



TRANSPORT IMPACT ASSESSMENT (TIA)

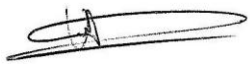
Proposed Residential Development
65 Muston Street, Mosman
SSD-98068713

Reference: 25.289r01v03
Date: February 2026

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DOCUMENT VERIFICATION

Job Number	25.289			
Project	65 Muston Street, Mosman			
SSDA No.	SSD-98068713			
Client	Prosker Property Pty Ltd			
Revision	Date	Prepared By	Checked By	Signed
v03	10/02/2026	Stephan Hoang	Vince Doan	

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1. INTRODUCTION

TRAFFIX has been commissioned by Prosker Property Pty Ltd to undertake a transport impact assessment (TIA) in support of a state significant development application (SSD-98068713) relating to a residential flat building, including infill affordable housing at 65 Muston Street, Mosman, comprising of 13 residential dwellings. The development is located within the Mosman Municipal Council local government area (LGA) and has been assessed under the SEPP (Housing) 2021 controls with reference to that Council's controls for comparison only.

This report documents the findings of our investigations and should be read in the context of the Environmental Impact Statement (EIS) prepared separately. As a SSD, it will require referral to the Transport for NSW (TfNSW). This TIA has been reviewed by TfNSW. TfNSW advised that there are no further requirements at this stage however, comments will be provided through the formal SSD process when the application is referred to TfNSW during the exhibition period. Correspondence with TfNSW is included in **Appendix A**.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions

2. SEARS REQUIREMENT

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSDA as stated below in **Table 1**.

Table 1: SEARs Requirements and References

SEARs Requirements	Reference
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.	This Report prepared by method and processes in accordance with GITA
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.	Refer to the Preliminary Construction Traffic Management Plan prepared separately

3. LOCATION AND SITE

The subject site is known as 65 Muston Street, Mosman (CP/-/SP32953) and is located on the eastern side of Muston Street, about 150 metres south of Almora Street. It is also located approximately 5.7 kilometres northeast of the Sydney CBD.

The site has a total site area of approximately 1,342m² and consists of a singular building consisting of six (6) residential dwellings. It has an eastern frontage of 25 metres to Redan Lane and a western frontage of 25 metres to Muston Street. It is bounded to the north and south by residential developments.

Vehicular access to the site is currently provided via an access driveway on the eastern frontage of the site along Redan Lane, and an access driveway on the western frontage along Muston Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**, which provides an appreciation of the general character of roads and other key attributes in proximity to the site.



Figure 1: Location Plan

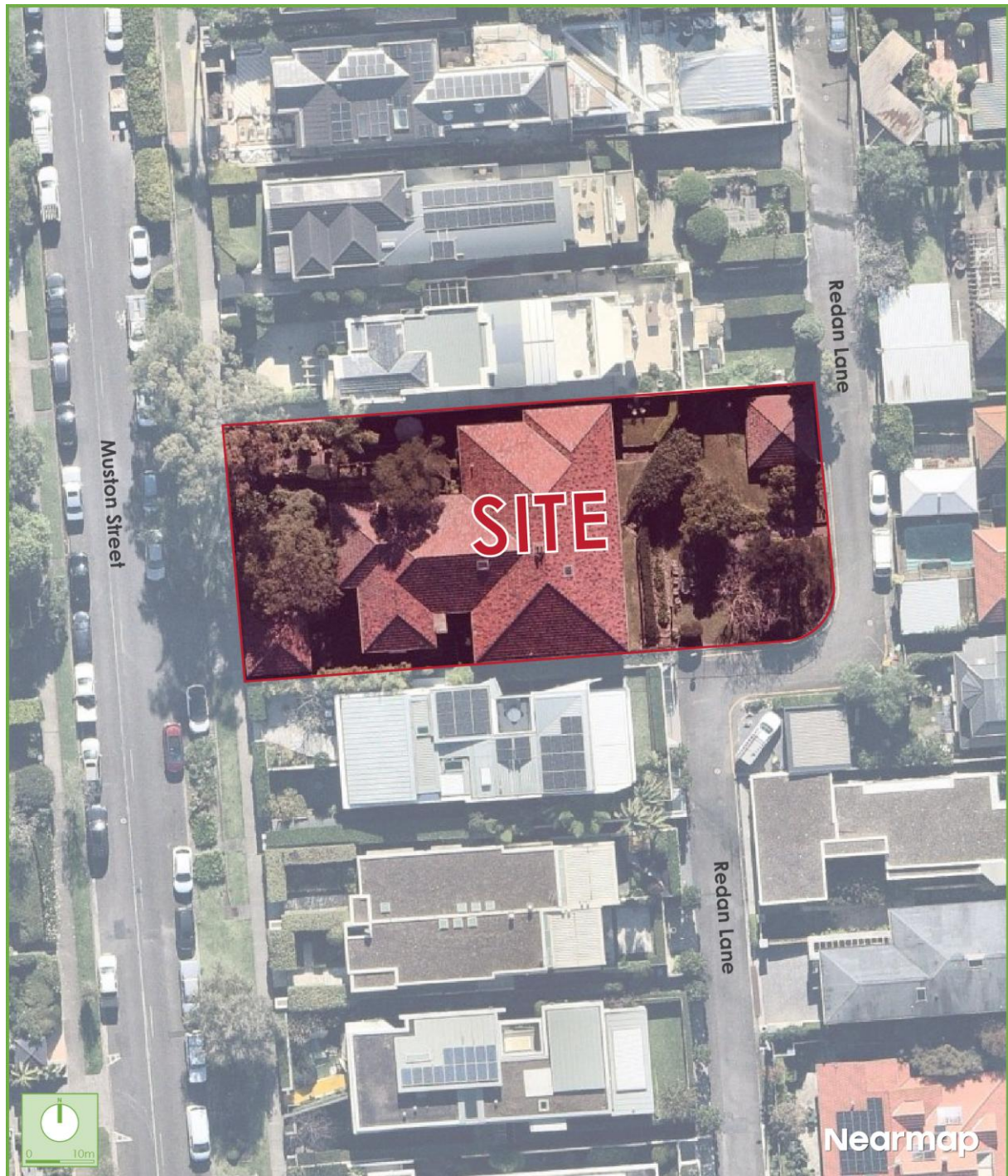


Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Military Road:** forms part of a TfNSW Main Road (MR 164) that traverses east-west between Middle Head Road in the east and Falcon Street in the west. Within the vicinity of the site Military Road is a sub-arterial road and is subject to 40km/h school speed zoning on school days between 8:00-9:30am and 2:30-4:00pm and 50km/h speed zoning at all other times. Military Road (sub-arterial road) generally accommodates a single lane of traffic in each direction and permits time restricted on-street parking along both sides.
- **Muston Street:** a local road that traverses in a north-south between Melaleuca Lane in the north and Middle Head Road in the south. It is subject to a 50km/h speed zoning. Muston Street carries a single lane of traffic in each direction and permits on-street parking along both sides.
- **Redan Lane:** a local road that generally traverses in a north-south between Almora Street in the north and Charles Lane in the south. Redan Lane is generally used to access driveways/garages with 'No Parking' generally along both sides of the lane.

It is evident that the development is conveniently located with access to Muston Street and Redan Lane which provides to connections to local collector roads linking to Military Road.

