the surrounding area which may come to realisation over the next 10 years. This is, however, outside the scope of this SSDA and ultimately a matter for TfNSW and Council.

Accordingly, the proposed development is not expected to result in any unacceptable traffic implications on the surrounding road network, nor in any safety or operational issues. The proposal is therefore supportable on traffic grounds.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The minimum off-street car parking requirements applicable to the affordable and “market” housing developments are specified in the *State Environmental Planning Policy (Housing) 2021, Chapter 2 Affordable housing, Part 2, Division 1 In-fill affordable housing, Clause 22A Requirement to provide car parking*, as set out below.

22A Requirement to provide car parking

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

- (a) the consent authority is satisfied the development will result in—
 - (i) the following number of parking spaces for dwellings used for affordable housing—
 - (A) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,
 - (B) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,
 - (C) for each dwelling containing at least 3 bedrooms—at least 1 parking space, and
 - (ii) the following number of parking spaces for dwellings not used for affordable housing—
 - (A) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,
 - (B) for each dwelling containing 2 bedrooms—at least 1 parking space,
 - (C) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces, or

(b) the consent authority has considered the *Guide to Transport Impact Assessment* published by Transport for NSW on 4 November 2024.

(Source: SEPP (Housing) 2021, Chapter 2, Part 2, Division 1, Clause 22A)

It is noteworthy that the SEPP (Housing) 2021 does not specify car parking rates for visitors.

By way of comparison, and noting the SEPP is the applicable instrument, reference is also made to the off-street car parking requirements outlined in the Mosman Residential DCP 2012, Part 5 Site Planning and Design, Section 5.10 Transport, access and parking, as set out below.

Table—Car parking rates

LAND USE	CAR PARKING REQUIREMENT	NOTE
Residential development:		
Attached dwellings; Dual occupancies; Multi dwelling housing; Residential flat buildings;	1 space per 1 bedroom dwelling 1.5 spaces per 2 bedroom dwelling 2 spaces per 3 or more bedroom dwelling 1 visitor space per 4 dwellings For development less than 200m (actual walking distance) from Spit and Military Roads or ferry wharves: 1 space per 1 bedroom dwelling 1.2 spaces per 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 1 visitor space per 4 dwellings	For the purpose of calculating gross floor area only carparking to meet the requirements of Council (including access to that car parking) is excluded from the calculation. A standard car parking space is 5.5m x 2.4m. If the side boundary of a space is a wall or a fence, or if there are obstructions such as columns which restrict door opening, then 300mm should be added to the width of the space for each side obstructed

(Source: Mosman Residential DCP 2012, Part 5, Section 5.10)

5.2 Car Parking Requirements

Based on the proposal for a residential development, comprising 12 affordable units and 51 market units, the proposed development requires a minimum parking provision of 65 car parking spaces (noting the SEPP does not implicitly specify a rate for visitor parking), as set out in Table 5.1 below. By way of comparison, Mosman DCP 2012 requires the minimum provision of 116.8 spaces.

Table 5.1 – Off-Street Car Parking Requirements						
Use	Affordable/ Market	Quantum	SEPP (Housing) 2021		Mosman DCP 2012	
			Minimum Rate	Minimum Requirement	Minimum Rate	Minimum Requirement
1 Bedroom	Market	6	0.5 spaces / unit	3.0 spaces	1 space / unit	6.0 spaces
2 Bedroom	Market	24	1 space / unit	24.0 spaces	1.5 spaces / unit	36.0 spaces
3 Bedroom	Market	21	1.5 spaces / unit	31.5 spaces	2 spaces / unit	42.0 spaces
1 Bedroom	Affordable	3	0.4 spaces / unit	1.2 spaces	1 space / unit	3.0 spaces
2 Bedroom	Affordable	8	0.5 spaces / unit	4.0 spaces	1.5 spaces / unit	12.0 spaces
3 Bedroom	Affordable	1	1 space / unit	1.0 space	2 spaces / unit	2.0 spaces
Sub-total				64.7 spaces		101.0 spaces
Visitors	-	63	*	-	1 space / 4 units	15.8 spaces
Total				64.7 spaces		116.8 spaces

* Noting the SEPP does not specify car parking rates for visitors

It is worth noting that if a proposal does not satisfy the visitor parking rate specified in the relevant DCP, an alternative planning justification is required. In this regard, it is noted that Development Control Plans are not a matter for consideration in the determination of State Significant Development applications. Notwithstanding this, the proposal has considered both the visitor parking rate identified in the Mosman DCP and the overall parking provision across the development.

Furthermore, Section 22A(b) of the SEPP (Housing) 2021 requires: the consent authority to consider TfNSW's Guide to Transport Impact Assessment (published 4 November 2024), which specifies a visitor parking rate of *1 space per 5 dwellings* in "Category 2" locations. This is the primary consideration for visitor parking which has been met.

5.3 Accessible Parking

Section 5.11 of the Mosman DCP 2012 outlines the requirements for accessible buildings, adaptable and universal housing. Specifically, DCP 2012 requires that for developments comprising 5 or more dwellings, 20% of the total number of dwellings must be designed as adaptable housing, which in turn, require an adaptable/accessible car parking space.

Again, DCPs are not a consideration for SSDAs, noting the ADG remains a standard consideration for residential apartment developments. Notwithstanding, in this instance, the ADG silver level benchmark is also 20%.

Application therefore of the 20% requirement to the total provision of 63 apartments, yields a requirement for 13 adaptable apartments and 13 adaptable/accessible parking spaces.

In response, the proposed development makes provision for 13 accessible parking spaces, all located on basement level 1.

5.4 Proposed Car Parking Provisions

The proposed development makes provision for a total of 92 cars, comprising 78 residential spaces, 13 visitor spaces (including 2 car wash bays) and 1 car share space, thereby satisfying the minimum parking requirements under SEPP (Housing) 2021.

The proposed parking provision of 92 spaces is considered both reasonable and supportable when assessed against the dual planning framework of the SEPP (Housing) 2021 and Mosman DCP 2012, as well as broader state policy directions encouraging sustainable transport outcomes.

Table 5.2 – Off-Street Car Parking Requirements & Provisions					
Use	Affordable/ Market	Quantum	SEPP (Housing) 2021	Mosman DCP 2012	Proposed Provision
			Minimum Requirement	Minimum Requirement	
1 Bedroom	Market	6	3.0 spaces	6.0 spaces	72 spaces
2 Bedroom	Market	24	24.0 spaces	36.0 spaces	
3 Bedroom	Market	21	31.5 spaces	42.0 spaces	
1 Bedroom	Affordable	3	1.2 spaces	3.0 spaces	6 spaces
2 Bedroom	Affordable	8	4.0 spaces	12.0 spaces	
3 Bedroom	Affordable	1	1.0 space	2.0 spaces	
Sub-total			64.7 spaces	101.0 spaces	78 spaces
Visitors	-	63	-	15.8 spaces	13 spaces (inc. 2 carwash bays)
Car share			-	-	1 space
Total			64.7 spaces	116.8 spaces	92 spaces

* Noting the SEPP does not specify car parking rates for visitors

The surplus resident parking capacity provides flexibility to accommodate visitor demand where required, reducing the reliance on dedicated visitor spaces. Accordingly, the proposed visitor parking provision is considered reasonable and appropriate in the context of the development. Furthermore, the proposed provision of 13 visitor spaces satisfies TfNSW's GTIA visitor parking rate of *1 space per 5 dwellings* in "Category 2" locations.

Secondly, the proposed supply represents a balanced and contextual response to the differing statutory and local policy requirements. While the SEPP (Housing) 2021 establishes a minimum provision of 65 spaces—recognising the need to facilitate housing delivery and promote more efficient land use—the Mosman DCP 2012 sets out a higher benchmark of 117 spaces based on traditional car ownership assumptions. The provision of 92 spaces sits approximately midway between these two controls and therefore reflects a considered reconciliation of state and local objectives. Importantly, it exceeds the minimum statutory requirement under the SEPP, ensuring compliance with contemporary housing policy, while still delivering a substantial proportion (approximately 79%) of the DCP rate.

Thirdly, the proposed parking rate aligns with current NSW Department of Planning, Housing and Infrastructure (DPHI) policy directions that seek to reduce car dependency and encourage greater uptake of public transport, walking and cycling. Mosman is a well-established urban area with relatively strong access to bus services connecting to key employment and retail centres, including the Sydney CBD and North Sydney. In this context, providing parking significantly above the SEPP minimum would risk over-supplying parking, potentially inducing additional vehicle ownership and use, which is inconsistent with broader metropolitan transport and sustainability objectives. The proposed provision instead supports a gradual behavioural shift while still accommodating reasonable parking demand.

From a feasibility and marketability perspective, the provision of 92 spaces is also appropriate. It allows for a mix of parking allocations across both affordable and market housing components, ensuring that dwellings remain attractive to a broad cross-section of potential occupants.

Importantly, it avoids the cost and design inefficiencies associated with delivering the full DCP-based parking quantum, which could otherwise increase construction costs, reduce dwelling yield, or compromise building design outcomes. By optimising the parking supply, the proposal supports the economic viability of the development while still delivering a high-quality residential outcome and minimising impacts to the existing provision of on-street parking for neighbours.

On this basis, the proposed parking provision is considered appropriate and supportable for the subject SSDA.

5.5 Electric Vehicle Parking

Council's Residential DCP 2012 also sets out the design requirements for electric vehicle charging points in new development, as set out below.

O4A. To encourage and support the use of electronic vehicles.	P7A. The design of car parking areas in new residential, mixed use and non-residential developments must include provision of electric vehicle charging infrastructure. It is recommended this be achieved by: i) Providing at least one Type 2 EV charging unit for each dwelling that is allocated a car parking space, ii) For non-residential development, providing a minimum of one Type 2 EV charging unit per 10 car parking spaces. Alternatively, a power connection point must be provided in close proximity to each car parking space that will allow for the simple installation of a Type 2 EV charger in the future. For mixed use and non-residential developments, the use of shared facilities may be considered.
---	---

(Source: Mosman Residential DCP 2012, Part 5, Section 5.10)

In this regard, all charging point locations will be identified on the Construction Certificate plans should the development receive approval.

5.6 Bicycle & Motorcycle Parking

The off-street bicycle and motorcycle parking rates applicable to the development proposal are specified in the Mosman Residential DCP 2012, Part 5 Site Planning and Design, Section 5.10 Transport, access and parking, as set out below.

Land use	Rate
Residential (multiple dwellings)	1 space per 4 dwellings

P13. Motorcycle parking should be provided at the minimum rate of 1 motorcycle space per 25 car parking spaces.

P14. Motorcycle parking spaces are to have dimensions of 1.2m x 2.5m.

(Source: Mosman Residential DCP 2012, Part 5, Section 5.10)

Accordingly, based on the proposal for 63 residential units and 92 car parking spaces, the proposed development requires the provision of 16 bicycle spaces and 4 motorcycle spaces. That requirement is satisfied by the proposed provision of 16 bicycle spaces located on the lower ground floor and basement level 1 parking areas, along with 4 motorcycle spaces located on basement level 2.

6. Design Assessment

6.1 Applicable Design Standards

The following design standards have been used as the basis for compliance with respect to the vehicular access, parking and loading requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the vehicular access, parking and loading areas have been designed in accordance with the above Australian Standards, it is expected that a condition of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current SSDA design can therefore be addressed at the CC stage.

6.2 Vehicular Access & Circulation Design

The following key compliances with the AS2890 series are noted with respect to the vehicular access design and circulation system:

- a 9m wide combined entry/exit driveway off the Ourimbah Road site frontage which tapers to 6m wide at the property boundary, in accordance with “Category 2” requirements
- driveway located outside of the 6m “prohibited” tangent point of an intersection
- the first 6m within the property boundary @ maximum grade of 5% (1:20)
- 2.5m x 2.0m pedestrian sight triangle on the exit side of the driveway at the property boundary
- 6.1m (inc. kerbs) two-way entry ramp to LG
- 6.1m wide parking aisles within LG
- top and bottom 2m entry and internal ramp transitions @ 12.5% (1:8) to suit light vehicles
- maximum internal ramp gradients @ 25% (1:4) to suit light vehicles
- 6.1m (inc. kerbs) two-way internal ramps on LG-B1 & B1-B2
- 5.8m/6.1m wide parking aisles within B1 & B2
- minimum 1m “aisle extension” at the dead-end aisle in B2
- 3.5m overhead clearance provided throughout LG vehicular circulation system to suit service vehicles including the private contractor waste truck
- minimum 2.2m overhead clearance provided throughout B1 & B2 vehicular circulation system to suit light vehicles

Further, the vehicular access and internal circulation arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to circulate through the three-level parking area without difficulty, pass other vehicles, and to enter and exit the site in a forward direction at all times. Swept turn path diagrams are reproduced in Appendix D.

6.3 Parking Design

The following key compliances with the AS2890 series are noted with respect to the parking area design:

- 5.4m long x 2.4m wide car parking spaces for residents and visitors, in accordance with User Class 1A requirements
- 5.4m long x 2.4m wide accessible car parking spaces *plus* 5.4m long x 2.4m wide “shared areas”, in accordance with AS2890.6
- minimum 2.5m overhead clearance provided above accessible parking spaces and adjacent shared areas
- minimum 2.2m overhead clearance provided above all other car parking spaces
- columns in parking areas generally located ~750mm back from the edge of the parking aisles
- additional 300mm width for parking spaces adjoining walls
- no obstructions within the “design envelope” of any car parking spaces and loading bay
- motorcycle and bicycle parking areas designed in accordance with AS2890
- all vehicles are able to enter and exit the site in a forward direction at all times

Additionally, a sample of parking spaces have also been tested using the B85 design vehicle, as specified in AS2890.1, confirming that they are easily accessible. Swept turn path diagrams are also reproduced in Appendix D.

6.4 Loading & Servicing Design

The proposed development is expected to be serviced by a variety of commercial vehicles, ranging from courier vans and tradesmen utes, small rigid grocery delivery trucks (SRV), and the waste truck. A dedicated loading bay is therefore proposed to be located on the lower ground floor level, directly opposite the vehicular entry point.

The following key compliances with the AS2890 series are noted with respect to the loading and servicing area design:

- maximum entry ramp gradient @ 5% (1:20) to accommodate service vehicles
- 6.1m (inc. kerbs) two-way entry ramp to LG
- 6.1m wide parking aisles within LG
- 3.5m overhead clearance within the LG internal loading bay and manoeuvring area to accommodate service vehicles, including the private contractor waste truck
- Sufficient area provided at the rear of the loading bay for the loading/unloading of the truck
- all vehicles are able to enter and exit the site in a forward direction at all times

In this regard, the vehicular access driveway, loading bay, overhead clearance and manoeuvring area have been designed to accommodate the swept turn path requirements of an 8.8m long medium rigid truck (MRV), albeit with a 3.5m overhead clearance, typical of many garbage trucks. An information sheet on the private contractor garbage truck, including the vehicle’s specifications, is reproduced in the extract on the following page.

A swept turn path of an 8.8m long MRV has also been prepared, demonstrating the ability for the truck to enter and exit the site in a forward direction, and access the loading bay located on the lower ground floor parking area.



Figure 6.1 – Typical waste truck dimensions (Source: www.sita.com.au)

7. Green Travel Initiatives to Promote Sustainable Transport

The proposed development can significantly contribute to a greener, healthier, and more sustainable community while simultaneously reducing its environmental footprint through the implementation of this Green Travel Plan. The following specific actions have been identified to aid in achieving the targets outlined in the preceding section:

7.1 Compliance with Parking Provisions

It is important to highlight that the parking provisions designated for residents and visitors of the residential development need to be complied with, through the parking spaces to be provided by the proposed development. This ensures that there will be adequate parking for the expected users.

7.2 Installation of Public Transport Routes

Given the site's proximity to public bus transport, public transport maps are planned to be installed on the development site prior to occupation of the development. This will provide valuable information to the residents and visitors, enhancing their accessibility to these convenient transportation choices.

7.3 Installation of Bicycle Network Maps

The installation of bicycle network maps aims to provide residents and visitors with essential information about local cycling routes and infrastructure. This initiative contributes to the promotion of environment-friendly travel options and encourages the use of bicycles as a sustainable mode of transportation. The broader green travel plan emphasises reducing carbon emissions, alleviating traffic congestion, and promoting a healthier and more eco-friendly community.

7.4 Preparation of a Transport Access Guide

In addition to the installation of on-site public transport and bicycle network maps, the recommendation for a Transport Access Guide is a valuable addition to the sustainable travel initiatives. This guide will serve as an informative resource on how to reach the site using low-energy forms of transport, such as public transport, walking, or cycling. The Transport Access Guide can take the form of a convenient map printed on the back of business cards or included with invitations. It will be distributed to guests and visitors, offering practical and accessible information to promote eco-friendly transportation choices and enhance the overall green travel experience.

Additionally, TAGs can be posted on noticeboards, front entrances, websites, social media, and other relevant platforms to ensure widespread accessibility and visibility, maximising their effectiveness in facilitating sustainable travel options.

7.5 Promotion of Carpooling/Ridesharing and Car Sharing

To reduce road congestion and promote sustainable transportation, this Green Travel Plan promotes carpooling and ridesharing through various initiatives. This may include designating carpool parking spaces for the residents, forming partnerships with ridesharing services to provide incentives, and developing a digital platform to connect users and foster a community of ridesharers. These efforts aim to decrease the number of vehicles on the road and encourage more efficient and environmentally conscious transportation options.

Additionally, this GTP emphasises the promotion of car sharing. This may involve providing information on designated parking spaces for car sharing, making it more convenient for the residents and visitors to share rides.

7.6 Adoption of Electric Vehicles

To reduce greenhouse gas emissions by promoting electric vehicle (EV) adoption, the green transportation initiative proposes several measures. This includes installing EV charging stations in the development's parking areas for convenient access, reserving preferred parking spots for EVs to incentivise adoption, and providing comprehensive information about local EV incentives to empower individuals in making informed transportation choices. These efforts aim to encourage widespread EV adoption, thereby contributing to emissions reduction and fostering a more sustainable transportation ecosystem.

7.7 Monitoring and Review of Green Travel Plan

To ensure the plan's ongoing effectiveness, regular evaluations should be conducted by the nominated GTP coordinator, allowing for the adjustment of strategies as necessary. Data collection is a key component, involving the tracking of transportation modes utilised by the residents and visitors.

Furthermore, the plan should focus on reviewing the tangible reductions in vehicle trips, fuel consumption, and emissions achieved through its implementation. It is crucial to promote transparency and accountability by publishing annual reports that highlight the plan's progress and its overall impact. This systematic approach to monitoring and reporting not only helps in gauging the plan's success but also allows for the fine-tuning of strategies to further enhance sustainable transportation practices and contribute to a greener, more eco-friendly environment.

8. Mitigation Measures

A range of potential traffic and parking impacts associated with both the construction and operational phases of the proposed development have been identified through this assessment. To ensure that these impacts are appropriately managed and maintained within acceptable levels, a series of mitigation measures have been developed in accordance with relevant guidelines and best practice traffic engineering principles.

These measures are summarised in Tables 8.1 & 8.2 and address key issues including construction traffic management, parking demand, site access design, road safety, and the interaction between vehicles, pedestrians, and cyclists.

Table 8.1 – Proposed Mitigation Measures		
Impact	Recommended Mitigation Measures	Residual Impact
CONSTRUCTION PHASE		
Increased heavy vehicle movements transporting materials and equipment	Prepare and implement a Construction Traffic Management Plan (CTMP) identifying approved haulage routes, delivery times, and vehicle types. Coordinate with road authorities where required.	Temporary increase in heavy vehicle traffic but manageable within the surrounding road network.
Construction worker vehicle parking impacting local streets	Provide designated on-site worker parking where feasible or require workers to use nearby commercial parking or public transport. Restrict on-street parking through site management procedures.	Minor temporary parking demand on surrounding streets may occur but generally manageable.
Traffic disruption during delivery of oversized construction materials	Schedule large deliveries outside peak traffic periods and coordinate with traffic controllers where required.	Short-term disruption limited to delivery periods.
Temporary lane closures or reduced road capacity during construction works	Implement temporary traffic control plans in accordance with relevant traffic management guidelines. Provide advance signage and notify authorities prior to any lane closures.	Short-term reduction in road capacity with minimal network impact if properly managed.
Increased pedestrian safety risk around the construction site	Provide temporary pedestrian barriers, clear walkways, signage, and lighting. Implement controlled crossings where necessary.	Pedestrian movements maintained safely around site perimeter.
Queuing of construction vehicles waiting to enter site	Manage site access through booking systems and staging areas to prevent vehicles waiting on the public road network.	Low likelihood of queue spillback onto surrounding roads.
Conflict between construction vehicles and cyclists	Install temporary signage and ensure construction vehicles follow designated access routes. Provide cyclist awareness training for drivers where feasible.	Minimal conflict expected with appropriate controls.
Mud or debris tracked onto surrounding roads	Install wheel-wash facilities and implement regular street sweeping where required.	Minor short-term cleanliness issues managed through site maintenance.
Reduced visibility at temporary site access points	Maintain adequate sight distance at temporary driveways and use traffic controllers during peak construction periods if required.	Safe entry and exit for construction vehicles maintained.
Noise and disturbance associated with construction traffic	Schedule heavy vehicle movements during standard construction hours and minimise early morning or late evening deliveries.	Temporary disturbance limited to construction period.
Increased demand for parking associated with residential use	Provide on-site parking in accordance with planning controls and ensure appropriate allocation between residential, visitor, and retail uses. Implement parking management strategies if required.	Parking demand largely accommodated on-site with limited spillover.

