
From: Paul Davison
Sent: 25/05/2025 3:42:54 PM
To: Council Northernbeaches Mailbox
Subject: DA2025/0132 for the McDonald's at Manly Vale.
Attachments: McDonalds 2.pdf;

Please find attached my submission for the above DA

Paul Davison

16 Waiwera Ave

North Manly 2100



Northern Beaches Council

Planning and Development

Clare Ryan,

I would like to add to my earlier submission opposing DA2025/0132 for the McDonald's at Manly Vale.

- As I mentioned before, there are three McDonald's locations within a five-minute drive from the proposed site on Roseberry Street.

- The recent submission includes a complex traffic management plan, along with traffic flow statistics indicating that the proposed development would not impact McDonald's if it were to be approved. However, it is important to note that this data was compiled by a company hired by McDonald's, and we are all aware that figures can be manipulated to align with the interests of the party that commissioned the report. Additionally, there is a significant discrepancy between the initial Traffic Report and the revised version (refer to Table 2.1 original and Response).

- The markings they have suggested for Kentwell Road and Roseberry Street will not enhance traffic movement.

- In my view, the installation of a time-lapse camera is the most effective way to accurately assess traffic flow in the area, and would likely be significantly less expensive than the Traffic report.

- The reported delays on Roseberry Street are significantly minimized; on an ordinary weekday, after leaving Bunnings or Woolworths, I often find myself delayed for three to five minutes. To capture accurate data, it is essential to install a camera.

Table 2.1: Existing Weekday Afternoon and Saturday Midday Two Way Peak Hour Traffic Flows		
Location	Weekday Afternoon	Saturday Midday
Condamine Street		
– north of Kenneth Road	2897	3058
– south of Kenneth Road	3310	3259
Kenneth Road		
– east of Roseberry Street	1185	1179
– west of Roseberry Street	1124	1197
Roseberry Street		
– north of Kenneth Road	334	342
– south of Kenneth Road	850	1027
– south of Hayes Street	818	1013
Hayes Street		
– west of Roseberry Road	360	450

ORIGINAL FIGURES

the signalised intersection of Condamine Street and Kenneth Road is operating with average delays of less than 40 seconds per vehicle during weekday afternoon and Saturday midday peak hours. This represents level of service C, a satisfactory level of service;

the roundabout controlled intersection of Kenneth Road and Roseberry Street is operating with average delays for the highest delayed approach (Roseberry Street south) of less than 30 seconds per vehicle during weekday afternoon and Saturday midday peak hours. This represents level of service B/C, a satisfactory level of service; and

the unsignalized t-intersection of Roseberry Street and Hayes Street is operating with average delays for the highest delayed movement (right turn out of Hayes Street) of less than 30 seconds per vehicle during weekday afternoon and Saturday midday peak hours. This represents level of service B/C, a satisfactory level of service.

DRA movements summaries are provided in Attachment A.

ORIGINAL REPORT

- By the figures above it is quite common on mornings, afternoons and weekends for traffic to be banked in Roseberry Street from Kentwell Road to past Bunnings. This would amount to at least twenty cars up to ten minutes waiting time to get past the roundabout at 30 seconds per car.

Traffic Distribution To/From the Development

The guideline states that 51 percent of the trips generated by the McDonald's development are classified as "pass-by trips." This means these trips are already part of the existing travel patterns. To account for this, the traffic generation numbers are halved and then distributed to the north and south. If we want to further reduce the impact on the network, it would involve a double reduction of the numbers, effectively doubling the effect of the pass-by trip

Response

The traffic distribution has been revised as a result of access to the site being limited to left in/left out on Roseberry Street as shown in Figures 1 and 2. Some 55% of traffic would arrive from the north and some 45% from the south. 50% passing trade has been applied to traffic turning left into the site from Roseberry Street. Figures 1 and 2 show the following increases in traffic on the adjacent road network in the weekday afternoon and Saturday midday peak hours:

- some 10 vehicles per hour (two way) on Condamine Street;
- some 15 to 25 vehicles per hour (two way) on Kenneth Road; and
- some 50 to 60 vehicles per hour (two way) on Roseberry Street (south of the site access) and some 65 to 85 vehicles per hour (two way) in the short section of Roseberry Street between the site access and Kenneth Road.