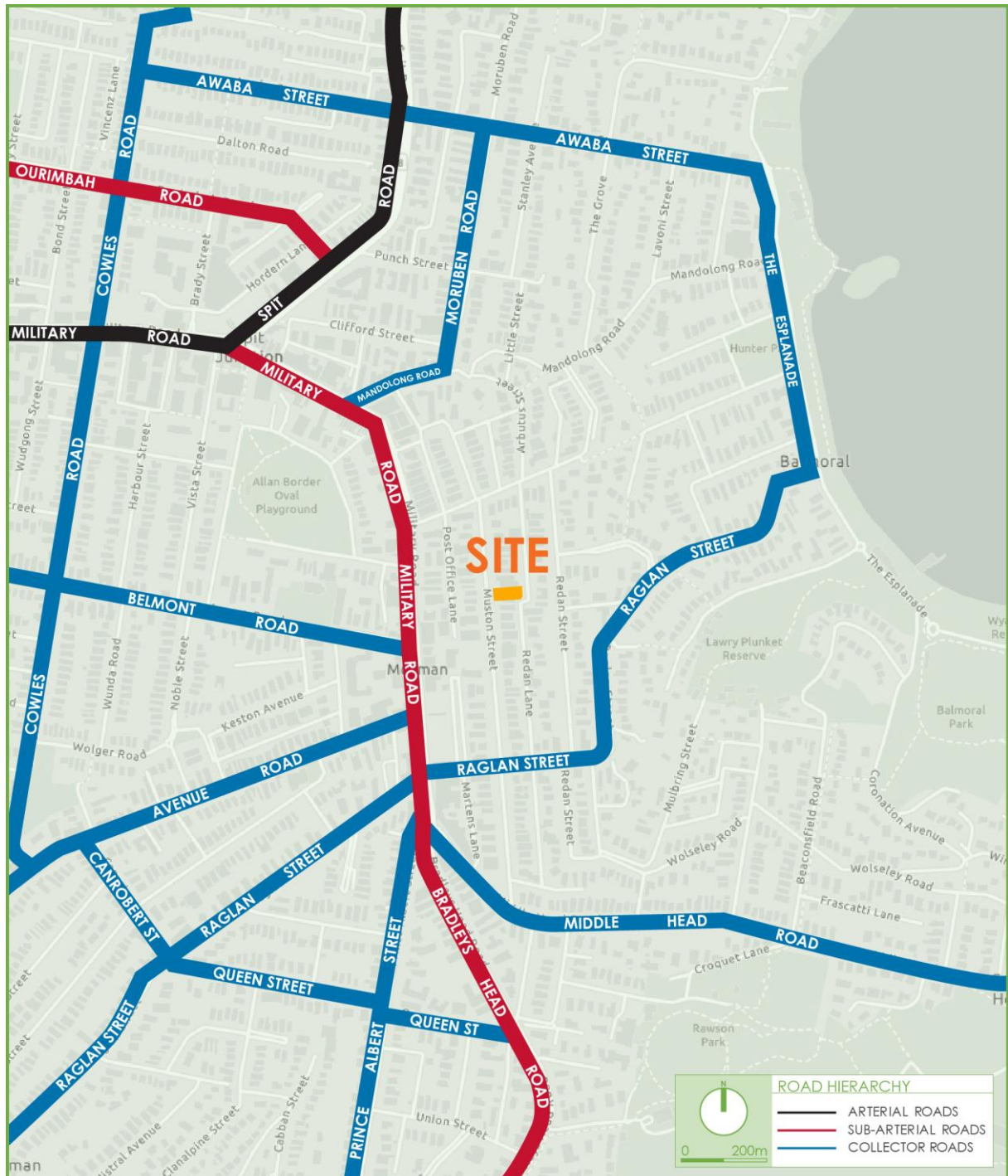


Figure 3: Road Hierarchy

4.2 Public Transport

The existing public transport services that operate in the locality are shown in **Figure 1**. Having regard to the standard bus travel, the Integrated Public Transport Service Planning Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. It is evident that the site benefits from excellent bus services with 23 bus stops located within 400-metres of the site. These bus services are summarised below in **Table 2**.

Table 2: Bus Information

Bus No.	Route	Frequency		
		Weekday	Saturday	Sunday & Public Holidays
100	Taronga Zoo to City QVB (Loop Service)	10min	20min	20min
111	Chowder Bay to South Mosman Wharf	30min	30min	30min
114	Balmoral to Royal North Shore Hospital	20-30min	30min	30min
228	Clifton Gardens to Mosman	Limited to two (2) services	-	-
230	Mosman Wharf to Milsons Point via North Sydney	15-30min	20-30min	20-30min
238	Taronga Zoo Wharf to Balmoral	30min	20min	20min
246	Balmoral Heights to City Wynyard	Limited to two (2) services	-	-

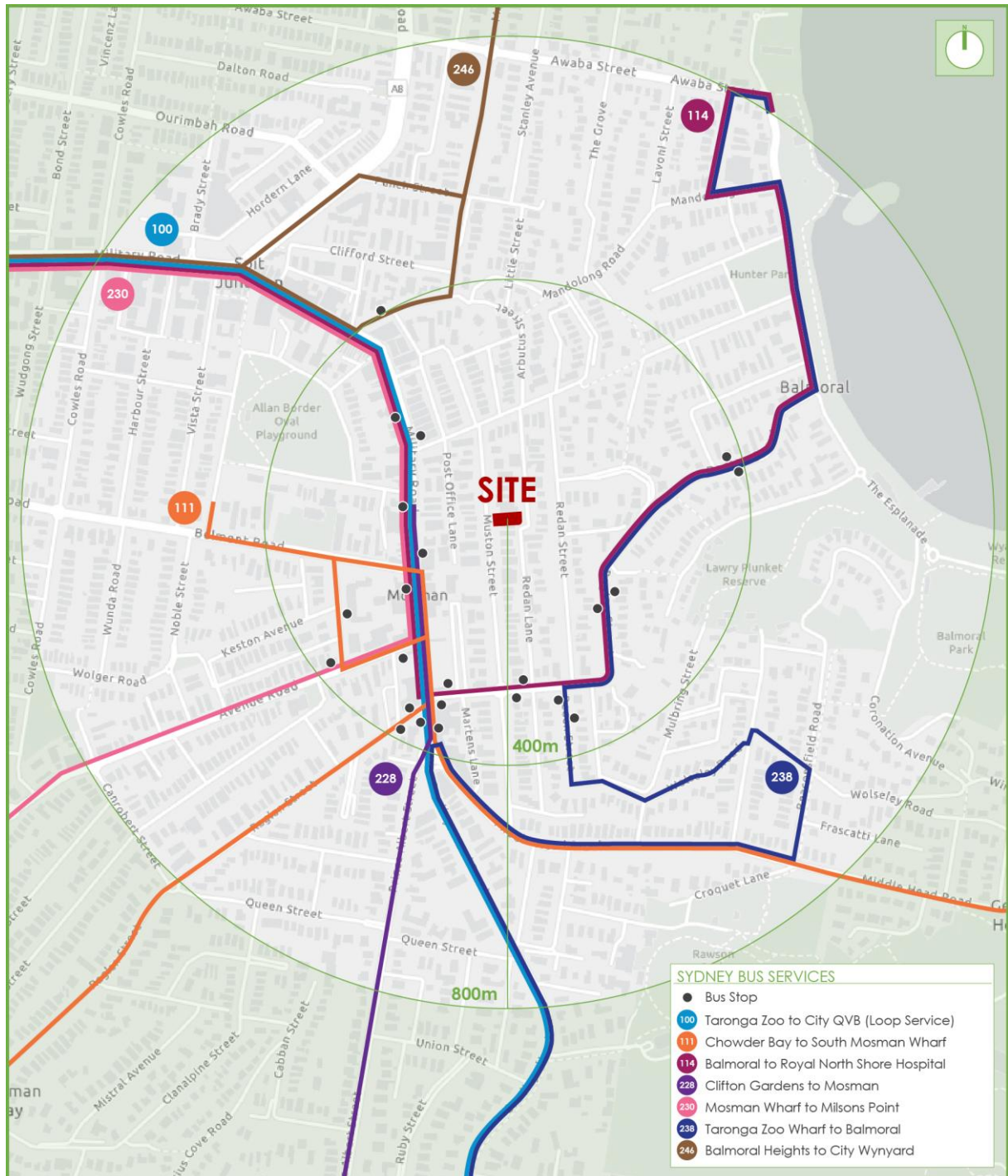


Figure 4: Public Transport

5. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the EIS prepared separately. In summary, the development for which approval is now sought is a multi-storey residential development comprising of the following components:

- 13 x three-bedroom residential apartments, including 3 x three-bedroom affordable housing units; and
- Lower ground and basement level providing parking for 29 vehicles, consisting of:
 - 13 garages, each containing two (2) car parking spaces and associated storage
 - Three (3) visitor spaces

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix B**.

6. PARKING REQUIREMENTS

6.1 Car Parking

6.1.1 State Environmental Planning Policy (Housing) 2021 (SEPP 2021)

The State Environmental Planning Policy (Housing) 2021, *Section 19 – Non-discretionary Standards 2(e) and (f)* requires parking for residential developments and provides car parking provision rates for dwelling affordable housing components and non-affordable housing components. The parking rates are summarised in **Table 3** below.

Table 3: SEPP (Housing) 2021 Parking Rates and Provision

Type	Area / Units	Minimum Parking Rate	Spaces Required	Spaces Provided
Affordable Housing Components				
1 Bed	0	0.4 space per dwelling	3	6
2 Bed	0	0.5 spaces per dwelling		
3+ Bed	3	1 space per dwelling		
Standard Housing Components				
1 Bed	0	0.5 space per dwellings	15	20
2 Bed	0	1 space per dwelling		
3+ Bed	10	1.5 space per dwelling		
Visitor				
Visitor	13	No requirement	0	3
Totals			18	29

6.1.2 Mosman Council Residential DCP 2012

The Mosman Council Residential Development Control Plan (DCP) 2012, *Part 5.10 – Parking*, requires parking for residential developments located more than 200 metres (actual walking distance) from Spit Road, Military Road or a ferry wharf. The parking rates are summarised in **Table 4** below.

