Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 5 September 2024; 9:30am
Meeting Number: MODAP/35
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/35 – 5 September 2024 – City of Wanneroo – City of Gosnells

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 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 (POSTPONED)
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF GOSNELLS

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 65 (Lot 98) Mills Road West, Gosnells – Place of Worship – DAP/23/02523
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

Tony Arias (Presiding Member)
Lindsay Baxter (Deputy Presiding Member)
Ian Birch (Specialist Member)

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

Part C – City of Gosnells
Cr David Goode (Local Government DAP Member, City of Gosnells)
Cr Serena Williamson (Local Government DAP Member, City of Gosnells)

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 Caren Baayens (Local Government DAP Member, City of Gosnells)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

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

DAP/24/02691 application has been postponed from meeting MODAP/35, 5 September 2024, due to an administrative error made by the City of Wanneroo and this will be rescheduled to 9:30am, 11 September 2024. The City of Wanneroo did not notify submitters as required by Regulation 39 (1A).

The Metro Outer DAP members, City of Wanneroo Officers and members of the public were advised of this on 3 September 2024.

If you have any queries regarding this, please contact the City of Wanneroo on (08) 9405 5000.

PART B – 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 (POSTPONED)

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

POSTPONED

Part B – 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

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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.

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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:

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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

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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

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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;

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- 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

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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:

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- 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.

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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.

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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

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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.

<u>Commercial Viability and Proliferation of Land Use</u>

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.

<u>Traffic</u>

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).

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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.

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McCAFE



DRIVETHRU



CORRAL



PLAYPLACE

POSTPONED

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

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

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

Scale
@ A3

Series
BIO MOD 380

Drawing
PERSPECTIVE VIEWS

Project Number	Drawing Number	Issue
0868	DA00	1

File Name D:\Documents\0868_McDONALDS-BIOMOD 380_-Two Rocks_nicole\MLE16.rvt



PROPOSED
NOT

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

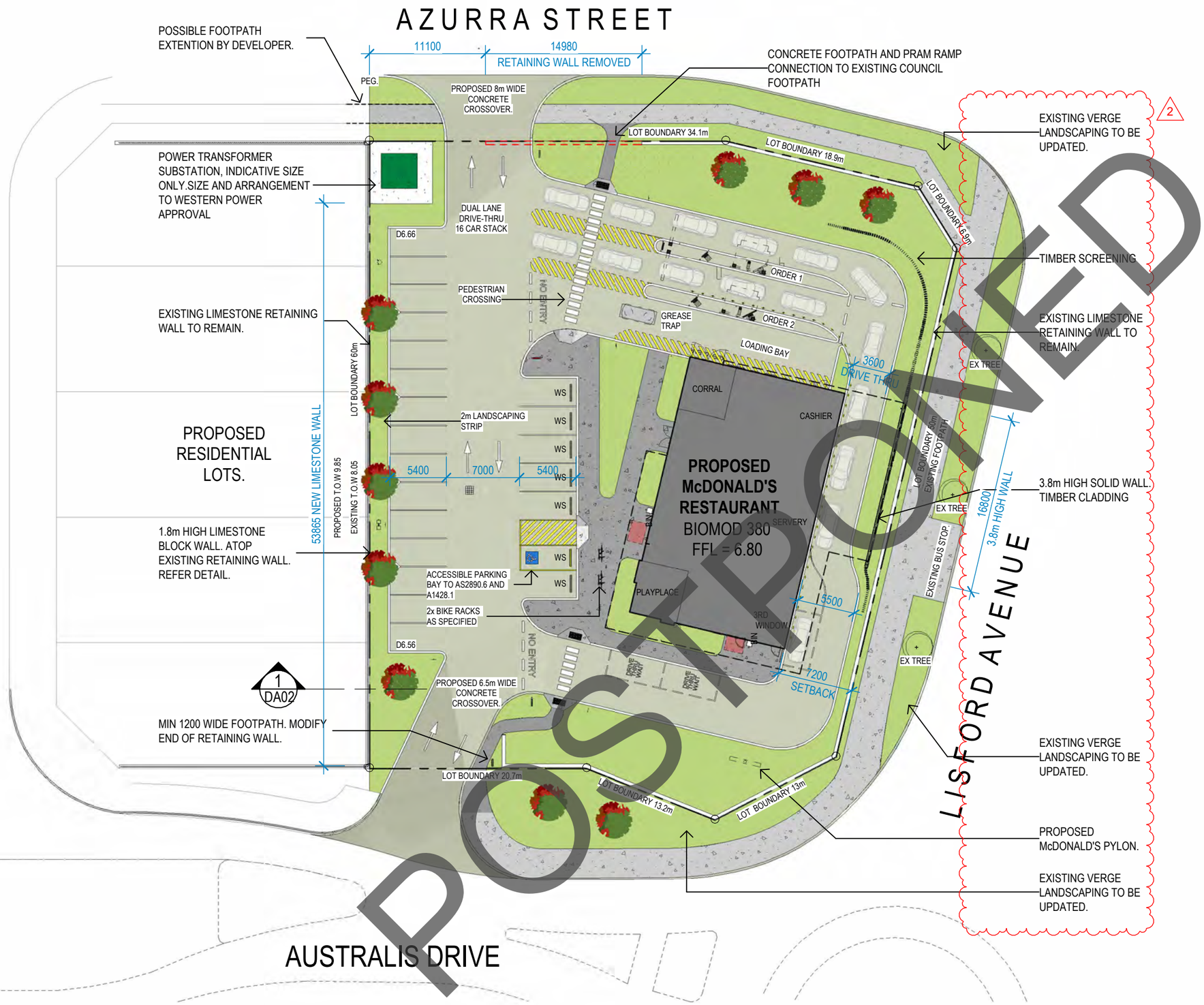
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 500 @ A3	BIO MOD 380

Drawing
OVERALL SITE PLAN

Project Number	Drawing Number	Issue
0868	DA01	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicoleWMET6.rvt

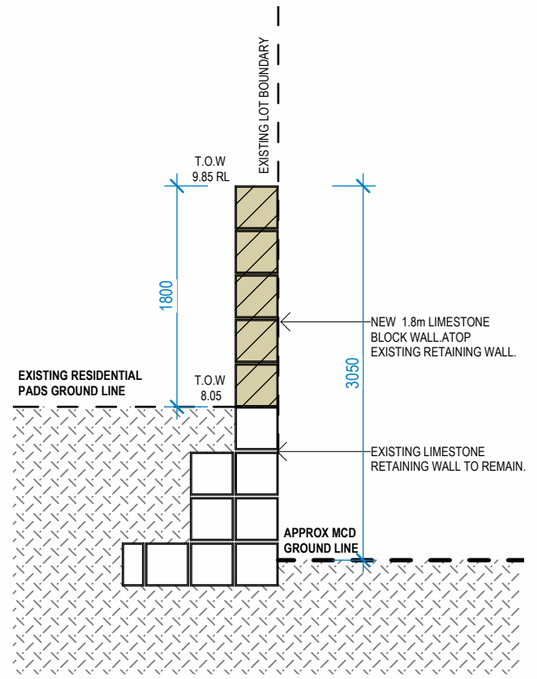


SITE AREA SCHEDULE	
IDENTITY	AREA
LOT AREA	3,066m2

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 Manager

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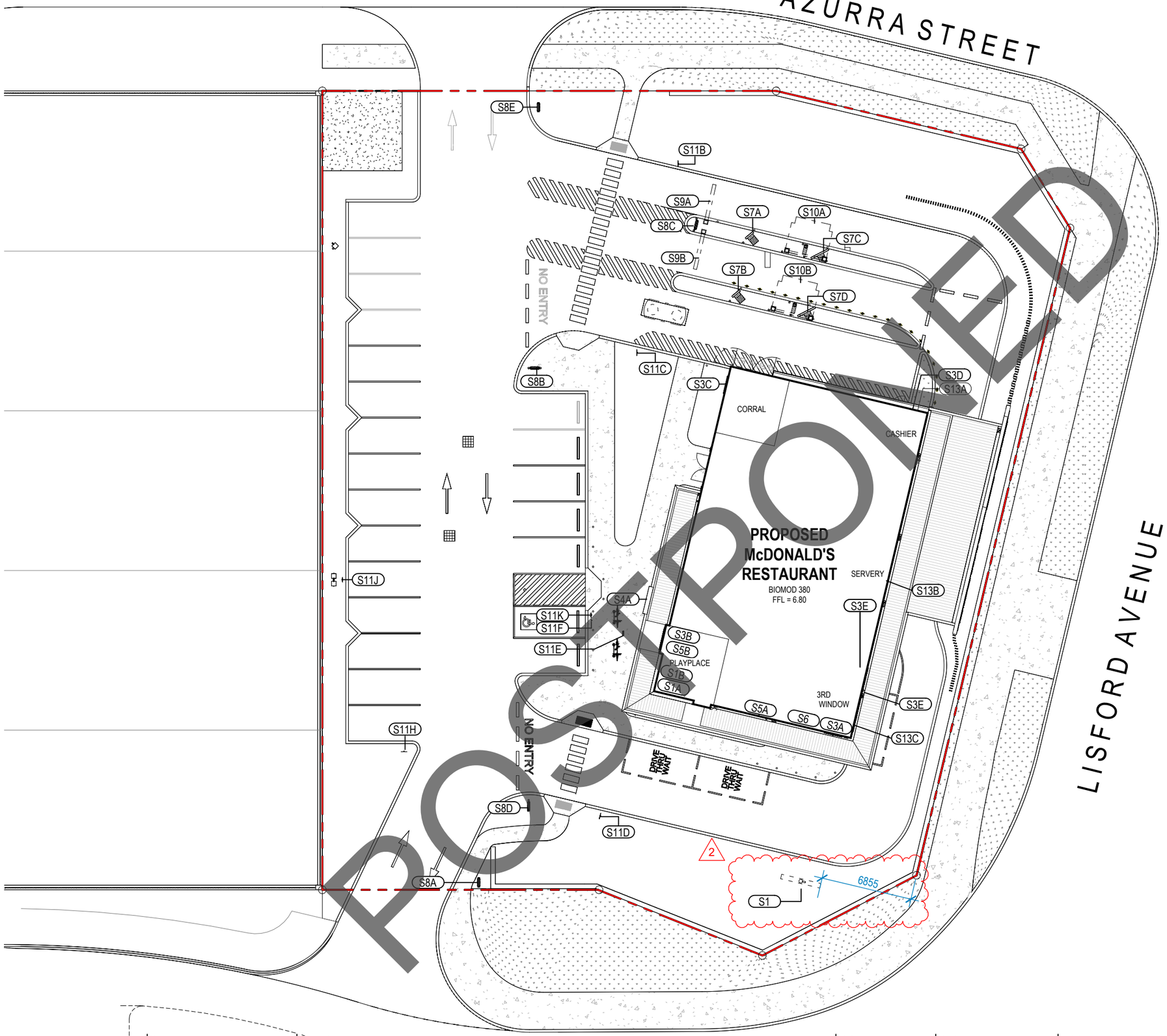
Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

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_P23_karaSM5DT.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

DEVELOPMENT APPLICATION

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

North

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

Project Manager

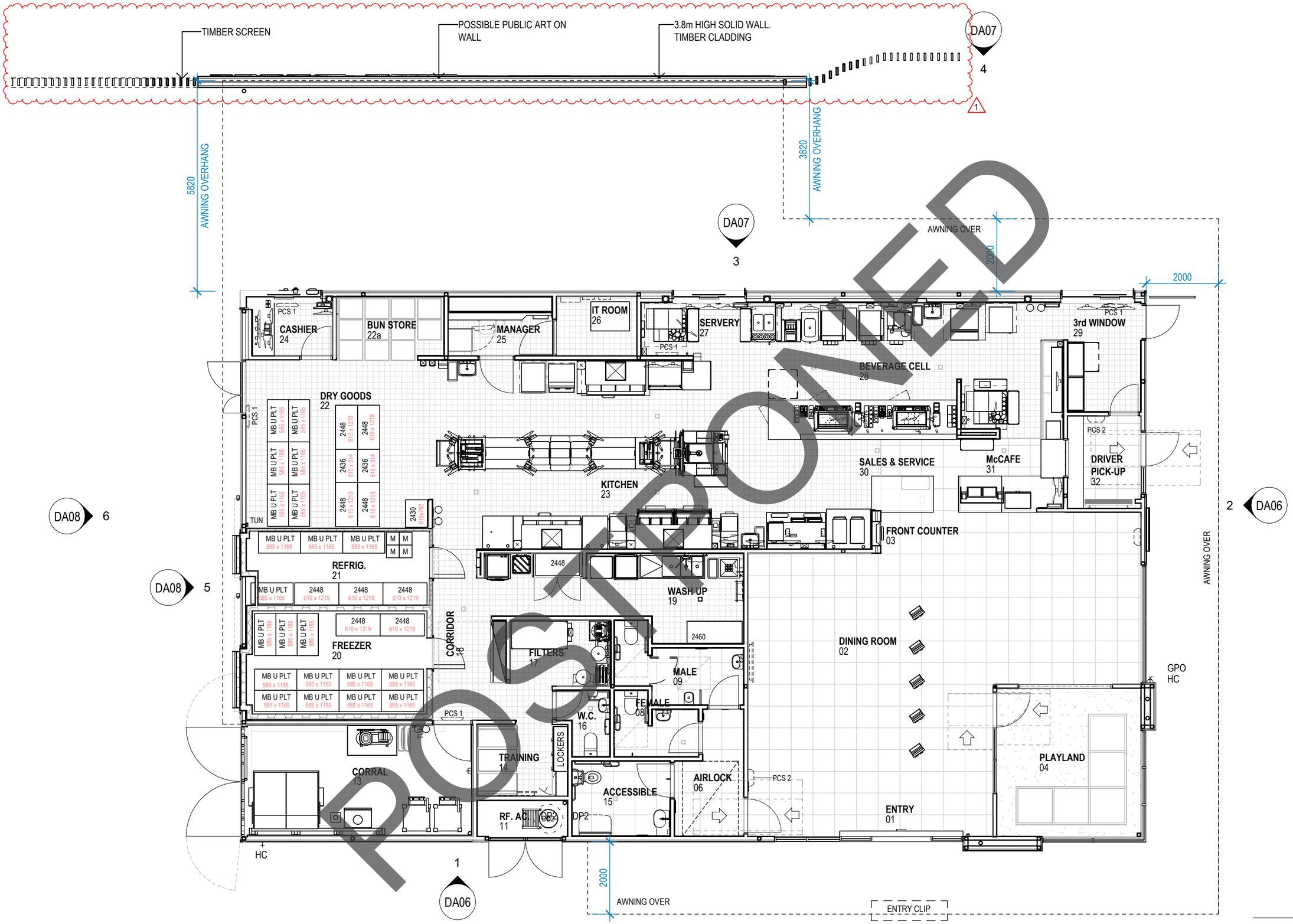
Architect
Hindley and Associates Pty Ltd
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www.hindley.com.au

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: 2

File Name C:\Users\Kara Turner\Documents\0868_McDONALDS-Two Rocks_SITE_R23_karaSM5DT.rvt



POSTPONED

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

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

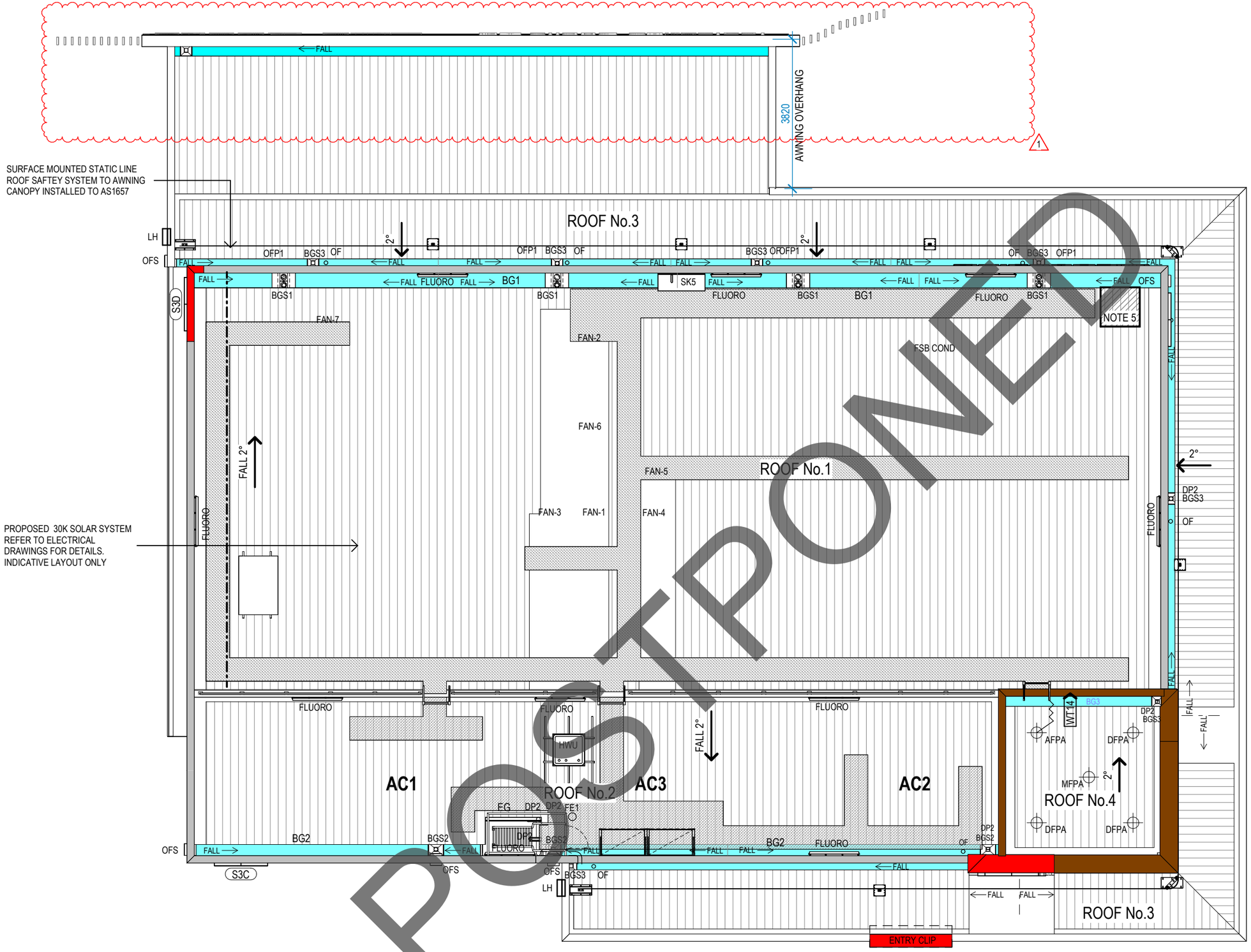
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

Drawing
FLOORPLAN

Project Number	Drawing Number	Issue
0868	DA04	1

File Name C:\Users\Kara Turner\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_karaRM5DT.rvt



POSTED

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

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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.

Scale	Series
1 : 100 @ A3	BIO MOD 380

Drawing
ROOF PLAN

Project Number	Drawing Number	Issue
0868	DA05	1

File Name C:\Users\Kara Turner\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_karaRM5DT.rvt



FRONT ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

POSTPONED

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

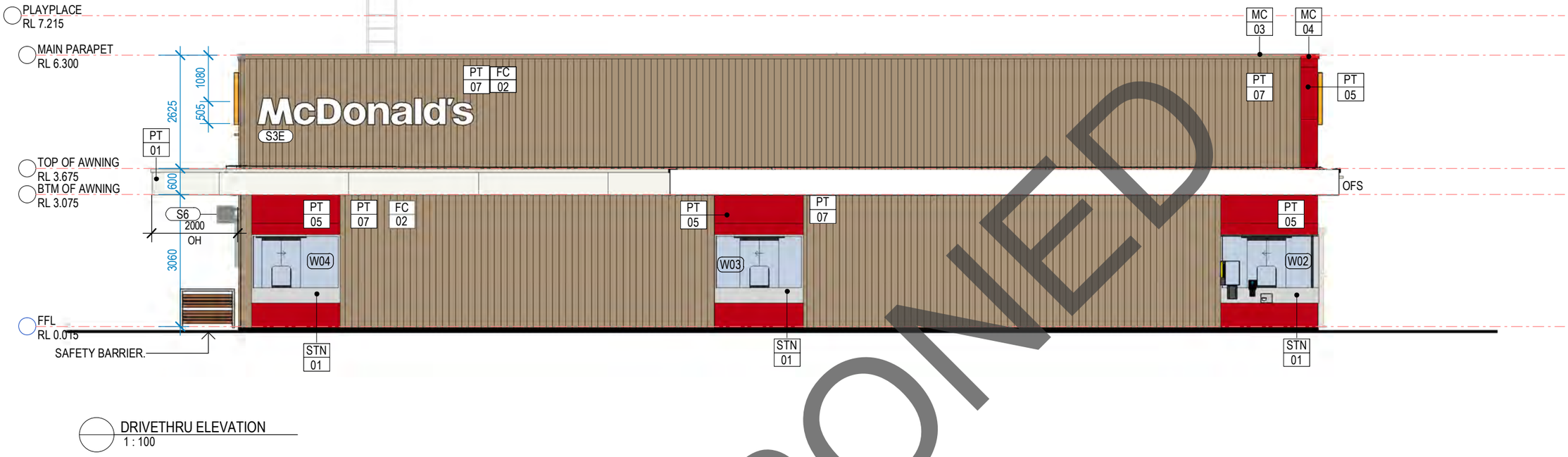
Drawing
FRONT & SIDE BUILDING ELEVATIONS

Project Number
0868

Drawing Number
DA06

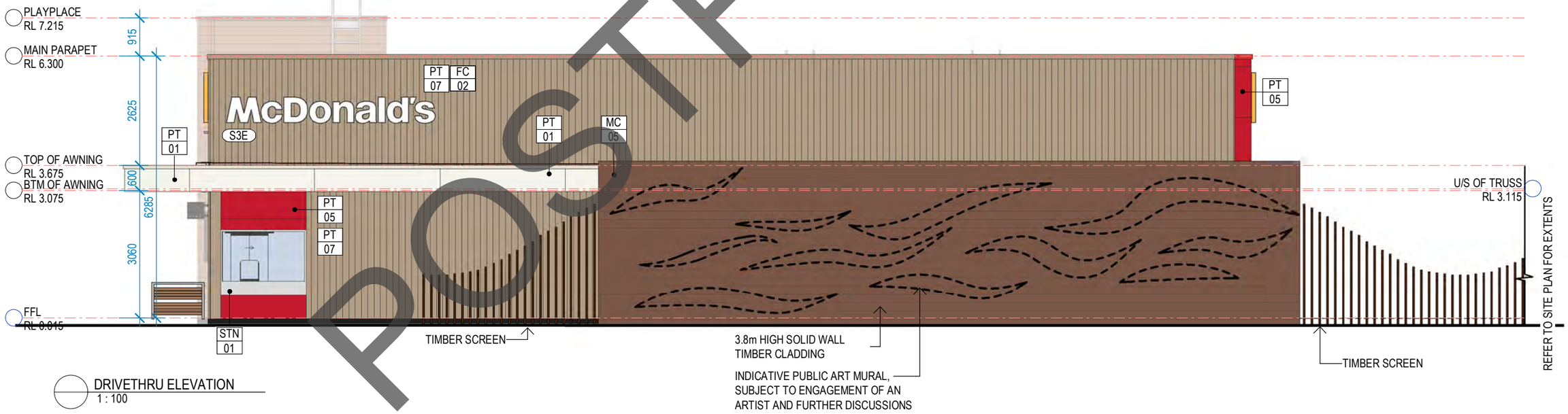
Issue
1

File Name D:\Documents\0868_McDONALDS-BIOMOD 380_Two Rocks_nic6eWMET6.rvt



DRIVETHRU ELEVATION
1 : 100

1



DRIVETHRU ELEVATION
1 : 100

POSTPONED

DEVELOPMENT APPLICATION

Revisions

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0	DA AS CLOUDED	06.02.2024	AJJ	NR

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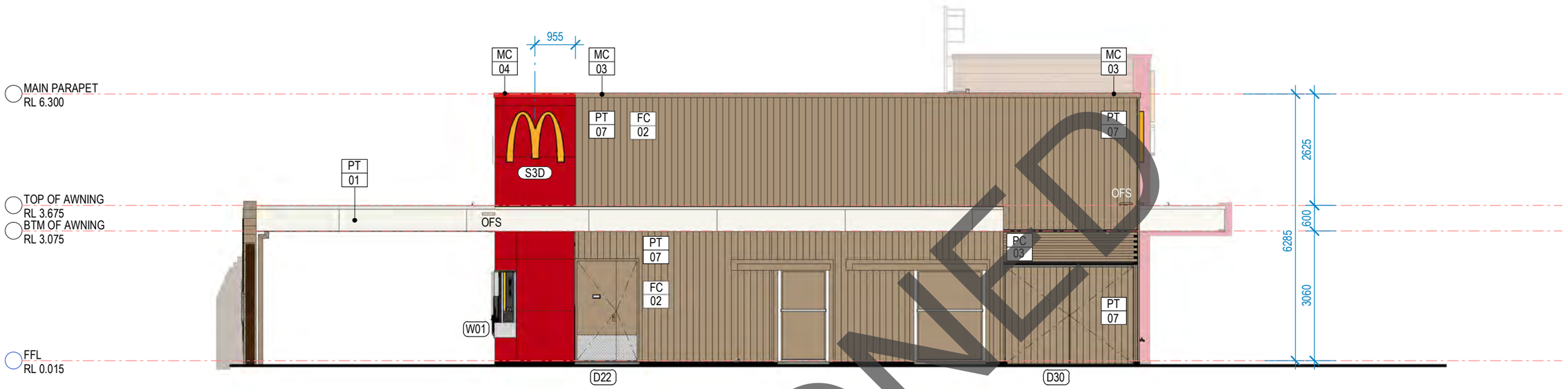
Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

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

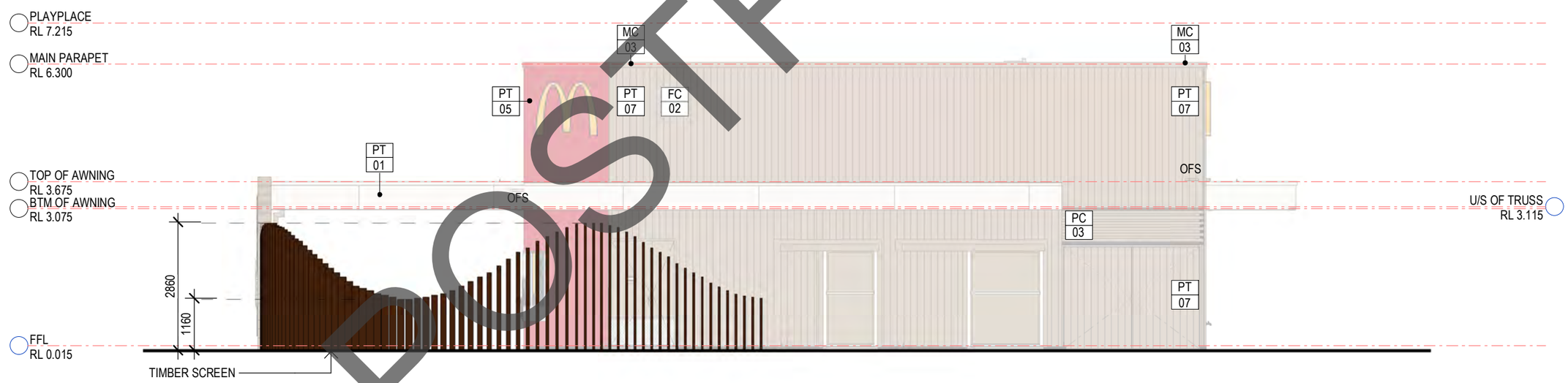
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Series: BIO MOD 380
Drawing: DRIVETHRU BUILDING ELEVATIONS
Project Number: 0868
Drawing Number: DA07
Issue: 1

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1



REAR ELEVATION
1 : 100



REAR ELEVATION
1 : 100

POSTPONED

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

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Project Manager

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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	Drawing Number	Issue
0868	DA08	1

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_Two Rocks_nic6eWMET6.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	

POSTPONED

DEVELOPMENT APPLICATION

Revisions

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Drawing Notes

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ABN. 43 008 496 928
☎ 02 9875 6666

Project Manager
NATIONAL DEVELOPMENT GROUP

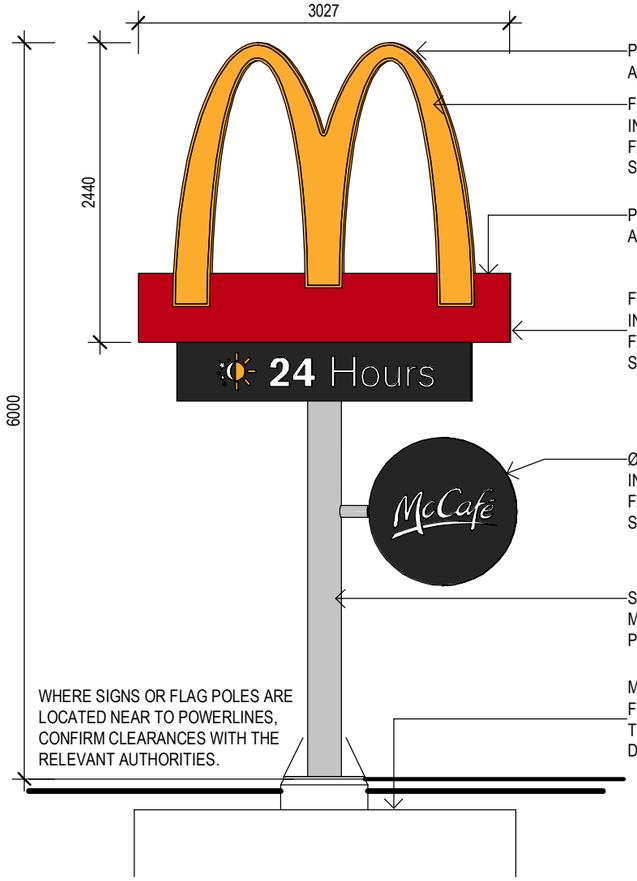
Architect
Hindley and Associates Pty Ltd
Building Designers
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Nedlands WA 6009
PO Box 199 Nedlands WA 6909
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www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT TWO ROCKS

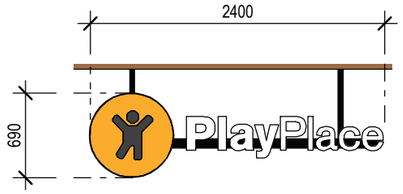
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 100 @ A3
Series: BIO MOD 380
Drawing: EXTERNAL FINISHES SCHEDULE
Project Number: 0868
Drawing Number: DA09
Issue: 1

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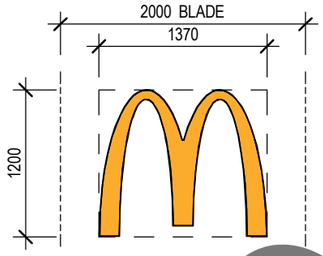


S1 PYLON
1 : 50



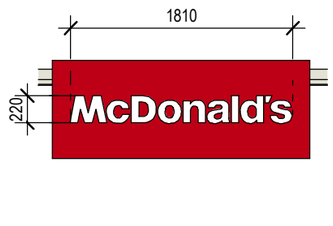
S2 PLAYPLACE
1 : 50

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

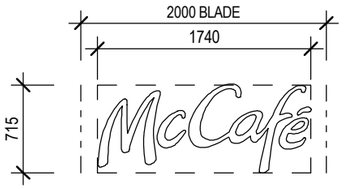


S4 CLIP SIGN
1 : 50

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

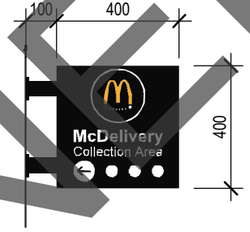
S5 McCAFE WALL BUTTON SIGN
1 : 50

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



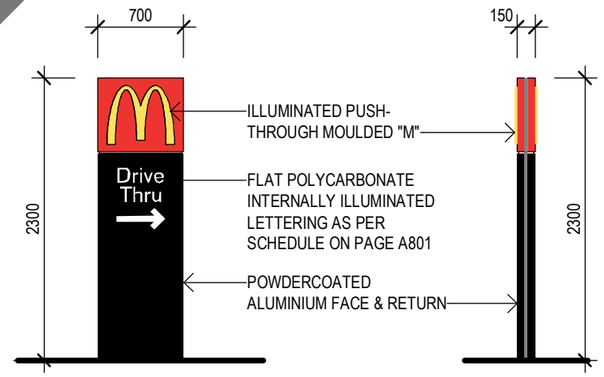
S5 WALL SIGN
1 : 50

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.



