40 – 48 Redan Street, Mosman

Transport Impact Assessment

Prepared for: **Mosman Land No.1 Pty Ltd**

27 February 2026

PROJECT INFORMATION

Project Name:	40 – 48 Redan Street, Mosman
Client:	Mosman Land No.1 Pty Ltd
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Prepared By:	JMT Consulting

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1 Introduction

1.1 Background

This transport impact assessment report has been prepared by JMT Consulting to support a State Significant Development Application (SSDA) SSD- 93020230 for the site at 40-48 Redan Street, Mosman.

1.2 Site location

The site is regular in shape and has an area of approximately 3,233 square metres. The site currently accommodates four 2-storey residential dwellings, and one 2-storey attached dwelling in a landscaped setting. The site has a primary frontage to Redan Street to the east and a rear frontage to Redan Lane to the west.

The site is in Mosman, a suburban local government area (LGA) in Sydney's north shore. The site has excellent access to public amenities including supermarkets, cafes and destination shops along Military Road and at Spit Junction, and access to recreational areas including Balmoral Beach to the east and Georges Heights headland to the south. Spit Junction is a recognised town centre under the low and mid-rise (LMR) policy. The site is also close to regular bus services in the immediate vicinity.

Figure 1 Site context

1.3 Proposal description

The application seeks development consent for the redevelopment of the site for a multi-storey in-fill affordable housing residential development for 53 dwellings.

Specifically, the SSDA seeks development consent for:

- Demolition of the existing structures on site, including 5 dwellings and vehicle crossovers.
- Site preparation works including:
  - Tree removal.
  - Excavation across the site.
- Construction of a multi-storey residential flat building comprising:
  - Two levels of basement car parking space, services and storage.
  - 53 residential dwellings in 2-, 3- and 4-bedroom configurations.
  - Communal open space at ground level, level 1 and level 5.
- Ancillary vehicular entry and public domain works from Redan Street.
- Provision of 15% affordable housing to be managed by a community housing provider for a period of 15 years from date of the Occupation Certificate.
- Extension and augmentation of physical infrastructure and utilities as required.

Refer to Architectural Plans prepared by FJC Studio appended to the Environmental Impact Statement.

1.4 State Environmental Planning Policy (Transport & Infrastructure) 2021

With regards to the State Environmental Planning Policy (Transport & Infrastructure – T&I SEPP) 2021 the following is noted:

- The site does not have a direct frontage to a classified road, therefore not triggering the assessment requirements of clause 2.119 of the SEPP.
- The site does not adjoin a road with an annual average daily traffic volume of more than 20,000 vehicles, therefore not triggering the assessment requirements of Clause 2.120 of the T&I SEPP; and
- The proposal will provide for fewer than 300 dwellings and 200 parking spaces and is not expected to impact the operation of the local road network and is therefore not considered to be 'traffic generating development' as defined under Schedule 3 of the T&I SEPP.

1.5 Report purpose

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for SSD- 93020230 relevant to traffic and transport as summarised in Table 1.

Table 1 SEARs requirements

SEARs Item	Description of Requirement - SSD-93020230	Response
Item 9. Transport	• Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	As per the recently released GTIA the subject development is considered to have a 'low' impact level given the proposal does not meet the criteria for either Columns 2 or 3 of Schedule 3 in the State Environmental Planning Policy (Transport and Infrastructure) 2021. The GTIA recommends the development of a 'Transport Impact Statement' for this scale of development, covering the following items: • site location and context • development scale and access arrangements • trip generation and distribution The above items have been addressed in this 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.	The site is not located on a major on-road (bus) public transport corridor nor is it adjacent to a major road. Therefore future construction of the development is not forecast to cause significant disruptions to public transport, pedestrians, cyclists or general road users. A detailed CTMP will be prepared prior to any works commencing on site, this requirement can be reinforced via a suitably worded consent condition. Notwithstanding the above a preliminary CTMP has been prepared and outlined in Section 4 of this document.

2 Existing Transport Conditions

2.1 Road network

To manage the extensive network of roads for which councils are responsible under the Roads Act 1993, Transport for NSW (TfNSW) in partnership with local government established an administrative framework of *State, Regional,* and *Local Road* categories. State Roads are managed and financed by TfNSW and Regional and Local Roads are managed and financed by councils.

Regional Roads perform an intermediate function between the main arterial network of State Roads and council controlled Local Roads. Due to their network significance TfNSW provides financial assistance to councils for the management of their Regional Roads.

Key State and Regional roads which provide access to the site are illustrated in Figure 2 below, which demonstrates the site is well connected to the surrounding road network. Both Redan Street and Redan Lane fronting the site are local roads under the control of Mosman Council. Military Road to the north of the site and Military Road to the west of the site are the main State and Regional roads respectively serving the area.

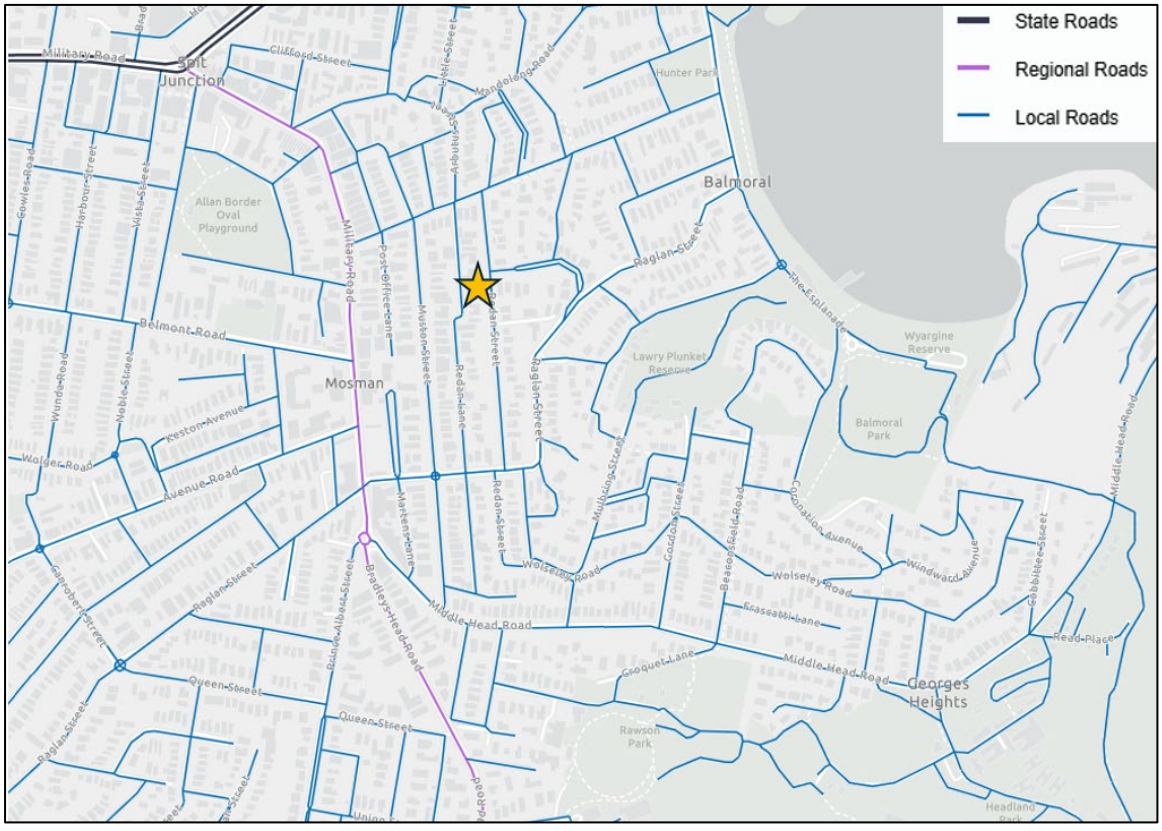


Figure 2 Existing road network

2.2 Public transport

The public transport in the area consists of high frequency bus services as well as ferry services. Keolis Downer operates the Northern Beaches contract region including the B-Line double decker services which runs along the state road corridor (Spit Road/Military Road) along with several other regional buses. These high frequency bus services along Military Road are within a 10 minute walk of the site and provide access to key destinations such as North Sydney, Manly, St Leonards and the Sydney CBD.

The 100, 114 and 230 bus services run along Military Road in close proximity to the site and provides connectivity throughout the local area, including to the Sydney CBD. The 238 bus route runs along Raglan Street which is also within viable walking distance of the site.

The closest ferry wharf to the site is Mosman Bay ferry wharf which is approximately 1.5km walk away.

