Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 11 September 2024; 9:30am
Meeting Number: MODAP/36
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/36 – 11 September 2024 – City of Rockingham – City of Wanneroo

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF ROCKINGHAM

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 804 (No.303) and Lot 805 (No.313) Mandurah Road, East Rockingham – Proposed Bulk Storage Facility (Warehouse/Storage) – DAP/24/02708
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF WANNEROO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 9703 (10) Enterprise Avenue, Two Rocks – Proposed Fast Food Outlet – DAP/24/02691
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. General Business
3. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

ATTENDANCE

DAP Members

Eugene Koltasz (Presiding Member)
Tony Arias (Deputy Presiding Member)
Neema Premji (Specialist Member)

Part B – City of Rockingham
Cr Mark Jones (Local Government DAP Member, City of Rockingham)
Cr Dawn Jecks (Local Government DAP Member, City of Rockingham)

Part C – City of Wanneroo
Cr Bronwyn Smith (Local Government DAP Member, City of Rockingham)
Cr Jacqui Huntley (Local Government DAP Member, City of Rockingham)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being recorded and livestreamed on the DAP website in accordance with regulation 40(2A) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Cr Lorna Buchan (Local Government DAP Member, City of Rockingham)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

PART B – CITY OF ROCKINGHAM

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lot 804 (No.303) and Lot 805 (No.313) Mandurah Road, East Rockingham – Proposed Bulk Storage Facility (Warehouse/Storage) – DAP/24/02708

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lot 804 (No.303) and Lot 805 (No.313) Mandurah Road, East Rockingham – Proposed Bulk Storage Facility (Warehouse/Storage)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Rockingham
Applicant:	Taylor Burrell Barnett
Owner:	Giacci Holdings Pty Ltd
Value of Development:	$15 million
Responsible Authority:	City of Rockingham
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services
LG Reference:	DD020.2024.00000164.001
DAP File No:	DAP/24/02708
Application Received Date:	24 May 2024
Report Due Date:	28 August 2024
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Modified Development Plans 2. Development Application 3. Schedule of Government Agency Submissions 4. Applicant's Response to City's Request for Further Information

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel (MODAP) resolves to:

APPROVE DAP Application reference DAP/24/02708 and revised development plans received on 18 July 2024 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* and the provisions of the City of Rockingham Town Planning Scheme No.2 (TPS2), subject to the following conditions:

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes development approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. This approval is for 'Warehouse/Storage' as defined by the City of Rockingham Town Planning Scheme No.2, and the subject land/development may not be used for any other use without the prior approval of the City.

4. This approval is conditional upon Giacci Holdings Pty Ltd using the land as a Bulk Storage Facility (Warehouse/Storage) on both Lots 804 and 805 Mandurah Road and does not authorise anyone to use the land as a Bulk Storage Facility on either Lot 804 or Lot 805 individually.

   A separate Development Approval must be obtained to use the land as a Bulk Storage Facility other than in accordance with this condition prior to the occupation of any building or lot on Lot 804 or Lot 805.

5. Prior to occupation of the development, a Notification is to be placed on the Certificate of Title for Lot 805 advising of the existence of a restriction on the use of the land. The Notification is to state as follows:

   "The Development Approval for the use of the land as a Bulk Storage Facility is contingent upon parking and access arrangements being shared with Lot 804. Should these shared facilities no longer be available to Lot 805, a further Development Approval will be necessary to provide additional access and egress to Lot 805 and onsite parking to meet the new demands of the site."

6. Prior to applying for a Building Permit, a Landscaping Plan to the satisfaction of the City of Rockingham must be prepared and must include the following detail:

   (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;

   (ii) any lawns to be established and areas to be mulched;

   (iii) any natural landscape areas to be retained;

   (iv) provision of shade trees evenly throughout car parking areas at a ratio of 1 tree per 4 car bays;

   (v) provision of shade trees in the verge at a ratio of one tree per 10 metres of street frontage

   (vi) fencing type, height and alignment,

   (vii) those areas to be reticulated or irrigated; and

   (viii) proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas.

   The landscaping, paving and reticulation must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham for the duration of the development.

7. Prior to the commencement of works on-site, a Construction Management Plan must be submitted to and approved by the City of Rockingham. The Construction Management Plan shall include, but not be limited to, the following:

(i) A Dust, Noise and Vibration Management Plan;

(ii) Detail how access roads to and all trafficable areas on the site/s will be treated and maintained to prevent or minimise the generation of airborne dust;

(iii) Monitoring of crack development in heritage buildings (where existing cracks are present) through crack control tell-tale plates;

(iv) Alarmed vibration monitor installation next to heritage buildings with daily monitoring of the logs and heritage buildings during critical periods of demolition and construction. Trigger levels to be set at 2mm/s for the unit and exceedance of this to provide an instant alert to the relevant party;

(v) How any stockpiles on-site/s are to be managed;

(vi) Construction waste disposal strategy and location of waste disposal bins;

(vii) How materials and equipment will be delivered and removed from the site/s;

(viii) Traffic Management Strategy, including access/egress locations, loading/unloading areas and parking arrangements for contractors and how these will be managed for the duration of the constriction period in connection with all other site operations; and

(ix) Measures being implemented to protect the registered Aboriginal Heritage Place - Scarred Tree (ID: 38973).

The approved Construction Management Plan must be implemented for the duration of all construction works to the satisfaction of the City of Rockingham.

8. Engineering drawings for works within the development site and along the existing road reserves must be submitted to the City of Rockingham for approval prior to works commencing on-site. All works within the road reserve must be completed to the satisfaction of the City of Rockingham.

9. The carpark (Lot 805) must:

(i) provide a minimum of 12 car parking spaces;

(ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 2 of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

(iii) provide 1 car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

(iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and

(v) comply with the above requirements for the duration of the development.

10. Prior to occupation of the development, the Asset Protection Zone (APZ), as depicted in Figure 1 of the Bushfire Management Plan prepared by Envision Bushfire Protection, dated 23 May 2024, must be installed on the site in accordance with the following requirements:

(i) maximum Fire Fuel Load of 2 tonnes per hectare;

(ii) tree trunks at maturity must be a minimum distance of 6 metres from all elevations of the building and tree canopies at maturity must be 5 metres apart;

(iii) shrubs must not be located within 3 metres of a building;

(iv) grass must be managed to maintain a height of 100mm or less;

(v) fences and sheds must be constructed of non-combustible material; and

(vi) sheds must not contain flammable materials.

The APZ must be maintained in accordance with these requirements and in a good and safe condition for the duration of the development.

11. Prior to applying for an Occupancy Permit, a Sign Strategy must be prepared (which must include the information required by *Local Planning Policy 3.3.1, Control of Advertisements*) to the satisfaction of the City of Rockingham and it must thereafter be implemented for the duration of the development.

12. The vehicular crossover to Mandurah Road for Lot 805 shall provide left-out vehicle egress only in accordance with the Approved Site Plan. Prior to occupation of the development, pavement markings and signage shall be provided at the crossover location to clearly delineate the intended traffic flow to the satisfaction of the City of Rockingham.

13. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures must be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.

14. All stormwater shall be disposed of and contained on-site for the duration of the development, in accordance with the approved Stormwater Drainage Plans, to the satisfaction of the City of Rockingham.

15. No wash-down of plant, vehicles or equipment is permitted on-site without the prior approval of the City's Health Services.

16. No tyres, fuel or other flammable/combustible items are permitted to be stored on Lot 805 at any time.

17. Materials, sea containers, goods or bins must not be stored within the carpark areas at any time. Car parks shall remain freely accessible at all times.

18. Parking of passenger/commuter vehicles is only permitted within the 58 designated car parking bays (Lot 804-805) and is not to occur elsewhere onsite/s or within the adjacent road verge, unless further approval is obtained for the City.

19. Prior to works commencing on the site, the Applicant shall obtain approval under the *Aboriginal Heritage Act 1972* with respect on the registered Aboriginal Heritage Place – Scarred Tree (ID: 38973), with the required protection measures being implemented accordingly.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application a fresh application for Development Approval must be submitted to the City.

2. Any proposed expansion or changes to the proposed development on Lot 805 may trigger provisions under section 53 of the *Environmental Protection Act 1986* and can be authorised through a Works Approval. The Department of Water and Environmental Regulation will retain discretion on whether a Works Approval is appropriate.

   In the circumstances that a Works Approval is required, a new application for Development Approval for a change of use to 'Industry: General (Licensed)' will be required to be lodged with the City of Rockingham for assessment.

3. With respect to Condition 12, the Applicant/Owner is advised that a further application for Development Approval must be lodged and approved should alternate access to Lot 805 from Mandurah Road be proposed.

4. The Applicant is responsible for protecting any existing City streetscape assets along Mandurah Road during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the Manager Land and Development Infrastructure. It is recommended that a photographic dilapidation report is undertaken by the Applicant, to record the current condition of these assets.

5. The proponent is advised that this approval is not a Building Permit, which constitutes a separate legislative requirement. Prior to any building work commencing on-site, a Building Permit must be obtained. Please liaise with the City's Building Services in this regard.

6. In relation to Condition 6, the Applicant/Owner is advised to liaise with the City's Land and Development Infrastructure Services to confirm the requirements for landscape plans.

7. In relation to Condition 7, dust management is to be in accordance with the Department of Environment and Conservation Guideline: A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities.

8. With regards to the onsite effluent disposal, employee generated wastewater is treated by an onsite effluent disposal system located on Lot 804, (No.303) Mandurah Road, East Rockingham. The system is an Aquarius O3 4kL Aerobic Treatment Unit which requires 6 monthly servicing and maintenance in accordance with the Code of Practice for the Design, Manufacture, Installation and Operation of Aerobic Treatment Units (ATUs).

   Any future expansion of staffing numbers should be referred to the City's Health Services for recalculation of wastewater loading, to ensure the system capacity is not overloaded.

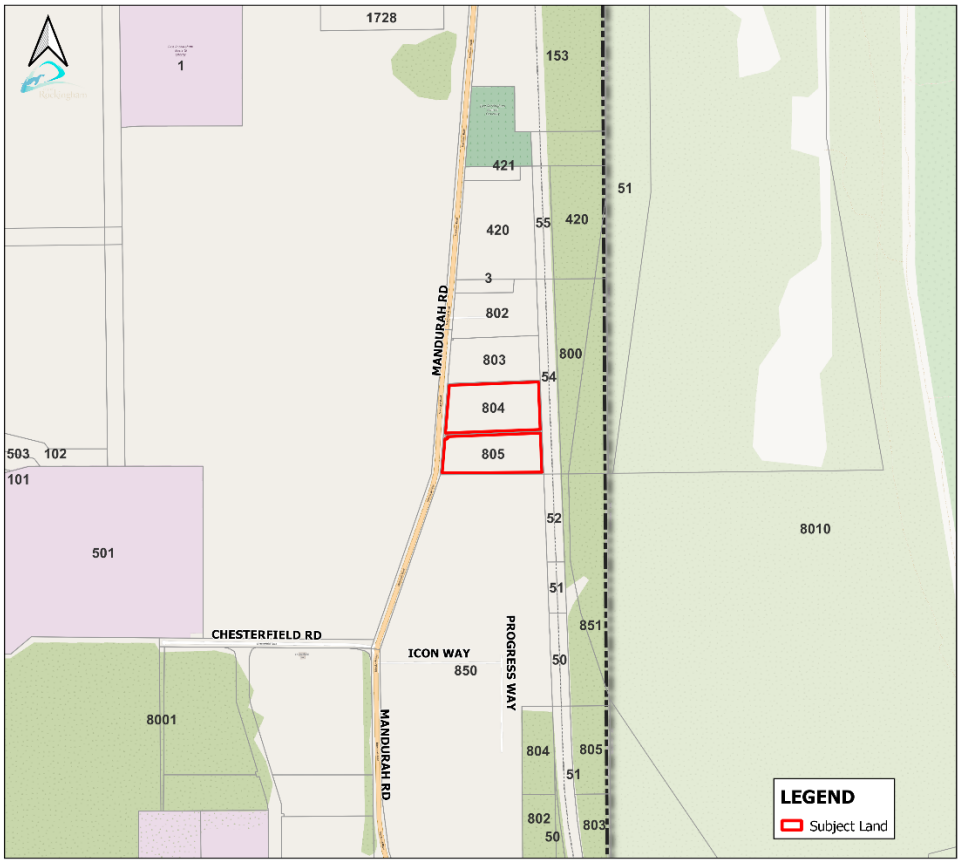
9. In respect to the 'Railway Reserve' abutting Lots 804 and 805, the Public Transport Authority of Western Australia advises:

   - All construction works must be contained within the lot boundaries and as such management protocols must be in place for all construction methods, to the satisfaction of Arc Infrastructure.
   - Services must not cross the rail corridor, either above or below ground.
   - No parking of construction equipment, are permitted on rail corridor land at any time.
   - Drainage must not be discharged into the railway corridor.
   - No clearing of Native vegetation is permitted in the rail corridor.
   - Dust suppression methods must be implemented to the satisfaction of Arc Infrastructure.
   - Effective hygiene and biosecurity management must be in place to ensure there is no spread of weeds or diseases into rail corridor land to the satisfaction of Arc Infrastructure.
   - All bushfire management for the lots must be achieved outside of the rail corridor.
   - Species of plants used in landscaping must not listed by DPIRD as declared pests.
   - In the instance where the developer requires access to, or across, the rail corridor to enable construction works, a separate application must be submitted to Arc's Third-Party Projects for review.
   - In addition to the above, it is of absolute importance that rail corridor land is not impacted at all by excavation works. In previous developments, the developer excavated into the rail corridor and damaged conduits containing optic fibres.

10. With regard to Condition 19, the Applicant/Owner should liaise with the Department of Planning, Lands and Heritage for further information in this regard.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial Zone
Local Planning Scheme	City of Rockingham Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	General Industry Zone
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Warehouse/Storage - 'D'
Lot Size:	Lot 804 - 2.55ha Lot 805 - 2.17ha
Existing Land Use:	Lot 804 - Transport Depot with Ancillary Warehouse and Offices Lot 805 - Vacant land
State Heritage Register	Yes
Local Heritage	☐ N/A ☒ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No



1. Location Plan



2. Aerial Photograph

Proposal:

A Development Application was lodged with the City on 24 May 2024 seeking approval to construct a Bulk Storage Facility (**the 'Facility'**) on Lot 805, with vehicular access arrangements to the site via the neighbouring Lot 804.

Specifically, the application seeks approval for a total building area of 12,805m^2, comprising the 'staged' development of the Facility, as follows:

- Stage 1 of the Facility proposes a building area of 5,713m^2, which includes two stockpile areas, that are separated by a one-way internal access way. The purpose of the building is for storing and handling goods, forming a logistical expansion to the existing storage and transport facilities on Lot 804.

- Stage 2 proposes a building area of 7,092m^2, which will connect to the Facility developed in Stage 1, adopting the same layout and similar storage capacity to ensure an integrated development.

The Applicant has confirmed that Stage 1 of the proposed Facility may be implemented on Lot 805 whilst the approved container hardstand, laydown and truck staging area (approved in May 2024) is implemented over the rear portion (refer to 'Background' section of Report). Alternatively, Qube may opt to deliver both Stages 1 and 2 of the proposed Facility simultaneously, forgoing the implementation of the existing approved development.
Further details of the proposal are outlined as follows:

- The following materials are proposed to be stored within the Facility:

  - Hydrated Aluminas;
  - Gransulam;
  - Magnesium Sulphate Kieserite;
  - Muriate of Potash;
  - Sodium Molybdate Dihydrate;
  - Sulphate of Potash; and
  - Urea.

  The materials listed to be stored are associated with storage of materials on Lot 804.

- Access to and operation of the proposed Facility on Lot 805 is intended to be coordinated with the existing development on Lot 804 as follows:
-

  - The Facility will be accessible for heavy vehicles (trucks and trailers) which will access the subject land via the existing crossover on Lot 804. A proposed internal concrete access way is provided between Lots 804 and 805, located centrally along the adjoining boundary;

  - A new crossover is proposed for Lot 805 to provide restricted egress for 'left-out exit' purposes to Mandurah Road; and

  - A central internal access-way is provided through the proposed Facility to facilitate east-west movement, so as to ensure heavy vehicles can circulate the site in forward gear.

- A total of 12 new on-site parking spaces are proposed on Lot 805 and are intended to be used for ‘staff parking overflow’;

- A 10m deep landscaping strip is proposed along the Mandurah Road frontage of Lot 805; and

- A 2m high galvanised chain link fence is proposed along the street boundary of Lot 805, consistent with the existing front fencing present on Lot 804.

Additionally, the Applicant states that:

- No signage/advertising is proposed as part of this Development Application.

- No additional staff will result from the proposed development, as existing Qube staff operating across Lots 803 and 804 will be relocated to the new Bulk Storage Facility, on an 'as needs basis'.

- All staff amenities and facilities will be provided for on Lot 804.

- The proposed development is estimated to accommodate an average of 10 Heavy Vehicle movements per day, with a maximum of up to 20 per day.

The following reports and supporting material accompanied the application:

- Development Application Report;

- Development Plans;

- Traffic Impact Statement (**TIS**)

- Landscape Concept Plan (**LCP**);

- Stormwater Drainage Plan (**SDP**); and

- Bushfire Management Plan (**BMP**).

Background:

The subject land is contained within the Rockingham Industry Zone (**RIZ**) which is part of the Global Advanced Industry Hub (former Western Trade Coast).

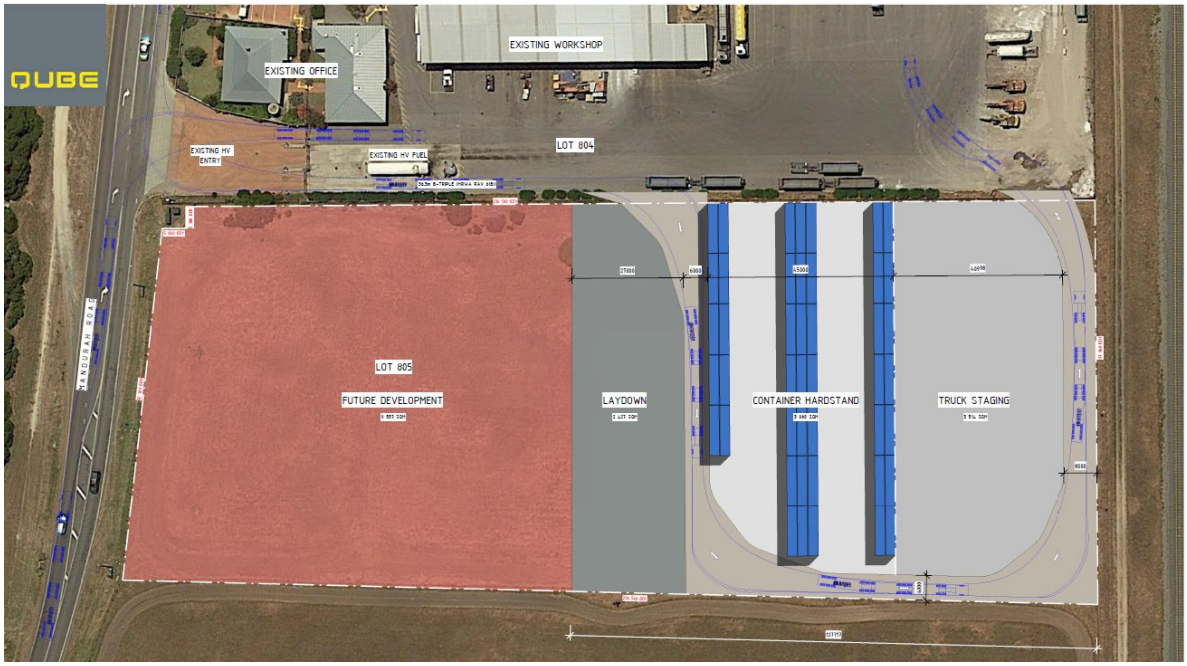
The subject land fronts Mandurah Road at its western boundary, which provides a connection to the Kwinana Freeway to the east, via Kulija Road. Immediately to the east, in a north-south alignment, the land abuts a freight rail 'Railway' reservation under the Metropolitan Region Scheme (**MRS**). Bush Forever site No.349 is located further to the east of the subject land and is separated by the freight rail corridor.

Qube Ports and Bulk (**Qube**), a bulk logistics and transport facility, currently operates from Lot 804, with associated bulk storage and chemical blending operations occurring on Lot 803 Mandurah Road to the immediate north.

Office and staff amenities associated with Qube's operation are provided for on Lot 804 within the State Heritage Listed 'Hymus House', which is located on the western-most portion of the site fronting Mandurah Road.

Lot 805 is vacant land that includes a registered Aboriginal Heritage Site (ID: 38973), due to the presence of a 'Scarred tree' on the north-eastern portion of the property.

In May 2024, Development Approval was granted by the City for a proposed container hardstand, laydown and truck staging area on the rear portion of Lot 805, with access/egress to the development being via Lot 804 (refer to Figure 3). The approved development is intended to support the existing transport and logistics operations on the adjoining Lot 804.



3. Approved Site Plan for Proposed Container Hardstand, Laydown and Truck Staging Area

Legislation and Policy:

Legislation

Planning and Development Act 2005;
Planning and Development (Local Planning Schemes) Regulations 2015;
City of Rockingham Town Planning Scheme No. 2;
Metropolitan Region Scheme; and
Aboriginal Heritage Act 1972.

State Government Policies

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7); and
State Planning Policy 4.1 - Industrial Interface (SPP4.1).

Structure Plans/Activity Centre Plans

N/A

Local Policies

Local Planning Policy 3.3.8 - East Rockingham Industrial Zones (LPP3.3.8); and
Local Planning Policy No.3.4.3 - Urban Water Management (LPP3.4.3).

Consultation:

Public Consultation

Pursuant to Clause 64(1)(c) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, the local government has the discretion to advertise, or not to advertise an application seeking Development Approval. As the proposal is generally consistent with the applicable planning framework, public advertising is not required.

Referrals/consultation with Government/Service Agencies

The following agencies were consulted on the application:

- Department of Planning, Lands and Heritage;
- Public Transport Authority; and
- APA Group.

Comments received from these Agencies are detailed as follows:

1a. Department of Planning, Lands and Heritage - State Heritage
Submission " *The proposal, in accordance with the plans submitted, is supported subject to the following condition:* *1. The Construction Management Plan for the demolition and construction activities is to include requirements to minimise potential impacts on the adjacent heritage place Hymus House and Outbuildings including:* *a. Monitoring of crack development in heritage buildings (where existing cracks are present) through crack control tell-tale plates.* *b. Alarmed vibration monitor installations next to heritage buildings with daily monitoring of the logs and heritage buildings during critical periods of demolition and construction. Trigger levels to be set at 2mm/s for the unit and exceedance of this to provide an instant alert to the relevant party."*
Applicant's Response: *"Regarding the State Heritage recommended condition, we have no objections and acknowledge the building's heritage significance. We are comfortable with this being a condition of approval."*
City's Comment: Should Development Approval be granted, it is recommended a Condition be imposed requiring a Construction Management Plan to the satisfaction of the City.

1b. Department of Planning, Lands and Heritage - Aboriginal Heritage
Submission *"A review of the Register of Places and Objects as well as the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Database concludes that Lot 805 intersects with lodged Aboriginal heritage Place Scarred Tree, 313 Mandurah Road (ID 38973).* *Therefore, based on the current information held by DPLH, approvals under the Aboriginal Heritage Act 1972 (AHA) are required for works impacting this lodged place. Please refer future proponents to the DPLH website at Aboriginal Heritage Approvals (www.wa.gov.au) for information on 'Land use under the Aboriginal Heritage Act 1972' for the types of approvals available under the AHA and how to apply."*
Applicant's Response Nil
City's Comment: Should Development Approval be granted, an advice note will be included to advise that Approval under the *Aboriginal Heritage Act 1972* may be required prior to works commencing on-site.
2. Public Transport Authority (PTA)
Submission The PTA had no objection to the proposed development, subject to the following conditions and advice being adhered to: 1. *"All construction works must be contained within the lot boundaries and as such management protocols must be in place for all construction methods, to the satisfaction of Arc Infrastructure.* 2. *Services must not across the rail corridor, either above or below ground.* 3. *No parking of construction equipment, are permitted on rail corridor land at any time.* 4. *Drainage must not be discharged into the railway corridor.* 5. *No clearing of Native vegetation is permitted in the rail corridor.* 6. *Dust suppression methods must be implemented to the satisfaction of Arc Infrastructure.* 7. *Effective hygiene and biosecurity management must be in place to ensure there is no spread of weeds or diseases into rail corridor land to the satisfaction of Arc Infrastructure.* 8. *All bushfire management for the lots must be achieved outside of the rail corridor.* 9. *Species of plants used in landscaping must not listed by DPIRD as declared pests*.

Advice

- *In the instance where the developer requires access to, or across, the rail corridor to enable construction works, a separate application must be submitted to Arc's Third-Party Projects for review.*

In addition to the above, it is of absolute importance that rail corridor land is not impacted at all by excavation works. In previous developments the developer excavated into rail corridor land and damaged conduit containing optic fibre."

Applicant's Response:

"Regarding the PTA's recommended Conditions, we respectfully do not view these as necessary to the proposed Development Application. From the nature of the various comments provided, the PTA's primary concern appears to be ensuring that no works or activities occur within the rail corridor (adjacent the subject site). It generally goes without saying that development activity on any private site legally should not encroach on, or adversely affect, any other land around it without seeking the consent of the landowner. It does not require a development condition to enforce this. We can assure the City that the proposed development and all associated construction activities will be wholly contained within the subject lot boundaries and adjacent public road reserve, with no intention for encroachment into the railway corridor or any other private properties abutting the site.

Furthermore, we note that recommended conditions 1, 6, and 7 include the clause 'to the satisfaction of ARC Infrastructure'. Given that ARC infrastructure is a private company and is located on a separate lot from the proposed development, it would be inappropriate for them to serve as the clearing authority for a development condition. In the event that the City considers it necessary to impose any of the conditions requested by PTA, they should not be reliant on the approval or satisfaction of an adjoining private entity.

City's Comment:

The City concurs with the Applicant that the PTA's recommended conditions are not necessary given that the Approval is sought over Lots 804 and 805, and not the Railway Reserve. Should Development Approval be granted, the City considers that the PTA's comments can be included as advice notes and standard planning conditions can be recommended in relation to stormwater, bushfire and dust management.

3. APA Group (APA)

Submission

"Given the nature and scale of proposed development, APA considers the application is exempt from the requirements of Planning Bulletin 87: High Pressure Gas Transmissions."

Applicant's Response:

Nil.

City's Comment:

The APA Group's submission is noted.

Design Review Panel Advice

Not applicable.

Swan Valley Planning

Not applicable

Planning Assessment:

The proposal has been assessed against all the relevant requirements of TPS2, State and Local Planning Policies. The following key considerations are outlined below.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)

SPP3.7 guides the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. The subject land has been designated as a bushfire prone under the *Fire and Emergency Services Act 1998* (as amended) and therefore, requirements of SPP3.7 apply.

As the subject site is designated as a bushfire prone area, the Applicant has submitted a BMP in support of the application, as per the requirements of SPP3.7. An assessment of the BMP in accordance with the Guidelines for Planning in Bushfire Prone Areas is detailed below.

Guidelines for Planning in Bushfire Prone Areas

The Guidelines provide supporting information to assist in the interpretation of the objectives and policy measures outlined in SPP3.7. An assessment against the Guidelines is provided as follows:

Element	Provided	Compliance
1. Location	The site is predominantly non-vegetated within an established industrial area. The site is large and enables the development to achieve BAL-29 or lower.	Complies
2. Siting and Development	An Asset Protection Zone (**APZ**) can be provided and contained on-site. The entire site will need to be managed as an APZ for duration of the development.	Complies

Element	Provided	Compliance
3. Vehicular Access	Public road access is provided to two different destinations via Mandurah Road.	Complies
4. Water	The site has access to a reticulated water supply.	Complies

The materials to be stored are generally stable in normal, controlled storage conditions. None of the materials identified for storage are classified as hazardous or flammable nor do they support combustion. As such, the proposed development does not constitute a high-risk land use (also verified by Applicant's Bushfire Consultant). The assessed bushfire risk is considered to be manageable and complies with SPP3.7.

State Planning Policy 4.1 - Industrial Interface (SPP4.1)

The primary purpose of SPP4.1 is to avoid conflict and encroachment between industrial and sensitive land uses. This Policy ensures planning decisions consider the locational constraints of land uses, the significant investments represented, and the current and future benefits and costs to communities when assessing proposals where land use conflict may exist or result.

The proposal is considered to be compatible with existing and planning industrial development in the area and therefore complies with SPP4.1.

Aboriginal Heritage Act 1972 (**the 'AHA'**)

The AHA provides a legislative framework to protect and manage Aboriginal Heritage in Western Australia. Approval under the AHA is required for activities that may impact or harm Aboriginal Heritage. As Lot 805 includes a registered Aboriginal Heritage Site (ID: 38973), it is recommended an advice note be included in relation to approval being required under the AHA, should Development Approval be granted.

Town Planning Scheme No.2

Clause 4.10.3 - Parking

TPS2 requires the provision for the on-site parking of vehicles for all development on 'Industrial' zoned land in accordance with the provisions of Clause 4.15 and Table No.4. The following table shows the calculation for the proposal:

Use Class	Minimum Requirement	Floor Area/Staff Numbers	Required Car Bays	Provided Car Bays
Warehouse/Storage	1 bay per 100m^2 NLA for warehouses or 1 bay per employee, whichever is the greater	12,800m^2	128	12

The proposed development results in a statutory parking shortfall of 116 bays. The Applicant has advised that no additional staff will be required for Qube's operations as a result of the proposed development. A total of 58 car parking bays across Lots 804 and 805 will be present post-development which will sufficiently cater for a maximum of 21 on-site staff and any visitors, as confirmed by the Applicant.

Furthermore, there is sufficient existing and proposed hardstand across both Lots 804 and 805 where additional car parking spaces could be constructed if required in the future. In this operational context, the car parking shortfall is considered acceptable by the City, subject to an appropriately worded condition of Development Approval which would allow for ongoing car parking enforcement.

Amalgamation

A key issue has been to ensure that the proposed development as it pertains to Lot 805 is 'future proofed'. The City acknowledges the proposed development will function in conjunction with Lot 804 for the purposes of Qube's operations, however, concern is raised should Lot 805 ever be sold. Lot 805 is self-reliant on Lot 804 for access and car parking purposes, and the provision of staff amenities/facilities. Should Lot 805 ever be sold/leased to a new owner/tenant separate from Qube's operations, compliance issues would arise given the site shares a number of amenities and services with Lot 804.

In response to this concern, the Applicant initially supported a Notification be placed on the Title of Lot 805.

The City did not support a Notification on the Title as it does not provide a statutory mechanism to require a further Development Approval being obtained should Lot 805 be occupied by an operator separate to Qube or if it is acquired by a third party. In the context of the proposed development being operationally reliant on the existing development on Lot 804, the City initially considered that a Condition requiring Lot 804 and 805 Mandurah Road to be amalgamated into one (1) Certificate of Title should be imposed to address these concerns.

An access easement was considered at the time over Lot 804 to the benefit of Lot 805, however, this is unlikely to address the matter given both properties are owned by the same landowner. Any easement requires the benefited and burdened land to be distinct and in separate ownership.

In subsequent discussions, the Applicant suggested the following additional Conditions be included on any Development Approval granted as an alternative to an 'amalgamation condition':

- *"This Approval is granted on the information provided and on the basis that it is limited to the operator being QUBE across both Lots 804 and 805. This Approval does not authorise the individual use of either Lot 804 or 805 as separate tenancies by QUBE or any other business. A separate Development Approval must be obtained for the individual occupation of any tenancy on each lot or by a different business over both lots, prior to the occupation of any building or lot.*

- *The crossover for Lot 805 is designed as an 'exit only' crossover and is not approved for use as an access point for Lot 805. Should access direct to Lot 805 be proposed a separate Development Approval must be obtained prior to use of the crossover for vehicle access.*

The City is satisfied that intent of the abovementioned Conditions can provide an appropriate alternative statutory mechanism (subject to modification to both conditions), in lieu of an 'amalgamation condition', to require further Development Approval being obtained should Lot 805 ever be sold or leased by an operator separate to Qube. Further, a Condition requiring a Notification on the Title in this regard would assist to notify any future owners of this requirement.

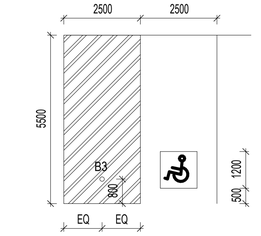
Conclusion:

The proposed Bulk Storage Facility has been assessed under TPS2 and the relevant Policy framework, and is considered to be generally compliant with the exception of the proposed car parking shortfall.

On balance, the application has merit and it is recommended that the application be conditionally approved.



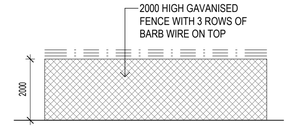
1 Site Plan
1 : 500



- BOLLARD SHALL BE MIN. 1300MM IN HEIGHT & POSSESS A SURFACE 30% LUMINANCE CONTRAST AS PER AS2890.1
- INTERNATIONAL SYMBOL FOR ACCESS AS PER AS1428.1; AS2890.6
- LINEMARKING OF DEDICATED SPACE TO BE ALTERNATIVE COLOUR (BLUE OR YELLOW) TO THE GENERAL PARKING BAYS AS PER AS2890.

UNIVERSAL CAR PARKING BAY WITH SHARED AREA

SCALE 1:100



FENCE TYPE FN-01
TYPICAL STREET FENCE AND GATE ELEVATION

SCALE 1:100

COLOUR LEGEND

GENERAL LANDSCAPING	WAREHOUSE
PLANTED DRAINAGE SWALE	BITUMEN
DRAINAGE SWALE	
KIKUYU TURF	

SITE INFORMATION

LOT NUMBER	LOT 805
PHYSICAL ADDRESS	313 Mandurah Road East Rockingham, WA 6168
SITE AREA	21 749m²
CLIMATIC ZONE	Zone 5
ORIENTATION	West
ZONING	General Industry
LAND USE	Industrial

SITE DEVELOPMENT SUMMARY

TOTAL SITE AREA		21 749m²
BUILDING AREA	Warehouse (GLA) - Stage 1	5 713 m²
	Warehouse (GLA) - Stage 2	7 092 m²
	TOTAL	12 805 m²

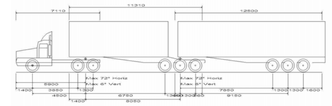
PARKING

BAYS PROVIDED	Standard LV Parking	12
	Accessible Bay	0
	EV Bay	0
	TOTAL BAYS	12
PARKING RATIO *1 space per 100m²*	*MIN REQUIRED* 11 963 m² / 100m² =119 bays	*ACTUAL* 12*

NOTES

1) * ANY SHORTFALLS TO BE ADDRESSED BY PLANNER

2) ALL TRUCK TURNING USING B-DOUBLE (26m) AND ARE INDICATIVE ONLY. SUBJECT TO TRAFFIC ENG. CONSULTANT



B-Double (26.0m)	
Overall Length	26000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15000mm

0 10 20 50 100m
1 : 1000

ISSUED FOR
DEVELOPMENT APPLICATION

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DESIGN + CONSTRUCT

PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
FOR QUBE

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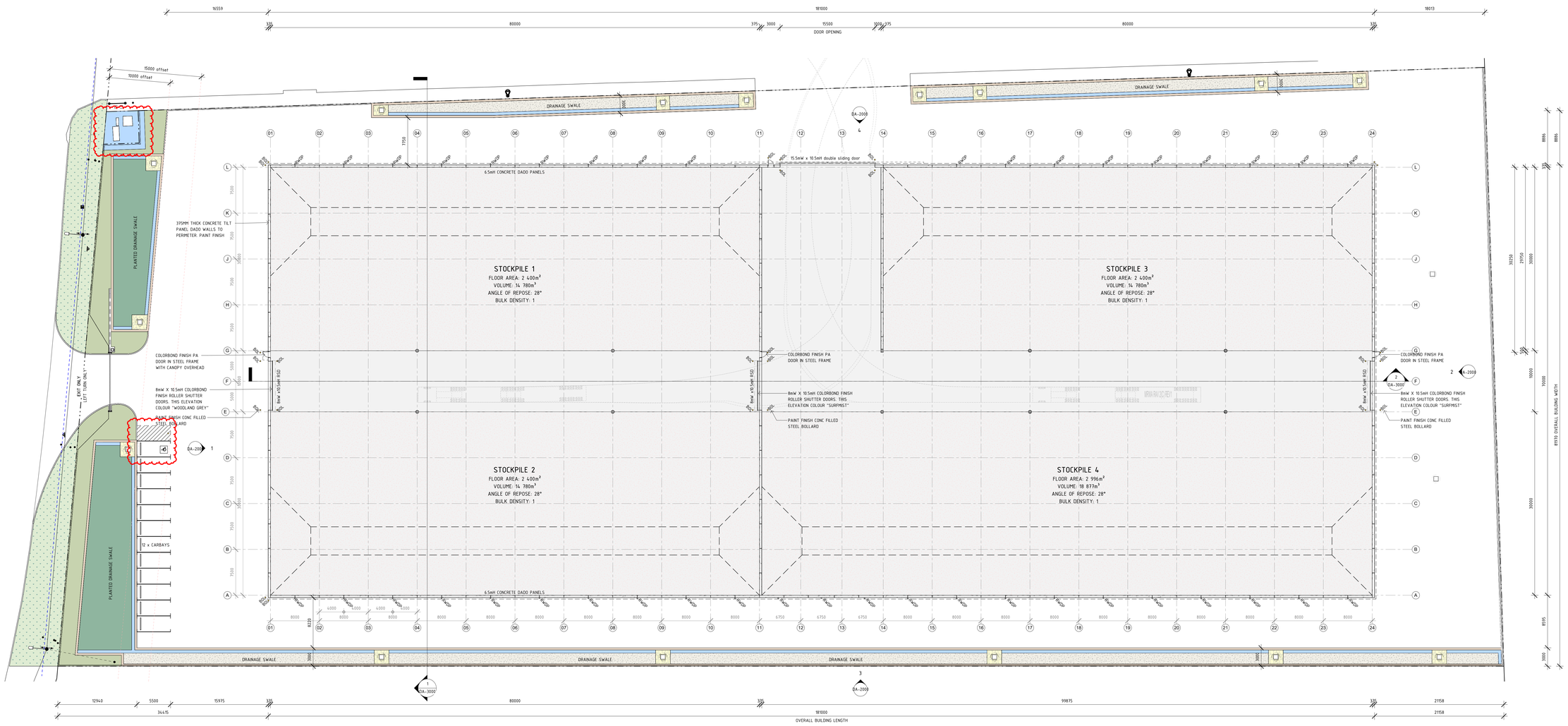
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Site Plan

Project Number	T24018
Revision	G
Date	2024-05-23
Scale	As indicated @ A1

SHEET NO.
DA-1001

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1 Floor Plan
1 : 250

1 : 200 0 5 10 20m

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Ground Floor Plan

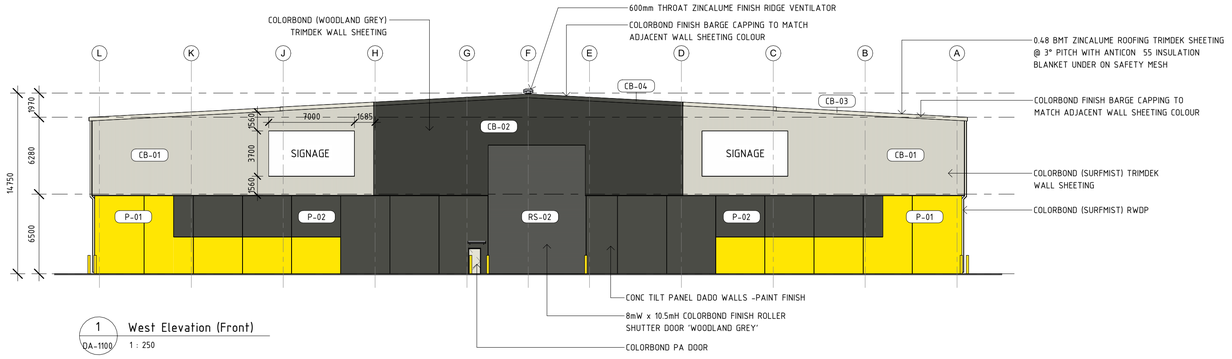
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Revision	G
Date	2024-05-23
Scale	1 : 250 @ A0

SHEET NO.
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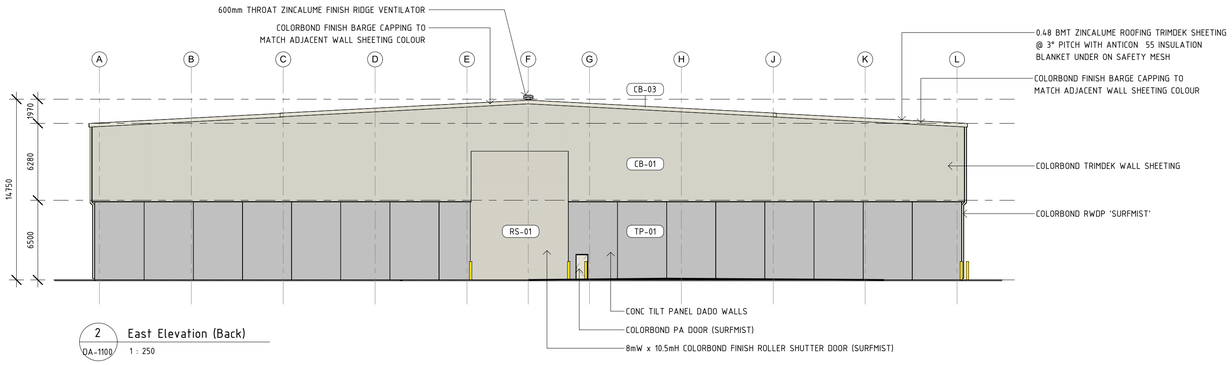
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LEGEND

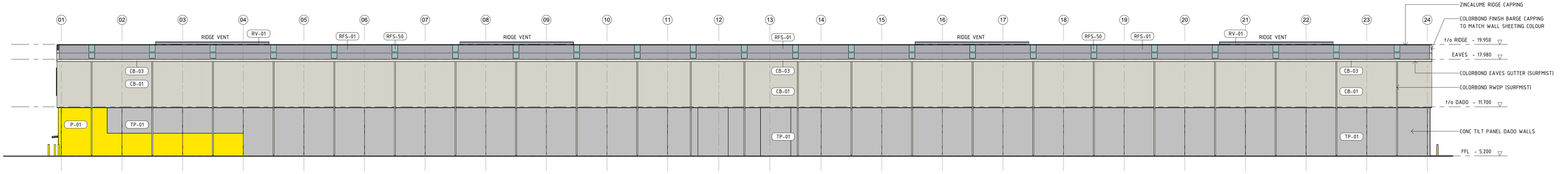
	TP-01	CONCRETE TILT PANEL WALLS WITH CONCRETE FINISH
	P-01	CONCRETE TILT PANEL WALL WITH PAINT FINISH COLOUR: YELLOW
	P-02	CONCRETE TILT PANEL WALL WITH PAINT FINISH COLOUR: WOODLAND GREY
	CB-01	TRIMDEK WALL CLADDING IN COLORBOND SURFMIST
	CB-02	TRIMDEK WALL CLADDING IN COLORBOND WOODLAND GREY
	CB-03	COLORBOND IN SURFMIST
	CB-04	COLORBOND IN WOODLAND GREY
	RS-01	POWDERCOATED ROLLER SHUTTER IN SURFMIST
	RS-02	POWDERCOATED ROLLER SHUTTER IN WOODLAND GREY
	RFS-01	ZINCALUME ROOF SHEETING
	RFS-50	TRANSLUCENT ROOF SHEETING
	RV-01	ZINCALUME RIDGE VENT



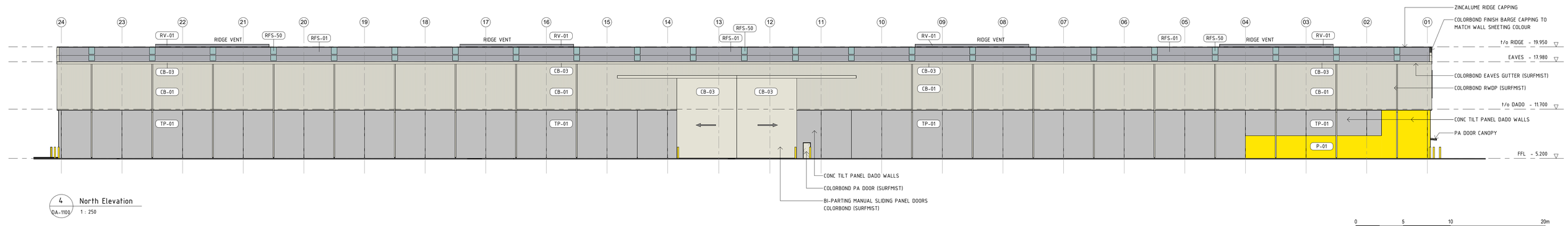
1 West Elevation (Front)
DA-1100 1 : 250



2 East Elevation (Back)
DA-1100 1 : 250



3 South Elevation
DA-1100 1 : 250



4 North Elevation
DA-1100 1 : 250

1 : 200 0 5 10 20m

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QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
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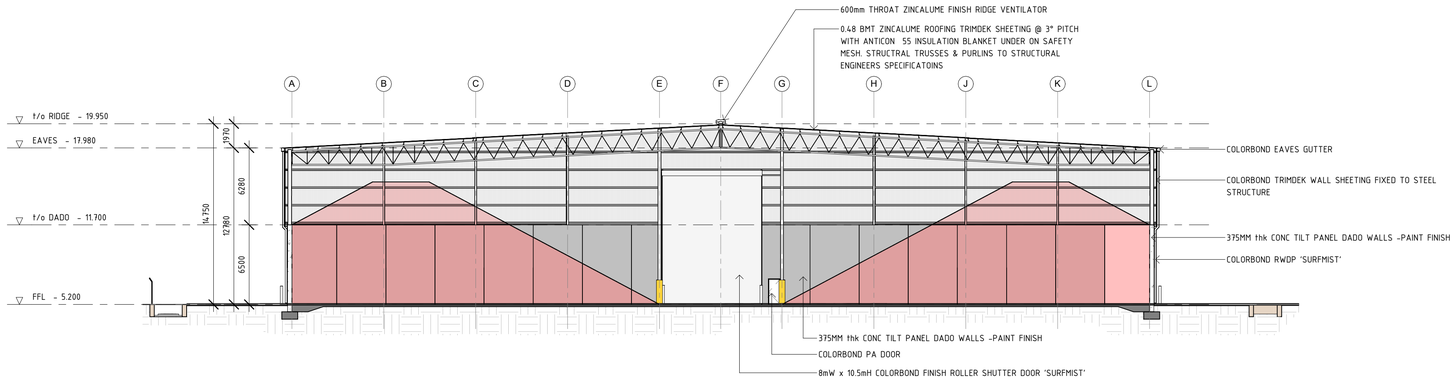
Project & True North

Elevations

Project Number	T24018
Revision	D
Date	2024-05-16
Scale	As indicated @ A1

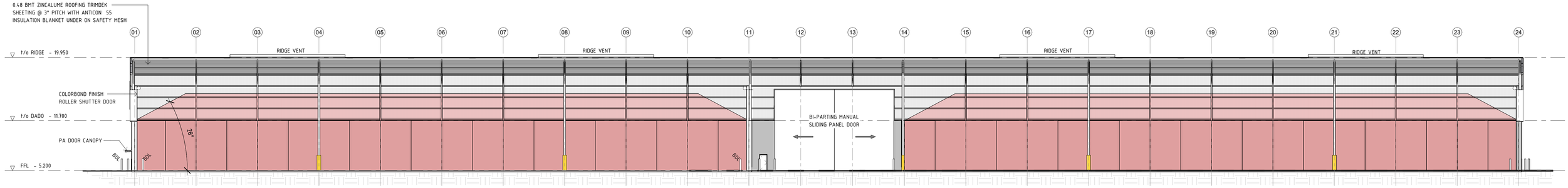
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1 DA-1100 Section 1 (Cross)

1 : 250



2 DA-1100 Section 2 (Long)

1 : 250

0 5 10 20m

1 : 200

ISSUED FOR

DEVELOPMENT APPLICATION

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PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168

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Sections

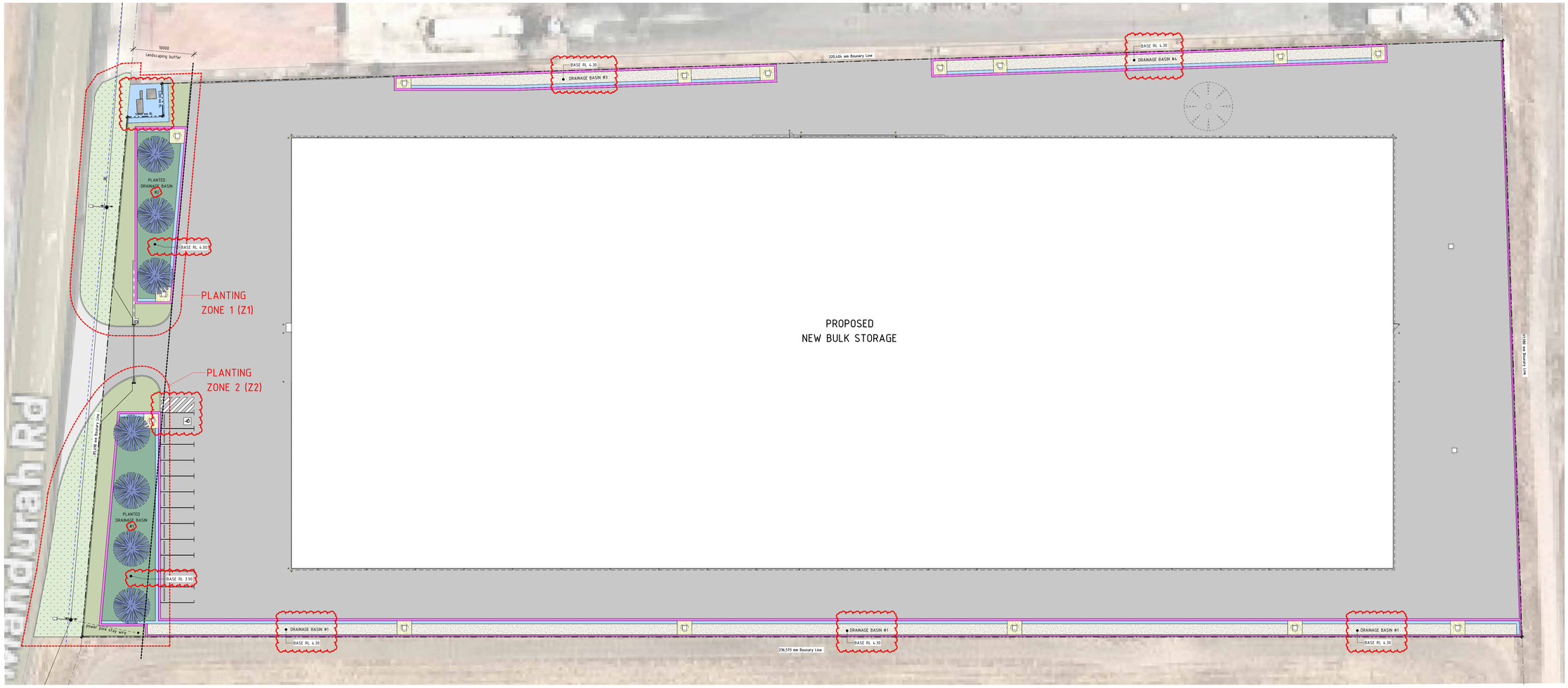
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Revision	A
Date	2024-05-16
Scale	1 : 250 @ A1

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DA-3000

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1 Landscaping Plan
1 : 250

LANDSCAPING LEGEND

HATCH	NAME	LOT 805	VERGE	TOTAL
	PLANT MIX 1 Swale Planting @ 4 plants per m²	404 m²	-	404 m²
	PLANT MIX 2 General Planting @ 4 plants per m²	304 m²	-	304 m²
	KIKUYUYU TURF	-	430 m²	430 m²
	STONE PITCHING	71 m²	-	71 m²
	STONE MULCH Blue Metal Aggregate	205 m²	24 m²	149 m²
	SWALE MEDIA As per civil drawings Clean Free Draining Sand	589 m²	-	589 m²
	LIMESTONE RETAINING WALL			
	KERBING			

PLANT MIX 1 (DRAINAGE SWALE) @ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	161 m²	243 m²	404 m²
TYPE P-48		JUNCUS KRAUSSII **Common Name:** Sea Rush **Height:** 1.5m	161	243	404
TYPE P-06		BAUMEA JUNCEA **Common Name:** Bare Twig Rush **Height:** 1.0m	161	243	404
TYPE P-07		FICINIA NODOSA **Common Name:** Club Rush **Height:** 1.0m	161	243	404
TYPE P-05		LEPIDOSPERMA GLADIATUM **Common Name:** Coast Sword Sedge **Height:** 1.5m	161	243	404

NOTES
- 4 plants per m²
- Tubestock Planting
- Gravel Mulch/Gravel Bed

PLANT MIX 2 (GENERAL PLANTER) @ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	148 m²	157 m²	305 m²
TYPE P-23		EREMOPHILA GLABRA **Common Name:** Kalbarri Carpet **Height:** 0.5m	148	157	305
TYPE P-25		CONOSTYLIS CANDICANS **Common Name:** Grey Cotton Head **Height:** 0.5m	148	157	305
TYPE P-58		CHRYSOCEPHALUM **Common Name:** Yellow Button **Height:** 1m	148	157	305
TYPE P-14		LEUCOPHYTA 'BROWNII' **Common Name:** Cushion Bush **Height:** 1.2m	148	157	305

NOTES
- 4 plants per m²
- 140mm Pots
- Pine Bark Mulch

TREE LEGEND

TYPE	IMAGE	NAME	Z1	Z2	TOTAL
Type T-01		AGONIS FLEXUOSA **Common Name:** Willow Myrtle **Size:** 4-10m (h) x 4-10m (w) *medium-large **Pot Size:** 30lt This medium sized tree produces pendulous green leaves with red new growth providing a stunning contrast. It has a weeping habit and produces masses of small white flowers in spring.	3	4	7

LANDSCAPING NOTES

- **Plant Mix 01** garden beds to have **gravel mulch.**
  To a minimum depth of 100mm with 50mm breathing space around stems and trunks of plants.
- **Plant Mix 02** garden beds to have organic**pine bark mulch.**
  To a minimum depth of 100mm with 50mm breathing space around stems and trunks of plants.
  All trees to be staked and tied
- Tree Location indicative pending service locations and sight-line analysis. To be finalised on site.
- Where fertiliser is required - slow release fertiliser should be applied.
- All landscape areas to be irrigated
- All shrubs & trees to have an automatic trickle system.
- Lawn - Kikuyu 'Village Green'

LANDSCAPING		
AREA SCHEDULE verge not included in calculations	Landscaping (soft)	305 m²
	Landscaping (hard) inclusive verts & swale retaining walls	331 m²
	Swale minimum of 500m² required overall	1 278 m²
	TOTAL	1 914 m²

1 : 200 0 5 10 20m

ISSUED FOR
DEVELOPMENT APPLICATION

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DESIGN + CONSTRUCT

QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED

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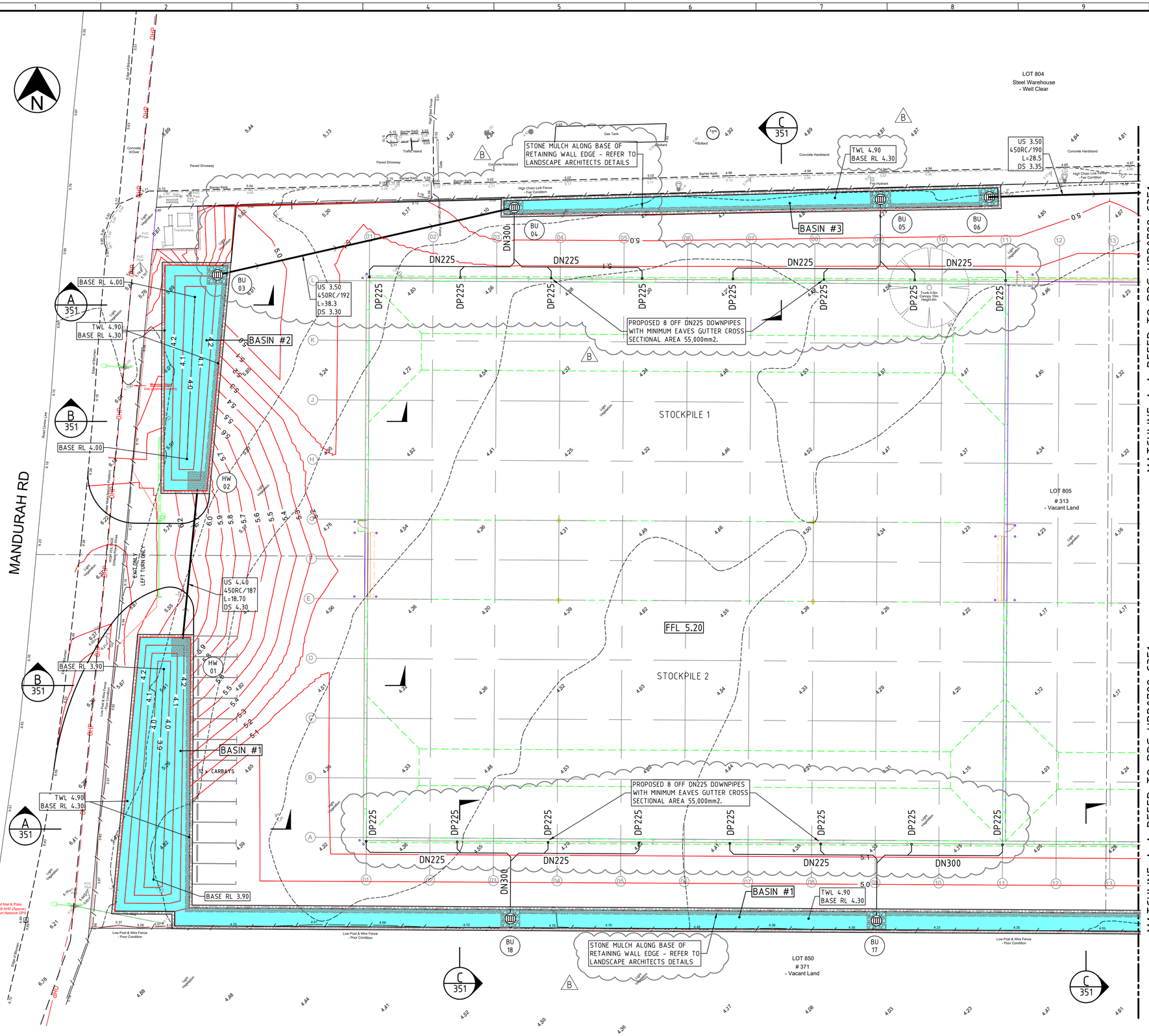
TRUE
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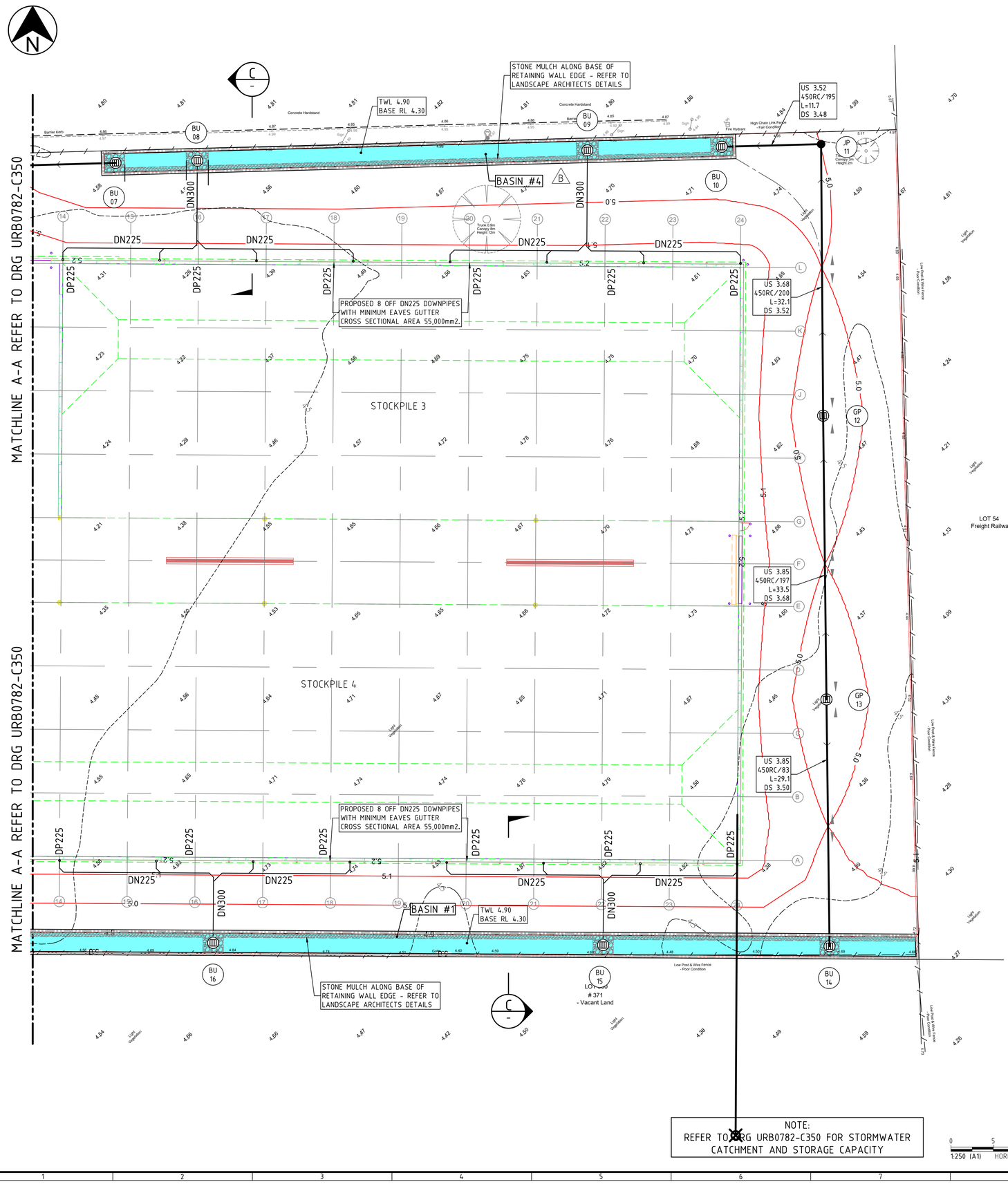
Landscaping Proposal

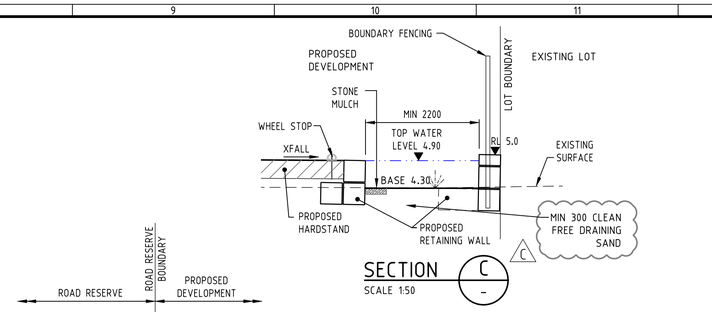
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Revision	D
Date	2024-07-16
Scale	As indicated @ A1

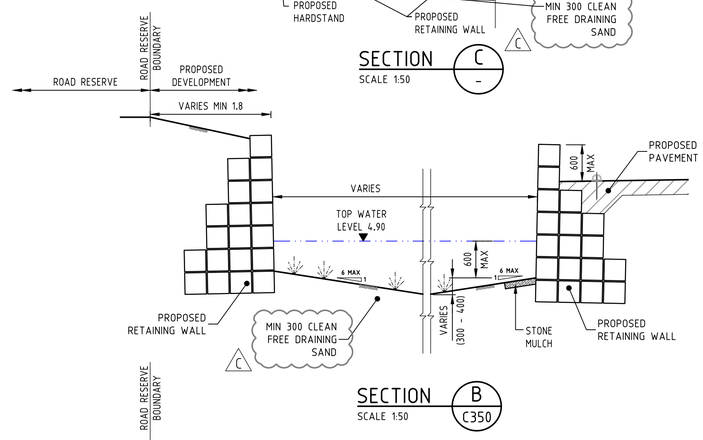
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MANDURAH RD
MATCHLINE A-A REFER TO DRG URB0782-C351
MATCHLINE A-A REFER TO DRG URB0782-C351
LOT 804
Steel Warehouse
- Well Clear
LOT 805
313
- Vacant Land
LOT 850
371
- Vacant Land
STONE MULCH ALONG BASE OF RETAINING WALL EDGE - REFER TO LANDSCAPE ARCHITECTS DETAILS
STONE MULCH ALONG BASE OF RETAINING WALL EDGE - REFER TO LANDSCAPE ARCHITECTS DETAILS
TWL 4.90
BASE RL 4.30
BASIN #3
US 3.50
450RC/190
L=28.5
DS 3.35
BASE RL 4.00
BASIN #2
US 3.50
450RC/192
L=38.3
DS 3.30
PROPOSED 8 OFF DN225 DOWNPIPES WITH MINIMUM EAVES GUTTER CROSS SECTIONAL AREA 55,000mm2.
PROPOSED 8 OFF DN225 DOWNPIPES WITH MINIMUM EAVES GUTTER CROSS SECTIONAL AREA 55,000mm2.
STOCKPILE 1
STOCKPILE 2
FFL 5.20
BASE RL 3.90
BASIN #1
12 x CARBAYS
US 4.40
450RC/187
L=18.70
DS 4.30
TWL 4.90
BASE RL 4.30
BASE RL 3.90
BU 01
BU 02
BU 03
BU 04
BU 05
BU 06
BU 17
BU 18
HW 01
HW 02
DN225
DN300
DP225
5.0
5.1
1:G
Trank 9.0m Canopy 10m Height 6m
PBM Nail & Plate RL 6.69 AHD (Approx) Est. from Network GPS
Low Post & Wire Fence - Poor Condition
High Chain Link Fence - Fair Condition
Concrete Hardstand
Paved Driveway
Gas Tank
Transformers
Traffic Island
Barrier Kerb
Bollard
Fire Hydrant
Light Vegetation
Edge of Bitumen
Road Centre Line
Power Pole
Concrete X/Over
Concrete Footpath
Retaining Wall
Top of Bank
Toe of Bank
Fence Line
Gate
Drain
Culvert
Kerb Inlet Pit
Grated Inlet Pit
Sump
Manhole
Water Valve
Water Meter
Hydrant
Sewer Manhole
Sewer Vent
Sewer Line
Water Line
Gas Line
Electrical Line
Telstra Pit
Telstra Line
Overhead Power
Overhead Telstra
Light Pole
Traffic Light
Traffic Sign
Tree
Tree Canopy
Bollard
Tank
Tank Vent
Tank Fill
Tank Manhole
Tank Pump
Tank Pump Pipe
Tank Pump Power
Tank Pump Telstra
Tank Pump Water
Tank Pump Gas
Tank Pump Electrical
Tank Pump Telstra Pit
Tank Pump Telstra Line
Tank Pump Overhead Power
Tank Pump Overhead Telstra
Tank Pump Light Pole
Tank Pump Traffic Light
Tank Pump Traffic Sign
Tank Pump Tree
Tank Pump Tree Canopy
Tank Pump Bollard
Tank Pump Tank
Tank Pump Tank Vent
Tank Pump Tank Fill
Tank Pump Tank Manhole
Tank Pump Tank Pump
Tank Pump Tank Pump Pipe
Tank Pump Tank Pump Power
Tank Pump Tank Pump Telstra
Tank Pump Tank Pump Water
Tank Pump Tank Pump Gas
Tank Pump Tank Pump Electrical
Tank Pump Tank Pump Telstra Pit
Tank Pump Tank Pump Telstra Line
Tank Pump Tank Pump Overhead Power
Tank Pump Tank Pump Overhead Telstra
Tank Pump Tank Pump Light Pole
Tank Pump Tank Pump Traffic Light
Tank Pump Tank Pump Traffic Sign
Tank Pump Tank Pump Tree
Tank Pump Tank Pump Tree Canopy
Tank Pump Tank Pump Bollard
Tank Pump Tank Pump Tank
Tank Pump Tank Pump Tank Vent
Tank Pump Tank Pump Tank Fill
Tank Pump Tank Pump Tank Manhole
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LEGEND

- DENOTES PIPE INVERT (9.90)
- PROPOSED JUNCTION PIT
- PROPOSED GULLY / BUBBLE UP PIT
- PROPOSED DRAINAGE PIPE
- DENOTES PIPE GRADE DIRECTION
- PROPOSED STONE PITCHING AROUND DRAINAGE PITS
- PROPOSED STONE MULCH - REFER TO LANDSCAPE ARCHITECTS DETAILS
- COUNCIL DRAINAGE NETWORK
- DENOTES SUBSOIL INVERT (ss 9.80)
- PROPOSED SUBSOIL PIPE. REFER TO DETAILS
- RL 14.00 DENOTES PROPOSED SURFACE LEVEL
- TWL 14.00 DENOTES TOP OF WATER LEVEL
- ToW 14.00 DENOTES TOP OF WALL LEVEL
- 13.0 BULK EARTHWORKS FINISHED SURFACE CONTOURS
- 12.6 DENOTES PROPOSED FINISHED SURFACE CONTOUR
- BU 7 DENOTES PIT REFERENCE NUMBER
- DENOTES STORAGE BASIN AREAS
- PROPOSED RETAINING WALLS

NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL URB0726 DRAWINGS, SPECIFICATION
2. THE CONTRACTOR SHALL LOCATE ALL EXISTING SERVICES WITHIN THE CONTRACT AREA PRIOR TO THE COMMENCEMENT OF WORK. WHERE EXISTING AND PROPOSED WORKS INTERSECT, LEVELS ARE TO BE TAKEN AND SUPPLIED TO THE SUPERINTENDENT.
3. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
4. THE CONTRACTOR SHALL LOCATE ALL LEVELS FROM ESTABLISHED BENCH MARKS.
5. ALL BENCH MARKS ARE TO BE PROTECTED AND PRESERVED.
6. ALL STORMWATER DRAINAGE PIPES ARE TO BE HDPE INSTALLED TO MANUFACTURES SPECIFICATIONS. UNLESS OTHERWISE NOTED.
7. ALL STORMWATER PIPES SHALL BE PVC WITH MIN STIFFNESS SN8.
8. ALL TRENCHING, PIPE BEDDING AND BACKFILLING SHALL BE IN ACCORDANCE WITH AS3725.
9. STORMWATER PIPE ALIGNMENT SHALL BE AS INDICATED ON THE PLANS.
10. ALL JUNCTION PITS AND ENTRY PITS SHALL BE LOCATED AS SHOWN IRRESPECTIVE OF PIPE LENGTHS SHOWN ON THE DRAWINGS.
11. AT LOW POINTS THE ENTRY PITS SHALL BE LOCATED AT THE LOW POINT OF THE ROAD PAVEMENT.
12. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCY OR CLASH WITH OTHER SERVICES TO THE SUPERINTENDENT.

NOTE:
REFER TO DRG URB0782-C350 FOR STORMWATER CATCHMENT AND STORAGE CAPACITY

0 5 10 15m
1:250 (A1) HORIZONTAL 1:500 (A3)

ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

REV No.	DATE	DRAFT BY	REVIEW	P.M. REVIEW	AMENDMENT DESCRIPTION
C	15/7/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
B	4/7/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
A	23/05/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise wa ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM

TITLE: STORMWATER DRAINAGE PLAN
SHEET 2 OF 2

DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
P.ALEBAKIS	P.ALEBAKIS	F.LOMBARDO 23/05/24	P.ALEBAKIS 23/05/24

DATUM	SCALE	PROJECT No.	DRAWING No.	REV
AHD	1:250	URB0782	C351	C
GRID PCG94	WAPC No. N/A			

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Development Application

Warehouse/Storage Facility

Lots 804 & 805 (No. 303 & 313)
Mandurah Road, East Rockingham

Prepared for Q Design & Construction

Prepared by Taylor Burrell Barnett

May 2024

Taylor Burrell Barnett

Document Information

Development Application

Warehouse/Storage Facility

Lots 804 & 805 (No.303 & 313)
Mandurah Road, East Rockingham

Prepared By: Taylor Burrell Barnett

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Doc ID: DA RPT Lots 804 & 805 (No. 303 & 313) Mandurah Road, East Rockingham

Revision	Status	Author	Revision	Date
1.0	Draft	L Martins	J Dunbar	23/05/24
2.0	Final	L Martins	J Ross	24/05/24

Disclaimer

This document was prepared for Q Design and Construct for the purposes of lodging a development application and may only be used in accordance with the executed agreement between Taylor Burrell Barnett and the Client.

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1.0 Introduction

Taylor Burrell Barnett, acting on behalf of our client Q Design & Construct, has prepared this report in support of an application for development approval for the use and development of land at Lots 804 & 805 (No. 303 & 313) Mandurah Road, East Rockingham (subject sites) for the purpose of developing a bulk storage facility and associated vehicular access arrangements.

The development application has been prepared in accordance with the provisions of the City of Rockingham's *Local Planning Scheme No.2* (LPS2) and relevant planning policies.

The subject application has been made to the Development Assessment Panel (DAP) in accordance with the *Planning and Development (Development Assessment Panel) Regulations 2010*.

The subject sites are in the ownership of Giacci Holdings Pty Ltd who are signatories to the application.

The development proposal is for the staged development of a bulk storage facility (warehouse) on Lot 805, and vehicular access arrangements to the site via the neighbouring Lot 804.

Construction of the facility is scheduled to commence late 2024, following receipt of necessary planning and building permit approvals. Completion and occupation of the facility is anticipated to occur in 2026.



2.0 Site Analysis

2.1 Location

The subject sites are within the locality of East Rockingham, approximately 3km north-east of the Rockingham city centre. The site is located within the Rockingham Industry Zone (RIZ), a key growth area within the Western Trade Coast (WTC).

The RIZ is identified as a critical driver for local economy and employment growth, catering for a range of industries including warehousing, transport and logistics, and fabrication works. The subject sites interface with the Strategic Industrial Area portion of the RIZ to the west, separated by Mandurah Road.

Figure 1 depicts the subject land in its regional context.

The subject sites are bound by land reserved for Railways (freight rail) and Parks & Recreation to the east, undeveloped industrial land to the south and on the western side of Mandurah Road, and existing bulk storage sheds (owned by the proponent) to the north.



Figure 1: Regional Context

2.2 Land Ownership

Land ownership is outlined in **Table 1** and evidenced by the Certificates of Title included in **Appendix A.**

Lot 804 contains a bulk logistics and transport facility, which operates in conjunction with a recently constructed bulk storage facility on the adjoining Lot 803 further north. Lot 805 is currently vacant land as shown in **Figure 2.**

This application proposes a staged development on Lot 805 for a warehouse, for the purpose of bulk storage. Additionally, the development seeks to facilitate vehicular access arrangements (both light and heavy vehicles) to circulate internally via Lot 804 into Lot 805. The proposal forms an extension to Qube's existing storage and bulk logistics and transport facility operations on the adjoining sites.

Table 1: Land Ownership Details

Address	Owner	Volume/Folio	Total Lot Area
Lot 804 (No.303) Mandurah Road, East Rockingham	Giacci Holdings Pty Ltd	2692/667	2.5574ha
Lot 805 (No.313) Mandurah Road, East Rockingham		2692/668	2.1749ha



Figure 2: Site Location

3.0 Planning Framework

3.1 South Metropolitan Peel Sub-regional Planning Framework (2018)

The South Metropolitan Peel Sub-regional Planning Framework (Sub-regional Framework) was endorsed by the WAPC in March 2018. The Sub-regional framework builds on the vision outlined in Directions 2031 and Beyond, and the State Planning Strategy 2050, and establishes a long-term, integrated planning framework for land use and infrastructure to guide future growth across the sub-region.

The Sub-regional framework identifies the WTC as a key growth location for industrial development, presenting opportunity to synergise existing port operations and ensuring future industrial development has access to the regional road network. Refer to the extract in **Figure 3**.

The Sub-regional Framework outlines that by 2050 the WTC will need;

- An additional 293,750 jobs to be provided, identified as the key area for industrial growth in the State.
- An additional 5,900 hectares of industrial land are expected to be demanded in the area.

The proposed development will continue the growth of industry within the WTC, consistent with the Sub-regional Framework.

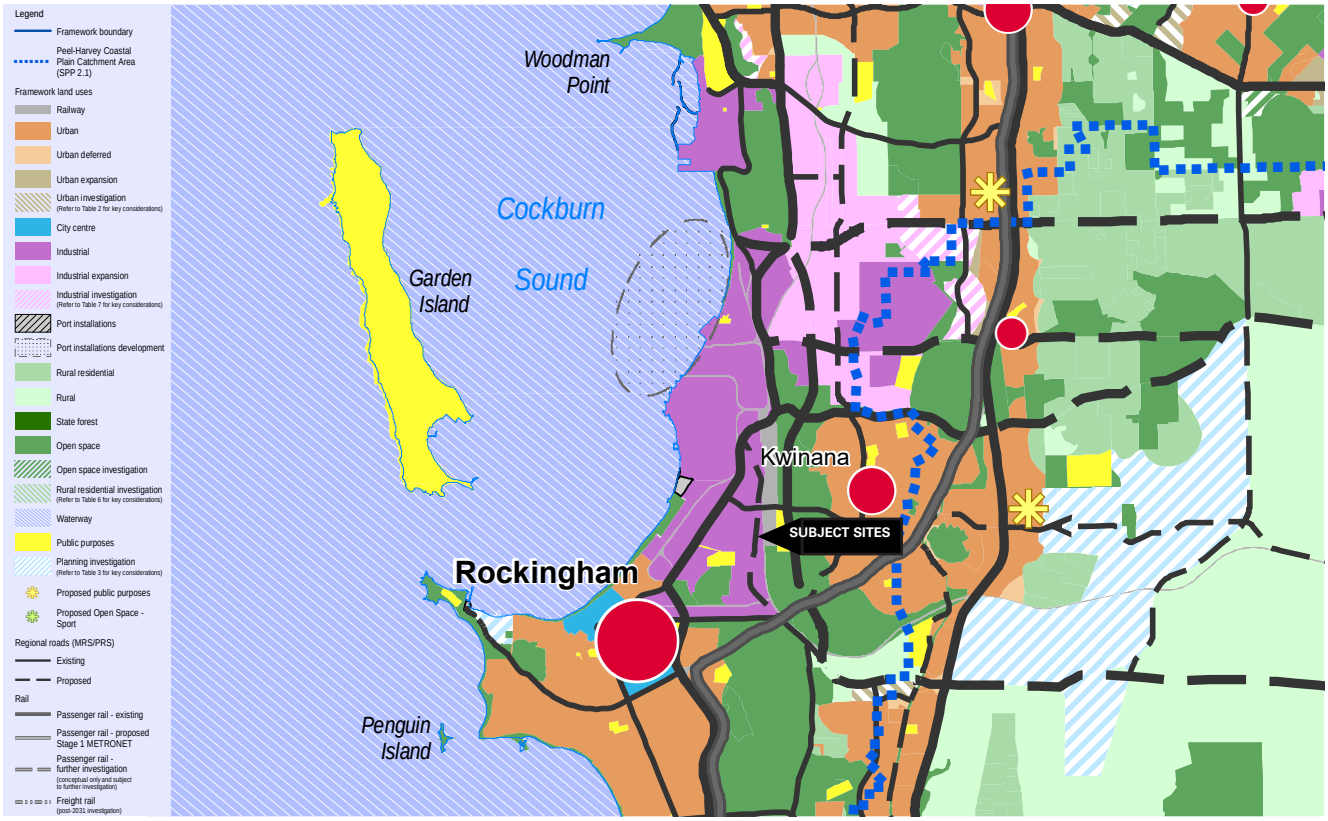


Figure 3: South Metropolitan Sub-regional Planning Framework Extract

3.2 City of Rockingham Local Planning Strategy (Draft)

The City of Rockingham's Draft *Local Planning Strategy* was adopted by Council in March 2023 and recently underwent public advertising. The Draft Strategy sets out the long-term planning directions to guide the City's growth and future land use change over the next 15 years.

The Draft Strategy recognises the RIZ as a critical driver for local economy and growth of employment, and identifies that there is currently an under-utilisation of industrial land within the industrial zone.

The Draft Strategy outlines two key planning directions for the RIZ, as follows:

1. Strategic industrial areas identified and protected to minimise land use conflict with incompatible land uses; and
2. Industrial land supply should be maintained to ensure there is enough land capable of substantial further development.

The subject site is identified under 'Industrial Centre,' refer **Figure 4**.

The proposed development is entirely consistent with the planning directions set out under the Draft Strategy, further contributing to the development of industrial development in the City's Industrial centre.

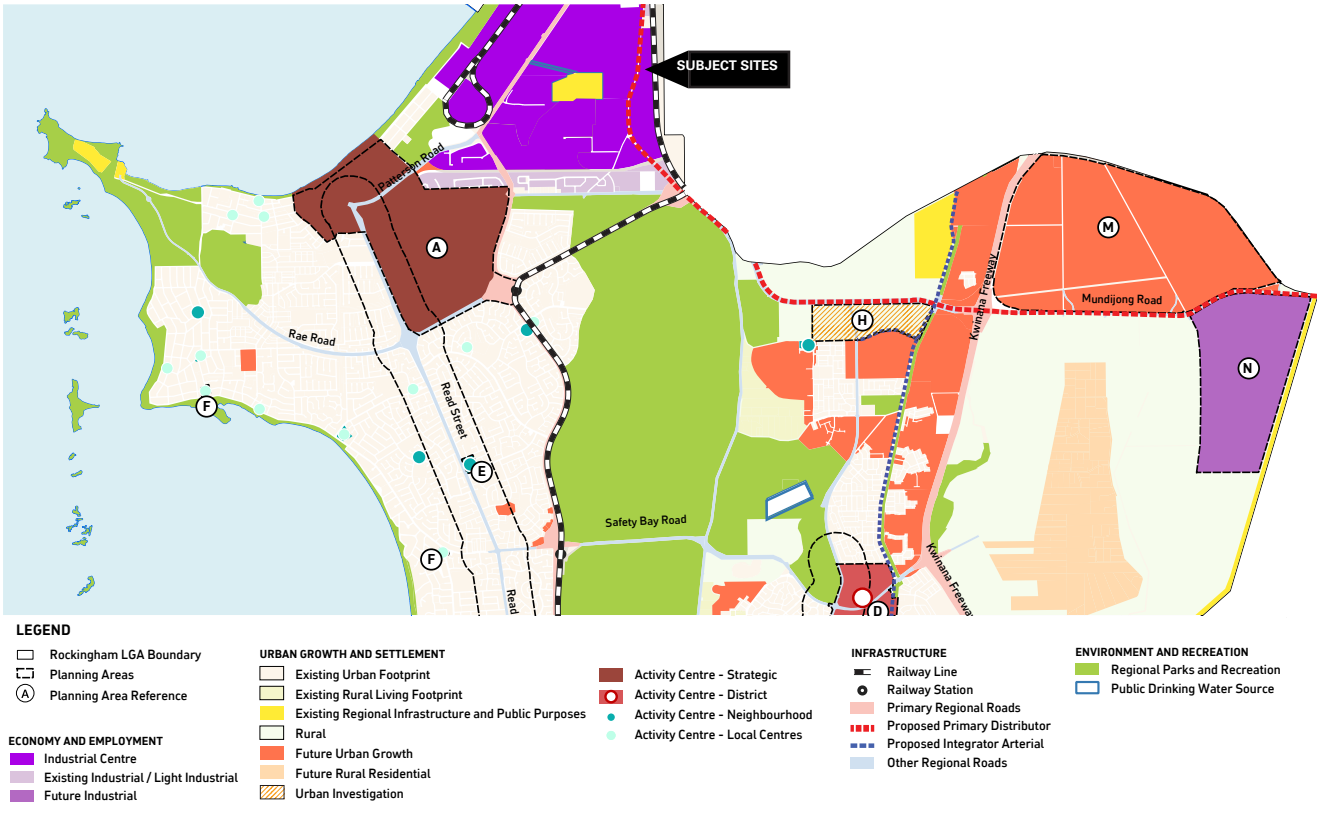


Figure 4: Rockingham Local Planning Strategy Extract

3.3 Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the *Metropolitan Region Scheme* (MRS), refer **Figure 5**, as is the land to the north, south and west comprising of the RIZ.

Land to the east comprises the freight rail line and is reserved 'Railways' under the MRS. The land further east is reserved 'Parks and Recreation', attributed to Bush Forever Site 349 - Leda and Adjacent Bushland.

There are two areas of land reserved for 'Public Purposes' proximate to the subject site, comprising of a Wastewater Treatment Plant owned by the Water Corporation to the west, and a Special Use reserve to the east.

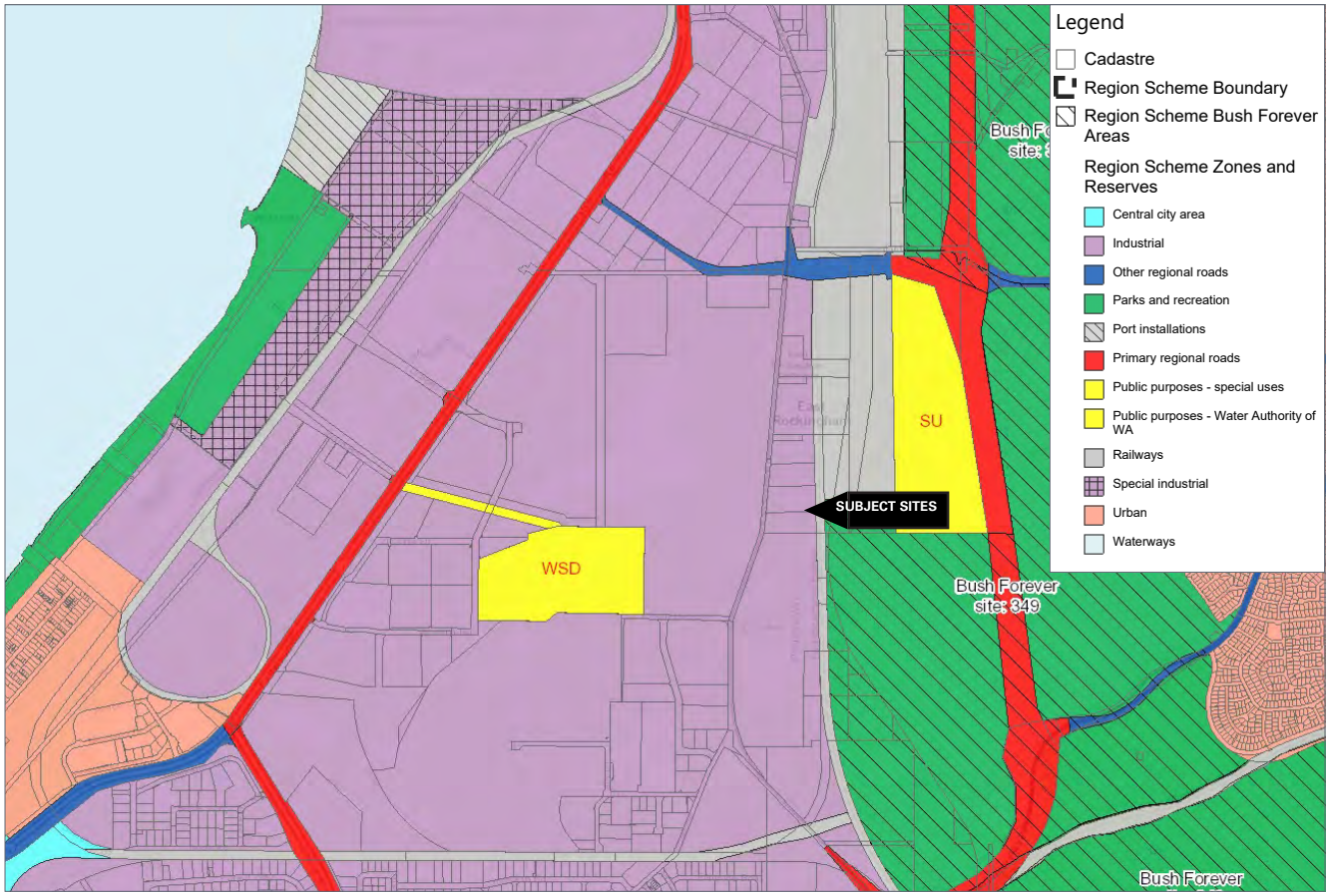


Figure 5: Metropolitan Region Scheme Extract

3.4 City of Rockingham Local Planning Scheme No.2

The subject site is zoned 'General Industry' under the *City of Rockingham Local Planning Scheme No.2* (LPS2), refer **Figure 6**.

The objectives for Industrial Zones are:

a. *to provide for a range of industrial land uses by establishing guiding principles and policies that are environmentally and socially acceptable;*

b. *to encourage and facilitate the establishment of attractive and efficient industrial areas ensuring that acceptable levels of safety and high standards of amenity are provided through the application of appropriate landuse, design and landscaping controls; and*

c. *to ensure that industrial areas are developed in a manner which has due regard to potential industries and their infrastructure needs, and that adjacent urban areas are not subjected to pollution and hazards.*

The proposed development is consistent with the objectives of the Industrial Zones, as it will provide an attractive and functional storage warehouse, with high standards of visual and environmental amenity which ensures the surrounding area is not subject to pollution and hazards.

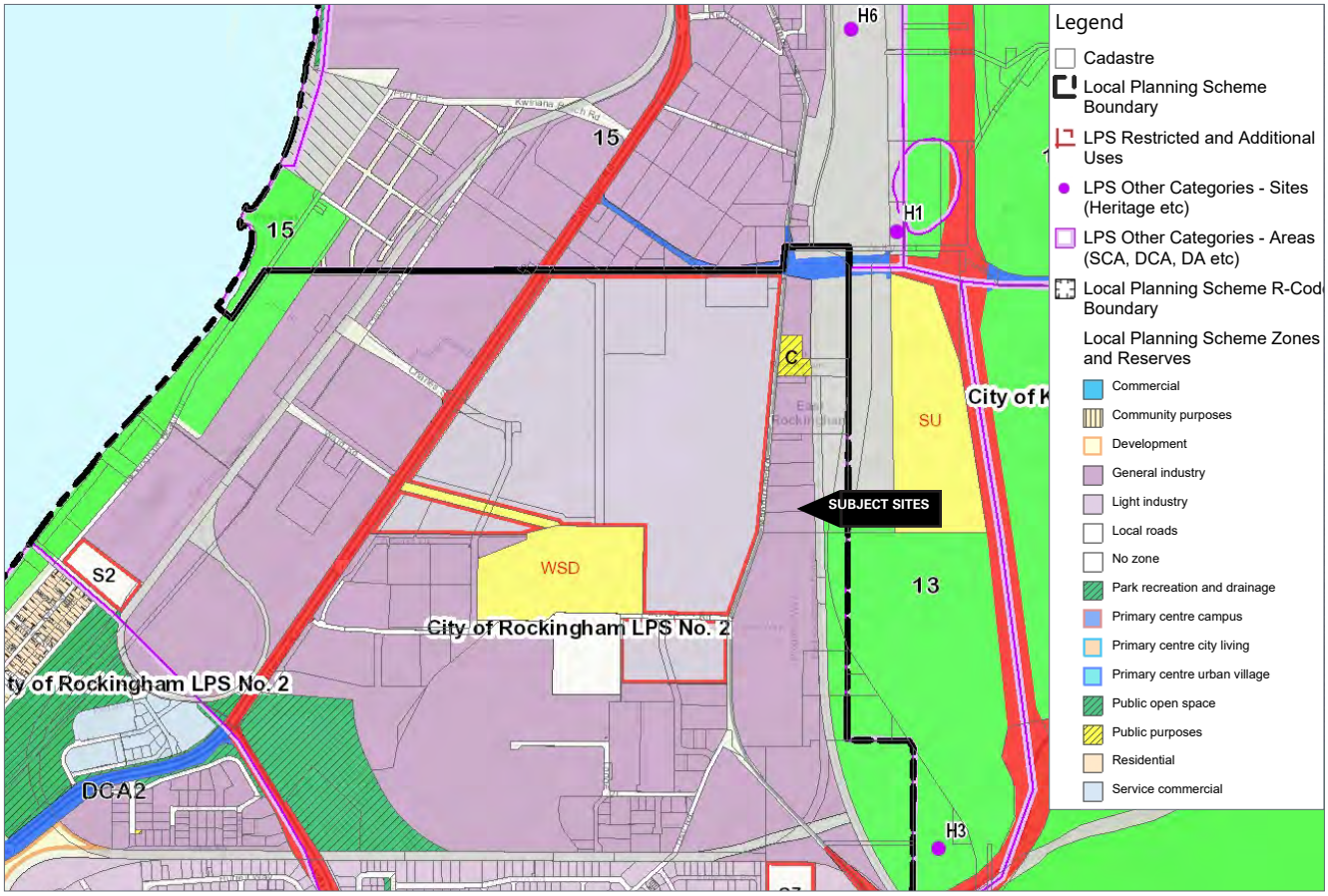


Figure 6: City of Rockingham Local Planning Scheme Extract

3.4.1 Development Requirements

The proposed development has been assessed in accordance with the following clauses under LPS2:

- Clause 4.10.4 - General Development Requirements
- Clause 4.10.6 - Setbacks and Landscaping for Industrial Zones

Clause 4.10.3 - Parking and Clause 4.10.5 - East Rockingham Industrial Zones Policy are addressed in **Table 5** and **Table 3** of this report respectively.

Table 2: LPS2 Development Requirements

LPS2 Clause/Requirements	Proposed Development
4.10.4 - General Development Requirements	
The facades of all buildings visible from the primary road or open space area shall be of masonry construction or any other material approved by the local government in respect of the ground floor level, provided that if concrete panels are used, such panels must have an exposed aggregate or textured finish. The second floor level, or its equivalent may be constructed of any other material in accordance with the Building Code of Australia and to the satisfaction of local government.	The west/front facade of the warehouse will be constructed of a combination of concrete tilt panels in contrasting colours (woodland grey and yellow) and panelled wall cladding (surfmist and woodland grey). Through the use of varying colours and textures, the front facade provides visual interest when viewed from the street. Refer to the elevations contained in **Appendix B**.
No fence visible from a road or open space reserve shall be constructed of materials/colours which in the opinion of local government are unsightly or detract from the amenity of the locality or be used for signage where the approval of the local government has not been granted. Any industrial (e.g., chain wire) fencing forward of the street building setback line shall be landscaped to the satisfaction of the local government.	The development proposes a chainlink fence and sliding gate along the Mandurah Road egress point from Lot 805 for the purpose of ensuring safety and security. No changes to the existing chainlink fencing on Lot 804 are proposed. The proposed fencing will not detract from amenity of the locality.
No use of the area between the street alignment and the prescribed building setback line shall be permitted other than for landscaping, or for pedestrian and vehicular circulation and parking, except that not more than 20% of the setback area may be used for trade display purposes, to be approved at the discretion of the local government.	The area between the street alignment and the prescribed building setback line is used for landscaping, vehicle circulation and parking.
4.10.6 - Table 2 - Setback Requirements for Industrial Zones	
General Industry Zone • *Minimum Primary Street Frontage: 15m* • *Minimum Secondary Street Frontage: 10m* • *Minimum Side and Rear Setbacks: In accordance with the BCA.*	Proposed development • Primary Street Frontage: approx 27-34m • Secondary Street Frontage: N/A • Side and Rear Setbacks: In accordance with BCA
4.10.6 - Table 3 - Landscaping Requirements for Industrial Zones	
General Industry Zone • *Minimum Primary Street Frontage: 10m, plus the street verge* • *Minimum Secondary Street Frontage: 5m, plus the street verge*	Refer **Table 8**.

3.5 Local Planning Policy 3.3.8 - East Rockingham Industrial Zones

Acknowledging the strategic importance of the RIZ, within the wider WTC, the City of Rockingham have developed *Local Planning Policy No. 3.3.8 - East Rockingham Industrial Zones* (LPP3.3.8) to ensure industrial areas within East Rockingham have a consistent high standard of development and visual amenity.

The proposed development has been assessed in accordance with the relevant development standards set out under LPP3.3.8

Table 3: LPP 3.3.8Development Standards

LPP3.3.8 Development Standard	Proposed Development
6.1 Site Layout, Building Orientation and Materials	
a. *Office and administrative buildings must be designed to address the street, providing a legible entrance for pedestrians and a positive contribution to the streetscape through the use of glazing, a mixture of materials and architectural features.*	There are no office and/or administration buildings proposed as part of this application. Existing facilities are provided on Lot 804.
b. *The ground floor facades of all buildings visible from the primary road or open space area must be of masonry construction with exposed aggregate or coated with a textured finish or equivalent. The second floor or its equivalent may be constructed of other materials.*	As discussed in **Table 2**, the building facade incorporates an appropriate mix of colours and materials to ensure an attractive appearance when viewed from the primary road (Mandurah Road).
c. *Walls on side or rear boundaries must be exposed aggregate or coated with a textured finish or equivalent.*	
d. *Customer service areas and employee amenities must be located within the front portion of the buildings, with operational areas being located to the rear of the site.*	There are no customer service and/or employee amenities proposed as part of this application.
e. *Corner lots must apply articulated elevations to both street frontages.*	The proposed development is not sited on a corner lot.
f. *Buildings must be oriented to take advantage of passive solar values and prevailing winds for improved energy efficiency.*	The proposed warehouse is utilised for the purposes of bulk storage, and is predominantly unmanned. Considerations relating to passive solar values and prevailing winds are not directly relevant to this proposal.
g. *Direct vehicle access to the western and eastern sides of Patterson Road and the western side of Mandurah Road is not permitted.*	Direct vehicle access is provided on the eastern side of Mandurah Road for the purpose of egress from Lot 805. No entry access is provided from Mandurah Road for Lot 805, with existing access utilised from lot 804, refer **Appendix C.**
6.2 Building Setbacks and Landscaping Requirements	
• Refer Table 2	Addressed. Refer **Table 2.**

LPP3.3.8 Development Standard	Proposed Development
6.3 Building Height	
Tall structures such as stacks, large structures, sheds, manufacturing equipment and the like must be located towards the centre of the development land where practical, particularly when the land is located adjacent to Patterson Road or Mandurah Road, in order to minimise visual impact of building bulk and large scale infrastructure.	All structures are to be contained within the proposed warehouse, located centrally within Lot 805. The scale of development is akin to existing industrial development in the immediate locality, particularly the recently completed warehouse on Lot 803 to the north.
6.4 Car Parking	
Refer Table 6.	Addressed. Refer **Table 6.**
6.5 Fencing	
a. Security fencing will be permitted on front, side and rear lot boundaries;	Chainlink fencing is proposed on the front, side and rear lot boundaries, which is reflective of existing fencing styles on surrounding development in the locality.
b. Security fencing within the street setback area is discouraged and must be considered on a caseby-case basis. Where security fencing is required to the street frontage, the fence line should be setback at the building line or behind the required landscaping area;	Chainlink fencing and a sliding gate is proposed along the street boundary of the property.
c. The minimum standard for fencing is black PVC coated galvanised link mesh. Colourbond or fibre cement fencing is not supported within the primary or secondary street setback;	Proposed chainlink fencing to be developed in accordance with the minimum standard.
d. Masonry fencing is permitted subject to open style fencing being incorporated to facilitate passive surveillance to the street:	No masonry fencing proposed.
e. Long expanses of fencing or solid wall structures are generally not supported to prevent monotony; and	Noted. Open, chainlink fencing is provided along the property boundaries for the purpose of fulfilling safety and security considerations.
f. Fencing to otherwise be in accordance with the City's Fencing Local Law.	Noted.

LPP3.3.8 Development Standard	Proposed Development
6.5 Service, Storage and Display Areas	
a. *Loading and storage areas are to be effectively screened with appropriately placed, quality visual screening. Landscaping and approved obscure fencing can be utilised to screen such areas;*	All loading and unloading is to occur within the warehouse building, with service and storage areas entirely screened. The warehouse building is self-contained, with internal access provided via roller shutter doors on the northern, eastern and western side of the building.
b. *Service and storage areas must be located behind the front building line; and*	
c. *Adequate provision for turning and reversing of vehicles on-site and appropriately sized crossover is to be provided.*	Vehicle swept paths have been prepared as part of the Transport Impact Statement (refer **Appendix C)** demonstrating adequate provision for maneuvering of vehicles on-site.
6.6 Plant and Equipment	
All plant and equipment is to be screened or placed remote from the street public areas where appropriate	All loading and unloading is to occur within the warehouse building.
6.8 Outbuildings and Other Structures	
a. *Where numerous separate buildings are located on the site, the design of each should be considered with a 'whole of site' planning approach, so that they may present as an integrated development; and*	Stage 1 proposes development on the western portion of the site presenting to Mandurah Road. Stage 2 will form the extension of Stage 1, extending the building footprint across the eastern portion of the site. The development will form an integrated built form upon completion.
b. *Future expansion and staging should be considered so as to integrate with these buildings. The use of colours, form and materials should otherwise match existing buildings on site.*	Stage 2 development will reflect the colours, form and materials used in Stage 1, refer **Appendix B**.
6.9 Signage	
All signage/advertisements to comply with Planning Policy No.3.3.1 – Control of Advertisements.	No signage/advertising proposed as part of this application.
6.9 Landscaping	
Refer Table 7.	Addressed. Refer **Table 7.**

3.6 Local Planning Policy 3.3.1 - Control of Advertisements

The development proposes the inclusion of two signs to be located on the western elevation of the warehouse building, presenting to Mandurah Road, as indicated in **Figure 9**.

The signs have been assessed under the City of Rockingham's *Local Planning Policy 3.3.1 - Control of Advertisements* and is considered exempt in accordance with Table 1 of the policy, as outlined in **Table 4** below:

Table 4: LPP 3.3.1 Signage Exemption Requirements

LPP3.3.1 Sign Type & Exemption Criteria	Proposed Development
Table 1: Signage Exemptions: " *Table 1 provides guidelines as to what advertisements external to a building that do not require Development Approval. If the advertisement does not meet the standards detailed in Column 2 of Table 1, Development Approval is required.*	
Wall Sign: *A sign that is affixed to the external wall or façade of a building or structure and does not protrude from the face of the wall by more than 300mm.*	Compliant. The development proposes the incorporation of two Wall Signs on the western elevation (facing Mandurah Road), and do not exceed a depth greater than 300mm.
i. *The sign does not extend beyond the side or top of the wall;*	Compliant. The proposed signs do not extend beyond the side or top of the wall as shown in Figure 8.
ii. *Is limited to two signs per business tenancy with a maximum total area of 4m2 per sign or 20% of the total surface area of a wall on a building, whichever is the lesser;*	A total of two signs are proposed on the proposed warehouse building exceeding the maximum total area of 4m^2 (25.9m^2 each) however, is less than 20% of the total surface area of the wall; • Total surface area: 894.6m^2 • Combined signage surface area: 51.8m^2 • % of the total surface area: 5.7%
iii. *Have a minimum clearance of 2.7m above the existing ground level if directly above a door opening; and*	Compliant. Each sign is proposed to be located at a height of 8.6m above the ground level and are not located directly above a door opening.

4.0 Development Proposal

4.1 Development Proposal

4.1.1 Overview

The application seeks approval for a total building area of 12,805m^2 comprising the staged development of a 'Warehouse,' for the purpose of bulk storage and associated hardstand, incorporating vehicular access arrangements between the adjacent Lot 804 and the proposed development site (Lot 805), both owned by the proponent, refer **Figure 7**.

The proposal consists of the following development:

- Warehouse (12,805m^2), comprising of Stage 1 (5,713m^2) and Stage 2 (7,092m^2)
- Surrounding hardstand/bitumen pavement for vehicular manoeuvring and car parking
- Landscaping, including general landscaping, planted drainage swales and turf

Access to and operation of the warehouse on Lot 805 will be coordinated with existing development on Lot 804. No additional staff will result from the proposed development, with existing staff activity across Qube's broader operations on Lots 804 and 803 to be relocated to the new warehouse on an as needs basis. Accordingly, no new staff facilities or amenities are provided on Lot 805.

4.1.2 Land Use Permissibility

The proposed development is considered to fall under the 'Warehouse/Storage' land use under the City of Rockingham LPS2.

Warehouse/Storage is defined by the City of Rockingham LPS2 as:

means premises including indoor or outdoor facilities used for -

a) *the storage of goods, equipment, plant or materials; or*
b) *the display or sale by wholesale of goods.*

'Warehouse / Storage' is listed as a 'P' use (Permissible) which means that the use is permitted if it complies with all relevant development standards and requirements of LPS2.

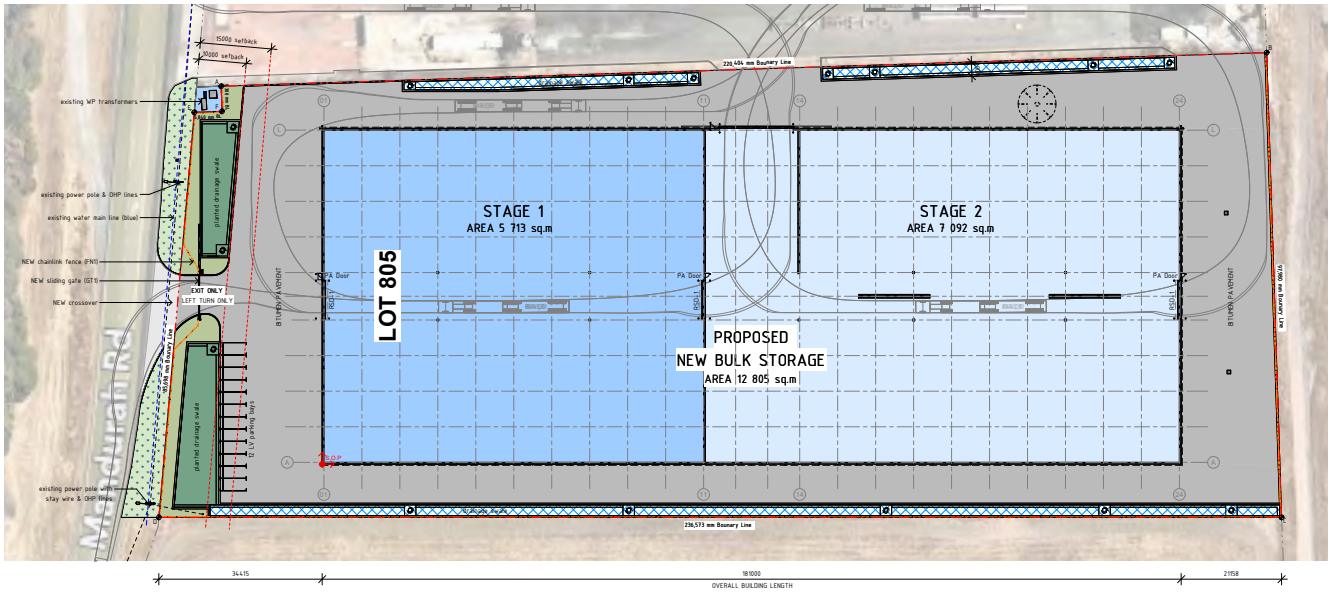


FIgure 7: Proposed Site Plan

4.2 Built Form and Design

The 'Warehouse/Storage' development application plans and elevations are shown in **Figure 8**, and attached as **Appendix B**, and comprises of the following development:

- Stage 1 - Warehouse Building (5,713m^2)
  - Stockpile area 1 (2,400m^2)
  - Stockpile area 2 (2,400m^2)
  - Central internal accessway
- Stage 2 - Warehouse Building extension (7,092m^2),
  - Stockpile area 3 (2,400m^2)
  - Stockpile 4 (2,996m^2)
  - Central internal accessway
- Surrounding hardstand and landscaping

The built form component is further outlined as follows:

4.2.1 Warehouse (Stage 1)

The warehouse building will be constructed as a rectangular structure measuring approximately 80m in length, 70m in width, built to a ridge height of 14.75m.

The purpose of the warehouse building is for storing and handling goods, forming a logical expansion to the existing storage and transport facilities to the north. Stage 1 will involve the construction of two internal stockpiles (refer **Appendix A**) separated by a one-way internal accessway providing access to the building via roller shutter doors located on the northern and western boundaries. This accessway will facilitate vehicular movements from east to west within the facility, supporting efficient loading and unloading operations.

The warehouse will be accessible for heavy vehicles (trucks and trailers), with a proposed concrete accessway between Lots 804 and 805, located centrally along the adjoining lot boundary. Egress from the facility will be provided via a crossover onto Mandurah Road to the west.

The facade of the warehouse will be constructed of a combination of dado concrete tilt panels in woodland grey and yellow, steel wall sheeting in surfmist and woodland grey, and zincalume ridge capping in woodland grey.

The development setbacks are outlined in **Table 2.**

4.2.2 Warehouse (Stage 2)

Stage 2 will connect to the proposed bulk storage facility developed in Stage 1, adopting the same built form and design elements to ensure an integrated development. The extension will increase the building's length by approximately 100m to the east, creating a combined total building length of approximately 181m.

The Stage 2 built form replicates Stage 1, involving the construction of two internal stockpiles separated by a one-way internal accessway, connecting to the accessway developed as part of Stage 1, separated

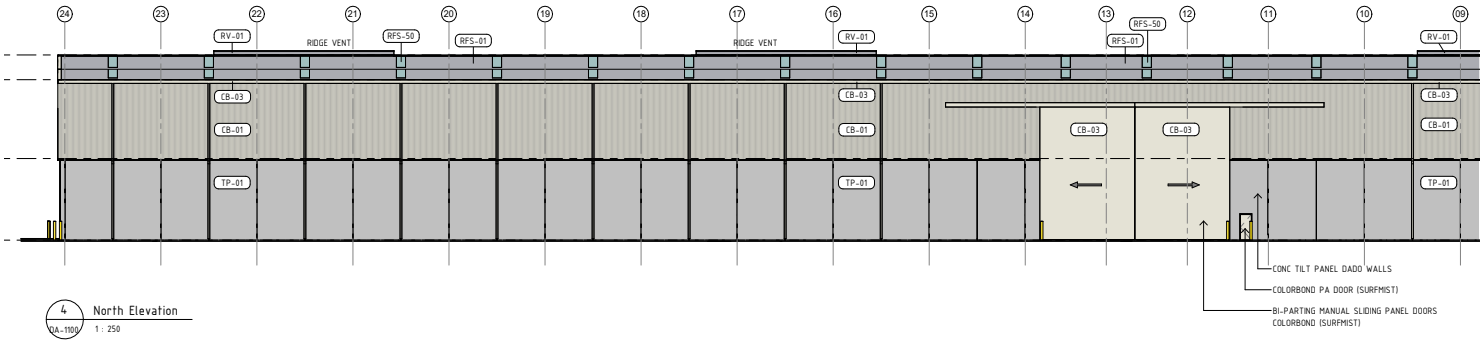


Figure 8: Proposed North Elevation Plan

internally by a roller shutter door. This accessway will facilitate vehicular movements within the building, supporting efficient loading and unloading operations.

4.2.3 Hardstand

The proposed hardstand within Lot 805 is to consist of bitumen, facilitating vehicle circulation around the warehouse development. No changes are proposed to the existing vehicle access arrangements and hardstand areas on Lot 804.

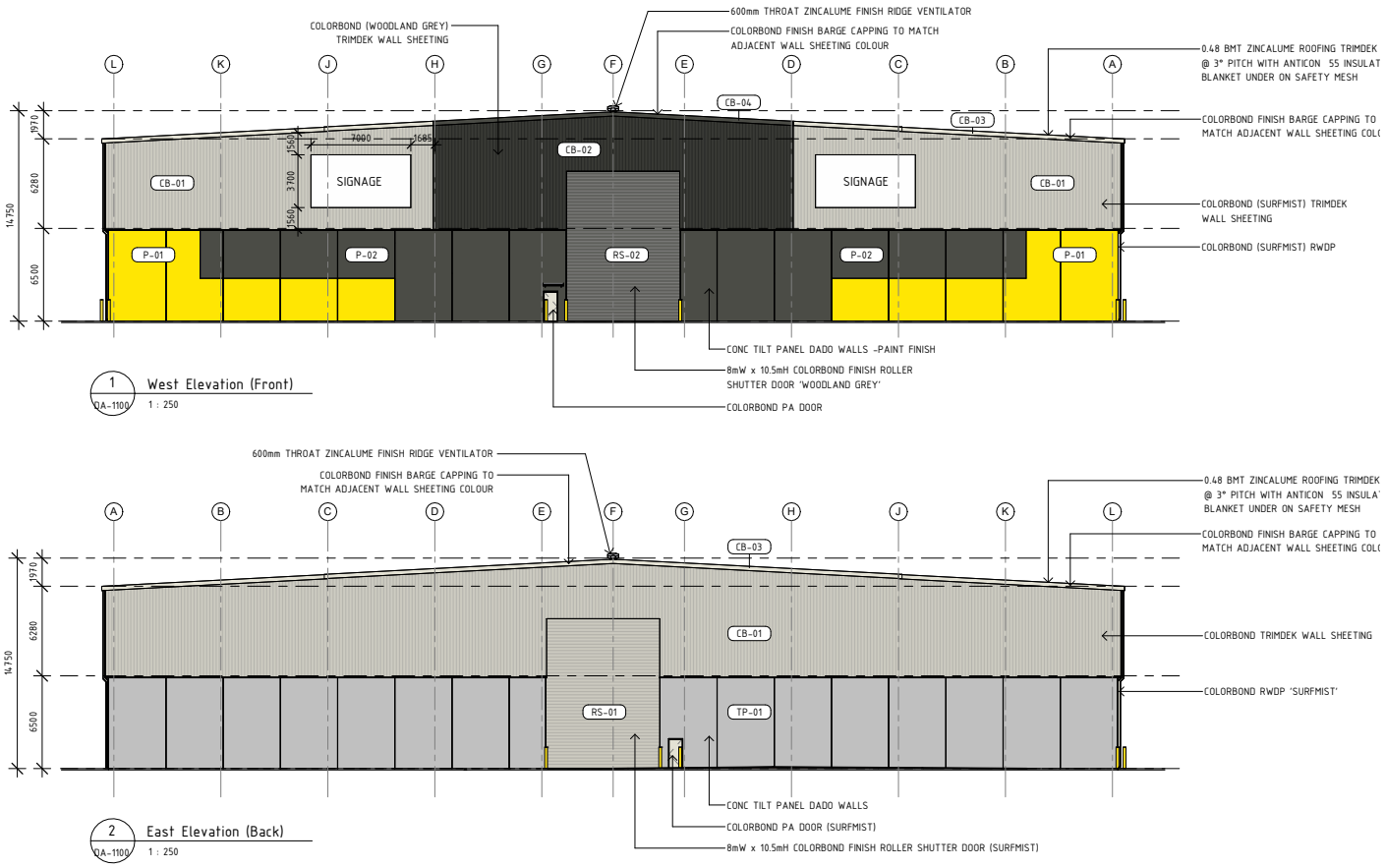


Figure 9: Proposed West & East Elevations

4.3 Site Access, Circulation and Parking

This application is supported by a Transport Impact Statement (TIS) included as **Appendix C**. The report determines that the predicted traffic increase from the development is negligible. The following summarises the key matters for consideration as a component of this development application.

4.3.1 Site Access

All vehicles, including light vehicles accessing the subject site will utilise the existing crossovers Mandurah Road of the existing development to the north on Lot 804, which is owned by the same landowner and has the same tenant.

A new crossover is proposed to the south on Lot 805, providing egress for left-out exit only. Access arrangements are indicated in **Figure 10**, found in **Appendix C**.

All service and delivery vehicles will use the same access as outlined above.

4.3.2 Heavy Vehicles Access / Swept Paths

The proposed development is estimated to accommodate an average of 10 Heavy Vehicles (HV's) per day, with a maximum of 20 per day. The proposed additional heavy vehicles are expected to be distributed throughout the day and it is unlikely that multiple trucks will be arriving to the site within a short period of time.

Traffic movement times are identified as standard industrial business opening/closing times of 6am - 8am and 4pm - 6pm with approximately 20% of the daily traffic to arrive within peak hours.

The surrounding network has been designed to accommodate Restricted Access Vehicles (RAV) up to Class 4 (26m). Lot 804 is currently accessed by RAV Class 4 trucks, with swept paths undertaken to show how the RAV class 4 trucks would enter from Lot 804 driveway and exit Lot 805 in forward-gear, as shown in **Figure 9,** found in **Appendix C.**

The subject site is self-contained and will operate in conjunction with the adjacent lots, with minimal impact on the road network expected by the development.

All loading and unloading will be conducted on site.

4.3.3 Pedestrian / Cycling Network

Considering the nature of the proposed development, its surroundings, and the lack of public transport services, the needs of pedestrian and cycling facilities are very low. It is expected that the majority of the visitors and staff will commute to and from the subject site via a motor vehicle.

4.3.4 Parking

The proposed development will not generate any additional staff demand as the current staff activity on Lot 804 will be reallocated to the new bulk storage facility based on need requirements.

Parking is provided within the existing car park located at Lot 804, with additional car parking bays proposed within Lot 805 to be used as overflow staff parking from the adjacent site (Lot 803) and will generally be unoccupied.

The City of Rockingham LPS2 requires 1 bay per 100m^2 NLA for Warehouse/Storage use. On the basis of the Scheme requirements the subject site would require 119 car bays, as outlined in **Table 5**.

Acknowledging no new dedicated staff are proposed to be generated as part of this proposal, the development proposes a total of 12 vehicle parking bays. The proposal therefore represents an on-paper shortfall of parking against the Scheme standards, however, the number of bays provided is considered to sufficiently support staffing requirements for the proposed development, acknowledging the additional parking bays will be primarily utilised as overflow staff parking from Lot 804, and will generally be unoccupied.

Table 5: LPS2 Car Parking Requirements

Assumption	Car Parking Requirement
11 963m² net lettable area	119 bays
Total Bays Required	119 bays
Total Bays Provided	12 bays

Additionally, the development standards for car parking for all industrial zones are to be in accordance with LPP3.3.8 section 6.4 - Car Parking, as outlined in **Table 6** below.

Table 6: LPP 3.3.8 Development Requirements

LPP3.3.8 Development Standard	Proposed Development
6.4 Car Parking	
a. Car parking provision must be in accordance with the minimum requirements of Table No.2 of TPS2;	Refer **Section 4.3.4**.
b. Parking for service/haulage vehicles is to be separated from visitor/staff parking areas;	All HV's and couriers are to access the site strictly for unloading and loading, as such no parking is provided for HV's. All unloading and loading will occur within the proposed warehouse building.
c. The number and location of crossovers must consider traffic safety, ease of vehicle moment and the location of existing and proposed vegetation;	The proposed development seeks to utilise the existing crossover located at Lot 804, providing internal lot access to Lot 805. One crossover is proposed from Lot 805 restricted to a left-turn out for egress onto Mandurah Road.
d. All commercial vehicles and passenger vehicles must be able to enter and leave the site in a forward gear;	All vehicles are to access/egress the site in forward gear.
e. Provide shade trees at a ratio of 1 per 4 car bays, evenly throughout customer/staff parking areas;	A total of 4 shade trees are provided for the 12 parking bays in accordance with the required ratio.
f. Provide clear footpaths for pedestrian movement separate from areas of frequent vehicular movement;	Pedestrian movements within Lot 805 are expected to be very infrequent, with staff encouraged to park within Lot 804. No changes to existing pedestrian paths/crossings within Lot 804 are proposed.
g. Parking and access for people with Disability must designed in accordance with Australian Standard 2890.6.2009 – Parking facilities Off-street parking for people with disabilities (as amended);	Car parking provision across Lots 804 and 805 will be designed in accordance with relevant Australian Standards.
h. Car parking areas must be designed in accordance with Australian Standard AS2890.1 (as amended); and	
i. Car parking areas must be constructed using concrete, bitumen or trafficable brick paving.	Car parking area is proposed to be constructed of bitumen.