Table 8.2 – Proposed Mitigation Measures

Impact	Recommended Mitigation Measures	Residual Impact
DESIGN/OPERATIONAL PHASE		
Increased traffic generation from residential use	Design site access and internal circulation to relevant road authority standards and ensure surrounding intersections operate within acceptable capacity based on traffic modelling.	Moderate increase in traffic volumes but within acceptable network performance.
Increased turning movements at site driveway	Provide appropriate driveway width, sight distance, and turning radii to accommodate expected vehicle movements safely.	Safe ingress and egress maintained with minimal disruption to through traffic.
Potential driveway queuing affecting the public road network	Provide sufficient internal queuing space between the driveway and parking access control devices (e.g., boom gates).	Low risk of queues extending onto public roads.
Conflict between vehicles entering/exiting and pedestrians along the frontage	Install pedestrian priority treatments such as raised driveway crossings, warning signage, and adequate lighting.	Pedestrian safety maintained with low conflict risk.
On-street parking pressure from visitors	Provide visitor parking and encourage use of nearby public transport services and active transport modes.	Minor increase in on-street parking demand may occur but typically manageable.
Delivery & service vehicle movements	Provide a dedicated loading dock or loading bay designed to accommodate expected service vehicles and ensure safe maneuvering.	Servicing activity occurs with minimal impact on surrounding traffic.
Waste collection vehicle access	Design waste collection areas to accommodate service vehicle swept paths and minimise reversing movements onto public roads.	Waste servicing conducted safely and efficiently.
Increased pedestrian activity along site frontage	Provide wide footpaths, safe driveway crossings, and adequate lighting to accommodate increased pedestrian volumes.	Improved pedestrian environment offsets increased activity.
Bicycle access and parking demand	Provide secure bicycle parking for residents and short-stay bicycle parking for retail patrons in accordance with relevant guidelines.	Supports alternative transport modes and reduces vehicle demand.
Potential conflict between vehicles within internal car park areas	Provide clear line marking, signage, and appropriate ramp gradients and sight distances.	Safe internal circulation achieved.
Reduced road safety due to increased activity near the development	Implement appropriate signage, lighting, and pavement marking near the site access.	Overall road safety maintained at acceptable levels.

The implementation of the mitigation measures outlined in Tables 8.1 & 8.2 will ensure that the traffic and parking impacts associated with the proposed development are effectively minimised. Subject to these measures, the surrounding road network is expected to continue to operate within acceptable performance thresholds, and safe and efficient access to and from the site will be maintained. Overall, the development is considered supportable from a traffic and parking perspective.

9. Conclusion

In summary, this TPAR 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, comprising a total of 63 residential units above a two-level basement and lower ground parking area for 92 cars, 4 motorcycles, and 16 bicycles.

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.

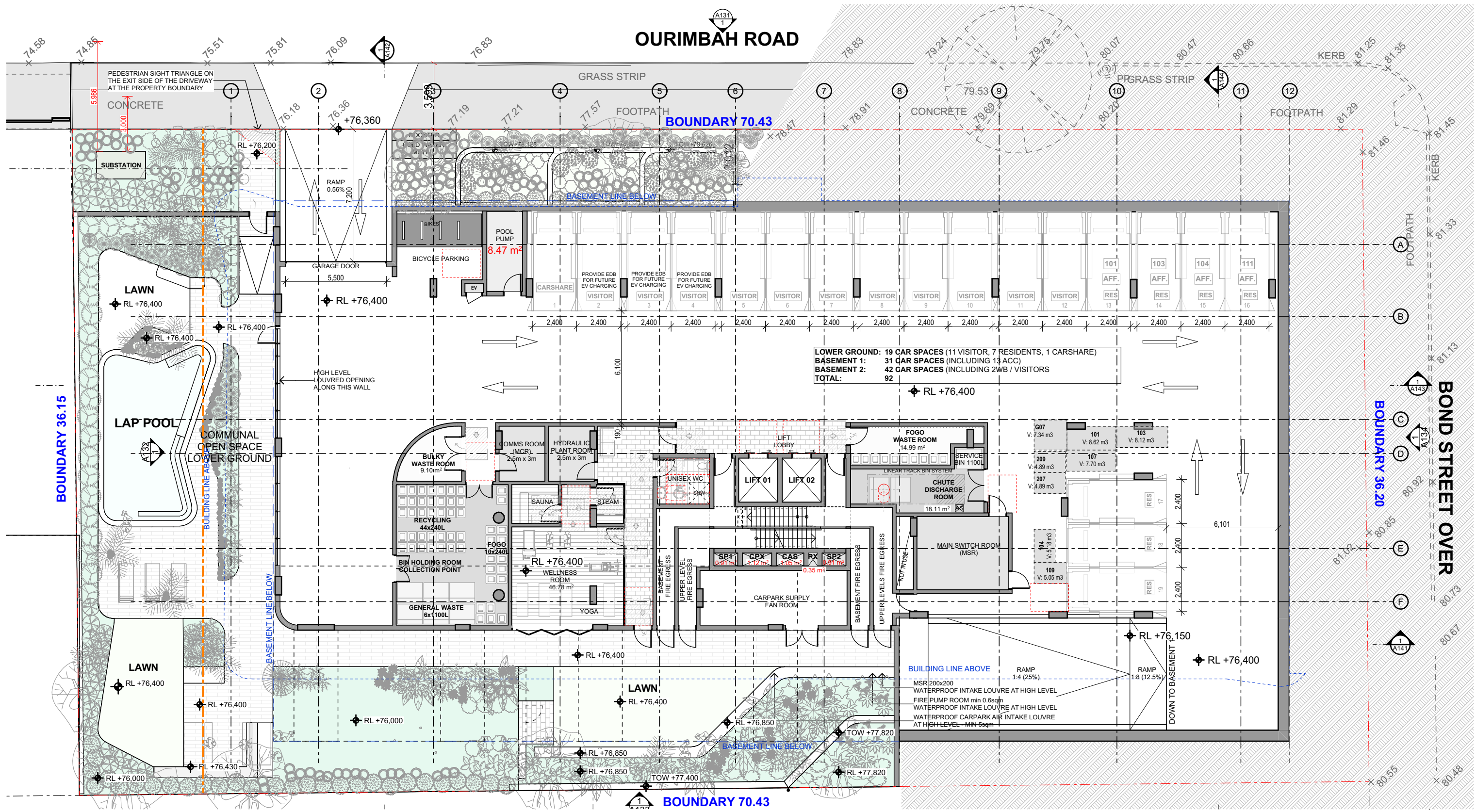
Based on the findings contained within this report, the following conclusions are made:

- the site is located walking distance to a large variety of bus services along Military Road, including the high-frequency B-Line service
- a bus stop is also located directly outside the site at the western end of the Ourimbah Road site frontage, and the proposal will not impact the operation of this bus stop
- the proposed development is expected to generate a conservative 18 vehicle trips during the weekday morning and afternoon peak “hour” periods
- when compared to the existing uses on the site, the proposed development is expected to result in a marginal nett increase of just 4-5 additional vehicle trips to the surrounding road network during the weekday morning and afternoon peak “hour” periods
- the nett increase in traffic is minimal, consistent with the planning controls which apply to the site, and not expected to result in any unacceptable traffic implications to the surrounding road network
- the proposed development makes provision for a total of 92 car parking spaces, satisfying the minimum car parking requirements under the SEPP (Housing) 2021
- the proposed development also makes provision for 4 motorcycle spaces and 16 bicycle spaces, in accordance with the requirements under the Council’s Mosman Residential DCP 2012
- the proposed vehicular access, parking, and loading area design complies with the relevant requirements of the AS2890 series
- a Preliminary Construction Traffic Management Plan has been prepared under separate cover

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Appendix A

Architectural Plans



LEGEND

1 BED	A/C: AIR CONDITIONED	RES: RESIDENTIAL
2 BED	AFF: AFFORDABLE	SP: STAIR PRESS.
3 BED	CAS: CARPARK AIR SUPPLY	ST: STORAGE
	CPX: CARPARK EXHAUST	WB: WASHBAY
	GC: GARBAGE CHUTE	

REV	DATE	ISSUE
A	26.05.19	ISSUE FOR SSD.

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- ALL WALL THICKNESSES DIMENSIONED OR NOTED ARE NOMINAL SIZES ONLY.
- INFORMATION INDICATED IN THIS DOCUMENT MAY BE CRUCIAL TO THE SAFE AND PROPER FUNCTIONING OF THE PROJECT. DO NOT ALTER ANY ASPECT WITHOUT REFERENCE TO THE ARCHITECT.
- READ THIS DRAWING IN CONJUNCTION WITH RELEVANT CONSULTANT DRAWINGS AND SPECIFICATIONS.
- INFORM THE ARCHITECT OF ANY DISCREPANCIES.
- THE WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, AUSTRALIAN STANDARDS, SAA CODES AND ALL RELEVANT CONDITIONS BY-LAW.
- THE BUILDING MANUFACTURER SHALL CHECK AND VERIFY ALL DIMENSIONS, RL GROUND LINES AND CONSTRUCTION METHODS PRIOR TO COMMENCEMENT OF WORK.
- A COPY OF THIS PLAN IS TO BE SUBMITTED BY THE PROPRIETOR TO THE WATERBOARD FOR APPROVAL AS REQUIRED BY THE LOCAL COUNCIL.
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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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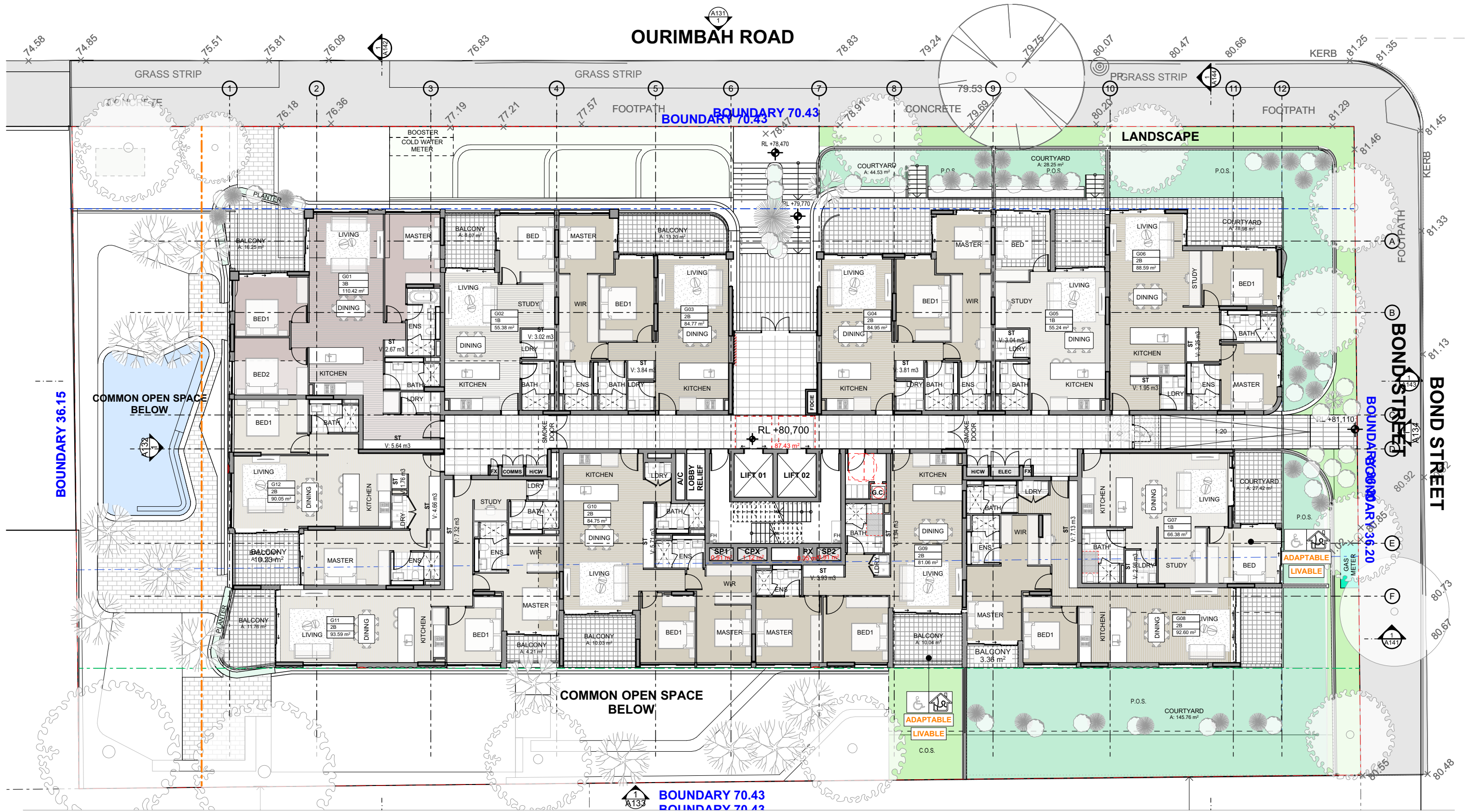
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LOWER GROUND FLOOR
PLAN

Revision:
A

Drawing No:
A103

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LEGEND

1 BED	A/C: AIR CONDITIONED	RES: RESIDENTIAL
2 BED	AFF: AFFORDABLE	SP: STAIR PRESS.
3 BED	CAS: CARPARK AIR SUPPLY	ST: STORAGE
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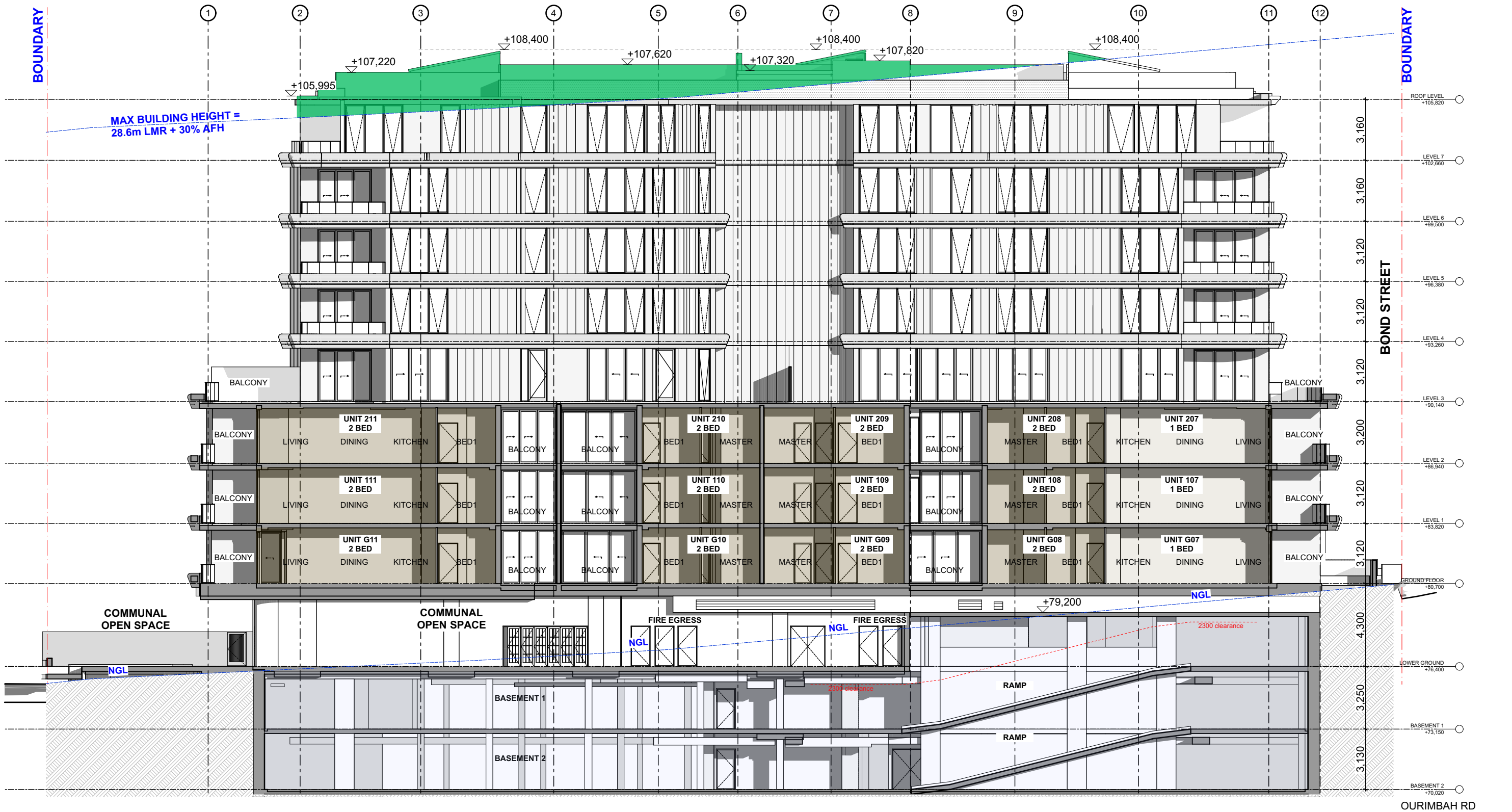
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Revision:
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Drawing No:
A104

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AUSTRALIA

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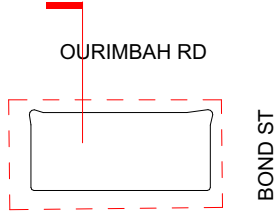
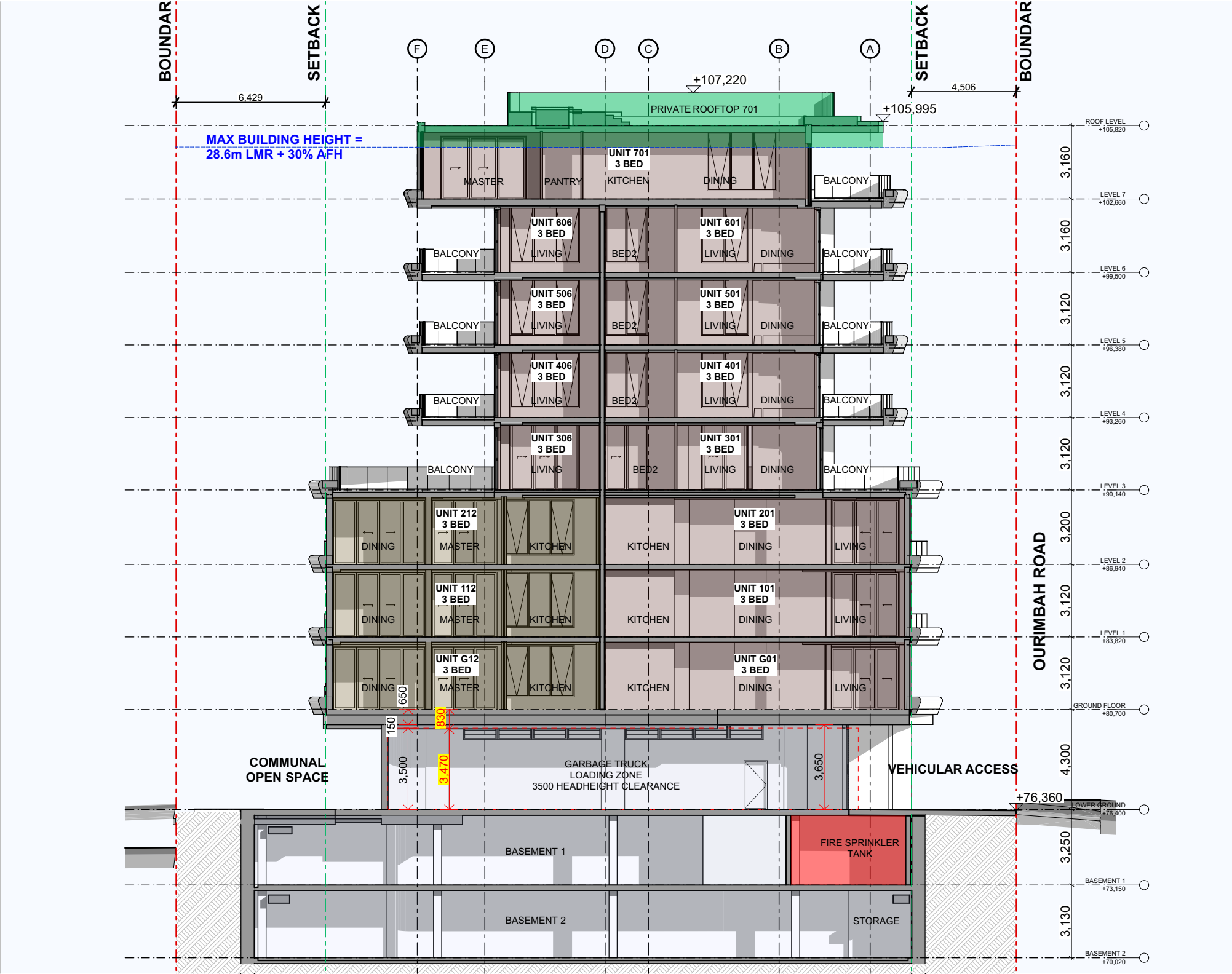
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Revision:
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Drawing No:
A141

DOROCH
ARCHITECTS

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ABN: 69 944 264 925
NSW Nominated Architect Pavlo Doroch 9170
Design Practitioner Pavlo Doroch DEP0000211



KEYPLAN

REV	DATE	ISSUE
A	26.05.19	ISSUE FOR SSD.

