
From: [REDACTED]
Sent: 24/05/2025 11:06:20 AM
To: Council Northernbeaches Mailbox
Subject: DA2025/0132 - Objection to Amended Plans - 37 Roseberry St Balgowlah
Attachments: Roseberry St 2 (very low).mov;

To whom it may concern

I refer to the amended plans for DA2025/0132 and wish to provide a further objection.

1. Traffic

The concerns raised by hundreds of residents and local businesses regarding traffic will not be addressed by the amendments proposed. In my view the current traffic issues will actually be exacerbated by:

- The **additional roundabout** at the intersection of Roseberry and Hayes Streets (described by CBRK as a “mini-roundabout”). The reality is that cars utilising Roseberry and Hayes Streets will ultimately queue across the roundabout and block the flow of traffic. This is what happens at the roundabout further down at the intersection of Kenneth and Roseberry Streets. The result being, not one, but now two pressure points. The intersection at Roseberry and Hayes Streets is a busy intersection with the carpark entrance at 14 Roseberry Street and, a few metres down, delivery trucks reversing and exiting North Shore Cement & Sand at 20 Roseberry Street. To have cars/trucks reversing/entering at a roundabout is not safe;
- The placement of a **27m long median strip** in Roseberry Street will prove to be a hazard to trucks which will swerve to avoid hitting it, and will then need to over-correct, potentially endangering cars and, most, importantly, pedestrians. Please refer to the included video demonstrating a Woolworths semi-trailer entering the roundabout at Roseberry Street, veering over the middle of the road (where the median strip would be) in order to have space to make the turn. Also, how this median strip would allow vehicles to safely park on Roseberry Street, opposite the proposed site, I am not sure?

The review of **traffic levels** around the proposed site by CBRK (Table 1) to determine appropriate weekday PM network peak hour and Saturday network peak hour traffic generation rates still relies on data from an outdated RMS 2016 Study of traffic around fast food outlets by Bitzios Consulting. Traffic flow rates in the Sydney area were forecast by the Federal Government to increase by 37% from around the date of that study (2015) to 2030 but in pockets of the Northern Beaches traffic has increased well beyond that. For example, on Burnt Bridge Creek Deviation, **traffic increased 57% from 2016 to 2024** (Transport for NSW Traffic Volume Viewer Average Daily Traffic Count). For the traffic study of this DA to rely on such a severely outdated RMS study is questionable. Anyone who lives in the area knows that traffic around the site of the proposed McDonalds has reached a critical level that already pushes infrastructure to the limits, threatens the lives of pedestrians, frustrates access to existing amenities/businesses and diminishes the quality of life of residents.

Interestingly, the RMS 2016 Study referenced also outlined ‘Traffic Generations’ **at an additional 5 McDonalds sites** and these don’t appear to be referred to in CBRK’s report. For these additional 5 McDonalds, Traffic Generations were a lot higher (222, 208, 206, 260, 206) than the Traffic Generations relied on by CBRK (188, 112, 172, 152, 108) – see below table from the RMS 2016 Study. Were the 5 sample venues from the RMS 2016 Study deliberately chosen in order to keep estimated traffic below the 200 vehicle/hour threshold, and therefore avoid referral to Transport for NSW?

Employees	GFA	Drive Through capacity (inc. waiting bays)	On-site parking bays	Trip Gen - Total
10	270	11	41	188
14	350	15	46	112
10	400	14	33	172
23	350	14	34	152
10	660	11	18	108
13	710	15	42	222
18	450	13	30	208
18	390	36	44	206
18	500	15	41	260
20	370	15	26	206

2. Signage

The proposed signage, though reduced in size in the amended plans, will still cause light and visual pollution. The positioning of the larger sign is directly opposite a residential living area. Kenneth Road on the Northern side, beyond the BLine carpark, is zoned residential and it is ridiculous to suggest that homes be impacted by this.

3. Hours of Operation

The reduced proposed hours of operation from 24/7 to 5am-12pm (Mon-Sun) appears to be a token concession. Again, residents in neighbouring streets will be impacted even by a fast food outlet open until midnight. By the time the 'close' process is complete it will be 1am. Deliveries will occur throughout the night and then staff will arrive at 4am to prepare for the 'open' process. Given there are not businesses in the area that operate in these hours (even Bunnings and Harvey Norman do not accept deliveries during the evening) these amended hours of operation are unreasonable.

4. Loss of On-street Parking

The proposed loss of on-street parking on Kenneth Road to support this development is absurd. There is inadequate parking already on neighbouring streets and to allow a fast-food operation (that residents do not want) to take away further amenity of residents is not justifiable.

Thank you for the opportunity to further comment. I do not feel that the amended plans address the concerns raised by residents. Additionally, at the end of the day, I think the community has broad concerns about this business model in our neighbourhood as outlined in previous objections – concerns that no modifications to the DA could appropriately address. I respectfully request that Council refuse this application outright and stop the 'cat and mouse game' that the Applicant is seeking to play.

Please keep me informed as to when this application will be discussed at a Planning Committee meeting.

Regards, Brigid Asquith-Hunt

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