

DOCUMENT VERIFICATION

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CONTENTS

1. Introduction	1
2. Location and Site	2
3. Existing Traffic Conditions	5
3.1 Road Network	5
3.2 Key Intersections	7
3.3 Public Transport	8
4. Description of Proposed Development	11
5. Parking Requirements	12
5.1 Car Parking	12
5.2 Accessible Parking	13
5.3 Bicycle Parking	13
5.4 Motorcycle Parking	14
5.5 Refuse Collection and Servicing	14
6. Traffic and Transport Impacts	15
6.1 Existing Site Generation	15
6.2 Development Trip Generation	15
6.3 Net Impacts	15
6.4 Intersection Performance	16
6.5 Traffic Impacts	19
7. Access and Internal Design Aspects	24
7.1 Site Vehicular Access	24
7.2 Internal Design	24
7.3 Summary	25
8. Response to Requests For Information	26
8.1 Council Traffic Engineer Referral Response	26
8.2 Response to Transport for New South Wales	
Comments	29
9. Conclusions	30

Appendices

Appendix A: Photographic Record

Appendix B: Reduced Plans

Appendix C: Intersection Survey Results

Appendix D: SIDRA Modelling Results

Appendix E: Swept Path Analysis

Appendix F: Council Traffic Engineer Referral Response Letter

1. INTRODUCTION

TRAFFIX has been commissioned by Isaac Property Terry Hills P/L to undertake a traffic impact assessment (TIA) in support of a development application (DA) relating to a proposed restaurant located at 40 Myoora Road, Terrey Hills. The development is located within the Northern Beaches Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE) prepared separately.

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. LOCATION AND SITE

The subject site is known as 40 Myoora Road, Terrey Hills (Lot 180 of DP752017) is located on the eastern side of Myoora Road and fronts Mona Vale Road to the east. The site is located approximately 28 kilometres north of the Sydney CBD.

The site has a total site area of approximately 15,957m² and contains one dwelling house and two metal sheds. The site has an eastern frontage of 60 metres to Mona Vale Road and a western frontage of 60 metres to Myoora Road. It is bounded to the north and south by commercial / light industrial developments.

Vehicular access to the dual frontage site is currently provided via two access driveways from Mona Vale Road frontage and from an access driveway from Myoora Road.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the photographic record presented in **Appendix A** which provides an appreciation of the existing surrounding road network within the vicinity of the subject site.

3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

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

- **Mona Vale Road:** a TfNSW Main Road (MR 162) that traverses north-east-south-west between Mona Vale in the east and Pymble in the west. In the vicinity of the site, Mona Vale Road carries about 42,100 vpd (2022 AADT) and is subject to an 80km/h speed zoning local to the site. It generally consists of two traffic lanes in either direction separated by a median.
- **Myoora Road:** a local road that traverses north-south between Booralie Road in the north and Mona Vale Road in the south-east. It is subject to 50km/h speed zoning. Myoora Road carries a single lane of traffic in each direction and generally permits on-street parking along both sides.
- **Aumuna Road** a local road that generally traverses east-west between Coolowie Road in the north-west and Mona Vale Road in the south-east. It is subject to a 50km/h speed zoning, carries a single lane of traffic in each direction and generally permits unrestricted kerbside parallel parking along both sides.
- **Kamber Road** a local road that generally traverses east-west between Mona Vale Road in the east and Kamber Road Trail the east. It is subject to 50km/h speed zoning, carries a single lane of traffic in each direction and generally permits unrestricted kerbside parallel parking along the southern side.

It can be seen from the road hierarchy presented in **Figure 3** below that access to the wider regional road network is provided via Mona Vale Road using Myoora Road and Aumuna Road.

