



PRELIMINARY CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

Proposed Residential Development
65 Muston Street, Mosman
SSD – 98068713

Reference: 25.289r02v03
Date: February 2026

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au

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	<i>Vince Doan</i>

SafeWork NSW CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Vince Doan	Card No.	TCT0075627

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1. INTRODUCTION

TRAFFIX has been commissioned by Prosker Property Pty Ltd to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) in support of a State Significant Development Application (SSD-98068713) relating to a proposed residential flat building, including infill affordable housing at 65 Muston Street, Mosman. The subject site 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.

As part of the application process, the Secretary's Environmental Assessment Requirements (SEARs) have been issued for the proposal (SSD-98068713). This report documents the preliminary construction traffic management arrangements and methodology relating to the proposed works and should be read in conjunction with any other construction documentation prepared in relation to the SSDA works. It should be noted that a comprehensive CTPMP will be prepared once a builder has been appointed to the project and the exact construction methodology is determined.

The report is structured as follows:

- Section 2: Outlines SEARs responses
- Section 3: Describes the site and its location
- Section 4: Documents existing traffic conditions
- Section 5: Describes the preliminary construction programme
- Section 6: Outlines the proposed traffic management arrangements
- Section 7: Concludes the report

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	Refer to the Transport Impact Assessment prepared separately
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.	This Report

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

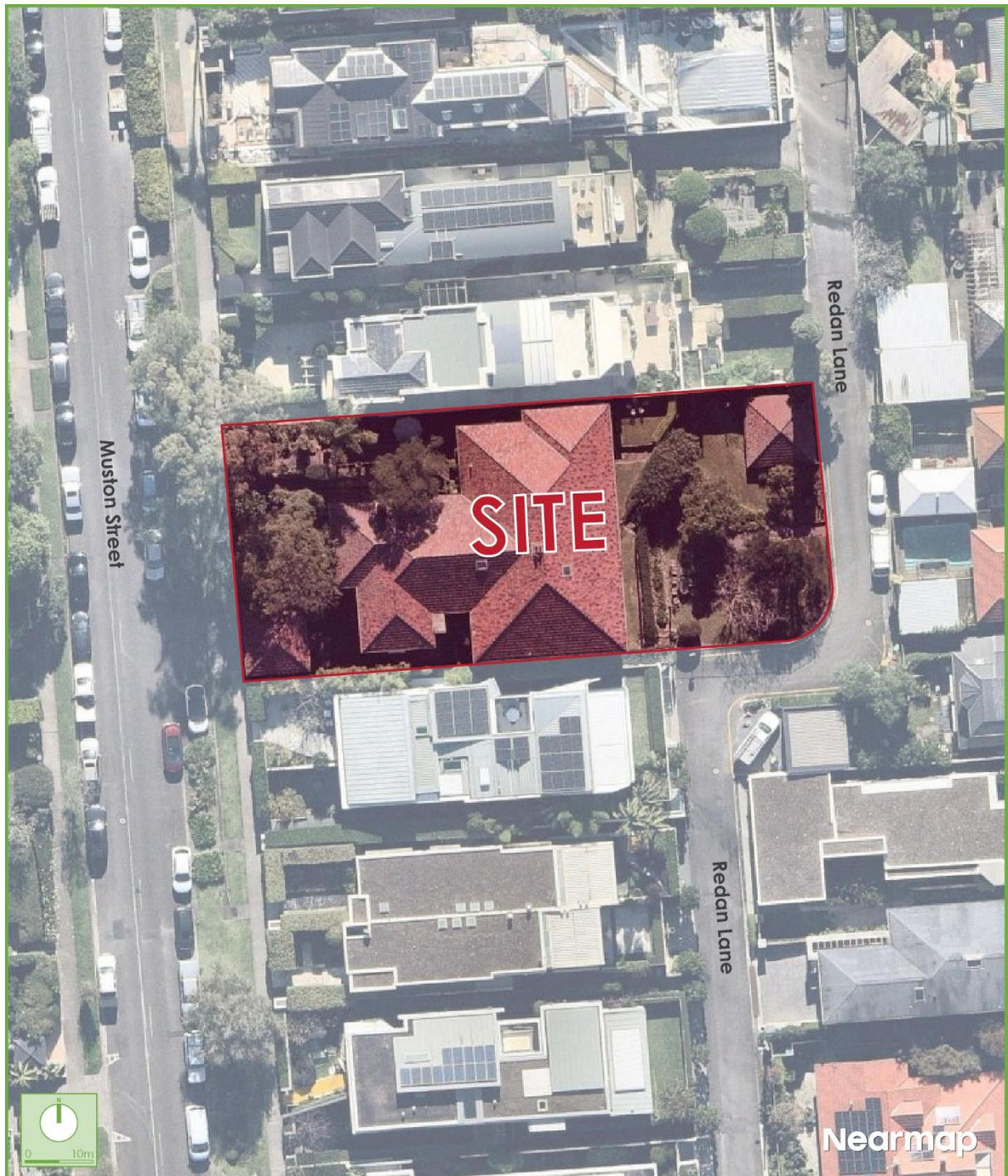


Figure 2: Site Plan

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) 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 1**.

