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**Sent:** 5/06/2025 7:50:31 PM  
**Subject:** Submission Against McDonald's DA2025/0132  
**Attachments:** My Submission Against DA2025 0132 20250605.pdf;

To NBC and Claire

Please find attached my Submission Against DA2025/0132.

Kind regards  
Rachael

5 June 2025

To Whom It May Concern,

I am writing to you in relation to the proposed McDonald's site at 37 Roseberry St Manly Vale, DA 2025/0132.

I have lived at 41 Roseberry St for almost 15 years and during that time I have seen the negative impacts of the Bline Bus Stop, Aldi, Woolworths and Bunnings have had on the community. The traffic is horrendous now, and anti-social behaviour has increased with the introduction of the Bline Bus Stop and operations.

All the reports submitted for the DA are biased, downplay the true impacts, overlook existing conditions and the fact there are residential units close by, and conveniently leave out potential impacts. NSW Transport, and the Police have not been engaged. McDonald's at Brookvale is already known for it being unsafe due to the criminal activity of its patrons. This location is not near a Bline Bus Stop, which would increase the risk of crime at this proposed location.

I have provided 6 reasons why I am against this DA Application:

## **1. Traffic Impacts**

The amended traffic report submitted by McDonald's claims that the proposed development will have a "minimal impact" on traffic. However, I challenge the accuracy of that claim for these six shortcomings in the report:

### ***1.1 Existing congestion discounted***

- The existing traffic on Roseberry Street and Kenneth Road is already congested, particularly during weekday afternoons and weekends.
- The report acknowledges queuing on Roseberry Street "extends past the site" during peak periods due to spillback from the Condamine Street signals. But then ignores it by concluding the intersection operates at Level of Service (LOS) B/C, which contradicts frequent on-site road rage incidents, horn use, and driver frustration—clear signs of more severe congestion than reported.

### ***1.2 Inaccurate view of "Minimal Impact" to traffic increase***

- The report uses outdated or generalised traffic generation averages, citing 180 vehicles/hour on Saturday peaks as "appropriate" despite newer Transport for NSW guidelines suggesting up to 267 vehicles/hour.
- Even using the lower estimates, Roseberry Street (near the site) could see up to 90 extra vehicles/hour in peak times. For a congested street, that's not minimal.

### ***1.3. Ignoring the Already at Capacity Intersection of Condamine St/Kenneth Rd***

- The intersection operates at Level of Service F on key approaches during peak times, with right-turn queues spilling back into the roundabout at Roseberry St/Kenneth Road, confirming real-world delays.
- The addition of McDonald's traffic—even 40–60 vehicles/hour more—will exacerbate bottlenecks, especially for vehicles turning right onto Condamine St.

### **1.4 Site Access Will Aggravate Flow**

- Access is now restricted to left-in/left-out only, with a narrow 410 mm median installed on Roseberry Street. However, drivers may still attempt illegal turns or u-turns, particularly given frustration during congestion.
- The risk of driveway blockage due to upstream queuing remains high and may spill into traffic lanes, causing additional delays and safety concerns.
- An additional roundabout at Hayes St will have more negative impacts, as those waiting to take the third exit (head back) will block the movement of north traffic waiting for south traffic to be clear to go 360 back the other way.
- The area already houses Woolworths, Aldi, Bunnings, Harvey Norman, Coles, KFC, Coco Republic and others, drawing heavy weekend traffic.
- The proposed McDonald's will compound this weekend saturation, especially with its drive-through traffic mixing with existing flows—an impact inadequately addressed in the report.

### **1.5 Ignoring Human Behaviour**

- The models do not account for driver impatience, illegal manoeuvres, road rage, or verbal abuse—all of which have been observed and occur at the Kenneth Rd/Roseberry St roundabout and other nearby intersections.
- These behavioural issues are exacerbated when traffic exceeds expectations, which is likely given the underestimation of volumes.

### **1.6 Planning Report Inaccurate**

- It relies on flawed and outdated traffic data.
- It ignores real-world congestion and fails to reflect actual usage patterns and risks.

## **2. Updated Hours of Operation**

The move from 24 hours to 19 hours, 7 days a week doesn't minimise noise, crime, or negative residential impacts. I have shared the following four points:

### **2.1. Noise Pollution Won't Decrease**

- Early morning hours (5:00am–7:00am) are still highly sensitive for residents, especially families with young children or shift workers. These hours often have lower ambient background noise, making any customer activity more disruptive.
- Staff arrive before 5:00am to prepare the store for opening, generating vehicular and operational noise before trading even starts.
- Drive-through intercoms, exhaust fans, refrigeration compressors, and garbage collection still operate and can be heard by nearby residents regardless of business hours.