Table 1: Bus Information

Bus No.	Route	Frequency		
		Weekday	Saturday	Sunday & Public Holidays
196	Gordon to Mona Vale	Every 20-30 minutes in AM and PM peaks only	Every 1 hour	Every 1 hour
197	Macquarie University to Mona Vale	Every 20-30 minutes	Every 1 hour	Every 1 hour
260	Terrey Hills to North Sydney	Every 20-30 minutes in AM and PM peaks only	No service	No service
270	Terry Hills to City QVB	Every 10-20 mins in AM and PM peaks. 30 mins outside of peak	Every 1 hour	Every 1 hour
271	Belrose to City QVB	Every 15-30 mins	Every 30 mins	Every 30 mins
284	Duffys Forest to Terrey Hills and Chatswood	Limited to 9 services	Limited to 7 services	Limited to 7 services

It is evident that the development benefits from good bus services with bus stops in either direction being situated within 200 metres of the site along Myoora Road. These services provide connections to such centres as Mona Vale, Gordon, Macquarie Park, Macquarie University, Sydney CBD, North Sydney and Chatswood. These bus routes provide frequent services during the weekday peak hour periods.

4. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately. In summary, the development for which approval is for restaurant comprising the following:

- Restaurant and associated all-day dining (internal), terrace dining and outdoor dining (external) with ancillary bistro kitchen, amenities and back of house.
- 1,399m² Gross Floor Area (GFA).
- 198 car parking spaces comprising:
 - 191 standard car parking spaces.
 - 7 accessible parking spaces
- 1 x loading bay
- Proposed maximum patron capacity of 594 seats.
- Proposed operating hours are from 10:00am to 12:00am Monday to Sunday

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**.

It can be seen there is a requirement for 10 bicycle parking spaces to be provided and 10 spaces are provided in response within the underground carpark level, thereby complying with Council's DCP.

5.4 Motorcycle Parking

Council's DCP does not specify any motorcycle parking requirements for restaurants. Notwithstanding, three (3) motorcycle parking spaces are proposed onsite thereby ensuring that all future motorcycle spaces are accommodated onsite without having to rely on standard parking spaces.

5.5 Refuse Collection and Servicing

A loading dock has been provided on the site on the ground floor with access provided via Myoora Road and can accommodate vehicles up to an including 8.8m Medium Rigid Vehicles (MRV's). All waste collection and servicing requirements are proposed to be undertaken via this dedicated loading bay.

6.4 Intersection Performance

6.4.1 Traffic Surveys

For the purposes of assessing the traffic impacts of this development, traffic surveys were obtained at the critical intersections within proximity of the site. The intersection survey results are provided in **Appendix C** for reference.

These surveys were conducted on Friday 5 April 2024 and Saturday 6 April 2024 during the critical evening network peak between 4:00pm-6:00pm and between 10:00am- 2:00pm on Saturday at the below following key intersections.

- The intersection of Mona Vale Road / Aumuna Road / Kamber Road; and
- The intersection of Aumuna Road / Myoora Road.

6.4.2 Trip Distribution

The adopted trip distribution is summarised in the vehicle trip distribution diagram presented in **Figure 7** below whereby it was assumed that traffic will be split evenly across the surrounding road network which is generally consistent with surveys undertaken of the key intersections of interest.