Table 1: 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	-	-

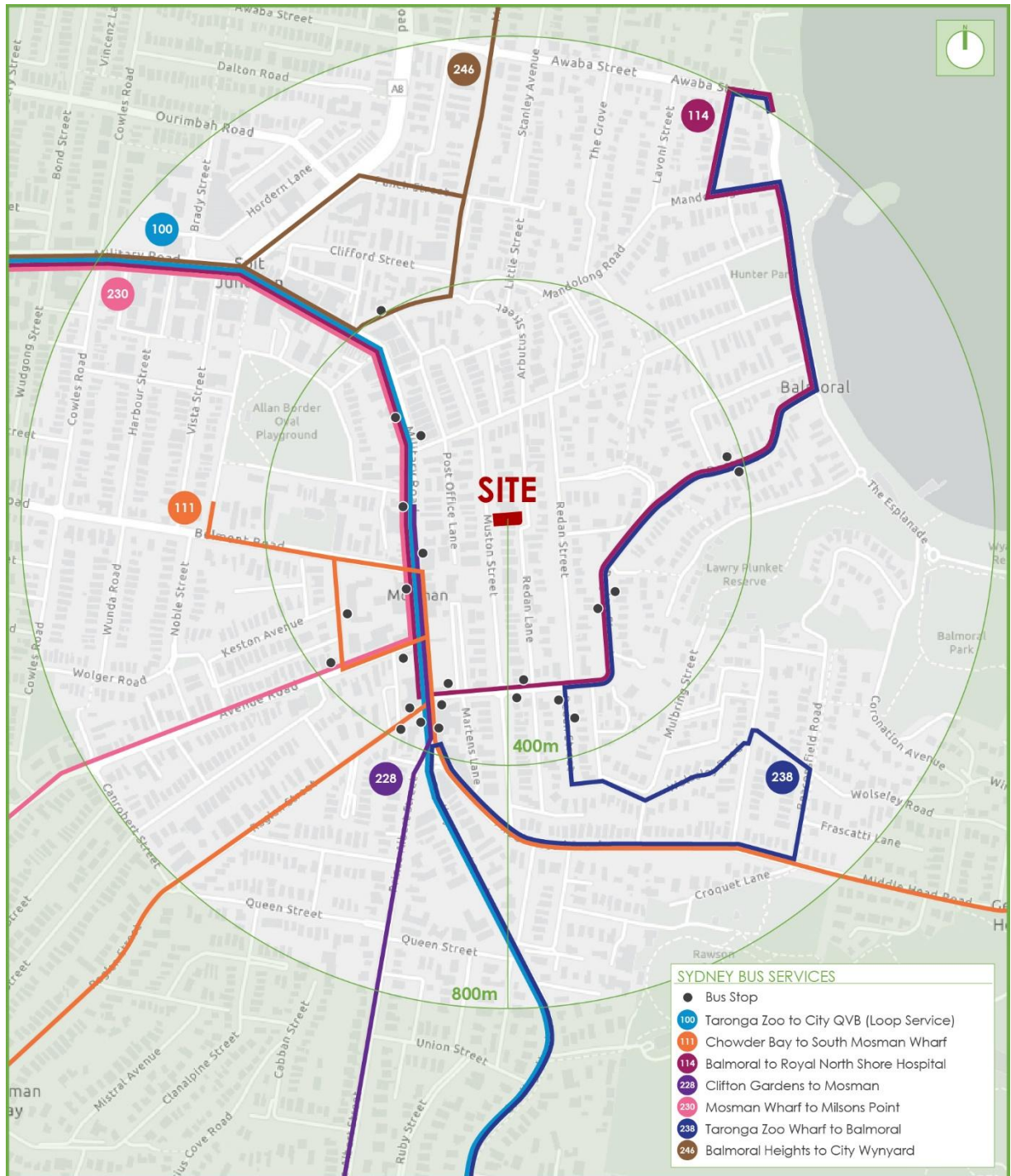


Figure 4: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Site Establishment Plan

Noting this is a preliminary CTPMP, a detailed site establishment plan will be developed by the appointed builder prior to the commencement of any works. The plan is expected to detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc.