Table 4: Council Parking Rates and Provision

Type	Area / Units	Parking Rate	Spaces Required	Spaces Provided
1 Bed	0	1 space per dwelling	26	26
2 Bed	0	1.5 spaces per dwelling		
3+ Bed	13	2 spaces per dwelling		
Residential Visitor	13	1 space per 4 dwellings	3.25 (3)	3
Totals			29	29

6.1.3 Car Parking Summary

It is evident from Table 3 and Table 4, that the proposed development requires a minimum of 18 and 29 car parking spaces under SEPP and Council's DCP, respectively. In response, the development provides a total of 29 spaces comprising 26 spaces for residents and three (3) spaces for visitors. It is noted that Council's DCP does not state rounding requirements for visitor parking. Therefore, residential visitor parking has been rounded to the nearest whole number and is considered acceptable. Accordingly, the proposed car parking provision satisfies the requirements of SEPP Housing and the Council's DCP and is considered supportable. This arrangement will ensure that all standard car parking demands are accommodated onsite.

6.2 Accessible Parking

The development is required to provide accessible parking spaces at the below rates in accordance with Council's DCP and BCA requirements

- One (1) accessible parking space per adaptable dwelling.
- One (1) additional residential parking space for every 50 car spaces provided for visitor use

As the development provides three (3) adaptable dwellings, the development is required to provide a total of four (4) accessible parking spaces, with three (3) assigned to residents, and one for visitor use. In response, the development provides three (3) adaptable garages and a single accessible visitor parking space. In this regard, the provision meets the requirements of the Building Code of Australia and Council's DCP and is considered acceptable.

6.3 Bicycle Parking

Council's DCP specify 1 bicycle space per 4 dwellings. Accordingly, the development with 13 dwellings would require a total of three (3) bicycle spaces.

The development provides a total of 13 bicycle spaces (minimum of 1 in each garage). In this regard the development is superior to the requirement of the DCP, promoting alternative modes of transport for residents and tenants, in line with Council and state government objectives.

6.4 Motorcycle Parking

The Council DCP requires one (1) motorcycle spaces per 25 car parking spaces provided. The application of this rate to the parking provision of 29 spaces indicates the development requires one (1) space for motorcycles in accordance with the DCP.

In response, the development provides two (2) motorcycle parking space located in the basement meeting the requirements of the DCP.

6.5 Car Wash Bay

Council DCP requires one (1) carwash bay per 12 dwellings provided or part thereof, which can be shared with a visitor car parking space. The application of this rate to the parking provision of 13 dwellings indicates the development requires two (2) car wash bay.

In response, the development provides two (2) carwash bay shared with a visitor car parking space located in the basement meeting the requirements of the DCP.

6.6 Refuse Collection and Servicing

Waste collection will be undertaken by the existing Council's kerbside waste collection along Redan Lane. Bins will be taken out from the designated storage area within the basement and placed within the holding area for waste collection. Reference should be made to the waste consultant's report prepared separately.

7. TRAFFIC AND TRANSPORT IMPACTS

7.1 Existing Site Generation

The subject site currently accommodates six (6) residential dwellings. The TfNSW Guide to Traffic Impact Assessment (GTIA) provides the trip generation advice for a number of uses including medium density residential developments. The average Sydney weekday network peak trip rates have been adopted for assess the traffic generation of the existing site. The relevant trip rates are as follows:

- 0.39 vehicle trips per dwelling during the morning peak hour; and
- 0.37 vehicle trips per dwelling during the evening peak hour.

From the application of the GTIA trip rates and adopting an 80:20 split between arrivals and departures; existing site is expected to generate the following:

- 2 vehicle trips per hour in the morning peak (0 in, 2 out); and
- 2 vehicle trips per hour in the evening peak (2 in, 0 out).

7.2 Development Trip Generation

Application of the above medium density trip rates to the 13 residential units proposed, and adopting an 80:20 split, results in the following predicted trip generation volumes:

- 5 vehicle trips per hour in the morning peak (1 in, 4 out); and
- 5 vehicle trips per hour in the evening peak (4 in, 1 out).

7.3 Traffic Impacts

When taking into account the existing morning and evening peak hour scenario, the net traffic generation of the proposed development is estimated to be three (3) vehicle trips per hour during both peak periods. This equals to one vehicle every 20 minutes. The development proposes vehicular access via Redan Lane, located adjacent to the northern site boundary and consistent with the existing garage access. The access point is positioned at the furthest

practicable distance from the 90-degree corner to the south, ensuring adequate sight distance and clear visibility. Furthermore, all vehicles will enter and exit the site in a forward direction.

With respect to construction traffic, and bulk excavation in particular, the largest vehicle proposed to be used during this stage is an 8.8-metre medium rigid vehicle. This stage will have an average of six (6) truck arrivals per day (6 in, 6 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

As such, the development is considered supportable from a traffic planning perspective with no external improvements to the surrounding road network required.

8. ACCESS AND INTERNAL DESIGN ASPECTS

8.1 Site Vehicular Access

8.1.1 Access

The development proposes a total of 29 residential parking spaces with access to Redan Lane, a local laneway. It will therefore require a Category 1 driveway under AS2890.1 (2004), being a combined entry and exit width of 3.0 to 5.5 metres. In response, a 5.5 metre driveway has been provided for the basement parking at the entrance narrowing to 3.6m on a ramp to the basement.

8.1.2 Traffic Signal System

A signal system has been provided with an on-site waiting bay, this provision shall ensure the safe operation of the 3.6m wide ramp. A queueing analysis has been performed to assess the suitability of the proposed waiting bay. The full peak hour generation has been assessed as all vehicles using the basement carpark to ensure a conservative assessment. The results indicate the 98th percentile queue shall be contained with the waiting bay provided in compliance with AS2890.1. The full assessment can be viewed in **Appendix C**.

Security for the site is provided by a roller shutter door. All residents of the development requiring car park access shall be provided with a remote control to operate the shutter door. In addition, an intercom has been provided on the north wall for visitors. The arrangement is considered supportable due to the very minimal visitor provision on-site (three spaces).

A swept path analysis of all design vehicles entering and exiting the proposed development has been included in **Appendix D**, demonstrating satisfactory operation of the proposed Redan Lane access.

8.2 Internal Design

The internal car park complies with the requirements of AS 2890.1 (2004) and AS 2890.6 (2022), and the following characteristics are noteworthy:

8.2.1 Parking Modules

- All standard car parking spaces have been designed in accordance with User Class 1A being for residential parking. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- All enclosed multi vehicle garages are provided in accordance with Section 5.4 of AS2890.1 (2004). The spaces are provided with a further clearance of 300mm minimum on the outside of each outer space.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).
- All accessible parking spaces have been designed in accordance with AS 2890.6 (2022), being 2.4m wide, 5.4m long and situated immediately adjacent to a dedicated shared area with the same dimension.
- All motorcycle parking spaces have been designed in accordance with AS 2890.1 (2004), being 1.2m wide, 2.5m long.

8.2.2 Ramps

- The internal ramp has a maximum gradient of 5% (1 in 20) for the first 6.0m inside the property boundary, in accordance with AS 2890.1 (2004).
- The internal ramp has a maximum gradient of 25% (1 in 4) with sag and summit transitions of 15% (1:6.7) and 12.5% (1:8) respectively. These provisions satisfy the requirements of AS 2890.1 (2004).

8.2.3 Clear Head Heights

- A minimum clear head height of 2.2m is to be provided for all areas within the basement car park as required by AS 2890.1 (2004).
- A minimum clear head height of 2.5m is to be provided above all accessible spaces in accordance with AS 2890.6 (2022).

8.2.4 Other Considerations

- All columns are located outside of the parking space design envelope shown in Figure 5.2 of AS 2890.1 (2004).
- Visual splay has been provided at the access driveway in accordance with Figure 3.3 of AS 2890.1 (2004).
- A swept path analysis has been undertaken and provided in **Appendix D**, demonstrating satisfactory vehicle movements at the vehicular access, ramps and spaces.