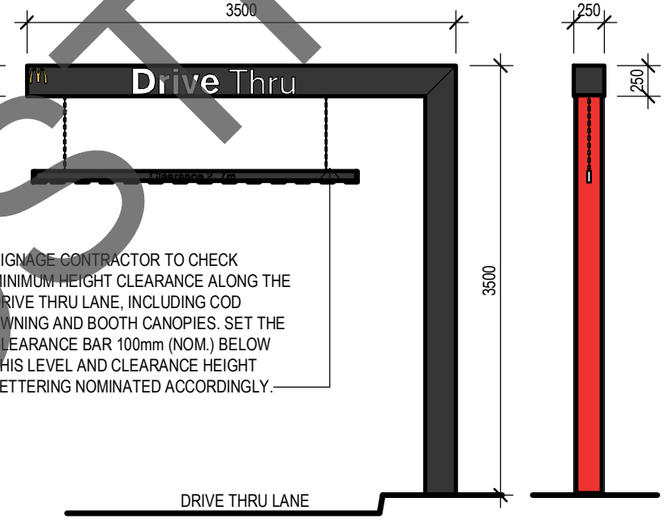
FRONT **SIDE**

ALTERNATIVE WORDING

(ALL IN TITLE CASE):

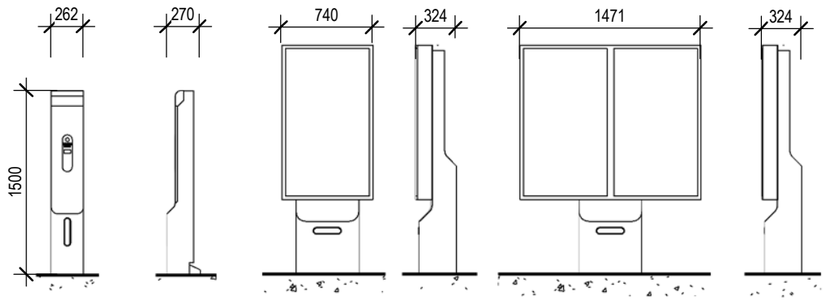
S8A	"ENTRY / ENTRY" (DOUBLE SIDED) W/- ARROWS"	**S8C**	"ANY LANE, ANY TIME" (SINGLE SIDED)
S8B	"DRIVE THRU / DRIVE THRU" (DOUBLE SIDED)	**S8D**	"THANK YOU / NO ENTRY" (DOUBLE SIDED)
		S8E	"THANK YOU / ENTRY" (DOUBLE SIDED)

DIRECTIONAL SIGNAGES8
1 : 50



FRONT **SIDE**

S6 HEIGHT CLEARANCE GANTRY
1 : 50



POSTPONED

DEVELOPMENT APPLICATION

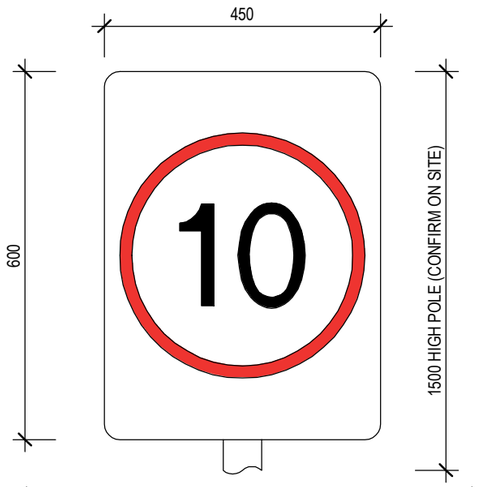
Revisions					General Notes	Drawing Notes
Issue	Description	Date	Chk	Int	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated 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		

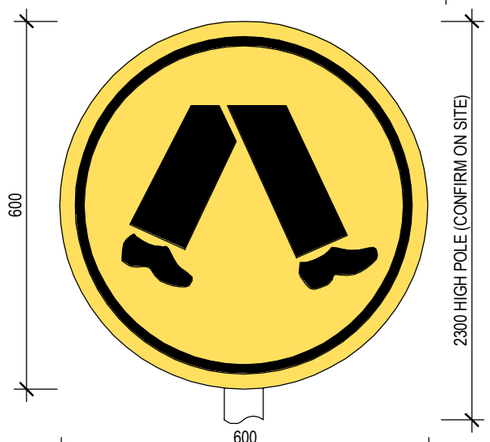
Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

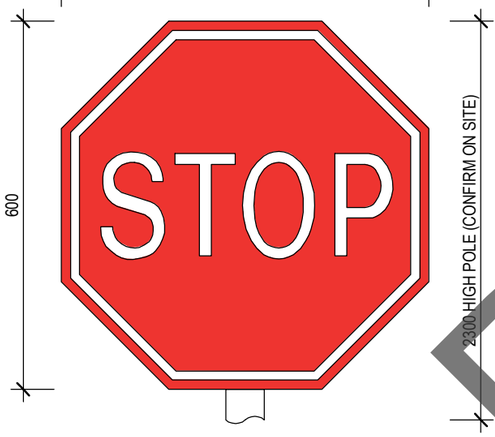
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project		Scale	Series
PROPOSED McDONALD'S RESTAURANT TWO ROCKS		As indicated @ A3	BIO MOD 380
Location		Drawing	
LOT 703,LISFORD AVENUE TWO ROCKS W.A.		SIGNAGE DETAILS	
Project Number	Drawing Number	Issue	
0868	DA10	0	

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicolelWMET6.rvt







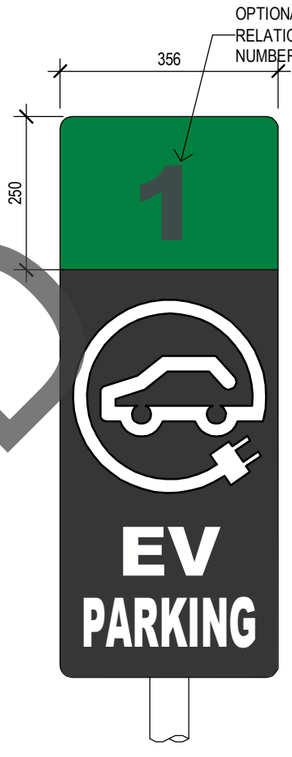
S11 CAR PARK SIGNAGE

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

POSTED

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.

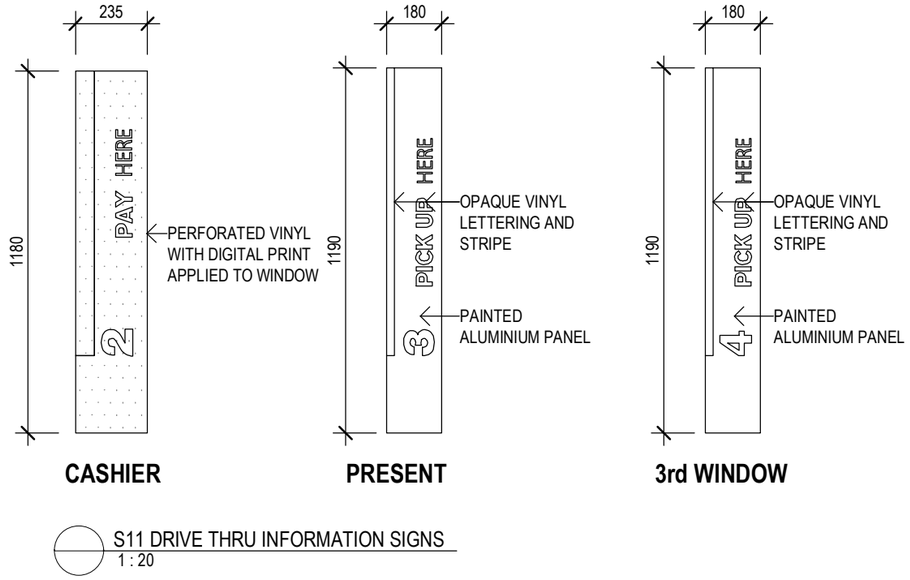
Scale
1 : 10 @ A3

Series
BIO MOD 380

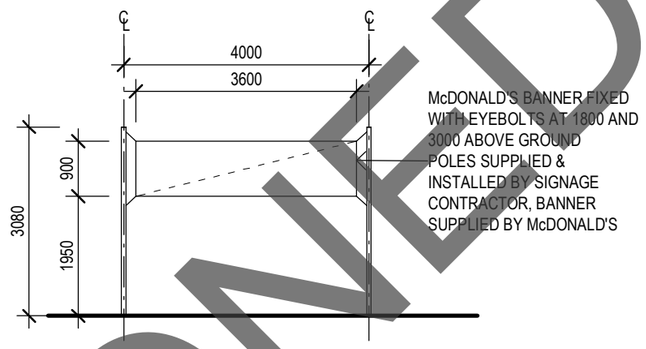
Drawing
SIGNAGE DETAILS

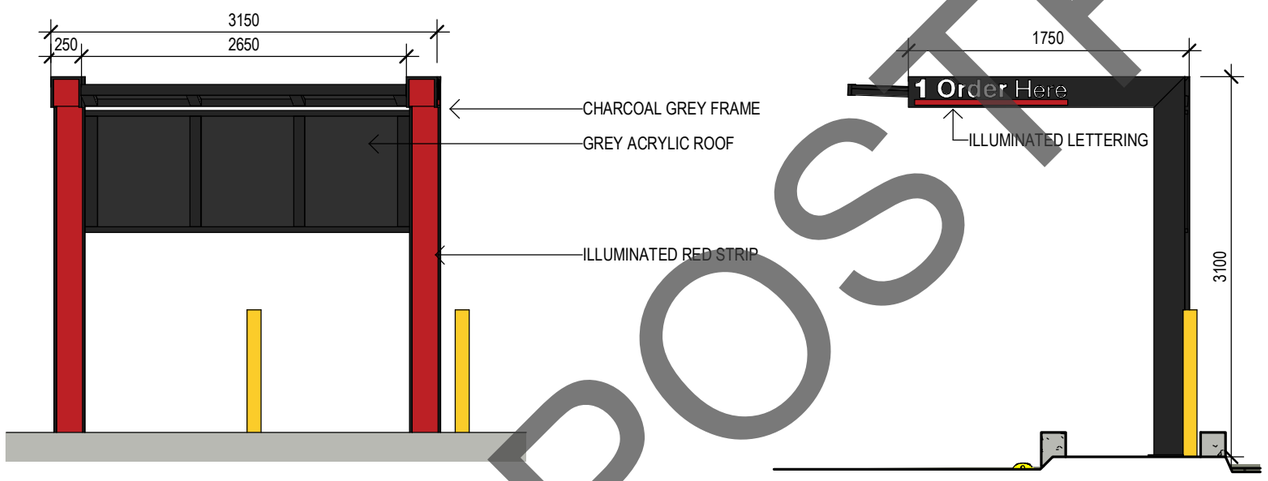
Project Number	Drawing Number	Issue
0868	DA11	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicoleWMET6.rvt



S11 DRIVE THRU INFORMATION SIGNS
1 : 20





POSTPONED

Revisions

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

General Notes

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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
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
As indicated @ A3	BIO MOD 380

Drawing
SIGNAGE DETAILS

Project Number	Drawing Number	Issue
0868	DA12	0

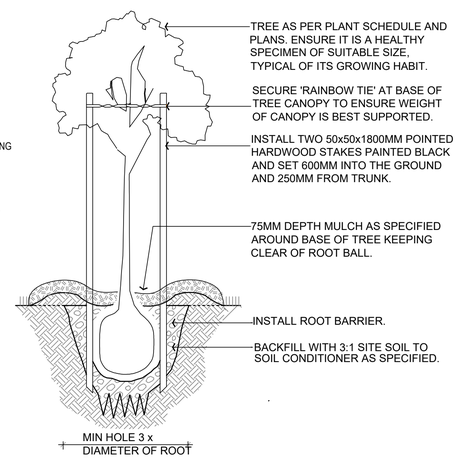
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PLANT SCHEDULE AND SYMBOL LEGEND

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	60cm 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

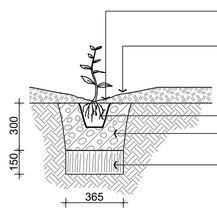


Dianella revoluta 'Revelation' | Ficinia nodosa

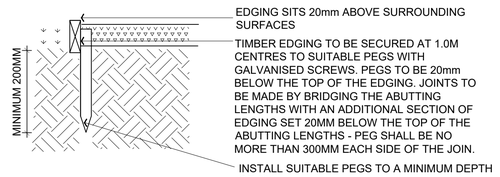
GROUND COVER VARIETIES



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 75MM 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.

POSTPONED

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 9875 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	project no	description
1:250 @ A1	24283	LANDSCAPE PLAN
dwg no	01	
rev	03	

N


24 Hours
McCafé
PlayPlace
McDonald's
McCafé
Indicative Public Art
Indicative Public Art

POSTPONED


Indicative Public Art
POSTPONED


McDonald's
Indicative Public Art
POSTPONED


POSTPONED


McCafé
PlayPlace
McDonald's
CAUTION
LOOK BOTH
WAYS
BEFORE
CROSSING
BICYCLE
PARKING
RPC 7777
POSTPONED


PlayPlace
24 Hours
McCafé
Thank You
POSTPONED


PlayPlace
24 Hours
McCafé
McCafé
POSTPONED


McDonald's
Indicative Public Art
POSTPONED


McDonald's
Indicative Public Art
24 Hours
POSTPONED


Drive Thru
Drive Thru
Entry
McCafé
PlayPlace
McDonald's
24 Hours
POSTPONED

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
- Spot Height (XXX / 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

51174
8796
DP 213230

CHARNWOOD AVENUE

LISFORD AVENUE

POSTPONED

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

POSTPONED

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*.

POSTPONED

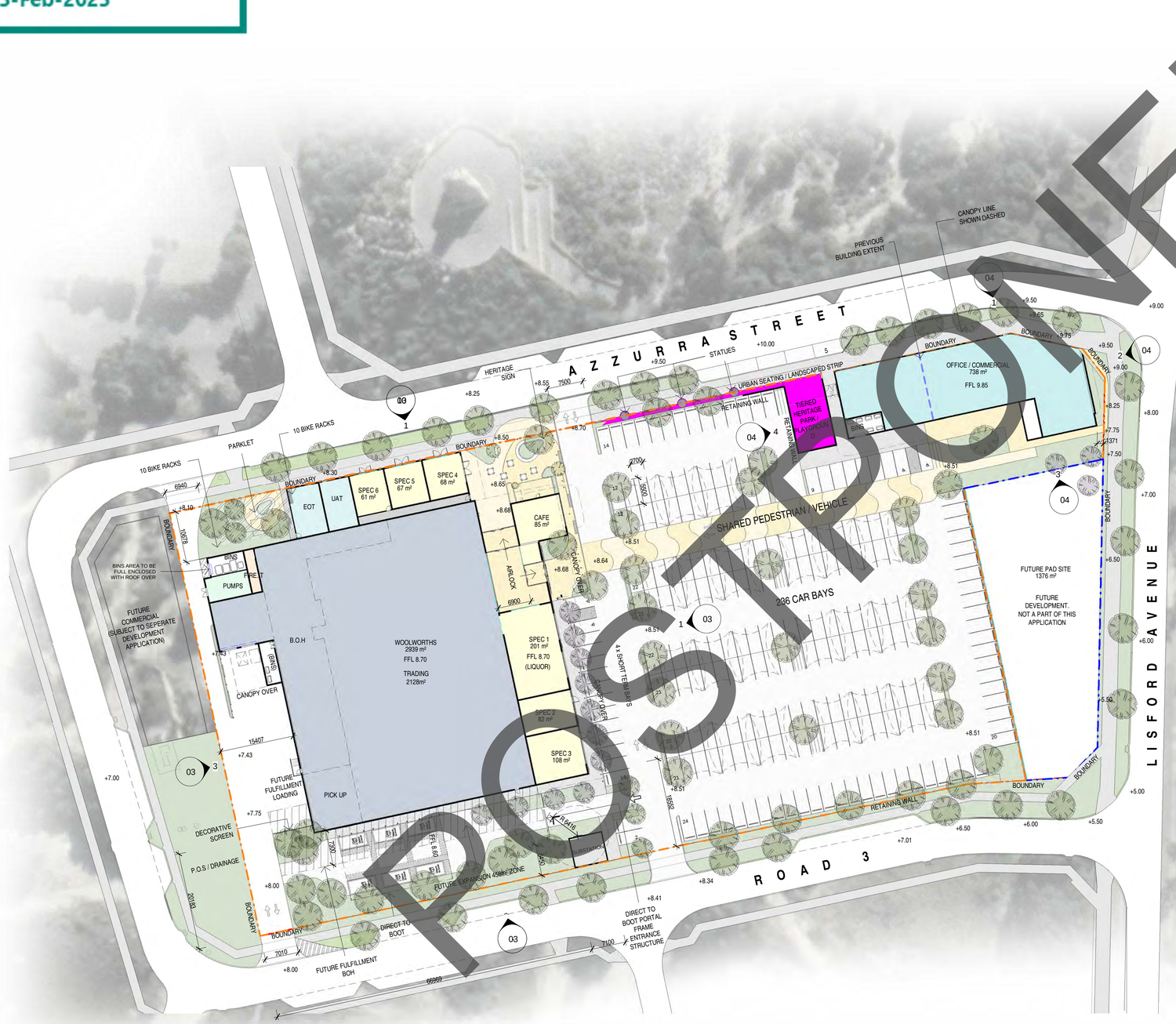
ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANEL

APPROVED

03-Feb-2023

APPROVED
DO NOT SCALE



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
SPECIALITY 2	82m2
SPECIALITY 3	108m2
SPECIALITY 4	68m2
SPECIALITY 5	67m2
SPECIALITY 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**

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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

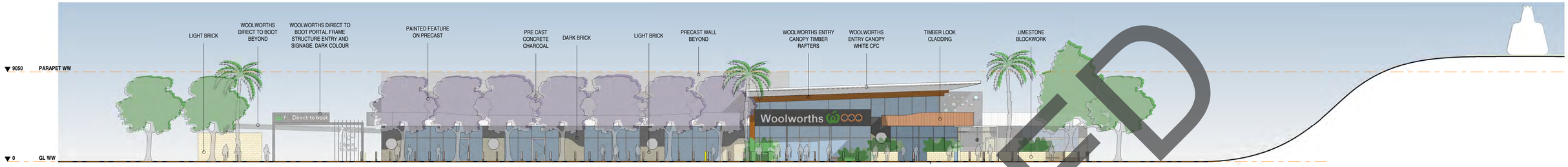
APPROVED

03-Feb-2023

DA ISSUE

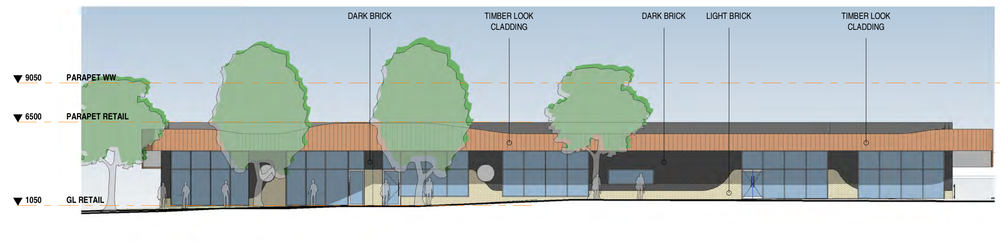
ISSUED FOR DEVELOPMENT APPROVAL

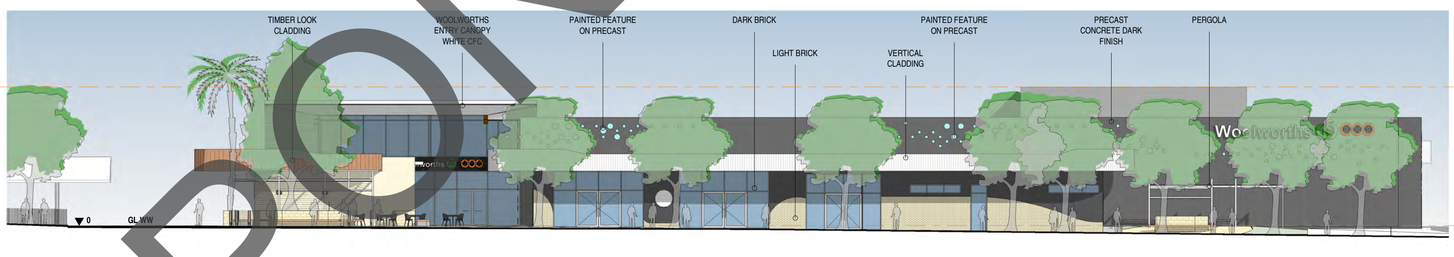
Rev.	Amendment	Date
A	FOR INFORMATION	19/03/21
B	FOR CLIENT REVIEW	25/06/21
C	DRP PRESENTATION	08/07/21
D	DRP PRESENTATION 2	20/07/21
E	DA ISSUE	15/10/21
F	ISSUE FOR REVIEW	08/02/22
G	ISSUE FOR REVIEW	10/09/22
H	ISSUE FOR REVIEW	16/02/22
J	WEST ELEVATION FOR REVIEW	01/04/22
K	ISSUE FOR DA REVISION	09/14/22
L	DA ISSUE	12/10/22
M	DA ISSUE	21/12/22



1 - EAST ELEVATION

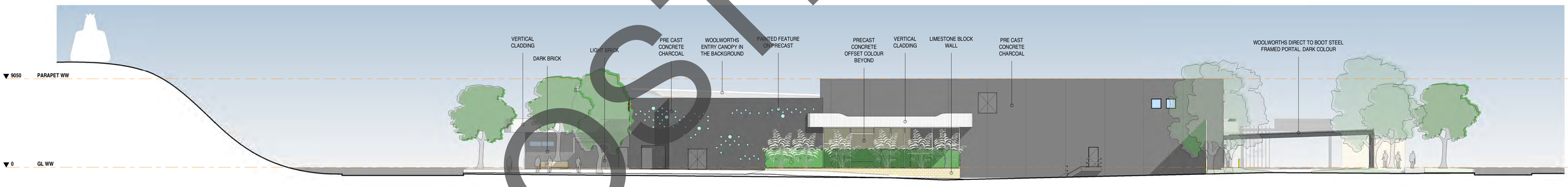
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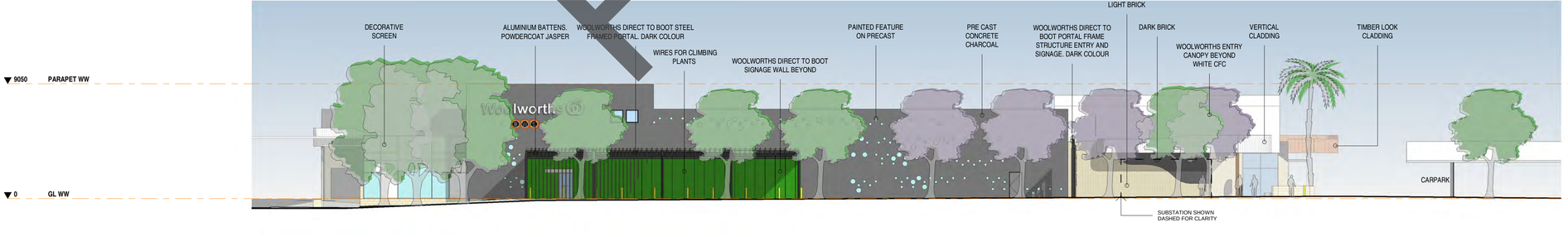
2 - NORTH ELEVATION

1 : 200



3 - WEST ELEVATION

1 : 200



4 - SOUTH ELEVATION

1 : 200

POSTPONED

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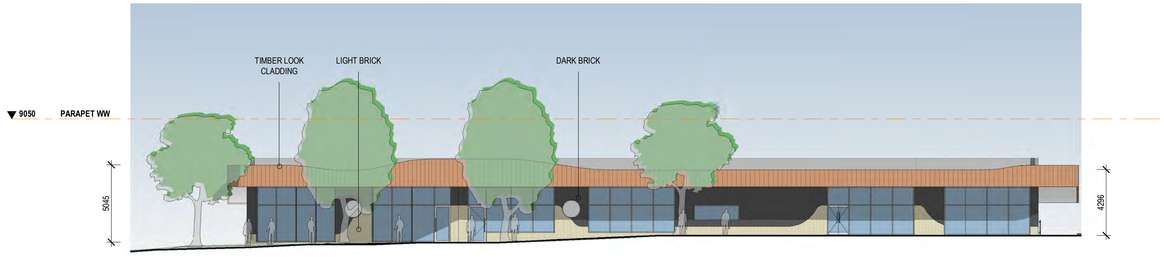
FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

ELEVATIONS

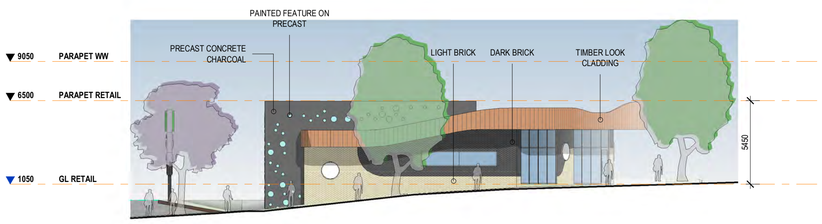
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Drawn	BFG	Checked	MJ
Date	21/12/22		
Job No.	2020050		
Dwg No.	**3353 03**	Rev:	**M**

A1 SHEET



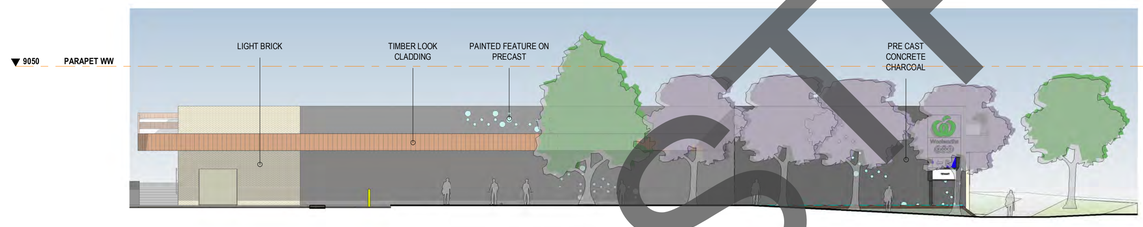
1 - RETAIL / COMMERCIAL - NORTH

1 : 200



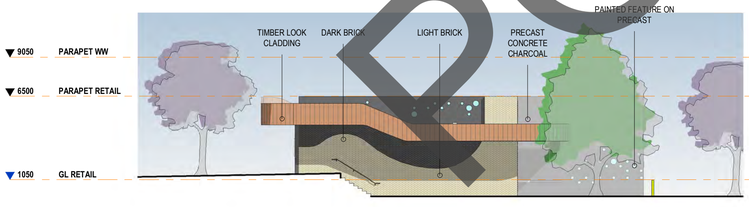
2 - RETAIL / COMMERCIAL - EAST

1 : 200



3 - RETAIL / COMMERCIAL - SOUTH

1 : 200



4 - RETAIL / COMMERCIAL - WEST

1 : 200

POSTPONED

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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FABCOT PTY LTD

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



POSTPONED

DEVELOPMENT ASSESSMENT PANEL
APPROVED
03-Feb-2023

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

WOOLWORTHS, TWO ROCKS

LANDSCAPE CONCEPT PLAN
OCTOBER 2022

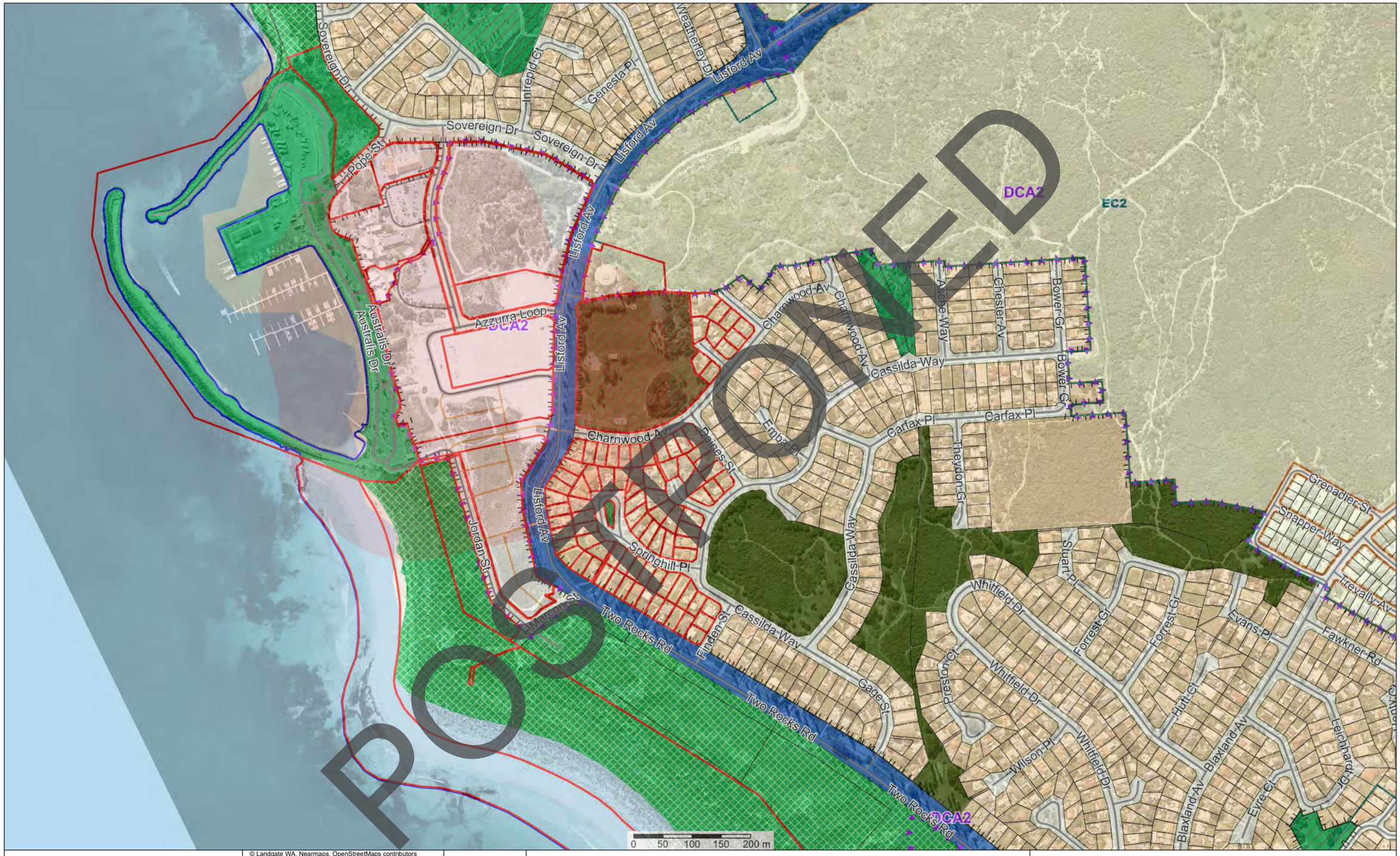
JOB NO. 2100101
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C1.101 REV L

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

POSTPONED

	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.