AMENDED REPORT

Signalised intersection of Condamine Street and Kenneth Road

The intersection is currently operating at maximum capacity based on the observations. It is essential to include calibration and validation for existing scenarios in relation to the observed delays and queues to provide a more accurate assessment. Notably, the eastern approach to the Condamine Street and Kenneth Road intersection is performing at an LoS "F." Any minor increases in traffic volumes associated with the McDonalds development are expected to significantly worsen the performance of this approach. Queuing beyond the Roseberry Street roundabout in the westbound and northbound directions is often observed and although it is noted that modelling has shown several instances of the right turn movement out of Kenneth St being oversaturated queue lengths do not appear to be as extensive as observed noting that the optimal phasing arrangement used may be part of the reason. 95th percentile queue lengths should be reported and not average back of queue. Review the eastern approach to more accurately reflect delays/queueing associated with the right turn bay onto Condamine Street queuing out and blocking access to the through lane

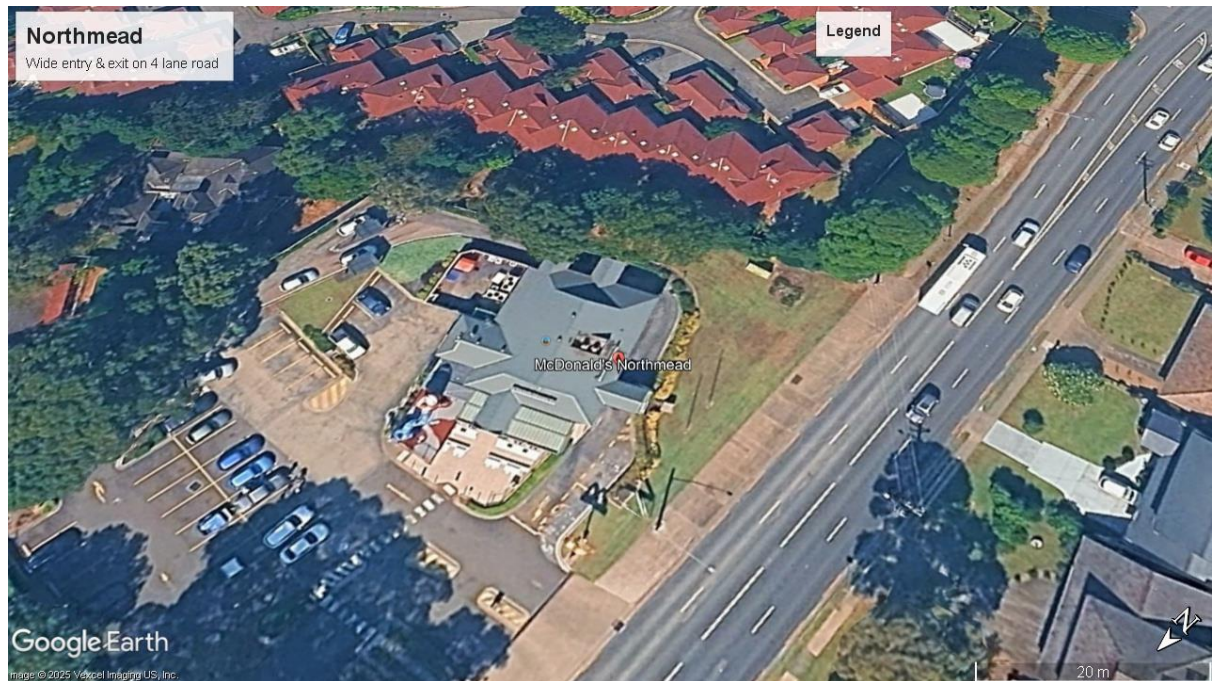
AMENDED REPORT

- The aforementioned illustrates how professionals may manipulate the data to benefit their client. I am confident that a report commissioned by the Council would yield different results.
- All other McDonald's locations in Brookvale are distanced from residential neighbourhoods. Undoubtedly, if a restaurant were to be established on Roseberry Street, local residents would experience disturbances from loud conversations in the evening, as it would likely become a gathering spot for youths.