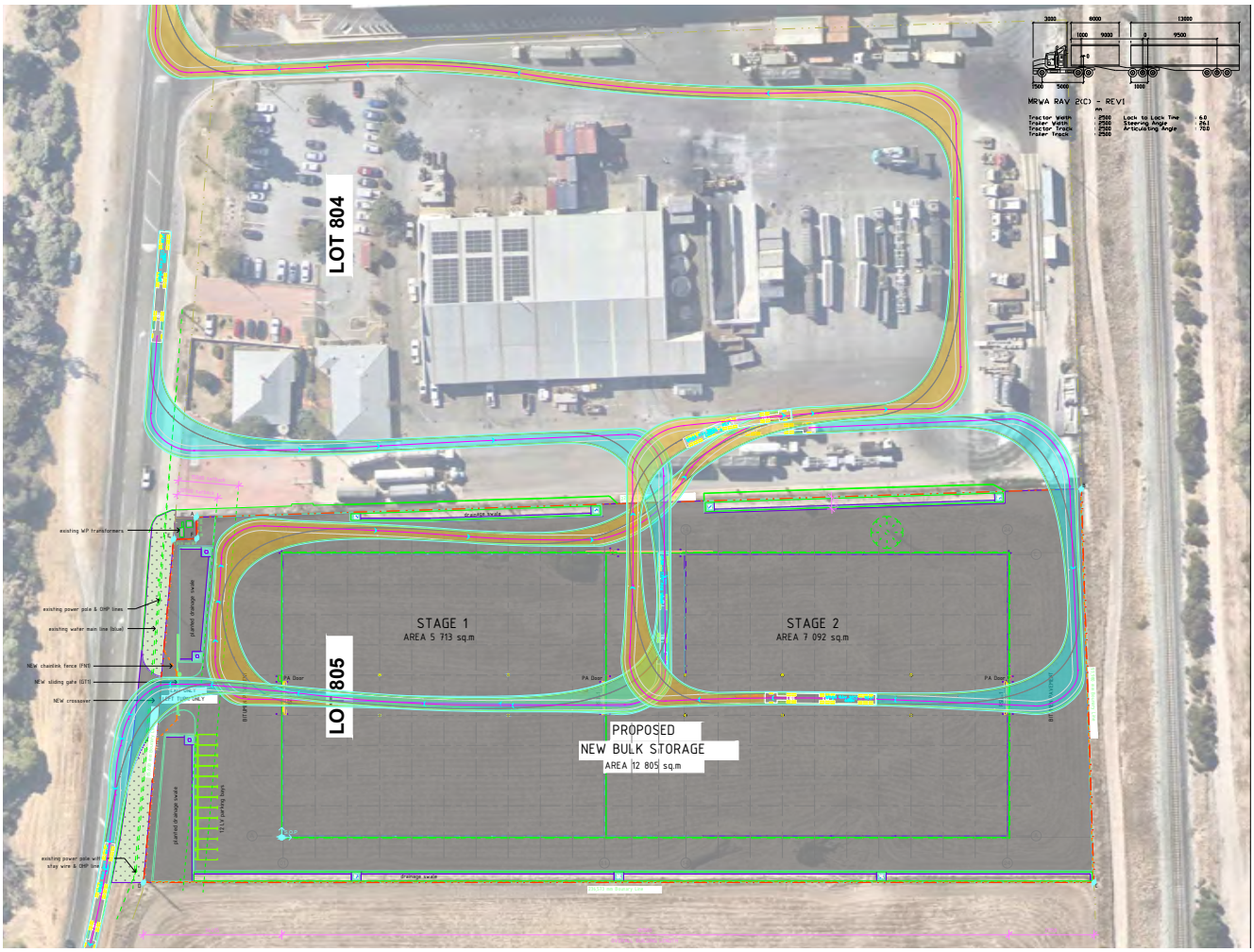


Figure 10: Swept Path Assessment (RAV 4)

4.4 Landscaping

A comprehensive Landscape Concept Plan has been prepared for the proposed development, with the overall plan depicted in **Figure 12** and detailed plans provided in **Appendix D**.

The landscaping consists of a mix of tree planting, under-storey planting and ground covers and will be established along the site entrance (western lot boundary) and minor portions along the northern lot boundary.

The landscaping includes the following:

- Landscaping (soft) 305m^2
- Landscaping (hard) 331m^2
- Swale area 1,278m^2

The proposed development addresses the landscaping requirements of Table 3 of LPS2, refer **Table 8**.

Table 8: LPS2 Landscaping Requirements

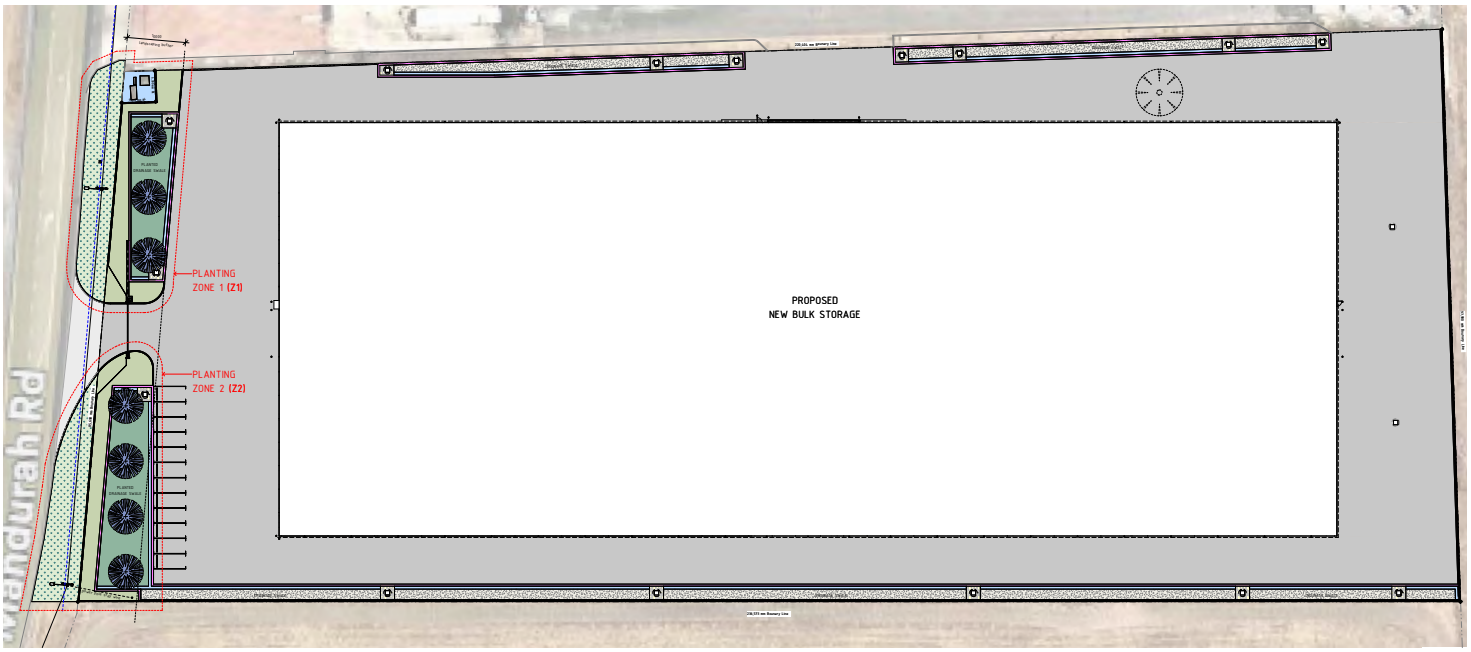
LPS2 Landscaping Requirement	Proposed Development
Minimum Primary Street Frontage: 10m, plus the street verge	The proposed landscaping includes 10m frontage from the primary street, plus the street verge.
Minimum Secondary Street Frontage: 5m,	The subject sites does not interface with a secondary street.

Development standards for landscaping for all industrial zones are to be in accordance with LPP3.3.8 section 6.10 - Landscaping, as outlined in **Table 7** below.

Table 7: LPS Development Requirements

LPP3.3.8 Development Standard	Proposed Development
6.10 Landscaping	
• *The landscaping area to Mandurah Road and Patterson Roads must be revegetated with native endemic species.*	The proposed landscaping mix consists of native vegetation, refer **Appendix D.**
• *Landscaping and revegetation of buffers to have a 3 tier composition, to include ground covers (grasses etc.), middle section (bushes, small trees) and upper storey (larger trees etc.).*	The proposed landscaping mix comprises of drainage swale mix (grasses, rushes etc.), general planter mix (bushes) and large trees.
• *The Landscape Plan as a condition of Development Approval must include a list of planting species, the density and location of plants. The plant species selected must be in accordance with Development WA's Development Guidelines or Water Corporation's Water Wise plant list.*	Noted.
• *Verge areas are to be landscaped and reticulated at the time of development by the owner/operator. This may include turf, mulch or some other form of ground cover, unless where natural vegetated swales have already been installed by Development WA at the time of subdivision. The owner/operator is to maintain landscaping accordingly.*	Verge areas are proposed to be landscaped with Kikuyu Turf.

• *Shade trees in the verge (outside of buffer areas) must be provided at 1 tree per 10 metres of street frontage, unless otherwise approved.*	No shade trees are provided in the verge, acknowledging impact on sight lines for heavy vehicles accessing the subject sites.
• *Existing native vegetation must be retained in buffer areas and where practical, existing trees are to be retained elsewhere.*	No native trees are identified for retention.
• *Landscaping is to be provided within parking areas to provide shade for parked vehicles and soften the impact of hardstand areas. Shade trees are to be provided at a ratio of 1 per 4 car bays, evenly throughout parking areas.*	Landscaping proposes four shade trees (4) for 12 parking bays, in accordance with the ratio required.
• *Soil conditioner (humus) and mulch must be used in all planted areas to help retain soil moisture and nutrients. Fertilisers should be slow release to minimise leaching of nutrients into groundwater as coastal soils have a low nutrient retention capacity.*	Garden beds are to consist of gravel mulch (Plant Mix 01), organic pine bark mulch (Plant Mix 02).
• *Landscaping is to be used to screen service and storage areas.*	All service and storage activities is proposed to occur within the development building. However, landscaping consisting of a total of 7 large trees, planters and drainage swales fronting Mandurah Road provide additional screening of the development site.
• *On-site and verge landscaping must be maintained for the life of the development.*	Noted.
• *Landscaping to be considered together with Planning Policy 3.4.3 – Urban Water Management.*	Noted.



Landscaping Plan

LANDSCAPING LEGEND

HATCH	NAME	LOT 805	VERGE	TOTAL
	PLANT MIX 1 Swale Planting @ 4 plants per m²	404 m²	-	404 m²
	PLANT MIX 2 General Planting @ 4 plants per m²	304 m²	-	304 m²
	KIKUYU TURF	-	430 m²	430 m²
	STONE PITCHING	71 m²	-	71 m²
	STONE MULCH Blue Metal Aggregate	205 m²	24 m²	149 m²
	SWALE MEDIA Refer to Civil Engineers Details & Specifications	589 m²	-	589 m²
	LIMESTONE RETAINING WALL			
	KERBING			

PLANT MIX 1 (DRAINAGE SWALE) @ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	161 m²	243 m²	404 m²
TYPE P-15		ANIGOZANTHOS VIRIDIS **Common Name:** Green Kangaroo Paw **Height:** 0.5m	161	243	404
TYPE P-06		BAUMEA JUNCEA **Common Name:** Bare Twig Rush **Height:** 1.0m	161	243	404
TYPE P-07		FICINIA NODOSA **Common Name:** Club Rush **Height:** 1.0m	161	243	404
TYPE P-05		LEPIDOSPERMA GLADIATUM **Common Name:** Coast Sword Sedge **Height:** 1.5m	161	243	404

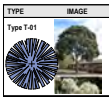
NOTES
- 4 plants per m²
- Tubestock Planting
- Gravel Mulch/Gravel Bed

PLANT MIX 2 (GENERAL PLANTER) @ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	148 m²	157 m²	305 m²
TYPE P-23		EREMOPHILA GLABRA **Common Name:** Kalbarri Carpet **Height:** 0.5m	148	157	305
TYPE P-25		CONOSTYLIS CANDICANS **Common Name:** Grey Cotton Head **Height:** 0.5m	148	157	305
TYPE P-58		CHRYSOCEPHALUM **Common Name:** Yellow Button **Height:** 1m	148	157	305
TYPE P-14		LEUCOPHYTA 'BROWNII' **Common Name:** Cushion Bush **Height:** 1.2m	148	157	305

NOTES
- 4 plants per m²
- 140mm Pots
- Pine Bark Mulch

TREE LEGEND

TYPE	IMAGE	NAME	Z1	Z2	TOTAL
Type T-01		ANGOPHORA COSTATA **Common Name:** Smooth-barked Apple **Size:** 15m (h) x 6m (w) *large **Pot Size:** 100lt A large, wide, spreading tree growing to a height of between 15 and 25 m. The trunk is often gnarled and crooked with a pink to pale grey, sometimes rusty-stained bark.	3	4	7

LANDSCAPING NOTES

- **Plant Mix 01** garden beds to have **gravel mulch**. To a minimum depth of 100mm with 50mm breathing space around stems and trunks of plants.
- **Plant Mix 02** garden beds to have organic **pine bark mulch.** To a minimum depth of 100mm with 50mm breathing space around stems and trunks of plants. All trees to be staked and tied
- Tree Location indicative pending service locations and sight-line analysis. To be finalised on site.
- Where fertiliser is required - slow release fertiliser should be applied.
- All landscape areas to be irrigated
- All shrubs & trees to have an automatic trickle system.
- Lawn - Kikuyu 'Village Green'

Figure 12: Landscaping Concept Plan

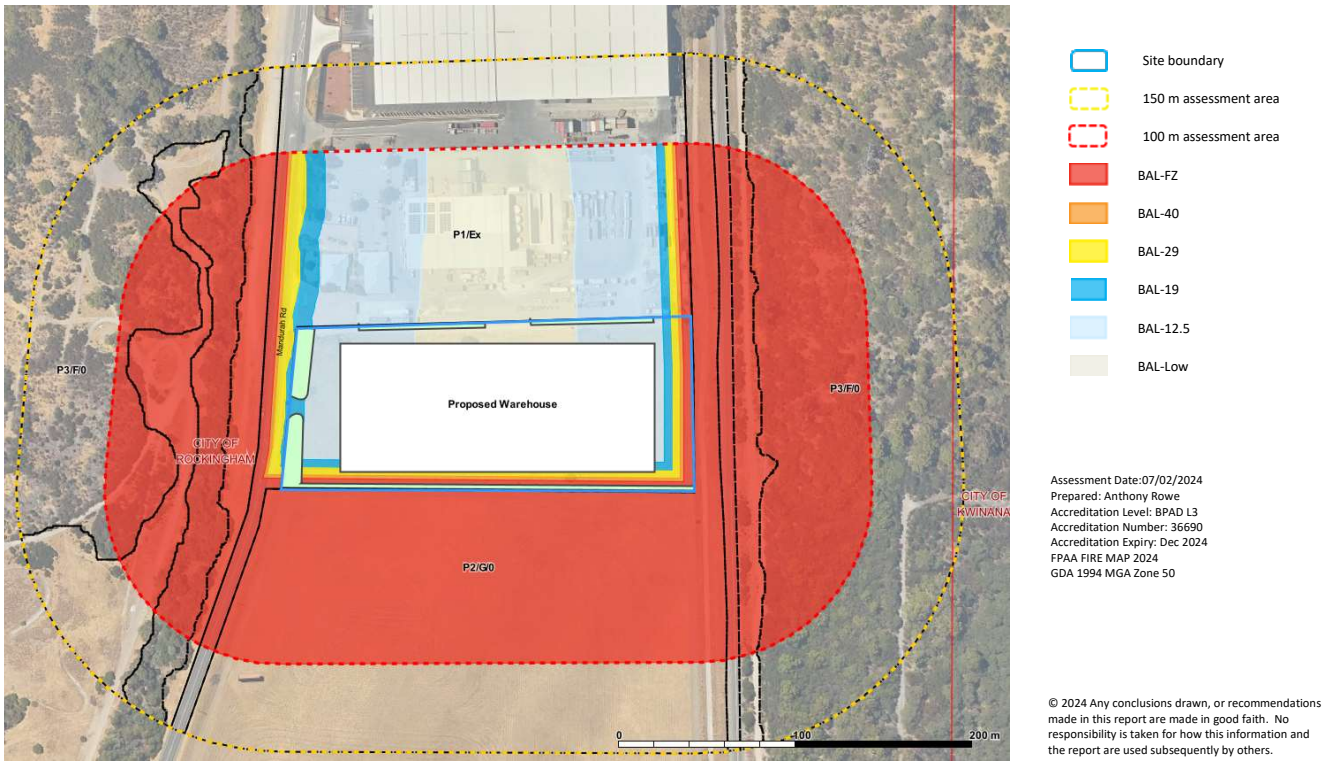
4.5 Bushfire Management

The subject site is located within an identified Bushfire Prone Area, as outlined in the Bushfire Management Plan (BMP) provided in **Appendix F.** As such the proponent has engaged a qualified bushfire consultant to prepare a BMP consistent with the requirements of *State Planning Policy 3.7 - Planning in Bushfire Prone Areas.*

The outcomes of this BMP demonstrate that as development progresses, it will be possible for an acceptable solution to be adopted for each applicable bushfire protection criteria outlined in the Guidelines. This includes;

- **Location:** The proposed development provides for building locations that will be subject to BAL-29.
- **Siting and design of development:** The site will be developed as non-vegetated area with the exception of a single tree to be retained, and areas of low-threat landscaping. The siting of the building is adequately setback from classified vegetation to the south, east and west and demonstrating compliance with the Asset Protection Zone standards of the Guidelines.
- **Vehicular Access:** Vehicular access is provided via Mandurah Road via neighbouring Lot 804. A 7.5m wide perimeter vehicle access (PVA) is provided within Lot 804 and Lot 805 around the existing and proposed buildings.
- **Water:** The subject site has access to a Water Corporation WA reticulated water supply.

The assessed bushfire risk is considered to be manageable and will be achieved by the proponent implementing and maintaining the bushfire risk management measures detailed in the BMP



© 2024 Any conclusions drawn, or recommendations made in this report are made in good faith. No responsibility is taken for how this information and the report are used subsequently by others.

Figure 13: BAL Contour Plan (BMP)

4.6 Aboriginal Heritage

Following a review of the PlanWA mapping it was confirmed that a registered Aboriginal Heritage site is present on Lot 805. The heritage site is identified as a 'Scarred Tree' with the following details:

- Place ID: 38973
- Status: Lodged
- Type: Modified Tree

The proposed development will not modify or remove the tree, as it seeks to retain it on the site, as shown in **Images 1 and 2**, and reflected in the Site Plan provided in **Appendix B**.



Image 1: Scarred Tree (Close-up)



Image 2: Scarred Tree (Surrounding Context)

4.7 Essential Services

4.7.1 Water

The subject site has an existing water connection which will be extend in accordance with separate approvals from the Water Corporation.

4.7.2 Stormwater Management

This application is supported by a Stormwater Management Plan (SWMP) included as **Appendix E**.

The summary of the report is provided below:

- Infiltration area: 1,260m^2
- Infiltration rate: 3.0m/Day
- Total swale storage available capacity: 946m^3
- Total swale storage area: 1,260m^2
- Total swale storage volume: 833m^2

4.7.3 Power

The existing power connection to the subject site will be extended from the existing development, sufficient in providing for general power outlet and lighting purposes to the proposed development.

4.7.4 Waste

The proposed development does not entail the creation of additional waste, as waste management is sufficiently accommodated within Lot 804.

4.7.5 Wastewater

On site ablution facilities are not proposed within this development as they are suitably accommodated for on Lot 804, noting that the existing approved system caters for all existing on site employees, and the development proposal will not increase the number of overall employees operating from the combined sites.

5.0 Conclusion

This application seeks approval to develop a highly accessible site for the purpose of a bulk storage facility and access arrangements, providing opportunity to expand industrial development within the Rockingham Industrial Zone.

We submit the proposal should be supported by the City of Rockingham and approved by the Development Assessment Panel on the following grounds:

- The proposed development demonstrates compliance with the City of Rockingham Local Planning Scheme No. 2 and relevant State and Local Planning Policies applicable to the site and the proposed form of development.
- The proposal forms a logical expansion to the existing bulk storage facilities on the adjacent sites to the north owned by the proponent.
- The proposed bulk storage facility will not have any adverse impacts on adjoining land uses. Specialist reports and assessments have been undertaken to ensure that the development has no adverse impacts on surrounding developments.

We look forward to working with the City of Rockingham to achieve approval for the proposed development.

Appendix A

Certificates of Title

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2692	**667**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 804 ON DEPOSITED PLAN 55354

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GIACCI HOLDINGS PTY LTD OF LEVEL 22, 44 MARKET STREET, SYDNEY, NEW SOUTH WALES
(T M846496) REGISTERED 3/12/2014

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. J201611 MEMORIAL. HERITAGE OF WESTERN AUSTRALIA ACT 1990. AS TO PORTION ONLY LODGED 3/3/2005.
2. K574732 MEMORIAL. HERITAGE OF WESTERN AUSTRALIA ACT 1990. AS TO PORTION ONLY LODGED 23/4/2008.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	DP55354
PREVIOUS TITLE:	2218-500
PROPERTY STREET ADDRESS:	303 MANDURAH RD, EAST ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

LANDGATE COPY OF ORIGINAL NOT TO SCALE 24/05/2024 08:41 AM Request number: 66646420

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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2692	**668**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 805 ON DEPOSITED PLAN 55354

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GIACCI HOLDINGS PTY LTD OF LEVEL 27 45 CLARENCE STREET SYDNEY NSW 2000
(T P838772) REGISTERED 27/12/2023

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

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SKETCH OF LAND:	DP55354
PREVIOUS TITLE:	2218-500
PROPERTY STREET ADDRESS:	313 MANDURAH RD, EAST ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

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Appendix B

Development Plans and Elevations



1 Location Plan
1 : 2500

QUBE EAST ROCKINGHAM
PROPOSED BULK STORAGE SHED

313 MANDURAH ROAD
EAST ROCKINGHAM , WA 6168

DRAWING REGISTER		
Sheet Number	Sheet Name	REV
DA-1000	Cover Page	E
DA-1001	Site Plan	F
DA-1100	Ground Floor Plan	F
DA-1300	Roof Plan	D
DA-2000	Elevations	D
DA-3000	Sections	A
DA-L101	Landscaping Proposal	B



1 : 2500 0 31.25 62.5 125 250m

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DEVELOPMENT APPLICATION

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PROPOSED ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
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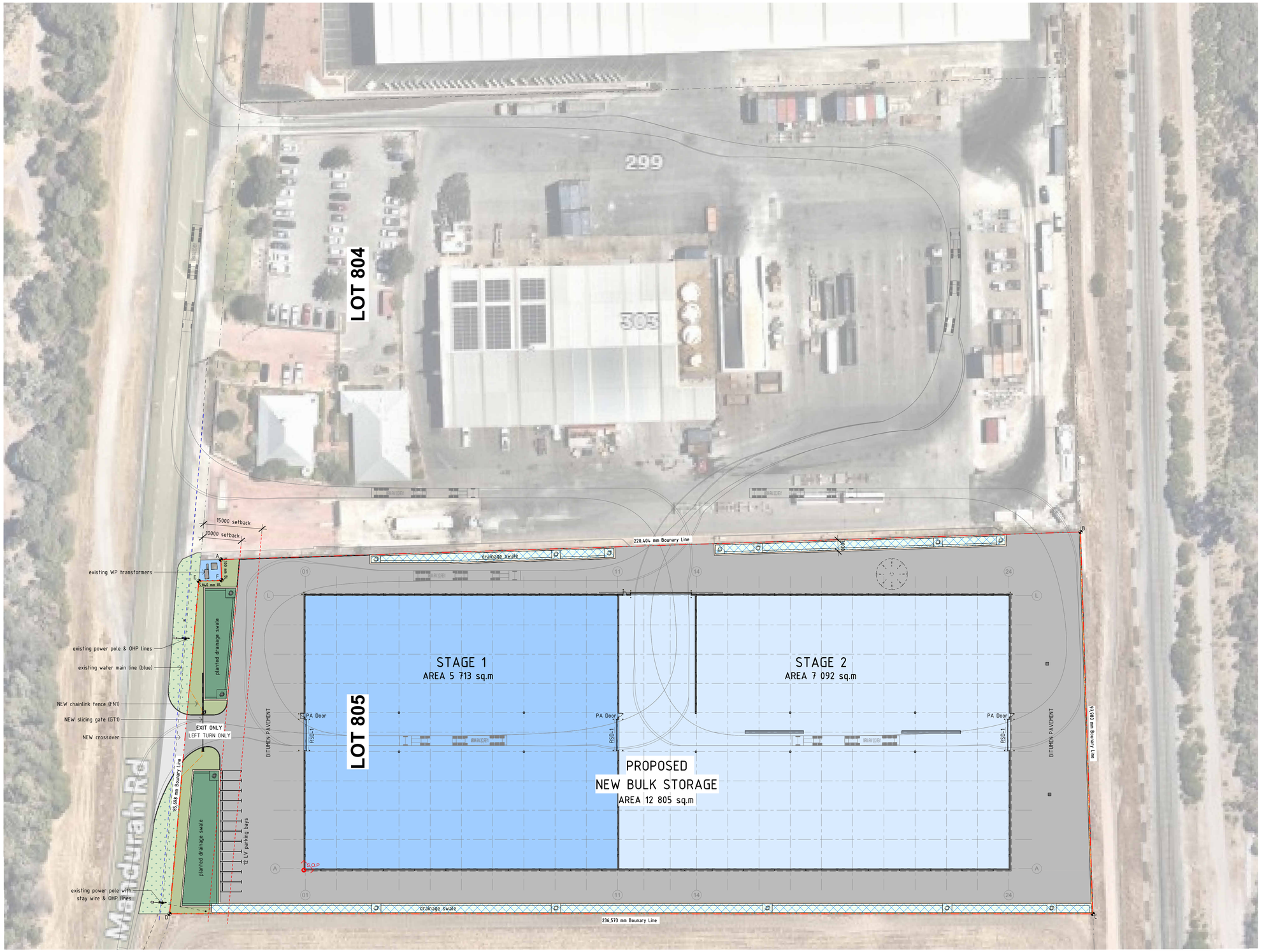
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Cover Page

Project Number	T24018
Revision	E
Date	2024-05-23
Scale	1 : 2500 @ A1

SHEET NO.
DA-1000

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1 Site Plan
1 : 500

COLOUR LEGEND

- GENERAL LANDSCAPING
- PLANTED DRAINAGE SWALE
- DRAINAGE SWALE
- KIKUYU TURF
- WAREHOUSE
- BITUMEN

SITE INFORMATION

LOT NUMBER	LOT 805
PHYSICAL ADDRESS	313 Mandurah Road East Rockingham, WA 6168
SITE AREA	21 749m²
CLIMATIC ZONE	Zone 5
ORIENTATION	West
ZONING	General Industry
LAND USE	Industrial

SITE DEVELOPMENT SUMMARY

TOTAL SITE AREA		**21 749m²**
BUILDING AREA	Warehouse (GLA) - Stage 1	5 713 m²
	Warehouse (GLA) - Stage 2	7 092 m²
	TOTAL	**12 805 m²**

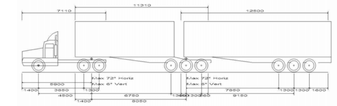
PARKING

BAYS PROVIDED	Standard LV Parking	12
	Accessible Bay	0
	EV Bay	0
	TOTAL BAYS	**12**
PARKING RATIO *1 space per 100m²*	***MIN REQUIRED*** 11 963 m² / 100m² =119 bays	***ACTUAL*** **12***

NOTES

1) * ANY SHORTFALLS TO BE ADDRESSED BY PLANNER

2) ALL TRUCK TURNING USING B-DOUBLE (26m) AND ARE INDICATIVE ONLY. SUBJECT TO TRAFFIC ENG. CONSULTANT



B-Double (26.0m)

Overall Length	26000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15000mm

0 10 20 50 100m
1 : 1000

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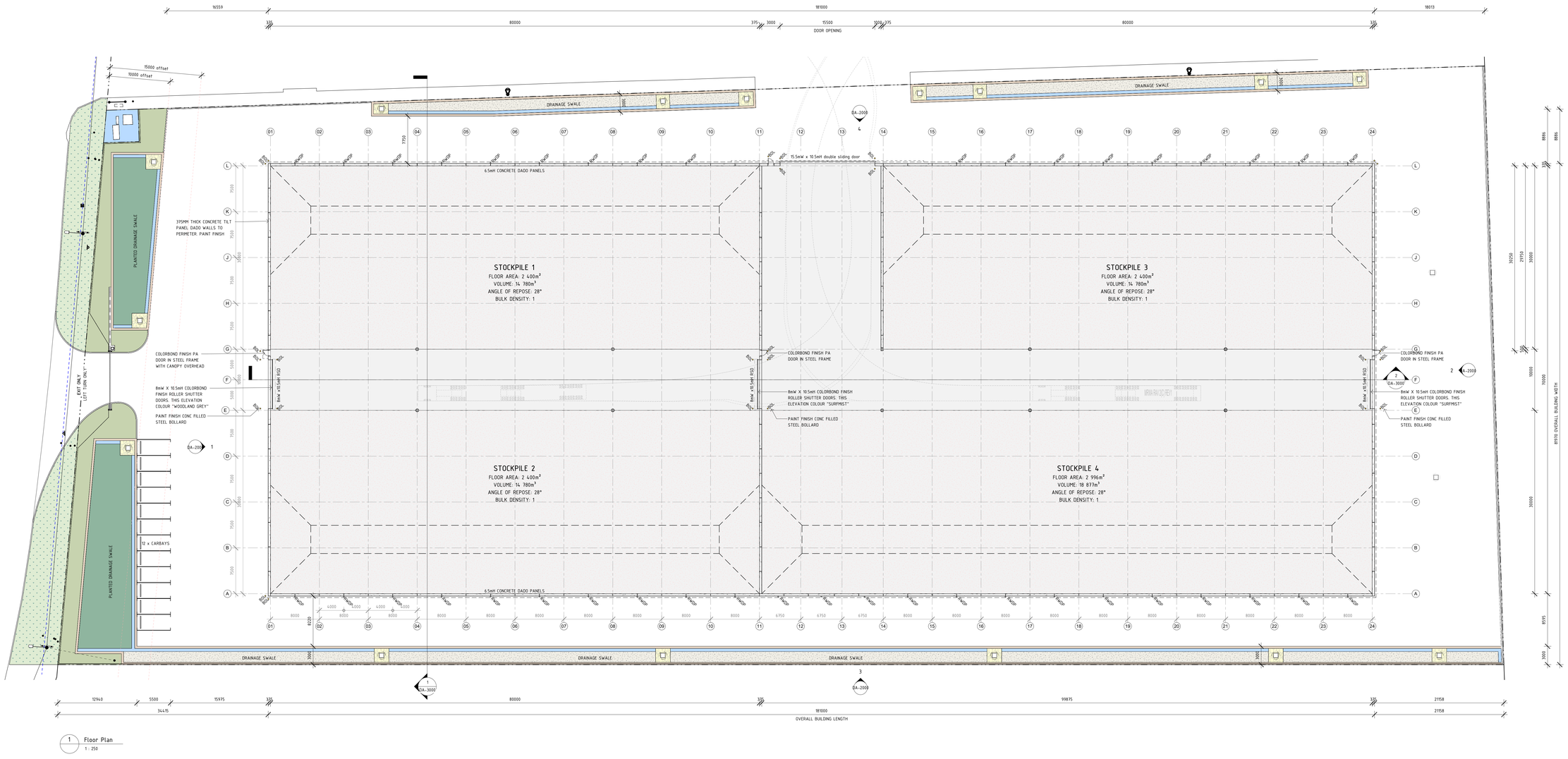
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Site Plan

Project Number	T24018
Revision	F
Date	2024-05-23
Scale	As indicated @ A1

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DA-1001

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1 Floor Plan
1 : 250

1 : 200 0 5 10 20m

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PROPOSED ROCKINGHAM BULK STORAGE SHED

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Project & True North

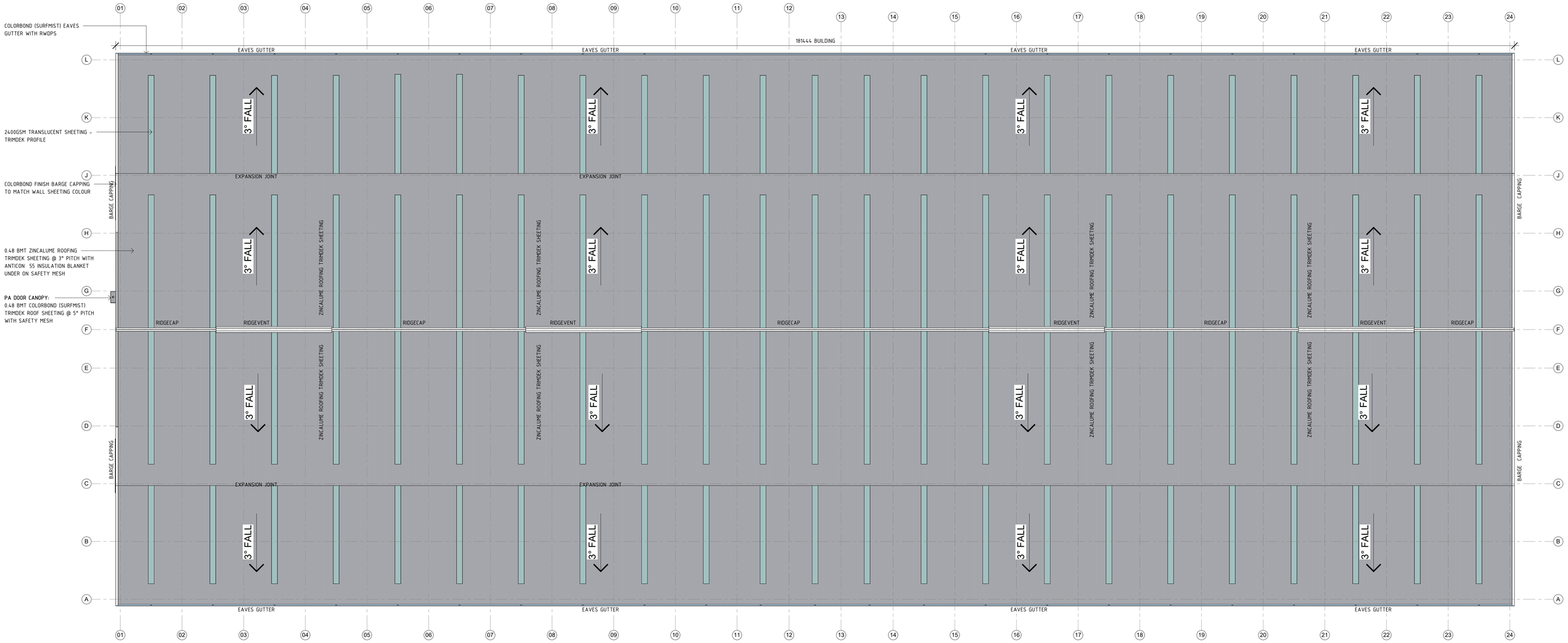
Ground Floor Plan

Project Number	T24018
Revision	F
Date	2024-05-23
Scale	1 : 250 @ A0

SHEET NO.
DA-1100

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GENERAL NOTES:
- ROOF STRUCTURE TO BE DESIGNED TO ACCOMODATE SOLAR PANEL ARRAY OVER TOTAL WAREHOUSE AREA.
- TRANSLUCENT ROOF SHEETING TO APPROX. 10% OF TOTAL WAREHOUSE AREA



1 Roof Plan
1 : 250

1 : 200 0 5 10 20m

ISSUED FOR
DEVELOPMENT APPLICATION

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QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED

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Roof Plan

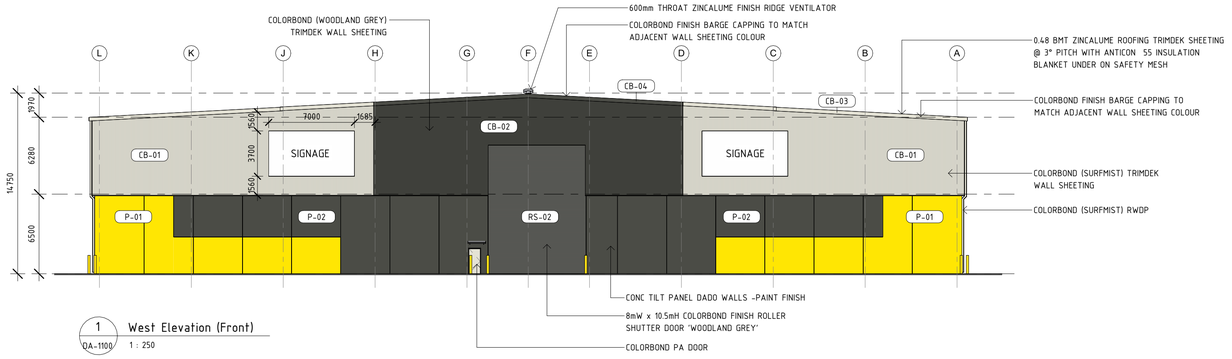
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Revision	D
Date	2024-05-16
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SHEET NO.
DA-1300

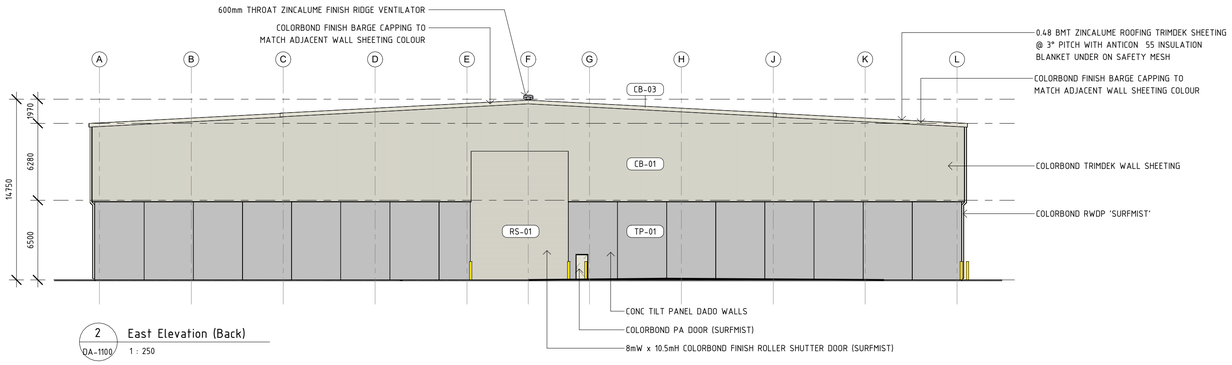
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LEGEND

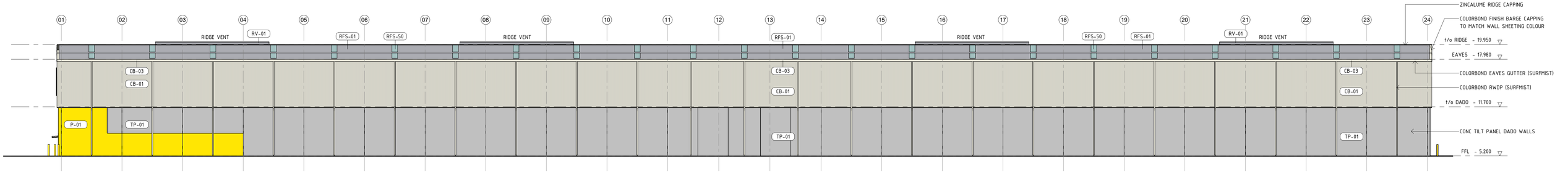
	TP-01	CONCRETE TILT PANEL WALLS WITH CONCRETE FINISH
	P-01	CONCRETE TILT PANEL WALL WITH PAINT FINISH COLOUR: YELLOW
	P-02	CONCRETE TILT PANEL WALL WITH PAINT FINISH COLOUR: WOODLAND GREY
	CB-01	TRIMDEK WALL CLADDING IN COLORBOND SURFMIST
	CB-02	TRIMDEK WALL CLADDING IN COLORBOND WOODLAND GREY
	CB-03	COLORBOND IN SURFMIST
	CB-04	COLORBOND IN WOODLAND GREY
	RS-01	POWDERCOATED ROLLER SHUTTER IN SURFMIST
	RS-02	POWDERCOATED ROLLER SHUTTER IN WOODLAND GREY
	RFS-01	ZINCALUME ROOF SHEETING
	RFS-50	TRANSLUCENT ROOF SHEETING
	RV-01	ZINCALUME RIDGE VENT



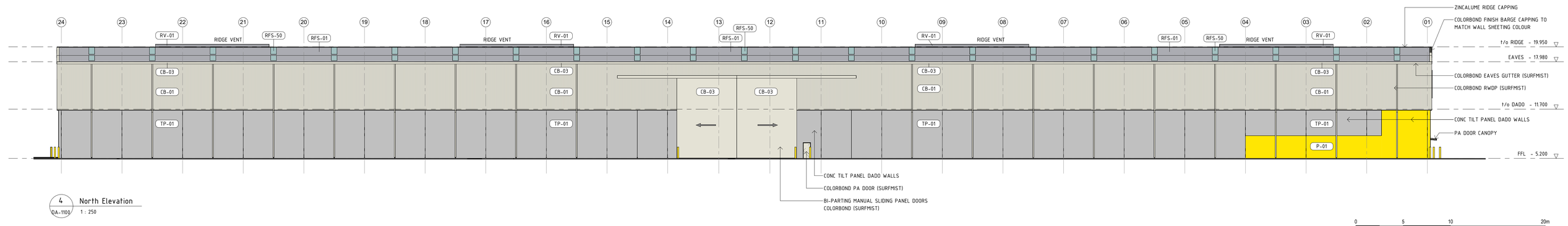
1 West Elevation (Front)
DA-1100 1 : 250



2 East Elevation (Back)
DA-1100 1 : 250



3 South Elevation
DA-1100 1 : 250



4 North Elevation
DA-1100 1 : 250

1 : 200 0 5 10 20m

ISSUED FOR
DEVELOPMENT APPLICATION

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QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
FOR QUBE

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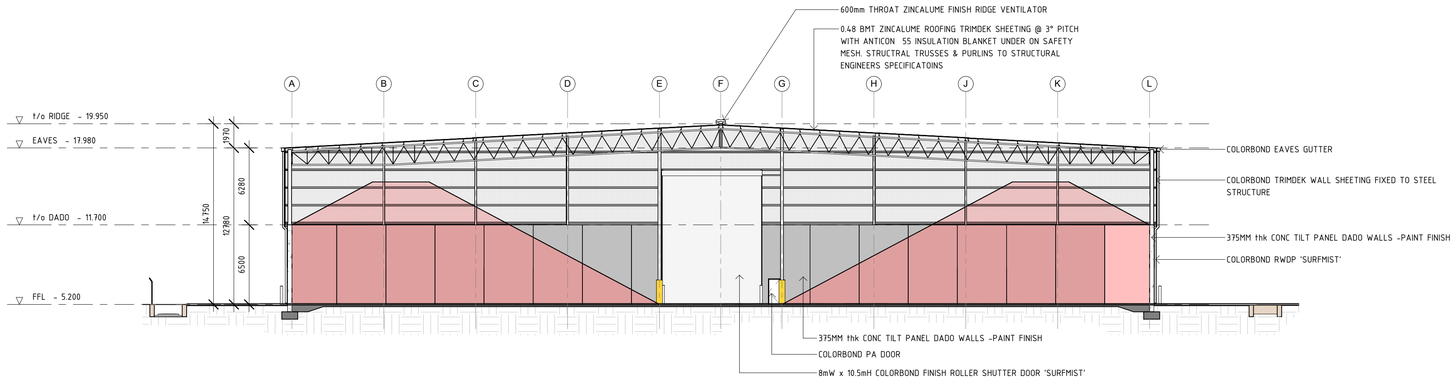
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Elevations

Project Number	T24018
Revision	D
Date	2024-05-16
Scale	As indicated @ A1

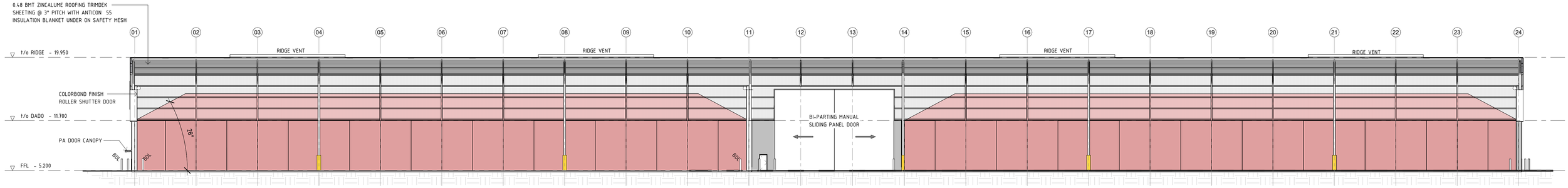
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1 DA-1100 Section 1 (Cross)

1 : 250



2 DA-1100 Section 2 (Long)

1 : 250

0 5 10 20m

1 : 200

ISSUED FOR

DEVELOPMENT APPLICATION

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DESIGN + CONSTRUCT

QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168

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TRUE

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Sections

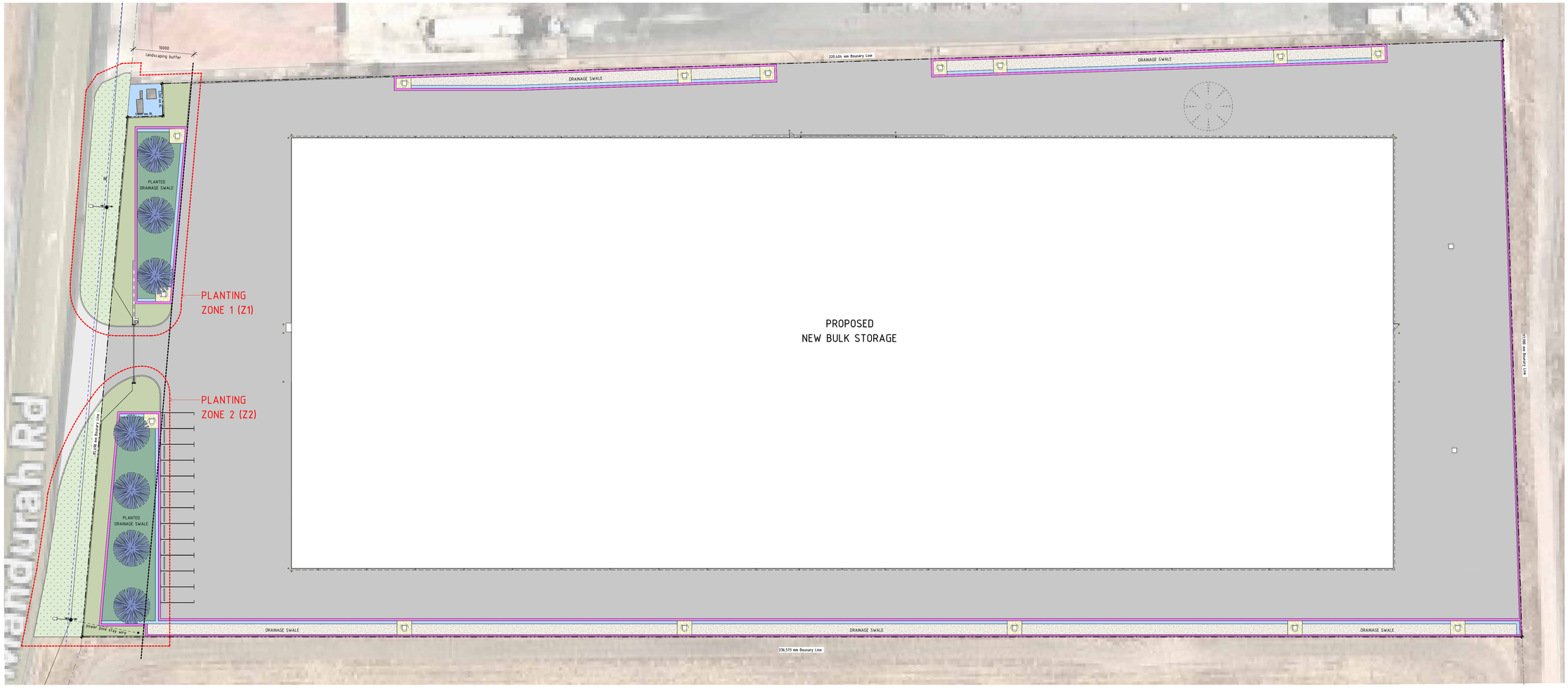
Project Number	T24018
Revision	A
Date	2024-05-16
Scale	1 : 250 @ A1

SHEET NO.

DA-3000

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1 Landscaping Plan
1 : 250

LANDSCAPING LEGEND

HATCH	NAME	LOT 805	VERGE	TOTAL
	PLANT MIX 1 Swale Planting @ 4 plants per m²	404 m²	-	404 m²
	PLANT MIX 2 General Planting @ 4 plants per m²	304 m²	-	304 m²
	KIKUYUYU TURF	-	430 m²	430 m²
	STONE PITCHING	71 m²	-	71 m²
	STONE MULCH Blue Metal Aggregate	205 m²	24 m²	149 m²
	SWALE MEDIA Refer to Civil Engineers Details & Specifications	589 m²	-	589 m²
	LIMESTONE RETAINING WALL			
	KERBING			

PLANT MIX 1 (DRAINAGE SWALE)

@ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	161 m²	243 m²	404 m²
TYPE P-15		**ANIGOZANTHOS VIRIDIS** **Common Name:** Green Kangaroo Paw **Height:** 0.5m	161	243	404
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NOTES
- 4 plants per m²
- Tubestock Planting
- Gravel Mulch/Gravel Bed

PLANT MIX 2 (GENERAL PLANTER)

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- 140mm Pots
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TREE LEGEND

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AREA SCHEDULE verge not included in calculations	Landscaping (soft)	305 m²
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	TOTAL	**1 914 m²**

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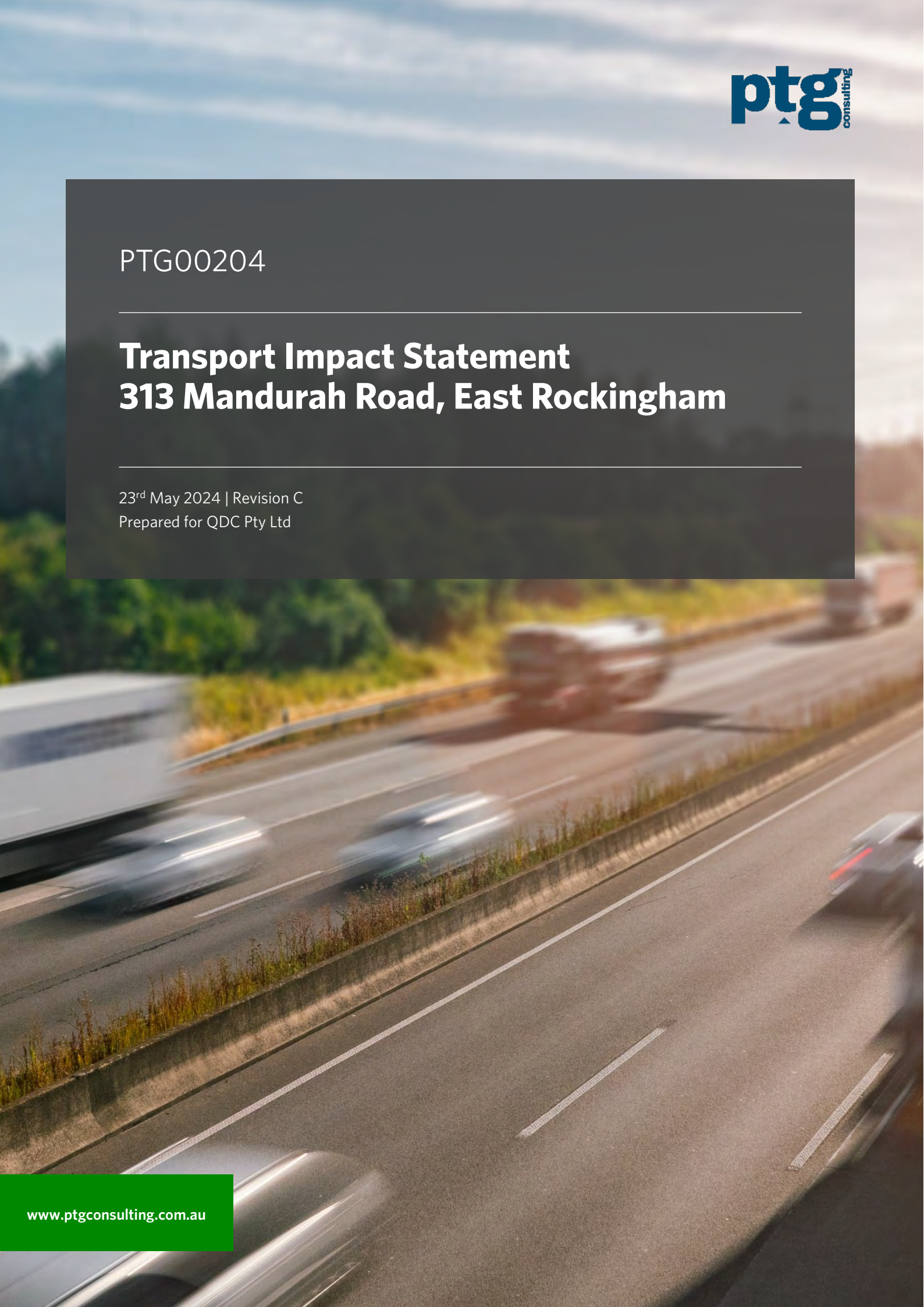
Project Number	T24018
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Date	2024-05-23
Scale	As indicated @ A1

SHEET NO.
DA-L101

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Appendix C

Transport Impact Statement



PTG00204

Transport Impact Statement
313 Mandurah Road, East Rockingham

23rd May 2024 | Revision C
Prepared for QDC Pty Ltd

www.ptgconsulting.com.au

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REPORT DETAILS

Unique Document Identification

	Information
Document Title	TIS – 313 Mandurah Road, East Rockingham (Rockingham Bulk Storage Shed)
Project Number	PTG00204
Document ID	Rev C
Client	QDC Pty Ltd

Revision Details

Revision No.	Date	Comments	Author	Approve/Review
Rev A	07/05/24	For Issue	BS	SJL
Rev B	08/05/24	Minor Update	BS	SJL
Rev C	23/05/24	Updated Plans	BS	SJL

1 INTRODUCTION

1.1 Background

PTG Consulting WA (PTG) has been commissioned by QDC Pty Ltd to prepare a Traffic Impact Statement (TIS) for the proposed development of a new bulk storage shed at 313 Mandurah Road, East Rockingham.

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the Transport Impact Statement (TIS) Checklist is included at Appendix A.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Existing Land Use

The site is located at (Lot 805) 313 Mandurah Road, East Rockingham.

Refer to **Figure 1** for the Site location.

Figure 1 Site Location



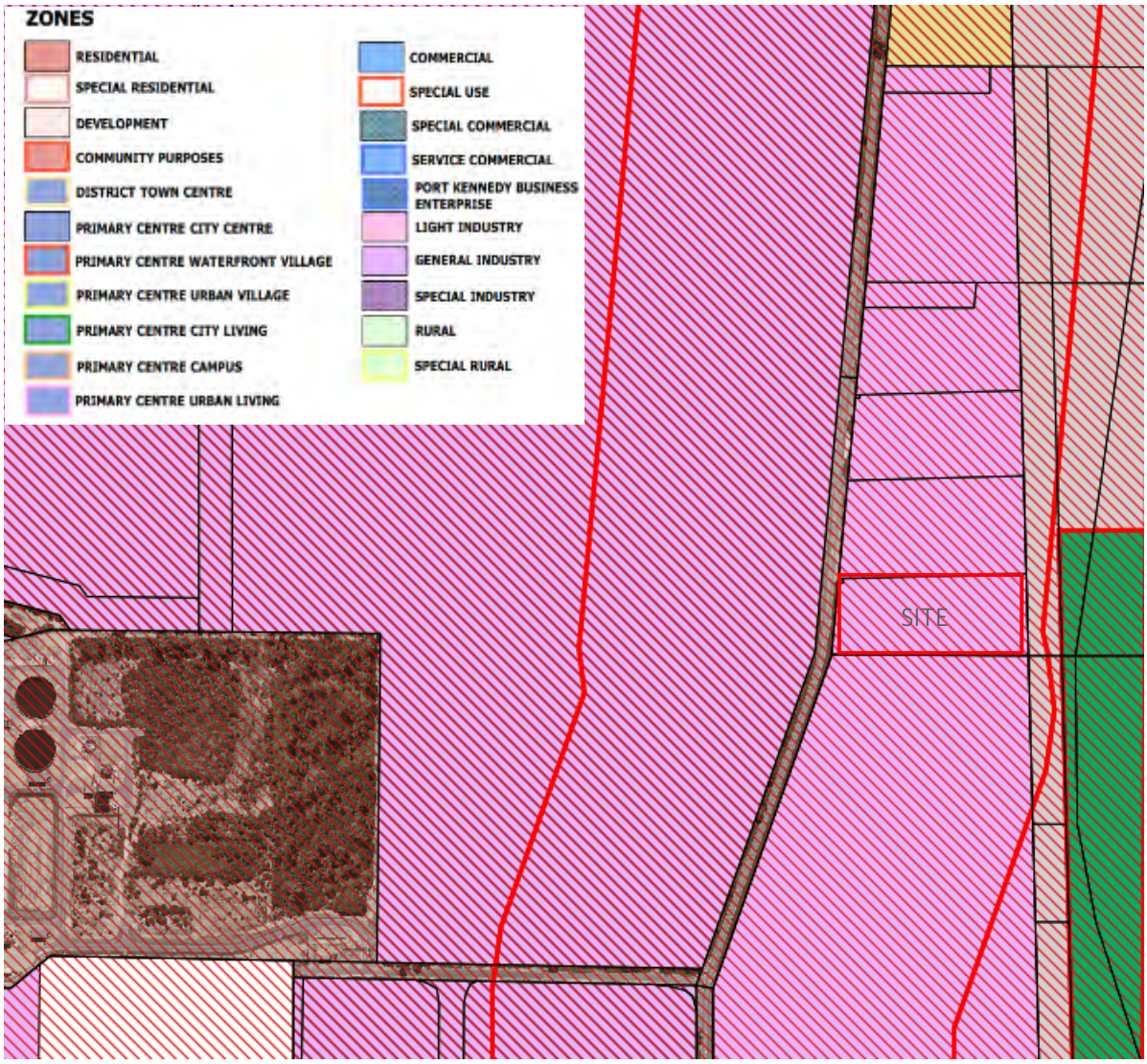
Source: QDC

2.2 Context with Surrounds

No major attractors and generators are located within 800m of the subject site.

Surrounding land uses include General Industrial. **Figure 2** shows the zoning within the surrounding area of the Site.

Figure 2 Land Use Zoning within the Surrounding Area of the Site



Source: WAPC

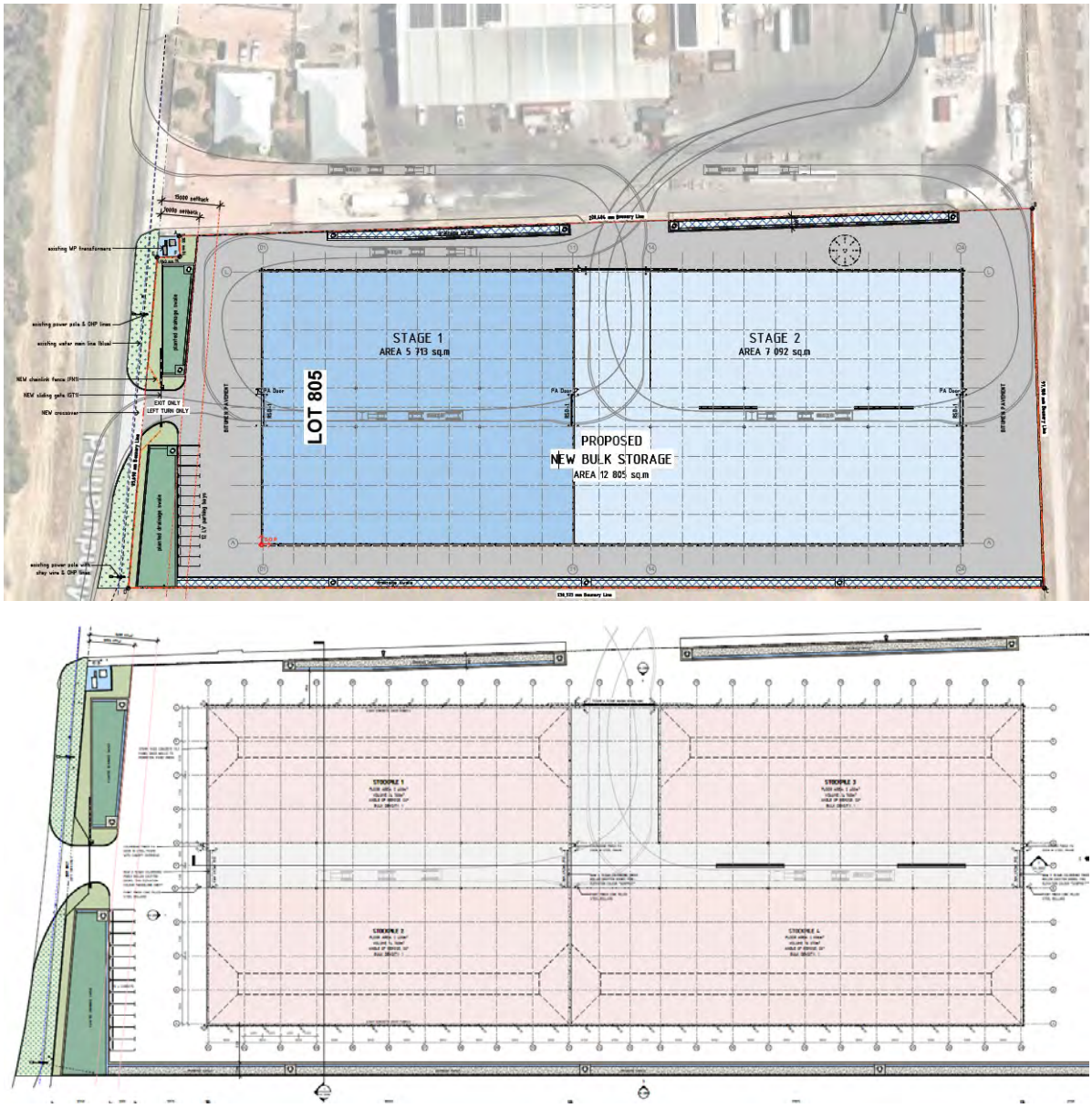
2.3 Existing Site Generation and Land Uses

The existing site is a vacant land, thus does not currently generate any traffic.

2.4 Proposed Land Use

The proposed development will see the construction of a new bulk storage building, as illustrated in **Figure 3.**

Figure 3 Proposed Development



Source: QDC

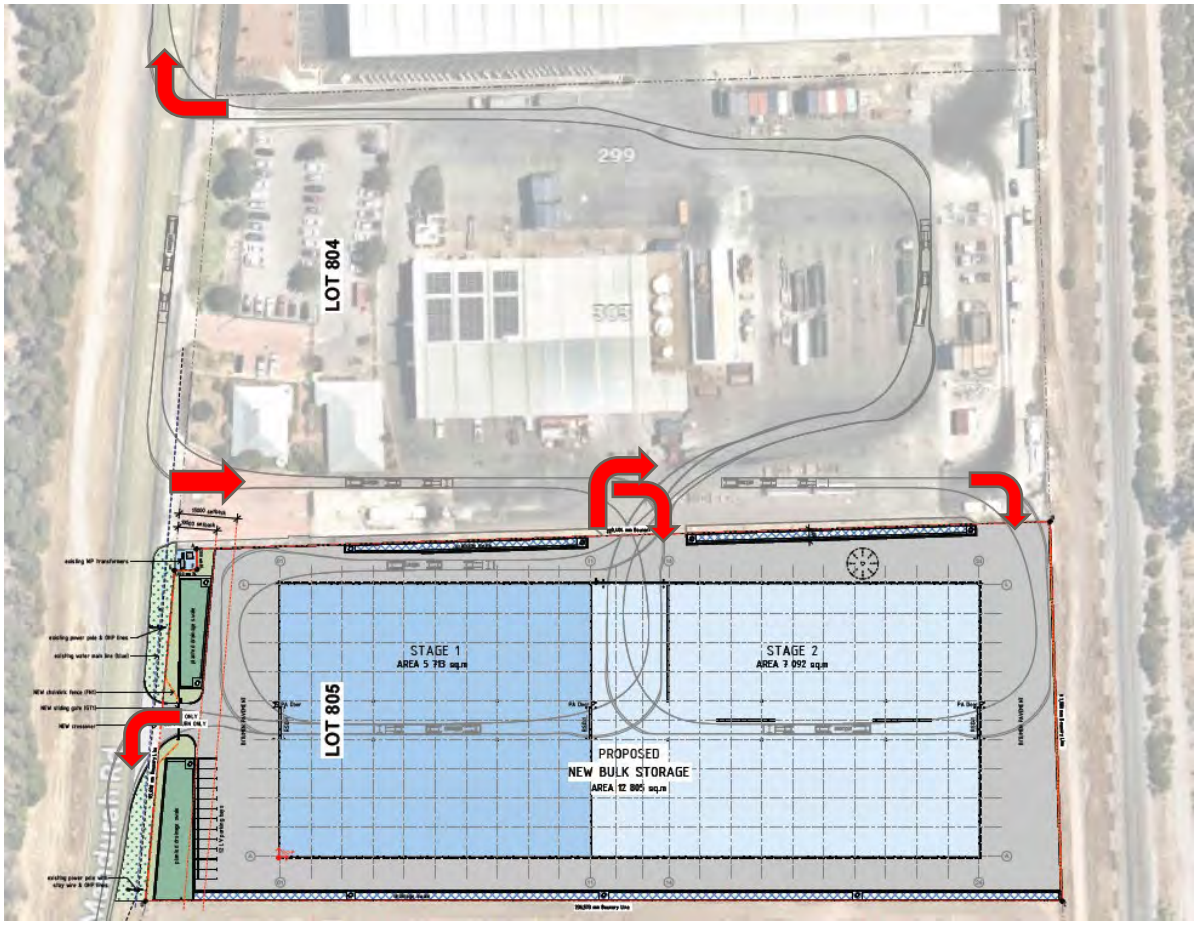
3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

All vehicles, including RAVs and light vehicles accessing the Site will utilise the existing driveways of the existing development to the north (Lot 804) off Mandurah Road for entry and right-out exit.

A new access to the south is proposed for left-out exit only. (See **Figure 4**).

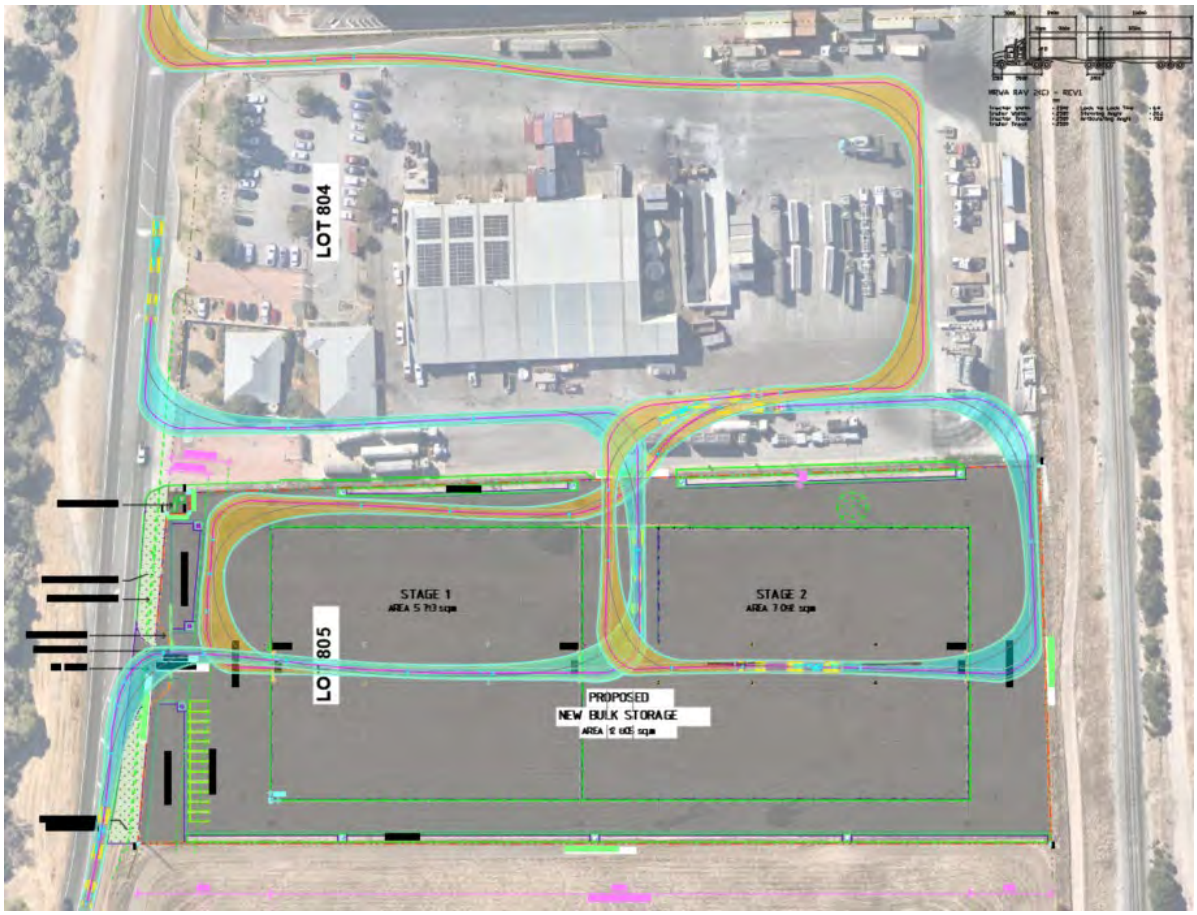
Figure 4 Proposed Site Access

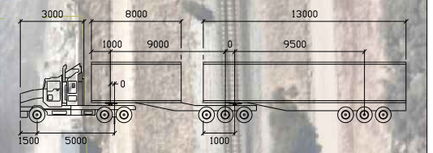


Source: QDC

Swept path of the MRWA RAV class 4 template (27.5m) has been assessed as shown in **Figure 5**.

Figure 5 Swept Path Assessment (RAV 4)





MRWA RAV 2(C) - REV1

mm

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 26.1
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

LOT 804

LOT 805

existing WP transformers

existing power pole & OHP lines

existing water main line (blue)

NEW chainlink fence (FN1)

NEW sliding gate (GT1)

NEW crossover

EXIT ONLY

LEFT TURN ONLY

existing power pole with stay wire & OHP lines

drainage swale

planted drainage swale

planted drainage swale

12 LV parking bays

STAGE 1
AREA 5 713 sq.m

STAGE 2
AREA 7 092 sq.m

PROPOSED
NEW BULK STORAGE
AREA 12 805 sq.m

PA Door

PA Door

PA Door

BITUMEN PAVEMENT

BITUMEN PAVEMENT

FFL=1

FFL=1

S.O.P

drainage swale

236,573 mm Bounary Line

A

B

C

D

E

F

3.2 Public, Private, Disabled Parking Set-Down & Pick-Up

According to the operator, the proposed development will not generate any additional staff demand. Therefore, there will be no additional car parking demand generated by the proposed development.

The proposed development will include 12 passenger vehicle parking bays provision, which will mainly be used as overflow staff parking from the adjacent Site (Lot 803) and will generally be unoccupied.

4 SERVICE/DELIVERY VEHICLES (NON-RESIDENTIAL)

4.1 Access Arrangements

All service and delivery vehicles will use the same access as described in Section 3.1.

4.2 Loading Facilities

All loading and unloading will occur within the proposed building.

5 SERVICE VEHICLES (RESIDENTIAL)

Not applicable as proposal is for General Industrial (see next section).

6 HOURS OF OPERATION (NON-RESIDENTIAL)

The development is anticipated to operate 24 hours per day, 365 days a year.

7 TRAFFIC VOLUMES

7.1 Development – Daily / Peak Traffic Volumes

Operational details are as follows:

- Average number of trucks per day = 10 per day
- Number of trucks expected during peak periods = 20 per day max.

The trip generated by the additional heavy vehicles are expected to be distributed throughout the day and it is unlikely that multiple trucks will arrive on Site within a short period of time.

Table 1 presents the likely traffic generation during each of the peak hours, assuming 20% of the daily traffic arrive within the peak hour(s).

Table 1 Trip Generation Rates

Land Use	Source	Yield	Unit	Trip Generation Rate (2 way)	
				AM	PM
Warehouse	Operator	4	trucks	*8 (4 in, 4 out)*	*8 (4 in, 4 out)*

*20% of daily traffic during peak period

Directional trip distribution rates and estimated trips generated are detailed in **Table 2** and **Table 3**.

Table 2 Directional Trip Distribution Rates

Vehicle Type	AM Peak		PM Peak	
	In	**Out**	**In**	**Out**
General Industrial	50%	50%	50%	50%

Table 3 Development Trip Generation

Vehicle Type	AM Peak		PM Peak	
General Industrial	4	4	4	4
Total	**8**		**8**	

As can be seen from the above, the trip generation associated with the development is anticipated to be low, falling at the lower end of the “Moderate impact” range.

7.2 Types of Vehicles

The traffic generated by the Site includes Restricted Access Vehicles (RAV) up to Class 4 (27.5m).

8 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

8.1 Existing Intersections

No changes are proposed for the existing intersections in the vicinity of the Site.

8.2 Daily / Peak Traffic Volumes

Existing weekday traffic volumes were obtained from Main Roads WA Traffic Map for key road sections in the vicinity of the Site and are shown below in Table 4.

Table 4 Existing Traffic Volumes on adjacent Roads

Location	Year	Weekday Traffic Volumes (two-way)		
		Daily	AM Peak Hour	PM Peak Hour
Mandurah Road (south of Office Road)	2020/21	9,884	914	1,096
Mandurah Road (south of Wellard Road)	2019/20	14,422	1,142	1,400

Source: Main Roads WA

8.3 Future Road Network

There are currently no major changes to the surrounding road network planned in the near future. Some sealed shoulder widening has been completed by the City of Rockingham along Mandurah Road between Day Road and Dixon Road.

9 PUBLIC TRANSPORT ACCESS

9.1 Nearest Bus / Train Routes

There are currently no public transport services available in the walkable catchment area.

9.2 Nearest Bus Stops

There are not any bus stops in the vicinity of the Site.

9.3 Pedestrian / Cycle links to bus stops

N/A.

9.4 Future Public Transport Facilities

There are currently no planned upgrades for public transport along Mandurah Road in the near future.

10 PEDESTRIAN AND CYCLE ACCESS FACILITIES

10.1 Existing Pedestrian / Cycling Network

The following discusses the characteristics of the surrounding pedestrian / cycle network:

- The site is provided with poor pedestrian connectivity.
- The adjacent roads have no pedestrian or cyclist facilities.

10.2 Future Pedestrian / Cycling Network

There are currently no major plans for future pedestrian and cycling network upgrades on the frontage road of the Site in the near future.

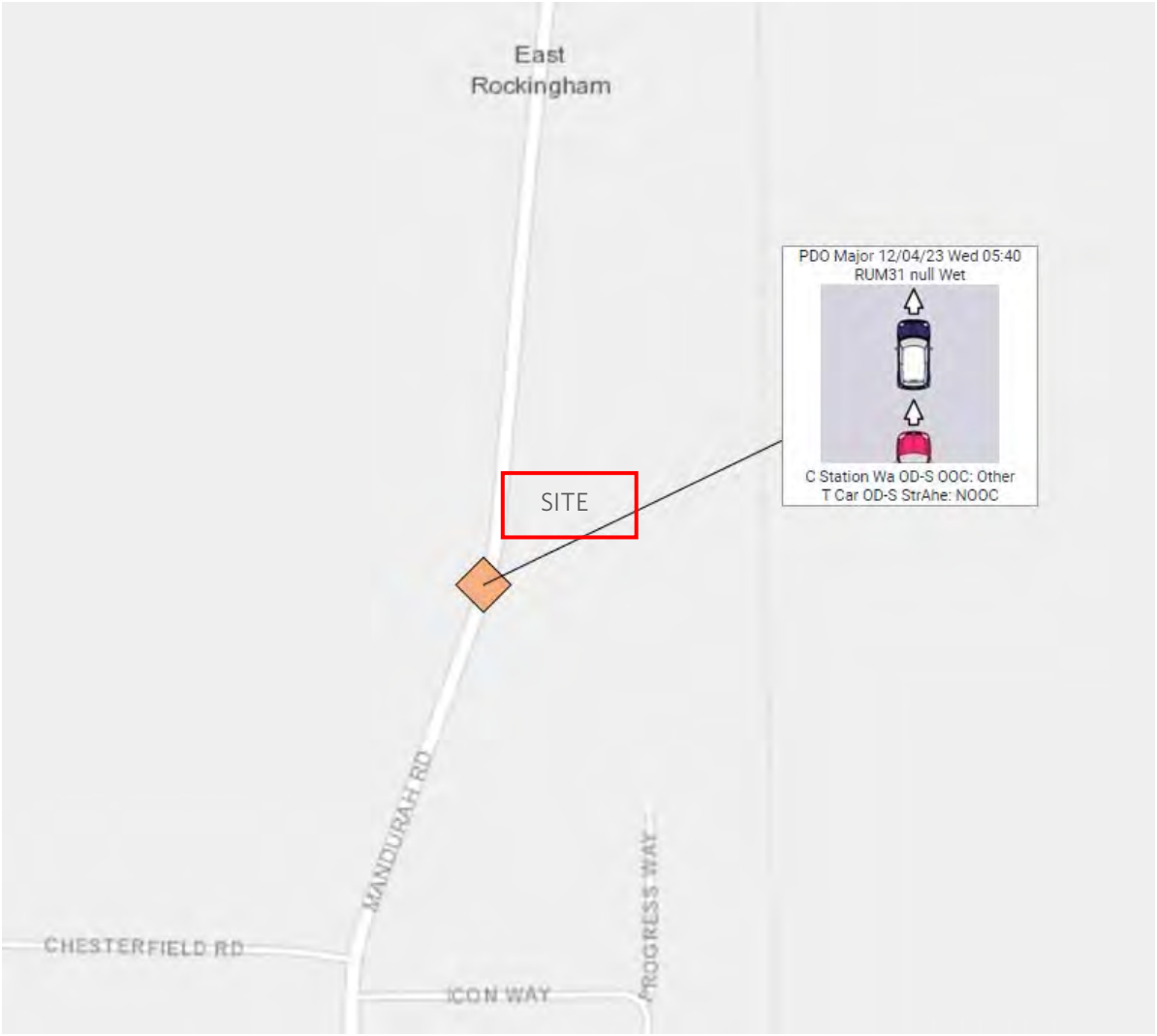
11 SITE SPECIFIC ISSUES

The adjacent Site is currently accessed by RAV class 4 trucks, with swept paths undertaken to show how the RAV class 4 trucks would enter and exit the proposed Site in forward-gear. Overall, the Site is self-contained and is likely to operate as typical of similar nearby sites with minimal impact on the road network expected by the proposed development.

12 SAFETY ISSUES

The crash data obtained from the Main Roads WA Crash Map shows that one crash was recorded in the previous 5-year period ending in 2023. (**see Figure 6**). The crash type was a rear-end crash which resulted in PDO Major only.

Figure 6 Recorded Crash Details



The proposed development has very low traffic generation and forms part of an existing operation. It is therefore unlikely to have any significant impact on road safety in the area.

13 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included at **Appendix A**.

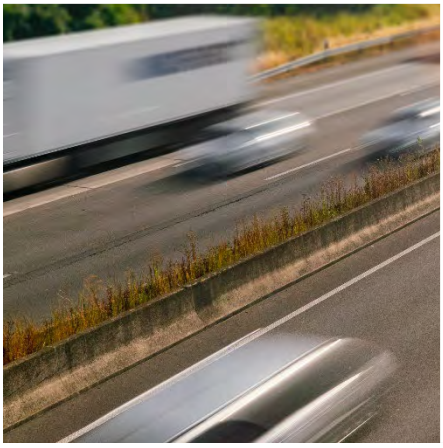
The following conclusions can be drawn from this TIS:

- The predicted traffic increase from the development is expected to be negligible.
- Public transportation is non-existent within the surrounding area.
- Pedestrian / bike network is poor within the surrounding area and is not a viable transportation option.
- The proposed development is not expected to generate any additional car parking demand. 12 off-street car parking bays are proposed on-site, which are likely to be shared with the adjacent site (Lot 803) as overflow parking provision.
- Due to the nature of the development, it is envisaged that any impact on road safety would be negligible.



Appendix A

WAPC CHECKLIST FOR INDIVIDUAL DEVELOPMENT - TRANSPORT IMPACT STATEMENT





APPENDIX A

Item	Status	Comments/Proposal
Proposed development	Section 2	
proposed land use	Section 2	
existing land uses	Section 2	
context with surrounds	Section 2	
Vehicular access and parking	Section 3	
access arrangements	Section 3	
public, private, disabled parking set down / pick up	Section 3	
Service vehicles (non-residential)	Section 4	
access arrangements	Section 4	
on/off-site loading facilities	Section 4	
Service vehicles (residential)	Section 5	
Rubbish collection and emergency vehicle access	Section 5	
Hours of operation (non-residential only)	N/A	
Traffic volumes	Section 7	
daily or peak traffic volumes	Section 7	
type of vehicles (e.g. cars, trucks)	Section 7	
Traffic management on frontage streets	Section 8	
Public transport access	Section 9	
nearest bus/train routes	Section 9	
nearest bus stops/train stations	Section 9	
pedestrian/cycle links to bus stops/train station	Section 9	
Pedestrian access/facilities	Section 10	
existing pedestrian facilities within the development (if any)	Section 10	
proposed pedestrian facilities within development	Section 10	
existing pedestrian facilities on surrounding roads	Section 10	
proposals to improve pedestrian access	NA	
Cycle access/facilities	10	
existing cycle facilities within the development (if any)	Section 10	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 10	
proposals to improve cycle access	N/A	
Site specific issues	Section 11	
Safety issues	Section 12	
identify issues	N/A	
remedial measures	N/A	





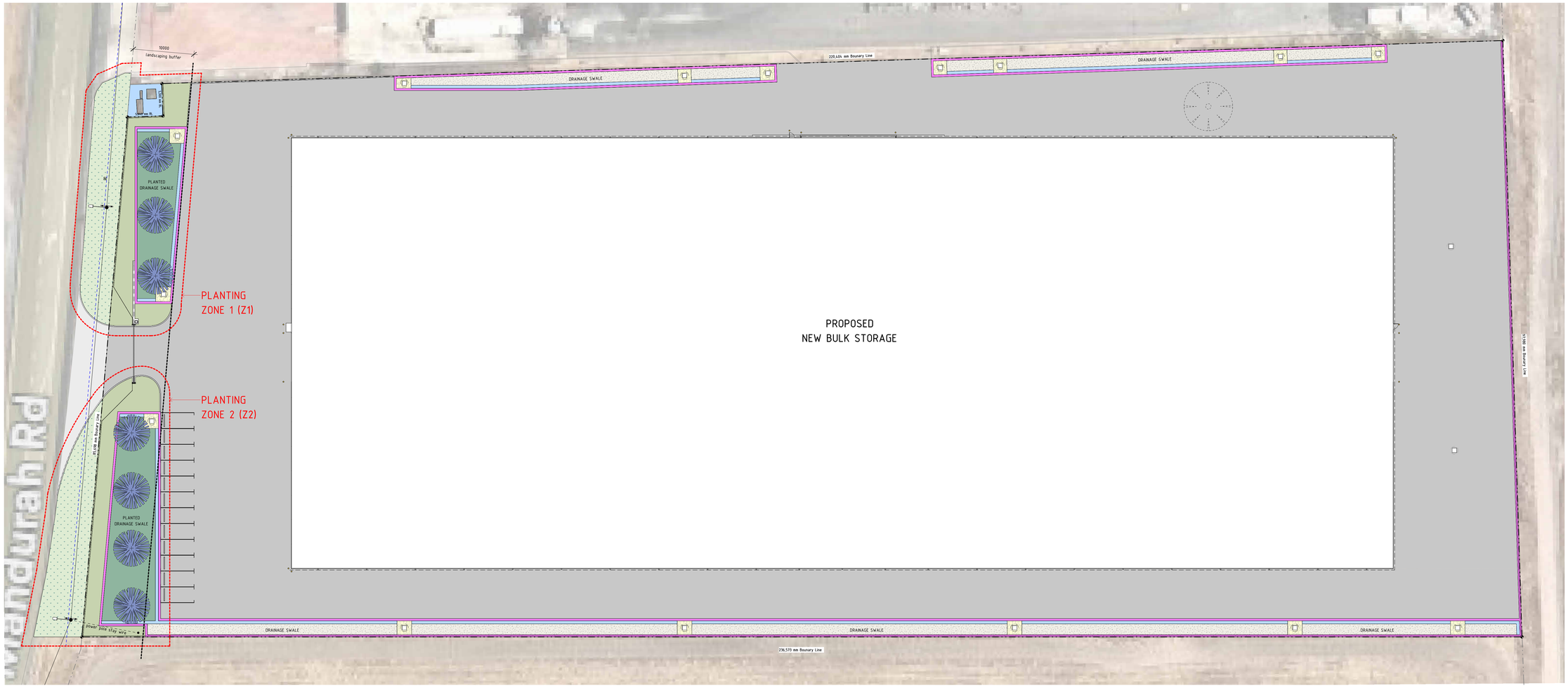
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Appendix D

Landscape Concept Plan



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1 : 250

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Landscaping Proposal

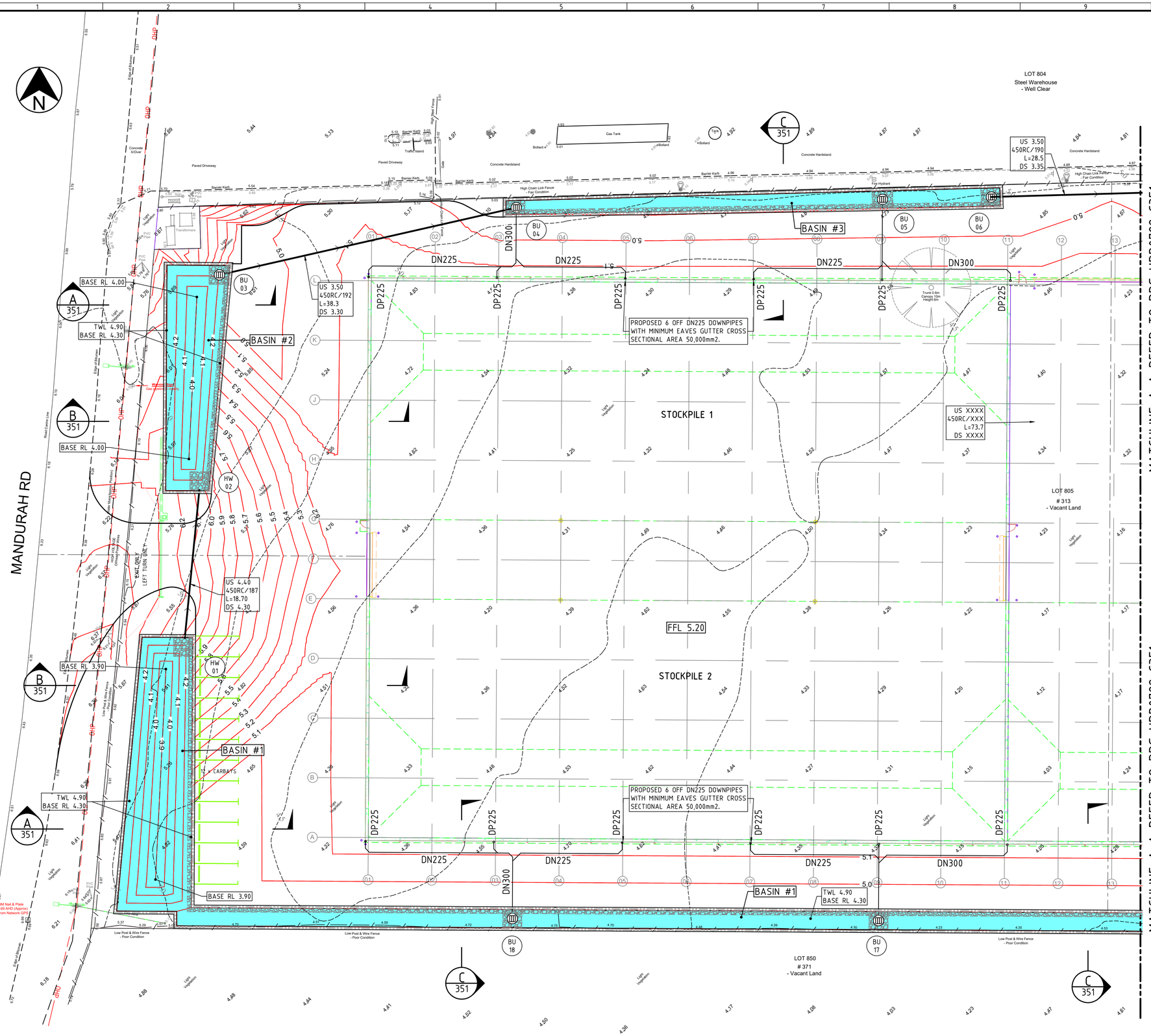
Project Number	T24018
Revision	B
Date	2024-05-23
Scale	As indicated @ A1

SHEET NO.
DA-L101

© Q DESIGN & CONSTRUCT PTY LTD
34 Geddes Street, Balcatta WA 6021
t: +61 8 6336 4444 | e: info@qdc.com.au

Appendix E

Stormwater Management Plan



NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL URB0726 DRAWINGS, SPECIFICATION
2. THE CONTRACTOR SHALL LOCATE ALL EXISTING SERVICES WITHIN THE CONTRACT AREA PRIOR TO THE COMMENCEMENT OF WORK. WHERE EXISTING AND PROPOSED WORKS INTERSECT, LEVELS ARE TO BE TAKEN AND SUPPLIED TO THE SUPERINTENDENT.
3. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
4. THE CONTRACTOR SHALL LOCATE ALL LEVELS FROM ESTABLISHED BENCH MARKS.
5. ALL BENCH MARKS ARE TO BE PROTECTED AND PRESERVED.
6. ALL STORMWATER DRAINAGE PIPES ARE TO BE HDPE INSTALLED TO MANUFACTURES SPECIFICATIONS. UNLESS OTHERWISE NOTED.
7. ALL STORMWATER PIPES SHALL BE PVC WITH MIN STIFFNESS SN8.
8. ALL TRENCHING, PIPE BEDDING AND BACKFILLING SHALL BE IN ACCORDANCE WITH AS3725.
9. STORMWATER PIPE ALIGNMENT SHALL BE AS INDICATED ON THE PLANS.
10. ALL JUNCTION PITS AND ENTRY PITS SHALL BE LOCATED AS SHOWN IRRESPECTIVE OF PIPE LENGTHS SHOWN ON THE DRAWINGS.
11. AT LOW POINTS THE ENTRY PITS SHALL BE LOCATED AT THE LOW POINT OF THE ROAD PAVEMENT.
12. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCY OR CLASH WITH OTHER SERVICES TO THE SUPERINTENDENT.

LEGEND

- 9.99 — DENOTES PIPE INVERT
- PROPOSED JUNCTION PIT
- EXISTING COUNCIL LOT CONNECTION JUNCTION PIT
- PROPOSED GULLY / BUBBLE UP PIT
- PROPOSED DRAINAGE PIPE
- DENOTES PIPE GRADE DIRECTION
- PROPOSED STONE PITCHING
- COUNCIL DRAINAGE NETWORK
- 8.95 — DENOTES SUBSOIL INVERT
- SS — PROPOSED SUBSOIL PIPE. REFER TO DETAILS
- RL 14.00 — DENOTES PROPOSED SURFACE LEVEL
- TWL 14.00 — DENOTES TOP OF WATER LEVEL
- ToW 14.00 — DENOTES TOP OF WALL LEVEL
- 13.0 — BULK EARTHWORKS FINISHED SURFACE CONTOURS
- 12.6 — DENOTES PROPOSED FINISHED SURFACE CONTOUR
- BU 7 — DENOTES PIT REFERENCE NUMBER
- DENOTES STORAGE BASIN AREAS
- PROPOSED RETAINING WALLS

STORMWATER CALCULATIONS

DESCRIPTION		QUANTITY
CATCHMENT		21,750m²
INFILTRATION AREA		1,260m²
INFILTRATION RATE		3.0m/DAY
MIN DETENTION STORAGE REQUIRED	20% AEP	348m³
	10% AEP	436m³
	1% AEP	889m³
MAXIMUM ALLOWABLE DISCHARGE TO COUNCIL		N/A
TOTAL SWALE STORAGE AVALIABLE CAPACITY		946m³

TABLE 1 - STORMWATER SWALE STORAGE DETAIL

CATCHMENT REF	STORAGE AREA	STORAGE VOLUME
BASIN #1	785 m²	517 m³
BASIN #2	190 m²	138 m³
BASIN #3	122 m²	80 m³
BASIN #3	163 m²	98 m³
TOTAL	1,260 m²	833 m³

REV No.	DATE	DRAFT BY	REVIEW	P.M. REVIEW	AMENDMENT DESCRIPTION
A	23/05/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise WA ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM

TITLE: STORMWATER DRAINAGE PLAN
SHEET 1 OF 2

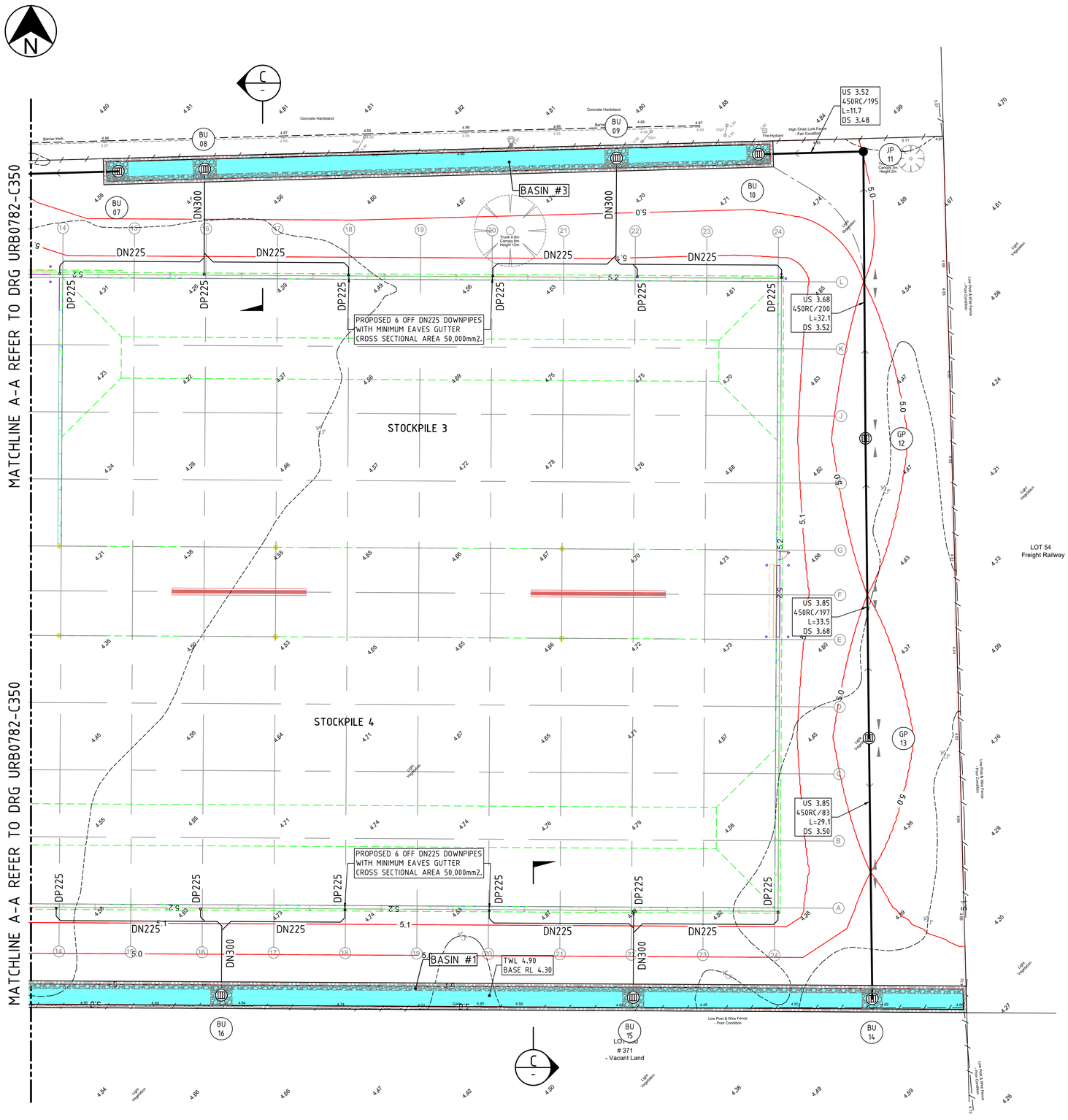
DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
P.ALEBAKIS	P.ALEBAKIS	F.LOMBARDO 23/05/24	P.ALEBAKIS 23/05/24

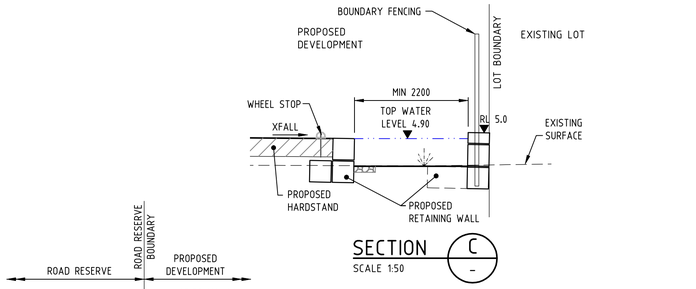
DATUM	SCALE	PROJECT No.	DRAWING No.	REV
AHD	1:250	URB0782	C350	A
GRID PCG94	WAPC No. N/A			

0 5 10 15m
1:250 (A1) HORIZONTAL 1:500 (A3)

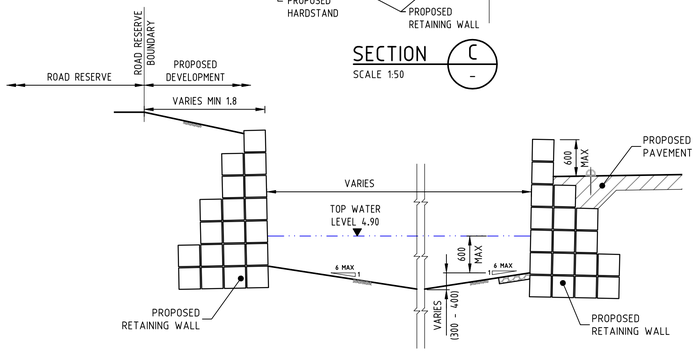
ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

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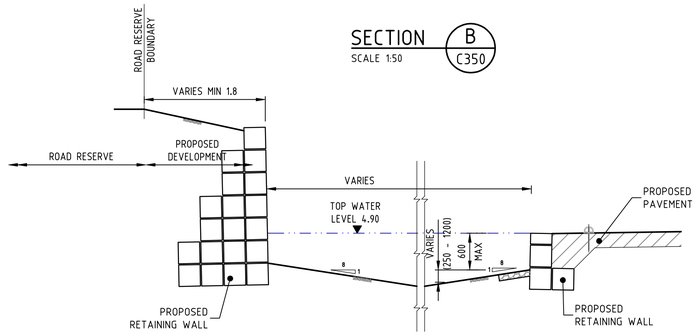




SECTION C
SCALE 1:50



SECTION B
SCALE 1:50
C350



SECTION A
SCALE 1:50
C350

LEGEND

- DENOTES PIPE INVERT
- PROPOSED JUNCTION PIT
- PROPOSED GULLY / BUBBLE UP PIT
- PROPOSED DRAINAGE PIPE
- DENOTES PIPE GRADE DIRECTION
- PROPOSED STONE PITCHING
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- PROPOSED SUBSOIL PIPE. REFER TO DETAILS
- DENOTES PROPOSED SURFACE LEVEL
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- DENOTES PIT REFERENCE NUMBER
- DENOTES STORAGE BASIN AREAS
- PROPOSED RETAINING WALLS

NOTES

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NOTE:
REFER TO DRG URB0782-C350 FOR STORMWATER CATCHMENT AND STORAGE CAPACITY

0 5 10 15m
1:250 (A1) HORIZONTAL 1:500 (A3)

ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

REV No.	DATE	DRAFT BY	REVIEW	P.M. REVIEW	AMENDMENT DESCRIPTION
A	23/05/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise WA ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM

TITLE: STORMWATER DRAINAGE PLAN
SHEET 2 OF 2

DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
P.ALEBAKIS	P.ALEBAKIS	F.LOMBARDO 23/05/24	P.ALEBAKIS 23/05/24
DATUM AHD	SCALE 1:250	PROJECT No. URB0782	DRAWING No. C351 REV A
GRID PCG94	WAPC No. N/A		

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Appendix F

Bushfire Management Plan

Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: 313 Mandurah Road East Rockingham

Site visit: Yes ☑ No ☐

Date of site visit (if applicable): Day 7 Month February Year 2024

Report author or reviewer: ANTHONY ROWE

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☑

If accredited please provide the following.

BPAD accreditation number: 36690 Accreditation expiry: Month DECEMBER Year 2024

Bushfire management plan version number: 1

Bushfire management plan date: Day 22 Month MAY Year 2024

Client/business name: Q Design & Construct Pty Ltd

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?		✔
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?		✔

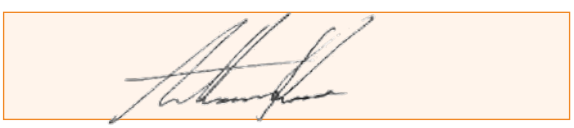
Is the proposal any of the following (see SPP 3.7 for definitions)?	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)		✔
Strategic planning proposal (including rezoning applications)		✔
High risk land-use		✔
Vulnerable land-use		✔

None of the above ☐

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 23 May 2024

Bushfire Management Plan

(Simple Development Application)

313 Mandurah Road East Rockingham

May 2024

envision
bushfire protection

LIMITATIONS STATEMENT

This Bushfire Management Plan ('BMP') in support a bulk storage building and laydown area at 313 Mandurah Road East Rockingham. The site is located within the City of Rockingham (decision maker).

Envision Bushfire Protection

ABN: 19 673 625 486

PO Box 7209 SHENTON PARK WA 6008

Ph: 0428 066 147

Email: admin@envisionbp.com.au

Version Control

313 Mandurah Road East Rockingham			
Version	**Date**	**Author**	
V1	22 May 2024	Anthony Rowe	submission

Copyright

Unless otherwise agreed in writing, this report is the intellectual property of Envision Bushfire Protection. The report is designed to be used exclusively by the person who commissioned it. Permission must be sought prior to the reproduction of any portion of this document, and every effort is made to ensure proper referencing of this document.

Disclaimer

In undertaking this work, the authors have made every effort to accurately apply the available information at the time of writing following the instructions of the regulatory authorities and applying best practice as described by the Fire Protection Association Australia. Any conclusions drawn or recommendations made in the report are made in good faith, and the consultants take no responsibility for how this information and the report are subsequently used.

Envision Bushfire Protection accepts no liability for a third party's use of, or reliance upon, this specific report.

Envision Bushfire Protection accepts no liability for the inaction of the owner to provide or maintain the bushfire protection measures identified in this report. Vegetation is dynamic, building materials may distort, and the accumulation and the location of flammable materials near the building may affect the potential for damage or loss of a building to occur.

Failure to maintain the property and/or building to these standards may compromise an insurance policy if currently covering any of your assets or those of any third party that may be consequentially affected due such failure. If not insured, and if you are seeking insurance, this report may not influence the decision of any insurer not to offer cover.

Importantly the measures contained in this report cannot guarantee human safety or an absence of harm or that the building will not be damaged or would survive a bushfire event on every occasion. This is due to the unpredictable nature of fire behaviour (knowledge in this field continues to develop) and the unpredictable nature of extreme weather conditions.

Client relationship

I was engaged to provide expert bushfire safety and planning advice. My relationship with the client is a standard commercial contract, and no private, personal, or other matter has influenced the content of the BMP or my findings.

STATEMENT OF CONFORMITY – PLANNING AND DEVELOPMENT ACT 2005



Anthony Rowe Level 3 - BPAD36690
Principal

ASSESSMENT - Bushfire Management Plan – Simple Development Application

Preface

The applicant proposes a bulk storage building (warehouse) at 313 Mandurah Road East Rockingham, 34 km south of the Perth CBD. (Attachment 1 Plate 1).

The site is within a declared bushfire prone area (Attachment 1 Plate 2). The proposal does not include the construction of a habitable building. In this instance the consideration is compliance with the siting requirements for the landuse activity to be assessed by State Planning Policy 3.7 *Planning in Bushfire Prone Areas* ('**SPP 3.7**') and the bushfire protection criterial described in the Guidelines v1.4.

The proposal is an extension of an existing landuse and is therefore addressed by a Department of Planning Land and Heritage template *Bushfire Management Plan – Simple Development Application*. The following arrangement and investigations are arranged in accordance with the requirements of the template.

1. Proposal details (SEE ATTACHMENT 1)

The proposal is an extension of warehouse facilities at 303 Mandurah Road East Rockingham to use the adjoining land for additional storage (enclosed). The additional warehouse is proposed on the adjacent site, at 313 Mandurah Road East Rockingham (Plate 3).

The site is 2.2 ha, flat and historically cleared (excepting one tree to be retained) and used for pasture but now within an Industrial Zone strip. The site is located between Mandurah Road and a railway line within the City of Rockingham.

The site is accessed from Mandurah Road, a north south through road, at its west boundary. On the opposite side to Mandurah Road (west) is contiguous native forest/scrub. The development site is located south of the warehouse at 303 Mandurah Road and adjoins a narrow strip of grass and a railway line its east boundary; contiguous forest is located east of the railway. The site adjoins an extending area of pasture grass at its south boundary which is also zoned for industrial land use.

1.1 Classification of landuse SPP 3.7

The proposal is not an item listed, or within the genre, of the land uses described at 5.6 *Proposing a High Risk Landuse in a Bushfire Prone Area* in the Guidelines.

The bulk storage of materials alone does not determine whether a land use may be classed as 'High Risk'.

In this instance no registered dangerous goods are to be stored in bulk.

The decision maker (City of Rockingham) is required to be satisfied in this instance that the nature of the materials to be stored is not hazardous.

> ***"High-risk land use:*** *A land use which may lead to the potential ignition, prolonged duration and/ or increased intensity of a bushfire. Such uses may also expose the community, fire fighters and the surrounding environment to dangerous, uncontrolled substances during a bushfire event."*

Should the decision maker determine the proposal is a High-Risk landuse, the proposal is then to follow the administration requirements described in section 6.6.1.

This Bushfire Management Plan (statement) has assumed the proposal is not a High-Risk land use.

2. Environmental considerations (SEE ATTACHMENT 2)

The development will occupy an area that is pasture grass.

No clearing of regulated vegetation is proposed.

No offset planting is required (in lieu of vegetation clearing) and no future landscaping will affect the bushfire risk to adjoining properties.

3. Bushfire assessment results (SEE ATTACHMENT 3 BAL ASSESSMENT)

A Bushfire Attack Level assessment following Method 1 AS 3959:2018, and the DPLH *Visual guide for bushfire risk assessment in Western Australia*, and using an FFDI of 80, has been undertaken.

The development at the site will fully displace classified vegetation.

The adjoining grassland at the south of the site will present a BAL that extends into the site, BAL 29 achieved at 8 m from the south boundary.

The building is BAL 29 at its south elevation, and BAL 12.5 at its north, east and west elevations. The central area at the north elevation is BAL Low. (see Figure 5).

4. Identification of bushfire hazard issues

The site may be subject to extreme heat from the directly adjoining grassland east and at the south boundary. The grassland east is a narrow strip between the site and railway, it is closer to the site and casts a BAL into the site. The grassland to the boundary south is an extending area that is identified for development. Given it is pasture grass on a lot greater than 4047m^2, it is an item control under the City Fire Control Notice, to provide a boundary firebreak "not less than three (3) metres wide immediately inside and along all boundaries including on boundaries adjacent to roads"

The risk treatment is to provide separation from the grassland to an acceptable level of radiant heat.

The requirement is to avoid siting a building within flame contact (BAL 40 or BAL FZ). BAL 29 (acceptable) occurs at 8 m (north) from the south boundary (or 5 m if accounting for the City Fire Control Notice).

The proposed storage building is located 34 m from its west boundary, 11.25 m from the south boundary and 18 m from its east boundary. It has an 8.25 m perimeter vehicle access adjacent the south elevation (leaving a 3 m strip for drainage swale landscaping), and a hardstand area perimeter vehicle access between the building and the east boundary. The drainage swale landscaping strip, typically grasses/shrubs, is classed as a single row and excluded as a hazard. The building is set back 18 m from the east boundary separated by a low threat (bitumen surface) providing the immediate perimeter vehicle access.

The site may be subject to ember attack from the nearby forest, east and west. The risk treatment is to ensure flammable materials are not stored in the open, to avoid ignition. The building construction is one that utilises non-combustible materials, providing a high level of bushfire resistance and the perimeter vehicle accessway is maintained as a clearway for vehicles for the potential storage of flammable objects. There are no openings at the south elevation other than a single personnel door and the east elevation has a single roller door and a single personnel door. The building can be enclosed in the event of a bushfire.

The personnel at the site can be evacuated to a BAL Low area within the site (at the north elevation of the proposed building).

5. Assessment against the Bushfire Protection Criteria (Guidelines v.1.4)

The proposal was compared with the four Bushfire Protection Criteria for Elements.

ELEMENT 1: LOCATION Intent: To ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure.		
A1.1 Development location The strategic planning proposal, subdivision and development application is located in an area that is or will, on completion, be subject to either a moderate or low bushfire hazard level, or BAL–29 or below.	✓	The site is an infill site within an established industrial area. Whilst forest is located to the east and west it is physically separated from the site by Mandurah Road (west) and the railway line (east)). The site is large, facilitating the opportunity to achieve BAL 29 The proposal is compliant with A1.1.
ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT Intent: To ensure that the siting and design of development minimises the level of bushfire impact.		
A2.1 Asset Protection Zone (APZ) Every habitable building is surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements: • Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29) in all circumstances. • Location: the APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity (see explanatory notes). • Management: the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones' (see Schedule 1).	✓	The separation from classified vegetation is shown in Figure 4 and the BAL at site is shown in Figure 5. The land south of the site is classified as grassland with BAL 29 occurring from 8 m north of the south boundary. Grassland is also located adjacent the east boundary with BAL 29 occurring from 8 m west of the east boundary. A separation can be provided by an APZ, vegetation distribution as described in Schedule 1 in the Guidelines), or low threat described in AS3959:2018 at section 2.2.3.2. The proposed building is 11.25 m from the south boundary separated by an 8 m perimeter access way and an excluded drainage swale/landscape strip 3 m wide (A low threat separation s.2.2.3.2(e and f) AS3959:2018). It is BAL-29. The east elevation of the proposed building is separated 18 m from the east boundary by a low threat surface (s.2.2.3.2(e) AS3959:2018) It is BAL-12.5. The west elevation is 44 m from grassland (closest classified vegetation) and is BAL 12.5, and the north elevation faces onto low threat built development, the central part being BAL Low. The siting of the building does not exceed BAL 29.

ELEMENT 3: VEHICULAR ACCESS Intent: To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.		
A3.1 Public roads The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads. Public roads are to meet the minimum technical requirements in Table 6, Column 1.	✓	The site is accessed from Mandurah Road, which is a sealed public road 7.5 m wide, line marked and provided with slip lanes to serve entry of heavy vehicles into the site; a continuation of the existing landuse for which the proposal is an extension. The maximum number of trucks using the facility is expected 20 per day (peak periods). It is a low frequency contribution to Mandurah Road that is not expected to contribute congestion to the catchment and users of Mandurah Road in a bushfire event. Vehicular access serving the community will remain available and safe during a bushfire event. The proposal is compliant with A3.1.
A3.2a Multiple access routes Public road access is to be provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access).	✓	The site is accessed from Mandurah Road which is a public through road (*compliant with A3.1*) providing alternate suitable destinations north (Fremantle – Perth) and south (Rockingham) for occupant escape and access for fire fighters (*compliant with A3.2a*). The proposal is compliant with A3.2a.
A3.6 Private driveways There are no private driveway technical requirements where the private driveway is: • within a lot serviced by reticulated water; • no greater than 70 metres in length between the most distant external part of the development site and the public road measured as a hose lay; and • accessed by a public road where the road speed limit is not greater than 70 km/h. In circumstances where all of the above conditions are not met, or the private driveway is in a non-reticulated water area, the private driveway is to meet all the following require: • requirements in Table 6, Column 4; • passing bays every 200 metres with a minimum length of 20 metres and a minimum additional trafficable width of two metres (i.e. the combined trafficable width of the passing bay and constructed private driveway to be a minimum six metres); and • turn-around area as shown in Figure 28 and within 30 metres of the habitable building.	✓	The traffic generated by the Site includes Restricted Access Vehicles (RAV) up to Class 4 (26.0m). The private driveway is designed to provide for the efficient movement of heavy and long vehicles. The driveway complies with Table 6, Column 4, it is a minimum 6 m wide, flat and has inner radius exceed 8.5 m. The proposal is compliant with A3.6.

ELEMENT 4: WATER Intent: To ensure that water is available to enable people, property and infrastructure to be defended from bushfire.		
A4.2 Provision of water for firefighting purposes Where a reticulated water supply is existing or proposed, hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority.		The site has access to a reticulated water supply. The proposal is compliant with A4.2. for bushfire. Structural firefighting requirements will exceed the capacity required for bushfire, and should a bushfire affect the site it is only a problem (because people can evacuate) if it results in a structural fire.

Additional Bushfire Management Strategies

The proposal is compliant with the Acceptable Solutions listed in *Bushfire Protection Criteria*.

No Additional Bushfire Management Strategies are required.

Spatial representation of the bushfire management strategies (Figure EX 1)

The proposal is compliant with the Bushfire Protection Criteria. The key site features and BAL levels are illustrated at Figure EX 1.

6. Responsibilities for implementation and management of the bushfire measures

The Owner responsibilities (Guidelines 4.6.3) identify the bushfire management measures necessary to achieve compliance with the bushfire protection criteria. In this instance the proposal is compliant with the *bushfire protection criteria* as it has been designed.

The details contained within the planning application authorised by the responsible decision maker are enforceable under section 214 of the *Planning and Development Act 2005*, including its consistency with the *Bushfire Protection Criteria*.

The items addressed in the listed responsibilities for implementation and management of the bushfire measures also form part of the planning authorisation.

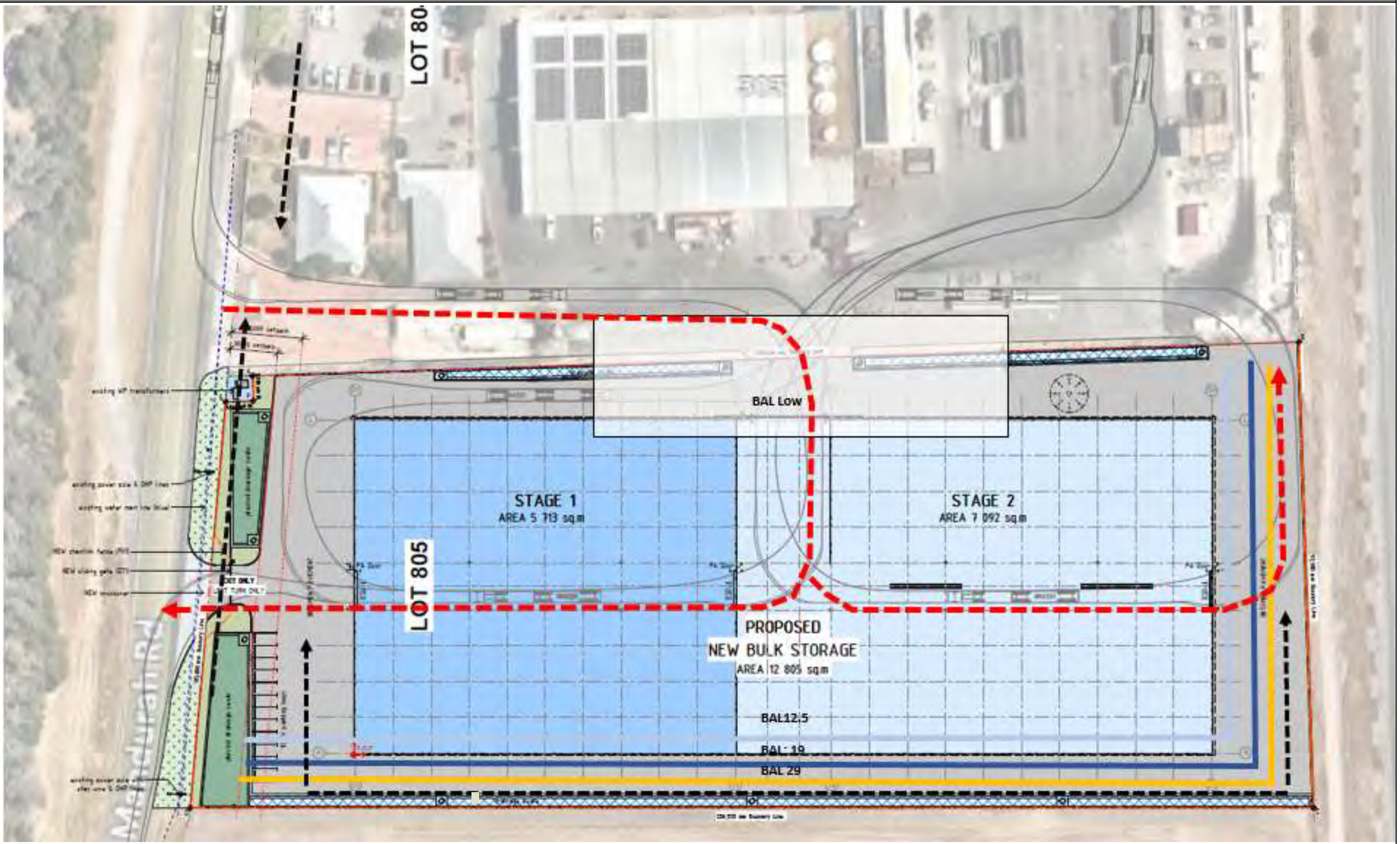
Owner Responsibility

1. The establishment/maintenance of the site as low threat (s.2.2.3.2(e) AS3959:2018) and any landscaped areas are to be maintained in compliance with the Asset Protection Zone Standard in Schedule 1 of the Guidelines v1.4	To be maintained for the life of the land use.
2. All vehicle movement areas within the site are to be constructed and line marked (where sealed) to ensure vehicle movement area are compliant with the technical requirements for Private driveways described in Table 6 Column of the Guidelines for Planning in Bushfire Prone Areas v1.4	To be maintained for the life of the land use

Advisory Notes

1. The landowner is responsible for availing themselves of any promotions and information to assist owners in preparing for and responding to a bushfire event as may be made by the City or the Department Fire and Emergency Services.
2. The landowner acknowledges that the storage of flammable materials adjacent to the building, if ignited may expose the building to direct flame contact.

Figure Ex 1 - Spatial representation of the proposed risk management strategies – Lot 313 Mandurah Road East Rockingham.