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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.

POSTPONED

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.

POSTPONED

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.

POSTPONED

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.

POSTPONED

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.

POSTPONED

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.

POSTPONED

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.

POSTPONED

			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**		

POSTPONED

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.

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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.

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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.

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		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**		

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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**		

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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**		

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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**		

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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.

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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**		

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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**		

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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.

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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.

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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.

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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.

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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.

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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**		

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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.

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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.

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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**		

POSTPONED

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.

POSTPONED

		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**		

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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.

POSTPONED

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**		

POSTPONED

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.

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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.

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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.

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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**		

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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.

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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.

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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**		

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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.

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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**		

POSTPONED

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**		

POSTPONED

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.

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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.

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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.

POSTPONED

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.

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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.

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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.

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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.

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		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.

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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**		

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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**		

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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.

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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**		

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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**		

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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.

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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.

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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.

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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**		

POSTPONED

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.

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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.

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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.

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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.

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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**		

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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**		

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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**		

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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**		

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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.

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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**		

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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.

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		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.

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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.

POSTPONED

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:

POSTPONED

- 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

POSTPONED



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.

POSTPONED

- 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

POSTPONED

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.

POSTPONED

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.

POSTPONED

Regards,
Philip Griffiths LFRAIA RIBA M.ICOMOS

Architect ABWA Reg. No. 1071.



Suite 1, 315 Rokeby Road, Subiaco, Western Australia, 6008
T: 08 9381 1666 F: 08 9381 1566 mail@griffithsarchitects.com.au

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POSTPONED



PROPOSED
NOT

DEVELOPMENT APPLICATION

Revisions

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

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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

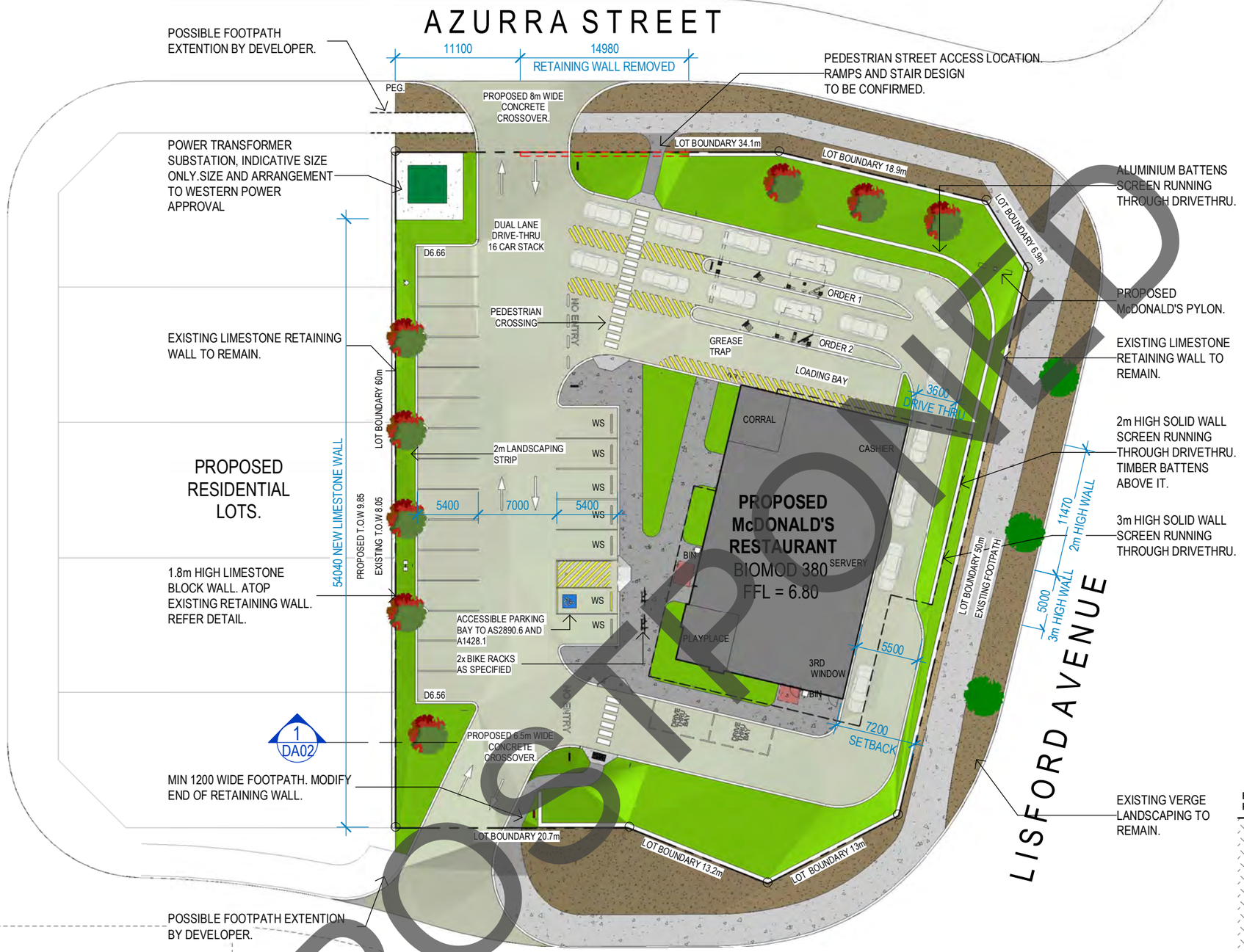
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 500 @ A3	BIO MOD 380

Drawing
OVERALL SITE PLAN

Project Number	Drawing Number	Issue
0868	DA01	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicoleWMET6.rvt



POST

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

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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



POSTPONED

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				
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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_nicolelMMET6.rvt

'TIMBER BATTENS SCREEN ABOVE SOLID WALL.

2m HIGH SOLID WALL RUNNING THROUGH DRIVETHRU.

3m HIGH SOLID WALL RUNNING THROUGH DRIVETHRU.

11470

5000

5820 AWNING OVERHANG

3820 AWNING OVERHANG

AWNING OVER 2000

2000

DA07 4

DA07 3

DA08 6

DA08 5

DA06 2

DA06 1

CASHIER 24

BUN STORE 22a

MANAGER 25

IT ROOM 26

SERVERY 27

3rd WINDOW 29

BEVERAGE CELL 28

DRY GOODS 22

KITCHEN 23

SALES & SERVICE 30

McCAFE 31

DRIVER PICK-UP 32

FRONT COUNTER 03

REFRIG. 21

FREEZER 20

WASH UP 19

CORRIDOR 18

FILTERS 17

DINING ROOM 02

MALE 09

FEMALE 08

W.C. 16

GPO HC

PLAYLAND 04

CORRAL 13

TRAINING 14

LOCKERS

ACCESSIBLE 15

AIRLOCK 06

RF. AC. 11

ENTRY 01

HC

AWNING OVER 2000

ENTRY CLIP

POSTPONED

DEVELOPMENT APPLICATION

Revisions				
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Project Manager

Architect: Hindley and Associates Pty Ltd
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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: FLOORPLAN

Project Number: 0868

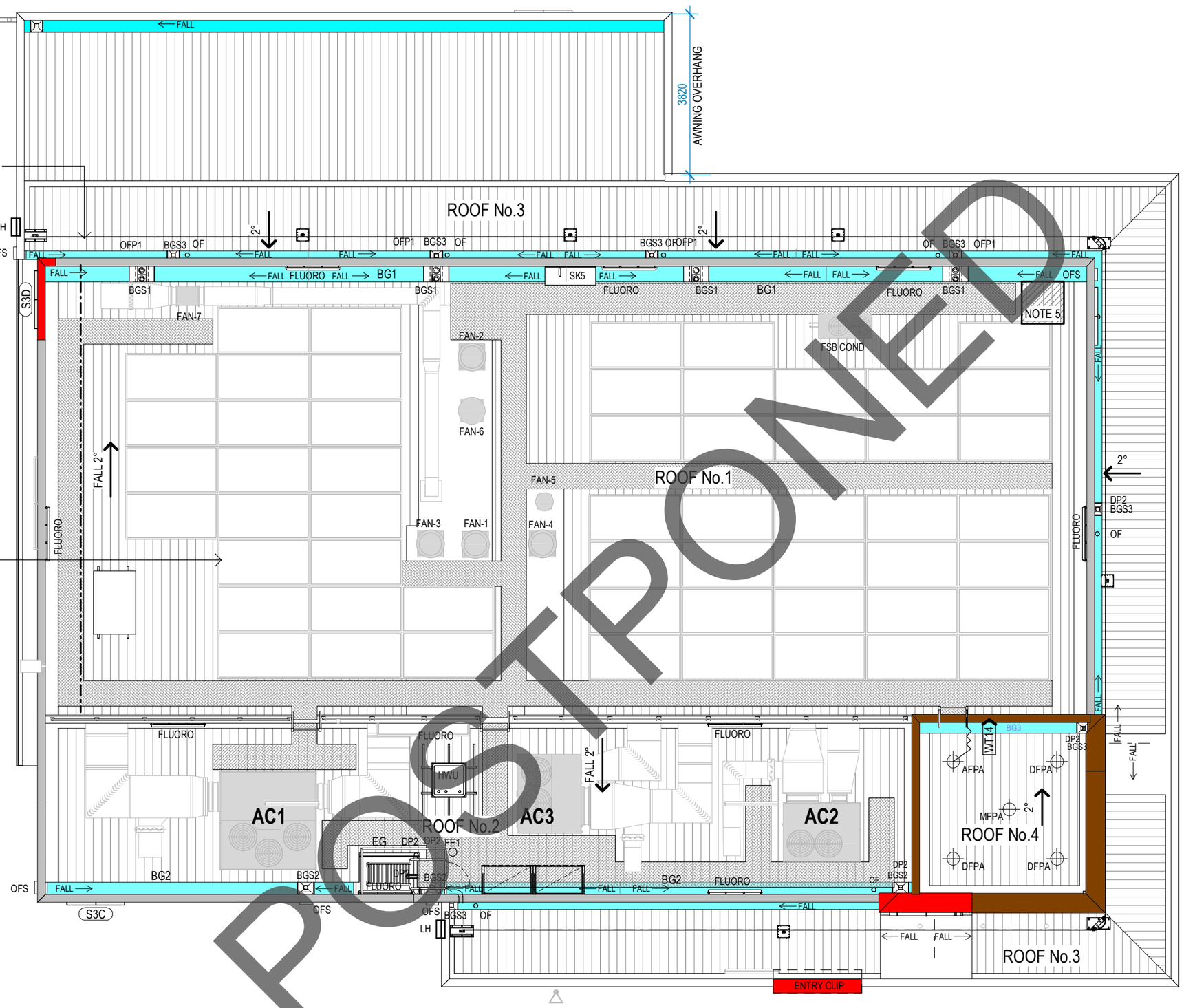
Drawing Number: DA04

Issue: 0

File Name: D:\Documents\0868_McDONALDS-BIOMOD-380_Two Rocks_nicolet\MET6.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



POSTPONED

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

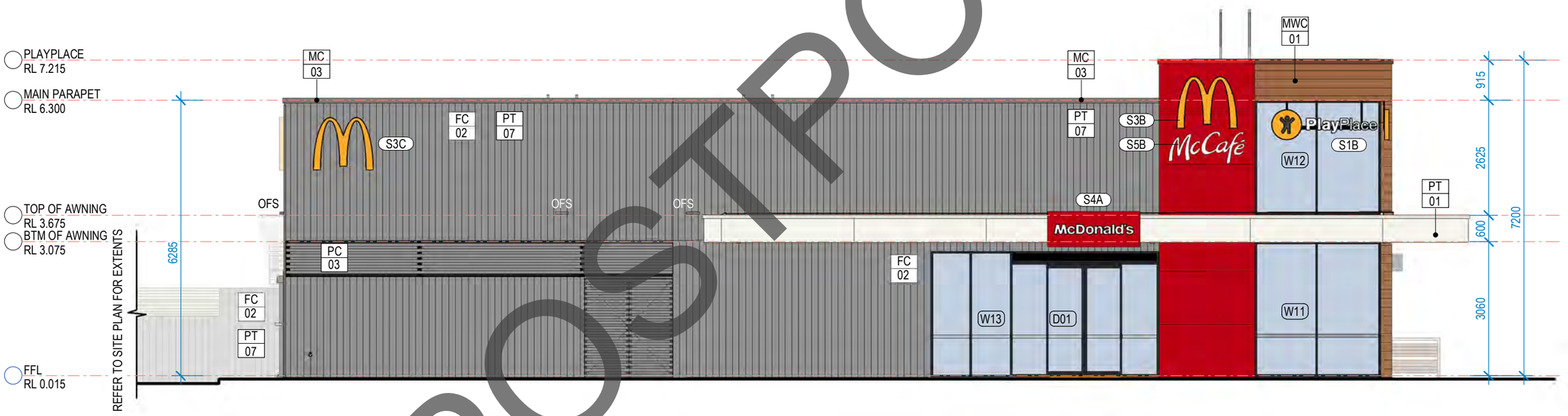
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 100 @ A3
Series: BIO MOD 380
Drawing: ROOF PLAN
Project Number: 0868
Drawing Number: DA05
Issue: 0

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



FRONT ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

POSTPONED

DEVELOPMENT APPLICATION

Revisions				
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Project Manager

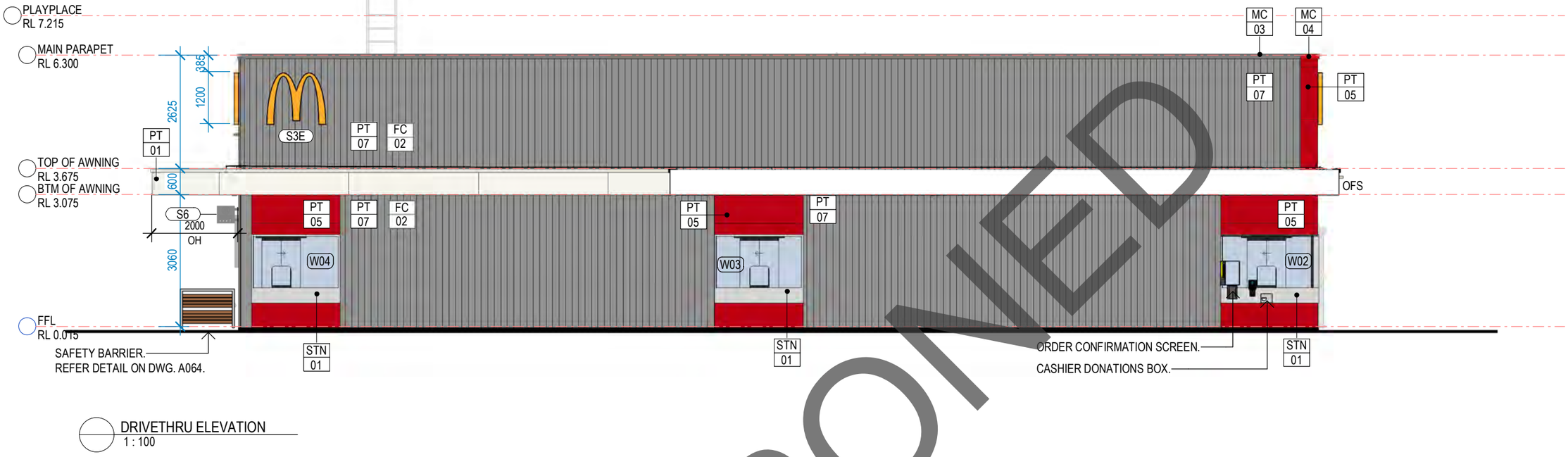
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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

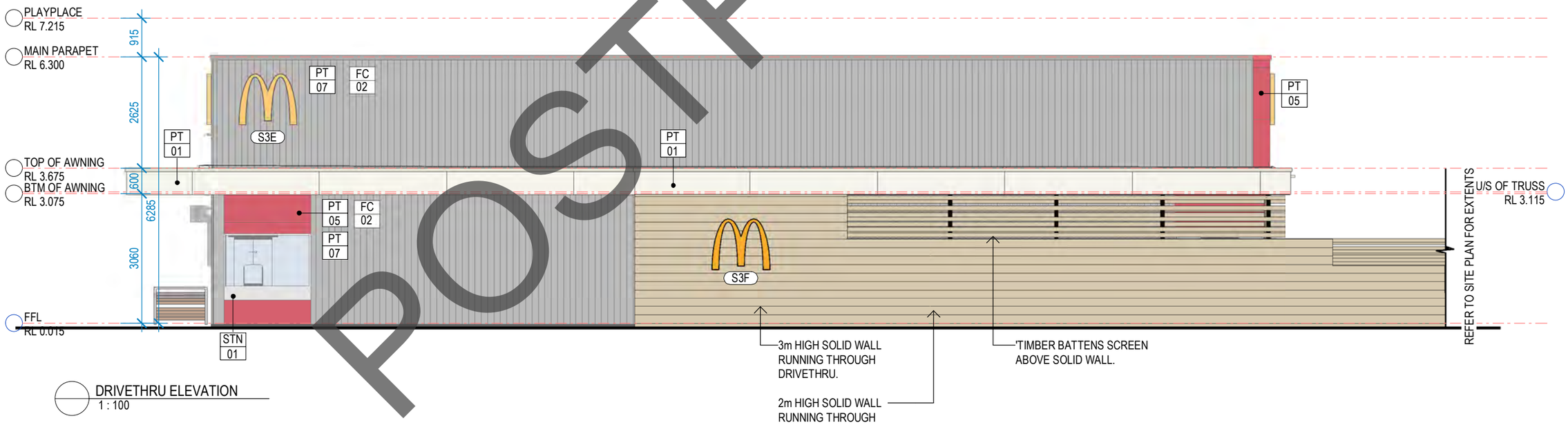
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale: 1 : 100 @ A3
Series: BIO MOD 380
Drawing: FRONT & SIDE BUILDING ELEVATIONS
Project Number: 0868
Drawing Number: DA06
Issue: 0

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



DRIVETHRU ELEVATION
1 : 100



DRIVETHRU ELEVATION
1 : 100

POSTPONED

DEVELOPMENT APPLICATION

Revisions

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

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Drawing Notes

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☎ 02 9875 6666

Project Manager

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Project
PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

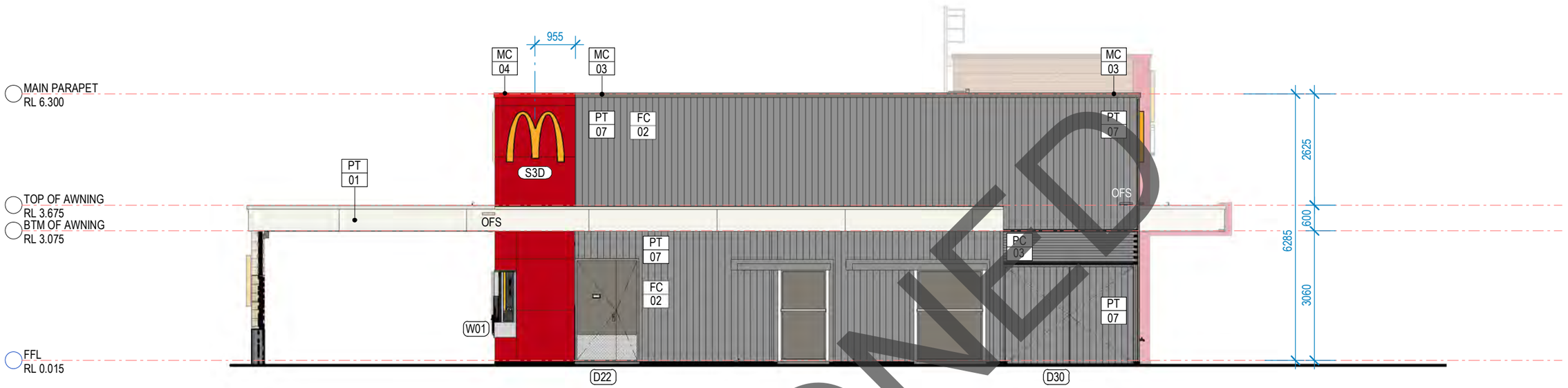
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

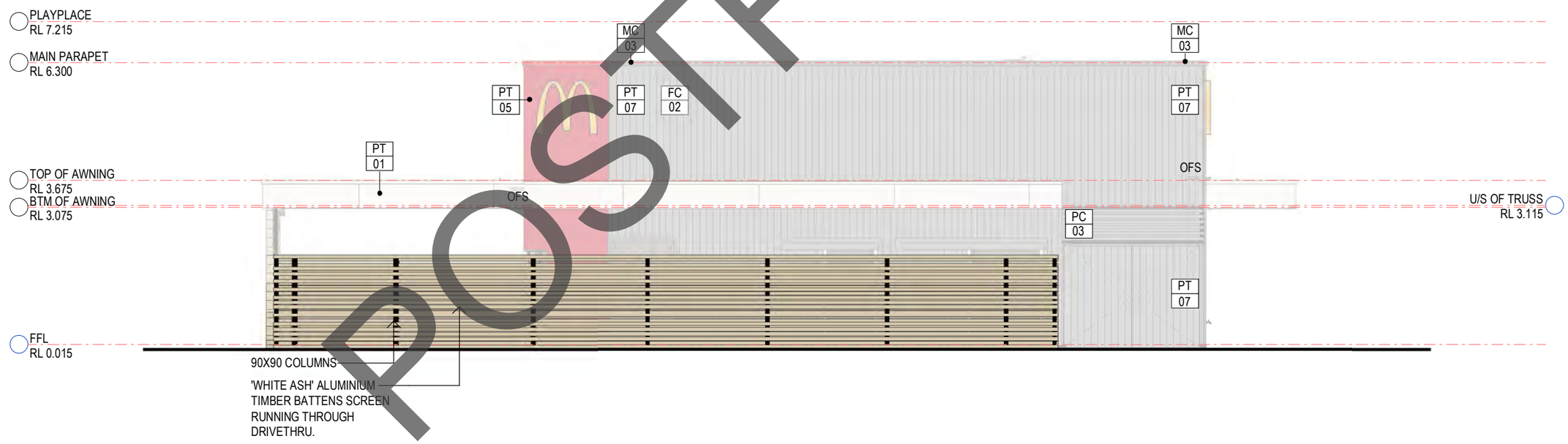
Drawing
DRIVETHRU BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA07	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\WME16.rvt



REAR ELEVATION
1 : 100



REAR ELEVATION
1 : 100

POSTPONED

DEVELOPMENT APPLICATION

Revisions

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TWO ROCKS

Location
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Scale	Series
1 : 100 @ A3	BIO MOD 380

Drawing
REAR BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA08	0

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

POSTPONED

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
NATIONAL DEVELOPMENT GROUP

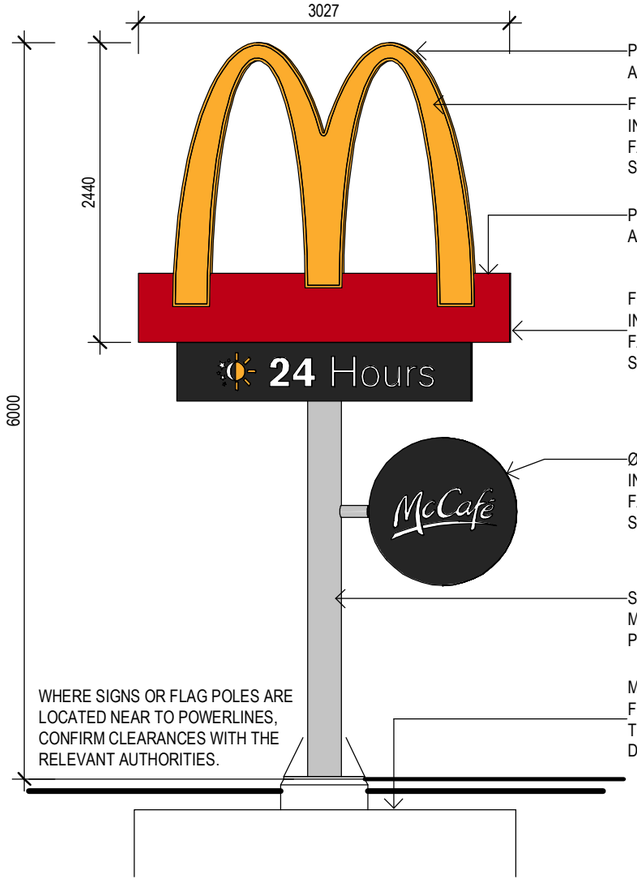
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project
PROPOSED McDONALD'S RESTAURANT TWO ROCKS

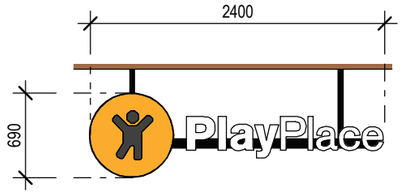
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LOT 703,LISFORD AVENUE TWO ROCKS W.A.

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Series: BIO MOD 380
Drawing: EXTERNAL FINISHES SCHEDULE
Project Number: 0868
Drawing Number: DA09
Issue: 0

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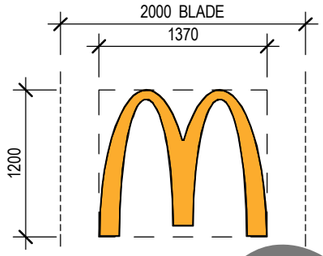


S1 PYLON
1 : 50



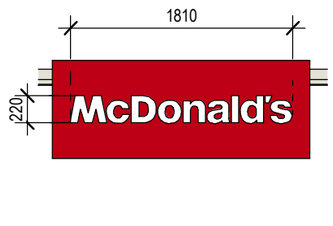
S2 PLAYPLACE
1 : 50

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

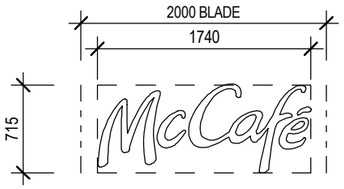


S4 CLIP SIGN
1 : 50

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

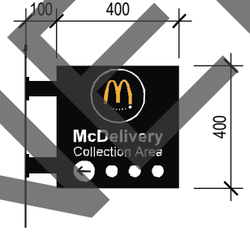
S5 McCAFE WALL BUTTON SIGN
1 : 50

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



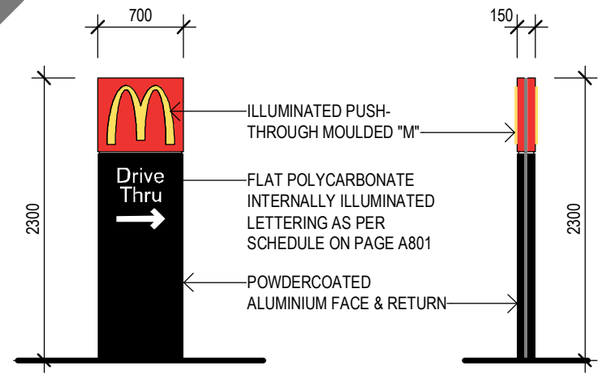
S5 WALL SIGN
1 : 50

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.