Table 1:	Summary of McDonald's Weekday PM and Saturday Midday Road Network Peak Hour Traffic Generations	
Site	Weekday PM (vph)	Saturday Midday (vph)
Northmead	112	148
Liverpool	188	148
Rosehill	172	114
Stanmore	152	238
Haberfield	108	98
Average	146	149

Examination of Table 1 reveals that the average weekday PM and Saturday midday road network peak hour traffic generations of the five metropolitan McDonald's sites was some 140 to 150 vehicles per hour (two way). These are similar or lower to those adopted in the TIA for the proposed Balgowlah McDonald's (140 and 180 vehicles per hour (two way) in the weekday PM and Saturday midday road network peak hours) and the adopted generation rates are considered appropriate to use given the characteristics of the proposed Balgowlah McDonald's.

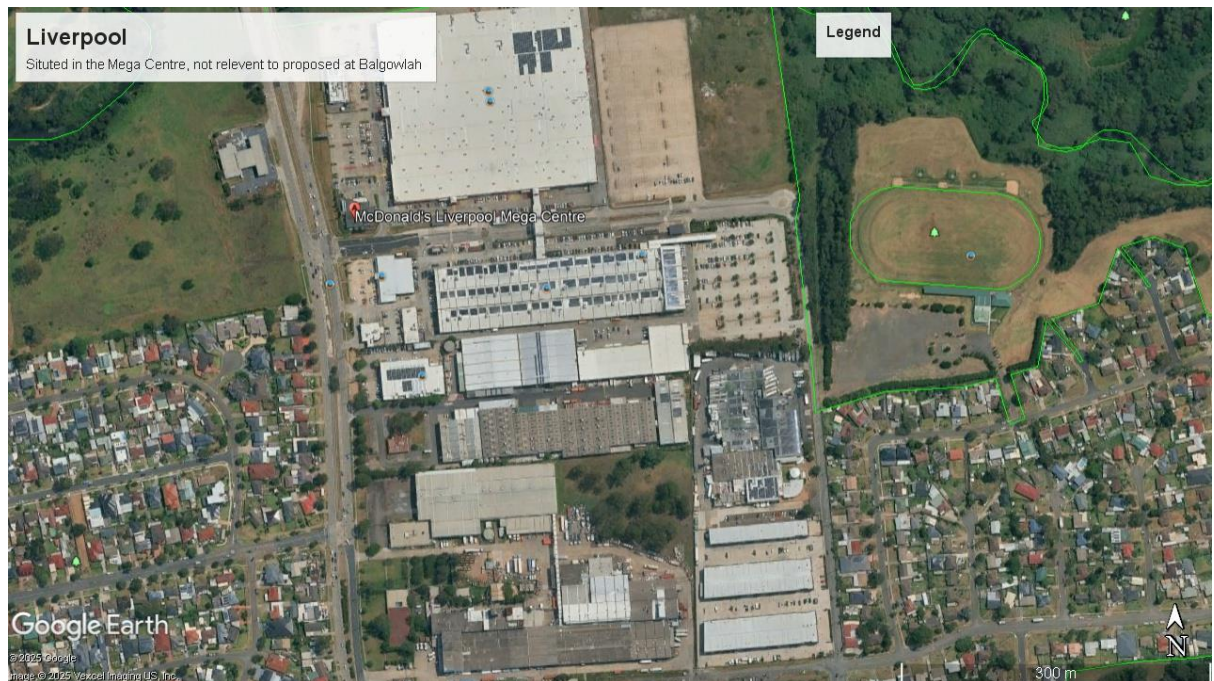
- None of the above locations are similar to the proposed Roseberry street site (see pictures below)



