

5 May 2025

TfNSW Reference: SYD24-01792/03
Council's Reference: DA2024/1362 (CNR-74738)

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

**HOSPITALITY VENUE (AMENDED DESIGN)
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 Section 2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the updated traffic report (prepared by TRAFFIX with reference 24.01 4r01 v05, dated April 2025), the supporting SIDRA data and amended plans for the application and advises that TfNSW **does not support** the DA in its current form. TfNSW is of the view that the updated traffic report and SIDRA data do not address the comments provided to Council and the Applicant as contained in the TfNSW submission dated 12th November 2024 and as discussed at the meeting held on 19 March 2025. Detailed comments on the amended documentation are provided in **TAB A**.

The main issues are:

- a) The traffic generation on a Saturday midday is based on the *TfNSW Guide to Transport Impact Assessment* restaurant rate for a weekday afternoon peak hour, which is not considered applicable to this development, and no justification has been provided for its use (refer to **TAB A**).
- b) The SIDRA modelling does not appear to have modelled the impact of right turns into Aumuna Road on vehicles existing Aumuna Road (refer to **TAB A**).

Following receipt of updated information addressing the concerns in **TAB A**, TfNSW will review the material and respond accordingly.

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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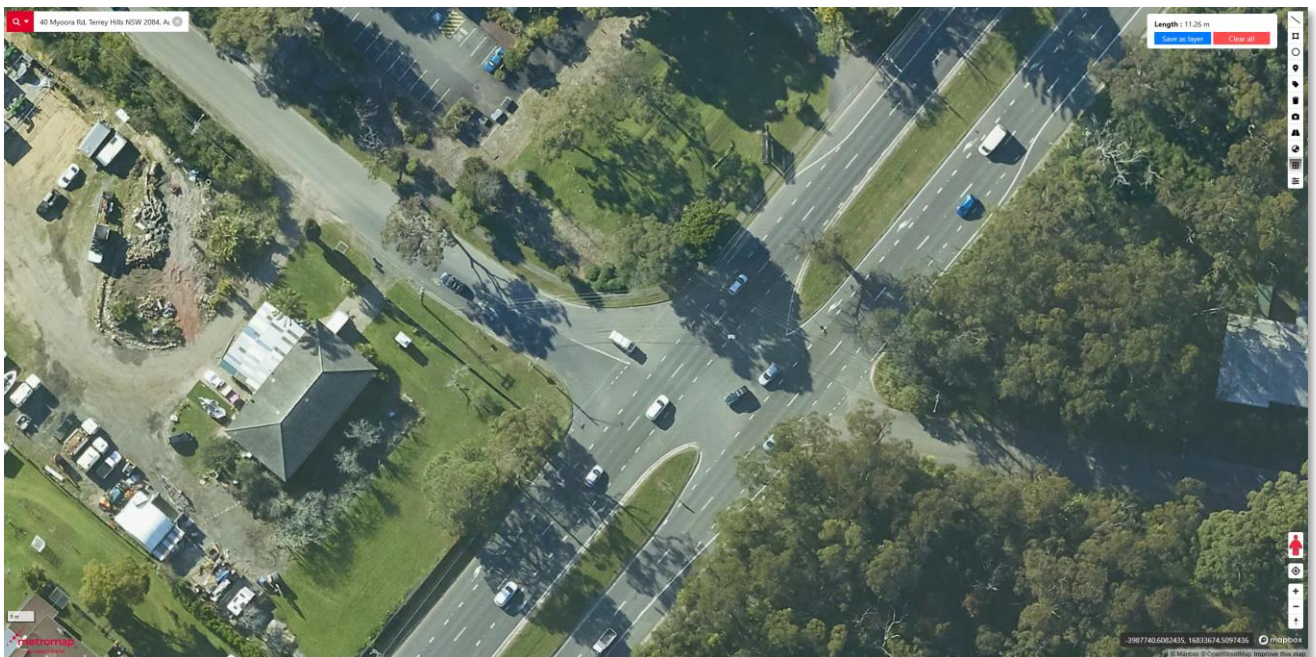
TAB A – TfNSW Comments

1. Input Data

- a) The input data is based on the 1981 study into restaurants, and some of the key variables used includes:
- The traffic generation used is 5 movements per 100m².
 - Average people per car estimated is 3. This is only slightly higher than the 1981 restaurant study of 2.84, however, in this instance there is little public transport.
 - The traffic generation rate relied upon is from this 1981 restaurant study <https://www.transport.nsw.gov.au/system/files/media/documents/2024/restaurants-1981-data-and-analysis-report.pdf>
 - The data from that report shows that a traffic generation rate of 70 on a Saturday is significantly lower than the peak generation of the restaurant. Using the lowest rate based on GFA, a generation of 160 per hour is more likely. Based on seating and 85% occupancy, around 197 is likely.
 - A rate of 70 vehicles per hour, 35 in/35 out, assumes that people will stay for 4.8 hours. 168 cars x 3 = 505 seats (85% occupancy). If all vehicles stayed for 2 hours, the generation would be 168 per hour. At 70, this equates to 41.6% of that value. There is no detail as to how long patrons are likely to stay for.
 - In response to “Vehicle trip rates are based on Transport for New South Wales Guidelines (5 vehicle trips per 100m² of restaurant GFA) and are not based on parking provisions”, the NSW trip generate rates for a restaurant as documented in Table 5.50 of the *Guide to Transport Impact Assessment, 2024 (GTIA)* are for the “Evening Peak Hour”. They were surveyed on a weekday evening peak hour and were not surveyed during the Saturday midday peak hour. Further, the GTIA does not provide rates for a Saturday midday peak hour. Based on this, it is considered that they are not a reasonable representation of the likely generation of the proposed development during the Saturday midday peak hour, and a comparison with a similar site or a first-principle assessment should be undertaken.

2. SIDRA File

- a) It appears that the through movement from Aumuna Road to the waiting bay is not giving way to the right turn volume southbound on Mona Vale Road right into Aumuna Road. The priorities in the SIDRA modelling only give way to the through movement and that has a total volume of 11 on the weekday and 3 on the Saturday. However, the volume is 28 on a weekday and 46 on a Saturday. It appears that the Applicant has not tested the right turn volume for vehicles turning into Aumuna and its impact on vehicles exiting Aumuna.
- b) The image below shows that vehicles turning right into Aumuna Road could impact vehicles exiting Aumuna Road (two vehicles queued would block the exit). This intersection is very wide, so driver behaviour may adapt to the wide intersection and be a little different to normal.



3. Mitigation Measures

- a) No transport or traffic amelioration measures are proposed by the Applicant at the intersection of Mona Vale Road (a classified road) and Aumuna Road to reduce the impact of the DA in terms of improving road safety and network efficiency outcomes that benefit the development's operations, the traffic it will generate and future road users. Should works be proposed, a strategic design will be required (refer to the TfNSW letter dated 12 November 2024 for additional details).