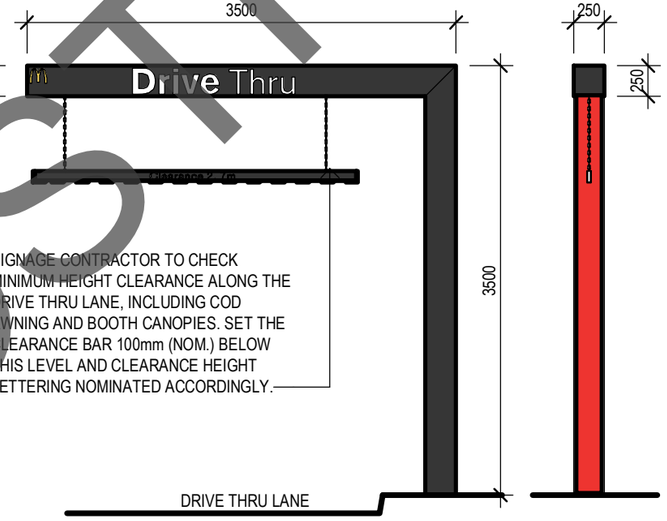
FRONT **SIDE**

ALTERNATIVE WORDING

(ALL IN TITLE CASE):

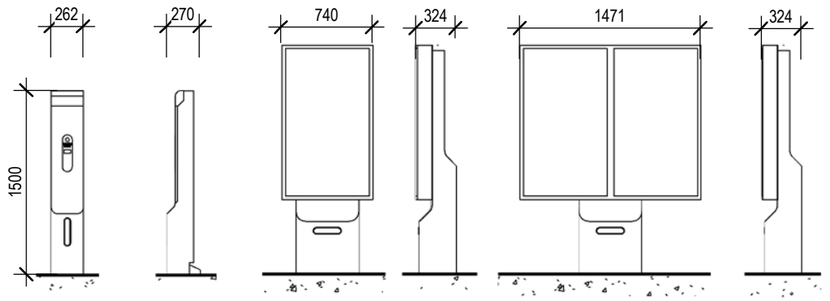
S8A	"ENTRY / ENTRY" (DOUBLE SIDED) W/- ARROWS"	**S8C**	"ANY LANE, ANY TIME" (SINGLE SIDED)
S8B	"DRIVE THRU / DRIVE THRU" (DOUBLE SIDED)	**S8D**	"THANK YOU / NO ENTRY" (DOUBLE SIDED)
		S8E	"THANK YOU / ENTRY" (DOUBLE SIDED)

DIRECTIONAL SIGNAGES8
1 : 50



FRONT **SIDE**

S6 HEIGHT CLEARANCE GANTRY
1 : 50



POSTPONED

DEVELOPMENT APPLICATION

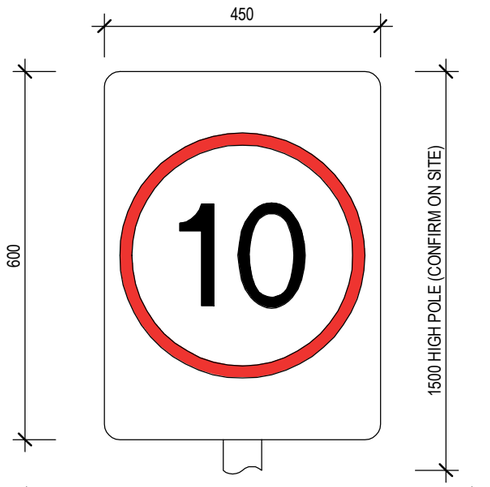
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Issue	Description	Date	Chk	Int	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer 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		

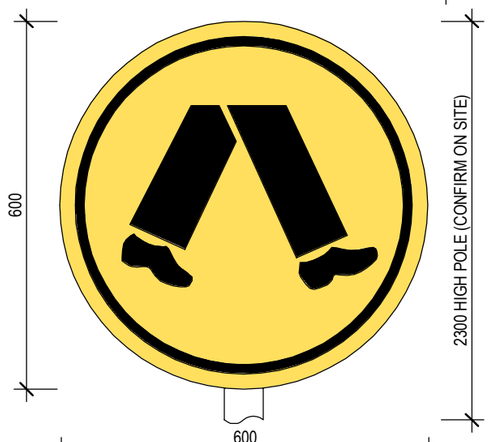
Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

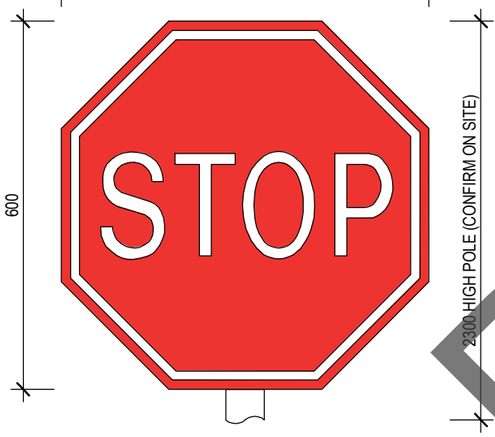
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

Project		Scale	Series
PROPOSED McDONALD'S RESTAURANT TWO ROCKS		As indicated @ A3	BIO MOD 380
Location		Drawing	
LOT 703,LISFORD AVENUE TWO ROCKS W.A.		SIGNAGE DETAILS	
Project Number	Drawing Number	Issue	
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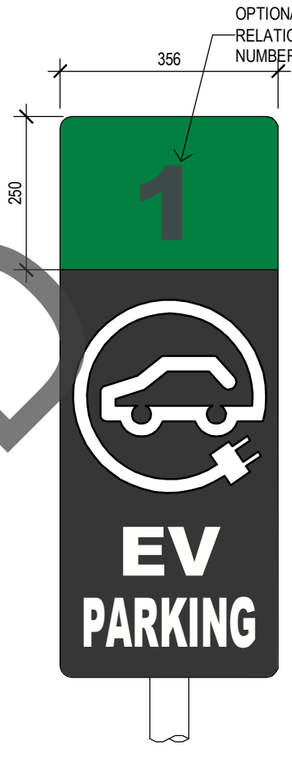
S11 CAR PARK SIGNAGE

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

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DEVELOPMENT APPLICATION

Revisions

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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.

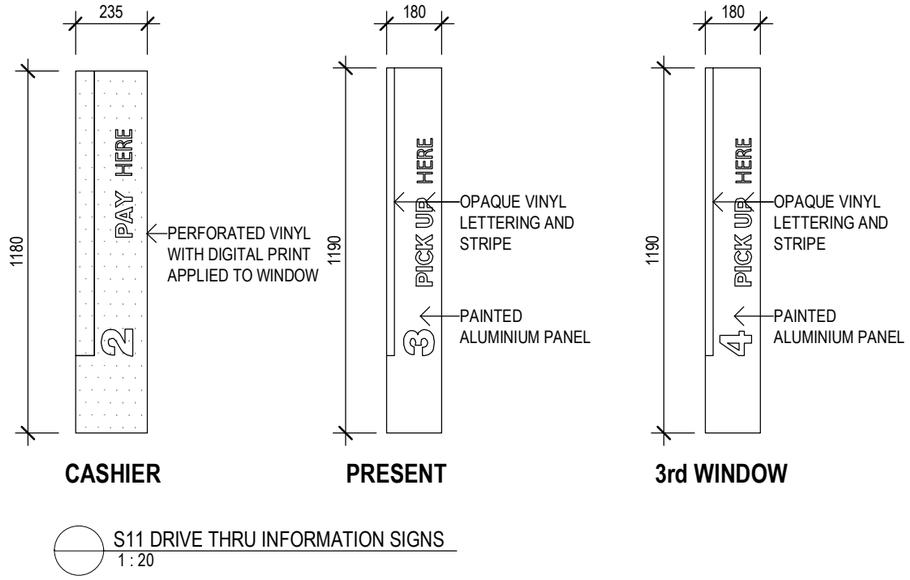
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Series
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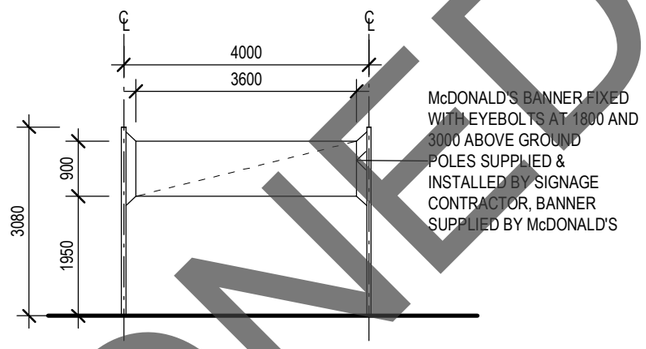
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SIGNAGE DETAILS

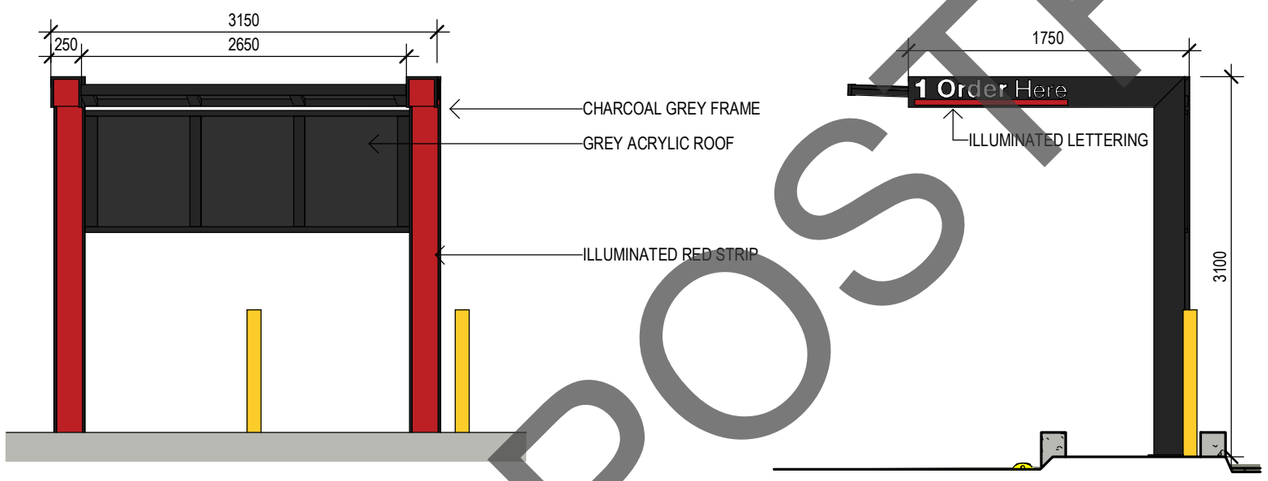
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S11 DRIVE THRU INFORMATION SIGNS
1 : 20





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Revisions

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

General Notes

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DEVELOPMENT APPLICATION

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

Project Manager

Architect
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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
As indicated @ A3	BIO MOD 380

Drawing
SIGNAGE DETAILS

Project Number	Drawing Number	Issue
0868	DA12	0

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TRACE
ENTERPRISES

Heritage Impact Statement | July 2024

Prepared for: City of Wanneroo

Prepared by: Braden Miller

Reviewed by: Peter Madden

POSTPONED



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)

POSTPONED



Contact Details

Please contact us for any of your heritage, environmental and/or urban and regional planning needs via the details below.

Company: Trace Archaeology Pty Ltd t/a Trace Enterprises Group

ACN: 642 091 709

Phone: (08) 9446 6185

Email: office@traceenterprises.com

Address: Level 1, 57 Guthrie Street, Osborne Park, Western Australia, 6017

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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

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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).

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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)*.

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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

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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.

POSTPONED

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).

POSTPONED



- 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.

POSTPONED



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POSTPONED



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.

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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.

POSTPONED



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*

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- *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

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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 —*

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(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

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(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.

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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

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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.

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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.

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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.

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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.

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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).

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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).

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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).

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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.

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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.

POSTPONED



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

Department of Planning, Lands and Heritage 2021, *King Neptune Sculpture - inHerit WA*. State Heritage Office, Government of Western Australia, https://inherit.dplh.wa.gov.au/public/inventory/printsinglerecord/c8bc8f89-1c75-4c78-a9d5-bd02fa68e88b

Heritage Council of WA 2020, *Heritage Impact Statement Guide*. State Heritage Office, Government of Western Australia.

Heritage Council of WA 2022, *Register of Heritage Places, Register Entry, Sun City Precinct, Two Rocks*. State Heritage Office, Government of Western Australia.

Hindley and Associates 2024, *Revised Development Plans - 10 Enterprise Avenue*. Hindley and Associates Pty Ltd, Nedlands Western Australia.

Planning Solutions 2024, *Development Application Report, Proposed McDonald's Restaurant with Drive-Through Facility*, Planning Solutions (Aust) Pty Ltd, Perth, Western Australia.

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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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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





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Appendix 3 HCWA Sun City Precinct, Two Rocks Listing

HERITAGE COUNCIL OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

Register Entry

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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

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9. HERITAGE AGREEMENT

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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

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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.

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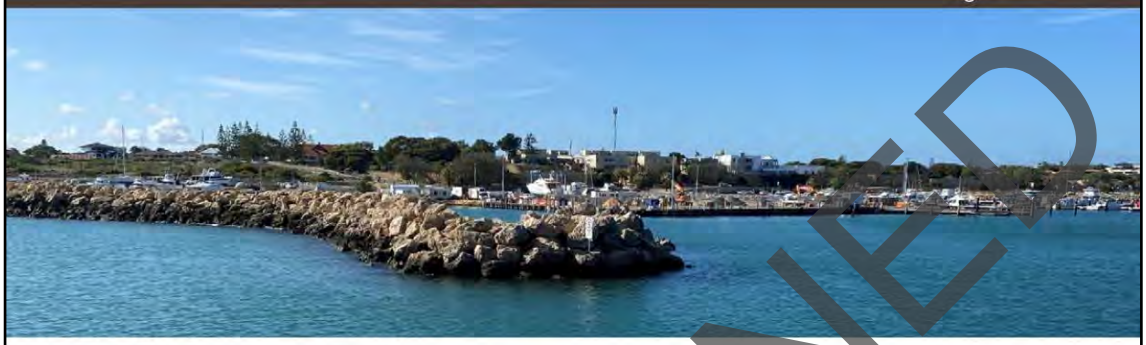
Appendix 4 HCWA Sun City Precinct, Two Rocks Fact Sheet

GOVERNMENT OF WESTERN AUSTRALIA

HERITAGE COUNCIL

FACT SHEET

August 2022



POSTPONED

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



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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*?

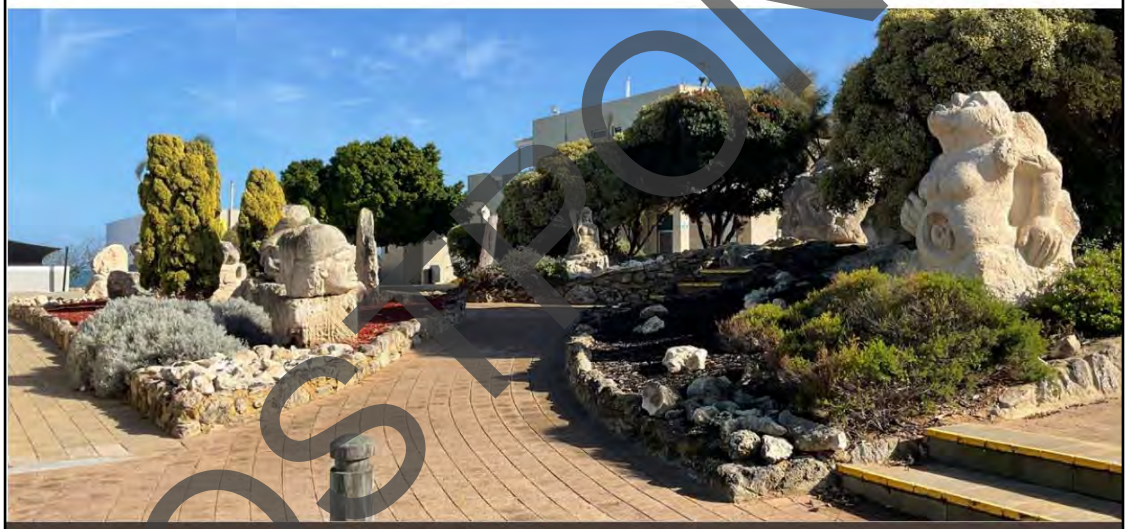
Comments on registration can be made online through the Department of Planning, Lands and Heritage's **Consultation Hub** or by email to HCWAregistration@dplh.wa.gov.au.

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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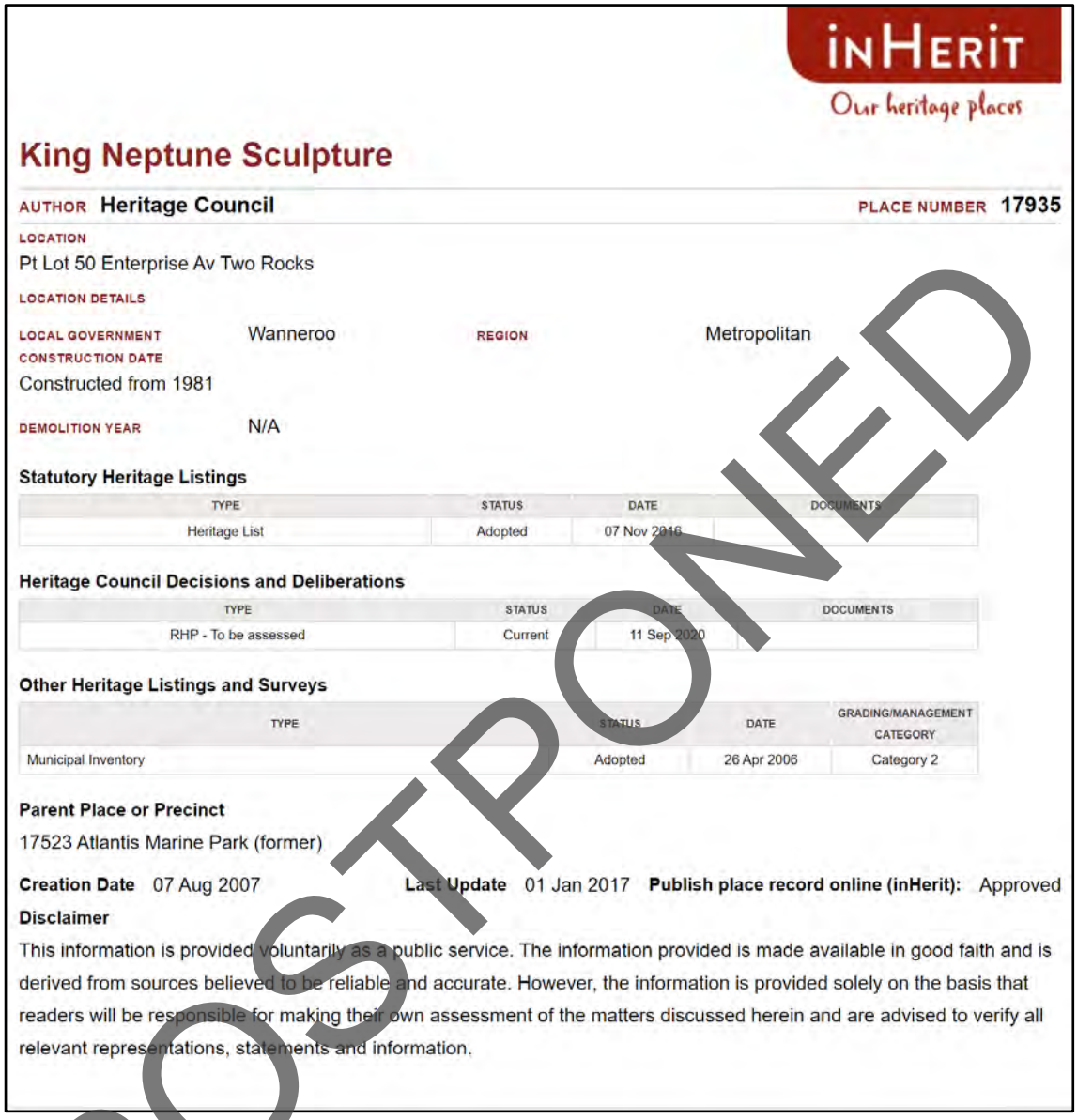
This document is available in alternative formats on application to the Department of Planning, Lands and Heritage Communications Branch.

3

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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)

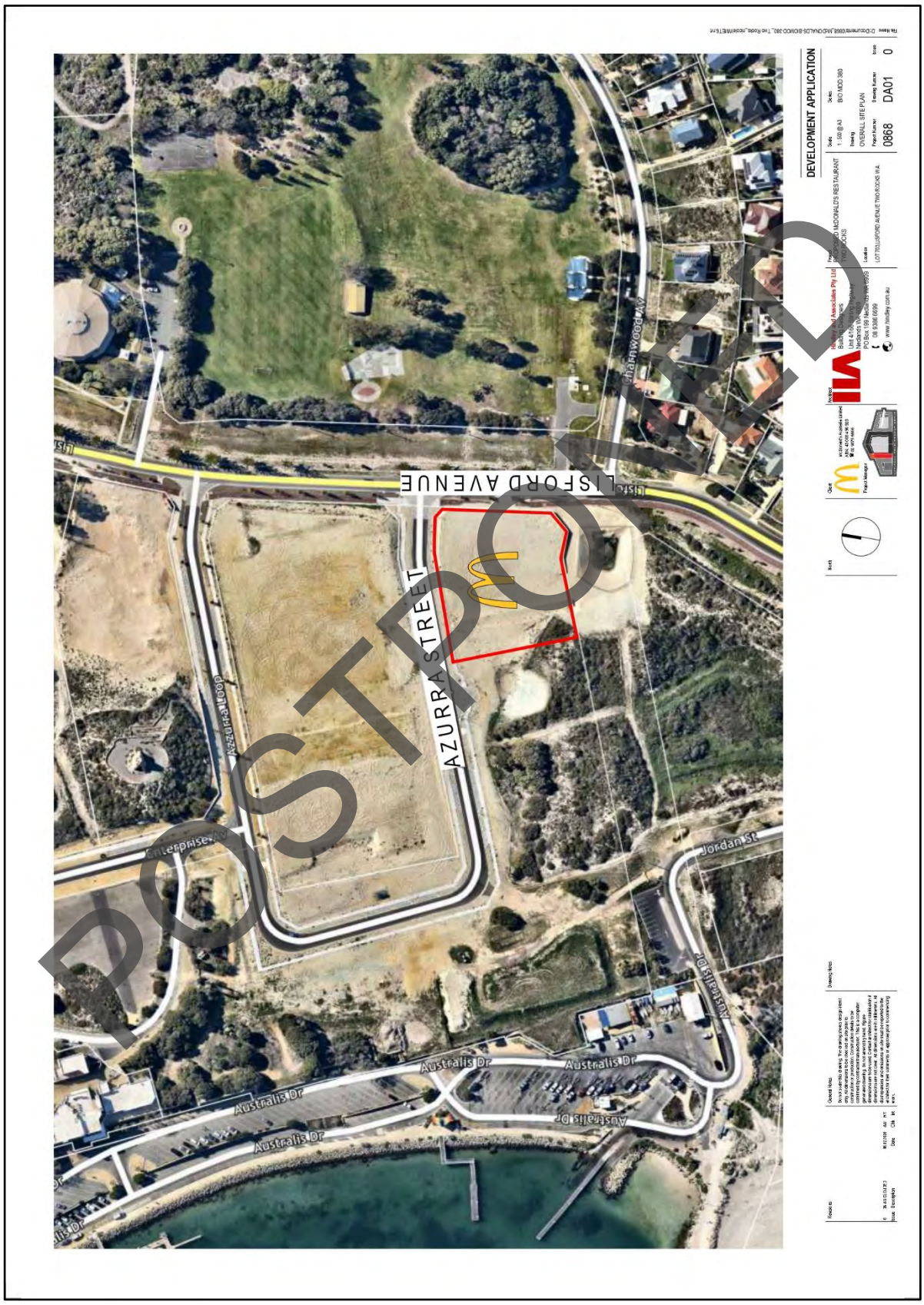
Creation Date 07 Aug 2007 **Last Update** 01 Jan 2017 **Publish place record online (inHerit):** Approved

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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.

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Appendix 6 Hindley and Associates Development Application



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Environmental Noise Assessment - McDonald's Two Rocks

Lot 703 Lisford Avenue, Two Rocks WA

Reference: 24018673-01

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Prepared for:
McDonald's Australia Ltd

Reference: 24018673-01

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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.

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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.

POSTPONED

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.

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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.

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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.

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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

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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.

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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.

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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.



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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**

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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)

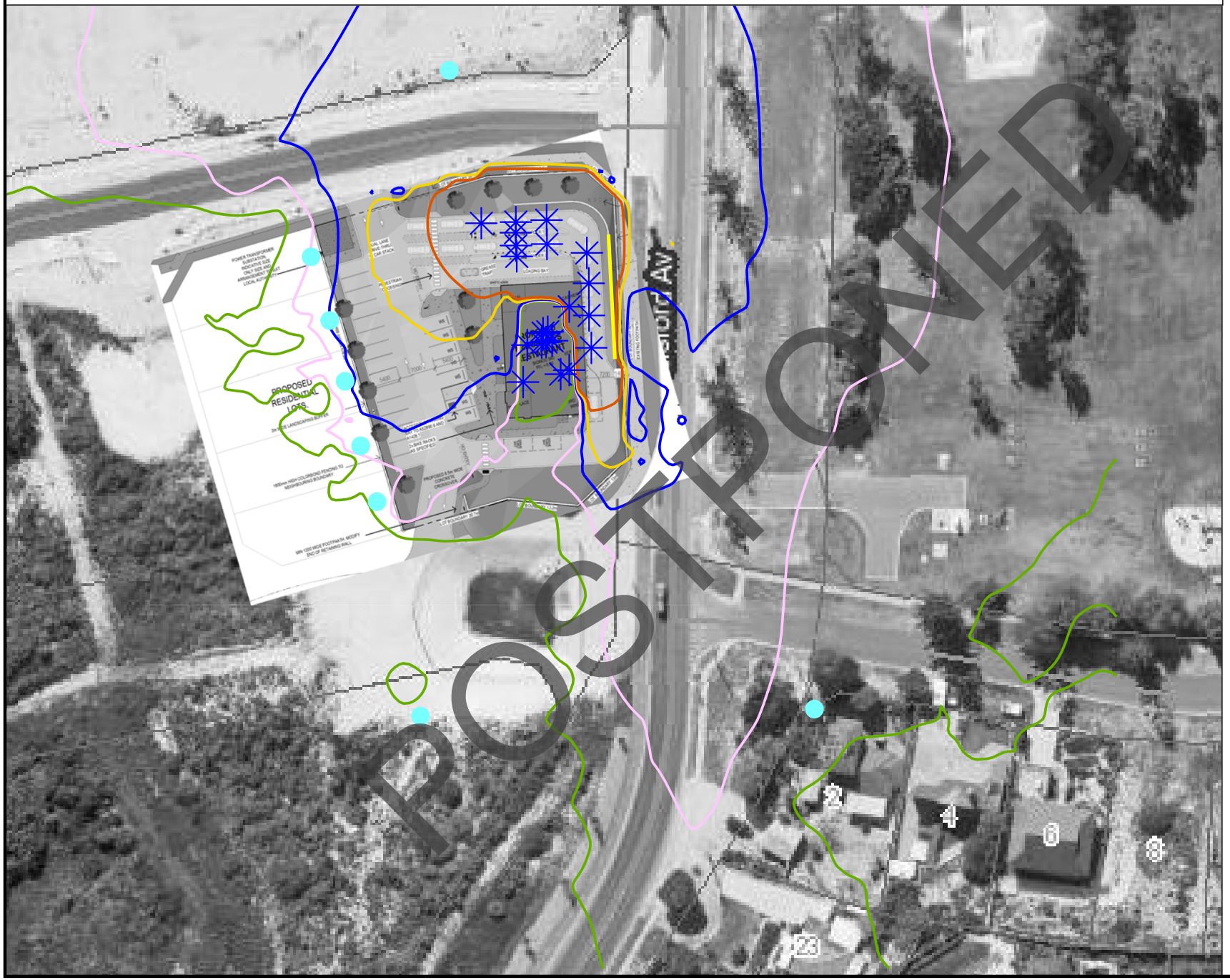
Receiver	Cars Idling	Mechanical Plant	Combined	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	37	25	**37**	**37**	*Complies*
2 Charnwood Av Level 1	37	27	**37**	**37**	*Complies*
Lot 53*	26	27	**29**	**39**	*Complies*
Lot 58*	39	29	**39**	**39**	*Complies*
Lot 59*	39	31	**39**	**39**	*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.

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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

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
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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)

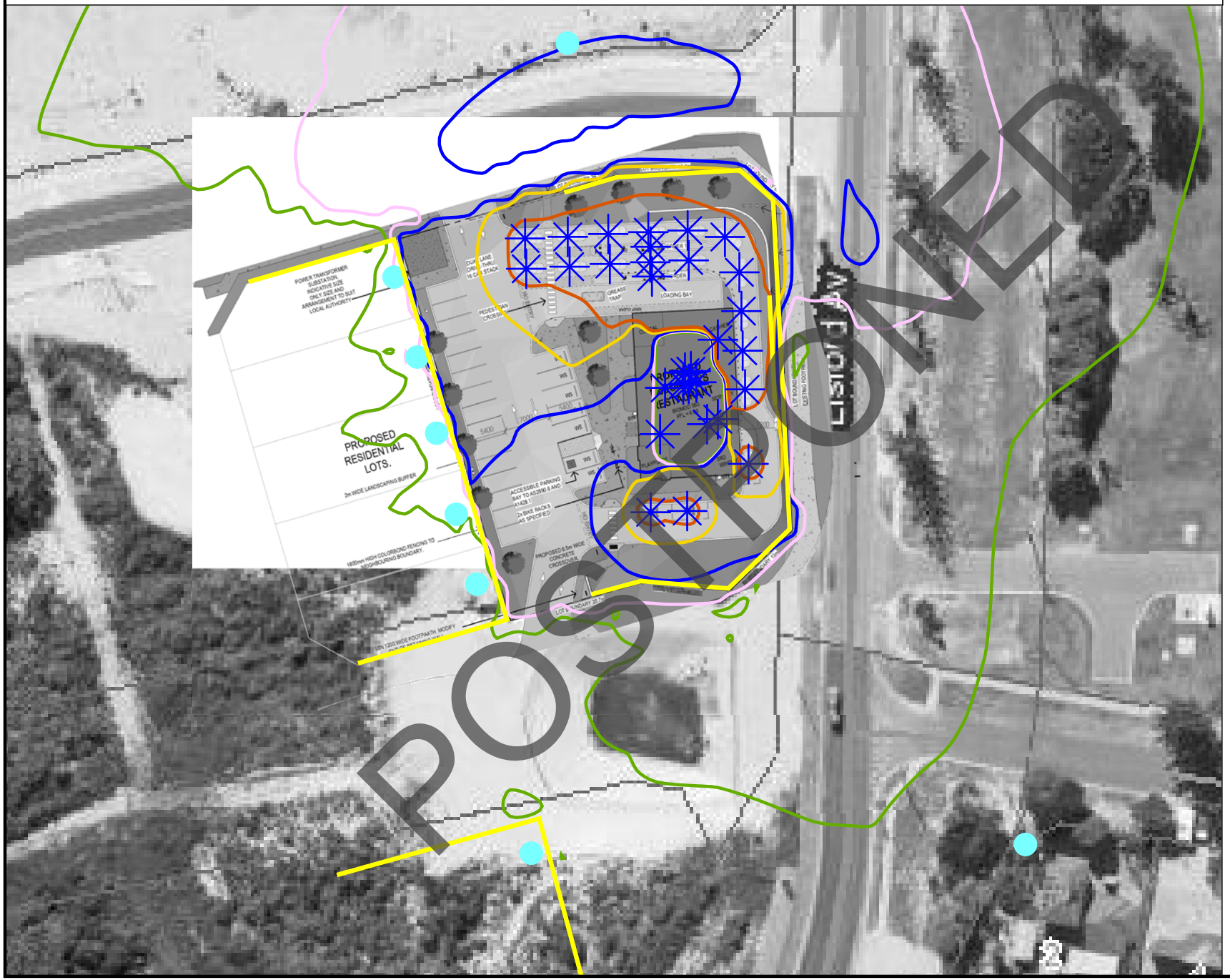
Receiver	Small Delivery Truck	Idling Cars	Speaker Noise	Total	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	21	41	6	**41**	**47**	*Complies*
2 Charnwood Av Level 1	22	41	6	**41**	**47**	*Complies*
Lot 53*	20	37	4	**37**	**49**	*Complies*
Lot 58*	43	44	33	**47**	**49**	*Complies*
Lot 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.