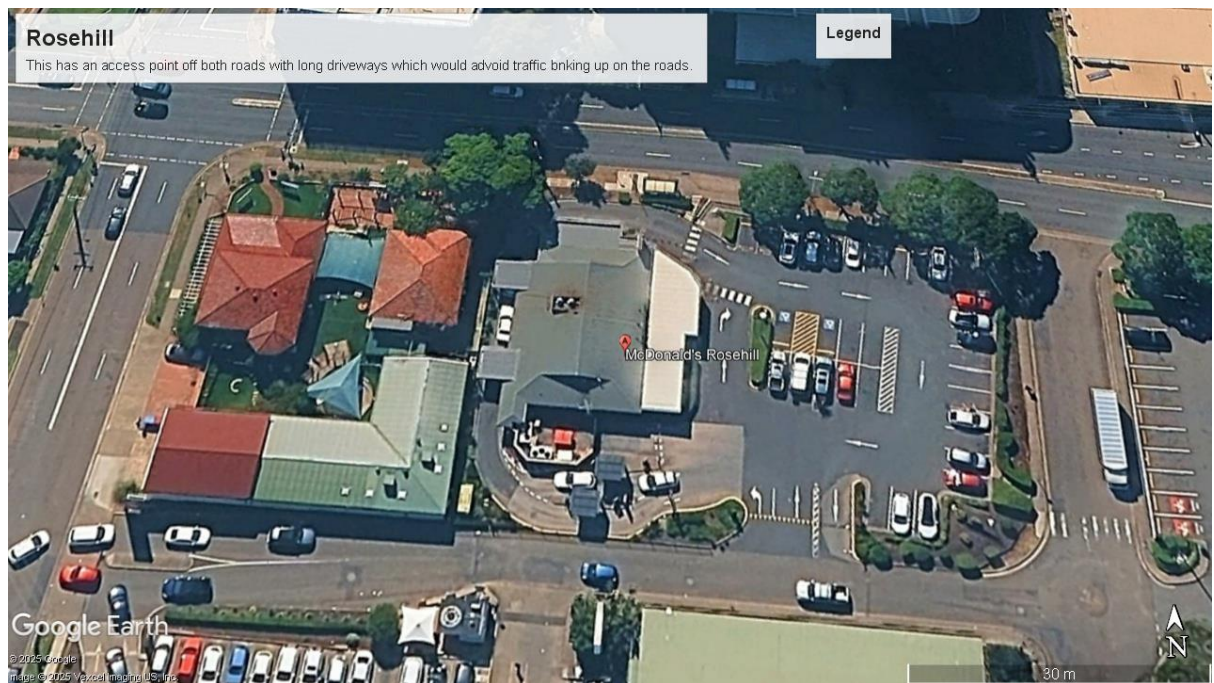
FOUR LANE ROAD



WIDE ACCESS DRIVE



SITUATED WITHIN MEGA CENTRE



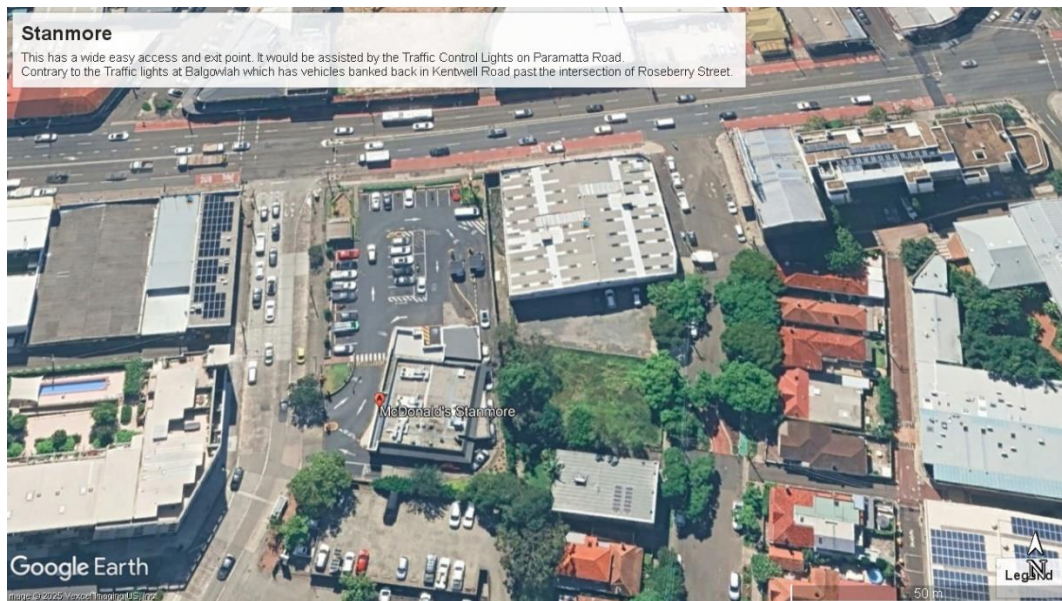
ROSEHILL HAS ACCESS BY TWO DIFFERENT DRIVES WITH PLENTY OF ROOM FOR CARS TO BANK UP WITHOUT EFFECTING TRAFFIC FLOW ON THE STREETS