8.3 Summary

In summary, the internal configuration of the car parking areas has been designed in accordance with AS 2890.1 (2004) and AS 2890.6 (2022). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

9. CONCLUSIONS

In summary:

- The proposal seeks approval to construct a multi-storey residential development at 65 Muston Street, Mosman, containing 13 apartments and basement car parking accommodating 29 vehicles.
- The subject site is well connected to the public transport network with reliable access to regular bus services. These, along with existing pedestrian and cycle links, ensure the site is ideally situated for a medium density residential development as it provides a good opportunity to encourage future tenants / visitors to use sustainable transport modes.
- The proposed development provides 29 parking spaces, including 26 residential parking spaces and three (3) visitor parking spaces, which complies with the requirements of SEPP (Housing) 2021 with reference to Mosman Council DCP (2012) for comparison. As such, all standard parking demands will be readily accommodated on-site.
- The traffic generation arising from the development has been assessed as a net change over existing conditions, and equates to an additional three (3) vehicle trips per hour during the morning and evening peak. As such, no external improvements are required to facilitate the proposed development. The traffic impacts of the development are therefore considered acceptable.
- The basement car park has been assessed to comply with the requirements of AS 2890.1 (2004) and AS 2890.6 (2022), thereby ensuring safe and efficient operation.
- Waste collection for the site is to be undertaken onsite via the existing Council waste collection services along Redan Lane.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

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APPENDIX A

TfNSW Correspondence

Vince Doan

From: Jason Liang (MACROPLAN) <Jason.Liang2@transport.nsw.gov.au>
Sent: Monday, 2 February 2026 10:04 AM
To: Vince Doan
Subject: TfNSW Response - 65 Muston St Mosman
Attachments: 25.289r01v02 TRAFFIX 65 Muston Street, Mosman - TIA.pdf; 25.289r02v02 TRAFFIX 65 Muston Street, Mosman - Preliminary CTPMP.pdf

You don't often get email from jason.liang2@transport.nsw.gov.au. [Learn why this is important](#)

Hi Vince,

There are no further requirements at this stage, however TfNSW will provide comments through the formal SSD process when it is referred to TfNSW during the exhibition period.

Regards,

Jason Liang
Land Use Planner
Land Use Assessment Eastern
Transport Planning | Planning, Integration and Passenger
Transport for NSW

E: jason.liang2@transport.nsw.gov.au

transport.nsw.gov.au
Level 4, 4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

From: Vince Doan <vince.doan@traffix.com.au>
Sent: Tuesday, January 13, 2026 4:03 PM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Cherry Choy <cherry.choy@traffix.com.au>
Subject: 65 Muston Street Mosman [25.289] SSDA-98068713

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Development Sydney,

The proposed development on 65 Muston Street, Mosman is an SSDA and requires TfNSW review/comments. This is a 13-unit residential development in Mosman – considered insignificant in terms of transport and parking impacts.

Please contact me should you have any queries.

Regards,

Vince Doan
Director

TRAFFIX

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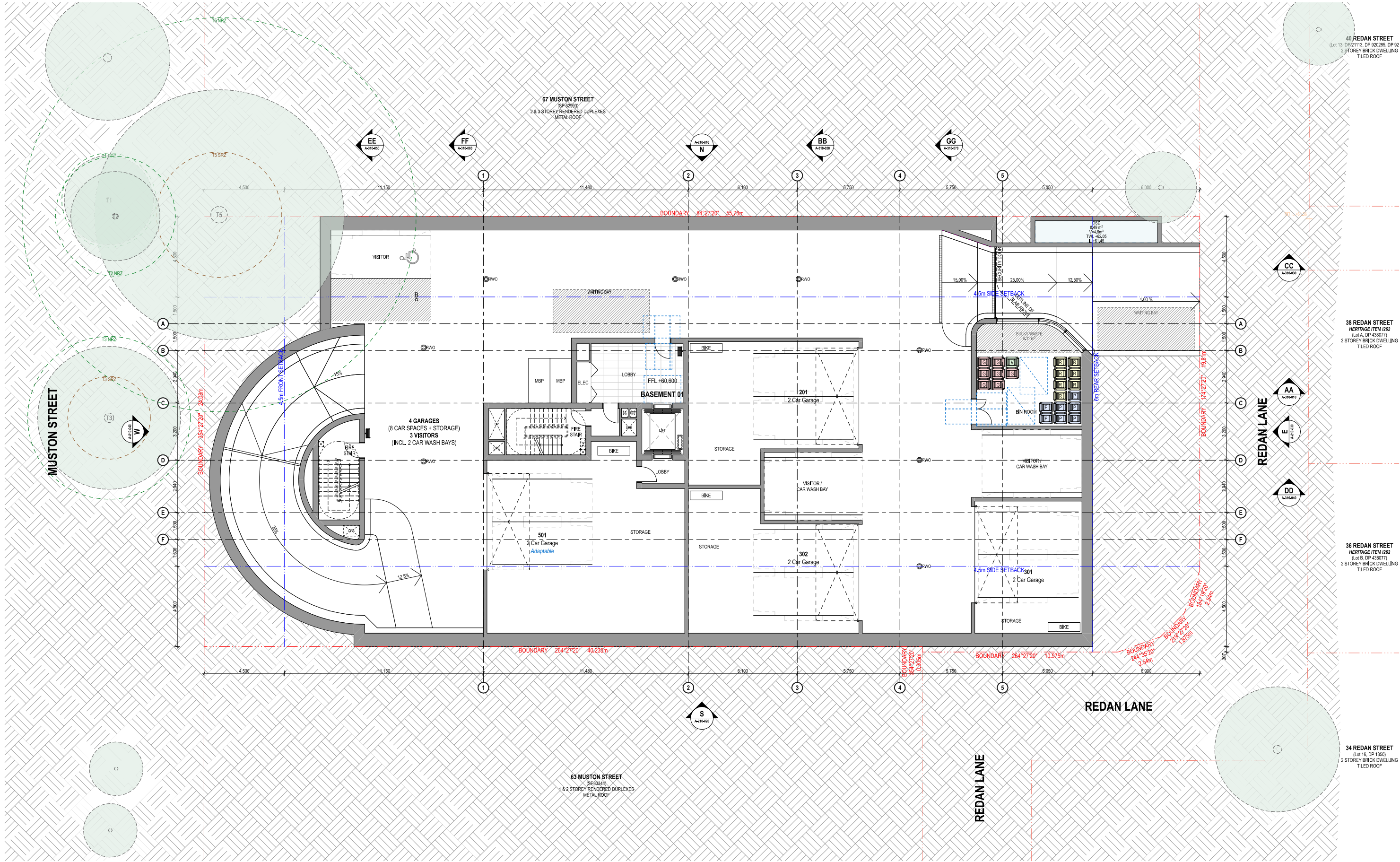
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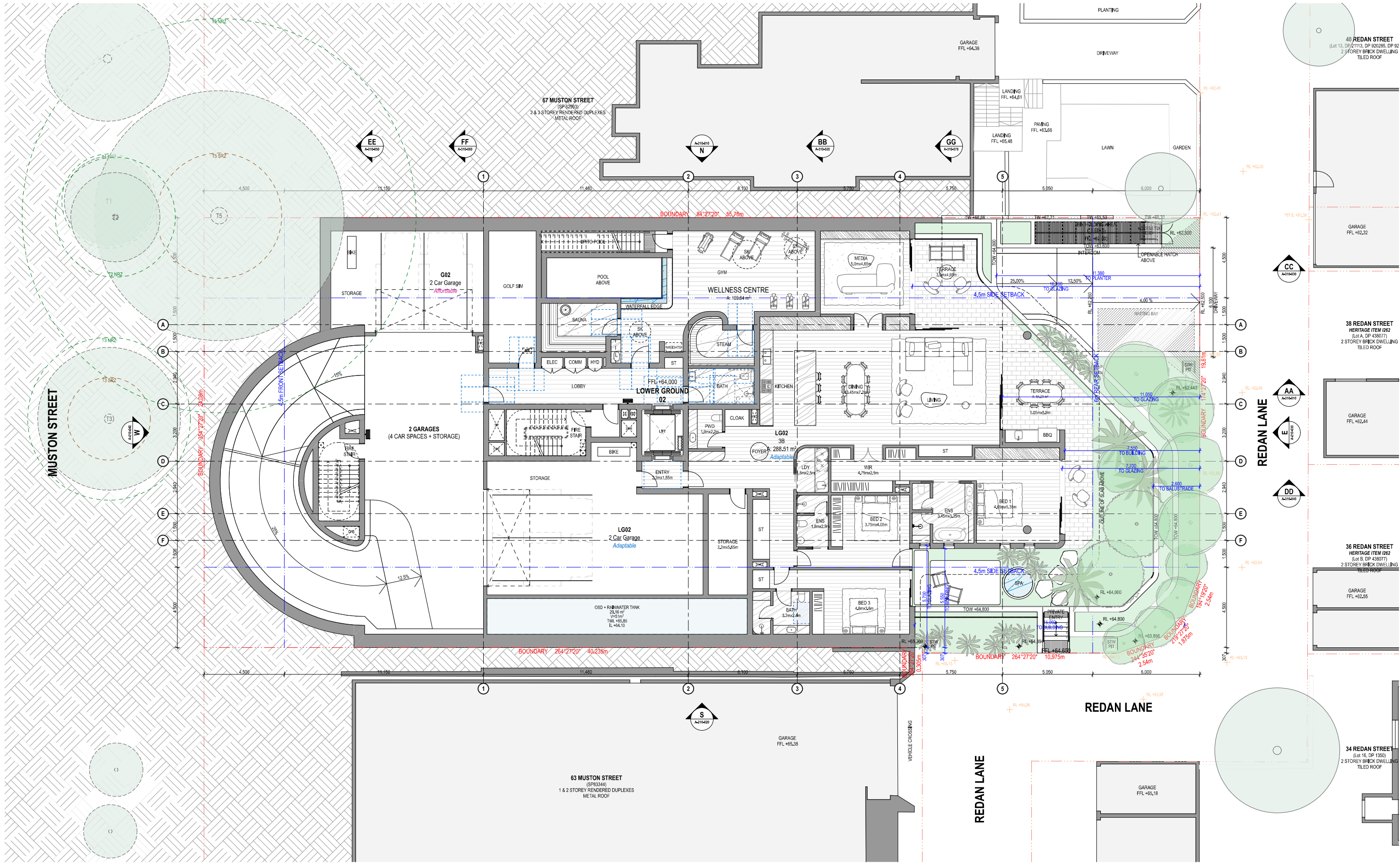
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APPENDIX B

