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**From:** Haakma, Garret  
**Sent:** 5/06/2025 2:37:09 PM  
**To:** Council Northernbeaches Mailbox  
**Subject:** TRIMMED: DA2025/0132 - Objection letter

## Objection to DA2025/0132 – Traffic and Road Safety

Dear Sir/Madam,

I write to object to Development Application DA2025/0132 for a McDonald's restaurant and drive-through at 35–37 Roseberry Street, Balgowlah. This objection is based on substantiated concerns relating to traffic congestion, pedestrian and road user safety, planning non-compliance, and underutilisation of land earmarked for strategic residential intensification under current NSW planning reforms.

### 1. Conflicts with Road Safety and Traffic Legislation

The proposed design includes right-turn access into and out of the site, in contradiction to Council's prior recommendation for a central median on Roseberry Street. This raises risks of traffic obstruction and queuing across lanes and intersections — potentially in breach of Road Rules 132 (queueing), 133 (obstructing intersections), and 128 (obstruction of traffic). These issues remain unresolved and would impact peak periods and school zone conditions.

### 2. School Zone and Pedestrian Conflict

The site is within walking distance of multiple schools (Manly West and Manly Vale Public) and is surrounded by active pedestrian pathways. Peak school drop-off and pick-up times overlap with McDonald's breakfast and dinner peaks. The proposal does not assess the interaction between these uses nor model pedestrian volumes, raising serious concerns under AS2890.1 and Road Rule 74 (failure to yield to pedestrians).

### 3. Failure to Model Weekend or School Peak Periods

The traffic assessment does not include weekend peak modelling or specific analysis of school zone hours (8:00–9:30am, 2:30–4:00pm). These omissions render the modelling insufficient and undermine confidence in the projected vehicle movement figures. Without weekend or peak pedestrian conflict data, the development cannot be properly assessed.

### 4. Non-Compliance with TfNSW Traffic Thresholds

The traffic report provided underestimates likely vehicle volumes to remain under the 200 vehicles per hour threshold and avoid referral to TfNSW. Based on known traffic patterns at comparable McDonald's drive-throughs, this volume will likely be exceeded. Failure to refer this application breaches the intent of the Guide to Traffic Generating Developments and potentially Clause 56 of the EP&A Regulation.

### 5. Proximity to Major Retailers and Bus Depot

The site is immediately affected by traffic generated by nearby ALDI, Woolworths, Harvey Norman, Bunnings, and a council bus depot 100m away. All of these sites generate peak-period congestion and vehicle queuing on Roseberry Street, Kenneth Road, and Condamine Street. The cumulative effect of adding a high-turnover drive-through restaurant to this mix has not been accounted for.

### 6. Signage and Built Form Concerns

The proposed 9m-high illuminated pylon sign conflicts with the Manly DCP 2013 (Part 4.4.3) and SEPP (Industry and Employment) 2021. The scale, visual prominence, and lighting levels are inconsistent with the low-rise, mixed-use character of the area and present additional distraction risks near a roundabout.

### 7. Undermining TOD-Compatible Strategic Land Use

The site falls within a NSW Government Transport-Oriented Development (TOD) precinct, intended for medium-density residential development (4–6 storeys). Approving a surface-level drive-through with car parking is inconsistent with this land use intent and reduces housing yield potential, contradicting strategic goals set by Council and the NSW Planning Department.

#### 8. Roundabout Congestion and Safety Risks at Hayes and Roseberry Streets

The proposed roundabout is presented as a traffic mitigation measure, but in practice, it will:

- Fail to relieve pressure from Roseberry Street, which bears the highest traffic volume
- Introduce queuing issues up to 339m, according to the traffic report itself
- Remove at least 3 on-street parking spaces, impacting residents
- Endanger pedestrians, particularly school children and elderly users, by removing pedestrian priority at the junction

Rather than resolving traffic problems, the roundabout concentrates and redistributes congestion, encouraging u-turns, illegal manoeuvres, and increased circulation on local roads. This measure is not a sustainable solution and reflects the inherent overdevelopment of the site, which is generating traffic well beyond what this network can support.

#### Conclusion and Recommendation

This proposal fails to adequately comply with the relevant road safety legislation, TfNSW traffic thresholds, sightline and driveway controls under AS2890, and signage impact policies. It also overlooks the strategic planning opportunity afforded by the TOD designation.

I respectfully request that Council:

- Refuse DA2025/0132 outright; or,
- Require: a full road safety audit; referral to TfNSW; prohibition of right-turn access; reduced signage height; and alignment with medium-density development objectives.

Yours sincerely,  
Garret Haakma

[Redacted Signature]

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A.C.N. 000 158 592

Registered Office: 150 William Street, Woolloomooloo NSW 2011 Australia