POSTPONED

Figure 4-2 Night Noise Contour Plot (1.4m AGL), dB L_{A1}



Project No: 24018673
Consultant: MN
Date: 25/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

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.

POSTPONED

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

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

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)

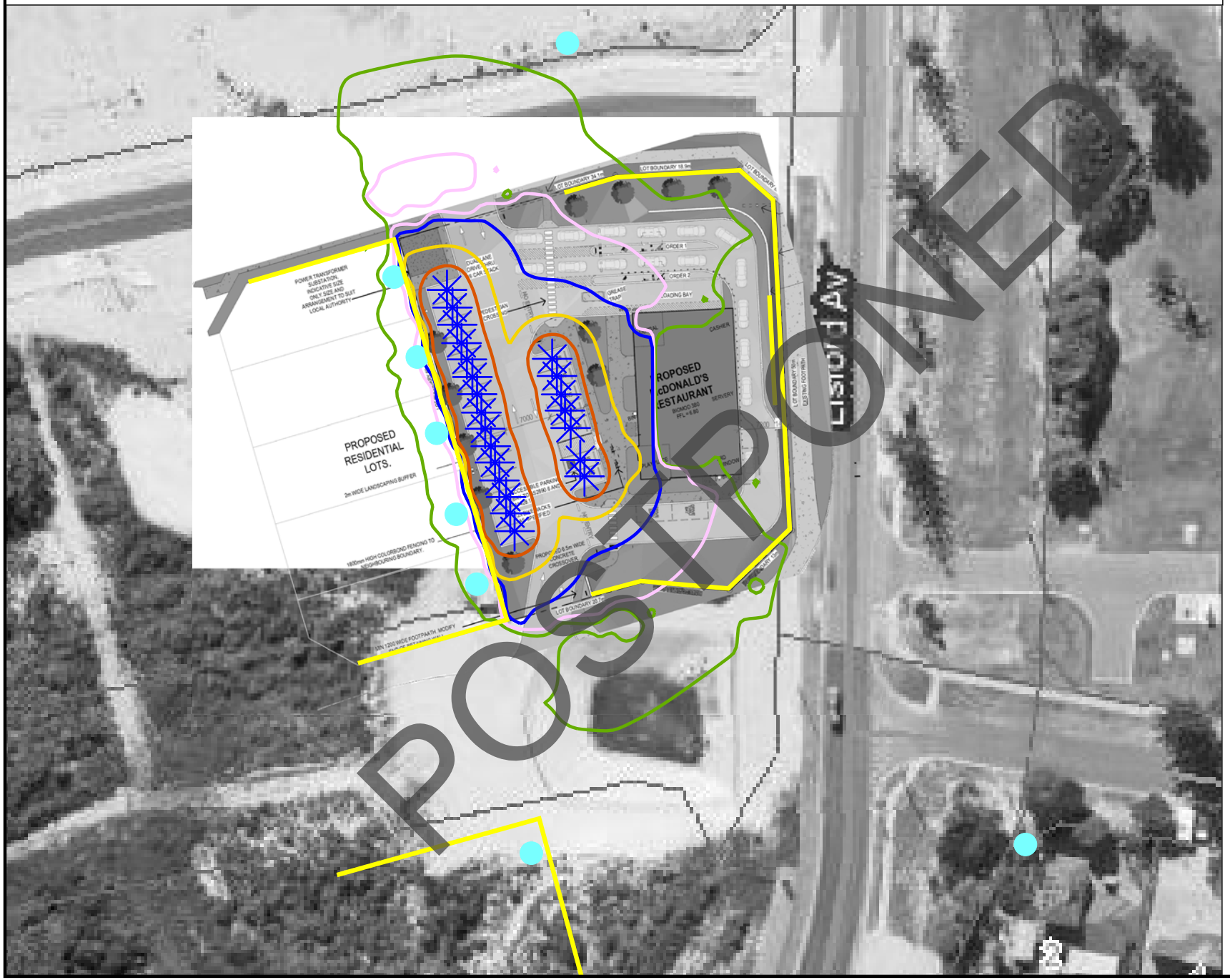
Receiver	Car Door	Total Adjusted[#]	Night-Time Assigned Level	Assessment
2 Charnwood Av Ground Floor	36	**46**	**57**	*Complies*
2 Charnwood Av Level 1	37	**47**	**57**	*Complies*
Lot 53*	35	**45**	**59**	*Complies*
Lot 58*	47	**57**	**59**	*Complies*
Lot 59*	48	**58**	**59**	*Complies*
Lot 60*	47	**57**	**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.

POSTPONED

Figure 4-4 Night Noise Contour Plot (1.4m AGL), dB L_{Amax}



Project No: 24018673
Consultant: MN
Date: 25/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

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.

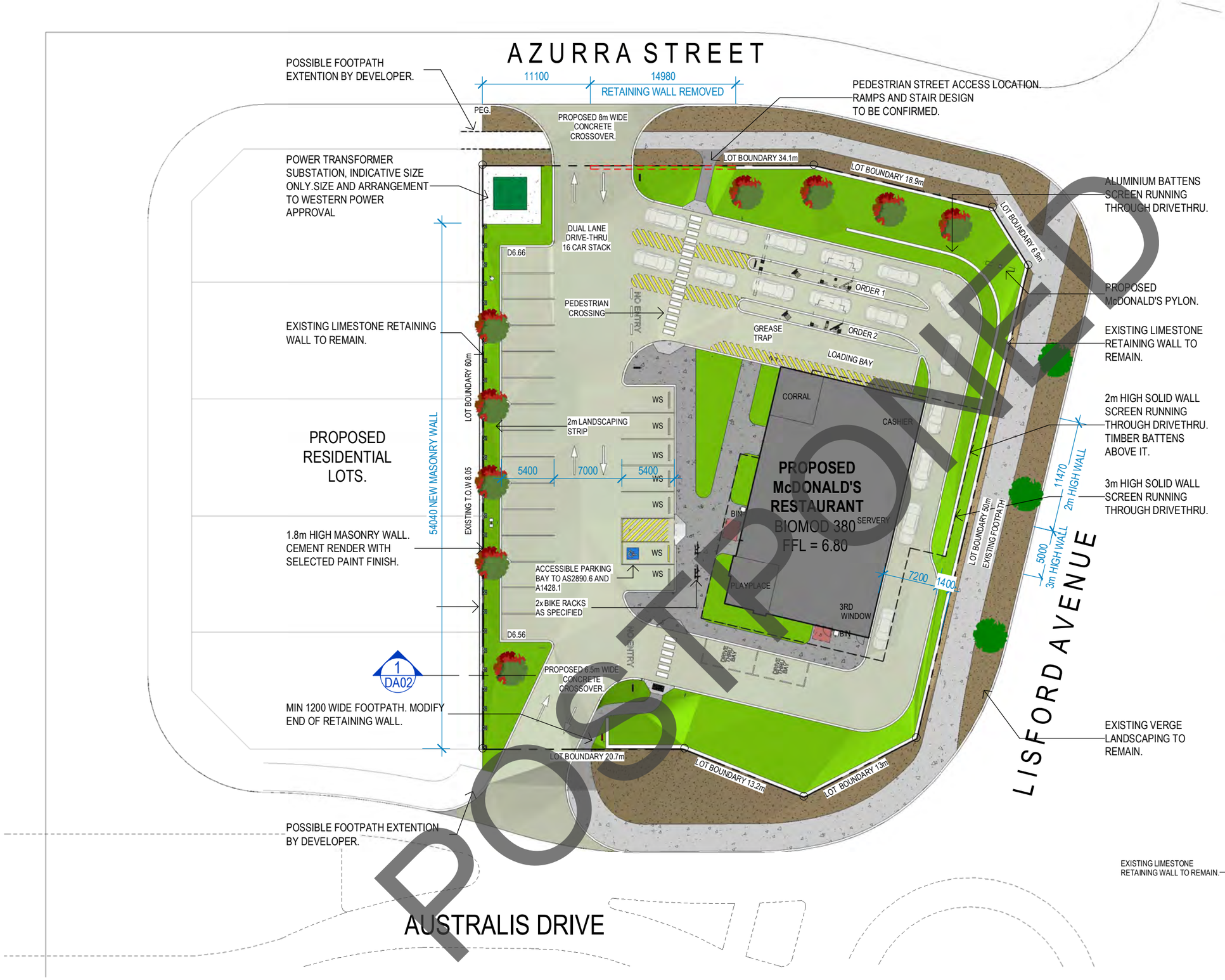
To further minimise noise impacts, the following are provided for best practice:

- 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.

POSTPONED

Appendix A – Development Plans

POSTPONED



POSTED

SITE AREA SCHEDULE

IDENTITY	AREA
LOT AREA	3,066m2

BUILDING GFA SCHEDULE

DESCRIPTOR	AREA m2
BUILDING GFA	380m2

SEATING SCHEDULE

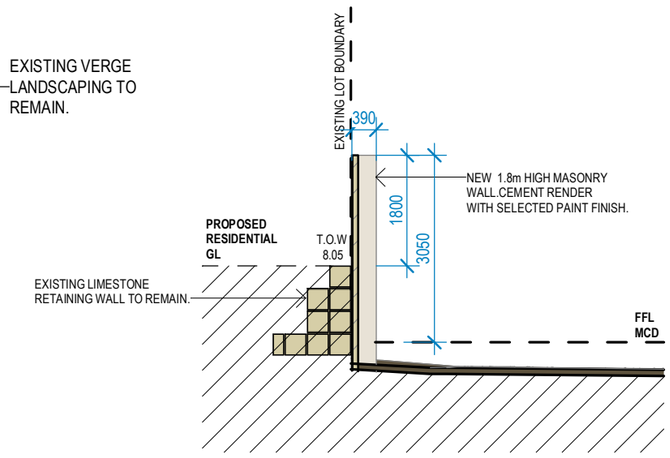
ROOM	SEATS
DINING ROOM	50

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
ABN. 43 008 496 928
☎ 02 9875 6666
Project Manager

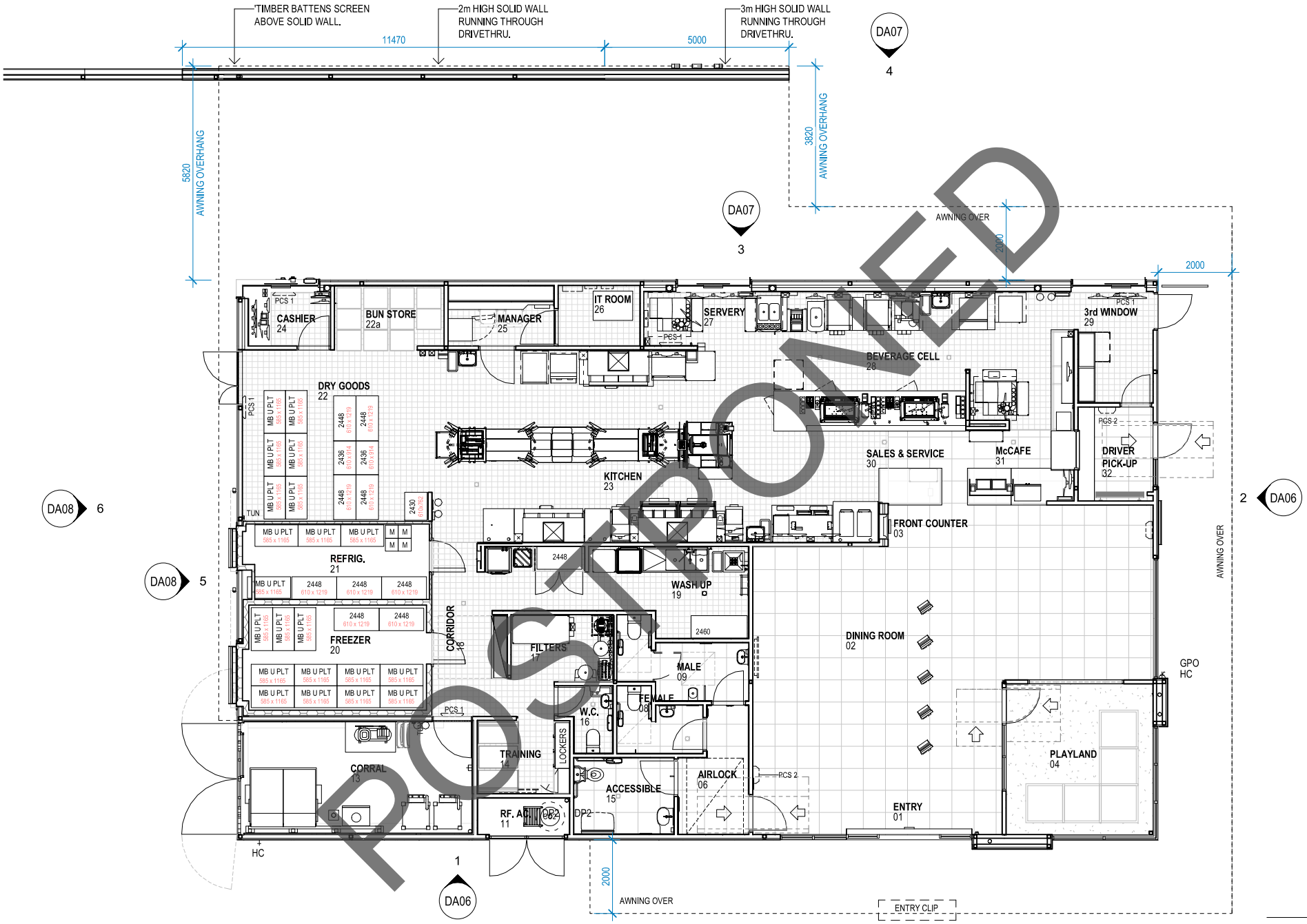
Architect
Hindley and Associates Pty Ltd
Building Designers
Unit 4/166 Stirling Highway
Nedlands WA 6009
PO Box 199 Nedlands WA 6909
08 9386 6699
www.hindley.com.au

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: SITE PLAN
Project Number: 0868
Drawing Number: DA02
Issue: 0

File Name D:\Documents\0868_McDONALDS-Two Rocks_SITE_R23_nicolaWMET6.rvt



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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

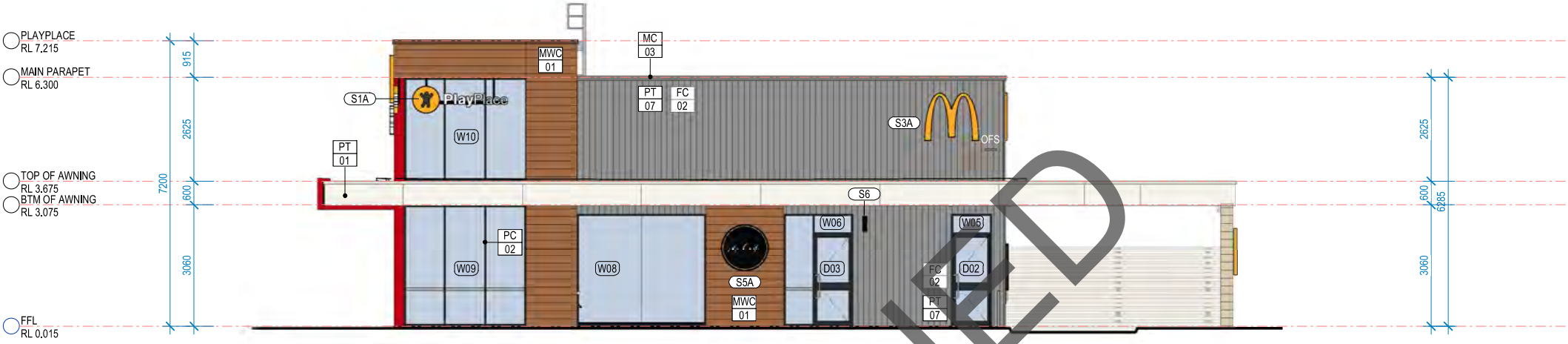
Location
LOT 703,LISFORD AVENUE TWO ROCKS W.A.

Scale	Series
1 : 100 @ A3	BIO MOD 380

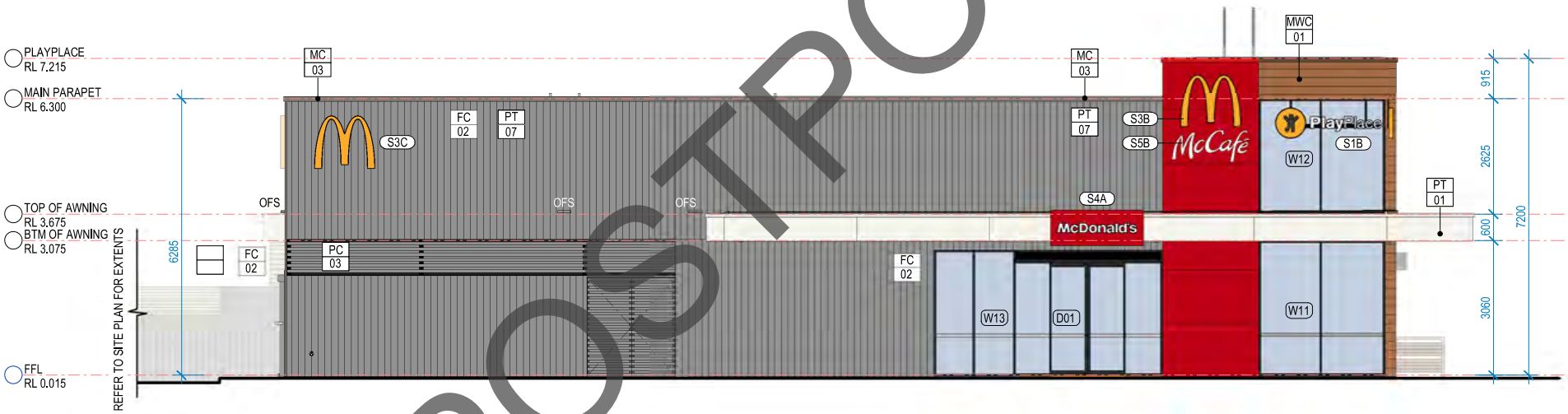
Drawing
FLOORPLAN

Project Number	Drawing Number	Issue
0868	DA04	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\WIET6.rvt



FRONT ELEVATION
1 : 100



SIDE ELEVATION
1 : 100

POSTPONED

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.

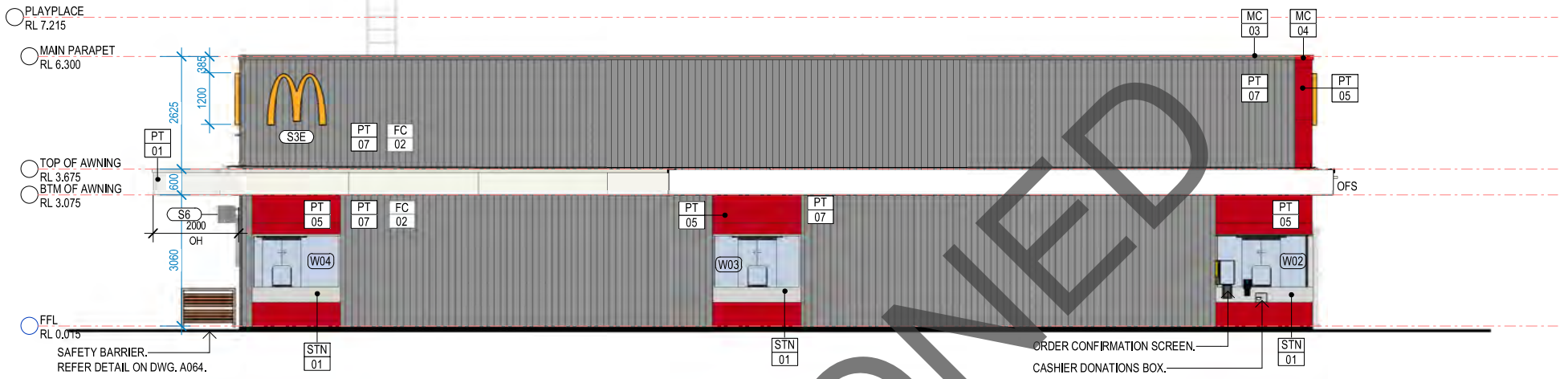
Scale
1 : 100 @ A3

Series
BIO MOD 380

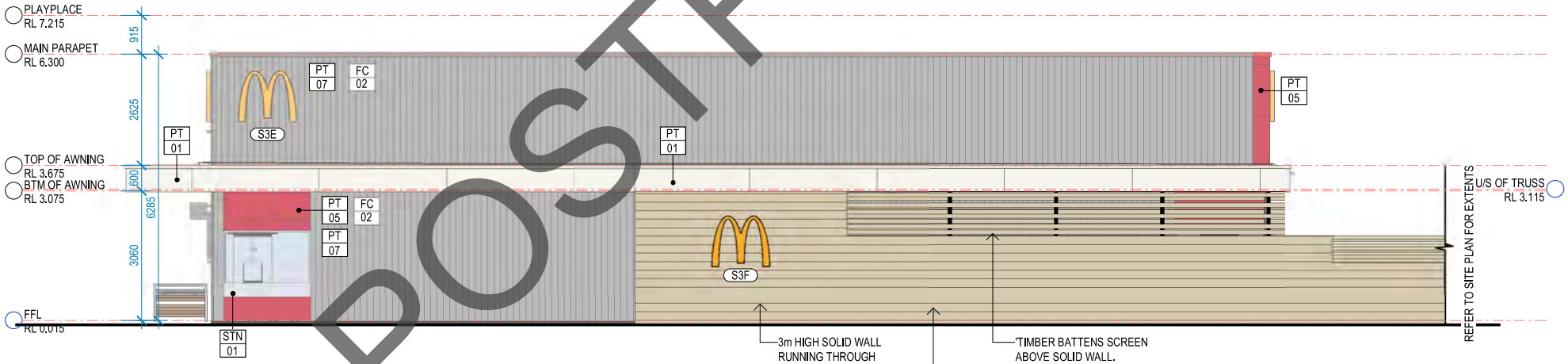
Drawing
FRONT & SIDE BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA06	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\WIET6.rvt



DRIVETHRU ELEVATION
1 : 100



DRIVETHRU ELEVATION
1 : 100

POSTPONED

DEVELOPMENT APPLICATION

Revisions

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

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Project
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TWO ROCKS

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

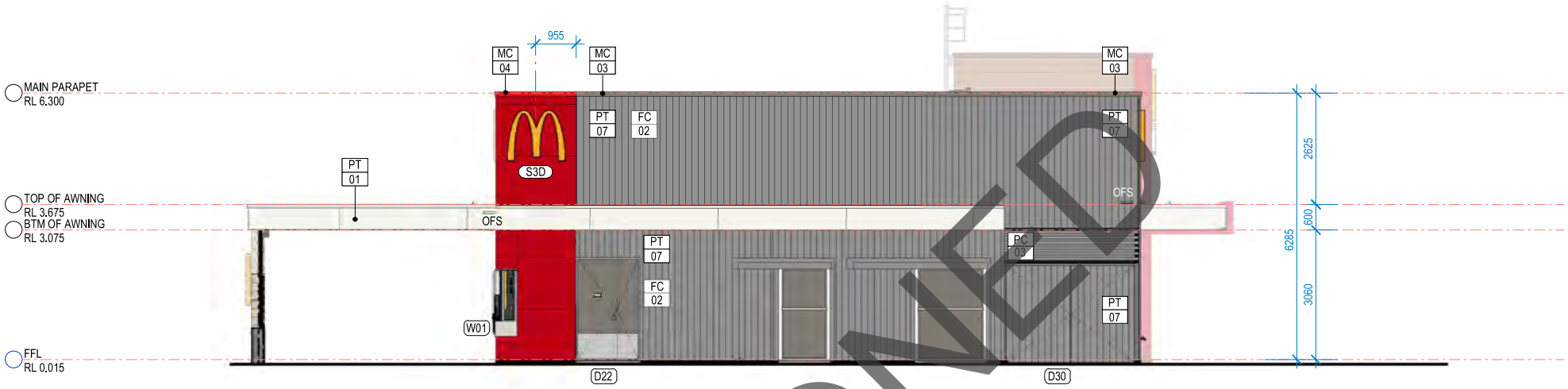
Scale
1 : 100 @ A3

Series
BIO MOD 380

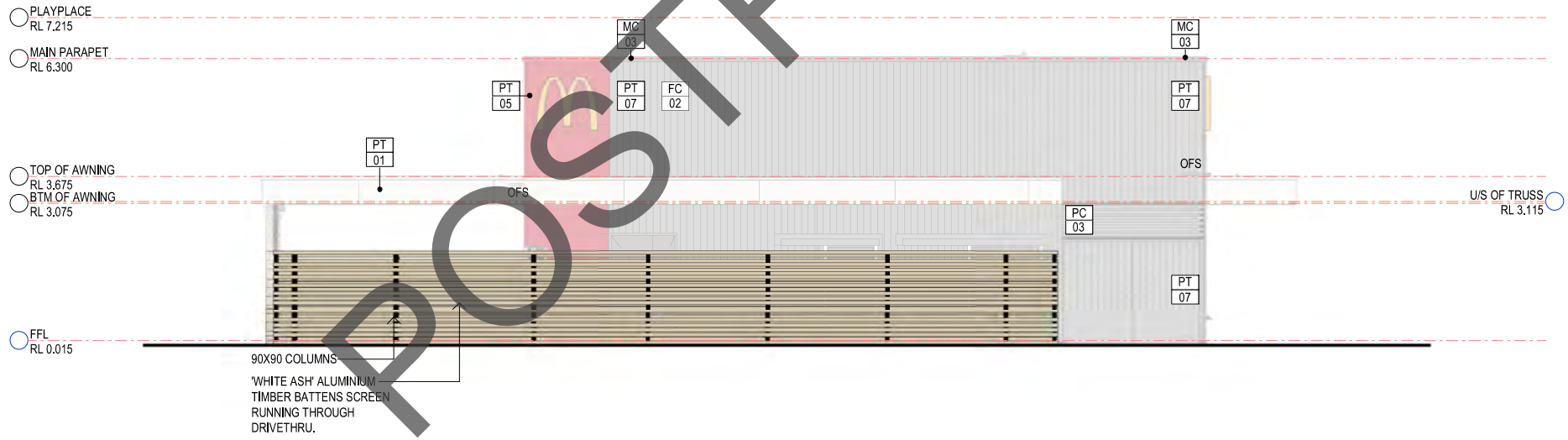
Drawing
DRIVETHRU BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA07	0

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REAR ELEVATION
1 : 100



REAR ELEVATION
1 : 100

POSTPONED

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.