GENERAL NOTES:

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5. INFORM THE ARCHITECT OF ANY DISCREPANCIES.

6. THE WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, AUSTRALIAN STANDARDS, SAA CODES AND ALL RELEVANT CONDITIONS BY-LAW.

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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:

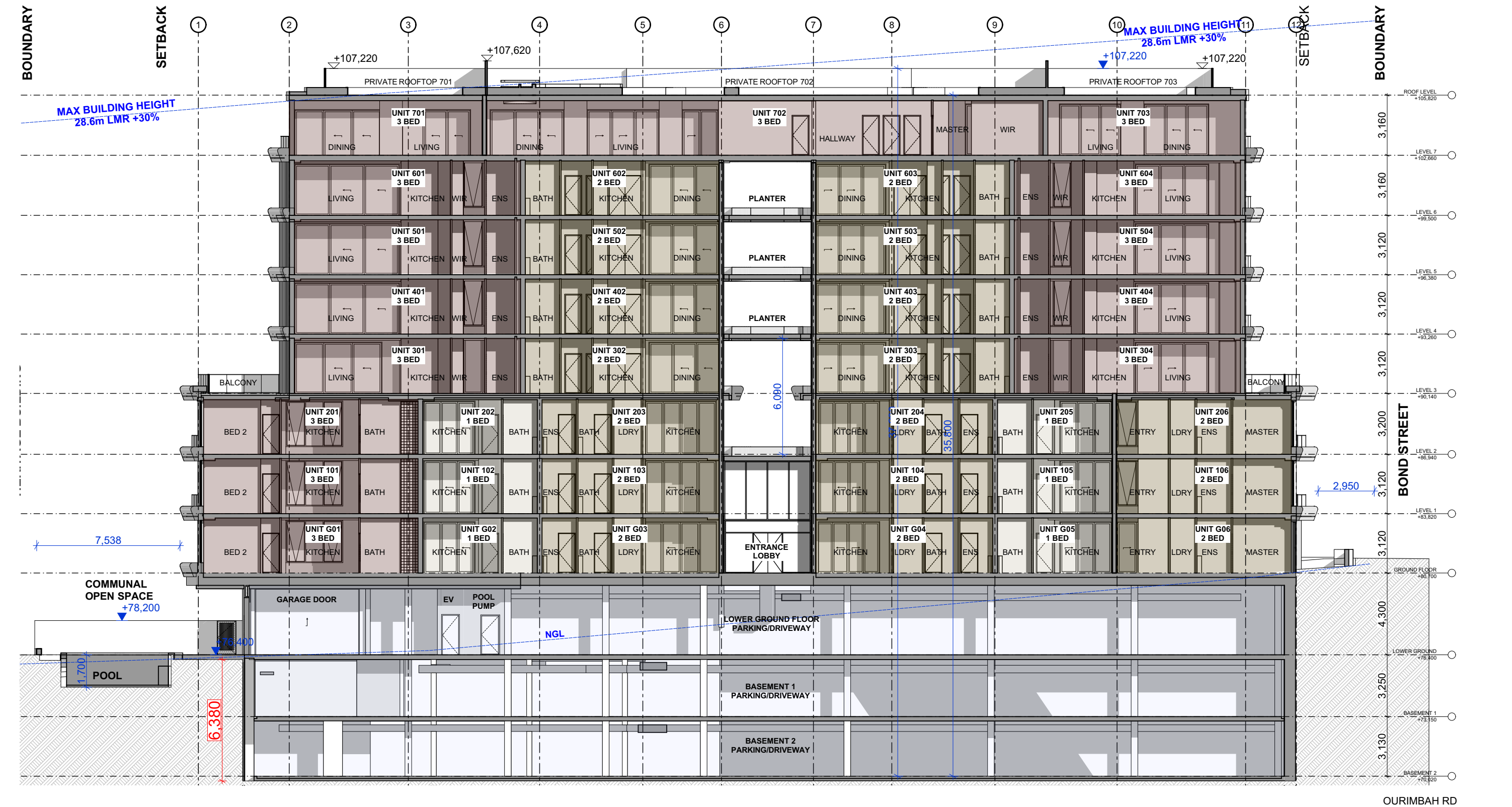
Drawing Title:
SECTION 02

Revision:
A

Drawing No:
A142

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PROPERTIES

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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:

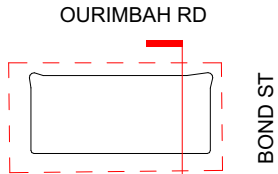
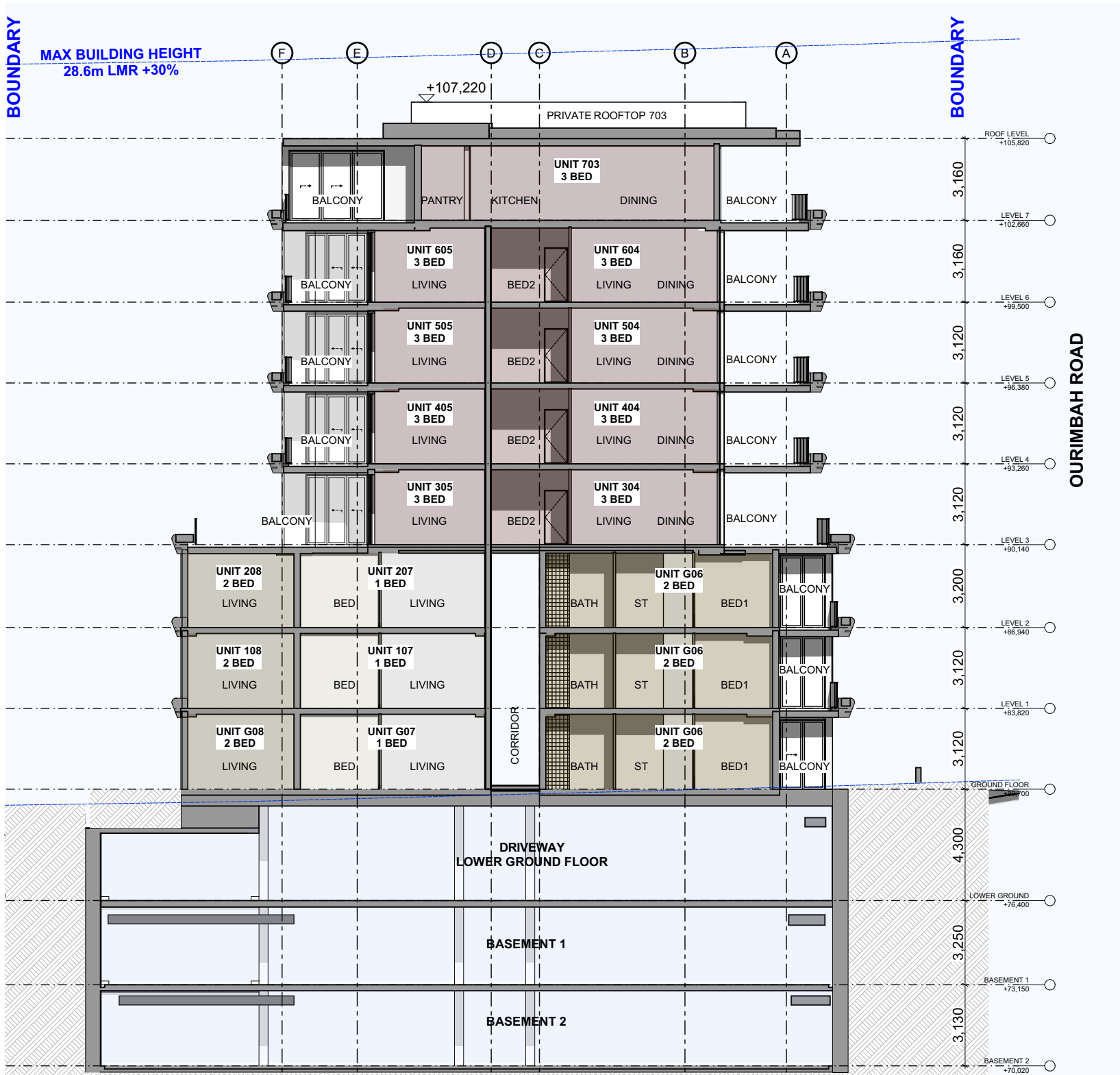
Drawing Title:
SECTION 03

Revision:
A

Drawing No:
A143

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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 04

Revision:
A

Drawing No:
A144

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Appendix B

Traffic & Queue Length Survey Data

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Ourimbah Rd and Bond St, Mosman

GPS -33.821986, 151.237862

Date:	Wed 20/05/26
Weather:	Overcast
Suburban:	Mosman
Customer:	CJP

North:	Bond St
East:	Ourimbah Rd
South:	Bond St
West:	Ourimbah Rd

Survey	AM: 6:30 AM-9:30 AM
Period	PM: 3:30 PM-6:30 PM
Traffic	AM: 7:45 AM-8:45 AM
Peak	PM: 3:30 PM-4:30 PM

All Vehicles

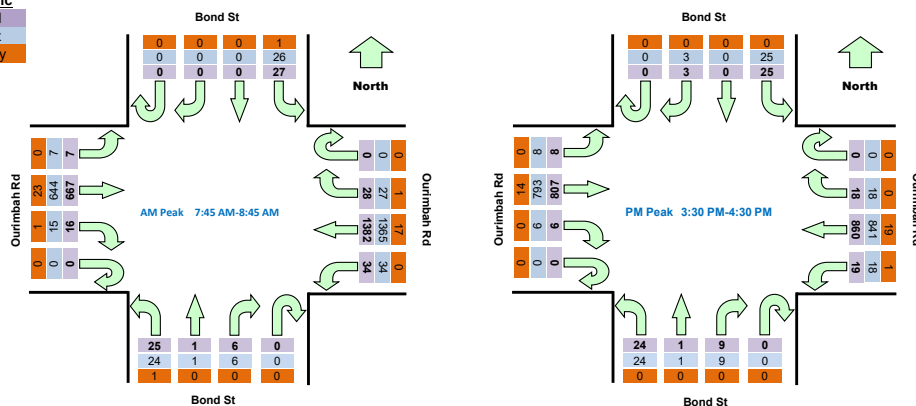
Time		North Approach Bond St				East Approach Ourimbah Rd				South Approach Bond St				West Approach Ourimbah Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	0	0	5	0	0	134	2	0	2	0	3	0	2	134	0	1558	
6:45	7:00	0	0	0	9	0	2	210	4	0	1	1	2	0	2	170	2	1726	
7:00	7:15	0	1	0	6	0	8	244	5	0	1	0	4	0	2	171	1	1860	
7:15	7:30	0	0	0	5	0	2	270	3	0	1	0	1	0	2	144	2	1992	
7:30	7:45	0	0	0	4	0	5	328	3	0	2	0	3	0	0	104	1	2147	
7:45	8:00	0	0	0	5	0	10	347	12	0	0	0	8	0	3	150	2	2193	Peak
8:00	8:15	0	0	0	11	0	8	378	9	0	2	0	6	0	4	156	1	2076	
8:15	8:30	0	0	0	2	0	6	363	5	0	2	0	5	0	5	197	0	1860	
8:30	8:45	0	0	0	9	0	4	294	8	0	2	1	6	0	4	164	4	1614	
8:45	9:00	0	2	0	7	1	4	264	3	0	5	0	5	0	2	126	1		
9:00	9:15	0	1	0	11	0	7	208	4	0	1	0	4	0	3	118	2		
9:15	9:30	0	0	1	5	0	5	183	1	0	7	0	6	0	1	129	1		
15:30	15:45	0	1	0	4	0	3	263	3	0	3	1	6	0	4	236	4	1780	Peak
15:45	16:00	0	1	0	10	0	2	210	6	0	2	0	5	0	0	192	2	1655	
16:00	16:15	0	0	0	7	0	4	177	5	0	3	0	4	0	0	204	0	1614	
16:15	16:30	0	1	0	4	0	9	210	5	0	1	0	9	0	2	175	2	1670	
16:30	16:45	0	0	1	5	0	5	180	4	0	3	0	2	0	2	199	2	1711	
16:45	17:00	0	0	0	5	0	2	161	4	0	7	0	5	0	2	202	1	1717	
17:00	17:15	0	0	0	3	0	9	184	7	0	3	0	8	0	3	242	1	1731	
17:15	17:30	0	0	0	7	0	6	176	3	0	2	0	5	0	4	255	1	1589	
17:30	17:45	0	0	0	7	0	5	157	5	0	0	0	1	0	3	229	2	1457	
17:45	18:00	0	1	0	2	0	7	150	4	0	0	0	2	0	9	228	0		
18:00	18:15	0	0	0	3	1	6	131	2	0	0	0	2	0	1	166	6		
18:15	18:30	0	0	1	3	0	7	133	6	0	0	0	4	0	1	170	2		

Peak Time		North Approach Bond St				East Approach Ourimbah Rd				South Approach Bond St				West Approach Ourimbah Rd				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:45	8:45	0	0	0	27	0	28	1382	34	0	6	1	25	0	16	667	7	2193
15:30	16:30	0	3	0	25	0	18	860	19	0	9	1	24	0	6	807	8	1780

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total	
Light	
Heavy	



Time		North Approach Bond St				East Approach Ourimbah Rd				South Approach Bond St				West Approach Ourimbah Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	0	0	5	0	0	129	2	0	2	0	3	0	2	126	0
6:45	7:00	0	0	0	8	0	2	202	4	0	1	1	2	0	2	162	2
7:00	7:15	0	1	0	6	0	8	237	4	0	1	0	3	0	2	163	1
7:15	7:30	0	0	0	5	0	2	266	3	0	1	0	1	0	1	139	2
7:30	7:45	0	0	0	4	0	4	324	3	0	2	0	3	0	0	103	1
7:45	8:00	0	0	0	4	0	9	346	12	0	0	0	8	0	3	146	2
8:00	8:15	0	0	0	11	0	8	371	9	0	2	0	5	0	3	147	1
8:15	8:30	0	0	0	2	0	6	357	5	0	2	0	5	0	5	191	0
8:30	8:45	0	0	0	9	0	4	291	8	0	2	1	6	0	4	160	4
8:45	9:00	0	2	0	7	1	4	262	3	0	5	0	5	0	2	123	1
9:00	9:15	0	1	0	11	0	6	204	4	0	1	0	4	0	3	115	2
9:15	9:30	0	0	1	5	0	5	178	1	0	5	0	6	0	1	119	1
15:30	15:45	0	1	0	4	0	3	260	3	0	3	1	6	0	4	236	4
15:45	16:00	0	1	0	10	0	2	199	6	0	2	0	5	0	0	188	2
16:00	16:15	0	0	0	7	0	4	176	5	0	3	0	4	0	0	201	0
16:15	16:30	0	1	0	4	0	9	206	4	0	1	0	9	0	2	168	2
16:30	16:45	0	0	1	5	0	5	176	4	0	3	0	2	0	2	196	2
16:45	17:00	0	0	0	5	0	2	161	4	0	7	0	5	0	2	198	1
17:00	17:15	0	0	0	3	0	9	178	7	0	3	0	8	0	3	240	1
17:15	17:30	0	0	0	7	0	6	172	3	0	2	0	5	0	4	255	1
17:30	17:45	0	0	0	7	0	4	154	5	0	0	0	1	0	3	228	2
17:45	18:00	0	1	0	2	0	7	148	4	0	0	0	2	0	9	227	0
18:00	18:15	0	0	0	3	1	6	130	2	0	0	0	2	0	1	163	6
18:15	18:30	0	0	1	3	0	7	130	6	0	0	0	4	0	1	169	2

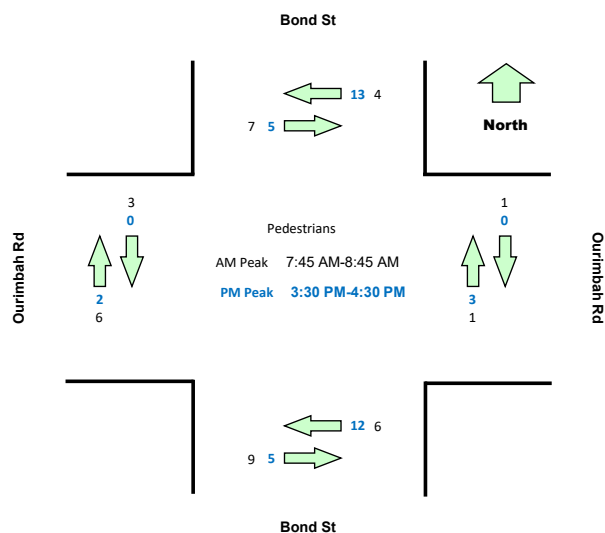
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Peak Time		North Approach Bond St				East Approach Ourimbah Rd				South Approach Bond St				West Approach Ourimbah Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	0	0	1	0	1	17	0	0	0	0	1	0	1	23	0	44
15:30	16:30	0	0	0	0	0	0	19	1	0	0	0	0	0	0	14	0	34

Pedestrians Crossing

Time		North Approach Bond St		East Approach Ourimbah Rd		South Approach Bond St		West Approach Ourimbah Rd		Hourly Total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
6:30	6:45	1	0	0	0	0	2	0	0	25
6:45	7:00	0	3	0	0	2	0	0	0	32
7:00	7:15	1	0	0	0	4	0	0	0	34
7:15	7:30	2	2	0	0	3	3	1	1	37
7:30	7:45	3	1	1	2	1	2	0	0	38
7:45	8:00	1	1	1	0	0	3	1	0	37
8:00	8:15	0	2	0	0	2	1	1	2	46
8:15	8:30	3	3	0	1	2	2	1	1	52
8:30	8:45	0	1	0	0	2	3	0	3	45
8:45	9:00	1	2	0	0	3	5	5	0	
9:00	9:15	3	1	1	0	4	2	2	1	
9:15	9:30	1	0	0	0	3	1	1	0	
15:30	15:45	2	3	0	0	7	1	0	0	40
15:45	16:00	2	0	0	0	3	1	0	0	42
16:00	16:15	7	0	0	1	1	2	0	2	51
16:15	16:30	2	2	0	2	1	1	0	0	50
16:30	16:45	2	1	0	0	10	2	0	0	51
16:45	17:00	3	1	0	0	5	3	0	3	46
17:00	17:15	2	0	0	4	5	0	0	1	38
17:15	17:30	3	0	0	4	0	1	0	1	36
17:30	17:45	3	5	0	2	0	0	0	0	42
17:45	18:00	3	0	0	0	3	1	0	0	
18:00	18:15	1	2	0	0	3	2	0	2	
18:15	18:30	4	3	0	3	2	2	0	1	

Peak Time		North Approach Bond St		East Approach Ourimbah Rd		South Approach Bond St		West Approach Ourimbah Rd		Peak
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	hour total
7:45	8:45	4	7	1	1	6	9	3	6	37
15:30	16:30	13	5	0	3	12	5	0	2	40



Queues									
Time		North		East		South		West	
Period Start	Period End	West Lane	East Lane	North Lane	South Lane	East Lane	West Lane	South Lane	North Lane
6:30	6:35	0	1	0	0	0	0	0	0
6:35	6:40	0	0	0	0	0	1	0	0
6:40	6:45	1	0	0	0	1	1	0	0
6:45	6:50	1	0	0	0	0	0	0	0
6:50	6:55	1	1	0	0	0	0	0	0
6:55	7:00	1	0	0	0	1	0	2	0
7:00	7:05	1	0	1	0	0	1	1	0
7:05	7:10	2	1	0	0	0	0	1	0
7:10	7:15	0	0	1	0	1	0	0	0
7:15	7:20	0	0	0	0	1	1	0	0
7:20	7:25	0	0	0	0	0	0	0	0
7:25	7:30	1	0	0	0	0	0	0	0
7:30	7:35	0	0	1	0	1	0	0	0
7:35	7:40	1	0	0	0	0	0	0	0
7:40	7:45	0	0	0	0	1	0	0	0
7:45	7:50	0	0	1	0	0	1	0	0
7:50	7:55	0	0	0	0	0	1	1	2
7:55	8:00	1	1	5	0	0	1	0	0
8:00	8:05	1	0	2	0	1	1	2	3
8:05	8:10	1	0	0	0	1	1	1	0
8:10	8:15	1	0	0	0	1	1	1	1
8:15	8:20	0	0	0	0	1	0	0	0
8:20	8:25	2	0	0	1	0	1	1	4
8:25	8:30	0	0	0	0	0	1	0	9
8:30	8:35	1	1	1	0	0	0	0	0
8:35	8:40	1	1	0	0	1	1	1	1
8:40	8:45	0	1	1	0	1	1	1	1
8:45	8:50	1	1	0	0	1	1	1	0
8:50	8:55	0	1	1	0	0	1	1	0
8:55	9:00	1	1	0	0	2	1	0	0
9:00	9:05	1	0	0	0	0	1	0	0
9:05	9:10	1	0	1	0	0	0	0	0
9:10	9:15	1	0	0	0	0	1	1	0
9:15	9:20	0	0	0	0	2	1	1	0
9:20	9:25	1	1	0	0	2	1	0	0
9:25	9:30	0	1	0	0	1	1	0	0
15:30	15:35	1	0	5	0	0	1	3	8
15:35	15:40	1	0	7	0	1	1	1	3
15:40	15:45	0	1	1	0	1	1	0	0
15:45	15:50	1	0	0	0	0	0	1	0
15:50	15:55	1	0	1	0	1	1	0	0
15:55	16:00	1	1	0	0	1	0	0	0
16:00	16:05	1	1	0	0	0	0	0	0
16:05	16:10	1	1	1	0	1	1	0	0
16:10	16:15	0	0	1	0	0	1	0	0
16:15	16:20	0	1	0	0	1	1	2	0
16:20	16:25	0	1	0	0	0	1	0	0
16:25	16:30	1	1	0	0	0	0	0	1
16:30	16:35	0	0	0	0	0	0	0	0
16:35	16:40	0	0	1	0	1	0	0	3
16:40	16:45	1	1	0	0	0	0	4	0
16:45	16:50	1	0	0	0	1	0	0	0
16:50	16:55	1	0	0	0	0	1	4	0
16:55	17:00	1	0	0	0	0	1	1	0
17:00	17:05	1	0	0	0	0	1	1	0
17:05	17:10	0	0	0	0	1	0	0	0
17:10	17:15	1	0	0	0	1	1	2	12
17:15	17:20	1	0	1	0	0	1	1	0
17:20	17:25	1	0	1	0	1	2	0	0
17:25	17:30	1	1	2	0	1	0	1	0
17:30	17:35	1	0	2	0	0	0	0	0
17:35	17:40	0	1	0	0	0	0	0	0
17:40	17:45	1	0	0	0	0	0	0	0
17:45	17:50	0	0	2	0	0	0	2	0
17:50	17:55	1	0	0	0	0	0	4	0
17:55	18:00	0	0	1	0	0	0	0	0
18:00	18:05	0	0	1	0	0	0	0	0
18:05	18:10	1	0	0	0	0	0	1	0
18:10	18:15	0	0	0	0	0	1	0	0
18:15	18:20	0	0	0	0	0	0	0	0
18:20	18:25	1	0	0	0	1	0	0	0
18:25	18:30	1	0	0	0	1	0	0	0