### **2.2 Crime and Anti-Social Behaviour Is Increased**

- Anti-social behaviour is not limited to midnight–5:00am. It can occur any time, particularly in the evenings and early mornings when young people gather before or after events or night shifts.
- A McDonald's operating **until midnight** still provides a late-night destination that can attract; Loiterers, loud or aggressive groups, and disputes, particularly from groups exiting pubs or bars before midnight.

- A car park at the location provides the opportunity for loiterers, teenagers, loud or aggressive groups to congregate either on their e-bikes or in cars.
- Nearby residents will still be exposed to horns, engines, yelling, and fights, especially if no active night management or security staff are present.
- The Police have not been engaged for their view and experience with the McDonald's at Brookvale where crime and anti-social behaviour is an issue.

### **2.3 Light Pollution Remains**

- While the store may close at midnight, security lighting, signage, and advertising displays typically remain illuminated overnight, particularly at high-profile branded outlets like McDonald's.
- The visual glow of illuminated signs and drive-through canopies can still reach nearby bedrooms and disrupt sleep.
- Even if lighting is dimmed, it is still visible in low-ambient residential areas, particularly upper-level units.

### **2.4 Nearby Residents Unfairly Impacted**

- Simply reducing operating hours does not eliminate the core conflicts, it allows operation during sensitive hours (early morning and late night)
- A business operating 7 days a week from 5:00am until midnight still dominates the neighbourhood in terms of traffic, noise, and lighting—well beyond typical business hours.
- Residential amenity is not just about noise at night; it also includes parking spillover, litter, odour, and drive-through queuing, which persist during all hours of operation.
- Continues to attract crime risk and loitering even outside of operating hours

The amended reports are largely cosmetic and does not resolve the core concerns raised by residents. For meaningful mitigation, far stricter operational controls and physical buffering are required.

## **3. Crime Risks and Anti-Social Behaviour**

The Crime Risk Assessment underestimates the existing safety issues in the area and fails to address how a McDonald's open 5am to midnight could worsen crime and anti-social behaviour that is already a problem due to the Bling and will encourage underage groups of people to loiter. Key risks include:

- Increased loitering, vandalism, and graffiti
- Higher likelihood of alcohol-fuelled fights and conflicts
- Intimidation of nearby residents and commuters
- Drive-through incidents involving aggressive
- Greater police call-outs and stretched resources
- Teenagers have already assaulted local residents in Kenneth Rd

## **4. Environmental Pollution**

The long list of environmental impacts, the Statement of Environmental Effects again downplays the negative environmental impact of a 19hrs per day McDonald's. There will be increased air and noise pollution, light spill into unit blocks, odour emitting from the site, littering from the customers, and stormwater contamination, all of which are not fully accounted for, making the report inaccurate. All these impacts will immediately be felt by neighbouring residential residents, across the street.

## **5. Negative Impacts on Neighbouring Residents**

Having a McDonald's open 19 hours a day, 7 days a week next to residential units have many direct negative impacts:

- Impacts financially to value of properties – many real estate agents have stated that it will have a negative impact on the value of our properties especially due to noise, rubbish, smells and anti-social behaviour.
- Noise, Air and Light pollution – all of which will increase significantly from the building itself and signage, the cars, customers and loitering and anti-social behaviour.
- Vermin are already an issue from the Bline, additional rubbish and littering will exacerbate the problem.

## **6. Impact on Local Character and Amenity**

The development will not enhance the local area as there will be a loss of Local Business and Identity, the site currently houses a coffee roaster, which contributes to the area's unique character. There is a huge visual impact having a large corporate fast-food chain with bright signage and high traffic flow does not match the existing immediate streetscape, which includes smaller limited hour business and residential apartments. Historically residents near McDonald's locations often report feeling unsafe due to increased noise, vandalism, and disturbances.

McDonald's chose to leave Manly and Fairlight locations but now want to re-enter the area.

With all the reasons listed above, it astounds me that the Northern Beaches Council is even entertaining the DA.

I am hoping that the Northern Beaches Council review the reports with due diligence, questioning the information provided, seeking TfNSW and Police engagement all without being pressured by a big corporation.

Kind regards,

Rachael