Scale	Series
1 : 100 @ A3	BIO MOD 380

Drawing
REAR BUILDING ELEVATIONS

Project Number	Drawing Number	Issue
0868	DA08	0

File Name D:\Documents\0868_McDONALDS-BIOMOD-380_ Two Rocks_nicole\MET6.rvt

Appendix B – Influencing Factor Calculation

POSTPONED

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

POSTPONED

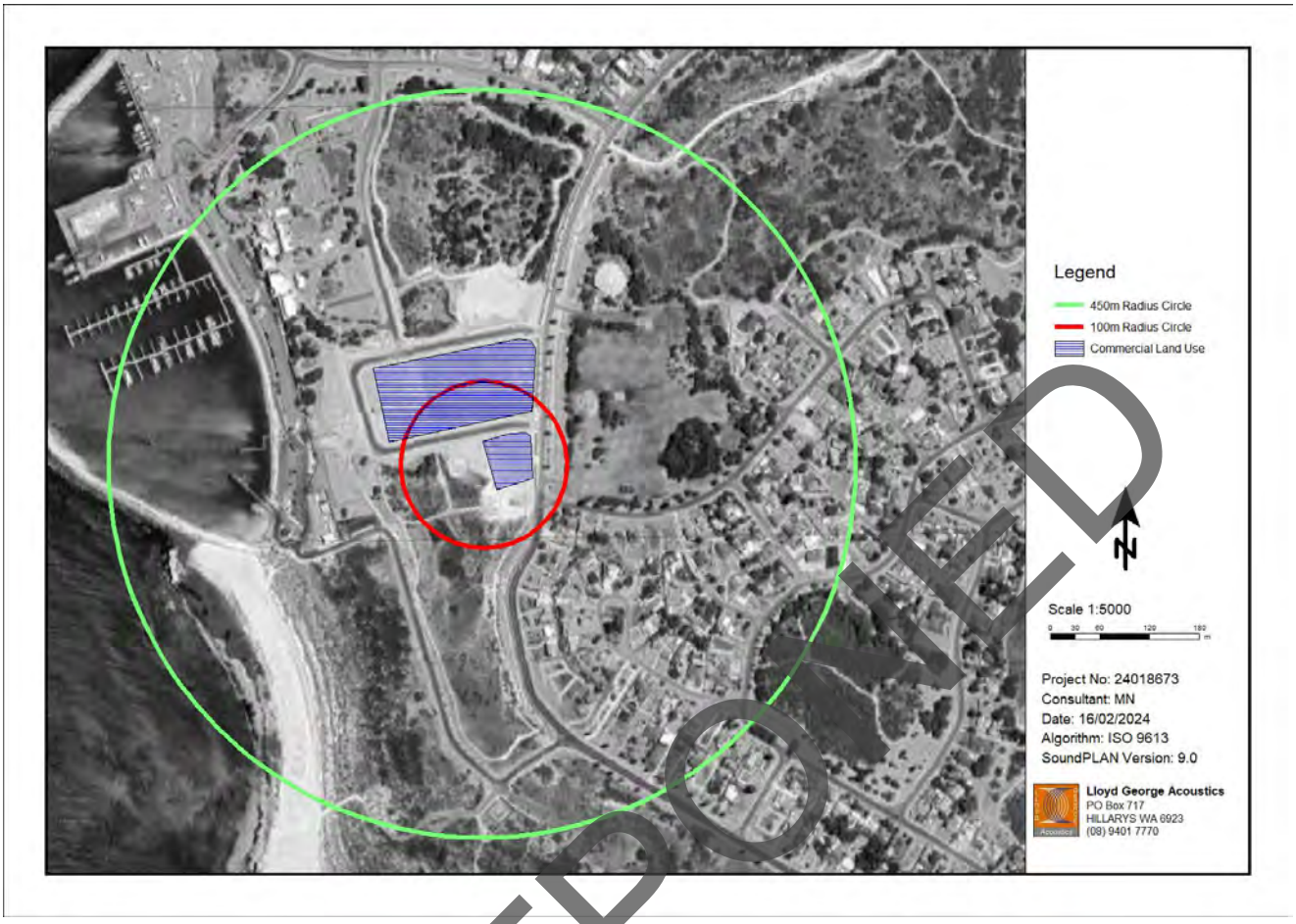


Figure B-1: Land Types within 100m and 450m Radii

POSTPONED

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)	-

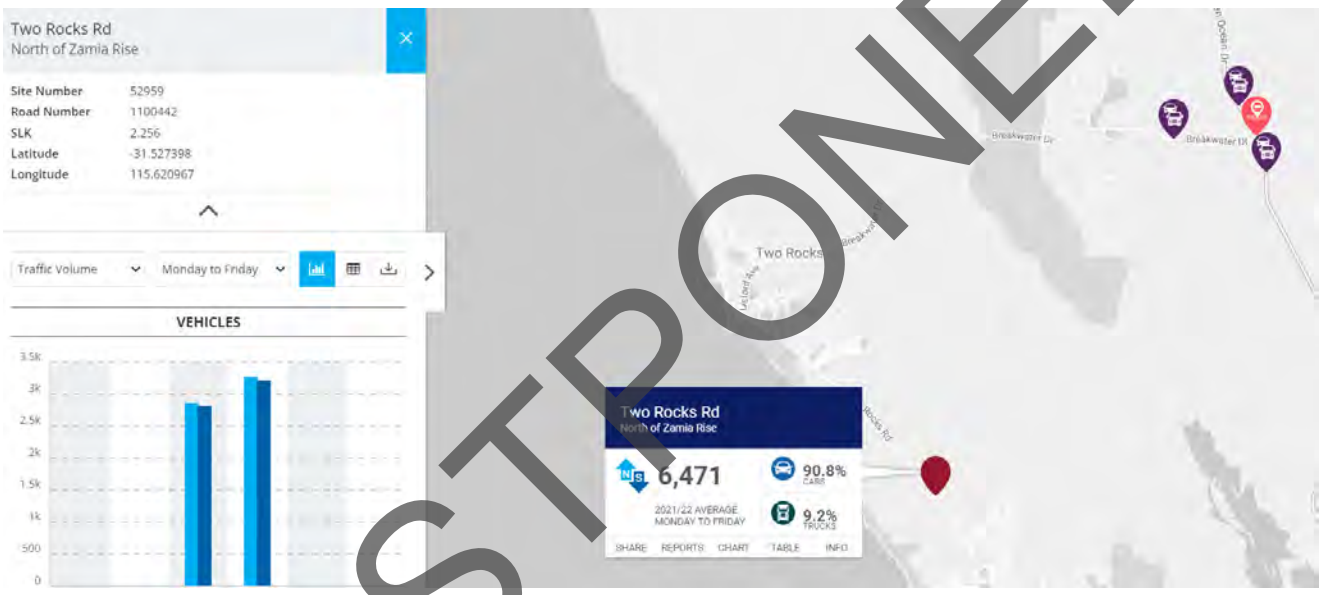


Figure B-2: MRWA Published Traffic Data

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*.

POSTPONED

Appendix C – Terminology

POSTPONED

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.

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- **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.

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- **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**

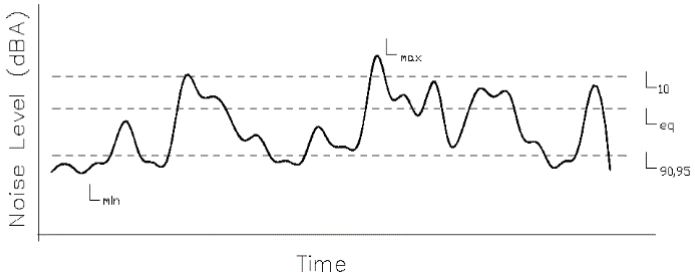
Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

- **Secondary / Minor Road**

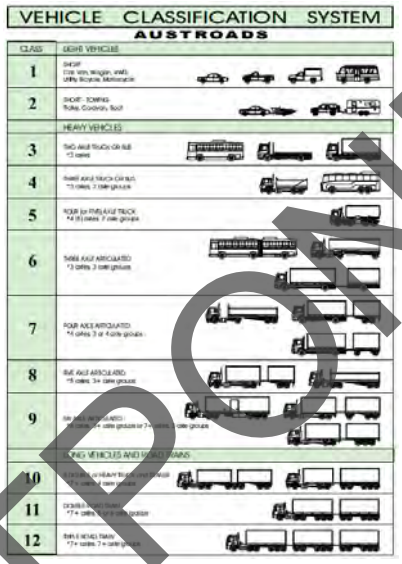
Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

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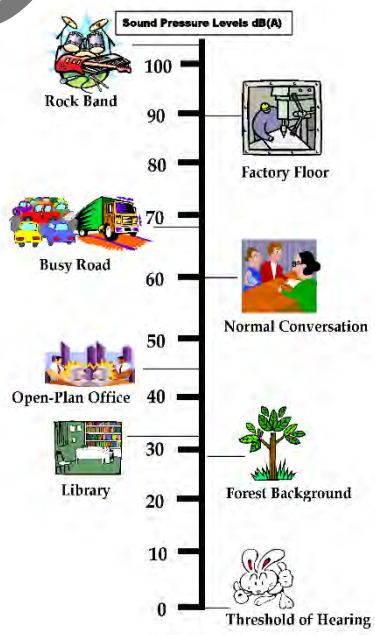
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**

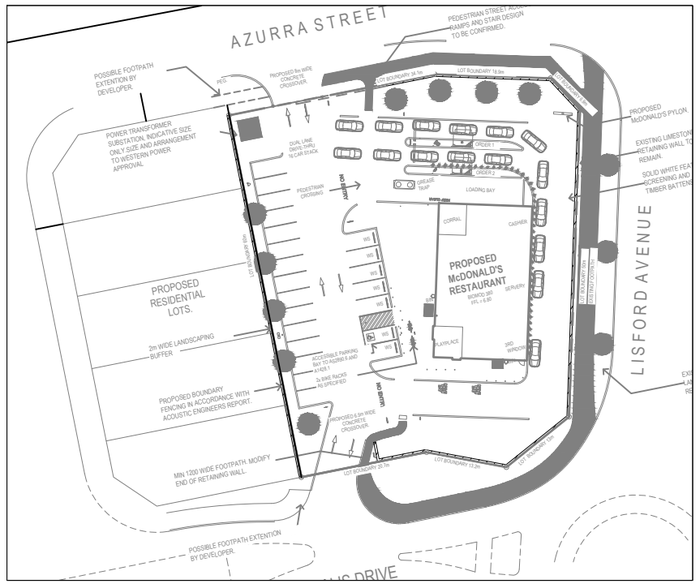


- **Typical Noise Levels**



POSTPONED

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

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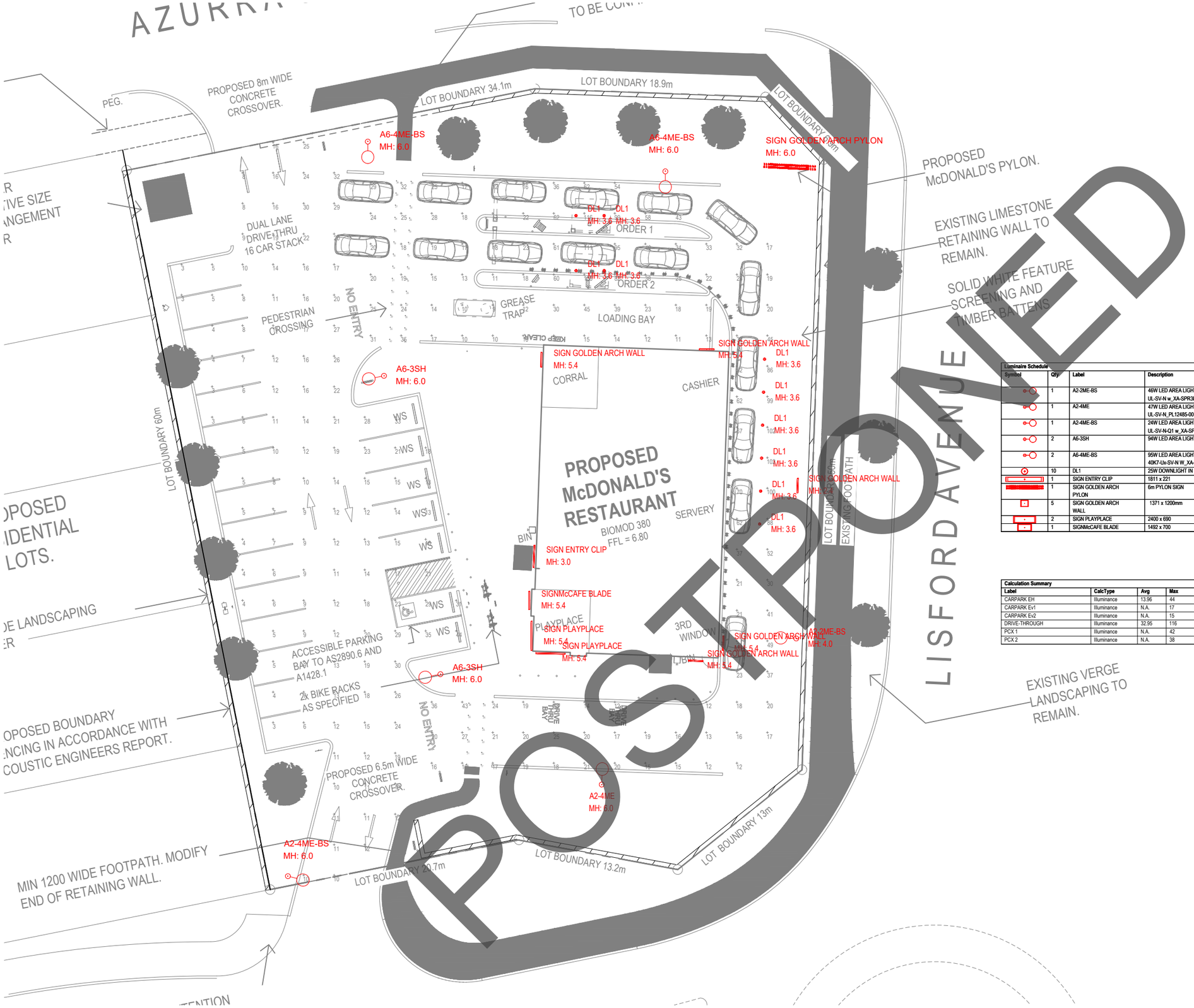
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Project:
PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE
TOW ROCKS WA

Title:
ELECTRICAL SERVICES
LIGHTING
TITLE PAGE

Drawn: SAF Chk SAF Date: 25/03/2024
Scale:
Drawing No. HA01684-E01-1 Rev A Size A3

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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		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.

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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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POSTED

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

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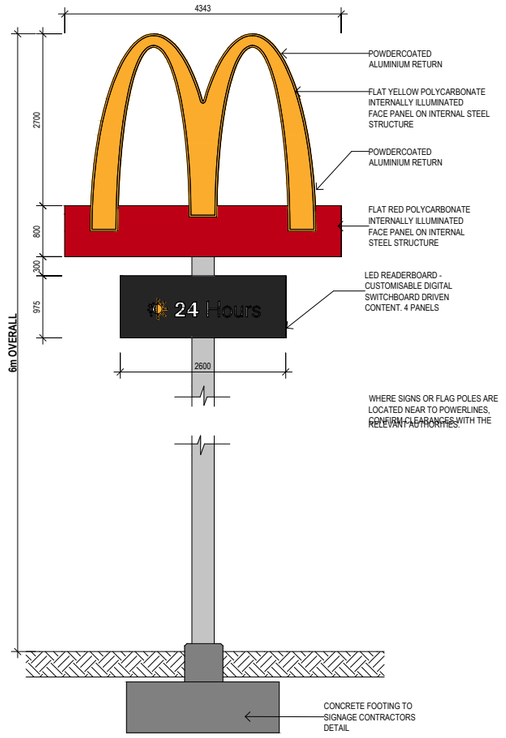
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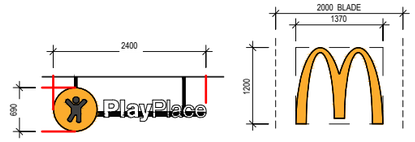
Project:
PROPOSED McDONALDS RESTAURANT
LOT 703 LISFORD AVE
TOW ROCKS WA

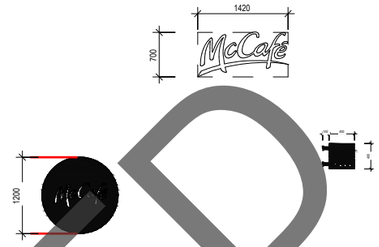
Title:
ELECTRICAL SERVICES
LIGHTING
OBTRUSIVE LIGHT ANALYSIS

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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.

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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:
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Engineering a better future for over 20 years!

McDonald's Restaurant, Lot 703 Lisford Avenue, Two Rocks

Transport Impact Assessment

POSTPONED

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

Document revision: r01b

Project number: t24.015

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POSTPONED

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POSTPONED

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POSTPONED

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.

POSTPONED

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

POSTPONED

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*.

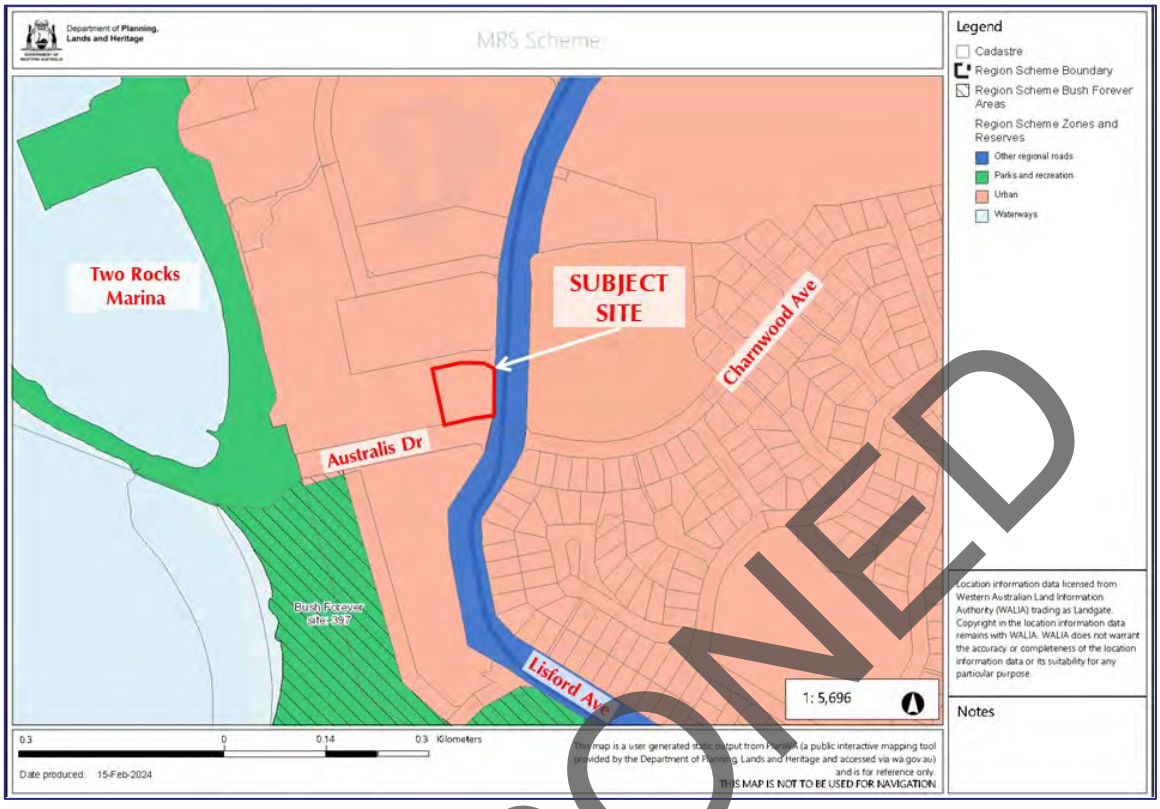


Figure 2. Site location within the Metropolitan Region Scheme

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.

POSTPONED

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.

POSTPONED

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*.

POSTPONED

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)

POSTPONED

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".

POSTPONED

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.

POSTPONED

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.

POSTPONED

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).

POSTPONED

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.

POSTPONED

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)

POSTPONED

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)

POSTPONED

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.

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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.

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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

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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**.

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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)

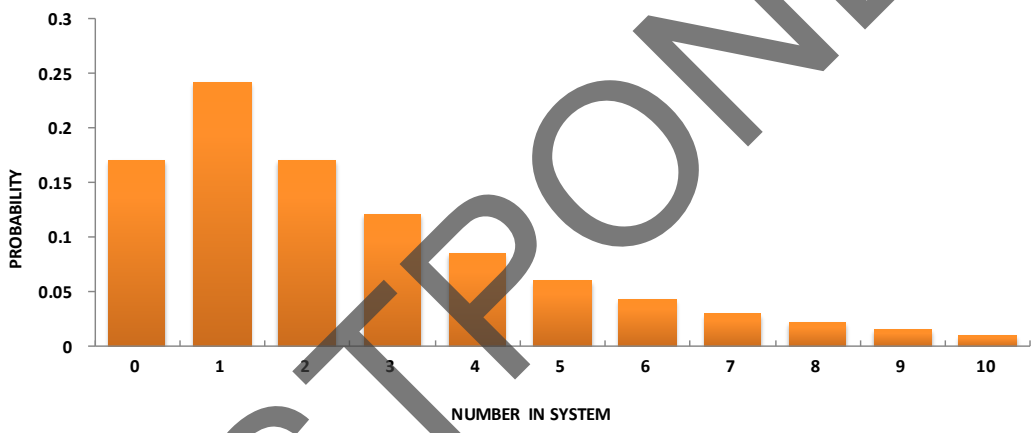


Figure 7. Saturday peak hour queueing analysis

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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.

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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.

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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.

POSTPONED

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.

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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.

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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

DEVELOPMENT APPLICATION

Hindley and Associates Pty Ltd
Building Designers
Unit 4/468 Stirling Highway
Nedlands WA 6009
PO Box 196 Nedlands WA 6909
08 9386 6999
www.hindley.com.au

PROPOSED McDONALD'S RESTAURANT
TWO ROCKS

LOT 701 LISFORD AVENUE TWO ROCKS WA

SITE PLAN

0868 DA02 0

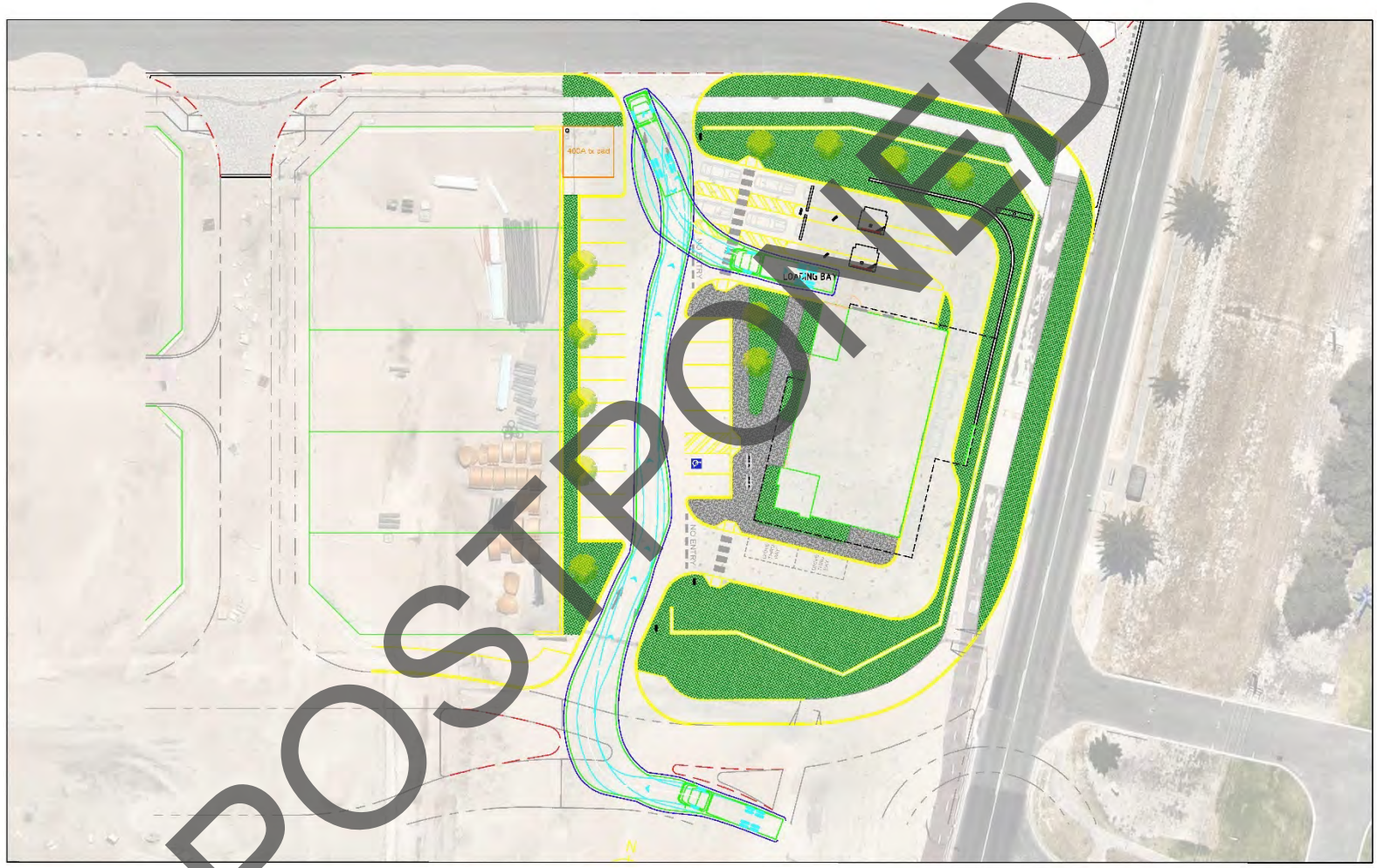
Appendix B

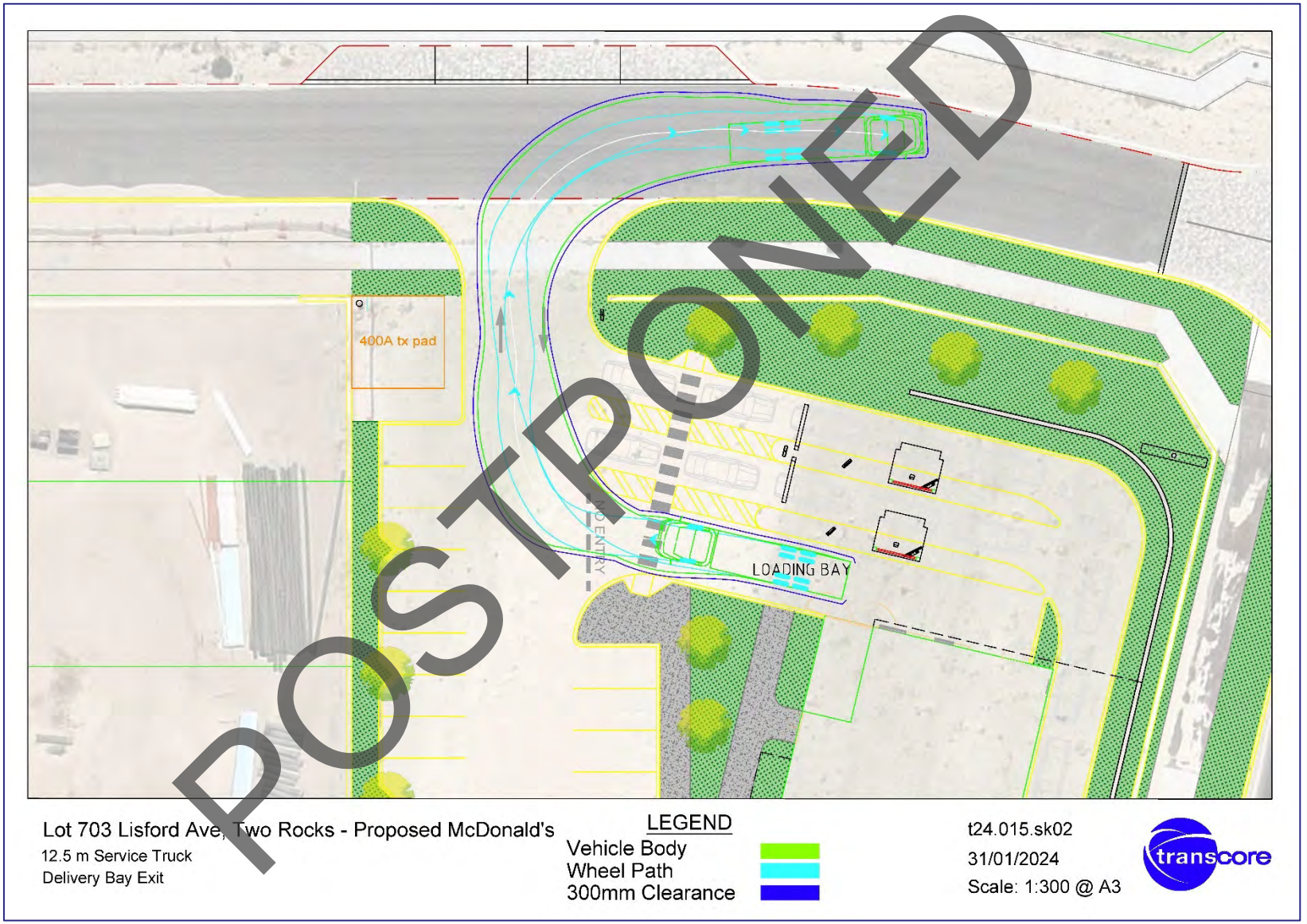
TURN PATH PLANS

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LOADING BAY
POSTPONED
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


400A tx pad
LOADING BAY
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

POSTPONED



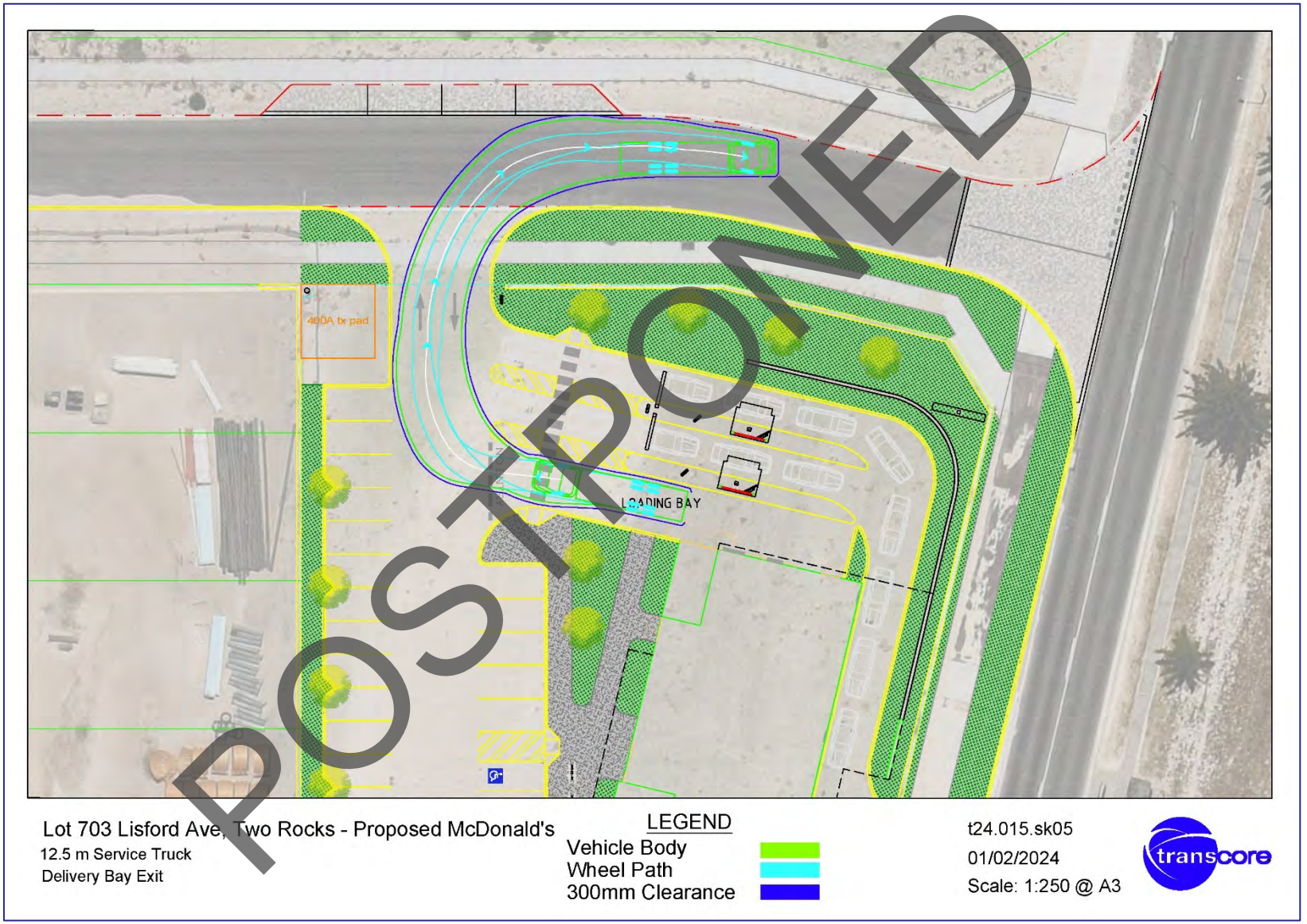
Lot 703 Lisford Ave, Two Rocks - Proposed McDonald's
12.5 m Service Truck
Delivery Bay Entry