Waiting times

North - R			East - R			South - R			West - R		
Start Time	End Time	Delay Time	Start Time	End Time	Delay Time	Start Time	End Time	Delay Time	Start Time	End Time	Delay Time
7:05:33	7:06:00	0:00:27	6:55:05	6:55:06	0:00:01	6:34:21	6:34:23	0:00:02	6:30:11	6:30:12	0:00:01
8:48:11	8:48:14	0:00:03	6:56:17	6:56:18	0:00:01	6:43:56	6:44:00	0:00:04	6:44:53	6:44:54	0:00:01
8:57:21	8:57:50	0:00:29	7:00:01	7:00:03	0:00:02	6:58:39	6:58:39	0:00:19	6:55:38	6:55:58	0:00:20
9:00:31	9:00:47	0:00:16	7:02:08	7:02:14	0:00:06	7:12:58	7:13:00	0:00:02	6:55:49	6:56:04	0:00:15
15:55:07	15:55:16	0:00:11	7:06:39	7:06:40	0:00:01	7:17:12	7:18:19	0:01:07	7:00:07	7:00:14	0:00:07
15:55:51	15:56:32	0:00:41	7:08:45	7:08:46	0:00:01	7:33:39	7:33:47	0:00:08	7:07:46	7:07:49	0:00:03
16:28:39	16:29:30	0:00:51	7:08:47	7:08:48	0:00:01	7:34:10	7:34:22	0:00:12	7:18:00	7:18:01	0:00:01
17:54:45	17:54:49	0:00:04	7:12:09	7:12:22	0:00:13	8:03:45	8:04:20	0:00:35	7:22:51	7:22:52	0:00:01
			7:12:36	7:12:37	0:00:01	8:07:02	8:07:52	0:00:50	7:46:41	7:46:42	0:00:01
			7:13:16	7:13:17	0:00:01	8:14:32	8:15:22	0:00:50	7:46:40	7:46:50	0:00:01
			7:16:52	7:16:53	0:00:01	8:16:48	8:17:02	0:00:14	7:52:33	7:52:48	0:00:15
			7:20:14	7:20:15	0:00:01	8:37:55	8:37:56	0:00:01	8:07:39	8:07:50	0:00:11
			7:33:14	7:33:16	0:00:02	8:38:03	8:38:05	0:00:02	8:08:53	8:09:10	0:00:17
			7:36:40	7:36:46	0:00:01	8:46:26	8:46:37	0:00:11	8:10:33	8:10:39	0:00:06
			7:40:51	7:40:52	0:00:01	8:46:51	8:47:15	0:00:24	8:14:40	8:14:41	0:00:01
			7:40:58	7:40:59	0:00:01	8:48:22	8:48:55	0:00:33	8:16:58	8:16:59	0:00:01
			7:42:58	7:42:59	0:00:01	8:57:03	8:58:13	0:01:10	8:17:34	8:17:35	0:00:01
			7:45:27	7:45:30	0:00:03	8:58:20	8:58:23	0:00:03	8:20:19	8:20:20	0:00:01
			7:47:25	7:47:26	0:00:01	9:05:04	9:05:05	0:00:01	8:20:31	8:20:32	0:00:01
			7:48:32	7:48:33	0:00:01	9:16:32	9:16:48	0:00:16	8:28:30	8:28:31	0:00:01
			7:51:20	7:51:21	0:00:01	9:16:57	9:17:28	0:00:31	8:35:42	8:35:51	0:00:09
			7:51:35	7:51:36	0:00:01	9:18:26	9:18:27	0:00:01	8:41:58	8:42:02	0:00:04
			7:57:59	7:58:00	0:00:01	9:19:20	9:19:23	0:00:03	8:42:04	8:42:05	0:00:01
			7:58:15	7:58:16	0:00:01	9:20:50	9:21:20	0:00:30	8:43:14	8:43:31	0:00:17
			7:58:29	7:58:32	0:00:03	9:25:17	9:25:23	0:00:06	8:46:34	8:46:35	0:00:01
			7:59:09	7:59:17	0:00:08	9:25:30	9:26:03	0:00:33	8:48:46	8:48:50	0:00:04
			7:59:44	7:59:45	0:00:01	9:30:54	9:30:56	0:00:12	9:09:51	9:09:58	0:00:07
			7:59:57	8:00:00	0:00:03	15:41:07	15:42:10	0:01:03	9:11:44	9:11:49	0:00:05
			8:00:09	8:00:04	0:00:05	15:43:27	15:43:29	0:00:01	9:14:38	9:14:39	0:00:01
			8:01:16	8:01:17	0:00:01	15:46:58	15:47:07	0:00:09	9:15:03	9:15:11	0:00:08
			8:02:35	8:02:41	0:00:06	15:51:26	15:51:28	0:00:02	15:31:37	15:31:52	0:00:15
			8:03:12	8:03:13	0:00:01	16:06:33	16:06:35	0:00:02	15:32:23	15:32:36	0:00:13
			8:03:20	8:03:21	0:00:01	16:08:32	16:08:34	0:00:02	15:34:07	15:34:17	0:00:10
			8:06:27	8:06:28	0:00:01	16:14:20	16:14:22	0:00:02	15:36:44	15:37:03	0:00:19
			8:14:22	8:14:23	0:00:01	16:28:30	16:28:32	0:00:02	16:17:58	16:18:00	0:00:02
			8:15:56	8:15:57	0:00:01	16:39:49	16:39:49	0:00:04	16:19:06	16:19:33	0:00:26
			8:24:18	8:24:19	0:00:01	16:43:53	16:43:56	0:00:03	16:36:28	16:36:29	0:00:01
			8:24:43	8:24:44	0:00:01	16:43:59	16:44:01	0:00:02	16:40:25	16:40:29	0:00:04
			8:25:32	8:25:33	0:00:01	16:48:03	16:48:20	0:00:17	16:56:42	16:56:43	0:00:01
			8:25:40	8:25:41	0:00:01	16:48:26	16:48:28	0:00:02	16:59:45	16:59:46	0:00:01
			8:26:25	8:26:26	0:00:01	16:49:11	16:49:28	0:00:27	17:03:42	17:04:00	0:00:18
			8:33:08	8:33:12	0:00:04	16:53:49	16:53:56	0:00:09	17:05:51	17:05:52	0:00:01
			8:34:08	8:34:09	0:00:01	16:56:39	16:56:41	0:00:02	17:09:18	17:09:19	0:00:01
			8:37:18	8:37:19	0:00:01	16:58:01	16:58:03	0:00:02	17:17:31	17:17:41	0:00:10
			8:41:55	8:41:56	0:00:03	16:59:46	16:59:48	0:00:02	17:18:48	17:18:47	0:00:01
			8:50:41	8:50:42	0:00:01	17:08:37	17:08:42	0:00:05	17:25:05	17:25:06	0:00:01
			8:53:41	8:53:43	0:00:02	17:10:32	17:11:34	0:01:02	17:28:52	17:29:06	0:00:14
			8:55:22	8:55:23	0:00:01	17:13:25	17:14:26	0:01:01	17:33:21	17:33:22	0:00:01
			8:57:27	8:57:36	0:00:09	17:22:13	17:22:23	0:00:10	17:34:35	17:34:37	0:00:02
			9:02:18	9:02:19	0:00:01	17:26:04	17:26:43	0:00:39	17:34:39	17:34:40	0:00:01
			9:03:08	9:03:09	0:00:01				17:45:50	17:46:01	0:00:10
			9:04:50	9:04:51	0:00:01				17:49:08	17:49:09	0:00:01
			9:05:50	9:05:51	0:00:01				17:49:36	17:49:37	0:00:01
			9:07:26	9:08:01	0:00:05				17:50:27	17:50:41	0:00:14
			9:12:27	9:12:28	0:00:01				17:51:23	17:51:24	0:00:01
			9:13:39	9:13:40	0:00:01				17:52:09	17:52:08	0:00:01
			9:16:25	9:16:26	0:00:01				17:54:07	17:54:08	0:00:01
			9:18:02	9:18:03	0:00:01				17:56:10	17:56:11	0:00:01
			9:22:00	9:22:01	0:00:01				17:56:54	17:56:55	0:00:01
			9:22:06	9:22:07	0:00:01				18:08:44	18:08:50	0:00:06
			9:25:07	9:25:08	0:00:01				18:28:04	18:28:05	0:00:01
			15:30:44	15:30:48	0:00:04						
			15:37:33	15:37:34	0:00:01						
			15:44:13	15:44:40	0:00:27						
			15:45:40	15:45:41	0:00:01						
			15:52:53	15:53:05	0:00:12						
			16:02:54	16:02:55	0:00:01						
			16:07:06	16:07:07	0:00:01						
			16:08:48	16:08:51	0:00:03						
			16:13:08	16:13:11	0:00:03						
			16:15:05	16:15:15	0:00:10						
			16:15:40	16:15:41	0:00:01						
			16:19:55	16:19:56	0:00:01						
			16:19:57	16:19:58	0:00:01						
			16:21:16	16:21:17	0:00:01						
			16:22:25	16:22:26	0:00:01						
			16:24:42	16:24:43	0:00:01						
			16:24:49	16:24:50	0:00:01						
			16:24:59	16:25:00	0:00:01						
			16:35:31	16:35:34	0:00:03						
			16:38:08	16:38:09	0:00:01						
			16:38:11	16:38:12	0:00:01						
			16:38:39	16:38:40	0:00:01						
			16:42:33	16:42:34	0:00:01						
			16:47:33	16:47:36	0:00:03						
			16:57:47	16:57:48	0:00:01						
			17:00:12	17:00:13	0:00:01						
			17:00:57	17:00:58	0:00:01						
			17:01:45	17:01:46	0:00:01						
			17:03:50	17:03:51	0:00:01						
			17:06:31	17:06:32	0:00:01						
			17:09:05	17:09:06	0:00:01						
			17:10:19	17:10:20	0:00:01						
			17:10:21	17:10:22	0:00:01						
			17:12:36	17:12:37	0:00:01						
			17:16:13	17:16:16	0:00:03						
			17:20:04	17:20:09	0:00:05						
			17:20:36	17:20:41	0:00:05						
			17:25:29	17:25:30	0:00:01						
			17:27:04	17:27:09	0:00:05						
			17:27:14	17:27:27	0:00:13						
			17:31:34	17:31:44	0:00:10						
			17:31:48	17:31:48	0:00:01						
			17:36:39	17:36:40	0:00:01						
			17:37:15	17:37:16	0:00:01						
			17:44:18	17:44:19	0:00:01						
			17:45:51	17:46:17	0:00:01						
			17:46:25	17:46:27	0:00:01						
			17:47:59	17:48:00	0:00:01						
			17:50:19	17:50:20	0:00:01						
			17:52:59	17:53:00	0:00:01						
			17:53:33	17:53:34	0:00:01						
			17:54:38	17:54:46	0:00:01						
			18:02:07	18:02:08	0:00:01						
			18:04:29	18:04:30	0:00:01						
			18:05:22	18:05:23	0:00:01						
			18:11:52	18:11:52	0:00:01						
			18:11:48	18:11:48	0:00:01						
			18:11:59	18:12:00							

Appendix C

SIDRA Movement Summaries

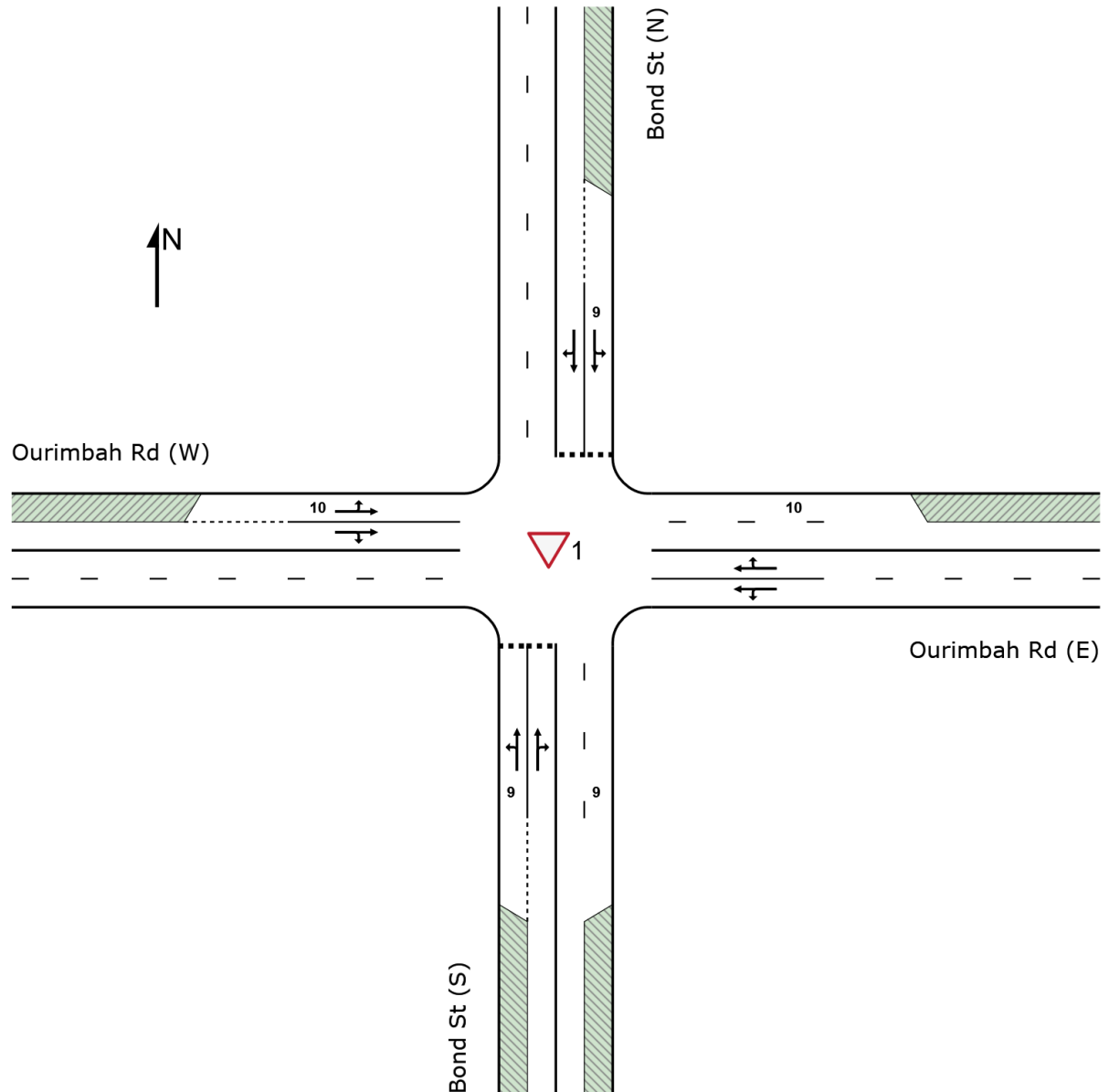
SITE LAYOUT

▽ Site: [1] Ourimbah Rd & Bond St - Existing AM 2026 (Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2025\25203 - 40-56 Ourimbah Rd, MOSMAN\SIDRA\260623
Existing 2026.sipx

MOVEMENT SUMMARY

Site: [1] Ourimbah Rd & Bond St - Existing AM 2026 (Folder1)
Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Bond St (S)															
1	L2	All MCs	25	0.0	25	0.0	0.041	7.9	LOS A	0.1	0.4	0.58	0.71	0.58	42.2
2	T1	All MCs	1	0.0	1	0.0	0.041	31.7	LOS C	0.1	0.4	0.58	0.71	0.58	43.9
3	R2	All MCs	6	0.0	6	0.0	0.062	41.3	LOS C	0.1	0.5	0.93	0.97	0.93	24.9
Approach			32	0.0	32	0.0	0.062	14.9	LOS B	0.1	0.5	0.65	0.76	0.65	38.0
East: Ourimbah Rd (E)															
4	L2	All MCs	34	0.0	34	0.0	0.383	5.0	LOS A	0.0	0.0	0.00	0.03	0.00	55.3
5	T1	All MCs	1382	1.2	1382	1.2	0.383	0.2	LOS A	0.2	1.1	0.03	0.05	0.03	58.4
6	R2	All MCs	28	0.0	28	0.0	0.383	8.6	LOS A	0.2	1.1	0.07	0.08	0.07	48.4
Approach			1444	1.2	1444	1.2	0.383	0.4	NA	0.2	1.1	0.03	0.05	0.03	57.7
North: Bond St (N)															
7	L2	All MCs	27	0.0	27	0.0	0.024	5.7	LOS A	0.0	0.3	0.33	0.54	0.33	42.4
8	T1	All MCs	1	0.0	1	0.0	0.018	30.4	LOS C	0.0	0.1	0.92	0.96	0.92	33.4
9	R2	All MCs	1	0.0	1	0.0	0.018	39.5	LOS C	0.0	0.1	0.92	0.96	0.92	29.3
Approach			29	0.0	29	0.0	0.024	7.7	LOS A	0.0	0.3	0.37	0.57	0.37	41.0
West: Ourimbah Rd (W)															
10	L2	All MCs	7	0.0	7	0.0	0.151	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.2
11	T1	All MCs	667	3.4	667	3.4	0.755	2.0	LOS A	0.4	2.5	0.08	0.10	0.18	54.2
12	R2	All MCs	16	0.0	16	0.0	0.755	17.3	LOS B	0.4	2.5	0.14	0.16	0.31	47.7
Approach			690	3.3	690	3.3	0.755	2.8	NA	0.4	2.5	0.08	0.10	0.18	51.3
All Vehicles			2195	1.8	2195	1.8	0.755	1.4	NA	0.4	2.5	0.06	0.09	0.09	54.1