Responsibilities for implementation and management of the bushfire measures

1. The establishment/maintenance of the site as low threat (AS3959:2018 s.2.2.3.2 (e)(f)) and any landscaped areas are to be maintained in compliance with the Asset Protection Zone Standard in Schedule 1 of the Guidelines for Planning in Bushfire Prone Areas v1.4.
2. All vehicle movement areas within the site are to be constructed and line marked (where sealed) to ensure vehicle movement area are compliant with the technical requirements for Private driveways described in Table 6 Column of the Guidelines for Planning in Bushfire Prone Areas v1.4

LEGEND

- Site Boundary
- Vehicle circulation
- Perimeter vehicle access min 8 m
- BAL 29
- BAL 19
- BAL 12.5
- BAL Low

ATTACHMENT 1 - SITE PLAN

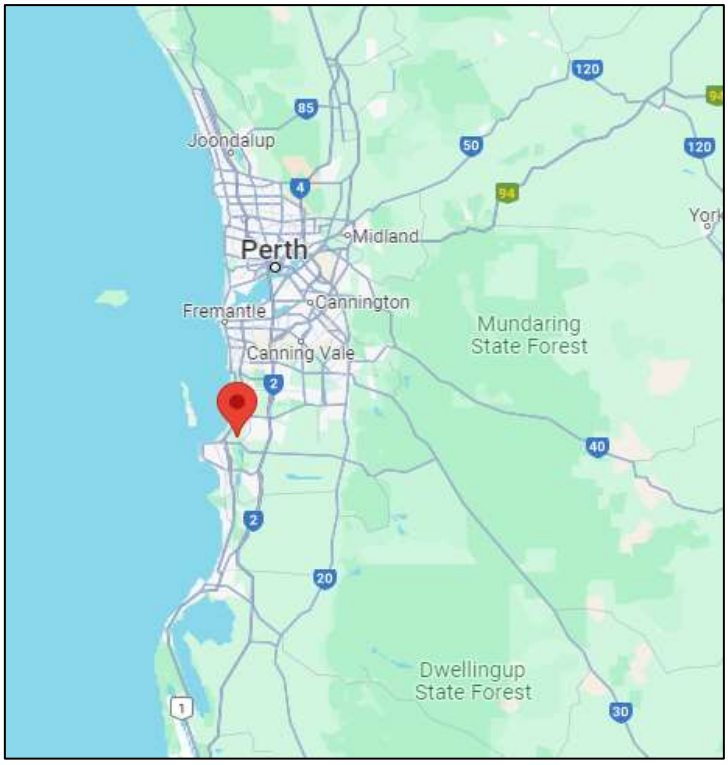


Plate 1 Location



Plate 2 Bushfire Prone Area



Plate 3a: Development site plan

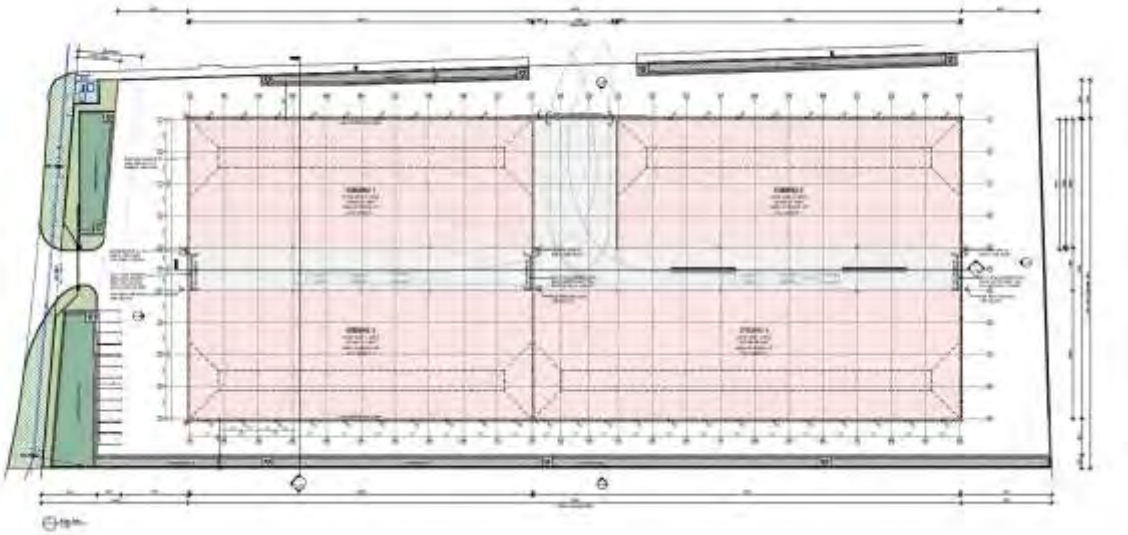


Plate 3b: Development Concept (enclosed storage)

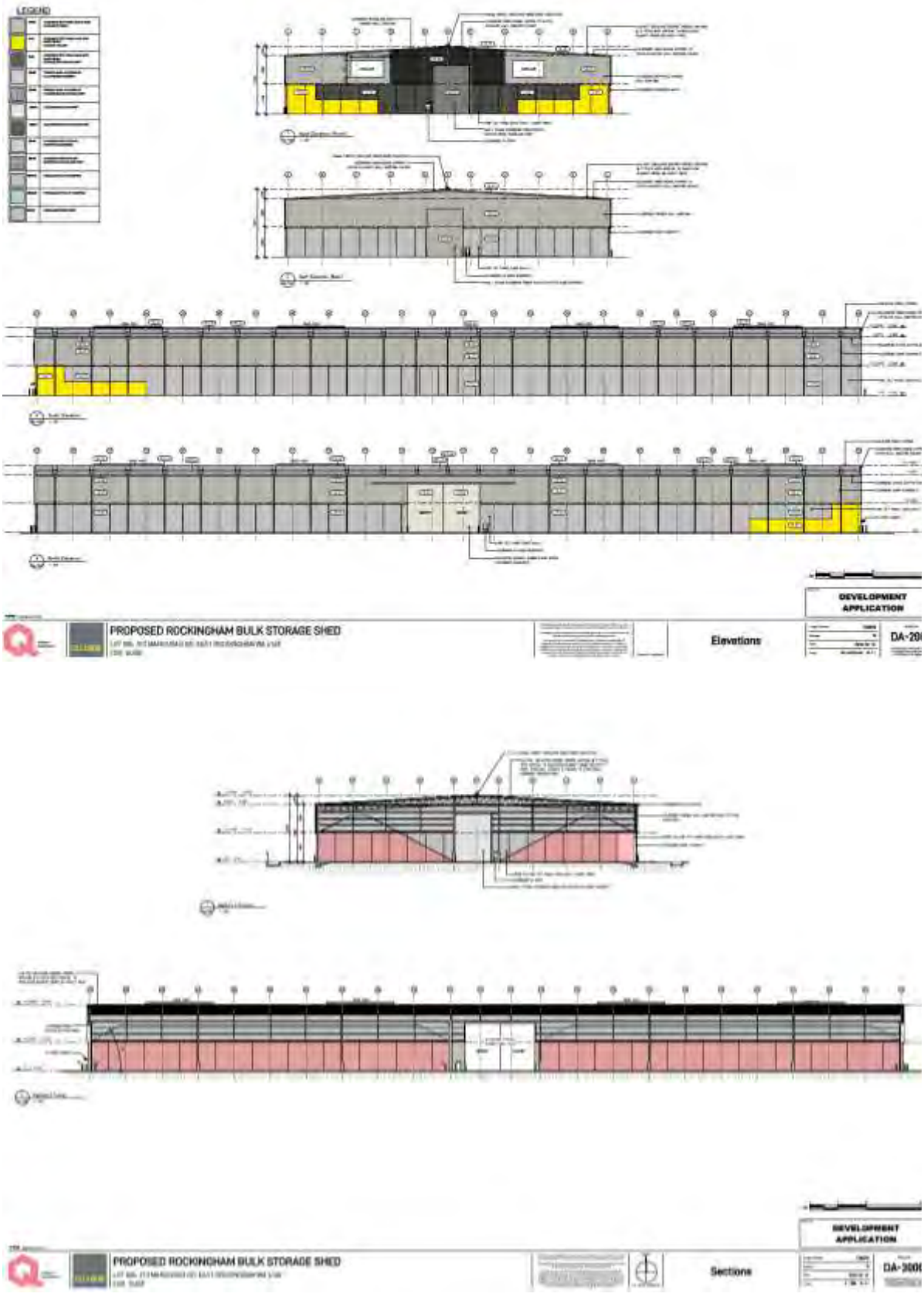


Plate 3c: Elevations

ATTACHMENT 2 - ENVIRONMENTAL CONSIDERATIONS

ENVIRONMENTAL CONSIDERATIONS

A fundamental consideration in the assessment of development under SPP 3.7 is to avoid instances where bushfire risk management measures would conflict with the objectives of the separate State and Federal Environment Protection Legislation.

Table 1 assesses the application location with the relevant public data base Landgate SLIP.

Table 1

Is the land affected by:	Yes/No	Comment	
Conservation Wetland or buffer (DBCA-019 DBCA-017)	No	The site is not within Conservation Wetland or buffer	
RAMSAR Wetland (DBCA-010)	No	The site is not identified as RAMSAR Wetland.	
Threatened and Priority Flora (DBCA-036)	No	No threatened priority flora communities are identified within the site – it has been historically cleared for pasture	
Threatened and Priority Fauna (DBCA-037)	Yes	The site is located within an investigation area for the Carnaby's Black Cockatoo. This broadly applies to all identified remnant vegetation, the site itself has no habitat	
Threatened Ecological Communities (DBCA-038)	No	No threatened ecological communities are identified within the site	
Bush Forever (COP-071)	No	The site does not occupy an area identified as Bush Forever	
Environmentally Sensitive Area (DWER-046)	No	The site is not identified as an Environmentally Sensitive Area	
Regionally Significant Natural Areas (DWER-070)	No	The proposal will displace pasture and will not affect land adjacent the site, separated by a railway reserve (east), and Mandurah Road (west).	
Conservation Covenant (DPIRD-023)	No	No existing covenant.	
Does the proposal require the removal of restricted vegetation?		~~**Yes**~~	**No**

Native Vegetation – Modification and Clearing

No clearing of regulated vegetation is required for the proposal.

Re-vegetation/Landscape Plans

Re-vegetation/landscape plans are not required as an offset to the modification of regulated vegetation.

ATTACHMENT 3 BUSHFIRE ATTACK LEVEL ASSESSMENT

Bushfire Attack Level Assessment Report

Prepared by a BPAD Accredited Practitioner

Fire Protection Association Australia Life Property Environment



AS 3959 BAL Assessment Report

This report has been prepared by an Accredited BPAD Practitioner using the Simplified Procedure (Method 1) as detailed in Section 2 of AS 3959 – 2018 (Incorporating Amendment Nos 1, 2 and 3). FPA Australia makes no warranties as to the accuracy of the information provided in the report. All enquiries related to the information and conclusions presented in this report must be made to the BPAD Accredited Practitioner.

Property Details and Description of Works

Address Details	**Unit no**	**Street no**	**Lot no**	**Street name / Plan Reference**		
		313		Mandurah Road		
	Suburb				**State**	**Postcode**
	East Rockingham				WA	
Local government area	City of Rockingham					
Main BCA class of the building	Class 7			**Use(s) of the building**	Warehouse	
Description of the building or works	Proposed Bulk Storage Warehouse and Hardstand					

Report Details

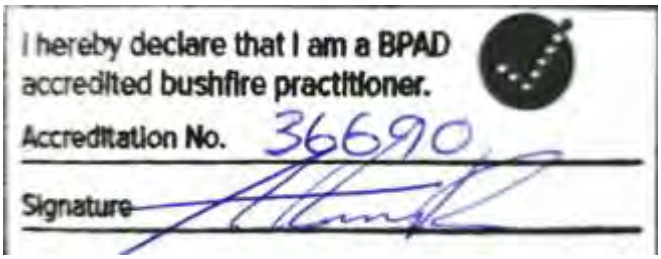
Report / Job Number	Report Version	Assessment Date	Report Date
	1	22 May 2024	22 May 2024

BPAD Accredited Practitioner Details

Name
ANTHONY ROWE – BPAD 36690

Company Details
Envision Bushfire Protection
Ph – 0428 066 147
Email - admin@envisionbp.com.au

ABN 90958370365



Authorised Practitioner Stamp

Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated report issued.

Site Assessment & Site Plans

The assessment of this site / development was undertaken on 7 February 2024 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959: 2018 Simplified Procedure (Method 1).

Figure 1: Location



Building

Site boundary

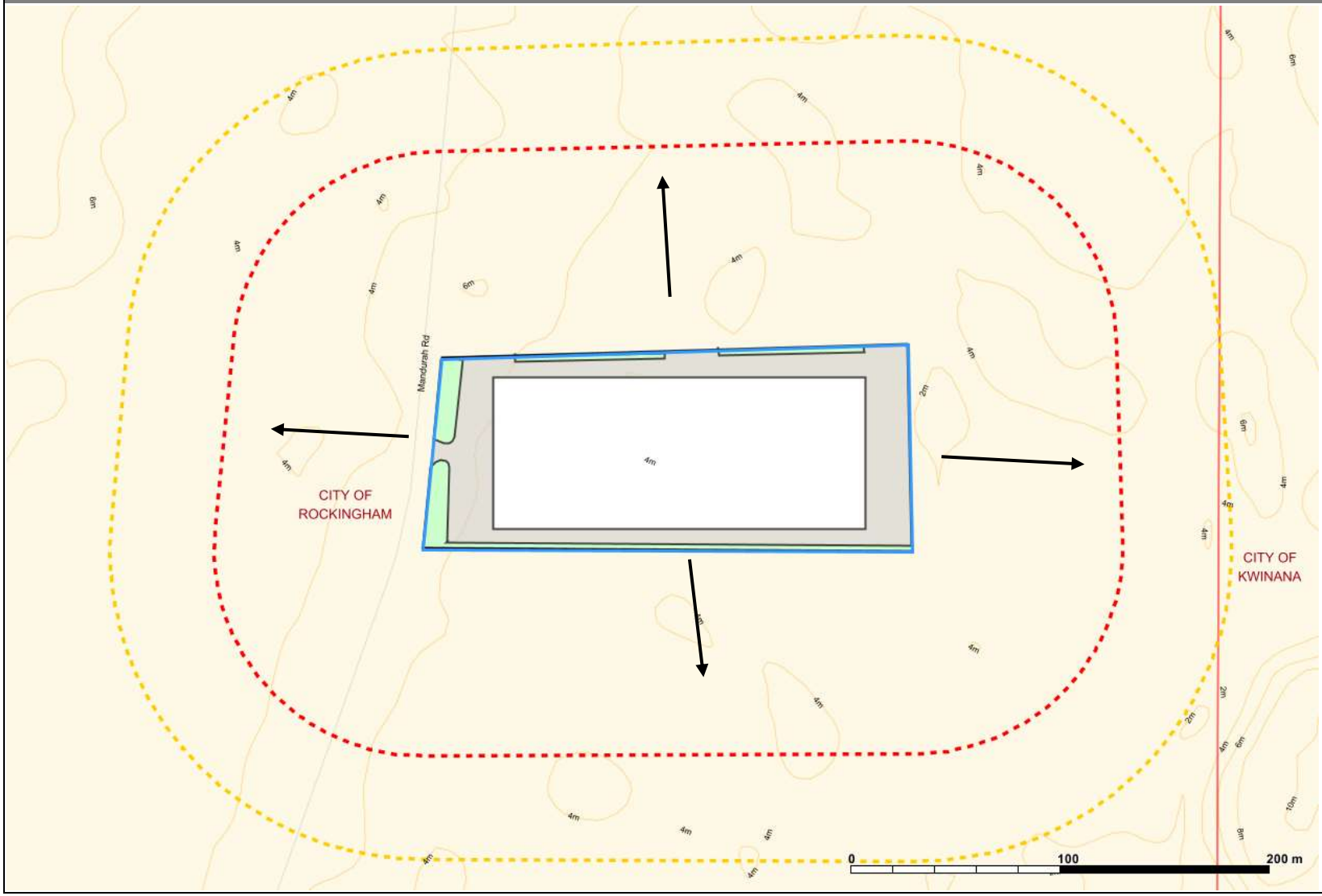
150 m assessment area

100 m assessment area

Assessment Date:07/02/2024
Prepared: Anthony Rowe
Accreditation Level: BPAD L3
Accreditation Number: 36690
Accreditation Expiry: Dec 2024
FPAA FIRE MAP 2024
GDA 1994 MGA Zone 50

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Figure 2: Topography



Buildings

Site boundary

150 m assessment area

100 m assessment area

AHD 2m contour

Upslope

Downslope 0--5

Downslope 5--10

Downslope 10--15

Downslope 15--20

Assessment Date:07/02/2024
Prepared: Anthony Rowe
Accreditation Level: BPAD L3
Accreditation Number: 36690
Accreditation Expiry: Dec 2024
FPAA FIRE MAP 2024
GDA 1994 MGA Zone 50

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Figure 3 Vegetation Classification

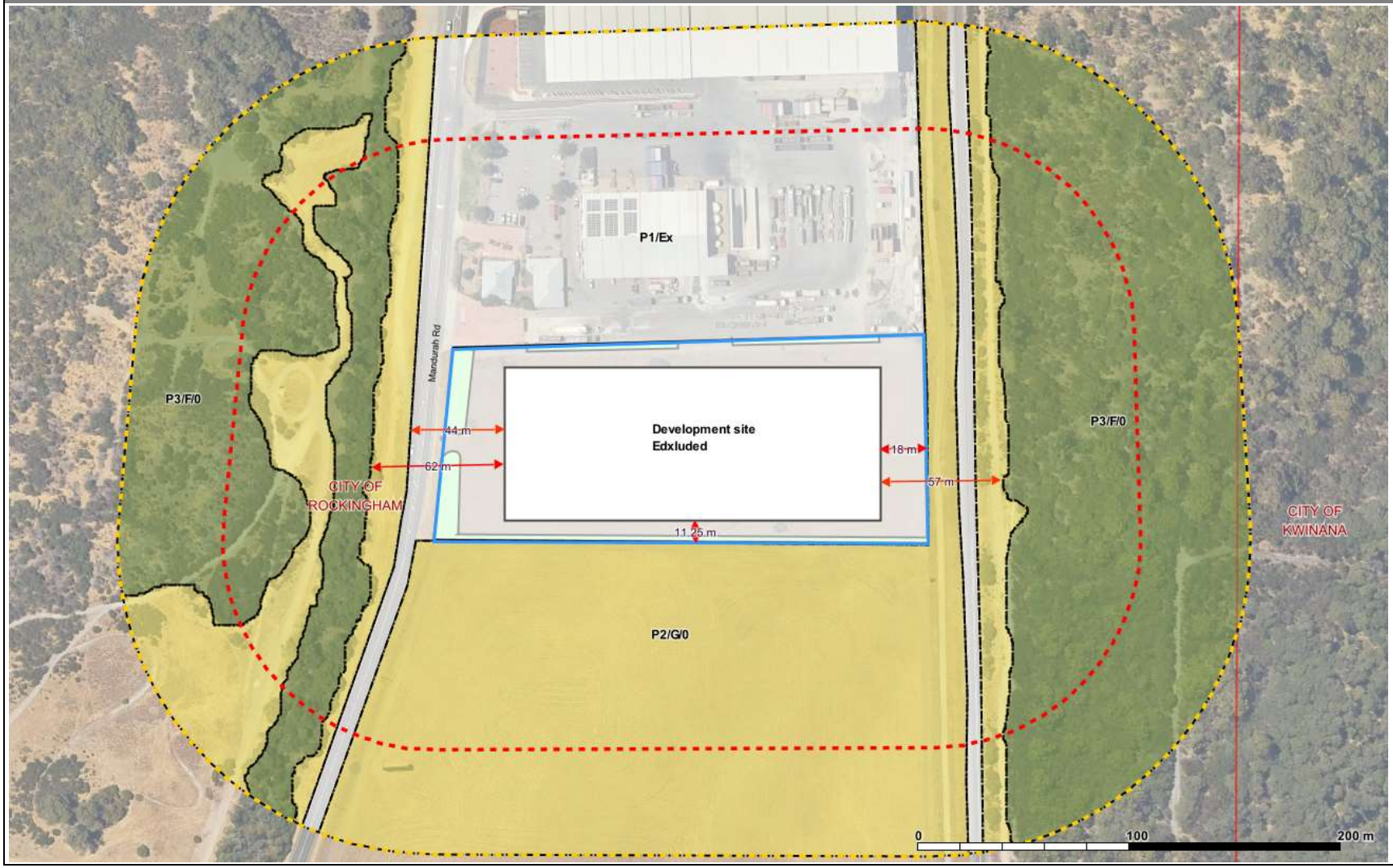


Building
Site boundary
150 m assessment area
100 m assessment area
Class A Forest
Class B Woodland
Class C Shrubland
Class D Scrub
Class G Grassland
Excluded
Photo point
Plot Label

Assessment Date:07/02/2024
Prepared: Anthony Rowe
Accreditation Level: BPAD L3
Accreditation Number: 36690
Accreditation Expiry: Dec 2024
FPAA FIRE MAP 2024
GDA 1994 MGA Zone 50

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Figure 4: Vegetation Classification and distances at completion



Building

Site boundary

150 m assessment area

100 m assessment area

Class A Forest

Class B Woodland

Class C Shrubland

Class D Scrub

Class G Grassland

Excluded

Separation

Assessment Date:07/02/2024
Prepared: Anthony Rowe
Accreditation Level: BPAD L3
Accreditation Number: 36690
Accreditation Expiry: Dec 2024
FPAA FIRE MAP 2024
GDA 1994 MGA Zone 50

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PLOT: 1				
Vegetation Classification				**Vegetation Description (AS3959)**
Excludable - 2.2.3.2(e) Non Vegetated Areas				2.2.3.2 Exclusions – Low threat vegetation e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.
Slope				
Flat				
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓	✓	✓	✓
Moderate				
High				
Very High				
Extreme				
Post development				
Excluded - 2.2.3.2(e) Low threat vegetation				 **PHOTO ID 1.1:** Site entry

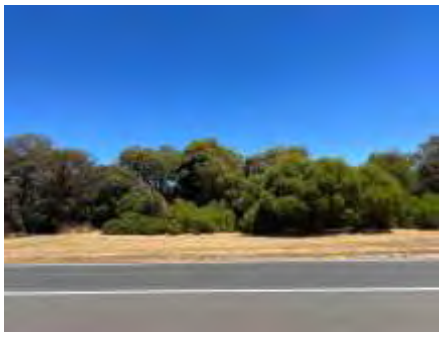
PLOT: 1				
Vegetation Classification				**Vegetation Description (AS3959)**
Excludable - 2.2.3.2(e) Non Vegetated Areas				2.2.3.2 Exclusions – Low threat vegetation e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.
Slope				
Flat				
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓	✓	✓	✓
Moderate				
High				
Very High				
Extreme				
Post development				
Excluded - 2.2.3.2(e) Low threat vegetation				 **PHOTO ID 1.2:** Existing warehouse south elevation

PLOT: 1					
Vegetation Classification					**Vegetation Description (AS3959)**
Excludable - 2.2.3.2(e) Non Vegetated Areas					2.2.3.2 Exclusions – Low threat vegetation e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.
Slope					
Flat					
Observation/Justification for classification					
Fuel Hazard	Surface	Near surface	Elevated	Bark	
Low					
Moderate					
High					
Very High					
Extreme					
Post development					
Excluded - 2.2.3.2(e) Low threat vegetation					**PHOTO ID 1.3:** Existing warehouse south elevation

PLOT: 1					
Vegetation Classification					**Vegetation Description (AS3959)**
Excludable - 2.2.3.2(e) Non Vegetated Areas					2.2.3.2 Exclusions – Low threat vegetation e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.
Slope					
Flat					
Observation/Justification for classification					
Fuel Hazard	Surface	Near surface	Elevated	Bark	
Low					
Moderate					
High					
Very High					
Extreme					
Post development					
Excluded - 2.2.3.2(e) Low threat vegetation					**PHOTO ID 1.4:** Adjoining landuse (north) view east

PLOT: 2	
Vegetation Classification	**Vegetation Description (AS3959)**
Class G Grassland – Sown pasture G-26	All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland.
Slope	
Downslope 0-5	
Observation/Justification for classification	

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

Post development	
Remained as grassland	**PHOTO ID 2.1:** Grassland in foreground to forest.

PLOT: 2	
Vegetation Classification	**Vegetation Description (AS3959)**
Class G Grassland – Sown pasture G-26	All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland.
Slope	
Flat	
Observation/Justification for classification	

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

Post development	
Retained as grassland	**PHOTO ID: 2.2:** Grassland south of site, view east

PLOT: 2	
Vegetation Classification	**Vegetation Description (AS3959)**
Class G Grassland – Sown pasture G-26	All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland.
Slope	
Downslope 0-5	
Observation/Justification for classification	

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

Post development	
Remained as grassland	**PHOTO ID 2.3:** Grassland south of site, view north

PLOT: 2	
Vegetation Classification	**Vegetation Description (AS3959)**
Class G Grassland – Sown pasture G-26	All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland.
Slope	
Flat	
Observation/Justification for classification	

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate				
High	✓			
Very High				
Extreme				

Post development	
Retained as grassland	**PHOTO ID: 2.4:** Grassland south of site, view south

PLOT: 3				
Vegetation Classification				**Vegetation Description (AS3959)**
Class A Forest - Open forest A-03				Trees over 30 m high; 30%-70% foliage cover (may include understorey of sclerophyllous low trees or shrubs). Typically dominated by eucalypts, melaleuca or callistemon (may include riverine and wetland environments) and callitris. Includes eucalypt plantations.
Slope				
Flat				
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓			
Moderate		✓		✓
High			✓	
Very High				
Extreme				
Post development				
Retained as forest				



PHOTO ID 3.1: Forest north of the site - facing west.

PLOT: 3				
Vegetation Classification				**Vegetation Description (AS3959)**
Class A Forest - Open forest A-03				Trees over 30 m high; 30%-70% foliage cover (may include understorey of sclerophyllous low trees or shrubs). Typically dominated by eucalypts, melaleuca or callistemon (may include riverine and wetland environments) and callitris. Includes eucalypt plantations.
Slope				
Flat				
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓			
Moderate		✓		✓
High			✓	
Very High				
Extreme				
Post development				
Retained as forest				



PHOTO ID 3.2: Forest south of the site - facing west

PLOT: 3	
Vegetation Classification	**Vegetation Description (AS3959)**
Class A Forest - Open forest A-03	Trees over 30 m high; 30%-70% foliage cover (may include understorey of sclerophyllous low trees or shrubs). Typically dominated by eucalypts, melaleuca or callistemon (may include riverine and wetland environments) and callitris. Includes eucalypt plantations.
Slope	
Flat	
Observation/Justification for classification	

Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓			
Moderate		✓		✓
High			✓	
Very High				
Extreme				

Post development
Retained as forest



PHOTO ID 3.3: Forest north of the site - facing east.

PLOT: 4	
Vegetation Classification	**Vegetation Description (AS3959)**
Class A Forest - Open forest A-03	Trees over 30 m high; 30%-70% foliage cover (may include understorey of sclerophyllous low trees or shrubs). Typically dominated by eucalypts, melaleuca or callistemon (may include riverine and wetland environments) and callitris. Includes eucalypt plantations.
Slope	
Flat	
Observation/Justification for classification	

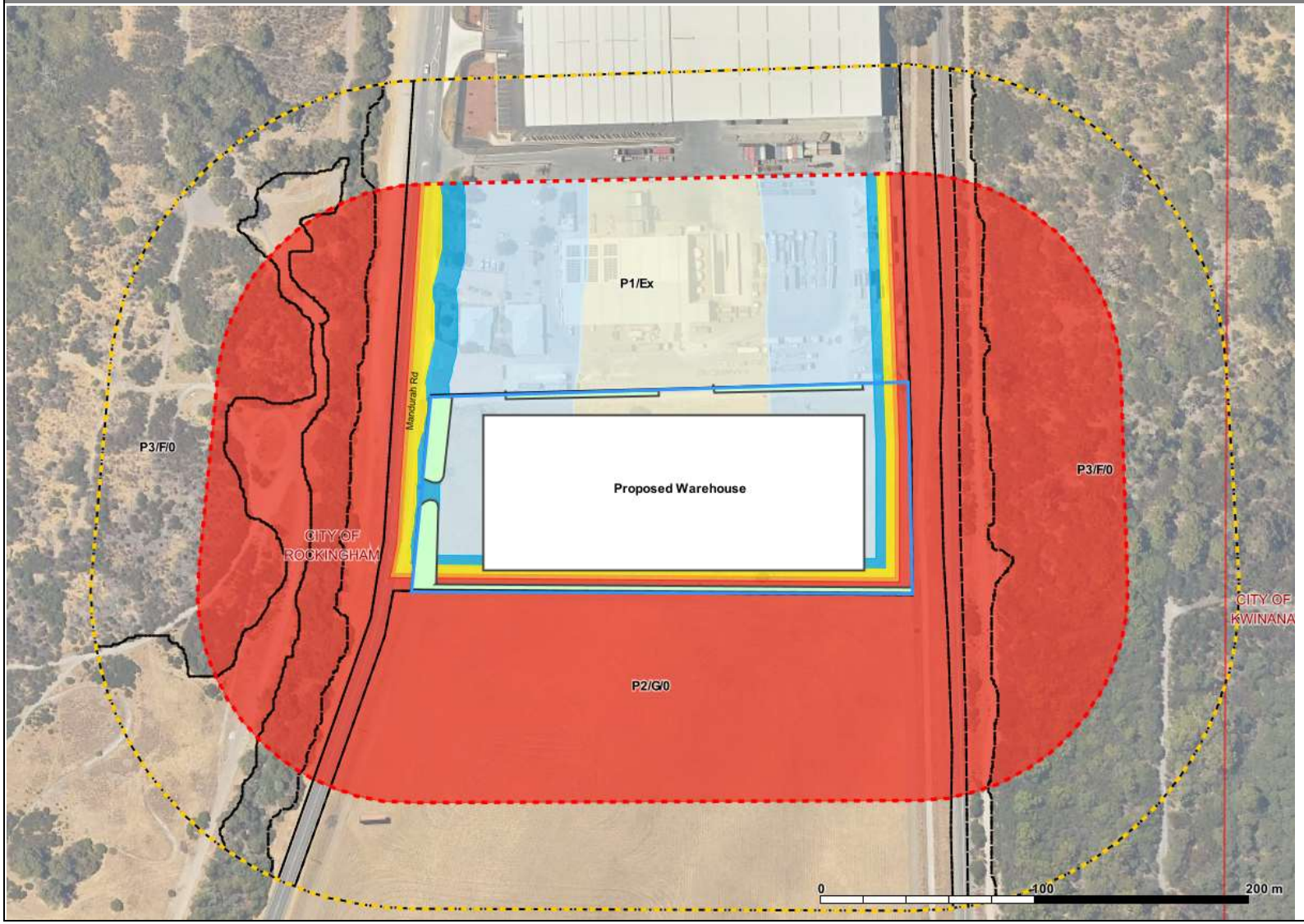
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓			
Moderate		✓		✓
High			✓	
Very High				
Extreme				

Post development
Retained as forest



PHOTO ID 3.4: Forest south of the site - facing east across rail line, grass in foreground.

Figure 5: BAL Contour Excluding Grassland within the site – showing the BAL from retained vegetation.



Site boundary
150 m assessment area
100 m assessment area
BAL-FZ
BAL-40
BAL-29
BAL-19
BAL-12.5
BAL-Low

Assessment Date:07/02/2024
Prepared: Anthony Rowe
Accreditation Level: BPAD L3
Accreditation Number: 36690
Accreditation Expiry: Dec 2024
FPAA FIRE MAP 2024
GDA 1994 MGA Zone 50

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Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index			
FDI 40 ☐	FDI 50 ☐	FDI 80 ☒	FDI 100 ☐
Table 2.7	*Table 2.6*	*Table 2.5*	*Table 2.4*

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

BAL is required from habitable building for the application of a construction standard.

From Proposed Warehouse

Plot no.	Vegetation Classification	Effective slope	Separation m	BAL
1	Excluded	Flat/Upslope	0	BAL -Low
2	Grassland	Flat/Upslope	11.25m	BAL -29
3	Forest	Flat/Upslope	57 m	BAL -12.5

The Determined Bushfire Attack Level (highest BAL) for the proposed development AT COMPLETION has been determined in accordance with clause 2.2.6 of AS 3959:2018, using the above analysis.

The highest BAL Rating is BAL 29 (see Figure 5) at the south elevation and BAL 12.5 to all other elevations. A bushfire construction standard does not apply to a warehouse class 7 building, only a requirement to be located not exceeding BAL 29.

CONSTRUCTION REQUIREMENTS

AS 3959: 2018 has seven (7) levels of BAL based on the radiant heat flux exposure to the building, and identifies the relevant sections for building construction, as detailed below;

Table 3: AS3959:2018 BAL construction reference.

Bushfire Attack Level (BAL)	Classified vegetation within 100m of the site and heat flux exposure thresholds	Description of predicted bushfire attack levels of exposure	Construction Section (within AS 3959)
BAL-LOW	See clause 2.2.3.2	There is insufficient risk to warrant specific construction requirements	Nil (s.4)
BAL-12.5	≤12.5kW/m²	Ember Attack	3 & 5
BAL-19	>12.5kW/m² to ≤19kW/m²	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux	3 & 6
BAL-29	>19kW/m² to ≤29kW/m²	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux	3 & 7
BAL-40	>29kW/m² to ≤40kW/m²	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux with the increased likelihood of exposure to flames	3 & 8
BAL-FZ	>40kW/m²	Direct exposure to flames from the fire front in addition to heat flux and ember attack	3 & 9

BAL CONSTRUCTION LEVELS IN CONTEXT



BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
Direct exposure to flames, radiant heat and embers from the fire front.	Increasing ember attack and windborne debris, radiant heat between 29 kW/m2 and 40 kW/m2. Exposure to flames from fire front likely.	Increasing ember attack and windborne debris, radiant heat between 19 kW/m2 and 29 kW/m2.	Increasing ember attack and windborne debris, radiant heat between 12.5 kW/m2 and 19 kW/m2.	Ember attack radiant heat below 12.5 kW/m2	There is insufficient risk to warrant any specific construction requirements but there is still some risk.

Servicing Authority Schedule of Submissions
Proposed Warehouse/Storage Facility –
Lot 805 and 804 (No.313 and 303) Mandurah Road, East Rockingham

No.	Name	Address	Comments
1.	Mr Moss Wilson Department of Planning, Lands and Heritage - Aboriginal Heritage	Locked Bag 2506 PERTH WA 6001 moss.wilson@dplh.wa.gov.au	Thank you for your enquiry dated 08 July 2024 regarding the proposed warehouse at Lots 804 and 805, Mandurah Road, East Rockingham. A review of the Register of Places and Objects as well as the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Database concludes that Lot 805 intersects with lodged Aboriginal heritage Place Scarred Tree, 313 Mandurah Road (ID 38973). Therefore, based on the current information held by DPLH, approvals under the *Aboriginal Heritage Act 1972* (AHA) are required for works impacting this lodged place. Please refer future proponents to the DPLH website at Aboriginal Heritage Approvals (www.wa.gov.au) for information on 'Land use under the Aboriginal Heritage Act 1972' for the types of approvals available under the AHA and how to apply. If you have any further questions regarding the AHA, please send enquiries to the ACHKnowledge_Portal Should you have any queries in relation to the above, please contact me on (08) 6552 4056 or email moss.wilson@dplh.wa.gov.au.
2.	Ms Liza Mathews Department of Planning, Lands and Heritage - Historic Heritage Conservation	Locked Bag 2506 PERTH WA 6001 liza.mathews@dplh.wa.gov.au	Under the provisions of Section 73 of the Heritage Act 2018, the proposal as described below has been referred to the Heritage Council for its advice. Place Number P2320 Place Name Hymus House and Outbuildings Street Address Lot 804 Mandurah Road, East Rockingham Referral date 31 May 2024 Proposal Description Construction of a warehouse at Lot 805 and new access road adjacent to Lot 804 Mandurah Road, East Rockingham We received the following information: WAPC Referral Letter dated 31 May 2024 City of Rockingham referral letter dated 31 May 2024 Development Application Report May 2024 The proposal has been considered in the context of the identified cultural heritage significance of *Hymus House and Outbuildings,* and the following advice is given: Findings • Hymus House and Outbuildings has cultural heritage significance as a visually prominent element in the East Rockingham landscape, and is a landmark on Mandurah Road.

Servicing Authority Schedule of Submissions
Proposed Warehouse/Storage Facility –
Lot 805 and 804 (No.313 and 303) Mandurah Road, East Rockingham

No.	Name	Address	Comments
No.2 – cont…			• The proposal is for the construction of a new warehouse and road access adjacent to Hymus House. There are existing large warehouses to the immediate north and the south of the place. • The affected portion of the registered land is already established as a driveway with barrier fencing separating it from the heritage building. • Although the proposal will have no direct impact on the cultural heritage significance of Hymus House and Outbuildings mitigation measures are required to ensure no damage occurs to significant fabric. **Advice** The proposal, in accordance with the plans submitted, is supported subject to the following condition: 1. The Construction Management Plan for the demolition and construction activities is to include requirements to minimise potential impacts on the adjacent heritage place *Hymus House and Outbuildings* including: a. Monitoring of crack development in heritage buildings (where existing cracks are present) through crack control tell-tale plates. b. Alarmed vibration monitor installations next to heritage buildings with daily monitoring of the logs and heritage buildings during critical periods of demolition and construction. Trigger levels to be set at 2mm/s for the unit and exceedance of this to provide an instant alert to the relevant party. Please be reminded that you are required under r.42(3) of the *Heritage Regulations 2019* to provide us with a copy of the Council determination within 10 days after making the decision. Should you have any queries regarding this advice please contact Liza Mathews at liza.mathews@dplh.wa.gov.au or on 6551 9068.
3.	Darshil Parikh APA Group	Level 12, 141 St Georges Terrace PERTH WA 6000 PlanningWA@apa.com.au	Thank you for your referral request received on 31 May 2024 in relation to the proposed construction of a warehouse at the above mentioned site – Ref: 20.2024.164.1 - AD24/75882. APA Group (APA) is a leading Australian owned and operated energy infrastructure business with a $22 billion portfolio of assets, delivering essential energy services across all of Australia.

Servicing Authority Schedule of Submissions
Proposed Warehouse/Storage Facility –
Lot 805 and 804 (No.313 and 303) Mandurah Road, East Rockingham

No.	Name	Address	Comments
No.3 – cont…			Our focus is on providing safe, reliable, affordable, and low emissions energy to Australian communities. Our investments are also critical to supporting Australian jobs, manufacturing and industry. APA is a trusted owner and operator of a range of energy infrastructure – from renewable energy, to electricity interconnectors and transmission, through to gas generation plants and transmission pipelines. APA is the Pipeline Licensee for the Parmelia Gas Pipeline, located approximately 30 metres west of the subject site. Section 3.1 of *Planning Bulletin 87: High Pressure Gas Transmission* (PB87) identifies the following type of development is exempt from PB87 requirements: *Small-scale infill land uses, subdivisions or development which completes or rounds-off existing land use, subdivision or development that is already at a lesser setback distance than defined in table one other than sensitive developments as defined in Part 5 of Appendix 1.* Given the nature and scale of development, it is considered exempt from PB87. On this basis, there is no trigger for referral commentary in relation to this application. For any further enquiries in relation to this correspondence, please contact myself on 03 8626 8523 or APA's Urban Planning team by email at PlanningWA@apa.com.au.
4.	Mr Daniel Pinfold Public Transport Authority	WAPCreferrals@pta.wa.gov.au	Please find the attached conditions and advice. **Conditions** 1. All construction works must be contained within the lot boundaries and as such management protocols must be in place for all construction methods, to the satisfaction of Arc Infrastructure. **Justification for condition -** Condition confirms ensure that no material is placed within the rail corridor boundary. 2. Services must not across the rail corridor, either above or below ground. **Justification for condition –** Condition confirms that services including water, electricity, fibre optic, gas etc. are not permitted within the rail corridor. 3. No parking of construction equipment, are permitted on rail corridor land at any time. **Justification for condition** – Condition protects the railway corridor. 4. Drainage must not be discharged into the railway corridor.

No.	Name	Address	Comments
No.4 – cont…			**Justification for condition –** Protects the function of the rail corridor. 5. No clearing of Native vegetation is permitted in the rail corridor. 6. Dust suppression methods must be implemented to the satisfaction of Arc Infrastructure. **Justification for condition –** Protect the function of the rail corridor. 7. Effective hygiene and biosecurity management must be in place to ensure there is no spread of weeds or diseases into rail corridor land to the satisfaction of Arc Infrastructure. **Justification for condition –** Condition ensures the protection of the rail corridor its maintenance as well as the protection of significant flora and fauna within the rail corridor. 8. All bushfire management for the lots must be achieved outside of the rail corridor. **Justification for condition –** Condition ensures that the railway corridor is not utilised to meet bushfire management requirements. 9. Species of plants used in landscaping must not listed by DPIRD as declared pests. **Justification for condition –** Condition ensures that landscaping to the development does not pose an environmental impact to the rail corridor. **ADVICE** a. In the instance where the developer requires access to, or across, the rail corridor to enable construction works, a separate application must be submitted to Arc's Third-Party Projects for review. b. In addition to the above, it is of absolute importance that rail corridor land is not impacted at all by excavation works. In previous developments the developer excavated into rail corridor land and damaged conduit containing optic fibre. Let me know if you require anything further.

Taylor Burrell Barnett

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taylorburrellbarnett.com.au

Our Ref: 24/043

18 July 2024

Attention: David Banovic, Senior Projects Officer

City of Rockingham
PO Box 2142
Rockingham WA 6967

Dear David,

RESPONSE TO FURTHER INFORMATION REQUEST – DAP/24/02708 LOTS 804 & 805 MANDURAH ROAD, EAST ROCKINGHAM

Taylor Burrell Barnett is pleased to provide the following information in response to the City of Rockingham's request for further information dated 27 June 2024.

Please find attached the updated development plans and technical reports as per the following:

- Updated Set of DA Plans **(Attachment A)**
- Updated Stormwater Drainage Plans **(Attachment B)**
- Updated Landscaping Plan **(Attachment C)**; and
- Updated TIS (**Attachment D**).

1. Applicant Response

A response to the requests in the City's email dated 27 June 2024 is provided in **Table 1** below.

Table 1 Applicant Responses to RFI

City Comment	Applicant Response
Development Plans and Operation	
Clarification is sought as to the type, nature, and quantity of materials that are proposed to be stockpiled within the Facility. Please note that depending on the type of materials specified, further information may be requested by the City to complete its assessment, specifically pertaining to a Bushfire Risk Management Plan SPP3.7 (if considered to be a high risk land use) and buffer separation distance to sensitive land uses per SPP4.1 and EPA Guidance Statement No.3.	The following materials are proposed to be stored within the facility: • Hydrated Aluminas; • Gransulam; • Magnesium Sulphate Kieserite; • Muriate of Potash • Sodium Molybdate Dihydrate • Sulphate of Potash • Urea • A combination of the above.

City Comment	Applicant Response
	All products are inert and non-flammable materials. No batching or blending will take place in this facility. The materials to be stored do not warrant a Bushfire Risk Management Plan.
Also please confirm whether the proposed Facility would be used to store materials associated with operations of Lot 803.	We confirm the proposed facility will be used to store bulk materials being one of those listed above for a new client, subject to their agreement, and not in association with Lot 803.
While the applicant has advised there is no intention to amalgamate Lots 804 and 805 as part of this development, the City maintains concern with the availability of on-site parking and access arrangement opportunities for Lot 805, in event the site is sold or leased by a tenant other than Qube. The proposed development on Lot 805 seeks discretion to vary a large parking shortfall (116 parking spaces) and means and ability to access Lot 805 from Mandurah Road would be unclear. Your further consideration in regard to the matter is sought given development on Lot 805 (as proposed) would be reliant on Lot 804 for parking, access and staff facilities/amenities.	Whilst it is recognised that the standard parking ratio for warehouse requires the provision of 120 parking bays onsite for the subject development, this is not necessary in this proposal as the facility is an expansion of existing operations on Lot 804, and is generating only four additional employees. As a result, there is no demand or need for additional parking to be provided on Lot 805. We acknowledge, however, that sufficient area is provided on Lot 805 for parking to be provided in the future if the use of the bulk storage facility changes and generates the need for the provision of additional parking. Whilst Qube have no intention of divesting Lot 805, we recognise the City's concerns and accept that a notification on title for Lot 805 specifying that the development approval for the use of the site as a warehouse is contingent upon parking and access arrangements being shared with Lot 804, and that should these shared facilities no longer be available to Lot 805, a further development approval will be necessary to provide additional access and egress to Lot 805 and onsite parking to meet the new demands of the site.
Further clarification is sought with regard to the existing waste management practices and how any waste generated from the proposed development on Lot 805 will be managed.	The use of the site for a warehouse is anticipated to generate very little waste, and what is generated will be deposited into bins which will be stored within the warehouse structure. Bins will be collected via private contractor to be arranged by Qube in the same manner as collection occurs from the northern Lots 803 and 804.
Development Approval for a proposed Transport Depot (Hardstand, Laydown & Truck Staging Area) over the rear portion of Lot 805 was granted by the City in May 2024. It is requested further detail be provided to	The subject proposal has been identified as a two staged development proposal, whereby the front portion of the building could be constructed as Stage 1, with the existing hardstand approval granted by the City implemented to the rear. Alternatively, Qube may opt to

City Comment	Applicant Response
explain how this development will coincide with the staged development of the proposed Facility.	deliver both Stages 1 and 2 of the building as one proposal, and forego the implementation of the existing hardstand approval. Given both proposals will be subject to conditions of approval, inclusive of the requirement for a building permit and/or engineering plans, this is not considered to be cause for concern or conflict for the City.
A universal car parking bay designed in accordance with AS2890.6 should be provided on Lot 805.	This has now been included, as depicted in **Attachment A.** We have modified the site design such that one parking bay has been modified to comply with the universal parking bay design criteria under the Australian Standards.
Provide further details on proposed fencing along Mandurah Road (i.e. elevation and height).	This has now been addressed, as noted in **Attachment A**. The fencing is proposed as a 2000mm high galvanised chain link fence complete consisting of 3 rows of barbed wire on top, consistent with the fencing approved for Lot 804. The fence will be installed on the street elevation to provide the necessary security and safety for the site.
Stormwater Management and Landscaping	
The drainage plan differs from the landscaping plan along the north western boundary. The landscaping plan indicates the pavement wearing course extends up to the north boundary however the drainage plan shows an alternative arrangement. Please confirm which is correct.	This has been addressed, please refer to **Attachment B**. The pavement and landscaped areas on the Drainage Plan have been realigned to reflect the arrangement shown on the Landscaping Plan.
Please confirm the edge treatment for the paved area as shown on the stormwater plan as kerbed or unkerbed.	This has been addressed, please refer to **Attachment B**. We confirm that the edge treatment will be un-kerbed where there are drainage basins and kerbed elsewhere. Noting the boundary will be demarcated by a chain link fence
The drainage plans reference the use of stone pitching, however the landscaping plan indicates stone mulch. Please confirm which method of erosion control is to be adopted.	This has been addressed, please refer to **Attachments B & C** The Drainage and Landscape Plans have been modified to reflect the proposed mortared stone pitching located around the grated/ bubble up drainage pits,

City Comment	Applicant Response
	whilst stone mulch to border the planting zones and edge of the swale areas.
The top contours on the Drainage Plan show the two front basins with inverts at 4.0m AHD and 3.9m AHD. While the annotations also show the base invert at 4.3m AHD. Please provide clarification in this regard.	This has been addressed, please refer to **Attachment B** Southern Basin #1 has a top basin level at the edge of RL4.30 and a base level of RL3.90. The Northern Basin #2 has a top basin level at the edge of RL4.30 and a base level of RL4.00. Both have TWL of RL4.90.
Section C on the Drainage Plans shows the cross section of basin along north and south boundaries. Please provide their invert levels as well.	This has been addressed, please refer to **Attachment B**. Cross Section C has been updated to show the base level at of RL4.30.
The arrows marked on the pipe below seem to show that water flows from Basin #2 to Basin #3. As mentioned above, please provide basin #3 invert and explain further	This has been addressed, please refer to **Attachment B.** Drainage system is designed a 1% AEP storage system for the entire site with interconnecting pipework to achieve storage requirements.
Please also provide a short summary or tables to show the basin sizing calculation/modelling including assumed runoff coefficients, impervious area calculation and water storage estimation to demonstrate how all four basins are designed and determined.	This has been addressed, please refer to **Attachment B**. Overall peak stormwater storage calculations provided in **Attachment B** demonstrate the swale/basin criteria, determining the storage and design requirements for each basin.
The landscape plan shows swale media to be used in the stormwater retention areas and references the civil engineers details and specifications, however the media type and depth is not shown on the drainage plan. Please update the civil plan/cross section to show the relevant details.	This has been addressed, please refer to **Attachment B.** We confirm that the swale media will consist of a combination of clean free draining sand and stone mulch (500mm around the hardstand edge). The basin depths are shown on both the Stormwater Drainage Plan and the Landscaping Plan. For reference: • Basin #1 – Base RL of 3.90 (Depth) • Basin #2 – Base RL of 4.00 (Depth) • Basin #3 – Base RL of 4.30 (Depth) • Basin #4 – Base RL of 4.30 (Depth)
The Landscape Concept Plan should be amended as follows:	This has been addressed, please refer to **Attachment C**.

City Comment	Applicant Response
Angophora costata is to be substituted with Agonis flexuosa to match the existing street trees on adjoining verges. *Anigozanthos viridis is to be substituted with Juncus Krausii or Juncus pallidus in the swale area.* *The area outlined blue below is to provide a low fuel ground cover to adhere to fire easement requirements.* *Please provide an irrigation strategy to complement the Landscape Concept Plan.*	Both of the requested plant species Agonis flexuosa and Juncus Krausii have substituted the existing species as requested. The landscaped portion outlined in blue has been included as Stone Mulch (low-fuel groundcover) in accordance with the fire easement requirements. As per the notes under the Landscaping Plan, it is identified that all landscaped areas are to be irrigated via an automatic trickle system. Further details on this irrigation systems are to be provided at later detailed design stage once a landscaping contractor has been appointed.
Traffic	
The swept path analysis in the TIS suggest a clash with a bollard as well as insufficient horizontal clearance.	This has been addressed, please refer to **Attachment D** The swept path analysis has been updated demonstrating sufficient horizontal clearance with the proposed bollard.

Conclusion

We trust the information provided meets the requirements of the City of Rockingham. We look forward to working with the City to achieve an approval for the proposed development, which we consider is of high quality and largely consistent with the planning framework.

Should you have any queries or require any further information in the interim, please do not hesitate to contact the undersigned on 9226 4276.

Yours faithfully



LUKA MARTINS
CONSULTANT

CC: Lee Chalmers, QDC Design Construct

Attachment A

Site and Elevation Plans



1 Location Plan
1 : 2500

QUBE EAST ROCKINGHAM
PROPOSED BULK STORAGE SHED

313 MANDURAH ROAD
EAST ROCKINGHAM , WA 6168

DRAWING REGISTER

Sheet Number	Sheet Name	REV
DA-1000	Cover Page	G
DA-1001	Site Plan	G
DA-1100	Ground Floor Plan	G
DA-1300	Roof Plan	D
DA-2000	Elevations	D
DA-3000	Sections	A
DA-L101	Landscaping Proposal	D



1 : 2500 0 31.25 62.5 125 250m

ISSUED FOR
DEVELOPMENT APPLICATION

PLOTTED: 16/07/2024 3:22:52 PM

DESIGN + CONSTRUCT

QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
FOR QUBE

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TRUE
Project & True North

Cover Page

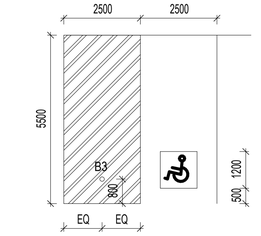
Project Number	T24018
Revision	G
Date	2024-07-09
Scale	1 : 2500 @ A1

SHEET NO.
DA-1000

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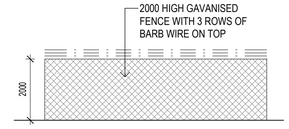
1 Site Plan
1 : 500



- BOLLARD SHALL BE MIN. 1300MM IN HEIGHT & POSSESS A SURFACE 30% LUMINANCE CONTRAST AS PER AS2890.1
- INTERNATIONAL SYMBOL FOR ACCESS AS PER AS1428.1; AS2890.6
- LINEMARKING OF DEDICATED SPACE TO BE ALTERNATIVE COLOUR (BLUE OR YELLOW) TO THE GENERAL PARKING BAYS AS PER AS2890.

UNIVERSAL CAR PARKING BAY WITH SHARED AREA

SCALE 1:100



FENCE TYPE FN-01
TYPICAL STREET FENCE AND GATE ELEVATION

SCALE 1:100

COLOUR LEGEND

GENERAL LANDSCAPING	WAREHOUSE
PLANTED DRAINAGE SWALE	BITUMEN
DRAINAGE SWALE	
KIKUYU TURF	

SITE INFORMATION

LOT NUMBER	LOT 805
PHYSICAL ADDRESS	313 Mandurah Road East Rockingham, WA 6168
SITE AREA	21 749m²
CLIMATIC ZONE	Zone 5
ORIENTATION	West
ZONING	General Industry
LAND USE	Industrial

SITE DEVELOPMENT SUMMARY

TOTAL SITE AREA		21 749m²
BUILDING AREA	Warehouse (GLA) - Stage 1	5 713 m²
	Warehouse (GLA) - Stage 2	7 092 m²
	TOTAL	12 805 m²

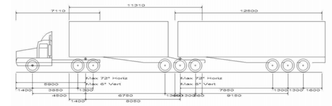
PARKING

BAYS PROVIDED	Standard LV Parking	12
	Accessible Bay	0
	EV Bay	0
	TOTAL BAYS	12
PARKING RATIO *1 space per 100m²*	*MIN REQUIRED* 11 963 m² / 100m² =119 bays	*ACTUAL* 12*

NOTES

1) * ANY SHORTFALLS TO BE ADDRESSED BY PLANNER

2) ALL TRUCK TURNING USING B-DOUBLE (26m) AND ARE INDICATIVE ONLY. SUBJECT TO TRAFFIC ENG. CONSULTANT



B-Double (26.0m)	
Overall Length	26000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15000mm

0 10 20 50 100m
1 : 1000

ISSUED FOR
DEVELOPMENT APPLICATION

PLOTTED: 9/07/2024 5:55:14 PM

DESIGN + CONSTRUCT

PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
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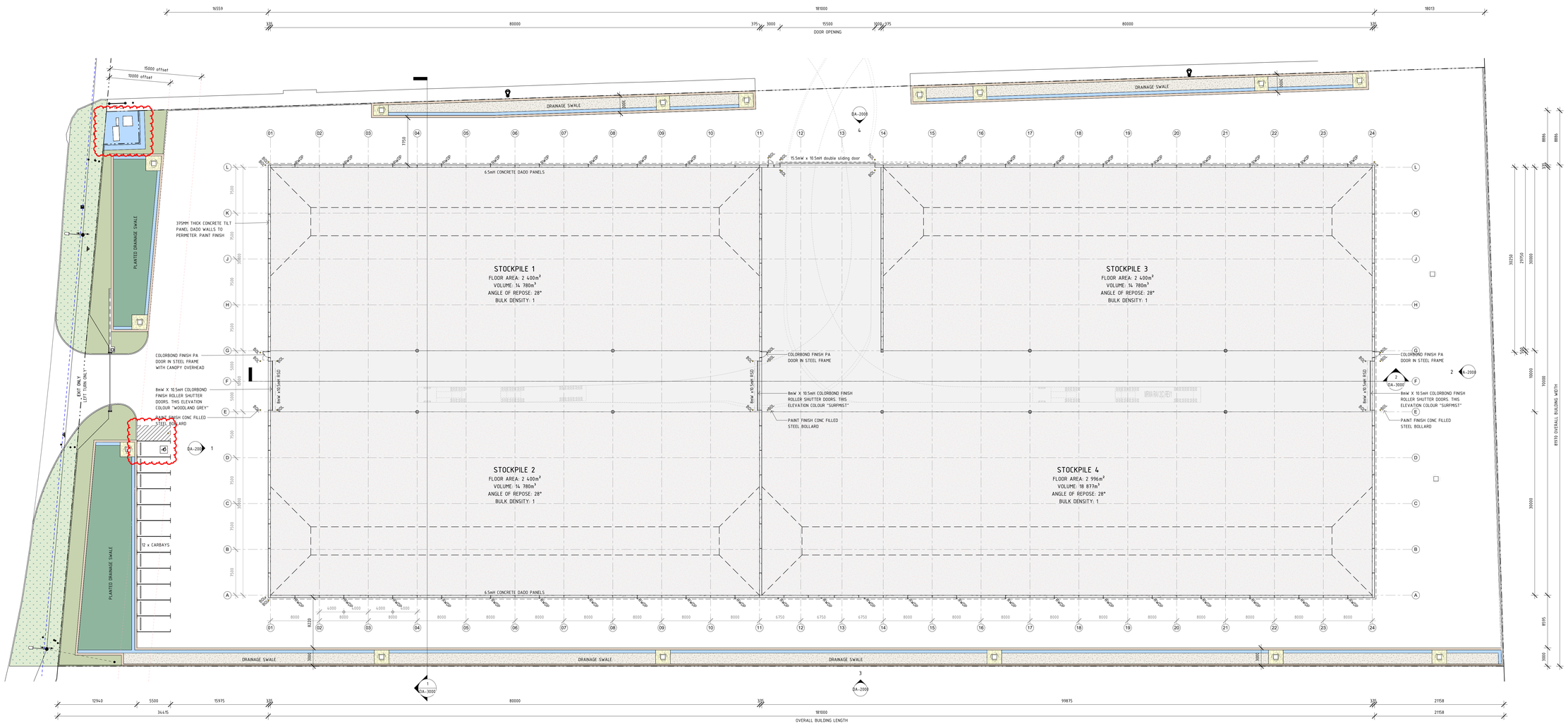
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Site Plan

Project Number	T24018
Revision	G
Date	2024-05-23
Scale	As indicated @ A1

SHEET NO.
DA-1001

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1 Floor Plan
1 : 250

1 : 200 0 5 10 20m

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PLOTTED: 9/07/2024 5:55:14 PM

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PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
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Ground Floor Plan

Project Number	T24018
Revision	G
Date	2024-05-23
Scale	1 : 250 @ A0

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Attachment B

Stormwater Drainage Plan

OVERALL PEAK STORMWATER STORAGE CALCULATION

Date: 9/07/2025
Project : T24018 - QUBE ROCKINGHAM SHED 3
Project No: URB0782
Client: Q Design + Construct
File Ref# 0782-Cal-DR-001
Revision: A

Design Parameters :

CATCHMENT

Catchment Area (A)	21750	m2
Runoff Coefficient (C)	0.90	
Effective Area (EA)	19575	m2
Depth to Groundwater (D)	1.00	m
Infiltration Rate (IR)	3.00	m/day
Design pipe Outflow	0.00	
Storage Capacity	941.8	m3
Infiltration Area	1260	m2

Swale / Basin Volumes

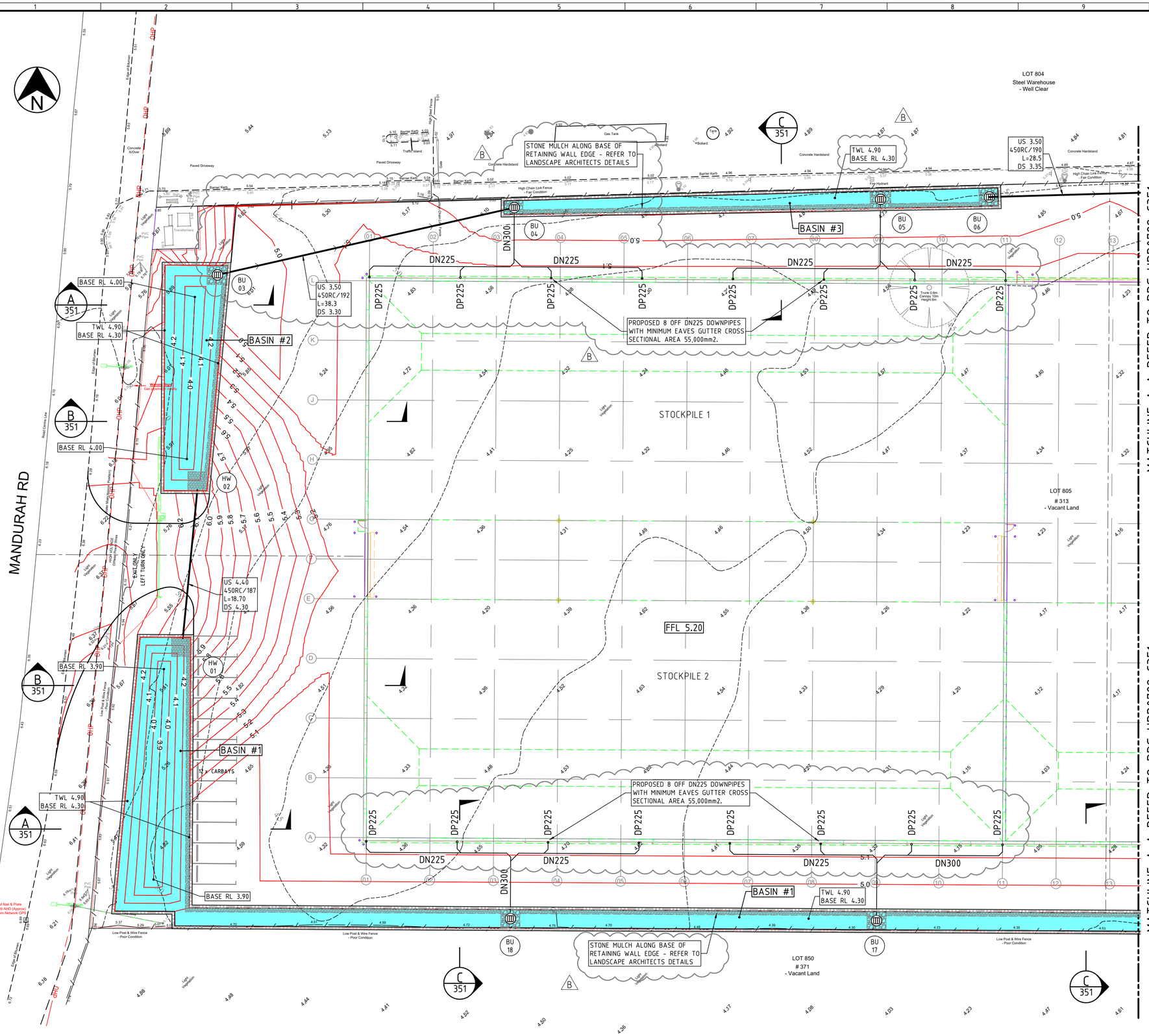
Site A - Storage Capacity		Catchment		
Basin #1	518	Site A	21750.0	m2
Basin #2	139			
Basin #3	81	**Total**	**21750.0**	m2
Basin #4	98	Site A Lot Ratio	100%	
Pit & Pipe	46			
Pavement (50mm) Ponding	60			
Total	**942**			

Pit & Pipe Storage Volumes

Pit Vol		Pipe Vol				
Pit Dia	**1.07**	**Pipe Dia**	**0.300**	**0.375**	**0.45**	**0.525**
Avg Depth	1.20	Length			180	
No.	16	**Sub-Total**	**0.0**	**0.0**	**28.6**	**0.0**
Total Vol	**17.1**	**Total Vol**	**28.6**			

Ponding Volumes 50mm	
Basin #1	555
Basin #2	148
Basin #3	87
Basin #4	106
Pit & Pipe	-
Pavement (50mm) Ponding	-
Total	**60**

Time		1EY					20%					10%					5%					1%				
Min	Hr	Soakage Outflow m3	Pipe Outflow (m3)	I mm/hr	Vol m3	Net m3	Soakage Outflow m3	Pipe Outflow (m3)	I mm/hr	Vol m3	Net m3	Soakage Outflow m3	Pipe Outflow (m3)	I mm/hr	Vol m3	Net m3	Soakage Outflow m3	Pipe Outflow (m3)	I mm/hr	Vol m3	Net m3	Soakage Outflow m3	Pipe Outflow (m3)	I mm/hr	Vol m3	Net m3
6	0.10	15.7	0	69.0	135.0	119	15.7	0	97.6	191.0	175	15.7	0	112.8	220.8	205	15.7	0	128.8	252.1	236	15.7	0	166.8	326.5	311
10	0.17	26.2	0	52.8	172.3	146	26.2	0	75.8	247.3	221	26.2	0	88.1	287.4	261	26.2	0	100.0	326.3	300	26.2	0	130.0	424.1	398
17	0.28	44.6	0	39.8	221.0	176	44.6	0	57.2	317.5	273	44.6	0	66.5	368.8	324	44.6	0	75.8	420.2	376	44.6	0	98.3	545.3	501
20	0.33	52.5	0	36.0	234.9	182	52.5	0	51.6	336.7	284	52.5	0	59.9	390.8	338	52.5	0	68.2	445.0	393	52.5	0	88.3	576.2	524
30	0.50	78.7	0	28.3	277.0	198	78.7	0	40.2	393.5	315	78.7	0	46.6	456.1	377	78.7	0	53.0	518.7	440	78.7	0	68.6	671.4	593
45	0.75	118.1	0	22.0	323.0	205	118.1	0	31.1	456.6	338	118.1	0	35.9	527.1	409	118.1	0	40.9	600.5	482	118.1	0	52.9	776.6	659
60	1.00	157.5	0	18.4	360.2	203	157.5	0	25.8	505.0	348	157.5	0	29.8	583.3	426	157.5	0	33.9	663.6	506	157.5	0	44.1	863.3	706
90	1.50	236.2	0	14.2	416.9	181	236.2	0	19.8	581.4	345	236.2	0	22.9	672.4	436	236.2	0	26.1	766.4	530	236.2	0	34.2	1004.2	768
120	2.00	314.9	0	11.8	462.0	147	314.9	0	16.5	646.0	331	314.9	0	19.1	747.8	433	314.9	0	21.8	853.5	539	314.9	0	28.7	1123.6	809
180	3.00	472.4	0	9.1	534.4	62	472.4	0	12.7	745.8	273	472.4	0	14.7	863.3	391	472.4	0	16.9	992.5	520	472.4	0	22.6	1327.2	855
240	4.00	629.8	0	7.7	601.3	-	629.8	0	10.7	841.5	212	629.8	0	12.5	978.8	349	629.8	0	14.4	1124.9	495	629.8	0	19.4	1519.0	889
360	6.00	944.8	0	5.8	675.3	-	944.8	0	8.1	953.7	9	944.8	0	9.5	1116.9	172	944.8	0	11.0	1292.0	347	944.8	0	15.0	1761.8	817
540	9.00	1417.1	0	4.4	768.1	-	1417.1	0	6.2	1095.8	-	1417.1	0	7.3	1287.8	-	1417.1	0	8.5	1495.7	79	1417.1	0	11.7	2061.2	644
600	10.00	1574.6	0	4.1	801.9	-	1574.6	0	5.9	1145.8	-	1574.6	0	6.9	1348.1	-	1574.6	0	8.0	1566.0	-	1574.6	0	11.0	2161.1	586
720	12.0	1889.5	0	3.6	838.6	-	1889.5	0	5.1	1202.7	-	1889.5	0	6.0	1418.8	-	1889.5	0	7.0	1649.0	-	1889.5	0	9.7	2283.2	394
1080	18.0	2834.3	0	2.7	940.8	-	2834.3	0	3.9	1360.1	-	2834.3	0	4.6	1603.2	-	2834.3	0	5.3	1867.5	-	2834.3	0	7.3	2575.7	-
1440	24.0	3779.0	0	2.2	1014.8	-	3779.0	0	3.1	1470.5	-	3779.0	0	3.7	1733.6	-	3779.0	0	4.3	2015.4	-	3779.0	0	5.9	2753.0	-
1800	30.0	4723.8	0	1.8	1080.5	-	4723.8	0	2.7	1556.2	-	4723.8	0	3.1	1832.2	-	4723.8	0	3.6	2120.0	-	4723.8	0	4.9	2871.7	-
2160	36.0	5668.5	0	1.6	1127.5	-	5668.5	0	2.3	1627.9	-	5668.5	0	2.7	1909.7	-	5668.5	0	3.1	2205.7	-	5668.5	0	4.2	2959.7	-
2520	42.0	6613.3	0	1.5	1192.1	-	6613.3	0	2.1	1714.2	-	6613.3	0	2.4	2001.9	-	6613.3	0	2.8	2306.1	-	6613.3	0	3.7	3066.6	-
2880	48.0	7558.0	0	1.3	1221.5	-	7558.0	0	1.9	1747.7	-	7558.0	0	2.2	2029.5	-	7558.0	0	2.5	2330.2	-	7558.0	0	3.3	3063.1	-
3600	60.0	9447.5	0	1.1	1333.1	-	9447.5	0	1.6	1890.9	-	9447.5	0	1.9	2190.4	-	9447.5	0	2.1	2501.7	-	9447.5	0	2.8	3253.4	-
4320	72.0	11337.0	0	1.0	1367.1	-	11337.0	0	1.4	1916.8	-	11337.0	0	1.6	2212.8	-	11337.0	0	1.8	2508.7	-	11337.0	0	2.3	3213.4	-
STORAGE REQUIRED m^3					**205**					**348**					**436**					**539**						**889**
					OK					OK					OK					OK						OK



NOTES

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LEGEND

- 9.90 — DENOTES PIPE INVERT
- PROPOSED JUNCTION PIT
- EXISTING COUNCIL LOT CONNECTION JUNCTION PIT
- PROPOSED GULLY / BUBBLE UP PIT
- PROPOSED DRAINAGE PIPE
- DENOTES PIPE GRADE DIRECTION
- B — PROPOSED STONE PITCHING AROUND DRAINAGE PITS
- PROPOSED STONE MULCH - REFER TO LANDSCAPE ARCHITECTS DETAILS
- COUNCIL DRAINAGE NETWORK
- SS 8.90 — DENOTES SUBSOIL INVERT
- PROPOSED SUBSOIL PIPE. REFER TO DETAILS
- RL 14.00 — DENOTES PROPOSED SURFACE LEVEL
- TWL 14.00 — DENOTES TOP OF WATER LEVEL
- ToW 14.00 — DENOTES TOP OF WALL LEVEL
- 13.0 — BULK EARTHWORKS FINISHED SURFACE CONTOURS
- 12.6 — DENOTES PROPOSED FINISHED SURFACE CONTOUR
- BU 7 — DENOTES PIT REFERENCE NUMBER
- DENOTES STORAGE BASIN AREAS
- PROPOSED RETAINING WALLS

B

STORMWATER CALCULATIONS

DESCRIPTION		QUANTITY
SITE AREA		21,750m²
IMPERVIOUS FACTOR		0.9
IMPERVIOUS CATCHMENT AREA		19575m²
INFILTRATION AREA		1,260m²
INFILTRATION RATE		3.0m/DAY
MIN DETENTION STORAGE REQUIRED	20% AEP	348m³
	10% AEP	436m³
	1% AEP	889m³
MAXIMUM ALLOWABLE DISCHARGE TO COUNCIL		N/A
TOTAL SWALE STORAGE AVALIABLE CAPACITY TO R.L. 4.90		836m³
TOTAL PIT AND PIPE STORAGE AVALIABLE CAPACITY		46m³
PONDING ALLOWANCE (50mm) TO R.L. 4.95		60m³
TOTAL STORAGE (SWALE PLUS PONDING) R.L. 4.95		942m³

TABLE 1 - STORMWATER SWALE STORAGE DETAIL

CATCHMENT REF	STORAGE AREA	STORAGE VOLUME
BASIN #1	785 m²	518 m³
BASIN #2	190 m²	139 m³
BASIN #3	122 m²	81 m³
BASIN #4	163 m²	98 m³
TOTAL	1,260 m²	836 m³

REV No.	DATE	DRAFT BY	REVIEW	P.M. REVIEW	AMENDMENT DESCRIPTION
B	4/7/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
A	23/05/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise wa ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM

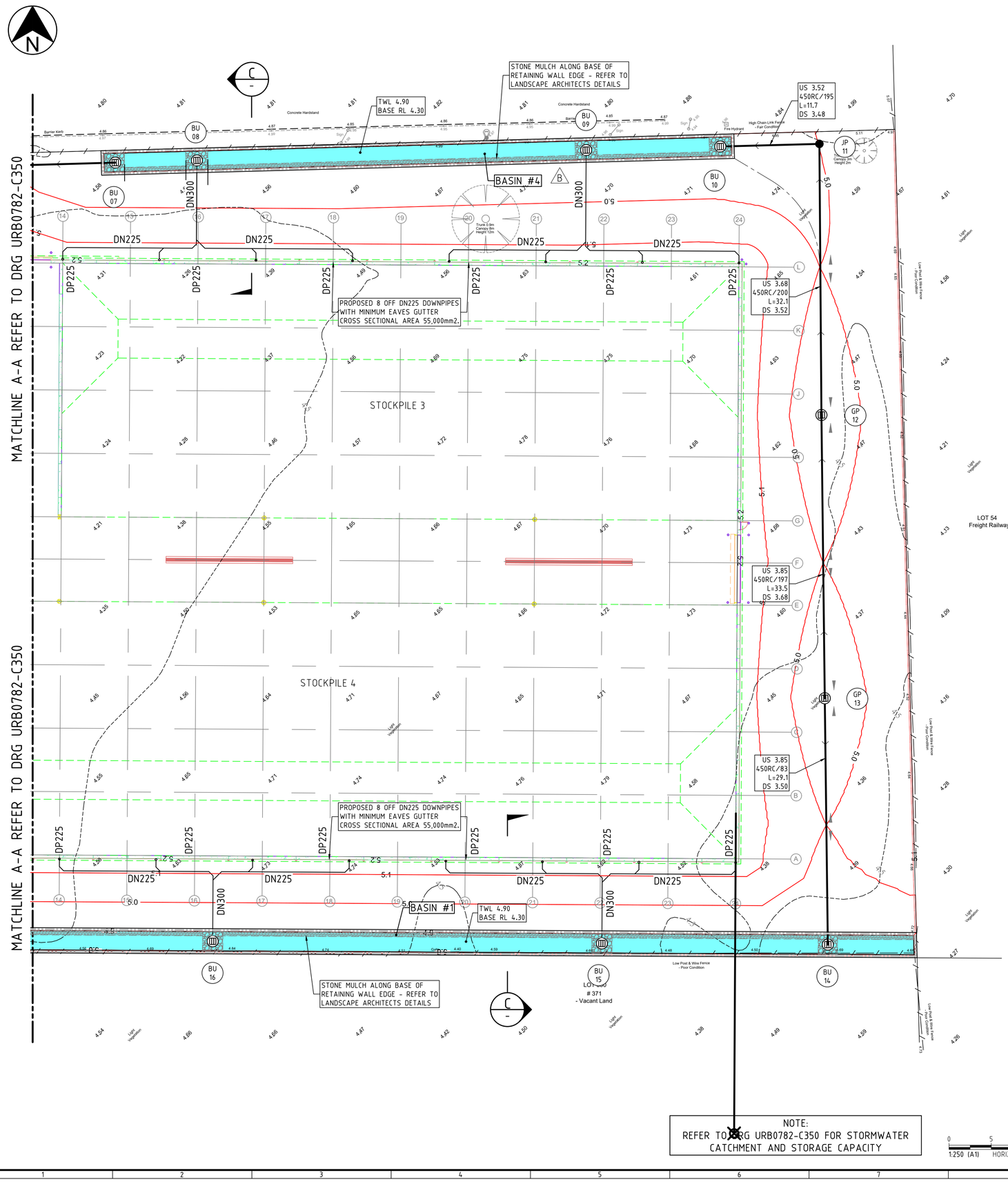
TITLE: STORMWATER DRAINAGE PLAN
SHEET 1 OF 2

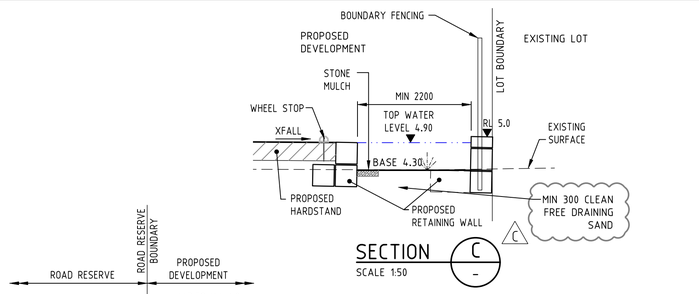
DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
P.ALEBAKIS	P.ALEBAKIS	F.LOMBARDO 23/05/24	P.ALEBAKIS 23/05/24
DATUM AHD	SCALE 1:250	PROJECT No. URB0782	DRAWING No. C350 / REV B
GRID PCG94	WAPC No. N/A		

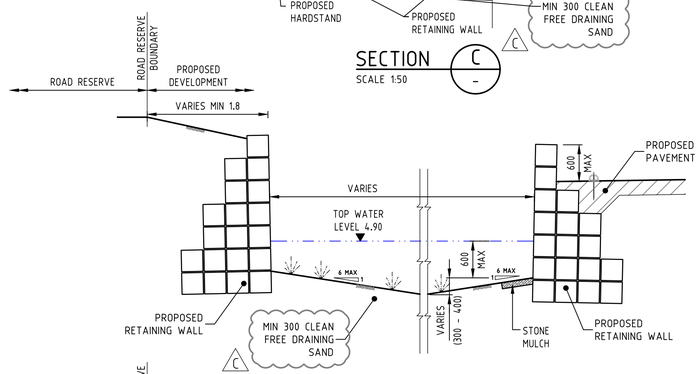
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1:250 (A1) HORIZONTAL 1:500 (A3)

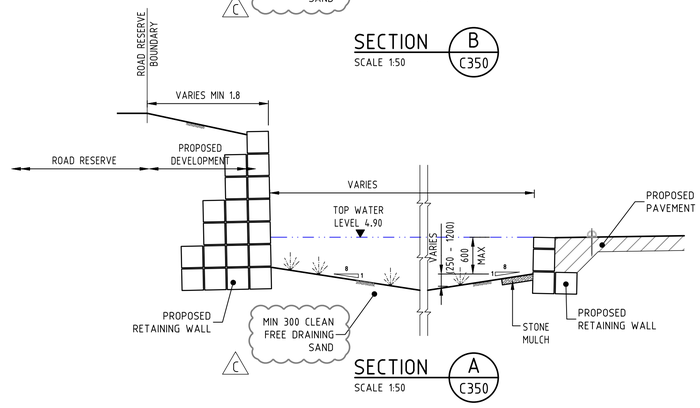
ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

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LEGEND

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- PROPOSED JUNCTION PIT
- PROPOSED GULLY / BUBBLE UP PIT
- PROPOSED DRAINAGE PIPE
- DENOTES PIPE GRADE DIRECTION
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- PROPOSED STONE MULCH - REFER TO LANDSCAPE ARCHITECTS DETAILS
- COUNCIL DRAINAGE NETWORK
- DENOTES SUBSOIL INVERT (ss 9.80)
- PROPOSED SUBSOIL PIPE. REFER TO DETAILS
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C	15/7/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
B	4/7/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
A	23/05/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise wa ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: ROCKINGHAM BULK STORAGE SHED
LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM

TITLE: STORMWATER DRAINAGE PLAN
SHEET 2 OF 2

DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
P.ALEBAKIS	P.ALEBAKIS	F.LOMBARDO 23/05/24	P.ALEBAKIS 23/05/24

DATUM	SCALE	PROJECT No.	DRAWING No.	REV
AHD	1:250	URB0782	C351	C
GRID PCG94	WAPC No. N/A			

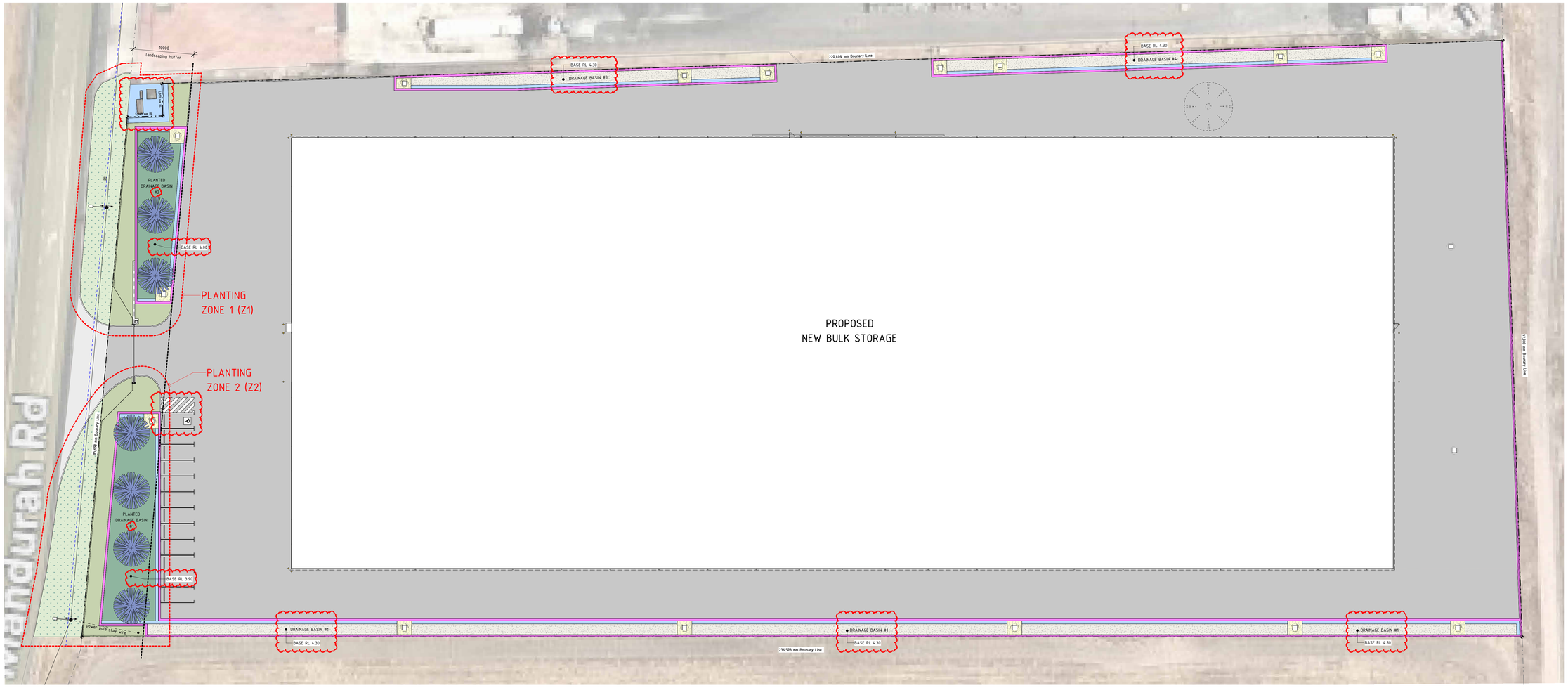
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ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

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Attachment C

Landscaping Plan



1 Landscaping Plan
1 : 250

LANDSCAPING LEGEND

HATCH	NAME	LOT 805	VERGE	TOTAL
	PLANT MIX 1 Swale Planting @ 4 plants per m²	404 m²	-	404 m²
	PLANT MIX 2 General Planting @ 4 plants per m²	304 m²	-	304 m²
	KIKUYUYU TURF	-	430 m²	430 m²
	STONE PITCHING	71 m²	-	71 m²
	STONE MULCH Blue Metal Aggregate	205 m²	24 m²	149 m²
	SWALE MEDIA As per civil drawings Clean Free Draining Sand	589 m²	-	589 m²
	LIMESTONE RETAINING WALL			
	KERBING			

PLANT MIX 1 (DRAINAGE SWALE) @ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	161 m²	243 m²	404 m²
TYPE P-48		JUNCUS KRAUSSII **Common Name:** Sea Rush **Height:** 1.5m	161	243	404
TYPE P-06		BAUMEA JUNCEA **Common Name:** Bare Twig Rush **Height:** 1.0m	161	243	404
TYPE P-07		FICINIA NODOSA **Common Name:** Club Rush **Height:** 1.0m	161	243	404
TYPE P-05		LEPIDOSPERMA GLADIATUM **Common Name:** Coast Sword Sedge **Height:** 1.5m	161	243	404

NOTES
- 4 plants per m²
- Tubestock Planting
- Gravel Mulch/Gravel Bed

PLANT MIX 2 (GENERAL PLANTER) @ 4 plants / m²

TYPE	IMAGE	NAME	Z1	Z2	QTY
		AREA	148 m²	157 m²	305 m²
TYPE P-23		EREMOPHILA GLABRA **Common Name:** Kalbarri Carpet **Height:** 0.5m	148	157	305
TYPE P-25		CONOSTYLIS CANDICANS **Common Name:** Grey Cotton Head **Height:** 0.5m	148	157	305
TYPE P-58		CHRYSOCEPHALUM **Common Name:** Yellow Button **Height:** 1m	148	157	305
TYPE P-14		LEUCOPHYTA 'BROWNII' **Common Name:** Cushion Bush **Height:** 1.2m	148	157	305

NOTES
- 4 plants per m²
- 140mm Pots
- Pine Bark Mulch

TREE LEGEND

TYPE	IMAGE	NAME	Z1	Z2	TOTAL
Type T-01		AGONIS FLEXUOSA **Common Name:** Willow Myrtle **Size:** 4-10m (h) x 4-10m (w) *medium-large **Pot Size:** 30lt This medium sized tree produces pendulous green leaves with red new growth providing a stunning contrast. It has a weeping habit and produces masses of small white flowers in spring.	3	4	7

LANDSCAPING NOTES

- **Plant Mix 01** garden beds to have **gravel mulch.**
  To a minimum depth of 100mm with 50mm breathing space around stems and trunks of plants.
- **Plant Mix 02** garden beds to have organic**pine bark mulch.**
  To a minimum depth of 100mm with 50mm breathing space around stems and trunks of plants.
  All trees to be staked and tied
- Tree Location indicative pending service locations and sight-line analysis. To be finalised on site.
- Where fertiliser is required - slow release fertiliser should be applied.
- All landscape areas to be irrigated
- All shrubs & trees to have an automatic trickle system.
- Lawn - Kikuyu 'Village Green'

LANDSCAPING		
AREA SCHEDULE verge not included in calculations	Landscaping (soft)	305 m²
	Landscaping (hard) inclusive verts & swale retaining walls	331 m²
	Swale minimum of 500m² required overall	1 278 m²
	TOTAL	1 914 m²

1 : 200 0 5 10 20m

ISSUED FOR
DEVELOPMENT APPLICATION

PLOTTED: 16/07/2024 3:22:16 PM

DESIGN + CONSTRUCT

QUBE

PROPOSED ROCKINGHAM BULK STORAGE SHED

LOT 805, 313 MANDURAH RD, EAST ROCKINGHAM WA 6168
FOR QUBE

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This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are approximate only and subject to detailed design. We do not warrant the accuracy, feasibility or accuracy of anything shown on or disclosed in this plan. All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

TRUE
Project & True North

Landscaping Proposal

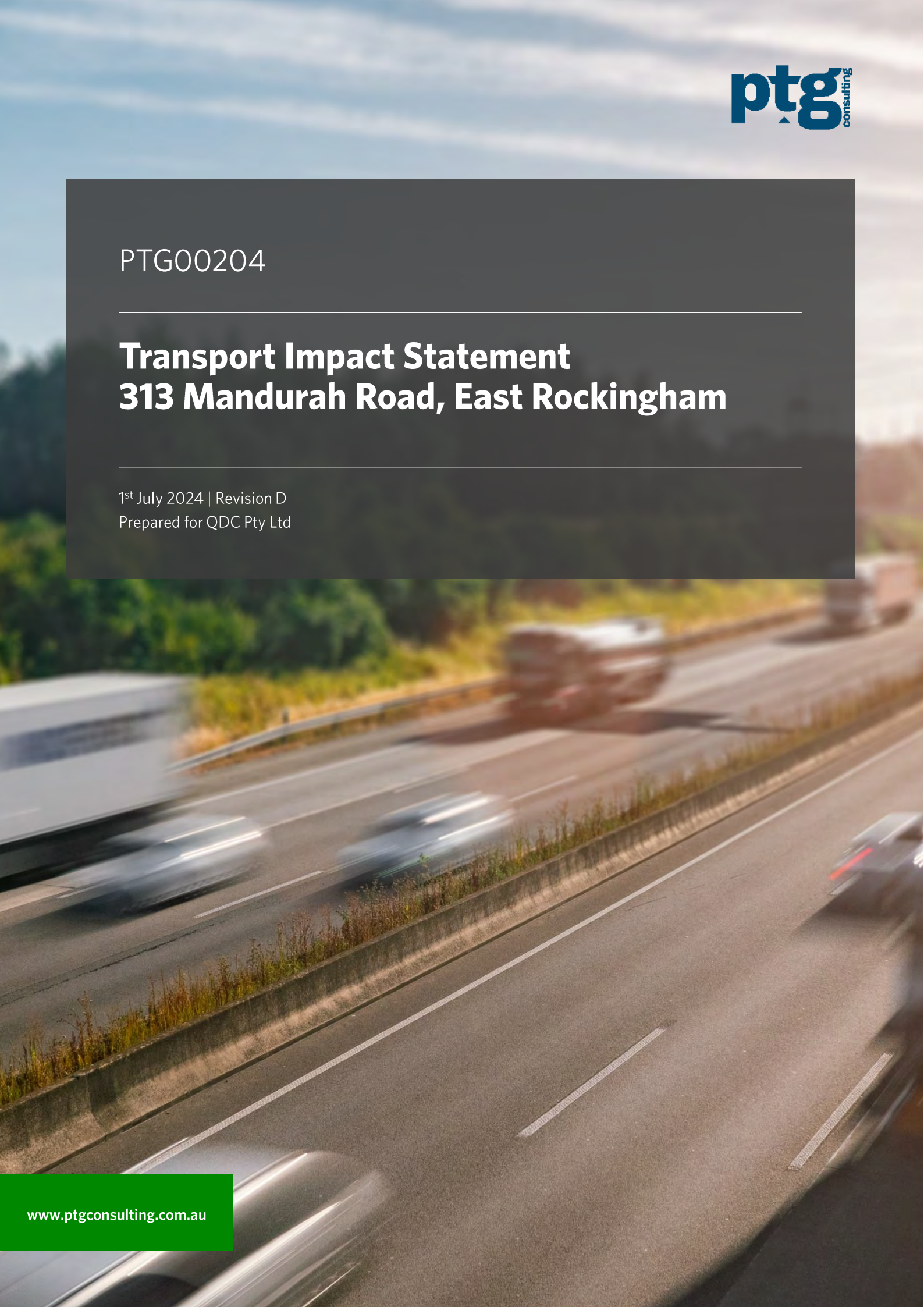
Project Number	T24018
Revision	D
Date	2024-07-16
Scale	As indicated @ A1

SHEET NO.
DA-L101

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34 Geddes Street, Balcatta WA 6021
t: +61 8 6336 4444 | e: info@qdc.com.au

Attachment D

Transport Impact Statement &
Swept Path Analysis



PTG00204

Transport Impact Statement
313 Mandurah Road, East Rockingham

1st July 2024 | Revision D
Prepared for QDC Pty Ltd

www.ptgconsulting.com.au

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2.2 Context with Surrounds 5
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REPORT DETAILS

Unique Document Identification

	Information
Document Title	TIS – 313 Mandurah Road, East Rockingham (Rockingham Bulk Storage Shed)
Project Number	PTG00204
Document ID	Rev D
Client	QDC Pty Ltd

Revision Details

Revision No.	Date	Comments	Author	Approve/Review
Rev A	07/05/24	For Issue	BS	SJL
Rev B	08/05/24	Minor Update	BS	SJL
Rev C	23/05/24	Updated Plans	BS	SJL
Rev D	01/07/24	Swept Path update	BS	RJC

1 INTRODUCTION

1.1 Background

PTG Consulting WA (PTG) has been commissioned by QDC Pty Ltd to prepare a Traffic Impact Statement (TIS) for the proposed development of a new bulk storage shed at 313 Mandurah Road, East Rockingham.

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the Transport Impact Statement (TIS) Checklist is included at Appendix A.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Existing Land Use

The site is located at (Lot 805) 313 Mandurah Road, East Rockingham.

Refer to **Figure 1** for the Site location.

Figure 1 Site Location



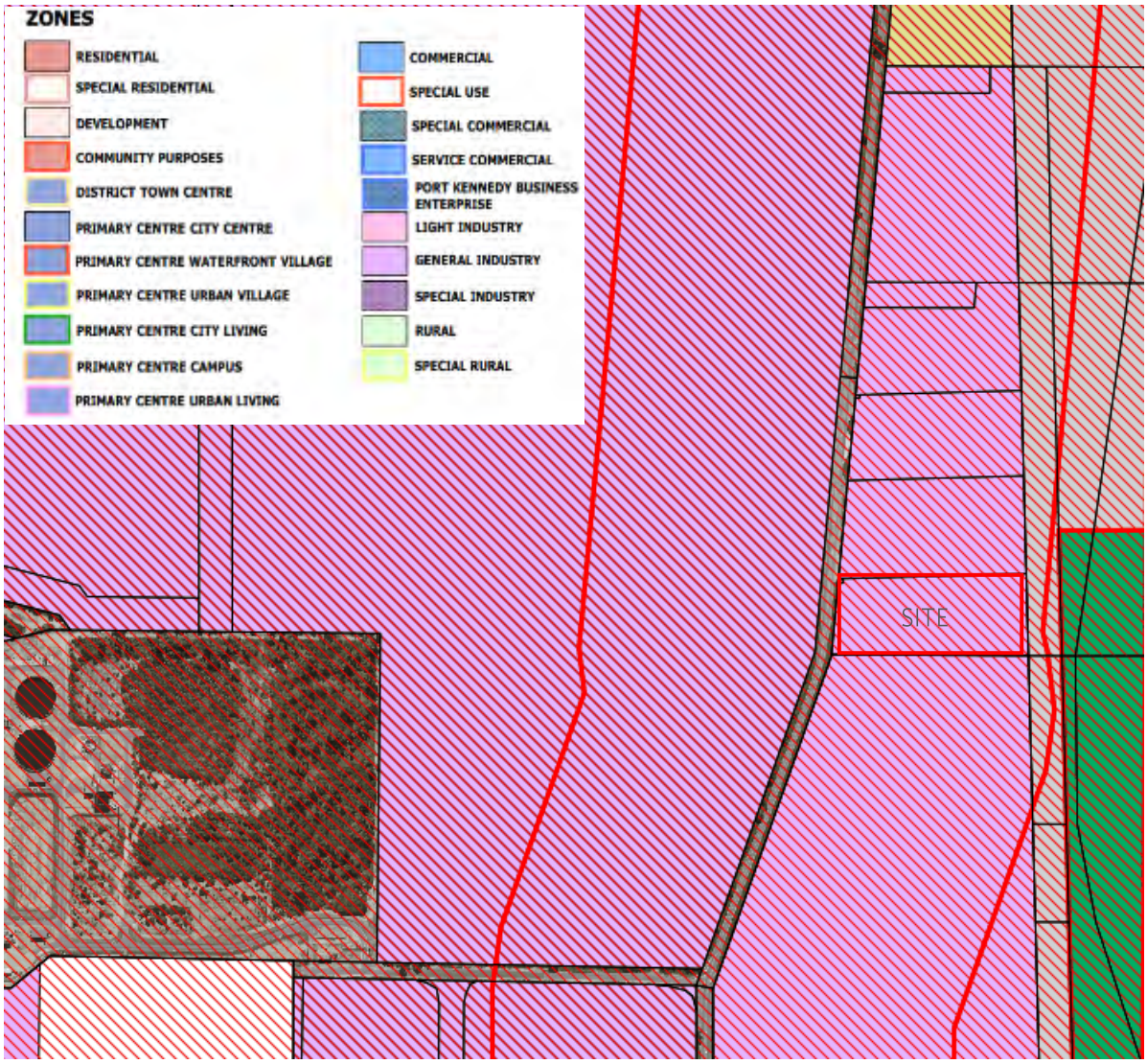
Source: QDC

2.2 Context with Surrounds

No major attractors and generators are located within 800m of the subject site.

Surrounding land uses include General Industrial. **Figure 2** shows the zoning within the surrounding area of the Site.

Figure 2 Land Use Zoning within the Surrounding Area of the Site



Source: WAPC

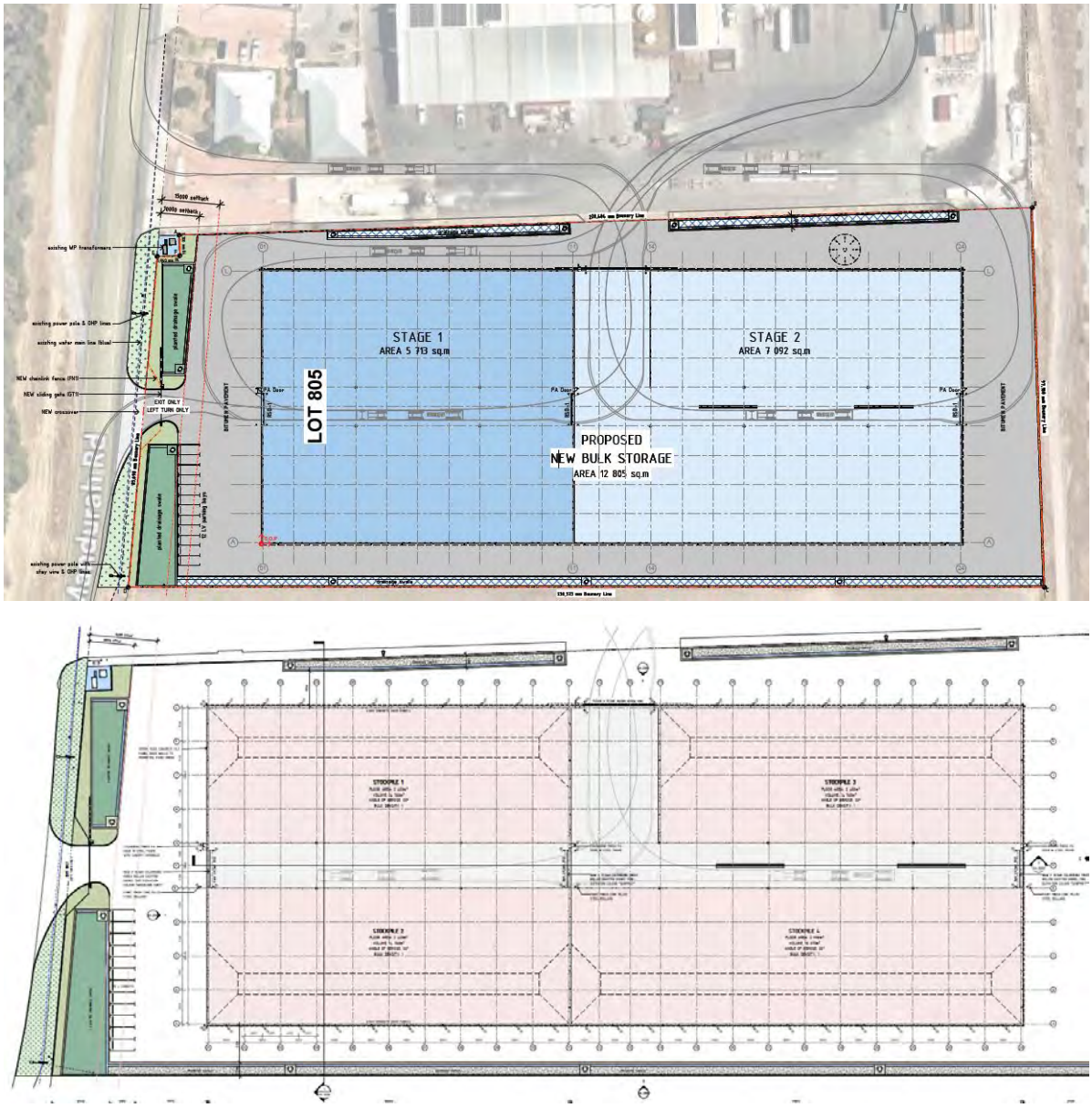
2.3 Existing Site Generation and Land Uses

The existing site is a vacant land, thus does not currently generate any traffic.

2.4 Proposed Land Use

The proposed development will see the construction of a new bulk storage building, as illustrated in **Figure 3.**

Figure 3 Proposed Development



Source: QDC

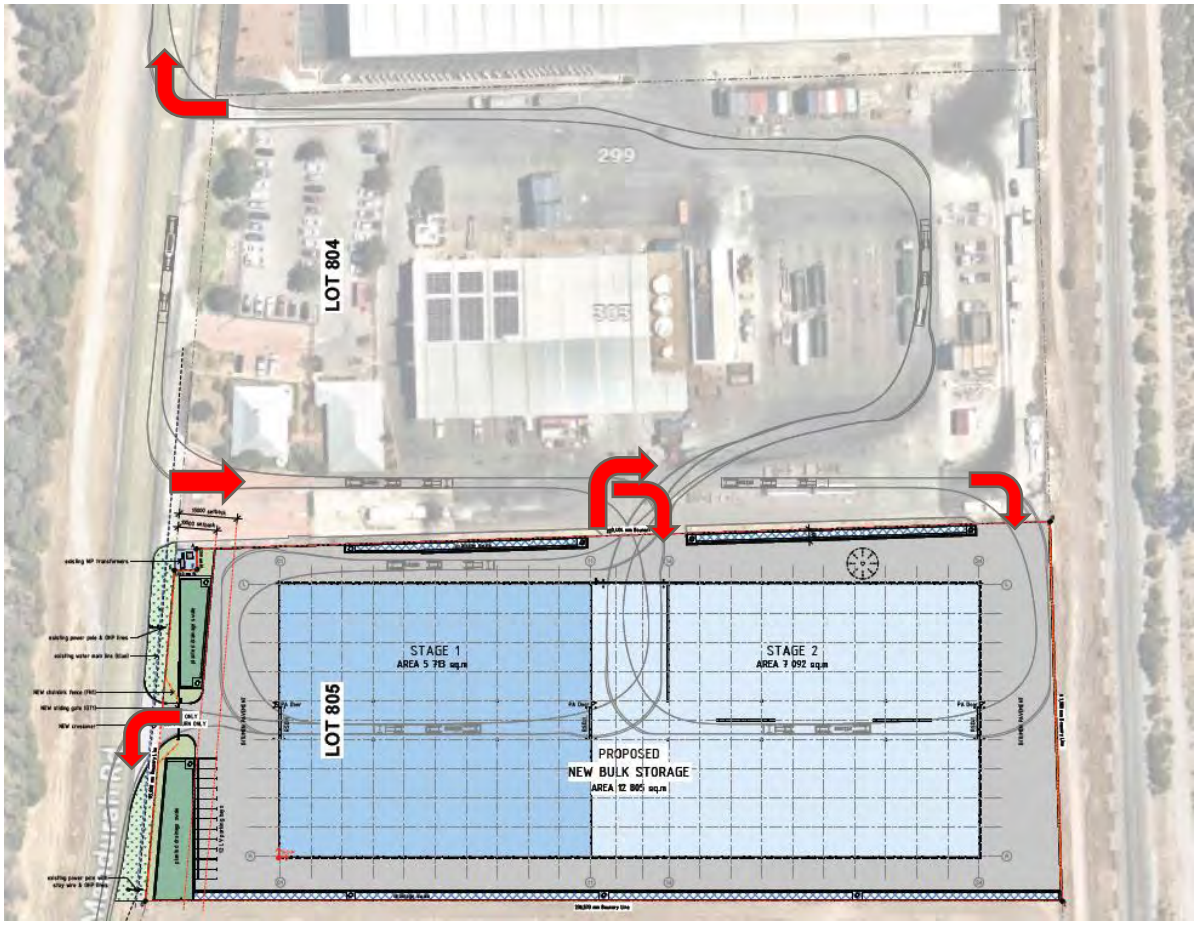
3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

All vehicles, including RAVs and light vehicles accessing the Site will utilise the existing driveways of the existing development to the north (Lot 804) off Mandurah Road for entry and right-out exit.

A new access to the south is proposed for left-out exit only. (See **Figure 4**).

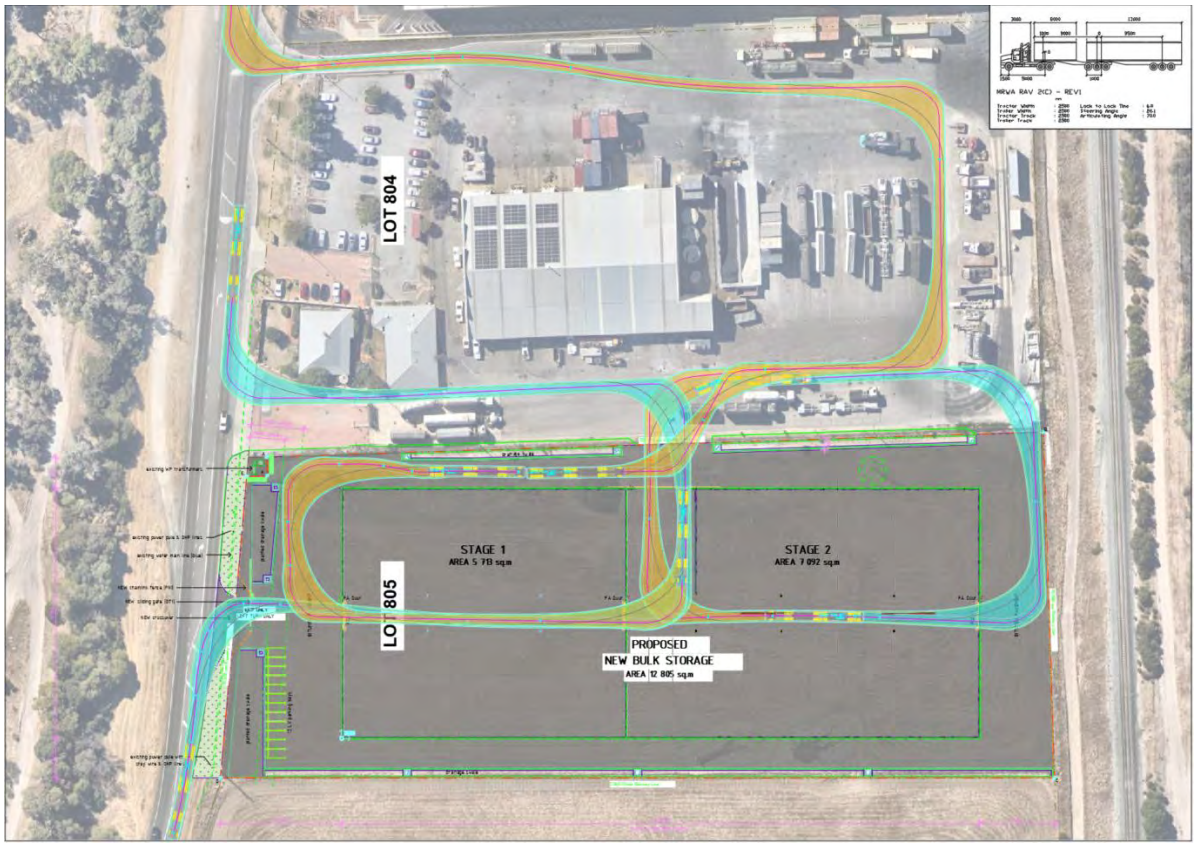
Figure 4 Proposed Site Access

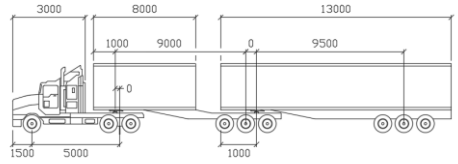


Source: QDC

Swept path of the MRWA RAV class 4 template (27.5m) has been assessed as shown in **Figure 5**.

Figure 5 Swept Path Assessment (RAV 4)





MRWA RAV 2(C) - REV1

mm

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 26.1
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

3.2 Public, Private, Disabled Parking Set-Down & Pick-Up

According to the operator, the proposed development will not generate any additional staff demand. Therefore, there will be no additional car parking demand generated by the proposed development.

The proposed development will include 12 passenger vehicle parking bays provision, which will mainly be used as overflow staff parking from the adjacent Site (Lot 803) and will generally be unoccupied.

4 SERVICE/DELIVERY VEHICLES (NON-RESIDENTIAL)

4.1 Access Arrangements

All service and delivery vehicles will use the same access as described in Section 3.1.

4.2 Loading Facilities

All loading and unloading will occur within the proposed building.

5 SERVICE VEHICLES (RESIDENTIAL)

Not applicable as proposal is for General Industrial (see next section).

6 HOURS OF OPERATION (NON-RESIDENTIAL)

The development is anticipated to operate 24 hours per day, 365 days a year.

7 TRAFFIC VOLUMES

7.1 Development – Daily / Peak Traffic Volumes

Operational details are as follows:

- Average number of trucks per day = 10 per day
- Number of trucks expected during peak periods = 20 per day max.

The trip generated by the additional heavy vehicles are expected to be distributed throughout the day and it is unlikely that multiple trucks will arrive on Site within a short period of time.

Table 1 presents the likely traffic generation during each of the peak hours, assuming 20% of the daily traffic arrive within the peak hour(s).

Table 1 Trip Generation Rates

Land Use	Source	Yield	Unit	Trip Generation Rate (2 way)	
				AM	PM
Warehouse	Operator	4	trucks	*8 (4 in, 4 out)*	*8 (4 in, 4 out)*

*20% of daily traffic during peak period

Directional trip distribution rates and estimated trips generated are detailed in **Table 2** and **Table 3**.

Table 2 Directional Trip Distribution Rates

Vehicle Type	AM Peak		PM Peak	
	In	Out	In	Out
General Industrial	50%	50%	50%	50%

Table 3 Development Trip Generation

Vehicle Type	AM Peak		PM Peak	
General Industrial	4	4	4	4
Total	8		8	

As can be seen from the above, the trip generation associated with the development is anticipated to be low, falling at the lower end of the “Moderate impact” range.

7.2 Types of Vehicles

The traffic generated by the Site includes Restricted Access Vehicles (RAV) up to Class 4 (27.5m).

8 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

8.1 Existing Intersections

No changes are proposed for the existing intersections in the vicinity of the Site.

8.2 Daily / Peak Traffic Volumes

Existing weekday traffic volumes were obtained from Main Roads WA Traffic Map for key road sections in the vicinity of the Site and are shown below in Table 4.

Table 4 Existing Traffic Volumes on adjacent Roads

Location	Year	Weekday Traffic Volumes (two-way)		
		Daily	AM Peak Hour	PM Peak Hour
Mandurah Road (south of Office Road)	2020/21	9,884	914	1,096
Mandurah Road (south of Wellard Road)	2019/20	14,422	1,142	1,400

Source: Main Roads WA

8.3 Future Road Network

There are currently no major changes to the surrounding road network planned in the near future. Some sealed shoulder widening has been completed by the City of Rockingham along Mandurah Road between Day Road and Dixon Road.

9 PUBLIC TRANSPORT ACCESS

9.1 Nearest Bus / Train Routes

There are currently no public transport services available in the walkable catchment area.

9.2 Nearest Bus Stops

There are not any bus stops in the vicinity of the Site.

9.3 Pedestrian / Cycle links to bus stops

N/A.

9.4 Future Public Transport Facilities

There are currently no planned upgrades for public transport along Mandurah Road in the near future.

10 PEDESTRIAN AND CYCLE ACCESS FACILITIES

10.1 Existing Pedestrian / Cycling Network

The following discusses the characteristics of the surrounding pedestrian / cycle network:

- The site is provided with poor pedestrian connectivity.
- The adjacent roads have no pedestrian or cyclist facilities.

10.2 Future Pedestrian / Cycling Network

There are currently no major plans for future pedestrian and cycling network upgrades on the frontage road of the Site in the near future.

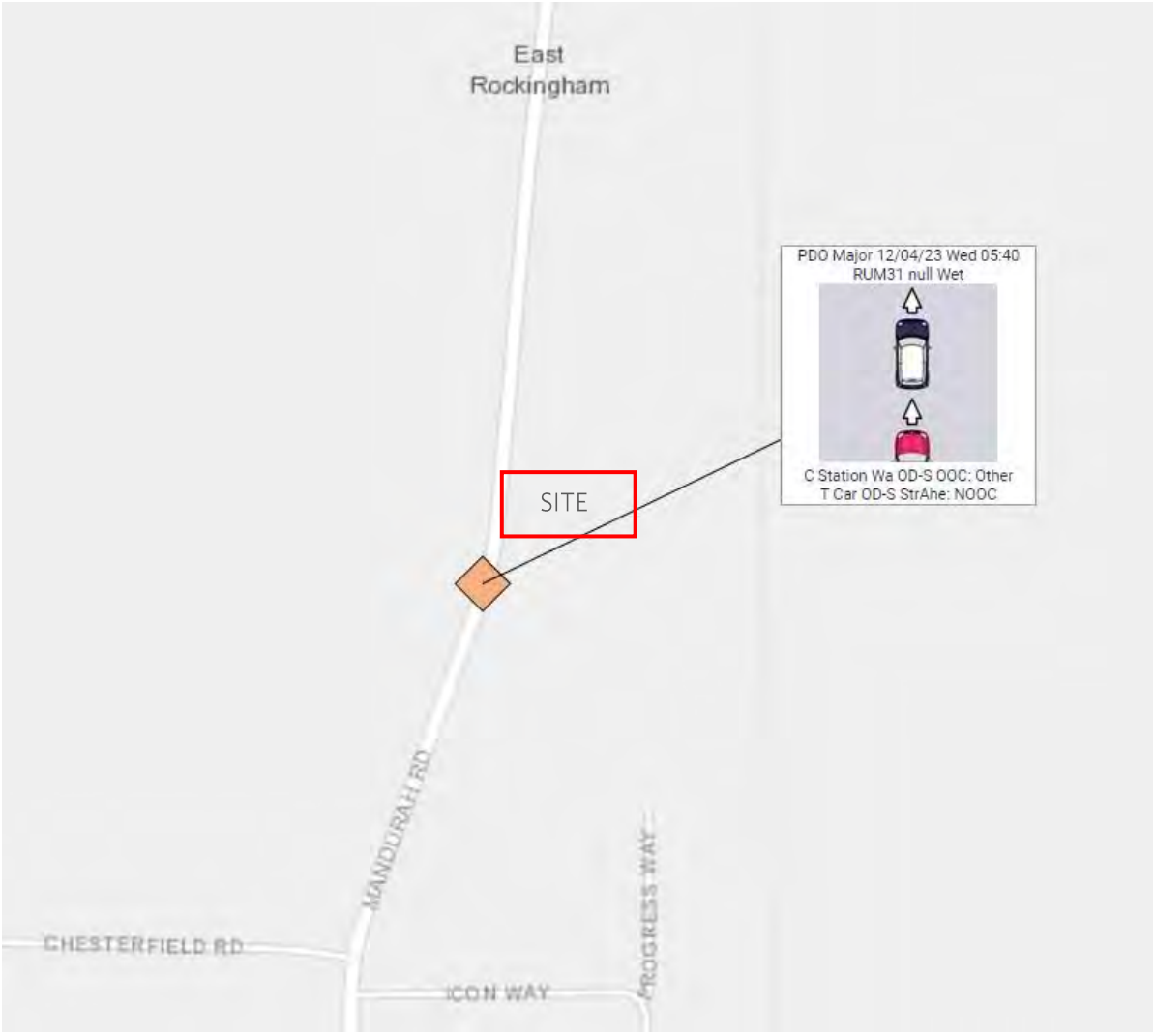
11 SITE SPECIFIC ISSUES

The adjacent Site is currently accessed by RAV class 4 trucks, with swept paths undertaken to show how the RAV class 4 trucks would enter and exit the proposed Site in forward-gear. Overall, the Site is self-contained and is likely to operate as typical of similar nearby sites with minimal impact on the road network expected by the proposed development.

12 SAFETY ISSUES

The crash data obtained from the Main Roads WA Crash Map shows that one crash was recorded in the previous 5-year period ending in 2023. (**see Figure 6**). The crash type was a rear-end crash which resulted in PDO Major only.

Figure 6 Recorded Crash Details



The proposed development has very low traffic generation and forms part of an existing operation. It is therefore unlikely to have any significant impact on road safety in the area.

13 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included at **Appendix A**.

The following conclusions can be drawn from this TIS:

- The predicted traffic increase from the development is expected to be negligible.
- Public transportation is non-existent within the surrounding area.
- Pedestrian / bike network is poor within the surrounding area and is not a viable transportation option.
- The proposed development is not expected to generate any additional car parking demand. 12 off-street car parking bays are proposed on-site, which are likely to be shared with the adjacent site (Lot 803) as overflow parking provision.
- Due to the nature of the development, it is envisaged that any impact on road safety would be negligible.



Appendix A

WAPC CHECKLIST FOR INDIVIDUAL DEVELOPMENT - TRANSPORT IMPACT STATEMENT





APPENDIX A

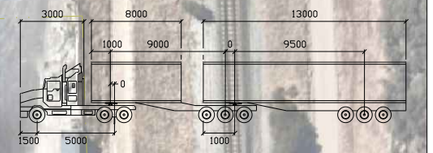
Item	Status	Comments/Proposal
Proposed development	Section 2	
proposed land use	Section 2	
existing land uses	Section 2	
context with surrounds	Section 2	
Vehicular access and parking	Section 3	
access arrangements	Section 3	
public, private, disabled parking set down / pick up	Section 3	
Service vehicles (non-residential)	Section 4	
access arrangements	Section 4	
on/off-site loading facilities	Section 4	
Service vehicles (residential)	Section 5	
Rubbish collection and emergency vehicle access	Section 5	
Hours of operation (non-residential only)	N/A	
Traffic volumes	Section 7	
daily or peak traffic volumes	Section 7	
type of vehicles (e.g. cars, trucks)	Section 7	
Traffic management on frontage streets	Section 8	
Public transport access	Section 9	
nearest bus/train routes	Section 9	
nearest bus stops/train stations	Section 9	
pedestrian/cycle links to bus stops/train station	Section 9	
Pedestrian access/facilities	Section 10	
existing pedestrian facilities within the development (if any)	Section 10	
proposed pedestrian facilities within development	Section 10	
existing pedestrian facilities on surrounding roads	Section 10	
proposals to improve pedestrian access	NA	
Cycle access/facilities	10	
existing cycle facilities within the development (if any)	Section 10	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 10	
proposals to improve cycle access	N/A	
Site specific issues	Section 11	
Safety issues	Section 12	
identify issues	N/A	
remedial measures	N/A	







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MRWA RAV 2(C) - REV1

mm

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 26.1
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

LOT 804

LOT 805

existing WP transformers

existing power pole & OHP lines

existing water main line (blue)

NEW chainlink fence (FN1)

NEW sliding gate (GT1)

NEW crossover

existing power pole with stay wire & OHP lines

planted drainage swale

planted drainage swale

drainage swale

drainage swale

12 LV parking bays

EXIT ONLY

LEFT TURN ONLY

STAGE 1
AREA 5 713 sq.m

STAGE 2
AREA 7 092 sq.m

PROPOSED
NEW BULK STORAGE
AREA 12 805 sq.m

PA Door

PA Door

PA Door

BITUMEN PAVEMENT

BITUMEN PAVEMENT

S.O.P

236,573 mm Bounary Line

70150

70150

PART C – CITY OF WANNEROO

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lot 9703 (10) Enterprise Avenue, Two Rocks – Proposed Fast Food Outlet – DAP/24/02691

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – LOT 9703 (10) ENTERPRISE AVENUE, TWO ROCKS – PROPOSED FAST FOOD OUTLET

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Abbey Goodall – Planning Solutions
Owner:	Fini Group Pty Ltd
Value of Development:	$3 million
Responsible Authority:	City of Wanneroo
Authorising Officer:	Aaron Jones
LG Reference:	DA2024/515
DAP File No:	DAP/24/02691
Application Received Date:	23 April 2024
Report Due Date:	23 August 2024
Application Statutory Process Timeframe:	90 Days with an additional 35 days agreed.
Attachment(s):	Attachment 1: Development Plans Attachment 2: Heritage Location Map Attachment 3: WAPC Subdivision Approval 161195 Attachment 4: Approved Plans (DAP/21/02117) Attachment 5: Advertising Map Attachment 6: Summary of Submissions Attachment 7: DPLH Traffic Referral Attachment 8: Heritage Council Referral Attachment 9: Design Review Panel Advice Attachment 10: Advertised Development Plans Attachment 11: Heritage Impact Statement Attachment 12: Environmental Noise Assessment Attachment 13: Obtrusive Lighting Assessment Attachment 14: Traffic Impact Assessment

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02691 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. The use of the approved **Fast Food Outlet** must conform to the District Planning Scheme No. 2 definition which states:

   "Fast Food Outlet means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten —

   (a) without further preparation; and

   (b) primarily off the premises;"

   A change of use from that outlined above may require further development approval of the City.

4. The applicant/owner must ensure that all illuminated signage must have any boxing or casing in which it is enclosed constructed of incombustible materials, must not comprise of flashing, pulsating, chasing or running lights and must not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.

5. All signage is to be contained entirely within the allotment.

6. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.

7. Wheel stops must be provided in accordance with AS 2890 where the parking bays abuts a concrete path.

8. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.

9. Prior to the lodgement of a building permit, a detailed schedule of external finishes (including materials, colour schemes and details) must be submitted and approved by the City. The development must be finished in accordance with the approved schedule.

10. Planting and installation must be in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.

11. Detailed civil engineering drawings and specifications for works within the road reserve for the modification to the median, must be lodged for approval to the City prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.

12. Stormwater and any other water run-off from buildings or paved areas must be collected and retained on site.

13. The development is to comply with the recommendations and assumptions of the Environmental Noise Assessment (Ref **24018673-01**) prepared by **Lloyd George Acoustics** dated. Recommended works must be completed prior to the commencement of the use.

14. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.

15. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.

16. Prior to the commencement of the use, a Waste Management Plan is to be submitted to the City for approval. Future operations on the lot must be undertaken in accordance with the approved Waste Management Plan, to the satisfaction of the City.

17. The movement of trucks for delivery purposes must occur between 7am and 7pm, Monday to Saturday only.

18. Any graffiti applied to the external surfaces of the building shall be removed within seven (7) days of it being applied, to the satisfaction of the City of Wanneroo.

19. Prior to the submission of a building permit, details on the proposed ‘public art mural’ are to be submitted in consultation with the City. Works are then to be undertaken prior to the commencement of the use.

20. A Construction Management Plan must be submitted for approval when an application is made for a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:

a) The delivery of and delivery times for materials and equipment to the site;
b) Storage of materials and the location and types of equipment on site;
c) Parking arrangements for contractors and sub-contractors;
d) The impact on traffic movement;
e) Construction times;
f) The relocation of public footpaths;
g) Measures to minimise impacts of noise and sand drift and dust from the site;
h) Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable;
i) The relocation/disruption of any public transport infrastructure; and
j) Any other matter required by the City.

The construction management plan is to be submitted to and approved by the City prior to the commencement of any development.

