
From: Jason von Stieglitz
Sent: 13/03/2025 8:37:47 PM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: DA2025 0132 Submission of Jason von Stieglitz
Attachments: DA2025 0132 Submission of Jason von Stieglitz .pdf;

Please find attached my submission relating to DA2025 0132.

Regards,
Jason von Stieglitz

Jason von Stieglitz
45 Kenneth Road, Manly Vale

13 March 2025

Dear Sir

DA2025/0132 37 Roseberry St BALGOWLAH: McDonalds DA

This is a submission objecting to the proposed development at 37 Roseberry St BALGOWLAH for a 24 hour drive thru McDonalds.

I live at 45 Kenneth Road Manly Vale as a ratepayer of Northern Beaches LGA. My house is around 800m from 37 Roseberry St.

I experience first hand, every day, the extensive traffic congestion at the Condamine St/Kenneth Road and surrounding roads, including at the Kenneth St/Roseberry St intersection, along the length of Roseberry St to Balgowlah Road, and at the Condamine St/Balgowlah Road intersections in particular.

Each of these intersections, and the broader transport network, will be significantly impacted by the additional traffic generated by the proposal. I have read the proponent's traffic report prepared by Colston Budd Rogers & Kafes Pty Ltd (Traffic Report), dated Dec 2024 and will set out in this submission a number of significant shortcomings with the analysis, which render this study completely inadequate to inform an assessment of the potential traffic impacts of the proposed development.

Intersection Operation Analysis

The Traffic Report uses SIDRA modelling to assess the existing performance of only three nearby intersections, with traffic counts undertaken only on one single Friday afternoon and on single Saturday in Nov 2024. This evidence base informs the existing level of service (LoS) of those intersections, before measuring the impact of the proposed development on the performance of those intersections.

The SIDRA analysis is wholly inadequate in that no assessment is undertaken of the underlying forecast growth of the surrounding transport network, or future projected performance of nearby intersections.

This is important, as the consent authority must be able to satisfy for itself how the surrounding roads and intersections that will be impacted by additional traffic from the proposal are forecast to operate in future years, both with and without the proposal.

Balgowlah (Stocklands) and Manly Vale are two town centres nominated by the NSW Government as part of the Stage 2 Mid Rise Housing Reforms. These adjoining areas to the site are set to experience significant population and vehicle growth, with apartments up to 6 storeys in the R1 and R3 zones, with 2 storey apartments up to 2 storeys in the remaining R2 zones. This is a material change in circumstances that was not known at the time the Traffic Report was undertaken.

The impacts of this additional permitted development and resulting traffic generation in the Balgowlah and Manly Vale area must form part of the proponent's traffic impact assessment. The absence of this information would not enable the consent authority to adequately assess the traffic and pedestrian safety impacts of the proposal.

Furthermore, SIDRA modelling, which tests only the performance of individual intersections, is not fit for purpose for this required analysis, as it does not assess the broader network performance, nor the inter-relationship of traffic movements and queue lengths on individual intersections within the area.

It is incumbent on the consent authority to require the proponent to assess the underlying forecast performance of the surrounding network and individual intersections to the year 2041, before any assessment of the impact of the proposed development to the network and individual intersections is then undertaken. Without this evidence base, the consent authority cannot be satisfied the area's local and regional roads can accommodate the additional impacts caused by this proposal.

It is submitted that when the underlying forecast growth to the site's surrounding roads and intersections has been adequately modelled, this will demonstrate that the road network will not perform at an acceptable LoS, and the traffic generating impacts from the proposed McDonalds would also be unacceptable and unable to be adequately mitigated.

Active Transport

The Traffic Report does not assess the safety for pedestrians that travel near the site and use the existing pedestrian crossings at nearby intersections, nor the safety or travel time impacts to pedestrians with traffic generated by the proposal.

The roundabout intersection of Kenneth Rd/Roseberry Street is already unsafe to pedestrians when attempting to cross from any of the 4 way roads. There is no pedestrian crossing at this intersection. These pedestrian safety concerns will be significantly exacerbated by the traffic generated by the proposal, particularly given the site's location so close to the Kenneth Rd/Roseberry Street.

The Traffic Report does not assess these impacts, and provides no mitigation measures. To provide a safe environment for pedestrians, the Kenneth Rd/Roseberry Street requires 4 way signalised pedestrian crossing on all legs of the

intersection. This requirement for this would be even more pronounced when there is a clear understanding of the forecast traffic growth to the area to 2041. Undoubtedly however, the signalisation of Kenneth Road and Roseberry St would cause unacceptable queue lengths to the Kenneth Road/Condamine St intersection, and would not be acceptable. For this reason alone, the McDonalds proposal should be refused.