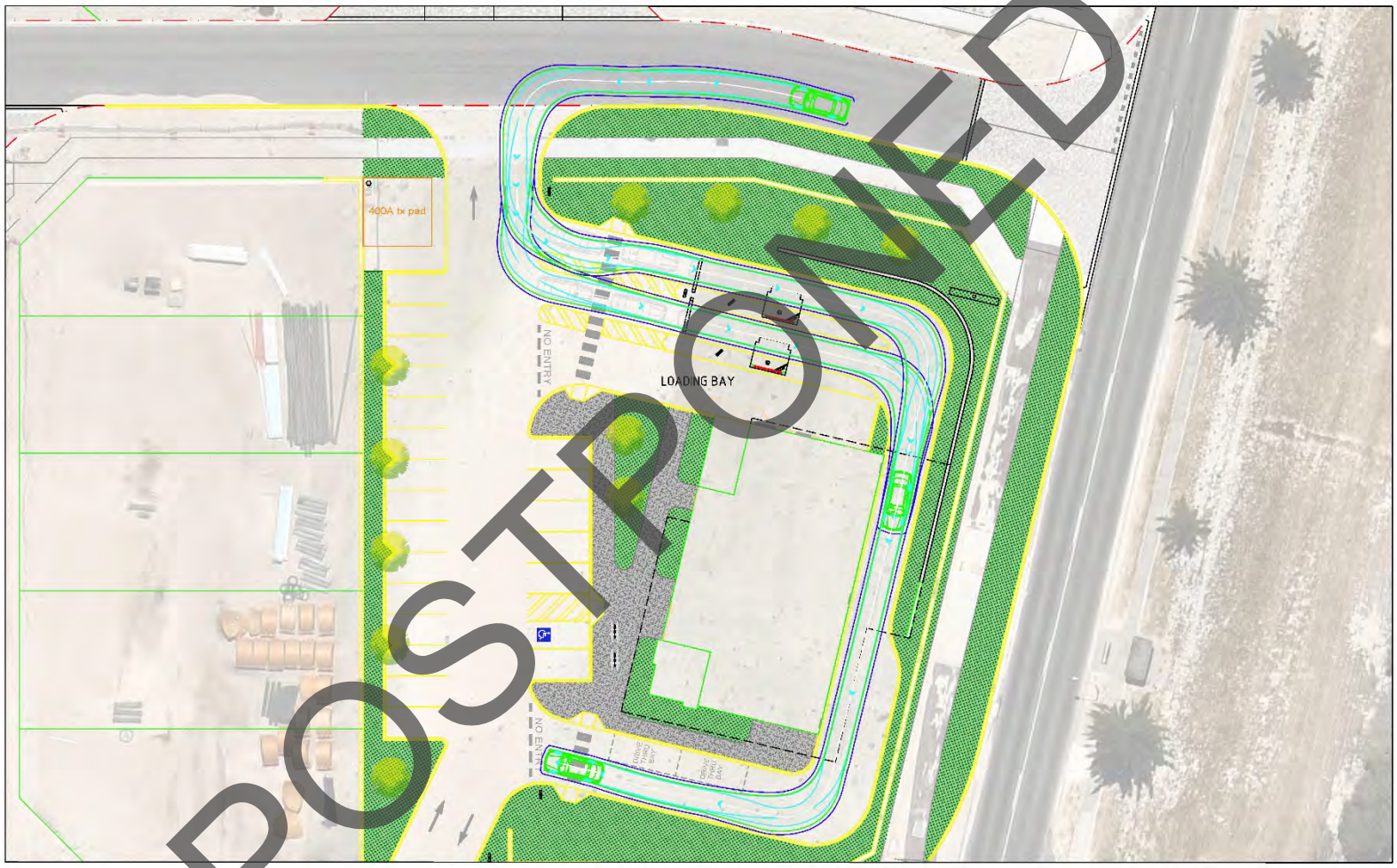
LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.015.sk04
01/02/2024
Scale: 1:250 @ A3

transcore

POSTPONED


400A bt pad
LOADING BAY
POSTPONED
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

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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

POSTPONED

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	4.8	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

POSTPONED

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

POSTPONED

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

POSTPONED

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

POSTPONED

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

POSTPONED

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	49.6

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

POSTPONED

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

POSTPONED

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

POSTPONED

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

POSTPONED

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	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	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	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	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

POSTPONED

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

POSTPONED

PART C – CITY OF GOSNELLS

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 65 (Lot 98) Mills Road West, Gosnells – Place of Worship – DAP/23/02523

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – 65 (Lot 98) Mills Road West, Gosnells – Place of Worship

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Gosnells
Applicant:	Dynamic Planning and Developments Pty Ltd (Neil Teo)
Owner:	Hazara Hussaini Centre Limited (DIR's: Ali Irfani & Zulfiqar Ali)
Value of Development:	$2 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Gosnells
Authorising Officer:	Brenton Scambler (Manager Development Services)
LG Reference:	DA23/00240
DAP File No:	DAP/23/02523
Application Received Date:	11 July 2023
Report Due Date:	26 August 2024
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Aerial Plan. 2. Development Plans 3. Traffic Impact Statement 4. Local Planning Policy 3.6 – Structure Plans – Martin Precinct 5. Bushfire Management Plan 6. MRWA Mills Road Vehicle Access Strategy. 7. Agency Comments – DFES. 8. Agency Comments – MRWA. 9. Agency Comments – Water Corporation. 10. Agency Comments – DBCA.

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Refuse** DAP Application reference DAP/23/02523 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 Local Planning Scheme No. 6 for the following reasons:

Reasons:

1. The proposed development is inconsistent with Schedule 2, Pt.4, cl.27 – *Effect of a Structure Plan*, (2), of the *Planning and Development (Local Planning Schemes) Regulation 2015* as the local government is not satisfied that the proposed development would not conflict with the principles of orderly and proper

planning and that the proposed development would not prejudice the overall development potential of the area.

2. The proposed development is inconsistent with Local Planning Policy 3.6 – *Structure Plans* as the proposal does not demonstrate how it will not prejudice the further development of other land within the development cell. The subject land falls within the Martin precinct area identified under LPP3.6 which requires a structure plan to address the future development and access to the land in a comprehensive manner.

3. The proposed development does not comply with the provisions of *Town Planning Scheme No.6, Table No.3A – Parking Standards.* The application proposes 63 car parking spaces in lieu of 688 as required by Table No.3A, as such presents a shortfall of 625 car parking bays.

4. The Traffic Impact Assessment (February 2024 by Urbii) does not accurately reflect the total number of people/vehicles capable of utilising the site. The report provides for a maximum building occupancy of 250 people, however, the building is designed to accommodate up to 1,720 people.

5. The proposed development is inconsistent with the requirements of Local Planning Policy No.2.8 – *Planning Guidelines for Places of Worship* as it does not demonstrate how the development will mitigate any associated impacts on the established level of residential amenity within the locality.

6. The proposal does not comply with Local Planning Policy 2.9 – *Filling of Land* as the development proposes the filling of land, which substantially alters the existing surface drainage patterns and is not supported by a Local Water Management Strategy addressing surface water management in a coordinated and comprehensive manner.

7. The Department of Biodiversity Conservation and Attractions (DBCA) does not support the development as it proposes the discharge of stormwater directly into the adjoining Canning River Parks and Recreation Reserve and Bush Forever Site 246.

Application details

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Gosnells Town Planning Scheme No.6
Local Planning Scheme - Zone/Reserve	Residential R17.5
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Place of Worship 'A' Community Purpose 'D'
Lot Size:	13,738m^2
Existing Land Use:	Single House
State Heritage Register	No
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	Yes

Proposal:

The development application includes a 2,646m^2 Place of Worship / Community Purpose building located at the rear of the site comprising of 1,720m^2 of Worship / Community Purpose Hall area, and incorporating incidental offices, boardroom, storerooms, kitchen, pram room, toilets, security and reception area. Additionally, the application proposes 63 car parking bays, vehicle access driveways and landscaping areas.

The applicant states the activities proposed at the premises include:

- Sunday 10:00am – 2:00pm: Sunday School for children, focusing on culture, language and religion.
- Monday to Thursday - 9:00am – 11:30: Women and young family activities.
- Monday to Thursday - 5:00pm – 8:00pm: Indoor recreational sports (young children and teens).
- Friday Midday – 2pm: Prayers (men).
- Saturday 4pm – 8pm: Adults weekly meeting (socialising, finger food, discuss and learn about the society and religion).

The following proposed yearly events based on the lunar months of the Islamic calendar:

- Eid (100 – 150 persons) - Community gathering from 5pm – 9pm.

- Qadar (50-100 Persons) - Lasts over 3 days 6pm - 9pm.
- Muharram (200-250 Persons) - lasts over 12 days 6pm – 9.30pm.
- Ramadan (50 – 100 person) - lasts for 30 days approx. 6pm – 7pm daily.
- Cultural Day 19th May (annually) 1 day festival and includes: stalls, food, crafts from culture, displays, hats traditional clothing, dancing and general festivities.

The application proposes a total occupancy of 250 worshippers at any time, however the building design can accommodate up to 1720 people.

A location plan and development plans are contained in Attachments 1 and 2.

Background:

The subject site contains a single dwelling with vehicle access via Mills Road West. The rear of the subject site directly adjoins the Parks and Recreation Reserve / Swan Canning Development Control Area, and Bush Forever Site 246.

The surrounding properties largely consist of single dwellings comprising rural-residential lifestyle uses. Three properties to the west of the subject site contain existing Places of Worship and Community Purpose developments. The existing Places of Worship and Community Purpose developments present significant vehicle access and parking issues along this section of Mills Road West, particularly during key religious calendar dates and events. Traffic and car parking from these developments frequently overflow to the City of Gosnells Civic Centre located approximately 360m to the north-west of the subject site.

The subject site is the largest land holding (13,738m^2) identified within the Martin precinct under Local Planning Policy 3.6 – Structure Plans. LPP 3.6 was adopted in August 2019 and establishes the need for a Structure Plan within the Martin precinct to facilitate coordinated development and subdivision. Under LPP 3.6, the Martin Precinct has been identified as suitable for future residential development. Currently there is no local structure plan prepared or adopted for the Martin precinct.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme
- Town Planning Scheme No.6
- Draft Local Planning Scheme No.24

State Government Policies

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)

Main Roads WA Controlled Access Strategy

The subject site is located within an area affected by the Main Roads WA Albany Highway - Mills Road Deviation Vehicle Access Strategy. Under the strategy the subject land is intended to have no direct access to Mills Road West and would ultimately be provided with a 6m wide secondary/service road with rights of

carriageway for adjoining properties. Whilst MRWA has prepared the access strategy there is no timeframe available for the construction of the Albany Highway deviation. The access strategy is provided at Attachment 6.

Local Planning Policies

- Local Planning Policy 2.8 – Planning Guidelines for Places of Worship.
- Local Planning Policy 2.9 – Filling of Land
- Local Planning Policy 3.6 – Structure Plans.
- Local Planning Policy 4.1 – Public Consultation.

Consultation:

The proposed development was advertised to surrounding landowners and occupiers within a 200m radius of the subject site from 29 June to 20 July 2023. A total of five (5) submissions were received, all objecting to the proposal.

The concerns and matters raised objections are summarised below, and suggest that the proposal will:

- Create an unacceptable increase in traffic volumes.
- Create additional parking issues in the locality.
- Increase road safety and traffic issues.
- Not adequately address drainage/stormwater requirements.
- Have the potential to undermine the existing and future residential character of the locality.
- Adversely constrain future Structure Planning.

The matters raised in the submissions are discussed in the following sections of this report.

Referrals/consultation with Government/Service Agencies

The application was referred to MRWA, the Department of Biodiversity, Conservation and Attractions (Swan River Trust), the Department of Fire and Emergency Services, and the Water Corporation.

MRWA raised no objection to proposal subject to an amended crossover being provided, and recommended conditions being applied if approval is granted. The Department of Fire and Emergency Services raised no objection to the proposal. The Water Corporation raised no objection to proposal subject to the development being connected to mains sewer and water.

The Swan River Trust does not support the development as it proposes stormwater discharge into the adjoining Parks and Recreation Reserve / Swan Canning Development Control Area, and Bush Forever Site 246. The City agrees and does not support the discharge of stormwater into the adjoining Parks and Recreation Reserve and Bush Forever Site 246.

Planning Assessment

Town Planning Scheme No.6 (TPS 6)

The subject land is zoned Residential R17.5 under TPS 6. A Place of Worship is an 'A' land use within the Residential Zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015.* A Community Purpose is a 'D' land use within the Residential Zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval. Both land uses are therefore capable of approval under TPS 6.

Setbacks and Landscaping

Clause 4.7.1 of TPS 6 requires setbacks for non-residential development in a Residential Zone to comply with the relevant R-Code provisions. The proposed setbacks generally comply with R17.5 R-Code provisions with the exception the eastern side boundary setback. The development proposes a 5.01m setback in lieu of 5.7m required under Table 2b of the R-Codes Volume 1. The variation is considered minor and is consistent with the relevant R-Code design principle.

Car Parking

Use Class	TPS 6 Car Parking Standards	TPS 6 Car Parking Requirements	Car Parking Bays Provided
Place of Worship	1 space per 4 seats, or 1 space for every 4 persons the building is designed to accommodate, or 1 space for every 2.5m^2 seating area, whichever is the greater.	The building is designed to accommodate a maximum of 1,720 people; therefore 430 bays are required. Although the type of place of worship does not involve seating, 1720m^2 of floor area is designated for community purpose / worship, therefore 688 bays would be required. Based on the above the proposal requires 688 car parking bays.	The application provides 63 parking bays with the ability to accommodate a further 71 bays (subject to a separate development application).
Total		**688 bays**	**63 bays**

Based on the floor areas of the community use hall, multi-purpose room and the number of proposed ablution facilities, the building can accommodate up to 1,720 people. Under TPS6, a Place of Worship / Public Assembly use requires car parking to be calculated on whichever is the greater of building patronage or seating area. In this regard, parking has been calculated on a maximum seating area of 1720m^2 (the

combined floor area of the community use hall and multi-purpose rooms). This results in a minimum of 688 car parking spaces being required. The application proposes 63 car parking bays with an additional 71 parking bays being potentially available as part of a separate future Stage 2 development application, although there is no certainty that a second application will be forthcoming. The application therefore proposes a shortfall of 625 bays based on the proposed seating areas.

Clause 4.13.3 of TPS6 states that Council may permit a reduction in the number of car parking spaces required where it is satisfied that the circumstances of a development justify such action and there will not be any resultant lowering of safety, convenience and amenity standards as a result.

The applicant contends that as the development proposes a maximum occupancy of 250 patrons the proposed 63 parking spaces comply with the requirements of TPS6. The applicant has also stated they would accept a condition limiting patronage number to 250 people to ensure that parking remains compliant with the requirements of TPS6.

The City of Gosnells does not agree with the applicant's position or proposed condition as TPS6 requires parking bays to be provided based on the maximum occupancy a building is designed to accommodate. Additionally, the City of Gosnells is not satisfied that the circumstances of the development justify such a significant parking shortfall. It is considered the safety, convenience and amenity standards of the locality would be adversely affected by the anticipated parking and traffic movement to the site. This matter was discussed at length with the applicant throughout the assessment of the application with no resolution being reached.

Traffic Impact Statement

The Traffic Impact Statement (TIS) submitted with the application assumes and models traffic and parking demand based on a maximum of 250 people at the site at any one time. Based on this assumption, the TIS concludes that the traffic generated by the proposal can be accommodated within the surrounding road network. Noting the building capacity of 1,720 people, the City considers the TIS does not reflect the likely number of attendees to the development and its associated traffic impacts.

Additionally, the TIS identifies that the proposed 63 parking bays are suitable for up to 126 patrons, and the proposed occupancy of 250 patrons should only be considered once additional parking bays are constructed. The TIS recommends a condition limiting occupancy to 125 worshippers until such time as 133 parking bays are provided, following this occupancy could be increased to 250 patrons. A condition limiting the building occupancy to 125 people is unrealistic and impractical given the physical scale and design capacity of the building.

It is noteworthy that Council has previously conditionally approved Places of Worship and Community Purpose developments limiting occupancy numbers to accord with parking supply where the building may have a greater occupant capacity. In those cases, the respective developments were of a significantly smaller scale with less contingent impact and risk of amenity impacts and land use conflict. Despite occupancy numbers being limited, those developments generate significant traffic and parking issues in their respective locality with overflow parking occurring on adjoining properties and roads. As a result, the City does not consider it appropriate to place conditions significantly limiting occupancy below the design capacity of the building.

Stormwater

The drainage and stormwater management plan submitted with the application demonstrates the development can retain a 1 in 20-year storm event on site within a temporary drainage basin and swales adjoining the driveway. During storms greater than a 1 in 20-year event, stormwater is proposed to discharge from the drainage basin via a 300mm diameter pipe and flow spreader into an area of the site adjoining the Canning River Reserve and Bush Forever Site 246. The applicant has stated that the portion of the site receiving the stormwater discharge is to be set aside for a road alignment under a future Local Structure Plan.

Currently there is no draft Local Structure Plan or associated Urban Water Management Plan detailing the stormwater and drainage requirements for the Martin locality defined under LPP3.6. As such, there is a significant level of uncertainty regarding the overall drainage requirements for the area and possible road locations and alignments. Additionally, the DBCA has reviewed the proposal and does not support the discharge of stormwater in this location as it flows directly into the Canning River Reserve. The City agrees with DBCA's position and does not support the stormwater design in its current form.

Sewer

The development is proposed to connect to the Water Corporation sewer located in Mills Road West. The Water Corporation has no objection to the development from a servicing perspective, subject to this sewer connection being made.

Bush Fire Prone Area

The subject site is located within a designated bush fire prone area and as such the application was supported by a Bushfire Management Plan (BMP). The BMP was forwarded to the Department of Fire and Emergency Services (DFES) for comment and recommendation. DFES initially raised concern over the methods of vegetation classification, the BAL contour mapping and ongoing vegetation management. The BMP was subsequently revised addressing DFES concerns and allocating a BAL 29 to the development. DFES reviewed the amended BMP and provided its support.

Local Planning Policy 2.8 – Planning Guidelines for Places of Worship (LPP2.8)

LPP2.8 was prepared to facilitate public worship activities in appropriate locations within the City of Gosnells. A primary objective of LPP2.8 is to ensure that public worship activities do not impinge upon the prevailing amenity of an area or create adverse impacts within the locality.

The proposed development, in its location, siting, scale and capacity presents a significant development within the locality. Whilst the applicant states that the development will have a maximum occupancy of 250 worshippers, the building has an actual capacity of 1720 patrons which has not been adequately considered or addressed as part of the application. The applicant has stated that it would accept a condition limiting the patronage of the development to 250 people. Based on the design capacity of the building, a condition limiting the development to 250 people is considered unrealistic and impractical.

Additionally, the TIS submitted with the application assumes and models traffic and parking demand based on a maximum of 250 people at the site at any one time rather than the design capacity of the building. In this regard, the applicant has not accurately demonstrated the traffic, parking and amenity impacts of the development. If the development were to proceed the City is of the opinion that the TIS should be updated to reflect the design capacity of the building being 1720 patrons.

The applicant states that the development will only accommodate up to 250 patrons with no consideration for growth of the activity, whilst the building design capacity can accommodate up to 1720 patrons. As such the City is not satisfied the applicant has sufficiently considered any future expansion or increases to patronage for the development as required under clause 4.3.2 of LPP2.8.

The proposal does not adequately address the requirements of LPP2.8.

Local Planning Policy 2.9 – Filling of Land (LPP2.9)

Local Planning Policy 2.9 – Filling of Land was prepared to guide the placement of fill on land within the City of Gosnells. Clause 3.3 of LPP2.9 states that Council will generally not support the filling of land which would substantially alter existing surface drainage patterns unless the application is part of a co-ordinated proposal to manage surface water runoff in a comprehensive manner.

The development plans include filling the site by up to 2m in height. This increase in height will have a significant impact on determining the surrounding land levels when considering the future Local Structure Planning and drainage requirements of the locality. In this regard, there is no comprehensive drainage strategy or management plan for area and as such the extensive filling of the land is not supported.

Local Planning Policy 3.6 – Structure Plans (LPP3.6)

LPP 3.6 was adopted in August 2019 and establishes the need for a Structure Plan within the Martin precinct to facilitate coordinated development and subdivision. Under LPP 3.6, the Martin Precinct has been identified as suitable for future residential development. Whilst the Martin precinct does not have an approved Structure Plan, the applicant submitted a concept structure plan demonstrating how the development could be implemented ahead of formal Structure Planning and subdivision or development of the area.

The concept structure plan demonstrates a development pattern for the locality and indicates how the application could be progressed without jeopardising the future subdivision or development of the precinct. However, the concept structure plan identifies parcels of land containing existing Places of Worship to be redeveloped into residential lots and public open space. This development scenario is highly unlikely and conflicts with the City's Draft Local Planning Scheme No.24 (LPS24) which identifies these parcels of land as being rezoned Private Community Purpose.

Additionally, Clause 3.3 (iv) of LPP 3.6 considers the possible environmental aspects of a proposal ahead of structure planning occurring. In this regard, Clause 3.3 (iv) specifically requires that a decision maker has regard to development that compromises the value or wellbeing of any environmental feature, including Bush

Forever sites, wetlands, the Canning River and areas of remnant vegetation. As discussed earlier in this report, the development proposes the discharge of stormwater into the adjoining Swan Canning Development Control Area and Bush Forever Site 246. This discharge of stormwater is not supported by the City or DBCA and is not consistent with the requirements of LPP3.6.

Therefore the application and concept Structure Plan does not sufficiently demonstrate how the development could proceed without jeopardizing the future development of the precinct.

City of Gosnells Draft Local Planning Scheme No.24 (LPS 24)

The City of Gosnells draft LPS24 proposes to rezone the subject land to 'Urban Development'. Draft LPS 24 is currently under consideration by the WAPC, with a determination by the Minister for Planning, Lands and Heritage likely to be received towards the end of 2024. Should Draft LPS 24 be approved in its current form, the subject site will require a local structure plan in accordance with the terms of the City's Local Planning Policy 3.6 and relevant State planning frameworks.

Planning and Development (Local Planning Schemes) Regulations 2015

The City has considered the development in accordance with Schedule 2, Pt.4, cl.27 (2) – *Effect of a Structure Plan* of the Planning and Development (Local Planning Scheme) Regulations, and for the reasons discussed in this report is not satisfied that the proposed development will not conflict with the principles of orderly and proper planning and that the proposed development would not prejudice the overall development potential of the area.

Conclusion:

As outlined in this report the proposed development is contrary to and inconsistent with the provisions of the relevant planning frameworks. The proposal does not adequately address the car parking requirements of TPS6, comprehensive stormwater management, and structure planning requirements, and is therefore contrary to the orderly and proper planning of the locality. As such, the development is recommended for refusal**.**



CITY OF GOSNELLS

The City of Gosnells provides the information contained herein. The Council of the City of Gosnells shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.

ATTACHMENT - 1

Date: 8/04/2024

Scale: 1:3000

N

Document Set ID: 8276980
Version: 1, Version Date: 09/08/2024

DA23/00240 - 65 Mills Road West, Gosnells
Revised Plans received 17 June 2024

ATTAC
- 1

DESCR	Proposed Community Centre
STAGE	DA-E : Development Approval
BUILDER	
CLIENT	Hazara Hussaini
ADDRESS	#65 Mills Rd West, Gosnells WA 6110
JOB No	4111
DRAWN	SD

CONTENTS

1a	Site Survey Plan | 1/2	1:200
1b	Site Survey Plan | 2/2	1:200
1c	Site Demolition Plan 1/2	1:200
1d	Site Demolition Plan 2/2	1:200
1e	Access & Crossover Plan	1:500, 1:200
1f	Site Plan	1:200
1g	Landscaping Plan	1:200
1h	Front Fence Plans	1:100
2a	Floor Plan	1:100
3a	Elevations	1:100



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ATTACHMENT 2

Document Set ID: 8376911
Version: 3, Version Date: 26/08/2024

CLIENT	DRAWN	DATE	CHECK	DESCR
Hussaini	CC	17.05.24	#REV1 c Checked	DA-E

PROJECT
Community Centre

ADDRESS
#65 Mills Rd West,
Gosnells WA 6110

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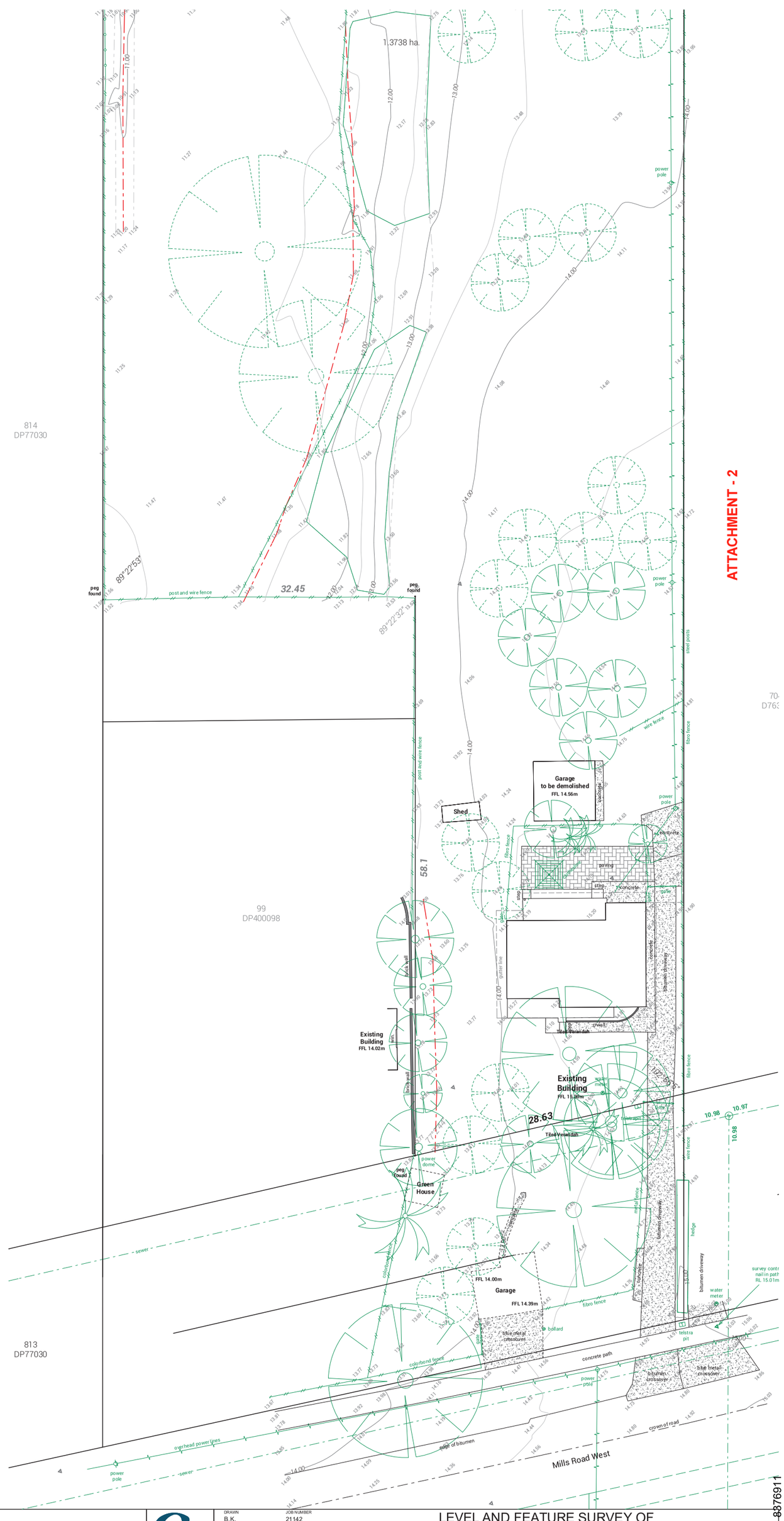
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DA23/00240 - 65 Mills Road West, Gosnells

Revised Plans received 17 June 2024

ATTACHMENT - 2



LEGEND

- TREE (LARGER SYMBOL DENOTES LARGER CANOPY)
- SURVEY CONTROL
- FENCE LINE
- TOP OF BANK
- BOTTOM OF BANK
- TREE LINE

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Site Survey Plan | 1/2

Scale 1:200

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DATUM	CO-ORD SYS.
A.H.D.	PCG94

DRAWING FILE. 21142 LF - Drawing001

LEVEL AND FEATURE SURVEY OF

LOT 98 ON DP400098
#65 MILLS ROAD WEST, GOSNELLS

SHEET 1 of 2

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A1

Document Set ID: 8876911
Version: 3, Version Date: 26/08/2024

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PROJECT
Community Centre

ADDRESS
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816
DP77030

702
D73012

703
D76358

814
DP77030

98
DP400098

(209.91)

(246.53)

peg found

62.12

103°44'14"

100°57'45"

post and wire fence

gate

power pole

overhead power lines

cyclone fence

concrete retaining wall

colorbond fence

wire fence

post and rail fence

steel posts

row of trees

LEGEND

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Site Survey Plan | 2/2

Scale 1:200

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A.H.D.	PCG94

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LEVEL AND FEATURE SURVEY OF

LOT 98 ON DP400098
#65 MILLS ROAD WEST, GOSNELLS

SHEET 1 of 2

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DEMOLITION LEGEND

DASH LINE INDICATES EXTENT OF EXIST WALLS, DOORS, WINDOWS, FITTINGS & FIXTURES TO BE REMOVED. DECOMISSION, CAP, PATCH & REPAIR AS REQUIRED