Advice Notes

1. The owner/applicant is to submit the "Certification of Compliance with Development Approval Conditions" form certifying that all of the conditions specified in the approval by the Council for the development of the land have been completed in accordance with the approved plans, and the certification is to be lodged with the Council within 14 days from the date of practical completion, and applies to all of the conditions, except for those conditions relating to on-going compliance.

Details:

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone	Urban
Local Planning Scheme	District Planning Scheme No.2
Local Planning Scheme - Zone	Special Use
Structure Plan	Agreed Structure Plan No.70 – Two Rocks Town Centre (ASP 70) Yanchep-Two Rocks District Structure Plan No.43 (DSP 43)
Structure Plan - Land Use Designation	Parks and Recreation Commercial Mixed Use
Use Class and permissibility:	Fast Food Outlet – Discretionary (D) Use
Lot Size:	6.1091 hectares.
Existing Land Use:	Vacant land
State Heritage Register	Yes
Local Heritage	☐ N/A ☐ Heritage List ☒ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes

Swan River Trust Area	No

Proposal:

The application proposes a Fast Food Outlet which is a Discretionary land use within the Commercial zone. The lot is sited between Azzurra Loop to the north, Lisford Avenue to the east and Australis Drive to the south, which is currently under construction. Details of the proposal are as follows:

- A 380m^2 building footprint;
- Drive-thru area with capacity for 16 vehicles;
- 22 on-site parking spaces including one ACROD bay;
- 24-hour operation;
- Two vehicular access points from the north and south of the site;
- Signage including a six-metre high pylon sign; and
- Associated landscaping.

The development plans for consideration are included as **Attachment 1**.

Background:

History

The subject site, and surrounding area historically formed part of the former Atlantis Marine Park, which was established in 1981 by Alan Bond as part of the Yanchep Sun City plan. The marine park provided a tourist attraction until its closure in 1990. Within the locality there are remnants of the park's history, including the King Neptune Sculpture which is located approximately 150 metres to the north of the subject site.

The King Neptune Sculpture, amongst others, have been retained and included within the City of Wanneroo's Local Heritage Survey (LHS). The Sun City Precinct forms part of the State Heritage Listings and was registered on 28 December 2022. The Sun City Precinct is included as place number 26470 and encompasses the existing Two Rocks Marina, shopping centre and land to the north of the development site. A map showing the location of the proposed development and the extent of the heritage areas is included as **Attachment 2**.

Subdivision and Surrounding Development

The subject site is located on a portion of Lot 9703 (10) Enterprise Avenue, Two Rocks however conditional subdivision approval has been granted for the 3066m^2 lot area to be subdivided under WAPC 161195 (**Attachment 3**). To the north of the subject site, on Lot 702 (1) Azzurra Loop, approval has been granted by the Metro Outer JDAP (ref. DAP/21/02117) for a Shop, Liquor Store, Restaurant and Office, which has since been amended and approved by the JDAP on 9 February 2023 (**Attachment 4**).

Zoning

The subject site is zoned 'Urban' and the Metropolitan Region Scheme (MRS) and 'Special Use' under the City's District Planning Scheme No.2 (DPS 2). The site is subject to the Yanchep-Two Rocks District Structure Plan No.43 (DSP 43) and is

identified as a District Centre. Under Agreed Structure Plan No.70 – Two Rocks Town Centre (ASP 70) the site is zoned 'Commercial' and is identified as being within the 'Precinct C – Main Street' precinct.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Heritage Act 2018
Metropolitan Region Scheme
District Planning Scheme No.2

State Government Policies

State Planning Policy 2.6 – State Coastal Planning
State Planning Policy 3.7 Planning in Bushfire Prone Areas
WAPC Planning Bulletin 111 – Planning in bushfire prone areas
State Planning Policy 7.0 – Design of the Built Environment
Development Control Policy 5.1 Regional Roads (Vehicular Access)

Structure Plans/Activity Centre Plans

Yanchep-Two Rocks District Structure Plan No.43 (DSP 43)
Two Rocks Activity Centre Agreed Structure Plan No.70 (ASP 70)

Local Policies

Local Planning Policy 4.6 – Advertising Signs
Local Planning Policy 4.12 – Heritage Places
Local Planning Policy 4.23 – Design Review Panel

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, commencing on 23 May 2024 and concluding on 7 June 2024. Advertising was undertaken by way of letter to surrounding landowners/occupiers within approximately 500 metres of the subject site, a sign being erected on site, a notice being placed in the local newspaper and all development plans and supporting documentation being made available on the City's website.

A map of the properties which were directly advertised to is included as **Attachment 5**.

A total of 404 submissions were received, with 18 in support, 6 providing comment and 380 objecting to the proposal. The main concerns raised in objection to the proposal were:

- Proliferation of Fast Food Outlets within the locality;

- Littering, odour and antisocial behaviour impacts;
- Noise and Light pollution;
- Impacts on surrounding local businesses;
- Heritage impacts; and
- Traffic generation.

A summary of submissions received and a response provided by the City is included as **Attachment 6**. The main issues raised are discussed in further detail in the 'Planning Assessment' section below.

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands and Heritage

Traffic

The subject site abuts Lisford Avenue, which is identified as a Category 1 Other Regional Road. As the proposed development is likely to increase traffic along Lisford Avenue, referral to the Department of Planning, Lands and Heritage (DPLH) is required in accordance with the Instrument of Delegation 2022/03 (DEL2022/03). The DPLH provided their support for the proposal, noting however that there were some inconsistencies within the supporting Traffic Impact Assessment (TIA). These have subsequently been addressed. A full copy of the DPLH referral response in relation to traffic is included as **Attachment 7**.

Heritage

The subject site falls within the Sun City Precinct, which has been identified as an area of State Heritage significance since its inclusion on the State Heritage Register on 28 December 2022. The location of the development falls within the secondary zone of significance and is located in the southeast corner of the overall zone of significance of the heritage area.

Referral of the application to the DPLH was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*. The proposal was then presented to the Heritage Council on 28 June 2024. A copy of the DPLH Heritage Council response is included as **Attachment 8**. The Heritage Council found that there is significant distance between the proposed Fast Food Outlet and the zone of primary significance, which is located to the west of the precinct and is part of the Two Rocks Marina. Furthermore, it found that the proposed development will not adversely impact the setting of the place and will have no discernible benefit or impact on the cultural heritage significance of the Sun City Precinct.

Design Review Panel Advice

The proposed development was referred to a single Design Review Panel (DRP) member upon submission and the advice provided is included as **Attachment 9**.

Heritage

The DRP member observed that the State Heritage Register's statement of significance identifies the key heritage features of the Sun City Precinct. These

include the Two Rocks Marina, limestone sculptures, a limestone retaining wall, and a concrete block shopping centre and tavern built in the Late Twentieth Century Perth Regional Style (1974), along with the mostly cleared site of the former Atlantis Marine Park (1981).

Additionally, it was noted that the City's Local Heritage Survey (LHS) lists the King Neptune Sculpture as a management category 2 place, highlighting its landmark status and its associations with Two Rocks and Atlantis.

The DRP member pointed out that the area of the proposed development contributes minimally to state heritage values and that the development would not interfere with the existing heritage features of the Sun City Precinct.

The DRP member concluded that the proposal is unlikely to have any further impact on the heritage value of the King Neptune Sculpture, as the subject site is sufficiently separated from it by an intervening development site.

Design of the building

The DRP member notes that the corporate identity is often overdone for many developments and that once completed the identity of the development is well known and branding aspects are less important. This is noted by the City, however as detailed in the 'Planning Assessment' section below, the extent of signage proposed is considered appropriate for the development. Notwithstanding this, it was suggested that the visual impact of the development can be addressed by way of landscaping. This has been considered by the applicant, with additional tree planting being provided to the southern elevation and verge of the development, which is a prominent visual element.

Response to coastal boutique

The subject site is situated within Precinct C: Main Street as detailed within the Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70). ASP 70 notes the following:

"A small main street will then provide a structure to anchor retail floorspace that will provide for the daily needs of residents (i.e. food, groceries, magazines etc.) via a supermarket. In addition tourism/recreation retail (surf/beachwear, fishing/dive shop, camera/photo shop, tavern/wine bar etc.) will be developed given the beachside/marina location. This form or urban retail development at Two Rocks is being defined as 'Coastal Boutique".

The DRP notes that while 'Coastal Boutique' is not a precisely defined term, it seems to accommodate the use envisaged in the application, but that the look and feel of it might be more specifically referencing the seaside aesthetic. These are generally lively environments with no specific aesthetic; though shade devices, light colours, pedestrian scale, building frontages, beachside related graphics, public art and a pedestrian friendly means of movement would apply. The development was considered not to address the 'Coastal Boutique' aspect of the structure plan and more broadly the context of the development location.

The applicant has acknowledged this and provided revised plans, which are the subject of this report. A list of the modifications made are detailed below:

- Replace the standard McDonald's 'Wayward Grey' with 'Stonecrop' for the building walls, timber-look cladding and parapet capping;
- Incorporated a timber 'wave element' into the drive-thru screen;
- Replaced the standard yellow 'McDonald's signage with a white colour finish; and
- Provided public art to the external interface of the drive-thru screen.

The modifications to the developments colours and materials are considered to appropriately reflect the 'Costal Boutique' detailed within ASP 70 as well as more accurately reflect the costal context of the site and is now considered to adequately address the DRP comments.

Planning Assessment:

The proposal has been assessed against the relevant provisions of the City's DPS 2, State and Local Planning Policies, ASP 70 and the Yanchep-Two Rocks District Structure Plan No.43 (DSP 43) as outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for determination of this application:

- Design Compatibility;
- Heritage;
- Signage;
- Amenity Impacts;
- Commercial Viability and Proliferation of Use;
- Traffic; and
- Stormwater.

These matters are discussed below.

Design Compatibility

A number of submissions raised concerns over the built form, colours and materials for the proposed development when it was publicly advertised. A copy of the advertised plans is included as **Attachment 10**.

ASP 70 details that development should consider the 'Coastal Boutique' nature of the locality. Given the extensive history and connection that Two Rocks has with the coast and the developments' location, approximately 270-metres from the Two Rocks Marina, it is considered that the development must address the context of the site.

As detailed in the 'Design Review Panel Advice' section above, the modifications to the colours and materials are considered to appropriately reflect the 'Costal Boutique' detailed within ASP 70 as well as more accurately reflect the costal context of the site. Whilst ASP 70 does not define 'Costal Boutique' the development responds to the DRP comments which emphasize the use of light colours, beachside related graphics and public art. It is noted that the public art mural is not detailed at this stage and as such the City recommends a condition is imposed which requires the detail of this element to be submitted to and approved by the City, prior to a building permit being issued.

Heritage

A number of submitters raised concern with the proximity to the King Neptune Sculpture and its impact on the heritage place. The King Neptune Sculpture is identified as a Category 2 heritage listing within the City of Wanneroo's Local Heritage Survey, which details the Sculpture has considerable significance to the local community. The City, in its assessment of the proposal, requested an external Heritage Assessment and Heritage Impact Statement (HIS) to be provided, which was undertaken by Trace Enterprises. This is included as **Attachment 11**.

The HIS states the following in regards to the proposed development:

> *The proposed development at Lot 9703 (10) Enterprise Avenue, Two Rocks, namely a McDonald's Restaurant, will respect the heritage significance of the area through the usage and landscaping of an otherwise empty area. The heritage significance of the Sun City Precinct, Two Rocks, is specifically the Two Rocks Marina and commercial district (Two Rocks Shopping Centre and Tavern) (HCWA, 2) (see Appendix 4). The proposed development, although within the boundary of the heritage precinct, is not located near the Two Rocks Shopping Centre or Tavern and, therefore, will not impact these representative areas.*
>
> *The proposed development is representative of the cultural heritage values of the Sun City Precinct, Two Rocks, specifically, as meeting the contemporary needs of the Two Rocks community (HCWA, 2) (see Appendix 4).*

The HIS concludes that the proposed development will not harm the heritage values of the Heritage Listed Sun City Precinct area or the heritage values of the broader Two Rocks community.

Notwithstanding the heritage findings, the applicant has relocated the six-metre Pylon sign proposed as part of the development to ensure there are no impacts from the signage on the lines of sight to the Sculpture. Details on the proposed signage are discussed in further detail in the 'Signage' section below.

Signage

The development incorporates numerous signage elements including wall signage and a six-metre pylon sign, located in the southeast corner of the site. The proposed signage has been considered against the relevant provisions of DPS 2 and the City's Local Planning Policy 4.6: Advertising Signs (LPP 4.6).

Pylon sign

The proposed pylon sign is generally consistent with objectives and provisions of LPP 4.6, however does propose some minor variations as detailed in the table below.

LPP 4.6 Requirement	Proposed	Complies
Limited to a maximum of one per street frontage or one for every 40m of linear street frontage.	One Pylon sign proposed in the southeast corner of the site	Yes
Not exceed 6m(H) x 2.5m(W)	6-metre Height. 3-metre Width.	No
Located centrally within the lot and no closer than 3m to a side boundary.	2.6m from boundary	No

Whilst the pylon sign exceeds the 2.5-metre width permitted under LPP 4.6, this is only for a portion of the sign, for the signature McDonald's 'M', with the remainder of the sign comprising of one supporting pole. This reduces the visual bulk of the sign and is not considered to impact on the visual amenity of the development. Furthermore, the 0.4-metre setback variation only applies to a portion of the sign, as a result of the angle of the sign, to face away from Lisford Avenue. The proposal includes substantial planting within the site and verge which will help to reduce the visual impact of the sign and the proposed setback variation, which is minor in nature and meets the objectives of LPP 4.6.

The proposed wall signage included as part of the development is considered appropriate and typical of commercial development. As such, the City supports the proposed signage.

Amenity Impacts

A large number of submitters raised concerns in relation to amenity impacts caused by the proposed development. These include noise, odour, light, antisocial behaviour, littering and environmental impacts.

Noise and Antisocial Behaviour

As part of the application, an Environmental Noise Assessment (ENA) prepared by Lloyd George Acoustics was provided in support of the development. This is included as **Attachment 12**. The ENA considers the noise from mechanical services, vehicles idling in the drive-thru, speaker noise in the drive-thru and closing car doors and assessment the development against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*. The ENA concludes that the development will comply with the relevant regulations noting that single storey receivers were used for the modelling of the adjoining lots to the west of the subject site. Noting this however, the developer has sold these lots with the restriction that the lots can only be developed as single storey developments and as such will not be impacted by the proposed development. The ENA has been reviewed by the City's Health Services which agree with its findings.

The ENA does detail additional recommendations to help mitigate the noise impacts on surrounding residents and as such the City recommends a condition is imposed requiring the development to integrate the recommendations of the report into the operation of the use.

Antisocial behaviour is not a relevant consideration as part of the planning assessment of the proposal and no evidence was provided that demonstrated the proposal will increase crime in the area.

Light

In support of the proposed development, the applicant has provided an Obtrusive Lighting Assessment (OLA) which is included as **Attachment 13**. The OLA details that any light spill from the development will either be contained on site or contained within existing or future road reservations and have no impact on surrounding residential properties.

Odour

A number of submissions raised concerns regarding the potential impact of odour generated by the cooking processes of the use's operation and the waste generated by the development.

It is noted that a 'Fast Food Outlet' has the potential to produce a general smell of cooked food. These sorts of emissions are not prescribed with a buffer distance or any mandatory separation requirement to sensitive premises under any planning or environmental framework.

The applicant has stated that the proposed 'Fast Food Outlet' will be designed to a high standard and will incorporate standard industry range hoods and other kitchen exhaust fans and filtration systems which mitigates odour.

It is noted that there will be waste generated by the development, however storage of waste is located away from the future and existing residential lots and is located within an internal storage area. Notwithstanding this, the City recommends a condition is imposed requiring a Waste Management Plan to be provided and the use operate in accordance with this, to the satisfaction of the City, to mitigate any impacts.

Littering and Environmental Impacts

Littering and environmental impacts from excess waste generated by the development itself are considered throughout the proposal. As detailed above the storage of waste on site is located within an internal compound which minimises the proliferation of any waste being discarded within the locality and the conditioned waste management plan will further reduce these impacts.

Littering and any potential impact on the environment caused by customers littering is not a relevant planning consideration however it is noted that littering is an offence under the Litter Act 1979 in Western Australia.

Commercial Viability and Proliferation of Land Use

Proliferation of Land Use

A large number of submitters detailed that there are already a significant number of Fast-Food Outlets located within close proximity of the site. It is noted that there are no other 'Fast Food Outlets' in Two Rocks. The nearest 'Fast Food Outlet' is located in Yanchep, several kilometres away from the subject site.

As detailed in the 'Proposal' section of the report the use is discretionary within the Commercial zone and as such can be considered.

Traffic

In support of the application a Transport Impact Assessment (TIA) was submitted, which is included as **Attachment 14**. The TIA details that the proposed development would generate approximately 1,912 total daily trips with a maximum weekday AM peak of 182 total trips and 149 Saturday midday peak hours trips. It is however noted that passing trade would account for around half of the total daily trips meaning the development would generate approximately 956 additional daily trips (inbound and outbound).

The estimated additional daily traffic on Lisford Avenue and surrounding roads is within the desirable daily traffic thresholds. The TIA and its findings have been reviewed by both the City's Traffic Services and the DPLH and its findings are considered appropriate.

It is noted that access to the site from the south via Azzurra Loop will require some modification to the existing median strip to ensure sufficient access is provided. As such, the City recommends a condition is imposed requiring detail engineering drawings for the modifications to be provided and works undertaken in accordance with this approval.

Conclusion:

The development proposal for a Fast Food Outlet at Lot 9703 (10) Enterprise Avenue, Two Rocks has been assessed against the relevant legislation and planning requirements.

The proposed development is generally compliant with the requirements of DPS 2, the Two Rocks Town Centre Agreed Structure Plan No.70, and the relevant state and local planning policies as addressed through this report.

The City therefore recommends the proposed development be approved, subject to conditions.



McCAFE



DRIVETHRU



CORRAL



PLAYPLACE

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
1	AS CLOUDED	17.07.24	AJJ	NR
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

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Drawing Notes

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02 9875 6666

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
@ A3

Series
BIO MOD 380

Drawing
PERSPECTIVE VIEWS

Project Number
0868

Drawing Number
DA00

Issue
1

File Name D:\Documents\0868_McDONALDS-BIOMOD 380_TwoRocks_nic26WMET6.rvt



DEVELOPMENT APPLICATION

Revisions				
Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

North

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Project	PROPOSED McDONALD'S RESTAURANT TWO ROCKS
Location	LOT 703,LISFORD AVENUE TWO ROCKS W.A.
Scale	1 : 500 @ A3
Series	BIO MOD 380
Drawing	OVERALL SITE PLAN
Project Number	0868
Drawing Number	DA01
Issue	0

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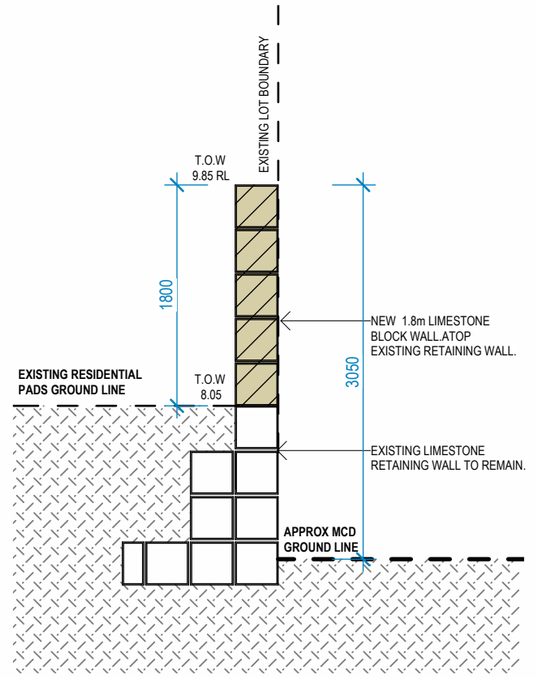


SITE AREA SCHEDULE	
IDENTITY	AREA
LOT AREA	3,066m2

BUILDING GFA SCHEDULE	
DESCRIPTOR	AREA m2
BUILDING GFA	380m2

SEATING SCHEDULE	
ROOM	SEATS
DINING ROOM	50

PARKING SUMMARY	
TYPE	NO
ACCESSIBLE BAY	1
STANDARD BAY	21
WAITING BAY	2



1 DA02 DETAIL
1 : 50

LANDSCAPING LEGEND

COLOUR	DESCRIPTION
	NEW PROPOSED LANDSCAPING BY McDONALD'S 775m2 OR 25% OF OVERALL SITE
	EXISTING/PROPOSED LANDSCAPING BY DEVELOPER 535m2

Revisions

Issue	Description	Date	Chk	Int
2	AS CLOUDED	17.07.24	AJJ	NR
1	WHERE CLOUDED	11.06.24	AJJ	KT
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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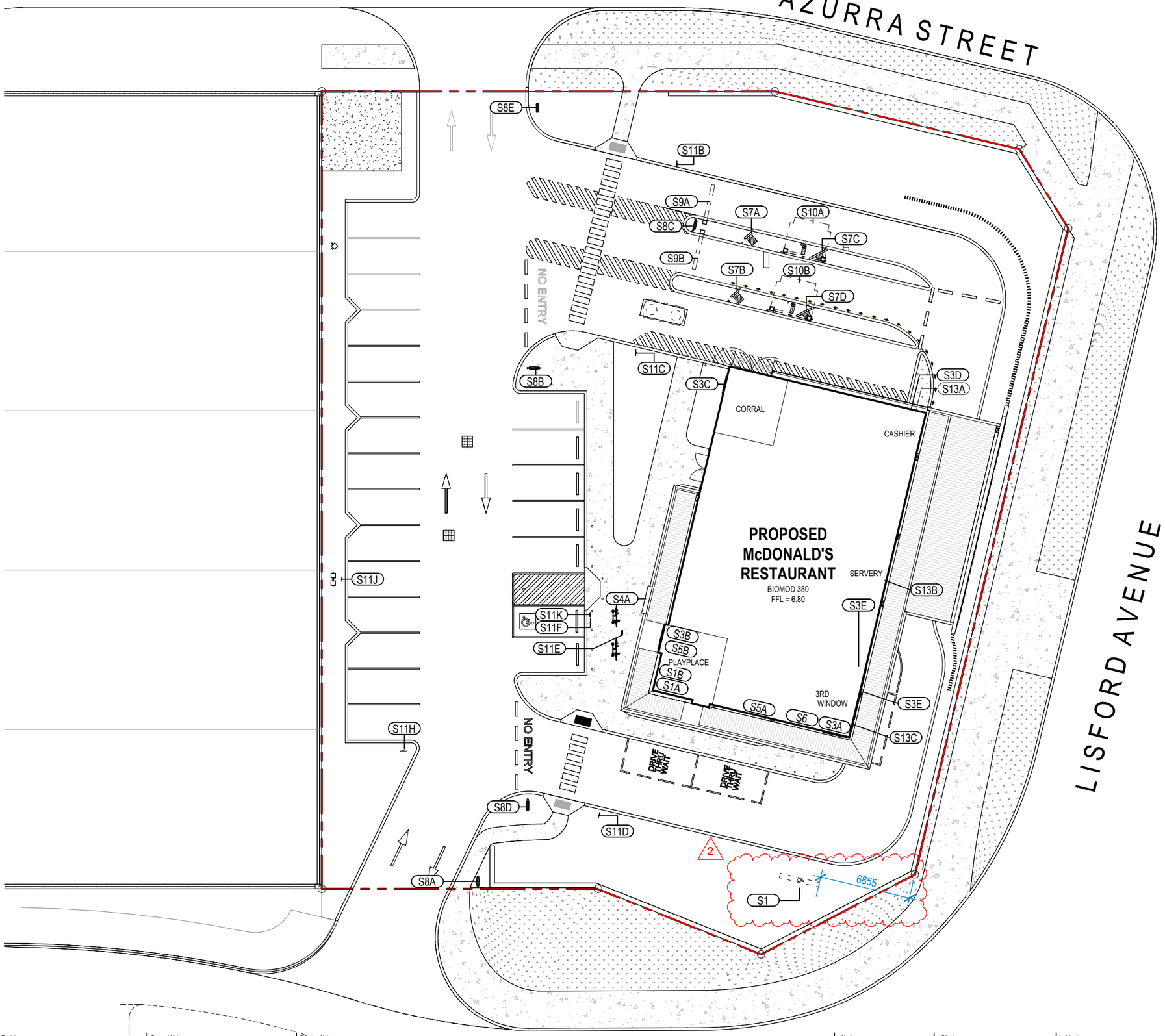
Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

DEVELOPMENT APPLICATION

Scale	Series
As indicated @ A3	BIO MOD 380
Drawing	
SITE PLAN	
Project Number	Drawing Number / Issue
0868	DA02 / 2

File Name C:\Users\Kara Turner\Documents\0868_McDONALDS-Two Rocks_SITE_R23_kara95DT.rvt



SIGNAGE SCHEDULE

Tag	Description	Illuminated
S1	Pylon Sign	Yes
S1A	Play Place Wall Sign	Yes
S1B	Play Place Wall Sign	Yes
S3A	"Golden Arches" Wall Sign	Yes
S3B	"Golden Arches" Wall Sign	Yes
S3C	"Golden Arches" Wall Sign	Yes
S3D	"Golden Arches" Wall Sign	Yes
S3E	"McDonald's" Wordmark Wall Sign	
S5A	"McCafe" Button Sign Ø1200mm	
S5B	"McCafe" Wall Sign	
S6	McDelivery Wall Sign (Double Sided)	Yes
S7A	Outdoor Menuboard Single 55"	Yes
S7B	Outdoor Menuboard Single 55"	Yes
S7C	Outdoor Menuboard Double 55"	Yes
S7D	Outdoor Menuboard Double 55"	Yes
S8A	Directional Sign 0.7x2.3m High - Entry - Left Arrow	Yes
S8A Side 2	Directional Sign 0.7x2.3m High - Entry - Right Arrow	Yes
S8B	Directional Sign 0.7x2.3m High - Entry - Right Arrow	Yes
S8B Side 2	Directional Sign 0.7x2.3m High - Drive Thru - Left Arrow	Yes
S8C	Directional Sign 0.7x2.3m High - Drive Thru - Double Arrow - Any Lane Any Time	Yes
S8C Side 2	Directional Sign 0.7x2.3m High - Blank	Yes
S8D	Directional Sign 0.7x2.3m High - No Entry	Yes
S8D Side 2	Directional Sign 0.7x2.3m High - Thank You	Yes
S8E	Directional Sign 0.7x2.3m High - Entry	Yes
S8E Side 2	Directional Sign 0.7x2.3m High - Entry	Yes
S9A	Height Clearance Gantry Sign	Yes
S9B	Height Clearance Gantry Sign	Yes
S10A	Canopy - Drive Thru - Wording "1. Order here"	Yes
S10B	Canopy - Drive Thru - Wording "1. Order here"	Yes
S11B	No Pedestrian Access	No
S11C	No Pedestrian Access	No
S11D	No Pedestrian Access	No
S11E	Bicycle Parking Sign	No
S11F	Accessible Parking Sign	No
S11H	Speed Sign (10km/hr)	No
S11J	Pedestrian Caution - Sign	No
S11K	Pedestrian Caution - Sign	No
S13A	Drive-Thru Information Sign "2. PAY HERE"	No
S13B	Drive-Thru Information Sign "3. PICK UP HERE"	No
S13C	Drive-Thru Information Sign "4. PICK UP HERE"	No

Revisions

Issue	Description	Date	Chk	Int
2	AS CLOUDED	17.07.24	AJJ	NR
1	PYLON LOCATION	11.06.24	AJJ	KT
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

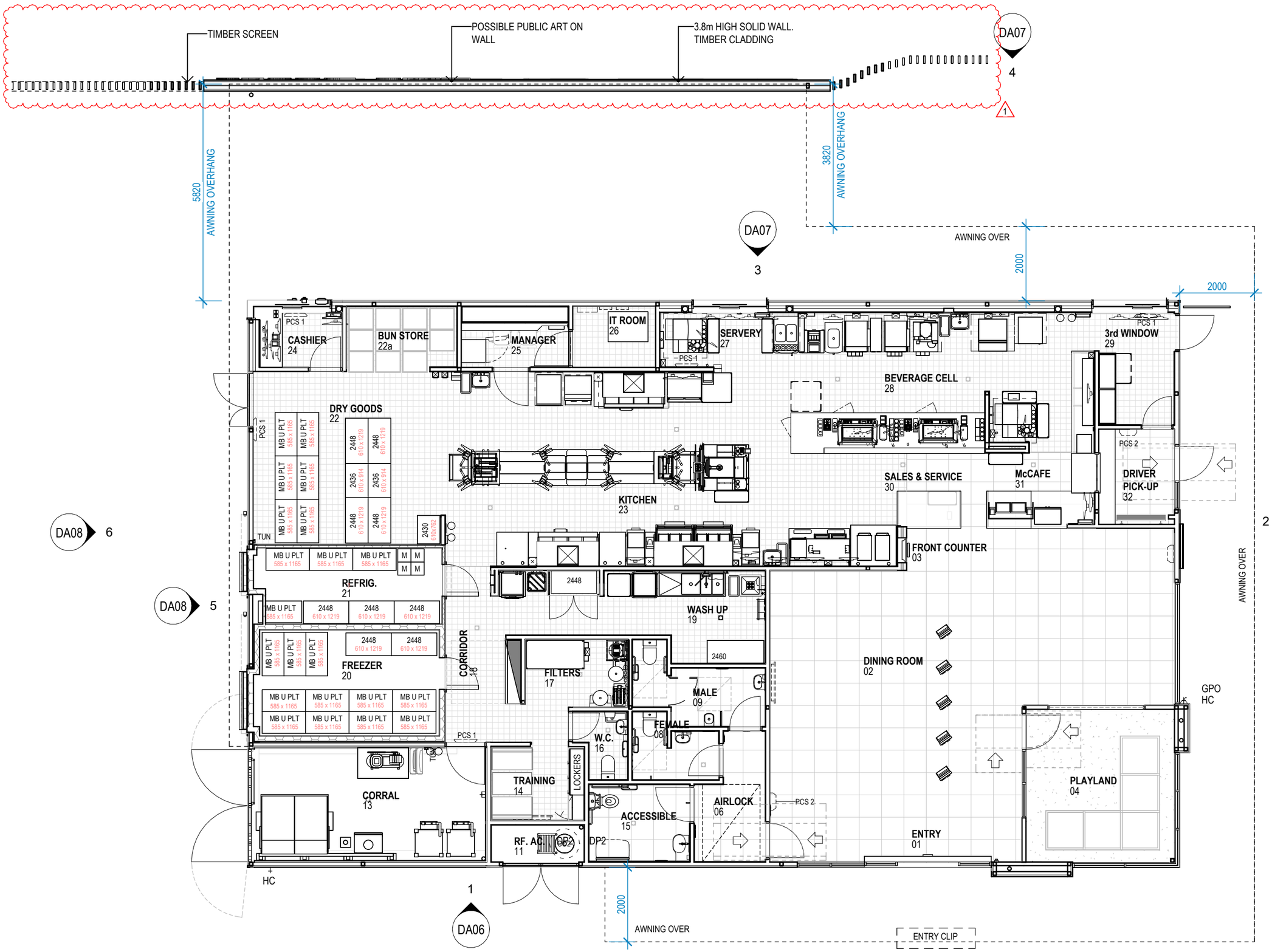
DEVELOPMENT APPLICATION

Scale	Series
1 : 300 @ A3	BIO MOD 380

Drawing
SITE SIGNAGE PLAN

Project Number	Drawing Number	Issue
0868	DA03	2

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DEVELOPMENT APPLICATION

Revisions				
Issue	Description	Date	Chk	Int
1	AS CLOUDED	17.07.24	AJJ	NR
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TWO ROCKS

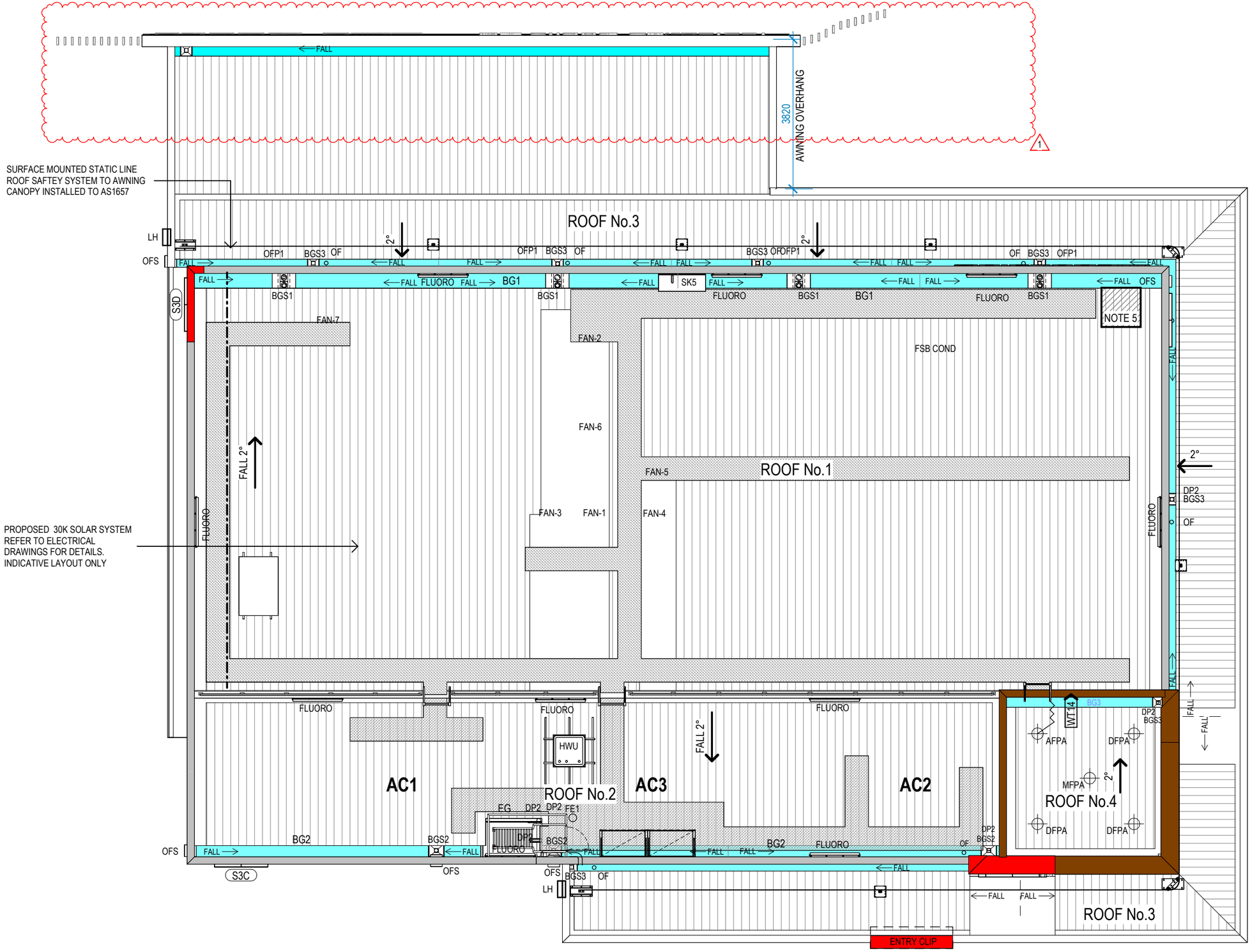
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

Drawing
FLOORPLAN

Project Number	Drawing Number	Issue
0868	DA04	1

File Name C:\Users\Kara Turner\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_karaSMSDT.rvt



DEVELOPMENT APPLICATION

Revisions				
Issue	Description	Date	Chk	Int
1	AS CLOUDED	17.07.24	AJJ	NR
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Project	PROPOSED McDONALD'S RESTAURANT TWO ROCKS
Location	LOT 703,LISFORD AVENUE TWO ROCKS W.A.
Scale	1 : 100 @ A3
Series	BIO MOD 380
Drawing	ROOF PLAN
Project Number	0868
Drawing Number	DA05
Issue	1

File Name C:\Users\Kara Turner\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_kara5M5DT.rvt



FRONT ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

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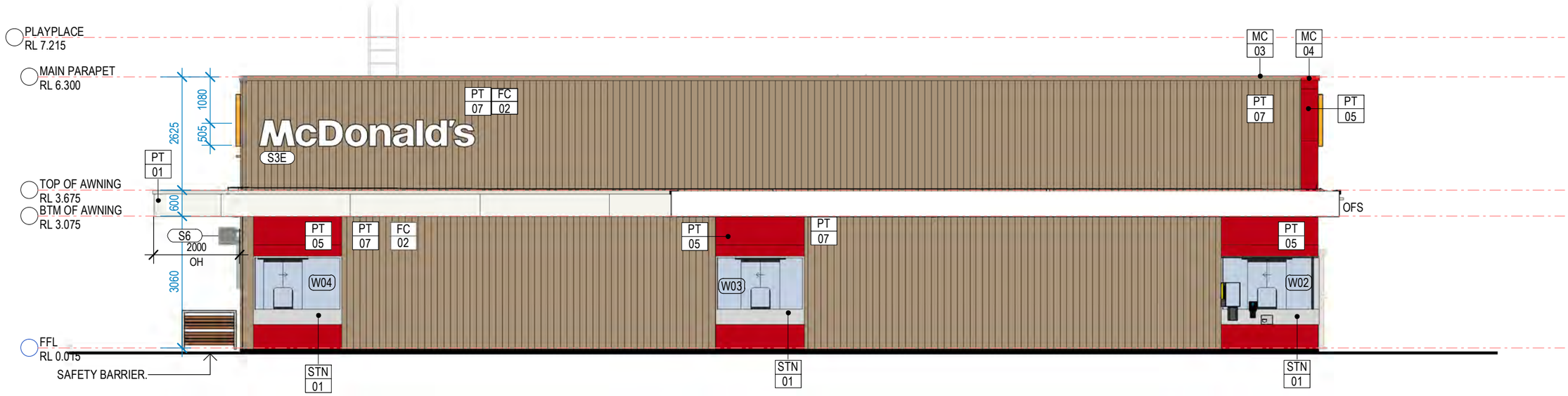
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TWO ROCKS

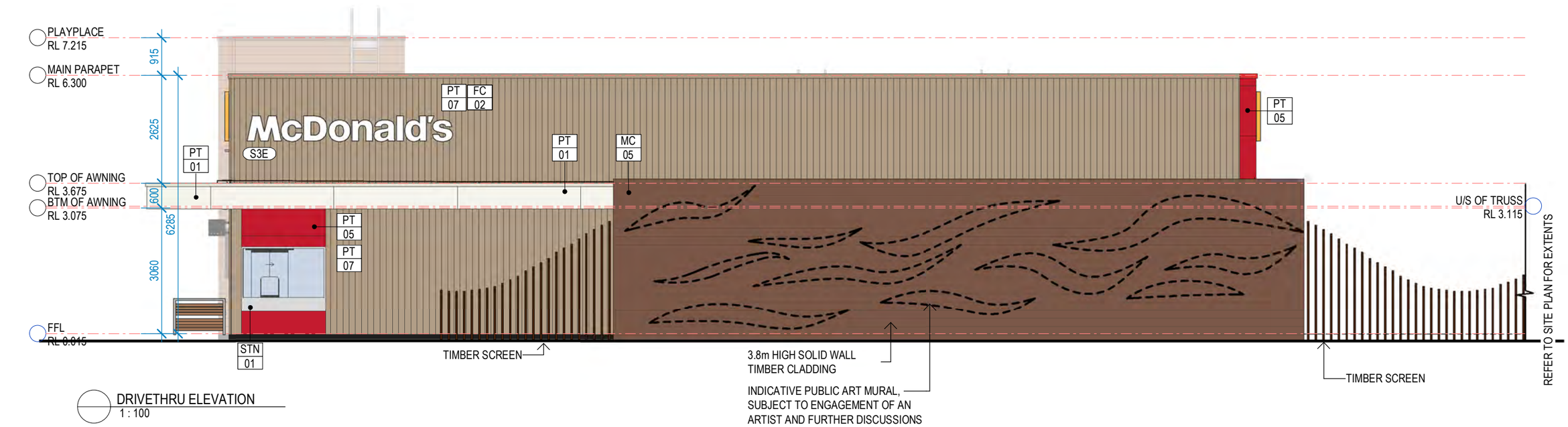
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 100 @ A3
Series: BIO MOD 380
Drawing: FRONT & SIDE BUILDING ELEVATIONS
Project Number: 0868
Drawing Number: DA06
Issue: 1

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_TwoRocks_nicolaWMET6.rvt



DRIVETHRU ELEVATION
1 : 100



DRIVETHRU ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
1 : 100 @ A3

Series
BIO MOD 380

Drawing
DRIVETHRU BUILDING ELEVATIONS

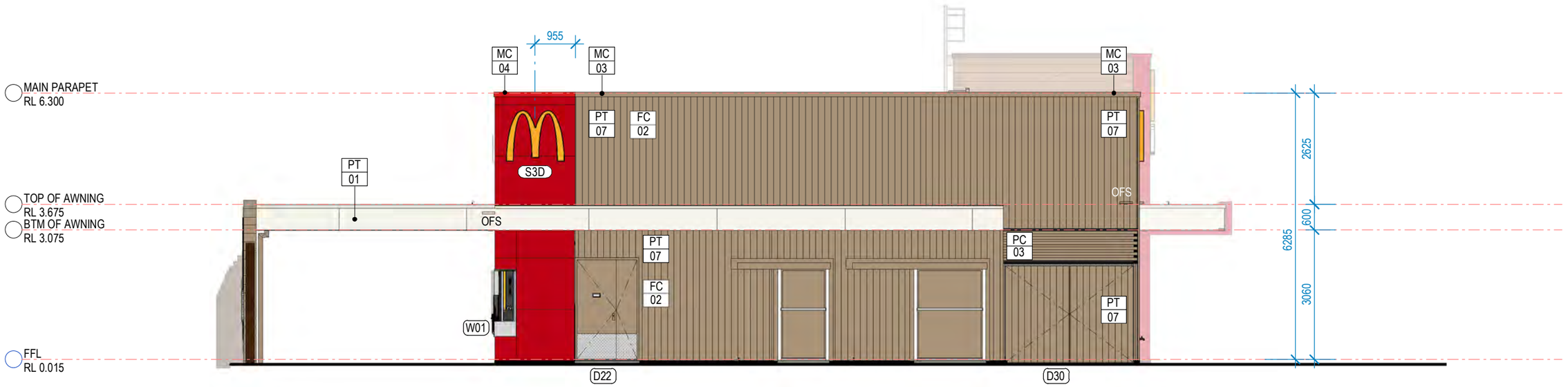
Project Number
0868

Drawing Number
DA07

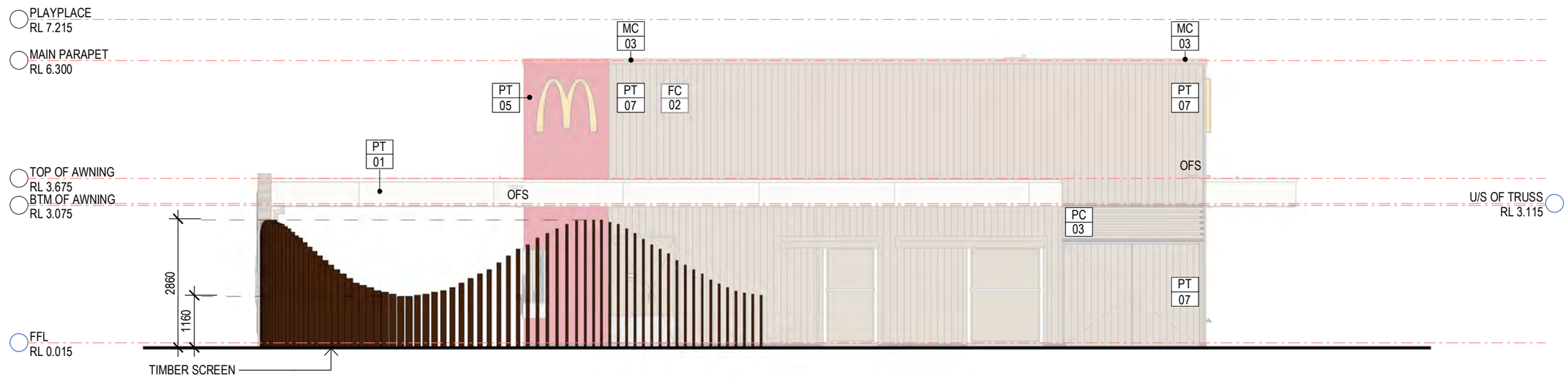
Issue
1

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1



REAR ELEVATION
1 : 100



REAR ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
1 : 100 @ A3

Series
BIO MOD 380

Drawing
REAR BUILDING ELEVATIONS

Project Number
0868

Drawing Number
DA08

Issue
1

File Name D:\Documents\0868_McDONALDS BIOMOD 380_TwoRocks_nicole\MET6.rvt

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
MC	01	PARAPET CAPPING - ADJACENT TIMBER LOOK CLADDING (PLAYLAND)	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	JASPER	
MC	02	PARAPET CAPPING - AWNINGS	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	SURFMIST	
MC	03	PARAPET CAPPING - MAIN BUILDING WALLS	PREFINISHED METAL CAPPING / FLASHING	DULUX DURATEC ZEUS	BUSHLANDS GREY P13A5	
MC	04	PARAPET CAPPING	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	MANOR RED	
MWC	01	PLAYPLACE & PARAPETS	TIMBER LOOK ALUMINIUM CLADDING SYSTEM USING KNOTWOOD 200mm CLADDING PROFILE	KNOTWOOD	LIGHT OAK	
MWC	02	ROOF WELL (INTERNAL PARAPET LINING)	CUSTOM ORB CORRUGATED STEEL RIVET FIXED VERTICALLY TO FRAMES	LYSAGHT	ZINCALUME	
FC	02	MAIN BUILDING WALLS	WEATHERTEX "WEATHERGROOVE WOODSMAN 150mm" VERTICAL WEATHERBOARD CLADDING.	WEATHERTEX	BUSHLANDS GREYP13A5	

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
PC	02	ALUMINIUM WINDOWS & DOOR FRAMES. REFER NOTE 1.	POWDERCOAT FINISH	DULUX DURATEC ZEUS	LUNAR ECLIPSE SATIN (BLACK)	
PC	03	CORRAL BATTENS & ROOF ACCESS, ELEC. ROOM DOORS	POWDERCOAT FINISH	DULUX DURATEC ZEUS	BUSHLANDS GREY P13A5	
PT	01	FASCIAS (RIBBON)	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	VIVID WHITE PW1H9	
PT	05	BLADE WALL & DRIVETHRU WINDOWS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	HOTLIPS PB1F2	
PT	07	MAIN BUILDING WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	BUSHLANDS GREY P13A5	
STN	01	DRIVETHRU WINDOW SILL & SURROUND	RECONSTITUTED STONE. REFER TO DECOR DOCUMENTS	REFER DECOR	REFER DECOR	
MC	05	SOLID WALL SCREEN ON DRIVETHRU	WEATHERGROOVE NATURAL 150mm	WEATHERTEX	NATURAL	

DEVELOPMENT APPLICATION

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Project
PROPOSED McDONALD'S RESTAURANT TWO ROCKS

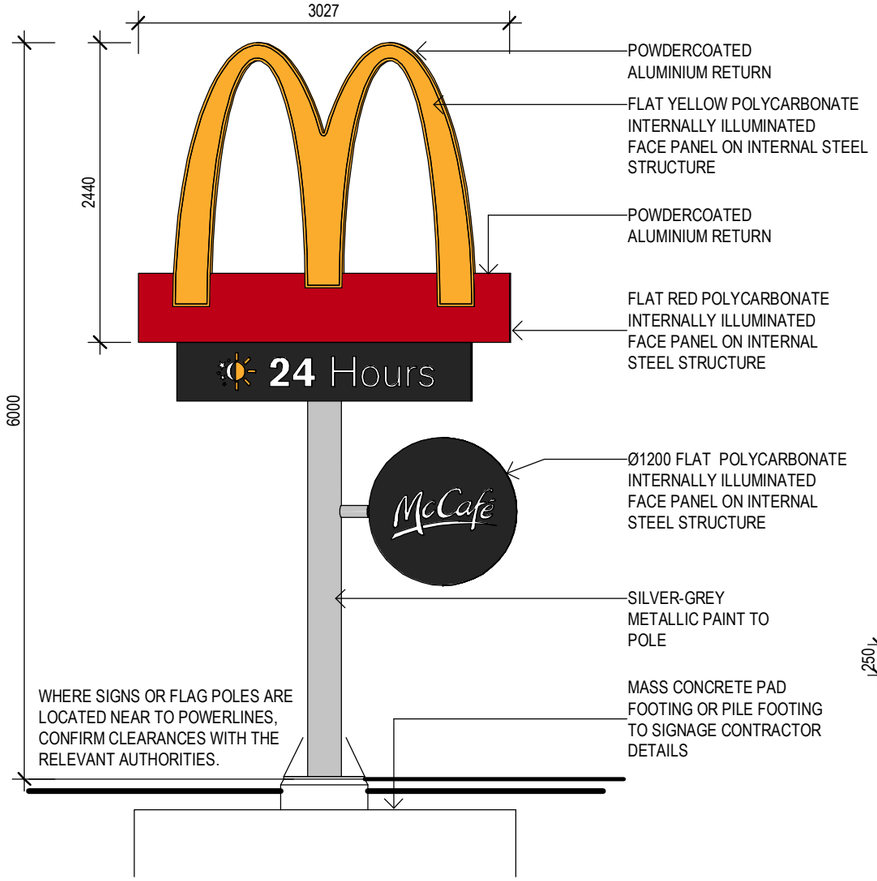
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

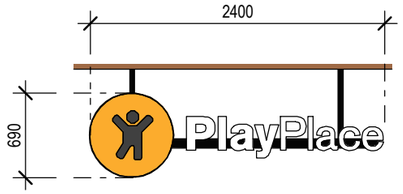
Drawing
EXTERNAL FINISHES SCHEDULE

Project Number	Drawing Number	Issue
0868	DA09	1

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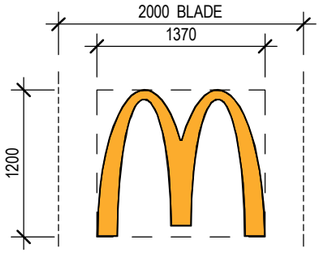


S1 PYLON
1 : 50



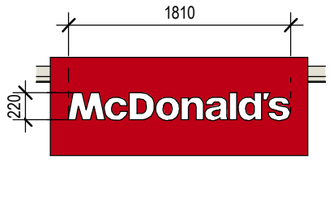
S2 PLAYPLACE
1 : 50

YELLOW LOGO WITH INDIVIDUAL POLYCARBONATE LETTERING FIXED TO FRAME. INTERNALLY ILLUMINATED. WHITE LETTERS.



S3 WALL SIGN
1 : 50

YELLOW FLAT FACE POLYCARBONATE LOGO. INTERNALLY ILLUMINATED. YELLOW LOGO



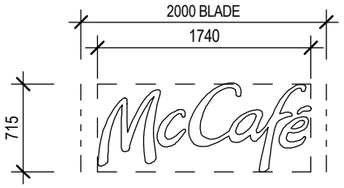
S4 CLIP SIGN
1 : 50

LED ILLUMINATED WORDMARK ONLY. RED CLIP TO BE CONSTRUCTED BY THE BUILDER..



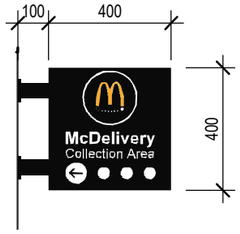
S5 McCAFE WALL BUTTON SIGN
1 : 50

FABRICATED METAL BUTTON SIGN. OPAL FACES WITH BLACK VINYL GRAPHICS. LED ILLUMINATION.



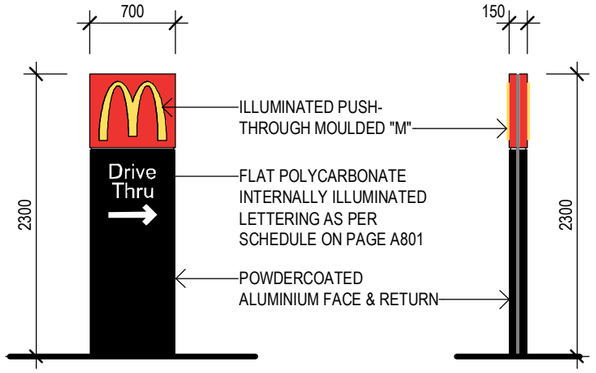
S5 WALL SIGN
1 : 50

INDIVIDUAL HALO ILLUMINATED REVERSE PAN FABRICATED ALUMINIUM CHANNEL LETTERS. BRUSHED ALUMINIUM FINISH.



S6 McDELIVERY WALL SIGN
1 : 20

FABRICATED METAL SIGN. OPAL FACES WITH BLACK VINYL GRAPHICS. LED ILLUMINATION.



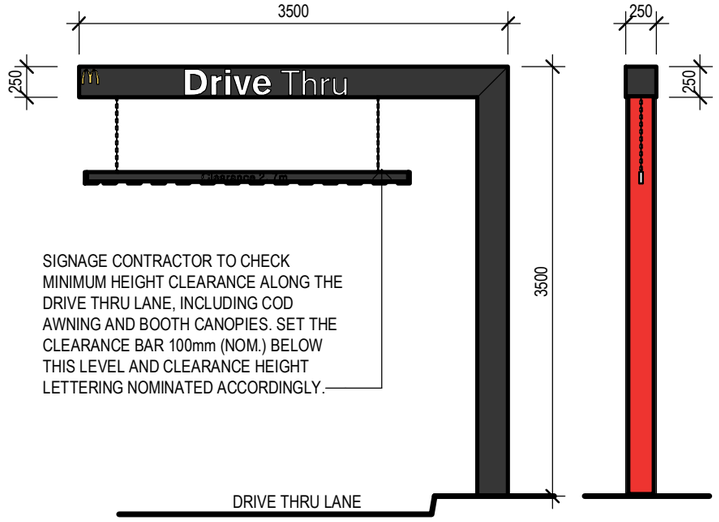
FRONT **SIDE**

ALTERNATIVE WORDING

(ALL IN TITLE CASE):

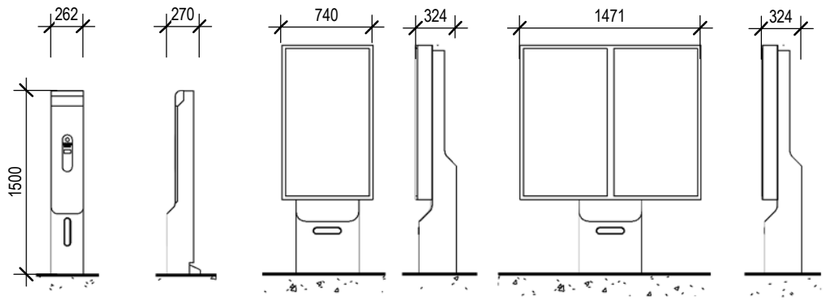
S8A	"ENTRY / ENTRY" (DOUBLE SIDED) W/- ARROWS"	**S8C**	"ANY LANE, ANY TIME" (SINGLE SIDED)
S8B	"DRIVE THRU / DRIVE THRU" (DOUBLE SIDED)	**S8D**	"THANK YOU / NO ENTRY" (DOUBLE SIDED)
		S8E	"THANK YOU / ENTRY" (DOUBLE SIDED)

DIRECTIONAL SIGNAGES8
1 : 50



FRONT **SIDE**

S6 HEIGHT CLEARANCE GANTRY
1 : 50



DEVELOPMENT APPLICATION

Revisions					General Notes	Drawing Notes
Issue	Description	Date	Chk	Int	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.	
0	DA AS CLOUDED	06.02.2024	AJJ	NR		

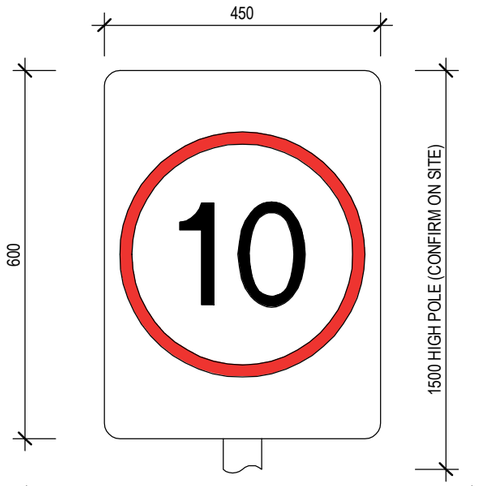
Client: McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

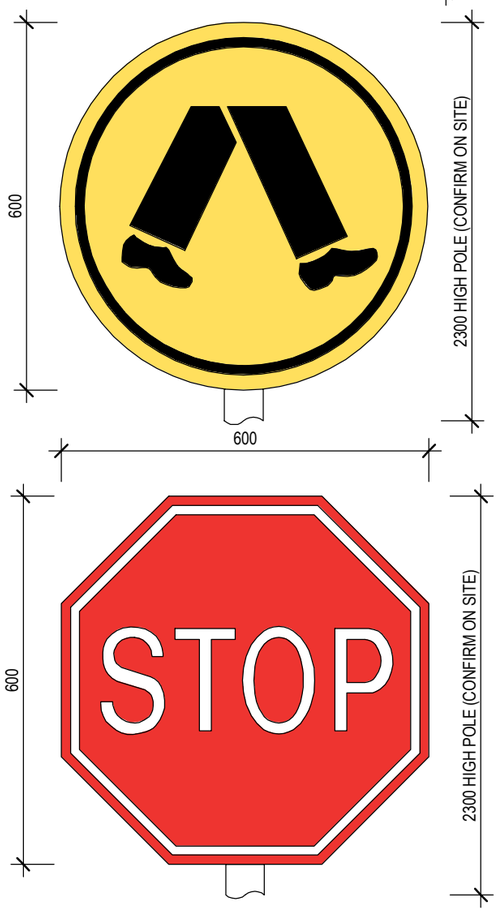
Architect: Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project: PROPOSED McDONALD'S RESTAURANT TWO ROCKS
Location: LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: As indicated @ A3
Series: BIO MOD 380
Drawing: SIGNAGE DETAILS
Project Number: 0868
Drawing Number: DA10
Issue: 0

File Name: D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\WMET6.rvt

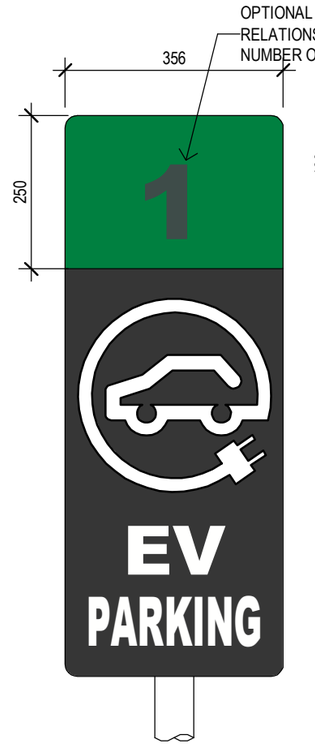






















S11 CAR PARK SIGNAGE

DEPENDING ON LOCATION WITHIN SITE, S11 SIGNAGE SHOULD BE SET A MINIMUM OF 2m ABOVE TOP OF KERB TO PREVENT OBSTRUCTION TO OCCASIONAL PEDESTRIANS, OR TO REDUCE INTERFERENCE FROM PARKED VEHICLES. IF THIS DOESN'T APPLY, SIGNAGE HEIGHTS SHALL BE SET AS NOTED.

McDONALD's Signage Colours

McDonalds Gold	McDonalds Red	Green	Charcoal	Light Grey	Black	Reflex Blue
PMS 1235 C 122 U	PMS 2035 C	PMS 350 C	PMS Cool Gray 11C	PMS Cool Gray 1C	PMS Black 6 C	PMS Reflex Blue
CMYK 0.29.96.0	CMYK 0.100.95.0	CMYK 80.43.86.42	CMYK 0.0.0.80	CMYK 0.0.0.8	CMYK 82.71.59.75	CMYK 100.96.13.9
RGB 255.188.13	RGB 219.0.7	RGB 43.82.51	RGB 45.45.45	RGB 247.247.247	RGB 16.24.32	RGB 0.22.137
HEX FFBC0D	HEX DB0007	HEX 2B5233	HEX 2D2D2D	HEX B69A81	HEX 101820	HEX 001689

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

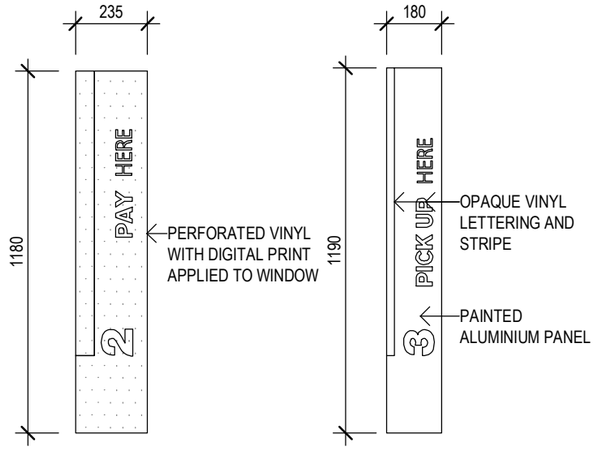
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 10 @ A3	BIO MOD 380

Drawing
SIGNAGE DETAILS

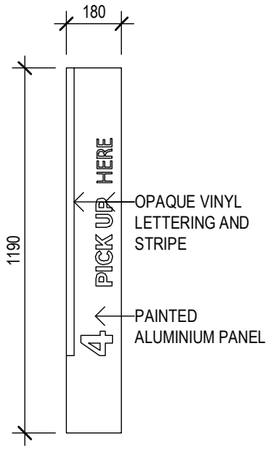
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0868	DA11	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicolaWMET6.rvt



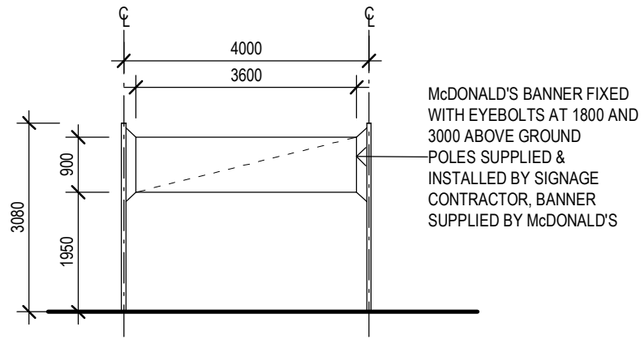
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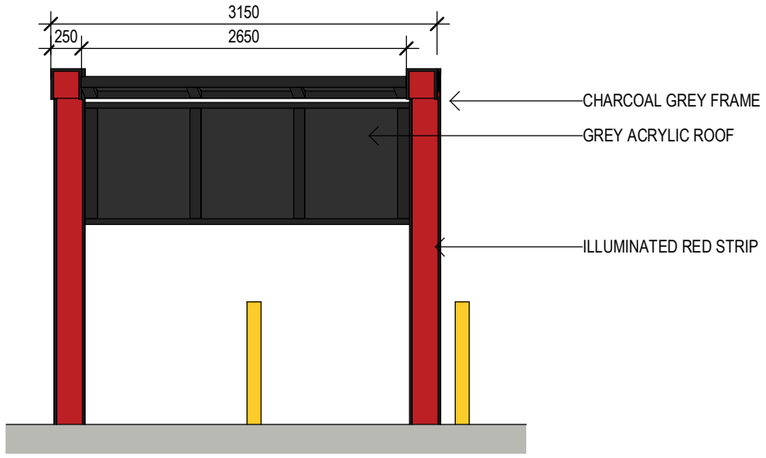
PRESENT



3rd WINDOW

S11 DRIVE THRU INFORMATION SIGNS
1 : 20







Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

DEVELOPMENT APPLICATION

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
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Nedlands WA 6009
PO Box 199 Nedlands WA 6909
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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
As indicated @ A3

Series
BIO MOD 380

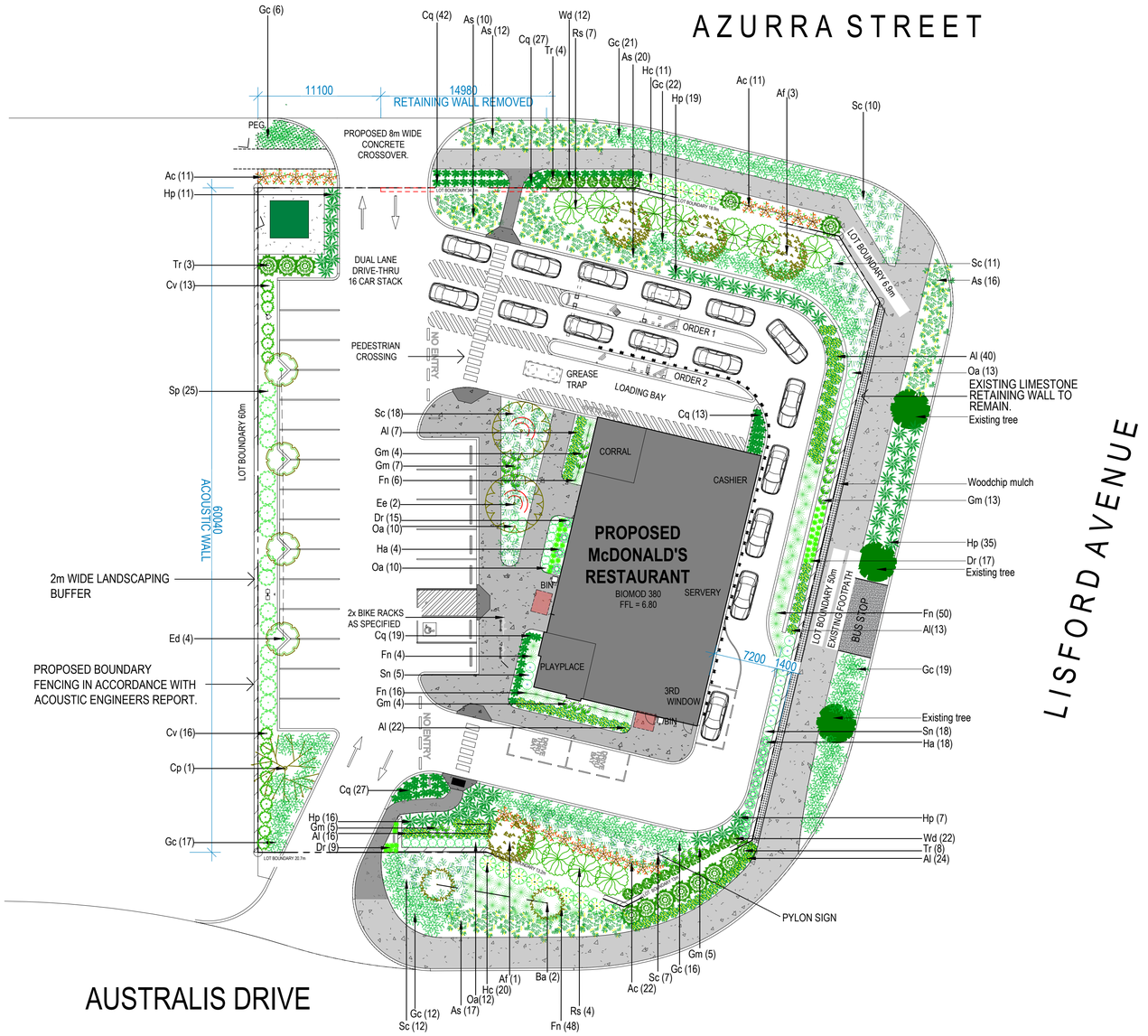
Drawing
SIGNAGE DETAILS

Project Number
0868

Drawing Number
DA12

Issue
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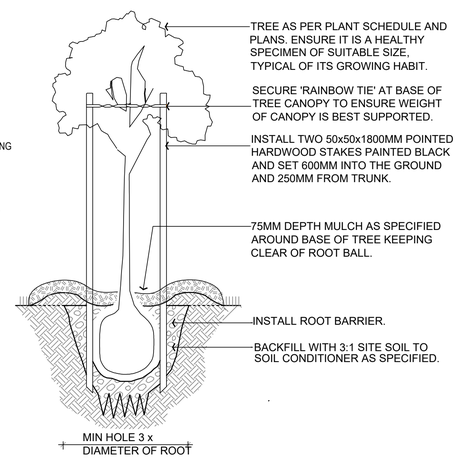
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PLANT SCHEDULE AND SYMBOL LEGEND

Symbol	Code on plan	Botanic Name	Mature height x width	Minimum installation size	Planting density	Number
TREES (13)						
	Af	Agonis flexuosa 'Lemon and Lime'	5m x 4m	35 Litre	Per symbol	4
	Ba	Banksia attenuata	3m x 3m	20 Litre	Per symbol	2
	Cp	Callitris preissii	12m x 6m	35 Litre	Per symbol	1
	Ed	Eucalyptus decipiens	9m x 3m	35 Litre	Per symbol	4
	Ee	Eucalyptus erythrocorys	3-6m x 5m	35 Litre	Per symbol	2
SHRUBS						
	Ac	Adenanthos cuneata	1m x 1.5m	13cm	1	44
	Cv	Callistemon viminalis 'Slim'	3m x 1.2m	14cm	1	29
	Gm	Guichenotia macrantha dwarf	80cm x 1m	14cm	2	38
	Hc	Hibbertia cuneiformis	1.5m x 1.5m	13cm	1	31
	Ha	Hypocalymma angustifolium	1m x 1m	13cm	2	22
	Oa	Olearia axillaris 'Beach Ball'	40cm x 80cm	13cm	2	45
	Rs	Rhagodia spinescens 'Silver Border'	1m x 3m	13cm	Per symbol	12
	Sn	Scaevola nitida 'Aussie Spirit'	1m x 1m	13cm	2	23
	Sp	Syzygium panniculata 'Backyard Bliss'	3-4m x 1.5m	14cm	1	25
	Tr	Templetonia retusa	2m x 2m	14cm	Per symbol	15
	Wd	Westringia dampieri	1.5m x 1m	14cm	2	34
GRASSES						
	Dr	Dianella revoluta 'Revelation'	50cm x 50cm	13cm	3	41
	Fn	Ficinia nodosa	1m x 1m	13cm	2	98
GROUND COVER						
	Al	Acacia lasiocarpa prostrate	50cm x 1m	13cm	2	122
	As	Acacia saligna prostrate	30cm x 3m	13cm	0.5	75
	Cq	Calothamnus quadrifidus 'Emerald Carpet'	20cm x 80cm	14cm	3	128
	Gc	Grevillea crithmifolia prostrate	30cm x 2m	13cm	0.5	113
	Hp	Hemiandra pungens 'Alba'	30cm x 1.5m	13cm	1	88
	Sc	Scaevola crassifolia prostrate	50cm x 2m	13cm	0.5	58
TOTAL PLANTS						1054

TYPICAL DRAWINGS



1 TREE PLANTING DETAIL
TYPICAL SECTION
NOT TO SCALE

TREE VARIETIES


Agonis flexuosa 'Lemon and Lime' | Banksia attenuata | Callitris preissii | Eucalyptus decipiens | Eucalyptus erythrocorys

SHRUB VARIETIES


Adenanthos cuneata | Callistemon viminalis 'Slim' | Guichenotia macrantha dwarf | Hibbertia cuneiformis | Hypocalymma angustifolium | Olearia axillaris 'Beach Ball'

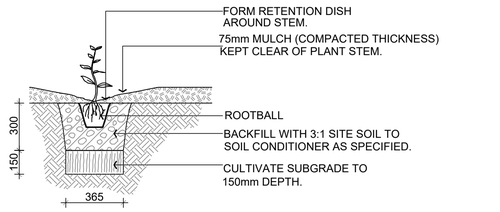

Rhagodia spinescens 'Silver Border' | Scaevola nitida 'Aussie Spirit' | Syzygium panniculata 'Backyard Bliss' | Templetonia retusa | Westringia dampieri

GRASS VARIETIES

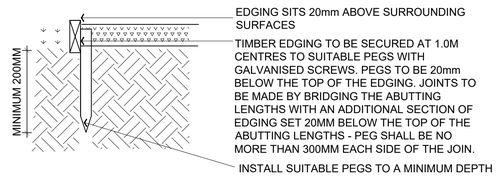

Dianella revoluta 'Revelation' | Ficinia nodosa

GROUND COVER VARIETIES


Acacia lasiocarpa prostrate | Acacia saligna prostrate | Calothamnus quadrifidus 'Emerald Carpet' | Grevillea crithmifolia prostrate | Hemiandra pungens | Scaevola crassifolia prostrate



2 13-14cm POT PLANTING DETAIL
TYPICAL SECTION
NOT TO SCALE



3 TIMBER EDGING DETAIL
TYPICAL SECTION
NOT TO SCALE

INSTALLATION SPECIFICATIONS

1. TREE AND PLANT MATERIAL SUPPLY AND PLANTING

1.1 PLANT MATERIAL
- ALL PLANT STOCK SUPPLIED BY CONTRACTOR SHALL BE OF THE SPECIES AND SIZES AS THOSE ON THE PLANT SCHEDULE. SHOULD THERE BE ANY DIFFICULTIES IN SOURCING PLANTS, THE CONTRACTOR SHALL RECOMMEND SIMILAR SUITABLE SUBSTITUTE SPECIES AND/OR SIZES TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS SHALL TAKE PLACE WITHOUT WRITTEN APPROVAL BY THE SUPERINTENDENT.
- GREENLIFE AND TURF MUST BE WELL KEPT: DELIVERED TO SITE ON DAY OF INSTALLATION, OUT OF FULL SUN, AWAY FROM ANIMALS AND PESTS AND ROOTS NOT ALLOWED TO DRY OUT AND SHALL:
  - BE TRUE TO SPECIES, SUBSPECIES AND VARIETY
  - BE IN FIRST CLASS CONDITION AND HEALTHY
  - BE OF GOOD FORM CONSISTENT WITH SPECIES AND VARIETY
  - AND BE PLANTED AS PER THE INSTRUCTIONS BELOW.

1.2. GENERAL PLANTING INSTRUCTIONS
- SETTING OUT OF WORKS WHERE UNDERGROUND SERVICES, MANHOLES, CABLE PITS, KERBING, PAVING AND OTHER OBSTRUCTIONS OCCUR, PLANT CLEAR OF SUCH SERVICES AND OBSTRUCTIONS AND PROTECT SERVICES AND OBSTRUCTIONS FROM DAMAGE BY MACHINES AND EQUIPMENT.
- REMOVE ALL PLANTS FROM THEIR CONTAINERS, IN SUCH A MANNER AS TO DO AS LITTLE DISTURBANCE AS POSSIBLE TO THE ROOTS. WHERE NECESSARY, TEASE OUT ROOT-BALLS BEFORE PLANTING. PLACE TREES, SHRUBS AND PLANTS IN HOLES IN AN UPRIGHT POSITION AND BACKFILL LEVEL WITH TOP OF ROOTBALL. COMPACT SOIL BY HAND.
- REFER DETAILS 'TYPICAL TREE PLANTING' AND 'TYPICAL SHRUB PLANTING'.
- A ROOT BARRIER IS TO BE INSTALLED FOR ALL TREES.

1.3 SOIL CONDITIONER
- AFTER SITE WORKS AND BEFORE PLANTING SUPPLY AND INSTALL TO ALL PLANTING AREAS SOIL CONDITIONER.
- PRIOR TO PLACEMENT ENSURE ALL BASE MATERIAL IS CLEAN, FREE DRAINING AND FREE OF ALL BUILDER'S RUBBLE, RUBBISH, DELETERIOUS MATERIAL AND CONTAMINATION. ALL AREAS CONTAMINATED BY THE BUILDER OR OTHERS SHALL BE REMOVED AND REPLACE WITH CLEAN FILL SAND TO THE APPROVAL OF THE SUPERINTENDENT.
- PLACE SOIL CONDITIONER TO A DEPTH OF 15MM OVER THE FULL EXTENT OF AREAS TO BE CONDITIONED. ROTARY-HOE OR SPADE DIG WHERE NECESSARY, SOIL CONDITIONER INTO EXISTING SITE SOIL TO A DEPTH OF 80MM TO PRODUCE A FULLY HOMOGENEOUS MIX. REMOVE ALL RUBBLE OR OTHER EXTRANEOUS AND DELETERIOUS MATTER EXPOSED AS A RESULT OF CULTIVATION, INCLUDING ANY BASE COURSE MATERIAL.
- SOIL CONDITIONER SHALL COMPLY WITH AS4454COMPOSTS, SOIL CONDITIONERS AND MULCHES.

1.4 FERTILISING
- AFTER PLANTING AND AT TIME OF BACK FILLING ALL PLANTS ARE TO RECEIVE APPROVED PROPRIETY ITEM OF EIGHT TO NINE MONTH SLOW-RELEASE FERTILISER SUITABLE FOR AUSTRALIAN NATIVE PLANTS.
- FERTILIZER TO BE APPLIED IN BACKFILL (BELOW GROUND) DURING PLANTING AT THE MANUFACTURERS' RECOMMENDED RATE FOR THE RELATIVE PLANT SIZE, AND AT A MINIMUM RATE AS FOLLOWS:
  - 35 LITRE POT SIZE PLANTS TO HAVE FORTY GRAMS
  - 13CM - 14CM POT SIZE PLANTS TO HAVE TEN GRAMS

2. MULCH
- ALL MULCH SHALL MEET AUSTRALIAN STANDARD 4454-2012.
- SITE MULCH SHALL BE CHUNKY PINE BARK WOOD CHIPS APPLIED TO A DEPTH OF 75MM.
- MULCH IS TO BE COMPLETELY FREE OF ALL NOXIOUS WEEDS, SEEDS AND FUNGUS, INSECT PESTS AND OTHER DELETERIOUS MATERIAL.
- ALL GARDEN BEDS AND TREE SURROUNDS TO BE MULCHED TO A MINIMUM DEPTH OF 75MM, KEEPING MULCH CLEAR OF PLANT STEMS.
- TIDY AND GRADE MULCH AFTER APPLICATION, FINISHING 20MM BELOW SURROUNDING HARD SURFACES.

3. IRRIGATION
- ALL GARDEN BEDS TO BE IRRIGATED. INSTALL A SUB-MULCH DRIP SYSTEM FOR ALL GARDEN BEDS AND RECESSED SPRINKLERS FOR TURF AREAS.
- CONTROLLER TO BE AUTOMATIC SYSTEM WITH RAIN SENSOR. LOCATION TO BE CONFIRMED ON SITE.
- THE CONTRACTOR IS RESPONSIBLE FOR LAYOUT DESIGN AND INSTALLATION OF IRRIGATION SYSTEM.
- AT TIME OF COMPLETION THE IRRIGATION SYSTEM SHALL BE FULLY AUTOMATED, WORKING EFFICIENTLY AND EFFECTIVELY AND WATERING TIMES PROGRAMMED.

N

revision/issue	description	drawn	checked	date
D	DEVELOPMENT APPLICATION	AC	AC	24.07.2024
C	DEVELOPMENT APPLICATION	AC	AC	10.06.2024
B	DEVELOPMENT APPLICATION	AC	AC	25.03.2024
A	DEVELOPMENT APPLICATION	AC	AC	16.02.2024

project: PROPOSED McDONALD'S RESTAURANT
location: LOT 703 LISFORD AVENUE, TWO ROCKS, WA

McDonald's Australia Limited
ABN: 43 008 488 928
02 9675 6666
designup-aust@au.mcd.com

URBAN RETREAT GARDEN DESIGN
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES
www.urbanretreatgardens.com.au
E:amelia@urbanretreatgardens.com.au
M:0438 926 313

scale: 1:250 @ A1
project no: 24283
dwg no: 01
rev: 03
description: LANDSCAPE PLAN


24 Hours
McCafé
PlayPlace
McDonald's
McCafé
Indicative Public Art
Indicative Public Art


Indicative Public Art


McDonald's
Indicative Public Art




McCafé
PlayPlace
McDonald's
CAUTION
LOOK BOTH
WAYS
BEFORE
CROSSING
BICYCLE
PARKING
RPC 7777


PlayPlace
24 Hours
McCafé
Thank You


PlayPlace
24 Hours
McCafé
McCafé


McDonald's
Indicative Public Art


McDonald's
Indicative Public Art
24 Hours


McCafé
PlayPlace
McDonald's
Drive Thru
Drive Thru
Entry
24 Hours

HC ZONES OF SIGNIFICANCE P26470-1C
SUN CITY PRECINCT, TWO ROCKS

PREPARED BY TIMOTHY KIPPO (GIS OFFICER) 19/01/2023



DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
13-Oct-2021	161195

APPLICATION SKETCH LEGEND

- Boundary of Subject Land
- Existing Boundaries
- Proposed Boundaries
- Sewer
- Water
- Power
- Road Centreline
- Concrete Footpath
- Concrete Driveway
- Concrete Driveway
- Building Left
- Building Right
- Brick External Building
- Awning
- Fenceline
- Contour - Major
- Contour - Minor
- Contour - Interval (XXX)
- Spot Height (X.XX)
- Existing Tree

DETAIL LEGEND

WATER
- STOP VALVE
- HYDRANT
- WATER METER

DRAINAGE
- SW MANHOLE
- GRATE
- SIDE ENTRY PIT

SEWERAGE
- SEWER MANHOLE

GAS
- GAS METER
- GAS MARKER

POWER
- CONSUMER POLE
- POWER POLE
- LIGHT POLE
- STAY POLE
- CABLE DOME

TELECOMMUNICATIONS
- TELECOMMUNICATION PIT

FEATURES
- STREET SIGN
- BORE COVER

801
DP 43879

BALANCE LOT
4.9404ha

9702
1.686ha
(7.8033ha)

ENTERPRISE AVENUE

51174
8796
DP 213230

10
D 77644

100
D 52187

BALANCE LOT
4.9404ha

9702
6.1173ha
(7.8033ha)

ROAD (20m)

704
604m²

8001
618m²
P.O.S.

702
DP 421745
1.6945ha
NOT PART OF THIS APPLICATION
SEE WAPC 158390

703
3066m²

LISFORD AVENUE

CHARNWOOD AVENUE

End of Located Pipe

TANK

PUMP STATION
NO ACCESS

SUMMARY

#10 Enterprise Avenue, Two Rocks

Application Type	*Subdivision*
Parent Lot	*9702*
Parent Graphic	*DP 402964*
Certificate of Title	*Volume Folio*
Total Area	*7.8033ha*
Local Authority	*City of Wannero*
TPS	*Marina*
Zoning	*N/A*
Proposed No. of Lots	*4*

This plan, which was prepared by MNG for BLUEPORT DEVELOPMENT, shows the proposed subdivision of 9703 ON DP421745 and is intended to accompany an application to the Western Australian Planning Commision (WAPC) for approval to subdivide. All information relating to the subdivision, including lot dimensions and areas are subject to approval by the WAPC, the Local Authority and other servicing authorities having an interest in the land.

Existing boundaries shown heron are a graphical representation only, they have been extracted from Landgate's Spatial Cadastral Database, which is only a model of the cadastre, and has not been re-established by survey. MNG does not guarantee position unless stated otherwise.

Existing easements, encumberances and interests are not necessarily depicted on the planand a current title search is recommended to check this information prior to sale and development of proposed lot(s).

The use of this plan for other than the purpose for which it is commissioned is strictly prohibited. In particular, the information shown on the plan in not relied upon for financial dealings involving the land either in the whole or in the part.

The contents of this plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

Contours are compiled from MNG Survey Data and Landgate SLIP Data and are subject to change without notice.

This plan is not to be distributed without this note, which is an integral part of the plan.

N

SCALE 1 : 1500 @ A3

10 0 40

ALL DISTANCES ARE IN METRES

For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

FILES
mapCOGO:- 98401
Control Register:-98401
File Name:-
98401ap-013d.dgn

PROPOSED SUBDIVISION
9702 ON DP402964
#10 Enterprise Avenue, Two Rocks 6037

CLIENT:

BLUEPORT DEVELOPMENT

MC MULLEN NOLAN GROUP
Level 1, 2 Sabre Crescent
Jandakot, W.A. 6164
PO Box 3526, Success
W.A. 6964, Australia

Tel: (08) 6436 1599
Fax: (08) 6436 1500
info@mngsurvey.com.au
www.mngsurvey.com.au
ABN 90 009 363 311

Offices in: Broome, Bunbury, Kununurra, Newman, Port Hedland

Project Mngr.	Nigel Simpson	Datum	PCG94

98401 - 013 - C
Job Number | Plan Number | Version

Government of **Western Australia**
Development Assessment Panels

LG Ref: DA2022/1372
DAP Ref: DAP/21/02117

Enquiries: (08) 6551 9919

Mr Matthew Filov
Woolworths c/o Urbis
Level 14
1 William Street
PERTH WA 6000

Dear Mr Filov,

METRO OUTER JDAP - CITY OF WANNEROO - DAP APPLICATION - DA2022/1372 - DETERMINATION

Property Location:	No.1 (Lot No. 702) Azzura Loop, Two Rocks
Application Details:	Application for Retail Development (Supermarket, Speciality Retail, Liquor and Cafe)
Amendment Details:	Form 2.1 - Reconfiguration of specialty retail tenancies & amenities

Thank you for your Form 2.1 Development Assessment Panel (DAP) application and plans submitted to the City of Wanneroo on 2 November 2022 for the above-mentioned development.

The application was considered by the Metro Outer JDAP at its meeting held on 3 February 2023, where in accordance with the provisions of the City of Wanneroo District Planning Scheme No.2, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Adam Wood on behalf of the City of Wanneroo on 08 9405 5823.

Yours sincerely,

DAP Secretariat

9 February 2023

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Adam Wood - City of Wanneroo

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Wanneroo District Planning Scheme No.2

Metro Outer Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: No.1 (Lot No. 702) Azzura Loop, Two Rocks
Application Details: Application for Retail Development (Supermarket, Speciality Retail, liquor and Cafe)
Amendment Details: Form 2.1 - Reconfiguration of specialty retail tenancies & amenities

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 3 February 2023, subject to the following:

1. **Accept** that the DAP Application reference DAP/21/02117 as detailed on the DAP Form 2 dated 1 November 2022 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/21/02117 and accompanying plans (3353-02 Rev-DD, 3353-03 Rev-M, 3353-04 Rev-H and C1.101 Rev-L) and supporting technical documents in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* and the provisions of the City of Wanneroo District Planning Scheme No. 2, for the proposed minor amendment to the approved Shop, Liquor Store, Restaurant and Office at Lot 702, 1 Azzurra Loop, Two Rocks, with no change or amendment to the previous conditions as imposed under DAP/21/02117 approved on 4 May 2022.

All other conditions, footnotes and advice notes remain as per the DAPs' original decision dated 4 May 2022.

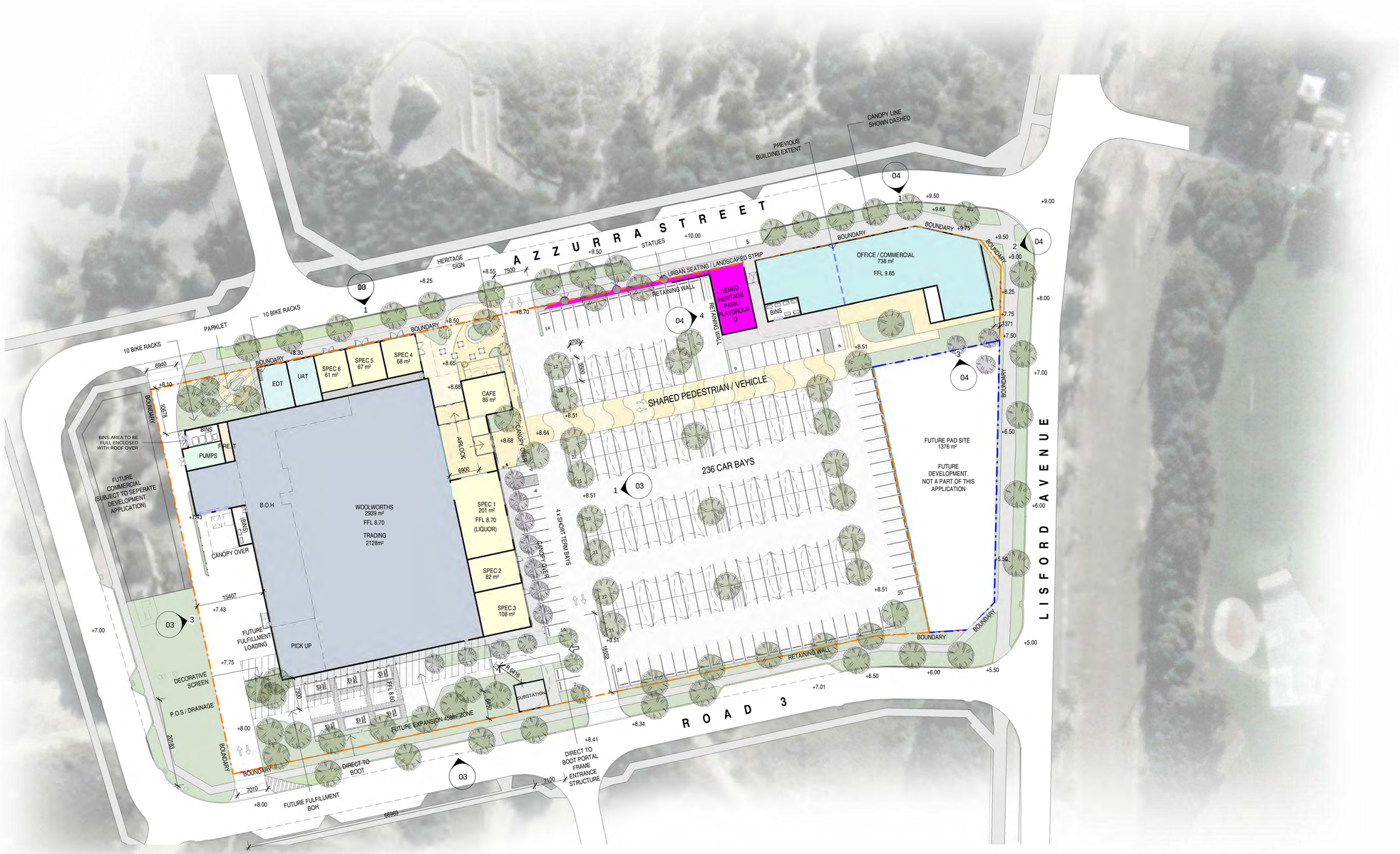
Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANEL

APPROVED

03-Feb-2023



SITE PLAN

1 : 500

0 5 10 15 20

1:500

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	FOR INFORMATION	24/11/20
B	FOR INFORMATION	17/02/21
C	FOR INFORMATION	05/03/21
D	FOR INFORMATION	09/03/21
E	FOR CLIENT ISSUE	18/03/21
F	FOR INFORMATION	19/03/21
G	FOR INFORMATION	23/03/21
H	FOR CLIENT REVIEW	25/06/21
J	DRP PRESENTATION	08/07/21
K	DRP PRESENTATION 2	20/07/21
L	ISSUE FOR REVIEW	16/08/21
M	ISSUE FOR REVIEW	01/09/21
N	FOR REVIEW	09/09/21
P	FOR REVIEW	13/09/21
Q	FOR REVIEW	14/09/21
R	FOR CLIENT APPROVAL	17/09/21
S	FOR CLIENT APPROVAL	06/10/21
T	DA ISSUE	15/10/21
U	SUBSTATION LOCATION	13/12/21
V	ISSUE FOR REVIEW	08/02/22
W	ISSUE FOR REVIEW	09/02/22
X	ISSUE FOR REVIEW	10/09/22
Y	ISSUE FOR REVIEW	16/02/22
Z	ISSUE FOR DA REVISION	09/14/22
AA	DA ISSUE	12/10/22
BB	DA ISSUE	31/10/22
CC	DA ISSUE	29/11/22
DD	DA ISSUE	21/12/22

WOOLWORTHS SITE

TOTAL SITE AREA	16929m2
SITE AREA	15534m2
WOOLWORTHS (WITH EXPANSION)	3600m2
WOOLWORTHS (WITHOUT EXPANSION)	2939m2
FUTURE EXPANSION - INCL. OFFICE MEZZANINE	661m2
CAFE	85m2
SPECIALTY 1 (LIQUOR)	201m2
SPECIALTY 2	82m2
SPECIALTY 3	108m2
SPECIALTY 4	68m2
SPECIALTY 5	67m2
SPECIALTY 6	61m2
TOTAL AREA	**4272m2**
PARKING REQUIRED WW - 5 BAYS/100m2 GLA	**214 BAYS**
OFFICE / COMMERICAL	738 m2
PARKING REQUIRED 3 BAYS/100m2 GLA	**23 BAYS**

FUTURE PAD SITE

SITE AREA	1376 m2

PARKING PROVIDED

GENERAL	236 BAYS
STREET PARKING	5 BAYS
PICKUP	6 BAYS
TOTAL PARKING REQUIRED	**237 BAYS**
TOTAL PARKING PROVIDED	**247 BAYS**

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

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9/300 Rokeby Road, Subiaco, Western Australia 6004
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FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

SITE PLAN

Scale	As indicated		
Drawn	BFG	Checked	MJ
Date	21/12/22		
Job No.	2020050		
Dwg No.	**3353 02**	Rev:	**DD** A1 SHEET

DEVELOPMENT ASSESSMENT PANEL

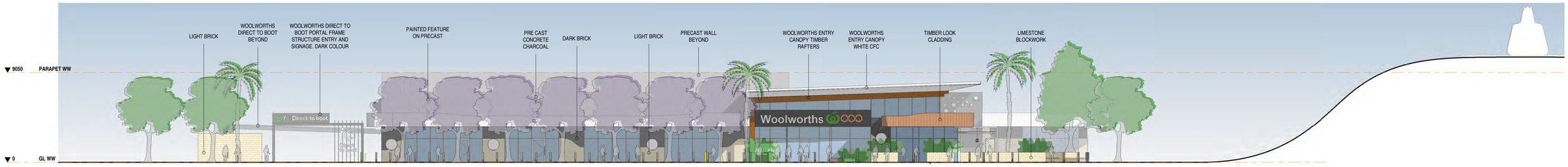
APPROVED

03-Feb-2023

DA ISSUE

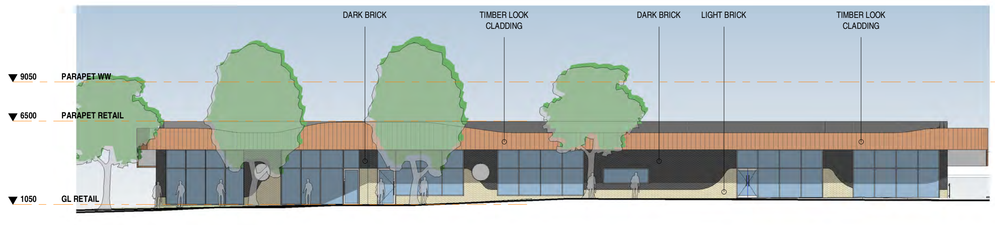
ISSUED FOR DEVELOPMENT APPROVAL

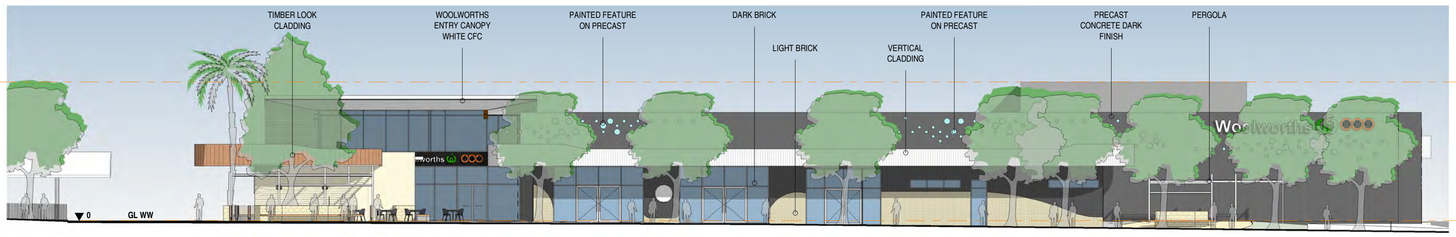
Rev.	Amendment	Date
A	FOR INFORMATION	19/03/21
B	FOR CLIENT REVIEW	25/06/21
C	DRP PRESENTATION	08/07/21
D	DRP PRESENTATION 2	20/07/21
E	DA ISSUE	15/10/21
F	ISSUE FOR REVIEW	08/02/22
G	ISSUE FOR REVIEW	10/09/22
H	ISSUE FOR REVIEW	16/02/22
J	WEST ELEVATION FOR REVIEW	01/04/22
K	ISSUE FOR DA REVISION	09/14/22
L	DA ISSUE	12/10/22
M	DA ISSUE	21/12/22



1 - EAST ELEVATION

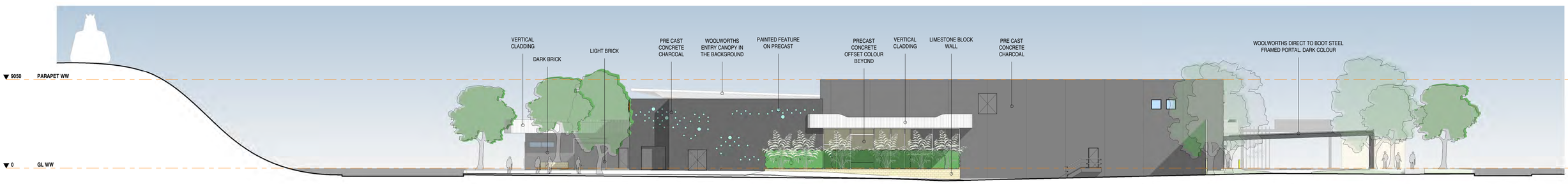
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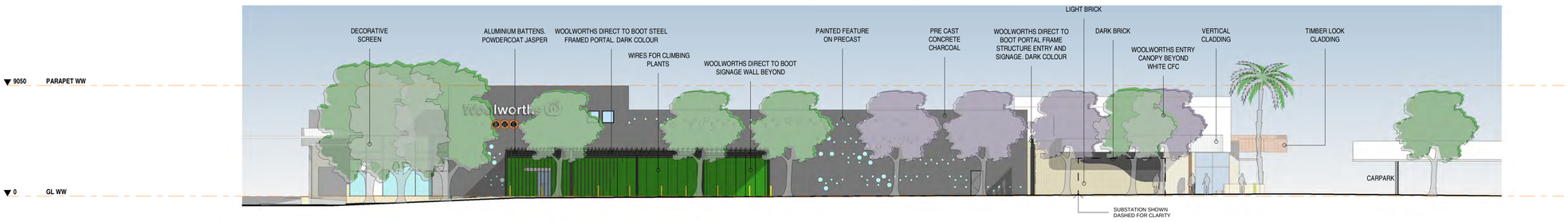
2 - NORTH ELEVATION

1 : 200



3 - WEST ELEVATION

1 : 200



4 - SOUTH ELEVATION

1 : 200

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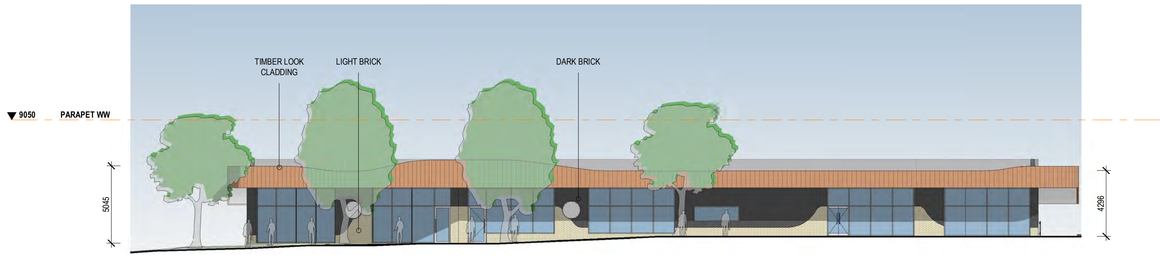
FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

ELEVATIONS

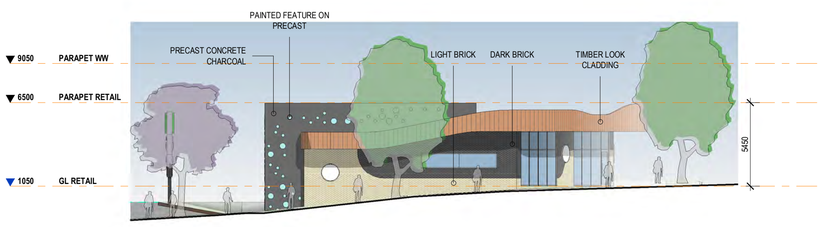
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Drawn	BFG	Checked	MJ
Date	21/12/22		
Job No.	2020050		
Dwg No.	**3353 03**	Rev:	**M**

A1 SHEET



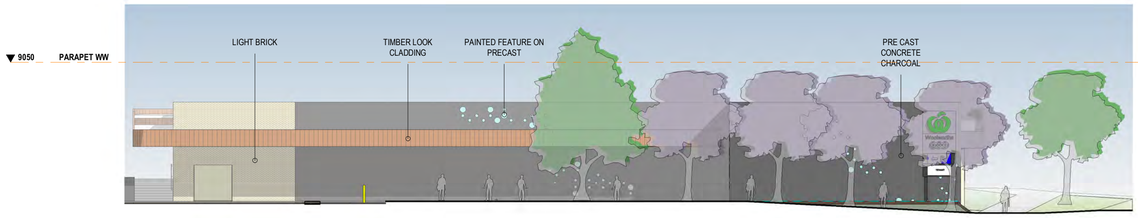
1 - RETAIL / COMMERCIAL - NORTH

1 : 200



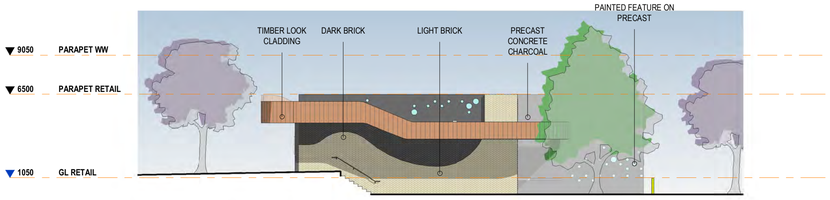
2 - RETAIL / COMMERCIAL - EAST

1 : 200



3 - RETAIL / COMMERCIAL - SOUTH

1 : 200



4 - RETAIL / COMMERCIAL - WEST

1 : 200

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DRP PRESENTATION	08/07/21
B	DRP PRESENTATION 2	20/07/21
C	DA ISSUE	15/10/21
D	ISSUE FOR REVIEW	08/02/22
E	ISSUE FOR REVIEW	10/09/22
F	ISSUE FOR REVIEW	16/02/22
G	ISSUE FOR DA REVISION	09/14/22
H	DA ISSUE	12/10/22

DEVELOPMENT ASSESSMENT PANEL

APPROVED

03-Feb-2023

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WOOLWORTHS TWO ROCKS

ELEVATIONS RETAIL

Scale 1 : 200
Drawn BFG Checked MJ
Date 12/10/22
Job No. 2020050
Dwg No. **3353 04** Rev: **H** A1 SHEET

PLANT QUANTITIES

TOTAL % LANDSCAPE AREA = 1373M² =**8% OF SITE AREA**

TREE SPECIES
AGONIS FLEXUOSA - 200L, 33 NO.
ARAUCARIA HETEROPHYLLA - 1500L, 10 NO.
EUCALYPTUS GOMPHOCEPHALA - 100L, 13 NO.
HIBISCUS TILACEUS 'RUBRA' - 200L, 17 NO.
METROSIDEROS EXCELSA- 100L, 8 NO.
WASHINGTONIA ROBUSTA - TRANSPLANTS, 6 NO.
CUPANIOPSIS ANACARDIOIDES 'TUCKEROO', 14 NO.

GROUNDCOVER/ SHRUB SPECIES
MACROZAMIA REIDLEI - 140MM POTS @ 1000 CTRS
HIBBERTIA SCANDENS (CREEPER) - 140MM POTS @ 850 CTRS
EREMOPHILA GLABRA 'KALBARRI CARPET' - 140MM POTS @ 750 CTRS
HEMIANDRA PUNGENS - 140MM POTS @ 750 CTRS
CARPOBROTUS GLAUCESCENS - 140MM POTS @ 750 CTRS
SENECIO 'TRIDENT BLUE' - 140MM POTS @ 750 CTRS
CASUARINA 'COUSIN IT' - 140MM POTS @ 750 CTRS

GROUNDCOVER / SHRUB SPECIES (CONT.)
WESTRINGIA FRUTICOSA - 5L POT @ 700 CTRS
OLEARIA AXILLARIS - 140MM POTS @ 750 CTRS
SCAEVOLA CRASSIFOLIA - 140MM POTS @ 850 CTRS
LEUCOPHYTA BROWNII 'SILVER NUGGET' - 140MM POTS @ 400 CTRS
CONOSTYLIS CANDICANS- 140MM POTS @ 400 CTRS
MELALEUCA HUEGILII PROSTRATE - 140MM POTS @ 850 CTRS
ACACIA LASIOCARPA - 140MM POTS @ 850 CTRS
DIANELLA 'LITTLE REV' - 140MM POTS @ 400 CTRS
ACACIA SALIGNA PROSTRATE - 140MM POTS @ 1000 CTRS
GREVILLEA 'GINGIN GEM' - 140MM POTS @ 850 CTRS
MYOPORUM INSULARE - 140MM POTS @ 750 CTRS
RICINOCARPUS 'BRIDAL STAR' - 140MM POTS @ 850 CTRS
TEMPLETONIA RETUSA - 140MM POTS @ 750 CTRS
LEPIDOSPERMA GLADIATUM- 140MM POTS @ 750 CTRS



LEGEND

01 STATEMENT TREES IE. NORFOLK ISLAND PINES IN LARGE PLANTERS WITH BUILT-IN DECK SEATING
02 FEATURE TREES IE. WASHINGTONIA PALMS (TRANSPLANTS)
03 AGONIS SHADE TREES ALONG STREET AND CARPARK
04 SMALL PARKLET WITH SHADE TREES, TURF SPACE AND SEATING AREAS
05 GROUP SEATING NODE WITH FEATURE PAVING
06 CAFE BREAKOUT AREA WITH RAISED PLANTERS AND CREEPER PLANTING OVER CANOPY
07 AGONIS SHADE TREE IN RAISED PLANTER WITH BUILT-IN BENCH SEATING
08 HIBISCUS TILACEUS 'RUBRA' SHADE TREES
09 CUPANIOPSIS 'TUCKEROO' SHADE TREES TO CARPARK
10 SHARED PEDESTRIAN / VEHICLE ACCESS WITH 'WAVE PATTERN' ROAD PAVEMENT
11 LARGE STREET TREES (EUCALYPTUS GOMPHOCEPHALA) WITH HARDY NATIVE PLANTING TO VERGE TO ENHANCE STREETSCAPE
12 NORFOLK ISLAND PINES TO MATCH EXISTING STREET TREES
13 SCREENING TREES AND SHRUBS TO BUFFER SOUTH WEST WINDS IE. METROSIDEROS SP
14 GRAPHIC SCREENING TO BACK-OF-HOUSE AREA
15 FEATURE GROUNDCOVERS TO ENTRIES - IE. SCAEVOLA SP
16 NEW SHADE STRUCTURE
17 RELIC SCULPTURES AND URBAN BENCH SEATING ALONG FOOTPATH
18 'HERITAGE PARK' WITH RELIC SCULPTURES AND TERRACED GRASS & DECK SEATING

DEVELOPMENT ASSESSMENT PANEL
APPROVED
03-Feb-2023

WOOLWORTHS, TWO ROCKS

LANDSCAPE CONCEPT PLAN
OCTOBER 2022

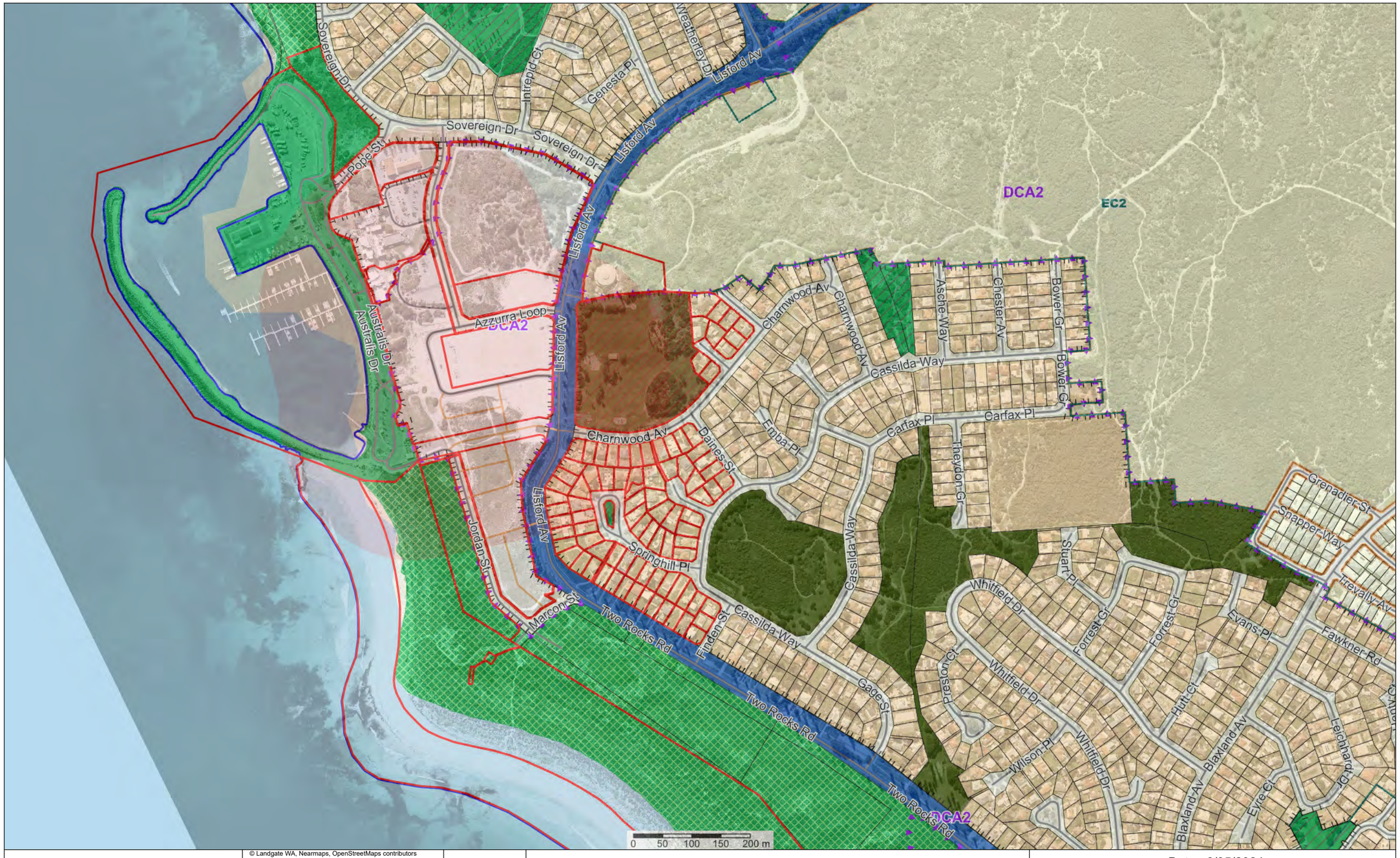
JOB NO. 2100101
1:300 @ A1

C1.101 REV L

0 3 6 12 18 30m

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PLAN E
LANDSCAPE ARCHITECTS
414 ROKEBY RD SUBIACO WA 6008
T: (08) 9388 9566 E: mail@plane.com.au



City of Wanneroo

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N

Landowner Notification Map

Date: 6/05/2024

Printed by Wood, Adam

Scale = 1:6306

CITY OF WANNEROO
DA2024/515 DAP - Fast Food Outlet
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising 23 May 2024 – 7 June 2024)

Response	Total
Object	380
Comments	6
Support	18

	Position	Summary of Submission	Administration Comment	Recommendation
1	**Object**	**Submitter 1**		
1.1		We have enough drive through fast food outlets in Yanchep. We do not need one for Two Rocks.	As detailed in the body of the report, a Fast Food Outlet is a Discretionary land use within the zone and therefore can be considered.	No modification required.
2	**Object**	**Submitter 2 (Duplication of Submission 1)**		
2.1		We have enough drive through fast food outlets in Yanchep. We do not need one for Two Rocks.	See 1.1 above.	No modification required.
3	**Object**	**Submitter 3**		
3.1		Seriously we have heaps of fast food stores in Yanchep and look at the shitty people it has attracted. People on e-scooters and P platers doing burn outs and dealing drugs in the carparks. Plus the stores them selves damaged and rubbish left everywhere outside.	See 1.1 above. Littering and antisocial behaviour are not considerations covered by the planning framework, as detailed in the body of the report. The waste management plan, conditioned as part of the recommendation, will help to reduce any impacts of waste produced by the use.	Waste management plan condition recommended.

3.2		We want our town kept tidy and family friendly where we can allow our kids and the elderly to go to the skate park, library IGA and feel safe. Two Rocks has enough facilities at present if you want to give the community something valuable how about a petrol station in an appropriate location, another school and the pool we were all promised.	Noted. See 1.1 above.	No modification required.
4	**Object**	**Submitter 4**		
4.1		I have been living in this area for decades, and use to work at Atlantis. I am disgusted that the City of Wanneroo has not had some "out of the box thinking" when it comes to this parcel of land.	See 1.1 above.	No modification required.
4.2		It has heritage and should have been considered for a venue that would bring back tourism to the town, with a nod to its past use, not a supermarket and fast food outlet. I am not opposed to such development, I just strongly feel that this is not the right area for such development.	The development has been modified to consider the local heritage, as detailed in the body of the report.	No modification required.
4.3		City of Wanneroo should have protected that land for recreational/tourism use, as there are many other areas around Two Rocks which would be more suited to these types of businesses, such as at Atlantis Beach or the likes, not on prime realestate, which has alot of meaning to long term residents and other Perth residents who would have came to this town for all it's beauty and attractions.	See 1.1 and 4.2 above.	No modification required.
5	**Object**	**Submitter 5**		
5.1		We don't need fast food up here in Two Rocks, some nice restaurants or smaller bars, but no fast food. There are plenty of those options in Yanchep	See 1.1 above. Consideration of land uses which are not proposed as part of the application are not valid planning considerations.	No modification required.
6	**Object**	**Submitter 6**		
6.1		The rubbish alone from the drive through will end up all over the Marina, in the bush. We don’t want this stuff up here.	See 1.1 and 3.1 above.	No modification required.
7	**Object**	**Submitter 7**		
7.1		Plenty of fast food in Yanchep, want a healthier option.	See 1.1 above.	No modification required.
8	**Object**	**Submitter 8**		
8.1		We already have fast food placed 7kms away we don't need more of them. The place will be full of rowdy teenagers the litter will be everywhere.	See 1.1 above.	No modification required.

8.2		This will increase traffic in this area as well as increased noise in the area with traffic as open 24 hours.	The application has been supported by Environmental Noise Assessment, which has been reviewed by the City's Health Services and a Traffic Impact Assessment, which has been reviewed by the City's Traffic Services. The findings of these reports are considered acceptable, as discussed in the body of the report.	Findings and recommendations of the Environmental Noise Assessment are recommended to be conditioned.
8.3		I thought the long term plan was to have a large shopping precinct towards Atlantis Beach Baptist College. Two Rocks is a small town we don't need Woolies Macdonalds etc to small.	See 1.1 above. The development is consistent with the strategic planning framework detailed within ASP 70.	No modification required.
8.4		Also it will looked unsightly a massive Golden arches sign.	The pylon sign proposed is generally compliant with the City's Local Planning Policy 4.6 - Advertising Signage and is considered appropriate as detailed in the body of the report.	No modification required.
9	**Object**	**Submitter 9**		
9.1		I think the new infrastructure in and around Two Rocks is abhorrent and has had absolutely no forward planning for a rich and vibrant community. Having Woolworths and now McDonalds priority over a lovely foreshore with small restaurants, leisure spaces and something that would enrich people's lives. Nobody wants this here it's just a money making pit.	See 1.1 above.	No modification required.
10	**Object**	**Submitter 10**		
10.1		It would ruin Two Rocks. The coastal town will be ruined. Please don’t do it.	See 1.1 above.	No modification required.
11	**Object**	**Submitter 11**		
11.1		I think it's disturbing that McDonalds are being put up in every single suburbs from mindarie down to yanchep, I believe there is even 2 in alkimos alone! Not to mention it is just down the road already in Yanchep, which is honestly a 7/8 min drive if someone wants McDonalds a 8 min drive really isn't that hard to do for food.	See 1.1 above.	No modification required.

11.2		I just don't really think it's necessary to have fast food joint in the suburb of Two Rocks, we moved there for the simplicity of town. The most wonderful thing about Two Rocks is that there is less light pollution and it provides you with a magical view of the night sky, the more proposed building and infrastructure you put it takes away that uniqueness of the towns charm.	See 1.1 above. An obtrusive light analysis has been provided, which details that the impact from illuminated signage on the site is of a satisfactory level. This is discussed in further detail in the body of the report.	No modification required.
11.3		On top of that McDonalds provides too many single use items with its cups and bags and I fear these wastage items will just end up in the waterways. I really hope the council rejects this proposal.	See 3.1 above and 15.2 below.	No modification required.
12	**Object**	**Submitter 12**		
12.1		There are already fast food outlets in Yanchep.	See 1.1 above.	No modification required.
12.2		The increase in litter in surrounding areas adjacent to them is substantial. If Two Rocks gets these outlets as well the litter problem will increase.	See 3.1 above.	No modification required.
12.3		Also there are already food outlets in the shopping centre, a bakery and cafe. It is not necessary to add to the fast food supply in the area. It is not hard to drive 8 km to access the existing outlets.	See 1.1 above.	No modification required.
13	**Object**	**Submitter 13**		
13.1		Statistics show that fast food outlets increase the likeliness of crime in a neighbourhood and are usually situated in lower socioeconomic places. Two Rocks has avoided any fast food outlets this far and a wide majority of the community are against any fast food outlets in the town.	See 1.1 and 3.1 above.	No modification required.
13.2		Secondly, this structure would impact the views of properties and potential people passing by.	The building heights and setbacks are generally compliant with those required under the City's District Planning Scheme No.2 (DPS 2) and ASP 70.	No modification required.
13.3		Thirdly, there is fast food outlets only roughly 10 minutes away in Yanchep. To bring more people to the area and for it to also be beneficial for the locals a Bunnings, Kmart or petrol station would be far more beneficial.	See 1.1 and 5.1 above.	No modification required.
14	**Object**	**Submitter 14**		

14.1		We do not need any more fast food, petrol stations or grocery shops! Far more beneficial things can be proposed for Yanchep and our children! How about a post office? Or a swimming pool? More sporting options for our kids to grow up with.	See 1.1 and 5.1 above.	No modification required.
15	**Object**	**Submitter 15**		
15.1		I am writing as a local resident to object to the above application. I am greatly concerned that the proposal, if it goes ahead, will have significant detrimental effects on the environment and the local community. As a local resident this is a matter of concern which affects me and other local residents	Noted.	No modification required.
15.2		(1) WASTE & LITTER - The applications should be rejected on the following grounds. The fast-food industry uses huge volumes of needless and wasteful packaging. McDonald's produce annually around the world 1 million tons of disposable paper and plastic packaging. This is thrown away after less than 5 minutes use. This can hardly be sustainable: there is only so much space for landfills and a limited supply of petroleum for the production of plastic packaging. Paper products lead to destruction of trees, and natural forests being replaced by environmentally damaging monoculture plantations; dangerous chlorine compounds are often used to bleach the paper. Plastic-based packaging is non-biodegradable and often consists of polystyrene made using blowing agents which contribute to ozone depletion or the 'greenhouse effect'. Furthermore, McDonald's do not recycle any of their customer packaging after use.	Planning legislation does not cover the use of packaging and materials used for businesses. See 3.1 above.	No modification required.
15.3		In addition to the waste and pollution caused, the production and use by McDonald's of this disposable packaging causes litter. McDonald's estimated in the the recently-concluded High Court libel case 'McDonald's Corporation v Steel & Morris' (dubbed the 'McLibel' trial, in which Helen Steel and Dave Morris of London Greenpeace were defending leaflets produced by the group) that every take-away purchase (approx 50% of business) averages 7 items of potential litter per person. If a store sells to 3,000 customers a day, this means 10,500 items taken out of the store daily. To grant McDonald's this planning application will add significantly to the local litter problem. While the applicant may claim to perform 'litter patrols', such efforts have negligible effects on the huge quantity of litter that is already being caused by the store. In fact, Mr Justice Bell stated (as part of his Judgment in the McLibel trial) that "My conclusion from the evidence which I accept is that McDonald's restaurant frontages have been kept clear of litter, but that the system of regular patrols to clear up litter rather further afield has often broken down."	See 15.2 above.	No modification required.