5.2 Hours of Work and Noise

The hours of operation will be generally in accordance with the NSW Interim Construction Noise Guidelines summarised below.

- Monday to Friday: 7:00am to 6:00pm.
- Saturday: 7:30am to 3:30pm.
- Sunday or Public Holiday: No construction activities are to be carried out.

Notwithstanding, the above construction hours are subject any a future condition of consent;

5.3 Staging and Overview of Construction Works

Recognising that this preliminary CTPMP has been prepared to support an SSDA, detailed construction staging and the duration of each stage of works will be determined post approval as part of the Construction Certificate (CC) stage inputs. Nevertheless, the following stages are anticipated to be addressed by the comprehensive CTPMP report in response to a suitable condition of consent:

- Site establishment/demobilisation;
- Demolition;
- Bulk Excavation;
- Structure; and
- Fit out and Finishes.

5.4 Bulk Excavation

Excavation works are expected to occur over a period of approximately three (3) weeks, inclusive of:

- bulk excavation,
- loading and removal of spoil,
- minor trimming and clean-up works.

The maximum sized truck to be utilised during this stage will be 8.8m 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.

6. TRAFFIC AND PEDESTRIAN MANAGEMENT ARRANGEMENTS

6.1 Construction Vehicles

It is expected that the maximum sized vehicle to be utilised during the aforementioned construction stages be 8.8 metre medium rigid vehicles (MRV). Additionally, 6.4 metre small rigid vehicles (SRV), will be used throughout the construction process.

6.2 Vehicular Access

As a preliminary assessment, two vehicular accesses have been assessed, with 6.4m small rigid vehicles or smaller, to access the site via Redan Lane, and 8.8 metre medium rigid vehicles to access the site via a work zone on Muston Street.

6.2.1 Redan Lane Access

The loading / unloading area is proposed to be situated on Redan Lane. Accordingly, these activities would require the temporary road closure of Redan Lane at the subject site, given the inherent constraints of the laneway. It is emphasised that these proposed road closure would be isolated to various single day events and will only be permissible outside morning (7:00am-9:00am) and evening (4:00pm-6:00pm) weekday peak periods, noting the following key aspects:

- 6.4 metre long SRV maximum sized vehicle;
- Prior to the scheduled road closure days, the builder is to undertake a letter drop and consultation with residents utilising Redan Lane for vehicle access as appropriate to inform the following:
 - All local residents will be informed of the proposed dates, times and duration of the temporary road closures;
 - Residents north of the site will be required to access their properties from Redan Lane via Almora Street in the north;
 - Residents south of the site will be required to access their properties from Redan Lane via Raglan Street in the south; and

- A SafeWork NSW certified traffic controller will be on hand at the loading / unloading area to manage construction vehicles and resident access for 36 and 38 Redan Street (residential property opposite the site).
- Builder to schedule and ensure that Redan Lane is to remain open and unobstructed during the morning (7:00am-9:00am) and evening (4:00pm-6:00pm) weekday peak periods. It is noted that road closures will only be permissible during weekday work hours and outside the above times;
- An additional two (2) SafeWork NSW certified traffic controllers will be on hand during temporary road closure events to inform potential vehicles of the road closure at the following locations:
 - North side of Redan Lane, near the Almora Street intersection; and
 - South side of Redan Lane, near the Raglan Street intersection.
- All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site as required / scheduled; and
- A swept path analysis has been undertaken and included in **Appendix A**, demonstrating satisfactory vehicle movements.

With the above in mind, the proposed construction vehicle loading / unloading area is considered appropriate, given the inherent constraints of the site and Redan Lane.

6.2.2 Muston Street

The loading/unloading of materials from vehicles larger than 6.4m SRV is proposed from the work zone along the Muston Street frontage, which accommodate up to 8.8m MRV. A SafeWork NSW certified traffic controller will be on hand at the loading / unloading area to manage construction vehicles access in and out of the work zone.

6.3 Work Zone Requirements

As a preliminary assessment, a work zone is proposed for the construction of the development. It is noted that a works zone is proposed along the Muston Street frontage of the site to facilitate the loading and unloading of materials for vehicles up to an 8.8m MRV.