An overview of the public transport servicing the site is provided in Figure 3 below.

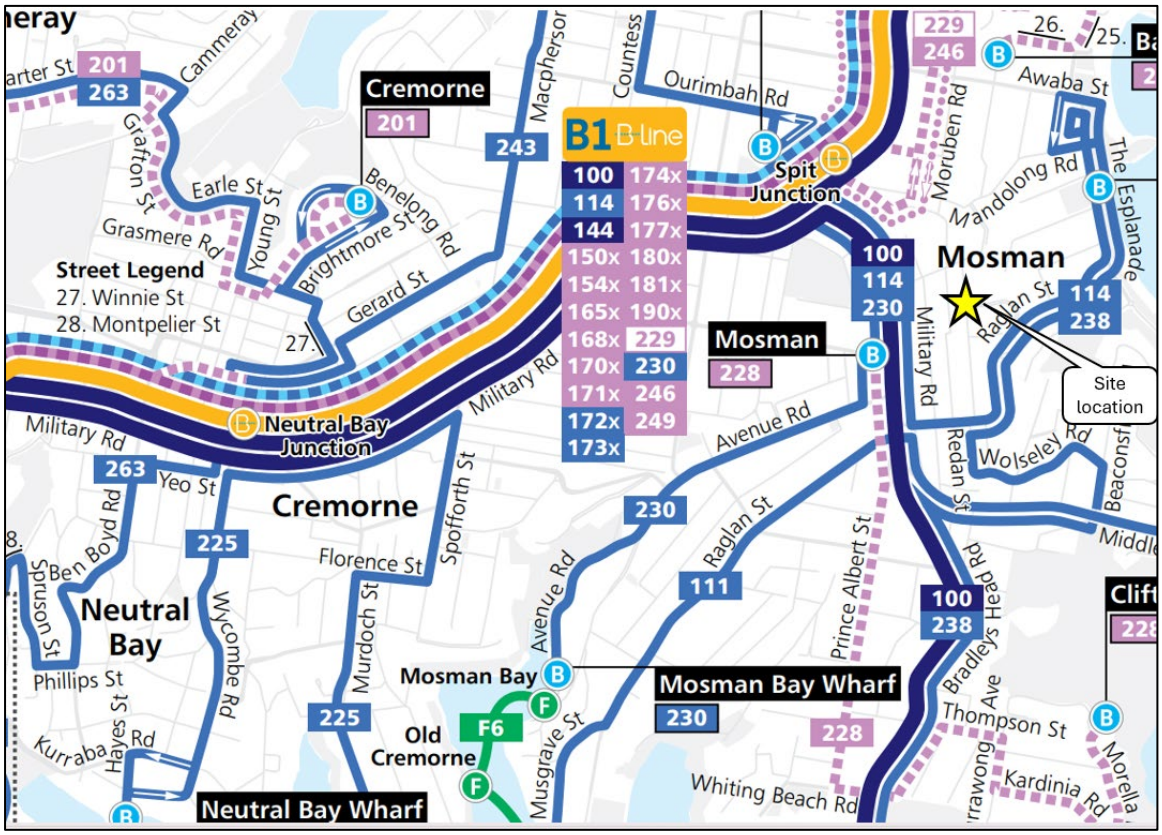


Figure 3 Public transport services

2.3 Vehicle site access

The existing site is serviced by multiple individual driveways fronting Redan Lane.

2.4 Existing traffic volumes and road network performance

The 24 hour data collected on Redan Street (north of Balmoral Avenue) indicates that this road carries approximately 1,800 vehicles on a typical weekday - reflecting its status as a local road through the area.

Austroads Guide to Traffic Management (Part 3) provides guidance in relation to typical traffic lane capacities – i.e. how many vehicles per hour a traffic lane can accommodate in different environments. For 'Urban Arterial Roads with Interrupted Flow' Austroads notes that a traffic lane has the capacity for up to 1,000 vehicles per hour, with a kerbside traffic lane having capacity of 900 vehicles per hour.

Redan Street currently comprises of one traffic lane in each direction with kerbside parking on both sides of the street – therefore having the capacity to carry 900 vehicles per hour in each direction.

As shown in Figure 4 Redan Street currently operates well below its theoretical capacity at all times of the day, with a maximum hourly flow of approximately 90 vehicles per hour representing just 10% of its current theoretical capacity.

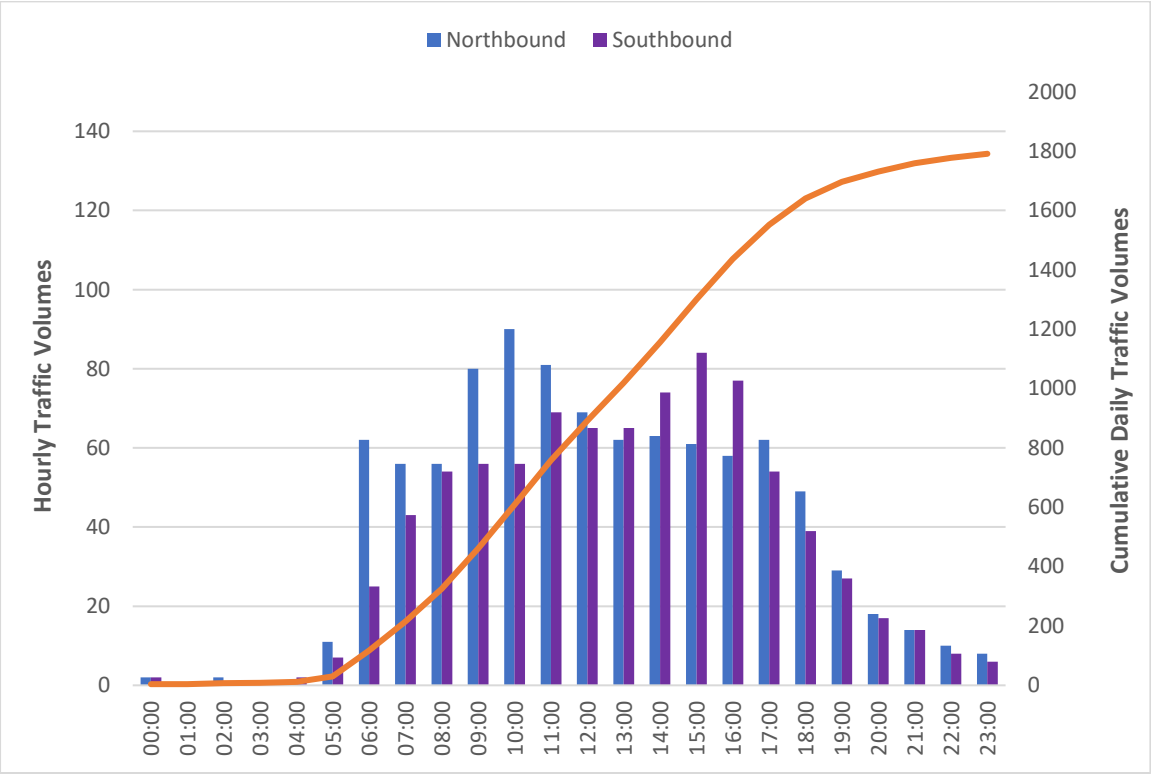


Figure 4 Existing traffic flows – Redan Street

Traffic surveys were also undertaken on Redan Lane to understand current traffic flows. As shown in Figure 5 the existing level of traffic movements on Redan Lane is very low, at most 10 vehicles per hour in each direction. Daily traffic movements were found to be less than 200 vehicles per day. Average vehicle speeds on Redan Lane throughout the day were recorded at just over 20km/h – indicating a very low speed traffic environment.