Reduced Plans





APPENDIX C

Queuing Analysis

25.289 - 65 Muston Street, Mosman - Queuing Calculations

Based on the Average Travel Distance

Based on the Longest Travel Distance

ARRIVALS

Travel Distance		
Level	No Cars/ Motorcycles	Horiz Distance from G (m)
B1	10	0
B2	12	60
LG 1	4	50
LG2	2	70
	0	0
	0	0
		0
Average Travel Distance		37.8571429
The Longest Travel Distance		70

Vehicle Arrivals (veh/hr)	4
Travel Speed (m/sec)	2.8
Average Travel Time (sec)	14
Longest Travel Time (sec)	25
Clearance (sec)	2
Average Total Service time	16
Longest Total Service Time	27

Queuing Theory Factors	
average arrival rate (r)	4.00 *r=(veh/hr)
average service rate (s)	225.00 *s=3600/(Average Total Service Time)
utilisation factor (p)	0.01778 *p=r/s
mean queue (E(m))	0.00032 *E(m)=(p/(1-p))-p

Queuing Theory Factors	
average arrival rate (r)	4.00 *r=(veh/hr)
average service rate (s)	133.33 *s=3600/(Longest Total Service Time)
utilisation factor (p)	0.03000 *p=r/s
mean queue (E(m))	0.00032 *E(m)=(p/(1-p))-p

Input
Check

Probability of Vehicles in System (P(n)) *P(n)=(1-p)p^n		
No. Vehicles in System (n)	Probability (%)	Prob of More than n (%)
0	98.2%	1.8%
1	1.7%	0.0%
2	0.0%	0.0%
3	0.0%	0.0%
4	0.0%	0.0%

Probability of Vehicles in System (P(n)) *P(n)=(1-p)p^n		
No. Vehicles in System (n)	Probability (%)	Prob of More than n (%)
0	97.0%	3.0%
1	2.9%	0.1%
2	0.1%	0.0%
3	0.0%	0.0%
4	0.0%	0.0%

DEPARTURES

Average Travel Distance		
Level	No Cars/ Motorcycles	Avg. Horiz Distance from G (m)
B1	10	0
B2	12	60
LG 1	4	50
LG2	2	70
	0	0
	0	0
	28	0
Average Travel Distance		37.8571429
The Longest Travel Distance		0

Vehicle Arrivals (veh/hr)	1
Travel Speed (m/sec)	2.8
Average Travel Time (sec)	14
Longest Travel Time (sec)	0
Clearance (sec)	2
Average Total Service time	16
Longest Total Service Time	2

Queuing Theory Factors	
average arrival rate (r)	1.00 *r=(veh/hr)
average service rate (s)	225.00 *s=3600/(Average Total Service Time)
utilisation factor (p)	0.00444 *p=r/s
mean queue (E(m))	0.00032 *E(m)=(p/(1-p))-p

Queuing Theory Factors	
average arrival rate (r)	1.00 *r=(veh/hr)
average service rate (s)	1800.00 *s=3600/(Longest Total Service Time)
utilisation factor (p)	0.00056 *p=r/s
mean queue (E(m))	0.00032 *E(m)=(p/(1-p))-p

Probability of Vehicles in System (P(n)) *P(n)=(1-p)p^n		
No. Vehicles in System (n)	Probability (%)	Prob of More than n (%)
0	99.6%	0.4%
1	0.4%	0.0%
2	0.0%	0.0%
3	0.0%	0.0%
4	0.0%	0.0%

Probability of Vehicles in System (P(n)) *P(n)=(1-p)p^n		
No. Vehicles in System (n)	Probability (%)	Prob of More than n (%)
0	99.9%	0.1%
1	0.1%	0.0%
2	0.0%	0.0%
3	0.0%	0.0%
4	0.0%	0.0%

PRODUCT

Average Distance		
Probability of 1 Arrival		1.8%
Probability of 1 Departure		0.4%

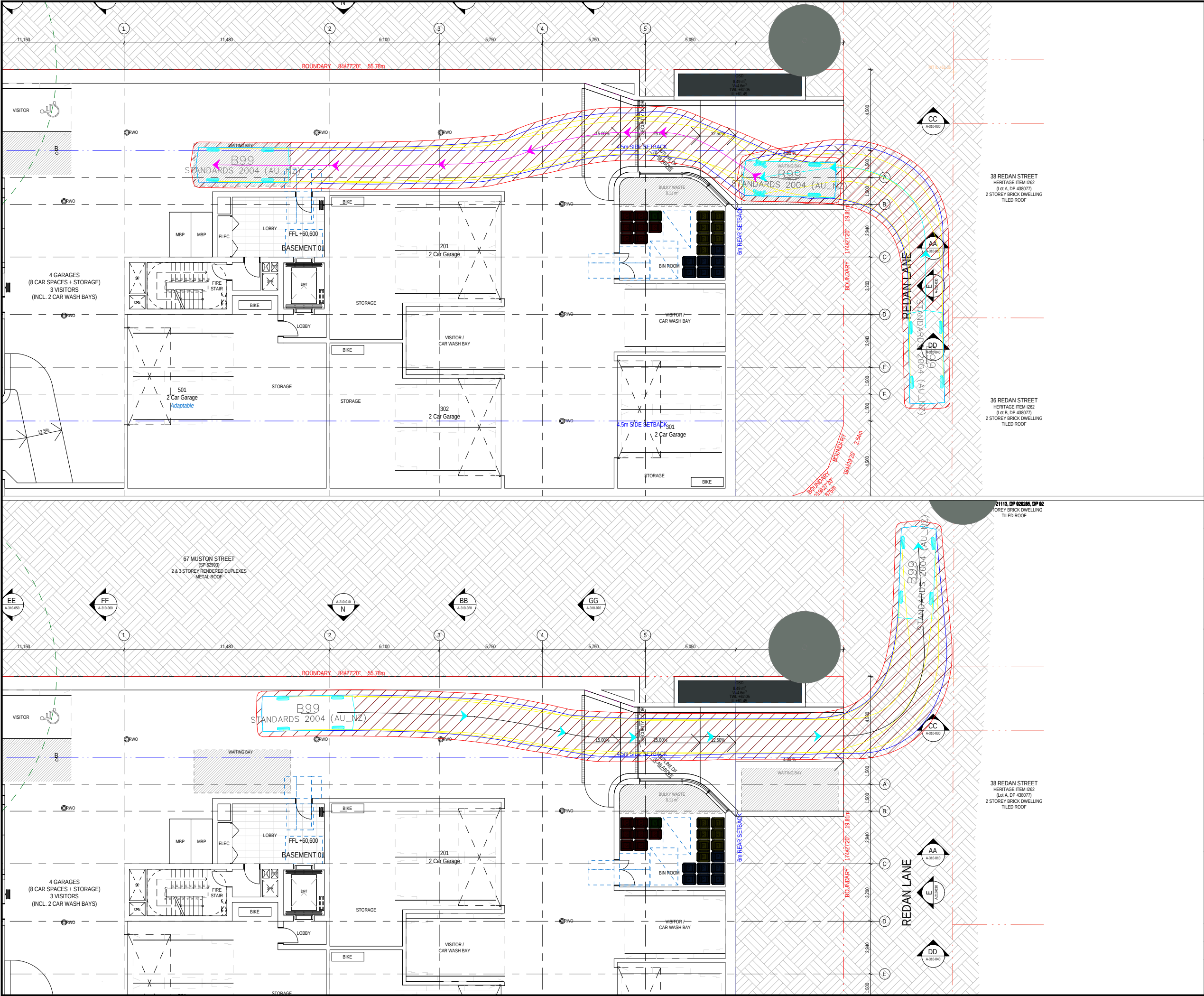
Maximum Distance		
Probability of 1 Arrival		3.0%
Probability of 1 Departure		0.1%