6.4 Traffic Controllers

SafeWork NSW accredited traffic controllers will be utilised at the site vehicle access points to assist construction vehicles and pedestrians during work hours. Pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

6.5 Trucks Arrivals

All trucks will be linked via CB radio and / or hands-free mobile and will only be called to the site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

6.6 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) classified State Roads, where possible. All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site. The proposed truck routes are recommended to allow all vehicles to access the site in a forward direction. A copy of the routes would be provided to all drivers prior to attending the site.

6.6.1 Vehicular Access (up to an 6.4m SRV)

The proposed inbound and outbound truck routes to and from the vehicular access are presented in **Figure 5**.

- Routes to Site:
 1. Arrive on Military Road, southbound.
 2. Turn left onto Almora Street, eastbound.
 3. Turn right onto Redan Lane, southbound.
 4. Turn right into the site.
- Routes from Site:
 1. Turn right out of the site onto Redan Lane, southbound.
 2. Turn right onto Raglan Street, westbound
 3. Turn right onto Military Road, northbound.

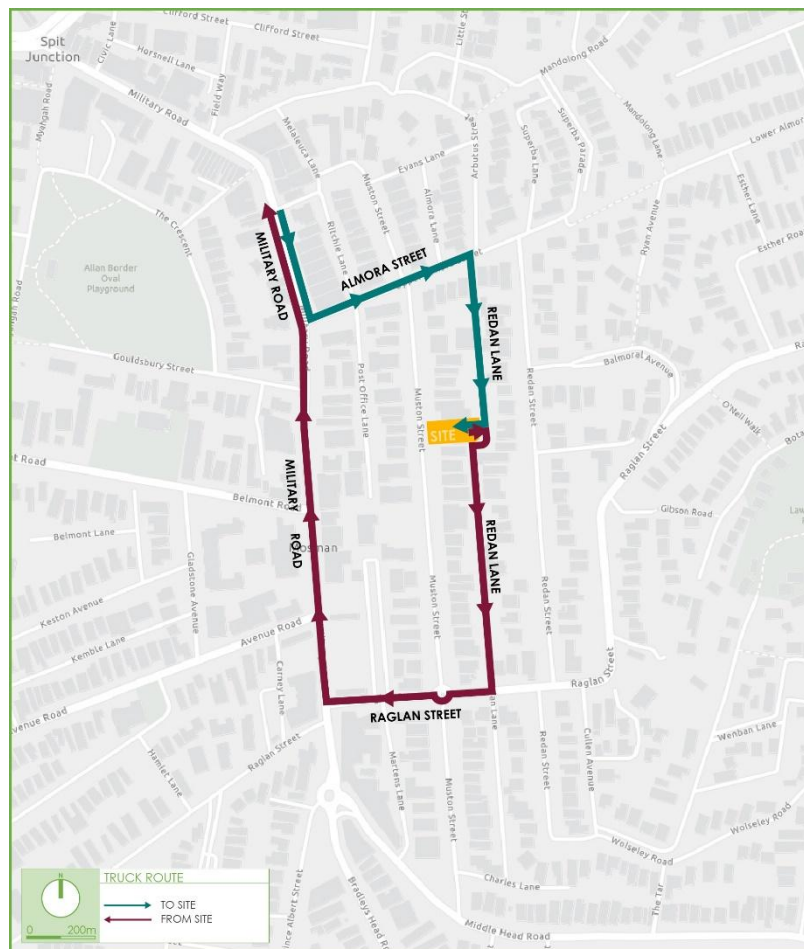


Figure 5. Proposed Inbound and Outbound Truck Routes (Vehicular Access)

6.6.2 Muston Street Work Zone

The proposed inbound and outbound truck routes from Military Road are presented in **Figure 6**.

- Routes to Site:
 1. Arrive on Military Road, southbound.
 2. Turn left onto Almora Street, eastbound.
 3. Turn right onto Muston Street, southbound.
 4. Turn left into the work zone.
- Routes from Site:
 1. Leave the work zone onto Muston Street, southbound.
 2. Turn right onto Middle Head Road, westbound
 3. Turn right onto Military Road, northbound.