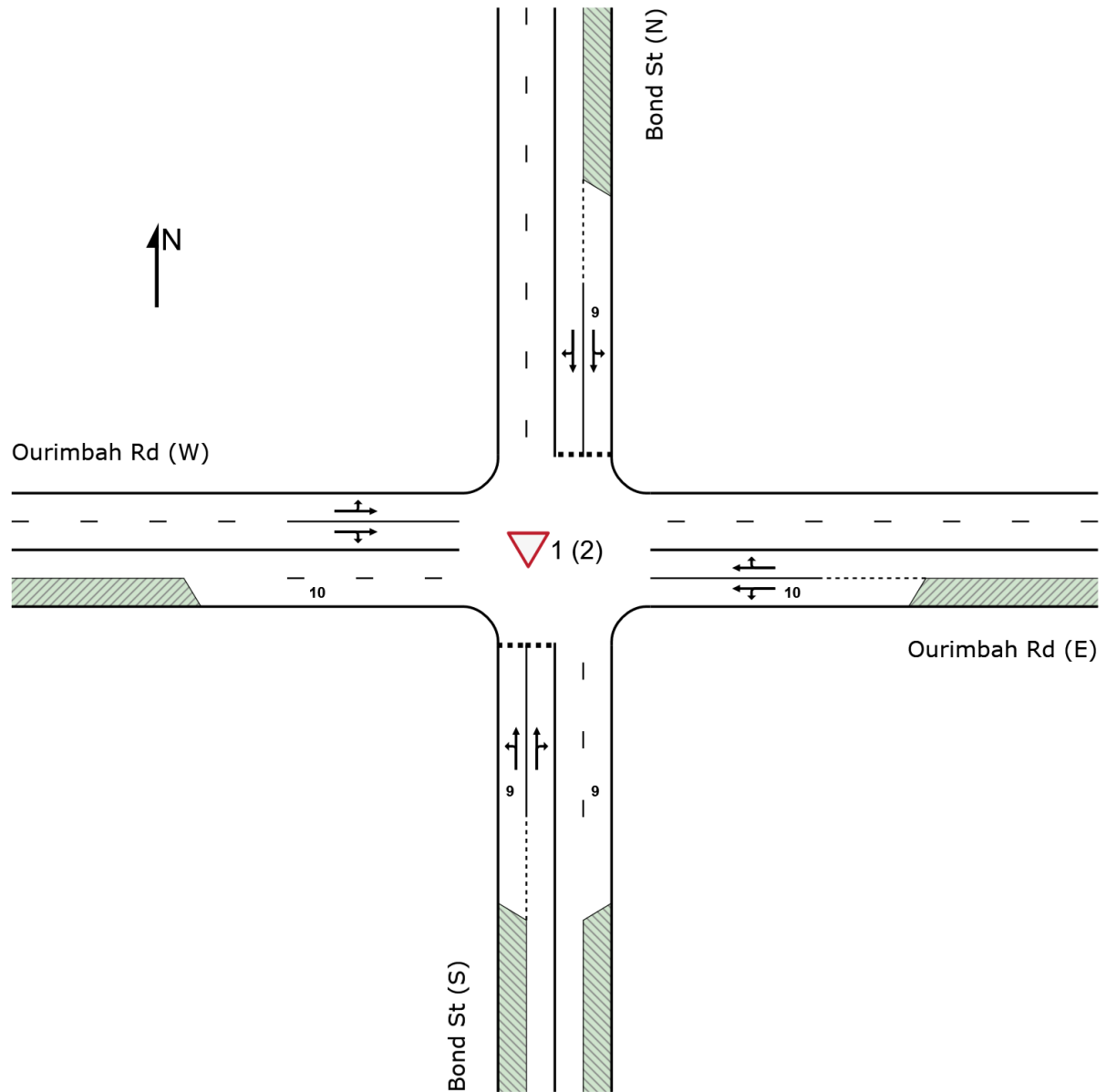
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1 (2)] Ourimbah Rd & Bond St - Existing PM 2026
(Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2025\25203 - 40-56 Ourimbah Rd, MOSMAN\SIDRA\260623
Existing 2026.sipx

MOVEMENT SUMMARY

Site: [1 (2)] Ourimbah Rd & Bond St - Existing PM 2026
(Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
South: Bond St (S)															
1	L2	All MCs	24	0.0	24	0.0	0.026	5.7	LOS A	0.0	0.3	0.36	0.53	0.36	44.1
2	T1	All MCs	1	0.0	1	0.0	0.026	22.5	LOS B	0.0	0.3	0.36	0.53	0.36	45.3
3	R2	All MCs	9	0.0	9	0.0	0.062	28.7	LOS C	0.1	0.5	0.89	0.95	0.89	29.1
Approach			34	0.0	34	0.0	0.062	12.3	LOS A	0.1	0.5	0.50	0.64	0.50	39.5
East: Ourimbah Rd (E)															
4	L2	All MCs	19	0.0	19	0.0	0.142	5.0	LOS A	0.0	0.0	0.00	0.04	0.00	55.3
5	T1	All MCs	860	2.0	860	2.0	0.708	0.7	LOS A	0.2	1.8	0.05	0.07	0.10	57.3
6	R2	All MCs	18	0.0	18	0.0	0.708	10.8	LOS A	0.2	1.8	0.07	0.08	0.14	48.1
Approach			897	1.9	897	1.9	0.708	1.0	NA	0.2	1.8	0.05	0.07	0.10	56.3
North: Bond St (N)															
7	L2	All MCs	25	0.0	25	0.0	0.026	6.2	LOS A	0.0	0.3	0.41	0.58	0.41	42.1
8	T1	All MCs	1	0.0	1	0.0	0.026	21.6	LOS B	0.0	0.2	0.88	0.94	0.88	36.2
9	R2	All MCs	3	0.0	3	0.0	0.026	28.2	LOS B	0.0	0.2	0.88	0.94	0.88	32.5
Approach			29	0.0	29	0.0	0.026	9.0	LOS A	0.0	0.3	0.48	0.63	0.48	40.4
West: Ourimbah Rd (W)															
10	L2	All MCs	8	0.0	8	0.0	0.217	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.2
11	T1	All MCs	807	2.9	807	2.9	0.217	0.1	LOS A	0.0	0.3	0.01	0.02	0.01	59.2
12	R2	All MCs	6	0.0	6	0.0	0.217	10.0	LOS A	0.0	0.3	0.03	0.04	0.03	50.2
Approach			821	2.8	821	2.8	0.217	0.2	NA	0.0	0.3	0.01	0.02	0.01	58.9
All Vehicles			1781	2.2	1781	2.2	0.708	1.0	NA	0.2	1.8	0.05	0.07	0.07	55.6

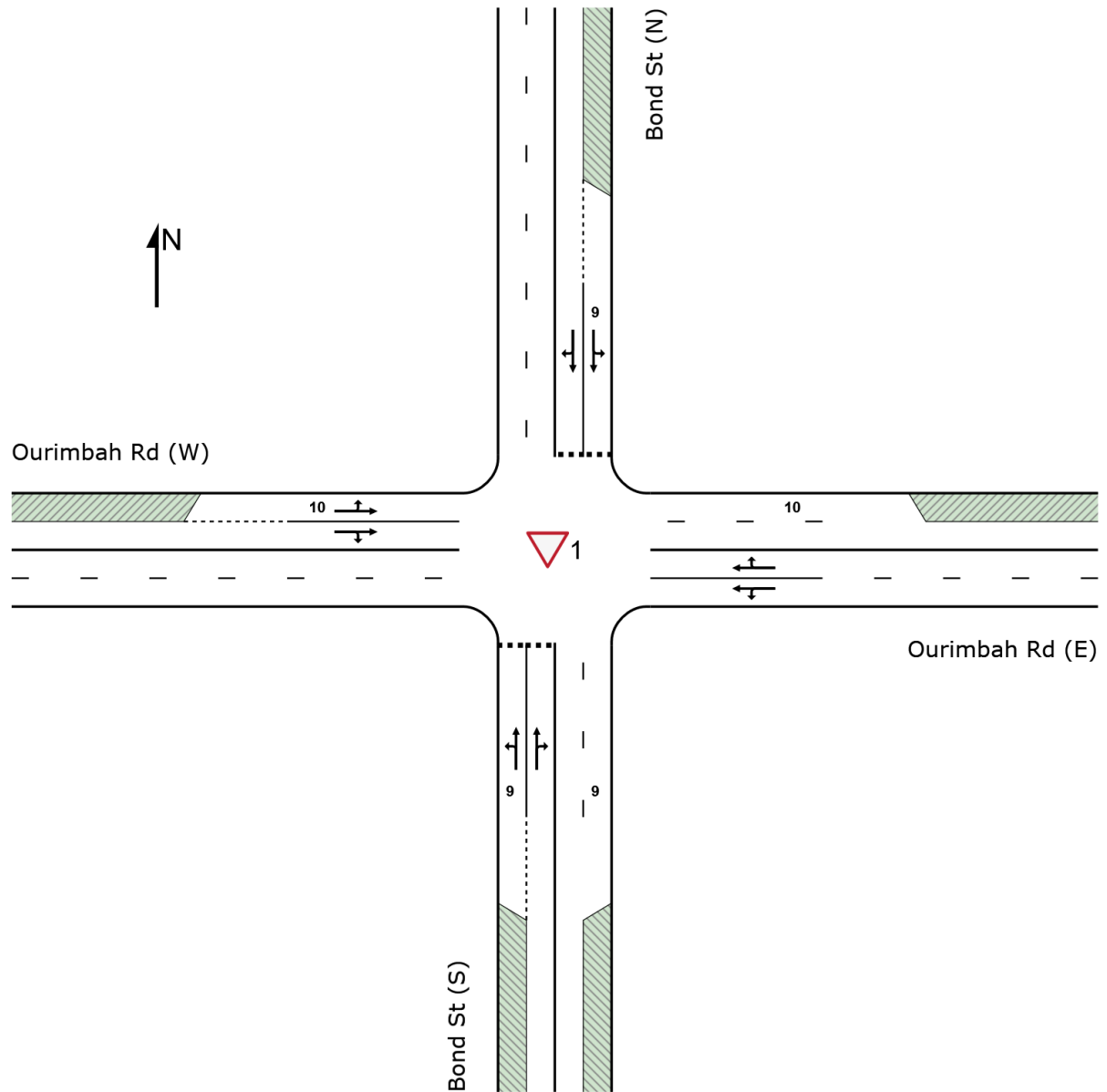
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Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1] Ourimbah Rd & Bond St - Proposed AM 2026
(Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2025\25203 - 40-56 Ourimbah Rd, MOSMAN\SIDRA\260623
\Proposed 2026.sipx

MOVEMENT SUMMARY

Site: [1] Ourimbah Rd & Bond St - Proposed AM 2026
(Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. Dist]					
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Bond St (S)															
1	L2	All MCs	28	0.0	28	0.0	0.045	7.2	LOS A	0.1	0.5	0.58	0.71	0.58	8.3
2	T1	All MCs	1	0.0	1	0.0	0.045	31.3	LOS C	0.1	0.5	0.58	0.71	0.58	40.6
3	R2	All MCs	6	0.0	6	0.0	0.062	40.8	LOS C	0.1	0.5	0.93	0.97	0.93	9.6
Approach			35	0.0	35	0.0	0.062	13.7	LOS A	0.1	0.5	0.64	0.75	0.64	9.5
East: Ourimbah Rd (E)															
4	L2	All MCs	34	0.0	34	0.0	0.383	5.0	LOS A	0.0	0.0	0.00	0.03	0.00	45.9
5	T1	All MCs	1383	1.2	1383	1.2	0.383	0.2	LOS A	0.2	1.1	0.03	0.05	0.03	57.0
6	R2	All MCs	28	0.0	28	0.0	0.383	8.6	LOS A	0.2	1.1	0.07	0.08	0.07	48.4
Approach			1445	1.2	1445	1.2	0.383	0.4	NA	0.2	1.1	0.03	0.05	0.03	56.0
North: Bond St (N)															
7	L2	All MCs	27	0.0	27	0.0	0.024	5.7	LOS A	0.0	0.3	0.33	0.54	0.33	42.4
8	T1	All MCs	1	0.0	1	0.0	0.018	30.6	LOS C	0.0	0.2	0.92	0.96	0.92	26.4
9	R2	All MCs	1	0.0	1	0.0	0.018	39.9	LOS C	0.0	0.2	0.92	0.96	0.92	26.2
Approach			29	0.0	29	0.0	0.024	7.7	LOS A	0.0	0.3	0.37	0.57	0.37	40.7
West: Ourimbah Rd (W)															
10	L2	All MCs	7	0.0	7	0.0	0.152	4.1	LOS A	0.0	0.0	0.00	0.01	0.00	55.5
11	T1	All MCs	671	3.4	671	3.4	0.760	2.0	LOS A	0.4	2.6	0.08	0.10	0.18	50.1
12	R2	All MCs	16	0.0	16	0.0	0.760	15.7	LOS B	0.4	2.6	0.14	0.16	0.31	34.2
Approach			694	3.3	694	3.3	0.760	2.8	NA	0.4	2.6	0.08	0.10	0.18	45.5
All Vehicles			2203	1.8	2203	1.8	0.760	1.3	NA	0.4	2.6	0.06	0.09	0.09	48.5

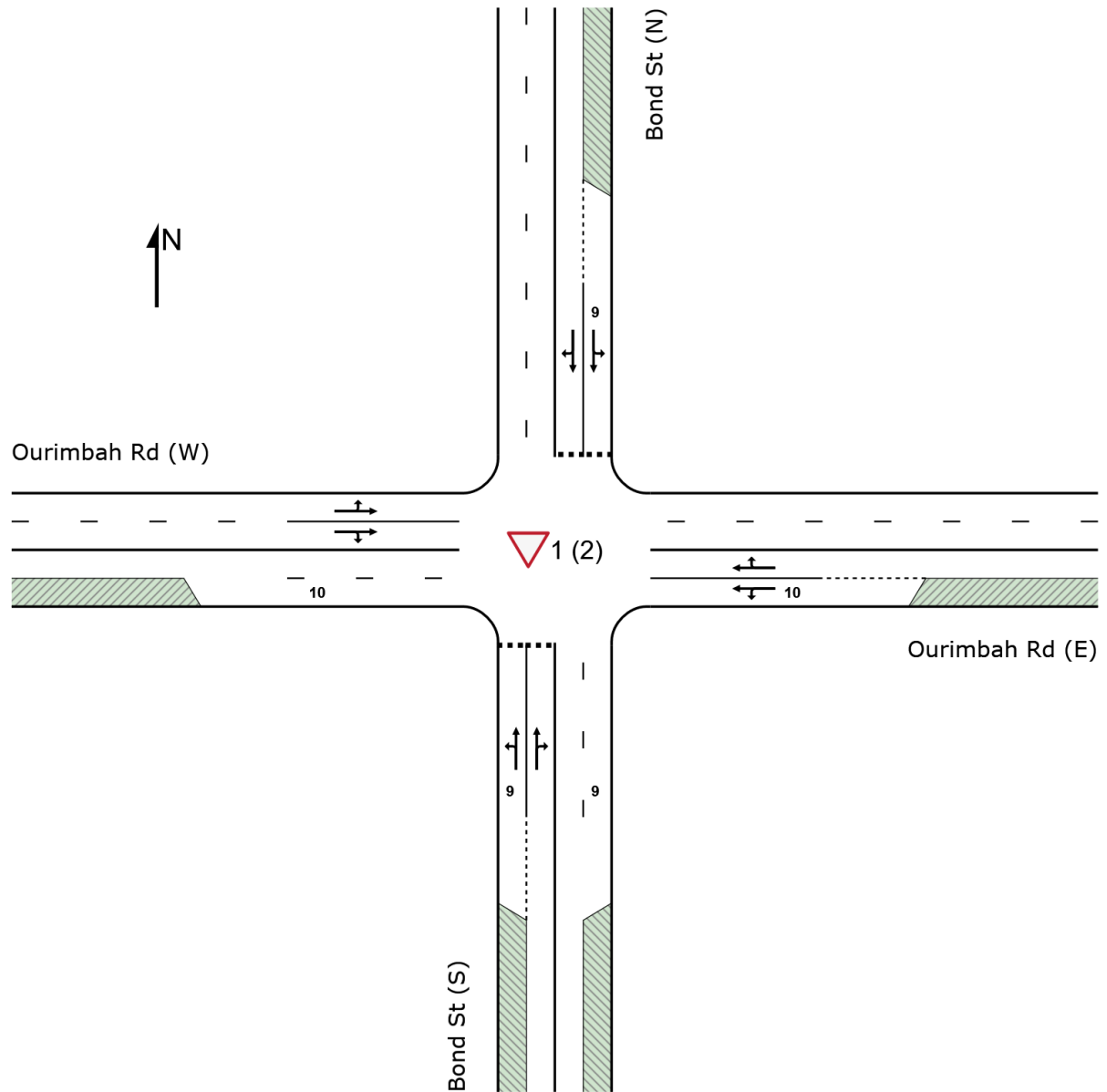
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1 (2)] Ourimbah Rd & Bond St - Proposed PM 2026
(Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: [1 (2)] Ourimbah Rd & Bond St - Proposed PM 2026
(Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
South: Bond St (S)															
1	L2	All MCs	34	0.0	34	0.0	0.035	5.0	LOS A	0.1	0.4	0.35	0.53	0.35	8.8
2	T1	All MCs	1	0.0	1	0.0	0.035	22.2	LOS B	0.1	0.4	0.35	0.53	0.35	43.0
3	R2	All MCs	9	0.0	9	0.0	0.062	28.2	LOS B	0.1	0.5	0.89	0.95	0.89	12.6
Approach			44	0.0	44	0.0	0.062	10.1	LOS A	0.1	0.5	0.46	0.62	0.46	10.3
East: Ourimbah Rd (E)															
4	L2	All MCs	19	0.0	19	0.0	0.143	5.0	LOS A	0.0	0.0	0.00	0.04	0.00	45.5
5	T1	All MCs	864	2.0	864	2.0	0.713	0.7	LOS A	0.3	1.8	0.05	0.07	0.10	55.1
6	R2	All MCs	18	0.0	18	0.0	0.713	10.8	LOS A	0.3	1.8	0.07	0.08	0.14	48.1
Approach			901	1.9	901	1.9	0.713	1.0	NA	0.3	1.8	0.05	0.07	0.10	53.3
North: Bond St (N)															
7	L2	All MCs	25	0.0	25	0.0	0.026	6.2	LOS A	0.0	0.3	0.41	0.58	0.41	42.1
8	T1	All MCs	1	0.0	1	0.0	0.026	21.7	LOS B	0.0	0.2	0.88	0.94	0.88	29.6
9	R2	All MCs	3	0.0	3	0.0	0.026	28.7	LOS C	0.0	0.2	0.88	0.94	0.88	29.4
Approach			29	0.0	29	0.0	0.026	9.1	LOS A	0.0	0.3	0.48	0.63	0.48	39.8
West: Ourimbah Rd (W)															
10	L2	All MCs	8	0.0	8	0.0	0.217	3.9	LOS A	0.0	0.0	0.00	0.01	0.00	55.5
11	T1	All MCs	808	2.8	808	2.8	0.217	0.1	LOS A	0.0	0.3	0.01	0.02	0.01	58.8
12	R2	All MCs	6	0.0	6	0.0	0.217	8.4	LOS A	0.0	0.3	0.03	0.04	0.03	43.3
Approach			822	2.8	822	2.8	0.217	0.2	NA	0.0	0.3	0.01	0.02	0.01	58.5
All Vehicles			1796	2.2	1796	2.2	0.713	1.0	NA	0.3	1.8	0.05	0.07	0.07	49.8

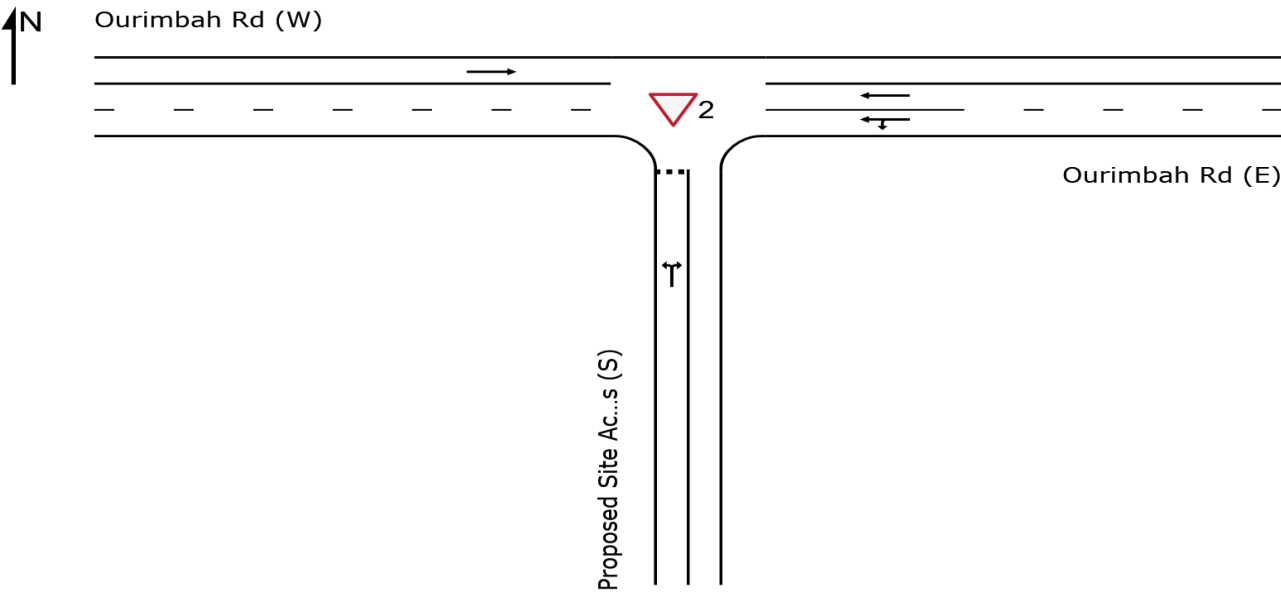
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: [2] Ourimbah Rd & Proposed Site Access - Proposed
AM 2026 (Folder1)

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

Site: [2] Ourimbah Rd & Proposed Site Access - Proposed
AM 2026 (Folder1)
Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Proposed Site Access (S)															
1	L2	All MCs	10	0.0	10	0.0	0.034	2.6	LOS A	0.0	0.3	0.70	0.59	0.70	15.8
3	R2	All MCs	4	0.0	4	0.0	0.034	20.7	LOS B	0.0	0.3	0.70	0.59	0.70	11.0
Approach			14	0.0	14	0.0	0.034	7.8	LOS A	0.0	0.3	0.70	0.59	0.70	14.6
East: Ourimbah Rd (E)															
4	L2	All MCs	4	0.0	4	0.0	0.358	7.1	LOS A	0.0	0.0	0.00	0.01	0.00	38.7
5	T1	All MCs	1382	1.2	1382	1.2	0.358	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1386	1.2	1386	1.2	0.358	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
West: Ourimbah Rd (W)															
11	T1	All MCs	667	3.4	667	3.4	0.350	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			667	3.4	667	3.4	0.350	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			2067	1.9	2067	1.9	0.358	0.1	NA	0.0	0.3	0.00	0.01	0.00	58.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