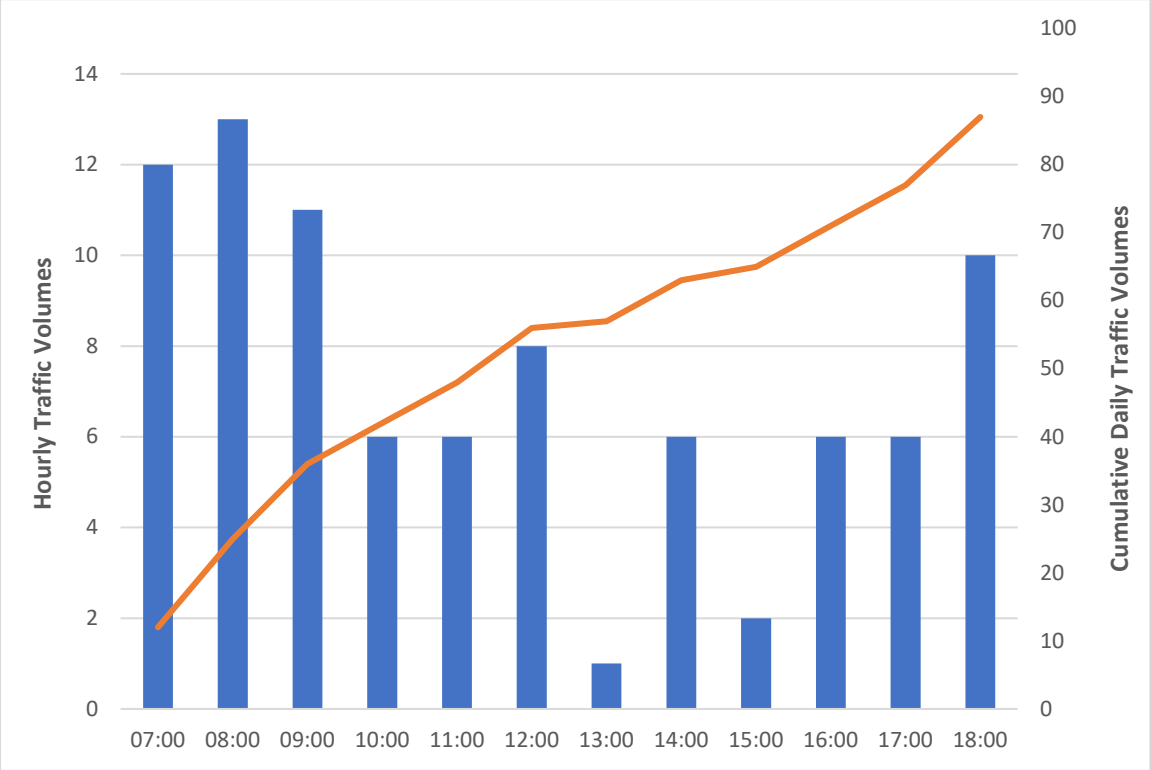


Figure 5 Existing traffic flows – Redan Lane

2.5 Walking and cycling

The site benefits from a well-connected pedestrian network, with a continuous footpath provided on the western side of Redan Street fronting the subject site. Cycling routes are generally in the form of on-road facilities, with key routes indicated in Figure 6 below.

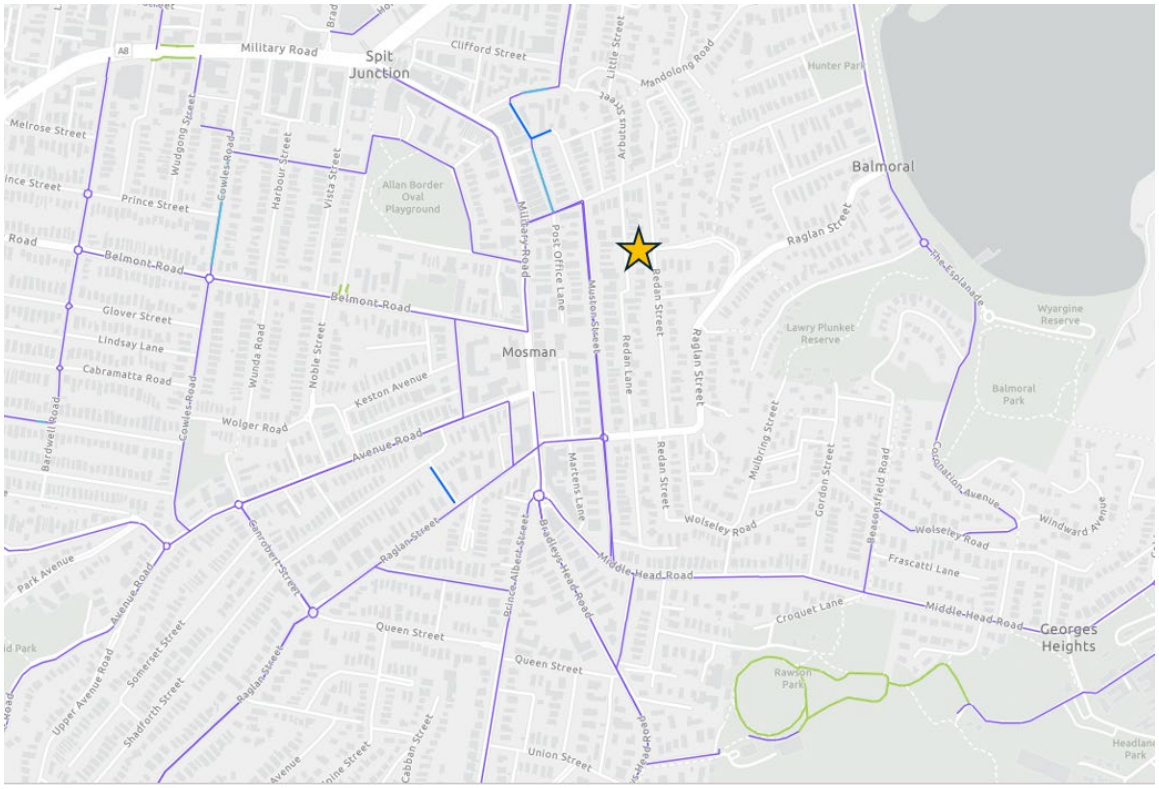


Figure 6 Existing bicycle routes

Source: Transport for NSW

Pedestrian counts were undertaken on Redan Lane and the nearby Melaleuca Lane between 7am and 7pm on Thursday 4 December 2025 between 7am to 7pm, with the outcomes shown in the following figures. This indicates significant pedestrian movements of approximately 90 and 230 pedestrians per day using Redan Lane and Melaleuca Lane respectively.