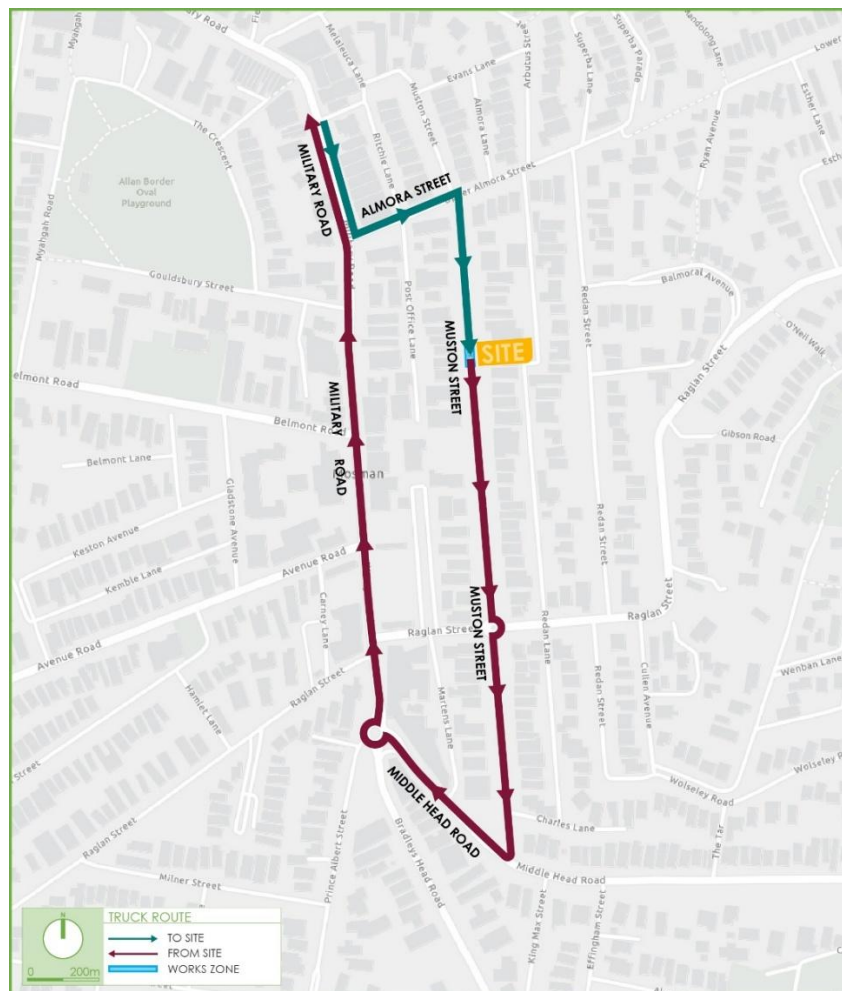


Figure 6. Proposed Truck Routes – Muston Street Work Zone

6.7 Permits

Permits including out of hours permits, road/lane closure permits, crane permits etc. will be submitted to Council in a separate application by the builder where required once one has been appointed.

6.8 Crane Requirements

It is envisioned that a single mobile crane will be utilised throughout all stages of construction. The crane will be located within the subject site and will facilitate loading / unloading of material, machinery plant, etc. from within the site boundary.

6.9 Pedestrian Control

Pedestrian access surrounding the work site will be managed safely during all construction stages and will be coordinated with Council and the builder at CC stage. As a preliminary consideration, in order to maintain pedestrian safety, Class B Hoarding is proposed along the along the perimeter of the construction site to maintain pedestrian thoroughfare. The hoarding will be maintained from throughout all stages of construction.

In addition to the above, all material, plant and spoil bin storage is to be accommodated within the site at all times during all stages of construction. No building materials shall be placed, dumped or left on any Council road or footpath area at any time, with footpaths to remain in a safe condition for use by pedestrians at all times. Should the builder require any place of any plant/equipment on Council road or land, an application for relevant approvals will be required.

These pedestrian control arrangements are therefore considered acceptable and will ensure that pedestrian safety is maintained at all times.

6.10 Emergency Vehicle Access

Emergency vehicle access adjacent to the work site will be maintained at all times.

6.11 Access to Neighbouring Properties

Neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction and will be coordinated with Council and the builder at CC stage. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

6.12 Worker Vehicles

Workers will be strongly encouraged during inductions to carpool with others and utilise the extensive range of public transport services available in the locality. Information relating to the available public transport options will be provided within induction material provided to contractors by the appointed builder. It is also envisaged that limited on-site car parking will be provided. Management personnel will ensure that all construction worker vehicles are parked onsite only and at no time will be parked within the adjacent club carpark or public roads.

6.13 Monitoring

Alongside the detailed CTPMP to be provided at a later stage, a monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and also adapted to reflect any changes or variations during the actual construction process. The Construction Project Manager will be in constant communication with a contact to address any issues that may arise during the construction process.