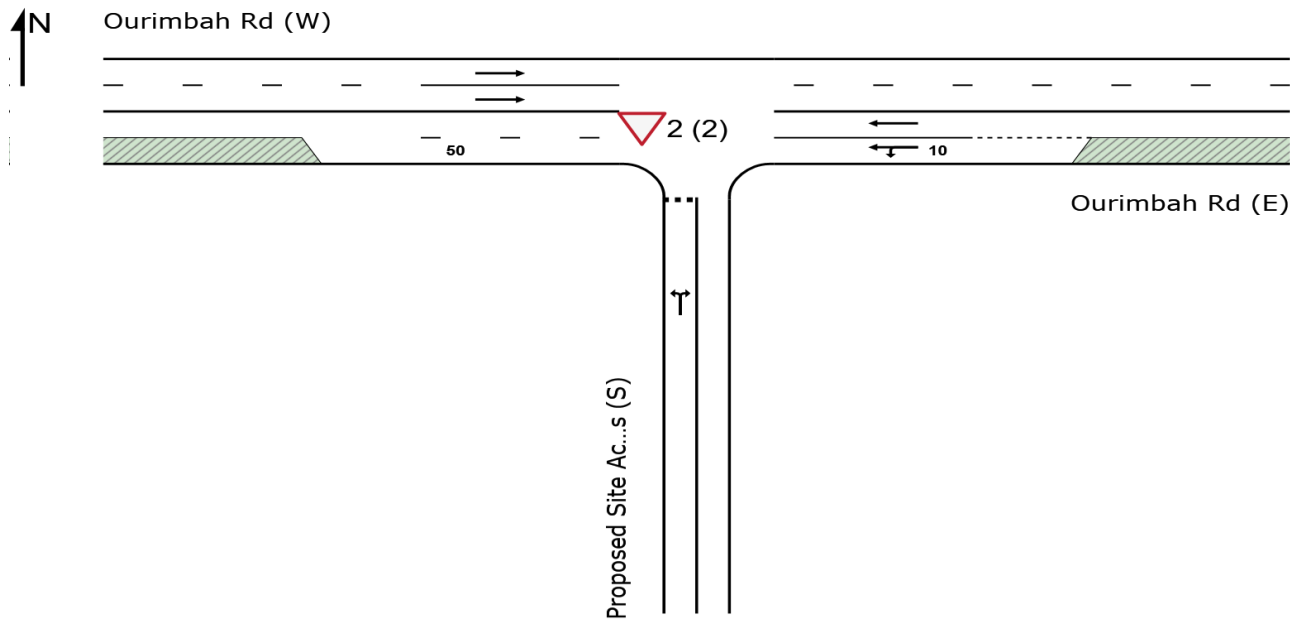
SITE LAYOUT

▽ Site: [2 (2)] Ourimbah Rd & Proposed Site Access -
Proposed PM 2026 (Folder1)

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY

Site: [2 (2)] Ourimbah Rd & Proposed Site Access -
Proposed PM 2026 (Folder1)
Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Proposed Site Access (S)															
1	L2	All MCs	3	0.0	3	0.0	0.008	0.9	LOS A	0.0	0.1	0.51	0.25	0.51	16.8
3	R2	All MCs	1	0.0	1	0.0	0.008	19.2	LOS B	0.0	0.1	0.51	0.25	0.51	11.7
Approach			4	0.0	4	0.0	0.008	5.5	LOS A	0.0	0.1	0.51	0.25	0.51	15.7
East: Ourimbah Rd (E)															
4	L2	All MCs	14	0.0	14	0.0	0.105	7.1	LOS A	0.0	0.0	0.00	0.09	0.00	37.1
5	T1	All MCs	860	2.2	860	2.2	0.350	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.2
Approach			874	2.2	874	2.2	0.350	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.9
West: Ourimbah Rd (W)															
11	T1	All MCs	807	1.7	807	1.7	0.209	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			807	1.7	807	1.7	0.209	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1685	2.0	1685	2.0	0.350	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.0

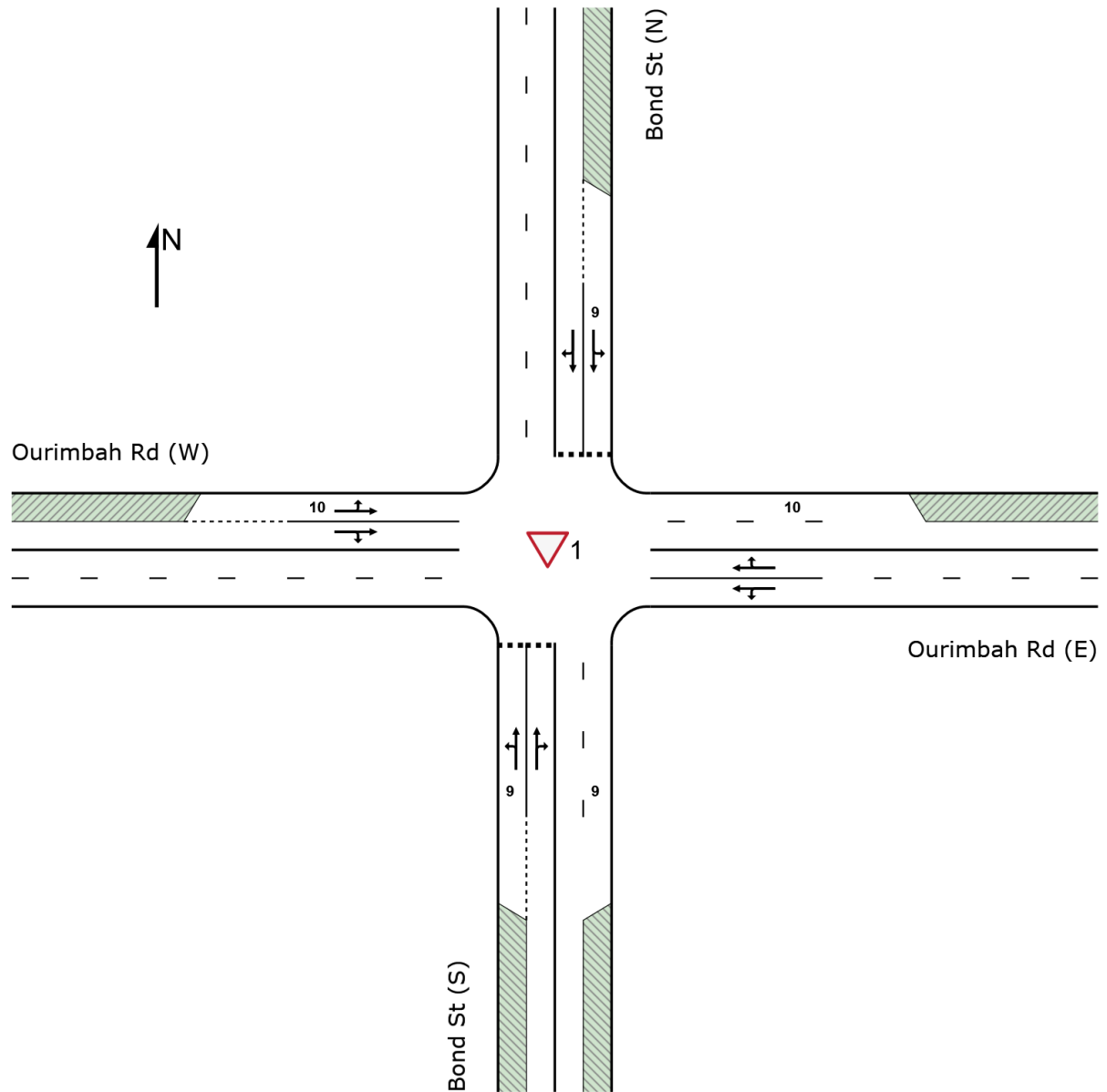
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

▽ Site: [1] Ourimbah Rd & Bond St - Future Base Case AM
2036 (Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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\Future Base Case 2036.sipx

MOVEMENT SUMMARY

Site: [1] Ourimbah Rd & Bond St - Future Base Case AM 2036 (Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Bond St (S)															
1	L2	All MCs	30	0.0	30	0.0	0.064	9.3	LOS A	0.1	0.6	0.65	0.80	0.65	40.8
2	T1	All MCs	1	0.0	1	0.0	0.064	50.6	LOS D ¹¹	0.1	0.6	0.65	0.80	0.65	42.9
3	R2	All MCs	7	0.0	7	0.0	0.136	69.2	LOS E ¹¹	0.2	1.1	0.97	0.98	0.97	18.8
Approach			39	0.0	39	0.0	0.136	21.8	LOS B	0.2	1.1	0.71	0.83	0.71	34.4
East: Ourimbah Rd (E)															
4	L2	All MCs	41	0.0	41	0.0	0.469	5.0	LOS A	0.0	0.0	0.00	0.03	0.00	55.2
5	T1	All MCs	1685	1.2	1685	1.2	0.469	0.3	LOS A	0.3	2.3	0.04	0.06	0.05	57.8
6	R2	All MCs	34	0.0	34	0.0	0.469	9.8	LOS A	0.3	2.3	0.08	0.10	0.11	48.1
Approach			1760	1.2	1760	1.2	0.469	0.6	NA	0.3	2.3	0.04	0.06	0.05	57.2
North: Bond St (N)															
7	L2	All MCs	33	0.0	33	0.0	0.035	6.4	LOS A	0.1	0.4	0.43	0.60	0.43	42.1
8	T1	All MCs	1	0.0	1	0.0	0.037	48.7	LOS D ¹¹	0.0	0.3	0.96	0.98	0.96	27.8
9	R2	All MCs	1	0.0	1	0.0	0.037	65.3	LOS E ¹¹	0.0	0.3	0.96	0.98	0.96	23.3
Approach			35	0.0	35	0.0	0.037	9.9	LOS A	0.1	0.4	0.46	0.62	0.46	39.6
West: Ourimbah Rd (W)															
10	L2	All MCs	9	0.0	9	0.0	0.229	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.2
11	T1	All MCs	813	3.4	813	3.4	1.146	69.8	LOS E ¹¹	19.5	140.5	0.47	0.53	4.41	11.2
12	R2	All MCs	20	0.0	20	0.0	1.146	207.6	LOS F ¹¹	19.5	140.5	1.00	1.11	9.31	12.6
Approach			841	3.3	841	3.3	1.146	72.8	NA	19.5	140.5	0.48	0.54	4.48	11.4
All Vehicles			2676	1.8	2676	1.8	1.146	23.6	NA	19.5	140.5	0.19	0.23	1.46	25.4

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

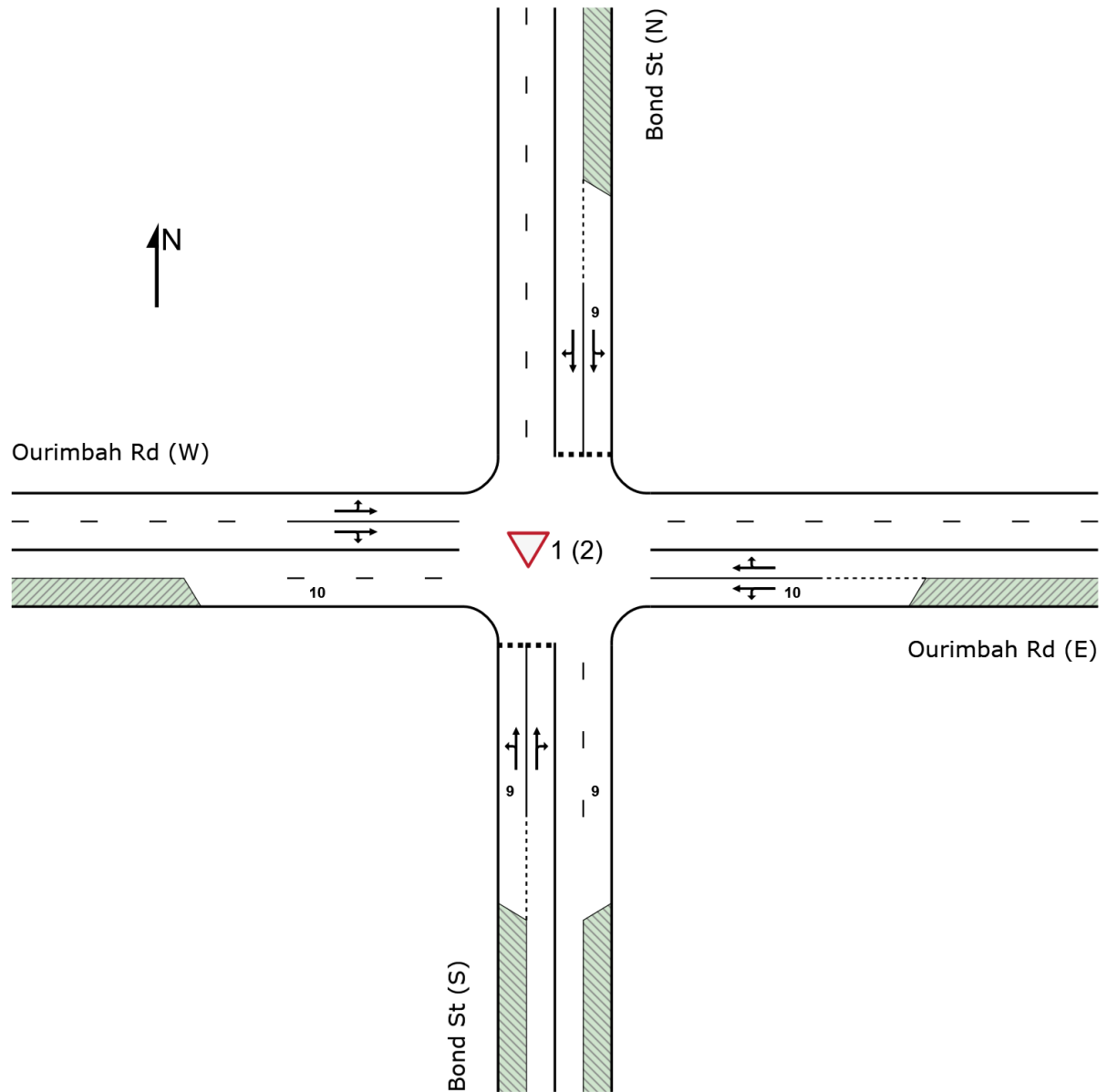
¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

▽ Site: [1 (2)] Ourimbah Rd & Bond St - Future Base Case PM
2036 (Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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\Future Base Case 2036.sipx

MOVEMENT SUMMARY

Site: [1 (2)] Ourimbah Rd & Bond St - Future Base Case PM
2036 (Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
South: Bond St (S)															
1	L2	All MCs	29	0.0	29	0.0	0.038	6.4	LOS A	0.1	0.4	0.46	0.59	0.46	43.4
2	T1	All MCs	1	0.0	1	0.0	0.038	31.3	LOS C	0.1	0.4	0.46	0.59	0.46	44.8
3	R2	All MCs	11	0.0	11	0.0	0.113	41.0	LOS C	0.1	0.9	0.93	0.97	0.93	24.9
Approach			41	0.0	41	0.0	0.113	16.3	LOS B	0.1	0.9	0.58	0.69	0.58	37.1
East: Ourimbah Rd (E)															
4	L2	All MCs	23	0.0	23	0.0	0.210	5.0	LOS A	0.0	0.0	0.00	0.03	0.00	55.3
5	T1	All MCs	1048	2.0	1048	2.0	1.050	34.8	LOS C	13.8	98.0	0.64	0.68	3.41	18.8
6	R2	All MCs	22	0.0	22	0.0	1.050	130.2	LOS F ¹¹	13.8	98.0	1.00	1.04	5.35	21.5
Approach			1093	1.9	1093	1.9	1.050	36.5	NA	13.8	98.0	0.63	0.67	3.37	19.1
North: Bond St (N)															
7	L2	All MCs	30	0.0	30	0.0	0.034	6.7	LOS A	0.1	0.4	0.46	0.62	0.46	41.8
8	T1	All MCs	1	0.0	1	0.0	0.046	29.9	LOS C	0.1	0.4	0.92	0.96	0.92	32.7
9	R2	All MCs	4	0.0	4	0.0	0.046	40.1	LOS C	0.1	0.4	0.92	0.96	0.92	28.5
Approach			35	0.0	35	0.0	0.046	10.9	LOS A	0.1	0.4	0.52	0.67	0.52	39.0
West: Ourimbah Rd (W)															
10	L2	All MCs	10	0.0	10	0.0	0.266	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.2
11	T1	All MCs	984	2.9	984	2.9	0.266	0.1	LOS A	0.1	0.4	0.02	0.03	0.02	59.1
12	R2	All MCs	7	0.0	7	0.0	0.266	11.3	LOS A	0.1	0.4	0.03	0.04	0.03	50.1
Approach			1001	2.8	1001	2.8	0.266	0.3	NA	0.1	0.4	0.02	0.03	0.02	58.8
All Vehicles			2171	2.2	2171	2.2	1.050	18.8	NA	13.8	98.0	0.35	0.37	1.73	28.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

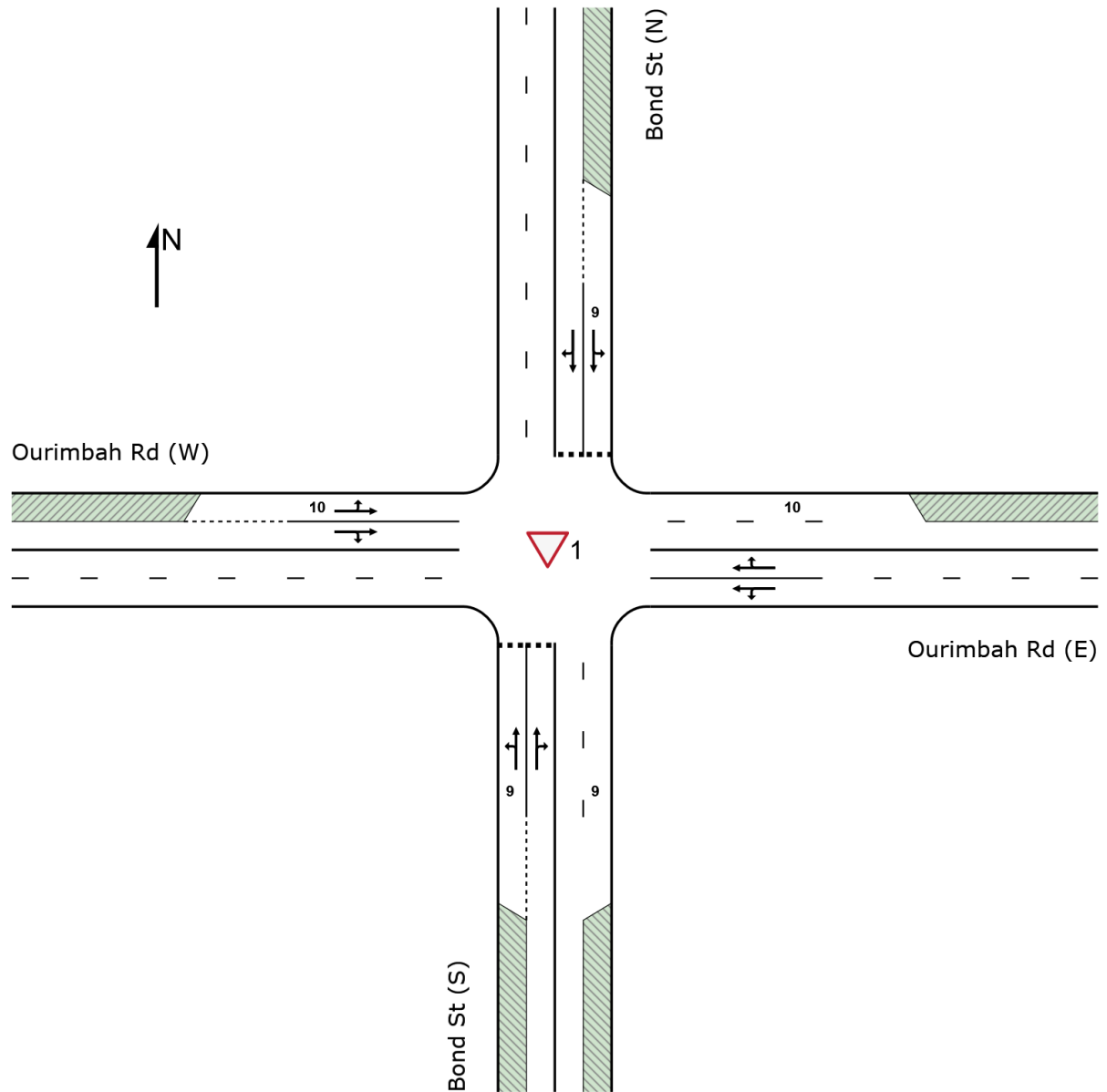
¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

▽ Site: [1] Ourimbah Rd & Bond St - Proposed AM 2036
(Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2025\25203 - 40-56 Ourimbah Rd, MOSMAN\SIDRA\260623
Proposed 2036.sipx

