
From: DYPXCPWEB@northernbeaches.nsw.gov.au
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To: DA Submission Mailbox
Subject: Online Submission

04/06/2025

MS Alicia Nagle
2C / 31 - 31 Quirk RD
Manly Vale NSW 2093
[REDACTED]

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

To Claire Ryan
The Assessing Officer
Northern Beaches Council

Subject: Supplementary Submission Regarding Amended Plans for DA2025/0132 - McDonald's, 37 Roseberry Street, BALGOWLAH NSW 2093

Dear Claire,

This submission is a supplementary response to my original objection dated 9th March 2025 concerning the development application DA2025/0132 for a McDonald's at 37 Roseberry Street, Balgowlah. I have now reviewed the "Request for Further Information Response Letter" (dated May 13, 2025) submitted by SLR Consulting Australia Pty Ltd (SLR) and other documents provided on behalf of McDonald's, which outlines amended plans and responses to issues raised.

While I acknowledge some of the proposed amendments, I maintain significant concerns that the development, even as revised, will have a detrimental impact on our local area.

1. Acknowledged Amendments

I note some of the key amendments proposed by the applicant:

Reduction in operating hours from 24/7 to 5:00 am - 12:00 am (midnight), Monday to Sunday. Overall reduction in the scale and number of proposed signage, including a reduction in the pylon sign height from 9m to 5.725m, and the removal of flagpoles and a standalone blade wall sign.

The addition of an acoustic screen to the roof.

2. Outstanding Concerns

Despite these changes, several of my original concerns remain inadequately addressed or are not resolved by the applicant's amended proposal.

2.1 Traffic Congestion and Management

My primary concern, as detailed in my original submission, remains the severe and existing traffic congestion in this precinct.

SLR asserts that their submitted Traffic Impact Assessment (TIA) and Traffic Response

(referenced as Attachment C in their letter) demonstrate no "unacceptable traffic or congestion issues". However, the daily reality of bottlenecks along Kenneth Road, Roseberry Street, and Condamine Street, particularly during school drop-off/pick-up times, peak hours, and weekends, suggests that any additional traffic generation from a high-turnover establishment like McDonald's will exacerbate an already critical situation.

Within the document prepared by Colston Budd Rogers & Kafes Pty Ltd, the signalised intersection of Condamine Street and Kenneth Road is a key concern. Based on their regular observation, this intersection is currently operating at maximum capacity. Any minor increases in traffic volumes associated with the McDonald's development are expected to significantly worsen the performance of this approach and create further delays.

It is unclear whether the applicant's TIA fully accounts for the cumulative impact of the numerous existing commercial and residential developments I previously listed, nor the specific traffic patterns generated by the B-Line bus stop and its 150-space car park with its sole entry/exit on Kenneth Road.

The applicant notes their SIDRA model analyses site access, with the proposed driveway approximately 30 metres from the Kenneth Road/Roseberry Street roundabout. Given the frequent traffic queues extending along the site's entire frontage, this close proximity is still highly problematic.

Regarding the applicant's proposed mini-roundabout at the intersection of Roseberry Street and Hayes Street, this cannot be supported as a viable solution. Rather than alleviating congestion, it is anticipated that such a roundabout would create further bottlenecks along both Roseberry Street and Hayes Street. Additionally, it would negatively impact businesses whose driveways are adjacent to the proposed mini-roundabout, potentially hindering their access and operations. This proposal requires rejection, not deferral of detailed designs to "post consent".

Furthermore, the removal of on-street parking on Roseberry Street (and any impact on the median strip) to accommodate aspects of this development cannot be supported, as it would reduce valuable parking resources for existing residents and businesses.

My original concern about the poor location for any McDonald's driveway remains. The SLR response refers to updated Architectural Drawings (Attachment B) which haven't seemed to be uploaded to the DA section of council's website. Without viewing these, I cannot assess if any driveway modifications meaningfully improve safe ingress/egress without further disrupting Kenneth Road or Roseberry Street traffic.

2.2 Operating Hours, Amenity, and Anti-Social Behaviour

While the reduction in operating hours to 5:00 am - 12:00 am (midnight) is a change from the initial 24/7 proposal, these hours still extend significantly beyond the general 11:00 pm closing time of other food businesses (like KFC) in the immediate vicinity. This area remains largely suburban in character, without other late-night venues that would typically draw activity after 11:00 pm.

I remain concerned that operations until midnight will introduce unwelcome late-night noise, patron activity, and potential for increased litter in close proximity to residential areas, undermining local amenity.

SLR states the reduced hours "seek to minimise any crime or anti-social behaviour" and references their Crime Risk Assessment and CPTED strategies. However, my original request for a comparative report on safety, anti-social behaviour, and police involvement at other comparable McDonald's locations (e.g., Brookvale, Warriewood, Cremorne) has not been addressed. Such information would provide a more realistic assessment of potential impacts than a site-specific CPTED assessment alone for a new venue. The concerns about attracting individuals to the area late at night, potentially facilitated by the 24/7 B-Line service, are only partially mitigated by a midnight closure. Redfern and the City of Sydney Council has recently

unanimously rejected a McDonald's restaurant development for this exact reason and I share the article here: <https://www.theguardian.com/australia-news/2025/may/14/sydney-council-blocks-plan-for-redfern-mcdonalds-over-fears>

2.3 Environmental Considerations - Landscaping and Canopy Cover

SLR mentions that "proposed landscaping" combined with signage amendments will ensure an "appropriate level of streetscape amenity" and refers to updated Architectural Drawings (Attachment B).

As stated in my original submission, the existing site has limited buffer planting or canopy cover. Without access to the detailed amended landscaping plans, it is impossible to determine if the proposal genuinely provides an adequate green buffer to residential areas or contributes meaningfully towards the NSW Government's 40% canopy cover target. I urge Council to rigorously assess these plans for substantial planting and mature tree provisions if indeed the application has any opportunity to proceed.

2.4 Cumulative Impact and Future Development Pressures

As outlined previously, Manly Vale and Balgowlah have experienced significant development and are slated for increased residential density due to planning reforms from the NSW Government. Adding a high-volume, car-dependent fast-food outlet, even with the proposed amendments, places further avoidable strain on already burdened local infrastructure (roads, shops, public transport amenity) and is inconsistent with the need to manage these growth pressures responsibly.

2.5 Health Impacts

While I note SLR's position that "food choice is not a planning matter for consideration under the EP&A Act", the proliferation of fast-food outlets in our community, particularly with one already existing (KFC) in such close proximity, remains a valid and widespread community concern regarding public health outcomes.

3. Conclusion

While I acknowledge the applicant's attempts to address some of the initial concerns through amendments such as reduced operating hours and modifications to signage, I firmly believe that the core issues rendering this development unsuitable for the proposed location have not been adequately resolved.

The anticipated negative impacts on traffic congestion, local amenity (particularly due to late-night operations extending to midnight), and the cumulative strain on infrastructure in an area already under significant development pressure remain unacceptable.

Therefore, I reiterate my strong objection to Development Application DA2025/0132 and urge the Northern Beaches Council to refuse this application. The proposed amendments do not sufficiently mitigate the detrimental impacts this development would have on our local community and the character of the Manly Vale/Balgowlah area.

Thank you for considering my supplementary submission.

Kind regards,
Alicia Nagle