Car Parking

The proposed development would include a drive through lane providing queueing of 15 vehicles with queueing for only 6 vehicles prior to the order points.

This grossly under-estimates the potential drive through queueing that could be expected at the site, which would be expected to increase with additional resident population and vehicle movements once forecast growth to the Balgowlah and Manly Vale areas has been accounted for.

My experience of living close to the nearby KFC is that during peak periods vehicle queues extend out of the KFC site, along Kenneth road and onto Condamine St. These vehicle queue lengths are at their worst in the evening peaks, between 4pm to 8pm on Wed-Fri weeknights and weekends.

It could reasonably be expected that on-site vehicle queues at the proposed McDonalds would also extend out of the site during peak periods, to be exacerbated in future years as many more people are expected to live and travel through the area. These vehicle queues would be expected to extend out onto Roseberry St, through the 4 way intersection and up Kenneth Rd towards Condamine St. These impacts to both vehicles and pedestrians have not been adequately assessed.

Further, with only 30m from the site entrance to the Kenneth Rd/Roseberry St intersection, the impacts of vehicles queueing out of the site would be so significant that could not be adequately mitigated. This should also be a basis for refusal of the proposal.

Queue Lengths

The Traffic Report significantly underestimates the extent of existing vehicle queue lengths on Roseberry St, which occurs throughout Saturdays and Sundays for extended periods on both days. The SIDRA modelling does not account for these existing conditions, as it only modelled on one Saturday for a few hours. Further, as referenced above, there has been no assessment of the future expected performance of Roseberry St to account for expected permitted growth in the area, which will greatly exacerbate existing vehicle queue lengths and wait times.

The Traffic Report proposes to mitigate the impacts of vehicles seeking to exit or enter the McDonalds by a new slip lane on Roseberry St opposite the entrance.

This meagre road upgrade significantly underestimates the impact of vehicles turning left or right out of the site onto Roseberry St. The Traffic Report notes that queues on Roseberry St already extend from Kenneth Rd well past the site. There will be additional safety risk to pedestrians, further unacceptable extensions of vehicle queue lengths on Roseberry St, and dangerous driving by vehicles exiting and entering the McDonalds car park as they seek to navigate turning left and right onto Roseberry St. These impacts are unacceptable and the proposed road upgrade is grossly inadequate.

It is submitted that once the consent authority has an understanding of the future vehicle movements on Roseberry St to 2041 caused by underlying forecast growth, the additional impact of vehicles entering and existing the McDonalds site could not then be absorbed. Roseberry St would need to become 4 lanes, extending from Kenneth Road to Balgowlah Road, in addition to the signalisation of Roseberry St/Kenneth Road.

Estimated Traffic Generation

The Traffic Report relies on a 2016 study commissioned by TfNSW named 'Trip Generation and Parking Demand' to determine the expected vehicle movements generated by the proposal. The Traffic Report notes this 2016 provides current data and trends on traffic generation and parking at fast food outlets, including for McDonalds.

This 2016 study is more than 9 years old. It is significantly outdated, and should not be relied on, by either the proponent's Traffic Report, nor the consent authority, to inform forecast trip generations from this proposal.

The forecast peak hour traffic generations from the proposal have been rated 'medium'. This should be changed to the 'high' range of expected trip generation. While not located on an arterial road, the proposal is only circa 50m from Condamine St, and very close to one of the busiest intersections in the Northern Beaches, at Kenneth Rd/Condamine St.

This 2016 study, and the conclusion drawn by the Traffic Report that the vehicle movements would be a 'medium' category, grossly underestimates vehicle movements to the site. A comparative analysis and vehicle travel count with the nearby KFC should be undertaken during the PM peaks on Wed-Friday (4-8pm) and weekends for extended periods on both Saturday and Sunday in order to establish an accurate data set of traffic generated by the proposal.

Conclusion

The proponent's Traffic Report is grossly inadequate in a number of material respects, as set out in this submission. The Traffic Report should not be relied on by the consent authority to assess the traffic and pedestrian safety impacts from the proposal.

The consent authority should require the proponent to update its Traffic Report to address the issues raised in this submission. The consent authority should then commission a peer review of the proponent's revised traffic study before any assessment of the proposed traffic impacts is undertaken.

Northern Beaches Council should also satisfy for itself that the surrounding local roads and intersections can safely accommodate the forecast growth in the area that will be generated in Balgowlah and Manly Vale caused by the Mid Rise Housing Reforms. This traffic network analysis must be done before the proposed McDonalds DA is determined, as the transport modelling will undoubtedly show that the surrounding roads and intersections will require substantial road widening and 4 way signalisation, and that the additional impacts of vehicles from the proposed McDonalds cannot be accommodated.

Yours sincerely

Jason von Stieglitz