
From: Rachael Shupe
Sent: 5/06/2025 8:45:56 AM
To: Council Northernbeaches Mailbox
Subject: TRIMMED: Submission Against DA2025/0132 from SP83233 Office Bearers - Amended
Attachments: DA2025 0132 Objections from Office Bearers SP83233 - Amended.pdf;

To Whom It My Concern,

Please find attached SP83233 Office Bearers Submission Against DA2025/0132.

Kind regards
Secretary
SP83233 Office Bearers

To Whom It May Concern,

We, the Office Bearers of Strata Plan 83233's object to the amended DA 2025/0132. Our residential block is across the road from the 37 Roseberry St site on the corner at 76 Kenneth Rd and 41 Roseberry St Manly Vale.

We have found the original and amended reports to be biased and misleading, they fail to account for accurate effects and impacts on the additional traffic human and vehicular traffic and ignore the residential zone they are next to. None of the reports speak to the direct negative impacts on our residential unit block or neighbouring unit blocks or the area around the proposed DA site. We present our objection to the amended DA at the start of this submission and have also included our original submission for ease of reference for Northern Beaches Council.

While the amended report attempts to justify traffic impacts as minor, the real-world experience, observed queuing and behaviour, and critical pressure points in the road network tell a different story. The modelling does not accurately reflect the congestion already being experienced or the compounding effect McDonald's will have.

TRAFFIC

- 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.
- The amended report still concludes the intersection operates at Level of Service (LOS) B/C, which contradicts frequent on-site road rage incidents, horn use, and driver frustration. All clear signs of more severe congestion than reported.
- The report uses outdated or generalised traffic generation averages, citing 180 vehicles/hour on Saturday peaks as "appropriate" despite newer TfNSW guidelines suggesting up to 267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.
- The intersection operates at LOS F on key approaches during peak times, with right-turn queues spilling back into the roundabout, 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.

- 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.
- The models do not account for driver impatience, illegal manoeuvres, road rage, or verbal abuse, all of which have been observed at the Kenneth Road roundabout and other nearby intersections. The addition of another mini roundabout at Hayes St will just add to driver impatience and anger.
- The above types of behavioural issues are exacerbated when traffic exceeds expectations, which is likely given the underestimation of volumes.
- The area already houses Woolworths, Aldi, Bunnings, Harvey Norman, Coco Republic, Gyms, Furniture Stores, Vets and many other frequented stores, drawing heavy weekend traffic.
- The McDonald's will compound this weekend saturation, especially with its drive-through traffic mixing with existing flows, an impact inadequately addressed in the report.
- 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.
- In some cases, the opening “rush” at 5:00am causes a burst of noise that is just as disruptive as late-night noise.

Crime and Anti-Social Behaviour

- 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 teenage groups.

- Most critically, if the location includes a drive-through, it can continue to attract vehicle-based loitering and noise until midnight and again from 5:00am. All times when surrounding businesses are closed and residents are sleeping.
- Nearby residents can still be exposed to horns, engines, yelling, and fights, especially if no active night management or security staff are present.

Amended Signage

- 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.

Amended Operation Hours

- Shifting McDonald's hours from 24/7 to 5am–midnight does not materially reduce most of the external impacts on the community. It does not eliminate:
 - Car movements, including idling and reversing
 - Delivery trucks that arrive outside customer hours
 - Staff arriving and departing, often in groups
 - Criminal behaviour, McDonald's have not offered any assurances of providing physical security for the safety of the community
- 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.
- Noise pollution from McDonalds 19hrs a day will significantly undermine the 'quiet enjoyment' to which the residents of the neighbouring residents are legally entitled.

In summary the amended application is largely cosmetic and does not resolve the core concerns. For meaningful mitigation, far stricter operational controls and physical buffering are required.

Below you find our continuing 7 concerns relating to traffic, noise, odour, crime, flooding, waste and the environment:

1. Traffic and Parking Concerns

Why the Traffic Report is Inaccurate and Additional Traffic Concerns

The traffic Report claims that the development will have minimal impact on congestion. However, this assessment overlooks critical real-world conditions that suggest the impact will be far greater than stated.

A) Existing Congestion Already Experienced is Underestimated

Report Claim: The road network has capacity for additional vehicles, with only a minor impact on traffic flow.

