

Reference: 25011

5 June 2026

Prosper

Serghei Bolgarschii

Email: s.bolgarschii@prospercollection.com.au

Dear Serghei,

Re: 5-9 Cowan Road, St Ives – Traffic Response to RtS

I have considered DPHI comments and these comments have regards to the Traffic Impacts and Cumulative Impacts.

This supplementary assessment responds to those matters. The corresponding responses are tabulated in **Table 1**.

I trust the above adequately responds to DPHI concerns. Otherwise, please do not hesitate to contact me at 02 7255 8198 to discuss this further.

Yours faithfully,



Lamone Ng

BE (Civil)

Associate

Table 1 Response Matrix

Details		Genesis Response
Traffic Impacts	• Traffic counts not representative (limited time periods, no weekend/event peaks). This violates the TfNSW Guide to Transport Impact Assessment (2024) requirement for “representative survey periods.” • Underestimation of peak-hour trips • the formula used in the TIA (“$0.19P + 1.79$”) assumes high public transport accessibility. • St Ives has no train station and limited bus frequency • Traffic modelling based on unrealistic “low car use” assumptions	• The proposal involves a residential flat development, which typically peaks on weekdays commuter periods (AM and PM peaks). The local network does not experience significantly higher weekend demand for this type of land use. Therefore, a weekend analysis is not essential for a residential development. • It is also noted that the weekday peak traffic generation is 26 vtp/h. This is equivalent to one trip for every 2 to 3 minutes during the peak periods. Traffic generation of this order of magnitude is considered minor and will not be perceptible in this context of the existing road network. • the formula used in the TIA (“$0.19P + 1.79$”) is sourced from GTIA 2024 and this formula refers to low public transport accessibility/high private car usage.

Cumulative Impacts	- The Guide to TIA (TfNSW 2024) requires cumulative assessment of all consented or proposed developments within the same traffic catchment. - s4.15(1)(b) requires assessment of likely impacts, including reasonably foreseeable cumulative development	The assessment has now included the cumulative impact assessment. The following surrounding neighbouring developments are: 46-50 Cowan Road, St Ives¹ - No.'s 4, 12 and 14 Cowan Road, St Ives (Pymble Golf Club)² The neighbouring traffic movements are added to the base traffic and reanalysed using SIDRA.	<table><tr><th rowspan="2">Intersection</th><th colspan="3">AM Peak</th><th colspan="3">PM Peak</th></tr><tr><th>LOS</th><th>AVD</th><th>DOS</th><th>LOS</th><th>AVD</th><th>DOS</th></tr><tr><td colspan="7">Existing Condition</td></tr><tr><td>Mona Vale Road, Shinfield Avenue and Cowan Road</td><td>B</td><td>16.0s</td><td>0.740</td><td>B</td><td>16.2s</td><td>0.823</td></tr><tr><td colspan="7">Existing Condition + Development Traffic</td></tr><tr><td>Mona Vale Road, Shinfield Avenue and Cowan Road</td><td>B</td><td>17.0s</td><td>0.754</td><td>B</td><td>16.4s</td><td>0.831</td></tr></table>							Intersection	AM Peak			PM Peak			LOS	AVD	DOS	LOS	AVD	DOS	Existing Condition							Mona Vale Road, Shinfield Avenue and Cowan Road	B	16.0s	0.740	B	16.2s	0.823	Existing Condition + Development Traffic							Mona Vale Road, Shinfield Avenue and Cowan Road	B	17.0s	0.754	B	16.4s	0.831
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¹ Transport Assessment (Ref no. P2869r01), ASON Group, 01/04/2026

² Transport Impact Assessment (Ref no. P0407), Planning Proposal, ASON Group, 02/06/2022

		Existing Condition + Development Traffic + Pymble Golf + 46-50 Cowan Road, St Ives <table><tr><td>Mona Vale Road, Shinfield Avenue and Cowan Road</td><td>B</td><td>17.9s</td><td>0.780</td><td>B</td><td>17.9s</td><td>0.868</td></tr></table>	Mona Vale Road, Shinfield Avenue and Cowan Road	B	17.9s	0.780	B	17.9s	0.868
Mona Vale Road, Shinfield Avenue and Cowan Road	B	17.9s	0.780	B	17.9s	0.868			
		The SIDRA output is reproduced in Attachment 1. The assessment found the existing road network operate with ample spare capacity and the existing level of service will be maintained following the addition of the subject development and neighbouring developments. On this basis, the assessment concludes that the development would not adversely impact the existing road network operation.							

Attachment 1

SIDRA Outcome

Site: [101 (2)] Mona Vale Road | Cowan Road | Shinfield Avenue (Existing Development -AM Peak)

AM Peak 7:30am-8:30am
 Site Category: Base Year
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: Shinfield Avenue (E)												

P2 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
North: Mona Vale Road (N)											
P3 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
NorthWest: Cowan Road (NW)											
P7 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians	150	158	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
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 Site: [101 (4)] Mona Vale Road | Cowan Road | Shinfield Avenue (Post Development -PM Peak)

AM Peak 7:30am-8:30am
 Site Category: Base Year
 Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140.0 seconds (Site User-Given Cycle Time)
Site Scenario: 1 | Local Volumes

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Site Scenario: 1 | Local Volumes

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
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Site Scenario: 1 | Local Volumes

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance												
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