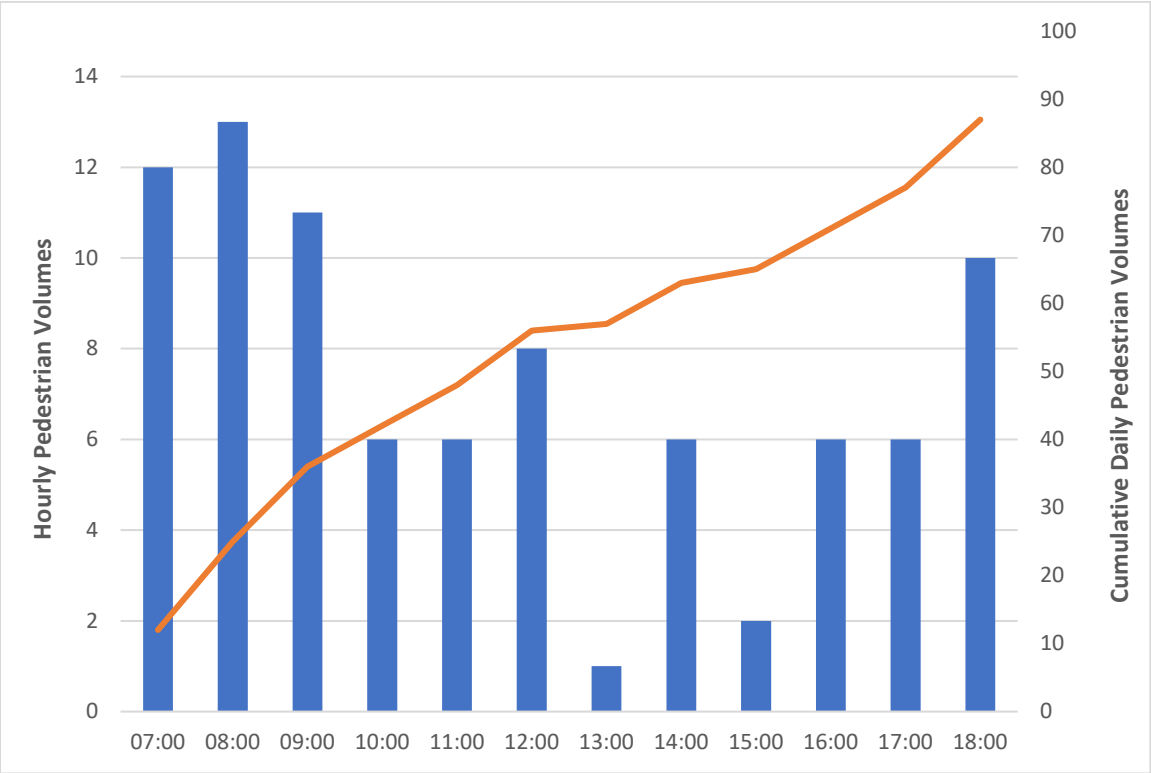


Figure 7 Existing pedestrian flows – Redan Lane

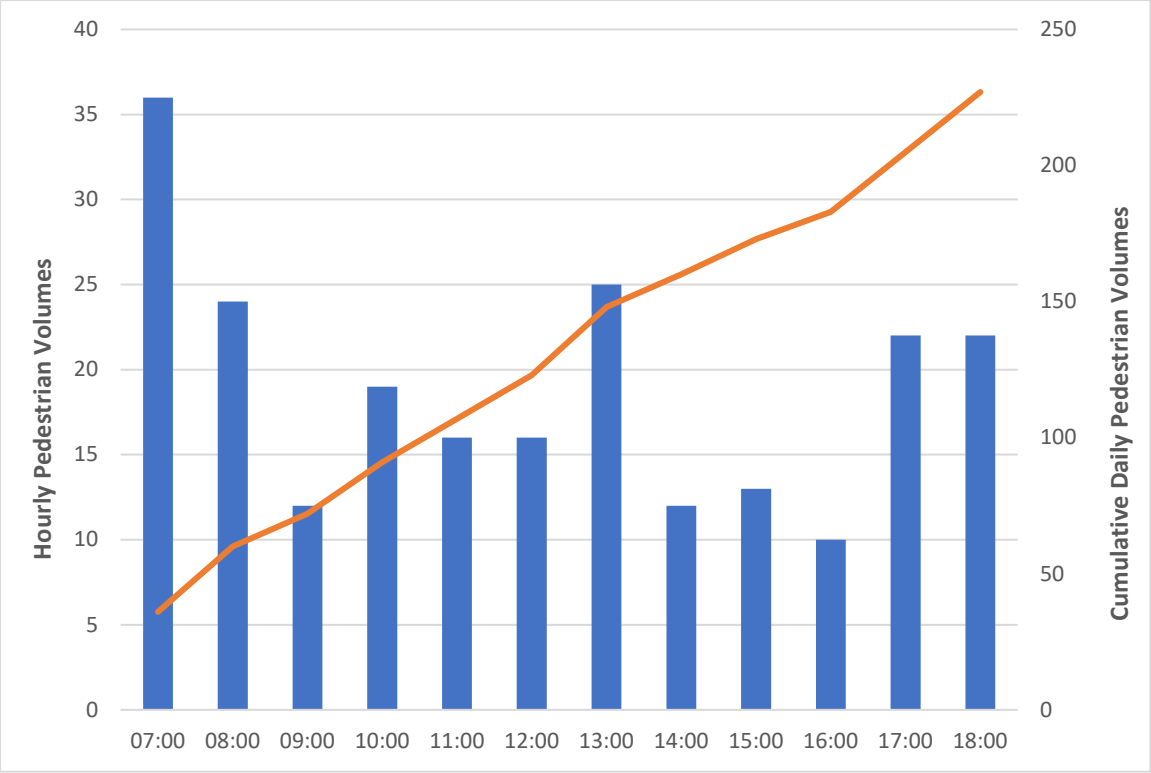


Figure 8 Existing pedestrian flows – Redan Lane

2.6 Crash history

A review of crash data published by Transport for NSW for the most recent five year period has been reviewed and is shown in Figure 9. This indicates no recorded crash history along the frontages of the site on either Redan Street or Redan Lane – confirming no concerns in relation to road safety.

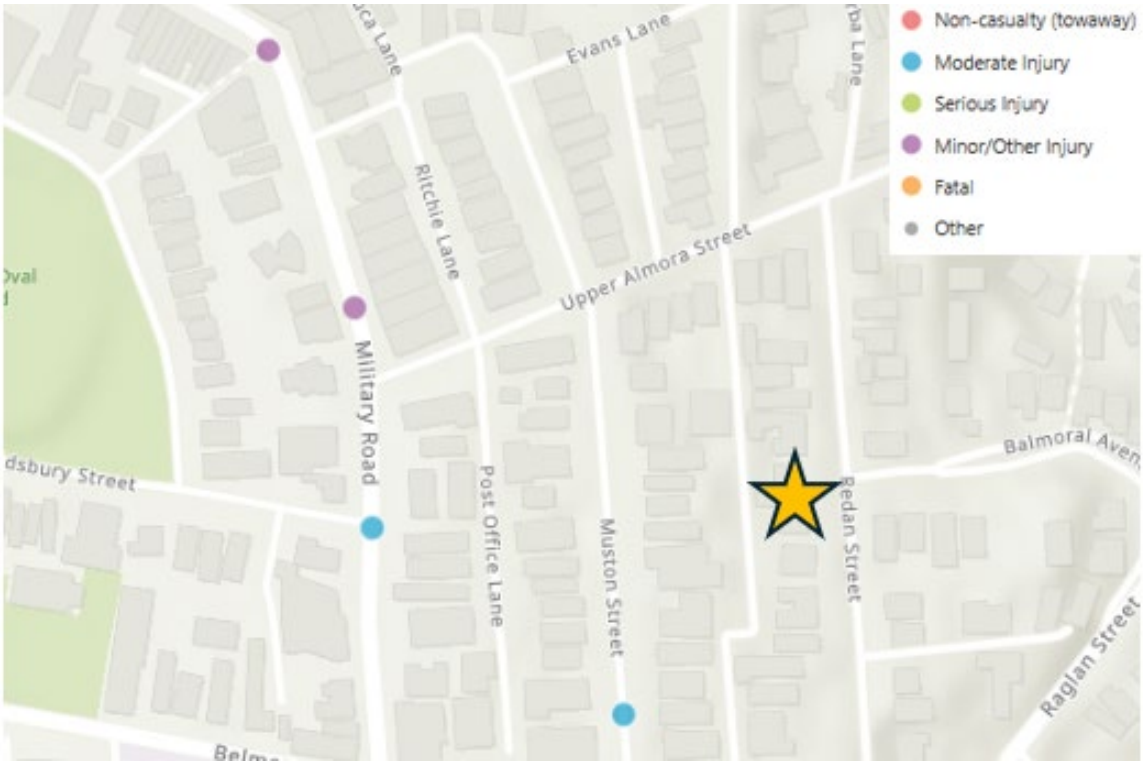


Figure 9 Crash data

Source: NSW Centre for Road Safety

3 Transport Assessment

3.1 Proposed vehicle site access

Under the design prepared for the SSDA an ancillary vehicular crossing is envisaged along the eastern frontage of the site on Redan Street as indicated in Figure 10. The design submitted for the SSDA includes a driveway that is approximately 6m wide and therefore complies with the requirements of a 'Category 1' driveway as noted in AS2890.1. Locating the driveway on Redan Street is considered appropriate, noting this provides sufficient width to accommodate two way traffic movements (unlike Redan Lane) and that there has been no recorded history of crashes at this location as previously noted in Section 2.6. The proposal would remove a number of existing driveway crossovers on Redan Lane.

Figure 10 Proposed vehicle access arrangements

Sight distance from the driveway to the nearest intersection is approximately 95m which complies with the minimum requirements noted in AS2890.1. The driveway width enables the simultaneous passing of vehicles into and out of the site as shown in Figure 11 on the following page. Access into the car park could be provided via either left or right hand turns from Redan Street.