6.14 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone / email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to

community members and the club so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

6.15 Traffic Guidance Schemes

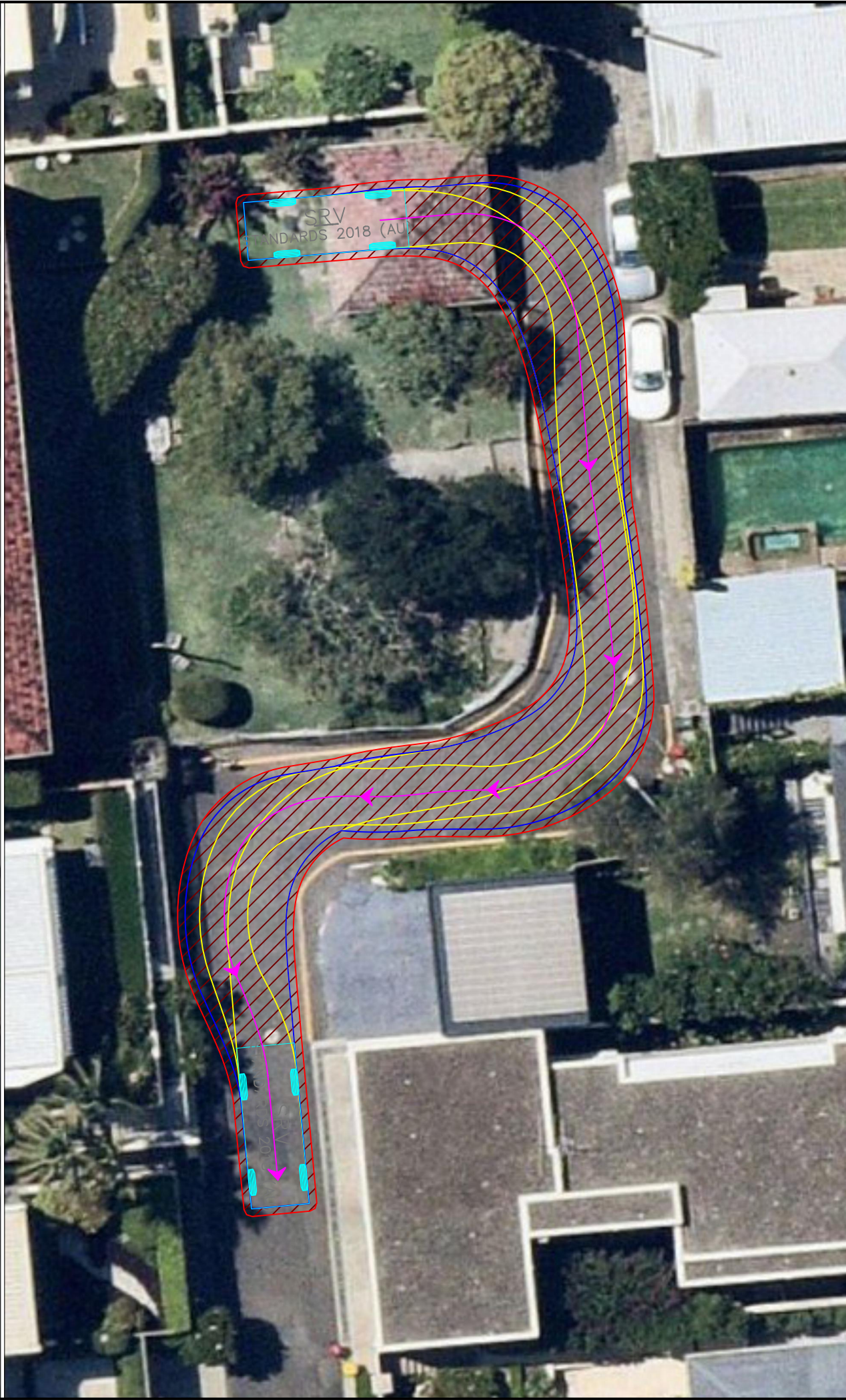
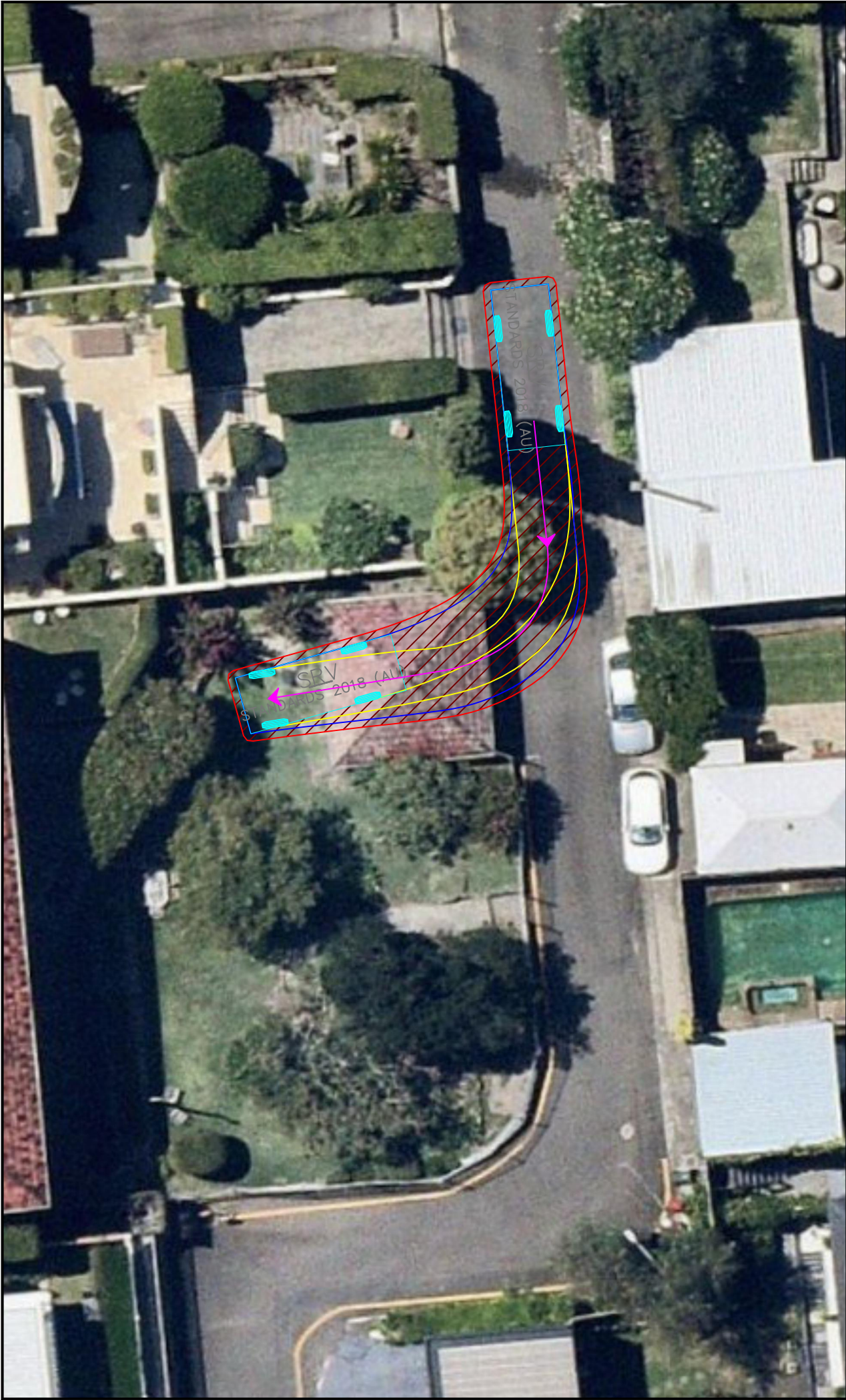
Traffic Guidance Schemes (TGS) will be provided with the comprehensive CTPMP once a builder has been appointed and as part of the conditions of consent which will ensure that all traffic and pedestrians are managed safely during truck movements. The TGSs will be designed in accordance with the requirements of the TfNSW Traffic Control at Work Sites Technical Manual, with copies of the TGSs to be kept on-site at all times.