Why This is Highly Inaccurate:

- I. **Kenneth Road and Roseberry Street Already Experience Regular Congestion:**
 - a. The report acknowledges that queuing on Roseberry Street extends past the site during peak periods but fails to consider how additional traffic will exacerbate this existing problem.
 - b. Cars attempting to turn right into the site will likely be blocked by existing congestion, causing delays and potential safety hazards along Roseberry St, Kenneth Rd and Balgowlah Rd.
 - c. The effect of additional vehicles entering from Balgowlah Rd and exiting from Roseberry Street, which already experiences queuing during peak times.
- II. **Traffic Signals at Condamine Street/Kenneth Road are a Bottleneck:**
 - a. The right turn from Kenneth Road onto Condamine Street is already slow, with only a few cars able to turn per green light cycle.
 - b. Additional traffic from McDonald's will make this intersection worse, leading to increased frustration and delays for all drivers.
- III. **Weekend Congestion is Ignored:**
 - a. The area already struggles with high traffic volumes due to nearby Woolworths, Aldi, and Bunnings.
 - b. The report fails to account for seasonal traffic spikes, particularly during holiday periods when retail and fast-food demand is higher.

B) Road Rage and Safety Issues are Not Considered

Report Claim: The roundabout at Kenneth Road/Roseberry Street operates at an acceptable level of service.

Why This is Inaccurate:

I. Frequent Road Rage Incidents:

- a. Residents report frequent horn-blowing, aggressive driving, and verbal abuse at the roundabout due to congestion and driver frustration.
- b. The introduction of a McDonald's drive-through, which encourages additional turning movements, will likely make this worse.

II. Increased Risk of Accidents:

- a. Vehicles attempting to enter or exit the McDonald's will need to merge into already heavy traffic, increasing the potential for collisions.
- b. Pedestrian safety could also be compromised as people cross Roseberry Street to access the restaurant.

C) Drive-Through Traffic is Underestimate

Report Claim: The McDonald's drive-through can queue up to 15 vehicles without impacting street traffic.

Why This is Inaccurate:

I. Queue Overflow is a Common Issue at McDonald's Drive-Throughs:

- a. If the queue exceeds capacity, cars will spill onto Roseberry Street, blocking one lane and causing further congestion.
- b. The report does not consider peak-hour surges, when fast-food demand spikes and queues often extend beyond the designated area.

II. Impact on Nearby Businesses and Residents:

- a. Cars idling in a long drive-through queue will contribute to noise and air pollution.
- b. Drivers may attempt unsafe manoeuvres to avoid waiting, increasing the risk of accidents.

D) The Parking Assessment is Misleading

Report Claim: The provided 26 parking spaces meet regulatory requirements.

Why This is Inaccurate:

- I. High Turnover Means Higher Parking Demand** - Fast-food outlets generate rapid customer turnover, meaning parking spaces will be occupied more frequently than in traditional retail settings. If parking fills up, customers may resort to illegal parking or using nearby residential streets.

- II. **No Capacity for Overflow** - Roseberry Street has limited on-street parking, meaning any overflow from McDonald's will have no alternative options, and instead will grid-lock the streets.

E) The Traffic Report Does Not Consider Delivery and Service Vehicles

Report Claim: Delivery and garbage collection trucks will not impact traffic flow.

Why This is Inaccurate:

- I. **Deliveries May Cause Blockages:**

- a. McDonald's locations typically receive multiple daily deliveries from medium rigid trucks (MRVs). These vehicles require space to unload, which may interfere with customer parking and traffic flow.
- b. Late-night or early-morning deliveries will disturb residents due to noise. There is already a lot of truck traffic for the Coles, Woolworths, Aldi and Bunnings already in the street.

- II. **Waste Collection Could Further Obstruct Traffic** - Garbage trucks stopping at the site will momentarily block access and create additional congestion.

Traffic and Parking Concerns Conclusion

The Traffic Report downplays the real impact of the McDonald's development on an already congested road network. It does not account for existing traffic issues, drive-through queue overflow, road rage incidents, parking constraints, or the effect of delivery vehicles. The additional traffic load will make conditions far worse for residents, businesses, and commuters in the area.

2. Noise Impact

Why the Acoustic Report is Inaccurate and Additional Noise Concerns

The Acoustic Report states that noise emissions will comply with regulatory limits and have no significant impact on residents. However, several critical issues indicate that the report underestimates the real-world noise impact, particularly for nearby residential units. Bedrooms are opposite the proposed site.

