

16 June 2022

Mr Ray Brownlee
General Manager
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Dear Mr Brownlee,

**REDEVELOPMENT OF FLOWER POWER GARDEN CENTRE (CNR-39414)
277 MONA VALE ROAD, TERREY HILLS**

Reference is made to Council's referral dated 26 May 2022 regarding the abovementioned development, which was referred to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the proposed development and due to the significant level of additional traffic generated by the redevelopment, the preference of TfNSW is for all vehicular access to be provided via the local road network as the current practice of TfNSW is to minimise the number of driveways on arterial roads on traffic efficiency and road safety grounds.

The Australian Guidelines 'Planning for Road Safety' is based on the widely accepted principle of conflict reduction by separating traffic movements and land access functions as much as possible. This road safety principle is highlighted in the Austroads publication 'Arterial Road Access Management Guidelines', which states that "direct connections to driveways are inadvisable where a speed 70km/h or above is expected or desired" (Mona Vale Road has a sign posted speed limit of 80km/h). It is inadvisable, as a compilation of Australian and overseas experience has affirmed that increased frequency of access to an arterial road will inevitably lead to an increase in accidents.

International traffic engineering best practice also dictates that limiting the number of driveways and intersections on arterials and highways improves traffic efficiency and reduces congestion.

The above traffic engineering principles are reflected in Section 6.2.1 of TfNSW current publication of the Guide to Traffic Generating Developments, which states '*access across the boundary with a major road is to be avoided wherever possible*'.

Further, Clause 2 (a) Section 2.118 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*, states: '*The consent authority must not grant consent to development on land that has frontage to a classified road unless it is satisfied that: where practicable, vehicular access to the land is provided by a road other than the classified road*'. As the subject site has alternative vehicular access via the local road network, namely Cooyong and Myoora Roads, no vehicular access should be provided on Mona Vale Road.

TfNSW request the proponent to explore the potential for all vehicular access to be provided via the local road network. If required, TfNSW can facilitate a meeting with the proponent and Council to discuss the access arrangements in further detail.

Upon receipt of additional information addressing the above, TfNSW will review and provide advice accordingly.

Should you have any further enquiries in relation to this matter, please do not hesitate to contact Brett Morrison, Development Assessment Officer, by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



James Hall
Senior Land Use Planner
Land Use Assessment Eastern

Transport for NSW

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