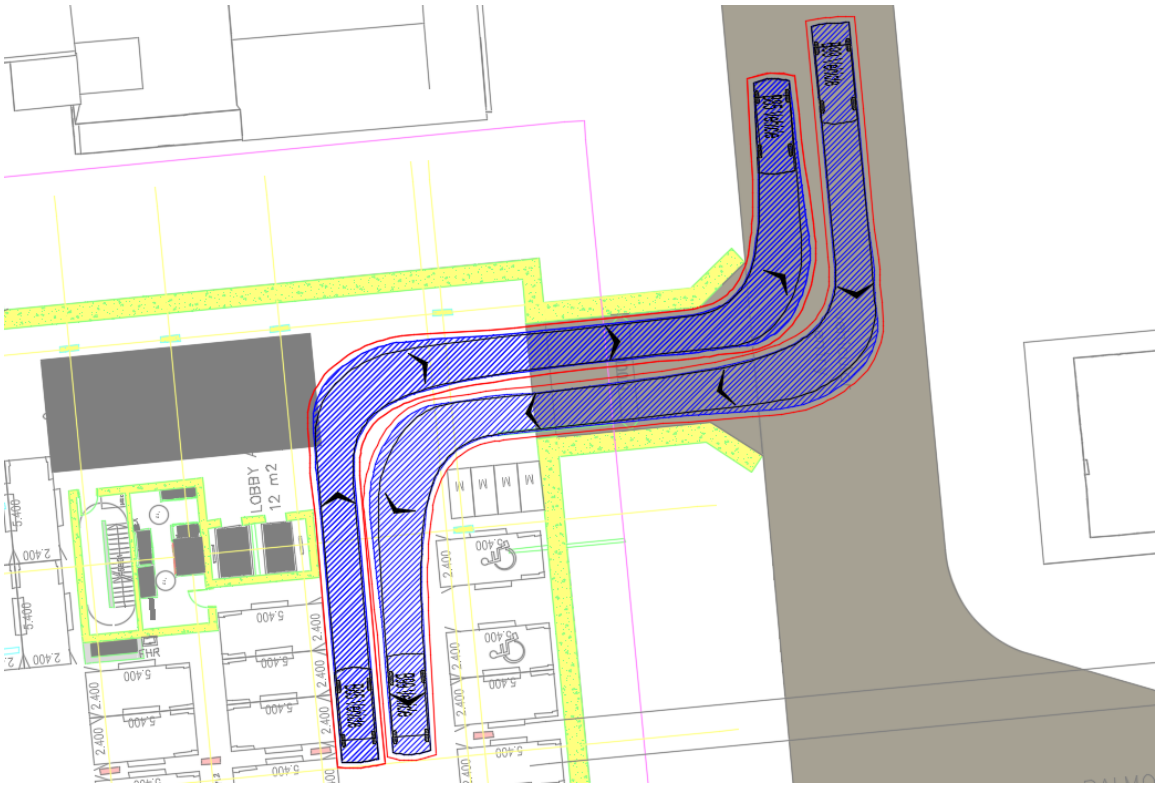


Figure 11 Swept path analysis – access for passenger vehicles

3.2 Car park design

The on-site car park has been designed in accordance with AS2890.1 with respect to ramp gradients, circulation aisle widths and car space dimensions. A review of the plans has found that the car park layout complies with the requirements of AS2890.1-2004 for Class 1 parking areas (aisles minimum 5.8 metres wide with parking spaces 2.4 metres wide by 5.4 metres long and 2.4 metre wide shared zones for accessible. Accessible parking spaces (including adjacent shared areas) provided in the car park have been designed in accordance with AS2890.6.

The driveway includes a gradient of no more than 1 in 20 for the first 6 metres into the site to ensure drivers are provided with appropriate sight lines to oncoming pedestrians and traffic.

The car park design will allow for all vehicles to enter and exit the site in a forwards direction. Appropriate space for manoeuvring is provided internally to allow vehicle passing on circulation ramps and aisles.

3.3 Loading and servicing

All loading including waste collection will occur along the site frontage on Redan Lane. This arrangement is consistent with current site conditions for the existing residential dwellings on the site.

Waste trucks have the ability to stop on Redan Street to temporarily stop and collect the bins for the on-site holding area and allow for the passing of another vehicle as indicated in Figure 12.

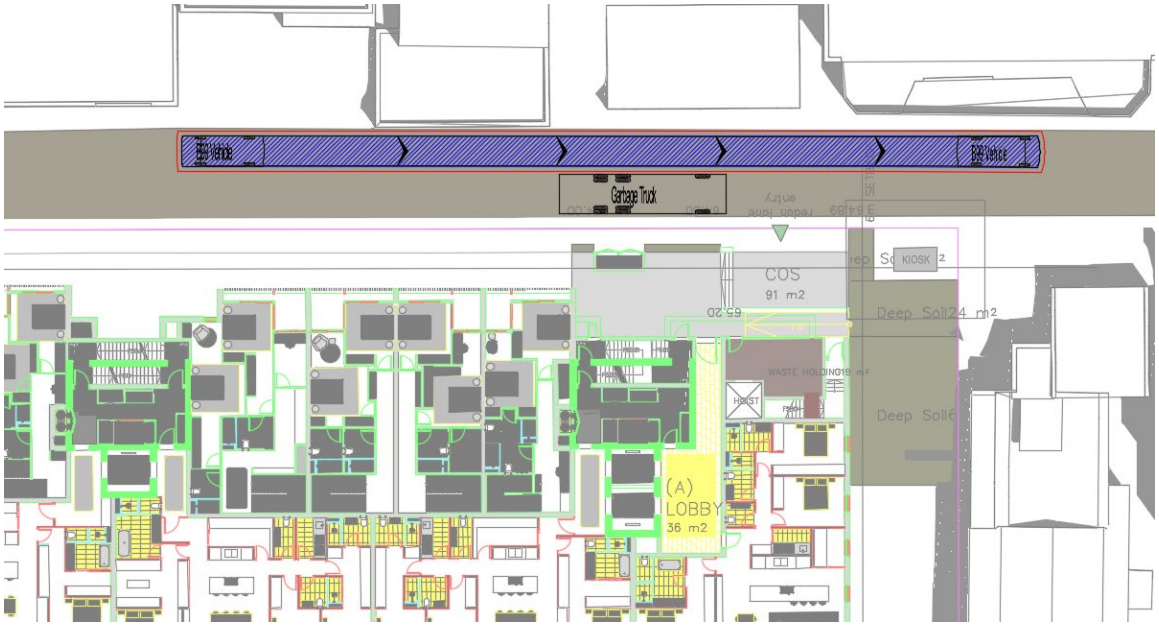


Figure 12 Vehicle swept paths – waste truck on Redan Lane

The Mosman DCP does not provide for specific rates in relation to loading for residential uses. The basement has only been designed for light vehicles and contractors/couriers can use visitor parking if required. In terms of residential move in – move outs this will occur very infrequently. Further no retail or commercial floor space is proposed as part of the development which typically have a greater servicing requirement in comparison to residential uses.

Delivery and courier vehicles servicing the site may utilise either the existing on-street parking or the designated visitor parking spaces within the site. These types of deliveries are generally infrequent for residential developments and typically occur outside peak residential visitor times, which are most common after 6pm on Friday and Saturday evenings. A standard courier vehicle (classified as a 99th percentile passenger vehicle or B99 design vehicle) is capable of comfortably accessing and parking within both the on-street kerbside spaces and the on-site visitor bays.

3.4 Car parking provision

Based guidance for in-fill affordable housing noted in Part 2, Division 1 of the Housing SEPP 2021, a consent authority may not refuse an in-fill affordable housing development, if the following **minimum** parking requirements met:

- For dwellings used for affordable housing
  - For each dwelling containing 1 bedroom – at least 0.4 parking spaces
  - For each dwelling containing 2 bedrooms – at least 0.5 parking spaces
  - For each dwelling containing at least 3 bedrooms – at least 1 parking space
- For dwellings not used for affordable housing
  - For each dwelling containing 1 bedroom – at least 0.5 parking spaces
  - For each dwelling containing 2 bedrooms – at least 1 parking spaces
  - For each dwelling containing at least 3 bedrooms – at least 1.5 parking spaces.

The minimum car parking requirements are prescribed as a non-discretionary development standard under Section 19(2)(e) and (f) of the Housing SEPP, which if complied with, prevents the consent authority from requiring more onerous standards. Specifically, Section 4.15(2) of the EP&A Act states that if a DA complies with the non-discretionary development standards in an EPI, the consent authority:

(a) is not entitled to take those standards into further consideration in determining the development application, and

(b) must not refuse the application on the ground that the development does not comply with those standards, and

(c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards, and the discretion of the consent authority under this section and section 4.16 is limited accordingly.

Given the parking standard provides a minimum rate, any proposed car parking provision beyond the minimum rates still meets the controls in Section 19(e) and (f) of the Housing SEPP.

Providing sufficient levels of parking is also important in the following context:

- Adequate car parking provision is required to cater to the travel needs of downsizers, aging owner-occupiers and young families as public transport does not meet all the travel needs of these residents, especially for destinations not well-served by public transport.

- Ensuring suitable levels of on-site parking is provided will limit or eliminate any associated impacts on neighbouring residents on local streets

With respect to visitor parking, 10 spaces are proposed which aligns with the recommended parking rate noted in the TfNSW Guide to Transport Impact Assessment (for 'Category 2' parking areas).

A summary of the proposed car parking is provided in Table 2.

