
From: [REDACTED]
Sent: 5/06/2025 3:32:04 PM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: DA2025/0132
Attachments: DA2025_0132 McDonalds Manly Vale_June.pdf;

Hello NB Council

Please see attached my objection for DA2025/0132.

Please keep my personal details private from the public version.

Thanks

[REDACTED]

To: Northern Beaches Council

Subject: Objection to DA2025/132 – Proposed McDonald's at 37 Roseberry Street, Balgowlah

Dear General Manager and Development Assessment Team,

I am writing as a concerned resident to formally object to the proposed development application DA2025/132 for a McDonald's restaurant at 37 Roseberry Street, Balgowlah.

I wish to draw Council's attention to significant traffic, safety, environmental, and community concerns associated with this proposal, which are substantiated by two recent independent peer reviews prepared by McLaren Traffic Engineering (dated 4 and 5 June 2025). These reviews highlight serious deficiencies in the proponent's traffic impact assessment (TIA), conducted by Colston Budd Rogers & Kafes (CBRK), and underscore the inappropriateness of this development within a residential setting. These documents have been provided to Council by Strata Plan 83233 objection to the proposed development.

Furthermore, the amended DA fails to address any issues identified in the first version. The DA does not include transparency, it is riddled with non-compliances and is in contradiction to Council's Towards 2040 Plan.

Traffic Impact Underestimated and Modelled Incorrectly

- The TIA underestimates peak traffic generation by 58 trips during weekday PM peak and 78 trips during Saturday midday peak, using inappropriate "network peak" rather than more relevant "site peak" periods which coincide with school pickup times (3–4 pm).
- The nearby road network already experiences a Level of Service (LoS) F on the Kenneth Road eastern approach, with excessive queueing and unacceptable delays, especially at the Condamine Street intersection.
- The SIDRA traffic models used by the proponent were not properly calibrated for real-world conditions such as signal phasing, pedestrian activity, and queue lengths. No calibration reports or raw traffic data were provided.
- Passing trade traffic has been modelled incorrectly, failing to account for diverted traffic movements that would further worsen congestion at already constrained intersections and roundabouts.

E-bike traffic and safety

The unregulated e-bike situation in NSW, is rapidly becoming a safety issue for both pedestrians, other bike riders and vehicles. The combination of schools kids, local youths, meal share drivers (Uber etc) all convening on a location with serious traffic issues already, lack of pedestrian and active modes of transport infrastructure (e.g. bike lanes), and road infrastructure that is beyond capacity already – a McDonalds adds further risk of serious injury and or death from drastically increasing the interaction of these transport modes.

The recent death in Perth (June 2025) of a drunk e-bike rider colliding with a pedestrian, also highlights the higher risk of drunk people from Manly then using e-bikes to get to McDonalds and colliding with pedestrians and or other vehicles.

Non-Compliance with SEPP (Transport and Infrastructure) 2021

- The proposal would **generate over 200 vehicle trips during Saturday midday**, triggering **Clause 2.122 of the SEPP (Transport and Infrastructure) 2021**, which requires referral to **Transport for NSW** – something the current documentation does not indicate has occurred.

Design and Access Issues

- The **proposed 410 mm centre median** does not meet the minimum 500 mm width requirement under Austroads standards, compromising safety and accessibility for both general and service vehicles.
- The proposed median is not an appropriate solution to the traffic, and does not adequately provide any relief of the traffic Mc Donald will cause.
- The **mini roundabout** at Hayes Street/Roseberry Street does not accommodate larger vehicles (e.g., delivery trucks for all the supermarkets, retail stores (Harvey Norman, Bunnings, Coco Republic etc) and North Shore cement, and Council waste trucks), as appropriate **swept path assessments using checking vehicles** were not completed.
- Vehicles accessing the site from the north must complete **unsafe U-turns** at the roundabout, adding midblock traffic and increasing risk for pedestrians and cyclists.

Incompatibility with Residential Amenity

- McDonald's fast-food operations introduce late-night noise, increased litter, and loitering, incompatible with the surrounding low-density residential character.
- The reduced hours of operations 5am to midnight, is basically all night – with only 5 hours its not open but still does not account for opening and closing windows on either side of operation. This severely impacts local residents ability for sleep, and quiet. It also severely continues to impact the local air quality and impacts the smell of the neighbourhood. The extremely close proximity to schools and family homes, will result in a negative impact to community wellbeing and safety.
- Loss of on-street parking spaces and reduced walkability would impact existing residents, especially elderly and school-aged pedestrians.
- The lower signage does not all reduce the impact that it will have on the residential buildings that surround it.
- The amended DA does not adequately negate the impacts from light, and noise, drive through noise – again negatively impacting the residents surrounding the site.

Lack of Due Process and Incomplete Assessment

- The proponent's submission lacks adequate evidence, including critical SIDRA model inputs and justifications, which would be required for any robust decision-making process. It demonstrates McDonalds clear approach to skew information, and avoid transparency and accuracy for the DA, as such the DA should be declined on this alone.
- No road safety audit has been undertaken for the roundabout or for assessing the risks to vulnerable road users in this area, particularly children walking to nearby schools. Again highlighting the disregards by McDonalds for safety and the impacts of their site will have on the community and other businesses in the area.

Pests and vermin

The updated DA does not address the increase in vermin (mice, rats) and pests that will be supported to breed in Manly Vale through ongoing and free access to food waste, food pollution, and bins.

This further puts the local area domestic animals, humans at risk of developing leptospirosis by increasing the interaction of rats, standing water and waterways in the area.

Crime and safety

The reduced operating hours proposed do nothing to address the anti-social behaviour. The drive through, the car park, both encourage loitering. With the combination of the B-Line car park which is already used for loitering, drug taking (several needles continue to be found around the carpark), homeless people accommodation, as well as people living in their cars on the top floor – it further supports and encourages anti-social and crime behaviour.

As it is the area is already impacted from the B-Line and KFC operating hours which end at 10pm!

Local business and entrepreneurs

Manly Vale is an area of cafes, food trucks and family-owned restaurants. The introduction of a McDonalds will negatively impact their ability to continue to operate and hire local people for work – directly impacting the long term local economy of Manly Vale.

The traffic that will be caused by the site, will make it harder for customers to also park and access these other businesses – posing a risk of these customers avoiding the area, again causing financial strain to these local businesses.

Strategic Planning – Towards 2040

The McDonalds site would not positively or long term contribute to the training and long term employment of residents of the Northern Beaches. The site itself does also not align to a SINGLE priority of the Northern Beaches Towards 2040, highlighted in

my previous submission to Council as well. The updated DA again does not include any amendment or feature that changes this either.

Conclusion

Given the significant and unresolved issues relating to:

- traffic congestion and safety,
- non-compliance with planning policy,
- design flaws,
- impacts on residential amenity,
- and a lack of transparent data and modelling,

I respectfully urge Northern Beaches Council to refuse DA2025/132. This development is unsuitable for this location and would pose a detrimental impact on the safety, character, and liveability of the Manly Vale and Balgowlah community. It also presents a bigger and longer-term strategic opportunity to address the education and community needs goals of the Northern Beaches Towards 2040 Plan.

Yours sincerely,

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