Probability of 'n' Vehicles Queuing at Access	n	%
	1	0.01%
	2	0.00%
	3	0.00%
	4	0.00%
	5	0.00%

Probability of 'n' Vehicles Queuing at Access	n	%
	1	0.00%
	2	0.00%
	3	0.00%
	4	0.00%
	5	0.00%

APPENDIX D

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 *Parking facilities - Off-street car parking*, and/or AS2890.2:2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	10-02-26

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Studio Johnston

Client

Prosker Property Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

65 Muston St, Mosman

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

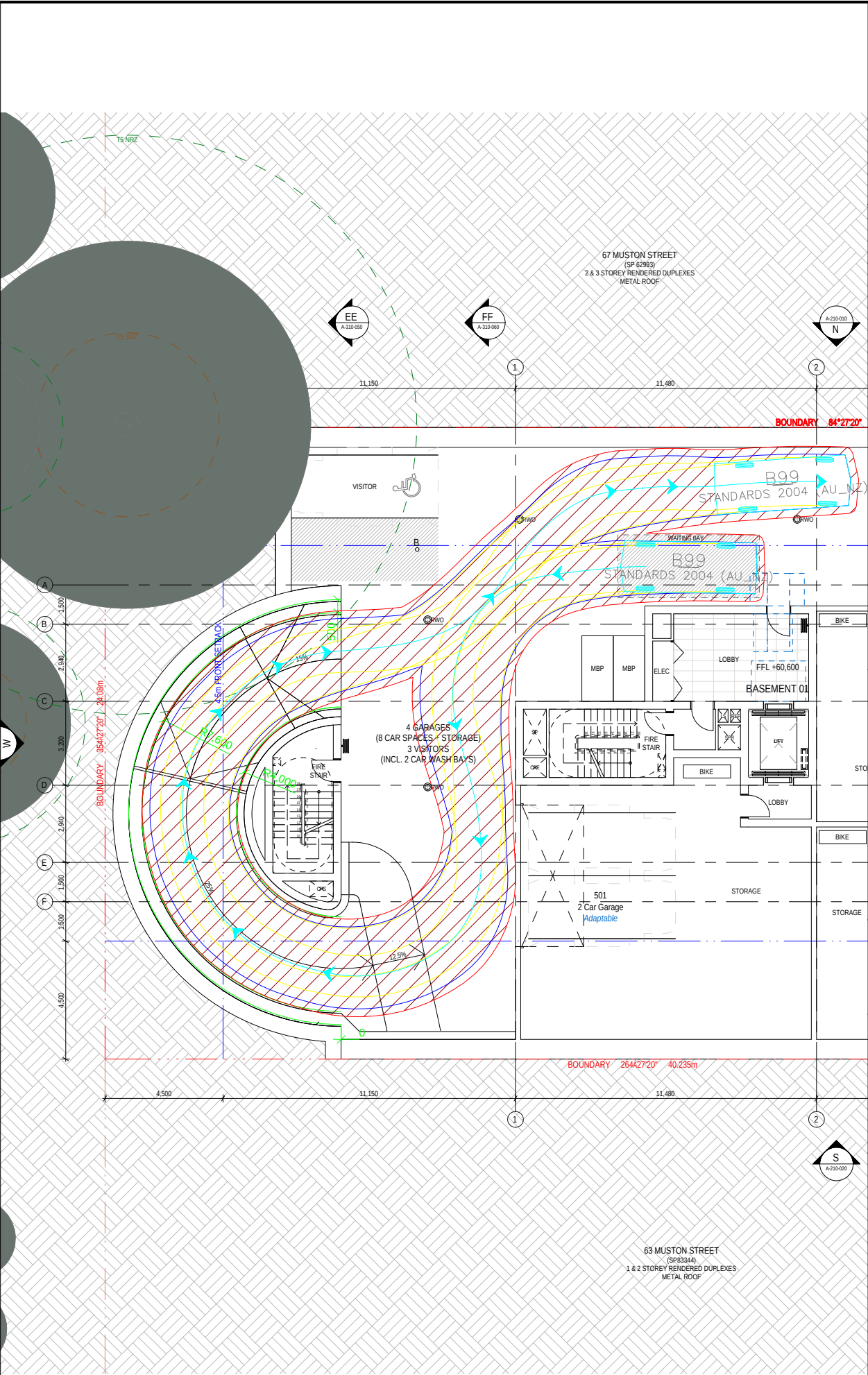
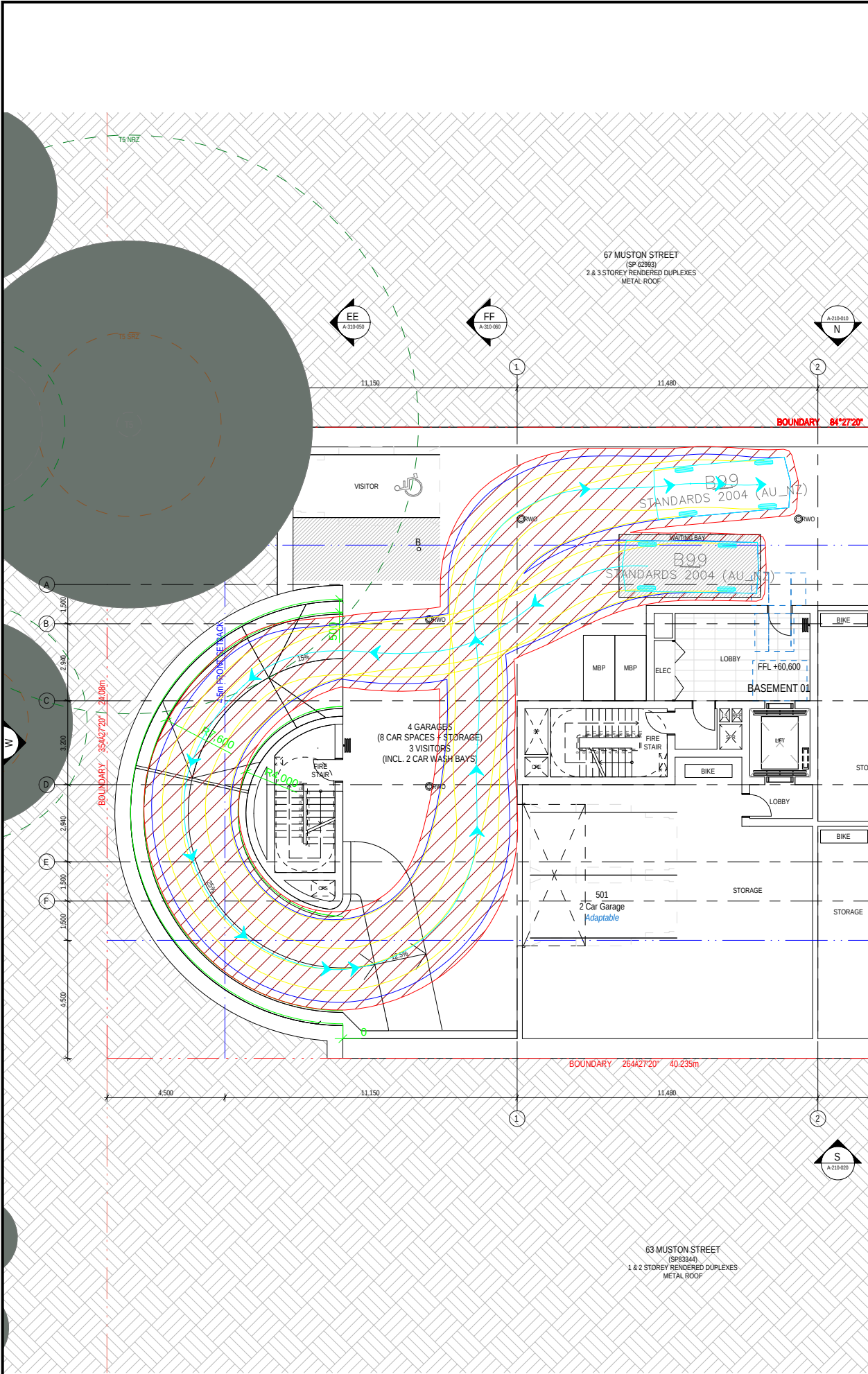
Suite 2.08, 50 Holt Street t: +61 2 8324 8700
Surry Hills, NSW 2010 f: +61 2 9830 4481
P.O. Box 1124 w: www.traffix.com.au
Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis
B99 Design Vehicle
Basement 1: Redan Lane Entry Driveway
Top: Entry Movement Bottom: Egress Movement