Table 2 Car parking summary

Land Use	Type		No. of units	Minimum Parking Rate	Min. No. of Spaces	Parking provided
Residents	Non-Affordable Housing	1 bed	0	0.5 / unit	0	**96**
		2 bed	0	1.0 / unit	0	
		3/4 bed	42	1.5 / unit	56	
	Affordable Housing	1 bed	0	0.4 / unit	0	
		2 bed	11	0.5 / unit	6	
		3/4 bed	0	1.0 / unit	0	
Visitors			53	0.20 / unit	10	10
Total			**53**	**-**	**72**	**106**

3.5 Walking distance assessment

3.5.1 Overview

This section provides an assessment of the walking distance between the site and the Spit Junction town centre. Schedule 10 of the Housing SEPP 2021 defines walking distance as follows: "*walking distance means the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings*"

3.5.2 Description of walking route

The walking route subject of this assessment commences at the north-eastern corner of the site, which fronts Redan Street, and continues northbound along

Redan Street until reaching Almora Street. The route continues along the southern side of Almora Street before crossing to the northern side of the street at the intersection of Almora Street, Redan Lane and Arbutus Street and then continuing along Almora Street to Muston Street. The route then veers northbound along the eastern side of Muston Street until reaching Melaleuca Lane at which point Muston Street is crossed to reach the eastern end of Melaleuca Lane and then continuing westward along Melaleuca Lane until terminating at the Town Centre. As advised by LTS Surveyors this walking route has a total distance of 394.7m to the nearest 0.1m.

Figure 13 Walking route to Mosman town centre

3.5.3 Walking route assessment

The identified walking route represents the shortest distance that may be walked by a pedestrian between the subject site and the Spit Junction Town Centre utilising public footpaths and pathways. This walking route is approximately 395m in length and does not rely upon the use of any privately owned land.

In determining whether the walking route 'may be safely walked by a pedestrian' the following has been considered:

- The existing pedestrian infrastructure along the walking route; and
- Vehicle travel speeds and volumes along any parts of the walking route where dedicated footpath infrastructure is not available; and
- Any recorded history of safety incidents of pedestrians using the walking route

The walking route utilises established and formal pathways and footpaths on public land which are suitable for a pedestrian to walk. This includes formal footpaths along Redan Street, Almora Street and Muston Street.

While it is acknowledged that the walking route utilises Melaleuca Lane which does not provide for a formal footpath facility, this is still considered to represent a pathway that may be safely walked by a pedestrian.

Traffic surveys were undertaken by an independent third party (Trans Traffic Survey) between the 10 and 17 November 2025. As indicated in Figure 14 the traffic surveys confirm that Melaleuca Lane carries very little traffic, less than 70 vehicles per hour over an average weekday. For shared zones TfNSW guidance is that vehicle flows of up to 100 vehicles per hour can be accepted, whereas the traffic flow on Melaleuca Lane is significantly less than this. Therefore given the traffic flow and vehicle speed environment on Melaleuca Lane pedestrians have the ability to safely walk this section of the walking route.

The traffic surveys recorded an average vehicle speed of 17km/h on Melaleuca Lane – not significantly higher in comparison to the recommended 10km/h speed zone in place for a 'shared zone' where pedestrians and cars have equal priority.

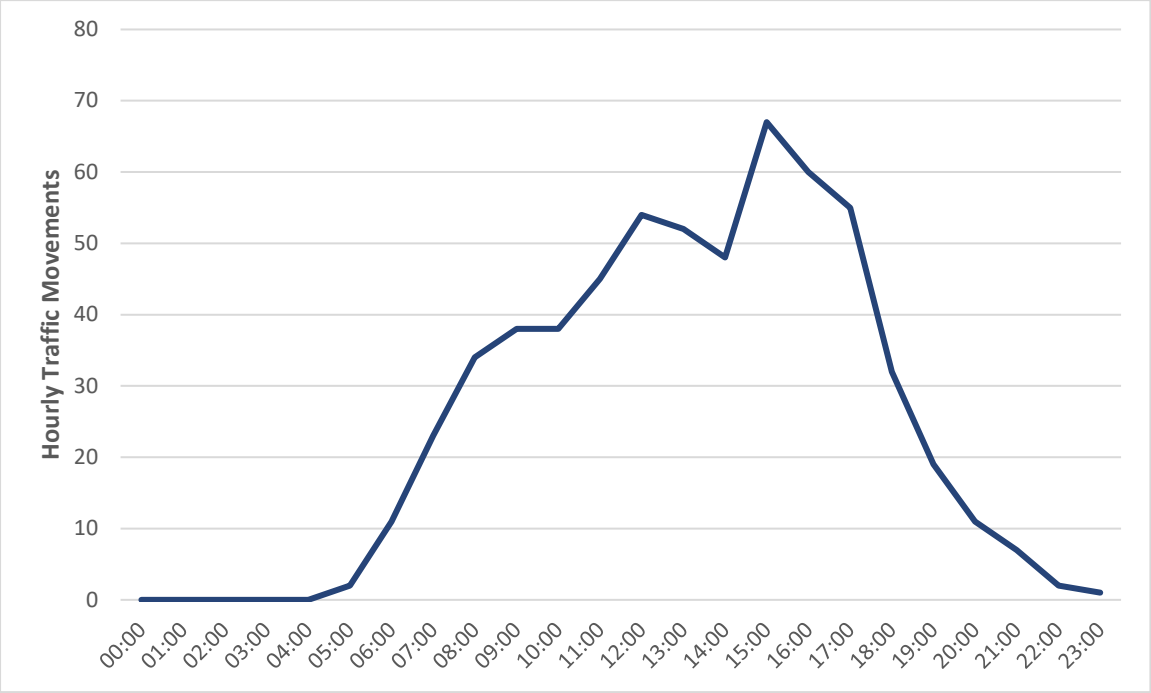


Figure 14 Traffic volumes along Melaleuca Lane

The most recent 5 year period of crash data (2020 – 2024 inclusive) as recorded by Transport for NSW (TfNSW), previously presented in Figure 9 of this document, shows no recorded history of crashes involving pedestrians along the walking route

- including along Melaleuca Lane. While it is acknowledged that the TfNSW data does not always provide for a complete record of incidents and doesn't account for 'near misses' or similar, it does confirm no recorded incidents of pedestrian crashes over a long period of time. If the walking route was not capable of being safely walked by a pedestrian there would likely be some evidence of pedestrian incidents.

Mosman Council has also installed pedestrian signage on Muston Street & Melaleuca Lane (see Figure 15) – acknowledging Melaleuca Lane is utilised by pedestrians on a frequent basis.

Figure 15 Pedestrian signage at Muston Street & Melaleuca Lane

Pedestrian surveys were undertaken by an independent third party (Trans Traffic Survey) on Thursday 4 December 2025 between 7am to 7pm at key locations along the walking route. As shown in Figure 16 significant pedestrian movements already exist along the walking route, including:

- 227 pedestrians between 7am and 7pm along Melaleuca Lane
- 87 pedestrians between 7am and 7pm along Redan Lane
- 223 pedestrians between 7am and 7pm crossing Almora Street at Muston Street

This level of pedestrian activity would equate to over 80,000 annual pedestrian movements on Melaleuca Lane and over 30,000 annual pedestrian movements on Redan Lane (assuming the recorded pedestrian movements are representative of a typical day of the year).

Figure 16 Recorded pedestrian movements (7am – 7pm)

In considering whether the walking route 'may be safely walked by a pedestrian' the following should be noted:

- There is an existing concrete path on the southern side of Melaleuca Lane, measuring approximately 600-700mm in width along the full length of Melaleuca Lane, which can be used by pedestrians to either walk along or utilise as part of their journey with space to step clear of passing vehicles – see Figure 17.
- Traffic along Melaleuca Lane travels in a single (eastbound) direction only. Therefore pedestrians must only contend with vehicles moving in one direction rather than two directions – reducing points of conflict and contributing to a safer outcome for road users.
- The crossing of Muston Street at Melaleuca Lane is typical of local streets with low traffic flows and speeds that it may be safely walked by a pedestrian.
- The identified walking route does not satisfy any of the following:
  - require walking along a classified road;
  - require uncontrolled mid-block crossings of high-speed traffic

Figure 17 Existing concrete path on the southern side of Melaleuca Lane

In this context the walking between the site and the Mosman Town Centre is considered to satisfy the meaning of 'walking distance' in Schedule 10 of the State Environmental Planning Policy (Housing) 2021.

3.6 Bicycle parking

Mosman Council's DCP requires one bicycle space per 4 dwellings for residential developments. The site therefore requires the minimum provision of 13 bicycle parking spaces for residents.

The design for the proposal includes a bike storage room with 53 lockers on the ground level – therefore significantly exceeding Council's minimum requirements.

3.7 Motorcycle parking

Mosman Council's DCP requires one motorcycle space per 25 car parking spaces. The site therefore requires 4 motorcycle parking spaces based on the proposed parking provision. 9 motorcycle parking spaces are provided in total (within basement levels 1 & 2) and therefore exceeding Council's requirements.