15.4		Stacey Stump, the manager of McDonald's, Kings Road, London, gave evidence in the McLibel Trial about the problems of company litter. He recognised that "there is a lot of McDonald's litter" and admitted that there were "times when the volume of business is so great and generates so much litter that [the store] cannot effectively deal with it in the course of a day". He also said "I have seen McDonald's litter in a lot of places, not just around my restaurant".	Noted.	No modification required.
15.5		McDonald's Local Store Marketing news-sheet for May 1990 admitted "When one considers that McDonald's each day is serving food and drink to approximately three-quarters of a million people in the UK [the figure is now at least double that], it does not take a genius to conclude that our packaging will be prevalent on the streets whilst littering continues." Professor Graham Ashworth, Director-General of the "Tidy Britain Group" ('TBG'), witness for McDonald's, admitted that the TBG had eventually changed its name from the "Keep Britain Tidy Group" after "it had become apparent" in the late 70's and early 80's that Britain was no longer tidy. It was, he said "strange to have an organisation talking about keeping a situation that did not exist". He also admitted that "the rise of fast food business" was "certainly a factor" (note: McDonald's UK was launched in 1974). He said that this was part of a "great increase in packaging" in general and agreed that McDonald's is in the "top 1 or 2%" of all companies whose products end up as litter.	See 3.1 and 15.2 above.	No modification required.
15.6		In any event, even if the packaging is properly disposed of, the local authority is forced to deal with the waste disposal environmental problems caused by landfill and incineration of polystyrene and coated paper materials. Legislation is currently being prepared for the limiting and banning of unnecessary disposable packaging for the above reasons. I would suggest that, were this application to be allowed, it should have a condition attached - namely that McDonald's set up recycling schemes for all/most of the customer packaging used in the store and that they employ a litter patrol continuously during the hours when the premises are in use, to retrieve their rubbish from the surrounding streets.	See 15.2 above.	No modification required.

15.7		(2) EMPLOYMENT - The applications should be rejected on the following grounds. No doubt, McDonald's would claim that their store would provide new jobs. I would like to point out that that the majority will be non-skilled, part-time jobs (approx 80% according to company figures) with low wages. Workers at McDonald's are not paid overtime rates (even when they work very long hours), and they have no guaranteed hours of employment. Pressure to keep profits high and wage costs low results in understaffing, so staff have to work harder and faster. As a consequence, accidents (particularly slips and burns) are common. The majority of employees are people who have few job options and so are forced to accept this exploitation. Not surprisingly staff turnover at McDonald's is high, making it virtually impossible to unionise and fight for a better deal, which suits McDonald's who have always been opposed to Unions. Mr Justice Bell summarised conditions for workers at McDonald's thus: "hard and sometimes noisy and hectic nature of the work, occasional long, extended shifts including late closes, inadequate and unreliable breaks during busy shifts, instances of autocratic management, lack of third party representation in cases of grievance and occasional requests to go home early without pay for the balance of the shift if business is slack." It should be noted that company clock cards for just one store (chosen at random as a 'snapshot' on company practice nationally) over a mere few weeks period [disclosed in the course of the trial] showed hundreds of unlawful breaches of employment law, each of which merited a prosecution and fine. I believe such breaches continue in all other McDonald's stores.	Noted. Not a valid planning consideration.	No modification required.
15.8		Rather than create jobs, McDonald's stores are a threat to other local food service jobs and businesses, which are all more labour-intensive due to McDonalds' high pressure, fast turnover of business, low staff/volume of sales ratio. McDonald's stores nationally average around only 15 per cent crew labour costs as a proportion of sales.	Noted. Not a valid planning consideration.	No modification required.
15.9		Sid Nicholson (Vice-President of McDonald's UK) admitted (in his testimony in the McLibel trial) that employees do not have any guaranteed hours or pay at McDonald's. He agreed that managers have the power, while any crew person is working their scheduled shift, to compulsorily cut or extend the hours being worked (the crew handbook states: "On occasions you may be asked to continue working past your normal finishing time. You will be released as soon as the need for your service has passed"). Even breaks can be cut. In any event, crew are not paid for meal breaks.	Noted. Not a valid planning consideration.	No modification required.

15.10		Mr Nicholson also admitted that any McDonald's workers interested in union membership "would not be allowed to collect subscriptions...put up notices...pass out any leaflets...to organise a meeting for staff to discuss conditions at the store on the premises...or to inform the union about conditions inside the stores" (which would be deemed 'Gross Misconduct' and as such a 'summary sackable offence'). These all relate to clauses in the 'Crew Handbook' - the company's contract of employment. In fact, Mr Nicholson agreed, "they would not be allowed to carry out any overt union activity on McDonald's premises". I believe that this systematic discrimination against trade union activity is unlawful and Haringey Council will be failing in its statutory duty to protect employees' working conditions should they allow this application to go ahead. I call for legal action to be taken against the company for its use of its employee contract in other local stores.	Noted. Not a valid planning consideration.	No modification required.
15.11		Mr Justice Bell in his Judgment in the McLibel trial found as a fact that the company is "strongly antipathetic to any idea of unionisation of crew" in its stores and pays 'low wages, helping to depress wages in the catering trade'. Hence the existence of McDonald's low paid jobs drives down the already scandalously low wages of many local workers. Crew wages continue to be pathetically low.	Noted. Not a valid planning consideration.	No modification required.
15.12		Mr Justice Bell's ruling concerning wages means that by allowing store to open the local authority would be allowing McDonald's to further threaten wage levels of the thousands of catering and retail workers employed in the borough.	Noted. Not a valid planning consideration.	No modification required.
16	**Object**	**Submitter 16**		
16.1		I am writing as a local resident to object to the above application. I am greatly concerned that the proposal, if it goes ahead, will have significant detrimental effects on the environment and the local community. As a local resident this is a matter of concern which affects me and other local residents	Duplicate of submission 15.	No modification required.

16.2		(1) WASTE & LITTER - The applications should be rejected on the following grounds. The fast-food industry uses huge volumes of needless and wasteful packaging. McDonald's produce annually around the world 1 million tons of disposable paper and plastic packaging. This is thrown away after less than 5 minutes use. This can hardly be sustainable: there is only so much space for landfills and a limited supply of petroleum for the production of plastic packaging. Paper products lead to destruction of trees, and natural forests being replaced by environmentally damaging monoculture plantations; dangerous chlorine compounds are often used to bleach the paper. Plastic-based packaging is non-biodegradable and often consists of polystyrene made using blowing agents which contribute to ozone depletion or the 'greenhouse effect'. Furthermore, McDonald's do not recycle any of their customer packaging after use.	Duplicate of submission 15.	No modification required.
16.3		In addition to the waste and pollution caused, the production and use by McDonald's of this disposable packaging causes litter. McDonald's estimated in the the recently-concluded High Court libel case 'McDonald's Corporation v Steel & Morris' (dubbed the 'McLibel' trial, in which Helen Steel and Dave Morris of London Greenpeace were defending leaflets produced by the group) that every take-away purchase (approx 50% of business) averages 7 items of potential litter per person. If a store sells to 3,000 customers a day, this means 10,500 items taken out of the store daily. To grant McDonald's this planning application will add significantly to the local litter problem. While the applicant may claim to perform 'litter patrols', such efforts have negligible effects on the huge quantity of litter that is already being caused by the store. In fact, Mr Justice Bell stated (as part of his Judgment in the McLibel trial) that "My conclusion from the evidence which I accept is that McDonald's restaurant frontages have been kept clear of litter, but that the system of regular patrols to clear up litter rather further afield has often broken down."	Duplicate of submission 15.	No modification required.
16.4		Stacey Stump, the manager of McDonald's, Kings Road, London, gave evidence in the McLibel Trial about the problems of company litter. He recognised that "there is a lot of McDonald's litter" and admitted that there were "times when the volume of business is so great and generates so much litter that [the store] cannot effectively deal with it in the course of a day". He also said "I have seen McDonald's litter in a lot of places, not just around my restaurant".	Duplicate of submission 15.	No modification required.

16.5		McDonald's Local Store Marketing news-sheet for May 1990 admitted "When one considers that McDonald's each day is serving food and drink to approximately three-quarters of a million people in the UK [the figure is now at least double that], it does not take a genius to conclude that our packaging will be prevalent on the streets whilst littering continues." Professor Graham Ashworth, Director-General of the "Tidy Britain Group" ('TBG'), witness for McDonald's, admitted that the TBG had eventually changed its name from the "Keep Britain Tidy Group" after "it had become apparent" in the late 70's and early 80's that Britain was no longer tidy. It was, he said "strange to have an organisation talking about keeping a situation that did not exist". He also admitted that "the rise of fast food business" was "certainly a factor" (note: McDonald's UK was launched in 1974). He said that this was part of a "great increase in packaging" in general and agreed that McDonald's is in the "top 1 or 2%" of all companies whose products end up as litter.	Duplicate of submission 15.	No modification required.
16.6		In any event, even if the packaging is properly disposed of, the local authority is forced to deal with the waste disposal environmental problems caused by landfill and incineration of polystyrene and coated paper materials. Legislation is currently being prepared for the limiting and banning of unnecessary disposable packaging for the above reasons. I would suggest that, were this application to be allowed, it should have a condition attached - namely that McDonald's set up recycling schemes for all/most of the customer packaging used in the store and that they employ a litter patrol continuously during the hours when the premises are in use, to retrieve their rubbish from the surrounding streets.	Duplicate of submission 15.	No modification required.

16.7		(2) EMPLOYMENT - The applications should be rejected on the following grounds. No doubt, McDonald's would claim that their store would provide new jobs. I would like to point out that that the majority will be non-skilled, part-time jobs (approx 80% according to company figures) with low wages. Workers at McDonald's are not paid overtime rates (even when they work very long hours), and they have no guaranteed hours of employment. Pressure to keep profits high and wage costs low results in understaffing, so staff have to work harder and faster. As a consequence, accidents (particularly slips and burns) are common. The majority of employees are people who have few job options and so are forced to accept this exploitation. Not surprisingly staff turnover at McDonald's is high, making it virtually impossible to unionise and fight for a better deal, which suits McDonald's who have always been opposed to Unions. Mr Justice Bell summarised conditions for workers at McDonald's thus: "hard and sometimes noisy and hectic nature of the work, occasional long, extended shifts including late closes, inadequate and unreliable breaks during busy shifts, instances of autocratic management, lack of third party representation in cases of grievance and occasional requests to go home early without pay for the balance of the shift if business is slack." It should be noted that company clock cards for just one store (chosen at random as a 'snapshot' on company practice nationally) over a mere few weeks period [disclosed in the course of the trial] showed hundreds of unlawful breaches of employment law, each of which merited a prosecution and fine. I believe such breaches continue in all other McDonald's stores	Duplicate of submission 15.	No modification required.
16.8		Rather than create jobs, McDonald's stores are a threat to other local food service jobs and businesses, which are all more labour-intensive due to McDonalds' high pressure, fast turnover of business, low staff/volume of sales ratio. McDonald's stores nationally average around only 15 per cent crew labour costs as a proportion of sales.	Duplicate of submission 15.	No modification required.
16.9		Sid Nicholson (Vice-President of McDonald's UK) admitted (in his testimony in the McLibel trial) that employees do not have any guaranteed hours or pay at McDonald's. He agreed that managers have the power, while any crew person is working their scheduled shift, to compulsorily cut or extend the hours being worked (the crew handbook states: "On occasions you may be asked to continue working past your normal finishing time. You will be released as soon as the need for your service has passed"). Even breaks can be cut. In any event, crew are not paid for meal breaks.	Duplicate of submission 15.	No modification required.

16.10		Mr Nicholson also admitted that any McDonald's workers interested in union membership "would not be allowed to collect subscriptions...put up notices...pass out any leaflets...to organise a meeting for staff to discuss conditions at the store on the premises...or to inform the union about conditions inside the stores" (which would be deemed 'Gross Misconduct' and as such a 'summary sackable offence'). These all relate to clauses in the 'Crew Handbook' - the company's contract of employment. In fact, Mr Nicholson agreed, "they would not be allowed to carry out any overt union activity on McDonald's premises". I believe that this systematic discrimination against trade union activity is unlawful and Haringey Council will be failing in its statutory duty to protect employees' working conditions should they allow this application to go ahead. I call for legal action to be taken against the company for its use of its employee contract in other local stores.	Duplicate of submission 15.	No modification required.
16.11		Mr Justice Bell in his Judgment in the McLibel trial found as a fact that the company is "strongly antipathetic to any idea of unionisation of crew" in its stores and pays 'low wages, helping to depress wages in the catering trade'. Hence the existence of McDonald's low paid jobs drives down the already scandalously low wages of many local workers. Crew wages continue to be pathetically low.	Duplicate of submission 15.	No modification required.
16.12		Mr Justice Bell's ruling concerning wages means that by allowing store to open the local authority would be allowing McDonald's to further threaten wage levels of the thousands of catering and retail workers employed in the borough.	Duplicate of submission 15.	No modification required.
17	**Object**	**Submitter 17**		
17.1		We DO NOT need more fast food in Yanchep/Two Rocks! Stop ruining our beautiful towns!	See 1.1 above.	No modification required.
18	**Object**	**Submitter 18**		
18.1		Fast food should not be brought to the Marina area. It will take away from the beautiful area it is and will decrease the appeal of the area.	See 1.1 above.	No modification required.
18.2		Not to mention traffic and the smell.	See 8.2 above. As detailed in the body of the report there is no mandatory buffer distance under the planning framework and the development has been designed to mitigate odour where possible.	No modification required.

			A Traffic Impact Assessment has been provided which details the level of traffic generated is of an appropriate level. This is discussed in the body of the report.	
19	**Object**	**Submitter 19**		
19.1		No comments.	Noted.	No modification required.
20	**Object**	**Submitter 20**		
20.1		Well. I am writing to express my strong opposition to the proposed construction of a fast food restaurant in our small town. The establishment of a fast food restaurant could significantly impact our community in several negative ways, including:	Noted.	No modification required.
20.2		Increased Traffic and Congestion: Our town's roads are not designed to handle the additional traffic that a fast food restaurant would attract, leading to congestion and potential safety hazards.	See 8.2 above.	No modification required.
20.3		Health Concerns: Fast food is often associated with unhealthy eating habits, which could adversely affect the health of our residents, particularly our youth.	Noted. Not a valid planning consideration.	No modification required.
20.4		Environmental Impact: Fast food restaurants typically generate a considerable amount of waste, which could burden our local waste management systems and harm our environment.	Noted	No modification required.
20.5		Impact on Local Businesses: The presence of a large chain restaurant could negatively affect our local, small businesses that are the backbone of our community.	Noted. The use is a discretionary land use within the zone and therefore can be considered. See 1.1 above.	No modification required.
20.6		I urge you to reconsider this proposal and prioritize developments that align with our town's values and needs. Let's work together to preserve the unique charm and health of our community. Thank you for your attention to this matter.	See 1.1 above.	No modification required.
21	**Object**	**Submitter 21**		

21.1		We don't need this it will take away from our small town and ruin the beach please don't do this! We have take away in Yanchep we don't need this!	See 1.1 above.	No modification required.
22	**Object**	**Submitter 22**		
22.1		Every suburb does not need a fast food outlet. Yanchep has enough fast food outlets for the surrounding suburbs. This will only encourage/increase rubbish and negative behaviour around two rocks. IGA is all we need in Two Rocks, fresh fruit and veg that's what the kids need not more fast food options	See 1.1 above.	No modification required.
23	**Object**	**Submitter 23**		
23.1		Two Rocks is traditional. Change is inevitable however, the idea of putting off such eye sore establishments right on our beautiful coast is one I'll side with. Yanchep got run over by fast food. Not going to allow it to happen on home turf up in Two Rocks.	See 1.1 above.	No modification required.
24	**Object**	**Submitter 24**		
24.1		I don't think it is beneficial to the Two Rocks community. The Two Rocks community has such a coastal vibe to it and it would be wrecked with a fast food restaurant when there is one 5 mins up the road. Woolies is already too much! Don't add a fast food outlet and add more rubbish and take more of the beautiful land Two Rocks has.	See 1.1 above. As detailed in the body of the report the development has been modified to address the requirements of the structure plan.	No modification required.
25	**Object**	**Submitter 25**		
25.1		Two Rocks is known for its history and old fashion ways with the coast so close, we would be stupid to allow the establishment of a fast food outlet to cause eye sores for locals and tourists combined. Yanchep is down the road and has already been over run with stores alike, a 5 minute drive over scenic hills to save our home from the giants is what I am fighting for. A massive NO to the establishment of any fast food outlet.	See 1.1 above.	No modification required.
25.2		However I would like to raise the interest in a service station. Positioned local however out the way to prevent protrusion on our local parks and coastal scenery.	See 5.1 above.	No modification required.
26	**Object**	**Submitter 26**		
26.1		Yanchep already have a McDonalds and only 10min drive away. This will degrade our unique community. Please please don't allow it.	See 1.1 above.	No modification required.
26.2		We need a service station instead.	See 5.1 above.	No modification required.

27	**Support**	**Submitter 27**		
27.1		There is a very loud minority activists group who is opposed to anything being done to improve our lifestyle in the area. You only have to look at anything that has been purposed in the area please bring along any modern conveniences to the area as this will create wealth an employment for young people in the area which has limited opportunities for them to succeed into the world I believe it will also attract more people to our area an shire an up value our property let alone some great food and coffee Thanks for reading.	Noted.	No modification required.
28	**Object**	**Submitter 28**		
28.1		No comments.	Noted.	No modification required.
29	**Object**	**Submitter 29**		
29.1		There is drive thru take away options 5mins away in Yanchep we do not need this in two rocks it's a tourism town too come to relax let's keep it that way.	See 1.1 above.	No modification required.
30	**Object**	**Submitter 30**		
30.1		A fast food outlet in the proposed area will have a negative impact on the local community, health of local citizens and environment around the Two Rocks precinct.	Noted.	No modification required.
30.2		Please reconsider location of this fast food outlet, would much prefer this be pushed out of our local precinct into newer areas such as north towards breakwater drive.	See 1.1 above. Planning legislation does not allow a use to be refused based on another location being better suited. This is not a valid consideration.	No modification required.
31	**Object**	**Submitter 31**		
31.1		The truly offensive odour of deep fryers, alone, is enough to make me propose this plan, as the general public won't be able to walk around the suburb without the stench of fast food in the breeze.	Noted. See 18.2 above.	No modification required.
31.2		Not to mention the lack of effort McDonald's shows when it comes to picking up litter or their contribution to the litter problem brought on by their many franchises.	See 3.1 above.	No modification required.
32	**Object**	**Submitter 32**		
32.1		Fumes from the food outlet, rubbish littering into our beaches.	Noted. See 18.2 above.	No modification required.

33	**Object**	**Submitter 33**		
33.1		I strongly object to multi-national companies invading our town.	Noted.	No modification required.
34	**Object**	**Submitter 34**		
34.1		The location proposed for this fast food outlet is on a prime beachfront location next to a heritage site. A more upmarket/tourist attractive restaurant/cafe would be more suitable for the location. There are already a fast food drive through strip in Yanchep.	Noted. See 1.1 above.	No modification required.
35	**Object**	**Submitter 35**		
35.1		Have you lost your mind? Building toxic fast food in every suburb! No we don't want it here! Specially in that spot! If you haven't noticed people live right there! We don't want to see, hear, or smell McDonald's crap!	See 1.1 above.	No modification required.
35.2		It will negatively affect the price of the property!	Noted. Not a valid planning consideration.	No modification required.
35.3		We need better and more fun ways things in Two Rocks! I've shared the letter on Facebook! And had hundreds of people go against this! You guys need to think what you are doing! No wonder there's soo many sick and over weight people everywhere! It's you people in the government that destroy society! Kids won't even be able to play at the park without complaining about wanting McDonald's across the road! There's enough fast food in Yanchep! We don't need it here!	Noted. Not a valid planning consideration.	No modification required.
36	**Object**	**Submitter 36**		
36.1		I understand that there are commercial interests in establishing a fast food outlet, and as a private citizen and local resident I object to this proposal. Main reasons being:	Noted.	No modification required.
36.2		Current food and beverage options available: Two Rocks has four businesses that currently offer food and beverage options to local residents and visitors. There are also many fast food options already available in Yanchep, so there is no need.	See 1.1 and 20.5 above.	No modification required.
36.3		Need for other facilities out way the proposal: Considering the options already available, a service station would take preference. Upgrade to current public facilities e.g larger beachfront recreational area at Leemans landing. etc.	See 5.1 above. The development is privately funded and not a City funded project.	No modification required.
37	**Object**	**Submitter 37**		

37.1		We own a house across the road on the hill! We bought the property for the views! And paid a lot of money! We do not want to look at McDonalds smell it or hear it! How would you like if there was McDonalds build in front of your house! Stop building this crap every where!	Noted. See 1.1, 11.2 and 18.2 above.	No modification required.
37.2		It will negatively impact the value of the property! And if that be the case a Law suit will be bought to you by me and my neighbours! Think before you make these decisions!	Noted. Not a valid planning consideration.	No modification required.
38	**Object**	**Submitter 38 (Duplication of Submitter 37)**		
38.1		We own a house across the road on the hill! We bought the property for the views! And paid a lot of money! We do not want to look at McDonalds smell it or hear it! How would you like if there was McDonalds build in front of your house! Stop building this crap every where!	Duplicate of submission 37	No modification required.
38.2		It will negatively impact the value of the property! And if that be the case a Law suit will be bought to you by me and my neighbours! Think before you make these decisions!	Duplicate of submission 37	No modification required.
39	**Object**	**Submitter 39**		
39.1		We have one lane in and out to Two Rocks with congestion issues with the Marina and boats trying to get in the water. You have put new estate in same area where roads are now narrow and don't compensate for parking in any capacity. This will cause more issues for the area and there is no need for that type of infrastructure coast side. The village should reflect more like Hillarys not the just another suburb with a million of the same that we can get at Yanchep.	See 8.2 above.	No modification required.
40	**Object**	**Submitter 40**		
40.1		Only thing we need is a fuel station! Not another Mcdonalds or gym or bottleshop or Hungry Jacks! Yanchep and Alkimos etc all have these.	See 1.1 and 5.1 above.	No modification required.
40.2		We do not need more rubbish in our lovely area. Why are u making every suburb the same? This needs to stop.	See 3.1 above.	No modification required.
41	**Object**	**Submitter 41**		
41.1		Not needed in this town.	Noted.	No modification required.
42	**Object**	**Submitter 42**		
42.1		Don’t need that rubbish in two rocks keep it all in Yanchep.	Noted.	No modification required.
43	**Object**	**Submitter 43**		

43.1		We don't need any fast food shops in Two Rocks. If people want some they can go to Yanchep. Lets get a nice Chinese restaurant or something in instead.	See 5.1 above.	No modification required.
44	**Object**	**Submitter 44**		
44.1		Don't need a Maccas in Two Rocks. There is one in Yanchep 8mins away.	See 1.1 above.	No modification required.
44.2		They also make towns look ugly I also believe it will attract youth crime in the area which is something Two Rocks does not need.	Noted. See 3.1 above.	No modification required.
45	**Object**	**Submitter 45**		
45.1		I feel that Yanchep is close enough of you want to purchase this. You should put a petrol station instead as more useful.	See 1.1 above.	No modification required.
46	**Object**	**Submitter 46**		
46.1		We bought across the road from where you preposing these garbage! We bought the property for the peaceful the views! We paid a lot of money!	Noted. Not a valid planning consideration.	No modification required.
46.2		This will affect the property value in a negative way!	Noted. Not a valid planning consideration.	No modification required.
46.3		And we will have no choice but to take legal action! As you don't listen to the community! We don't want to see, smell or hear McDonald's or the negative behaviour it brings! I don't know if you understand there's houses right there!!! I've seen the post on Facebook about this! And no body wants it! Make better decisions!	Noted. Not a valid planning consideration.	No modification required.
47	**Object**	**Submitter 47**		
47.1		Yanchep has just had an entire row of fast food outlets plus a Coles and another service station no more than 10 minutes away. On entry all you see is fast food and service stations.	Noted.	No modification required.
47.2		Two Rocks doesn't need another drive thru or supermarket. Why not a fruit and veg market or a community pool etc.	See 5.1 above.	No modification required.
48	**Support**	**Submitter 48**		
48.1		Yes please! Strongly support the development of a fast food outlet and Woolworths! And also definitely need a petrol station.	Noted.	No modification required.
49	**Object**	**Submitter 49**		
49.1		Two Rocks has only a small amount of history and heritage, and most of that is around Neptune and the old Atlantis park. To build shops and fast food in this spot is unsuitable; use some of the land out back of the new Atlantis development instead, and WGC please do something that the local want.	See 1.1 and 30.2 above.	No modification required.

50	**Object**	**Submitter 50**		
50.1		There is a fast food outlet less than 10 minutes down the road. This will ruin the natural charm and beauty of the suburb. It is not needed.	See 1.1 above.	No modification required.
51	**Object**	**Submitter 51**		
51.1		Our small suburb does not need fast food options. For the sake of public health, and the visual impact it would have on our coast line.	See 1.1 above.	No modification required.
52	**Object**	**Submitter 52**		
52.1		We don't want McDonalds there! We don't need the negativity, the smell, the noise, and it's right under our house and would destroy the view of Two Rocks!	Noted. See 8.2 and 18.2 above. As noted in 1.1 above, the use is permissible within the location and consistent with the relevant provisions of DPS 2 and ASP 70.	No modification required.
52.2		And have negative impact on the value of the property!	Noted. Not a valid planning consideration.	No modification required.
52.3		We bought this property for the views and the beauty of Two rocks! Please stop destroying it! There's a park across the road where kids play! No need for toxic food across the road!	See 52.1 above. The type of food offered is not a valid planning consideration.	No modification required.
53	**Object**	**Submitter 53**		
53.1		There are enough fastfood restaurants in Yanchep. Our kids don't need to eat this crappy food. We need decent restaurants for the current residents and to attract tourists. Two Rocks marina could be such a beautiful place, please don't ruin it with a fast food restaurant.	See 1.1 and 5.1 above.	No modification required.
54	**Object**	**Submitter 54**		
54.1		The area in which the drive thru is listed will build road congestion, pollution and ruin the atmosphere that the local shops and restaurants currently hold.	See 8.2 above.	No modification required.
		There is currently a set of fast food outlets in Yanchep which is close enough to be convenient yet won't ruin the Two Rocks atmosphere that many residents enjoy and decided to build up here.	see 1.1 above.	No modification required.
55	**Object**	**Submitter 55**		
55.1		It will ruin the environment, destroy business in two rocks and cause pollution in the area. It will also increase crime in the area.	See 3.1 and 20.5 above.	No modification required.
55.2		A screenshot of an article provided.	Noted.	No modification required.
56	**Support**	**Submitter 56**		

56.1		I think it's a great decision Two Rocks is going to expand either way but first things first we need a service station that would be a priority.	Noted.	No modification required.
57	**Object**	**Submitter 57**		No modification required.
57.1		One of the main reasons we moved to Two Rocks was to live a healthier lifestyle for our family. I would support a restaurant but not a fast food outlet. Then kids would go after school as well.	See 1.1 and 5.1 above.	No modification required.
57.2		Yanchep fast food is close enough, without spoiling Two Rocks semi rural feel.	See 1.1 above.	No modification required.
58	**Object**	**Submitter 58**		
58.1		There is no requirement for a fast food outlet in the Two Rocks Marina Precinct!	See 1.1 above.	No modification required.
58.2		Invest more appropriately in green open spaces for families to enjoy!	The proposed development is privately driven, and not funded by the City. As noted in 1.1 above, the use is permissible within the zone.	No modification required.
59	**Object**	**Submitter 59**		
59.1		We like our clean and peaceful town. We don't need any fast food outlets in Two Rocks.	See 1.1 above.	No modification required.
60	**Object**	**Submitter 60**		
60.1		By bringing in a fast food retail outlet to Two Rocks, I believe that the coastal feel and charm of the suburb will be negatively impacted. We do not want to have the smell of Fast Food near our homes and we do not need this proposed outlet here.	See 1.1 and 18.2 above.	No modification required.
60.2		There is already plenty of fast food outlets just 10 minutes away in Yanchep. The proposed location is also too close to the coast, resulting in potential litter and food scraps finding itself on our beaches and in our bushland.	See 1.1 above.	No modification required.
61	**Object**	**Submitter 61**		
61.1		We don't even have a service station in Two Rocks. Think that would be much more beneficial to Two Rocks.	See 5.1 above.	No modification required.
62	**Object**	**Submitter 62**		

62.1		I whole heartedly do not support this decision for another drive through fast food outlet. Two Rocks is a beautiful small town that does not need this in the area. Yanchep is on the door step to Two Rocks and it already has a large quantity of fast food outlets and drive through fast food outlets. Please do not let this go ahead. If this is given approval it will be a gateway for more applications to be approved, in turn completely ruining the area. Please listen to the voice of the local residents as this is not supported.	See 1.1 above.	No modification required.
63	**Object**	**Submitter 63**		
63.1		The money and planning could be used in a much better way then adding to health and obesity problems.	See 58.2 above.	No modification required.
64	**Support**	**Submitter 64**		
64.1		No comments.	Noted.	No modification required.
65	**Object**	**Submitter 65**		
65.1		We do not need anymore fast food have access to heaps in Yanchep and right on the beach front!!	See 1.1 above.	No modification required.
66	**Object**	**Submitter 66**		
66.1		That space should be used to a fuel station not fast food we live north and kids go to school in Two Rocks it's considering the lack of services vs fast food.	See 5.1 above.	No modification required.
67	**Object**	**Submitter 67**		
67.1		We do not need any more unhealthy fast food places. There is literally a McDonalds, Hungry Jacks and a KFC 5 mins down the road. It is not that far to drive or get ubered. Why not put nice restaurants like a Chinese there instead. It's what so many others want nobody wants the smell of that garbage when their taking a nice walk on the beach.	See 1.1 and 5.1 above.	No modification required.
68	**Object**	**Submitter 68**		
68.1		Can we please relocate this proposal to somewhere that doesn't spoil the ambience of the park accross the road. Two Rocks has a beautiful character and would be spoiled by any such proposal of a operating drive through service in the proposed location. There are way too many outlets for this industry as it is. Keep Two Rocks beautiful!	See 1.1 and 30.2 above.	No modification required.
69	**Object**	**Submitter 69**		
69.1		No comments.	Noted.	No modification required.
70	**Object**	**Submitter 70**		

70.1		It is in a very dangerous spot!! Right on an S bend that is a blind corner ... you will never see cars coming out of the drive through .... plus there's a Maccas in Yanchep.	See 1.1 and 8.2 above.	No modification required.
71	**Object**	**Submitter 71**		
71.1		The future plans for Two Rocks indicate that the precinct will be a tourist/ visitor destination, and that the facilities will reflect this. A McDonald's drive through is not aligned with this vision. Having lived in very popular tourist areas in both NSW and WA, it appears to be a misstep to put an American chain drive through in such a prominent spot as you enter the tourist precinct. No other council would even consider it as it's so out of place and detrimental to the appearance and perception of the area.	See 1.1 above.	No modification required.
71.2		A restaurant in a pedestrian area, may be more appropriate, but not a drive through.	See 1.1 above.	No modification required.
71.3		In addition, there is a McDonalds 5 mins away in Yanchep. There is no need for an additional drive through in Two Rocks.	See 1.1 above.	No modification required.
72	**Support**	**Submitter 72**		
72.1		I believe this would be a positive for the Suburb to enhance further growth and development. This would allow locals opportunities to Jon's closer to home and with the expansion of house within the Northern corridor will be the start of expansion. Yanchep followed a similar path with a small woolworths and McDonalds. Now multiple businesses, public transport and infrastructure has followed. I believe Two Rocks will follow suit and eventually will follow something like Hillarys or Mindarie with it having a marina, but currently lacking infrastructure such as food outlets, shopping centre, retail and petrol stations.	Noted.	No modification required.
73	**Object**	**Submitter 73**		
73.1		We already have an obesity epidemic, yet the government continues to allow a ridiculous amount of fast food restaurants. They already have at least 4 in Yanchep, only a few minutes drive away. They are targeting school children by placing them close to schools and bus stops.	Noted. See 1.1 above.	No modification required.
73.2		This area is so close to the beach, it could be made into a beautiful area that people want to visit but of course they decide to put another Mc Donald's which will absolutely ruin the beauty of the area.	See 1.1 above.	No modification required.
73.3		Screenshot of article provided	Noted.	No modification required.
74	**Object**	**Submitter 74**		

74.1		No comments.	Noted.	No modification required.
75	**Object**	**Submitter 75**		
75.1		Two Rocks is such a lovely, chill, family area and a fast food outlet would ruin it.	Noted. See 1.1 above.	No modification required.
76	**Object**	**Submitter 76**		
76.1		We don't need another 15 minute city. Woolies and properties popping up are already going to be an eye sore, there's no benefit continuing to development the land with large franchises.	Noted. See 1.1 above.	No modification required.
77	**Object**	**Submitter 77**		
77.1		No comments.	Noted.	No modification required.
78	**Object**	**Submitter 78**		
78.1		We don’t not need fast food in Two Rocks we have several options less than 5min drive away! We have a beautiful beach side location that should have a McDonalds over looking the beach!!	Noted. See 1.1 above.	No modification required.
79	**Object**	**Submitter 79**		
79.1		We don't need fast food in Two Rocks when we already have 3 fast food outlets in Yanchep which is a 5 minute drive.	Noted. See 1.1 above.	No modification required.
79.2		We need a fuel station, restaurants that serve fresh food, something leisurely that the whole community can enjoy. It's such a waste of space to put a Macca's in Two Rocks when nobody here wants one!	Noted. See 5.1 above.	No modification required.
80	**Object**	**Submitter 80**		
80.1		This is a quaint coastal community that should maintain its beauty and charm with supporting local, small businesses. Hillary’s doesn’t have any chains or groceries. Why taint this little gem of a town?!	Noted. See 1.1 above.	No modification required.
81	**Object**	**Submitter 81**		
81.1		Small business will be affected.	Noted. See 20.5 above.	No modification required.
82	**Object**	**Submitter 82**		
82.1		Two Rocks need a petrol station not a fast food outlet, the closest petrol station and fast food is 10kms away. Fine for fast food, but not good if you are low on petrol.	See 1.1 and 5.1 above.	No modification required.
83	**Object**	**Submitter 83**		
83.1		Do not need fast food or Woolworths have them 5min down the road.	Noted. See 1.1 above.	No modification required.

84	Object	Submitter 84		
84.1		We live opposite the location in a residential area. We do not need the smells, waste and the 24 hour nature that will bring traffic to another wise quiet area.	See 3.1, 8.2 and 18.2 above.	No modification required.
84.2		This will also adversely affect the existing cafe / food outlet / tavern. Two Rocks is a small countryside town - bringing McDs to this town and specifically in that location will spoil it.	Noted. See 20.5 above.	No modification required.
84.3		We also have multiple fast food options in Yanchep a mere 7 kms away. I also believe this will adversely affect the well established property in the vicinity.	Noted. See 1.1 above.	No modification required.
85	**Object**	**Submitter 85**		
85.1		Preservation of Local Character and Promotion of Healthy Lifestyles: Two Rocks is a community with the potential to develop into a cherished and healthy environment for families. Introducing a McDonald's could undermine this vision by promoting a fast food culture at odds with efforts to encourage healthy living and wellness. Fast food outlets, often associated with high-calorie, low-nutrient food options, could detract from community health initiatives and increase the prevalence of lifestyle-related health issues such as obesity and diabetes.	Noted. See 1.1 and 52.3 above.	No modification required.
85.2		Impact on Local Businesses: A new McDonald's could have a detrimental impact on local eateries and small businesses that give Two Rocks its unique character. These local businesses, which often rely on the support of the community, could find it challenging to compete with a large chain's pricing and marketing power. Supporting local businesses helps keep the local economy vibrant and retains the community's unique charm.	Noted. See 20.5 above.	No modification required.
85.3		Environmental Concerns: The operation of a fast food restaurant involves high levels of energy consumption, waste production, and potential litter, which could harm the local environment. Two Rocks, known for its natural beauty, could see a decline in its environmental quality, which is a significant draw for residents and visitors. Protecting the area's natural assets is crucial for long-term sustainability and enjoyment by future generations.	Noted. See 3.1 above	No modification required.
85.4		Traffic and Infrastructure Strain: The introduction of a major fast food outlet could lead to increased traffic congestion, noise, and parking issues, particularly if located in or near residential areas or main thoroughfares. This increase in traffic not only disrupts the peacefulness of the community but	Noted. See 8.2 above.	No modification required.

		could also require costly infrastructure upgrades and increased maintenance.		
85.5		In summary, while a McDonalds might offer short-term economic benefits, its long-term impact could potentially undermine the health, economy, and environmental integrity of Two Rocks, conflicting with the community's aspirations for a healthy, sustainable, and family-friendly living environment.	Noted.	No modification required.
86	**Object**	**Submitter 86**		
86.1		Can't believe the shire are thinking of allowing a fast food outlet when there are numerous ones less than 10mins away, it's not even healthy food , the rubbish from there will be all over the park and end up in the marina.	Noted. See 1.1 above.	No modification required.
87	**Object**	**Submitter 87**		
87.1		We don't need fast food giants sprawled. All the way up Marmion Avenue. More Fresh food.	Noted. See 1.1 above.	No modification required.
88	**Object**	**Submitter 88**		
88.1		No comments.	Noted.	No modification required.
89	**Object**	**Submitter 89**		
89.1		This is premium costal land. There is plenty of less scenic land available less than a kilometre. Cash grab policies aren't going to win anyone over long term. Obviously, there is little regard for this in the City of Wanneroo, but I'll say my piece anyway. Enjoy your Bali vacations.	Noted. See 1.1 above.	No modification required.
90	**Object**	**Submitter 90**		
90.1		What are you doing to the place. It's going to look like an eye sore. We have enough fast food shops no more fast food shops.	Noted. See 1.1 above.	No modification required.
91	**Object**	**Submitter 91**		
91.1		Will have negative impact to local businesses in two rocks. Cause unwanted pollution and crime.	Noted. See 3.1 and 20.5 above.	No modification required.
92	**Object**	**Submitter 92**		
92.1		I feel that adding fast food drive through venues will detract from the character of our beautiful town, and will have a adverse impact on our current cafe's.	Noted. See 1.1 above.	No modification required.
93	**Object**	**Submitter 93**		

93.1		Local traffic will be affected with people coming and going from Maccas. Litter is a big thing in Yanchep it will be a problem being so close to the ocean..will only increase rubbish at the beach.	Noted. See 3.1 and 8.2 above.	No modification required.
94	**Object**	**Submitter 94**		
94.1		We don't need this ruining our beautiful coastline.	Noted.	No modification required.
95	**Object**	**Submitter 95**		
95.1		I object to having a fast food, expose children to unhealthy eating, generate more rubbish around our beautiful town.	Noted.	No modification required.
96	**Object**	**Submitter 96**		
96.1		We are carefully considering moving back to Two Rocks as it is the last suburb in the north to still hold community value and small business morals and ethics. Moving corporate businesses into the area will affect the small business owners as well as having an impact on the area through unhealthy options and a place for teens to loiter. Two Rocks is a beautiful place but it is slowly moving away from that direction with these big companies and developers coming through.	Noted. See 1.1 and 20.5 above.	No modification required.
97	**Object**	**Submitter 97**		
97.1		There is absolutely no need for another fast food outlet with so many options very close in Yanchep. This is such a beautiful spot. Does the City of Wanneroo have no ability to push back against corporations? Use this space for cast/restaurant that isn't McDonalds, something local. They don't need to be this close to our amazing coastline.	Noted. See 1.1 above	No modification required.
98	**Object**	**Submitter 98**		
98.1		There is already a McDonalds less than 10 minutes drive away, this location so close to the beach where something more relevant to tourism and entertainment should take precedent.	Noted. See 1.1 above.	No modification required.
99	**Object**	**Submitter 99**		
99.1		Fast food outlet not needed in the area, enough outlets are available in or near the community already.	Noted. See 1.1 above.	No modification required.
100	**Object**	**Submitter 100**		

100.1		I have been involved with local government service work for the last 20 years and everywhere there is a McDonalds restaurant the is a massive explosion of litter. This was one reason why the McDonalds restaurant was removed from the Scarborough precinct. No matter how many bins are placed in the area, the nature of the take away model will ruin the area with litter, which will cost the council and therefore ratepayers more in clean up operations. I do not support this type fast food, takeaway business model in the Two Rocks commercial precinct	Noted. See 3.1 above.	No modification required.
101	**Object**	**Submitter 101**		
101.1		Two Rocks is a small beach town which smells fresh and does not have polluted air. Bringing McDonalds to Two Rocks will polute the air, you will also be ruining the beautiful beach/scenery that we have with those hideous golden arches.	Noted. Not a valid planning consideration.	No modification required.
101.2		We have a McDonalds and many other fast food outlets 8 minutes down the road in Yanchep. We would be better off with a service station or a nice restaurant rather than a fast food outlet.	Noted. See 1.1 above.	No modification required.
101.3		Having a fast food outlet also means rubbish, it's cheap and affordable which means yes it will be popular but that then means our town will be covered in McDonalds rubbish. You will ruin a beautifully quiet beach town. All the rubbish and pollution that it will create will also have a huge impact on the wildlife and nature we have surrounding our town.	Noted. See 3.1 above.	No modification required.
102	**Object**	**Submitter 102**		
102.1		We already have enough fast food outlets situated nearby in Yanchep and it's not within the best interests of the locals who would would prefer a more functional and practical use of the area space e.g a fuel station, hardware store, swimming arena etc.	Noted. See 1.1 and 5.1 above.	No modification required.
103	**Object**	**Submitter 103**		
103.1		The last thing Two Rocks needs is a drive through McDonalds. The beauty of Two Rocks is that there is nothing there. It’s a quiet suburb with charm. Lee big conglomerates away. The rubbish from Yanchep McDonald’s is all over the Two Rocks road already. No no no.	Noted. See 1.1 and 3.1 above.	No modification required.
104	**Object**	**Submitter 104**		

104.1		Greed heads ruining the town again. Enjoy your bags of silver.	See 1.1 above. The development is being proposed by the landowners and not the City.	No modification required.
105	**Object**	**Submitter 105**		
105.1		I am against establishing a McDonalds in a small beachfront town like Two Rocks, especially considering the proximity of another location just 7 kilometres away. Please take into consideration the following:	Noted. See 1.1 above.	No modification required.
105.2		Preservation of Local Character: Two Rocks has a unique local character and charm that can be overshadowed by the presence of large multinational chains. The introduction of a McDonald's could detract from the distinct coastal atmosphere that residents and visitors cherish. It risks transforming a unique local experience into a generic one that could be found anywhere else.	Noted. See 4.2 above.	No modification required.
105.3		Economic Impact on Local Businesses: Local eateries and cafes are integral to the community fabric, providing not just food but also a place for social interaction. These businesses will suffer due to the competition from a global brand known for its convenience and standardized menu. The financial strain on these local establishments might will to closures, which would affect the town's economy and employment.	Noted. See 20.5 above.	No modification required.
105.4		Redundancy and Accessibility: With another McDonald's just 7 kilometres away, there is a question of necessity. The current McDonald's is likely accessible to the residents of Two Rocks, and adding another one so close could be seen as redundant. Instead, resources could be better utilized by investing in services or amenities the town currently lacks.	Noted. See 20.5 and 58.2 above.	No modification required.
105.5		Environmental Considerations: The beachfront location is a sensitive environment, and the operation of fast-food chains will lead to increased litter and pollution. This not only affects the natural beauty but could also harm local wildlife and ecosystems. Moreover, the construction and operation of a new fast-food restaurant will contribute to noise and light pollution, disrupting the peaceful beachfront ambiance.	Noted. See 1.1, 3.1, 8.2 and 11.2 above.	No modification required.
105.6		Health Implications: Fast food is often associated with unhealthy eating habits. Introducing a McDonald's in a small town might encourage these habits, especially in a community that values outdoor activities and a healthy lifestyle. It could undermine the town's culture of health and wellness.	Noted. See 52.3 above.	No modification required.

105.7		These points consider the potential cultural, economic, and environmental impacts that a new McDonald's could have on Two Rocks, suggesting that the community's interests might be better served by preserving its current state.	Noted.	No modification required.
105.8		The site will also put light at night right in front of our house and ruin the ocean view many of us enjoy and bought here for.	Noted.	
106	**Object**	**Submitter 106**		
106.1		Greed heads ruining the town again. Enjoy your bags of silver.	Duplication of submission 104.	No modification required.
107	**Object**	**Submitter 107**		
107.1		Takes away small town feel, blocks ocean views.	Noted. See 1.1 above. The development is of a scale that is sympathetic to the locality.	No modification required.
108	**Object**	**Submitter 108**		
108.1		I (and my family) are against a fast food outlet in this location, when there are several options 10 minutes away already. The smell will pollute the air and the rubbish will inevitably pollute the beaches of Two Rocks.	Noted. See 1.1 and 18.2 above.	No modification required.
108.2		Our children attend the local primary school, we regularly use the library across the road as well as the local shops, and the ongoing exposure to this type of food outlet promotes it as a normal part of suburban life when it doesn't need to be. Consider the health impacts on a community that is already a distance from many health care services. To approve this is setting up a community with chronic illness which will require ongoing support well into the future (see attached journal article). Yes it is people's choice to eat the food, however we (YOU) can support better choices.	Noted. See 52.3 above.	No modification required.
108.3		Article attached	Noted.	No modification required.
109	**Object**	**Submitter 109**		
109.1		No comments.	Noted.	No modification required.
110	**Object**	**Submitter 110**		
110.1		Absolutely not necessary, Chinese or Thai Restaurant would be a lot more acceptable.	Noted. See 5.1 above.	No modification required.
111	**Object**	**Submitter 111**		

111.1		Fast food restaurants does not fit in it with the aesthetic of our suburb, you can drive 10 minutes down the road to Yanchep where it is over saturated with fast food restaurants. McDonald's is not the look of the town we want as residents.	Noted. See 1.1 above. Address aesthetic.	No modification required.
111.2		We have local businesses to support, there is NO requirement for fast food restaurants here! Please listen to what the rate payers want for once!	Noted. See 20.5 above.	No modification required.
112	**Object**	**Submitter 112**		
112.1		There is no need for a fast food outlet, we should be supporting the local business ie neptunes and Oscar's which both provide similar food options.	Noted. See 1.1 and 20.5 above.	No modification required.
112.2		Spend the money on the boat ramp, put more launch and retrieve lanes in which will stop the ridiculous traffic we have there on weekends.	Noted. See 58.2 above.	No modification required.
113	**Object**	**Submitter 113**		
113.1		The last thing we need in our beautiful town is a McDonalds. Yanchep is near enough for fast food, which can also be delivered. It will completely change the character of the town.	Noted. See 1.1 above.	No modification required.
114	**Object**	**Submitter 114**		
114.1		We don't need anymore fast food around the area, can't we have something more useful?	Noted. See 1.1 and 5.1 above.	No modification required.
115	**Object**	**Submitter 115**		
115.1		Fishing/bait shop, servo or, any appropriate small business. They are all better than another junkfood drive through shop. Start thinking of bettering community life than killing them by another unhealthy shop.	Noted. See 1.1 and 5.1 above.	No modification required.
116	**Object**	**Submitter 116**		
116.1		There are more than enough fast food outlets in Yanchep, we DO NOT need this in Two Rocks. This area should be utilised with coffee shops, restaurants and a upmarket pub.	Noted. See 1.1 and 5.1 above.	No modification required.
117	**Object**	**Submitter 117**		
117.1		I feel we have enough fast food in Yanchep 10 minutes away creating rubbish etc all over. It would be nice to keep Two Rocks fast food free.	Noted. See 1.1 above.	No modification required.
118	**Object**	**Submitter 118**		
118.1		Disagree with a Fast Food Outlet in small Two Rocks town, when we have 3 or more different options 6 minutes down the road in Yanchep. Keep the town the way it is and build up Yanchep as it has been going already.	Noted. See 1.1 above.	No modification required.
119	**Support**	**Submitter 119**		

119.1		More jobs for the locals. Great news	Noted.	No modification required.
120	**Object**	**Submitter 120**		
120.1		This will destroy the whole country vibe of two rocks NO.	Noted.	No modification required.
121	**Comment**	**Submitter 121**		
121.1		We have a McDonald's just up the road. There's zero point to have one 4km closer the land could be used much better for health purposes.	Noted. See 1.1 above.	No modification required.
122	**Object**	**Submitter 122**		
122.1		This type of food outlet encourages bad health. We are in urgent need of some nice restaraunts in Two Rocks. We also need a hardware store and a petrol station. MacDonalds is the last thing we need or want.	Noted. See 1.1 and 5.1 above.	No modification required.
122.2		There is a full range of fast food options in Yanchep. Like other residents I have discussed this with, I would like to see this land used for something beneficial to the community.	Noted. See 5.1 and 58.2 above.	No modification required.
123	**Object**	**Submitter 123**		
123.1		The proposed site will destroy the aesthetic of what Two Rocks has been known for for many years, should any fast food outlets be needed I would suggest keeping them away for what should be left and perhaps placing them up in the new section on Breakwater Drive.	Noted. See 1.1 and 30.2 above.	No modification required.
124	**Object**	**Submitter 124**		
124.1		Another fast food junk food outlet is way down the list of logical businesses we need in the area. There are enough of them around the corner in Yanchep.	Noted. See 1.1 above.	No modification required.
124.2		Swimming facility with hot pools for rehab etc or a servo, fishing shop, or hardware store. We were hoping council will think about how to upgrade our environment here, not worsen it!	Noted. See 58.2 above.	No modification required.
125	**Object**	**Submitter 125**		
125.1		This type of food outlet is an absolute disgrace, this is plain out junk food. Two Rocks is a quiet little coastal fishing town which does not require such an outlet. If the very low percentage of people who want this type of food can simply drive 10min to yanchep and get all the junk food they want. how about a fishing and camping store, anything but this rubbish.	Noted. See 1.1 and 5.1 above.	No modification required.
126	**Object**	**Submitter 126**		

126.1		We already have McDonald's 7kms away in Yanchep. Rather use that space for something that will benefit the community better like a petrol station.	Noted. See 1.1 and 5.1 above.	No modification required.
127	**Object**	**Submitter 127**		
127.1		Fast food outlets are revolting They don't promote health, they cause traffic congestion, littering and anti social behaviour.	Noted. See 1.1, 3.1, 8.2 and 52.3 above.	No modification required.
128	**Object**	**Submitter 128**		
128.1		This proposed location for the fast food outlet is too close to existing private residences, too close to the beach and has poor to little road flow. This will create traffic problems.	Noted. See 1.1 and 8.2 above.	No modification required.
128.2		This proposed location is too close to the beach and will devalue our whole suburb due to a fast food outlet being an eyesore. There is plenty of land around Two Rocks that is yet to be developed. Locals want big shopping centres and fast food outlets on the fringes of the suburb, not on prime land close to the beach and marina.	Noted. See 30.2 above. Property values are not a valid planning consideration.	No modification required.
128.3		Locals would prefer boutique style shops and private cafes in this proposed location. Somewhere where locals can walk to with their dogs and feel that they are in a beautiful, historical area of Two Rocks.	Noted. See 1.1 and 5.1 above.	No modification required.
128.4		This proposed location for a fast food outlet is the worst location that the City of Wanneroo could propose. Town planners should do a better job for the local community and also for the City of Wanneroo who are putting their name to this terrible town planning. I don't see fast food outlets this close to the beach in other suburbs so why is it ok for Two Rocks? Two Rocks needs to preserve its historical fishing town vibe while updating its community ammenities. City of Wanneroo needs to do this tastefully.	Noted. See 1.1 and 58.2 above.	No modification required.
129	**Object**	**Submitter 129**		
129.1		We do not need McDonalds in our town!!!	Noted.	No modification required.
130	**Object**	**Submitter 130**		

130.1		Two Rocks is a beautiful quiet country/beach town with adequate amenities, shops & restaurants. It is growing however the current set up is more than adequate. There are already multiple fast food restaurants in Yanchep INCLUDING a McDonalds, it is completely unnecessary to have another McDonald's or any other fast food restaurant in Two Rocks when there is one literally 10 minutes down the road. It would ruin everything we love about Two Rocks. MCDONALDS IS NOT NEEDED OR WANTED IN TWO ROCKS!	Noted. See 1.1 above.	No modification required.
130.2		Screenshot attached	Noted.	No modification required.
131	**Object**	**Submitter 131**		
131.1		There are residential blocks surrounding this site as well as there already being fast food outlets at Yanchep central 5 min away. Cafe, surf shop etc would be much more suitable for the space.	Noted. See 1.1 and 5.1 above.	No modification required.
132	**Support**	**Submitter 132**		
132.1		I believe it will offer employment opportunities for the area.	Noted.	No modification required.
133	**Object**	**Submitter 133**		
133.1		Health reasons for our young youth.There are too many fast food restaurants in the area. Australia has the 2nd biggest obesity problem right behind America due to not eating healthy.	Noted. See 1.1 and 52.3 above.	No modification required.
134	**Object**	**Submitter 134**		
134.1		We don't need any more junk food fast food rubbish, put a decent restaurant there. The fast food rubbish has to stop.	Noted. See 1.1 above.	No modification required.
135	**Support**	**Submitter 135**		
135.1		I support the progress and development of Two Rocks. Please make sure there are adequate disposal bins available for these outlets, one thing that fast food always brings is rubbish.	Noted.	No modification required.
136	**Object**	**Submitter 136**		
136.1		Not what the areas when there's a Maccas in Yanchep 7 minutes away. An eye sore right on the coast.	Noted. See 1.1 above.	No modification required.
136.2		The smell from Maccas will affect local residents. Not to mention traffic issues and anti social behaviour.	Noted. See 3.1 and 18.2 above.	No modification required.
137	**Object**	**Submitter 137**		

137.1		Two Rocks does not need another fast food establishment in the area. Why not promote the area with something to suit the Two Rocks lifestyle. Fishing etc.	Noted. See 1.1 and 5.1 above.	No modification required.
138	**Object**	**Submitter 138**		
138.1		We don't need anymore McDonalds it's ridiculous STOP PUTTING SO MANY FAST FOODS AROUND THE SAME AREA We need a close shop or something better in Two Rocks!!	Noted. See 1.1 and 5.1 above.	No modification required.
139	**Object**	**Submitter 139**		
139.1		We already have enough fast food stores in Yanchep which is a 7 minute drive. Please consider petrol station or a restaurant rather than a drive though fast food store. This is not what the folk of two rocks want. We love our little quiet town.	Noted. See 1.1 and 5.1 above.	No modification required.
140	**Object**	**Submitter 140**		
140.1		A service station, car wash station or pool would be much better.	Noted. See 5.1 above.	No modification required.
141	**Object**	**Submitter 141**		
141.1		The coastal appeal of Two Rocks will be lost with a fast food outlet in such close proximity to the already present amenities. The former Atlantis site should be used for community open spaces to support the growing community. There is no need for a fast food outlet in the area taking customers from the already struggling small business that are owned and operated by local community members. Yanchep and Two Rocks are essentially one community and have been since they were developed. As there is already a fast food ally in Yanchep as you enter town via Marmion do not besmirch Two Rocks to the same fate of takeaway rubbish scattered throughout the local park and shopping centre carpark.	Noted. See 1.1, 3.1 and 20.5 above.	No modification required.
142	**Object**	**Submitter 142**		
142.1		We don't want or need this unhealthy fast-food store here, there's already one in Yanchep. This is a lovely beachside town and we don't need it ruined by the ugly commercial fast food chain. this is right when you drive into town, this has nothing to do with the local lifestyle or people, it is not wanted here. Please don't approve this ghastly shop being bought into this small town of ours.	Noted. See 1.1 and 52.3 above.	No modification required.
143	**Object**	**Submitter 143**		
143.1		The last thing the township of Two Rocks needs is a McDonald’s outlet.	Noted.	No modification required.

143.2		The proposed area is already a trouble spot as a hang out for hoons. Introducing a 24/7 outlet will increase trouble.	Noted. See 3.1 and 8.2 above.	No modification required.
143.3		Another setback would be the impact on local cafe business that actually serve healthy wholesome food. It has been recognised that Mac Donald's is below standard junk food and would be of zero benefit to the community of Two Rocks	Noted. See 20.5 and 52.3 above.	No modification required.
144	**Object**	**Submitter 144**		
144.1		There are countless of fast food everywhere and we already have a McDonalds in Yanchep. We do not need more "unhealthy" food available and, on top of that, it would be next to King Neptune's statue. McDonald sign would not go with it.	Noted. See 8.4 and 52.3 above.	No modification required.
145	**Object**	**Submitter 145**		
145.1		There are way too many junk food outlets already in the Northern Suburbs. Please use some imagination and build something to provide leisure activity, surf shop scuba diving etc., get people fit not fat. Two Rocks has restaurants, takeaway already.	Noted. See 1.1, 5.1 and 52.3 above.	No modification required.
146	**Object**	**Submitter 146**		
146.1		The last thing the township of Two Rocks needs is a McDonalds outlet.	Duplicate of submission 143	No modification required.
146.2		The proposed area is already a trouble spot as a hang out for hoons. Introducing a 24/7 outlet will increase trouble.	Duplicate of submission 143	No modification required.
146.3		Another setback would be the impact on local cafe business that actually serve healthy wholesome food. It has been recognised that McDonalds is below standard junk food and would be of zero benefit to the community of Two Rocks.	Duplicate of submission 143	No modification required.
147	**Object**	**Submitter 147**		
147.1		We don't need fast food outlets.	Noted.	No modification required.
148	**Object**	**Submitter 148**		
148.1		The town does not need a 24/7 fast food outlet that is only going to contribute to littering and unwanted smells. There is a bunch of fast food places within a 10min drive in Yanchep - the litter has increased and the smell in that area is horrendous.	Noted. See 3.1 and 18.2 above.	No modification required.
148.2		The stray cat population has increased as well. We don't need to be like Yanchep, we are a smaller, more quiet town. We don't need this!	Noted.	No modification required.
149	**Object**	**Submitter 149**		

149.1		I object due to concerns about rubbish (Yanchep with recent additions of fast food restaurants shows this) Also an old people's home has been proposed adjacent to this location, and I feel this will have a negative effect on those residents.	Noted. See 3.1 above.	No modification required.
150	**Object**	**Submitter 150**		
150.1		Two Rocks deserves better than to have another Mcdonalds store placed on such a prime piece of land and within a short distance of homes in the area. Consideration should be given to ensure Two Rocks is preserved as a fishing /tourist destination, not spoiled like Yanchep which was once an iconic place for visitors and residents to enjoy, it has now become just another boring suburban town.	Noted. See 1.1 above.	No modification required.
150.2		McDonalds is already in Yanchep, 10 minutes up the road. Please consider the surroundings and the impact placing a Mcdonalds will do to our currently beautiful little township. I have lived in the area for over 50 years and I feel we can do so much better than this!	Noted. See 1.1 above.	No modification required.
151	**Object**	**Submitter 151**		
151.1		There is so many fast food outlets in yanchep. There is no need to take away from the local community aesthetics amd commercialise the coastal strip. Two rocks needs to kept a coastal community.	Noted. See 1.1 above.	No modification required.
152	**Object**	**Submitter 152**		
152.1		There are countless fast food businesses in Yanchep, a 5 minute drive. There are absolutely no reasons why we need more of these so close by. Also this would have a detrimental affect on the existing local food outlets that already exist.	Noted. See 1.1 above.	No modification required.
153	**Object**	**Submitter 153**		
153.1		OMG why are you doing this in such a pristine area. This proposal is unbelievably wrong. This impacts us by generating anti social behaviour, crime, and of all things a McDonalds. Having Woolworths coming was bad enough now this.	Noted. See 1.1 above.	No modification required.
153.2		I object 100% to NEVER seeing those ugly golden arches What an eyesore for entering our small shopping precinct which we all love.	Noted.	No modification required.
154	**Object**	**Submitter 154**		

154.1		Building another McDonalds contributes to the oversaturation of fast-food outlets, which often undermines local businesses and reduces culinary diversity. Additionally, the environmental impact of increased waste and resource consumption associated with fast food chains is concerning. Emphasising sustainable, locally-owned dining options would better support community health and economic resilience. A McDonalds, like many fast-food chains, impacts the environment in several ways:	Noted. See 1.1, 3.1 and 20.5 above.	No modification required.
154.2		1. **Waste Production**: McDonalds generates significant amounts of plastic, paper, and food waste. Packaging, single-use items, and uneaten food contribute to landfill overflow and pollution.	Noted. See 3.1 above.	No modification required.
154.3		2. **Resource Consumption**: The production of beef, a staple in McDonald's menu, requires substantial water, land, and energy. Beef farming is particularly resource-intensive and contributes to deforestation, particularly in areas like the Amazon rainforest.	Noted. Not a valid planning consideration.	No modification required.
154.4		3. **Greenhouse Gas Emissions**: The livestock industry, especially cattle, is a major source of methane, a potent greenhouse gas. The large-scale farming practices needed to supply McDonald's contribute significantly to global emissions.	Noted. Not a valid planning consideration.	No modification required.
154.5		4. **Energy Use**: Operating a McDonald's involves considerable energy consumption for cooking, lighting, heating, and cooling. This contributes to the carbon footprint of the franchise.	Noted. Not a valid planning consideration.	No modification required.
154.6		5. **Pollution**: The transportation of ingredients, packaging materials, and finished products leads to air and noise pollution. Additionally, improper disposal of waste can lead to littering and waterway contamination.	Noted. Not a valid planning consideration.	No modification required.
154.7		Overall, the environmental footprint of another McDonald's would exacerbate these issues, highlighting the need for more sustainable and environmentally-friendly dining options.	Noted.	No modification required.
154.8		The amount of McDonalds and fast food outlets in Wanneroo is currently enough to serve all those that want to eat it. However, there is a large amount of the population that are aware of the significant health impacts by this food and choose not to indulge in these products. For these reasons I do not agree to having yet another McDonalds Built in Two Rocks. A small coastal town right on the Indian Ocean. Let’s encourage good healthy food's, let’s support the conservation of our beautiful environment and let us be proud of the local businesses that we currently have.	Noted.	No modification required.

155	**Object**	**Submitter 155**		
155.1		No submission provided.	Noted.	No modification required.
156	**Object**	**Submitter 156**		
156.1		There is no need for another fast food restaurant when one is literally 7 minutes away, destroying an amazing view and polluting all the houses near by. Maybe a restaurant would be nice, fishing store or camping store.	Noted. See 1.1, 5.1 and 107.1 above.	No modification required.
157	**Object**	**Submitter 157**		
157.1		Another fast food chain will not benefit our community and can have a negative impact on our communitys health and poor eating choices. Please consider a place that will suit our community needs for example water park, playground, swimming pool, fishing shop or surf shop. Such a prime location should not be wasted on a fast food chain. There is a number of fast food shops in Yanchep already and we do not need one in Two Rocks.	Noted. See 1.1, 5.1 and 52.3 above.	No modification required.
158	**Object**	**Submitter 158**		
158.1		You have already ruined a lovely small town with small blocks of land at an outrages price and now you are destroying a small town with Terrible food. Get a service station.	Noted. See 5.1 above.	No modification required.
159	**Object**	**Submitter 159**		
159.1		NO McDonalds that close to our marina and pristine coast line. How is this possible with obesity rising being a big factor in fast food chains. NOW THIS. It was bad enough Woolworths got through.	Noted. See 52.3 above.	No modification required.
159.2		How can such a big impact on the surrounding areas be aloud. The boat ramps parking is atrocious, you all took parking away from them, NOW there is so much congestion come a great fishing day, Cars and Boat trailers are parked from Lemmings landing to North of Marina.	Noted. See 8.2 above.	No modification required.
159.3		Maybe someone in person should approach our town and actually speak to us. Especially the ones like us who have lived here over 20 years. Yes we do have a lovely view from our house. We will not see the arches BUT will hear and smell the premises proposed which to us it bad enough. Please STOP this as a rates payer and citizen of Two Rocks.	Noted.	No modification required.
160	**Object**	**Submitter 160**		
160.1		It is too close to houses with food smells wafting in the strong wind at Two Rocks. It will encourage teenagers to hang around and cause trouble. There is already a McDonalds in Yanchep. Their food is not healthy.	Noted. See 18.2 and 52.3 above.	No modification required.

160.1.1		The Golden Arches will look atrocious in a peaceful community. It is not the place for McDonalds commercial areas should not be that close to houses people's health will be affected.	Noted. See 8.4 above.	No modification required.
161	**Comment**	**Submitter 161**		
161.1		I have some concerns for residents who live in close proximity to the proposed development re- noise from the drive through order outdoor speaker system, as when the sea breeze is strong, the sound carries a long distance. Has any noise abatement protocol been put in place by the council, especially late of an evening as the drive through system is on the residential side of the building.	Noted. See 8.2 above.	No modification required.
161.2		I would also prefer all traffic accessing and egressing the facility to only have access to Azura St also for the same reason, noise from vehicles accelerating away from the premises.	Noted. See 8.2 above.	No modification required.
162	**Object**	**Submitter 162**		
162.1		Not needed.	Noted.	No modification required.
163	**Object**	**Submitter 163**		
163.1		This is a disgusting choice and even more appalling location. Children play all day at that park and McDonalds is what you want to put right across the street. This is far beyond progress and development is wrecking a community that has centred itself around the coastal lifestyle prioritising health & fitness. A restaurant sure but toxic McDonalds within metres of a park and a primary school- shame on you City of Wanneroo.	Noted. See 1.1 above.	No modification required.
164	**Object**	**Submitter 164**		
164.1		There are currently 4 fast food outlets in Yanchep including McDonalds which is only a 7 minute drive away, we already have seen an increase in fast food Rubbish in Mitchell Park, if one was built in Two Rocks central our beach landscape will be covered in McDonald rubbish. Couldn't this site be reserved for a nice restaurant which we do lack in Two Rocks.	Noted. See 1.1 and 5.1 above.	No modification required.
165	**Object**	**Submitter 165**		
165.1		We feel that this proposal will significantly detract from TWO Rocks being a coastal hamlet. There are four fast food restaurants in Yanchep no more than 10 kms away, why do we need one in TWO Rocks.	Noted. See 1.1 above.	No modification required.
165.2		I also note that Two Rocks road is not suitable for the additional traffic that will be incurred with this addition in the area.	Noted. See 8.2 above.	No modification required.

165.3		I do therefore strongly disagree with this proposal, it sends the wrong message to the community, and enforces a poor culture. I appreciate that this facility will draw additional revenue for the City, however from a community perspective and ascetic point of view this proposal is flawed and homes against the coastal surrounds to which we live. I will, and without prejudice, fight this proposal. We don't need nor want this.	Noted.	No modification required.
166	**Object**	**Submitter 166**		
166.1		There is fast food 10 minites away and the town will smell like grease aswell as taking away business from local shops.	Noted. See 1.1, 18.2 and 20.5 above.	No modification required.
167	**Object**	**Submitter 167**		
167.1		We do not want or need this in our quiet coastal town...why not something a bit up market...instead of this ..really? Fast food ...do you think we are all live in a low sociologic area	Noted. See 1.1 above.	No modification required.
168	**Object**	**Submitter 168**		
168.1		This position is a terrible use of land that could be a massive improvement to the forefront of our town, driving into the retail centre should not be highligted with a fast food outlet.	Noted. See 1.1 above.	No modification required.
168.2		Where are the smell reports? Our lovely sea breezes from the sea will come at us on the hill with the smell of oil and burgers. I'm not against maccas but how about positioning up near the new suburbs and the large Juniper Medical centre. Expensive blocks going in on the foreshore and marina, why would they buy next to a fast food outlet. Please please please relocate to a better position away from our beautiful beach.	Noted. See 18.2 above.	No modification required.
169	**Object**	**Submitter 169**		
169.1		There are several fast food outlets in Alkimos, Eglinton and Yanchep. Perhaps a more up market restaurant would be worth considering. There is a Cafe In Two Rocks and one restaurant. With the new housing development would it not be pertinent to have a more quality restaurant. That's open a little later for dinner. It is a beautiful location and there are not many great places to eat past Jindalee.	Noted. See 1.1 and 5.1 above.	No modification required.
170	**Object**	**Submitter 170**		
170.1		As a Two Rocks resident for more than 12 years, I wholeheartedly oppose the proposal to build a 24/7 McDonalds fast food restaurant at 10 Enterprise Avenue, Two Rocks for the following reasons:	Noted.	No modification required.

170.2		1. With very little infrastructure here already i.e. lack of cafes, restaurants or any other shops for that matter, the last thing that I and many other residents would want here is a fast-food restaurant before any other development of independent cafes and shops. Especially taking our precious real estate on the ocean front.	Noted. See 1.1 above.	No modification required.
170.3		2. The close proximity to two schools. The proposed McDonalds is within walking distance of the two schools in Two Rocks, with many children riding or walking past this location every day to get to and from school. The health risk to children is too great to position a McDonalds at this location. Especially considering my first point, i.e. lack of any other choice for a healthier option.	Noted. See 52.3 above.	No modification required.
170.4		3. A McDonalds fast food restaurant operating 24/7 would diminish the character of the suburb – again going back to point 1, while there are limited other shops/cafes/restaurants here, a 24/7 fast food restaurant has potential to attract unwanted visitors and impact the suburb negatively.	Noted.	No modification required.
170.5		4. Environmental impact. The litter. Being right next to the ocean and the Two Rocks Marina, there is an absolutely high risk of increased pollution, waste, rubbish that will be potentially littered from patrons using the restaurant. This is already evident all over the suburbs of Perth. I have seen countless McDonalds wrappers, cups, bags etc from McDonalds littered all over the streets and parks of Perth. The impact increased pollution would have on Two Rocks Marina, sea life etc is too great.	Noted. See 3.1 above.	No modification required.
170.6		5. Noise. The residents who have all purchased blocks right next to the proposed site would surely disagree on having a noisy 24/7 operation literally outside their bedroom windows. Not to mention the long-term residents around Charnwood Park, I am quite certain they would not like the view of golden arches blocking their ocean views. Two Rocks is a very quiet suburb and the idea of running a fast-food outlet 24/7 does not fit with the coastal seaside suburb's character.	Noted. See 8.2 above.	No modification required.
170.7		Of all the businesses that could be positioned here, a McDonalds 24/7 fast food restaurant is NOT one that I would want here, not now, not ever.	Noted.	No modification required.
171	**Object**	**Submitter 171**		
171.1		Already have a McDonalds at Yanchep. Two Rocks is a fishing and lifestyle community that was also considered a tourist attraction. At one time. These fast foods are taking away the character of the area. This will bring litter and danger to the marine environment.	Noted. See 1.1 above.	No modification required.

172	**Object**	**Submitter 172**		
172.1		Definitely DO NOT WANT a McDonalds in Two Rocks - give us better cuisine restaurants and a lovely english pub with a great beer garden.	Noted. See 1.1 and 5.1 above.	No modification required.
173	**Object**	**Submitter 173**		
173.1		Unnecessary for the area as there is one down the road in Yanchep. Smell of greasy oily food in area is unwanted. Service station is needed rather than drive through takeaway.	Noted. See 5.1 and 18.2 above.	No modification required.
174	**Object**	**Submitter 174**		
174.1		Given that there is fast food outlets in Yanchep, it is not required in Two Rocks. There are other amenities such as a fishing/tackle shop that would be more appropriate.	Noted. See 1.1 and 5.1 above.	No modification required.
175	**Object**	**Submitter 175**		
175.1		Not needed will spoil the town.	Noted.	No modification required.
176	**Object**	**Submitter 176**		
176.1		Impact on the suburb would be from the specific location within the current residential properties, lighting, car noise and omissions.	Noted. See 8.2, 11.2 and 18.2 above.	No modification required.
176.2		On the community in regards to healthy eating and current obesity levels and heart conditions caused by fast food. There are no current takeaway options within the current shopping centre which has vacant shops that do not offer further food choices.	Noted. See 52.3 above.	No modification required.
176.3		Why build a 24/7 one when the current shops do not have the population to support the current opening hours which is not even all day for most now. Yanchep 24/7 takeaway fast food outlets area less than than 9kms away and it is noted that the current shopping centre in Yanchep is also not filled with tenants which supports a larger population than TWO Rocks.	Noted. Opening hours relating to commercial viability are not relevant planning considerations. See 1.1 above.	No modification required.
177	**Object**	**Submitter 177**		
177.1		We don't need fat food in Two Rocks, the Woolworths is already disgusting and has killed so many native animals let alone destroyed everyone's view of the ocean. Absolutely atrocious that this is even thought to be a good idea. Go away with your development.	Noted. See 1.1 and 52.3 above.	No modification required.
178	**Object**	**Submitter 178**		
178.1		We need a hardware store like Mitre 10, fuel station.	Noted. See 5.1 above.	No modification required.
179	**Comment**	**Submitter 179**		

179.1		There are enough in yanchep there's no need to put them in Two Eocks but I would like to see a Mitre 10. It's ridiculous having to drive to Bunnings to buy some screws extra.	Noted. See 1.1 and 5.1 above.	No modification required.
180	**Object**	**Submitter 180**		
180.1		There is enough fast food outlets already in the area, it's junk food no wonder everyone is getting sick. The location chosen is absolutely horrendous why wasn't this area untilised for everyone's use in stead of turning into a concrete jungle. Big money is obviously talking, so no doubt I am wasting my time protesting. You are allowing the developers here in Two Rocks to butcher the land and you don't care.	Noted. See 1.1 and 5.1 above.	No modification required.
181	**Object**	**Submitter 181**		
181.1		This proposal impacts our direct route to Yanchep by creating congestion on the main roads entering the proposed drive through venue.	Noted. See 8.2 above.	No modification required.
181.2		I oppose yet another fast food outlet that has zero health benefits to our community. We need healthier options for a healthier community now and into the future.	Noted.	No modification required.
182	**Object**	**Submitter 182**		
182.1		Not required in Two Rocks. We already have enough fast food outlets in Yanchep. Sadly these places bring out the worst behaviour in our youth. The location is wrong.	Noted. See 1.1 and 3.1 above.	No modification required.
182.2		If you are going to have more food outlets they should be in at the Two Rocks shopping centre. Not on prime land, close to the beach where all the rubbish will end up.	Noted. See 1.1 above.	No modification required.
183	**Object**	**Submitter 183**		
183.1		Main concern, anti social behaviour, litter, which will eventually find its way to our very precious marine life, we are a small coastal community, with a very spectacular coastline, why do we need McDonalds, on our doorstep when there are several fast food outlets 10 mins away.	Noted. See 1.1 and 3.1 above.	No modification required.
184	**Object**	**Submitter 184**		
184.1		As a local government authority the City of Wanneroo have an obligation to consider applications such as this with the wellbeing of the community in mind. We have an obesity problem in Australia with 67% of adults either overweight or obese! Fast food outlets are a direct contributor to this issue. Therefore I cannot comprehend your reasoning for considering this application apart from the money that McDonalds will be paying to the City.	Noted. See 52.3 above.	No modification required.

184.2		Yanchep already has a McDonalds (plus BurgerKing, KFC, Subway, Zambreros) within 7 kms of Two Rocks. Also, the proposed site for McDonalds in Two Rocks is in a prime seafront location which will negatively affect properties in close proximity, detract from the outstanding natural beauty of the seafront area. In addition, we already have a problem with littering in Two Rocks parks (eg Mitchell Park) from takeaway outlets - this will become worse with McDONALDs on our doorstep.	Noted. See 1.1 above.	No modification required.
184.3		The council should be promoting healthy living, yet in every new suburb from Butler to Yanchep (and now Two Rocks) all we see are fast food outlets springing up. By going ahead with this proposal you are directly contributing to the obesity problem. The City is prioritising funding from big business without consideration for the wellbeing of the community and should be ashamed. This is not why we voted for you!	Noted. See 184.1 above.	No modification required.
185	**Object**	**Submitter 185**		
185.1		I strongly object to this proposal for the amenity and requirements of the Township of Two Rocks. The town is a lovely coastal town that should be developed with boutique shops and restaurants or a hardware store. There are up to 12 Fast Food Outlets - 15 minutes from Two Rocks in Yanchep which also includes a McDonalds Drive Thru Restaurant. It is unreasonable to assume that citizens need another fast food McDonalds less than 15 minutes away !	Noted. See 1.1 and 5.1 above.	No modification required.
185.2		Within Yanchep there are McDonalds Outlets , KFC Food Outlets, 7 Eleven Food Outlets, Subway Outlets, Pizza Outlets , Mexican Food Outlets.	See 185.1 above.	No modification required.
185.3		There are no Hardware Stores, Chinese Restaurants, or alternative Food Outlets that would compliment, not replicate what is available to choose within a 15 minutes journey. The nearest Hardware Store is 30 minutes away in Neerabup, the nearest Chinese Restaurant is 30 minutes away and the nearest Cinema is 45 minutes away, each of these alternative businesses would create the same "Activity Centre Hierarchy" - Announced by the applicants, as a McDonalds	Noted. See 185.1 above.	No modification required.
185.4		It is clear from reading the DA application report that the proponents (Hindley & Associates) have simply x referenced what the City of Wanneroo have outlined in any application and substituted paragraphs that outline that this application is what the City is requiring be developed in the Area . It is misleading in the DA report to claim that the State Planning Paragraphs " Encourage" or "Desire" a fast food outlet.	Noted. The applicants report does not have any weight when considering the proposal. As detailed in the Responsible Authority Report the proposal is considered appropriate.	No modification required.

185.5		From the photographs , the 1st thing that Tourists will see when they drive into Two Rocks along Lisford Avenue will not be Neptune and His Triton as an Icon anymore , it will be a Giant "M" illuminated sign covering the statue in view. This is not what residents want to be the initial panoramic view of our town.	Noted. The pylon sign has been relocated to the southeast corner of the site, to ensure that the view of King Neptune is not blocked by the sign.	No modification required.
185.6		I request the DA Approval Authority give consideration to rejecting this proposal and perhaps review the planning regulations to consider " alternative" tourist shops or restaurants , that will invigorate the Tourism experience and perhaps create an expectation to return , that is not offered by "Just another McDonalds" restaurant.	Noted. See 1.1 above.	No modification required.
186	**Object**	**Submitter 186**		
186.1		As a long term Two Rocks home owner and resident, I strongly oppose the proposed McDonalds in Two Rocks. As a small town, a fast food outlet is not required and would not suit the coastal aesthetic. There is an available McDonalds restaurant within a 5 minute drive in Yanchep.	Noted. See 1.1 above.	No modification required.
187	**Object**	**Submitter 187**		
187.1		Unnecessary use of commercial land. Far greater necessities then another McDonalds. Far too many health issues in Yanchep/ Two rocks / Perth. AMERICANs and the outlets are prime examples of why we dont need fast food; obesity diabetes and cardiovascular health issues.	Noted. See 1.1, 5.1 and 52.3 above.	No modification required.
187.2		101 of land use, make it a priority for the community and open views to the beaches. That land could be a surfclub or a place of revegitation. Build a Bunnings somewhere and allow that land for the community to enjoy, McDonald's will decrease land value.	Noted. See 1.1 and 5.1 above. Land value is not a valid planning consideration.	No modification required.
188	**Object**	**Submitter 188**		
188.1		The COW is destroying Two Rocks. McDonalds causes obesity / health issues and rubbish all over the place. Destroying our marine and wildlife life!! Two Rocks should be a beautiful tourist destination. No one at COW has any foresight. The residents of Two Rocks do not want McDonalds. I will definitely make my vote count towards getting rid of councillors that are destroying this area!!!!!	Noted. See 15.2 and 52.3 above.	No modification required.
189	**Object**	**Submitter 189**		

189.1		The location suggested for this fast food outlet is absolutely ridiculous and has no thought or care for surrounding residents or the scenic coastal area. The sea front and marina area including king Neptune has so much potential, and could be made into a tourist and family hub. McDonalds is definitely not the answer especially as there is one 5mins down the road in Yanchep, how many are actually needed? Careful thought and planning could make something different that attracts tourists and families and not doing a mirror image of so many suburban food outlets.	Noted. See 1.1 and 5.1 above.	No modification required.
190	**Object**	**Submitter 190**		
190.1		I feel this will “cheapen” a beautiful suburb. Make it unoriginal, and encourage more families to eat junk food. The horrid plastic packaging will cause litter all over town, and on our beach and dunes. It has a negative impact on wildlife also. Two Rocks locals can already pick up or even get a delivery from McDonalds 10 minutes down the road.	Noted. See 15.2 and 52.3 above.	No modification required.
191	**Object**	**Submitter 191**		
191.1		I object to having a drive through fast food outlet built in Two Rocks town centre. I have lived in this suburb for 10+ years and the Cafe and restaurant facilities we have adequately support the community. There is not the population to support another outlet. The closure of curry on the rocks restaurant and the pickled herring which both did take away food proves this point. There is no demand for a 24 hour food outlet.	Noted. See 1.1, 5.1 and 176.3 above.	No modification required.
191.2		There are more than 6 fast food outlets 7km away in yanchep which will deliver to Two Rocks if people want that food. Do not build an eyesore such as a fast food drive through outlet in our beautiful little town. If this is approved, the livelihoods of locals will be impacted if it takes business away from Neptunes Cafe and the Coffee Lizard coffee van at the marina. The proposed site is directly opposite charnwood Park. A place where kids go to use the skate park, play footie and take part in healthy activities. Putting a fast food outlet opposite this area is providing easy access to unhealthy food for young people which goes against everything we teach our children. We want them to make healthy choices not have easy access to junk food.	Noted. See 1.1, 5.1, 20.5 and 52.3 above.	No modification required.
		In additon to the above, i do not want to open my curtains in a morning and see a fast food outlet. My house looks directly over this site. It is bad enough knowing Woolworth is coming at some point but please don't allow a fast food outlet to come and ruin our little town.	Noted.	No modification required.

		Thank you for considering these comments and I sincerely hope this proposal does not go ahead at the site proposed. A site not in the centre of the town would be more acceptable in the same way that an alternative site was found for the McDonalds that was proposed for Dunsborough.	Noted.	No modification required.
192	**Object**	**Submitter 192**		
192.1		No one wants a fast food outlet here. We have it all, just up the road in Yanchep. We already have approval for a Woolworths that totally destroys the ambience of Two Rocks. Go away with your money grabbing, insensitive planning approvals.	Noted. See 1.1, 5.1 and 104.1 above.	No modification required.
193	**Object**	**Submitter 193**		
193.1		Two Rocks needs facilities that benefit the entire community and not just a select percentage that consume unhealthy food that is proven to contribute to obesity and some forms of cancer. I'd like my council to lead by example and say no to these type of establishments and be more in favour of specialty shops more fitting for a coastal precinct. A council that puts its residents first, promotes a healthy lifestyle for all citizens both young and old.	Noted. See 1.1 and 5.1 above.	No modification required.
		Two Rocks doesnt have a petrol station and this is an example of a facility that would be of more benefit to the community. Given the proximity of the location to the ocean has any thought be given with the impact to the environment. What ongoing measures are being put in place to manage junk food packaging that is not disposed of properly, measures to ensure its not ending up in our oceans which already suffers from micro plastics and the impact on our beaches which drives tourism.	Noted. See 3.1 and 5.1 above.	No modification required.
		Its disappointing that the city cannot consider feedback that relates to civil or non-planning matters such as the perceived impact on property values and anti-social behaviour.	Noted. See 3.1 above.	No modification required.
		As a rate payer I expect my council to be leading by example and ensuring that new planning proposals dont create issues or contribute to matters that are already causing problems in society.	Noted.	No modification required.
194	**Object**	**Submitter 194**		
194.1		Prime land used for fast food is disappointing. So many new fast food outlets have gone up on Marmion in the last months. Shame the area of King neptune isn't celebrated or respected. Maccas isn't a tourist attraction, unlike the previous water park. Shame on you!	Noted. See 1.1 above.	No modification required.
195	**Object**	**Submitter 195**		

195.1		We don't need it we have a IGA and maccas is 5 minutes down the road.	Noted. See 1.1 above.	No modification required.
196	**Object**	**Submitter 196**		
196.1		Two Rocks has had a hard time trying to keep hold of its community and cultural heritage. Bad enough that a Woolworths supermarket is given the go ahead on what is basically a seafront position and right opposite King Neptune. Now a fastfood restaurant is to be placed right next to it. With all the land and development around Two Rocks why here on prime oceanside land?	Noted. See 1.1 and 4.2 above.	No modification required.
196.2		There is plenty if space further up Breakwater Drive. We have a McDonalds literally 7 mins down the road in Yanchep. We dont have enough population to support what few food outlets we have already.	Noted. See 30.2 above.	No modification required.
196.3		If they must come, at least have a bit of consideration to our towns heritage and identity. The land around Neptune should be a picnic area or park. If something commercial HAS to be built, BCF or fishing/tackle shop. Something a little more fitting and useful for the marina users.	Noted. See 4.2 and 5.1 above.	No modification required.
197	**Object**	**Submitter 197**		
197.1		We already have a row of fast food restaurants in Yanchep including Mcdonalds, Hungry Jacks, KFC, which is only 15mins away. Having a Mcdonalds in Two Rocks near the two primary schools will only encourage the kids to eat more junk food, and affect their health. How about putting in a quality restaurant or entertainment venue instead of Mcdonalds for a prime real estate location.	Noted. See 1.1, 5.1 and 52.3 above.	No modification required.
198	**Object**	**Submitter 198**		
198.1		Please, I'm absolutely against the MacDonald store being built in two rocks. The are so many of them around now it's becoming a joke, yanchep is 6 minutes away, we honestly don't need another one. Not only that, since yanchep has had fast food explosion, the oily smell in the air is quite hard to breathe through, I use to enjoy going to yanchep shopping centre and now I avoid it due to the smell of fast food, please don't turn our sleepy little town into another junk food option.	Noted. See 1.1 and 18.2 above.	No modification required.
198.2		There are so many better choices. Swimming pool, surf shop, Etc. If it has to be food how about Vietnamese, Chinese or Thai, or even an Asian grocery would be amazing.	Noted. See 5.1 above.	No modification required.
199	**Object**	**Submitter 199**		

199.1		While a McDonald's may seem like a convenient option, its introduction in Two Rocks could have several negative consequences that directly impact the town's planning and development. Here's why:	Noted.	No modification required.
199.2		1. Detrimental Impact on Local Businesses: Reduced Foot Traffic: A drive-thru model discourages people from getting out and exploring the town. This could harm existing cafes, restaurants, and shops that rely on pedestrian traffic. Loss of Unique Character: Two Rocks' charm likely lies in its independent businesses. A large chain restaurant would create a homogenized feel, diminishing the town's unique identity.	Noted. See 20.5 above.	No modification required.
199.3		2. Environmental Concerns: Increased Waste: Fast food generates significant packaging waste, creating a strain on local waste management and potentially harming the natural beauty of Two Rocks. Traffic Congestion: Drive-thrus often lead to increased traffic, idling cars, and air pollution, which is undesirable in a coastal town known for its fresh air.	Noted. See 8.2 and 15.2 above.	No modification required.
199.4		3. Public Health Considerations: Unhealthy Food Choices: Fast food is often high in calories, fat, and sodium. Increased access could contribute to unhealthy dietary habits, especially among children.	Noted. See 52.3 above.	No modification required.
199.5		4. Unnecessary Infrastructure Changes: Traffic Flow Disruption: A drive-thru may require modifications to existing roads and intersections, potentially disrupting the town's current traffic flow.	Noted. See 8.2 above.	No modification required.
199.6		Visual Intrusion: Large, brightly lit fast-food signs and buildings can detract from the scenic beauty of Two Rocks	Noted. See 11.2 above.	No modification required.
199.7		Alternatives to Consider: Encourage the development of locally-owned restaurants that offer healthy and sustainable options. Focus on attracting businesses that complement the coastal lifestyle, such as fresh seafood markets or cafes with outdoor seating. Invest in public spaces and initiatives that promote healthy living and community engagement. By focusing on these planning aspects, Two Rocks can maintain its unique charm and prioritize the well-being of its residents and environment.	Noted. See 5.1 above.	No modification required.
200	**Object**	**Submitter 200**		
200.1		What is the point of putting a maccas 5 minutes away from the one in Yanchep. Two Rocks shouldn’t be turned into what the other places have. Why not put a tackle shop, or a surfy clothing store, anything that includes the salt sand and sea lifestyle. We chose Two Rocks for a reason don’t ruin it by making us all fatties!!!	Noted. See 1.1 above.	No modification required.
201	**Object**	**Submitter 201**		

201.1		There's a McDonalds & other fast food outlets in Yanchep 10 minutes drive away. Total misuse of prime coastal land.	Noted. See 1.1 above.	No modification required.
201.2		Line of sight exiting this area is unsuitable due to proximity of the bend in Lisford - increased traffic hazards & no a round about will not solve traffic issues & would have to be too tight creating more traffic issues.	Noted. See 8.2 above. The proposal has been reviewed by the City's Traffic Services who are satisfied with the access arrangements to and from the site.	No modification required.
202	**Object**	**Submitter 202**		
202.1		My parents live in Two Rocks and I'm constantly going there for holidays/get togethers etc. I love the vibe of Two Rocks and how it's a country costal town so I'd hate for the litter and just how unaesthetic it would look.	Noted. See 3.1 above.	No modification required.
203	**Object**	**Submitter 203**		
203.1		I believe this will compromise the integrity of Two Rocks a chain/franchise "restaurant" will destroy the beauty and image of our beachside town. As a prime location this should be reserved for other interests that add to the pristine and unique beachfront area.	Noted. See 1.1 above.	No modification required.
203.2		You don't see a McDonald's on the beautiful foreshore of Busselton because it does not add value or maintain a beautiful town. It will reduce the value of surrounding lots. No one wants to live next door to a fast food outlet and those blocks of land are high value but won't be should this go through. The sea breeze will blow the food stench through the town.	Noted. See 1.1 above.	No modification required.
204	**Object**	**Submitter 204**		
204.1		Two Rocks has a unique environment. Bringing establishments such as this could have a lasting negative effect on this environment, as well as the long established understanding fast food is simply not good for your health.	Noted.	No modification required.
205	**Object**	**Submitter 205**		
205.1		We live on the Breakwater Estate in Two Rocks, and notice the litter on Breakwater Drive from time to time. We feel if there is a fast food outlet we are concerned there would be an increase in litter. Two Rocks is a lovely seaside town and does not need a fast food restaurant so close to the ocean, it would spoil the feel of the town.	Noted. See 3.1 above.	No modification required.
206	**Object**	**Submitter 206**		

206.1		This is not the right location for a fast food outlet. The close proximity to the beach could have a negative environmental impact with litter/packaging likely to be left around the marina, at risk of entering the ocean.	Noted. See 1.1 amd 3.1 above.	No modification required.
206.2		It is also too close to existing housing. There is also an excessive amount of fast food outlets not 10kms away in Yanchep that already meet the needs of Two Rocks residents.	Noted. See 1.1 above.	No modification required.
206.3		Something more community minded, like a variety of small retailers similar to what is at Hillary's boat harbour would keep this area of Two Rocks from becoming an eyesore and help preserve the quaint fishing village identity and bring weekend tourism to the town.	Noted. See 5.1 above.	No modification required.
207	**Object**	**Submitter 207**		
207.1		1. Youth anti-social behaviour congregates around McDonalds.	Noted. See 3.1 above.	No modification required.
207.2		2. Health - fast food is an unhealthy diet, especially for children.	Noted. See 52.3 above.	No modification required.
207.3		3. Uniqueness of Two Rocks - we are a community that does not want the "advances" of progress. We want our community to be free of franchises, superstores, cookie-cutter development. We prefer local business and local produce.	Noted. See 1.1 above.	No modification required.
208	**Object**	**Submitter 208**		
208.1		There are already fast food options 15 minutes down the road at Yanchep. We do not need a Macdonalds (or any other drive through fast food) every 15 minutes. Propose a cafe so families have healthier options.	Noted. See 1.1 and 5.1 above.	No modification required.
209	**Object**	**Submitter 209**		
209.1		Would prefer speciality shops with a bit of open parkland more in keeping with a waterfront precinct. Like hillarys boat harbour on a smaller scale.	Noted. See 1.1 and 5.1 above.	No modification required.
210	**Object**	**Submitter 210**		
210.1		I think better developments can be made before a fast food outlet such as McDonalds is established. I think a fuel station would better service the community. The location for this proposal I think devalues the town centre.	Noted. See 5.1 above.	No modification required.
211	**Support**	**Submitter 211**		
211.1		Place is empty needs more.	Noted.	No modification required.
212	**Object**	**Submitter 212**		
212.1		Anti-social behaviour, litter and don't need one as already one in Yanchep.	Noted. See 3.1 above.	No modification required.

213	**Object**	**Submitter 213**		
213.1		McDonalds is every where the last thing we need is another, government give us health warnings and advice, they should also do it for fast food ,as it's poisoning people.	Noted. See 52.3 above.	No modification required.
214	**Object**	**Submitter 214**		
214.1		We don't need a McDonalds to take up property that would be better suited to something we can all use, a better park and cafe or a fuel station even. Once you have one takeaway it paths the way for others to follow. Yanchep is only ten minutes away for this.	Noted. See 1.1 and 5.1 above.	No modification required.
215	**Object**	**Submitter 215**		
215.1		I object to the approval of a McDonalds in this location on the following grounds.	Noted.	No modification required.
215.2		1. Devaluing surrounding properties and land.	Noted. Property value is not a valid planning consideration.	No modification required.
215.3		2. Pollution to a pristine heritage area. Travel to any McDonalds and you will see the discarding of Rubbish in the surrounding area. Located in our prime tourist area I believe this would affect the aesthetics of this area and deminishing the character of the Two Rocks suburb.	Noted. 3.1 and 4.2 above.	No modification required.
215.4		3. Residential security. 24hr McDonalds become hangouts often leading to an increase in crime and antisocial behaviour. Having no police station in two rocks and the closest 24hr Police Station being Clarkson this increases the risk to Two Rocks residents.	Noted. See 3.1 above.	No modification required.
		Article attached.	Noted.	No modification required.
216	**Object**	**Submitter 216**		
216.1		Please no McDonald’s at Two Rocks. Service station or Bunnings is more needed then a fast food chain.	Noted. See 5.1 above.	No modification required.
217	**Support**	**Submitter 217**		
217.1		No comments.	Noted.	No modification required.
218	**Object**	**Submitter 218**		
218.1		No McDonalds in Two Rocks. We really need a Bunnings up in area. No more fast food chains.	Noted. See 5.1 above.	No modification required.
219	**Object**	**Submitter 219**		

219.1		Nobody in the Two Rocks community wants a fast food outlet including myself. Always rubbish floating around McDonalds car parks, that'll blow straight onto the beach and into the marina making it look like a tip. Go on the Two Rocks Facebook community group and you will see there is uproar about this, everybody wants a servo or a camping store, please don't turn our little town into something it's not!	Noted. See 3.1 above.	No modification required.
220	**Object**	**Submitter 220**		
220.1		Unfortunately, fast food restaurants result in a large amount of litter. The proposed McDonalds is close to the beach, in an area subject to fresh winds. I am concerned about the increase in litter in the area generally but particularly into the marine environment. The proposal does not, and probably cannot, address the generation and spread of litter from this outlet, unless McDonalds change their food packaging strategy (an extremely unlikely event).	Noted. See 3.1 above.	No modification required.
220.2		I remain unconvinced that the community needs another food outlet, particularly a fast food outlet. There are 2 food outlets in the Two Rocks shopping centre that have recently closed (Pickled Herring, Curry on the Rocks), presumably due to lack of local support, and remain empty.	Noted. See 1.1 above.	No modification required.
220.3		The proposed McDonalds is some distance from the current shopping precinct. The proposed Woolworths supermarket will be between the proposed McDonalds and the current shopping precinct, spreading (increasing) the area consumed by retail outlets. If another food outlet is deemed necessary, then redevelopment of one of the closed premises would be preferable. There would also seem to be plenty of available space within the existing retail precinct to accommodate this proposed food outlet rather than continue the sprawl of commercial buildings.	Noted. See 1.1 above.	No modification required.
220.4		The McDonalds outlet is a standard design - bright, colourful - in stark contrast to our current retail area of limestone and restrained colours.	Noted. The development has been modified to incorporate colours, materials and built form which is more sympathetic to the locality, as discussed in the body of the report.	No modification required.
220.5		The proposed outlet will operate 24 hours per day, creating light, noise and air (cooking smoke) pollution at times when the vast majority of the community are trying to sleep. The proposed location of the outlet is very close to existing residences, exacerbating this issue.	Noted. See 8.2, 11.2 and 18.2 above.	No modification required.

221	**Object**	**Submitter 221**		
221.1		No comments.	Noted.	No modification required.
222	**Object**	**Submitter 222**		
222.1		I work at the Tavern at the Rocks and believe this food outlet will cause a lot of security issues for the local area. The Two Rocks complex near by has just been made heritage listed, being an older site there is a lack of lighting and securtity cameras for the whole complex. A new outlet right near by will bring potential secuity issues for the local businesses	Noted. See 4.2 above.	No modification required.
		The King Neptune statue also does not have any secuirty cameras. As they are proposing a 24/7 outlet the potential security risks will be very high and could be dangerous given the amount of walls/stairs in the area and no lighting.	Noted.	No modification required.
223	**Object**	**Submitter 223**		
223.1		There is no need for fast food stores in Two Rocks to attract noise, rubbish and disturbances. If people want fast food they can drive 7 km to Yanchep. The area allocated is near a park where young children play and the traffic is busy enough without creating more dangerous situations. Do you see a fast food store at Sorrento Quay Marina or in the new Ocean Reef Marina? Don't destroy the planned marina for Two Rocks before it starts.	Noted. See 1.1 and 8.2 above.	No modification required.
224	**Object**	**Submitter 224**		
224.1		The impact on the heritage listed King Neptune statue will diminish the value of the most iconic feature of Two Rocks negatively impacting tourism and business. Furthermore, the lack of lighting nearby will create security risks for businesses and residents having a 24/7 operation in the area.	Noted. See 4.2 above.	No modification required.
		Finally, the traffic impact of the location at 10 Enterprise Avenue is likely to lead to traffic jams and accidents as the egress mentioned is not accessible through the marina. The planning proposal states that Australis Dr will provide access when in fact the australis dr does not directly connect to the Azzura Loop which means Lisford avenue and Azzura Loop will become a dangerous traffic hazard when cars back up out of the venue and will infringe upon those trying to access the King Neptune statue as well as businesses located near the marina.	Noted. See 8.2 and 201.2 above.	No modification required.
225	**Object**	**Submitter 225**		

225.1		A fast food outlet will have significant impact on the quality of lifestyle in our unique community. I am very concerned about the "bad element" this attracts, the impact of our traffic system and flow, littering and noisy vehicles from drivers with poor concern for the many elderly residents children in close proximity and others wishing a peaceful environment.	Noted. See 3.1, 8.2 and 201.2 above.	No modification required.
226	**Object**	**Submitter 226**		
226.1		There is no need for McDonald's inTwo Rocks if junk food is needed people can travel to Yanchep if they really need McDonalds make a delivery service from the Yanchep building it is beyond me that any one need this in our town how about more parking have you realised how little we have?	Noted. See 1.1 and 5.1 above.	No modification required.
227	**Object**	**Submitter 227**		
227.1		This is prime ocean real estate. PUT A FRESH FOOD FARMERS AND SEAFOOD MARKET!!! NOT WOOLWORTHS AND FAST FOOD CRAP!!!	Noted. See 1.1 and 5.1 above.	No modification required.
228	**Object**	**Submitter 228**		
228.1		There is no need for a fast food chain in Two Rocks as there is easy access to a range of other outlets in Yanchep (5mins away). Two Rocks, given its beautiful location and demographic, would benefit from a good restaurant run by local people and not a major chain that adds nothing to the beautiful town. There are also examples of excellent local fast food businesses that have been forced to close their business in Yanchep due to the major chains moving in, proving that there is no need for any other similar outlets in this area.	Noted. See 1.1 and 5.1 above.	No modification required.
228.2		Also given the obesity issues in Australia and the government recommendations to avoid fast food, this sort of development does not support the government objectives for promoting healthy living, or that of local produce and local business.	Noted. See 20.5 and 52.3 above.	No modification required.
228.3		It will also prompt other fast food businesses to come to the area and further exacerbate the issues in the local area.	Noted.	No modification required.
228.4		A fast food chain in this location will taint the idyllic view and location of Two Rocks. I have never seen, or known, a fast food chain like this so close to the beach and this will encourage rubbish on the beach (and pollution in the ocean) as well bring 24hr noise and anti social behaviour that often comes with outlets like this. I do not support this development in Two Rocks.	Noted. See 1.1 and 3.1 above.	No modification required.
229	**Object**	**Submitter 229**		

229.1		I am writing to express my concern regarding the proposed construction of a McDonald's in Yanchep. While the development may seem like a beneficial addition to the area, I believe it will ultimately detract from our community's unique character and well-being.	Noted.	No modification required.
229.2		Firstly, introducing another fast food outlet in Yanchep will significantly cheapen the area. We take pride in our community's distinctiveness, and the proliferation of chain restaurants undermines the local charm and character that make Yanchep special. Our community is already saturated with fast food options, and adding another McDonald's will contribute to a homogenized environment that does not reflect the values or identity of our town.	Noted. See 1.1 above. Property value is not a valid planning consideration.	No modification required.
229.3		Moreover, the presence of another fast food restaurant poses serious health risks to our community. Obesity is a growing epidemic, and the easy availability of unhealthy food options only exacerbates this issue. Encouraging the consumption of fast food by increasing its availability contradicts efforts to promote healthier lifestyles and can lead to long-term negative health outcomes for our residents, particularly our youth.	Noted. See 52.3 above.	No modification required.
229.4		Instead of building another McDonald's, I urge the consideration of alternative developments that would enhance our community's quality of life such as a quality restaurant and bar with stunning ocean views. We should focus on projects that support local businesses, promote healthy living, and preserve the distinctive character of Yanchep.	Noted. See 5.1 above.	No modification required.
229.5		Thank you for considering my concerns. I hope that we can work together to ensure that any new developments in Yanchep align with the best interests of our community.	Noted.	No modification required.
230	**Object**	**Submitter 230**		
230.1		Two Rocks is a beautiful seaside community and does not need fast food outlets like MacDonalds spoiling its ambiance. There is already a McDonalds 7mins drive away if people feel the need to consume this poisonous food.	Noted. See 1.1 and 5.1 above.	No modification required.
230.2		It's proposed location opposite Chandwood Park is asking for trouble. The environmental impact will be astronomical . Our pristine beaches will be littered with rubbish. It is not necessary, I strongly object. There are far more pressing needs for the community than a fast foods let. Let's make Two Rocks unique and not just another suburb. Please don't build this in our community.	Noted. See 3.1 above.	No modification required.
231	**Object**	**Submitter 231**		

231.1		Two Rocks is rapidly developing area,we have more than enough food outlets. Stop trying to turn our peaceful town into a city microcosm I got one will never eat from a drive thru of any brand.	Noted. See 1.1 above.	No modification required.
232	**Object**	**Submitter 232**		
232.1		The idea is too hideous to consider, pristine coast proximity tone littered with rubbish, plastic waste and residential disruption.Dump the idea before our pristine environment is turned into a dump!! PLEASE	Noted. See 1.1 and 3.1 above.	No modification required.
233	**Object**	**Submitter 233**		
233.1		I believe that if we allow them to build here in Two Rocks the antisocial behaviour from our local young people they would hang out and also create mess from not picking up after themselves. We have pristine beaches here in Two Rocks and we don't need to impact the environment any more that it is already.	Noted. See 3.1 above.	No modification required.
234	**Object**	**Submitter 234**		
234.1		Do not support this, why ruin an old county suburb!	Noted.	No modification required.
235	**Object**	**Submitter 235**		
235.1		Two Rocks is a beautiful place to be honest it. Could be the Byron Bay of WA that’s if we preserve it and work with the eco system and it’s amazing untouched landscapes.	Noted.	No modification required.
235.2		I am all for development and growth but I think a café prescient and playgrounds and a foreshore development that has space for the community to have fish and chips or local wood fired pizza takeaways create a destination for people to be and want to be a way for people to order dinner or coffees but not a maccas or commercials brand or chains.	Noted. See 1.1 and 5.1 above.	No modification required.
235.3		Have a place for families and kids to attend at night and or a day out space or hold community nights or outdoor movies space with fenced parks and food truck nights and other food outlets that suit the landscape and the community and culture.	Noted. See 5.1 above.	No modification required.
235.4		MacDonalds is 6 mins down the road at Yanchep with every other takeaway Let’s get creative and develop a place innovative that promotes local events food culture and lunch and dinner options that are not franchised that gives people in the community long term employment in a place that is beautiful a destination for so many in wa Let’s not commercialise things and lose its beauty let’s enhance it think outside the box and not do what every other development does let’s be original.	Noted. See 5.1 above.	No modification required.

235.5		Let's be forward thinking let's be innovative, let's be the people that make the change and not impact the land with commercialised rubbish and Golden Arches let those awesome sunsets in with community spaces and food outlets that are home growen family owned business that embrace all things two rocks The history of the place alone is an icon. Let's not do Golden Arches let's do Two Rocks sunsets and sundowners with wood fired pizzas and vinos on a picnic blanket or a table with service. Or bao buns and sliders with ales and ciders out door movies and fenced in spaces for the kids with a sunset to boot. Let's be the Byron bay of WA please don't do what every other shire does. Please keep it local and humble.	Noted. See 1.1 and 5.1 above.	No modification required.
235.6		Some suggestions that we could do are something like kings road brewery open space takeaways family and kid spaces Or drive through cafes or chocolate factory's similar to Margaret river or Clancy Fish Pub in Dunsborough Let's get original let's keep beautiful and most of all lets keep local.	Noted. See 5.1 above.	No modification required.
236	**Object**	**Submitter 236**		
236.1		We don't need junk food & it's location is appauling next to oceanside homes which will devalue the area. The smells will be awful. It is already a dangerous spot after the S bond. How about a petrol station or gym?	Noted. See 5.1, 8.2 and 201.2 above.	No modification required.
237	**Object**	**Submitter 237**		
237.1		Damages the ambiance of close private housing. Impacts already overcrowded parking. Encourages bad eating habits for the young. Every fast food facility 10 minutes away in Yanchep. Smelly.	Noted. See 18.2 above.	No modification required.
238	**Object**	**Submitter 238**		
238.1		The building of a McDonalds fast food restaurant will be in direct contravention of the City of Wanneroo's Public health Plan, which acknowledges that more than two thirds of the population are overweight/obese and that diet is a contributing factor. The proposed outlet will be built directly opposite a park and skate park in a cynical attempt at harnessing a young and impressionable market for their junk food.	Noted. See 52.3 above.	No modification required.
238.2		McDonalds food is classed as discretionary according to the Australian Dietary Guidelines which contributes to the high numbers of people who are overweight and obese and contributing to ever increasing rates of associated chronic disease, such as type 2 diabetes and cardiovascular disease.	Noted.	No modification required.

238.3		At present, Two Rocks is a quaint and unique location, unspoilt by the scourge of fast food outlets seen spreading through our suburbs. Lets keep Two Rocks unspoilt and unique - which will naturally attract many visitors to the town.	Noted. See 1.1 and 5.1 above.	No modification required.
239	**Object**	**Submitter 239**		
239.1		No one in Two Rocks wants this. The overdevelopment is killing our quiet towns.	Noted.	No modification required.
240	**Object**	**Submitter 240**		
240.1		As a home owner in Two Rocks I believe that this will have a detrimental effect on our town. It will encourage you g people to hang out around that area and the park opposite. We have plenty of fast food places in Yanchep and feel the land would be better used.	Noted. See 1.1 above.	No modification required.
241	**Support**	**Submitter 241**		
241.1		I support the proposal of McDonalds in Two Rocks because I love their Big Mac n fries.	Noted.	No modification required.
242	**Object**	**Submitter 242**		
242.1		We have enough fast food outlets in Yanchep we do not need one in Two rocks. It will also destroy the look of this beautiful town.	Noted. See 1.1 above.	No modification required.
243	**Object**	**Submitter 243**		
243.1		A fast food outlet will degrade the area, it should be used for a space that considers health and well being and participation of the entire community in line with current social norms.	Noted. See 1.1 and 5.1 above.	No modification required.
244	**Object**	**Submitter 244**		
244.1		I believe we should be promoting healthy eating instead of unhealthy fast food. Two Rocks is a beautiful quiet town & would not fit having a McDonalds.	Noted.	No modification required.
245	**Object**	**Submitter 245**		
245.1		No comments.	Noted.	No modification required.
246	**Object**	**Submitter 246**		
246.1		Traffic problems - terrible smells - area should be used for a healthy restaurant or fitness outlet not McDonalds which is extremely unhealthy. There are enough take aways in the area and Yanchep.Think about the health of our children, not lining multinationals pockets.	Noted. See 1.1, 8.2 and 52.3 above.	No modification required.
247	**Support**	**Submitter 247**		

247.1		I support the proposal of McDonalds in Two Rocks because I love their Big Mac n fries.	Noted. Duplicate of submission 241.	No modification required.
248	**Support**	**Submitter 248**		
248.1		As much as a McDonalds in Two Rocks seems to like it goes against our untouched coastal town (of which I was a long term resident of until recently and still a frequent visitor to) it is an inevitable concept that Two Rocks will begin to see more commercialised establishments. Personally, it is better to have these things done in conjunction with community consult than no opportunity for consultation. I support this as I think it is going to happen some time or another and would provide greater opportunity for local work and save people a lot of time whom have kids sports late at night and need to grab a quick takeaway option.	Noted.	No modification required.
249	**Object**	**Submitter 249**		
249.1		A McDonalds venue, or any fast food venue for that matter, should not even be considered during the planning for the Two Rocks townsite. There is an opportunity to preserve the small coastal town feel of the two rocks town centre through proper planning if done correctly. Allowing these sorts of venues will destroy that vision very quickly. It does not suit the area.	Noted. See 1.1 above.	No modification required.
250	**Object**	**Submitter 250**		
250.1		The Two Rocks Marina is seasonally home to many vulnerable species of birds (Grey-tailed Tattler, Bar-tailed Godwit, Australian Osprey, and more). Fast food restaurants tend to attract competing species such as the Australian Raven (known to kill and eat young birds of other species) or Feral Pigeon (breed in large numbers, may take over prime nesting locations needed by native birds). I am studying Conservation Biology at Edith Cowan University, and find this proposal concerning with its potential consequences to local wildlife, as well as the environment.	Noted. See 3.1 above.	No modification required.
251	**Object**	**Submitter 251**		
251.1		It's ugly. We don't need a fast food corner here in Two Rocks. There are enough in Yanchep. Visual pollution. Littering our environment.it will impact on the small business in Two Rocks.	Noted. See 3.1 above. As detailed in the body of the report the proposal has been modified to be more in keeping with the local aesthetic and is considered appropriate.	No modification required.
252	**Object**	**Submitter 252**		

252.1		Fast food is not advisable as it encourages obesity and unhealthy habits. There will be Woolworths built there soon and there is a number of cafes already in the area. Maybe consider fast food outlets further away from the marina as it de- evaluates the prime location. Please consider more family friendly places that promote healthy habits and good behaviour.	Noted. See 1.1, 5.1 and 30.2 above.	No modification required.
253	**Object**	**Submitter 253**		
253.1		We are a small coastal community. This is why we all live up here, we value having our open space and having our own culture that comes with it.	Noted.	No modification required.
253.2		Me and my family oppose having another drive through franchise open up in two rocks when there is several down the road in Yanchep.	Noted. See 1.1 above.	No modification required.
253.3		If we wanted to live in the city we would. In Two rocks it would be much more appreciated if we had more parks and open spaces for community engagement. If we are to get another food outlet which we we have a few already (4 open and one thats closed), that are struggling to have a big enough population to support them. I can not see any reason bar money and greed to put a large commercial franchise in to the further detriment of the local population.	Noted. See 1.1 and 104.1 above.	No modification required.
254	**Object**	**Submitter 254**		
254.1		I'm quite certain this will be the only coastal location across the whole of Perth that will have its sunset view blocked by the Golden Arches. By approving this building just 50 metres from the beach, it will block almost every home established to its east, of which mine is one. We have been at our location for 10 years, with a lovely view (we are about 800mts to the east of the proposed build, on the Ridge of Charnwood Avenue), but our view will now be the McDonalds arches.	Noted.	No modification required.
254.2		This will greatly reduce the value of our home, immediately, and every other home in this part of the suburb will experience the same impact (approx. 100 homes).	Noted. Property value is not a valid planning consideration.	No modification required.
254.3		Given Mcdonald's brand awareness success worldwide, could the City of Wanneroo (DAP) not consider a better-suited location, or dare I say it, why can't we just go to the Yanchep location (approx 7 min drive)? This is as obscene as the Woolworths project in the same precinct which most Two Rocks residents are not interested in.	Noted. See 1.1 and 30.2 above.	No modification required.
254.4		Photos attached	Noted.	No modification required.

255	**Object**	**Submitter 255**		
255.1		There are plenty of fast food places just a few minutes down the road already in Yanchep. It's unnecessary to have them also in Two Rocks. It's going to lose its charm and unique community feeling. I only see negative things coming from unneeded fast food establishments being built in Two Rocks.	Noted. See 1.1 above.	No modification required.
256	**Object**	**Submitter 256**		
256.1		Nowhere on the West coast has or wants a 24/7 Drive through food outlet.	Noted.	No modification required.
256.2		Two Rocks offers a lifestyle that second to none, and the Proposal of a McDonald's is not necessary for our lifestyle or community. Preserving the natural environment and cultivating a relationship with the unique wildlife would be unbalanced with the additional lighting, traffic, food waste, rubbish and general noise.	Noted. See 3.1, 8.2 and 11.2 above.	No modification required.
256.3		The location of this proposal is a prime location and would reflect poorly on our community as a whole, adding more traffic and noise, along with the associated antisocial behaviors. Not to mention the negative impact on our local businesses.	Noted. See 256.2 and 20.5 above.	No modification required.
257	**Object**	**Submitter 257**		
257.1		As the development is in direct line of sight and approximately 500m from our home living areas we believe that the 24/7 nature of this business would directly interfere with our life. The light and noise pollution created from this development is of particular concern and the long established residents facing this site will be severely disadvantaged if it goes forward. Neighbouring residents are united in opposition to this development and a more suitable site should be sought. I invite inspection from our property to reinforce our opposition.	Noted. See 8.2 and 11.2 above.	No modification required.
258	**Object**	**Submitter 258**		
258.1		A fast food outlet doesn't belong in that location right on the coast. There are outlets in Yanchep already. Why not use the area for something that the whole community would benefit from rather than promote bad health. How about developing an entertainment hub similar to Mindarie or hillarys where people can go and enjoy the coast? What a waste of a prime location even considering putting a fast food outlet there	Noted. See 1.1 above.	No modification required.
259	**Object**	**Submitter 259**		

259.1		No comments.	Noted.	No modification required.
260	**Object**	**Submitter 260**		
260.1		I am all for development but development in the way of a fast food drive through is not in the best interests of this small town. Keep the magic of the small seaside village and develop it with more local businesses like cafes, surf and fishing shop for example. Another Macca's- what a ridiculous way forward . I am VERY against this proposal.	Noted. See 1.1 and 5.1 above.	No modification required.
261	**Object**	**Submitter 261**		
261.1		I'm not in favour of the suggested positioning of Mac Donald's. It appears that the fact that Lisford Avenue is in a change of mode has been overlooked. The Avenues future is in the process of changing. Considering people will build on the new subdivision lots, Woolworths will be built and draw customers that may at present shop elsewhere, I expect traffic will increase significantly in that particular area. Given that Lisford Avenue is two lanes and not four as Marmion Ave, Yanchep, Butler, Scarborough, Brighton, Scarborough Beach Rd, Innaloo, Warwick Rd, Warwick, etc etc are, I believe Lisford Avenue will be impacted by the increased traffic.	Noted. See 8.2 above.	No modification required.
261.2		Further thought for the new housing estate which at some point must drive onto Lisford Avenue whether it be left or right. The King Neptune statue received visitors on the weekdays and weekends. The corner in question is in the same street . The Two Rocks tavern patrons must use Lisford Ave to access the hotel. In the last two years patronage has increased and the hotel is at times packed.	Noted.	No modification required.
261.3		My preference is to allow a business on that corner for pre teens and young teenagers where they can play games and enjoy themselves up to age of 17-18. Ten to 16-18 year olds can walk there, bus or be dropped off at the shopping centre. A few suggestions are Put Out golf, trampolines, Time Zone with game machines and pool tables so young and older are catered for. Climbing walls are another activity. It's fairly obvious I'm a senior citizen and am not aware of fun activities.	Noted. See 5.1 above.	No modification required.

261.4		The point I'm making is that the young teenagers don't have any activities in Two Rocks for socialising. The land is opposite the park, library, skateboard area and bus stops. It is in a location near the beach that would well cater for the younger age group. McDonalds is down the road in Yanchep. I can't understand the need for one here particularly the positioning requested. We are considering prime land for use of our citizens well being and clearly a MacDonals may be okay in the shopping centre itself but not on a two lane road that one must use to buy a McDonalds.	Noted. See 1.1 and 5.1 above.	No modification required.
262	**Object**	**Submitter 262**		
262.1		We don't want or need fast food or groceries here in Two Rocks, we have all that just down the road. What we do need is sports clubs & RSL. Mini golf. Some decent and nice entertainment precinct (like Freo and Hillary's), My company would even put our hand up to sponsor a bowls club or footy club. A swimming pool. And a north bound fuel station. (If you insist on Macca's put it out on indian ocean drive, not an eyesore at the beach).	Noted. See 1.1 and 5.1 above.	No modification required.
262.2		If you can't improve the area with decent facilities, then at least improve the public transport system so our children stop getting stranded at the train station on a Friday night and people stop drink driving home from Yanchep because they otherwise are stuck there after a night out. Don't ruin this place with crappy Macca's, improve it with good things. Gingin has a smaller population and has a bowling club. Golf club. Footy club. Swimming pool. 3 fuel stations. I realise Wanneroo is the biggest shire in Perth and you have a lot on your plate but it's a big no here. I am a real estate agent, I'm all for improvement. Fast food is not an Improvement. We can get that in Yanchep.	Noted. See 58.2 above.	No modification required.
263	**Object**	**Submitter 263**		
263.1		The proposed development is not in keeping with the the area. Location on a bend is likely to cause increased accidents. Smell will adversely affect the local residents given the proximity to residential housing. It will be an eyesore ruining the view of the coast. An absolute disgrace and no need for 24/7, please visit the area after 7 of an evening it is as quiet. Will be a win and evidence that locals are not listening to should planning be given.	Noted. See 1.1 and 8.2 above.	No modification required.
264	**Object**	**Submitter 264**		

264.1		McDonald's is not in close proximity to the ocean in any other suburb in metro Perth. Scarborough beach previously had a McDonald's on the ocean front and it was closed due to anti social behaviour. We are an isolated area and on the weekend our local police do not frequent the area enough to deal with the current anti social behaviour. Having a McDonald's in this location close to a park and the only skate park in this suburb increases the likelihood of children being put in compromised safety positions. Not to mention the teenagers who will be working in the store that will be put at risk. We have already had issues with used needles being left in the car park at the library the visibility of the lighting around the McDonald's and being the only development in the area will increase this anti social behaviour and no doubt create a further risk to our community.	Noted. See 1.1 and 3.1 above.	No modification required.
264.2		The other major issue is the fact children frequent across this pathway to both Two Rocks Primary and Atlantis Beach Baptist. As a coastal town who can't maintain their own sporting clubs, this would increase the risk of obesity amongst our children. With the cost of living more households are being forced to work, so the supervision of children isn't always there and a large number of children walk or ride to school. Having this access to such unhealthy choices is alarming and reduces the incentive for 'walk to school' and 'ride to school' campaigns. Having such a large fast food chain in this location also puts our local vendors at great risk. Neptunes cafe will loose business due to not being able to compete with such low prices and unhealthy choices.	Noted. See 20.5 and 52.3 above.	No modification required.
264.3		Our local coffee lizard will also be at risk of losing business due to McDonalds points incentive offering free coffee's. We already have a number of empty buildings within our town due to the cost of living this development will push the last few out.	Noted. See 20.5 above.	No modification required.
264.4		There is also the concern of the Neptune statute. Without the adequate security and CCTV how impactful will this location choice be on our heritage site? There's no other city with a heritage listed structure in such risk of damage. Two Rocks is continually neglected by the city and developments continue to win and ruin our town.	Noted.	No modification required.

264.5		With the way of development we will be the next Mandurah with impactful drug issues and very anti social behaviour. We are a coastal town that embraces fishing, 4WD and a family friendly area. The appeal is sold by Atlantis beach where it's a safe area. Whilst development will be the way of the future and large developments will be coming to our city, this is not the location for this store. Yanchep McDonald's can barely maintain business as is, we do not need another store that will ruin our towns appeal. Get reeled is an event that brings our coastal town publicity and celebrates this towns fishing culture. Having such a large fast food chain also defeats the purpose of having local vendors.	Noted. See 3.1 above.	No modification required.
264.6		We need a ramp from IGA down to the marina, the roads need repairing, we need security patrols and protection of our dunes, not McDonalds. If there was ever a time for the city to act in the interest of its constituents, it is on this matter. Thank you.	Noted. See 58.2 above.	No modification required.
265	**Object**	**Submitter 265**		
265.1		McDonald's is not in close proximity to the ocean in any other suburb in metro Perth. Scarborough beach previously had a McDonald's on the ocean front and it was closed due to anti social behaviour. We are an isolated area and on the weekend our local police do not frequent the area enough to deal with the current anti social behaviour. Having a McDonald's in this location close to a park and the only skate park in this suburb increases the likelihood of children being put in compromised safety positions. Not to mention the teenagers who will be working in the store that will be put at risk. We have already had issues with used needles being left in the car park at the library the visibility of the lighting around the McDonald's and being the only development in the area will increase this anti social behaviour and no doubt create a further risk to our community.	Noted. Duplicate of submission 264.	No modification required.

