

12 November 2024

TfNSW Reference: SYD24/01792/01
Council's Reference: DA2024/1362 (CNR-74738)

Mr Scott Phillips
Chief Executive Officer
PO Box 82
MANLY NSW 1655

**HOSPITALITY VENUE COMPRISING THREE RESTAURANTS AND ANCILLARY SUPPORTING USES
40 MYOORA ROAD, TERREY HILLS**

Dear Mr Phillips,

Reference is made to Council's correspondence, concerning the abovementioned Development Application (**DA**) which was referred to Transport for NSW (**TfNSW**) for comment under Sections 2.119 and 2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the application and **does not support** the DA in its current form. TfNSW is of the view that the DA will create a number of road safety issues, in particular, right turns out of Aumuna Road onto Mona Vale Road. Detailed comments are provided in **TAB A**.

It has been identified by TfNSW that no transport or traffic amelioration measures are proposed by the Applicant at the intersection of Mona Vale Road (**classified road**) and Aumuna Road intersection to reduce the impact of the DA in terms of improving road safety and network efficiency outcomes that benefit the development's operations and traffic generation and future road users.

As such, TfNSW recommends that the Applicant investigate and propose appropriate traffic mitigation measures to reduce the delay and associated road safety impact of the DA on the classified road network to address TfNSW comments in **TAB A**. Following receipt of updated information that addresses **TAB A**, TfNSW will review the material and respond accordingly.

TfNSW would welcome an opportunity to discuss this matter with Council and the Applicant to clarify the matters raised in **TAB A**, if required.

For more information, please contact Jim Tsirimiagos, Land Use Planner, on 0412 376 198, or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Andrew Lissenden
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Land Use, Network & Place Planning
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OFFICIAL

TAB A – TfNSW comments

TfNSW's reasons for not supporting the DA as currently submitted are detailed below:

1. **Delays:** TfNSW notes that the DA will significantly increase the delay for vehicles at the Mona Vale Road/Aumuna Road intersection, with delays for right turns out onto Mona Vale Road increasing from 310 seconds to 403 seconds. The analysis provided shows that the Mona Vale Road/Aumuna Road intersection is currently performing very poorly, and that the additional traffic generated by the DA will create an unacceptable safety risk at this intersection. High delays at an intersection will likely encourage drivers to take risks. Given the road environment, such risks could result in high-speed, high-severity crashes. The currently submitted documentation does not include any transport or traffic amelioration measures at the above intersection to reduce the impact of the DA in terms of improving road safety and network efficiency outcomes that benefit the development's operations and the associated vehicular traffic that the DA will generate. The fact that an intersection is already performing poorly does not justify accepting further vehicle movements without implementing necessary improvements. The Applicant must investigate and propose suitable traffic mitigation measures to reduce delays and improve road safety at this intersection.
2. **Trip Distribution:** TfNSW does not agree with the trip distributions as detailed in the Traffic Impact Assessment (TIA) prepared by Traffix (reference 24.01 4r01 v02, dated September 2024). A review of available Google data suggests that vehicles travelling from the development site to the east, south, and north are directed by Google Maps to exit via the Mona Vale Road and Aumuna Road intersection. Although some vehicle movements generated by the development may "take advantage of alternative more convenient vehicle routes using nearby signalised intersections to turn right onto Mona Vale Road" most vehicle movements will utilise the Mona Vale Road and Aumuna Road intersection.
3. **Shuttle Bus:** TfNSW acknowledges the statements highlighting the significant role of the shuttle/mini-bus in promoting more sustainable travel behaviour and reducing reliance on private vehicles and onsite parking. However, TfNSW notes that the mini-bus will not operate during peak periods in the middle of the week or on Saturdays, and its operation will be limited to Friday and Saturday evenings starting from 6 pm. Additionally, TfNSW observes that the parking and patron survey conducted by McLaren Traffic Engineering (dated 10 January 2018) indicated no shuttle bus usage among patrons of the nearby Tavern. Furthermore, TfNSW was unable to locate the map showing the areas covered by the shuttle bus, as referenced in the Statement of Environmental Effects prepared by Urbis in September 2024. TfNSW is of the opinion that if the shuttle bus to be provided is only servicing the local area, given the size of the development and the large catchment that patrons will be coming from, the shuttle bus, while great to provide, will have minimal impacts on reducing the number of vehicular movements coming to and from Mona Vale Road.
4. **Length of Stay:** Based on the information provided, TfNSW assumes that the traffic generation rates for the DA assume a length of stay of 4.4 hours. If patrons were to stay for shorter durations, it would result in additional vehicle movements (e.g. if people were staying for 1 hour there would be 2 movements per car space) thereby increasing traffic at the Mona Vale Road/Aumuna Road intersection. The submitted TIA has estimated 0.45 movements per parking space which indicates you will have large groups of people that will arrive and leave at the same time.
5. **SIDRA:** TfNSW has reviewed the provided SIDRA files and while noting the comments above has identified the following concerns that need to be addressed:
 - a. The priorities within the model indicate that vehicles turning right out of Aumuna Road onto Mona Vale Road don't have to give way to vehicles turning right from Mona Vale Road into Aumuna Road. This is to be confirmed by the Applicant.
 - b. The results within the network model are based on the average back of queue and not the 95th percentile. While the average can be provided, the 95th percentile should also be assessed/reported.
 - c. The default gap acceptance has been used and confirmation that this satisfactorily calibrates the model should be provided (refer to additional comments on base model calibration in Point g).
 - d. The traffic surveys undertaken in inform the study were not included in the traffic report, please provide these for review.
 - e. An exit speed of 50km/h has been selected for vehicles travelling from Aumuna Road to the waiting bay. Justification for the speed selected is to be provided.

- f. The SIDRA results show that the post-development intersection of Mona Vale Road and Aumuna Road will not be functioning satisfactorily and will be over capacity. But that is based on an input of 135 movements per hour. There is no justification for this rate and that it applies to this site. TfNSW notes that the mini-bus will not be operating during peak times in the middle of the week and will only be operating on Friday and Saturday evenings from 6 pm therefore making it more difficult for TfNSW to understand the applicability of the 135 vehicle movements per hour. In addition, the above does not include the use of the site for functions that would see large numbers of people arriving and leaving at the same time.
 - g. The SIDRA base models needs to be calibrated with on-site observations relating to queue lengths, delays, etc. While it is noted that a traffic survey has been completed, no details have been provided on what calibration works have been undertaken. As such, TfNSW requires details on how the base model has been calibrated and validated with on-site observations in the AM and PM peaks (e.g. TfNSW requires the observation data for queue lengths and delays at the Mona Vale Road and Aumuna Road intersection that has been used to inform the SIDRA base models in the AM and PM peaks).
6. Strategic Design: A strategic design for any identified works at the Mona Vale Road and Aumuna Road intersection will need to be prepared to clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their Part 4 assessment. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage and impact to community. The strategic design should address the requirements as detailed in the TfNSW Strategic Design Requirements fact sheet which is accessible through the following link - [Strategic Design Fact Sheet](#).

Notes: TfNSW concurrence under Section 138 of the Roads Act, 1993 is required for any works within the road reserve of Mona Vale Road.

To reconsider the submitted DA, TfNSW requires the above matters to be addressed.