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To: DA Submission Mailbox
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03/06/2025

MRS NATALIE CHEW
26 - 26 CHANDOS ST
MANLY VALE NSW 2093
[REDACTED]

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

Further to our letter of objection emailed on 10/3/25, we would like to again express our complete objection to the proposed DA2025/0132 by McDonalds to take over the site on the corner of Rosebery St and Kenneth Road, Manly Vale/Balgowlah.

I do not find that any of the applicant's revisions have addressed the concerns raised, nor those of the community.

In particular, I wish to draw your attention to several errors of fact, methodological flaws, and unjustified assumptions in just two of the supporting documents that alone represent sufficient grounds to reject the proposal:

TRAFFIC REPORT FOR PROPOSED McDONALD'S, 37 ROSEBERRY STREET,
BALGOWLAH, COLSTON BUDD ROGERS & KAFES PTY LTD, REF: 12473/1

Issue 1: A single sample traffic survey cannot be considered statistically representative of the site. It should be noted that the weekend sample was taken outside the peak winter sports season and the weekday sample was not taken during peak school and work commuter times from Monday to Thursday. A more comprehensive study over a longer period including peak times should be included and a more detailed assessment of the queuing impacts at surrounding intersections.

The applicant makes reference to surveys of the five metropolitan McDonald's sites reported in the 2016 study on which the rates set out in the Transport for NSW Guide to Transport Impact Assessment are based to justify their traffic projections, assuming a simple average to be representative. However, the Balgowlah application is clearly targeting above average throughput based on the above average provision of Total lane capacity + waiting bays (15 for Balgowlah vs. an average of 13 in the report). Scaling for this difference, and Sydney population growth of 13.5% since 2016, would imply weekday PM and Saturday midday road network peak hour traffic generations of 192 and 195 vehicles per hour. These are well above those assumed for the proposed Balgowlah McDonald's, once again reinforcing that the traffic modelling is flawed, and that impacts have been grossly underreported.

Issue 2: The subject site at Balgowlah was rated within the medium range of expected trip generation based on no exposure to an arterial road (Condamine Street). However: 1) There is clear line of sight from Condamine St, to the oversized signage on the NW corner of the site, and 2) Through advertising on the arterial road and other means, the public will soon be aware of the development, and hence significantly greater traffic draw should be considered. It beggars belief that only twenty additional movements per hour have been modelled from a pool of 3000 transits on Condamine St. Reference to 'Trip Generation and Parking Demand -

Surveys of Fast Food Outlets - Analysis Report' (Bitzios Consulting 2016) would suggest traffic generation of at least 250 to 270 trips per hour instead of the 140 to 180 assumed.

Issue 3: The SIDRA traffic modelling appears to be technically flawed. The report notes that queuing on the Roseberry Street approach to the roundabout can extend past the site in the weekday afternoon and Saturday midday peak periods. Consequently, the four relevant intersections (Condamine-Kenneth, Kenneth-Roseberry, Roseberry-Site and Roseberry-Hayes) should be remodelled as a coupled system, including the the new roundabout proposed for the Roseberry-Hayes St intersection..

Balgowlah McDonalds Odour Amenity Assessment, SLR Consulting Australia, Project No.: 610.032293.00001

No updated Odour Assessment was provided.

Issue 1: The site odour assessment is based on the assumption that odour potential in the location "is so different to existing odour sources in the area that it does not have potential to create a cumulative impact" despite the close presence of a KFC at the Condamine-Kenneth intersection.

Issue 2: Inadequate justification is given to deeming it unnecessary to have discharges 'Treated to reduce concentration of contaminants when necessary' as per AS 1668.2-2024. The fact that McDonald's standard design does not include treatment of emissions and there are multiple similar restaurants operating without them is irrelevant to: 1) the specifics of this site, e.g. residential boundaries within 20m, and; 2) contemporary understanding of the potential health risks of discharges and community expectations. Similar concerns can be levelled at the cursory dismissal of 'Installation of carbon adsorbers or more intensive techniques to remove odours' and 'Advanced control techniques' recommended in the Local Air Quality Toolkit.

Light Pollution Assessment

In addition to traffic and odour issues, the proposal includes perimeter and drive through lighting and multiple illuminated signs on both Kenneth Road and Roseberry Street from 5am until midnight. This could cause significant lightspill into residential premises just 20m away from the proposed site. Despite The Crime Risk Assessment referring to the site being well lit night and day including the car park, there is still no assessment of the effect of this on nearby properties or of any mitigation measures such as dimming after hours, brightness settings or shielding for residential properties

I strongly urge the Northern Beaches Council to reject the application unless the concerns raised above are adequately addressed with additional studies and mitigation measures. The proposed development as it is will still contribute to increased traffic congestion, noise, light and odour pollution. A more suitable location, on a main road and away from residential and high-traffic intersections, should be considered if this development is to proceed.

Regards

Natalie Chew