265.2		The other major issue is the fact children frequent across this pathway to both Two Rocks Primary and Atlantis Beach Baptist. As a coastal town who can't maintain their own sporting clubs, this would increase the risk of obesity amongst our children. With the cost of living more households are being forced to work, so the supervision of children isn't always there and a large number of children walk or ride to school. Having this access to such unhealthy choices is alarming and reduces the incentive for 'walk to school' and 'ride to school' campaigns. Having such a large fast food chain in this location also puts our local vendors at great risk. Neptunes cafe will loose business due to not being able to compete with such low prices and unhealthy choices.	Noted. Duplicate of submission 264.	No modification required.
265.3		Our local coffee lizard will also be at risk of losing business due to McDonalds points incentive offering free coffee's. We already have a number of empty buildings within our town due to the cost of living this development will push the last few out.	Noted. Duplicate of submission 264.	No modification required.
265.4		There is also the concern of the Neptune statute. Without the adequate security and CCTV how impactful will this location choice be on our heritage site? There's no other city with a heritage listed structure in such risk of damage. Two Rocks is continually neglected by the city and developments continue to win and ruin our town.	Noted. Duplicate of submission 264.	No modification required.
265.5		With the way of development we will be the next Mandurah with impactful drug issues and very anti social behaviour. We are a coastal town that embraces fishing, 4WD and a family friendly area. The appeal is sold by Atlantis beach where it's a safe area. Whilst development will be the way of the future and large developments will be coming to our city, this is not the location for this store. Yanchep McDonald's can barely maintain business as is, we do not need another store that will ruin our towns appeal. Get reeled is an event that brings our coastal town publicity and celebrates this towns fishing culture. Having such a large fast food chain also defeats the purpose of having local vendors.	Noted. Duplicate of submission 264.	No modification required.
265.6		We need a ramp from IGA down to the marina, the roads need repairing, we need security patrols and protection of our dunes, not McDonalds. If there was ever a time for the city to act in the interest of its constituents, it is on this matter. Thank you.	Noted. Duplicate of submission 264.	No modification required.
266	**Object**	**Submitter 266**		

266.1		McDonald's is not in close proximity to the ocean in any other suburb in metro Perth. Scarborough beach previously had a McDonald's on the ocean front and it was closed due to anti social behaviour. We are an isolated area and on the weekend our local police do not frequent the area enough to deal with the current anti social behaviour. Having a McDonald's in this location close to a park and the only skate park in this suburb increases the likelihood of children being put in compromised safety positions. Not to mention the teenagers who will be working in the store that will be put at risk. We have already had issues with used needles being left in the car park at the library the visibility of the lighting around the McDonald's and being the only development in the area will increase this anti social behaviour and no doubt create a further risk to our community.	Noted. Duplicate of submission 264.	No modification required.
266.2		The other major issue is the fact children frequent across this pathway to both Two Rocks Primary and Atlantis Beach Baptist. As a coastal town who can't maintain their own sporting clubs, this would increase the risk of obesity amongst our children. With the cost of living more households are being forced to work, so the supervision of children isn't always there and a large number of children walk or ride to school. Having this access to such unhealthy choices is alarming and reduces the incentive for 'walk to school' and 'ride to school' campaigns. Having such a large fast food chain in this location also puts our local vendors at great risk. Neptunes cafe will loose business due to not being able to compete with such low prices and unhealthy choices.	Noted. Duplicate of submission 264.	No modification required.
266.3		Our local coffee lizard will also be at risk of losing business due to McDonalds points incentive offering free coffee's. We already have a number of empty buildings within our town due to the cost of living this development will push the last few out.	Noted. Duplicate of submission 264.	No modification required.
266.4		There is also the concern of the Neptune statute. Without the adequate security and CCTV how impactful will this location choice be on our heritage site? There's no other city with a heritage listed structure in such risk of damage. Two Rocks is continually neglected by the city and developments continue to win and ruin our town.	Noted. Duplicate of submission 264.	No modification required.

266.5		With the way of development we will be the next Mandurah with impactful drug issues and very anti social behaviour. We are a coastal town that embraces fishing, 4WD and a family friendly area. The appeal is sold by Atlantis beach where it's a safe area. Whilst development will be the way of the future and large developments will be coming to our city, this is not the location for this store. Yanchep McDonald's can barely maintain business as is, we do not need another store that will ruin our towns appeal. Get reeled is an event that brings our coastal town publicity and celebrates this towns fishing culture. Having such a large fast food chain also defeats the purpose of having local vendors.	Noted. Duplicate of submission 264.	No modification required.
266.6		We need a ramp from IGA down to the marina, the roads need repairing, we need security patrols and protection of our dunes, not McDonalds. If there was ever a time for the city to act in the interest of its constituents, it is on this matter. Thank you.	Noted. Duplicate of submission 264.	No modification required.
267	**Object**	**Submitter 267**		
267.1		No no no no we have enough disgusting shops like these they contribute to all sorts of health issues we don't want it.	Noted. See 52.3 above.	No modification required.
268	**Object**	**Submitter 268**		
268.1		Fast food outlets generate a lot of waste and with this being in close proximity to the marina this would have a negative impact on marine life.	Noted. See 3.1 above.	No modification required.
268.2		We also do not need a fast food outlet in Two Rocks as there is a multitude of these located 7min drive away as well as multiple restaurants.	Noted. See 1.1 above.	No modification required.
268.3		Fast food is also not to be a healthy food choice. What is Wanneroo doing as a council to promote a healthy life style with healthy food choices for our families? A fast food out let does not promote healthy eating or a healthy lifestyle! Please can we consider this. We as a family are strongly opposed to this application.	Noted. See 52.3 above.	No modification required.
269	**Object**	**Submitter 269**		
269.1		There are enough of these food outlets already and they cause lots of litter to be dropped in the area. Also the proposed site should be reserved for something more in keeping with the scenic coastal spot which it would occupy.	Noted. See 1.1 and 3.1 above.	No modification required.
270	**Object**	**Submitter 270**		

270.1		Two rock does not need a McDonalds in this area. Multiple outlets are in Yanchep with a new one purposed at golf estate. When is enough enough. We are promoting fast food as the only option to our community. People who wish to consume have the options less than 10 mins from Two rocks. This prime realestate should be utilised for all the community.	Noted. See 1.1 above.	No modification required.
271	**Object**	**Submitter 271**		
271.1		We already have a McDonalds in Yanchep, we do not want the rubbish that come with these fast food outlets. It will be an eyesore for our coastal outlook. Local businesses struggle enough without putting a big McDonalds in out beautiful town.	Noted. See 1.1 above.	No modification required.
272	**Object**	**Submitter 272**		
272.1		I cannot support this because I feel it's not the right place to have a fast food business, in the touristarea, below/close to King Neptune. It would be better situated in the new proposed town centre in the slightly further north position within Two Rocks. Not right on the bend/junction of Lisford Avenue/Two Rocks Rd, Charnwood Avenue.	Noted. See 1.1 below. The Heritage aspects of the proposal are detailed in the body of the report.	No modification required.
273	**Object**	**Submitter 273**		
273.1		We need other more important things than a Macca's, how about a Service Station, another one is coming to Yanchep making 4 ? I have discussed this to many persons since receiving my letter and not a single one agrees with this proposal.Am positive you will have more comments and plenty of suggestions for other more needy proposals. Please consider them.	Noted. See 5.1 above.	No modification required.
274	**Object**	**Submitter 274**		
274.1		I would urge the council to reconsidering allowing another fast food outlet in Two Rocks. The world knows the negative effects of fast food on the bodies and minds of young people. Be brave COW put people before profit, think health and education. There is an abundance of fast food in Yanchep, and very good bus service. Two Rocks is a unique beautiful area with a history to be proud of. The council should endeavour to ensure we can keep at least part of the North healthy..	Noted. See 1.1 and 52.3 above.	No modification required.
275	**Object**	**Submitter 275**		
275.1		whole heartedly am against a fast food outlet being positioned in Two Rocks. We have plenty of fast food outlets literally minutes away in Yanchep. The pollution in our little seaside town will increase causing problems for marine life, birdlife & all of our wildlife.	Noted. See 3.1 above.	No modification required.

275.2		The proposed corner it wants to be built on will obviously become a danger to motorists & the general public.	Noted. See 8.2 and 201.2 above.	No modification required.
275.3		Anti social behaviour will increase and therefore cause more safety problems for us locals. Tourists coming to our seaside town do not do so for fast food. They come for the ocean, the beaches, our cafes & restaurants and the pure serenity of a seaside town. Please do not allow selfish corporate giants to take over our town.	Noted. See 3.1 above.	No modification required.
276	**Object**	**Submitter 276**		
276.1		We have a McDonalds in Yanchep, why not have something new up here? Something that embraces Two Rocks history, something to highlight our environment, or even if it needs to be a restaurant, why not something unique, not the same old fast food that is literally 5 mins away anyway.	Noted. See 1.1 and 5.1 above.	No modification required.
277	**Object**	**Submitter 277**		
277.1		No comments.	Noted.	No modification required.
278	**Support**	**Submitter 278**		
278.1		Moving to the area in next 6 months and would love for this to be there. Love the development.	Noted.	No modification required.
279	**Support**	**Submitter 279**		
279.1		Jobs for locals. Access to convenient food businesses.	Noted.	No modification required.
280	**Object**	**Submitter 280**		
280.1		Residents do not want a fast food chain in Two Rocks, especially opposite the beach. The rubbish left from fast food will be blown onto the beach. The fast food chain also takes away business from local, family owned restaurants.	Noted. See 3.1 and 20.5 above.	No modification required.
281	**Object**	**Submitter 281**		
281.1		The location proposed is not suitable for a Fast Food outlet as it is too close to Charnwood Park and especially the skate park where vulnerable teenagers will be encouraged to eat junk food and gather.	Noted. See 1.1 and 52.3 above.	No Modification required.
281.2		The area is also too close to the Marina and King Neptune which is more suited for coastal village lifestyle with cafes and boutique shops rather than fast food restaurants.	Noted. See 1.1 above.	No Modification required.
281.3		There should be another location set aside further out on Breakwater Dve suitable for a shopping precinct where it doesn't affect the tourist attractions of the area.	Noted. See 30.2 above.	No Modification required.

282	**Object**	**Submitter 282**		
282.1		I object to the proposal of a fast food outlet on Lisford Avenue being built because of the unsuitable position in our community it is too close to housing especially the new development. It is well known how much litter comes from such establishments the traffic will also be a problem with new roads entering Lisford Avenue. It is far to close to Charnwood Park (skate park) and the Recreation centre for residents safety.	Noted. See 8.2 above. There is no evidence to suggest the development will impact the safety of residents.	No Modification required.
282.2		The suburb also has sufficient cafes and coffee van to service our residents.	Noted.	No Modification required.
282.3		I would like to ask the city to please reconsider the proposal for benefit of our beautiful coastal town that doesn't need a fast food outlet in such a pristine area.	Noted.	No Modification required.
283	**Object**	**Submitter 283**		
283.1		No comments.	Noted.	No Modification required.
284	**Object**	**Submitter 284**		
284.1		There is a McDonalds only 6km away in Yanchep and it would be unnecessary to another one so close. It is also extremely close to new homes that would be affected by a 24 hour business - noise and light.	Noted. See 1.1, 8.2 and 11.2 above.	No Modification required.
284.2		A petrol station with fast food options and late evening closing hours would serve our community better.	Noted. See 5.1 above.	No Modification required.
285	**Object**	**Submitter 285**		
285.1		We have a lovely quiet spot here for family’s to raise our children and we don’t need more built up areas as we won’t have any land left. Yanchep is under 10 mins away and has all the fast food places available and there is delivery options. There is no need to wreck Two Rocks.	Noted. See 1.1 above.	No Modification required.
286	**Object**	**Submitter 286**		
286.1		There are other facilities more likely to make a positive impact to our town and council popularity at voting time. Like a service station for boat owners and first point of call for fuel up from those travelling from the northern areas down.	Noted. See 5.1 above.	No Modification required.
286.2		The proposed site will be a commercial nightmare for international tourism when they come to view King Neptune only to also see an ugly commercial establishment taking away the majesty of the large sculpture and some surrounding green space which I have to add has been marred by indiscriminate clearing! Do we really need another eyesore!	Noted. See 5.1 above.	No Modification required.

286.3		So many international tourist come here, you can see and hear the different languages spoken. We've talked to them and they just love the town and sculpture. Very resounding NO!	Noted.	No Modification required.
287	**Object**	**Submitter 287**		
287.1		No comments.	Noted.	No Modification required.
288	**Object**	**Submitter 288**		
288.1		I strongly oppose the establishment of a 24/7 fast food outlet in our small coastal town. Our community is cherished for its laidback culture, natural beauty, and tranquil environment. A round-the-clock fast food operation would introduce a constant stream of noise, light pollution, and traffic, disrupting the peaceful ambiance that residents and visitors alike treasure.	Noted. See 8.2 and 11.2 above.	No Modification required.
288.2		Moreover, such a business does not align with our town's emphasis on supporting local, artisanal eateries that contribute to our unique charm and local economy. The presence of a fast food chain would undermine these values, potentially harming local businesses that rely on the town's serene and leisurely pace.	Noted.	No Modification required.
288.3		To preserve the character and beauty of our town, it is essential to maintain a balance that respects our environment and the lifestyle of our residents. A 24/7 fast food outlet is incongruent with this vision and should not be permitted.	Noted.	No Modification required.
289	**Comment**	**Submitter 289**		
289.1		The Council has been quick to support any commercial interest in the area, seeking to exploit the exploding population. While sanctioning a yet another fast food outlet, it weighs heavily against the infrastructure that must be introduced to form a solid and functional community.	Noted.	No Modification required.
290	**Object**	**Submitter 290**		
290.1		I feel that adding a fast food restaurant in this close proximity to the ocean will affect the marine life with surplus of rubbish.	Noted. See 3.1 above.	No Modification required.
291	**Object**	**Submitter 291**		

291.1		The town of Two Rocks is a small community compare to neighbouring towns, McDonald's food is poison and not actually food fit for human consumption. The coast line is pristine and I never see the MacDonald's corporate ever cleaning surrounding areas or contributing to the conservation of such coastlines. There are echidnas in the area which will suffer in the long term. Evidence submitted on iNaturalist last week of wildlife in the area. No McDonald's in Two Rocks.	Noted.	No Modification required.
291.2		Photos attached.	Noted.	No Modification required.
292	**Object**	**Submitter 292**		
292.1		We have a very small population in Two Rocks. And Yanchep is close enough for the fast foods. We need to be smart about what we plan for Two Rocks and not treat it like an average suburb that no one cares about Obesity amongst the population is already an issue. Push for Fitness and Health.	Noted. See 1.1 and 52.3 above.	No Modification required.
293	**Object**	**Submitter 293**		
293.1		We dont want a McDonalds. Doesnt suit the area.	Noted.	
294	**Object**	**Submitter 294**		
294.1		Absolutely out raged at the MacDonalds proposal!! Disgusted! Anything would be better than that! A Thai food place or a nice Cafe with a kids play ground. This is a lovely coastal town an having MacDonald s here will trash it! Not to mention right next to the skate park. How does this promote health an vitality in a town?	Noted. See 1.1, 5.1 and 52.3 above.	No Modification required.
294.2		Also Yanchep has one. We do not need that here.	Noted. See 1.1 above.	No Modification required.
295	**Object**	**Submitter 295**		
295.1		Its toxic.	Noted.	No Modification required.
296	**Object**	**Submitter 296**		
296.1		We bought in Two Rocks because we liked the feel of the place, it is still a sleepy seaside town and the development already going ahead in that central area is doing enough to change that. Any fast food outlets will completely ruin the look and feel of this beautiful suburb and will attract unsocial activity. We have a bank of fast food (and large supermarkets) only 10 minutes up the road, we don't need more here.	Noted. See 1.1 above.	No Modification required.

297	**Object**	**Submitter 297**		
297.1		We don't need anymore junk fast food pushed on our children.	Noted. See 52.3 above.	No Modification required.
298	**Object**	**Submitter 298**		
298.1		There are far too many multinational fast food outlets around these northern suburbs, Yanchep, Alkimos, Butler. No more please, give some small independent businesses a chance, try and encourage this. These places are ok but bring an area down, they are an eyesore and their packaging ends up all over the place, let's keep one place nice please.	Noted. See 1.1 and 5.1 above.	No Modification required.
299	**Object**	**Submitter 299**		
299.1		It's prime location to start with. It will ruin the community. There's already 1 in Yanchep. We need a petrol station in Two Rocks and or another eatery but not something that will lower the tone of the neighbourhood. This is a peaceful place we don't need more noise at night. I could go on. No one I know would go there.	Noted. See 1.1 and 5.1 above.	No Modification required.
300	**Object**	**Submitter 300**		
300.1		The lights, smell, noise & disruption will be in full line of my home. My folks & neighbour have worked hard to own their piece of paradise & this will impact property value & community spirit of those that deserve it least. There are other places in the township that would make more sense & perhaps be more acceptable to the community, if it has to happen.	Noted. See 8.2, 11.2 and 18.2 above. Property values is not a valid planning consideration.	No Modification required.
301	**Object**	**Submitter 301**		
301.1		I would like to see more tourist friendly cafes and boutiques in place of a drive through fast food outlet, as there are more than enough options located in Yanchep. A service station could also be a better alternative.	Noted. See 1.1 and 5.1 above.	No Modification required.
302	**Object**	**Submitter 302**		
302.1		Keep Two Rocks doesn't need this light or smell pollution.	Noted. See 11.2 and 18.2 above.	No Modification required.
303	**Object**	**Submitter 303**		
303.1		We object to the drive through fast food proposal as it will detract from the beauty and the unique sculptures currently prominent on our landscape.	Noted. See 4.2 above.	No Modification required.
303.2		We also feel that the presence will force the possible closure of some local businesses.	Noted. See 1.1 and 20.5 above.	No Modification required.
303.3		The impact of concentrated traffic given the poor current infrastructure will be dangerous to lives young and old.	Noted. See 8.2 above.	No Modification required.

303.4		Please Note: It is ludicrous that the Wanneroo Council can be selective in what it would accept as credible feedback pertaining to property values and historical anti social behavior currently existing in Yanchep.	Noted.	No Modification required.
304	**Object**	**Submitter 304**		
304.1		The location is an eyesore for this little town. The community needs a local gym and other more practical services to the community before an outlet like this. Additionally, the noise caused by this outlet at night will interrupt the serenity of the town, the light pollution of this 24hr operation will stick out like heavens gates.	Noted. See 5.1, 8.2 and 11.2 above.	No Modification required.
305	**Object**	**Submitter 305**		
305.1		With a Mc Donald's already in Yanchep there's absolutely no requirement for another in Two Rocks. Surely, it is a dangerous place for such a business, and improper to be placed right near a skate park, and park.	Noted. See 1.1 above.	No Modification required.
305.2		It's very disappointing to see that the City of Wanneroo is just continuing to support these type of proposals without enabling Suburbs to have different views.	Noted. See 1.1 above. As detailed in the body of the report, the proposed development meets the relevant planning requirements.	No Modification required.
306	**Object**	**Submitter 306**		
306.1		This is a terrible idea so close to such pristine marine environments. It is heavily documented the rubbish created and introduced by such fast food restaurants opening in areas. There is already 24hr fast food locations no more than 10 minutes away in yanchep. It encourages unhealthy eating in what has always been a healthy fishing/surfing town. Having grown up no more than 300m from this location I am appalled to hear this is even under consideration.	Noted. See 1.1, 3.1 and 52.3 above.	No Modification required.
307	**Object**	**Submitter 307 (Duplication of Submitter 306)**		
307.1		This is a terrible idea so close to such pristine marine environments. It is heavily documented the rubbish created and introduced by such fast food restaurants opening in areas. There is already 24hr fast food locations no more than 10 minutes away in yanchep. It encourages unhealthy eating in what has always been a healthy fishing/surfing town. Having grown up no more than 300m from this location I am appalled to hear this is even under consideration.	See above.	No Modification required.
308	**Object**	**Submitter 308**		

308.1		I object to the proposed fast food outlet in Two Rocks for several reasons: There are already numerous fast food outlets in Yanchep, a 5-10 minute drive south of Two Rocks. In fact, Marmion Avenue is littered with fast food outlets for many kilometers south of Two Rocks. We don't need more.	Noted. See 1.1 above.	No Modification required.
308.2		The food served has been proven to be unhealthy, the consumption of which can lead to long term health hazards such as obesity, diabetes and cardiovascular disease. These conditions end up costing society as a whole.	Noted. See 52.3 above.	No Modification required.
308.3		The location of the proposed restaurant is far too close to residential areas and will subject the nearby residents to food preparation smells and smoke, light, noise and rubbish pollution.	Noted. See 8.2, 11.2 and 18.2 above.	No Modification required.
308.4		Traffic on nearby residential streets will be increased and with the restaurant being open 24 hours these problems will be ongoing.	Noted. See 8.2 above.	No Modification required.
308.5		The location of the proposed restaurant is heritage listed and the aesthetics of the golden arches or the colonel's bucket or any other franchise's logos does not blend well with King Neptune or the general look and feel of the heritage listed area. Two Rocks does not need this type of development. Two Rocks needs development that will highlight its history, heritage and natural coastal beauty, not more of the overly commercialized, unimaginative, cookie cutter type of development of the lunar landscape, treeless suburbs that have become the norm. Two Rocks should not follow the example of the urban sprawl we are experiencing. I respectfully ask the city to deny this proposal.	Noted. See 4.2 above.	No Modification required.
309	**Object**	**Submitter 309**		
309.1		Please, can we not start making a junk food ghetto like the ugly, cheap strip that exists now in Yanchep. I'm sure most residents of Two Rocks craving junk food are happy to go to Yanchep for it or order Uber Eats. These places detract from the social amenity of the area, will undoubtedly attract certain anti-social elements and behaviour, along with rubbish. Please consider something else other than Maccas, HJs etc, etc.	Noted. See 1.1 above.	No Modification required.
310	**Object**	**Submitter 310**		
310.1		With Yanchep and all the fast food outlets only 8 minutes away, is there any need for a fast food outlet regardless to which one it is.	Noted. See 1.1 above.	No Modification required.
311	**Object**	**Submitter 311**		
311.1		We do NOT need a fast food outlet in Two Rocks, we wood need a petrol station or a fine dine restaurant.	Noted. See 1.1 and 5.1 above.	No Modification required.

312	**Object**	**Submitter 312**		
312.1		Negative impact of health of our community. Increase of litter. Eyesight on our beautiful coastline. We may lose our local cafe with competition from McDonalds.	Noted. See 3.1 and 20.5 above.	No Modification required.
313	**Object**	**Submitter 313**		
313.1		The fast food and ugly developments being made on the coastline are an eye sore. They increase litter, deter tourism and effect real estate negatively, whoever is in charge of planning really needs a rethink as this, simply put just isn't it. You as a council have already missed the mark completely by putting a supermarket right on the coast in front of a picturesque marina and coast. The opportunity for different stores and opportunities to bring tourism is completely being missed.	Noted. See 3.1 above.	No Modification required.
314	**Object**	**Submitter 314**		
314.1		No comments.	Noted.	No Modification required.
315	**Object**	**Submitter 315**		
315.1		There is enough fast food outlets all along Marmion Ave from Mindarie to Yanchep. Two Rocks doesn't need these big companies here.	Noted. See 1.1 above.	No Modification required.
316	**Object**	**Submitter 316**		
316.1		The main viewing point from my kitchen, lounge and yard area face the proposed sight. I will look directly at the shop with lights and cars constantly in my view.	Noted. See 11.2 above.	No Modification required.
316.2		I feel for the occupants which are directly across from the proposed sight as the impact of cars and lights is so close to their houses.	Noted. See 11.2 above.	No Modification required.
316.3		The developing houses around the Drive Through may not have been advised of the proposal for the Outlet. It would be a good idea to let them know.	Noted.	No Modification required.
317	**Object**	**Submitter 317**		
317.1		This is going to critically impact local businesses negatively, local wild life and fauna will suffer. The rubbish in the marina alone will kill hundred of animals. This business offers nothing local business cannot. Yanchep alone is an example of the negative impact McDonalds has.	Noted. See 15.2 above.	No Modification required.
318	**Object**	**Submitter 318**		

318.1		A drive through takeaway such as McDonalds offers no benefit to Two Rocks and will only increase anti social behaviour, poor eating choices which will affect the community as a whole. Since Yanchep has had McDonalds and now numerous other unhealthy fast food outlets the anti social behaviour has sky rocketed and has become a place I hate to visit and feel unsafe when visiting the shops. The City of Wanneroo as all councils has a responsibility to its rate payer and beyond to provide facilities for a healthy happy safe town and fast food joints is not the answer. Support local businesses please not multi nationals that only harm the health of us all.	Noted. See 3.1 and 52.3 above.	No Modification required.
319	**Object**	**Submitter 319**		
319.1		We don't need a MacDonald's in two rocks. There is one 8minutes away in yanchep with other fast food joints! Where it is located it appauling if COW wants a Macca's maybe talk with Shire of Gingin and have maybe military road area.	Noted. See 1.1 above.	No Modification required.
319.2		What Two Rocks needs is a servo more options for childcare, what Yanchep/two rocks need combined is a Kmart/big W, Bunnings. WE DONT NEED A MACCAS.	Noted. See 5.1 above.	No Modification required.
320	**Object**	**Submitter 320**		
320.1		Two Rocks is still a very small community that is still expanding and something more low key would probably be more appreciated than McDonalds considering there is one down the road 10 minutes away that is open 24hours. I also have concern of the location and traffic the main road next to it can be very busy. Might lead to an accident or two. The population is not big enough.	Noted. See 8.2 above.	No Modification required.
321	**Object**	**Submitter 321**		
321.1		Wrong location, McDonalds near the beach will cause rubbish.	Noted. See 3.1 above.	No Modification required.
322	**Object**	**Submitter 322**		
322.1		Not wanted or needed in this area.	Noted.	No Modification required.
323	**Comment**	**Submitter 323**		
323.1		Rubbish around our town will increase.	Noted. See 3.1 above.	No Modification required.
324	**Object**	**Submitter 324**		

324.1		I live and work with in town, I moved here 10 years ago for the coastal community lifestyle and to be away from all the common things that big cities have. Tourist and friends from a far come to visit Two Rocks and when they do, they love that it's not that same as every other suburb along the coast and has locally run businesses. Here are my reasons for rejecting the McDonald's restaurant opening in town.	Noted.	No Modification required.
324.2		1: Location, location, location!! The planning to place a fast food chain in such a prime and beautiful spot is completely wrong. This commercial land should be saved for small local run business, such as cafes with family and dog friendly areas, or a similar restaurant like The lobster Shack where we can show case what this town provides. More allied health services for future aged residents. Maybe a small information centre that shows images and other information about the town's history with Atlantis Marine Park, Bird man, Cray Fishing, ship wrecks and the marine life in the area. The location for the drive thru restaurant is in a high traffic area that could put school aged children at risk. Placing it opposite a skate park and also on the same path that the kids walk to and forth from school each day. Crossing the road to rush to McDonalds and all the traffic that may come in and out of the drive through at peak school hours. The town was always under the impression that all big commercial business and fast food places like this would be placed at the back off Breakwater Drive, where we have more land and can set up better traffic flow. Placing McDonald's in the town centre as you drive in, is such an eyesore and a common thing that Marmion Ave has that we're all sick of seeing on repeat. It does not match the heritage of the area and will block seeing King Neptune as our town icon and history.	Noted. See 1.1, 4.2, 5.1, 8.2 and 20.5 above.	No Modification required.

324.3		2. Marine Debris: By building McDonalds so close to the marina, it will place the coast and marina at high risk for rubbish to enter our water ways. I have been a volunteer with Sea Shepherd Marine Debris Campaign for many years. The data we have collected from the Northern Beaches, shows that fast food packaging and single use plastics is still our highest collected debris. When we have done clean ups and data collection at Two Rocks Marina and at the two local beaches here, we have found the least amount of fast food debris. The highest amount of fast food packaging and single use plastics has been at Mindarie and Quinns Beaches as many young adults like to eat all their fast food down at these locations from the nearby restaurants and they leave it all behind, it does not seem to bother them that there are bins provided. If you look at areas with fast food restaurants, you will notice an increase of rubbish in the area and packaging in the streets. The Marina is a popular place for our sea birds. We have already had a few rescues, with the birds been tangled in a wet wipe (on its beak), fishing line and hooks. The extra food and rubbish left behind will increase the seagulls in the area that will naturally collect the waste, try to fly off with it and dump it in the water also.	Noted. See 3.1 above.	No Modification required.
324.4		3. Population. We currently don't have the population to support this new fast food restaurant. I know we are a growing community, but this will still be many years off. The fast food chains in Yanchep supply Two Rocks and other suburbs further north when they come in to town for food shopping and supplies. The placement for this new McDonalds does not open it up to other suburbs to draw them in, we are not a thoroughfare like Yanchep. Our local run businesses are struggling as it is during the off peak visitor times, they do not need the competition of a franchise that does not bring value to our community. It only supplies jobs to teenagers, for teenagers. It will only bring anti-social behavior.	Noted. Not a valid planning consideration.	No Modification required.

324.5		4. Value: As mention above, McDonald's will not bring value to our community, nor will it to land and house value, with sales and future building. We are a coastal community providing holiday stays to visitors. McDonald's or any other fast food company is not a draw card or provides substance to the area. All of these things can be accessed 10mins down the road, like most traditional suburbs were originally designed. We are proud of our small town and we want a town Centre that brings us together and provides us with what we really need. We now have an annual fishing completion and show that people travel from far to see, a pristine and peaceful, long coast line with access to snorkeling, surfing, fishing and swimming. We have an amazing marina that draws visitors from many surrounding areas. Please make the choice to remove McDonald's and any other big franchise business to build in the town centre, let's keep it for local companies to set up, that bring something for residents and visitors alike. Guildford, Dunsborough and Margret River have said NO to McDonald's and this has been the best decision for those towns and very supported by everyone. Let's do the same.	Noted. Not a valid planning consideration.	No Modification required.
325	**Object**	**Submitter 325**		
325.1		The proposed location of the restaurant is not befitting of its output. I hold grave concerns for the Two Rocks town centre if this is approved as it will ultimately contribute to a negative change. Please consider locating it toward the proposed future commercial development along Breakwater Drive.	Noted. See 30.2 above.	No Modification required.
326	**Object**	**Submitter 326**		
326.1		Well to start with ,we are a unique, very community minded town. We really do not need a McDonalds. What we do need is more green space in parkland with play area's in a little cafe so that young families have a beautiful place to take a stroll with their family, have a coffee and let the children grow up in a clean, fresh area.We need the powers to be to come to Two Rocks and just see how it would be turned into a loud, noisy, messy suburb ,as I have said we have the best community, we get a lot of tourists who love it because of how it is. If people want fast foods Yanchep is only 10 minutes away, let's concentrate on providing for our families and for the older people that have made our lovely centre their homes for a very long time, please don't spoil it.	Noted. See 1.1 above.	No Modification required.
327	**Object**	**Submitter 327**		
327.1		Terrible location. Already McDonalds only 7 kms away. Traffic congestion in a very small area.	Noted. See 1.1 and 8.2 above.	No Modification required.

328	**Object**	**Submitter 328**		
328.1		We want something more up market in the area like the Hillary's. This is prime location that with future growth that would benefit from establishments that support that growth with more prestige/boutique establishments that support the interest of its demographic.	Noted. See 1.1 and 5.1 above.	No Modification required.
329	**Object**	**Submitter 329**		
329.1		The beautiful little town doesn't need McDonalds. My family lives there and don't want my grandkids eating fatty crap.	Noted. See 52.3 above.	No Modification required.
330	**Object**	**Submitter 330**		
330.1		No comments.	Noted.	No Modification required.
331	**Object**	**Submitter 331**		
331.1		I don't believe a McDonalds is needed in the area proposed, I think the local Cafe n restaurants in the area will be deeply impacted by this move. I think if the restaurant was going to go ahead then it should be along Breakwater Drive.	Noted. See 20.5 and 30.2 above.	No Modification required.
331.2		There's a new housing complex being built in that area along with a supermarket, surely other local business opportunities will do better to occupy that space.	Noted. See 5.1 above.	No Modification required.
332	**Object**	**Submitter 332**		
332.1		The proposed area for the fast food drive though is next to a small road that would not be able to support an influx of vehicles waitingor going to the fast food place. This would cause congestion on this road that would make it difficult to navigate.	Noted. See 8.2 above.	No Modification required.
332.2		The addition of the restaurant would contribute to an increase in rubbish around Two Rocks, which due to King Neptune, is a tourist attraction.	Noted. See 3.1 above.	No Modification required.
332.3		There are already several fast food outlets in yanchep which is 10 minutes away and adding a fast food restaurant to Two Rocks would impact small businesses. Not that this will sway the decision but it should be said that no one wants to drive past the area and instead of seeing King Neptune, we see Golden Arches marring the skyline.	Noted. See 1.1 and 4.2 above.	No Modification required.
333	**Object**	**Submitter 333**		
333.1		My objection supporting McDonald's being proposed in the Two Rocks shopping precinct is inclusive of the following below. My local residence pushes my decision regarding this statement:	Noted.	No Modification required.

333.2		1.Overload in traffic congestion resulting in a relatively small thoroughfare for local residents.	Noted. See 8.2 above.	No Modification required.
333.3		2.Excess litter being pushed into the main parks and gardens within our town centre.	Noted. See 3.1 above.	No Modification required.
333.4		With these two valid points the upper most significant issues, another location towards the Break Water estate would be more suitable to keep the levels of traffic and rubbish at a minimal impact for the Town centre.	Noted. See 30.2 above.	No Modification required.
334	**Object**	**Submitter 334**		
334.1		A fast food outlet is not needed, plenty of these in Yanchep just a few KMs away. The proposed positioning is a joke, almost on our waterfront, what an eyesore for the area. You are allowing developers to butcher the land round is. The new pavement along that area has been blocked in several areas since they started, no accountability, no-one seems to care. The sand and dust all around is already causing health issues let alone the rubbish food outlets you are allowing. Big money talks so not expecting any outcome from my objection.	Noted. See 1.1, 3.1 and 104.1 above.	No Modification required.
335	**Object**	**Submitter 335**		
335.1		Absolutely the worst location to our small suburb ruining the whole aesthetics of this beautiful coastal town. We already have one at Yanchep! Increased traffic disruptions, rubbish, blowing everywhere and going in the ocean, stink of it in the air permanently being offensive. Will affect local business. Poisonous unhealthy American rubbish food! No thankyou! Do not spoil this historical area and Neptune area.	Noted. See 1.1, 3.1, 8.2, 20.5 and 52.3 above.	No Modification required.
336	**Object**	**Submitter 336**		
336.1		The McDonalds is going to cause a lot of rubbish added to our beaches and clean town and the placement of the building is in a bad place also there is one in Yanchep? Why do we need another one when maccas Yanchep is 10 mins away?	Noted. See 1.1 and 3.1 above.	No Modification required.
337	**Object**	**Submitter 337**		
337.1		We object as it is too close to our home in a residential area and are concerned about late night loitering which could create trouble and the noise factor.	Noted. See 8.2 above.	No Modification required.
337.2		Also with Lisford Ave becoming even more busier with traffic & traffic noise and dangerous as the road curves near our house making it hard to see what traffic is coming from around the corner when coming out of the driveway.	Noted. See 8.2 above.	No Modification required.

337.3		Please consider building it away from our homes & nearer to the shopping area as to avoid the strong cooking smells & strong lights. This will affect the beauty and easy going lifestyle that many of us enjoy and are entitled to in Two Rocks. Thank you.	Noted. See 11.2 and 18.2 above.	No Modification required.
338	**Object**	**Submitter 338**		
338.1		Strongly object.	Noted.	-
338.2		McDonalds does not promote a healthy lifestyle, it does offer ridiculously cheap bad food helping to fuel the obesity problem we face today.	Noted. See 52.3 above.	No Modification required.
338.3		It is well known that there is always a lot of McDondlds rubbish around these fast "food" outlets, placing this building at this location so close to the ocean is a recipe for disaster.	Noted. See 3.1 above.	No Modification required.
338.4		24hr opening times is guaranteed to create more drink driving events as people drinking into early hours of the weekend would now have the option to jump into a car and drive to close junk food at all hours of the night.	Noted. Not a valid planning consideration. There is no evidence to suggest the development will increase drink driving.	No Modification required.
338.5		The proposed location is directly across from the skatepark and sports field where mostly kids go to engage in fitness activities, indicating that the outlet looks to be targeting healthy kids as their waste food customers.	Noted. See 52.3 above.	No Modification required.
338.6		Kids will have another reason to skip school and hang around that area if the outlet goes there.	Noted. Not a valid planning consideration.	No Modification required.
338.7		McDonalds "food" contains high levels of sodium, fat and sugar contributing to addiction to the products.	Noted. See 52.3 above.	No Modification required.
338.8		It's a great choice and location for the multimillion dollar junk food empire but will help to send our quiet town down the path of obesity and many other poor health related problems. There are many other restaurants that offer real food that would be better suited to that location.	Noted. See 30.2 above.	No Modification required.

338.9		https://theconversation.com/mcdonalds-is-a-social-and-healthcare-burden-whatever-its-charity-pr-might-indicate-105627 https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6804984/ https://brandongaille.com/29-important-mcdonalds-obesity-statistics/ https://www.news.com.au/lifestyle/food/fourth-mcdonalds-to-be-built-in-most-obese-aussie-town/newsstory/9137472b9c0a2266fcd311a37160d875 https://sqonline.ucsd.edu/2013/01/fast-food-and-obesity/		
339	**Object**	**Submitter 339**		
339		I object to a drive through fast food outlet in the current proposed location for the following reasons.	Noted.	-
339.1		Location. I believe it will be an eyesore and in no way fitting with the aesthetics of our small coastal town. An area farther from the beach and foreshore area would be more desirable.	Noted. See 1.1 above. The development has been altered to align with ASP 70, as detailed in the body of the report.	No Modification required.
339.2		Small population/tourism. I would rather see quality unique restaurants and eateries in and around the marina area. The local businesses already struggle with a limited popultion and a cheap fast food outlet would likely see them have to close their doors permanently. Two Rocks has a unique tourist/holiday town vibe and the local businesses should be supportive of that. No one visits a town to see yet another Maccas. Let's support the businesses that will draw visitors to the area.	Noted. See 20.5 above.	No Modification required.
339.3		Rubbish. The bush around Two Rocks is already being used as a dumping ground for out of towners who don't want to pay tip fees to dispose of their waste. Including the disposal of building materials by dodgy contractors. We have beautiful natural bushland that joins the Yanchep National park and is home to many creatures whose homes are already battling with littering. Sadly many of the customers fast food drive throughs attract are also prone to throwing their rubbish out of the car window. Everywhere there is a maccas their is also large volumes of litter.	Noted. See 3.1 above.	No Modification required.
339.4		Health. Fast food is bad for everyone's health. Our local community deserve better quality dining options. Our children deserve better. With the closure of Curry on the Rocks, and the mismanagement of the Pickled Herring leading	Noted. See 52.3 above.	No Modification required.

		to its closure too. There are few options left in our town. The locals would love to support a real restraurant serving quality food.		
339.5		Traffic. The foreshore drive is the main access for many local residents, aswell as providing access to the beach and marina. It is a winding section of road and having large volumes of vehicles entering and exiting the area (especially if distracted eating, or rummaging in takeaway bags) will add unnecessary danger to other road users.	Noted. See 8.2 above.	No Modification required.
339.6		Property value. A drive through fast food outlet will add no value to our community. If anything it will devalue the foreshore area and in doing so, devalue the surrounding residential properties.	Noted. Not a valid planning consideration.	No Modification required.
339.7		There is an opportunity to develop the area into something special that reflects the heritage of the old Atlantis Marine Park, and enriches the tourist/holiday town feel of the area. I sincerely hope that developer greed and lack of vision does not ruin this area. Once the damage is done their is no turning back.	Noted. See 4.2 above.	No Modification required.
339.8		NO to a fast food drive through on the foreshore.	Noted.	No Modification required.
340	**Object**	**Submitter 340**		
340.1		I object to this building proposal in its current location on the grounds that it is in direct conflict with the Local Area Vision and the promised actions and commitment of the City of Wanneroo within the Local Area Plan.	Noted. See 1.1 above.	No modification required.
340.2		The Local Area Plan explicitly states “sustainable developments retain the coastal village roots and there is strong connectivity from beach to bush.” The ‘coastal village’ aesthetic being referred to is evident in the cohesive group of commercial buildings that is Two Rocks Shopping Centre and Tavern, award-winning designs reflecting the Late Twentieth Century Perth Regional architectural style and reminiscent of a Mediterranean seaside town. This area incorporating the marina, its history, and its heritage landmark King Neptune, is recognised and valued as completely unique and iconic. The ‘connection beach to bush’ recognises the beauty of our limestone coastal vegetation and the desire of the Two Rocks community to preserve it.	Noted. The design has been modified resulting in a development which is more compatible with the locality through colours and material, as well as the design of the building as detailed in the body of the report.	No modification required.

340.3		The fast-food restaurant proposal professes to be “of a retail character and as such is fully in line with the strategic planning,” whilst lending no sensitivity to nor integration with the surrounding area. The choice of colour scheme, materials and lighting are indecent and disruptive within the environment of the Sun City Precinct, of Charnwood Park and the proximity to a natural coastline. In particular, the size of the pylon sign on Lisford Avenue is obscene. This is unacceptable to a community whose Local Plan Vision is that “facilities and buildings should be environmentally friendly and blend into the natural environment” and that “the look and feel of the place reflects the region’s natural environment, beauty and coastal lifestyle.”	Noted. See 340.2 above. In relation to the heritage of the area, the application responds adequately as detailed in the body of the report.	No modification required.
340.4		With reference to sustainability, it seems a poor choice to be building a drive-through when they are being phased out in other countries as a matter of environmental responsibility. Research also indicates that there are severe health risks from long-term exposure to exhaust fumes, especially for children up to 18 years old (the predominant age range of staff, article attached). This proposal envisages up to 16 cars with engines idling. Is there an impact study done for people in close proximity at the park or on the coastline ecosystem?	Noted. Not a valid planning consideration.	No modification required.
340.5		Last, Action 8 of the Local Area Plan was a commitment from the City of Wanneroo to “provide support for the creation of local businesses and employment.” Overwhelmingly it’s clear from the Two Rocks community that this means businesses that are unique, special and actually local, especially within the Two Rocks Town Centre.	Noted. See 1.1 above.	No modification required.
340.6		This fast-food restaurant is best placed in one of the larger strategic metropolitan centres.	Noted. See 1.1 above. Two Rocks Town Centre is identified as a district centre under ASP 43.	No modification required.
341	**Object**	**Submitter 341**		
341.1		I lived across the road from fast food businesses in my last address, they were smelly, there was rubbish around the neighbourhood with food logos and the light pollution was quite bad.	Noted. See 3.1, 11.2 and 18.2 above.	No modification required.
341.2		The proposed location is across the road from a public space that often has children sports, there is a skate park and playgrounds, I would question the appropriateness of the location in a shire that does a lot to promotes healthy life choices for children.	Noted. See 52.3 above.	No modification required.
342	**Object**	**Submitter 342**		

342.1		This buisness is completely wrong for this location. I think it is going to create traffic problems and considering the new housing that is going in the smell will be particularly bad for residents living nearby. The lighting and signage that this franchise has will create even more light pollution and is visually not appropriate for our town. From a health prospective it is so detrimental to any community to have so many of these fast foor outlets in such close proximity to each other. These fast food outlets compete with our small businesses and we have already seen the loss of a local family business in Yanchep as a direct result of them.	Noted. See 1.1, 8.2, 11.2, 18.2, 20.5 and 52.3 above.	No modification required.
343	**Object**	**Submitter 343**		
343.1		I object to the repetitive nature of developments throughout the entirety of the Northern corridor. Creating communities does NOT happen at McDonalds, there are far healthier alternatives that we can be providing for the children passing to and from school. We need bigger picture thinking for this unique environment. What does such an outlet symbolise? Lets get smart and put the things we value most 'up front' NOT this. Its an embarrassment to the integrity of this town...how about relocating this up Breakwater Drive if its already a done deal.	Noted. See 1.1 and 30.2 above.	No modification required.
344	**Object**	**Submitter 344**		
344.1		Plenty of options for fast food in Yanchep not even 10 minutes away. Rate payers were not listened to with the Woolworths development being approved. Oscar and Sons, Two Rocks Tavern and other small businesses should not need to have McDonalds nearby to try and destroy their business. Smell is revolting, no need to ruin another small town.	Noted. See 1.1, 18.2 and 20.5 above.	No modification required.
345	**Object**	**Submitter 345**		
345.1		We don't require another fast food outlet when there are multiple already 5 minutes down the road in Yanchep. The space could be used for more appropriate needs and wants for the community. This proposed build does not send a good message to the future generation about healthy eating. Utilise a more community based build for our children and future children in the area.	Noted. See 1.1 and 5.1 above.	No modification required.
346	**Object**	**Submitter 346**		
346.1		McDonalds and other fast food outlets 10 mins away. Eyesore ruining ambiance of Two Rocks.	Noted. See 1.1 above.	No modification required.
347	**Object**	**Submitter 347**		

347.1		Having a McDonalds here or any drive through fast food restaurants would make the town of two rocks less peaceful and family friendly. I do not desire to have such poisonous food and the litter that would be everywhere from the amount of people coming through. This means the beach's, the ocean ways and more. I'm that space there should be a few REAL restaurants that family's and friends can enjoy with their children that make proper meals. Please consider how this will impact the area, our children and the environment of Two Rocks.	Noted.	No modification required.
348	**Object**	**Submitter 348**		
348.1		Put maccas there and your property values will plummet, people are moving to Two Rocks for the beautiful town & ocean side living. Is there a maccas in Hillarys? The answer is no, the litter alone is enough to put protective buyers off! It's tacky!	Noted. See 1.1 above. Property values are not a valid planning consideration.	No modification required.
349	**Object**	**Submitter 349**		
349.1		I object, we are a quaint sea side suburb that doesn't need or want the smell, light pollution, rubbish pollution, there is already numerous fast food outlets in Yanchep only 10min down the Rd, also our children don't need bad food.	Noted. See 1.1, 3.1, 11.2 and 18.2 above.	No modification required.
350	**Object**	**Submitter 350**		
350.1		Restaurants in Two Rocks are closing because they can't compete with fast food chains. Please support locals instead of multi-nationals.	Noted.	No modification required.
351	**Object**	**Submitter 351**		
351.1		I have lived in Two Rock for the last 20+ years. And love living here that much we have bought the block of land next to our home to build a new home, so we continue to stay in the area.	Noted.	No modification required.
351.2		Driving into Yanchep to get home you now come across a myriad of take away stores that have bought down the look of this beautiful area, I am all for growth but do we have to see it in our faces. If these store are for locals then put them in back streets.	Noted. See 1.1 above.	No modification required.
351.3		Please don't put a McDonalds or another fast food place under our heritage listed icconic King Neptune. I would prefer lots of park land around this area but I know with Woolworths going in there already progression has started, but some nice cafe, pub with beer gardens that will look out at this iconic structure. Keep fast food off Two Rocks road, it's not Marmion Ave.	Noted. As detailed in the body of the report the development will not impact the surrounding heritage.	No modification required.

351.4		Two of the most successful towns in Australia don't have McDonald's, one is Byron Bay and the other is Margaret River. Let's take a leaf out of there example and make Two Rocks a place were people go for a drive on the weekend to come and see natural beauty the town will then be thrive.	Noted.	No modification required.
351.5		SAY NO TO FAST FOOD.	Noted.	No modification required.
352	**Object**	**Submitter 352**		
352.1		Fast food outlet not required. Please review other harbour precincts e.g. Ocean reef, Mindarie, these do not have fast food outlets and are planned around small business and family areas.	Noted. See 1.1 above.	No modification required.
352.2		Already bad enough Woolworths has approval in a prime waterfront location.	Noted.	No modification required.
353	**Object**	**Submitter 353**		
353.1		There is already a McDonald's in Yanchep and multiple fast food chains, this really is not needed.	Noted. See 1.1 above.	No modification required.
354	**Object**	**Submitter 354**		
354.1		I feel the most important impact the approval of this development will have is mostly on the environment. You only have to look to the east of the big roundabout at the junction of Marmion Ave and Yanchep beach Road to see the disgusting mess that is dropped or discarded by the inconsiderate people who use the silly number of fast "junk" food outlets in Yanchep. The other major impact is on the overall health deterioration these venues contribute too the wider population, which also impacts negatively on the whole health system.	Noted. See 3.1 above.	No modification required.
354.2		Aesthetically the location and design only goes to lower the appearance of what is, and may become, on such a lovely little community.	Noted.	No modification required.
354.3		I have included some links on the latest medical research on fast food. https://www.medicalnewstoday.com/articles/324847	Noted.	No modification required.
355	**Object**	**Submitter 355**		
355.1		This is a quiet beach side subburb, we moved here to get away from things like fast food and glaring horrible 24/7 shinning golden arches. There is a plethora of fast food in yanchep less than 10 minutes away....we do not need and we do not want more 24 hour drive throughs.....on the back of this, this will make the area a noisier busier area,..I don't think adding fast food outlets in this beautiful town of two rocks will do anything but diminish our nice good life....please do not build.	Noted. See 1.1 above.	No modification required.
356	**Object**	**Submitter 356**		

356.1		Why on earth would we want a McDonalds in Two Rocks when there is one already in Yanchep. As a community we feel that the space could be utilised for something far better than a fast food outlet, especially McDonalds.	Noted. See 1.1 above.	No modification required.
357	**Object**	**Submitter 357**		
357.1		I object to the placement of it right across from a busy park. I also think it will be very unsafe for traffic congestion around the curves of the street and intersections. Plus I really don't think we need a fast food place as there are enough in the area.	Noted. See 1.1 above. The application has been supported by a TIA which has been reviewed by the City, as detailed in the body of the report.	No modification required.
358	**Object**	**Submitter 358**		
358.1		Having lived near a 24hr drive through fast food outlet the first two objections are based on my previous experience and not on what happen. My objections are as follows.	Noted.	No modification required.
358.2		1. There will be litter. No matter what the applicant says there will be a litter problem. Being near to the beach and opposite the park and being exposed to strong winds there will be litter in the sand dunes on the beach and in the park. I have never seen a fast food employee cleaning rubbish except in their capark. This means we the rate payers will end up having to bear the cost of cleaning up the litter.	Noted. See 3.1 above.	No modification required.
358.3		2. Light pollution. Even with diming during the curfew hours the area will be to bright.	Noted. See 11.2 above.	No modification required.
358.4		3. I do not believe that current community standards support building a fast food outlet opposite a community centre, sporting ground, park or skate park. Let alone a area that is all four of those.	Noted.	No modification required.
358.5		4. Having been to Yanchep Lagoon, Capricorn Beach, Shore Haven and Eden Beach and enjoyed the facilities and cafes that these locations have I believe that a fast food outlet in the proposed location is not continuing the same excellent design for foreshore developments.	Noted. See 1.1 and 5.1 above.	No modification required.
358.6		5. I don't believe a 24hr fast food outlet is in keeping with the current and future plans for the Two Rocks Marina area.	Noted.	No modification required.
359	**Object**	**Submitter 359**		

359.1		Wrong location (Woolworths is wrong location too). It should be built around where Jupiter Medical centre. Traffic/congestion could also be problematic there. No oceanside should be obstructed with a general shopping precinct. These areas should be for resident, visitor access/enjoyment of beach & natural surroundings. It should be based similar to Hillary's, Mindarie marinas.	Noted. See 8.2 above.	No modification required.
360	**Support**	**Submitter 360**		
360.1		No comments.	Noted.	No modification required.
361	**Object**	**Submitter 361**		
361.1		1. Environmental impact with the rubbish blowing over Charnwood Park and the skatepark.	Noted. See 3.1 above.	No modification required.
361.2		2. Health issues there is a global trend against this type of eatery the food is loaded with sugar which is very addictive.	Noted. See 52.3 above.	No modification required.
361.3		3. The location is a disaster waiting to happen with the growing traffic from new residents and the kids crossing from the skatepark who will be responsible for there safety, the bend into Two Rocks is a concern now without adding this to the problem.	Noted. See 8.2 above.	No modification required.
361.4		4. We already have an abundance of fast food in Yanchep only a few minutes away if they need this type of service.	Noted. See 1.1 above.	No modification required.
362	**Object**	**Submitter 362**		
362.1		The location of this proposed McDonald's will have a negative impact on the surrounding area. It will be on the main access road to the harbour and is located on the main entry/exit route in and out of two rocks so therefore creating excessive traffic in an already busy area.	Noted. See 8.2 above.	No modification required.
362.2		It will also create an eyesore to the existing housing view of the ocean. I am unaware of any other suburb in Perth which has a fast food outlet that close to a beach. Fast food outlets also create a litter issue and it's proximity to a beach should be enough to stop this project on environmental issues.	Noted. See 3.1 above.	No modification required.
363	**Object**	**Submitter 363**		
363.1		I object to the proposed fast food take away on a number of grounds. I do not believe the community needs one. We have established, locally run, well known and respected restaurants and food outlets existing with in the town site, and this will impacted them financially and could even cause some to close.. We also have local people with mobile coffee and food trucks supporting the marina, other localities and events. As a community we have absolutely no need whatsoever for a 24hr fast food.	Noted. See 1.1 above.	No modification required.

363.2		I object also for environmental reasons. It is well known that the amount of rubbish generated from the packaging is horrendous. It will cause significant noise, odour, and anti-social issues. The proposed site will also cause traffic issues. There is an existing Mc Donalds and several fast-food restaurants operating at Yanchep 7kms away and they do delivery.	Noted. See 3.1	
364	**Object**	**Submitter 364**		
364.1		I disagree with the proposal, as there are many better things that could be utilised in that space such as surf shops, cafes/restaurants, clothing stores, local sea food stores etc. a fast food outlet WILL lead to incorrectly disposed rubbish, antisocial behaviour and genuinely a waste of an amazing area in a popular tourist spot in front of King Neptune.	Noted. See 3.1 and 5.1 above.	No modification required.
365	**Object**	**Submitter 365**		
365.1		No comments.	Noted.	No modification required.
366	**Object**	**Submitter 366**		
366.1		Aside from the planning rules, surely other factors must come into consideration when ruling on such development applications. It's our understanding that the City has the power to not approve development in the precinct if it has an adverse effect on the surrounding area.	Noted. The report details the considerations of the proposal.	No modification required.
366.2		Amenity to adjoining landowners: Our home is situated along with others directly overlooking the proposed McDonald's development. Our bedrooms, living area, kitchen and entertainment are overlooking directly on this site. Our privacy would be greatly affected by signage, lighting, noise and smells in spite of what the plans might say to satisfy the criteria. It is difficult to comprehend from the plans the effect this will have on our living standards. We will be forced to close our blinds and windows which would cause great discomfort and loss of sleep due to traffic and other noises and inconvenience our daily lives.	Noted. See 8.2, 11.2 and 18.2 above. As discussed in the body of the report the signage is of an appropriate level.	No modification required.
366.3		Our home along with others are significantly elevated overlooking this site and face the west, the prevailing westerly winds that travel directly along and up would have a direct effect on our houses. It would be bad enough on normal trading hours not to mention 24/7 operation. If the McDonalds development is approved at the very least, limitations on trading hours should be made, and careful attention should be paid to avoid neon signage and lighting facing towards established residential areas.	Noted. See 11.2 above.	No modification required.

366.4		Structure Plans: Section 4. 3.2. 3 A. of the Development report indicates to me that McDonalds does not fit and is not consistent with the area in the middle of a housing precinct with housing directly opposite and adjoining it. I am not aware of any McDonald's allowed to be situated so close to housing. Not to mention our problems regarding this development. There are future housing developments directly adjoining the proposed site where the rear of the dwellings will back directly on to it the location of the proposed McDonald's is totally inappropriate.	Noted. See 1.1 above.	No modification required.
366.5		Traffic: We are not aware of what has been reported we have witnessed a number of accidents along Lisford Ave over the years, recently a neighbour of ours got knocked off his bike riding on the footpath two rollovers all because drivers losing control around the S/bend Now there's going to be a roundabout on the comer of Charnwood and a bus stop with no bus bay. This will create congestion and dangerous conditions for traffic in the area.	Noted. See 8.2 above.	No modification required.
366.6		Heritage: The introduction of a McDonalds so close to a heritage site is inconceivable it is also directly opposite a children's skate park.	Noted. As discussed in the body of the report the development does not impact any existing heritage.	No modification required.
366.7		Tourism: Two Rocks Town Centre Structure plan designates the district centre as one to be based on tourism and resort economy. The current proposal is not consistent with this desired outcome for the area. Our home is on the same level as King Neptune my wife and I witness people-visiting the statue every day and on public holidays and long weekends we have witnessed with no exaggeration over 120 persons a day. The Two Rocks marina draws large crowds especially on special occasions We are not against development in the area. We are given to understand that the main area for Two Rocks is destined a little further to the north but we were led to believe that this precinct of Two Rocks was destined to be of a tourist attraction with boutique shops etc to accompany that concept.	Noted. See 1.1 above.	No modification required.

366.8		Anti-social behaviour: The location of the proposed McDonalds sits directly next to Charnwood Park and in close proximity to the Two Rocks Tavern. The potential for anti-social behaviour to impact the surrounding residential areas is high. If the McDonalds is approved, particularly 24/7 trading hours will attract people who are affected by alcohol leaving the tavern, frequenting McDonalds and then potentially moving to the nearby park.	Noted. See 3.1 above.	No modification required.
366.9		Environmental: The potential for litter from the proposed fast-food outlet to significantly impact the adjoining marina and beach use is extremely high. The reality is that despite whatever strategies McDonalds has in place to combat the issue, its role in contribution to our global litter crisis is undeniable. Fast food litter continues to represent a large portion of the litter that ends in our waterways and parks. The subject site is bounded by what will be the largest marina in the City's jurisdiction to the west and the largest POS in the area (Charnwood Park) to the east.	Noted. See 3.1 above.	No modification required.
366.10		In considering the plans for this application we ask that the City of Wanneroo and JDAP please consider the residents who own existing residential housing adjoining and opposite this application. We feel that a fast-food outlet is totally inappropriate in this specific location and not in keeping with the planning principles for this area.	Noted.	No modification required.
367	**Object**	**Submitter 367**		
367.1		Traffic Congestion. Rubbish finding it's way into sea, impacting on coast line and marine life.	Noted. See 8.2 above.	No modification required.
368	**Object**	**Submitter 368**		
368.1		The placing of a McDonalds or any fast food chain this close to our ocean and marina is detrimental to our ocean and sea life environment due to the increase of litter that is associated with these establishments.	Noted. See 3.1 above.	No modification required.
369	**Object**	**Submitter 369**		
369.1		Not against a mcdonalds in Two Rocks. But the location should be for green space or locally owned business not massive franchises. Don't need the massive golden arches sign directly in front of our beautiful marina.	Noted. See 1.1 and 30.2 above.	No modification required.
370	**Object**	**Submitter 370**		
370.1		Put something nice up in the town! Not another fast food outlet when we have loads 5 minutes away as a young person living in the community I think it will only bring the vibe of the place down!	Noted. See 5.1 above.	No modification required.
371	**Object**	**Submitter 371**		

371.1		This would create a problem for traffic right on a bend. Two Rocks is a small community and this would ruin the tourist destination for many.	Noted. See 8.2 above.	No modification required.
372	**Object**	**Submitter 372**		
372.1		Hi. It is regarding the proposal to build a McDonalds in Two Rocks. The proposed site lies in front of two bus stops ideal location as to get maximum exposure for children going to school and coming home from school offering cheap junk food with the allure of free Wi-Fi.	Noted.	No modification required.
		Two Rocks is a small countryside town - bringing McDs to this town and specifically in that location will spoil it. Also it will be opposite a play park, skate park, basketball court and football pitch. Is this what we want to see our kids looking at when we are encouraging them to play sports and keep fit. As usual these proposals never effect the people who make the decisions as they do not live in Two Rocks thus don't care what gets built here. No one in the town wants this food outlet but alas our objections will not matter.	Noted.	No modification required.
373	**Object**	**Submitter 373**		
373.1		Fast food drive thru's are eye sores on coastal communities. Look what they have done to yanchep, that's only 15mins down the road. No need for any more up here. Having fast food restrictions so close to the ocean is a big NO, due to the amount of rubbish that comes with them. We don't need one here, keep it as a coastal town not another Yanchep.	Noted. See 1.1 and 3.1 above.	No modification required.
374	**Object**	**Submitter 374**		
374.1		We have a shopping centre already which is sufficient for the area and there is a McDonald's not far down the road in Yanchep. Uber eats supplies the area. The fact that the area has had numerous trees destroyed and wildlife impacted while apparently looking after the environment and then to put a McDonald's there with its own emissions is laughable.	Noted. See 1.1 above.	No modification required.
375	**Object**	**Submitter 375**		
375.1		The proposed food outlet will be taking away from the small selection of restaurants and bakery that are currently operating in Two Rocks. This is a special small beach town and it needs to stay that way. It's what makes Two Rocks have that relaxed charm when you visit. No fast food signs bang in your face. The fact is Yanchep is having multiple food outlets that are already ruining that initial feel of Yanchep. Let's not make the same mistake with Two Rocks. I definitely do not agree with these plans and object to the proposal. It will make the existing services struggle to maintain business.	Noted. See 1.1 above.	No modification required.

376	**Support**	**Submitter 376**		
376.1		Absolutely for it. We live up past Moore River in Gabbadah and would love a closer fast food outlet to us that having to drive down to Yanchep. We have nothing up here apart from the local pubs and driving to Two Rocks for fast food would only take us 20 minutes. Location is fantastic.	Noted.	No modification required.
377	**Object**	**Submitter 377**		
377.1		As a resident of the beautiful Woodridge community and mother of 3 children who attend a school in Two Rocks on Breakwater Drive I would like to object to the proposed McDonalds. We adhere to living a heathy life with healthy food choices. We do not need an another junk food outlet right under or children's noses. Not to mention this will bring along with it, more litter and take away from local small businesses.	Noted. See 3.1 and 52.3 above.	No modification required.
378	**Comment**	**Submitter 378**		
378.1		Will look bad.	Noted.	No modification required.
379	**Object**	**Submitter 379**		
379.1		No!! to McDonalds in Two Rocks I object to McDonald's and other possible junk food place's in the area: •Unhealthy food causing obesity (trans Fats) •Cooking processes cause dangerous chemicals which are cancerous (Acrylamide) •Creating litter and waste within the vicinity and further afield •Already have several McDonald outlets between Jindalee and Alkimos	Noted. See 1.1, 3.1 and 52.3. Cooking processes are not governed by the planning regulations.	No modification required.
379.2		Wrong wrong wrong! We don't need another McDonalds junk food place when there is a plethora of fast foods as close a Yanchep and beyond. There is evidence of 'forever chemicals associated with fast food outlets meaning you can't get rid of them our of your body. Plus seed oils trans fats when potatoes (French fries) are cooked at high temperatures they can produce acrylamide a potentially harmful chemical associated with cancer. Why are these fast-food joints even aloud to exist?	Noted. 379.1 above.	No modification required.

379.3		It is all about money and zero choice for local residents particularly in his location which will not only cause more rubbish waste but exacerbate road congestion once. Woolworths is built with its accompanying cafés. I and others have already strenuously highlighted potentially dangerous traffic conditions in both the Woolworths and the adjoining new residential subdivision submissions. Crucially the proposed Lisford Ave, australis Drive and Charnwood Ave. intersection is inappropriate and death is all but assured. But to no avail. Is anybody listening!!	Noted. See 1.1, 3.1 and 8.2 above.	No modification required.
379.4		We know there is a problem with waste in the immediate area around the fast-food outlets at Yanchep shopping centre which has also become a problem further afield. And the response from McDonalds and their ilk is it is not their problem, they have no social conscious. Potential for objectional cooking and other smells and noise affecting new homes bordering western boundary.	Noted. See 3.1 above.	No modification required.
379.5		Please do not allow McDonalds or other fast food joints in Two Rocks!! From what I hear and read Public Opinion is definitely against allowing McDonalds here especially at this site other suggestions out there in the public space suggest a fishing/camping shop or a Thai or Chinese restaurant would be OK, we could certainly do with a good Chinese restaurant to compliment the existing café/restaurants in Two Rocks Town Centre.	Noted.	No modification required.
379.6		We cherish the laid back and country feel of Two Rocks. A different approach perhaps with the City of Wanneroo's help we could establish and offer shares to citizens to purchase this site and build a suitable premises for one of the above similar enterprises to lease long term which could help fund community projects in the future. What next more of these antisocial fast food abominations? No thankyou!!	Noted. See 1.1 above.	No modification required.

379.7		Traffic report/comment Despite the proponent's assurance and Transcore's report on future traffic capacities suggest that the existing and new roads are adequate for any increase in current and future traffic increases I would beg to differ and suggest these assurances are not reflective of experienced recent increase in traffic along Two Rocks Road and Lisford Ave. and this report has not taken into account the expediential increase in traffic once Woolworths is in operation with significant more traffic entering and leaving Azzurra Loop and an urgent redevelopment of Lisford Avenue between Marcon Street and Sovereign Drive with left turn only into and exit from Azzurra Loop (south) and that the roundabout at Lisford Ave, Charnwood Ave and Australis Drive be large enough to accommodate a future dule road system which I assume will be easier and cheaper now that in ten or more years into the future. After all the roundabout at the end Marmion Ave is sized for future expansion and work well.	Noted. See 8.2 above.	No modification required.
380	**Object**	**Submitter 380**		
380.1		There are multiple similar food outlets in close proximity to Two Rocks. (Yanchep). I believe the city can support to the community by providing opportunity for independent local business in the new development area.	Noted. See 1.1 above.	No modification required.
381	**Support**	**Submitter 381**		
381.1		More options needed in the area considering amount of new housing.	Noted.	No modification required.
382	**Object**	**Submitter 382**		
382.1		An establishment of the nature is required in this space. The antisocial behaviour that is attracted by a such a business is not reflective of the family oriented seaside town that is Two Rocks. The opposing area is listed as Heritage and would be a stark contrast to proposed business not aligned with current theme.	Noted. See 1.1 and 3.1 above. As discussed in the body of the report the surrounding heritage is not impacted.	No modification required.
383	**Object**	**Submitter 383**		
383.1		There's already too many fast food eateries a stones throw away in Yanchep. Save the space for a healthy place to eat or something completely different. Not yet another fast food place.	Noted. See 1.1 above.	No modification required.
384	**Object**	**Submitter 384**		
384.1		I object to a drive through fast food outlet in the current proposed location for the following reasons.	Noted.	No modification required.
384.2		1. Location. I believe it will be an eyesore and in no way fitting with the aesthetics of our small coastal town. An area farther from the beach and foreshore area would be more desirable.	Noted. See 1.1 above.	No modification required.

384.3		2. Small populatuon/tourism. I would rather see quality unique restaurants and eateries in and around the marina area. The local businesses already struggle with a limited popultion and a cheap fast food outlet would likely see them have to close their doors permanently. Two Rocks has a unique tourist/holiday town vibe and the local businesses should be supportive of that. No one visits a town to see yet another Maccas. Let's support the businesses that will draw visitors to the area.	Noted. See 1.1 and 5.1 above.	No modification required.
384.4		3. Rubbish. The bush around Two Rocks is already being used as a dumping ground for out of towners who don't want to pay tip fees to dispose of their waste. Including the disposal of building materials by dodgy contractors. We have beautiful natural bushland that joins the Yanchep National park and is home to many creatures whose homes are already battling with littering. Sadly many of the customers fast food drive throughs attract are also prone to throwing their rubbish out of the car window. Everywhere there is a maccas their is also large volumes of litter.	Noted. See 3.1 above.	No modification required.
384.5		4. Health. Fast food is bad for everyone's health. Our local community deserve better quality dining options. Our children deserve better. With the closure of Curry on the Rocks, and the mismanagement of the Pickled Herring leading to its closure too. There are few options left in our town. The locals would love to support a real restaurant serving quality food.	Noted. See 52.3 above.	No modification required.
384.6		5. Traffic. The foreshore drive is the main access for many local residents, aswell as providing access to the beach and marina. It is a winding section of road and having large volumes of vehicles entering and exiting the area(especially if distracted eating, or rummaging in takeaway bags) will add unnecessary danger to other road users.	Noted. See 8.2 above.	No modification required.
384.7		6. Property value. A drive through fast food outlet will add no value to our community. If anything it will devalue the foreshore area and in doing so, devalue the surrounding residential properties.	Noted. Not a valid planning consideration.	No modification required.
384.8		There is an opportunity to develop the area into something special that reflects the heritage of the old Atlantis Marine Park, and enriches the tourist/holiday town feel of the area. I sincerely hope that developer greed and lack of vision does not ruin this area. Once the damage is done their is no turning back. NO to a fast food drive through on the foreshore.	Noted. Heritage elements of the proposal are discussed in the body of the report.	No modification required.
385	**Object**	**Submitter 385**		
385.1		No comments.	Noted.	No modification required.
386	**Object**	**Submitter 386**		

386.1		We have enough fast food outlets under our kids noses - this is not healthy and is a huge reason for obesity.	Noted. See 1.1 and 52.3 above.	No modification required.
387	**Object**	**Submitter 387**		
387.1		Do we really need a fast food outlet when ther is one 10 minutes away also so close to Neptune's statue I appreciate there needs to be growth but some of the local restaurants are struggling why make it harder for them	Noted. See 1.1 above. Heritage elements of the proposal are discussed in the body of the report.	No modification required.
388	**Object**	**Submitter 388**		
388.1		I oppose the establishment if fast food in this location.	Noted.	No modification required.
388.2		300m from the shore of two rocks marine poses an unmanageable risk to the ocean and sea life. there is not a single council in Australia that has been able to effectively manage the waste from these fast food restaurants.	Noted. See 1.1 above.	No modification required.
388.3		the fact that it is even being considered with a number of fast food restaurants only 7 mins away speaks volumes for how much value the city of Wanneroo holds over this quaint costal village. This will have devastating impact on existing cafes in the shopping precinct.	Noted. See 1.1 above.	No modification required.
388.4		the restaurant opposite the existing sports ground, skate park and play ground is not only a poor message to users of this facility but will become a dumping ground for rubbish.	Noted. See 3.1 and 52.3 above.	No modification required.
388.5		two rocks is destined to grow as is the urban sprawl of Perth. Town Planners need to show their strength and expertise in planning for a growing population while maintaining the small coastal town vibe. 24hr glowing signs and traffic lights at every corner are not the answer for a close knit coastal community.	Noted. See 1.1 above.	No modification required.
388.6		You don't have to search too hard to find complaints about poor hygiene and bullying towards young and naive employees from a business like this. The City of Wanneroo could easily choose a locally owned burger franchise with extremely good employee relations.	Noted. See 5.1 above.	No modification required.
388.7		if the City of Wanneroo absolutely must take the money from multinationals then the outlet must be in an industrial precinct at least 1.5km from the ocean. Smells, noise (24hour businesses) and litter are easier to manage there.	Noted. See 8.2 and 18.2 above.	No modification required.
389	**Object**	**Submitter 389**		

389.1		We came here 23 years ago,attracted by the fishing village atmosphere of Two Rocks which it still has. If we need some food from McDonalds it is a short ride down to the ugly stretch of take away shops in Yanchep. We do not need these places here.	Noted. See 1.1 above.	No modification required.
390	**Object**	**Submitter 390**		
390.1		I object based on the following reasons: it is too close to existing residential housing and would unacceptably affect the amenity of their properties	Noted. See 1.1 above.	No modification required.
390.2		it would also affect the amenity of the users of Charnwood Park with the additional litter, anti-social behaviour and odours etc.	Noted. See 3.1 above.	No modification required.
390.3		it is not consistent with the tourism/heritage focus of the area, blocking the view of the King when entering Two Rocks	Noted. As discussed in the body of the report there is no impact on heritage.	No modification required.
390.4		The environmental effects on our coast and marina, and existing parks would be horrendous and unacceptable	Noted.	No modification required.
390.5		The traffic safety in the area would be severely decreased as the s-bend (the City have already been notified of various accidents that have occured, including a cyclist being knocked over by a car after the driver failed to negotiate the corner safely), proposed round about and bus stops (with no bays) will create unacceptable congestion and represent a danger to any pedestrians negotiating the area.	Noted. See 8.2 and 201.2 above.	No modification required.
390.6		It is time for the City to represent its constituents, and not simply take the easiest option. While I acknowledge that the city is not the ultimate decision-making authority, the City should do the right thing and place the planning principle priorities of the residents in the area first and recommend that this proposal be refused.	Noted.	No modification required.
391	**Object**	**Submitter 391**		
391.1		No Comments	Noted.	No modification required.
392	**Object**	**Submitter 392**		
392.1		No Comments	Noted.	No modification required.
393	**Object**	**Submitter 393**		
393.1		The beauty of Two Rocks is in its untouched fishing village feel. Places like MacDonalds and other fast food outlets will spoil that . Yanchep is close enough for fast food addicts who can get their fill at any of the businesses in the ugly strip of outlets on Marmion Ave.	Noted. See 1.1 above.	No modification required.
394	**Object**	**Submitter 394**		

394.1		No Comments. No Document attached.	Noted.	No modification required.
395	**Object**	**Submitter 395**		
395.1		It's the incorrect location. (have one at Yanchep)	Noted. See 1.1 above.	No modification required.
395.2		See the litter there	Noted. See 3.1 above.	No modification required.
395.3		Spoils the view of King Neptune, View from King Neptune.	Noted. As discussed in the body of the report heritage is not impacted.	No modification required.
395.4		Bad for the Environment, Litter Light pollution. For residence and marine life	Noted. See 3.1 and 11.2 above.	No modification required.
395.5		Bad for Health (Poor Product), this is a world wide issue, why not start with local government.	Noted. See 52.3 above.	No modification required.
395.6		Not fit for purpose, no one with a boat on their car will use a drive through.	Noted.	No modification required.
395.7		Impedes views from existing properties.	Noted.	No modification required.
395.8		Traffic study was completed during covid.	Noted See 8.2 above.	No modification required.
395.9		Doesn't meet coastal boutique.	Noted. As discussed in the body of the report this has been addressed.	No modification required.
395.10		Not a tourist attraction.	Noted. See 1.1 above.	No modification required.
395.11		Not Sympathetic to the heritage of area.	Noted see 395.3 above.	No modification required.
395.12		Trading times not sympathetic to the culture of two rocks.	Noted.	No modification required.
395.13		The planning department are aware of all of these issues we addressed them prior,(Woolworths) do your job and do what is right for the community	Noted.	No modification required.
396	**Object**	**Submitter 396**		
396.1		Yet another US American global food chain outlet is not supportive of small and local businesses. This is what or City should promote to strenghten our community and Australian economy.	Noted. See 1.1 above.	No modification required.
397	**Object**	**Submitter 397**		

397.1		Two Rocks is a small town that after 7 pm is very quiet with little people going about after this time so no reason to have a 24-hour fast food outlet here.	Noted.	No modification required.
397.2		McDonalds have picked this site as its location is perfect to target its market as is located next to children's play area with multiple sporting facilities. Further more the store is next to two bus stops which is used in the morning and afternoon by school aged children coincident or what offering cheap un healthy junk food and of course free Wi-Fi every child's dream. Also close to King Neptune which attracts lots of families at the weekend.	Noted.	No modification required.
397.3		I would ask of all those who are proposing this actually live in Two Rocks probably none but are happy to take the money that this development will generate which none will be put back into Two Rocks. I am shocked that this proposal has even got this far but fear this public feedback is just a formality just another box that needed to be ticked.	Noted.	No modification required.
397.4		Where are the environmental reports on the impact this will have to the proposed area? Stop spoiling this beautiful town with more buildings people who live here don't want.	Noted. See 3.1 above.	No modification required.
398	**Object**	**Submitter 398**		
398.1		I believe building a McDonalds in Two Rocks doesn't fit in with the feel of the area. I was under the impression that the upgrade of the Town Centre was to still keep the relaxed, beachside atmosphere that is the core of Two Rocks. I'm sure the people that have purchased blocks of land in the Waterfront Estate will not be impressed with a McDonalds on their doorstep.	Noted. See 1.1 above.	No modification required.
398.2		I also thought that the council would be invested in trying to support local businesses not undermine them. What happens to the Coffee Van that has serviced the Marina for many years when there is a drive-thru 24/7 McCafe? What happens to the incidental trade that the Newsagent & IGA pick up from people going to the Bakery or Cafes to get their lunches? What happens to the Bakery & Cafes? The convenience of a drive-thru will stop a lot of people parking at the shops and walking in to get food so will affect all the shops in the precinct.	Noted. See 1.1 above.	No modification required.

398.3		Other areas down the coast don't have McDonalds, their beachside areas have been developed with cafes, restaurants and children's playgrounds to keep in character with the areas. Why should Two Rocks have to become just another suburb instead of keeping and developing its unique character. If you are that desperate for McDonalds it's a 10 minute drive to Yanchep.	Noted.	No modification required.
399	**Object**	**Submitter 399**		
399.1		Opening a 24-hour McDonald's in Two Rocks, Perth, might seem like a convenient addition, but the implications for the local community and environment deserve careful consideration. While extended operating hours may promise convenience for some, the potential drawbacks far outweigh the benefits.	Noted.	No modification required.
399.2		Firstly, the introduction of a 24-hour fast-food outlet could significantly impact the local environment. Increased traffic, especially during late hours, could lead to greater pollution and noise disturbance in the area. Moreover, the additional waste generated by a round-theclock operation could strain existing waste management systems, potentially harming local ecosystems.	Noted. See 3.1, 8.2 and 15.2 above.	No modification required.
399.3		Furthermore, the health implications of a 24-hour McDonald's cannot be ignored. Research consistently links frequent fast-food consumption to various health issues, including obesity, diabetes, and heart disease. By providing easy access to unhealthy food at all hours, McDonald's could exacerbate these problems within the community, particularly among vulnerable groups such as children and low-income families.	Noted. See 52.3 above.	No modification required.
399.4		Moreover, the socio-economic impact of a 24-hour McDonald's should be considered. While it may create job opportunities, these roles often offer low wages and limited benefits, perpetuating cycles of poverty rather than fostering genuine economic growth. Additionally, the presence of a 24-hour fast-food outlet may contribute to the decline of local businesses, as consumers opt for the convenience of a multinational chain over supporting independent enterprises.	Noted.	No modification required.
399.5		In conclusion, while the idea of a 24-hour McDonald's in Two Rocks may initially seem appealing, a closer examination reveals numerous concerns. From environmental degradation to public health risks and economic implications, the drawbacks of such a development are too significant to overlook. Instead of prioritizing convenience, policymakers should focus on promoting sustainable and healthy alternatives that benefit both the community and the environment in the long term.	Noted.	No modification required.
400	**Object**	**Submitter 400**		

400.1		Amount of rubbish as a result of the business especially from the4WD twits that come from surrounding area to go to Wilabinga and make a mess without a thought to the local community, just have a look at yanchep MacDonald's car park after they've been, and potential for rubbish to make its way to the ocean.	Noted. See 3.1 above.	No modification required.
400.2		Location of business: children crossing to and from location and skate park and dangers of traffic with idiot drivers within the area, concern of children/child being hit.	Noted. See 1.1 and 8.2 above.	No modification required.
400.3		Rising obesity rates within the region and no facilities to accommodate the effects of this epidemic	Noted. See 52.3 above.	No modification required.
400.4		There's a MacDonald's in Yanchep, its not far away, there's absolutely no need for one here in Two Rocks.	Noted. See 1.1 above.	No modification required.
400.5		An eyesore within the community and being so close to the King Neptune.	Noted. As detailed in the body of the report there is no impact to the heritage of the area.	No modification required.
400	**Object**	**Submitter 401**		
401.1		Rubbish and effects of it being blown throughout Charnwood park and potential to pollute the beach and waters.	Noted. See 3.1 and 15.2 above.	No modification required.
402	**Object**	**Submitter 402**		
402.1		I am writing to express my vehement objection to the proposed construction of a McDonald's outlet in our beloved town of Two Rocks. While the allure of fast food may seem appealing to some, the potential consequences of such an establishment in our community far outweigh any perceived benefits.	Noted.	No modification required.
402.2		First and foremost, we cannot ignore the alarming rise in obesity rates, both among adults and children, plaguing our society. The introduction of a McDonald's restaurant would only exacerbate this issue by providing easy access to unhealthy, calorie-laden meals high in fat, sugar, and sodium. We owe it to ourselves and future generations to promote healthier eating habits and lifestyles, rather than contributing to the epidemic of obesity and related health problems.	Noted. See 52.3 above.	No modification required.
402.3		Moreover, the location chosen for this McDonald's poses significant safety concerns. The road that patrons and pedestrians would have to cross to access the restaurant includes a dangerous blind corner notorious for speeding vehicles. The risk of accidents, particularly involving children and elderly residents, is simply too great to ignore. We cannot in good conscience allow the convenience of fast food to come at the expense of public safety.	Noted. See 8.2 and 201.2 above.	No modification required.
402.4		It is also worth noting that our neighboring town of Yanchep already has a McDonald's establishment in place. The addition of another fast food outlet in such close proximity not only duplicates services but also detracts from the unique character of our town. Rather than fostering a sense of	Noted. See 1.1 above.	No modification required.

		community, this move would only promote homogeneity and strip away the distinctiveness that makes Two Rocks special.		
402.5		Furthermore, the environmental impact of a McDonald's cannot be overlooked. The litter generated by the restaurant, from packaging materials to discarded wrappers, poses a threat to our pristine surroundings, including the ocean nearby. We must take into account the visual pollution and degradation of our natural landscape that would inevitably result from the presence of such a largescale commercial operation.	Noted. See 3.1 and 15.2 above.	No modification required.
403	**Object**	**Submitter 403**		
403.1		I object the fast food restaurant proposal for Two Rocks. The proposed location is not in line with the aesthetics and history of the area and will generate unnecessary vehicle traffic that will already be further congested by the residential properties that are being developed nearby.	Noted. See 1.1 above.	No modification required.
403.2		It will generate litter in the area that will add extra polution to the marina, ocean and beach/bush surrounds.	Noted. See 3.1 above.	No modification required.
403.3		The population of Two Rocks is also not sufficient to sustain another fast food establishment when other fast food facilities are located very near in the neighbouring suburb of Yanchep. There is a vast selection of outlets located there as well as sufficient outlets further south.	Noted. See 1.1 above.	No modification required.
403.4		It is counteractive to the healthy and active lifestyle that is trying to be achieved in Two Rocks and only encourages unhealthy lifestyle habits which would put further strain on other resources such as healthcare.	Noted. See 52.3 above.	No modification required.
403.5		It would also be a strain on already struggling small business in the area having to compete with one of the largest multinational companies in the world, taking away commerce that they require to keep trading.	Noted.	No modification required.
403.6		For the reasons above the outlet should not be approved. It does not add value to the area or residents, especially when the results have been achieved, having an outlet nearby some 5 minutes driving time away. Access to these outlets will become easier as development in public transport and other infrastructure comes along.	Noted.	No modification required.
404	**Object**	**Submitter 404**		
404.1		Two Rocks is a small town that after 7 pm is very quiet with little people going about after this time so no reason to have a 24-hour fast food outlet here.	Noted.	No modification required.
404.2		McDonalds have picked this site as its location is perfect to target its market as is located next to children's play area with multiple sporting facilities. Further more the store is next to two bus stops which is used in the morning and afternoon by school aged children coincident or what offering cheap un healthy junk food and of course free Wi-Fi every child's dream. Also close to King Neptune which attracts lots of families at the weekend.	Noted.	No modification required.

404.3		I would ask of all those who are proposing this actually live in Two Rocks probably none but are happy to take the money that this development will generate which none will be put back into Two Rocks. I am shocked that this proposal has even got this far but fear this public feedback is just a formality just another box that needed to be ticked.	Noted.	
404.4		Where are the environmental reports on the impact this will have to the proposed area?	Noted. Environmental reports not required.	No modification required.
404.5		Stop spoiling this beautiful town with more buildings people who live here don't want.	Noted.	No modification required.

Submitter 405 - Object - Received separately due to IT issue

I am a resident and property owner of Two Rocks, residing with my family within 200m of the proposed McDonalds Development. I object to proposed DAP, Drive Through Food Outlet at 10 Enterprise Avenue DA2024/515 based on sound planning principles which support the unique character of Two Rocks Town Centre.

The planning principles on which I object are not quantifiable concepts in terms of numerical outcomes (such as building heights, number of parking places etc), however they are nevertheless important principles which support the proper planning and development of a unique coastal town centre that is Two Rocks.

Yanchep – Two Rocks District Structure Plan No.43

DSP43 guides development within the Yanchep-Two Rocks area and includes the following objectives:

> **7.9 Community Development Objectives**
>
> O1. To facilitate the development of active and healthy communities well connected to each other and the natural environment, and **built on distinctive local identity** and that offer a broad range of lifestyle choices;
>
> **7.4 Ecology and Landscape Objectives**
>
> O1. To preserve **significant natural features** such as fauna habitats/ corridors and high quality remnant vegetation, where practicable;
>
> O2. To maintain and manage the **ecological integrity of the coastal foreshore** in balance with the needs for structured and unstructured recreation;
>
> O4. To facilitate the **integration** of the built environment with the **natural ecosystem in a complementary manner**

The introduction of a major fast-food chain to the Two Rocks Town Centre in the heritage precinct location proposed detracts from the towns coastal and historical identity. The area prides itself on coastal boutique type shops that celebrate the local heritage.

The proposed development within a state heritage precinct and coastal marina context should be important considerations in any future development in the Two Rocks Town Centre. Ecological and environmental considerations should be at the forefront of decision making. The potential for devastating environmental effects of litter and pollution to the marine life and users of the marina and adjoining POS of Charnwood Park should be properly considered by decision making authorities.

Two Rocks Town Centre Structure Plan

The subject site is located within the Main Street precinct of ASP70. AS70's objectives include (at 2.1 (c) (d) (i) (j)).:

- providing an open air 'Main Street' that creates the framework for mixed use, day and night activity fostering a contemporary coastal community with **boutique retail outlets**;
- Encourage **tourism, 'festive' retail and entertainment uses**, in particular in Precincts C (Main Street) and D (The Wall);
- Provide for the **sensitive incorporation** of cultural **heritage** elements.

Part 1, Table 1, row 2 of ASP70 also includes that "*The City **will not approve** development within a Precinct in the absence of a precinct Detailed Area Plan (DAP), approved by the City pursuant to clause 9.14 of the Scheme, for the whole of each Precinct A-E, unless the City is satisfied that the development is of a scale and permanence that would not prejudice the: design of the DAP; timely provision of infrastructure and services to the area; **or the development of the surrounding area in line with the Agreed Structure Plan**"*.

The addition of a McDonalds within the Two Rocks Town centre will prejudice the development of the surrounding area in line with the Agreed Structure Plan as it does not align with the objectives of ASP70 and should therefore not be approved without the Detailed Area Plan approved by the City.

McDonalds cannot be considered a boutique retail outlet (boasting over 1000 restaurants nationwide and over 100 in WA alone). Neither does it support a district centre based on tourism or festive retail. The development cannot be considered on its own but in the context where, if approved, the majority of the 'çoastal boutique' Main Street precinct will be occupied by a corporate grocery giant and global fast food chain, the effect of which will not encourage the 'coastal boutique' retail strategy intended for this unique district centre.

Its location at the entrance to Two Rocks Town Centre directly blocking and eclipsing the view of State Heritage Listed King Neptune Statue, the pride of the local community, does not represent the sensitive incorporation of cultural heritage elements. Any development proposed for this site should be oriented such that the view to King Neptune is retained as much as possible.



Photograph 2: Subject site viewed from south-eastern corner

Zoning

It is important to note the proximity of the proposed McDonalds to long existing residential areas, some homes which are still under the original ownership of people who built in the early 1970's. It is also important to note that when travelling into Two Rocks Town Centre from the south along Lisford Avenue, the site is the first commercially zoned site to mark the entrance to the state heritage listed Two Rocks Town Centre.

In recognition of the unique position that the subject site holds, the site is a designated special use zone (SU-8). DSP No 2 stipulates that Special Use Zone (SU-8) "*land use permissibility to be in* ***accordance with approved Structure Plan No. 70***" and the "*Development to be* ***in accordance with approved Structure Plan 70***".

The Main Street Precinct's Land Use Permissibility is considered in ASP70, Part 1, Table 4 row 2 as shown below. Importantly, it is noted that that Fast Food is not included in the Main Street Zone use classes as either permitted or discretionary.

Zone Use Classes	Mixed Use
Ancillary Accomodation	D
Art Gallery	P
Convenience Store	P
Dry Cleaning Premises	D
Hire Service	D
Public Exhibition Facility	P
Shop	P
Video Hire	D

Zone Use Classes	Commercial
Ancillary Accomodation	D
Bakery	P
Hire Service	D
Public Exhibition Facility	P
Market (Retail)	P

The use classes which are included in this zone reflect the intended tourism and resort economy [1] focus of Two Rocks District Centre:

> *The District Centre proposed at Two Rocks will be based on a* ***tourism and resort economy and therefore will perform a different function to that of the other District Centres****. It will feature restaurants, small shops and other location specific service businesses like surf shops and marina supplies. A full range of residential uses, from apartments to townhouses, will also be accommodated within this centre. The urban design character will seek to optimise the relationship of the centre with the marina and coast, including orienting streets and creating open space configurations to optimise coastal views.*

[1] ASP70, Part 2, O@ Contextual Analysis and Existing Statutory Framework

*The **built form, building materials and landscape treatments will complement** and reinforce the coastal location.*

The subject site is also zoned commercial under DSP2, under which the use of fast-food outlet is designated as Discretionary. Discretionary means that the use is **not permitted** unless the local government has exercised its discretion by granting development approval. In circumstances where the proposed development does not align with the objectives of ASP70, I would suggest that the City's discretion should not be exercised.

The subject site is also zoned as commercial under ASP70 , the objectives of which are as follows:

- To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.
- To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street boundary and design of facades.
- *To ensure that development **is not detrimental to the amenity of adjoining owners or residential properties in the locality***.

The location of the proposed McDonalds affects the amenity of long existing adjoining owners or residential properties in the locality. While difficult to see from the plans, properties on the opposite side of Lisford Avenue are significantly elevated to make use of the natural topography of the land and maximise views of the ocean and marina. The residential properties in this area are all oriented to the west and north-west which directly overlooks the proposed McDonalds site. The houses make good use of natural light and have significant window frontage in the west/north-westerly direction as well as outdoor entertaining areas.

The prevailing winds in the area are westerly such that odours emitted from the fast-food outlet would travel directly along and up the natural ridge-line along Charnwood Avenue effecting many existing residential properties.

Any sounds created by the fast-food outlet or users of the proposed 24/7 fast food outlet would also be amplified by the natural ridge that exists along the southern side of Charnwood Avenue and eastern side of Lisford Avenue.

The development of a 24/7 fast food outlet on the subject site would represent a significant detriment to the long-established residential homes overlooking the site. In order to avoid the 24/7 activity, light and other emissions created by the proposed fast-food outlet, adjoining residential properties would be forced to close blinds and windows and also result in reduced enjoyment of their outdoor entertaining areas and the like.

A more appropriate location for such a development would be in the commercial areas designated further along Lisford avenue where the natural topography has been flattened and residential development was undertaken with knowledge of the commercial sites in the location.

In the event a fast-food retail outlet is approved at this location there should be strict limitations on the operational hours (no trade between 9pm and 7am) and reduced lighting requirements.

Environmental concerns

The Two Rocks Marina sits within a regional Coastal Node, and when completed, the marina will be the largest in the City of Wanneroo. "*The coastline is arguably the City's largest natural asset and it needs to provide a variety of places for everyone to enjoy it in their own unique way. As the City's coastal suburbs develop, there is an opportunity for new coastal nodes to be attractive places with a range of facilities and providing recreational opportunities for the community The level of infrastructure and types of facilities provided has a significant impact on the amenity of the City's beaches and the experience had by visitors*"[2].

The objectives of the State's Coastal Planning Policy (SPPNo.2.6) includes to:

- ensure **that development and the location of coastal facilities takes into account coastal processes**, landform stability, coastal hazards, climate change and biophysical criteria;
- **ensure the identification of appropriate areas** for the sustainable use of the coast for housing, **tourism, recreation**, ocean access, maritime industry, commercial and other activities;
- **protect, conserve and enhance coastal zone values**, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and **cultural significance**.

The objectives the City of Wanneroo's Coastal Management Plan are:

- To develop vibrant and **distinct coastal nodes** that offer varied opportunities for enjoyment;
- To ensure development that is **sustainable and sympathetic to the coastal location**;
- To **conserve and protect natural**, cultural and **heritage assets**; and
- Minimise the impacts of sea-level rise and climate change.

It follows from the objectives of the aforementioned planning policies, that the conservation of the coastal environment is an important planning principle that should be considered when considering any development application within a coastal node area. Especially where the desired use is not permitted unless the local authority exercises its non-compellable discretion.

Drawing from Cleanup Australia's 2023 data, "*In response to the statistic that **44% of reported litter was cleared from waterway sites**, followed by parks and bushland at 16% and 11% respectively, Pip Kiernan, Chair of Clean Up Australia, states, "Despite increased survey returns from parks, the higher volume of reported litter at waterway sites reminds us that litter has a **strong likelihood of ending up in our precious rivers, creeks, and the ocean***."

The subject site is bounded by what will be the largest marina in the City's jurisdiction to the west and the largest POS in the area (Charnwood Park) to the right. The potential for litter from the proposed fast-food outlet to significantly impact the adjoining marina and beach use is extremely high. The reality is that despite whatever strategies McDonalds has in place to

[2] CoW Coastal Management Plan 2021

combat its undeniable contribution to our global litter crisis, fast food litter continues to represent a large portion of the litter that ends up in our water and parks.

According to research undertaken in Melbourne, fast food outlets are surrounded by circles of trash. These circles are at drop points within walking distance of the fast-food outlet (particularly points of interests like marinas/parks) which represents approximately the amount of time taken to consume a burger, and then driving distance which represents the approximate time to consume a meal.

> ***"Concentric circles of litter***
>
> *Mr Forrester said the first ring of takeaway litter appeared about 500 metres from the outlet, which he said was approximately the distance it took to consume a hamburger while walking.*
>
> *A second ring appears on main roads a little further on, most probably dropped by people in motor vehicles."*[3]

This would place Charnwood Park and the Two Rocks Marina at particular risk of particularly high levels of litter.

These accounts of litter problems associated with Fast Food outlets are a consistent problem encountered across Australia [4]. The decision makers on this proposal have the power to place environmental concerns and the sustainable management of our coast over corporate greed.

[3] War on Waste: Concentric rings of rubbish circle fast food restaurants, study finds - ABC News
[4] McDonalds in Australia: 50 years of fast food, slow litter | Australian Studies Institute (anu.edu.au)

Tourism

DSP2 recognises the Two Rocks Marina as a Regional Coastal Node and ASP70 identifies the Two Rocks Town Centre District Centre as one:

> *"… based on a **tourism and resort economy** and therefore will perform a different function to that of the other District Centres. It will feature restaurants, small shops and other location specific service businesses like surf shops and marina supplies. A full range of residential uses, from apartments to townhouses, will also be accommodated within this centre. The urban design character will seek to optimise the relationship of the centre with the marina and coast, including orienting streets and creating open space configurations to optimise coastal views."*

ASP70 clearly attempts to develop a district centre with a different function linked to tourism, and any development within the area should be considered in this context.

The WAPC Planning for Tourism and Short-term Rental Accommodation Guidelines provides that *"Where tourism is considered significant within a locality or region, detailed tourism planning is advised. Planning should be undertaken in consultation with Tourism Western Australia, State Government agencies, tourism associations, local operators and their local community, and take into consideration issues raised in the State Planning Strategy 2050, regional strategies, the Position Statement and these Guidelines".*

Some of the threats identified by the City of Wanneroo Tourism Plan 2019-2024 to the development of tourism within the City is the:

- *'Regulation for industry, business and tourism unsympathetic planning within the City.*
- *Industry not uniting to achieve common goals and a vision for the area – or no vision*

One of the weaknesses identified by the City of Wanneroo Tourism Plan 2019-2024 is the necessary '*activation of the coasts for tourism and residents'*.

The introduction of McDonalds in a state heritage listed precinct, in very close proximity to the Two Rocks Marina, does not encourage tourism related industry or visitation within the area. The tourism focused vision for Two Rocks which has existed since the 1970's is slowly being eroded and along with it one of the City's biggest heritage/tourism based drawcards. On some days there are upwards of 100 visitors to the King Neptune statue, this is despite its current dilapidated condition, difficulty of access and construction that surrounds the area currently. The potential for the development of a tourism destination at Two Rocks Marina alongside King Neptune is undeniable, and the current proposal is short-sighted and not aligned with state or local tourism objectives.

Traffic

The Traffic Report as submitted by the proponent is based on data collected in 2021 during the Covid pandemic. The Two Rocks population has also increased by approximately 1/3 of the population since 2021. The result of the traffic data used for the Traffic Report would be significantly impacted by the various government policies at the time restricting constituent movements, and the significant actual and projected growth of the Two Rocks population.

It is also worth noting that the location of the proposed McDonalds is situated on the corner of a proposed roundabout, shortly after a s-bend which I am personally aware of at least 1 car rollover and 1 cyclist being knocked off his bike due to the dangerous conditions on the s-bend on Lisford Avenue just south of the proposed development. The subject site is also in close proximity to 2 bus stops which do not have pull-in bays. As a resident driving these roads most days, I do not believe the Traffic Report submitted by the proponent represents an accurate analysis of these hazards which will all compound if a high- traffic development (such as a Mc Donalds drive-thru) is approved on the subject site.

Heritage

As previously mentioned, the proposed development will completely block the view of King Neptune as people enter Two Rocks along Lisford Avenue from the South. Any development on this site should be oriented such that minimal interruption with the view corridor to the State Heritage listed King Neptune.

The built form design of the proposed McDonalds is not sensitive to the unique cultural heritage of the area and also does not reflect the unique character and coastal location with its design.

- - - - - - - -

I understand that Two Rocks is growing and with that growth comes increased commercial development including the possibility of the introduction of fast-food outlets. It is the specific location of this proposal on which my objection is based. I believe that alternative locations further away from the marina, heritage listed precinct and long-established residential areas would be received more enthusiastically by the current Two Rocks population.

While the abovementioned planning principles are not quantifiable in terms of simple mathematical or quantitative concepts, it is a matter of properly considering and **prioritising** the unquantifiable planning principles which support the unique environment, coastal location, heritage status and continued development of the long-existing community of Two Rocks.

We implore the decision makers to prioritise the **proper** planning of a unique location which was always intended to support tourism, heritage and marine objectives and recommend that this development not be approved.

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: DA2024/515

Our ref: DA2024/515

Enquiries: Adrian Jose (Ph: 6552 4709)

City of Wanneroo
Locked Bag 1
Wanneroo WA 6946

28 May 2024

Attention: Adam Wood

Dear Adam,

Re: Lot 9703 (10) Enterprise Avenue, Two Rocks

I refer to your correspondence dated 16 May 2024. In accordance with the Western Australian Planning Commission's (WAPC) Notice of Delegation dated 18 January 2022, the following comments are provided.

This proposal seeks approval for the development of a new McDonald's Fast-Food Outlet with two drive-through bays.

Land Requirements

The site abuts Lisford Avenue which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 1 per WAPC Plan No. 694/6. The site is not affected by the ORR reservation.

Access

Two vehicular access points are proposed: a northern driveway connecting to Azzurra Street and a southern driveway to the proposed future extension works on Australis Drive, adjacent to the Australis Drive/Charnwood Avenue/Lisford Avenue roundabout. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads.

Transport Impact Assessment

The Transport Impact Assessment by Transcore (February 2024) has estimated a generation of approximately 956 additional daily trips, with additional 91, 68, and 75 AM weekday, PM weekday, and Saturday midday peak hour trips on the road network respectively. A passing trade factor of 50% has been included in this estimate. SIDRA analysis of all intersections within the network have indicated a sufficient LOS in all three assessed peak hour periods.

Recommendation

The Department of Planning, Lands and Heritage has no objection to the proposal in principle, however the following inconsistencies have been identified within the supporting Traffic Impact Assessment:

- Saturday peak trips have been calculated incorrectly and should amount to 113 trips, utilising a generation rate of 59.47 as per Table 1 of the report, and a passing trade factor of 50%;
- 'Peak Hour of Generator' rates should be utilised for drive-through queuing analysis rather than 'Peak Hour of Adjacent Street Traffic' rates;
- The passing trade discount factor should not be incorporated when assessing driveway operational efficiency for the Azzurra Street and Australis Drive crossovers;
- Multiple network diagram traffic volumes and traffic movements are missing within Figure 4 to Figure 6;
- Background traffic of Australis Drive and Azzurra Street at 2026 and 2036 scenarios have been assumed based on the desirable capacity of their respective road classification, noting a capacity of 3,000 vph and 100 vph respectively. However, this appears to be inconsistent with *Liveable Neighbourhoods,* which state a desirable maximum volume of 3,000 vehicles per day for both Local Distributors and Local Access roads.

It is recommended that the above elements be further investigated prior to development approval.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6552 4709 or via email at Adrian.Jose@dplh.wa.gov.au.

Yours sincerely

Simon Luscombe
Principal Planning Officer
Strategy and Engagement



MRS map

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: DA2024/515
Our ref: P26470-51501
Enquiries: Liza Mathews (08) 6551 9068

Chief Executive Officer
City of Wanneroo
Aaron.Jones@wanneroo.wa.gov.au

Attention: Aaron Jones

Dear Sir

SUN CITY PRECINCT, TWO ROCKS

Under the provisions of Section 73 of the *Heritage Act 2018*, the proposal as described below has been referred to the Heritage Council for its advice.

Place Number	P26470
Place Name	Sun City Precinct, Two Rocks
Street Address	Part Lot 9703 (10) Enterprise Avenue, Two Rocks
Referral date	5 June 2024
Proposal Description	Proposed McDonald's Restaurant and drive-through facility on the corner of Lisford Avenue and Azurra Street

We received the following information:
DA2024515 - DA Plans
DA2024515 - DA Report
DA2024515 - Landscaping Plans
DA2024515 - Lighting Assessment
Sun City Precinct Heritage Impact Statement June 2024
Referral Letter dated 5 June 2024

The Heritage Council resolved that the proposal has been considered in the context of the identified cultural heritage significance of *Sun City Precinct, Two Rocks* and the *Development Principles for State Registered Places Policy,* and the following advice is given:

Findings

- *Sun City Precinct, Two Rocks* has cultural heritage significance for its association with Alan Bond, as a large private development, as reflective of WA's financial history, as a tourist centre, as an example of northern suburbs expansion and for its social and historical significance to the location community.
- The subject site was a part of the former Atlantis Marine Park site.
- The Statement of Significance states the site of the former Atlantis Marine Park and associated King Neptune Sculpture make little contribution to the State heritage values of the precinct.

- There is significant distance between the proposed fast food outlet and the zone of primary significance which is located to the west of the precinct and is part of the Two Rocks Marina.
- The proposal will not adversely affect the setting of the place.
- The proposal will have no discernible benefit or impact on the cultural heritage significance of *Sun City Precinct, Two Rocks*.

Advice
The proposal, in accordance with the plans submitted, is supported.

Please be reminded that you are required under r.42(3) of the *Heritage Regulations 2019* to provide us with a copy of the Council determination within 10 days after making the decision.

Should you have any queries regarding this advice please contact Liza Mathews at liza.mathews@dplh.wa.gov.au or on 6551 9068.

Yours faithfully



Lara Watson
Acting Director
Historic Heritage Conservation

2 July 2024

cc: Marc Re, Planning Solutions - marc.re@planningsolutions.com.au

Jones, Aaron

From: Philip Griffiths <philip.griffiths@griffithsarchitects.com.au>
Sent: Tuesday, 11 June 2024 6:40 PM
To: Jones, Aaron; Griffiths Architects
Subject: 2156-Request for Design Review comments - Proposed Fast Food Outlet - 10 Enterprise Avenue - DA2024/515

[EXTERNAL EMAIL] This email was received from outside the City of Wanneroo. Please do not click on links or open attachments unless you recognise the sender and know the content is safe.

Aaron,

Unexpectedly, I have contracted Covid 19 and am having to deal with the application remotely. I hope that the notes provided are of assistance to the JDAP for their assessment of the application.

A declaration is required first, to the extent that that I have and do continue to collaborate with the planning consultants, Planning Solutions. I have not been part of this application and believe that I can offer an independent view.

I offer this as a draft for your comment.

I have responded to the points as requested:

- Heritage;
- Design of the building; and
- Response to Coastal Boutique.

Heritage

The now approved Woolworths development sparked community concern and a referral was made to the Heritage Council to assess the place for the State Register. Though much of the debate was focussed on King Neptune, HCWA chose to deal with a much broader notion, as the December 2022 registration would indicate.

To examine the heritage impact of the proposal, an understanding of significance is required. The statement of significance is reproduced below:

Sun City Precinct, Two Rocks, a coastal precinct comprising the Two Rocks Marina, limestone retaining wall, a concrete block shopping centre and tavern in the Late Twentieth Century Perth Regional Style (1974), and limestone sculptures, together with the largely cleared site of the former Atlantis Marine Park (1981) has cultural heritage significance for the following reasons:

the place is associated with the trailblazing, flamboyant, and now somewhat notorious entrepreneur Alan Bond whose financial activities and vision for the marina-based Yanchep Sun City development, along with Japanese partner Tokyu Corporation saw the project, one of the first and only residential, commercial, and recreational investment projects undertaken by a private company in the 1970s, come to fruition;

the place reflects the boom-and-bust cycles common to Western Australia throughout its history, and on this occasion the wealth and affluence experienced during the late 1970s and 1980s, followed by the immediate downturn of the early 1990s, as seen in the rise and decline of the Yanchep Sun City development;

the Two Rocks Marina and Shopping Centre are representative of the Two Rocks Yacht Harbour Town Centre Plan, as shown in the 1972 Yanchep Sun City Leisure Region Master Plan prepared by Clarke Gazzard Planners for Yanchep Estates (subsidiary of Bond Corporation), which indicates the intention of Yanchep Sun City as a tourist centre;

the place provides an example of the expansion of the northern suburbs in accordance with post-World War Two town and regional planning;

the place has social and historical significance to the local community, contributing to the development of the Two Rocks and Yanchep region.

The Atlantis Shopping Plaza as well as the northern carpark along Enterprise Avenue is not included in the precinct. The site of the former Atlantis Marine Park, and the associated King Neptune Sculpture make little contribution to the State heritage values of the precinct.

From this set of values, I conclude that the area concerned makes little contribution to State heritage values so that development would not be impeded. Similarly, King Neptune Sculpture was held to have little State heritage value and need not be considered. Nevertheless, the land falls within the curtilage and a referral to HCWA is required. My view that there would be no objection from them.

The City of Wanneroo listing put the nearby King Neptune Sculpture as a management category 2 place. It notes the landmark value of the statue and its associations with Two Rocks and Atlantis. The particular them identified is social and historic.

Given that the site is separated from the Sculpture by an intervening development, a development on this site is not going to further impact on the sculpture.

Design of the building

The current store design evolved around a decade ago and is a standard design pack, varied to suite location. The design was developed to better suite Australian conditions and perhaps the local aesthetic. My experience in design review suggests that adjusting the design package is difficult and that corporate identity is paramount.

There can be flexibility in how the setting is treated, providing the design parameters are met, and some reduction in visual impact by landscape is a way of doing it.

In a way, corporate identity is overdone. In fact, once completed, everyone will know where the place is and the corporate identity is not so important.

The site is very prominent, and the store set close to Lisford Avenue.

The presentation would be helped by some 3d visuals. There is no real sense of the height of the Lisford Avenue wall that is to be retained and how its impact from the street level might be reduced.

Response to coastal boutique

In the Two Rocks ASP objects, it says amongst other things:

Provide an open air 'Main Street' that creates the framework for mixed use, day and night activity, fostering a contemporary coastal community with boutique retail outlets.

The land use will create the activity envisaged, but it is more of a building in a car park than a main street building.

In 4.6 Retail strategy it says:

The Two Rocks townsite is being designed to accommodate the lifestyle aspirations of existing and future residents through the creation of a focal town square / plaza. This space will be a focus for restaurants / cafes and connect with a walkway on the existing limestone retaining wall. A small main street will then provide a structure to anchor retail floorspace that will provide for the daily needs of residents (i.e. food, groceries, magazines etc.) via a supermarket. In addition tourism / recreation retail (surf/beachwear, fishing/dive shop, camera/photo shop, tavern/
wine bar etc.) will be developed given the beachside/marina location. This form or urban retail development at Two Rocks is being defined as 'Coastal Boutique'.

Though this is not a precisely defined term, it seems to accommodate the use envisaged in the application, but that the look and feel of it might be more specifically referencing the seaside aesthetic. These are generally lively environments with no specific aesthetic, though shade devices, light colours, pedestrian scale, building frontages of 6 or so meters or modules of this for larger users would apply, beachside related graphics, public art and a pedestrian friendly means of movement would apply.

The use fits in this framework, but the beachside elements of design are absent.

Regards,
Philip Griffiths LFRAIA RIBA M.ICOMOS

Architect ABWA Reg. No. 1071.



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T: 08 9381 1666 F: 08 9381 1566 mail@griffithsarchitects.com.au

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DEVELOPMENT APPLICATION

Revisions				
Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.