A) Night-Time Noise and Sleep Disturbance Risks are Downplayed

Report Claim: Noise levels will remain within the NSW Noise Policy for Industry (NPI) limits and will not cause sleep disturbance.

Why This is Inaccurate:

- The report assumes most car noise will be masked by existing traffic noise, but at late at night and in the early morning hours, overall traffic decreases, making McDonald's-related noise more noticeable.
- Noise reflections from surrounding buildings, amplifying sound beyond predicted levels.
- The threshold for sleep disturbance is 52 dB, but waste collection, car doors slamming, and patrons yelling can exceed this.
- Drive-through speaker orders, car engines restarting and idling engines late at night and in the early hours of the morning will introduce repetitive noise bursts, which are more likely to wake residents than continuous noise.

B). Noise from Cars, Drive-Through, and Parking Lot is Underestimated

Report Claim: Vehicle noise is minimal and within acceptable limits.

Why This is Inaccurate:

- The report assumes only 15 cars per 15 minutes, but during peak times or late-night surges, queues can overflow onto Roseberry Street, creating honking, engine revving, and frustration-induced noise.
- Real-world McDonald's drive-throughs often create gridlock, with car doors slamming, loud music, and revving engines.
- Delivery trucks will arrive at odd hours, and their reversing beepers and unloading noise will impact residential peace.

C) Waste Collection and Delivery Noise are Downplayed

Report Claim: Waste collection and deliveries will have **low impact** and will be managed.

Why This is Inaccurate:

- Garbage trucks will operate in the early morning or late at night, and the impact noise of bins being emptied is among the loudest noise events (up to 104 dB).
- Dumpsters being dragged, compactors crushing waste, and truck engines idling are all disruptive sounds not fully accounted for in the report.

D) McDonald's Customer and Employee Noise is Not Fully Considered

Report Claim: Noise from patrons will be minimal.

Why This is Inaccurate:

- Late-night McDonald's locations are often gathering points for drunk or rowdy patrons, leading to shouting, arguments, and sometimes fights.
- The report does not account for staff calling out order numbers, car alarms, or customers playing loud music while waiting.
- Nearby apartments will be affected by constant noise from people arriving, leaving, and lingering around the premises.

E) Mechanical and Ventilation Noise is Ignored

Report Claim: Mechanical plant noise (fans, air conditioning, refrigeration) will be within guidelines.

Why This is Inaccurate:

- Ventilation exhaust fans run 24/7 and create low-frequency hums, which can travel further and be annoying to residents, even at low volume.
- Refrigeration units and HVAC systems cycle on and off throughout the night, creating background noise that fluctuates and can be disruptive.
- The report assumes sound barriers will reduce noise, but these do not eliminate low-frequency sounds, which are harder to block.

Noise Impact Conclusion

The Acoustic Report significantly underestimates real-world noise impacts from a 24/7 fast-food operation near residential areas. Sleep disturbance risks, drive-through noise, customer behaviour, waste collection noise, and mechanical sound emissions are not fully accounted for, making the report unreliable. If approved, the McDonald's will likely cause ongoing noise issues for residents, particularly at night and early mornings.

3. Odour Impact

Why the Odour Assessment Report is Inaccurate and Additional Odour Concerns

The Odour Amenity Assessment claims that odour emissions will be well managed and dispersed, causing no adverse impact. However, this assessment overlooks several key concerns, especially considering the 24/7 operation opposite residential units.

A) Incomplete Odour Dispersion Modelling

Report Claim: Odour dispersion modelling was not conducted because it was deemed unreliable for short distances.

Why This is Inaccurate:

- The lack of quantitative dispersion modelling means there is no precise data on how odours will affect nearby residences.
- The closest apartments are only 23 meters away, meaning residents will frequently be exposed to cooking odours, especially during peak times.
- The report relies on assumptions rather than real-world data, making its conclusions unreliable.

B) Odour from Cooking Processes is Underestimated

Report Claim: Cooking odours will be dispersed through an exhaust system in compliance with Australian Standards.

Why This is Inaccurate:

- McDonald's kitchens operate continuously, meaning the fryers and grills are in use all day and night, emitting a constant stream of grease-laden vapours.
- The odour compounds from frying oil and grilled meat are sticky and persistent, meaning they can accumulate on nearby buildings and linger in the air longer than the report suggests.

- In warm or humid weather, odours can settle instead of dispersing, intensifying the impact on nearby residents.