Drawn: SH	Checked: VD	Date: 10-02-26
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Project No.	Drawing Phase	Drawing No.	Rev.
25.289	DA	TX.01	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	10-02-26

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Studio Johnston

Client

Prosker Property Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

65 Muston St, Mosman

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

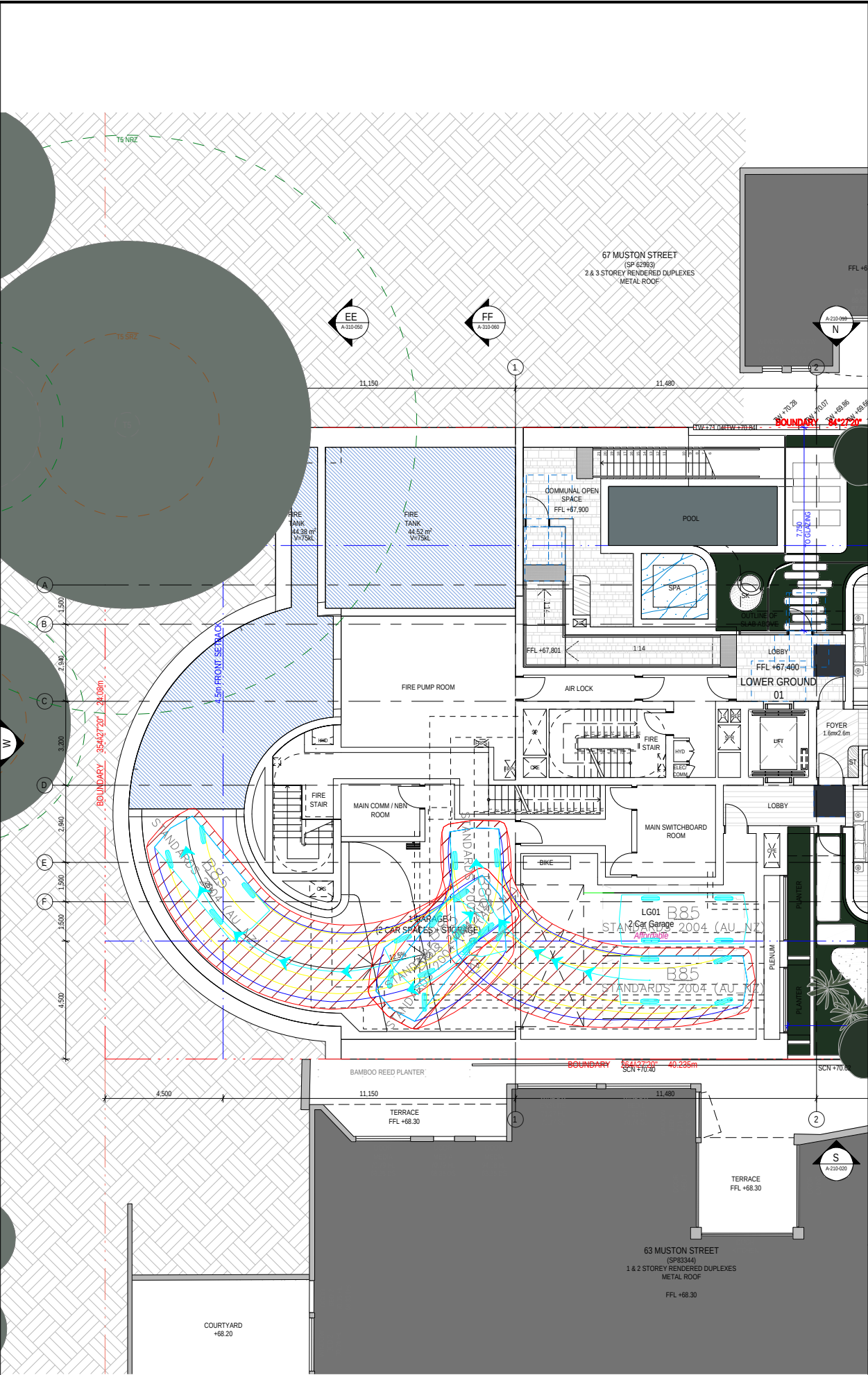
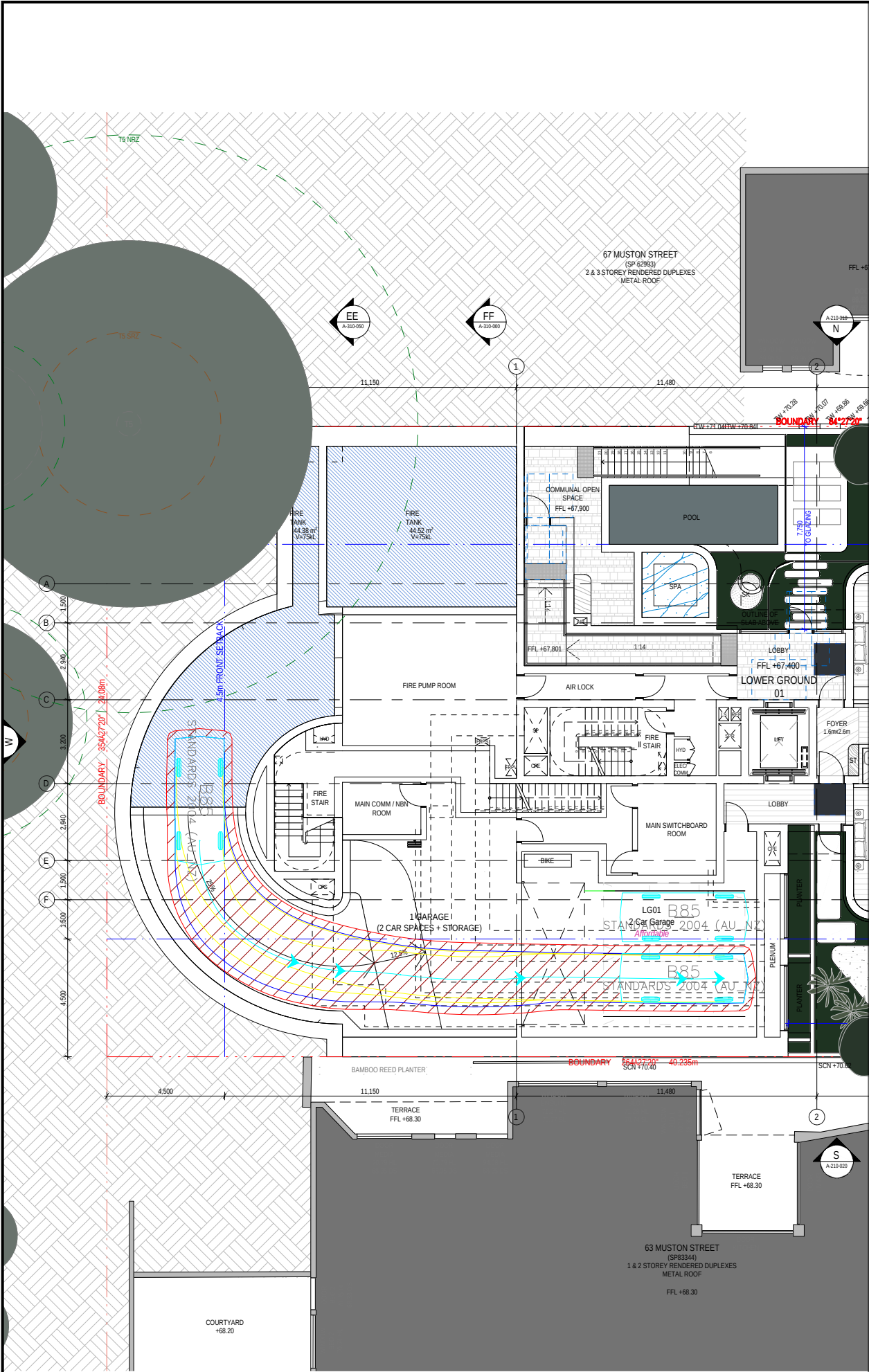
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Drawing Title

Swept Path Analysis
B99 Design Vehicle
Basement 1: Internal Circulation
Left: Ramp to Lower Ground
Right: Ramp to Basement

Drawn: SH	Checked: VD	Date: 10-02-26	
25.289d07v01 TRAFFIX [260210 Plans] Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.289	DA	TX.02	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	10-02-26