7. CONCLUSIONS

The plan outlined above is considered satisfactory for a SSDA submission and will minimise any disruptions to residents / visitors of neighbouring developments, and pedestrians in the area. This plan meets all requirements of the TfNSW *Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

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

01-12-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Client

Studio Johnson

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
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Swept Path Analysis
6.4m Small Rigid Vehicle
Left: Site Entry
Right: Site Exit

Drawn:

SH

Checked:

VD

Date:

01-12-25

25.289d04v01 TRAFFIX [251120 Plans] Design Review - PCTPMP.dwg

Project No.

Drawing Phase

Drawing No.

Rev.

25.289

PCTPMP

TX.01

A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	01-12-25

Swept Path Legend

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

Architect

Client

Studio Johnson

Scale / Plan Orientation

0 4 8 12 16m

1:400 @ A3

Project Description

65 Muston St, Mosman

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

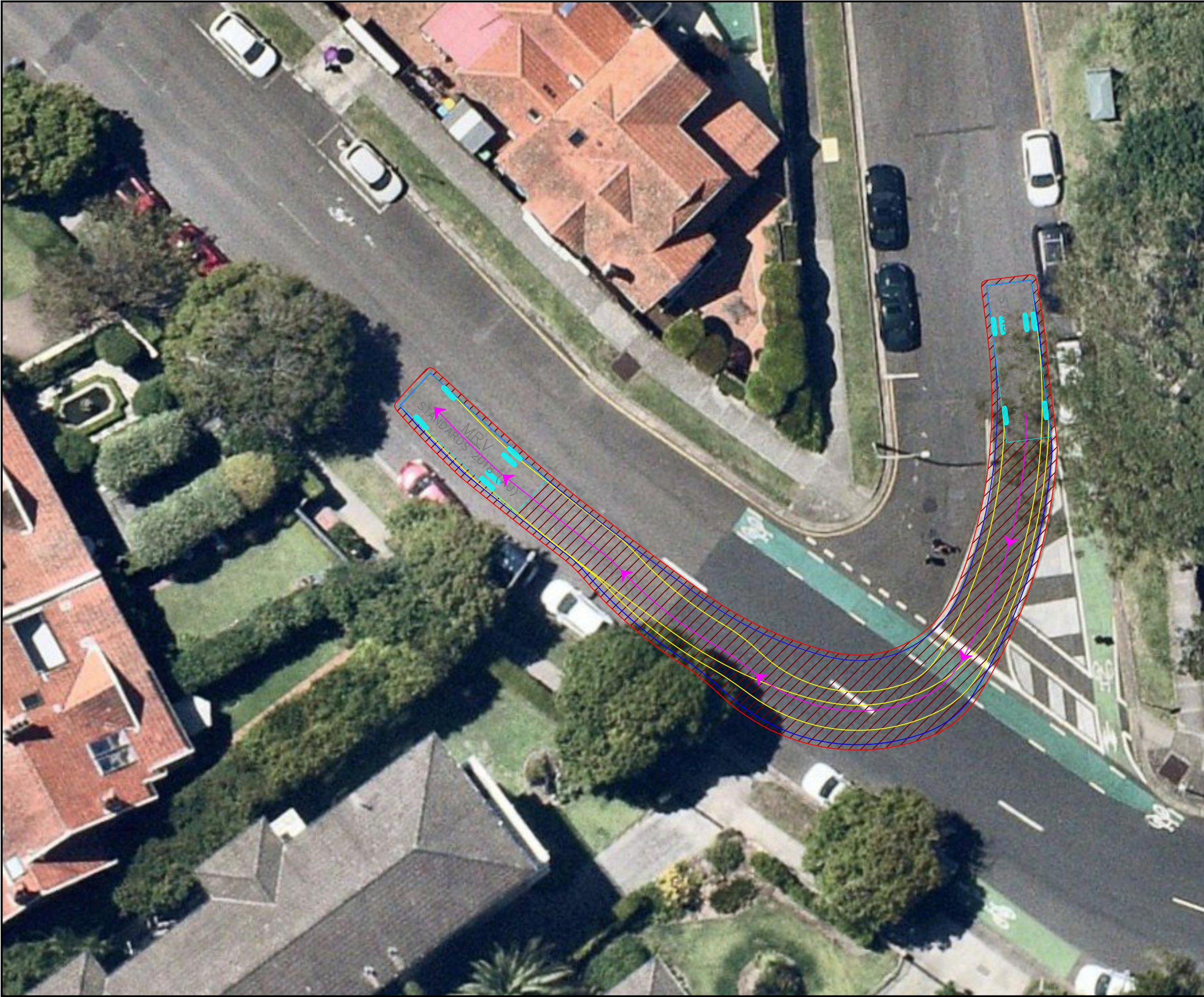
Drawing Title

Swept Path Analysis
8.8m Medium Rigid Vehicle
Military Road x Almore Street x Muston Street

Drawn: SH	Checked: VD	Date: 01-12-25
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25.289d04v01 TRAFFIX [251120 Plans] Design Review - PCTPMP.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.289	PCTPMP	TX.02	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	SH	01-12-25

Swept Path Legend

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

Architect

Client

Studio Johnson

Scale / Plan Orientation

02468m

1:200 @ A3

Project Description

65 Muston St, Mosman

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Swept Path Analysis
8.8m Medium Rigid Vehicle
Muston Street x Middle Head Road

Drawn:	SH	Checked:	VD	Date:	01-12-25
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25.289d04v01 TRAFFIX [251120 Plans] Design Review - PCTPMP.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.289	PCTPMP	TX.03	A