C) Impact of Wind and Local Topography is Ignored

Report Claim: Odour emissions will be well dispersed.

Why This is Inaccurate:

- The site is relatively flat, but wind conditions vary, meaning odours may be pushed directly toward residential units for extended periods.
- The report does not analyse seasonal wind patterns, which could lead to stronger odour impacts in certain months.
- If winds are calm, odours will not disperse quickly, leading to stronger concentrations near homes.

D) Waste Odour Concerns are Not Fully Addressed

Report Claim: Waste will be stored in enclosed bins and collected regularly.

Why This is Inaccurate:

- Food waste decomposes quickly, especially in hot weather, producing strong smells that can escape even from closed bins.
- The report does not address liquid waste leakage, which can seep from garbage bins and cause persistent foul odours.
- Pests such as rats and cockroaches are attracted to food waste, increasing hygiene concerns. There is already an issue with rats due to the Blinze carpark and rubbish commuters dump in the vicinity. Additional rubbish littered in the area will exacerbate the issue.

E) Odour from Idling Cars in the Drive-Through

Report Claim: Vehicle emissions are negligible compared to existing traffic levels.

Why This is Inaccurate:

- Cars idling in the drive-through queue produce a combination of fuel exhaust and food odours, worsening air quality.
- Late at night, when background air pollution is lower, exhaust and food smells will be more noticeable to residents.

- The report does not consider queue overflow, where cars may line up outside the designated area, further spreading odour impact

f) Night-Time Odour Exposure is Ignored

Report Claim: Odour emissions are no worse than typical food outlets.

Why This is Inaccurate:

- Unlike most restaurants that close overnight, McDonald's operates 24/7, meaning residents will be continuously exposed to odours even when trying to sleep.
- The lack of competing smells at night means McDonald's emissions will be more pronounced, affecting residential comfort.

Odor Impact Conclusion

The Odour Amenity Assessment significantly underestimates the impact of odours from the proposed McDonald's. Without proper modelling, the true effect on residents cannot be accurately predicted. Issues related to cooking emissions, waste storage, idling vehicles, and night-time exposure are all ignored or downplayed, making the report unreliable.

4. Crime Risk, Residential Safety and Well-Being

Why the Crime Risk Assessment is Inaccurate and Additional Safety Concerns

The Crime Risk Assessment claims that crime risks will be mitigated through Crime Prevention Through Environmental Design (CPTED) principles. However, the report fails to fully acknowledge existing safety concerns, the increase in delinquent activity due to the B-Line bus stop, and how a 24/7 McDonald's statistically may worsen these issues.

A) The Report Ignores Residential Safety

Report Claim: The site will not significantly affect residential safety.

Why This is Inaccurate:

- Historically residents near 24/7 McDonald's locations often report feeling unsafe due to increased noise, vandalism, and disturbances.
- Increased police presence may be required at night, diverting resources from other areas.
- Residents, families, bus commuters and shift workers may feel particularly vulnerable walking near the site at night, especially if crime rates increase.

- Specific crime statistics directly associated with McDonald's locations in New South Wales (NSW) are not publicly available. The NSW Bureau of Crime Statistics and Research (BOCSAR) provides comprehensive crime data across various offence categories and locations, but it does not attribute these statistics to specific businesses or franchises. However, studies have indicated that 24/7 fast-food outlets can experience higher incidences of certain crimes, such as robberies and anti-social behaviour, due to their continuous operation and the nature of cash transactions. While these findings are not specific to McDonald's, they suggest that similar establishments operating around the clock may face comparable challenges.
- Nearby businesses are not currently open 24/7, meaning the area is not accustomed to night-time activity.

B) The Report Ignores Existing Crime Issues in the Area

Report Claim: The site is designed to deter crime, and CCTV will provide security.

Why This is Inaccurate:

- The introduction of the B-Line bus stop has already led to an increase in anti-social behaviour, including groups loitering, graffiti, and intimidation of commuters.
- Nearby residents already report feeling unsafe at night, particularly when walking home from the bus stop.
- Adding a 24/7 fast-food outlet will likely attract more loitering, late-night disturbances, and rowdy behaviour, further worsening the problem.
- CCTV doesn't provide safety just records an incident (if they are working). It just allows viewers to observe crime after the fact.

C) Late-Night Crime and Anti-Social Behaviour are Downplayed

Report Claim: The site will be well-lit, monitored, and designed to deter crime.