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Studio Johnston

Client

Prosker Property Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

65 Muston St, Mosman

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

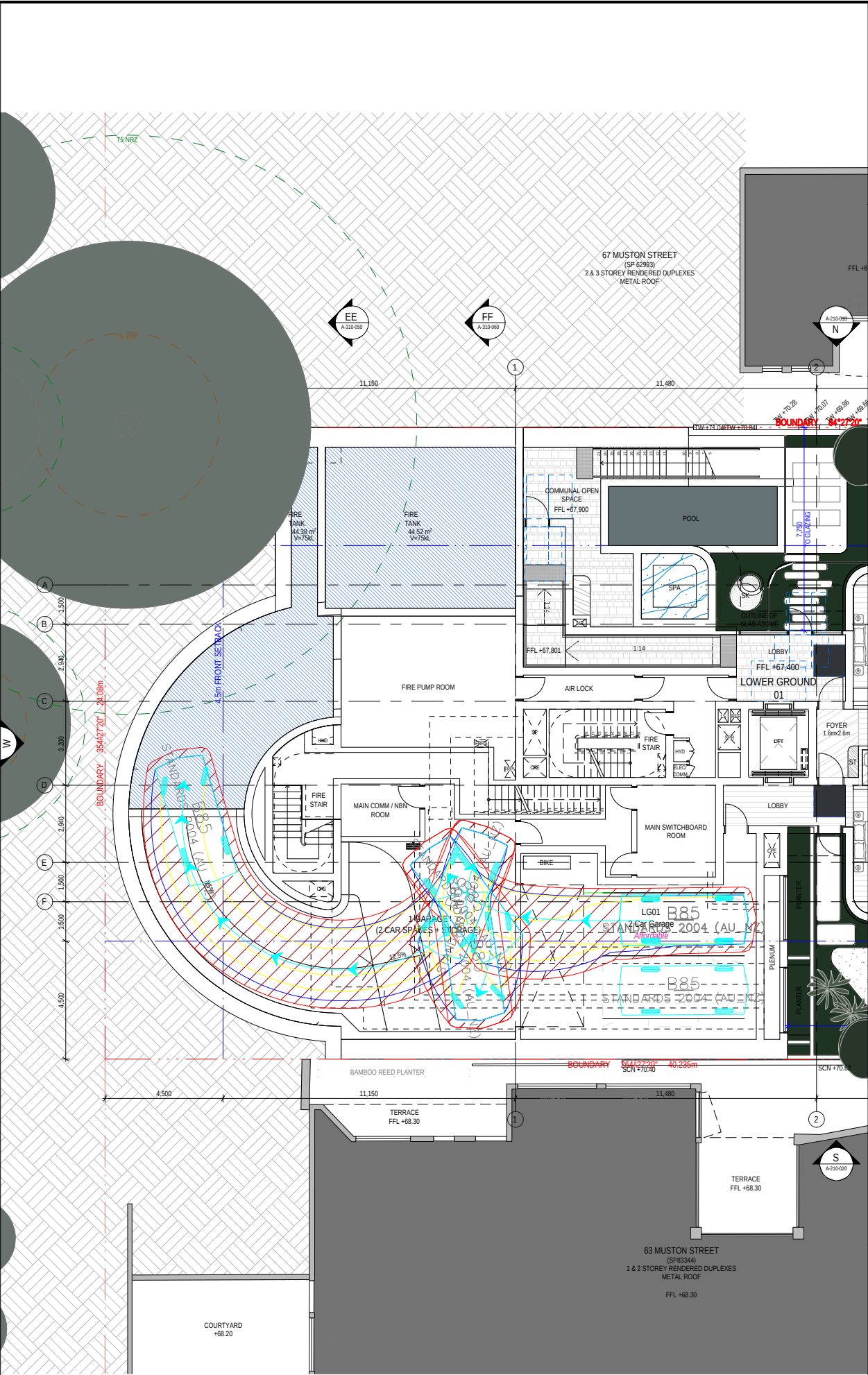
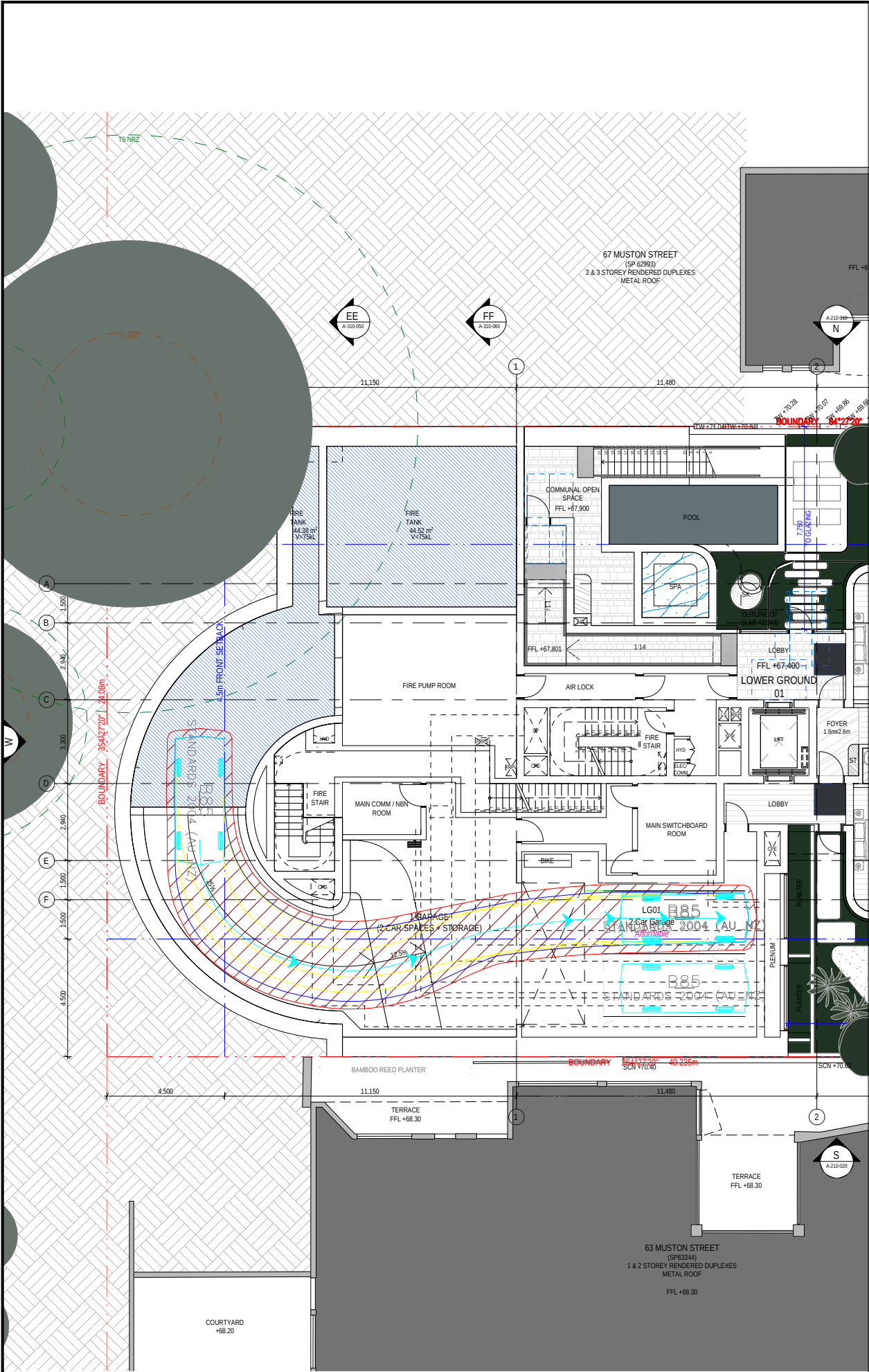
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Drawing Title

Swept Path Analysis
B99 Design Vehicle
Lower Ground 2 - Space 1
Left: Entry Movement
Right: Exit Movement

Drawn: SH	Checked: VD	Date: 10-02-26	
25.289d07v01 TRAFFIX [260210 Plans] Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
25.289	DA	TX.03	A



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Rev.

Revision Note

By.

Date

A

Swept Path Analysis

SH

10-02-26

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Studio Johnston

Client

Prosker Property Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

65 Muston St, Mosman

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

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Strawberry Hills, NSW 2012

Drawing Title

Swept Path Analysis

B99 Design Vehicle

Lower Ground 2 - Space 2

Left: Entry Movement

Right: Exit Movement

Drawn:

SH

Checked:

VD

Date:

10-02-26

25.289d07v01 TRAFFIX [260210 Plans] Design Review.dwg

Project No.

Drawing Phase

Drawing No.

Rev.

25.289

DA

TX.04

A