
From: DYPXCPWEB@northernbeaches.nsw.gov.au
Sent: 13/03/2025 6:02:04 PM
To: DA Submission Mailbox
Subject: TRIMMED: Online Submission

13/03/2025

DR Helen Wilkins
13 - 13 Burchmore RD
Manly Vale NSW 2093
[REDACTED]

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

I object to the Development Application for reasons provided below.

I support Council's Traffic Engineer's Referral Response and conclusion that the proposal is (currently) unacceptable.

Reasons for my objection:

- Roseberry Street entering Kenneth Road from the south is frequently a car park (eg. Saturday AM) with queues occasionally extending back beyond Hayes Street. Traffic has been getting gradually worse on Roseberry Street with the increasing introduction of retail uses (supermarkets and furniture stores) into the Enterprise Corridor zone, in addition to increasing through-traffic generated by increasing residential development.
- The Roseberry / Kenneth intersection is heavily used in AM peak-hour and on weekends by traffic turning north and south onto Condamine Street, when it conflicts with traffic going elsewhere via the roundabout. Traffic turning north onto Condamine Street is a frequent blockage that extends back past the Roseberry / Kenneth intersection, preventing vehicles turning south onto Condamine Street, as they are blocked by cars turning north and stationary in the roundabout. This traffic increased noticeably with the opening of the B1 bus Park and Ride.
- When the Roseberry / Kenneth intersection is congested in AM peak-hour (especially) and on weekends, traffic frequently queues back along Kenneth Road, occasionally almost to the Quirk Road intersection. Traffic attempting to turn from Kenneth Road into Roseberry Street will be made significantly worse if the subject DA were to be approved, regardless of traffic interventions.
- I agree that a median strip opposite the proposed new entry is essential, but this will increase traffic congestion at the Roseberry / Kenneth roundabout and in the immediate vicinity generally. Traffic wanting to enter the subject site from Condamine Street would have to turn right at Kenneth Road, do a U-turn along Roseberry Street and come back again, thus making a bad baseline intolerable. Alternatively traffic would need to travel south along Condamine Street, turn left into Hayes Street, and turn left into Roseberry Street. This traffic would conflict with traffic on Hayes Street turning into Woolworths from the east, which regularly banks back into Roseberry Street from both the north and the south. Traffic enroute to the subject site would have priority over the Woolworth's traffic, thus again making a bad

baseline intolerable. It should be noted that traffic travelling south along Roseberry Street that is blocked by traffic turning east into Hayes Street will often mount the curb to get around the queuing traffic.

- I don't agree with removing parking on the eastern side of Roseberry Street in lieu of a median strip. This amounts to a fake solution. It cannot be assumed that vehicles accessing the new entry would follow the rules and not turn right into the subject site, across traffic. It should be noted that on the western side of the Condamine / Kenneth intersection, traffic entering KFC habitually ignore the double-white lines and turn across them into KFC, causing extended queues back to (and occasionally through) the Condamine / Kenneth intersection. A median strip to prevent this should be a consideration of managing the traffic on the subject site.
- The above issues would also be exacerbated by 8.8m long service vehicles having to access the subject site twice a day. They would have to access the subject site from the south along Roseberry Street. But it is difficult to accept that they would have sufficient room to make a left hand turn into the site, assuming there were a median strip opposite the entry. And, if there were no median strip opposite the entry, they would represent a significant safety risk to oncoming traffic.
- It's difficult to accept that the 8.8m service vehicles would not conflict with vehicles accessing the drive-through within the site and with vehicles trying to park within the site.
- The current use of the subject site works because it caters to mainly pedestrian traffic. Note, however, that there are no pedestrian crossings at the Condamine / Kenneth intersection, which represents a current significant safety risk for pedestrians. Should the subject DA be approved, the current safety risk to pedestrians would be significantly increased. Pedestrian crossings on the southern and western sides of the intersection should be a consideration of managing the conflicts between pedestrians and traffic.

I request that the Sidra traffic modelling be made public and public submissions able to be made to it, before final consideration of the DA.

Sincerely
Helen Wilkins, PhD, MUrbanPlanning