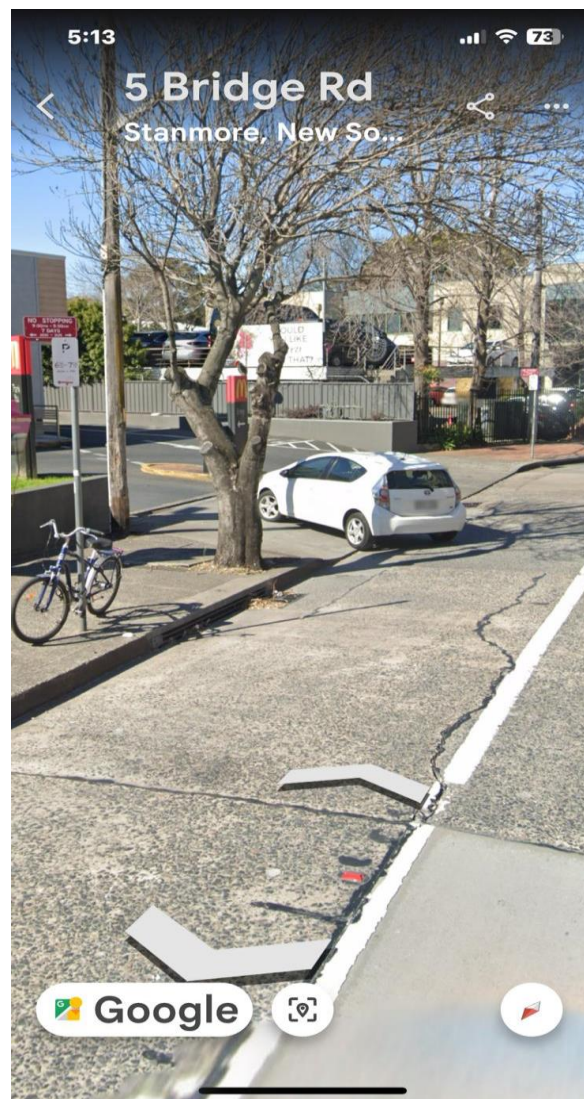
WIDE ACCESS FROM HASSEL STREET



ENTRY WHERE THE TWO ACCESS STREET MEET



DEDICATED LANE TO ENTER STANMORE



DEDICATED LANE TO ACCESS STANMORE

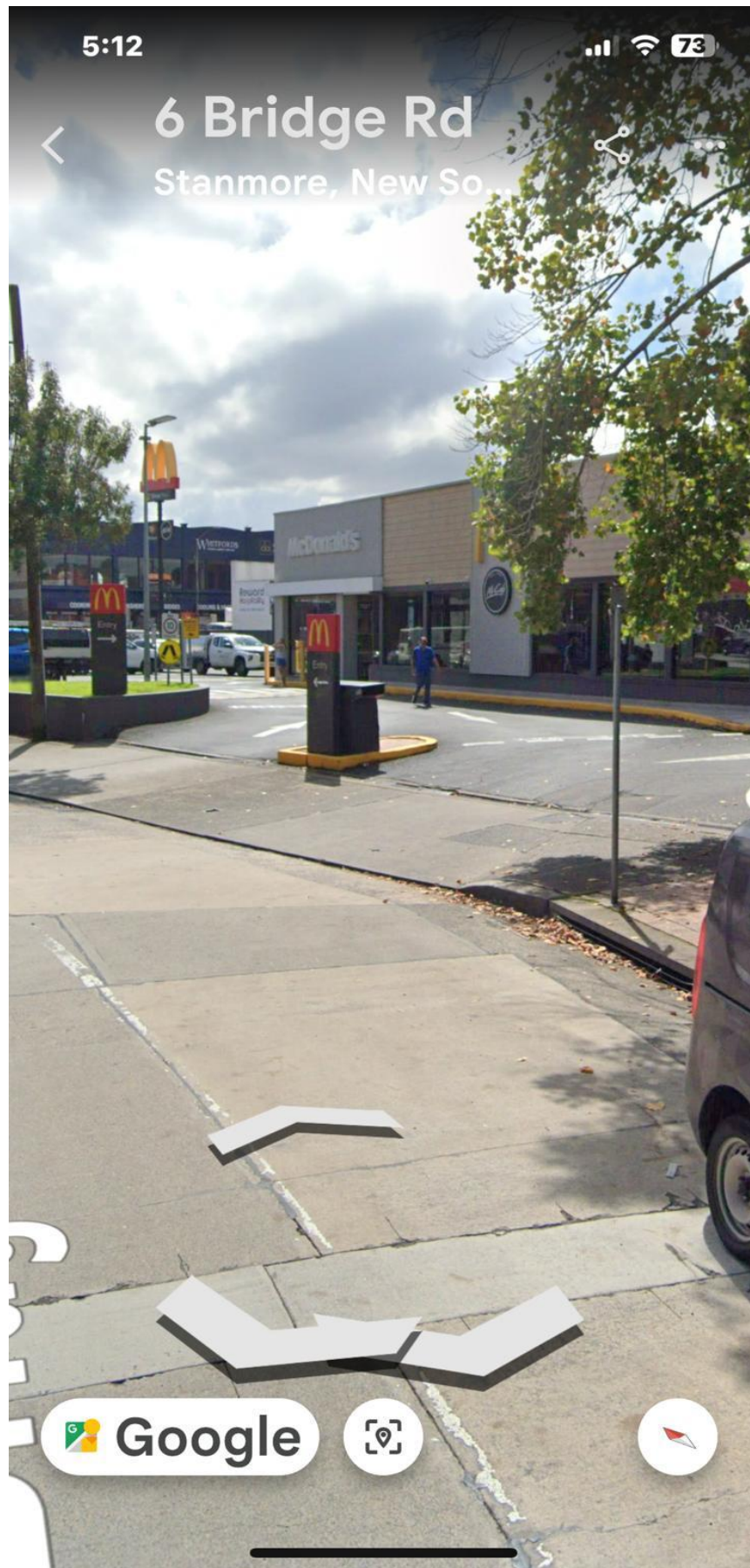
In conclusion, as previously mentioned, the establishment of a McDonald's on Roseberry Street is unnecessary, given that there are already three other locations within a five-minute drive, all of which are accessible via public transportation. I respectfully urge you to take my concerns into account regarding the potential impact this development may have on local traffic and residents.