Why This is Inaccurate:

- Fast-food restaurants operating 24/7 have been linked to increased crime, particularly theft, vandalism, and drug-related activity.
- Similar McDonald's locations across NSW have had incidents of alcohol-fuelled fights, robberies, and gang activity, especially in areas near public transport hubs.
- CCTV does not prevent crime; it only records it. Police response times may be delayed at night, allowing criminal activity to escalate before intervention.
- Ignores the historical crime trends associated with 24/7 fast-food outlets.

D) Increased Risk of Loitering and Graffiti

Report Claim: The use of graffiti-resistant materials and regular maintenance will prevent vandalism.

Why This is Inaccurate:

- Graffiti and vandalism are already issues in the area, particularly around the bus stop and other public spaces.
- A 24-hour McDonald's provides a constant gathering point for groups, which may encourage loitering, tagging, and property damage.
- Fast-food waste and litter from loitering patrons can further degrade the local environment, attracting even more unwanted activity.

E) Risk of Late-Night Conflicts and Intimidation

Report Claim: Territorial reinforcement strategies will create a safe environment.

Why This is Inaccurate:

- Customers leaving bars or nightclubs often head to 24-hour fast-food outlets, leading to increased aggression, fights, and police call-outs.
- Groups congregating outside the restaurant late at night may intimidate nearby residents, especially those walking home from the bus stop.
- The drive-through may become a hotspot for aggressive or intoxicated drivers, increasing road rage incidents and potential altercations.

Crime Risk Conclusion

The Crime Risk Assessment underestimates the existing safety issues in the area and fails to acknowledge how a 24/7 McDonald's could worsen crime and anti-social behaviour. Loitering, late-night conflicts, graffiti, intimidation of commuters, and increased police incidents are all serious risks that have not been fully addressed, making the report unreliable in assessing real-world safety concerns. There are no steps in place to ensure the safety of neighbours e.g. Security Guards on site.

5. Flood Risk

Why the Flood Report is Inaccurate and Additional Flooding Concerns

The Flood Management Report claims the development complies with flood planning requirements and will have no significant impact. However, the report fails to fully address key concerns related to flood risks, emergency access, stormwater management, and long-term environmental impacts.

A) The Site is Already Prone to Flooding

Report Claim: The site is in a "Flood Fringe" area and the finished floor level (8.0 m AHD) is above the flood planning level.

Why This is Inaccurate:

- The site is within a medium and low flood risk precinct, according to Council's flood reports, meaning flooding is already an issue in the area.
- The Manly Lagoon Flood Study identified the Balgowlah Industrial Estate (where the site is located) as a flood-prone zone due to excess flows from Burnt Bridge Creek.
- Floodwater can still cut off access to the site, even if the finished floor level is raised, making it difficult for staff and customers to evacuate.
- Address the increased stormwater runoff from the site due to added impervious surfaces.
- Consider the impact on surrounding properties, which may experience worsened flooding due to changes in water flow patterns.
- Account for potential blockages in the drainage system, which could result in unexpected flooding events.

B) Flooding Can Block Emergency Access

Report Claim: The site will have designated flood evacuation routes.

Why This is Inaccurate:

- Roseberry Street is cut off in flood events as frequent as a 1-in-5-year flood (20% AEP), meaning access could be blocked multiple times per decade.
- The McDonald's will operate 24/7, meaning customers and staff could be stranded during overnight floods when emergency response is slower.
- The nearest designated evacuation center (Manly Vale Community Centre) is 600m away, which may be unsafe to reach if roads are flooded.

C) The Report Underestimates Stormwater Runoff Risks

Report Claim: The site will have a stormwater drainage system to handle runoff.

Why This is Inaccurate:

- The development will significantly increase impermeable surfaces (drive-through lanes, car park), reducing natural drainage.
- If the stormwater system is overloaded, excess water will flow onto adjacent streets and residential properties, increasing flood risks for local homes.
- Oil, grease, and litter from McDonald's operations could be washed into stormwater drains, polluting local waterways.

D) The Report Does Not Account for Climate Change and Increased Rainfall Events

Report Claim: The finished floor level is above the 1% AEP (1-in-100-year flood) level.

Why This is Inaccurate:

- Recent climate data suggests that 1-in-100-year floods are occurring more frequently due to extreme weather events.
- The Probable Maximum Flood (PMF) level is 10.37 m AHD, meaning a severe flood could submerge the site.
- Future rising sea levels and increased rainfall intensity could worsen flooding in the area, making the site increasingly vulnerable over time.