3.8 Accessible parking

The Mosman DCP requires the provision of one accessible car parking space for every 50 dwellings. The proposal provides for 11 accessible car parking spaces designed in compliance with AS2890.6 – exceeding Council's minimum requirements.

3.9 Forecast traffic generation

The Transport for NSW Guide to Transport Impact Assessment document published in 2024 outlines recommended vehicular trip rates for high density residential developments, those being:

- AM Peak hour: 0.19 trips per apartment
- PM Peak hour: 0.15 trips per apartment

Based on the proposed development yield under the proposal, and considering the traffic generation potential of the existing detached dwellings on the site, the following **additional** peak hour traffic generation could be expected:

- AM Peak hour: 6 vehicle trips
- PM Peak hour: 5 vehicle trips

3.10 Road network impacts

As previously demonstrated the proposal is forecast to generate between 5 to 6 traffic movements during peak hour periods - equivalent to one vehicle every 10 minutes or less.

The projected level of traffic generation arising from the proposal is considered to be negligible and would not be expected to result in any adverse impacts on the surrounding road network nor any operational or safety issues on surrounding key intersections. It would not register any difference in any traditional traffic modelling program in a 'with development' and 'without development' traffic scenarios.

As indicated in Section 2.4 of this document the existing road network in the vicinity of the site currently operates very well with spare levels of capacity. The very minor increase in traffic generation associated with the proposed development will not impacts this existing strong level of service. With respect to Redan Lane there would be an improvement in traffic performance due to the removal of existing vehicle driveways facilitated by the project.

3.11 Cumulative traffic impacts

There are a number of nearby sites that are the subject of approved or pending development proposals which may have the potential to increase traffic movements on key roads surrounding the subject site. These sites are summarised in Table 3.

Table 3 Summary of nearby development sites

Application No.	Type	Address	Proposal	Status
SSD- 98068713	SSDA	65 Muston Street, Mosman	Residential Development with In-Fill Affordable Housing	Preparing EIS
SSD-96272465	SSDA	11-23 Rangers Avenue, Mosman	Residential development with in-fill affordable housing	Response to Submissions phase
SSD-93787211	SSDA	494 & 516 Military Road, Mosman	Residential development with in-fill affordable housing	Preparing EIS

All of the above sites are physically separated from the subject proposal at 40-48 Redan Street and are therefore unlikely to have any significant impacts on the immediate area.

For the projects currently on exhibition the relevant traffic reports have been reviewed to determine the extent of additional traffic movements on nearby roads.

For other applications in the nearby area that are still in the preliminary stages (preparing EIS), it is uncertain if the projects will proceed or would be approved. In addition, there is no available traffic study available for assessment. Therefore, the nearby major projects cannot be assessed in the cumulative assessment.

It is also important to recognise that the proposal is forecast to add a negligible 5-6 additional traffic movements in the commuter peak hours of the day and therefore traffic impacts, even when considered other developments in the area, would be very minor. Traffic modelling undertaken as part of this study has demonstrated that the impact of additional trips associated with the proposal on the surrounding road network would be minimal – with no changes in level of service or typical delays for drivers in the area.

4 Preliminary Construction Traffic Management Plan

4.1 Overview

For the purposes of the SSDA a preliminary Construction Pedestrian Traffic Management Plan (CTPMP) has been prepared. This preliminary CPTMP outlines the key principles for how construction may be carried out on the site, subject to further planning to be undertaken during subsequent stages of the project. As the project is early in the design phase details around construction timeframes, methodology and processes are not yet confirmed.

Prior to the commencement of construction for the site, a detailed CPTMP will be prepared. This will be reinforced through an appropriately worded condition of consent, with the purpose of the CTPMP to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The Contractor will be responsible for preparing the CTPMP, ensuring the following are addressed:

- Proposed construction vehicle routes;
- Indicative construction programme;
- Expected construction vehicle types and volumes;
- Car parking arrangements and site access during construction;
- Safety measures to minimise impacts to pedestrians and cyclists; and

The Contractor will also be responsible for monitoring and coordinating all vehicles entering and exiting the site.

4.2 Construction traffic routes

The construction vehicles routes to be utilised for the construction of the subject site would be selected in order to:

- Maximise vehicle use to the State and Regional road network and limit the extent of travel on residential streets;
- Avoid impacting concurrent construction projects in the vicinity of the site; and
- Minimise impacts to the public transport network

The site will be accessed by construction vehicles travelling along the State and Regional road network. Key traffic routes would be via the Warringah Freeway and Military Road as illustrated in Figure 18.

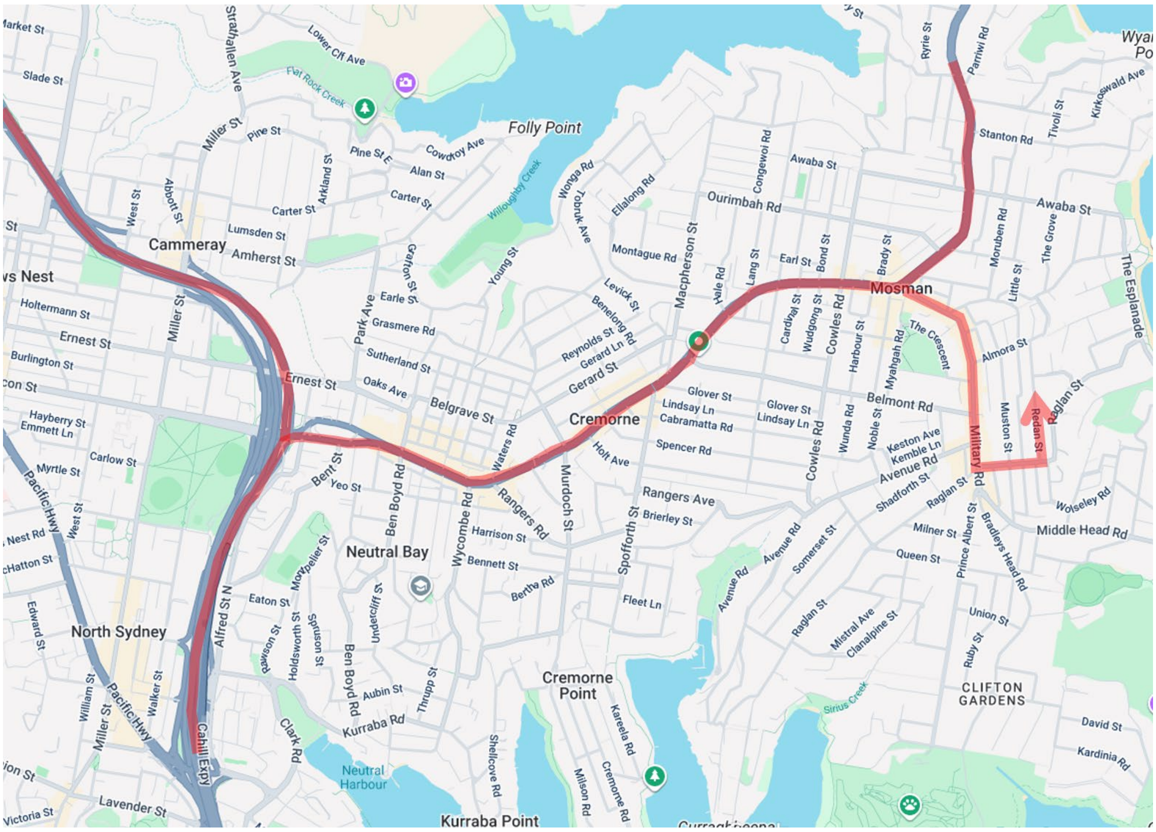


Figure 18 Potential construction vehicle routes

These construction routes will be confirmed during the preparation of the detailed CPTMP developed prior to the commencement of construction.

4.3 Construction vehicle volumes

The number of construction vehicles accessing the site on a typical day may be in the order of 10-20 vehicles. This figure will be confirmed following the appointment of a contractor and will form part of the detailed CPTMP to be prepared prior to the commencement of construction. It should be noted however that the level of construction vehicle traffic will be less than that generated during the operational phase of the project.

4.4 Works zones

To facilitate the construction project, a work zone may potentially be established on the western side of Redan Street adjacent to the site. The work zone would require the temporary removal of approximately 4 existing on-street parking spaces. The work zone would be approximately 25m in length and allow for large items to be lifted by cranes positioned within the site.

Should a works zone be installed on Redan Street suitable traffic control measures will be in place to manage vehicular and pedestrian movements in the area.

The requirement for this works zone will be confirmed following the appointment of a contractor at the time of the preparation of the detailed CPTMP.