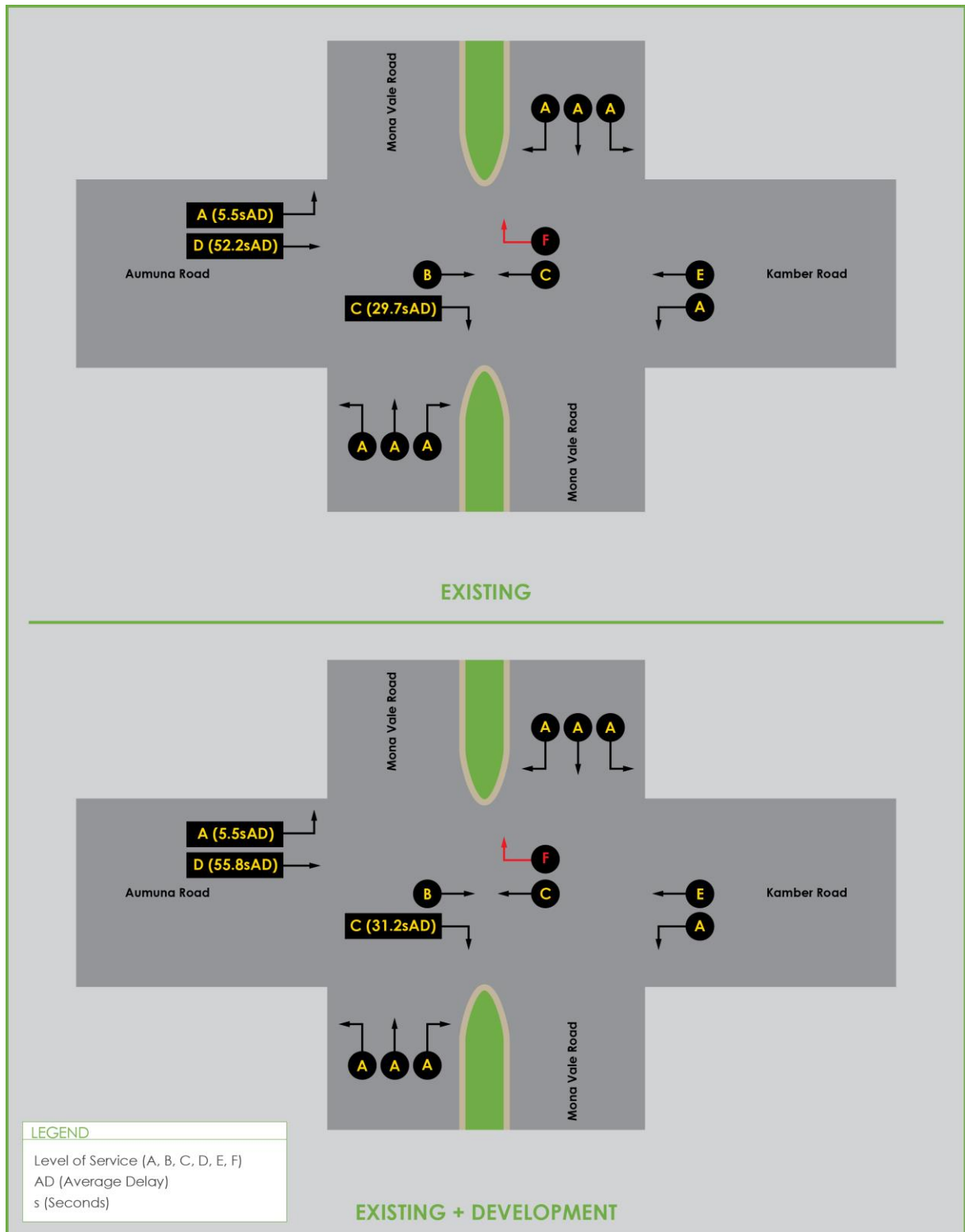
increase in average delay from 21.7 seconds (existing) to 22.1 seconds (existing plus development), a minor increase of 0.4 seconds.

The intersection of Mona Vale Road and Aumuna Road (north approach) operates at a level of service E during the Saturday peak in the existing and development scenarios with a minor increase in average delay from 60.2 seconds (existing) to 61.3 seconds (existing plus development), a minor increase of 1.1 seconds.

The intersection of Aumuna Road and Myoora Road operates at a level of service A during the weekday PM in the existing and development scenarios with no increase in average delay (8.8 seconds).

The intersection of Aumuna Road and Myoora Road operates at a level of service A during the Saturday peak in the existing and development scenarios with a minor increase in average delay from 8.7 seconds (existing) to 8.8 seconds (existing plus development), an increase of less than one second.

It is emphasised that whilst the intersection of Mona Vale Road/Aumuna Road (south approach) operates at a Level of Service 'F' during the Saturday peak in both the existing and development scenarios this is caused by vehicles waiting to turn right from Kamber Road, westbound onto Mona Vale Road, northbound as shown in **Figure 8** below.



APPENDIX A

Photographic Record

APPENDIX B

Reduced Plans

APPENDIX C

Intersection Survey Results

APPENDIX D

SIDRA Modelling Results