E) The Report Does Not Address Increased Traffic During Flood Events

Report Claim: The McDonald's development will not impact flood traffic conditions.

Why This is Inaccurate:

- Roseberry Street and Kenneth Road are already congested, and floods will further disrupt traffic flow.
- In a flood event, cars queuing in the drive-through or parking lot may become stuck, adding to road congestion and blocking emergency access.
- Flooded drive-through lanes could lead to water damage in vehicles or cause cars to hydroplane, increasing accident risks.

Flood Impact Conclusion

The Flood Management Report underestimates the real risks of flooding at the proposed McDonald's site. Existing flood risks, blocked emergency access, inadequate stormwater management, climate change effects, and increased traffic congestion during flood events are not fully addressed. The real impact on nearby residential units could be much worse than stated, making this site unsuitable for a 24/7 fast-food operation.

6. Waste Management

Why the Waste Management Report is Inaccurate and Other Waste Concerns

While the Waste Management Plan (WMP) claims that waste will be adequately managed, several key issues indicate that its assessment may be inaccurate or incomplete.

A) Underestimation of Litter and Public Waste Issues

Report Claim: Waste will be contained within designated storage areas and properly disposed of.

Why This is Inaccurate:

- **Increased Takeaway Waste:** McDonald's generates a high volume of single-use packaging (wrappers, cups, straws), much of which is disposed of off-site. The report does not consider the impact of litter on surrounding streets, parks, and waterways, especially with wind and pedestrian traffic.
- **Customers Dumping their litter:** Litter from take-away packaging is highly likely to spread beyond the site, KFC customers already dump the litter from the restaurant and along Condamine St, Kenneth Rd and Roseberry St
- **Drive-Through Waste:** Studies show that fast-food outlets with drive-throughs contribute significantly to roadside litter, as customers often dispose of waste improperly in nearby streets or public bins that quickly overflow.
- **Wind-Blown Waste:** Given the open layout of the site, lightweight waste such as wrappers and napkins can be blown into nearby properties and drainage systems, which is not addressed in the report.

B) Insufficient Bin Storage and Collection Frequency

Report Claim: One 3,000L general waste bin and a recycling baler will be sufficient with twice-weekly waste collection.

Why This is Inaccurate:

- **Underestimated Waste Volumes:** A high-traffic 24/7 McDonald's can generate well over the projected 2,133.6L of waste per week, particularly on weekends. Similar-sized outlets often require daily waste collection.
- **Overflowing Bins:** If collection is insufficient, excess waste can lead to public health concerns, foul odours, and attraction of pests such as rats and cockroaches.
- **Recycling Gaps:** The plan does not specify how customer waste will be separated into recycling and landfill, leading to a likelihood of recyclables being contaminated and sent to landfill instead.
- The report does not account for increased demand on local waste collection services.

C) Odour and Hygiene Concerns from Food Waste

Report Claim: Waste will be managed in a designated storage area with contractors maintaining the site as needed.

Why This is Inaccurate:

- **Food Waste Breakdown:** Organic waste decomposes rapidly, especially in warm weather, creating strong odours that may impact nearby businesses and residents.
- **Inadequate Pest Control Measures:** The report does not outline clear pest prevention strategies, despite food waste attracting vermin, particularly in a 24/7 operation where bins are continuously filled.
- **Waste Storage Location Risks:** If waste storage is located near customer or residential areas, unpleasant smells could negatively impact the surrounding environment.

D) Potential Environmental and Stormwater Pollution Risks

Report Claim: Wastewater and stormwater will be properly managed.

Why This is Inaccurate:

- **Oil and Grease Management Issues:** While kitchen waste is managed internally, there is no mention of measures to prevent oil and grease from washing into storm drains, which can clog systems and contaminate local waterways.
- **Stormwater Runoff Risks:** If waste is not properly contained, rain can wash food scraps and packaging into local stormwater drains, leading to blockages and pollution in nearby creeks and rivers.

Waste Impacts Conclusion

The Waste Management Report fails to fully account for the reality of operating a high-volume 24/7 fast-food outlet. Litter, odour, bin capacity, collection frequency, and environmental pollution are all underestimated, meaning the actual impact will likely be greater than stated. A more robust waste mitigation plan is needed to prevent long-term issues for the community.

