

Traffic Engineer Referral Response

Application Number:	DA2025/0132
Proposed Development:	Demolition works and construction of a restaurant (McDonalds) including signage
Date:	10/03/2025
Responsible Officer	
Land to be developed (Address):	Lot 100 DP 1199949 , 37 Roseberry Street BALGOWLAH NSW 2093

Officer comments

Proposal description: Demolition works and construction of a restaurant (McDonald's) including signage

The traffic team has reviewed the following documents:

- Traffic Impact Assessment (TIA), Reference 12473/1, prepared by Colston Budd Rogers & Kafes Pty Ltd dated December 2024,
- The Statement of Environmental Effects, Ref No. 610.032207.00001, Revision 1.0 prepared by SLR Consulting Australia, dated 16 December 2024.
- Plans (Master Set), Rev C – designed by Webber Architects, dated 12/12/2024, and
- Pre-Lodgement Advice (PLM2024/0130) dated 05 November 2024.

Parking Requirements and Design

- Manly DCP applies to the subject site. The Manly DCP requires 1 space per 40m² of GFA for a takeaway restaurant; however, the new TfNSW Guide to Transport Impact Assessment recommends the greater of 1 space per 2 internal seats or 1 space per 3 seats (internal and external).
- The proposed McDonald's restaurant will have a GFA of approximately 380m² and will accommodate 52 internal seats. According to the Manly DCP, the site requires 10 parking spaces. Applying the car parking rates from TfNSW to the proposed development indicates a need for 26 residential parking spaces. The provision of 26 parking spaces, therefore, satisfies the parking requirements set out by TfNSW.
- A dual-lane drive-through facility is proposed for the development, which includes a queuing system designed to accommodate at least 14 vehicles without interfering with parking operations. The facility features designated spaces for six vehicles to queue before reaching the order points. Additionally, there are two waiting bays available after the collection point. This design complies with the queue length requirements established by TfNSW for drive-through facilities.
- The internal carpark layout and car spaces appear to be compliant with Australian Standards AS2890.1:2004 Off-Street Parking requirements. However, parking spaces' widths and the access driveway widths have not been dimensioned; this needs to be confirmed on dimensioned plans, and dimensioned plans are to be submitted to confirm that the access driveway and all bays are appropriately sized.

- Swept path plots for access to and from the development have been satisfactorily demonstrated with B99 vehicles entering and exiting the site from Roseberry Street, including drive-through facilities, and then exiting the car park area.
- Due to frequent traffic queues along the entire frontage of the site, the PLM comments suggest installing a median on Roseberry Street at the proposed driveway. This median would physically prevent right turns into and out of the driveway, ensuring that vehicles making those turns are not obstructed by traffic queues. This measure aims to reduce congestion both within the site and on surrounding roads. To facilitate access for vehicles potentially blocked by the median, a roundabout would be necessary at the intersection of Roseberry Street and Hayes Street. However, the traffic report indicates that there is insufficient space to accommodate a roundabout at this intersection, and implementing this option may lead to increased travel times. This issue requires further discussion in the report, including supporting materials such as figures that illustrate the challenges of installing a mountable roundabout at the intersection, as well as a turning path analysis that could not be performed for the proposed roundabout.
- The consultant explored an alternative for the site's frontage. This option involves removing the parking on the eastern side of Roseberry Street, directly opposite the site, and not marking any queuing lines in the northbound traffic lane on Roseberry Street in front of the McDonald's access. Detailed design plans for the proposed layout should be submitted to the Council for approval before a construction certificate is issued.
- There are bicycle racks for four bicycles. These racks are available for both customers and staff to use.
- Manly DCP does not stipulate motorcycle parking rates for takeaway restaurants. However, the subject DA has proposed two (2) motorcycle parking spaces to facilitate alternate travel modes.
- According to the traffic report, the development will enhance sight lines by incorporating low-level landscaping in the northeastern corner of the site.

Servicing

- As outlined in the Traffic Report, all service vehicles will access the site via Roseberry Street. The development will receive deliveries from vehicles up to 8.8 meters long, classified as medium rigid trucks (MRVs), with an average of two deliveries per day. Waste collection will also be handled by a private contractor using an MRV-sized vehicle. Deliveries will take place outside of peak traffic periods.
- An architectural plan proposes a loading dock that is separate from the car parking area and the drive-through facility. Service vehicles will enter the development in a forward direction and will park in the loading bay by reversing into the designated area. Upon leaving, service vehicles will exit the loading bay and turn onto Roseberry Street in a forward direction. The report includes swept path diagrams showing satisfactory access to and from the loading area.

Traffic Impact

- The new TfNSW guide to Transport Impact Assessment indicates that McDonald's generates an average of 183 vehicle movements per hour during the PM peak on weekdays and 267 vehicle movements per hour during peak times on weekends in Sydney. In regional areas, this figure is 225 vehicle movements per hour during peak times on weekends. These traffic generation rates outlined in the guideline are higher than those used in the traffic report for the development's traffic impact assessment. Therefore, a further review of the development's traffic impacts should be conducted, and the traffic generation, distribution, and model inputs and outputs should be revised accordingly.

- As traffic generation exceeds 200 vehicles per hour, and the site also affects the operation of the State Road signalised intersection at Condamine/Kenneth Street, referral of the application to TfNSW is required.
- The additional traffic generated by the development, as shown in parentheses in Figures 2 and 3, appears to be inaccurate. For example, on weekday afternoons, there were 55 vehicles turning north when exiting the site; however, it seems that only 40 of those vehicles were accounted for as heading northbound. This indicates that 10 vehicles were overlooked in the analysis. Similarly, on Saturday afternoons, out of 70 vehicles turning north on Roseberry Street from the development, only 50 vehicles were noted as travelling north and either turning left, going straight, or turning right at the upstream roundabout. This means that another 20 vehicles were missing from the analysis.
- A network-wide model (Sirda Network Model) has been developed and assessed by the consultant. The analysis includes the intersections of Condamine Street/Kenneth Road, Kenneth Road/Roseberry Street, and Roseberry Street/Hayes Street, focusing on both the Weekday PM peak and Saturday Midday traffic conditions. This model evaluates the backward spread of congestion, where queues in downstream lanes can block upstream lanes (referred to as queue spillback). Additionally, it accounts for capacity constraints in oversaturated upstream lanes, which limits the flow of traffic entering downstream lanes.
- Since the development access location is approximately 30 meters from the Kenneth Road/Roseberry Street roundabout, and due to frequent traffic queues along the entire frontage of the site, the analysis of the site access and all proposed layout changes at this point should also be included in the models.
- a copy of the traffic modelling analysis completed in Sidra is to be submitted to the Council.

Conclusion

The plans and the traffic report in their current form are unacceptable for the reasons outlined above and the requested amendments/ additional information should be provided prior to further assessment of the plans/traffic impact.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.