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To: DA Submission Mailbox
Subject: Online Submission

28/02/2025

MR Phillip Lambley
23 Innes RD
Manly Vale NSW 2093
[REDACTED]

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

To whom it may concern,
I have reviewed the planning submission documents and there a number of reasons why this development is not suitable for this site. Please see below noting the information lacking or incorrect which demonstrates why this development should be denied.

RE: Review of the proposed McDonald's Restaurant at Balgowlah

Architecture

- ☐ No seating is shown on the architect plans DA101 and DA300, considering 52 dining seats are mentioned in the Statement of Environmental Effects.
- ☐ There is no mention on whether the restaurant is open 24 hours or is it just the drive through, with the restaurant open on restricted hours.

Flooding

- ☐ Flood evacuation route takes both pedestrians and vehicles through the flooding in both the 1% AEP and PMF
- ☐ Council advice that the site has a Hazard classification of H1-H4.
- ☐ H1 is generally safe for people, vehicles and buildings
- ☐ H2 is unsafe for small vehicles
- ☐ H3 is unsafe for vehicles, children and the elderly
- ☐ H4 is unsafe for people and vehicles

The flood evacuation route proposed in Figure 3 of the flood report has both pedestrians and vehicles passing through the flood waters in both the 1%AEP and the PMF as shown in figures 1 and 2 of the report. This poses a safety risk to both pedestrians and vehicles.

- ☐ The classification that the development is a take way food and drink premises is contrary to the development application stating the development is a restaurant where people can dine in.

☐ As the site is impact by flood events as noted by Council, the flood report claims to be in accordance with Flood Impact and Risk Assessment Flood Risk Management Guide LU01, however the report lacks the necessary information required as per the guide namely:

- ☐ Up to date flood modelling as the BMT WBM report is dated 2013 and there has been changes to Rainfall intensities as set by Australian Rainfall and Runoff 2021,
- ☐ No comment on current climate change requirements
- ☐ No flood maps for the 5% or 10% AEP, 0.5% AEP, 0.2%AEP or PMF
- ☐ No Flood Impact and Risk Assessment report
- ☐ No consultation with State Emergency Services (SES).

This is important information required at DA application not after approval so an informed

decision can be made.

Traffic

- ☐ The development should be noted as McDonalds restaurant not just McDonalds as this will assist in understanding the planning requirements. This proposal is not just a takeaway food and drinks premises as there are proposed 52 dining seats.
- ☐ The Existing Conditions Section is poorly written and incorrect, as Kenneth Road adjacent to the site does not provide one parking lane and one traffic lane in each direction. In fact it only has this on the northern side of Kenneth Road.
- ☐ The description of the traffic counts is vague as there is no mention of the actual time period when the counts were taken. How can the traffic engineer assume the Friday afternoon and Saturday midday be the peak period in the precinct. Two periods of traffic counting do not provide adequate understanding of the existing conditions. Generally, for a development of this size a 7 day / 24 hour traffic count would be more appropriate considering the development has proposed operating 7 days / 24 hour. This would give a full understanding of the peak hours through the precinct.
- ☐ The number of heavy vehicles appears to be underestimated considering the proposed development is within the Balgowlah Enterprise Corridor which includes Woolworths, Aldi, Harvey Norman, Bunnings, North Shore Cement & Sand, Northern Beaches Council's Balgowlah depot. The traffic counts taken on Friday afternoon and on Saturday midday would not be the peak times for deliveries, but the heavy vehicle peak may coincide with the other high vehicle numbers to cause the intersections to fail at different times to those considered by the traffic engineer.
- ☐ The traffic analysis only investigates the current traffic conditions, there is no mention of traffic conditions as a result of traffic growth caused by the development and the impact on the intersections.
- ☐ The traffic report recommends Option 2 being the removal of parking bays on the eastern side of Roseberry Street and the introduction of 'No Queuing' line marking at the proposed driveway to prevent vehicles from obstructing entry into the development. This option is considered inappropriate as Transport for NSW generally will not approve the line marking for private developments as it is normally only used at facilities where emergency vehicles are required. Also, there is no mention of any traffic analysis being undertaken at the Kenneth Road / Roseberry Street roundabout for events when there is traffic backlogging out of the development and into the roundabout. This regularly occurs at the KFC on Kenneth Road and blocks the Condamine Street / Kenneth Road intersection. There are also delays on Winbourne Road at the entrance of the McDonalds restaurant Brookvale when the drive thru is slow serving customers.
- ☐ If the development is approved, Option 1 should be the preferred as vehicles travelling from the north on Condamine Street should continue through the Condamine Street / Kenneth Road intersection and turn left into Hayes Street and then left into the site. Wayfinding signage can direct the vehicles similar to Brookvale McDonalds. This would also remove the need for a roundabout at Hayes Street and Roseberry Street.
- ☐ The traffic effects in point 3.2.4 dot point 3 mentions the traffic flows on Roseberry Street in the weekday morning and afternoon peak hours. How can there be an impact in the morning peak hours when those hours were not the period of analysis as mentioned in Section 2.6 of the report.
- ☐ The Existing + Development traffic analysis does not mention which option was used in the analysis.
- ☐ The main issue with the Condamine Street / Kenneth Road intersection from the eastern side of the intersection is the right turn phase. The storage lane is approximately 35m long which can normally store approximately 6 vehicles, so when added to the pedestrian filter phase for pedestrians crossing Condamine Street, there is little time for the cars to turn right,

resulting in the storage lane not clearing and the right turning vehicles block the through lane on Kenneth Road. Then this will block the roundabout as it is only a single lane roundabout. Upon reviewing the SIDRA modelling results, there is no mention of the storage required to achieve the level of service stated in the report.

- Why does the SIDRA results show at least three lanes for each leg of the roundabout when it is a single laned roundabout on all approaches.

- Section 3.4 of the traffic report states that McDonald's is consistent with the government objectives and planning principles of Active Transport, which is a reduction on the dependence on cars and promoting public transport, walking and cycling. This appears to be contradictory as the proposed development is promoting the use of cars through the introduction of a drive through.

As it can be seen from the points above, there are plenty of reasons why the McDonald's restaurant proposal is not supported in this location.