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**From:** Maïc Tanguy  
**Sent:** 25/05/2025 10:08:53 PM  
**To:** DA Submission Mailbox  
**Subject:** Re: Submission Acknowledgment - RE: DA2025/0132 - 37 Roseberry Street  
BALGOWLAH NSW 2093

Dear Sir, Madam,

I have already lodged an online submission but would like to provide more details/information.

Please find below:

1. Summary (already provided in the online submission)
2. Urban form
3. Traffic Report

## **1. Summary**

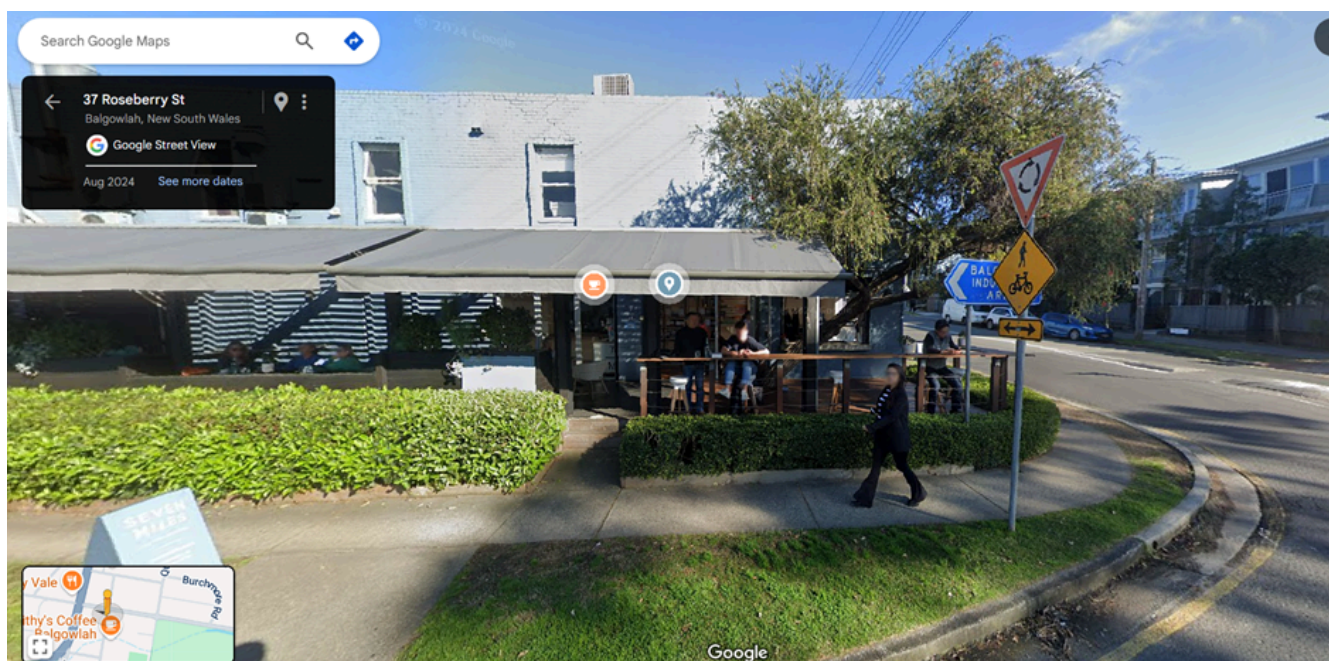
Thanks for giving the opportunity to comment on the proposal. I object the proposal. A drive-through McDonald doesn't seem to be the best development for this site for the following reason:

- This type of development and urban form (with parking and drive through lanes) doesn't seem to be strategically compatible with the low to medium rise housing reform which encourages increased density and sustainable development in Manly Vale. It goes backward compared to the existing development. It is also a missed opportunity for a mixed development combining ground floor retail with potentially light industrial and/or apartments, if that is allowed by the zoning.
- The fast food outlet, together with the proposed drive through and parking, will encourage significant amount of car traffic, compared to another type of development (see trips generation rates from guide to TIA for comparison). This will impact both the liveability of the area, the safety of people walking and cycling, and the congestion at nearby intersections.
- There are already other fast food options in the area (1 KFC nearby in Manly Vale, and 2 McDonalds in Brookvale). Another fast food outlet will not add options and diversity to the current dining scene in Maly Vale, which is a shame as options (and in particular healthy options) are currently limited. New options would be welcome.
- The parking area of the proposed McDonald development could encourage antisocial behaviour

This type of development is appropriate in other places, but not across the area defined as town centre and not just next to the B-line stop, where we should encourage more activation and walk friendly developments, where possible. It is lacking a place to meet people and linger in Manly Vale but please don't let it be the parking lot of the McDonald, this is not what I'd like for the future of the suburb.

## **2. Urban Form**

This is the current development – no parking, active frontage, outdoor eating space, etc.



This is the proposed McDonald - car park and lanes become the activation...



The proposed site doesn't seem to align with best practices for a medium density area, and seems to go backward compared to where we are now, instead of improving the area.


### 3. Traffic Report

#### Parking and Drive Through

The site provides 26 parking spaces and a dual lane drive through.

This doesn't seem to be aligned with overarching local (Council) and state (TfNSW) directions of managing car usage, especially in a precinct identified in the Low and Medium Rise Housing Reform where sustainable growth is encouraged?