MOVEMENT SUMMARY

Site: [1] Ourimbah Rd & Bond St - Proposed AM 2036
(Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
South: Bond St (S)															
1	L2	All MCs	34	0.0	34	0.0	0.070	8.6	LOS A	0.1	0.7	0.65	0.80	0.65	8.0
2	T1	All MCs	1	0.0	1	0.0	0.070	50.4	LOS D ¹¹	0.1	0.7	0.65	0.80	0.65	39.1
3	R2	All MCs	7	0.0	7	0.0	0.136	68.8	LOS E ¹¹	0.2	1.1	0.97	0.98	0.97	6.3
Approach			43	0.0	43	0.0	0.136	20.1	LOS B	0.2	1.1	0.70	0.83	0.70	8.4
East: Ourimbah Rd (E)															
4	L2	All MCs	41	0.0	41	0.0	0.470	5.0	LOS A	0.0	0.0	0.00	0.03	0.00	45.8
5	T1	All MCs	1686	1.2	1686	1.2	0.470	0.3	LOS A	0.3	2.3	0.04	0.06	0.06	56.0
6	R2	All MCs	34	0.0	34	0.0	0.470	9.9	LOS A	0.3	2.3	0.08	0.10	0.11	48.1
Approach			1761	1.2	1761	1.2	0.470	0.6	NA	0.3	2.3	0.04	0.06	0.05	55.1
North: Bond St (N)															
7	L2	All MCs	33	0.0	33	0.0	0.035	6.4	LOS A	0.1	0.4	0.43	0.60	0.43	42.0
8	T1	All MCs	1	0.0	1	0.0	0.038	48.9	LOS D ¹¹	0.0	0.3	0.96	0.98	0.96	20.5
9	R2	All MCs	1	0.0	1	0.0	0.038	65.9	LOS E ¹¹	0.0	0.3	0.96	0.98	0.96	20.4
Approach			35	0.0	35	0.0	0.038	10.0	LOS A	0.1	0.4	0.47	0.63	0.47	39.3
West: Ourimbah Rd (W)															
10	L2	All MCs	9	0.0	9	0.0	0.231	4.0	LOS A	0.0	0.0	0.00	0.01	0.00	55.5
11	T1	All MCs	818	3.4	818	3.4	1.153	72.7	LOS F ¹¹	20.1	144.9	0.47	0.53	4.55	6.2
12	R2	All MCs	20	0.0	20	0.0	1.153	212.5	LOS F ¹¹	20.1	144.9	1.00	1.11	9.62	2.5
Approach			846	3.3	846	3.3	1.153	75.8	NA	20.1	144.9	0.48	0.54	4.62	6.2
All Vehicles			2685	1.8	2685	1.8	1.153	24.5	NA	20.1	144.9	0.19	0.23	1.51	16.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

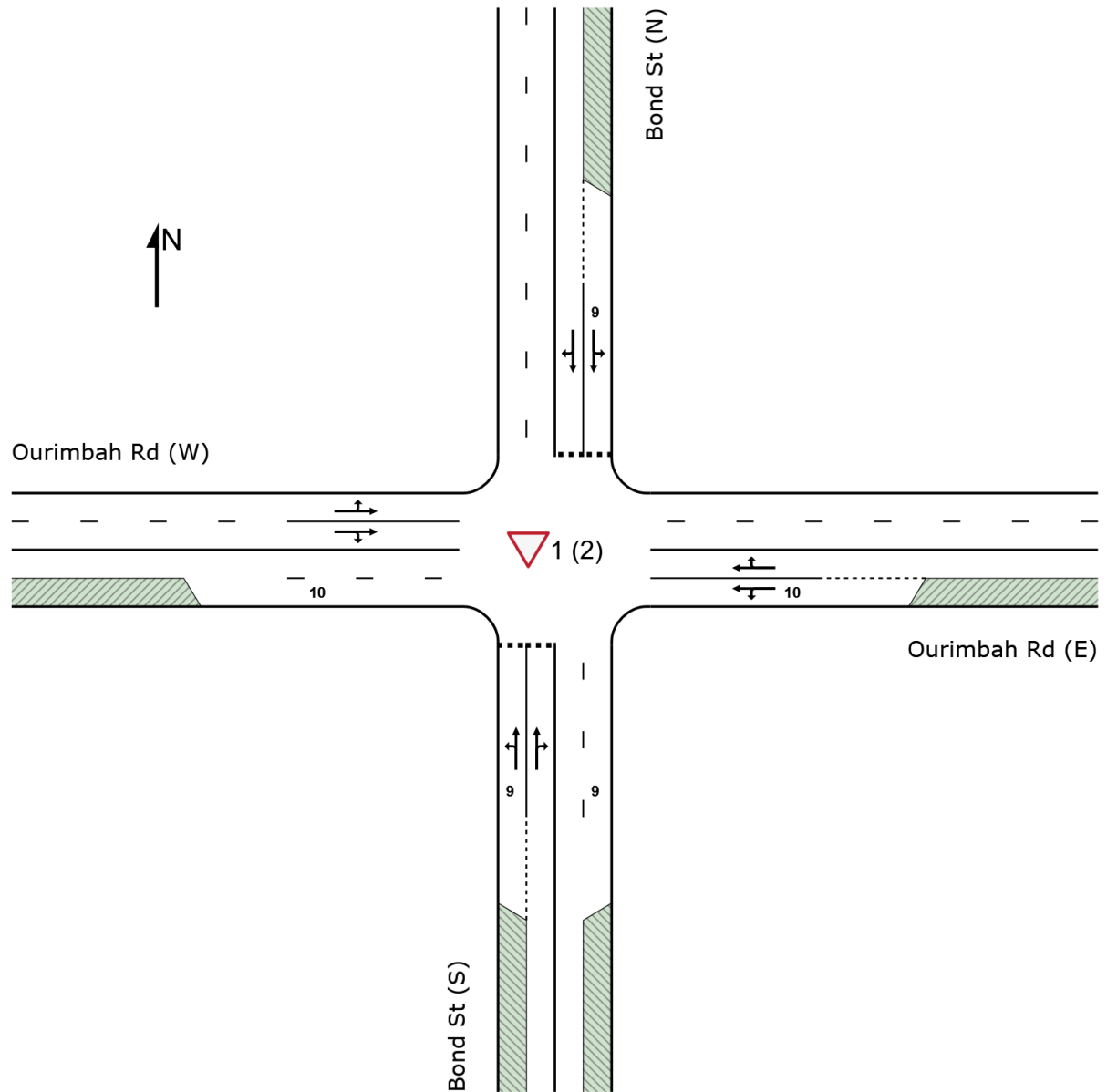
¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

▽ Site: [1 (2)] Ourimbah Rd & Bond St - Proposed PM 2036
(Folder1)

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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\Proposed 2036.sipx

MOVEMENT SUMMARY

Site: [1 (2)] Ourimbah Rd & Bond St - Proposed PM 2036
(Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Bond St, Mosman
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Bond St (S)															
1	L2	All MCs	41	0.0	41	0.0	0.050	5.7	LOS A	0.1	0.5	0.45	0.59	0.45	8.6
2	T1	All MCs	1	0.0	1	0.0	0.050	31.3	LOS C	0.1	0.5	0.45	0.59	0.45	42.2
3	R2	All MCs	11	0.0	11	0.0	0.114	40.6	LOS C	0.1	0.9	0.93	0.97	0.93	9.7
Approach			54	0.0	54	0.0	0.114	13.4	LOS A	0.1	0.9	0.55	0.66	0.55	9.6
East: Ourimbah Rd (E)															
4	L2	All MCs	23	0.0	23	0.0	0.211	5.0	LOS A	0.0	0.0	0.00	0.03	0.00	45.7
5	T1	All MCs	1053	2.0	1053	2.0	1.055	37.7	LOS C	14.6	103.7	0.64	0.68	3.62	10.8
6	R2	All MCs	22	0.0	22	0.0	1.055	135.1	LOS F ¹¹	14.6	103.7	1.00	1.05	5.69	20.5
Approach			1098	1.9	1098	1.9	1.055	39.3	NA	14.6	103.7	0.63	0.67	3.59	11.2
North: Bond St (N)															
7	L2	All MCs	30	0.0	30	0.0	0.034	6.7	LOS A	0.1	0.4	0.46	0.62	0.46	41.8
8	T1	All MCs	1	0.0	1	0.0	0.047	30.0	LOS C	0.1	0.4	0.93	0.96	0.93	25.4
9	R2	All MCs	4	0.0	4	0.0	0.047	40.9	LOS C	0.1	0.4	0.93	0.96	0.93	25.3
Approach			35	0.0	35	0.0	0.047	11.0	LOS A	0.1	0.4	0.53	0.67	0.53	38.4
West: Ourimbah Rd (W)															
10	L2	All MCs	10	0.0	10	0.0	0.266	3.9	LOS A	0.0	0.0	0.00	0.01	0.00	55.4
11	T1	All MCs	985	2.8	985	2.8	0.266	0.1	LOS A	0.1	0.4	0.02	0.03	0.02	58.5
12	R2	All MCs	7	0.0	7	0.0	0.266	9.8	LOS A	0.1	0.4	0.04	0.04	0.04	42.9
Approach			1002	2.8	1002	2.8	0.266	0.2	NA	0.1	0.4	0.02	0.03	0.02	58.2
All Vehicles			2189	2.2	2189	2.2	1.055	20.2	NA	14.6	103.7	0.35	0.38	1.83	18.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

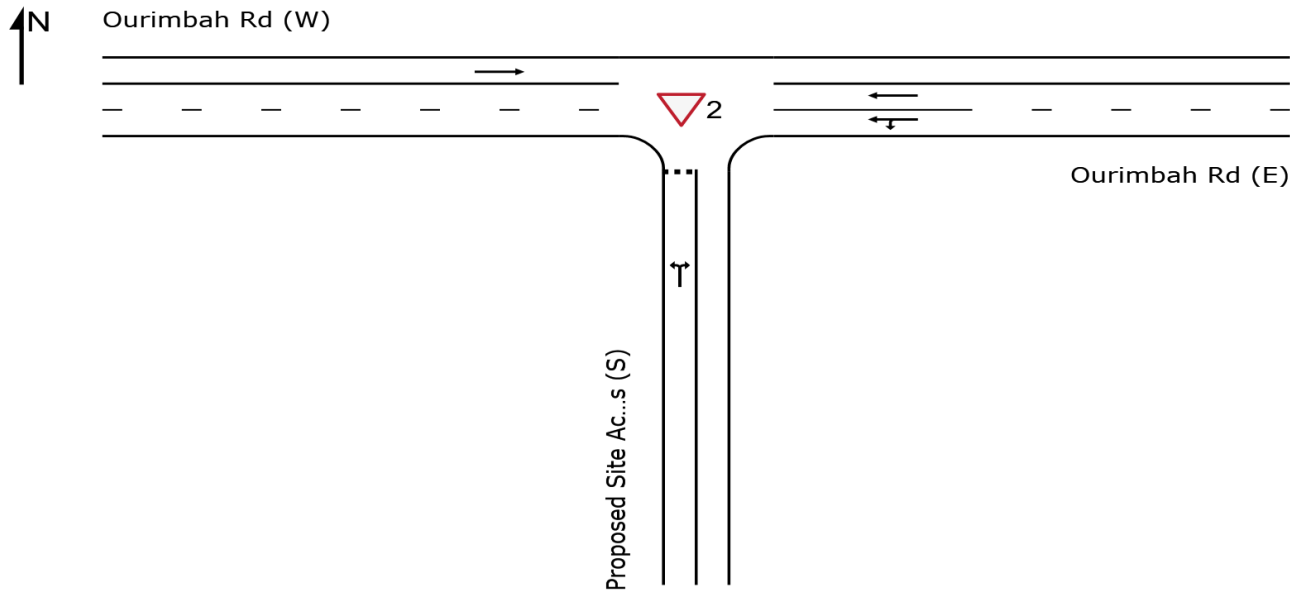
¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

SITE LAYOUT

▽ Site: [2] Ourimbah Rd & Proposed Site Access - Proposed
AM 2036 (Folder1)

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2025\25203 - 40-56 Ourimbah Rd, MOSMAN\SIDRA\260623
Proposed 2036.sipx

MOVEMENT SUMMARY

Site: [2] Ourimbah Rd & Proposed Site Access - Proposed
AM 2036 (Folder1)
Output produced by SIDRA INTERSECTION Version: 11.0.2

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
South: Proposed Site Access (S)															
1	L2	All MCs	10	0.0	10	0.0	0.050	3.6	LOS A	0.1	0.4	0.78	0.74	0.78	14.4
3	R2	All MCs	4	0.0	4	0.0	0.050	33.4	LOS C	0.1	0.4	0.78	0.74	0.78	9.8
Approach			14	0.0	14	0.0	0.050	12.1	LOS A	0.1	0.4	0.78	0.74	0.78	13.2
East: Ourimbah Rd (E)															
4	L2	All MCs	4	0.0	4	0.0	0.436	7.1	LOS A	0.0	0.0	0.00	0.01	0.00	38.7
5	T1	All MCs	1685	1.2	1685	1.2	0.436	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1689	1.2	1689	1.2	0.436	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
West: Ourimbah Rd (W)															
11	T1	All MCs	813	3.4	813	3.4	0.426	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			813	3.4	813	3.4	0.426	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			2516	1.9	2516	1.9	0.436	0.1	NA	0.1	0.4	0.00	0.01	0.00	58.5

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

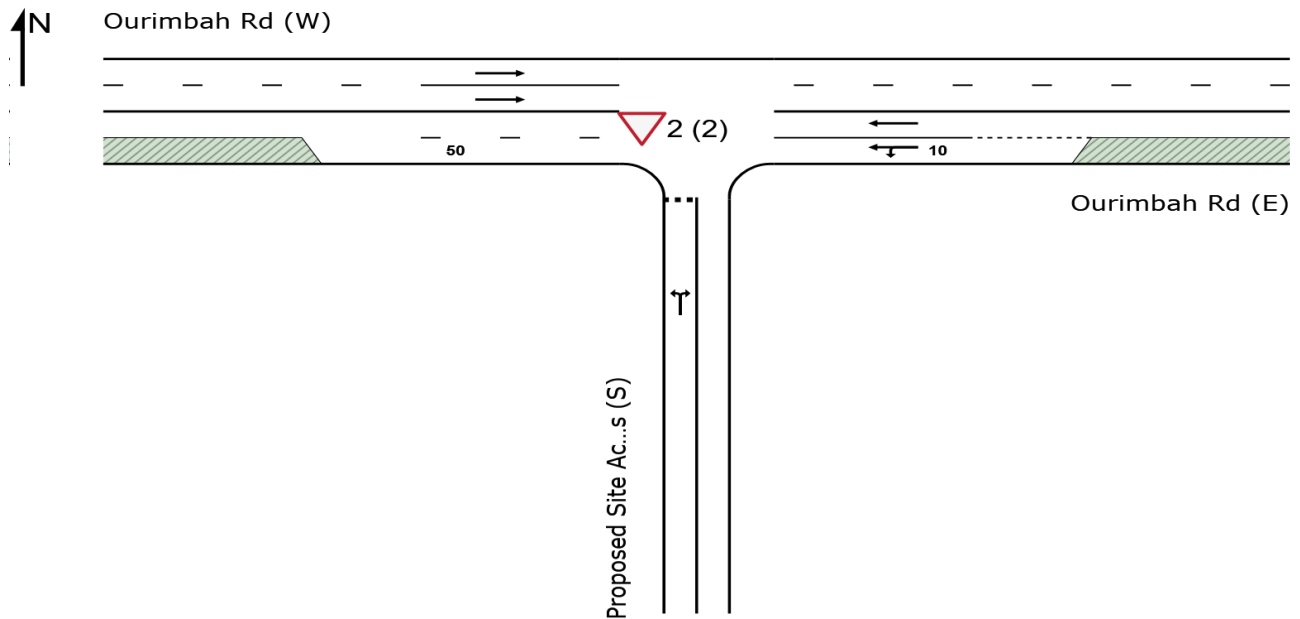
SITE LAYOUT

▽ Site: [2 (2)] Ourimbah Rd & Proposed Site Access -
Proposed PM 2036 (Folder1)

Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\ChrisPalmer\OneDrive - CJP Consulting Engineers\Projects\2025\25203 - 40-56 Ourimbah Rd, MOSMAN\SIDRA\260623
Proposed 2036.sipx

MOVEMENT SUMMARY

Site: [2 (2)] Ourimbah Rd & Proposed Site Access -
Proposed PM 2036 (Folder1)
Output produced by SIDRA INTERSECTION Version: 11.0.2

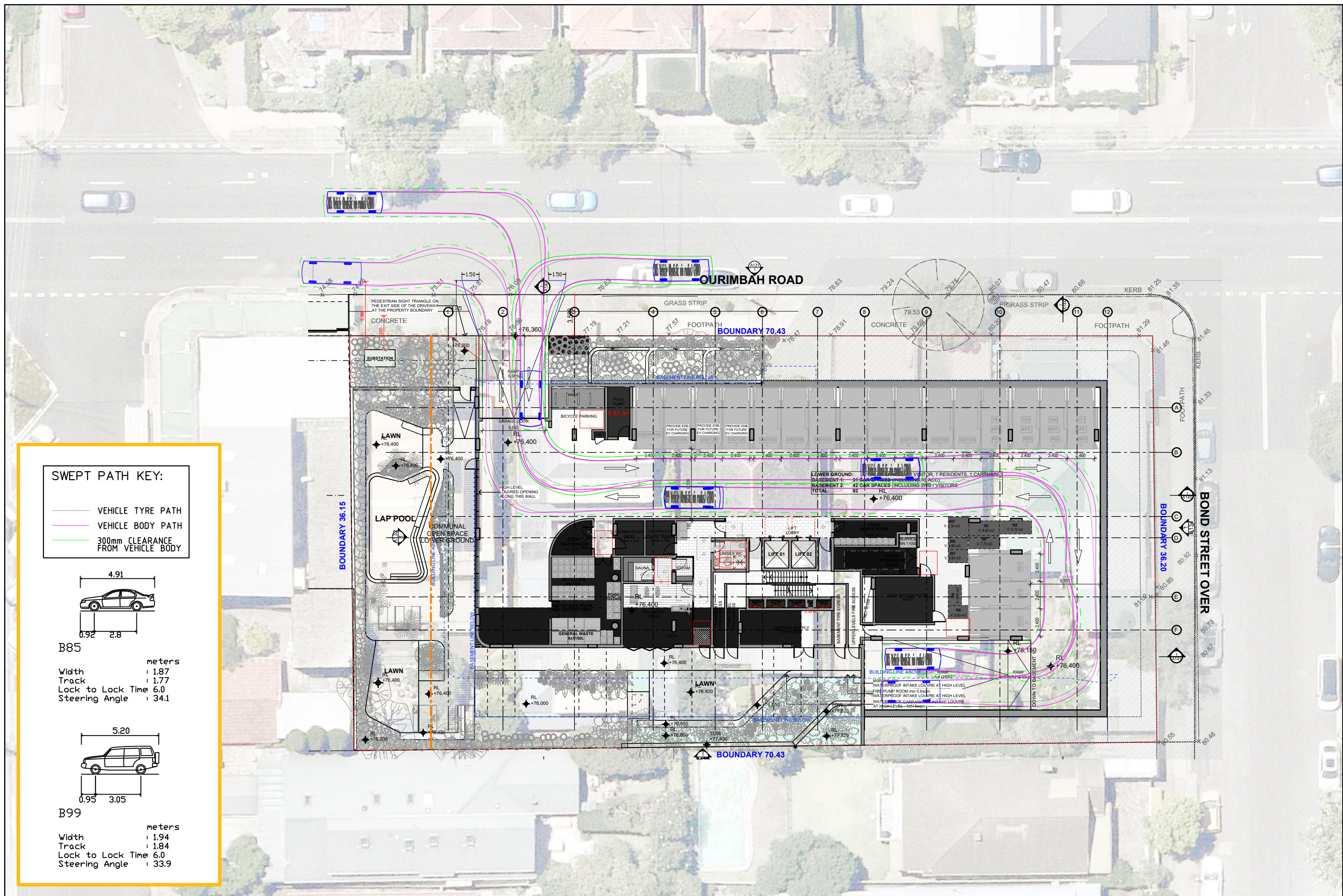
Ourimbah Rd & Proposed Site Access, Mosman
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
South: Proposed Site Access (S)															
1	L2	All MCs	3	0.0	3	0.0	0.012	1.4	LOS A	0.0	0.1	0.64	0.35	0.64	15.6
3	R2	All MCs	1	0.0	1	0.0	0.012	31.2	LOS C	0.0	0.1	0.64	0.35	0.64	10.8
Approach			4	0.0	4	0.0	0.012	8.9	LOS A	0.0	0.1	0.64	0.35	0.64	14.5
East: Ourimbah Rd (E)															
4	L2	All MCs	14	0.0	14	0.0	0.128	7.1	LOS A	0.0	0.0	0.00	0.08	0.00	37.4
5	T1	All MCs	1048	2.2	1048	2.2	0.425	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.3
Approach			1062	2.2	1062	2.2	0.425	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.0
West: Ourimbah Rd (W)															
11	T1	All MCs	984	1.7	984	1.7	0.255	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			984	1.7	984	1.7	0.255	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			2050	2.0	2050	2.0	0.425	0.2	NA	0.0	0.1	0.00	0.01	0.00	59.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

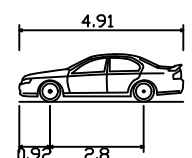
Appendix D

Swept Turn Paths



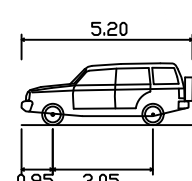
SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



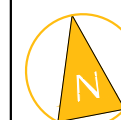
B85

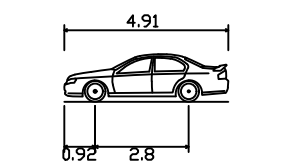
Width	1.87 meters
Track	1.77
Lock to Lock Time	6.0
Steering Angle	34.1



B99

Width	1.94 meters
Track	1.84
Lock to Lock Time	6.0
Steering Angle	33.9



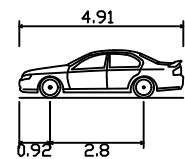


A side-view diagram of a car. Above the car, a dimension line indicates a total length of 5.20. Below the car, two dimension lines are shown: one from the front bumper to the front wheel labeled 0.95, and another from the front wheel to the rear wheel labeled 3.05.