4.5 Road closures and road occupancy

It is not anticipated that the works will necessitate the need for any road closures or occupation of roadways during the project. Should this need arise the appointed contractor would liaise closely with Council and TfNSW and schedule these works well in advance to minimise impacts to road users.

4.6 Size and type of vehicles

The site will have various types of construction vehicles accessing the site, including:

- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

4.7 Impacts to pedestrians

Temporary fencing and hoardings will be installed along the site frontages to maintain pedestrian movements and ensure the safety of pedestrians walking adjacent to the construction site. Footpaths will remain open at all times to pedestrians and therefore minimal impacts are anticipated.

Traffic controllers will be positioned at vehicle site access points to manage interactions between vehicles and pedestrians on the adjoining footpath. Traffic control plans for the site access points will be developed during the preparation of the detailed CPTMP (prior to the commencement of construction) which will further detail management arrangements to be in place to ensure the safety of pedestrians in the area.

4.8 Construction worker parking

Initially, there would be very little on-site parking, however, once the basement and parking levels are completed, contractors may be able use these facilities subject to availability. All other parking will be the responsibility of the individual construction worker. It is intended that the majority of contractors will be utilising the public transport services to travel to and from the site.

The potential car parking arrangements will be outlined within the detailed Construction Traffic Management Plan (CTMP) to be prepared prior to the commencement of works on the site. This CTMP would outline how workers will

travel to the site and measures to be in place to minimise impacts to the surrounding street network. These measures may include (but are not limited to):

- During site induction staff will be informed of the existing public transport network servicing the site
- Identification of suitable off-site parking areas from where workers can either walk or use public transport to access the site; and
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements

4.9 Cumulative construction impacts

There may be other construction projects occurring at the same as the proposed works at the site. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the appointed contractor, Council and TfNSW to minimise impacts on the road network. As other CTPMPs become available for adjacent projects, these will be reviewed by the contractor and discussions held with relevant stakeholders.

It is noted that the works at the site are anticipated to generate a relatively low level of construction vehicle activity of at most 3-5 vehicles per hour. This volume of vehicles would not impact the operation of the surrounding road network.

4.10 Emergency vehicle access

Emergency vehicle access will be maintained at all times, or if necessary site personnel will grant access to emergency vehicles entering the site itself.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed

4.11 Mitigation measures

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Trucks to minimise the use of local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- Pedestrians near the ingress/egress points will not be held unnecessarily.

- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit)
- Trucks to not circulate on the road network to wait to enter the site (unless exceptional circumstances do not permit)
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;
- Truck drivers will be advised of the designated truck routes to/ from the site;
- Construction access from the external road network to mainly occur at signalised intersection;
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;
- Activities related to the construction works would not impede traffic flow along adjacent roads;
- Materials would be delivered and spoil removed during standard construction hours;
- Construction vehicles not to queue on adjacent streets;
- During site induction, workers will be informed of the existing bus, train and metro network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver charter.

The appointed contractor will include the following in all subcontract procurement packages as part of a driver code of conduct:

- a copy of the approved truck routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

All staff employed by head contractor (including sub-contractors) would be required to undergo a site induction. The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

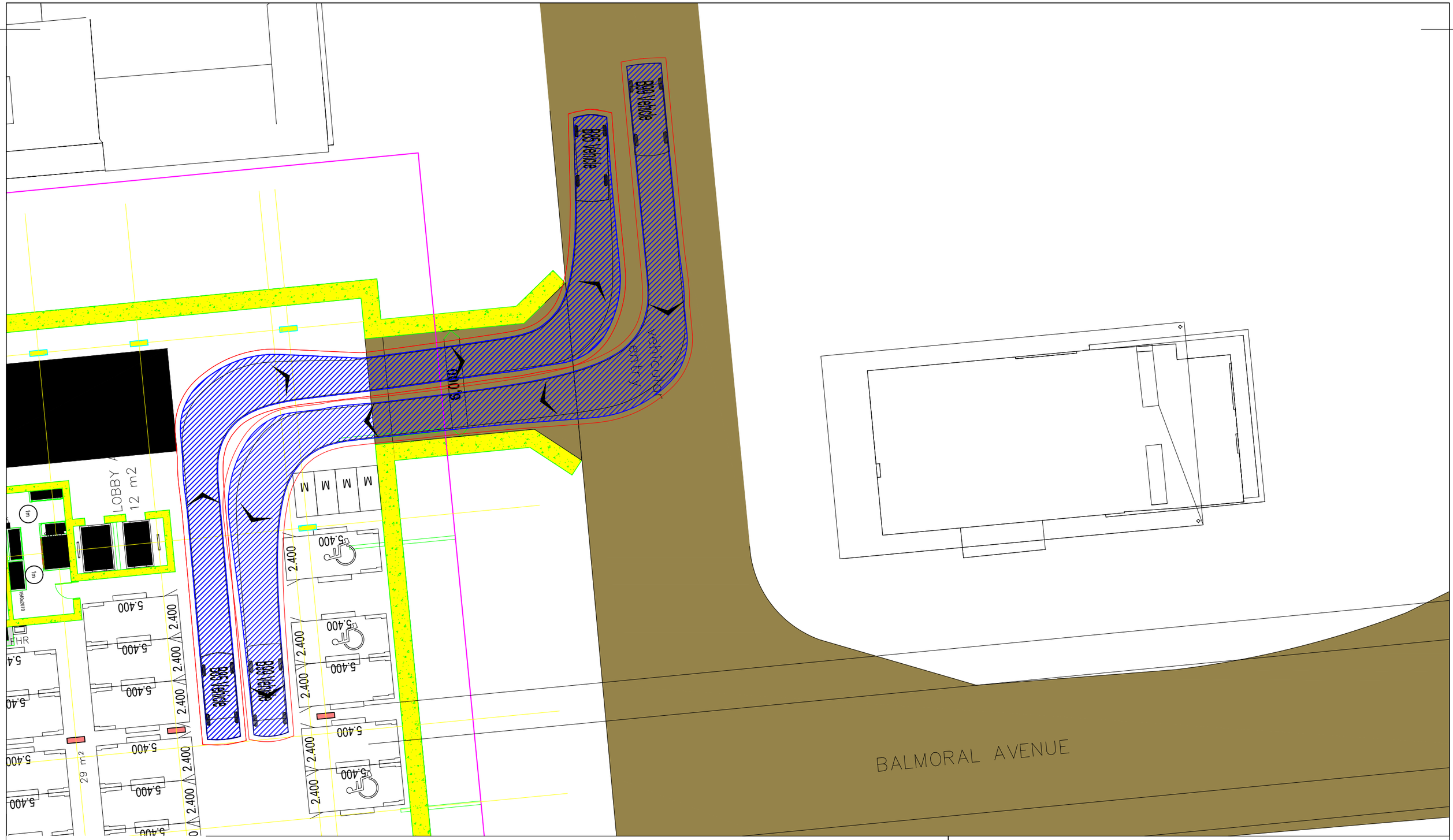
5 Summary

This transport assessment has been prepared by JMT Consulting to accompany a State Significant Development Application (SSDA) for the residential development at 40 – 48 Redan Street, Mosman. Key findings of the assessment are as follows:

- The site has strong access to nearby public transport, particularly high frequency bus services along Military Road.
- A single vehicle driveway entry/exit to the site via Redan Street is to be provided under the proposal which has the ability to provide for suitable access for cars accessing the on-site parking area.
- The proposal includes on-site parking for residents and visitors which is considered appropriate to accommodate future demands.
- The car park has been designed in accordance with relevant Australian Standards AS2890.1 and AS2890.6.
- The existing road network in the vicinity of the site currently operates very well with spare levels of capacity.
- The proposal is forecast to generate a very minor increase in traffic of between 5 to 6 vehicles during peak hour periods and therefore would not impact the operation of the surrounding road network.
- Bicycle parking is to be provided for residents and visitors in accordance with Council requirements.

In the above context, the traffic and transport impacts arising from the proposal are considered acceptable.

Appendix A: Swept Path Analysis



Job Title
40-48 Redan Street, Mosman

Drawing Title
Turning Paths

Client
Time & Place

Drawing No
2578_01

Date
17.02.26

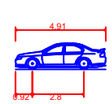
Legend
- Body Envelope
- 300mm Envelope
- Wheel Envelope

Job No
2578

Scale at A3
1:200

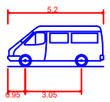
JMT CONSULTING
JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 199, Kingsford NSW 2032

Vehicle type(s)



B85 Vehicle (AS2890.1)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.120m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.750m



B99 Vehicle

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.250m