Below an extract from TfNSW new Guide to Transport Impact Assessment (published Nov 2024):

The Future Transport Strategy  recognises that as the NSW population grows, congestion on the transport network will continue to be challenging, affecting the communities' productivity and wellbeing. There are several responses from the strategy that should be considered in the planning and design phases of a DA. For example:

- Supporting car-free, active, sustainable transport options
- Integrating emerging mobility choices
- Facilitating efficient freight connectivity and access
- Improving the safety of people walking and cycling
- Improving parking provision and management
- Improving the efficiency of freight in centres and neighbourhoods
- Promoting travel behaviour change to manage networks
- Stabilising Greater Sydney's traffic
- Facilitating digital connectivity and smart city technology.

I am unsure how a drive through and the provision of car park spaces above the minimum in this guide and in the Manly DCP will align with these strategic directions and the movement and place framework also cited in the guide.

The traffic report should also identify and select travel demand management measures. It should also look at impact on other modes of transport, such as active transport. Not just car traffic. The level of service of the intersections for pedestrians and the impact on pedestrians should be assessed.

### **Existing traffic flows**

The report says that in order to gauge traffic conditions, counts were undertaken on Friday (8 November 2024) and Saturday (9 November 2024). Due to new travel patterns after Covid, Friday is not the best representative of a weekday, as a significant number of people choose to work from home on a Wednesday. As a result, counts should be redone on a Wednesday to verify level of traffics are not significantly higher on a Wednesday compared to a Friday.

Also, there is no detail provided on which time band was used for the traffic counts (the report only says weekday afternoon and Saturday midday), and the peak period isn't defined (is it 3-4pm, 4-5pm, 5-6pm?). I am highlighting this because a lot of people think the intersection is already at capacity today, so it would be good to understand if the counts are a good representation of the situation.

## **Trip generation**

As mentioned in the report, TfNSW Guide to Transport Impact Assessment indicates the baseline rate of 183 for McDonalds for weekday PM Peak. While consideration should be given to site specific characteristics such as seating capacity and drive through capacity, the report says the site is “medium to high drive through capacity”, which is most likely a key factor for the number of vehicles accessing the site. A sensitivity test with the recommended baseline vehicle trip generation (183 weekday, 267 weekend) should be undertaken.

## **Passing Trade and Trip Distribution**

The report says 50% of the trips generated is passing trade. For the weekday peak, the report assumes that of the 140 trips generated by the site, only 70 needs to be accounted for (35 in, and 35 out).

While I agree there would be a number of linked trips/deviated trips from existing car or other modes journeys, I disagree with the non-existent impact of these trips on local intersections. Existing car trips will divert from original route to get to the McDonalds. It seems overly optimistic to assume only trips already running along Roseberry St in the northbound direction would access McDonalds. Passing trade means people are going to the McDonalds on their way to somewhere else (they didn't make the trip just for the McDonald itself). It doesn't mean their original trip isn't diverted to be able to enter the McDonald.

Even without signage, local people will know the McDonald is there and could potentially divert from Condamine Street. Even if we assume this is not generally the case, at minima, we should assume passing trade is coming from both Kenneth Rd and Roseberry Street (those streets that have direct frontage with the McDonalds), proportionally to the existing traffic on these roads. This would mean, from the 70 passing trips on weekdays, we would have:

- 40 trips from Kenneth St

- 30 trips from Roseberry St

The traffic report should account for these additional 40 trips from Kenneth St, as well as the additional ones from Roseberry St that come from the wrong side and are not able to turn left.

The same applies for weekends (with different numbers).

## **Public Transport**

The traffic report says « the site therefore has good access to public transport”.

That is not true. The site has very good connections to the City but it doesn't have good local connections. Of all the routes cited, most of the express routes finishing with the X suffix only operates in the peak hour and in one direction only (to the City in the morning, from the City in the afternoon).

Bus 145 only operates a few times a day in one direction (and doesn't operate weekends), and bus142 to Manly only operates once an hour outside weekday peak, a bit more during weekday peak but only in one direction.



The area of Roseberry St in general is overly accessed by car because of the nature of retail (bulky retail), the amount of car parking available and the poor local public transport options. Adding a McDonald with parking and drive through isn't going in the right direction to manage car traffic and improve walkability and liveability of the area

Yours sincerely,

Maic Tanguy  
Manly Vale resident

Le dimanche 25 mai 2025 à 20:39:33 UTC+10, a écrit :

25/05/2025

MRS Maic Tanguy  
ST  
Manly Vale NSW 2093

**RE: DA2025/0132 - 37 Roseberry Street BALGOWLAH NSW 2093**

Dear Sir/Madam,

Thank you for your submission in respect of the above-mentioned property. Please be reminded that under provision of the Government Information Public Access Act, all submissions will be posted on Council's Website against the application.

The matters that you have raised will be noted and taken into consideration in the assessment of the proposal process. However, please note as previously stated in the notification letter, Council will not enter into correspondence in respect of any submission due to the large number of submissions Council receives annually.

Should you wish to monitor the progress of this development application, please feel free to visit the Planning and Development section of Council's Website at [www.northernbeaches.nsw.gov.au](http://www.northernbeaches.nsw.gov.au) .

We thank you for your submission and should you have any queries, please do not hesitate to contact Council on 1300 434 434.

Yours faithfully

Northern Beaches Council

For your reference please find below a copy of your submission:

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Thank you.

**Northern Beaches Council**

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