7. Environmental Concerns

Why the Environmental Effects Report is Inaccurate and Additional Environmental Concerns

The Statement of Environmental Effects (SEE) claims that the development will have no significant environmental impact. However, the report overlooks several key concerns, especially given that the site is opposite residential units and operates 24/7.

A) Increased Air and Noise Pollution from Continuous Traffic

Report Claim: Traffic and noise impacts are within acceptable limits.

Why This is Inaccurate:

- I. **Vehicle Emissions:** The SEE does not account for the **increased air pollution** from idling cars in the drive-through, particularly during peak times and late at night when air is still, allowing pollutants to linger.
- II. **Noise Pollution at Night:**
 - The drive-through, which operates all night, will generate noise from car engines, honking, and customers.
 - The noise impact assessment does not fully consider how sound travels differently at night, when background noise is lower, making disturbances more noticeable for residents.

B) Light Pollution from 24/7 Operation

Report Claim: Lighting will be in accordance with AS/NZS 4282:2019 (Control of Obtrusive Effects of Outdoor Lighting).

Why This is Inaccurate:

- Constant Bright Lighting: A McDonald's requires bright LED lighting for the drive-through, car park, and signage, which will:
- Impact sleep quality for nearby residents.
- Be intrusive for apartments facing the site.
- Glare from Car Headlights: Cars exiting the drive-through will shine their headlights toward residential units, adding further disturbance.
- Signage Illumination: The 9m-high pylon sign is designed for maximum visibility, but its bright lights will contribute to skyglow and intrusive light spill.

C) Litter and Waste Overflow Impacting Local Environment

Report Claim: Waste will be managed through scheduled collections and litter patrols.

Why This is Inaccurate:

- Increased Litter Around the Community:
- Fast-food packaging often ends up on streets, parks, and waterways despite waste bins.
- Wind will carry lightweight packaging (wrappers, cups, straws) into nearby properties.
- Overflowing Bins:
- The report does not account for overflow during peak times, leading to litter scattering around the area.

- Public bins near the site will likely fill up faster than usual, increasing visual pollution.

D) Odour Concerns Not Fully Addressed

Report Claim: The ventilation system will disperse odours effectively.

Why This is Inaccurate:

- **Cooking Smells from Grills and Fryers:** The smell of fried food and grease can travel significant distances, especially in warm weather or still air, affecting nearby residents.
- **Waste Odour from Bins:**
- The report fails to consider how hot weather will intensify the smell from waste storage areas, particularly food waste.
- If collection schedules are inadequate, waste bins may become a breeding ground for pests.

E) Stormwater Pollution Risks

Report Claim: Stormwater will be managed through **site grading and a new drainage system**.

Why This is Inaccurate:

- **Oil and Grease Runoff:**
 - The site will generate grease, oil, and litter runoff from drive-through lanes and parking areas.
 - If not properly filtered, these pollutants will enter local stormwater drains, affecting waterways.
- **Increased Hard Surfaces:** The large, paved parking and drive-through areas reduce natural absorption of rainwater, increasing the risk of flash flooding.

F) Impact on Local Character and Amenity

Report Claim: The development will enhance the local area.

Why This is Inaccurate:

- **Loss of Local Business and Identity:** The site currently houses a coffee roaster, which contributes to the area's unique character.
- **Visual Impact:** A large corporate fast-food chain with bright signage and high traffic flow does not match the existing streetscape, which includes smaller businesses and residential apartments. The is residential housing directly opposite.
- The lack of significant green space or tree planting to offset the environmental footprint of the development.

SEEs Impacts Conclusion

The Statement of Environmental Effects significantly downplays the negative environmental impact of a 24/7 McDonald's, particularly on nearby residents. Increased air and noise pollution, light spill, waste overflow, odour issues, and stormwater contamination are all risks that have not been fully accounted for, making the report inaccurate in assessing real-world impacts.

Overall Conclusion

While the reports claim the development has no significant impact, they rely on assumptions and best-case scenarios rather than real-world conditions. The true impact on traffic, noise, crime, waste, and flooding could be far greater than suggested, making these reports unreliable in fully assessing the negative consequences of the McDonald's development.

“In our view, this Development Application will significantly undermine the 'quiet enjoyment' to which the residents of 41 Roseberry, and likely those of surrounding properties, are legally entitled.”

Kind regards

SP83233 Office Bearers