Paul Davison

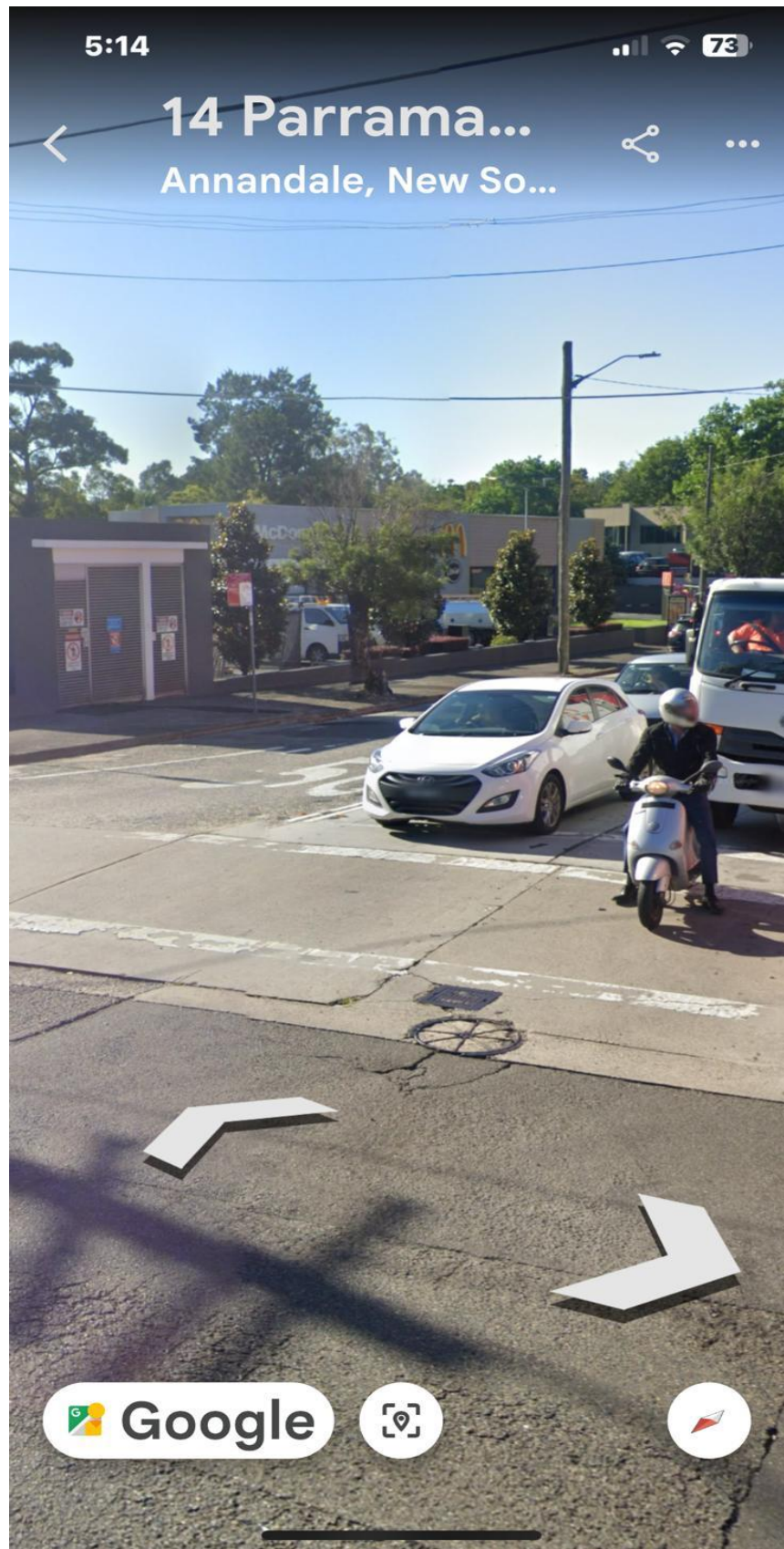
16 Waiwera Avenue

North Manly 2100

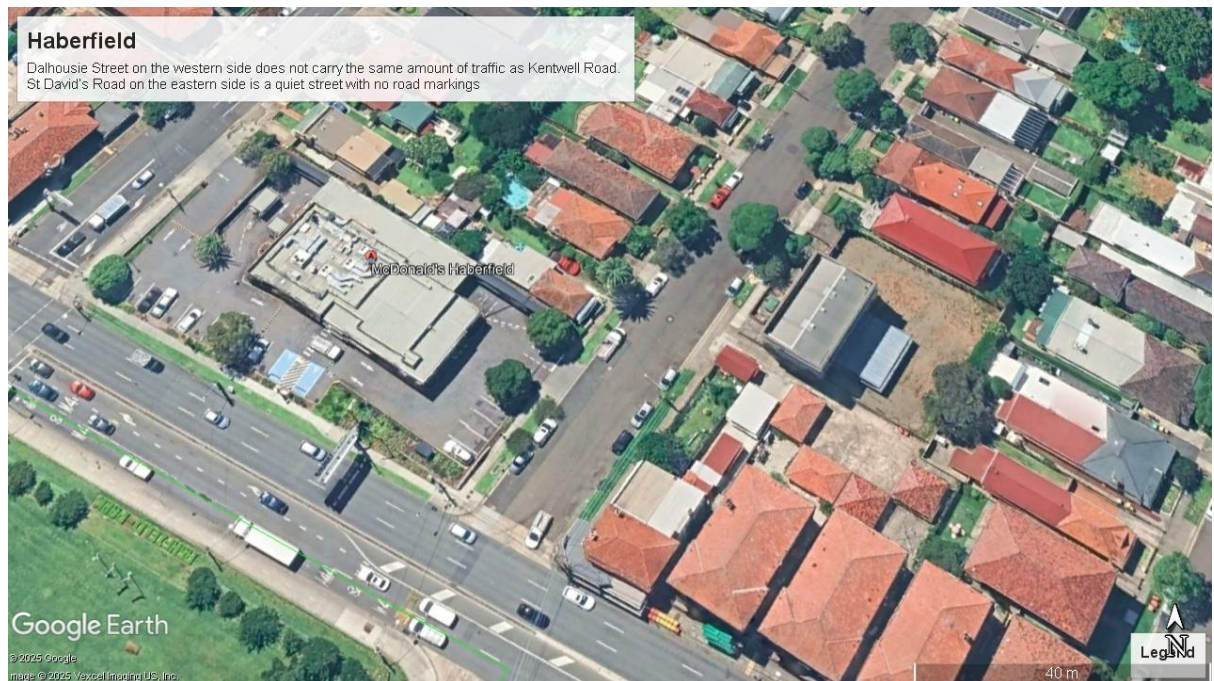
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TRAVELING WEST SHOWING WIDE ACCESS IN BRIDGE ROAD



PARRAMATTA ROAD TRAFFIC CONTROL LIGHTS WHICH WOULD ASSIST
ACCESS CONTRARY TO CONDOMINE TRAFFIC LIGHT WHICH WILL CAUSE A
BUILD UP OF TRAFFIC PASSED ROSEBERRY STREET.



HABERFIELD SITUATED ON PRRAMATTA ROAD ACESS VIS DALHOUSIE STREET AND ST DAVID'S STREET.



DALHOUSIE STREET LOOKING TOWARDS PARRAMATTA ROAD. THIS STREET DOES NOT HAVE THE AMOUNT OF TRAFFIC AS KENNETH ROAD.



DALHOUSIE STREET LOOKING FROM PARRMATT ROAD.



ST DAVID'S ROAD LOOKING TOWARDS PARRAMATTA ROAD. THIS STREET
IS LOCAL WITH VERY LITTLE TRAFFIC



HABERFIELD FROM PARRAMATTA ROAD SHOWING WIDE ACCESS FROM DALHOUSIE STREET.