Drawing Notes

North

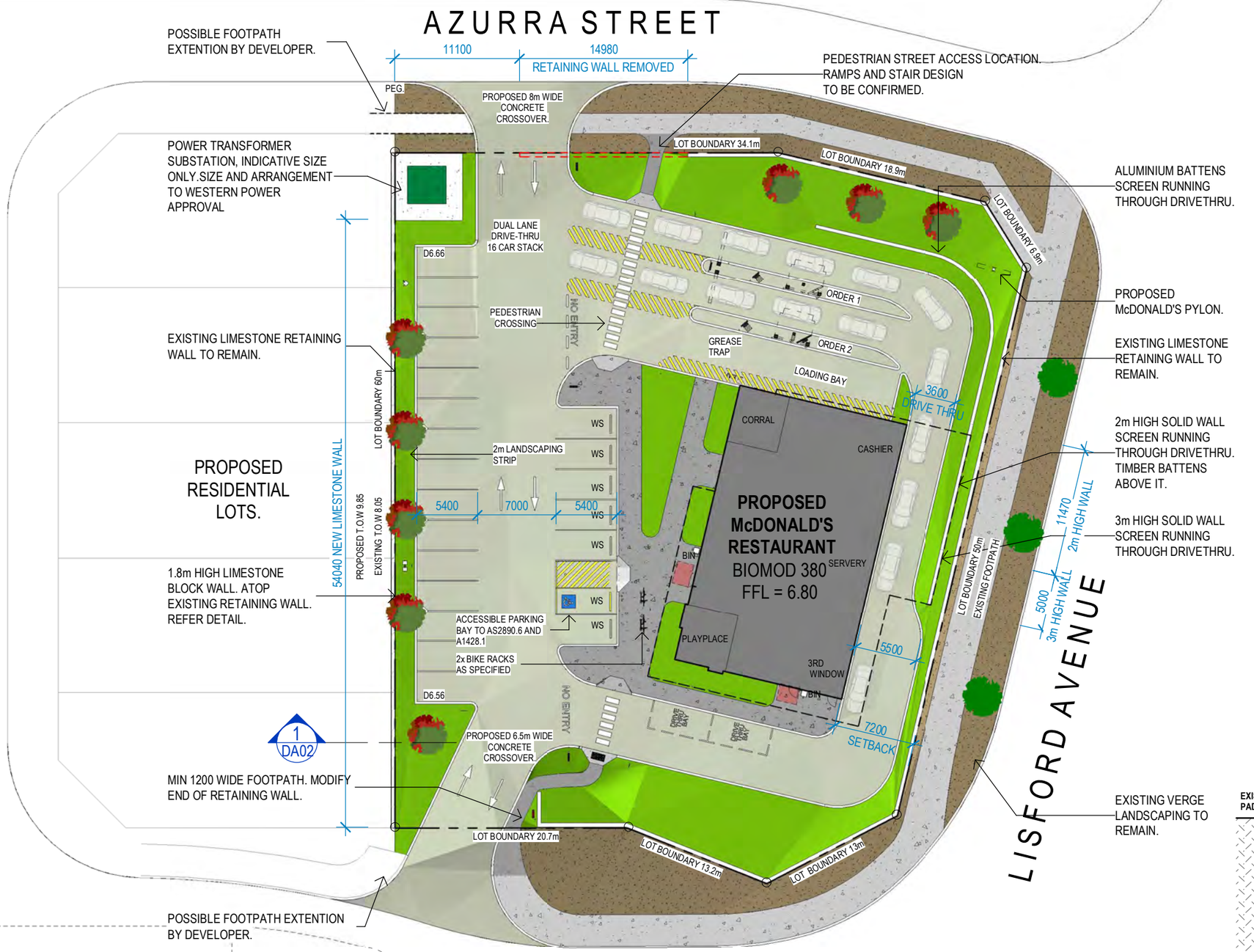
Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project	PROPOSED McDONALD'S RESTAURANT TWO ROCKS
Location	LOT 703,LISFORD AVENUE TWO ROCKS W.A.
Scale	1 : 500 @ A3
Series	BIO MOD 380
Drawing	OVERALL SITE PLAN
Project Number	0868
Drawing Number	DA01
Issue	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicoleWMET6.rvt



1 DA02 DETAIL
1 : 50

SITE AREA SCHEDULE

IDENTITY	AREA
LOT AREA	3,066m2

BUILDING GFA SCHEDULE

DESCRIPTOR	AREA m2
BUILDING GFA	380m2

SEATING SCHEDULE

ROOM	SEATS
DINING ROOM	50

PARKING SUMMARY

TYPE	NO
ACCESSIBLE BAY	1
STANDARD BAY	21
WAITING BAY	2

LANDSCAPING LEGEND

COLOUR	DESCRIPTION
	NEW PROPOSED LANDSCAPING BY McDONALD'S 775m2 OR 25% OF OVERALL SITE
	EXISTING/PROPOSED LANDSCAPING BY DEVELOPER 535m2

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

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Drawing Notes

North

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

DEVELOPMENT APPLICATION

Scale	Series
As indicated @ A3	BIO MOD 380
Drawing	
SITE PLAN	
Project Number	Drawing Number	Issue
0868	DA02	0

File Name D:\Documents\0868_McDONALDS-Two Rocks_SITE_R23_nicoleWMET6.rvt



SIGNAGE SCHEDULE

Tag	Description	Illuminated
S1	Pylon Sign	Yes
S1A	Play Place Wall Sign	Yes
S1B	Play Place Wall Sign	Yes
S3A	"Golden Arches" Wall Sign	Yes
S3B	"Golden Arches" Wall Sign	Yes
S3C	"Golden Arches" Wall Sign	Yes
S3D	"Golden Arches" Wall Sign	Yes
S3E	"Golden Arches" Wall Sign	Yes
S3F	"Golden Arches" Wall Sign	Yes
S5A	"McCafe" Button Sign Ø1200mm	
S5B	"McCafe" Wall Sign	
S6	McDelivery Wall Sign (Double Sided)	Yes
S7A	Outdoor Menuboard Single 55"	Yes
S7B	Outdoor Menuboard Single 55"	Yes
S7C	Outdoor Menuboard Double 55"	Yes
S7D	Outdoor Menuboard Double 55"	Yes
S8A	Directional Sign 0.7x2.3m High - Entry - Left Arrow	Yes
S8A Side 2	Directional Sign 0.7x2.3m High - Entry - Right Arrow	Yes
S8B	Directional Sign 0.7x2.3m High - Entry - Right Arrow	Yes
S8B Side 2	Directional Sign 0.7x2.3m High - Drive Thru - Left Arrow	Yes
S8C	Directional Sign 0.7x2.3m High - Drive Thru - Double Arrow - Any Lane Any Time	Yes
S8C Side 2	Directional Sign 0.7x2.3m High - Blank	Yes
S8D	Directional Sign 0.7x2.3m High - No Entry	Yes
S8D Side 2	Directional Sign 0.7x2.3m High - Thank You	Yes
S8E	Directional Sign 0.7x2.3m High - Entry	Yes
S8E Side 2	Directional Sign 0.7x2.3m High - Entry	Yes
S9A	Height Clearance Gantry Sign	Yes
S9B	Height Clearance Gantry Sign	Yes
S10A	Canopy - Drive Thru - Wording "1. Order here"	Yes
S10B	Canopy - Drive Thru - Wording "1. Order here"	Yes
S11B	No Pedestrian Access	No
S11C	No Pedestrian Access	No
S11D	No Pedestrian Access	No
S11E	Bicycle Parking Sign	No
S11F	Accessible Parking Sign	No
S11H	Stop Sign	No
S11J	Pedestrian Caution - Sign	No
S11K	Pedestrian Caution - Sign	No
S13A	Drive-Thru Information Sign "2. PAY HERE"	No
S13B	Drive-Thru Information Sign "3. PICK UP HERE"	No
S13C	Drive-Thru Information Sign "4. PICK UP HERE"	No

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

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Drawing Notes

North

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

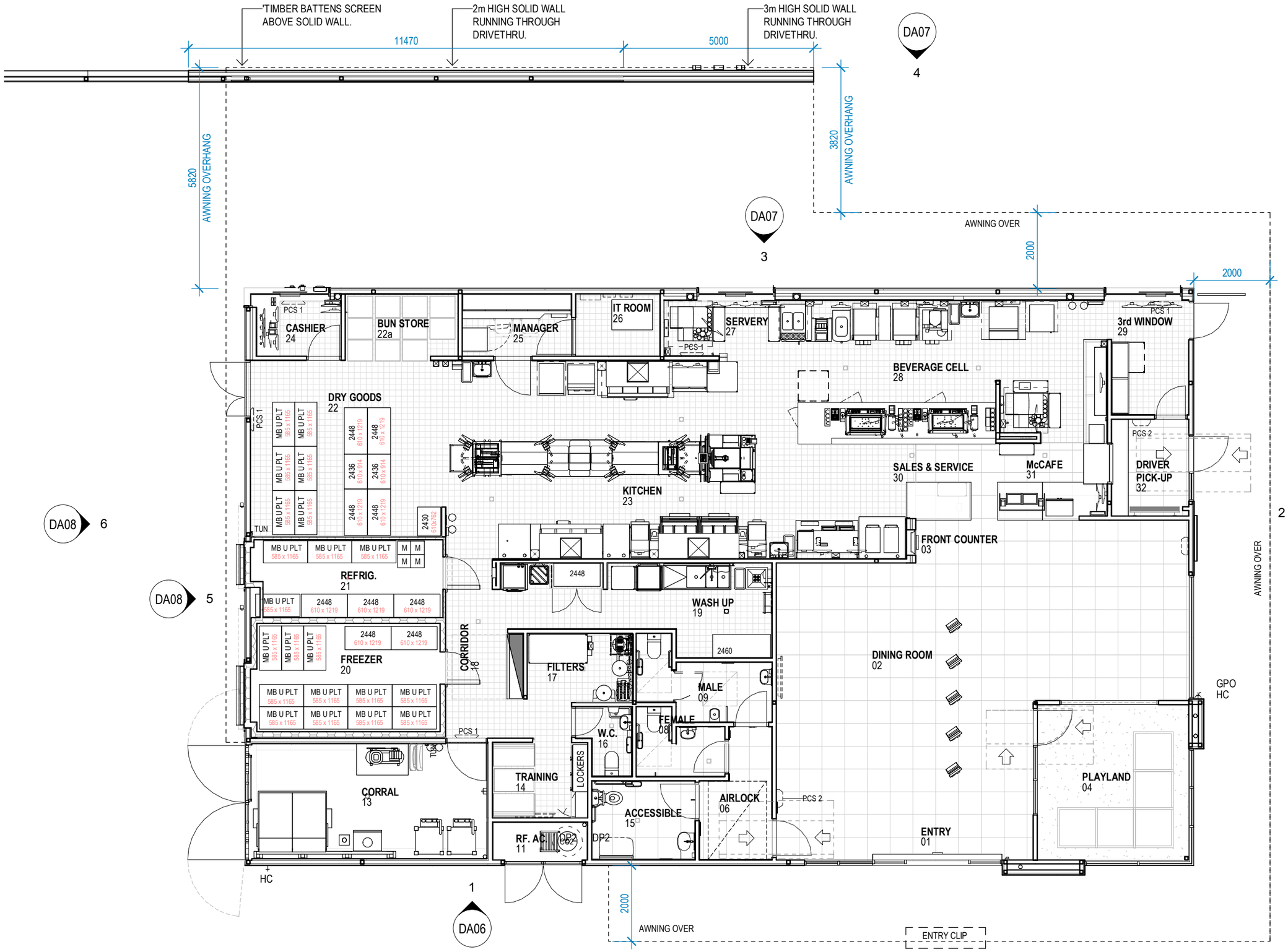
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 300 @ A3
Series: BIO MOD 380
Drawing: SITE SIGNAGE PLAN
Project Number: 0868
Drawing Number: DA03
Issue: 0

File Name: D:\Documents\0868_McDONALDS-Two Rocks_SITE_R23_nicole\WET6.rvt



DEVELOPMENT APPLICATION

Revisions				
Issue	Description	Date	Chk	Int
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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

Architect
Hindley and Associates Pty Ltd
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Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

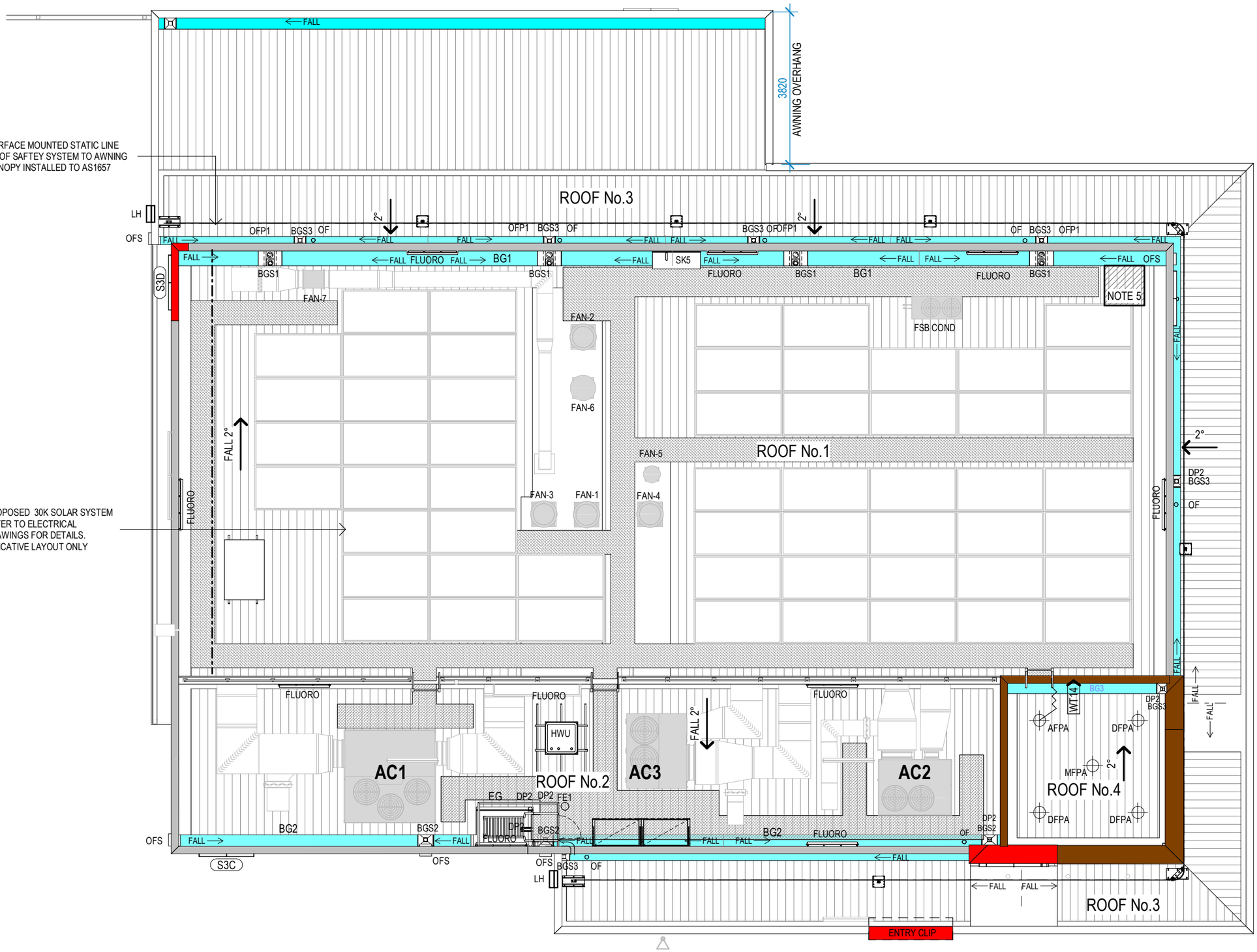
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380
Drawing	
FLOORPLAN	
Project Number	Drawing Number	Issue
0868	DA04	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\WMET6.rvt

SURFACE MOUNTED STATIC LINE
ROOF SAFTEY SYSTEM TO AWNING
CANOPY INSTALLED TO AS1657

PROPOSED 30K SOLAR SYSTEM
REFER TO ELECTRICAL
DRAWINGS FOR DETAILS.
INDICATIVE LAYOUT ONLY



DEVELOPMENT APPLICATION

Revisions				
Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

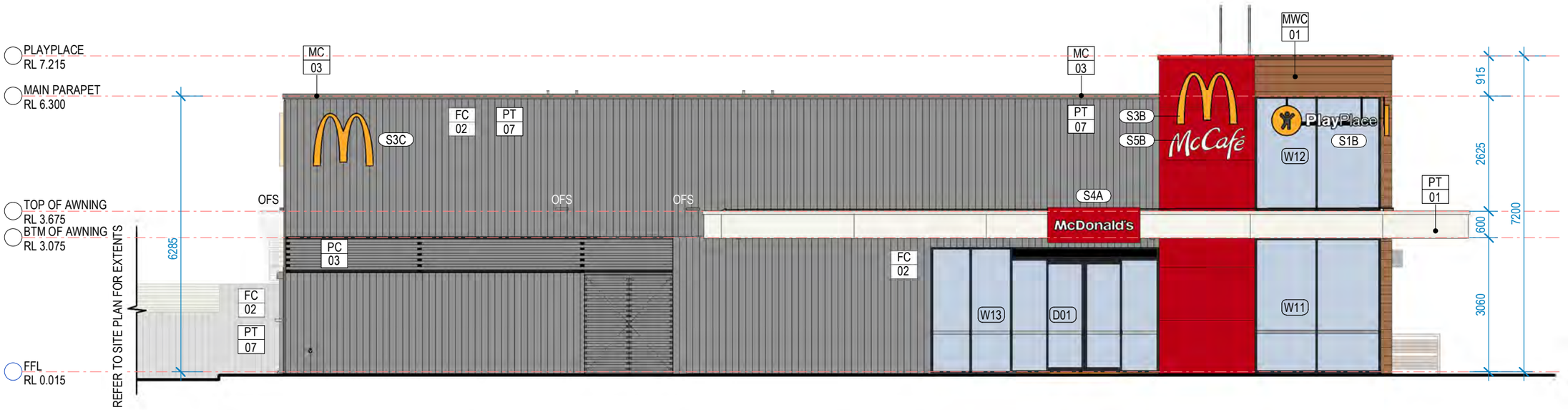
Drawing
ROOF PLAN

Project Number	Drawing Number	Issue
0868	DA05	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicoleWMET6.rvt



FRONT ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

DEVELOPMENT APPLICATION

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

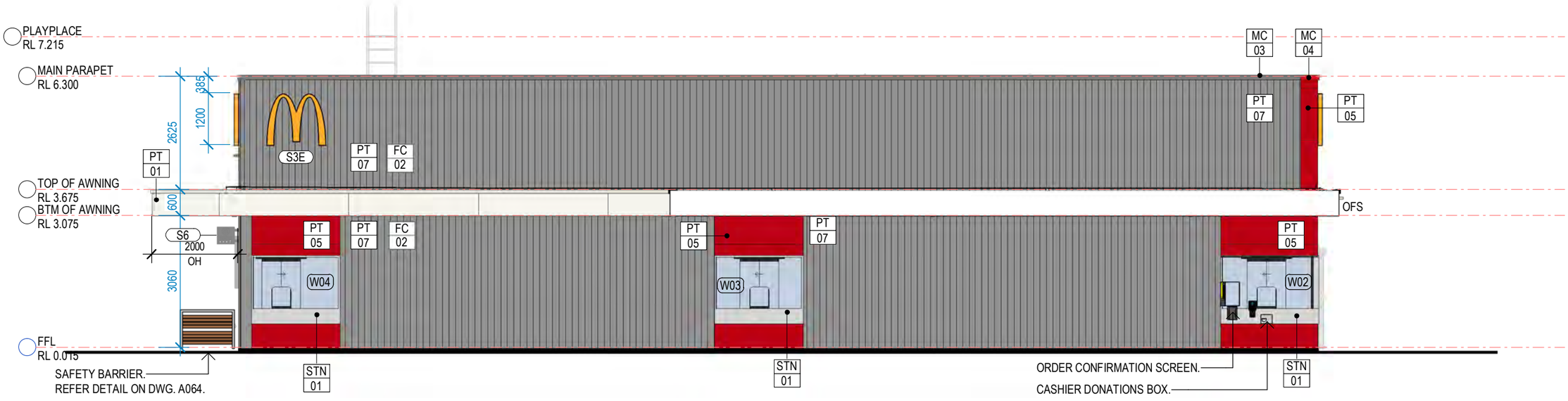
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
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www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

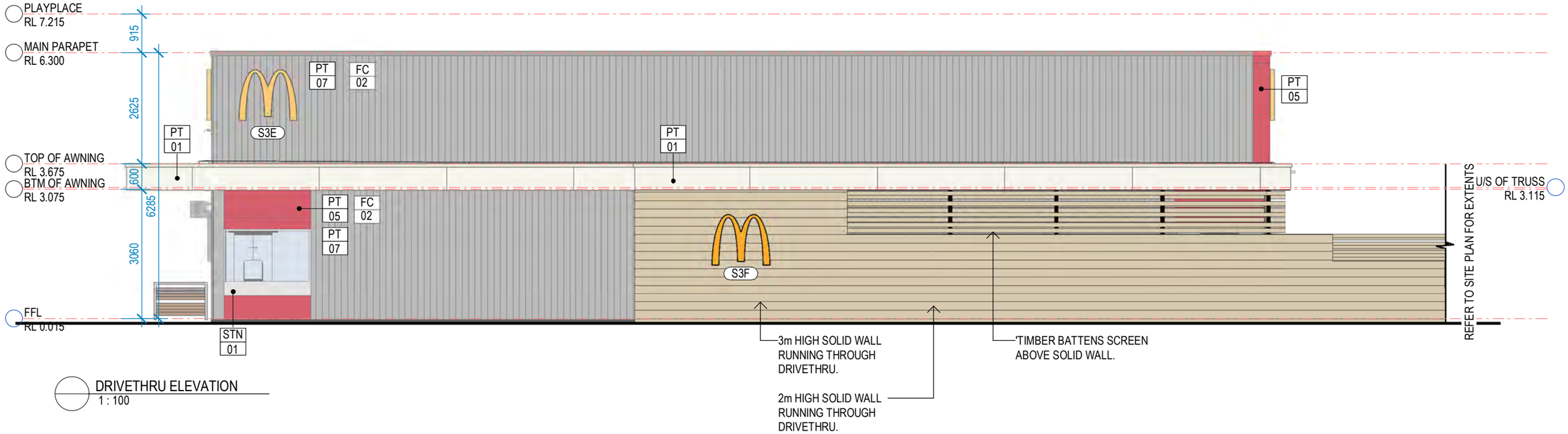
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 100 @ A3
Series: BIO MOD 380
Drawing: FRONT & SIDE BUILDING ELEVATIONS
Project Number: 0868
Drawing Number: DA06
Issue: 0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicoleWMET6.rvt



DRIVETHRU ELEVATION
1 : 100



DRIVETHRU ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
1 : 100 @ A3

Series
BIO MOD 380

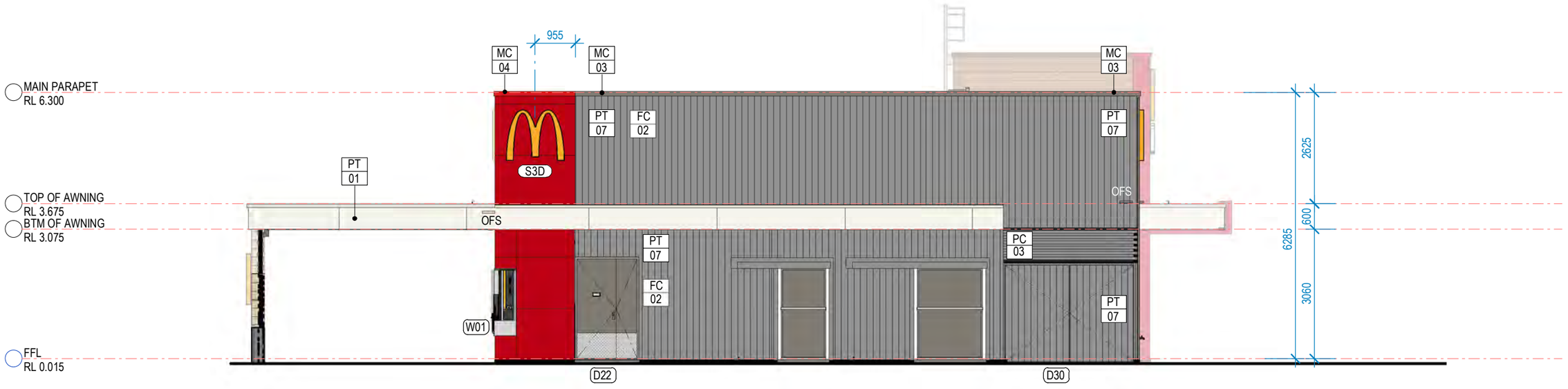
Drawing
DRIVETHRU BUILDING ELEVATIONS

Project Number
0868

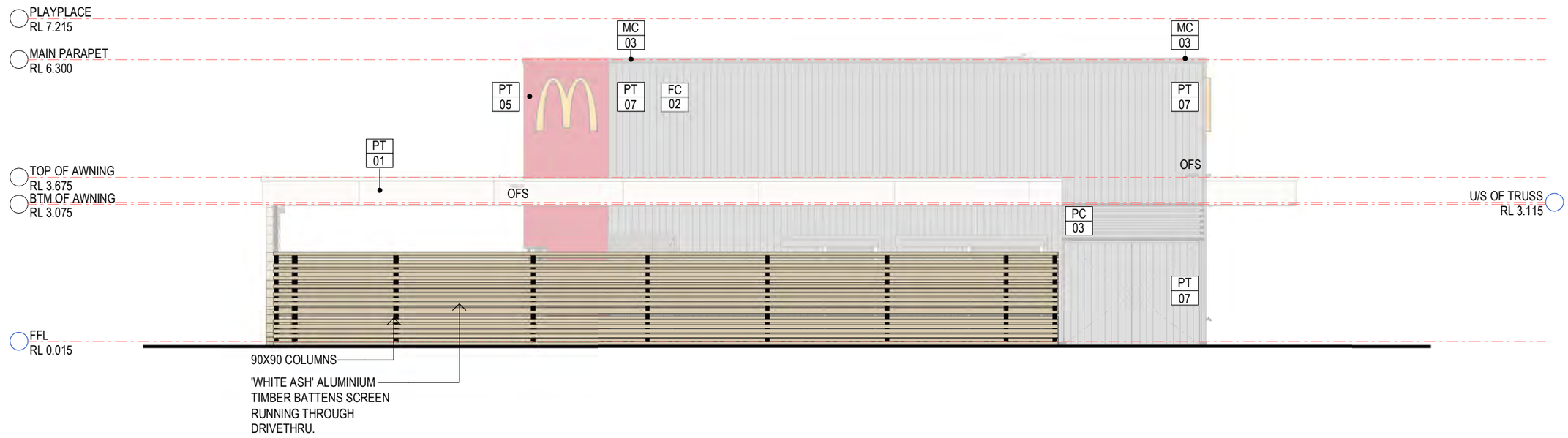
Drawing Number
DA07

Issue
0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicolaWMET6.rvt



REAR ELEVATION
1 : 100



REAR ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 100 @ A3
Series: BIO MOD 380
Drawing: REAR BUILDING ELEVATIONS
Project Number: 0868
Drawing Number: DA08
Issue: 0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicolaWMET6.rvt

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
MC	01	PARAPET CAPPING - ADJACENT TIMBER LOOK CLADDING (PLAYLAND)	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	JASPER	
MC	02	PARAPET CAPPING - AWNINGS	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	SURFMIST	
MC	03	PARAPET CAPPING - MAIN BUILDING WALLS	PREFINISHED METAL CAPPING / FLASHING	DULUX DURATEC ZEUS	BUSHLANDS GREY P13A5	
MC	04	PARAPET CAPPING	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	MANOR RED	
MWC	01	PLAYPLACE & PARAPETS	TIMBER LOOK ALUMINIUM CLADDING SYSTEM USING KNOTWOOD 200mm CLADDING PROFILE	KNOTWOOD	LIGHT OAK	
MWC	02	ROOF WELL (INTERNAL PARAPET LINING)	CUSTOM ORB CORRUGATED STEEL RIVET FIXED VERTICALLY TO FRAMES	LYSAGHT	ZINCALUME	
FC	02	MAIN BUILDING WALLS	WEATHERTEX "WEATHERGROOVE WOODSMAN 150mm" VERTICAL WEATHERBOARD CLADDING.	WEATHERTEX	BUSHLANDS GREYP13A5	

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
PC	02	ALUMINIUM WINDOWS & DOOR FRAMES. REFER NOTE 1.	POWDERCOAT FINISH	DULUX DURATEC ZEUS	LUNAR ECLIPSE SATIN (BLACK)	
PC	03	CORRAL BATTENS & ROOF ACCESS, ELEC. ROOM DOORS	POWDERCOAT FINISH	DULUX DURATEC ZEUS	BUSHLANDS GREY P13A5	
PT	01	FASCIAS (RIBBON)	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	VIVID WHITE PW1H9	
PT	05	BLADE WALL & DRIVETHRU WINDOWS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	HOTLIPS PB1F2	
PT	07	MAIN BUILDING WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	BUSHLANDS GREY P13A5	
STN	01	DRIVETHRU WINDOW SILL & SURROUND	RECONSTITUTED STONE. REFER TO DECOR DOCUMENTS	REFER DECOR	REFER DECOR	
MC	05	TIMBER BATTENS ON DRIVETHRU	TIMBER LOOK ALUMINIUM CLADDING SYSTEM USING KNOTWOOD 200mm CLADDING PROFILE	KNOTWOOD	WHITE ASH	

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager
NATIONAL DEVELOPMENT GROUP

Architect
Hindley and Associates Pty Ltd
Building Designers
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Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT TWO ROCKS

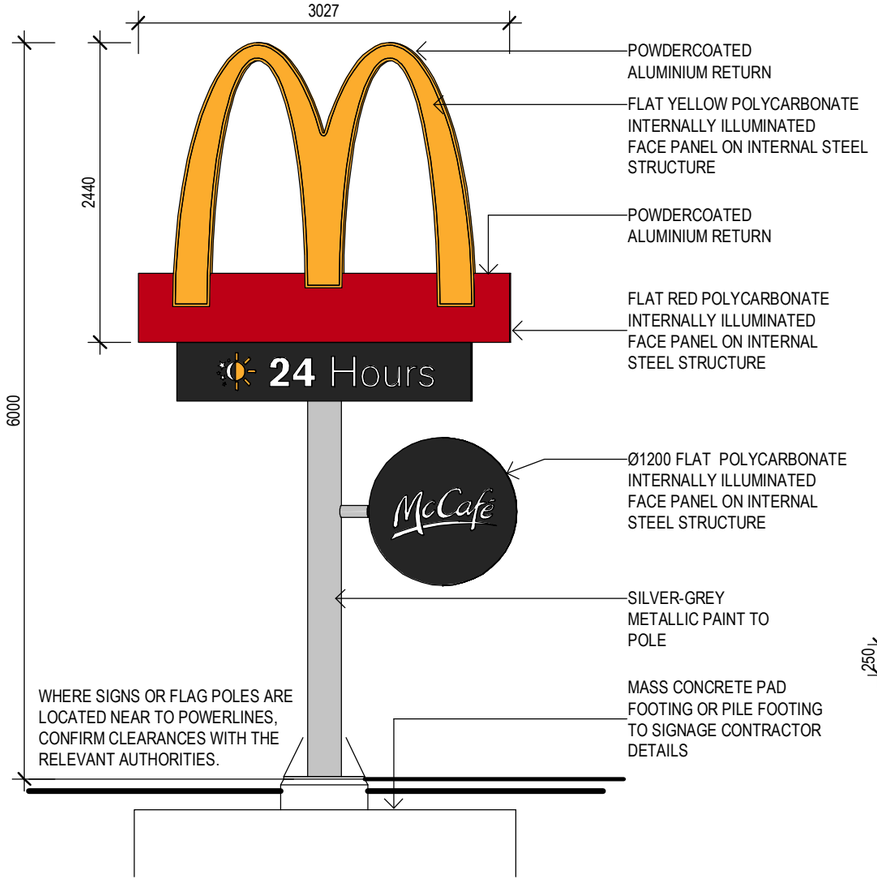
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

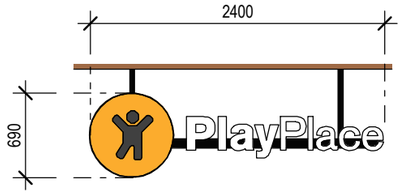
Drawing
EXTERNAL FINISHES SCHEDULE

Project Number	Drawing Number	Issue
0868	DA09	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicolelWMET6.rvt

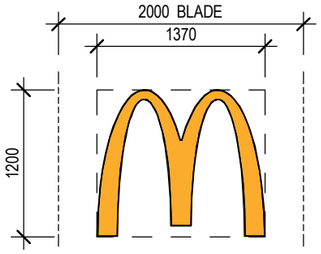


S1 PYLON
1 : 50



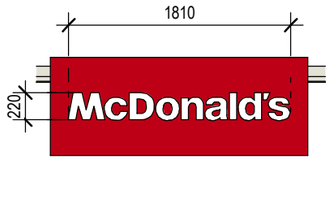
S2 PLAYPLACE
1 : 50

YELLOW LOGO WITH INDIVIDUAL POLYCARBONATE LETTERING FIXED TO FRAME. INTERNALLY ILLUMINATED. WHITE LETTERS.



S3 WALL SIGN
1 : 50

YELLOW FLAT FACE POLYCARBONATE LOGO. INTERNALLY ILLUMINATED. YELLOW LOGO



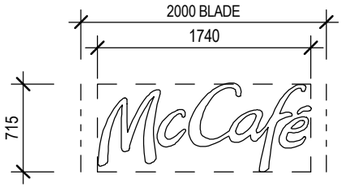
S4 CLIP SIGN
1 : 50

LED ILLUMINATED WORDMARK ONLY. RED CLIP TO BE CONSTRUCTED BY THE BUILDER..



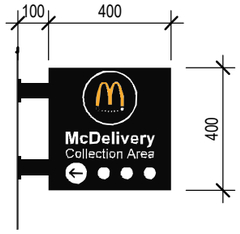
S5 McCAFE WALL BUTTON SIGN
1 : 50

FABRICATED METAL BUTTON SIGN. OPAL FACES WITH BLACK VINYL GRAPHICS. LED ILLUMINATION.



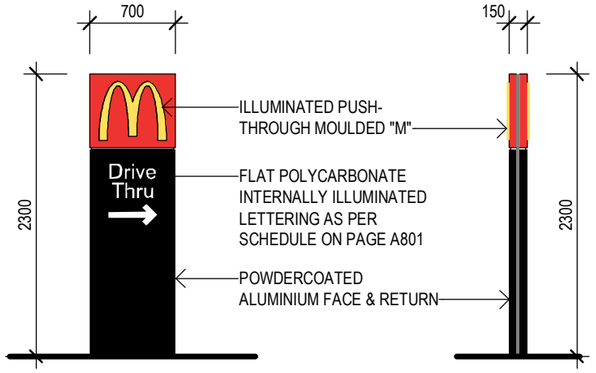
S5 WALL SIGN
1 : 50

INDIVIDUAL HALO ILLUMINATED REVERSE PAN FABRICATED ALUMINIUM CHANNEL LETTERS. BRUSHED ALUMINIUM FINISH.



S6 McDELIVERY WALL SIGN
1 : 20

FABRICATED METAL SIGN. OPAL FACES WITH BLACK VINYL GRAPHICS. LED ILLUMINATION.



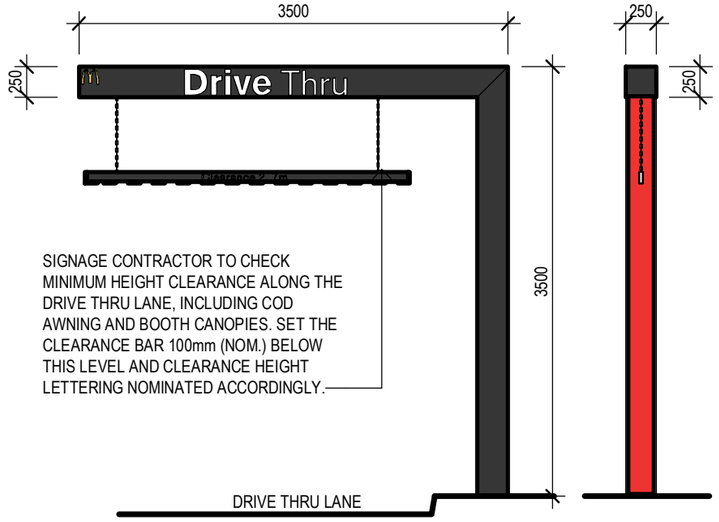
FRONT **SIDE**

ALTERNATIVE WORDING

(ALL IN TITLE CASE):

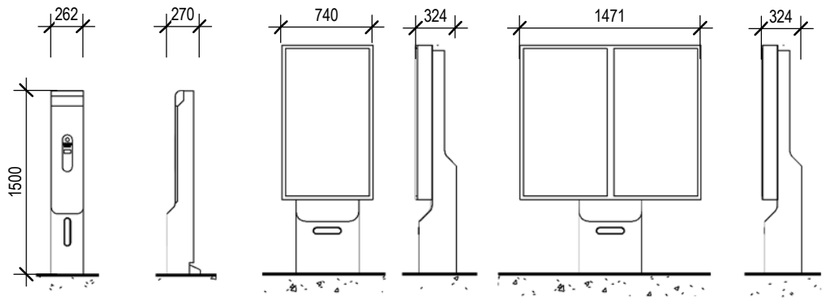
S8A	"ENTRY / ENTRY" (DOUBLE SIDED) W/- ARROWS"	**S8C**	"ANY LANE, ANY TIME" (SINGLE SIDED)
S8B	"DRIVE THRU / DRIVE THRU" (DOUBLE SIDED)	**S8D**	"THANK YOU / NO ENTRY" (DOUBLE SIDED)
		S8E	"THANK YOU / ENTRY" (DOUBLE SIDED)

DIRECTIONAL SIGNAGES8
1 : 50



FRONT **SIDE**

S6 HEIGHT CLEARANCE GANTRY
1 : 50



DEVELOPMENT APPLICATION

Revisions					General Notes	Drawing Notes
Issue	Description	Date	Chk	Int	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.	
0	DA AS CLOUDED	06.02.2024	AJJ	NR		

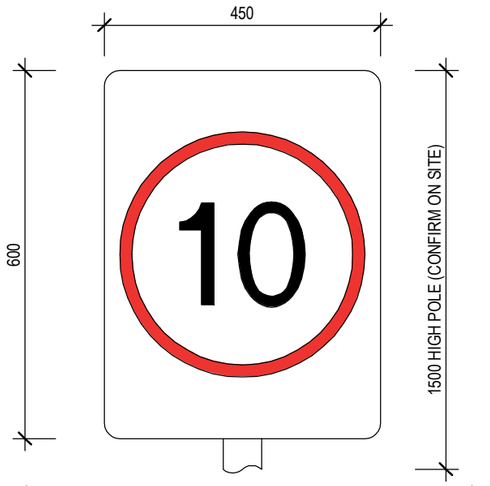
Client: McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

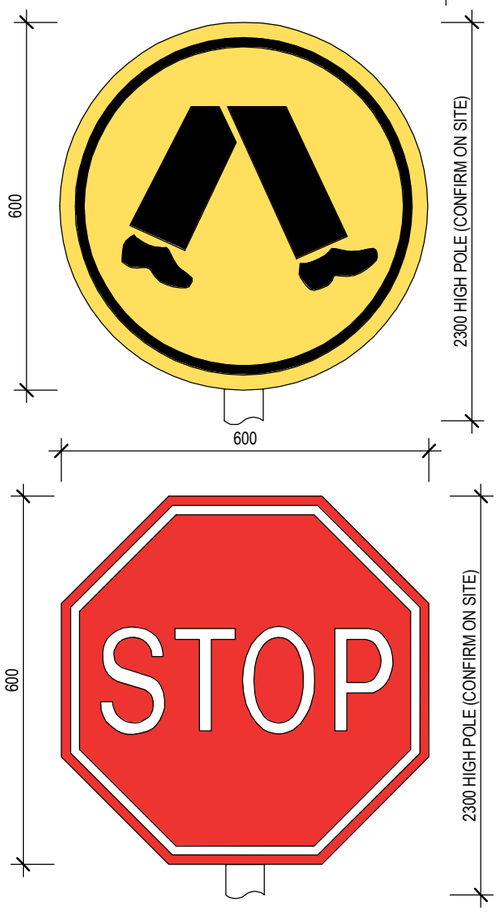
Architect: Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project: PROPOSED McDONALD'S RESTAURANT TWO ROCKS
Location: LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: As indicated @ A3
Series: BIO MOD 380
Drawing: SIGNAGE DETAILS
Project Number: 0868
Drawing Number: DA10
Issue: 0

File Name: D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\WMET6.rvt

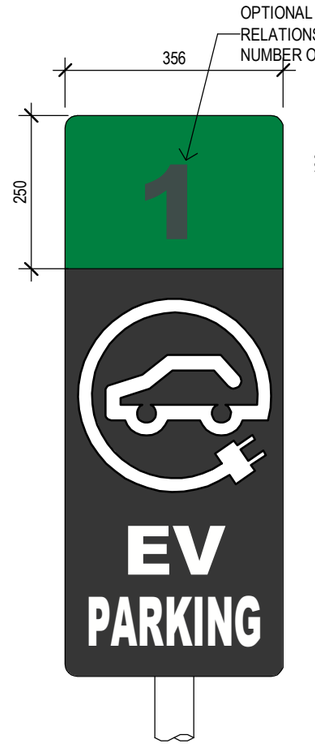






















S11 CAR PARK SIGNAGE

DEPENDING ON LOCATION WITHIN SITE, S11 SIGNAGE SHOULD BE SET A MINIMUM OF 2m ABOVE TOP OF KERB TO PREVENT OBSTRUCTION TO OCCASIONAL PEDESTRIANS, OR TO REDUCE INTERFERENCE FROM PARKED VEHICLES. IF THIS DOESN'T APPLY, SIGNAGE HEIGHTS SHALL BE SET AS NOTED.

McDONALD's Signage Colours

McDonalds Gold	McDonalds Red	Green	Charcoal	Light Grey	Black	Reflex Blue
PMS 1235 C 122 U	PMS 2035 C	PMS 350 C	PMS Cool Gray 11C	PMS Cool Gray 1C	PMS Black 6 C	PMS Reflex Blue
CMYK 0.29.96.0	CMYK 0.100.95.0	CMYK 80.43.86.42	CMYK 0.0.0.80	CMYK 0.0.0.8	CMYK 82.71.59.75	CMYK 100.96.13.9
RGB 255.188.13	RGB 219.0.7	RGB 43.82.51	RGB 45.45.45	RGB 247.247.247	RGB 16.24.32	RGB 0.22.137
HEX FFBC0D	HEX DB0007	HEX 2B5233	HEX 2D2D2D	HEX B69A81	HEX 101820	HEX 001689

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.

Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

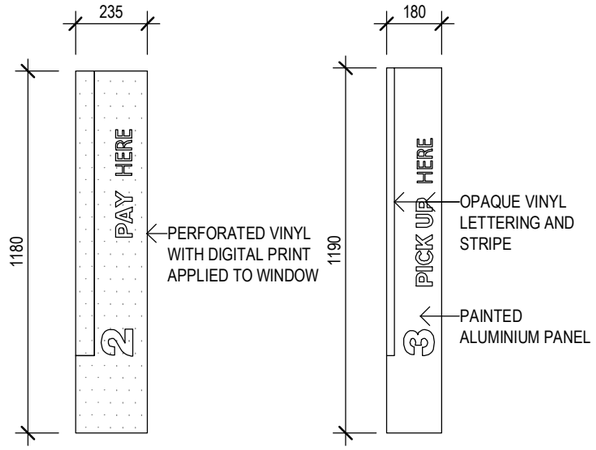
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Scale	Series
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Drawing
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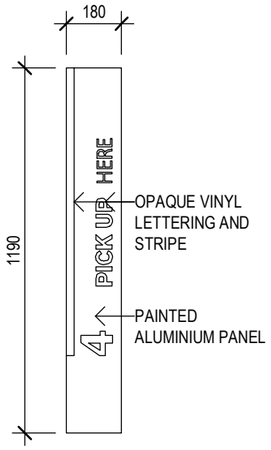
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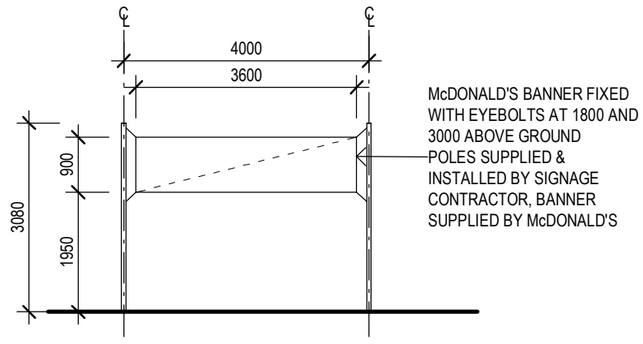
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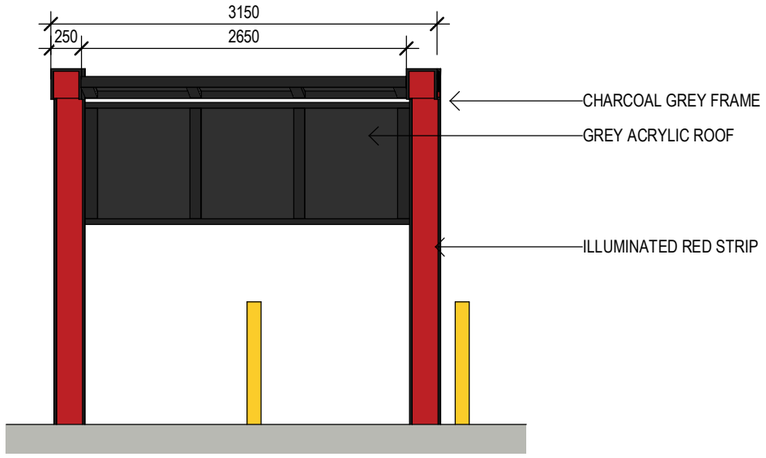
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3rd WINDOW

S11 DRIVE THRU INFORMATION SIGNS
1 : 20







Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.

Drawing Notes

DEVELOPMENT APPLICATION

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager

Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
As indicated @ A3

Series
BIO MOD 380

Drawing
SIGNAGE DETAILS

Project Number
0868

Drawing Number
DA12

Issue
0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicolaWMET6.rvt

TRACE
ENTERPRISES

Heritage Impact Statement | July 2024

Prepared for: City of Wanneroo

Prepared by: Braden Miller

Reviewed by: Peter Madden



TRACE
ENTERPRISES

Level 1/57 Guthrie Street, Osborne Park WA, 6017

P: (08) 9446 6185 | **E:** office@traceenterprises.com | **W: traceenterprises.com**

Project Details

This report documents the Heritage Impact Statement and site assessment for the proposed McDonald's Restaurant development in Two Rocks, Western Australia.

Assessment areas:	Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia, 6037
Recording level:	Heritage Impact Statement
Trace contract no.:	2024-074
Prepared for:	City of Wanneroo
Prepared by:	Mr Braden Miller MProfArch, GradDipComm, BA, CELTA
Reviewed by:	Mr Peter Madden BA (Hons)



Contact Details

Please contact us for any of your heritage, environmental and/or urban and regional planning needs via the details below.

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ACN:	642 091 709
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Document Control

The Trace Enterprises Group has prepared this Heritage Impact Statement for the City of Wanneroo.

Table 1 Document control.

Version	Effective Date	Prepared by	Reviewed by	Date of Approval
1.0	05/07/2024	Braden Miller	Peter Madden	05/07/2024
1.1	08/07/2024	Braden Miller	Peter Madden	08/07/2024
1.2	08/07/2024	Braden Miller	Peter Madden	08/07/2024
1.3	08/07/2024	Braden Miller	Peter Madden	09/07/2024

Table 2 Document distribution.

Version	Date Issued	Media	Issued to
1.0	05/07/2024	PDF	City of Wanneroo
1.1	08/07/2024	PDF	City of Wanneroo
1.2	08/07/2024	PDF	City of Wanneroo
1.3	09/07/2024	PDF	City of Wanneroo



Acknowledgement of Country

We acknowledge the Traditional Custodians of the country in which this Heritage Impact Statement is focused, the Whadjuk Noongar People, and recognise their continuing connection to the land, waters, and culture. We pay our respects to the Elders, past and present.



Image 1 Aerial view of Whadjuk Noongar country (Trace 2024).

Copyright

This Heritage Impact Statement and the information contained within are subject to copyright and may not be copied in whole or part without the written consent of the copyright holders, being Trace Enterprises Group and the City of Wanneroo.

Disclaimer

The results, conclusions, and recommendations contained in this Heritage Impact Statement are based on information available at the time of its preparation. While every effort has been made to ensure that all relevant data has been collated, the author(s) can take no responsibility for omissions and inconsistencies resulting from information becoming available after this report's completion.

This Heritage Impact Statement has been written with reference to the legislation presented in the *Heritage Act 2018 (WA)* and the *City of Wanneroo Local Heritage Survey (LHS)*.



Abbreviations

HAWA	Heritage Act 2018 (WA)
HCWA	Heritage Council of Western Australia
HIS	Heritage Impact Statement
LHS	City of Wanneroo Local Heritage Survey 2016
McDonald's	McDonald's Australia Ltd
Planning Solutions	Planning Solutions (Australia) Pty Ltd
SoW	Scope of Work
Trace	Trace Enterprises Group



Certification

This report accounts for the Heritage Impact Statement and site assessment of the proposed McDonald's Restaurant development at Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia.

The results, conclusions, and recommendations in this report are based on the information available at the time of its preparation. Whilst every effort has been made to ensure that all relevant data has been collated, the author(s) can take no responsibility for omissions and/or inconsistencies resulting from information becoming available after this report's completion.



Mr Peter Madden BA (Hons)
Principal Consultant - Heritage
Trace Enterprises Group (ACN 642 091 709)
Date: **09/07/2024**



Executive Summary

McDonald's Australia Ltd (McDonald's) (the proponent) proposes to undertake the construction of a new restaurant on Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia.

Planning Solutions (Aust) Pty Ltd (Planning Solutions), acting on behalf of the proponent, submitted an application for developmental approval in April 2024 to the City of Wanneroo. The City of Wanneroo engaged Trace Enterprises Group (Trace) in June 2024 to conduct a heritage assessment of the proposed development site and produce a Heritage Impact Statement to address how the proposed works may impact any heritage values associated with the Property at Lot 9703 (10) Enterprise Avenue, Two Rocks.

The proposed development site is listed in the Heritage Council of Western Australia's (HCWA) Heritage Register as part of the *Sun City Precinct, Two Rocks* (Data Base No. 25470). The Property is not listed in the City of Wanneroo Local Heritage Survey (LHS). Another Heritage Listed place (inHerit Place No. 17935 *King Neptune Sculpture*) is located approximately 130 m north of Lot 9703 outside the proposed developmental footprint.

The Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, was inspected on 27 June 2024 and was determined to have no heritage material of the *Sun City Precinct, Two Rocks* (Data Base No. 25470) present (see images in section 2.12).

The Heritage Register listing requires the preparation of a Heritage Impact Statement to ensure the heritage values of the Property are not negatively impacted by the proposed works. This report has been written with the City of Wanneroo LHS and the guidelines of the HCWA in mind.

The City of Wanneroo is informed that:

- The Heritage Impact Statement of Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia, is **complete**.
- The Property, at Lot 9703 (10) Enterprise Avenue, Two Rocks, is **listed** in the WA State Register of Heritage Places within the boundaries of the *Sun City Precinct, Two Rocks* (Data Base No. 26470).



- The Property, at Lot 9703 (10) Enterprise Avenue, Two Rocks, is **not listed** in the City of Wanneroo Local Heritage Survey (LHS).
- The Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, was inspected on 27 June 2024 and was determined to have no heritage material related to the *Sun City Precinct, Two Rocks* (Data Base No. 26470) present.
- The proposed development **will not impact** any heritage material or heritage values within the boundaries of the Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, nor in the vicinity of the Property.
- The proposed development will enhance the aesthetics of the Property and benefit the community.

Based on the findings of this Heritage Impact Statement, it is recommended by Trace that:

1. The City of Wanneroo should approve the proposed development.



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1.0 Introduction

McDonald's Australia Ltd (McDonald's) (the proponent) proposes to undertake the construction of a new restaurant on Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia. Planning Solutions (Aust) Pty Ltd (Planning Solutions), acting on behalf of the proponent, submitted an application in April 2024 to the City of Wanneroo for development approval.

The City of Wanneroo contracted the Trace Enterprises Group (Trace) in June 2024 to conduct an assessment of the proposed development site and provide an HIS to address how the proposed works may impact the heritage values associated with the Property attributed to it by the Heritage Council of WA.

The proposed development site is a part of the area listed in the Heritage Council of Western Australia's (HCWA) Heritage Register as the *Sun City Precinct, Two Rocks* (Data Base No. 25470). The Property is not listed in the City of Wanneroo Local Heritage Survey (LHS). The Heritage Listed Place *King Neptune Sculpture* (inHerit Place No. 17935) is located approximately 130 m north of the site outside the development footprint. Because of these heritage listings, the preparation of a Heritage Impact Statement is required to ensure the heritage values of the Property are not negatively impacted by the proposed works. This report has been written with the City of Wanneroo LHS and the guidelines of the HCWA in mind.

The proposed works are described in Section 1.1, according to the details received from communications with the City of Wanneroo.

The Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, was inspected on 27 June 2024 and was determined to have no heritage material remains of the *Sun City Precinct, Two Rocks* (Data Base No. 25470) heritage place.



1.1 Scope of Works

The proposed works for Lot 9703 (10) Enterprise Avenue, Two Rocks, as communicated by Planning Solutions via the City of Wanneroo (Planning Solutions 2024), comprise the following:

1. A restaurant building in the southeastern portion of the development site has a floor area of 380 m^2.
2. A servicing area within the northern portion of the building, with a 4.5m wide loading bay for service vehicles.
3. A dual-lane drive-through facility with ordering menus and speaker boxes is located north of the building, fronting Azzurra Street.
4. A single-lane drive-through and pick-up window with a canopy along the eastern elevation of the building screened by landscaping and proposed tree planting.
5. Various signage associated with McDonald's imagery and branding.
6. Twenty-two car parking bays plus capacity for sixteen standard vehicles within the drive-through area.
7. Two bicycle parking racks (four bicycle bays) are located on the south-western side of the restaurant.
8. Landscaping along all street frontages and within the subject site, including a mix of soft landscaping beds and shade trees.



1.2 Legislative Context

Relevant legislation includes:

- *City of Wanneroo Local Heritage Survey*
- *Heritage Act 2018 (WA)*

1.2.1 City of Wanneroo Local Heritage Survey (LHS)

A Local Heritage Survey (previously called a Municipal Heritage Inventory) is a list of places which, in the opinion of the City of Wanneroo, are, or may become, of cultural heritage significance and their importance to the local community.

The Heritage Act 2018 requires all local government authorities in Western Australia to survey all places regarding heritage and periodically update that survey. In response to this requirement, the City is updating the 2014 Municipal Heritage Inventory.

In addition to meeting the requirements of the Act, updating the LHS assists the City of Wanneroo to:

- *Provide a cultural and historical record of the places which help shape our identity as a community;*
- *Provide information on our local history for current and future generations;*
- *Determine the City's heritage conservation policies; and,*
- *Achieve the heritage conservation objectives required by the State planning regulations.*

Some places are more important to the community than others, and some places have been lost over time, with only the site remaining. Management Categories recognise the levels of significance and intactness of heritage places and provide recommendations to the City as to the kind of care that should be taken for each place.

Each place in the LHS is afforded a Management Category between 1 and 4 as follows:

- *Exceptional significance to the local community 1A. Exceptional significance – and in the State Register of Heritage Places (as also significant at a State level)*
- *Considerable significance to the local community*



- *Some significance to the local community*
- *Of little significance or a historic site only (i.e. with no remaining structures)*
- *Historical data (proposed category)*

(City of Wanneroo, Local Heritage Survey)

As a requirement of the Planning and Development Regulations 2015, the City must compile a list of places under the Local Planning Scheme that are considered worthy of some protection. Currently, the Heritage List is derived from those places in the LHS with a Management Category of 2 or higher.

Many places on the Heritage List are also on the Heritage Council's Register of Heritage Places and are already protected under the Heritage Act 2018.

The City of Wanneroo is required to prepare and maintain a Heritage List under Part 3, clause 8 of the Deemed Provisions of District Planning Scheme No. 2 (DPS2) and the Heritage Bill 1990 (WA).

The Heritage List contains all places that are assigned a management category of 1A, 1 or 2 in the City of Wanneroo Local Heritage Survey (LHS).

If a development proposal has the potential to impact a place on the Heritage List, the application will be put out for public consultation and referred to the Heritage Council for comment.

The LHS is currently under review and, once finalised, may result in changes to the City's Heritage List in the near future. The City must consult with all owners of land containing heritage-listed places before making any changes to the City's Heritage List.

(City of Wanneroo, Heritage List).

1.2.2 Heritage Act 2018 (WA)

The *Heritage Act 2018 (WA)* (HAWA) is the principal legislation relevant to this assessment. The HAWA recognises the importance of and promotes understanding and appreciation of Western Australia's cultural heritage. The HAWA identifies and documents places of cultural heritage significance and provides for such places' conservation, use, development and



adaptation. The HA supersedes and repeals the previous *Heritage of Western Australia Act 1990*.

Section 3, Part D of the HAWA (HAWA, 3) outlines the principal objectives of the Act, which include the prioritising maintenance and continuation of usage of Heritage Listed properties.

> *The objectives of this Act are, with due regard for the rights of property ownership —*
>
> *(a) to promote understanding and appreciation of Western Australia's cultural heritage; and*
>
> *(b) to recognise the importance of places of cultural heritage significance and their stories in understanding the course of Western Australia's history and*
>
> *(c) to provide for the identification and documentation of Western Australia's places of cultural heritage significance and*
>
> *(d) to encourage and facilitate the conservation, continuing use, development and adaptive reuse of places of cultural heritage significance in ways that represent high standards of heritage conservation and are in harmony with cultural heritage values.*

The definition provided in Section 4 of the HAWA (HAWA, 4) for the term *conservation* states that cultural heritage significance is retained through the following:

> *a) maintenance, preservation, restoration, reconstruction, adaptation and interpretation of the place; and*
>
> *(b) retention of the associations and meanings of the place; and*
>
> *(c) retention or reintroduction of a use of the place;*

Division 2, Section 84 of the HAWA outlines the financial, technical and professional assistance that the HCWA may provide to aid the conservation of the Property to the standards required under its heritage listing.

> *(1) The Council may assist with the identification, documentation and conservation of places of cultural heritage significance and to assist with education, research and publication that furthers the objectives of this Act —*



(a) with the Minister's prior approval in writing, make grants, and

(b) make loans and provide other types of financial assistance; and

`(c) provide technical or professional assistance.

Section 129 of the HAWA (HAWA, 66) outlines the definitions of damage in regard to heritage-listed properties:

(1) Subject to subsection (4), a person must not in, or in relation to, a registered place —

(a) alter the fabric of the place or any part of, or thing in, the place so that the cultural heritage significance of the place is detrimentally affected; or

(b) authorise, cause or permit another person to do anything mentioned in paragraph (a).

The penalty for this subsection is a fine of $1 000 000.

Daily penalty for this subsection: a fine of $50 000.

(2) Subject to subsection (4), a person must not in, or in relation to, a registered place —

(a) demolish, damage or despoil the place or any part of, or thing in, the place; or

(b) authorise, cause or permit another person to do anything mentioned in paragraph (a).

Penalty for this subsection: a fine of $1 000 000.

Daily penalty for this subsection: a fine of $50 000.

(3) Subject to subsection (4), a person must not in, or in relation to, a registered place —

(a) remove any thing from that place so that the cultural heritage significance of that place is detrimentally affected, or



(b) authorise, cause or permit another person to do anything mentioned in paragraph (a).

Penalty for this subsection: a fine of $1 000 000.

Daily penalty for this subsection: a fine of $50 000.

(4) Subsections (1), (2) and (3) do not apply to a person in respect of work that is authorised by —

(a) a decision made in accordance with Part 5 Division 2; or

(b) a works permit granted under section 79.

1.3 Authorship

This Heritage Impact Statement is based on the data collected from desktop research by Braden Miller. Peter Madden then reviewed this report to ensure quality assurance.



2.0 Heritage Impact Statement

This section outlines the Heritage Impact Statement following the format suggested by the Heritage Council of Western Australia's Heritage Impact Statement Guide (HCWA 2020).

2.1 Name of Place

Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia, 6037.

2.2 Registration Date

N/A

2.3 The Place / Area

The Property is located at Two Rocks, within the City of Wanneroo in the northern extant of the Perth Metropolitan Region of Western Australia. The Property lies on the eastern extremity of the Heritage Listed *Sun City Precinct, Two Rocks*, on the corner of Azurra Street and Lisford Avenue, Two Rocks. The Property is a cleared, backfilled lot within limestone retaining walls within a larger cleared development area (see Section 2.12). Bordering the Property to the north is a cleared area slated to be developed into a shopping centre. Further cleared areas are to the west and south. To the west, across Lisford Avenue, is a large established parkland area.

2.4 Prepared By

Trace Enterprises Group

2.5 Prepared For

City of Wanneroo

2.6 Date

05 July 2024



2.7 Heritage Listings

The Property is listed in the HCWA Register as *Sun City Precinct, Two Rocks* (Data Base No. 26470).

2.8 Statement of Significance

The Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, was inspected on 27 June 2024 and was determined to have no heritage material present.

The Property is listed in the HCWA Register as being within the boundaries of the *Sun City Precinct, Two Rocks* (Data Base No. 26470). The Property has been cleared of prior constructions and is in a non-natural state within an area zoned for construction.

Another registered heritage place, *King Neptune Sculpture* (inHerit Place No. 17935), is outside the proposed development footprint, approximately 130 m to the north, and will not be impacted by the proposed development. The Property is not listed in the City of Wanneroo LHS.

It is, therefore, determined that the Property, Lot 9703 (10) Enterprise Avenue, Two Rocks, has no heritage significance.



2.9 The following aspects of the proposal respect or enhance the heritage significance of the place or area for the following reasons

The proposed development at Lot 9703 (10) Enterprise Avenue, Two Rocks, namely a McDonald's Restaurant, will respect the heritage significance of the area through the usage and landscaping of an otherwise empty area. The heritage significance of the *Sun City Precinct, Two Rocks,* is *specifically the Two Rocks Marina and commercial district (Two Rocks Shopping Centre and Tavern)* (HCWA, 2) (see Appendix 4). The proposed development, although within the boundary of the heritage precinct, is not located near the Two Rocks Shopping Centre or Tavern and, therefore, will not impact these representative areas.

The proposed development is representative of the cultural heritage values of the *Sun City Precinct, Two Rocks*, specifically, as meeting the contemporary needs of the Two Rocks community (HCWA, 2) (see Appendix 4).

The Property in its current state will only be enhanced by the construction of a restaurant that will become a significant centre of activity for the Two Rocks community. The landscaping and installing trees and other plants will also enhance the aesthetics of an otherwise derelict and empty area. In addition, owing to its prominent position overlooking the proposed development, the *King Neptune Sculpture* Heritage Place will be able to be enjoyed by a considerable number of visitors to the restaurant who might otherwise not visit the area.



2.10 The following aspects of the proposal could detrimentally impact heritage significance. The reasons are explained, as well as the measures to be taken to minimise impacts.

There are no foreseen detrimental impacts on heritage significance by the proposed development.

The proposed development at Lot 9703 (10) Enterprise Avenue will not harm heritage significance at the Property because the site is devoid of any heritage material; it is a cleared and undeveloped Town Lot. The proposed developments will not impact the significance of the Sun City Precinct, Two Rocks heritage listing. The already-cleared land will benefit from landscaping and beautification of the site and encourage further development of the surrounding cleared areas into housing for the community's expanding population.

The nearby *King Neptune Sculpture* Heritage Place is outside the proposed developmental footprint, approximately 130 m north of Lot 9703, and its significance will not be detrimentally impacted.



2.11 Conclusion

Following a review of the Statement of Significance and the works proposed by the property owners, it is determined that there would be no impact on heritage at Lot 9703 (10) Enterprise Avenue, Two Rocks.

The Property at Lot 9703 (10) Enterprise Avenue is determined to contain no material remains of the *Sun City Precinct, Two Rocks* (Data Base No. 25470) place, of any heritage significance.

This assessment concludes that the proposed development will not harm the heritage values of the Heritage Listed *Sun City Precinct, Two Rocks* (Data Base No. 25470) area or the heritage values of the broader Two Rocks community. The development of cleared, vacant land can only enhance the community socially by adding a family-friendly restaurant and landscaping and utilising an otherwise empty lot.



2.12 Images



Image 2 Terrestrial view of Lot 9703 (10) Enterprise Avenue, Two Rocks facing north (Trace 2024).



Image 3 Terrestrial view of Lot 9703 (10) Enterprise Avenue, Two Rocks facing east (Trace 2024).





Image 4 Terrestrial view of Lot 9703 (10) Enterprise Avenue, Two Rocks facing west (Trace 2024).



Image 5 Terrestrial view of Lot 9703 (10) Enterprise Avenue, Two Rocks facing south (Trace 2024).



Image 6 Aerial view of Lot 9703 (10) Enterprise Avenue, Two Rocks facing north (Trace 2024).



Image 7 Aerial view of Lot 9703 (10) Enterprise Avenue, Two Rocks facing south-east (Trace 2024).



3.0 Findings and Recommendations

This section details the overall findings and subsequent recommendations for the Heritage Impact Statement of the Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia.

3.1 Findings

The City of Wanneroo is informed that:

- The Heritage Impact Statement of Lot 9703 (10) Enterprise Avenue, Two Rocks, Western Australia, is **complete**.
- The Property is **listed** in the WA State Register of Heritage Places within the boundaries of the *Sun City Precinct, Two Rocks* (Data Base No. 26470).
- The Property is **not listed** in the City of Wanneroo Local Heritage Survey (LHS).
- The Property at Lot 9703 (10) Enterprise Avenue, Two Rocks, was inspected on 27 June 2024 and was determined to have no heritage material related to the *Sun City Precinct, Two Rocks* (Data Base No. 26470) present.
- The proposed development **will not impact** any heritage material or heritage values within the boundaries of the Property, at Lot 9703 (10) Enterprise Avenue, Two Rocks, nor in the vicinity of the Property.
- The proposed development will enhance the aesthetics of the Property and benefit the community.



3.2 Recommendations

Based on the findings of this Heritage Impact Statement, it is recommended by Trace that:

1. The City of Wanneroo should approve the proposed development.



4.0 References

City of Wanneroo 2024, *City of Wanneroo Heritage List*, https://www.wanneroo.wa.gov.au/info/20079/heritage/285/heritage/3

City of Wanneroo 2024, *Local Heritage Survey*, https://www.wanneroo.wa.gov.au/info/20079/heritage/285/heritage/2

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5.0 Appendices

Appendix 1 City of Wanneroo Heritage List

PLACES ON THE SCHEME HERITAGE LIST

The following places are included on the Scheme Heritage list.

Place No.	Name	Street No.	Street	Locality
CATEGORY 1A				
20	Lime Kilns – Coopers (12 and 12A)	30	Fairport Vista	Mindarie Keys
57	Buckingham House	10	Neville Drive	Wanneroo
68	Perry's Paddock, Cottage, Stables and Olive Trees	1208	Ocean Reef Road	Woodvale
69	Cockman House	1230	Ocean Reef Road	Woodvale
77	North West Stock Route (fmr) Stage 1	-	Yanchep Beach Road	Yanchep
79	Yanchep National Park Precinct	3499	Wanneroo Road	Yanchep NP
80	YNP Administration Building	3499	Wanneroo Road	Yanchep NP
81	YNP Army Bunkers - radar installation	3499	Wanneroo Road	Yanchep NP
85	YNP Ghost House Ruin, Chauffeur's Room & Garage	3499	Wanneroo Road	Yanchep NP
86	YNP Gloucester Lodge and Pool	3499	Wanneroo Road	Yanchep NP
87	YNP McNess Guest House	3499	Wanneroo Road	Yanchep NP
88	YNP Tram Cottage	3499	Wanneroo Road	Yanchep NP
90	YNP Yanchep Inn	3499	Wanneroo Road	Yanchep NP
CATEGORY 1				
7	Lime Kiln – Susac (47, 48)	329	Karoborup Road	Carabooda
26	Lime Kilns – East Neerabup (20 and 21)	150	Wattle Avenue	Neerabup
38	Lime Kilns - Dunstan's (28-32;42;46)	90	Nowergup Road	Nowergup
75	Lindsay Homestead		Capricorn Esp	Yanchep
82	YNP Avenue of Trees	3499	Wanneroo Road	Yanchep NP
83	YNP Crystal Caves	3499	Wanneroo Road	Yanchep NP
84	YNP Generator Bunkers - Radar Installation	3499	Wanneroo Road	Yanchep NP
CATEGORY 2				
5	George Gibbs House	122	Bernard Road	Carabooda
6	Lime Kilns – Yanchep Lime Company (40,41)	31	Emerald Drive	Carabooda
9	Lime Kilns – Spiers (37, 38, 39)	115	Kiln Road	Carabooda
12	Aubrey and Emma Gibbs House (fmr)	73	Pipidinny Road	Eglinton
18	Berriman House	89	Caporn Road	Mariginiup
25	Lime Kilns – Menchetti (26 and 27)	110	Wattle Avenue	Neerabup
32	George Leach House (1)	6	Gibbs Road	Nowergup
34	Jabez Gibbs House	99	Gibbs Road	Nowergup
37	House, 465 Gibbs Road	2500	Wanneroo Road	Nowergup
43	King Neptune Sculpture	10	Enterprise Avenue	Two Rocks
47	Phil Renkin Centre (Bini Shell)	59	Lisford Avenue	Two Rocks
52	Wanneroo Show Grounds	21	Ariti Avenue	Wanneroo
54	Wanneroo War Memorial	21	Civic Drive	Wanneroo
58	Old Wanneroo School House (fmr)	10	Neville Drive	Wanneroo
64	Wanneroo Shire Offices (fmr)	935	Wanneroo Road	Wanneroo
72	Conti Winery & Restaurant	529	Wanneroo Road	Woodvale
73	Fisherman's Hollow	-	Brazier Road	Yanchep
91	YNP Yanchep War Memorial	3499	Wanneroo Road	Yanchep NP

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Appendix 2 City of Wanneroo LHS King Neptune Sculpture

City of Wanneroo Local Heritage Survey 2016

Place No: 43



NAME OF PLACE	**King Neptune Sculpture**
Other names	
Address	10 Enterprise Avenue
Locality	Two Rocks

LAND DESCRIPTION			
Reserve No:	Lot No: Pt Lot 50	Plan 14500	Vol/Fol: 1892-740
GPS:		31.496435°S 115.586356°E	

HERITAGE LISTINGS	
inHerit database No	17935
Other Listing	

PLACE TYPE	Other Built Type
ORIGINAL USE	Public art sculpture
CURRENT USE	Public art sculpture
OTHER USE	

CONSTRUCTION DETAILS	
Construction Date	1981
Walls	N/A
Roof	N/A
Other	N/A
Architectural Style	N/A

City of Wanneroo

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City of Wanneroo Local Heritage Survey 2016

Physical Description: Large stone statute of King Neptune located to the south east of the shopping precinct in an elevated position overlooking the ocean. Prominent landmark.	
Condition	
Integrity	
Authenticity	

HISTORICAL INFORMATION	
Historical Notes: The Atlantis Marine Park (fmr) site included a series of pools, aquariums, theatre, stadium, crazy golf course, trampoline park, a playground and landscaping. A feature of the park was the 10m sculpture of King Neptune which was designed by local artist Mark Le Buse. Le Buse was also contracted to construct a number other prominent sculptures of celebrities and animals. The opening of the park was held on 26 December 1981 and by 1982 over one million visitors went through the gates. In 1983 Atlantis Marine Park was awarded the Sir David Tourism for Tourism and a Marketing excellence award. The park closed in 1990 due to reduced visitor numbers and requirements of larger pools for the dolphins therefore the place became no longer feasible. In Roman Mythology 'Neptune' is known as the 'god of the Sea' (identified with as 'Poseidon' from Greek Mythology). Like Poseidon, he was also the god of earthquakes and horses. Neptune is believed to have power over the sea and seafarers and married the sea nymph Amphitrite. He is usually shown as a bearded man holding a trident and standing in a shell chariot being drawn over the sea by dolphins. The Two Rocks, Yanchep Residents Association, a group which has a keen interest in local history have particular interest in the future of the King Neptune sculpture has cleaned and restored the sculpture.	
Historic Theme:	Social ad Civic activities: Sport, recreation and entertainment People: famous and infamous people
Associations:	Mark Le Buse; Alan Bond

STATEMENT OF SIGNIFICANCE:

- The sculpture is a landmark in the community of Two Rocks since 1982.
- The sculpture has historic value for its association with the development of Two Rock marina and the Atlantis Marine Park.

LEVEL OF SIGNIFICANCE	Considerable
MANAGEMENT CATEGORY	Category 2

MAIN SOURCES:	City of Wanneroo, Municipal Heritage Inventory, 2006.

ADDITIONAL PHOTOGRAPHS





City of Wanneroo

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Appendix 3 HCWA Sun City Precinct, Two Rocks Listing

HERITAGE COUNCIL OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

Register Entry

1. DATA BASE No. 26470

2. NAME Sun City Precinct, Two Rocks

Other Names Yanchep Sun City, Two Rocks Town Centre

3. LOCATION

Located in the suburb of Two Rocks, approximately 70 kms north of the Perth CBD, the place is bounded to the north by Sovereign Drive, to the east by Lisford Avenue, and to the west by the Marina breakwater sea walls. The southern boundary is a line extending west to east from the sea wall at Jordan Street to Lisford Avenue.

4. DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY

1. Reserve 51174 Lot 8796 on Deposited Plan 213230 being the land contained in Crown Land Record Volume 3110 Folio 148.

2. Lot 100 on Diagram 52187 being the land contained in Certificate of Title Volume 1685 Folio 950.

3. Portion of Lot 800 on Deposited Plan 43879 being a portion of the land contained in Certificate of Title Volume 2687 Folio 805.

4. Portion of Lot 9703 on Deposited Plan 421745 being a portion of the land contained in Certificate of Title Volume 4029 Folio 351; Lot 702 on Deposited Plan 421745 being the land contained in Certificate of Title Volume 4029 Folio 350.

5. Lot 10 on Diagram 77644 being the land contained in Certificate of Title Volume 1957 Folio 267.

6. Lot 700 on Deposited Plan 402964 being the land contained in Certificate of Title Volume 2948 Folio 662.

7. Lot 701 on Deposited Plan 402964 being the land contained in Crown Land Record Volume 3169 Folio 464.

8. All those portions of road reserve, including those known as Enterprise Avenue, and Azzura Street

As per HC Curtilage Map P26470-0

5. LOCAL GOVERNMENT AREA City of Wanneroo

Register of Heritage Places
Sun City Precinct, Two Rocks
28 December 2022

1



6. OWNER AT REGISTRATION

1. State of Western Australia (Responsible Agency Department of Transport; Management Order to the Minister for Transport)
2. State of Western Australia (Responsible Agency Department of Planning, Lands and Heritage)
3. Carjon Holdings (WA) Pty Ltd, Star Regent Pty Ltd, Brian Laurence O'Toole
4. Fini Group Pty Ltd
5. Australian Leisure & Hospitality Group Pty Ltd
6. Australian Flying Corps & Royal Australian Air Force Association (Western Aust Division) Inc
7. State of Western Australia (Department of Planning, Lands and Heritage)
8. State of Western Australia (Main Roads Western Australia)

7. HERITAGE LISTINGS

• Register of Heritage Places:	Registered	28/12/2022
• National Trust Classification:		----------
• Local Planning Scheme:		
Individual Places		
P17935 King Neptune Sculpture	Heritage List	07/11/2016
• Local Heritage Survey:		
Individual Places		
P17935 King Neptune Sculpture	Adopted	26/04/2006
P17942 Two Rocks Marina	Adopted	26/04/2006
P17941 Two Rocks Limestone Retaining Wall	Adopted	26/04/2006
P17523 Atlantis Marine Park (fmr)	Adopted	26/04/2006
P17939 Sun City Land Sales Office (fmr)	Adopted	26/04/2006
P17943 Two Rocks Shopping Centre	Adopted	26/04/2006
P17944 Two Rocks Tavern	Adopted	26/04/2006
P17948 Waugal Monoliths	Adopted	26/04/2006
• Register of the National Estate:		----------
• Aboriginal Sites Register		----------

8. ORDERS UNDER SECTION OF THE ACT

---

9. HERITAGE AGREEMENT

---

10. STATEMENT OF SIGNIFICANCE

Sun City Precinct, Two Rocks, a coastal precinct comprising the Two Rocks Marina, limestone retaining wall, a concrete block shopping centre and tavern in the Late Twentieth Century Perth Regional Style (1974), and limestone sculptures, together with the largely cleared site of the former Atlantis Marine Park (1981) has cultural heritage significance for the following reasons:

the place is associated with the trailblazing, flamboyant, and now somewhat notorious entrepreneur Alan Bond whose financial activities and vision for the marina-based Yanchep Sun City development, along with Japanese partner



Tokyu Corporation saw the project, one of the first and only residential, commercial, and recreational investment projects undertaken by a private company in the 1970s, come to fruition;

the place reflects the boom-and-bust cycles common to Western Australia throughout its history, and on this occasion the wealth and affluence experienced during the late 1970s and 1980s, followed by the immediate downturn of the early 1990s, as seen in the rise and decline of the Yanchep Sun City development;

the Two Rocks Marina and Shopping Centre are representative of the Two Rocks Yacht Harbour Town Centre Plan, as shown in the 1972 Yanchep Sun City Leisure Region Master Plan prepared by Clarke Gazzard Planners for Yanchep Estates (subsidiary of Bond Corporation), which indicates the intention of Yanchep Sun City as a tourist centre;

the place provides an example of the expansion of the northern suburbs in accordance with post-World War Two town and regional planning;

the place has social and historical significance to the local community, contributing to the development of the Two Rocks and Yanchep region.

The Atlantis Shopping Plaza as well as the northern carpark along Enterprise Avenue is not included in the precinct. The site of the former Atlantis Marine Park, and the associated King Neptune Sculpture make little contribution to the State heritage values of the precinct.



Appendix 4 HCWA Sun City Precinct, Two Rocks Fact Sheet

GOVERNMENT OF WESTERN AUSTRALIA

HERITAGE COUNCIL

FACT SHEET

August 2022



Sun City Precinct, Two Rocks

The Heritage Council of Western Australia has determined that *Sun City Precinct, Two Rocks* has cultural heritage significance and that stakeholders and the general public should be consulted about the proposal to enter the place in the State Register of Heritage Places. This Fact Sheet provides information about the proposed registration.

What is the role of the Heritage Council of WA?

The Heritage Council of Western Australia is the State Government's advisory body on heritage matters. It is vested with functions and powers under the *Heritage Act 2018*. The Heritage Council is charged with the compilation of the State's Register of Heritage Places.

The Department of Planning, Lands and Heritage provides administrative support to the Heritage Council.

What is the State Register?

The State Register is a statutory list of places that help tell the story of Western Australia's history and development since European contact. Entry in the Register is reserved for places that have been found to have State cultural significance. The Register acknowledges the value and importance of a place and promotes its conservation. There are currently 1,380 places in the State Register.

Who decides what should be entered in the State Register?

The role of the Heritage Council is to determine the State significance of a place. The Minister for Heritage makes the final decision on whether a place is entered in the State Register.

What is the heritage significance of *Sun City Precinct, Two Rocks*?

Sun City Precinct, Two Rocks contains elements of the Yanchep Sun City residential, commercial, and recreational development of the 1970s, namely the Two Rocks Marina, shopping centre, and tavern. The place reflects a period of growth and development in the area during the 1970s and 1980s, largely associated with the Bond Corporation's efforts to promote tourism and commercial enterprise. The place also includes the site of the former Atlantis Marine Park, a popular tourist attraction of the 1980s, and its remnant the King Neptune Sculpture, which has become a landmark and embraced by local residents as a symbol for Two Rocks.

1



What is a heritage precinct, and why has this boundary been proposed for entry in the Register?

A heritage precinct is a place where the relationship between the buildings, spaces and other features create a special sense of place, which collectively tell a particular story.

The boundary that is proposed for registration comprises elements which best represent the Yanchep Sun City development, specifically the Two Rocks Marina and commercial district (Two Rocks Shopping Centre and Tavern).

What does entry in the State Register mean for *Sun City Precinct, Two Rocks*?

Entry in the Register will recognise and celebrate the distinctive heritage values of Sun City Precinct, Two Rocks and will offer protection under the *Heritage Act 2018*, ensuring any major changes proposed are in keeping with its cultural heritage significance.

What are the benefits of registration?

Registration recognises the place and its significance to the State story and ensures the story can continue to be recognised into the future. Registration also provides the opportunity to apply to the Heritage Grants Program to provide funding for any physical conservation works or preparation of conservation management planning documents.

What does registration mean for any proposed development within *Sun City Precinct, Two Rocks*?

Places entered on the State Register can be developed to meet contemporary needs or adapted for a new use in a way that respects the cultural heritage values of the place. However, proposed development or changes should be sensitive to the identified heritage values of the place.

Owners may continue to discuss their project ideas and apply to the relevant local government authority (LGA) for development approval, as required under the

Two Rocks Shopping Centre





relevant local planning scheme. The LGA must refer relevant proposals to the Heritage Council for advice on the heritage aspects of the proposal. These referrals are generally handled within the LGA's normal timeframe. Owners can also seek advice discuss their projects with the Department of Planning, Lands and Heritage's Historic Heritage Conservation team when contemplating or preparing plans.

Will registration stop the approved development located on the former Atlantis Marine Park site?

No. Entry in the State Register does not prevent change. See the section above for more information about how registration impacts proposed or future development.

Will registration affect the Two Rocks Marina upgrade?

No. The upgrades will continue as planned.

How can I comment on the proposed registration of *Sun City Precinct, Two Rocks*?

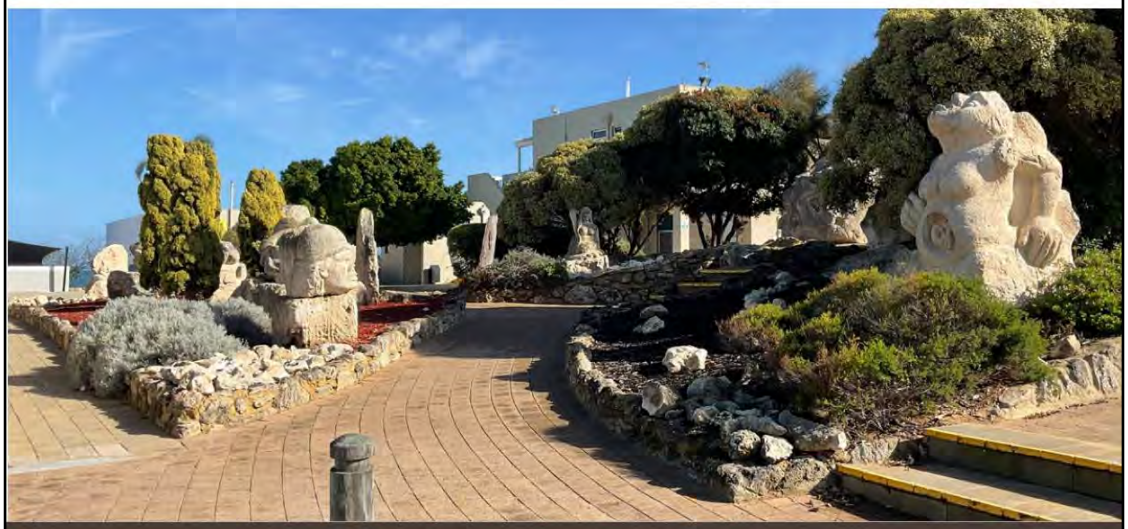
Comments on registration can be made online through the Department of Planning, Lands and Heritage's **Consultation Hub** or by email to HCWAregistration@dplh.wa.gov.au.

The comment period closes Friday 30 September 2022.

What happens next?

Once the period for comments has closed, the Heritage Council will consider whether to recommend registration to the Minister for Heritage.

Waugal Monoliths by Mark Le Buse



The Heritage Council recognises the diversity of the Aboriginal peoples of Western Australia and acknowledges the Traditional Owners and custodians and their connection to this land and its waterways. We pay our respect to Elders past and present and those who will follow in their footsteps.

Disclaimer

This document has been produced by the Department of Planning, Lands and Heritage on behalf of the Heritage Council of Western Australia. Any representation, statement, opinion or advice expressed or implied in this publication is made in good faith and on the basis that the Government, its employees and agents are not liable for any damage or loss whatsoever which may occur as a result of action taken or not taken, as the case may be, in respect of any representation, statement, opinion or advice referred to herein. Professional advice should be obtained before applying the information contained in this document to particular circumstances.

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This document is available in alternative formats on application to the Department of Planning, Lands and Heritage Communications Branch.

3



Appendix 5 HCWA King Neptune Sculpture Listing

inHERIT
Our heritage places

King Neptune Sculpture

AUTHOR **Heritage Council** PLACE NUMBER **17935**

LOCATION
Pt Lot 50 Enterprise Av Two Rocks

LOCATION DETAILS

LOCAL GOVERNMENT Wanneroo REGION Metropolitan

CONSTRUCTION DATE
Constructed from 1981

DEMOLITION YEAR N/A

Statutory Heritage Listings

TYPE	STATUS	DATE	DOCUMENTS
Heritage List	Adopted	07 Nov 2016	

Heritage Council Decisions and Deliberations

TYPE	STATUS	DATE	DOCUMENTS
RHP - To be assessed	Current	11 Sep 2020	

Other Heritage Listings and Surveys

TYPE	STATUS	DATE	GRADING/MANAGEMENT CATEGORY
Municipal Inventory	Adopted	26 Apr 2006	Category 2

Parent Place or Precinct
17523 Atlantis Marine Park (former)

Creation Date 07 Aug 2007 **Last Update** 01 Jan 2017 **Publish place record online (inHerit):** Approved

Disclaimer

This information is provided voluntarily as a public service. The information provided is made available in good faith and is derived from sources believed to be reliable and accurate. However, the information is provided solely on the basis that readers will be responsible for making their own assessment of the matters discussed herein and are advised to verify all relevant representations, statements and information.



Appendix 6 Hindley and Associates Development Application





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Hillarys WA 6923
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www.lgacoustics.com.au

Environmental Noise Assessment - McDonald's Two Rocks

Lot 703 Lisford Avenue, Two Rocks WA

Reference: 24018673-01

Prepared for:
McDonald's Australia Ltd

Reference: 24018673-01

Lloyd George Acoustics Pty Ltd
ABN: 79 125 812 544

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
15-Mar-24	0	Issued to Client	Matt Nolan	Matt Moyle

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by McDonald's Australia Ltd to undertake an environmental noise assessment for a Proposed McDonald's to be located at Lot 703 Lisford Avenue, Two Rocks WA. With regard to noise emissions, consideration was given to noise from mechanical services, vehicles idling in the drive-through, speaker noise in the drive-through, and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

The assessment has demonstrated compliance with the assigned levels as determined in accordance with the Environmental Protection (Noise) Regulations 1997 noting that single storey receivers have been used within the model for the future residences.

The mechanical plant sources were based on file data and manufacturer specifications provided from previous McDonald's Restaurants. Once the mechanical plant has been designed and selected, the noise levels should be reviewed prior to Building Permit to ensure compliance is achieved.

1. INTRODUCTION

Lloyd George Acoustics was engaged by McDonald's Australia Ltd to undertake an environmental noise assessment for a proposed development to be located at Lot 703 Lisford Avenue, Two Rocks WA - refer *Figure* 1-1.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

With regard to noise emissions, consideration is given to noise from mechanical services, vehicles idling in the drive-through, speaker noise in the drive-through, and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

"7. Prescribed standard for noise emissions

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as between 2-4 dB as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+2 dB IF (2 Charnwood Av) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
+4 dB IF (Future West Residences) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed in this area. However, vehicle noise in the drive-through area has been considered assessable in this report due to the lanes being solely for ordering purposes and not road access. Vehicle door closing noise also requires assessment, as it does not form part of the propulsion or braking systems. Noise from delivery truck condensing units is also considered assessable.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

3.1. Noise Modelling

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.0* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of meteorological conditions. Input data required in the model are listed below and discussed in *Section 3.1.1* to *Section 3.1.5*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.1.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5 metres and any double storey buildings identified (2 Charnwood Avenue) assumed to be 7.0 metres in height with receivers 1.4 metres above ground.

Single storey buildings and receivers on the future residential lots to the west have been incorporated in the noise model.

3.1.3. Fencing and Walls

A solid fence at a minimum height of 2.0 metres high to the east of the proposed McDonald's drive-through has been included in the model as shown on the DA plans in *Appendix A*. The model also included a 1.25-metre retaining wall with a 1.8-metre masonry wall on top on the west side of the proposed McDonald's site.

Colorbond at 1.8 metres high has been used on the boundary of Lot 53. Whilst *Colorbond* fencing is 1.8 metres high, it is modelled as 1.6 metres high to take into account the lightweight nature of the product and potential lesser acoustic performance of a denser product.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified.



Figure 3-1: Overview of Noise Model

3.1.4. Ground Absorption

The ground absorption has been assumed to be 0.1 (10%) for the roads, 1.0 (100%) for the grassed areas and 0.5 (50%) elsewhere, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.1.5. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Condenser Package MAC90RP – L_{A10}	88	87	85	81	76	70	64	59	**82**
AC-1 Actron PKY960T Low Speed – L_{A10}	-	84	78	75	73	69	60	54	**78**
AC-1 Actron PKY960T High Speed – L_{A10}	-	89	83	80	78	74	64	60	**83**
AC-2 and AC-3 Actron PCG340 Package Low Speed – L_{A10}	-	75	74	73	71	67	65	60	**76**
AC-2 and AC-3 Actron PCG340 Package Unit High Speed – L_{A10}	-	78	78	77	75	71	69	64	**80**
AC-4 Actron PCA233U Package Unit Low Speed – L_{A10}	-	71	71	70	67	62	61	56	**69**
AC-4 Actron PCA233U Package Unit High Speed – L_{A10}	-	76	75	74	71	66	65	60	**71**
Fan 1 Fantech TCE354, Toilet – L_{A10}	80	78	74	71	62	64	63	53	**73**
Fan 2 Fantech CGD354, Fry EF – L_{A10}	80	78	74	71	62	64	63	53	**73**
Fan 3 Fantech CGD354, Fillet EF – L_{A10}	80	78	74	71	62	64	63	53	**73**
Fan 4 Fantech CGD404, Grille EF – L_{A10}	83	81	77	74	65	67	66	56	**76**
Fan 5 Fantech CE192V, Wash-up EF – L_{A10}	78	77	68	65	60	58	56	52	**68**
Fan 6 Fantech CE406D, IT Room EF – L_{A10}	78	77	68	65	60	58	56	52	**68**
Car Idling/moving slowly, L_{A10}	81	78	74	72	74	74	67	64	**79**
Closing Car Door, L_{Amax}	71	74	77	81	80	78	72	61	**84**
Small Refrigerated Truck delivery – L_{A1}	100	91	87	88	83	81	79	75	**90**
Drive-Through Speaker – L_{A1}	62	64	66	77	80	73	57	42	**82**

The following is noted in relation to *Table 3-2*:

- Mechanical plant noise sources were based on file data and manufacturer specifications provided from previous McDonald's Restaurants. Mechanical plant is modelled at 1.0 metres above roof level. Low speed noise levels were used during the night period as per *Table 3-2*;
- 9 to 18 cars idling in the drive-through were modelled as point sources located 0.5 metres above ground, depending on the calculation scenario;

- Closing car doors were modelled as point sources located 1.0 metre above ground. A small refrigerated delivery truck was modelled as a point source located 1.5 metres above ground in the loading bay.

4. RESULTS

4.1. Noise Modelling

The noise levels were predicted for various scenarios:

- Night L_{A10} Noise – Includes nine cars idling in the drive-through and mechanical plant operating on low speed mode.
- Night L_{A1} Noise – Includes eighteen cars idling in the drive-through, speaker noise and a small delivery truck in the loading bay.
- Sunday Day L_{A10} Noise – Includes eighteen cars idling in the drive-through and mechanical plant operating at high speeds.
- Night L_{Amax} Noise – Includes noise from car doors.

4.2. Night L_{A10} Noise

The results for the Night L_{A10} Noise Scenario are provided in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor. The noise from vehicles alone would not be considered tonal due to the number of vehicles and variation in engine sounds over a representative period, or when combined with mechanical plant noise, therefore no adjustments have been applied.

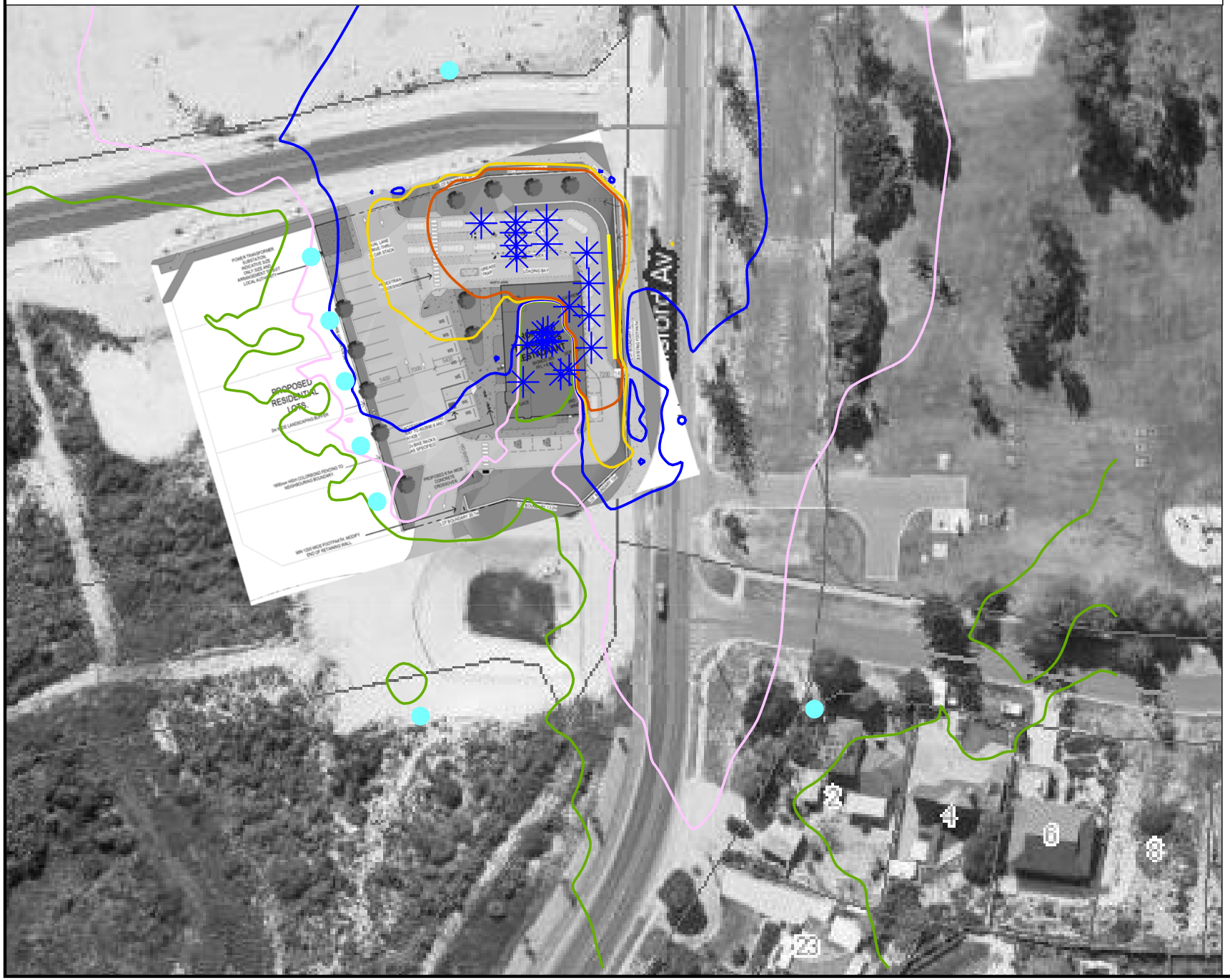
Table 4-1: Night L_{A10} Noise Predicted Levels, dB(A)

Receiver	Cars Idling	Mechanical Plant	Combined	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	37	25	**37**	**37**	*Complies*
2 Charnwood Av Level 1	37	27	**37**	**37**	*Complies*
Lot 53*	26	27	**29**	**39**	*Complies*
Lot 58*	39	29	**39**	**39**	*Complies*
Lot 59*	39	31	**39**	**39**	*Complies*
Lot 60*	38	33	**39**	**39**	*Complies*
Lot 61*	36	33	**37**	**39**	*Complies*
Lot 62*	34	33	**36**	**39**	*Complies*
Future Commercial	47	29	**47**	**60**	*Complies*

*Single storey future residence

Noise from nine idling cars and mechanical plant operating at low speeds is predicted to comply at all nearest receivers during the critical night period.

Figure 4-1 Night Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

=	34
=	39
=	44
=	49
=	54

Legend

- Receiver
- Point Source
- Fence/Wall

N

Scale 1:800

0 5 10 20 30 m

Project No: 24018673
Consultant: MN
Date: 25/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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4.3. Night L_{A1} Noise

The results for the Night L_{A1} Noise Scenario are provided in *Table 4-2* which includes noise from idling cars, speaker noise and a small delivery truck in the loading bay. It is assessed against the night-time L_{A1} assigned level due to the shorter duration of this noise source. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

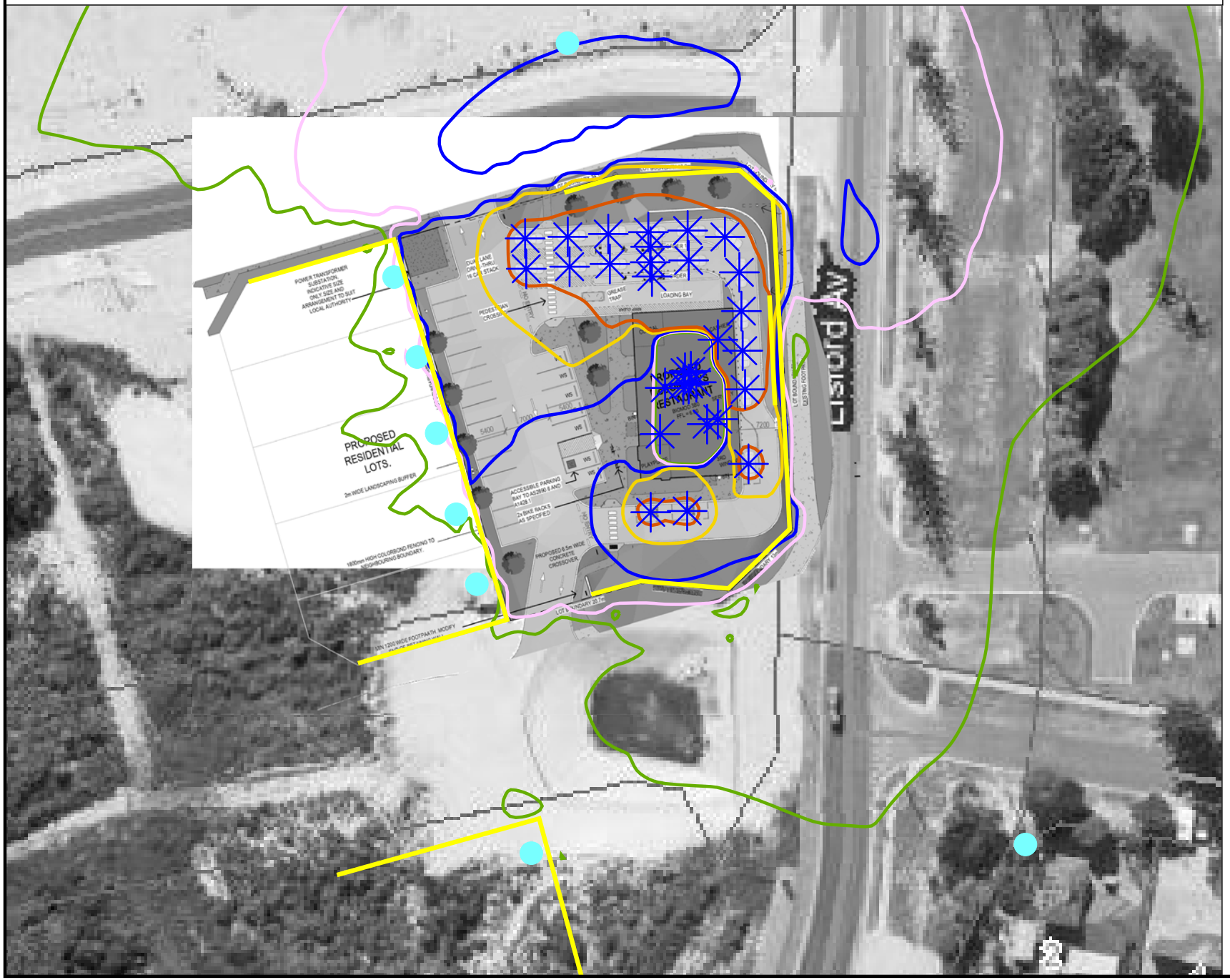
Table 4-2: Night L_{A1} Noise Predicted Levels, dB(A)

Receiver	Small Delivery Truck	Idling Cars	Speaker Noise	Total	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	21	41	6	**41**	**47**	*Complies*
2 Charnwood Av Level 1	22	41	6	**41**	**47**	*Complies*
Lot 53*	20	37	4	**37**	**49**	*Complies*
Lot 58*	43	44	33	**47**	**49**	*Complies*
Lot 59*	43	44	32	**47**	**49**	*Complies*
Lot 60*	43	43	30	**46**	**49**	*Complies*
Lot 61*	29	42	28	**42**	**49**	*Complies*
Lot 62*	27	41	27	**41**	**49**	*Complies*
Future Commercial	50	50	44	**54**	**75**	*Complies*

*Single storey future residence

Noise from the L_{A1} sources during the night period is predicted to comply at all nearest receivers during the critical night period. Although compliance is shown during the night period, it is recommended that deliveries are completed during daytime hours.

Figure 4-2 Night Noise Contour Plot (1.4m AGL), dB L_{A1}



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Consultant: MN
Date: 25/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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4.4. Sunday Day L_{A10} Noise

The results for the Sunday Day L_{A10} Noise Scenario are provided in *Table 4-3* which includes noise from eighteen idling cars and the mechanical plant operating at high speeds. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

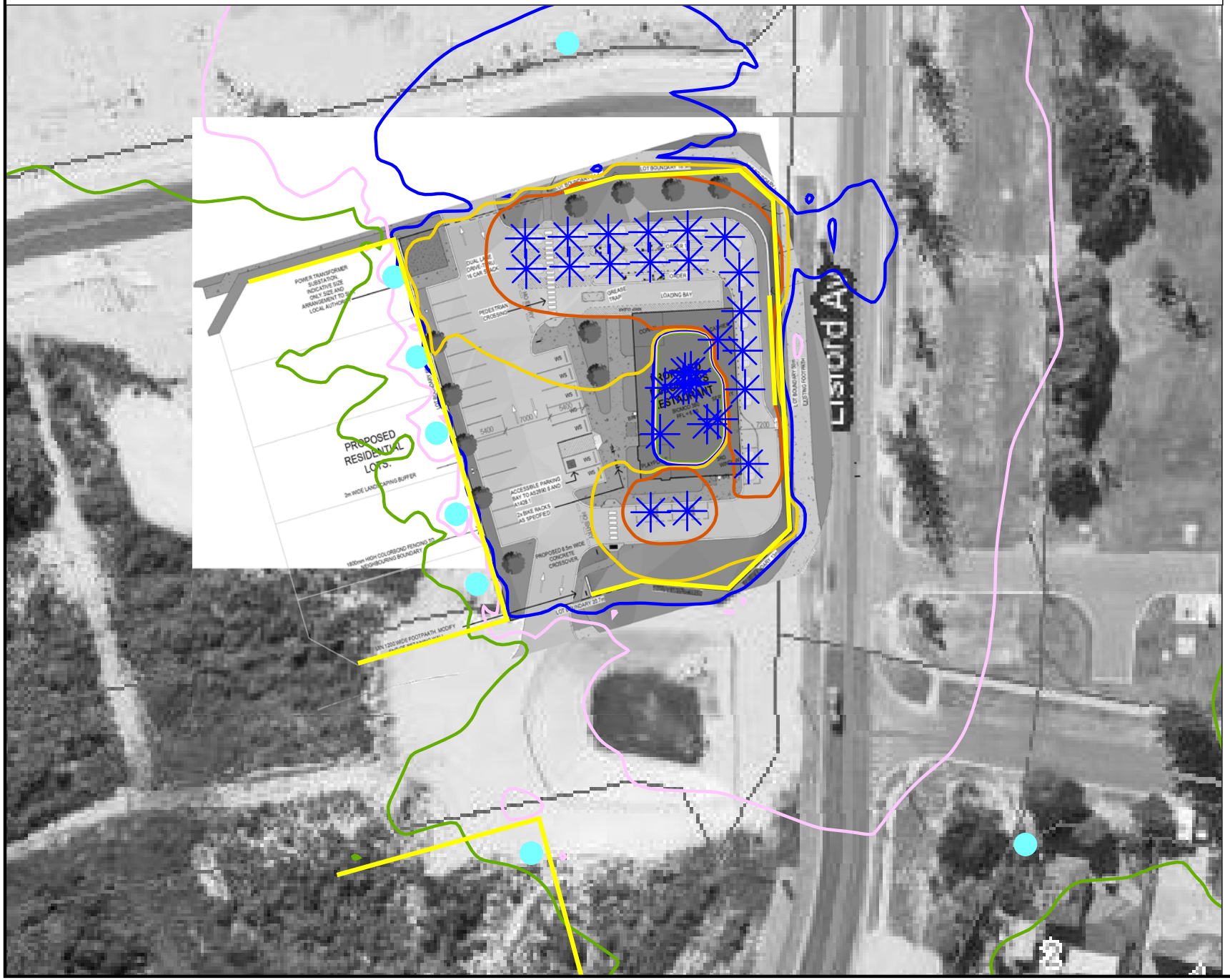
Table 4-3: Sunday Day L_{A10} Noise Predicted Levels, dB(A)

Receiver	Cars Idling	Mechanical Plant	Combined	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	41	28	**41**	**42**	*Complies*
2 Charnwood Av Level 1	41	29	**41**	**42**	*Complies*
Lot 53*	37	29	**38**	**44**	*Complies*
Lot 58*	44	31	**44**	**44**	*Complies*
Lot 59*	44	33	**44**	**44**	*Complies*
Lot 60*	43	35	**44**	**44**	*Complies*
Lot 61*	42	35	**43**	**44**	*Complies*
Lot 62*	41	35	**42**	**44**	*Complies*
Future Commercial	50	32	**50**	**60**	*Complies*

*Single storey future residence

Noise from eighteen idling cars and mechanical plant operating at high speeds is predicted to comply between 9.00am and 7.00pm on a Sunday.

Figure 4-3 Day Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 39
	= 44
	= 49
	= 54
	= 59

Legend

- Receiver
- Point Source
- Fence/Wall

N

Scale 1:800

0 5 10 20 30 m

Project No: 24018673
Consultant: MN
Date: 25/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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4.5. Night L_{Amax} Noise

The results for the Night L_{Amax} Noise Scenario are provided in *Table 4-4.* A noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor.

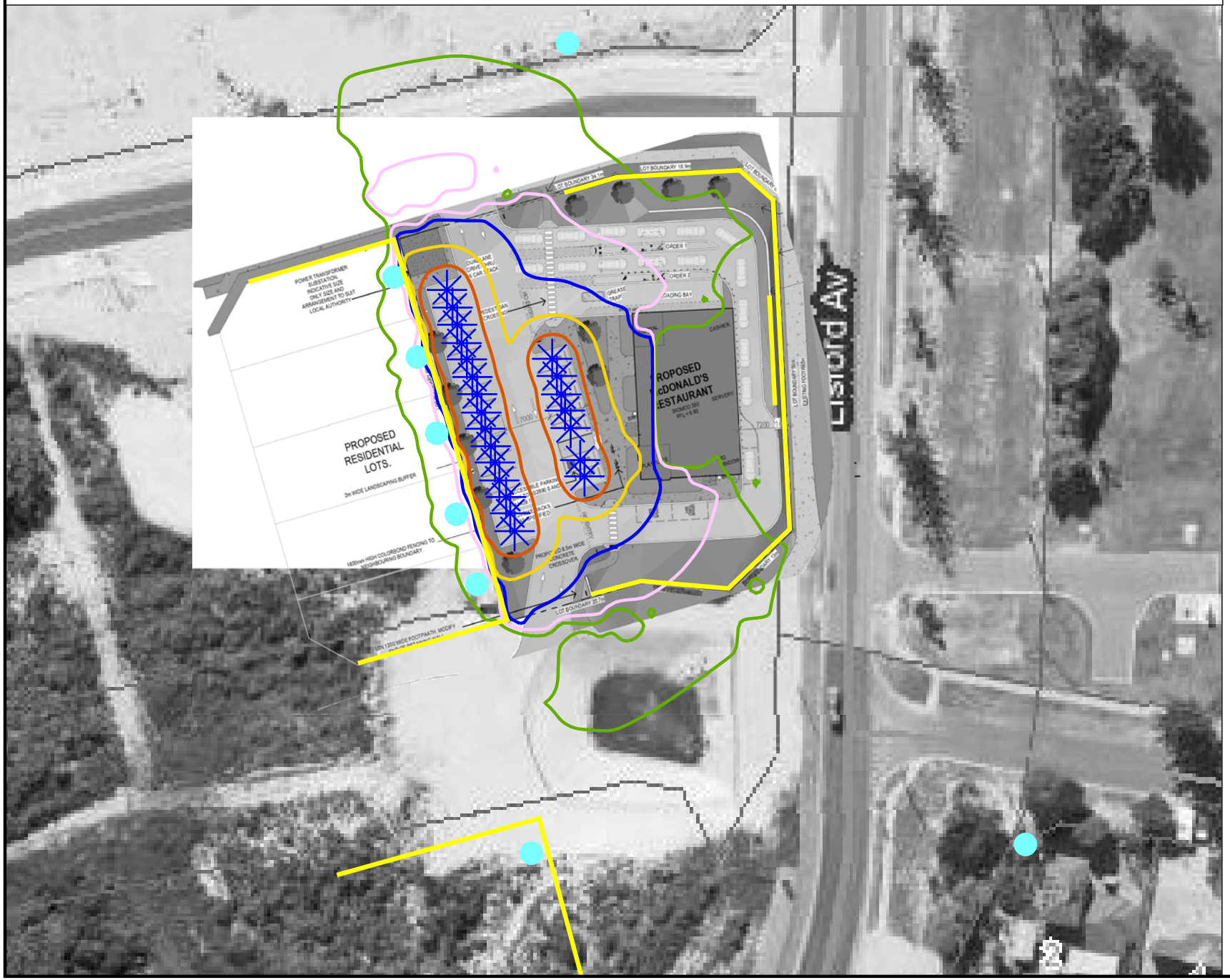
Table 4-4: Night L_{Amax} Noise Predicted Levels, dB(A)

Receiver	Car Door	Total Adjusted[#]	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	36	**46**	**57**	*Complies*
2 Charnwood Av Level 1	37	**47**	**57**	*Complies*
Lot 53*	35	**45**	**59**	*Complies*
Lot 58*	47	**57**	**59**	*Complies*
Lot 59*	48	**58**	**59**	*Complies*
Lot 60*	47	**57**	**59**	*Complies*
Lot 61*	46	**56**	**59**	*Complies*
Lot 62*	45	**55**	**59**	*Complies*
Future Commercial	43	**53**	**80**	*Complies*

[#]Includes + 10 dB adjustment for impulsiveness
*Single storey future residence

Noise from car doors are predicted to comply at all nearest receivers during the critical night period.

Figure 4-4 Night Noise Contour Plot (1.4m AGL), dB L_{Amax}



Predicted Noise level

=	44
=	49
=	54
=	59
=	64

Legend

- Receiver
- Point Source
- Fence/Wall

N

Scale 1:800

0 5 10 20 30 m

Project No: 24018673
Consultant: MN
Date: 25/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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5. CONCLUSION

The assessment has demonstrated compliance with the assigned levels as determined in accordance with the Environmental Protection (Noise) Regulations 1997 noting that single storey receivers have been used within the model for the future residences.

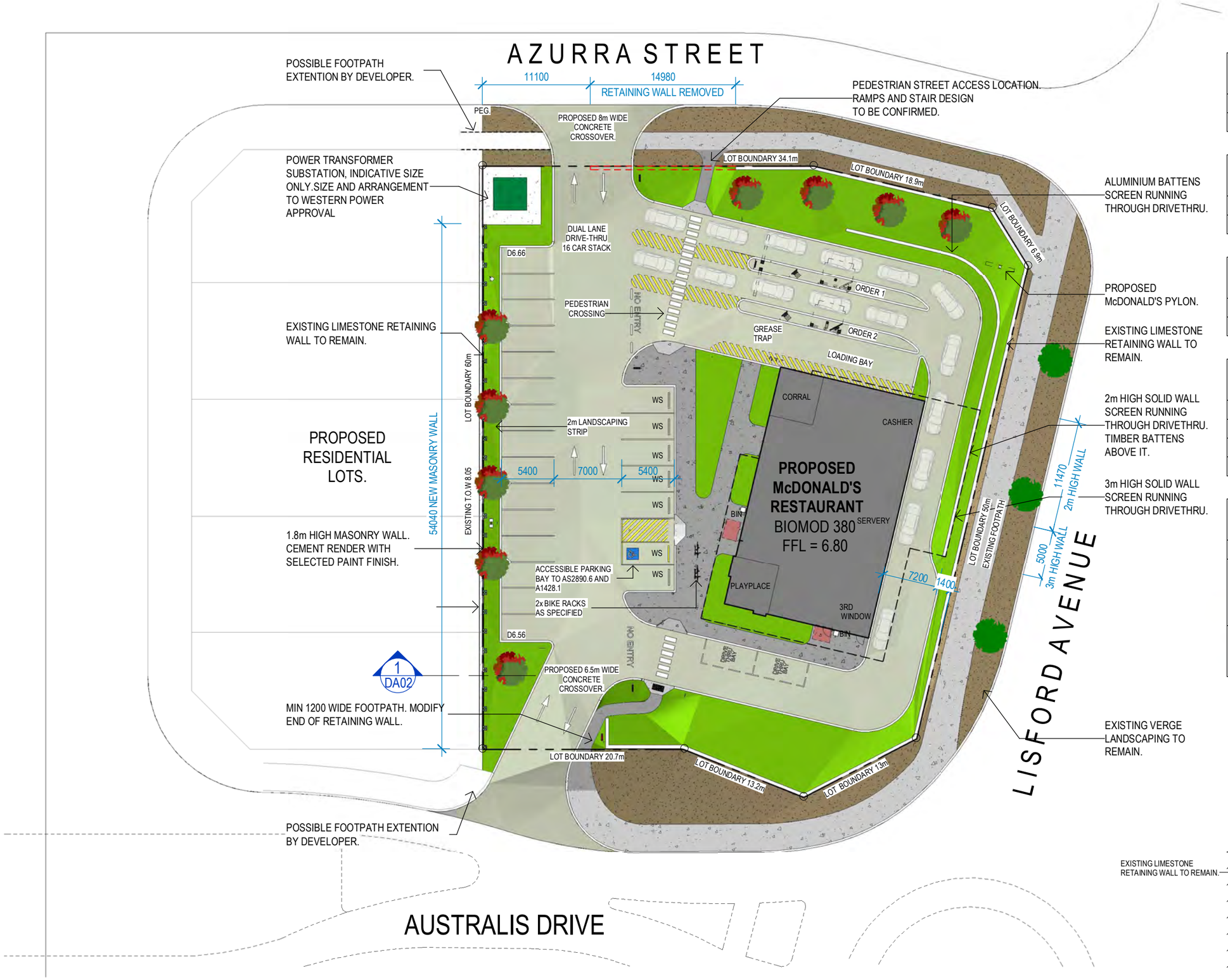
The mechanical plant sources were based on file data and manufacturer specifications provided from previous McDonald's Restaurants. Once the mechanical plant has been designed and selected, the noise levels should be reviewed prior to Building Permit to ensure compliance is achieved.

Regulation 14A provides requirements for the collection of waste, stating that this activity can be exempt from having to comply with *Regulation 7* prescribed standards, provided it is undertaken between 7am and 7pm Mondays to Saturdays and undertaken in the quietest reasonable manner. Collection outside of these hours will require a separate noise management plan.

To further minimise noise impacts, the following are provided for best practice:

- Deliveries:
  - All delivery vehicles are to be encouraged to have broadband type reversing alarms rather than standard tonal alarms;
  - Engines shall be turned off during delivery;
  - Deliveries are to be encouraged during the daytime rather than night-time;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

Appendix A – Development Plans



SITE AREA SCHEDULE

IDENTITY	AREA
LOT AREA	3,066m2

BUILDING GFA SCHEDULE

DESCRIPTOR	AREA m2
BUILDING GFA	380m2

SEATING SCHEDULE

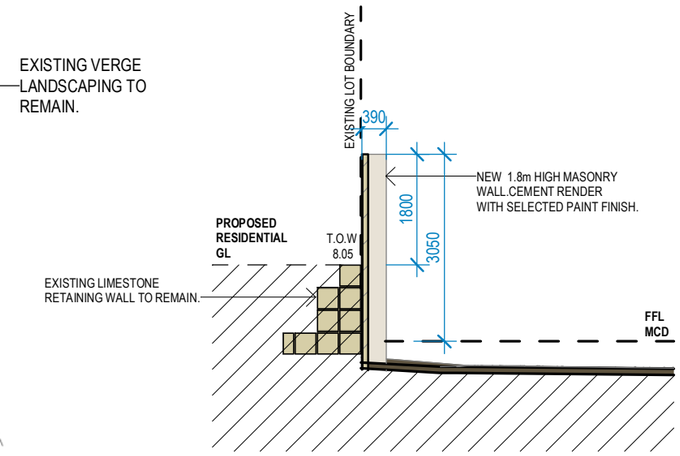
ROOM	SEATS
DINING ROOM	50

PARKING SUMMARY

TYPE	NO
ACCESSIBLE BAY	1
STANDARD BAY	21
WAITING BAY	2

LANDSCAPING LEGEND

COLOUR	DESCRIPTION
	NEW PROPOSED LANDSCAPING BY McDONALD'S 775m2 OR 25% OF OVERALL SITE
	EXISTING/PROPOSED LANDSCAPING BY DEVELOPER 535m2



1 DA02 DETAIL 1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.

Drawing Notes

North

Client
McDonald's Australia Limited
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☎ 02 9875 6666
Project Manager

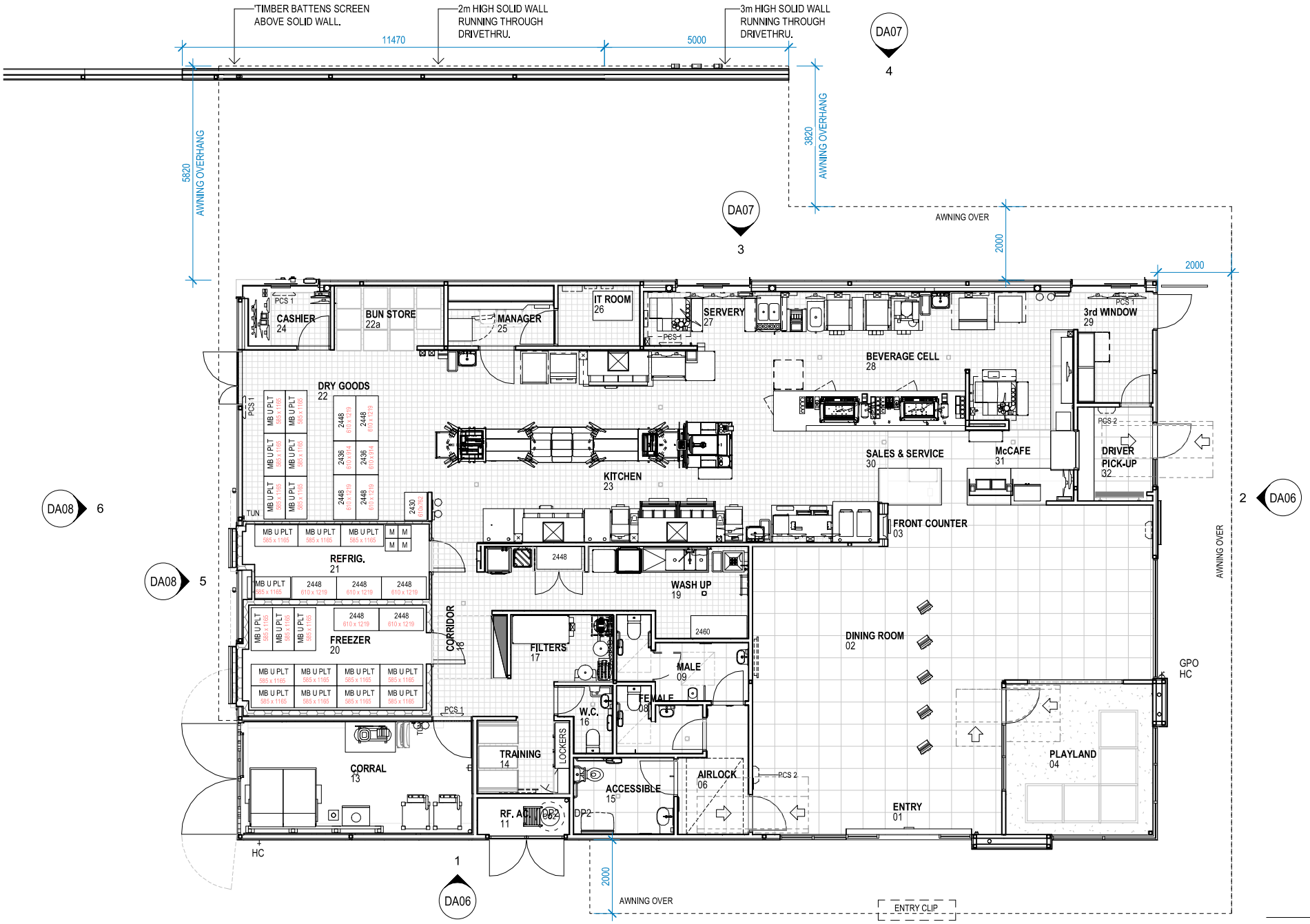
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: As indicated @ A3
Series: BIO MOD 380
Drawing: SITE PLAN
Project Number: 0868
Drawing Number: DA02
Issue: 0

File Name: D:\Documents\0868_McDONALDS-Two Rocks_SITE_R23_nicolelWMET6.rvt



DEVELOPMENT APPLICATION

Revisions

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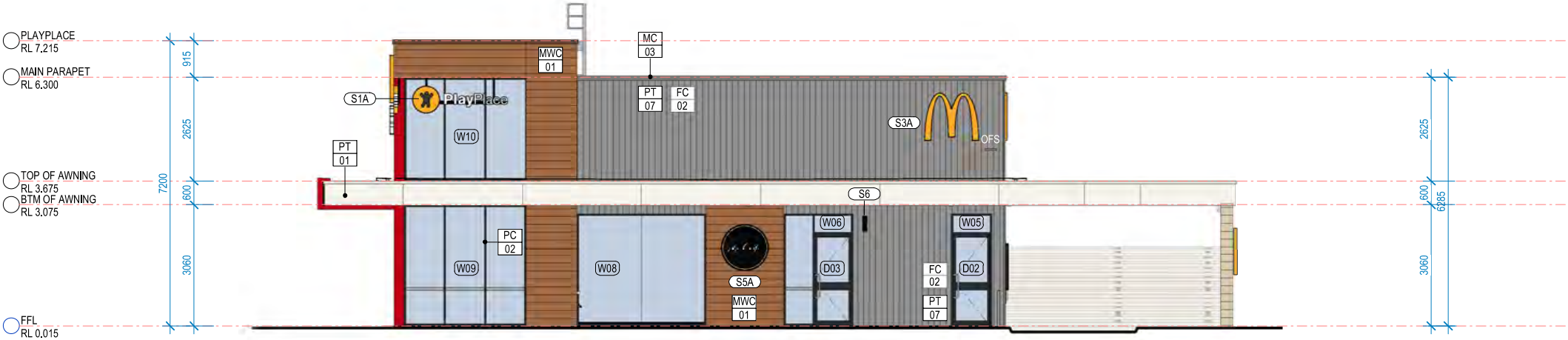
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
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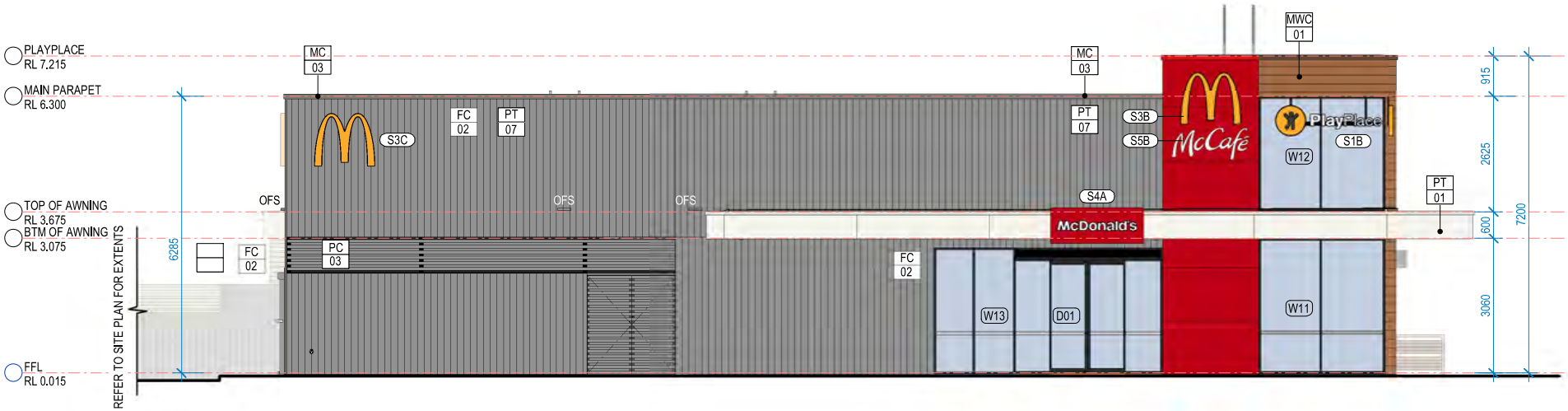
Drawing
FLOORPLAN

Project Number	Drawing Number	Issue
0868	DA04	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\MET6.rvt



FRONT ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

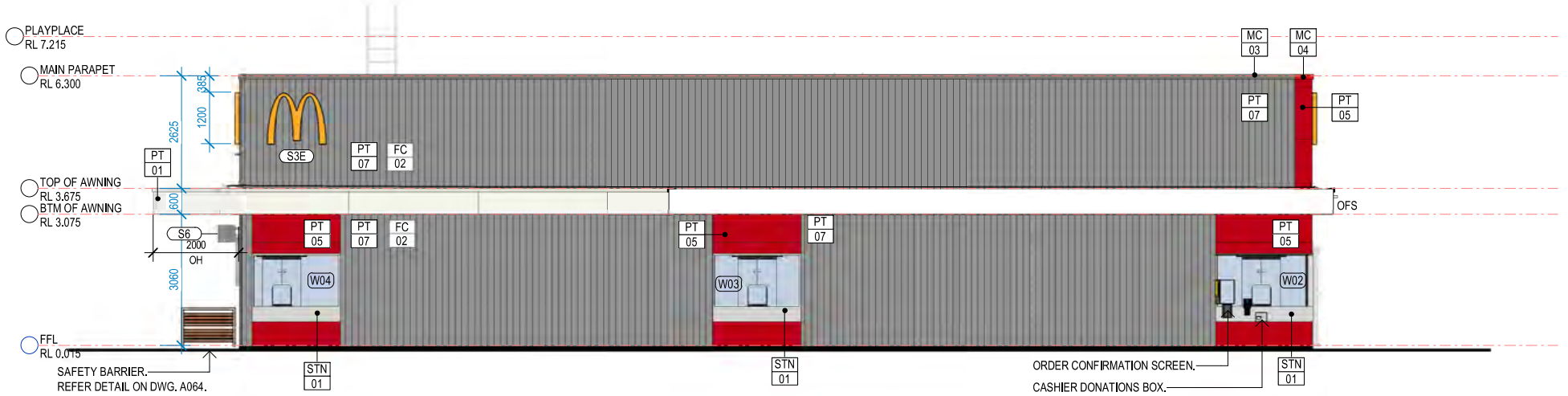
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Series
BIO MOD 380

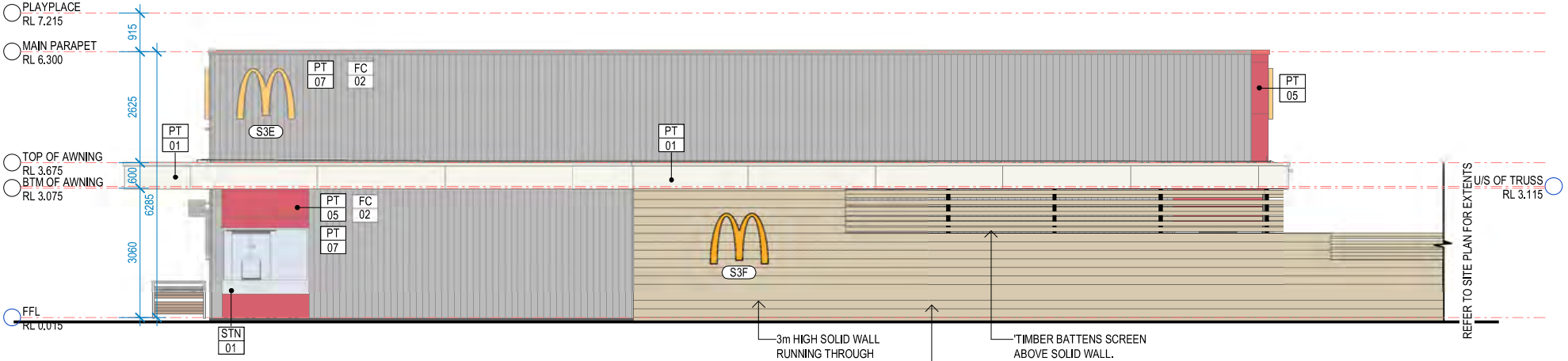
Drawing
FRONT & SIDE BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA06	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\MET6.rvt



DRIVETHRU ELEVATION
1 : 100



DRIVETHRU ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

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Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

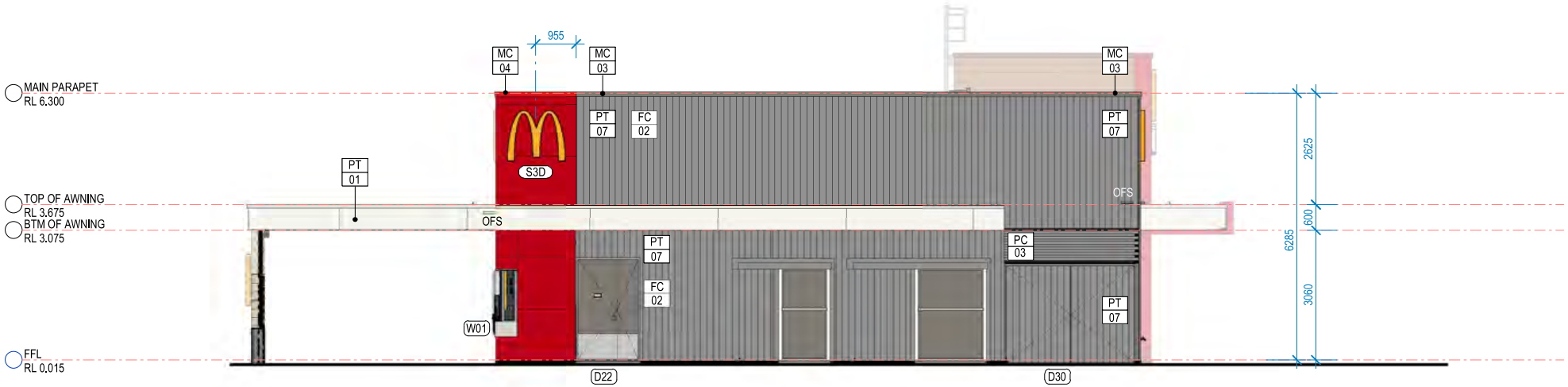
Scale
1 : 100 @ A3

Series
BIO MOD 380

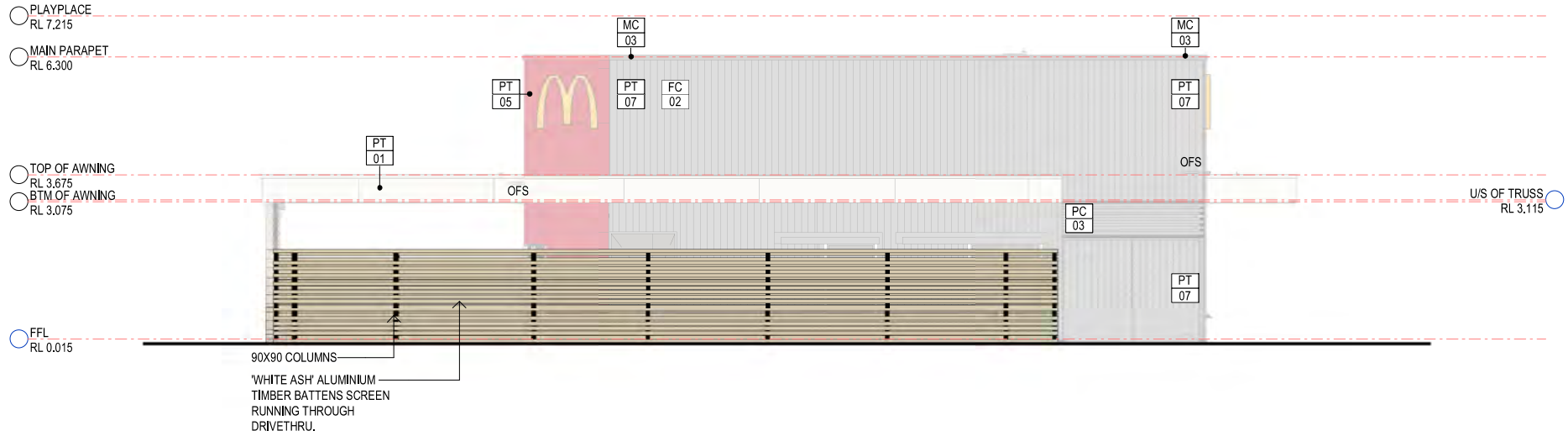
Drawing
DRIVETHRU BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA07	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\MET6.rvt



REAR ELEVATION
1 : 100



REAR ELEVATION
1 : 100

DEVELOPMENT APPLICATION

Revisions

Issue	Description	Date	Chk	Int
0	DA AS CLOUDED	06.02.2024	AJJ	NR

General Notes

Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.

