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26/05/2025

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[REDACTED]

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

Re: DA2025/0132 - 37 Roseberry Street, Balgowlah (Proposed McDonald's Restaurant)

I wish to lodge my formal objection to the above development application on the following grounds.

Traffic, Transport and Safety Impacts

1. Extremely Limited Survey Periods

- o The traffic report SIDRA analysis is based solely on counts during the weekday afternoon (Friday 8 Nov 2024) and Saturday midday (Saturday 9 Nov 2024) peaks. Single observations of these limited periods is inadequate.
- o No modelling has been provided for early-morning, late-evening or overnight periods (5 am-midnight), nor for Sundays, public holidays or school-holiday spikes.
- o Without data for these times, critical traffic flows, queue spillback and intersection performance cannot be reliably assessed.

2. Unassessed Routes, Queue Spillback and Intersection Performance

- o Drive-through queues may extend onto Roseberry Street or back to the Roseberry/Kenneth roundabout, where queues already form
- o There is an already unacceptable frequency of queuing traffic, waiting to turn north from Kenneth Road onto Condamine St, which blocks the Kenneth Rd / Roseberry St. roundabout, and thus impacts traffic in all direction. ANY increase in this frequency is unacceptable.
- o There is already an unacceptable level of queueing to turn right from Condamine St into Kenneth Road, often taking 2 cycles of traffic lights, and sometimes 3 to clear. Any increase in queuing will be unacceptable and will increase traffic rat-running onto residential streets such as Balgowlah Road to avoid the area.
- o The report recommends further SIDRA modelling for periods (Ch. 3, §3.29), but no such follow-up has been submitted
- o The report fails to consider the knock-on impacts onto residential roads as traffic anticipates increased delays in the area, examples where Sat Nav already often recommends this include:
 - i) traffic travelling southbound on Condamine St diverting onto residential Roseberry St and Quirk Rd, before the Kenneth Rd intersection (already recommended by Satellite Navigation systems), and
 - ii) traffic from Balgowlah diverting to use residential Balgowlah Rd over Kenneth Rd when travelling east, causing increased delays at the Kenneth Rd/Balgowlah Rd. intersection where there is no roundabout.

3. Existing Level of Service F Failures

- o Attachment A, even under the limited survey conditions, confirms what local residents already see, critical turning movements at the Condamine/Kenneth intersection are already unacceptable, operating at LOS F (average delay > 70 s):
 - i) Movement 3 (Condamine St south → right turn): 72.2 s (LOS F)
 - ii) Movement 6 (Kenneth Rd east → right turn): 108.8 s (LOS F)
- o With the addition of McDonald's traffic these delays will certainly worsen - queuing increasing and occurring more of the time.
- o These failures confirm that the local network is already beyond practical capacity for key movements at key times; it cannot absorb additional traffic without significant upgrades.

Safety Risks for School Students

- o The proposed drive-through is near multiple schools and must be expected to dramatically increase the number of students walking and cycling along Roseberry Street before school, at lunch and after school.
- o Increased vehicle movements, idling queues and turning conflicts heighten the risk of vehicle-pedestrian or vehicle-cyclist collisions, particularly during school crossing times.
- o No pedestrian safety audit or school-peak traffic assessment has been provided to demonstrate safe crossing and access conditions.

Public Health and Hygiene Concerns

- o Other McDonalds have rat issues, why will this be any different?
- o I have personally witnessed the rat colonies at Brookvale's existing McDonald's outlet, specifically next to the parking along Winbourne Rd. Anyone parking in that section of McDonald's takes a significant risk, as well as the risk to local pets acquiring rat-borne disease carried on half-eaten food scraps.
- o Operating hours to 5 am-midnight significantly increases opportunities for vermin activity, encouraged through food waste accumulation from patrons driving through and parking, which cannot be collected quietly,
- o Public-health risks are further increased as the proposed McDonald's directly borders a residential precinct and has close proximity to schools.

Impact on Residential Amenity

- o No other major commercial premise is situated at that end of Roseberry St, thus none create such a one-sided impact. Aldi & Woolworths customers are more likely to exit Roseberry St at both ends and/or Hayes St. Harvey Norman and Bunnings both have dual access, direct from Condamine St, as well as Roseberry St. All are dimly lit, with far reduced food waste and noise issues.
- o No other commercial premises on Roseberry Street opens so early or closes so late. Woolworths has the greatest hours nearby at 7am-10pm, a) nowhere near the hours McDonald's proposes, b) nowhere near the visual impact, c) borders no residential properties and d) patrons generate little outside noise.
- o It is entirely inappropriate for a highly-lit, early and late-opening business to be directly bordering residential properties.
- o The encroachment of a drive-through, active during pre-dawn and late-night hours will bring constant engine-idling noise, start/stop engine activity, speaker-box ordering calls and lighting glare, further eroding the residential character and impacting residents, beyond a long-hours restaurant - which would already be unacceptable.
- o The intensification of use, extended periods, noise, lighting are not compatible with the locality's established character, scale and quiet-hour expectations, with or without a drive-through.

Compensation for success

- o If McDonald's are more successful than the planning process identifies, it is local residents and council taxpayers that are left bearing the consequences with McDonald's reaping the reward, and the planning process gives McDonald's every incentive to underestimate their predicted success.
- o Increased success brings increased traffic, ruining the area for those not visiting McDonald's increasing delays, frustration and pushing traffic onto residential streets. Ultimately this would require more significant rework of the Kenneth Road / Condamine St and Roseberry St road network, causing additional cost and nuisance for locals.
- o Without provision in the planning process requiring McDonald's to pay for road alternations should the impact be worse than modelled, local residents and council taxpayers will pay \$M's while McDonald's make an increased profit.

Conclusion & Requested Outcomes

For the reasons above, I respectfully request that Council:

1. Refuse DA2025/0132.

If not refused outright, prior to any decision

2. Require a comprehensive independent traffic and safety impact assessment covering all operating hours including full queue-spillback modelling, school-peak analysis, and rat-running potential around the surrounding residential streets.
3. Commission an independent intersection capacity and pedestrian safety review, given the documented LOS F failures at Condamine/Kenneth and the proximity to schools.
4. Seek additional public-health and waste-management measures (rodent control plans, secure bin storage) before any approval,
5. Review whether existing McDonalds premises under Council's jurisdiction have operated within the modelled levels of traffic and adhered to their health and safety commitments & expectations of their respective development applications and approvals.

If approved, despite the significant body of local objections

6. Require McDonald's to fund future traffic remediation, if the traffic visiting McDonalds exceeds modelled levels, and for this funding to include remodelling of the Roseberry St / Kenneth Rd. roundabout, remodelling the section of Kenneth Road between the roundabout and Condamine St, installing a footbridge across Condamine St to increase the time available for traffic to turn into and out of Kenneth Rd.
7. Reduce operating-hour limits to be consistent with surrounding businesses to protect residential amenity, suggesting 7AM to 10PM, with the drive through closing at 9PM to allow nearby residents, children etc. to sleep.
8. Require McDonalds to fairly compensate nearby residents to cover the costs of installing noise and light remediation, such as double-glazing, black-out blinds etc.

I trust these matters will be given full consideration.

Yours faithfully,