[illegible]

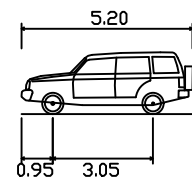
SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



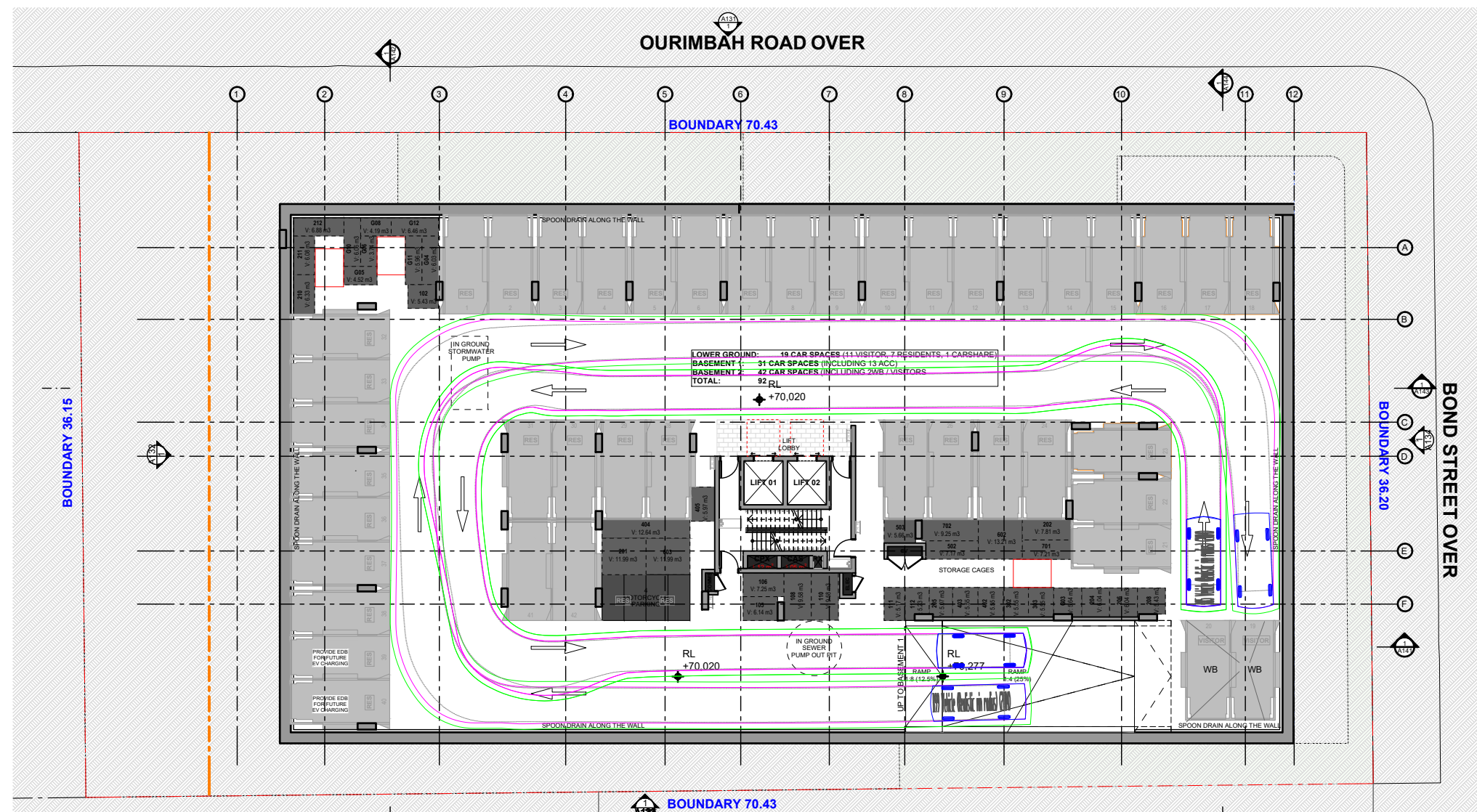
B85

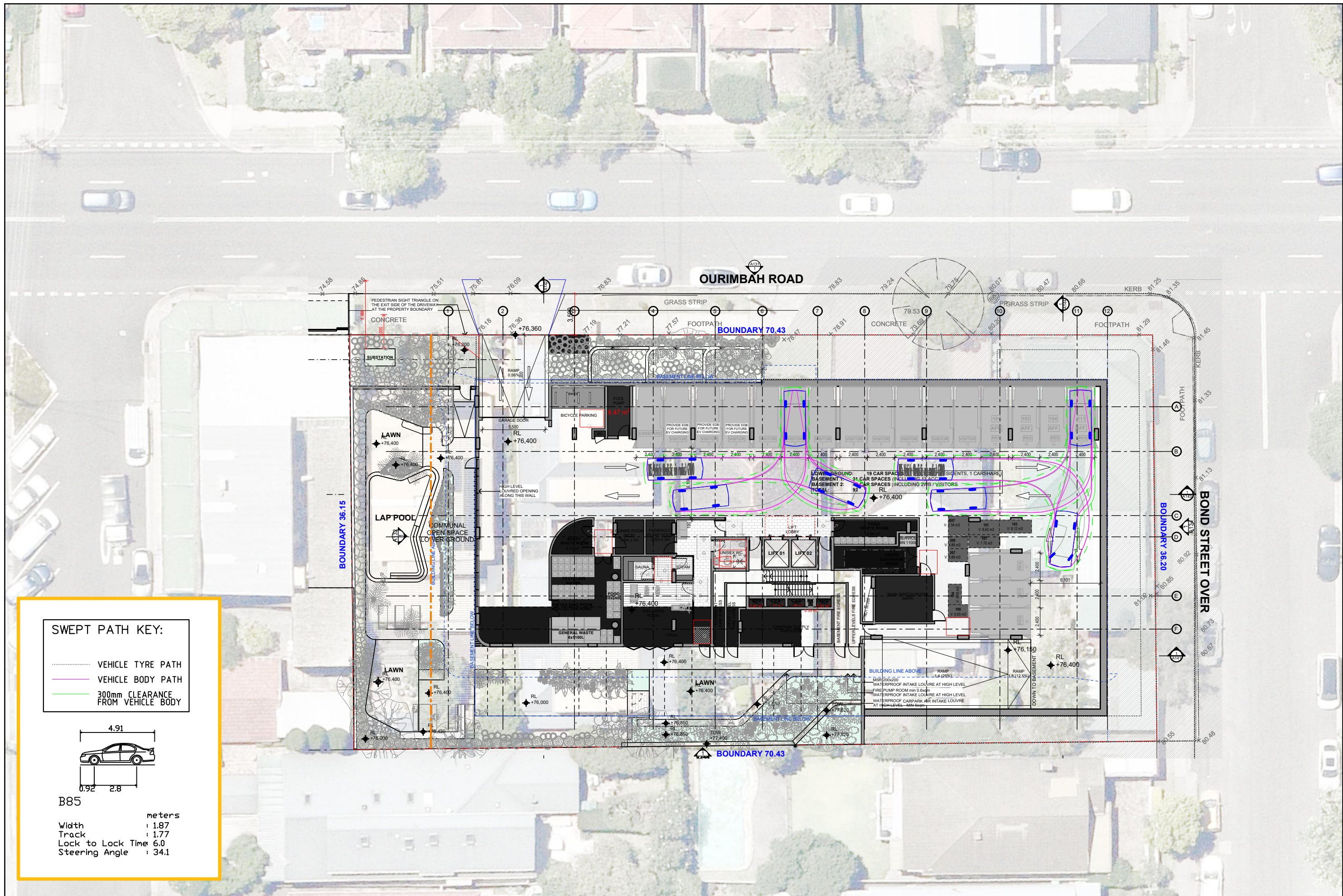
Width : 4.91 meters
Track : 1.87 meters
Lock to Lock Time : 6.0
Steering Angle : 34.1



B99

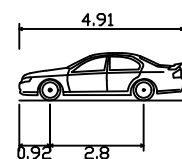
Width : 5.20 meters
Track : 1.84 meters
Lock to Lock Time : 6.0
Steering Angle : 33.9





SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



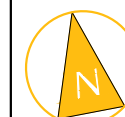
B85
Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

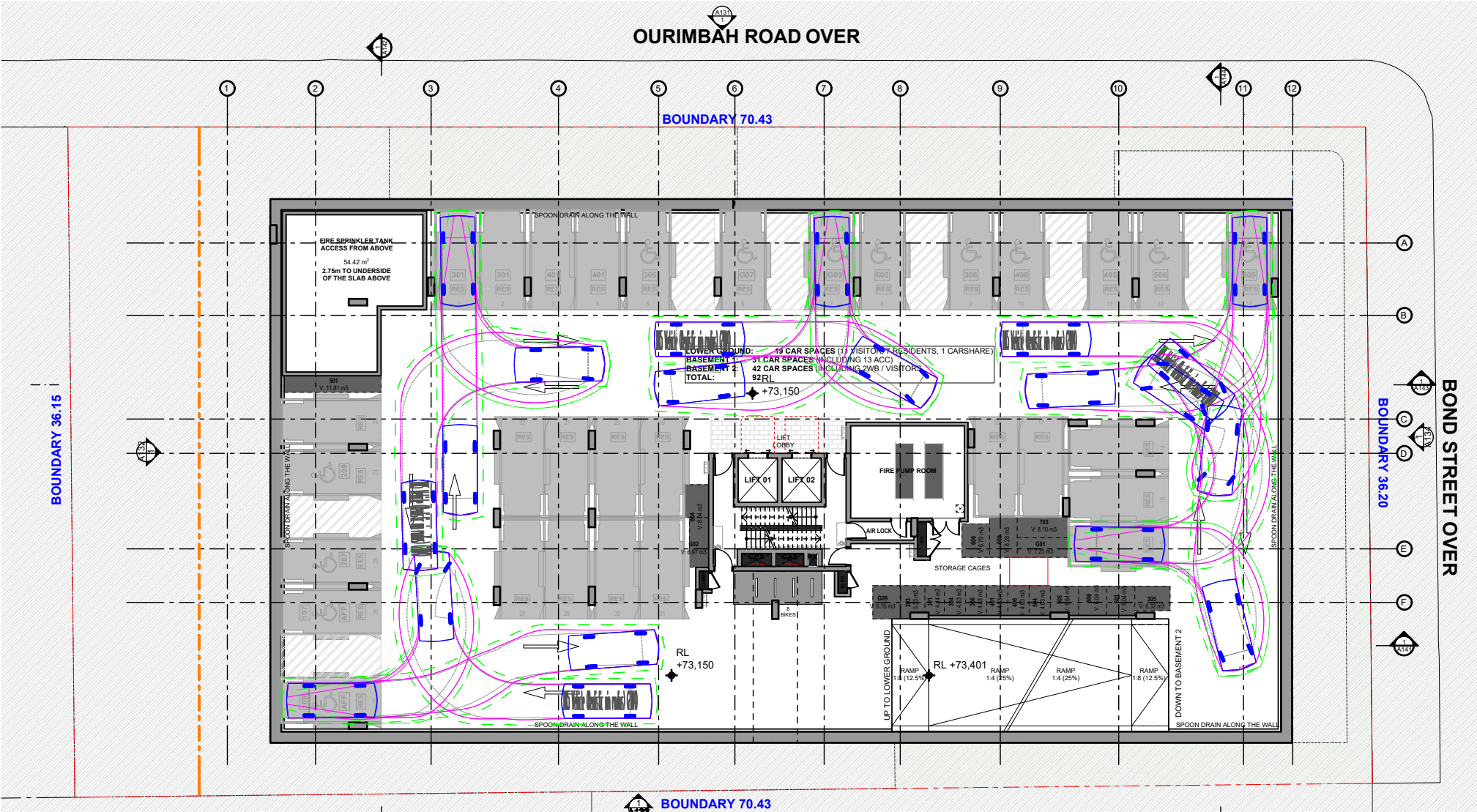
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

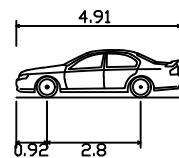
THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED





SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85
Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
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ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

40-56 OURIMBAH ROAD, MOSMAN
SWEPT TURN PATH ASSESSMENT - BASEMENT 1
B85 ENTRY AND EXIT PATHS



SCALE 0 3.0 6.0 1:300 @ A3

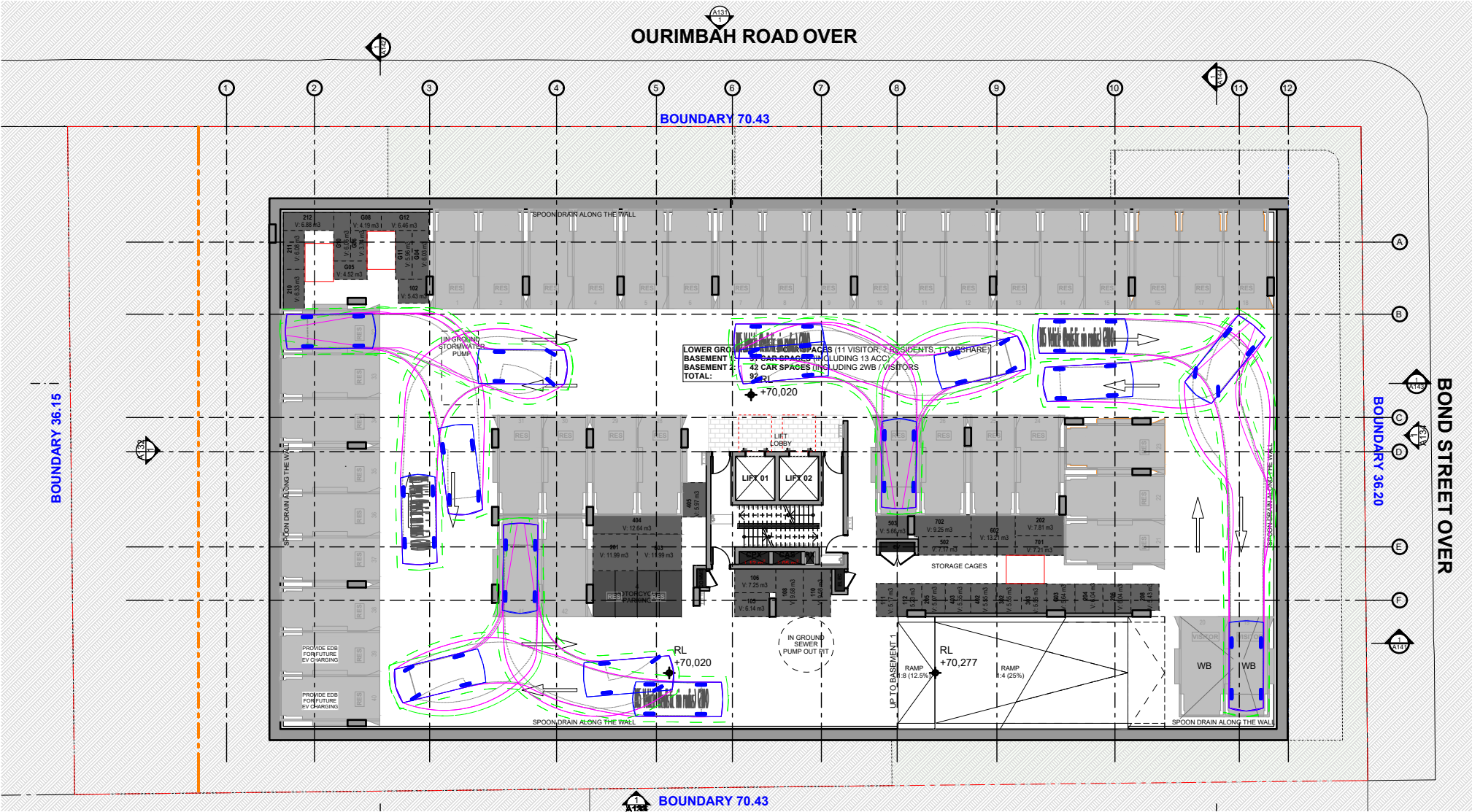
DRAWING NO. 25203-D01-V2

ISSUE DATE 24 June 2026

SHEET NO. 05 OF 07

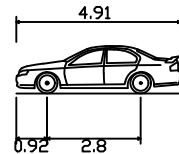
DRAWN BY D. ALOC

REVIEWED BY C. PALMER



SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

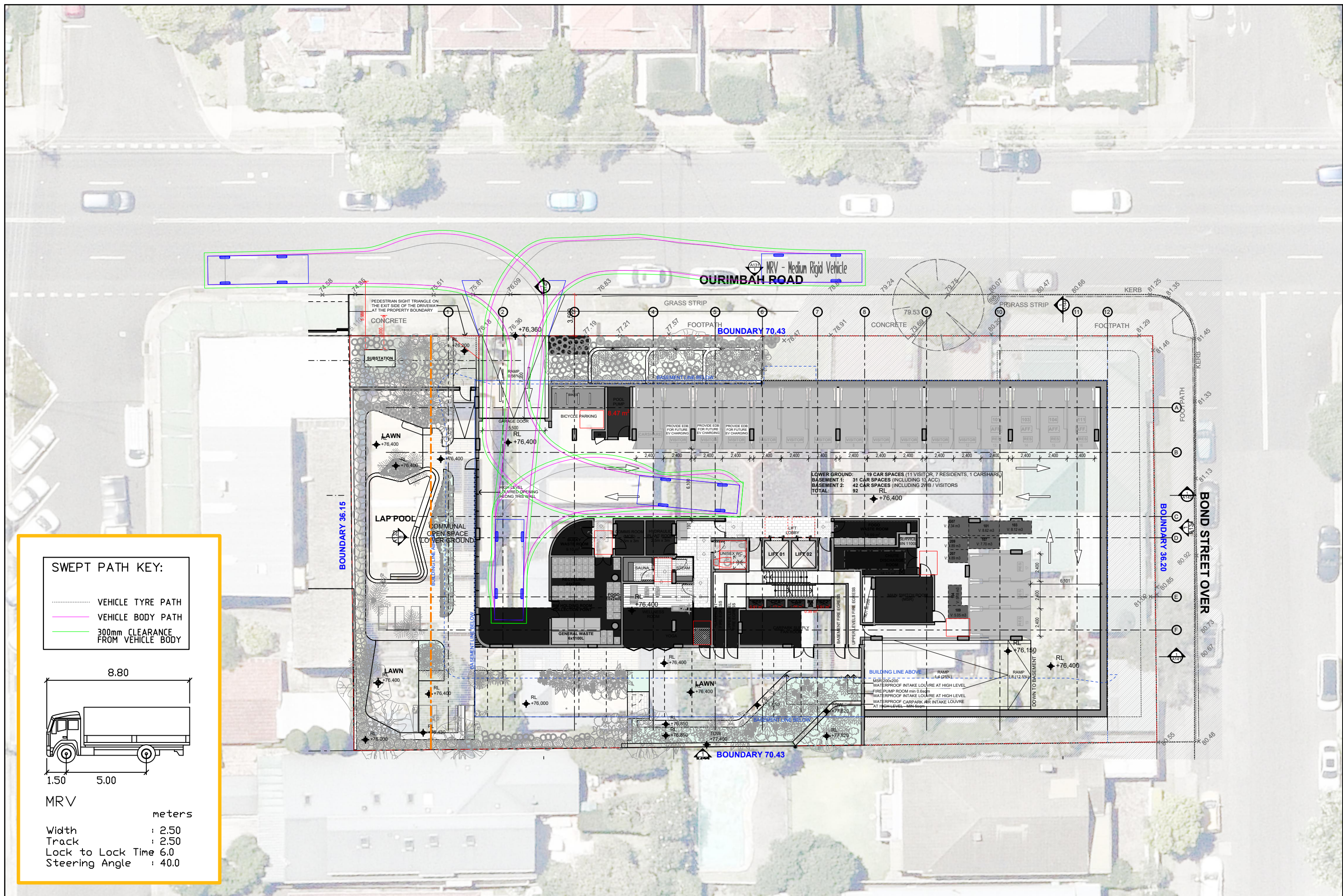
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

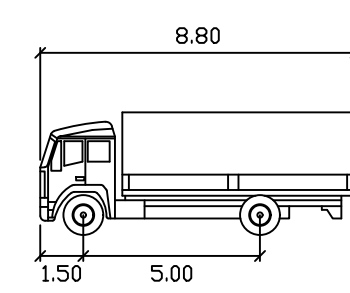
THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED





SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



MRV

meters

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 40.0



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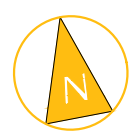
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

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

40-56 OURIMBAH ROAD, MOSMAN
SWEPT TURN PATH ASSESSMENT - LOWER GROUND (LOADING BAY)
MRV ENTRY AND EXIT PATHS



SCALE 0 30 60 1:300 @ A3

DRAWING NO. 25203-D01-V2

ISSUE DATE 24 June 2026

SHEET NO. 07 OF 07

DRAWN BY D. ALOC

REVIEWED BY C. PALMER