Drawing Notes

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www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale
1 : 100 @ A3

Series
BIO MOD 380

Drawing
REAR BUILDING ELEVATIONS

Project Number
0868

Drawing Number
DA08

Issue
0

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Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a100m radius of the premises receiving the noise

$\%\text{TypeA}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a100m radius of the premises receiving the noise

$\%\text{TypeB}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for a major road (> 15,000 vpd) within 450m

= 6 for a major road within 100m

The nearest noise sensitive premises are grouped as follows:

- Future Residences (Lots 53-62)
- 2 Charnwood Avenue

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Future Residences	Type A - Industrial and Utility	0	0
	Type B – Commercial	28	3
2 Charnwood Avenue	Type A - Industrial and Utility	0	0
	Type B – Commercial	3	3

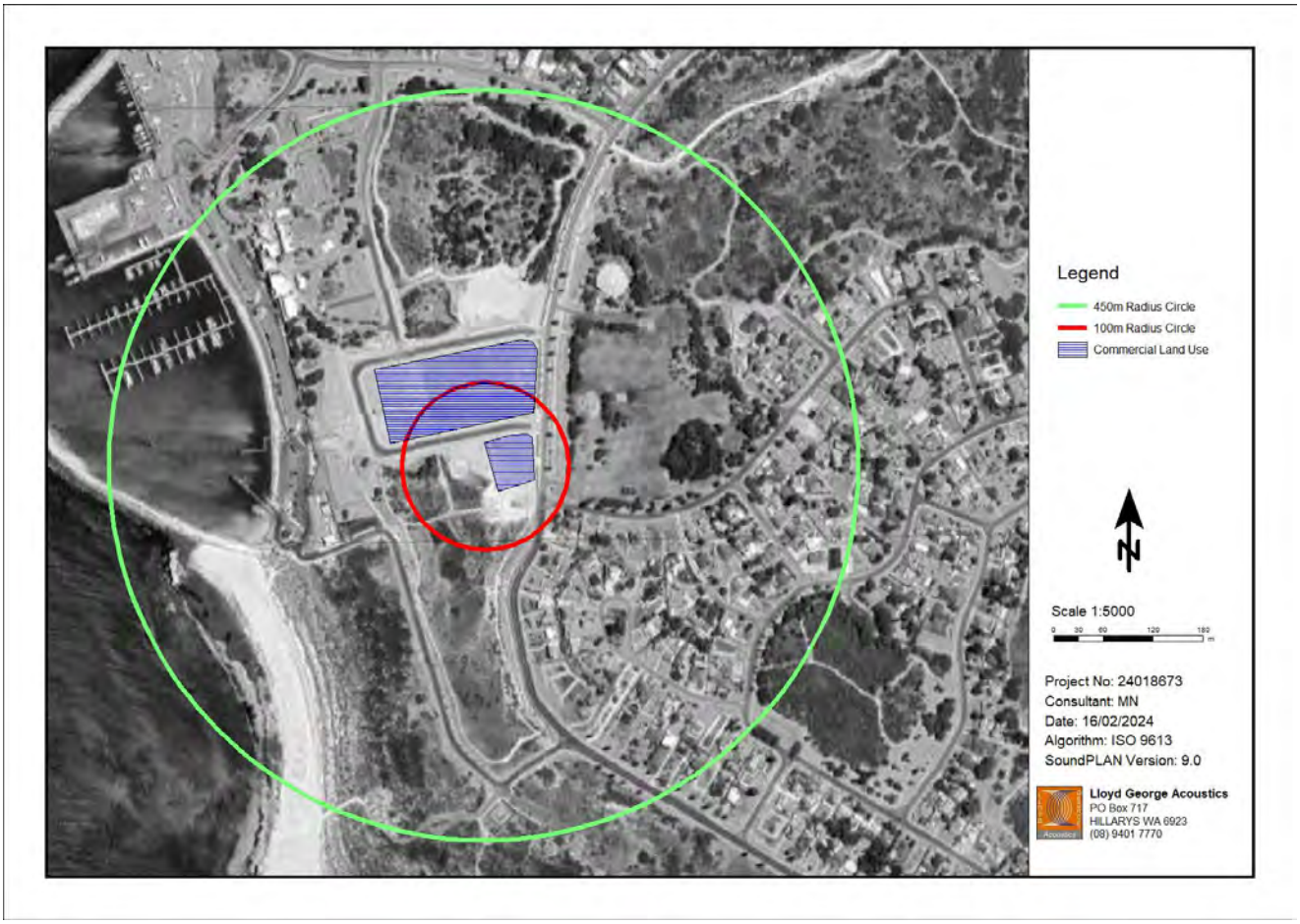


Figure B-1: Land Types within 100m and 450m Radii

From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-2* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Future Residences and 2 Charnwood Avenue	-	Two Rocks Road (6,471 2021/22 #52959)	-

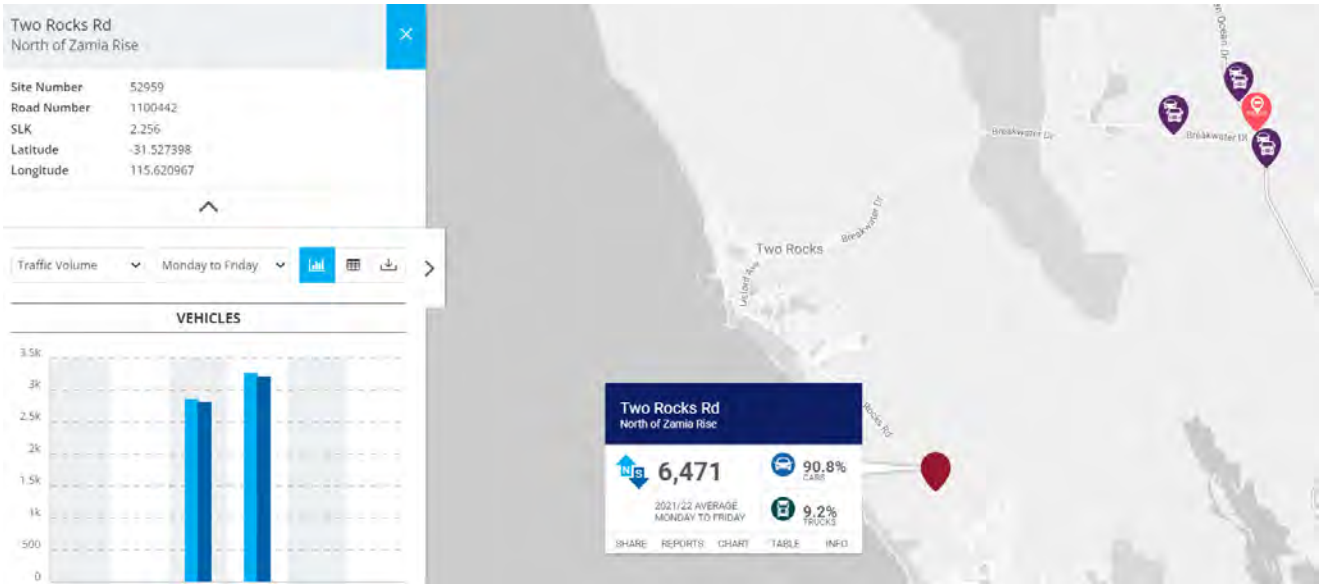


Figure B-2: MRWA Published Traffic Data

Table B-3 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-3: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Future Residences	0	1.6	2.0	**4**
2 Charnwood Avenue	0	0.3	2.0	**2**

The influencing factor calculated in *Table B-3* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

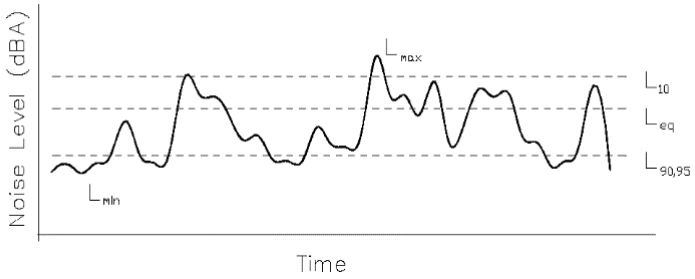
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

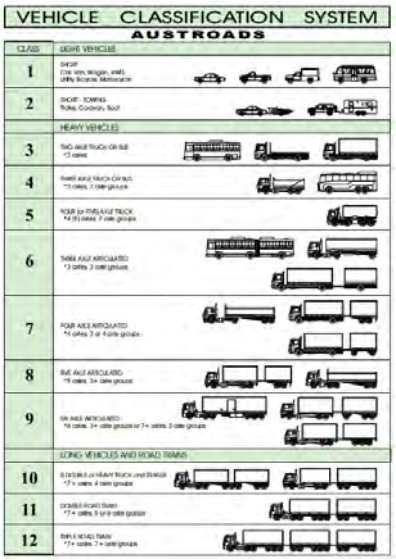
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

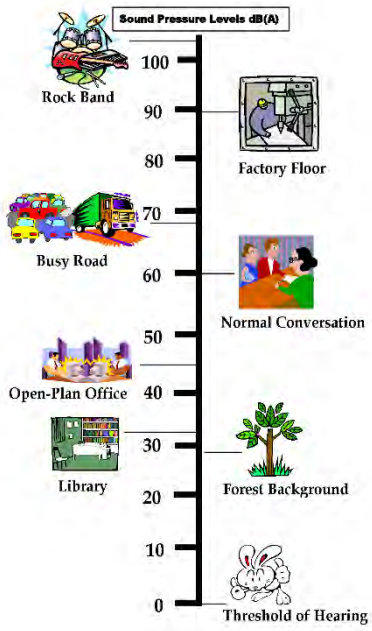
- **Chart of Noise Level Descriptors**



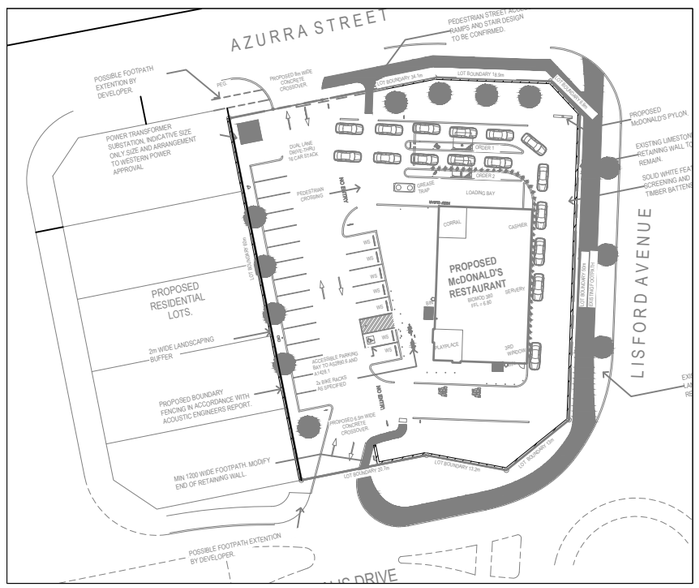
- **Austroads Vehicle Class**



- **Typical Noise Levels**



PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE, TWO ROCKS WA
OBTRUSIVE LIGHT ANALYSIS



SITE PLAN
SCALE: N.T.S.

GENERAL LIGHTING NOTES:

1. THIS DRAWING SET DEMONSTRATES COMPLIANCE WITH AS/NZS4282:2023 FOR THE PROPOSED LIGHTING ARRANGEMENT SHOWN, INCLUDING ILLUMINATED SIGN LUMINANCE LIMITS.
2. THE CARPARK AND PUBLIC SPACES COMPLIES WITH AS1158.3.1:2020 CAT PC1, PCD AND PCX.
3. ALL LUMINAIRE DATA IS SUPPLIED BY MANUFACTURER.
4. DESIGN SOFTWARE USE AGI32 V20.
5. ALL CALCULATIONS AND RESULTS PROVIDED ARE SUBJECT TO TOLERANCES IN ACCORDANCE WITH AS/NZS3827.1-1998 AND AS.NZS3827.2-1998 LIGHTING SYSTEM PERFORMANCE AND ACCURACY TOLERANCES.

OBTRUSIVE LIGHTING ANALYSIS:

6. COMPLIANCE WITH AS/NZS4282-2019 IS DEMONSTRATED FOR AN A4 ENVIRONMENTAL ZONE FOR NON-CURFEW AND CURFEW OPERATION (i.e. 24 HRS)
7. THE PLAYPLACE AND McCAFE SIGNS NOTED ON SHEET 3 OF THIS DRAWING SET ARE TO BE DIMMED TO 30% OUTPUT DURING CURFEW HOURS.
8. ALL ILLUMINATED SIGNAGE TO BE LIMITED TO 350cd/m^2 BY THE SIGN MANUFACTURER.
9. ALL OBTRUSIVE LIGHT ANALYSIS IS EVALUATED AT INITIAL FLUX.

Drawing List

Drawing Number	Sheet Number	Revision	Title
HA01684-E01	1	A	Title Page
HA01684-E01	2	A	Luminaire Layout
HA01684-E01	3	A	Obtrusive Light Analysis
HA01684-E01	4	A	Sign Luminance Calculations



LOCALITY PLAN
SCALE: N.T.S.

LIGHTING CERTIFICATION

LIGHTING CERTIFIED TO COMPLY WITH AS/NZS4282:2019 FOR NON-CURFEW AND CURFEW OPERATION IN AN A4 ENVIRONMENTAL ZONE.

* PUBLIC AREA LIGHTING COMPLIES WITH AS/NZS1158.3.1:2020 PC1, PCD, PCX.
* PLAYPLACE & McCAFE SIGNS SHOWN ON SHEET 3 TO BE DIMMED TO 30% OUTPUT DURING CURFEW.
* ALL LUMINAIRE DATA HAS BEEN SUPPLIED BY MANUFACTURER.

McDONALDS TWO ROCKS WA

MIES No. 280

Rev.	Date	Drn.	Description	Chkd.
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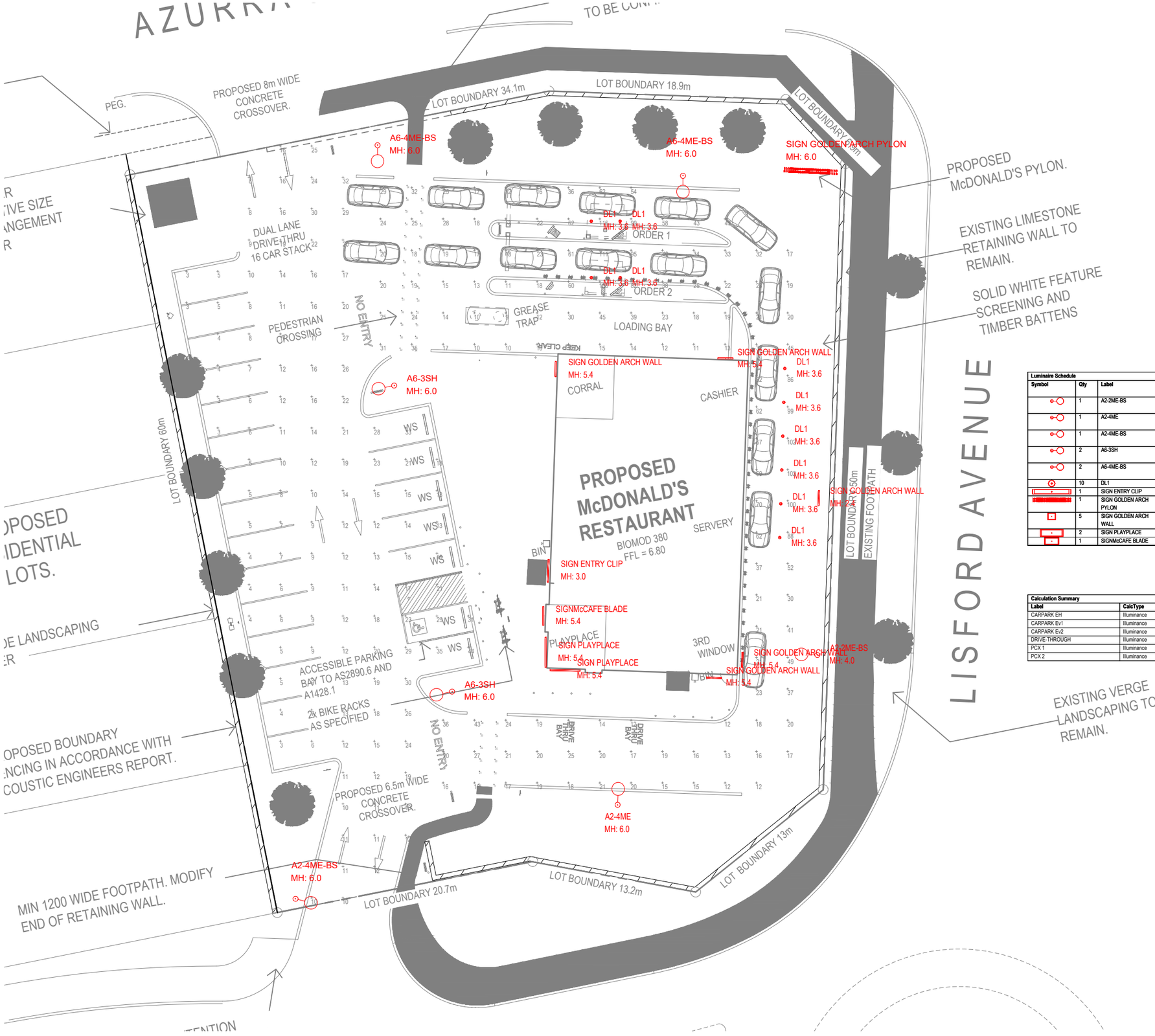
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Project:
PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE
TOW ROCKS WA

Title:
ELECTRICAL SERVICES
LIGHTING
TITLE PAGE

Drawn: SAF Chk SAF Date: 25/03/2024
Scale:
Drawing No. HA01684-E01-1 Rev A Size A3

Rubidium Light
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Loganholme QLD 4129
E admin@rubidiumlight.com.au



Luminaire Schedule							
Symbol	Qty	Label	Description	LLF	Luminaire Lumens	Luminaire Watts	Filename
	1	A2-2ME-BS	46W LED AREA LIGHT ON 4m POLE - ADLT XSPSM-D-HT-2ME-5L-40K7-UL-SV-N w_XA-SPR3BLS_PL12759-001B	0.000	4193	46.15	XSPSM-D-HT-2ME-5L-40K7-UL-SV-N w_XA-SPR3BLS_PL12759-001B.ies
	1	A2-4ME	47W LED AREA LIGHT ON 6m POLE - ADLT XSPSM-D-HT-4ME-5L-40K7-UL-SV-N_PL12485-001B	0.000	5256	47.28	XSPSM-D-HT-4ME-5L-40K7-UL-SV-N_PL12485-001B.ies
	1	A2-4ME-BS	24W LED AREA LIGHT ON 4m POLE ADLT XSPSM-D-HT-4ME-5L-40K7-UL-SV-N-Q1 w_XA-SPR3BLS_CONFIGURED	0.000	2250	24	XSPSM-D-HT-4ME-5L-40K7-UL-SV-N-Q1 w_XA-SPR3BLS_CONFIGURED.ies
	2	A6-3SH	94W LED AREA LIGHT ON 6m POLE ADLT XSPE023SHE40K_94W	0.000	10457	94	XSPE023SHE40K_94W-PL11703-030.IES
	2	A6-4ME-BS	95W LED AREA LIGHT ON 6m/8m POLE - ADLT XSPMD-D-HT-4ME-12L-40K7-Ux-SV-N W_XA-SP1BLS	0.000	8625	95	XSPMD-D-HT-4ME-12L-40K7-Ux-SV-N W_XA-SP1BLS_CONFIGURED.ies
	10	DL1	25W DOWNLIGHT IN SOFFIT	0.000	2755	27	DR-8-28C120T-4000K.IES
	1	SIGN ENTRY CLIP	1811 x 221	0.000	1300	26.6321	PP-6X6-28S90 4000K.IES
	1	SIGN GOLDEN ARCH PYLON	6m PYLON SIGN	0.000	N.A.	N.A.	N.A.
	5	SIGN GOLDEN ARCH WALL	1371 x 1200mm	0.000	2400	26.6321	PP-6X6-28S90 4000K.IES
	2	SIGN PLAYPLACE	2400 x 690	0.000	3400	26.6321	PP-6X6-28S90 4000K.IES
	1	SIGNMcCAFE BLADE	1492 x 700	0.000	3850	26.6321	PP-6X6-28S90 4000K.IES

Calculation Summary						
Label	CalcType	Avg	Max	Min	Min/Avg	Max/Avg
CARPARK EH	Illuminance	13.96	44	3	N.A.	3.15
CARPARK Ev1	Illuminance	N.A.	17	4	N.A.	N.A.
CARPARK Ev2	Illuminance	N.A.	15	3	N.A.	N.A.
DRIVE-THROUGH	Illuminance	32.95	116	9	N.A.	3.52
PCX 1	Illuminance	N.A.	42	17	N.A.	N.A.
PCX 2	Illuminance	N.A.	38	17	N.A.	N.A.

Rev.	Date	Drn.	Description	Chkd.
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Project:
PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE
TOW ROCKS WA

Title:
ELECTRICAL SERVICES
LIGHTING
LUMINAIRE LAYOUT

Drawn: SAF Chk SAF Date: 25/03/2024
Scale:
Drawing No. HA01684-E01-2 Rev A Size A3

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FILENAME: HA01684 - 1 CURFEW DIMMED
25/03/2024 2:18:43 PM

ILLUMINANCE

MAXIMUM ALLOWABLE VALUE: 5 LUX

CALCULATIONS TESTED (9):

CALCULATION LABEL	TEST RESULTS	MAX. ILLUM.
REL BDY PROPOSED RESIDENTIAL_ILL_SEG1	PASS	5
REL BDY LISFORD AVE_ILL_SEG1	PASS	0
REL BDY LISFORD AVE_ILL_SEG2	PASS	0
REL BDY LISFORD AVE_ILL_SEG3	PASS	0
REL BDY LISFORD AVE_ILL_SEG4	PASS	0
REL BDY LISFORD AVE_ILL_SEG5	PASS	0
REL BDY LISFORD AVE_ILL_SEG6	PASS	0
REL BDY AZURRA STREET_ILL_SEG1	PASS	1
REL BDY AZURRA STREET_ILL_SEG2	PASS	3

LUMINOUS INTENSITY (CD) AT VERTICAL PLANES

MAXIMUM ALLOWABLE VALUE: 2500 CD

CALCULATIONS TESTED (9):

CALCULATION LABEL	TEST RESULTS
REL BDY PROPOSED RESIDENTIAL_CD_SEG1	PASS
REL BDY LISFORD AVE_CD_SEG1	PASS
REL BDY LISFORD AVE_CD_SEG2	PASS
REL BDY LISFORD AVE_CD_SEG3	PASS
REL BDY LISFORD AVE_CD_SEG4	PASS
REL BDY LISFORD AVE_CD_SEG5	PASS
REL BDY LISFORD AVE_CD_SEG6	PASS
REL BDY AZURRA STREET_CD_SEG1	PASS
REL BDY AZURRA STREET_CD_SEG2	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 3.0 %

Calculated UWLR: 11.6 % (INCLUDING SIGNS)
Test Results: PASS

Rev.	Date	Drn.	Description	Chkd.
0			ISSUED FOR APPROVAL	

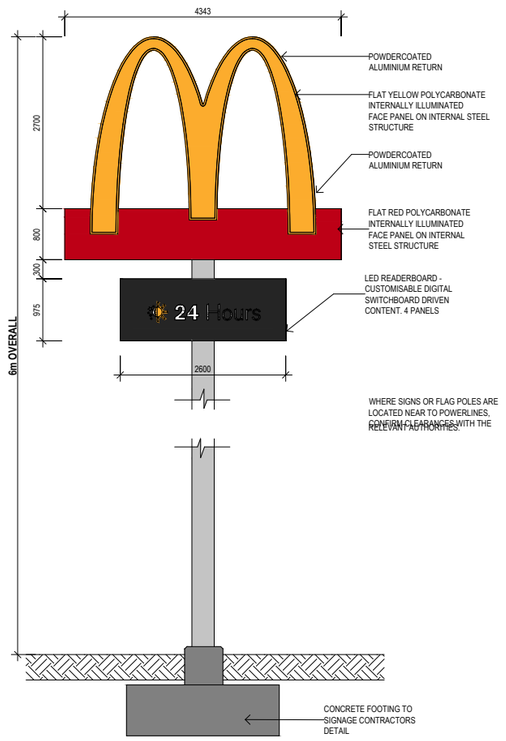
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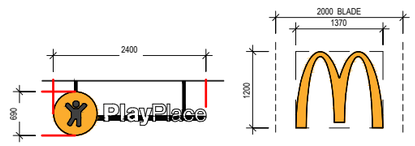
Project:
PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE
TOW ROCKS WA

Title:
ELECTRICAL SERVICES
LIGHTING
OBTRUSIVE LIGHT ANALYSIS

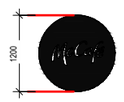
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Scale:
Drawing No. HA01684-E01-3 Rev A Size A3

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McDonalds Two Rocks - Sign Luminance Calculations

	ILLUMINATED AREA	INSTALLED MODULES	LUMENS	COLOUR	SIGN Tx FACTOR	EXITANCE (LUMENS PER SQ.M)	L (diffuse) EXITANCE/PI LIMIT 2500
PYLON SIGN ARCH	6.784	696	34800	YELLOW	0.7	5130	1144
PYLON SIGN RED KEYSTONE	6.954	518	25900	RED	0.5	3724	593
WALL ARCH	0.5	48	3600	YELLOW	0.7	7200	1605
PLAYPLACE	3.111	112	8400	WHITE / YELLOW	0.7	2700	602
ENTRY CLIP	0.3978	130	812.5	RED	0.5	2042	325
McCAFE BLADE	1.0444	77	5775	WHITE / BLACK	0.7	5529	1233
BUTTON	1.1304	68	5100	WHITE / BLACK	0.7	4512	1006

TABLE 3.3

MAXIMUM LUMINOUS INTENSITIES PER LUMINAIRE

Zone	Luminous intensity (*I*), cd		
	Non-curfew L1	Non-curfew L2	Curfew
A0	See Note	See Note	0
A1	2 500	5 000	500
A2	7 500	12 500	1 000
A3	12 500	25 000	2 500
A4	25 000	50 000	2 500
TV	100 000	150 000	0

NOTE: For A0, *I* shall be as close to zero as practicable without impacting safety considerations.

...r 06 2019 for Committee and Standard...
...org on Wed Mar 06 2019 for Committee and S...
...Research Org on Wed Mar 06 2019 for Committee...

Rev.	Date	Drn.	Description	Chkd.
0			ISSUED FOR APPROVAL	

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Project:
PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE
TOW ROCKS WA

Title:
ELECTRICAL SERVICES
LIGHTING
SIGN DETAILS

Drawn: SAF Chk SAF Date: 25/03/2024
Scale:
Drawing No. HA01684-E01-4 Rev A Size A3

Rubidium Light
A 13 Omaru Street
Loganholme QLD 4129
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Engineering a better future for over 20 years!

McDonald's Restaurant, Lot 703 Lisford Avenue, Two Rocks

Transport Impact Assessment

PREPARED FOR:
McDonald's Australia Limited

June 2024

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	19/02/2024	Draft
Vladimir Baltic	r01a	B Bordbar	29/02/2024	Final
M Rasouli	r01b	B Bordbar	10/06/2024	Minor Revisions

File name: t24.015.mr.r01b

Author: M Rasouli

Project manager: Behnam Bordbar

Client: McDonald's Australia Limited

Project: McDonald's Restaurant, Two Rocks

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1 Summary

This Transport Impact Assessment (TIA) report has been prepared with respect to the proposed McDonald's family restaurant at Lot 703 Lifford Avenue in Two Rocks, City of Wanneroo. The Lot 703 is located at the northwestern corner of the existing intersection of Lis ford Avenue/Charnwood Avenue.

The development proposal includes construction of a new fast-food restaurant with a dual-lane drive-through facility at the subject site.

As part of the development proposal a two-point access system is proposed to serve the restaurant with accesses off (future) Australis Drive at the south side and Azzurra Street at the north side of the site.

In accordance with the WAPC document "*Transport Impact Assessment Guidelines for Developments, Volume 4 – Individual Developments (2016)*" a Transport Impact Assessment is required for developments that are likely to generate high volumes of traffic and, therefore, would have a high overall impact on the surrounding land uses and transport networks.

The aim of this Transport Impact Assessment (TIA) is to estimate the traffic which will be generated by the development and establish the resultant traffic pattern on the surrounding road network. This assessment will include the capacity analysis of the two access points on Australis Drive and Azzurra Street including the adjacent, yet to be constructed, roundabout intersection of Lisford Avenue/Charnwood Avenue/ Australis Drive.

During the preparation of this report Transcore sourced information from the project associated with the subject site previously worked on in cooperation with the City of Wanneroo.

During the preparation of this report, Transcore has reviewed the following relevant reports and studies:

- Yanchep Two Rocks District Structure Plan (November 2010); and,
- Two Rocks Town Centre Structure Plan Agreed Structure Plan 70.

2 Introduction

This TIA has been prepared by Transcore on behalf of McDonalds Australia with regards to the proposed McDonald's restaurant at Lot 703 Lisford Avenue in Two Rocks, City of Wanneroo.

The subject site (approximately 3,066m^2) occupies space on the western side of Lisford Avenue, between Azzurra Street and the, yet to be constructed, Australis Drive, as shown in **Figure 1**. The site is also located a shorth distance southeast of the Two Rocks Marina complex. The subject site is presently vacant with the immediately surrounding road network currently under construction.



Figure 1: Location of the subject site

The key issues that will be addressed in this report include the traffic generation of the proposed development, review of the proposed site crossovers and capacity analysis the proposed two site's crossovers and the adjacent intersections of Lisford Avenue/Azzurra Street and (future) Lisford Avenue/Charnwood Avenue/Australis Drive. It should be noted that, once constructed, Australis Drive will feature as a new, western leg, of the planned roundabout intersection which is currently operating in form of a priority-controlled, T-intersection of Lisford Avenue/Charnwood Avenue.

The location of the subject site within the *Metropolitan Region Scheme* context is illustrated in **Figure 2**. Review of the *MRS* confirms that all roads surrounding the subject site, except the Lisford Avenue, are local roads under care and control of City

of Wanneroo. Lisford Avenue is classified as an *"Other Regional Road"* under control of WAPC. The subject site is zoned as *"Urban"* in the *MRS*.

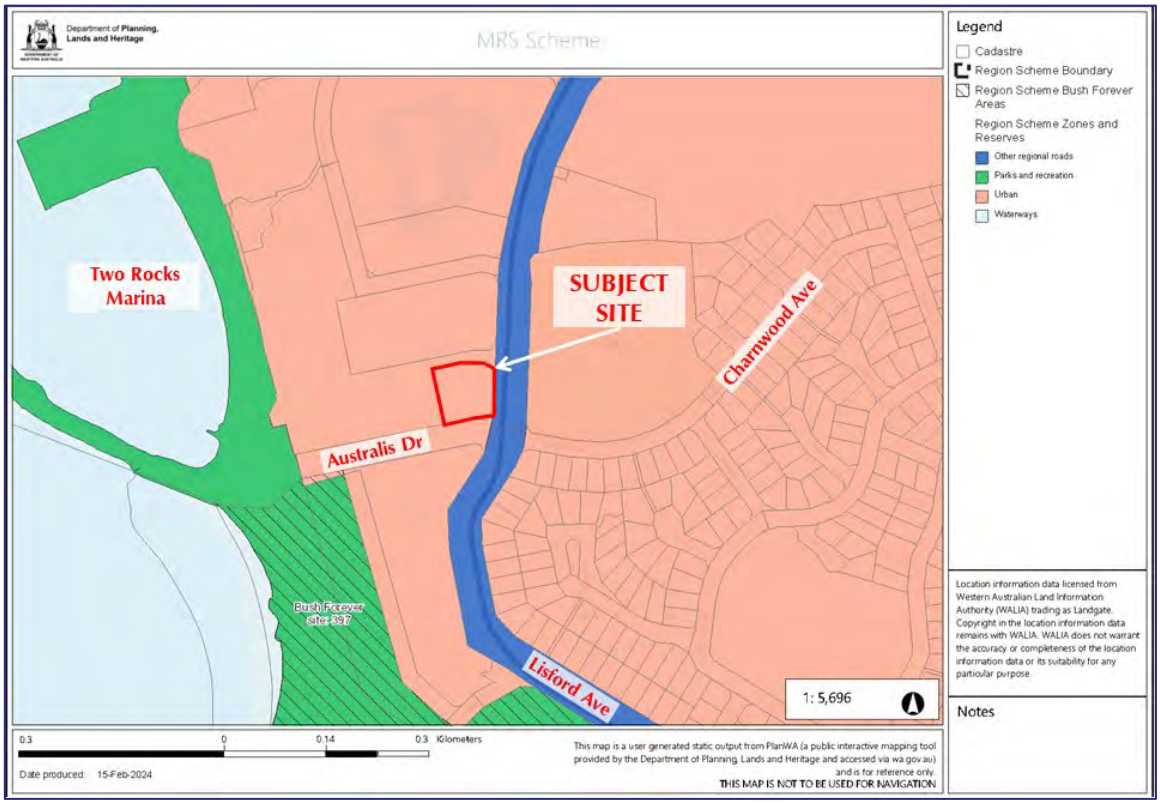


Figure 2. Site location within the Metropolitan Region Scheme

The immediately surrounding locality is currently being developed and local road network completed in line with the approved Two Rocks Town Centre Structure Plan for this area.

3 Development Proposal

The development proposal contemplates construction of a new McDonald's restaurant with a dual-lane drive through facility. The two drive-through lanes merge into a single lane incorporating a cashier and servery facility. The proposed McDonald's building floor area is approximately 380m^2 GFA.

The proposed McDonald's restaurant will provide a total of 22 car parking bays (including one ARCOD bay) for the use of customers and staff. Two additional waiting bays are also provided near the exit from the drive-through facility.

The drive-through facility entails a combined stacking length sufficient to accommodate at least 16 standard size passenger vehicles.

Two bike rails are provided immediately in front of the restaurant for patrons cycling to the site.

A loading bay is proposed at the northern side, between the restaurant building and the drive-through facility. Refer **Appendix A** for more details.

The proposed McDonald's restaurant is intended to be served by a two-point access system, as follows:

- A full-movement crossover on Azzurra Street at the northern end of the site, approximately 50m west of the Lisford Avenue intersection; and,
- A full-movement crossover on (yet to be constructed) Australis Drive at the southern end of the site, approximately 30m west of the (future) Lisford Avenue/Charnwood Avenue/Australis Drive roundabout, currently featuring as a priority-controlled T-intersection of Lisford Avenue/Charnwood Avenue.

It has been advised that medium size rigid service vehicles of 12.5m in length would be used for deliveries to the restaurant, while waste collection will be likely be undertaken using 8.8m long front loader waste collection trucks. The swept path assessments of the 12.5m rigid service vehicle, as a larger of the two vehicles, was undertaken to assess the suitability of the site to accommodate such vehicles. The relevant turn path plans are presented in **Appendix B.**

For the purpose of the traffic assessment, it is assumed that the proposed McDonald's restaurant would be completed and fully operational by the end of 2026.

4 Existing Situation

The subject site occupies space on the western side of Lisford Avenue, between Azzurra Street and Australis Drive. Australis Drive is planned as an east-west road which, once constructed, will form a western leg of the future Lisford Avenue/Charnwood Avenue/Australis Drive single-lane roundabout immediately southeast of the subject site. Australis Drive will bound the site along the southern side once constructed.

4.1 Existing Road Network

Lisford Avenue (northern extension of Two Rocks Road), at this locality, is constructed as a single-carriageway, two-way road, approximately 8.6m wide with a shared path along the western and a footpath along the eastern side. Section north of Blaxland Avenue is classified as a *District Distributor B* in the Main Roads WA *Functional Road Hierarchy* document.

It is however expected that with the planned carriageway duplication its classification will be upgraded to be consistent with the *Regional Distributor* classification of Two Rocks Road further to the south.

Lisford Avenue is covered by an *Other Regional Road* reservation (also known as *Blue Roads*) in the Metropolitan Region Scheme with the ultimate planning authority for this road being WAPC.

Australis Drive is the future road bounding the site along the southern side and is planned as a westbound extension of Charnwood Avenue providing another access to the Two Rocks Marina complex. Australis Drive entails a 30m wide reservation. According to the approved structure plan strategy, Australis Drive is intended to be classified as a *Local Distributor*.

Australis Drive is planned in form of a two-lane, boulevard-style road with a wide median, on-street cycling lanes and a shared path along the northern side.

Once constructed, Australis Drive will form a four-way roundabout intersection with Charnwood Avenue and Lisford Avenue at the southeast corner of the subject site, as it is envisaged in the *Two Rocks Town Centre Structure Plan*.

Azzurra Street is a recently constructed semi-circular road bounding the site along the northern side. It is built as a single-carriageway, two-lane road with a 7.4m wide trafficable width and embayed parallel parking along both sides. Footpaths on both sides of the road are in place to facilitate pedestrian traffic.

According to the approved structure plan strategy, Azzurra Street is intended to be classified as an *Access Street*.

Once fully constructed, Lisford Avenue/Charnwood Avenue/Australis Drive will form a single-lane roundabout adjacent to the site.

Azzurra Street forms a priority-controlled T-intersection with Lisford Street adjacent to the site.

4.2 Existing Traffic Volume on Roads

According to the latest available traffic count data sourced from Main Roads WA, Two Rocks Road (about 6km south of the subject site) carried about 6,470vpd in 2021/22. Heavy vehicles represented approximately 9.2% of the total traffic mix.

4.3 Heavy Vehicles

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations, which is managed by Main Roads WA. All roads surrounding the subject site including section of Lisford Avenue (adjacent to the site) are classified as RAV Network 1 as shown **Figure 3**.

The RAV 1 Network classification permits operation of semi-trailers of up to 19m and short B-Doubles of up to 20m on these roads. However, Lisford Avenue, south of Marcon Street, is classified as RAV 4 road, designed to carry heavy vehicle combinations of up to 27.5m in length.



Figure 3. Existing heavy vehicle road network classification (RAV)

4.4 Public Transport Access

Existing bus route 490 (Butler Train Station to Two Rocks) runs along Lisford Avenue with bust stops immediately adjacent to the subject site. It provides 20min service during weekday peak periods and hourly service during the rest of the day, on weekends and public holidays.

4.5 Pedestrian and Cyclist Facilities

The existing pedestrian and cyclist paths are discussed in Section 4.1of the report.

4.6 Crash Data

The Main Roads WA website includes *summary crash history* data for all roads and intersections that recorded crashes over the 5-year period ending 31 December 2022.

No crashes were recorded at the Lisford Avenue/Charnwood Avenue intersection during this period.

A total of two crashes were recorded on Lisford Road during this period; both mid-blocks, about 70m south of the site. The two crashes were recorded as "Head on, Hospital" and "Hit object, PDO Major, Medical".

5 Changes to Surrounding Transport Networks

The immediately adjacent road network to the subject site is currently under construction in line with the relevant structure plan provisions.

According to the *Yanchep Two Rocks District Structure Plan* Lisford Avenue is classified as an *Integrator Arterial A* (formerly: *District Distributor A*) road with approximately 40m wide road reservation. In the *Two Rocks Town Centre Structure Plan* it is indicated as a District Distributor A south of the Australis Drive/Charnwood Avenue intersection and District Distributor B north of this intersection, adjacent to the subject site. It is forecast to carry between 8,000vpd (northern end) and 16,000vpd (southern end) once the area is fully developed (i.e., long-term time horizon).

Based on its classification and the estimated future traffic load, it is anticipated that, once the locality is fully developed or the traffic load reaches appropriate thresholds, Lisford Avenue will be upgraded to a four-lane divided road (Integrator Arterial A) south of the Australis Drive/Charnwood Avenue intersection and a two-lane boulevard-style standard (Integrator Arterial B) north of this intersection. However, this upgrade is some time away and as such subject to long-term planning.

The ultimate four-lane cross-section of Lisford Avenue would require a dual-lane roundabout control of the Lisford Avenue/Charnwood Avenue/Australis Drive intersection to safely and efficiently manage the anticipated future traffic flows through this intersection. However, this form of intersection is associated with full development of the locality and reaching the forecast long-term traffic volumes on the local road network. Hence, it is likely that the dual-lane roundabout format of this intersection is a long-term proposition and will not be required in the mid-term stage.

In the same approved structure planning documents, Azzurra Street (southern leg, adjacent to the site) intersection with Lisford Avenue is planned to ultimately be downgraded to a left-in/left-out only format once the traffic volumes are sufficiently high (at the time of planned Lisford Avenue duplication). In the meantime, the existing priority-controlled T-intersection format of the recently constructed intersection will remain as is.

Australis Drive is designed to entail a median break at the location of the proposed site's crossover to facilitate its full-movement format.

6 Integration with Surrounding Area

The proposed development is of a retail character and as such is fully in line with the strategic planning for the subject site.

7 Traffic Assessment

7.1 Assessment Period

A review of the existing traffic counts for the surrounding road network and other available information suggests that the combination of the traffic expected to be generated by the subject development and the peak road network traffic periods is likely to result in the greatest demand on the road network during the typical weekday morning and afternoon peak hours between 8:00-9:00AM and 3:00-4:00PM and on Saturdays during the 11:00-12:00noon midday peak hour.

As such, trip generation is estimated, and traffic analysis is undertaken for these periods which is in line with WAPC Transport Assessment Guidelines.

For the purpose of this assessment year 2026 assessment is assumed for the post-development scenario.

In line with the requirements of the document *"Transport Impact Assessment Guidelines for Developments, Volume 4 – Individual Developments (2016)"* additional assessment is undertaken for a (near) 10-year post-development time horizon (i.e., 2036 in this particular case).

7.2 Trip Generation and Distribution

Traffic generation rates for the proposed development were sourced from the *Institute of Transportation Engineers – Trip Generation Manual 11th Edition* (ITE) for Fast Food Restaurant + Drive Through. Refer **Table 1** for details on applied trip rates for this land use.

Table 1. Applied trip generation rates for the proposed development

Land Use	Units	Trip rate per unit			
		Daily	AM Peak	PM Peak	SAT Peak
Fast Food + Drive Thru	m^2	503.21	48.02	35.55	59.47

Accordingly, it is estimated that the proposed restaurant would generate approximately **1,912** total daily trips (both inbound and outbound) with approximately **182**, **135** and **226** trips (inbound and outbound) during a typical weekday AM and PM and Saturday midday peak hours, respectively.

The directional split of inbound and outbound trips for the proposed development is assumed to be 51/49, 52/48 and 51/49 during the AM weekday, PM weekday and

Saturday midday peak periods for in line with the *Institute of Transportation Engineers – Trip Generation Manual 11th Edition* (ITE) recommendations.

Trips associated with the proposed development also comprise a significant portion of passing-trade trips (and diverted trips) which are trips already present on the road network. Passing trade factors of 50% were applied in line with the *ITE Trip Generation Handbook*.

It is therefore estimated that the proposed development would generate approximately **956** additional daily trips with additional **91, 68** and **113** AM weekday, PM weekday and Saturday midday peak hour trips on the road network, respectively.

With respect to the assumed distribution and assignment of the development-generated traffic, consideration was given to the location of the site (adjacent to a major district-level route), the overwhelmingly passing trade nature of the development and the current and future available access and egress routes to and from the site.

Accordingly, the assumed directional traffic distribution is as follows:

- Approximately 35% of the traffic generated from the development would travel to/from Lisford Avenue north direction;
- Approximately 45% of the traffic generated from the development would travel to/from Lisford Avenue south direction;
- Approximately 15% of the traffic generated from the development would travel to/from Australis Drive/Azzurra Street west direction; and,
- Approximately 5% of the traffic generated from the development would travel to/from Charnwood Avenue east direction.

7.3 Traffic Flow

The traffic movements estimated to be generated by the proposed development have been manually assigned on the adjacent road network in line with the directional distribution assumptions outlined in the previous section.

The resulting year 2026 traffic movements generated by this development, during the typical weekday AM and PM peaks including the Saturday midday peak hour period, are shown in **Figure 4**.

The traffic distribution for the 2036 (10-year horizon) scenario will be slightly different to account for the anticipated downgrade of Lisford Avenue/Azzurra Street intersection to a left-in/left-out only format. Refer **Figure 5** for details.



Figure 4: Estimated traffic flows from the proposed development – Weekday morning/afternoon and Saturday midday peak hour traffic (post-development)



Figure 5: Estimated traffic flows from the proposed development – Weekday morning/afternoon and Saturday midday peak hour traffic (10-year horizon)

For the purpose of this assessment, the relevant weekday AM and PM as well as Saturday midday peak hour traffic movements at the intersection of Lisford Avenue/Charnwood Avenue and Lisford Avenue/Azzurra Street were established using Transcore's surveys undertaken on 15th and 17th February 2024 (refer **Figure 6**). The data collected in this survey was used to establish basis for the future traffic flows and patterns at relevant intersections.



Figure 6. Weekday morning and afternoon and Saturday midday peak hour traffic flows at the relevant intersections (February 2024 survey)

7.4 Analysis of Local Intersections & Crossovers

The assessment of the site's crossovers and the two adjacent intersections was undertaken for the post-development (year 2026) and 10-year horizon (year 2036) scenarios.

Year 2026 scenario assumptions:

For the purpose of this assessment, it is assumed that Australis Drive and Lisford Avenue/Charnwood Avenue/Australis Drive single-lane roundabout have been fully constructed. The background traffic on Australis Drive and Azzurra Street have been assumed to be in order of 50% of their desirable capacity thresholds of 3,000vpd and 1000vpd, respectively, in line with LN Guidelines and their intended road classification.

For this scenario, Lisford Avenue background traffic has been estimated to grow at a 10%p.a. rate (i.e., 20% cumulative) on recorded baseline 2021/22 traffic volumes (MRWA counts). This higher than usual yearly growth in background traffic accounts for the anticipated rapid development of the locality.

Year 2036 scenario assumptions:

The forecast traffic on Australis Drive and Azzurra Street in the 10-year horizon scenario assumes 100% capacity thresholds for the two roads which allows for full development of the locality. At this stage, it is assumed that Lisford Avenue/Azzurra Street intersection has been downgraded to a left-in/left-out only format.

Background traffic volumes for the Lisford Avenue/Charnwood Avenue/Australis Drive roundabout have been derived from the SKM's *Two Rocks Town Centre Traffic and Transport 2014* report (modelling of the ultimate Two Rocks structure plan development scenario) and extrapolated to establish the relevant traffic volumes during the relevant peak hour periods.

The Lisford Avenue/Charnwood Avenue/Australis Drive single-lane roundabout at this stage is upgraded to a dual-lane standard and Lisford Avenue is duplicated (four lane standard) in line with the long-term planning strategies.

The capacity analysis of the two site's crossovers and the two adjacent intersections of Lisford Avenue/Azzurra Street and Lisford Avenue/Charnwood Avenue/Australis Drive was undertaken using the SIDRA NETWORK computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- **Level of Service** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue** is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA NETWORK analysis are summarised in **Appendix C** and discussed in the subsequent paragraphs.

Lisford Avenue/Charnwood Avenue/Australis Drive

The SIDRA analysis indicates that this intersection currently operates satisfactorily and with overall LoS A during all three assessed peak hour periods. The intersection currently operates at below 20% capacity during all three assessed periods. Refer **Table 2** through to **Table 4** for more details.

The addition of development traffic, including the background traffic growth on constituent roads in 2026, will not have an adverse impact on the operation of this roundabout as overall intersection LoS A remains unchanged in all three scenarios. The roundabout at this stage operates at between 29% to 33% capacity with maximum queues of up to two vehicles anticipated only on Lisford Avenue south approach. Refer **Table 5** through to **Table 7** for more details.

Similarly, with the allowance for development-generated and full structure plan area development traffic, the (upgraded) roundabout maintains overall LoS A during the three assessed peak hour periods for the 10-year post-development stage (year 2036) with capacity levels ranging between 29% and 34%. Importantly, the queue backs from the intersection would not exceed two vehicles on any approach during either of the three assessed peak hour periods. Refer **Table 8** through to **Table 10** for more details.

Lisford Avenue/Azzurra Street intersection

Based on site survey results, this intersection presently records minimal traffic activity and as such detailed capacity assessment is not warranted.

The SIDRA analysis for post-development stage (year 2026) indicates that this intersection will operate satisfactorily during the three assessed peak hour periods with an overall LoS A and ranging between 14% and 24% capacity levels with no queueing concerns. Refer **Table 11** through to
Table 13 for more details.

At the 10-year horizon stage intersection of Lisford Avenue/Azzurra Street intersection will be restricted to left-in/left-out format and as such capacity issues are not anticipated, hence no detailed capacity assessment is warranted.

Azzarra Street and Australis Drive crossovers

The SIDRA analysis for post-development and 10-year horizon stages indicates overall LoS A operation with no capacity or queueing issues expected for either Azzurra Street or Australis Drive crossover as reported in **Table 14** through to **Table 24** for more details. Importantly, the Australis Drive crossover will operate with no capacity or queueing concerns post Lisford Avenue/Azzurra Street intersection downgrade.

Accordingly, the capacity analysis undertaken confirms that the proposed development will not result in adverse impacts on the operation of local road network and that the proposed site's crossovers will operate satisfactorily in all assessed peak hour scenarios.

7.5 Impact on Surrounding Roads and Neighbouring Areas

The estimated additional daily traffic on Lisford Avenue (north and south of the site) as a result of the development proposal is expected to be in order of about 760vpd and 1,050vpd respectively, representing 11.8% and 16.3% of existing daily traffic flows on this road. This level of additional traffic is well within the desirable daily traffic threshold for this type of road. As the proposed development is consistent with the long-term planning strategy for the subject locality the traffic impact from the proposed restaurant is accounted for in the transport modelling of the Two Rocks Town Centre structure plan. It should be noted that this assessment is conservative as the structure plan and its traffic report has already allowed for the development of this site.

The estimated additional traffic impact on Australis Drive and Azzurra Street is negligible and well within the respective road classification for the two roads (WAPC's *Liveable Neighbourhoods* policy).

7.6 Traffic Noise and Vibration

Due to the location of the proposed development and with respect to the surrounding land uses traffic noise and vibration are relevant only to the residential dwellings directly fronting Lisford Avenue and the two roads, which in this case is limited.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level.

7.7 Road Safety

No particular safety-related issues have been identified for the proposal.

7.8 Drive-Through Analysis

The McDonald's restaurants are generally deigned to operate with a two-lane drive-through facility which includes two Customer Order Booths (COB). The proposed drive-through facility provides approximately 16 car stacking capacity within the drive through facility of which eight bays are downstream of the COB. It should be noted that RTA NSW guidelines require four stacking capacity from the COB. The proposal entails 8 stacking capacity from the COB which is double the RTA NSW guideline requirements.

For the purpose of this analysis, the anticipated customer activity was established using the estimated peak hour traffic generation assuming 1 customer = 2 trips. Based on the trip generation calculations discussed in Section 7.2 of the report, the peak

business activity hour of the restaurant is expected to be experienced during the Saturday mid-day period recording 113 transactions/customers (resulting in 226 trips). These transactions generally comprise 75/25 split of drive-through/ park'n'sit customers, respectively.

Accordingly, it is estimated that the drive-through will accommodate about 85 customers during the typical Saturday mid-day peak hour period.

It is further assumed that the order-taking cycle would average 1min (60sec) equating to a service rate of 60 customer per hour per COB.

A queue length analysis was undertaken to assess the provision of storage for vehicles within the drive through lane. For this purpose, an M/M/1 queuing model was adopted for each COB. The M/M/1 is a single-server queue model that can be used to approximate simple systems.

The queuing model adopts the following assumptions:

- Vehicles arrive randomly following Poisson's probability distribution;
- Service time is exponentially distributed;
- There is one server per queue, i.e., one COB per lane;
- The capacity of the queue in which arriving users wait before being served is infinite (for the purposes of identifying queue space requirements);
- The population of users (i.e., the pool of users) available to join the system is infinite; and,
- The queue is serviced on a first come, first served basis.

In summary, Saturday peak hour queuing analysis of the drive-through system established the following:

- There is zero queuing 17% of the time;
- The expected number of vehicles in the system is three;
- The expected time in the queue is 60 seconds; and,
- The 95th percentile queue in the system is nine vehicles maximum.

The queue length usually adopted for robust analysis is the 95th percentile queue. This queue length will not be exceeded 95% of the time.

Based on the queue analysis model, it is concluded that under typical peak conditions the queue backs from each COB will be accommodated within the site, with no impact on internal site driveways or external crossovers. The results of the queuing analysis are detailed in **Figure 7**.

M/M/s - Drive Through Queuing Analysis (Poisson Arrival and Service Rates)

M/M/s

	vph	vps
Arrival rate	85	0.023611
Service rate	60	0.016667
Number of servers	2	2

Utilization	**70.83%**		**70.83%**	
P(0), probability that the system is empty	**0.1707**		**0.1707**	
Lq, expected queue length	**1.4265**	(cars)	**12.0000**	(metres)
L, expected number in system	**2.8432**	(cars)	**18.0000**	(metres)
Wq, expected time in queue	**0.0168**	(hours)	**60.4181**	(seconds)
W, expected total time in system	**0.0334**	(hours)	**120.4181**	(seconds)
Probability that a customer waits	**0.5874**		**0.5874**	
95% Queue	**9.0000**	(cars)	**54.0000**	(metres)

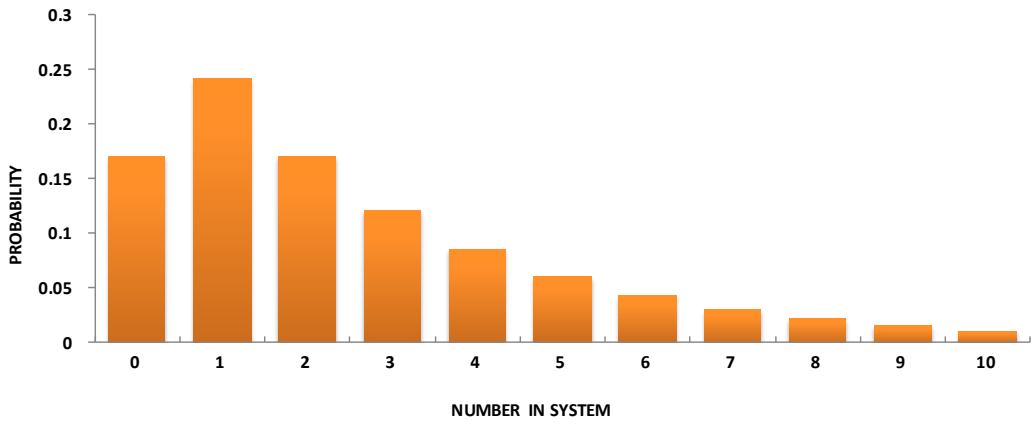


Figure 7. Saturday peak hour queueing analysis

8 Parking Assessment

The development is proposed to be served by a total of 22 on-site parking bays for patrons and staff (inclusive of one ACROD bay). This car parking provision does not include bays within the drive-through system which is estimated to have the capacity to accommodate additional 16 vehicles.

Based on the advice provided to Transcore, the proposed parking supply meets the statutory parking requirement for the restaurant.

9 Provision for Service Vehicles

A loading bay is provided on-site, immediately north of the restaurant building, between the building and the drive-through facility, for the delivery and waste-collection vehicles.

It has been advised that large rigid vehicles of up to 12.5 in length would be used for deliveries to the restaurant.

The trucks will enter the site, reverse into the loading bay and deliver goods or collect waste within the loading bay, and then exit the site moving in the forward gear.

Based on the advice provided by the waste consultant, the waste collection for the restaurant will likely be undertaken using 8.8m trucks.

The swept path assessments of the 12.5m rigid service vehicle was undertaken to confirm the suitability of the subject site to accommodate such vehicles, as presented in **Appendix B**.

In addition, a turn path assessment plan showing movement of a B99 size passenger vehicle through the drive-through is provided in **Appendix B,** confirming the suitability of the proposed drive-through facility design.

10 Public Transport Access

Details of the available public transport services in this locality are provided in **Section 4.4** of this report and will provide a satisfactory level of public transport accessibility to the site, particularly during business hours.

11 Pedestrian and Cyclist Access

Details of the pedestrian and cyclist facilities in this locality are provided in **Section 4.5** of the report. The existing facilities in this location provide satisfactory level of service for the proposed development.

12 Conclusions

This Transport Impact Assessment (TIA) report has been prepared with respect to the proposed McDonald's family restaurant at Lot 703 Lisford Avenue in Two Rocks, City of Wanneroo.

The subject site occupies space on the western side of Lisford Avenue, between Azzurra Street and the, yet to be constructed, Australis Drive. The site is presently vacant.

The development proposal contemplates construction of a new McDonald's restaurant with a dual-lane drive through facility and 22 on-site parking bays, to be served by two full movement crossovers on Azzurra Street and (yet to be constructed) Australis Drive.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is expected to be in order of approximately **1,912** total daily trips with approximately **182**, **135** and **226** trips during a typical weekday AM and PM and Saturday midday peak hours, respectively. The capacity analysis undertaken in this report confirms that the proposed development will not have an adverse impact on the operation of local road network which will continue to operate satisfactorily in the future.

The site features good connectivity with the existing road, cyclist network and direct public transport coverage through existing bus service operating in the immediate vicinity of the site.

It is concluded that the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN

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SITE AREA SCHEDULE	
IDENTITY	AREA
LOT AREA	3,066m2

BUILDING GFA SCHEDULE	
DESCRIPTOR	AREA m2
BUILDING GFA	380m2

SEATING SCHEDULE	
ROOM	SEATS
DINING ROOM	50

PARKING SUMMARY	
TYPE	NO
ACCESSIBLE BAY	1
STANDARD BAY	21
WAITING BAY	2

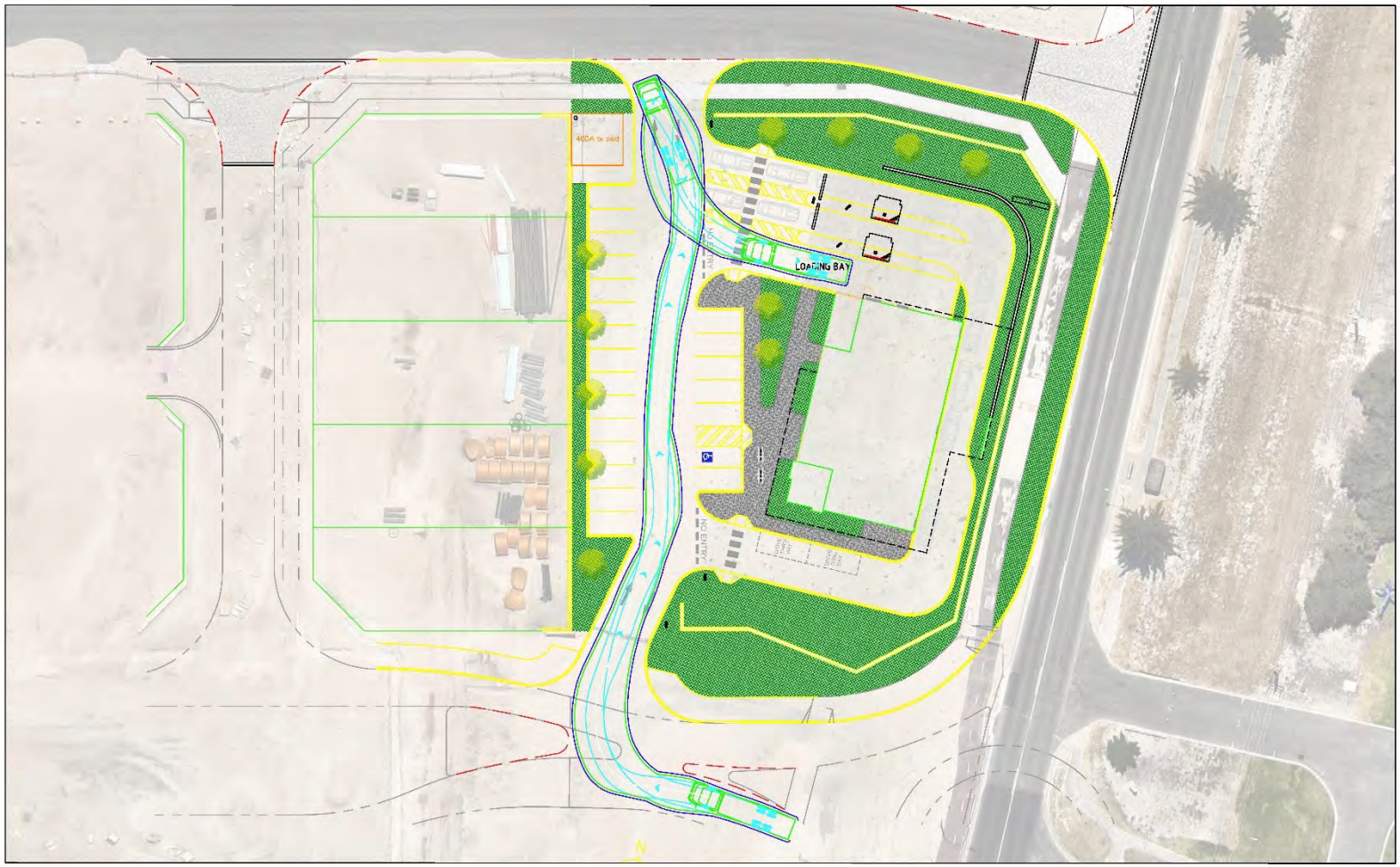
LANDSCAPING LEGEND	
COLOUR	DESCRIPTION
	NEW PROPOSED LANDSCAPING BY McDONALD'S 775m2 OR 25% OF OVERALL SITE
	EXISTING/PROPOSED LANDSCAPING BY DEVELOPER 535m2

Appendix B

TURN PATH PLANS

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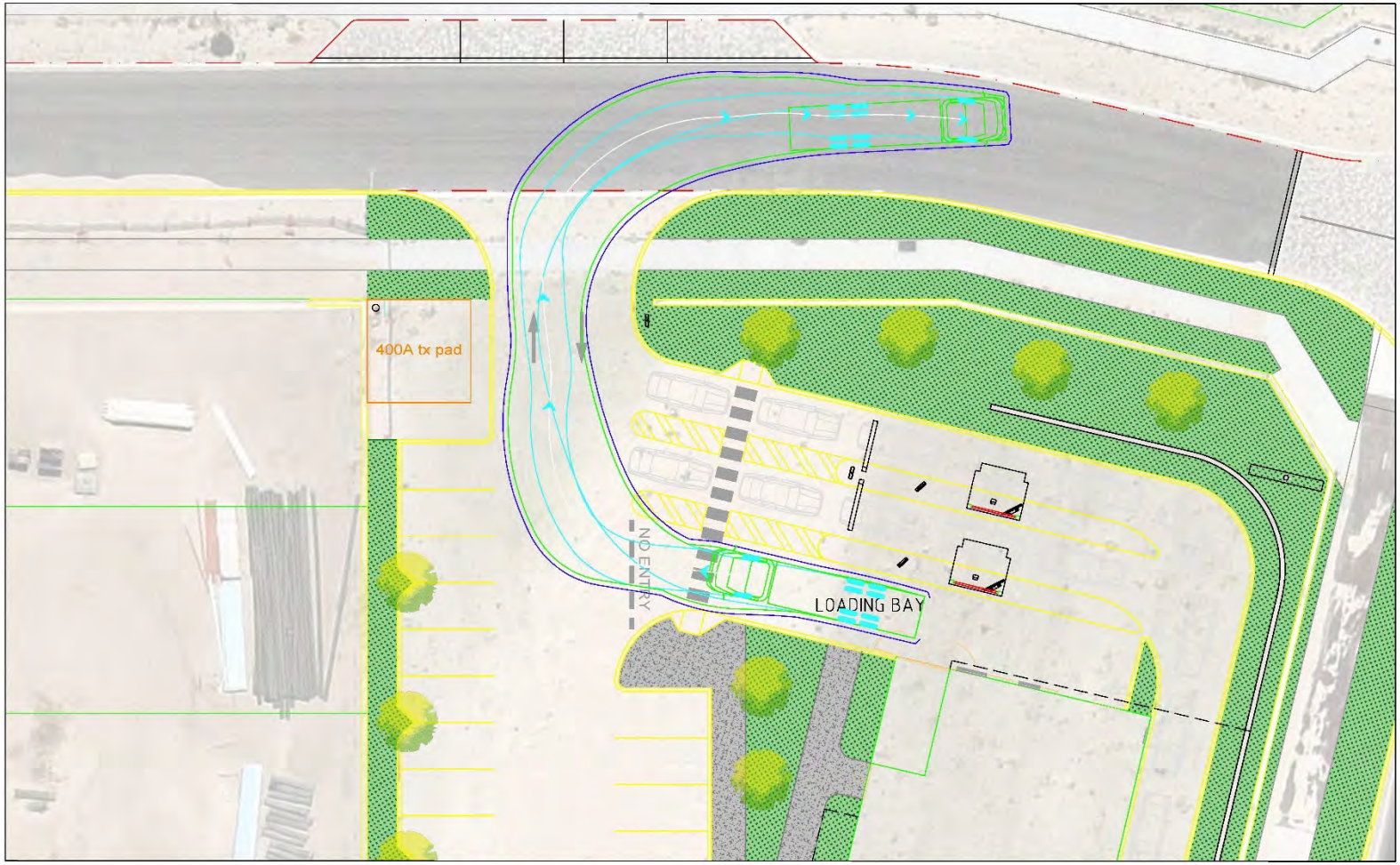


Lot 703 Lisford Ave, Two Rocks - Proposed McDonald's
12.5 m Service Truck
Delivery Bay Entry

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.015.sk01
31/01/2024
Scale: 1:200 @ A3

transcore

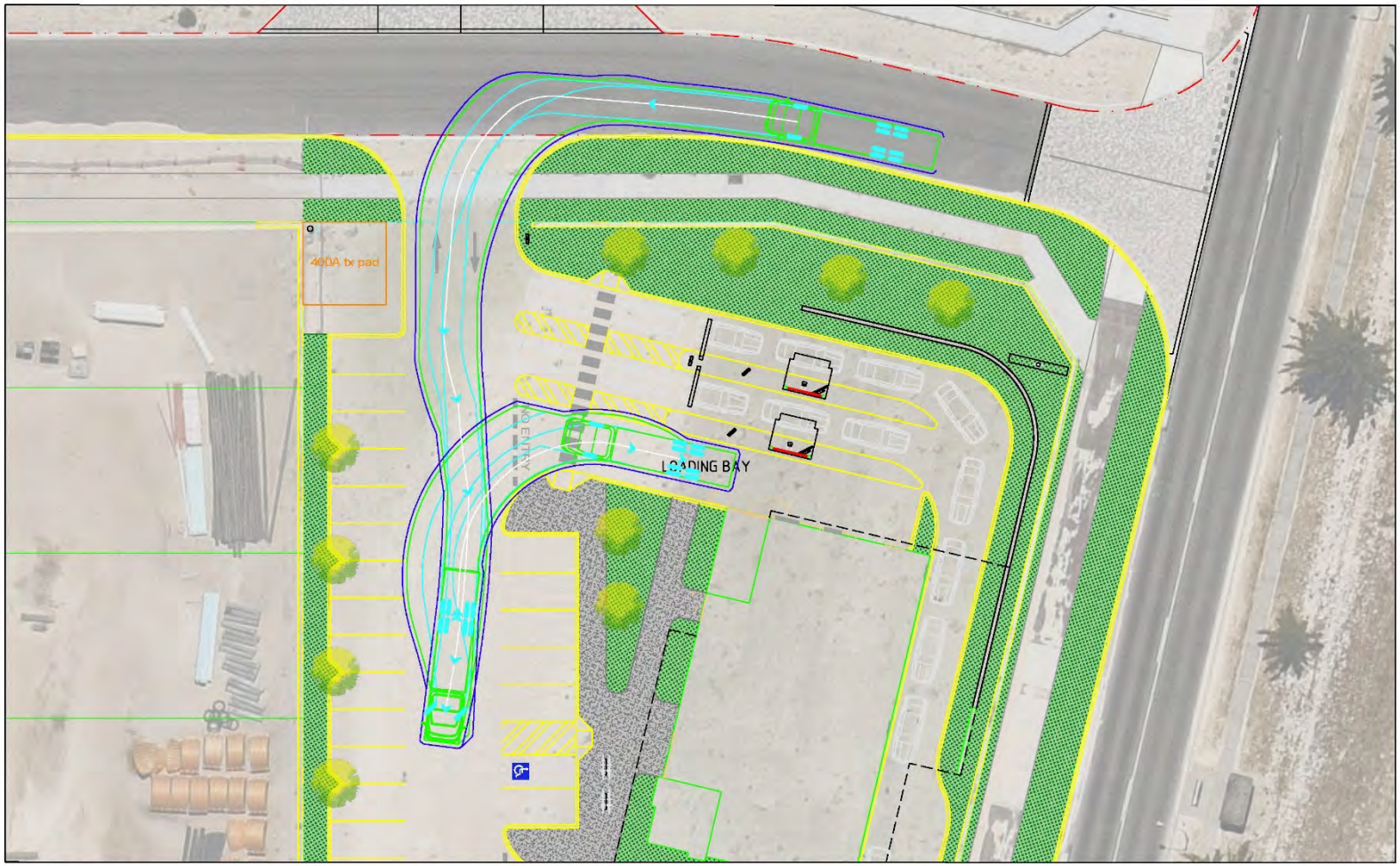


Lot 703 Lisford Ave, Two Rocks - Proposed McDonald's
12.5 m Service Truck
Delivery Bay Exit

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.015.sk02
31/01/2024
Scale: 1:300 @ A3

transcore

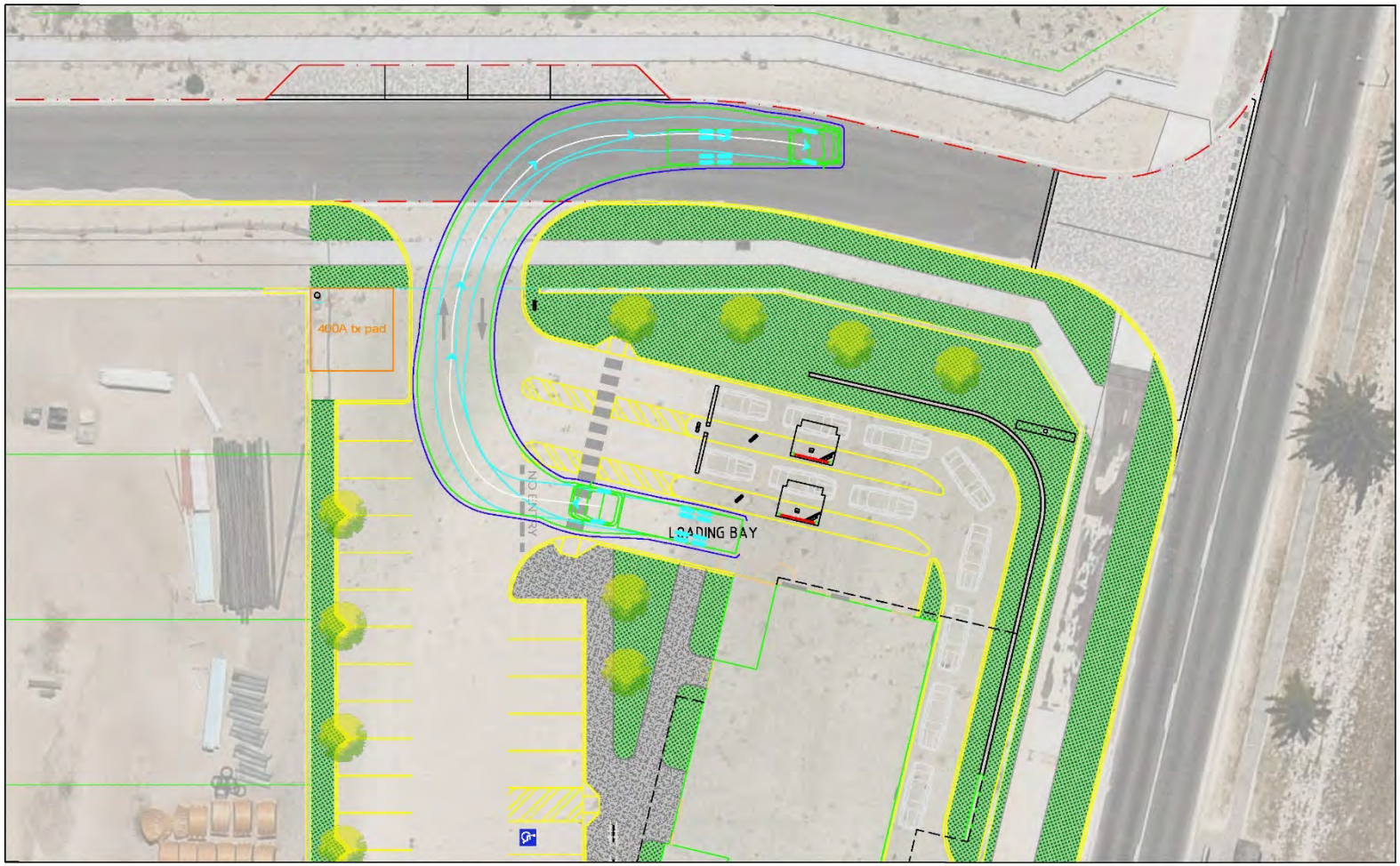


Lot 703 Lisford Ave, Two Rocks - Proposed McDonald's
12.5 m Service Truck
Delivery Bay Entry

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.015.sk04
01/02/2024
Scale: 1:250 @ A3

transcore

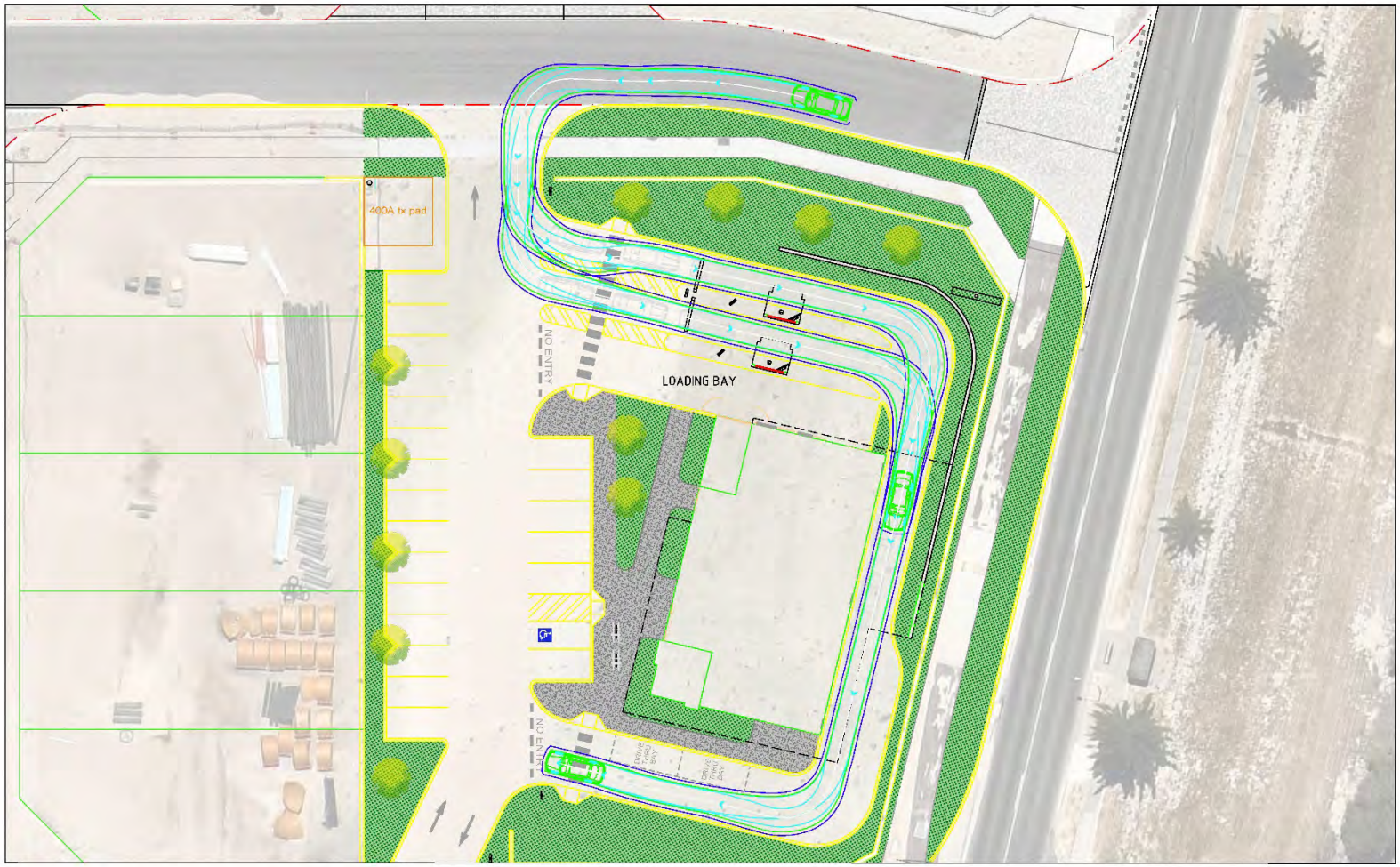


Lot 703 Lisford Ave, Two Rocks - Proposed McDonald's
12.5 m Service Truck
Delivery Bay Exit

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.015.sk05
01/02/2024
Scale: 1:250 @ A3

transcore



Lot 703 Lisford Ave, Two Rocks - Proposed McDonald's
B99 Passenger Car
McDonald's Drive-Through Entry and Exit

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.015.sk03
31/01/2024
Scale: 1:300 @ A3

transcore

Appendix C

SIDRA RESULTS

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Table 2. SIDRA Results – Lisford Avenue/Charnwood Avenue intersection – Weekday AM Peak hour (Existing situation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Avenue (S)															
2	T1	All MCs	217	12.4	217	12.4	0.137	0.2	LOS A	0.2	1.4	0.09	0.11	0.09	59.1
3	R2	All MCs	19	2.0	19	2.0	0.137	7.0	LOS A	0.2	1.4	0.09	0.11	0.09	52.2
Approach			236	11.6	236	11.6	0.137	0.7	NA	0.2	1.4	0.09	0.11	0.09	58.5
East: Charnwood Avenue (E)															
4	L2	All MCs	3	3.0	3	3.0	0.042	5.9	LOS A	0.1	1.0	0.48	0.69	0.48	46.6
6	R2	All MCs	26	3.0	26	3.0	0.042	7.7	LOS A	0.1	1.0	0.48	0.69	0.48	46.5
Approach			29	3.0	29	3.0	0.042	7.5	LOS A	0.1	1.0	0.48	0.69	0.48	46.5
North: Lisford Avenue (N)															
7	L2	All MCs	4	2.0	4	2.0	0.195	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	56.6
8	T1	All MCs	343	12.4	343	12.4	0.195	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			347	12.3	347	12.3	0.195	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles			613	11.6	613	11.6	0.195	0.7	NA	0.2	1.4	0.06	0.08	0.06	58.5

Table 3. SIDRA Results – Lisford Avenue/Charnwood Avenue intersection – Weekday PM Peak hour (Existing situation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Avenue (S)															
2	T1	All MCs	334	12.4	334	12.4	0.190	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.9
3	R2	All MCs	3	2.0	3	2.0	0.190	6.0	LOS A	0.0	0.2	0.01	0.01	0.01	52.7
Approach			337	12.3	337	12.3	0.190	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.8
East: Charnwood Avenue (E)															
4	L2	All MCs	12	3.0	12	3.0	0.013	5.7	LOS A	0.0	0.4	0.39	0.56	0.39	47.4
6	R2	All MCs	2	3.0	2	3.0	0.013	8.1	LOS A	0.0	0.4	0.39	0.56	0.39	47.3
Approach			14	3.0	14	3.0	0.013	6.0	LOS A	0.0	0.4	0.39	0.56	0.39	47.4
North: Lisford Avenue (N)															
7	L2	All MCs	25	2.0	25	2.0	0.181	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
8	T1	All MCs	299	12.4	299	12.4	0.181	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach			324	11.6	324	11.6	0.181	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
All Vehicles			675	11.8	675	11.8	0.190	0.4	NA	0.0	0.4	0.01	0.04	0.01	59.2

Table 4. SIDRA Results – Lisford Avenue/Charnwood Avenue intersection – Saturday Midday Peak hour (Existing situation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Avenue (S)															
2	T1	All MCs	244	12.4	244	12.4	0.147	0.1	LOS A	0.1	1.0	0.05	0.07	0.05	59.4
3	R2	All MCs	14	2.0	14	2.0	0.147	6.8	LOS A	0.1	1.0	0.05	0.07	0.05	52.4
Approach			258	11.8	258	11.8	0.147	0.5	NA	0.1	1.0	0.05	0.07	0.05	59.0
East: Charnwood Avenue (E)															
4	L2	All MCs	4	3.0	4	3.0	0.021	5.6	LOS A	0.1	0.5	0.44	0.62	0.44	47.0
6	R2	All MCs	13	3.0	13	3.0	0.021	7.3	LOS A	0.1	0.5	0.44	0.62	0.44	46.8
Approach			17	3.0	17	3.0	0.021	6.9	LOS A	0.1	0.5	0.44	0.62	0.44	46.9
North: Lisford Avenue (N)															
7	L2	All MCs	23	2.0	23	2.0	0.169	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.3
8	T1	All MCs	279	12.4	279	12.4	0.169	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach			302	11.6	302	11.6	0.169	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
All Vehicles			577	11.5	577	11.5	0.169	0.7	NA	0.1	1.0	0.04	0.07	0.04	58.7

Table 5. SIDRA Results – Lisford Avenue/Charnwood Avenue/Australis Drive intersection – Weekday AM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Ave (S)															
1	L2	All MCs	53	2.0	53	2.0	0.242	4.3	LOS A	1.4	11.8	0.28	0.44	0.28	50.8
2	T1	All MCs	232	12.4	232	12.4	0.242	4.6	LOS A	1.4	11.8	0.28	0.44	0.28	50.8
3	R2	All MCs	23	2.0	23	2.0	0.242	9.1	LOS A	1.4	11.8	0.28	0.44	0.28	49.2
Approach			307	9.8	307	9.8	0.242	4.9	LOS A	1.4	11.8	0.28	0.44	0.28	50.6
East: Charnwood Ave (E)															
4	L2	All MCs	4	2.0	4	2.0	0.053	5.8	LOS A	0.3	2.2	0.61	0.66	0.61	46.5
5	T1	All MCs	6	2.0	6	2.0	0.053	5.6	LOS A	0.3	2.2	0.61	0.66	0.61	40.5
6	R2	All MCs	35	2.0	35	2.0	0.053	10.2	LOS B	0.3	2.2	0.61	0.66	0.61	40.5
Approach			45	2.0	45	2.0	0.053	9.1	LOS A	0.3	2.2	0.61	0.66	0.61	41.4
North: Lisford Ave (N)															
7	L2	All MCs	5	2.0	5	2.0	0.331	4.5	LOS A	2.2	18.1	0.39	0.47	0.39	44.0
8	T1	All MCs	343	12.4	343	12.4	0.331	4.7	LOS A	2.2	18.1	0.39	0.47	0.39	45.6
9	R2	All MCs	44	2.0	44	2.0	0.331	9.4	LOS A	2.2	18.1	0.39	0.47	0.39	32.0
Approach			393	11.1	393	11.1	0.331	5.3	LOS A	2.2	18.1	0.39	0.47	0.39	45.1
West: Australis Dr (W)															
10	L2	All MCs	44	2.0	44	2.0	0.153	3.4	LOS A	0.9	6.6	0.50	0.60	0.50	22.2
11	T1	All MCs	16	2.0	16	2.0	0.153	3.6	LOS A	0.9	6.6	0.50	0.60	0.50	42.9
12	R2	All MCs	96	2.0	96	2.0	0.153	7.6	LOS A	0.9	6.6	0.50	0.60	0.50	46.3
Approach			156	2.0	156	2.0	0.153	6.0	LOS A	0.9	6.6	0.50	0.60	0.50	43.7
All Vehicles			901	8.6	901	8.6	0.331	5.5	LOS A	2.2	18.1	0.38	0.49	0.38	46.4

Table 6. SIDRA Results – Lisford Avenue/Charnwood Avenue/Australis Drive intersection – Weekday PM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Ave (S)															
1	L2	All MCs	66	2.0	66	2.0	0.317	4.3	LOS A	2.0	16.6	0.25	0.42	0.25	51.3
2	T1	All MCs	352	12.4	352	12.4	0.317	4.5	LOS A	2.0	16.6	0.25	0.42	0.25	51.3
3	R2	All MCs	4	2.0	4	2.0	0.317	9.0	LOS A	2.0	16.6	0.25	0.42	0.25	49.4
Approach			422	10.7	422	10.7	0.317	4.5	LOS A	2.0	16.6	0.25	0.42	0.25	51.3
East: Charnwood Ave (E)															
4	L2	All MCs	3	2.0	3	2.0	0.030	5.3	LOS A	0.2	1.2	0.55	0.60	0.55	47.1
5	T1	All MCs	7	2.0	7	2.0	0.030	5.1	LOS A	0.2	1.2	0.55	0.60	0.55	41.3
6	R2	All MCs	17	2.0	17	2.0	0.030	9.7	LOS A	0.2	1.2	0.55	0.60	0.55	41.3
Approach			27	2.0	27	2.0	0.030	8.0	LOS A	0.2	1.2	0.55	0.60	0.55	42.4
North: Lisford Ave (N)															
7	L2	All MCs	31	2.0	31	2.0	0.300	4.2	LOS A	2.0	16.7	0.31	0.44	0.31	44.4
8	T1	All MCs	312	12.4	312	12.4	0.300	4.3	LOS A	2.0	16.7	0.31	0.44	0.31	46.0
9	R2	All MCs	43	2.0	43	2.0	0.300	9.1	LOS A	2.0	16.7	0.31	0.44	0.31	33.1
Approach			385	10.4	385	10.4	0.300	4.9	LOS A	2.0	16.7	0.31	0.44	0.31	45.4
West: Australis Dr (W)															
10	L2	All MCs	29	2.0	29	2.0	0.115	3.9	LOS A	0.6	4.8	0.55	0.63	0.55	21.3
11	T1	All MCs	13	2.0	13	2.0	0.115	4.1	LOS A	0.6	4.8	0.55	0.63	0.55	42.5
12	R2	All MCs	66	2.0	66	2.0	0.115	8.1	LOS A	0.6	4.8	0.55	0.63	0.55	45.8
Approach			108	2.0	108	2.0	0.115	6.5	LOS A	0.6	4.8	0.55	0.63	0.55	43.2
All Vehicles			943	9.3	943	9.3	0.317	5.0	LOS A	2.0	16.7	0.32	0.46	0.32	47.5

Table 7. SIDRA Results – Lisford Avenue/Charnwood Avenue/Australis Drive intersection – Saturday Midday Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Ave (S)															
1	L2	All MCs	64	2.0	64	2.0	0.256	4.2	LOS A	1.5	12.5	0.25	0.43	0.25	51.1
2	T1	All MCs	255	12.4	255	12.4	0.256	4.5	LOS A	1.5	12.5	0.25	0.43	0.25	51.1
3	R2	All MCs	17	2.0	17	2.0	0.256	9.0	LOS A	1.5	12.5	0.25	0.43	0.25	49.4
Approach			336	9.9	336	9.9	0.256	4.7	LOS A	1.5	12.5	0.25	0.43	0.25	51.0
East: Charnwood Ave (E)															
4	L2	All MCs	38	2.0	38	2.0	0.073	5.2	LOS A	0.4	3.1	0.56	0.60	0.56	48.0
5	T1	All MCs	9	2.0	9	2.0	0.073	5.1	LOS A	0.4	3.1	0.56	0.60	0.56	42.5
6	R2	All MCs	20	2.0	20	2.0	0.073	9.7	LOS A	0.4	3.1	0.56	0.60	0.56	42.5
Approach			67	2.0	67	2.0	0.073	6.6	LOS A	0.4	3.1	0.56	0.60	0.56	46.3
North: Lisford Ave (N)															
7	L2	All MCs	28	2.0	28	2.0	0.285	4.5	LOS A	1.8	14.8	0.37	0.47	0.37	44.1
8	T1	All MCs	269	12.4	269	12.4	0.285	4.7	LOS A	1.8	14.8	0.37	0.47	0.37	45.7
9	R2	All MCs	40	2.0	40	2.0	0.285	9.4	LOS A	1.8	14.8	0.37	0.47	0.37	32.2
Approach			338	10.3	338	10.3	0.285	5.2	LOS A	1.8	14.8	0.37	0.47	0.37	45.0
West: Australis Dr (W)															
10	L2	All MCs	40	2.0	40	2.0	0.152	3.5	LOS A	0.9	6.5	0.50	0.60	0.50	22.2
11	T1	All MCs	20	2.0	20	2.0	0.152	3.6	LOS A	0.9	6.5	0.50	0.60	0.50	42.9
12	R2	All MCs	95	2.0	95	2.0	0.152	7.6	LOS A	0.9	6.5	0.50	0.60	0.50	46.3
Approach			155	2.0	155	2.0	0.152	6.0	LOS A	0.9	6.5	0.50	0.60	0.50	43.8
All Vehicles			896	8.1	896	8.1	0.285	5.3	LOS A	1.8	14.8	0.36	0.49	0.36	47.0

Table 8. SIDRA Results – Lisford Avenue/Charnwood Avenue intersection – Weekday AM Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop Que	Eff Stop Rate	Aver No. of Cycles	Aver Speed km/h
South: Lisford Ave (S)															
1	L2	All MCs	60	2.0	60	2.0	0.158	4.8	LOS A	0.9	7.1	0.33	0.46	0.33	50.7
2	T1	All MCs	322	12.4	322	12.4	0.158	4.9	LOS A	0.9	7.1	0.34	0.46	0.34	50.5
3	R2	All MCs	11	2.0	11	2.0	0.158	9.4	LOS A	0.8	7.1	0.35	0.46	0.35	48.9
Approach			393	10.5	393	10.5	0.158	5.0	LOS A	0.9	7.1	0.34	0.46	0.34	50.4
East: Charnwood Ave (E)															
4	L2	All MCs	11	2.0	11	2.0	0.070	5.9	LOS A	0.3	2.1	0.58	0.71	0.58	47.1
5	T1	All MCs	14	2.0	14	2.0	0.070	5.8	LOS A	0.3	2.1	0.58	0.71	0.58	41.3
6	R2	All MCs	24	2.0	24	2.0	0.070	10.4	LOS B	0.3	2.1	0.58	0.71	0.58	41.3
Approach			48	2.0	48	2.0	0.070	8.1	LOS A	0.3	2.1	0.58	0.71	0.58	43.1
North: Lisford Ave (N)															
7	L2	All MCs	21	2.0	21	2.0	0.245	4.7	LOS A	1.5	12.7	0.39	0.45	0.39	44.2
8	T1	All MCs	469	12.4	469	12.4	0.245	4.7	LOS A	1.5	12.7	0.40	0.48	0.40	45.4
9	R2	All MCs	115	2.0	115	2.0	0.245	9.5	LOS A	1.5	12.0	0.40	0.54	0.40	30.1
Approach			605	10.1	605	10.1	0.245	5.6	LOS A	1.5	12.7	0.40	0.49	0.40	44.3
West: Australis Dr (W)															
10	L2	All MCs	91	2.0	91	2.0	0.285	3.7	LOS A	1.4	10.3	0.52	0.64	0.52	21.8
11	T1	All MCs	32	2.0	32	2.0	0.285	3.9	LOS A	1.4	10.3	0.52	0.64	0.52	43.1
12	R2	All MCs	125	2.0	125	2.0	0.285	7.9	LOS A	1.4	10.3	0.52	0.64	0.52	46.5
Approach			247	2.0	247	2.0	0.285	5.9	LOS A	1.4	10.3	0.52	0.64	0.52	42.9
All Vehicles			1294	8.4	1294	8.4	0.285	5.6	LOS A	1.5	12.7	0.41	0.52	0.41	45.8

Table 9. SIDRA Results – Lisford Avenue/Charnwood Avenue/Australis Drive intersection – Weekday PM Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop Que	Eff Stop Rate	Aver No. of Cycles	Aver Speed km/h
South: Lisford Ave (S)															
1	L2	All MCs	96	2.0	96	2.0	0.335	4.9	LOS A	2.1	17.5	0.38	0.46	0.38	50.4
2	T1	All MCs	740	12.4	740	12.4	0.335	5.1	LOS A	2.1	17.5	0.39	0.46	0.39	50.2
3	R2	All MCs	11	2.0	11	2.0	0.335	9.6	LOS A	2.1	17.5	0.40	0.46	0.40	48.8
Approach			846	11.1	846	11.1	0.335	5.1	LOS A	2.1	17.5	0.39	0.46	0.39	50.2
East: Charnwood Ave (E)															
4	L2	All MCs	11	2.0	11	2.0	0.075	5.4	LOS A	0.3	2.2	0.53	0.66	0.53	47.6
5	T1	All MCs	23	2.0	23	2.0	0.075	5.3	LOS A	0.3	2.2	0.53	0.66	0.53	42.0
6	R2	All MCs	23	2.0	23	2.0	0.075	9.8	LOS A	0.3	2.2	0.53	0.66	0.53	42.0
Approach			57	2.0	57	2.0	0.075	7.1	LOS A	0.3	2.2	0.53	0.66	0.53	43.6
North: Lisford Ave (N)															
7	L2	All MCs	21	2.0	21	2.0	0.195	4.4	LOS A	1.2	10.0	0.30	0.42	0.30	44.7
8	T1	All MCs	383	12.4	383	12.4	0.195	4.3	LOS A	1.2	10.0	0.30	0.45	0.30	45.8
9	R2	All MCs	109	2.0	109	2.0	0.195	9.1	LOS A	1.2	9.4	0.31	0.52	0.31	30.6
Approach			514	9.8	514	9.8	0.195	5.3	LOS A	1.2	10.0	0.31	0.47	0.31	44.6
West: Australis Dr (W)															
10	L2	All MCs	85	2.0	85	2.0	0.270	5.4	LOS A	1.2	9.0	0.65	0.76	0.65	18.7
11	T1	All MCs	19	2.0	19	2.0	0.270	5.6	LOS A	1.2	9.0	0.65	0.76	0.65	41.8
12	R2	All MCs	74	2.0	74	2.0	0.270	9.6	LOS A	1.2	9.0	0.65	0.76	0.65	45.1
Approach			178	2.0	178	2.0	0.270	7.2	LOS A	1.2	9.0	0.65	0.76	0.65	39.5
All Vehicles			1595	9.3	1595	9.3	0.335	5.5	LOS A	2.1	17.5	0.40	0.50	0.40	47.0

Table 10. SIDRA Results – Lisford Avenue/Charnwood Avenue/Australis Drive intersection – Saturday Midday Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Ave (S)															
1	L2	All MCs	82	2.0	82	2.0	0.185	4.9	LOS A	1.0	8.4	0.35	0.47	0.35	50.6
2	T1	All MCs	363	12.4	363	12.4	0.185	5.0	LOS A	1.0	8.5	0.37	0.47	0.37	50.3
3	R2	All MCs	11	2.0	11	2.0	0.185	9.5	LOS A	1.0	8.5	0.37	0.47	0.37	48.9
Approach			456	10.3	456	10.3	0.185	5.1	LOS A	1.0	8.5	0.36	0.47	0.36	50.3
East: Charnwood Ave (E)															
4	L2	All MCs	11	2.0	11	2.0	0.077	5.6	LOS A	0.3	2.4	0.55	0.68	0.55	47.4
5	T1	All MCs	21	2.0	21	2.0	0.077	5.5	LOS A	0.3	2.4	0.55	0.68	0.55	41.7
6	R2	All MCs	25	2.0	25	2.0	0.077	10.0	LOS B	0.3	2.4	0.55	0.68	0.55	41.7
Approach			57	2.0	57	2.0	0.077	7.5	LOS A	0.3	2.4	0.55	0.68	0.55	43.3
North: Lisford Ave (N)															
7	L2	All MCs	21	2.0	21	2.0	0.211	4.7	LOS A	1.3	10.7	0.37	0.45	0.37	44.3
8	T1	All MCs	384	12.4	384	12.4	0.211	4.6	LOS A	1.3	10.7	0.37	0.48	0.37	45.5
9	R2	All MCs	124	2.0	124	2.0	0.211	9.4	LOS A	1.3	10.0	0.38	0.55	0.38	29.8
Approach			529	9.5	529	9.5	0.211	5.7	LOS A	1.3	10.7	0.37	0.49	0.37	44.0
West: Australis Dr (W)															
10	L2	All MCs	91	2.0	91	2.0	0.279	3.9	LOS A	1.3	10.0	0.54	0.65	0.54	21.5
11	T1	All MCs	32	2.0	32	2.0	0.279	4.1	LOS A	1.3	10.0	0.54	0.65	0.54	43.0
12	R2	All MCs	113	2.0	113	2.0	0.279	8.1	LOS A	1.3	10.0	0.54	0.65	0.54	46.4
Approach			235	2.0	235	2.0	0.279	5.9	LOS A	1.3	10.0	0.54	0.65	0.54	42.5
All Vehicles			1277	8.1	1277	8.1	0.279	5.6	LOS A	1.3	10.7	0.41	0.52	0.41	46.0

Table 11. SIDRA Results – Lisford Avenue/Azzurra Street intersection – Weekday AM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Avenue (S)															
7	L2	All MCs	31	2.0	31	2.0	0.174	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	54.5
8	T1	All MCs	280	12.4	280	12.4	0.174	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.9
Approach			311	11.4	311	11.4	0.174	0.6	NA	0.0	0.0	0.00	0.06	0.00	58.8
North: Lisford Avenue (N)															
2	T1	All MCs	331	12.4	331	12.4	0.212	0.2	LOS A	0.3	2.6	0.10	0.12	0.10	58.0
3	R2	All MCs	36	2.0	36	2.0	0.212	6.9	LOS A	0.3	2.6	0.10	0.12	0.10	58.0
Approach			366	11.4	366	11.4	0.212	0.9	NA	0.3	2.6	0.10	0.12	0.10	58.0
West: Azzurra St (W)															
4	L2	All MCs	26	2.0	26	2.0	0.052	4.6	LOS A	0.2	1.3	0.44	0.61	0.44	46.3
6	R2	All MCs	19	2.0	19	2.0	0.052	7.3	LOS A	0.2	1.3	0.44	0.61	0.44	21.3
Approach			45	2.0	45	2.0	0.052	5.7	LOS A	0.2	1.3	0.44	0.61	0.44	42.8
All Vehicles			722	10.8	722	10.8	0.212	1.0	NA	0.3	2.6	0.08	0.13	0.08	57.5

Table 12. SIDRA Results – Lisford Avenue/Azzurra Street intersection – Weekday PM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Avenue (S)															
7	L2	All MCs	42	2.0	42	2.0	0.222	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	54.1
8	T1	All MCs	356	12.4	356	12.4	0.222	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.8
Approach			398	11.3	398	11.3	0.222	0.6	NA	0.0	0.0	0.00	0.06	0.00	58.7
North: Lisford Avenue (N)															
2	T1	All MCs	315	12.4	315	12.4	0.193	0.2	LOS A	0.2	1.6	0.07	0.09	0.07	58.7
3	R2	All MCs	20	2.0	20	2.0	0.193	7.4	LOS A	0.2	1.6	0.07	0.09	0.07	58.7
Approach			335	11.8	335	11.8	0.193	0.6	NA	0.2	1.6	0.07	0.09	0.07	58.7
West: Azzurra St (W)															
4	L2	All MCs	27	2.0	27	2.0	0.028	5.0	LOS A	0.1	0.8	0.42	0.58	0.42	47.0
6	R2	All MCs	2	2.0	2	2.0	0.028	7.6	LOS A	0.1	0.8	0.42	0.58	0.42	22.9
Approach			29	2.0	29	2.0	0.028	5.2	LOS A	0.1	0.8	0.42	0.58	0.42	46.6
All Vehicles			762	11.2	762	11.2	0.222	0.8	NA	0.2	1.6	0.05	0.10	0.05	58.1

Table 13. SIDRA Results – Lisford Avenue/Azzurra Street intersection – Saturday Midday Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lisford Avenue (S)															
7	L2	All MCs	53	2.0	53	2.0	0.175	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	51.4
8	T1	All MCs	262	12.4	262	12.4	0.175	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.3
Approach			315	10.7	315	10.7	0.175	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.0
North: Lisford Avenue (N)															
2	T1	All MCs	262	12.4	262	12.4	0.180	0.3	LOS A	0.4	3.0	0.15	0.18	0.15	57.2
3	R2	All MCs	44	2.0	44	2.0	0.180	6.9	LOS A	0.4	3.0	0.15	0.18	0.15	57.2
Approach			306	10.9	306	10.9	0.180	1.2	NA	0.4	3.0	0.15	0.18	0.15	57.2
West: Azzurra St (W)															
4	L2	All MCs	42	2.0	42	2.0	0.057	4.6	LOS A	0.2	1.5	0.39	0.58	0.39	47.0
6	R2	All MCs	16	2.0	16	2.0	0.057	6.7	LOS A	0.2	1.5	0.39	0.58	0.39	22.7
Approach			58	2.0	58	2.0	0.057	5.2	LOS A	0.2	1.5	0.39	0.58	0.39	45.1
All Vehicles			679	10.0	679	10.0	0.180	1.4	NA	0.4	3.0	0.10	0.17	0.10	56.5

Table 14. SIDRA Results – Azzurra Street crossover – Weekday PM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop Que	Eff Stop Rate	Aver No. of Cycles	Aver Speed km/h
South: Crossover (S)															
4	L2	All MCs	1	2.0	1	2.0	0.016	2.2	LOS A	0.1	0.4	0.11	0.45	0.11	50.4
6	R2	All MCs	19	2.0	19	2.0	0.016	2.1	LOS A	0.1	0.4	0.11	0.45	0.11	20.9
Approach			20	2.0	20	2.0	0.016	2.1	LOS A	0.1	0.4	0.11	0.45	0.11	31.2
East: Azzurro Street (E)															
7	L2	All MCs	43	2.0	43	2.0	0.033	3.7	LOS A	0.0	0.0	0.00	0.39	0.00	32.6
8	T1	All MCs	19	2.0	19	2.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.39	0.00	55.7
Approach			62	2.0	62	2.0	0.033	2.6	NA	0.0	0.0	0.00	0.39	0.00	48.2
West: Azzurro Steet (W)															
2	T1	All MCs	11	2.0	11	2.0	0.006	0.0	LOS A	0.0	0.0	0.03	0.06	0.03	58.8
3	R2	All MCs	1	2.0	1	2.0	0.006	5.6	LOS A	0.0	0.0	0.03	0.06	0.03	57.0
Approach			12	2.0	12	2.0	0.006	0.5	NA	0.0	0.0	0.03	0.06	0.03	58.6
All Vehicles			94	2.0	94	2.0	0.033	2.2	NA	0.1	0.4	0.03	0.36	0.03	49.5

Table 15. SIDRA Results – Azzurra Street crossover – Saturday Midday Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop Que	Eff Stop Rate	Aver No. of Cycles	Aver Speed km/h
South: Crossover (S)															
4	L2	All MCs	3	2.0	3	2.0	0.029	2.2	LOS A	0.1	0.7	0.15	0.46	0.15	50.3
6	R2	All MCs	32	2.0	32	2.0	0.029	2.3	LOS A	0.1	0.7	0.15	0.46	0.15	20.5
Approach			35	2.0	35	2.0	0.029	2.3	LOS A	0.1	0.7	0.15	0.46	0.15	35.0
East: Azzurro Street (E)															
7	L2	All MCs	71	2.0	71	2.0	0.052	3.7	LOS A	0.0	0.0	0.00	0.41	0.00	32.2
8	T1	All MCs	26	2.0	26	2.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	55.5
Approach			97	2.0	97	2.0	0.052	2.7	NA	0.0	0.0	0.00	0.41	0.00	47.0
West: Azzurro Steet (W)															
2	T1	All MCs	26	2.0	26	2.0	0.016	0.0	LOS A	0.0	0.1	0.05	0.08	0.05	58.5
3	R2	All MCs	3	2.0	3	2.0	0.016	5.8	LOS A	0.0	0.1	0.05	0.08	0.05	56.7
Approach			29	2.0	29	2.0	0.016	0.7	NA	0.0	0.1	0.05	0.08	0.05	58.3
All Vehicles			161	2.0	161	2.0	0.052	2.2	NA	0.1	0.7	0.04	0.36	0.04	49.8

Table 16. SIDRA Results – Azzurra Street crossover – Weekday AM Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Crossover (S)															
4	L2	All MCs	2	2.0	2	2.0	0.023	2.2	LOS A	0.1	0.6	0.14	0.46	0.14	50.3
6	R2	All MCs	26	2.0	26	2.0	0.023	2.2	LOS A	0.1	0.6	0.14	0.46	0.14	20.5
Approach			28	2.0	28	2.0	0.023	2.2	LOS A	0.1	0.6	0.14	0.46	0.14	33.5
East: Azzurro Street (E)															
7	L2	All MCs	31	2.0	31	2.0	0.030	3.7	LOS A	0.0	0.0	0.00	0.31	0.00	35.0
8	T1	All MCs	25	2.0	25	2.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.31	0.00	56.6
Approach			56	2.0	56	2.0	0.030	2.0	NA	0.0	0.0	0.00	0.31	0.00	52.4
West: Azzurro Steet (W)															
2	T1	All MCs	38	2.0	38	2.0	0.021	0.0	LOS A	0.0	0.1	0.02	0.03	0.02	59.3
3	R2	All MCs	2	2.0	2	2.0	0.021	5.6	LOS A	0.0	0.1	0.02	0.03	0.02	57.4
Approach			40	2.0	40	2.0	0.021	0.3	NA	0.0	0.1	0.02	0.03	0.02	59.2
All Vehicles			124	2.0	124	2.0	0.030	1.5	NA	0.1	0.6	0.04	0.25	0.04	54.4

Table 17. SIDRA Results – Azzurra Street crossover – Weekday PM Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Crossover (S)															
4	L2	All MCs	1	2.0	1	2.0	0.017	2.2	LOS A	0.1	0.4	0.14	0.45	0.14	50.3
6	R2	All MCs	19	2.0	19	2.0	0.017	2.2	LOS A	0.1	0.4	0.14	0.45	0.14	20.5
Approach			20	2.0	20	2.0	0.017	2.2	LOS A	0.1	0.4	0.14	0.45	0.14	30.9
East: Azzurro Street (E)															
7	L2	All MCs	23	2.0	23	2.0	0.032	3.7	LOS A	0.0	0.0	0.00	0.22	0.00	38.3
8	T1	All MCs	38	2.0	38	2.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	57.6
Approach			61	2.0	61	2.0	0.032	1.4	NA	0.0	0.0	0.00	0.22	0.00	55.6
West: Azzurro Steet (W)															
2	T1	All MCs	25	2.0	25	2.0	0.014	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	59.4
3	R2	All MCs	1	2.0	1	2.0	0.014	5.6	LOS A	0.0	0.0	0.01	0.02	0.01	57.6
Approach			26	2.0	26	2.0	0.014	0.2	NA	0.0	0.0	0.01	0.02	0.01	59.4
All Vehicles			107	2.0	107	2.0	0.032	1.3	NA	0.1	0.4	0.03	0.21	0.03	55.7

Table 18. SIDRA Results – Azzurra Street crossover – Saturday Midday Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	[Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Crossover (S)															
4	L2	All MCs	3	2.0	3	2.0	0.029	2.2	LOS A	0.1	0.7	0.15	0.46	0.15	50.3
6	R2	All MCs	32	2.0	32	2.0	0.029	2.3	LOS A	0.1	0.7	0.15	0.46	0.15	20.5
Approach			35	2.0	35	2.0	0.029	2.3	LOS A	0.1	0.7	0.15	0.46	0.15	35.1
East: Azzurro Street (E)															
7	L2	All MCs	37	2.0	37	2.0	0.036	3.7	LOS A	0.0	0.0	0.00	0.30	0.00	35.2
8	T1	All MCs	32	2.0	32	2.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	56.6
Approach			68	2.0	68	2.0	0.036	2.0	NA	0.0	0.0	0.00	0.30	0.00	52.6
West: Azzurro Steet (W)															
2	T1	All MCs	32	2.0	32	2.0	0.018	0.0	LOS A	0.0	0.1	0.03	0.06	0.03	58.8
3	R2	All MCs	3	2.0	3	2.0	0.018	5.6	LOS A	0.0	0.1	0.03	0.06	0.03	56.9
Approach			35	2.0	35	2.0	0.018	0.5	NA	0.0	0.1	0.03	0.06	0.03	58.6
All Vehicles			138	2.0	138	2.0	0.036	1.7	NA	0.1	0.7	0.05	0.28	0.05	53.4

Table 19. SIDRA Results – Australis Drive crossover – Weekday AM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	[Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Australis Drive (E)															
2	T1	All MCs	68	2.0	68	2.0	0.057	0.1	LOS A	0.2	1.5	0.14	0.21	0.14	57.7
3	R2	All MCs	35	2.0	35	2.0	0.057	3.2	LOS A	0.2	1.5	0.14	0.21	0.14	34.4
Approach			103	2.0	103	2.0	0.057	1.2	NA	0.2	1.5	0.14	0.21	0.14	56.0
North: Crossover (N)															
4	L2	All MCs	64	2.0	64	2.0	0.045	2.4	LOS A	0.2	1.3	0.18	0.45	0.18	21.0
6	R2	All MCs	2	2.0	2	2.0	0.045	2.7	LOS A	0.2	1.3	0.18	0.45	0.18	49.7
Approach			66	2.0	66	2.0	0.045	2.4	LOS A	0.2	1.3	0.18	0.45	0.18	27.4
West: Australis Drive (W)															
7	L2	All MCs	2	2.0	2	2.0	0.048	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	55.0
8	T1	All MCs	92	2.0	92	2.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach			94	2.0	94	2.0	0.048	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles			263	2.0	263	2.0	0.057	1.1	NA	0.2	1.5	0.10	0.20	0.10	56.0

Table 20. SIDRA Results – Australis Drive crossover – Weekday PM Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop Que	Eff Stop Rate	Aver No. of Cycles	Aver Speed km/h
East: Australis Drive (E)															
2	T1	All MCs	88	2.0	88	2.0	0.063	0.1	LOS A	0.2	1.2	0.08	0.15	0.08	58.4
3	R2	All MCs	28	2.0	28	2.0	0.063	3.1	LOS A	0.2	1.2	0.08	0.15	0.08	37.0
Approach			117	2.0	117	2.0	0.063	0.8	NA	0.2	1.2	0.08	0.15	0.08	57.4
North: Crossover (N)															
4	L2	All MCs	45	2.0	45	2.0	0.031	2.3	LOS A	0.1	0.9	0.15	0.45	0.15	21.4
6	R2	All MCs	2	2.0	2	2.0	0.031	2.6	LOS A	0.1	0.9	0.15	0.45	0.15	49.8
Approach			47	2.0	47	2.0	0.031	2.3	LOS A	0.1	0.9	0.15	0.45	0.15	29.7
West: Australis Drive (W)															
7	L2	All MCs	2	2.0	2	2.0	0.033	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	54.9
8	T1	All MCs	62	2.0	62	2.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			64	2.0	64	2.0	0.033	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles			228	2.0	228	2.0	0.063	0.9	NA	0.2	1.2	0.07	0.18	0.07	56.8

Table 21. SIDRA Results – Australis Drive crossover – Saturday Midday Peak hour (post-development)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue [Veh veh	Dist] m	Prop Que	Eff Stop Rate	Aver No. of Cycles	Aver Speed km/h
East: Australis Drive (E)															
2	T1	All MCs	69	2.0	69	2.0	0.063	0.1	LOS A	0.2	1.8	0.14	0.24	0.14	57.5
3	R2	All MCs	44	2.0	44	2.0	0.063	3.2	LOS A	0.2	1.8	0.14	0.24	0.14	33.4
Approach			114	2.0	114	2.0	0.063	1.3	NA	0.2	1.8	0.14	0.24	0.14	55.2
North: Crossover (N)															
4	L2	All MCs	78	2.0	78	2.0	0.054	2.3	LOS A	0.2	1.6	0.17	0.45	0.17	21.2
6	R2	All MCs	3	2.0	3	2.0	0.054	2.7	LOS A	0.2	1.6	0.17	0.45	0.17	49.7
Approach			81	2.0	81	2.0	0.054	2.4	LOS A	0.2	1.6	0.17	0.45	0.17	28.7
West: Australis Drive (W)															
7	L2	All MCs	3	2.0	3	2.0	0.041	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	54.9
8	T1	All MCs	77	2.0	77	2.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			80	2.0	80	2.0	0.041	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.4
All Vehicles			275	2.0	275	2.0	0.063	1.3	NA	0.2	1.8	0.11	0.24	0.11	54.9

Table 22. SIDRA Results – Australis Drive crossover – Weekday AM Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows (Total veh/h)	Demand Flows (HV %)	Arrival Flows (Total veh/h)	Arrival Flows (HV %)	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue (Veh. veh)	95% Back Of Queue (Dist m)	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Australis Drive (E)															
2	T1	All MCs	126	2.0	126	2.0	0.107	0.3	LOS A	0.4	2.9	0.21	0.26	0.21	57.5
3	R2	All MCs	62	2.0	62	2.0	0.107	3.6	LOS A	0.4	2.9	0.21	0.26	0.21	33.5
Approach			188	2.0	188	2.0	0.107	1.4	NA	0.4	2.9	0.21	0.26	0.21	55.7
North: Crossover (N)															
4	L2	All MCs	64	2.0	64	2.0	0.049	2.7	LOS A	0.2	1.4	0.28	0.48	0.28	20.0
6	R2	All MCs	2	2.0	2	2.0	0.049	3.5	LOS A	0.2	1.4	0.28	0.48	0.28	49.4
Approach			66	2.0	66	2.0	0.049	2.7	LOS A	0.2	1.4	0.28	0.48	0.28	26.3
West: Australis Drive (W)															
7	L2	All MCs	2	2.0	2	2.0	0.095	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	55.1
8	T1	All MCs	183	2.0	183	2.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			185	2.0	185	2.0	0.095	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles			440	2.0	440	2.0	0.107	1.0	NA	0.4	2.9	0.13	0.19	0.13	56.8

Table 23. SIDRA Results – Australis Drive crossover – Weekday PM Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows (Total veh/h)	Demand Flows (HV %)	Arrival Flows (Total veh/h)	Arrival Flows (HV %)	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue (Veh. veh)	95% Back Of Queue (Dist m)	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Australis Drive (E)															
2	T1	All MCs	180	2.0	180	2.0	0.124	0.1	LOS A	0.3	2.4	0.12	0.16	0.12	58.4
3	R2	All MCs	48	2.0	48	2.0	0.124	3.4	LOS A	0.3	2.4	0.12	0.16	0.12	37.2
Approach			228	2.0	228	2.0	0.124	0.8	NA	0.3	2.4	0.12	0.16	0.12	57.6
North: Crossover (N)															
4	L2	All MCs	45	2.0	45	2.0	0.034	2.5	LOS A	0.1	1.0	0.23	0.46	0.23	20.5
6	R2	All MCs	2	2.0	2	2.0	0.034	3.4	LOS A	0.1	1.0	0.23	0.46	0.23	49.5
Approach			47	2.0	47	2.0	0.034	2.5	LOS A	0.1	1.0	0.23	0.46	0.23	28.7
West: Australis Drive (W)															
7	L2	All MCs	2	2.0	2	2.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	55.1
8	T1	All MCs	133	2.0	133	2.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			135	2.0	135	2.0	0.069	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			411	2.0	411	2.0	0.124	0.8	NA	0.3	2.4	0.09	0.15	0.09	57.7

Table 24. SIDRA Results – Australis Drive crossover – Saturday Midday Peak hour (10-year Horizon)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg Satn v/c	Aver Delay sec	Level of Service	95% Back Of Queue Veh veh	95% Back Of Queue Dist m	Prop Que	Eff Stop Rate	Aver No of Cycles	Aver Speed km/h
East: Australis Drive (E)															
2	T1	All MCs	149	2.0	149	2.0	0.129	0.3	LOS A	0.5	3.6	0.20	0.26	0.20	57.5
3	R2	All MCs	78	2.0	78	2.0	0.129	3.5	LOS A	0.5	3.6	0.20	0.26	0.20	33.5
Approach			227	2.0	227	2.0	0.129	1.4	NA	0.5	3.6	0.20	0.26	0.20	55.6
North: Crossover (N)															
4	L2	All MCs	78	2.0	78	2.0	0.059	2.6	LOS A	0.2	1.8	0.26	0.48	0.26	20.2
6	R2	All MCs	3	2.0	3	2.0	0.059	3.6	LOS A	0.2	1.8	0.26	0.48	0.26	49.4
Approach			81	2.0	81	2.0	0.059	2.6	LOS A	0.2	1.8	0.26	0.48	0.26	27.6
West: Australis Drive (W)															
7	L2	All MCs	3	2.0	3	2.0	0.082	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	55.0
8	T1	All MCs	157	2.0	157	2.0	0.082	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			160	2.0	160	2.0	0.082	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles			468	2.0	468	2.0	0.129	1.2	NA	0.5	3.6	0.14	0.21	0.14	56.2

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP notes the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR193/2023 DAP/23/02545	Shire of Serpentine Jarrahdale	Lot 218 (No.575) Abernethy Road, Oakford	Proposed Educational Establishment	19/12/2023
DR94/2024 DAP/23/02623	City of Cockburn	Lot 9501 Gaebler Road, Hammond Park	Mixed Use Commercial Development	27/06/2024

Current Supreme Court Appeals				
File No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/23/02496 CIV 2251 of 2023	City of Swan	Lot 2 & 67 (No.163) and Lot 18 (No.159) James Street, Guildford	Proposed redevelopment of Vaudeville Theatre	03/11/2023

2. General Business

3. Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2024 a DAP member must not publicly comment on any action or determination of a DAP.