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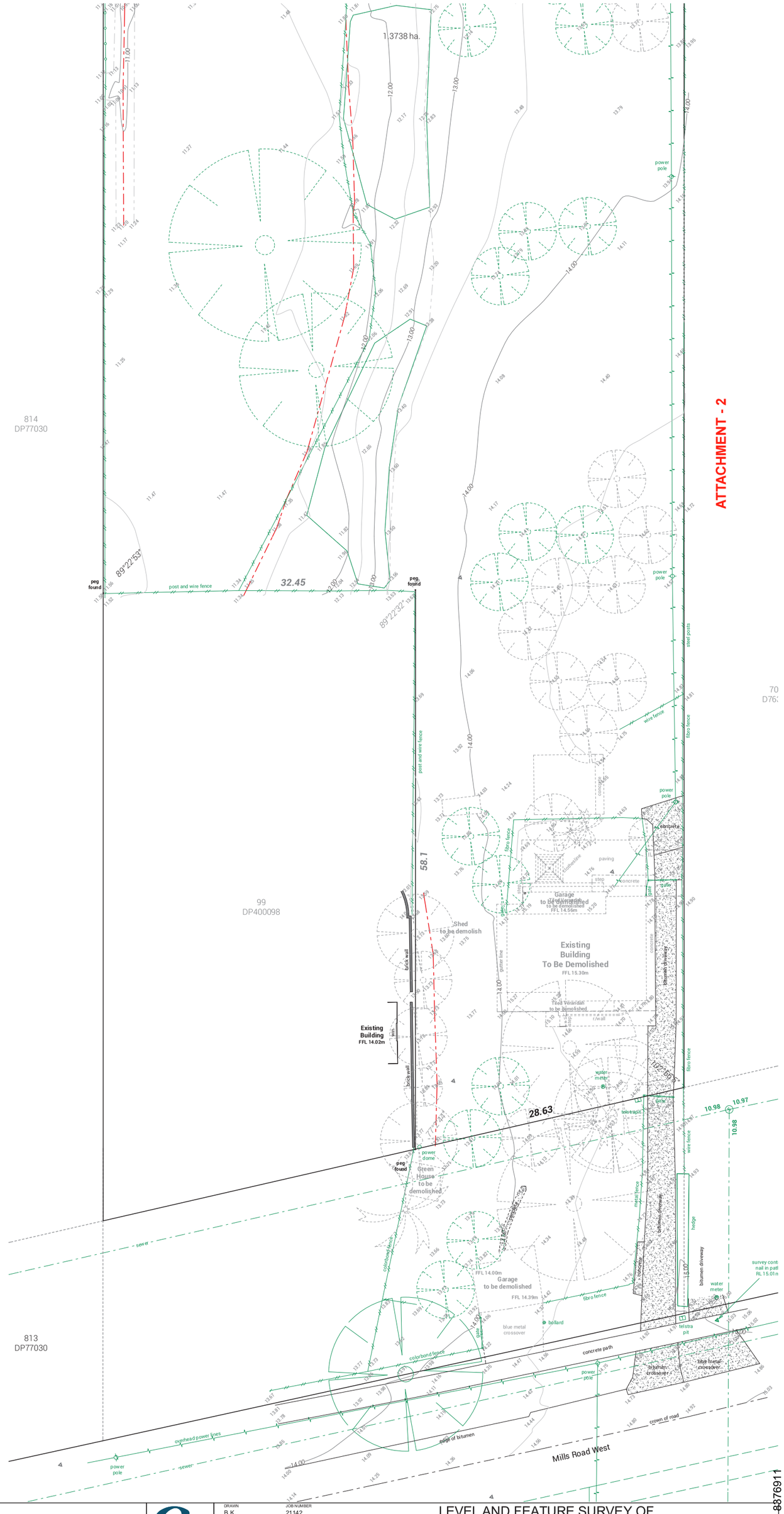
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Site Demolition Plan 1/2

Scale 1:200



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DATUM	CO-ORD SYS.
A.H.D.	PCG94

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LEVEL AND FEATURE SURVEY OF

LOT 98 ON DP400098
#65 MILLS ROAD WEST, GOSNELLS

SHEET 1 of 2

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816
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103°44'14"

peg found

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overhead power lines

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row of trees

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colorbond fence

wire fence

concrete retaining wall

steel posts

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A.H.D.	PCG94

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LEVEL AND FEATURE SURVEY OF

LOT 98 ON DP400098
#65 MILLS ROAD WEST, GOSNELLS

SHEET 1 of 2

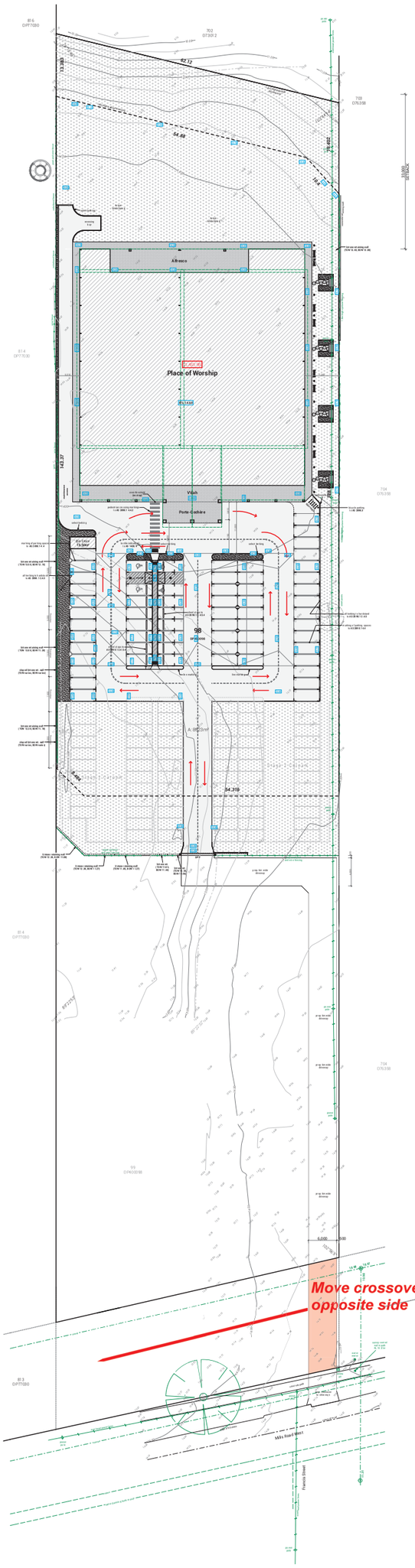
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ACCESS PLAN LEGEND

EXTENT OF REQUIRED EASEMENT

Access Plan
Scale 1:500



Crossover Plan
Scale 1:200

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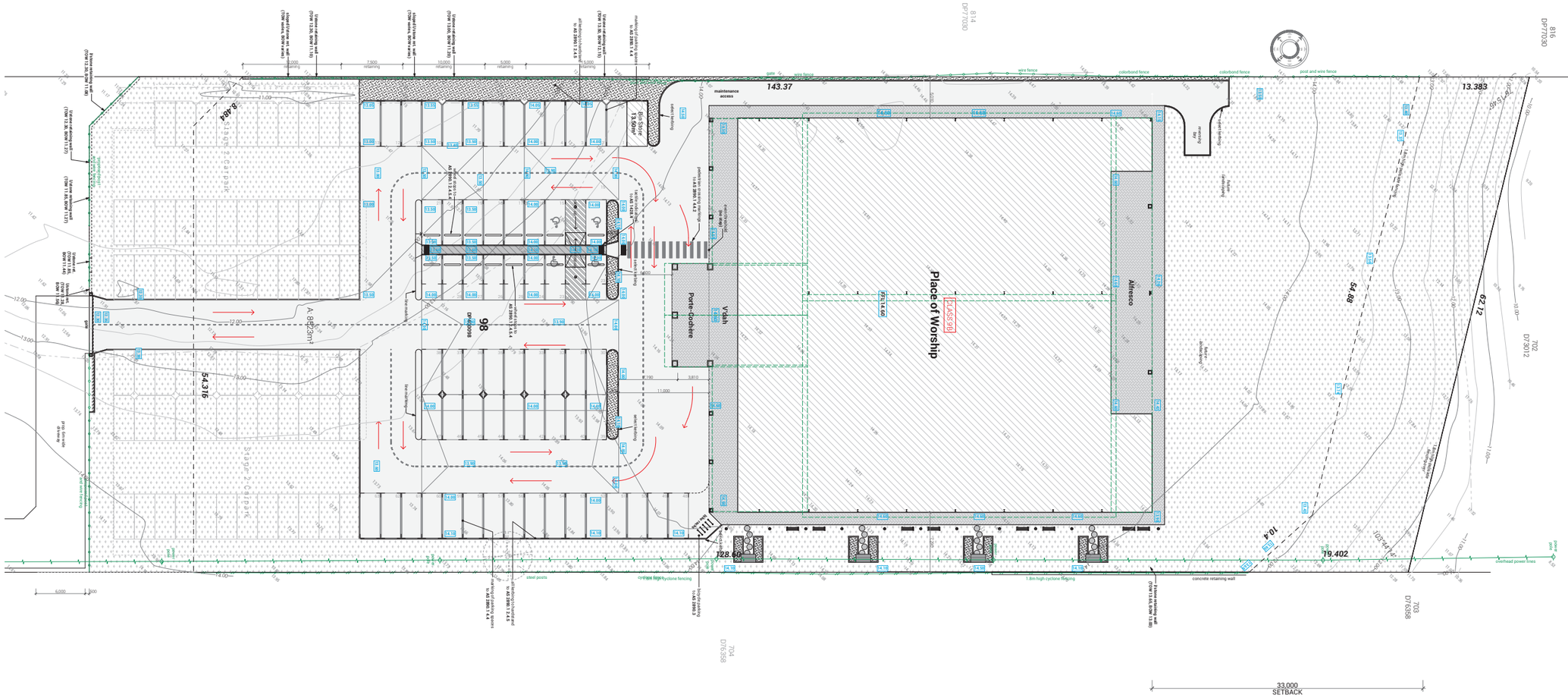
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Site Plan
Scale 1:200

PAGE	1 f
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DWG	4111

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T+LSSaini

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25g Dorothy Street, Gosnells, WA 6110
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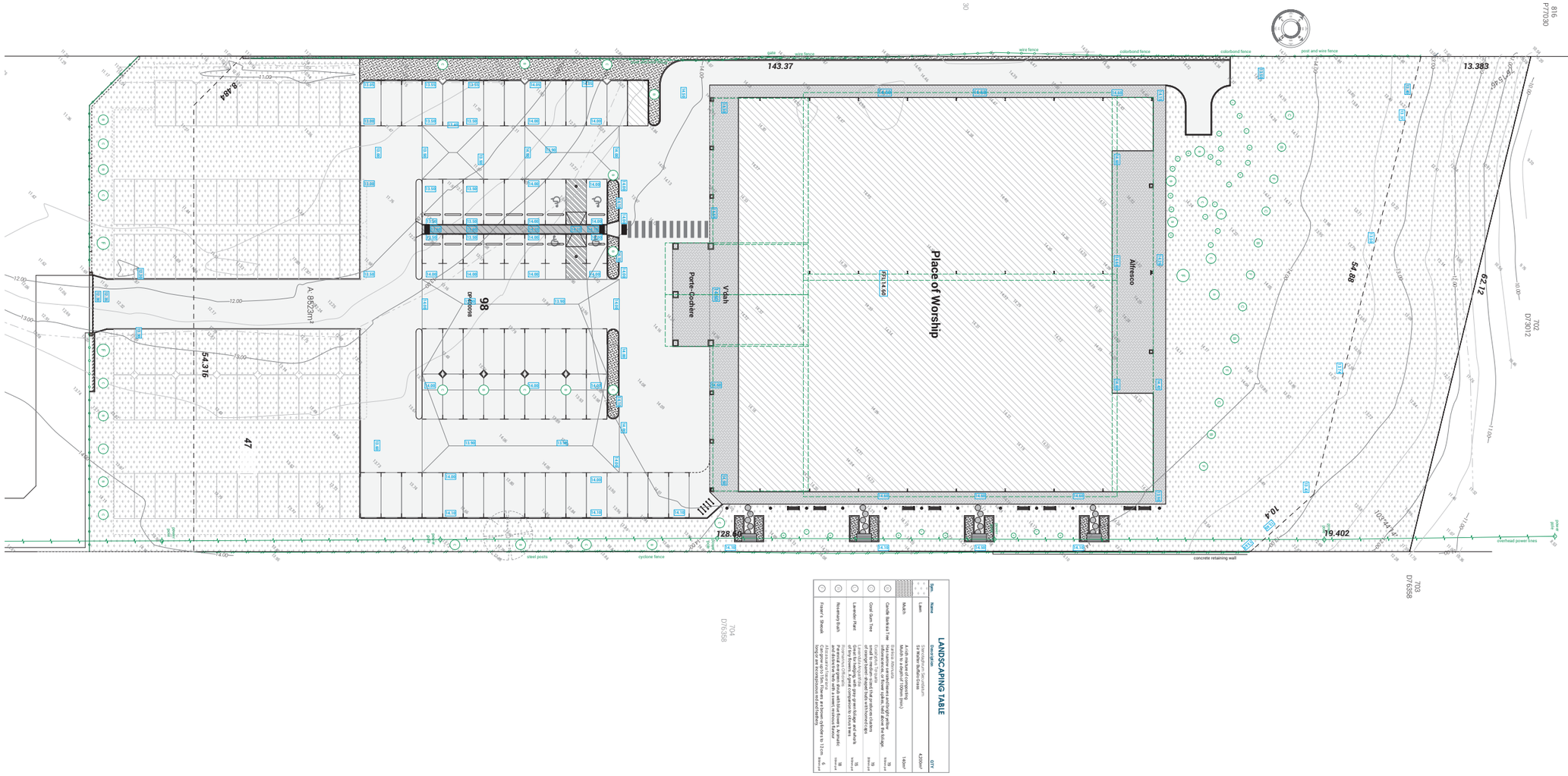
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PROJECT Community Centre
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Landscaping Plan

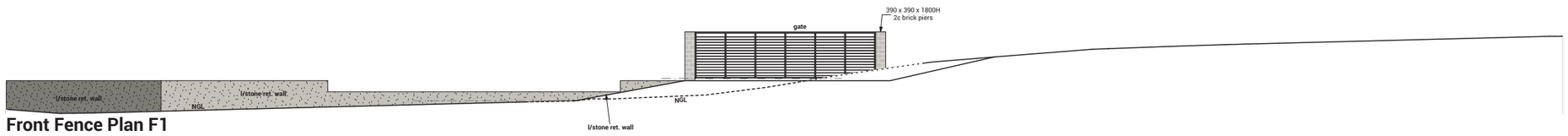
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Sym.	Name	Description	QTY
	Lawn	Standard turf (Kikuyu) to be Water Wise/Low	4,500m²
	Mulch	Mulch to be recycled (100mm min.)	140m²
	Ophiopogon Nigrescens	Ophiopogon Nigrescens are evergreen perennials with grass-like foliage. Flowers are small & medium-sized that produce clusters of tiny flowers. A great companion to citrus trees.	35 Nominal
	Olive Bella Horizontal Tree	Olive Bella Horizontal trees are a dwarf variety of olive tree that grows horizontally, with a flat, spreading canopy. They are known for their unique shape and ornamental value.	2 Nominal
	Coral Gum Tree	Eucalyptus torquata	30 Nominal
	Lavender Plant	Lavandula Angustifolia	35 Nominal
	Rosemary Bush	Rosmarinus officinalis Prostratus Rosmarinus officinalis Prostratus is a hardy, evergreen shrub with blue flowers. Aromatic foliage. Prostrate habit. Drought tolerant.	10 Nominal
	Flower's Shrubs	Assorted flowering shrubs to be 1-2m in height at completion and evenly spaced	0 Nominal

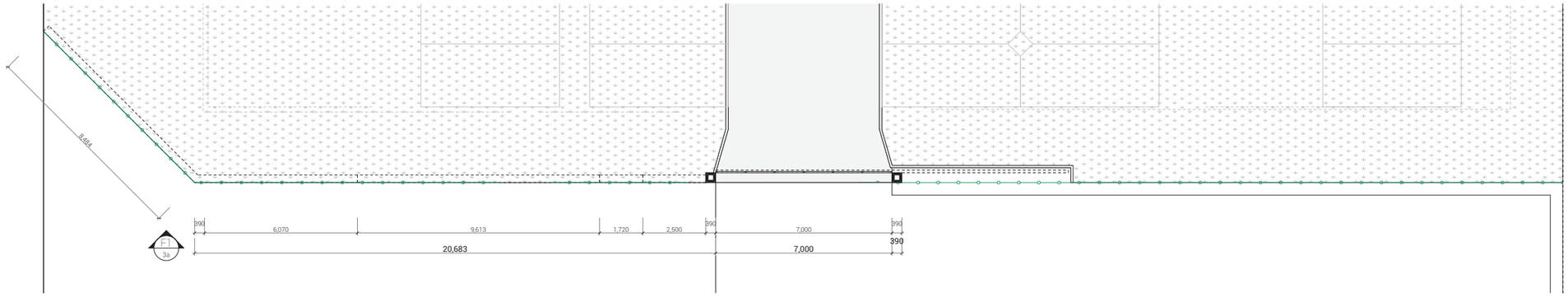
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Front Fence Plan F1

Scale 1:100



Front Fence Plans

Scale 1:100

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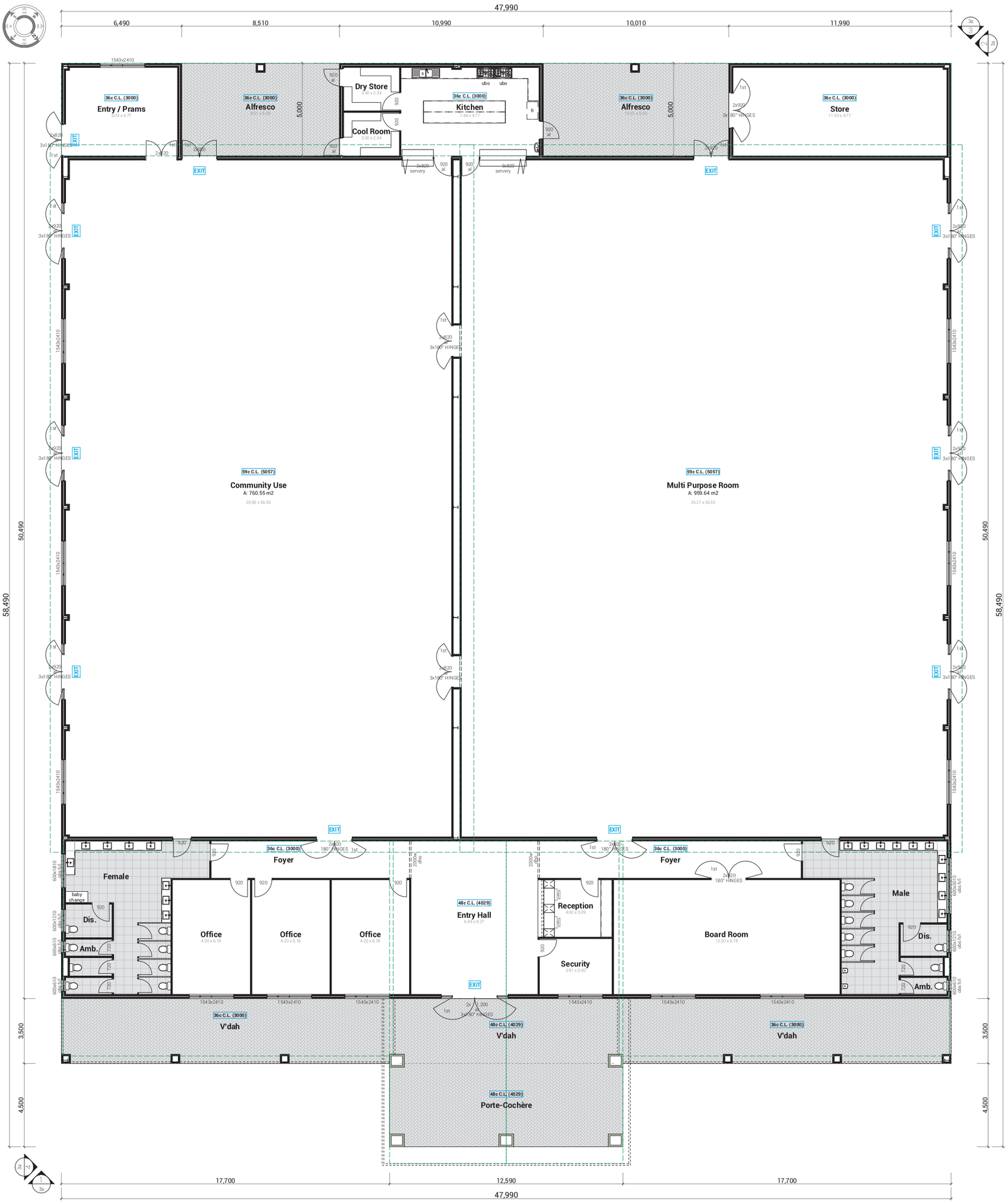
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Floor Plan

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PAGE: 2a

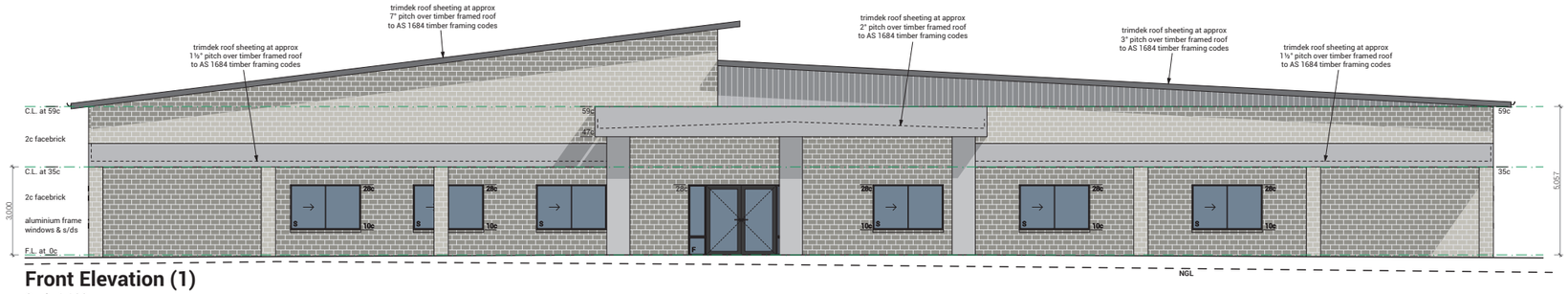
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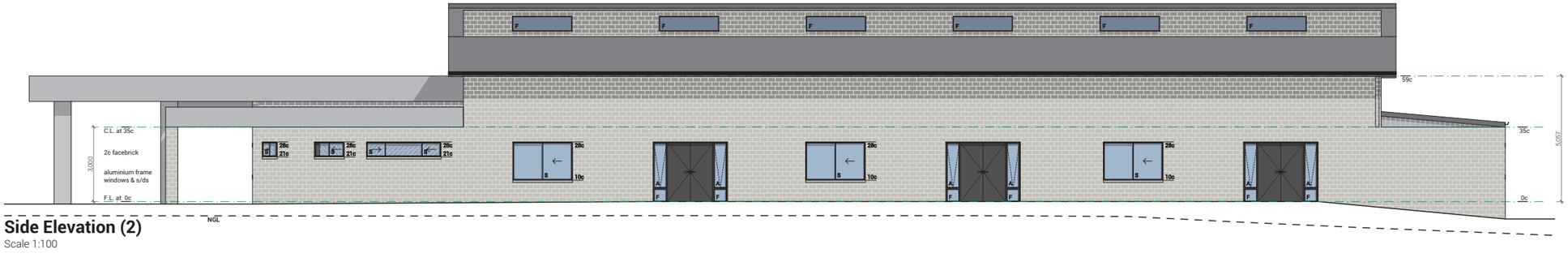
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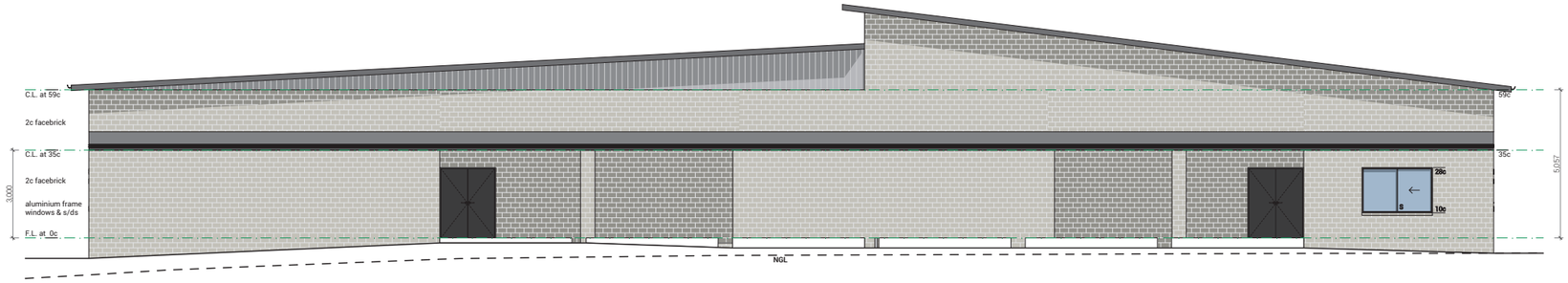
Front Elevation (1)

Scale 1:100



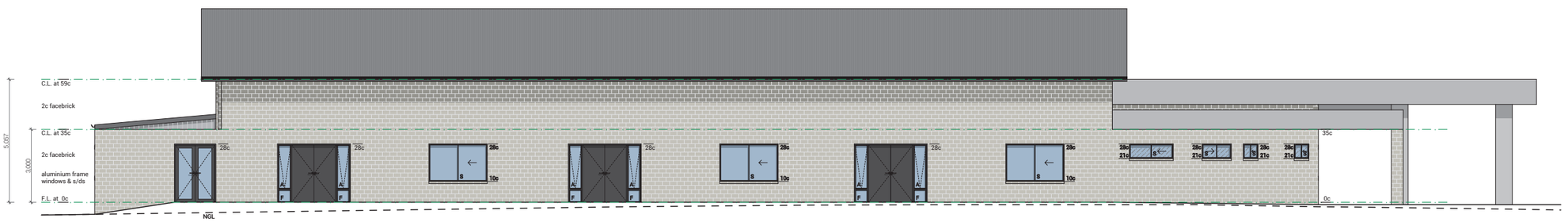
Side Elevation (2)

Scale 1:100



Rear Elevation (3)

Scale 1:100



Side Elevation (4)

Scale 1:100

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OVERSBY CONSULTING PTD LTD
brendan@oversbyconsulting.com.au
PH: 0447 614 411

DRAWING INDEX :

B24018 C01	COVER PAGE
B24018 C02	OVERALL DRAINAGE PLAN
B24018 C03	CAR PARK AND BUILDING DRAINAGE PLAN

HUSSAINI

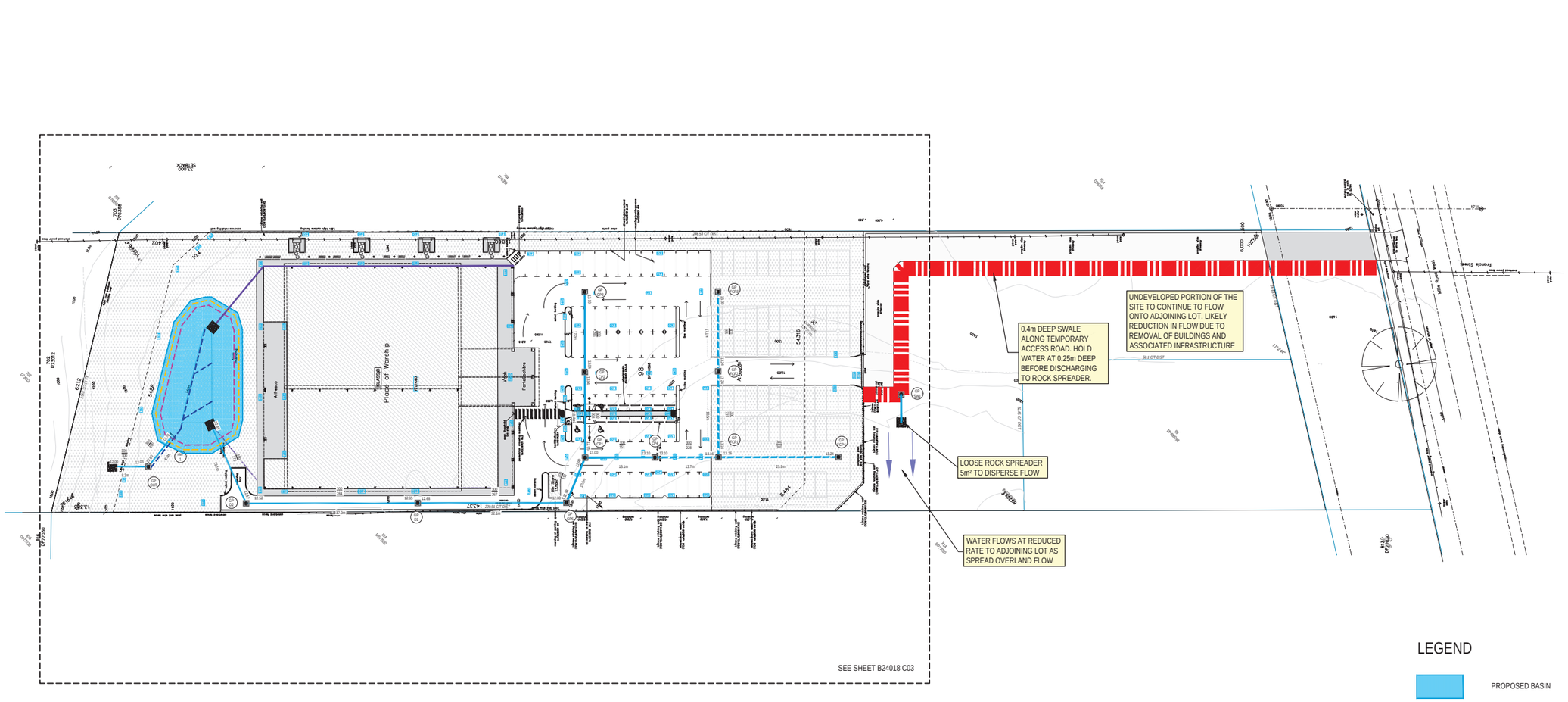
COMMUNITY CENTRE
DRAINAGE MANAGEMENT PLANS

ATTACHMENT - 2

B24018 C01
JUNE 2024 - REV A

Document Set ID: 8376911
Version: 3, Version Date: 26/08/2024

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LEGEND

- PROPOSED BASIN
- PROPOSED Ø300 RC DRAINAGE PIPE
- FUTURE Ø300 RC DRAINAGE PIPE
- PROPOSED Ø225 PVC DRAINAGE DOWN PIPE
- PROPOSED SUBSOIL DRAINAGE PIPE
- PROPOSED 0.4m DEEP SWALE WITH 1 in 4 BATTERS
- PROPOSED LOOSE ROCK SPREADER
- PROPOSED HEADWALL
- PROPOSED GRATED PIT
- GATED PIT IDENTIFIER
- OVERLAND FLOW PATH

Basin Summary

Item	Value
1:100 required storage	253m3
Provided Basin storage to weir	263m3
Basin depth	1m
Basin base RI	12.4
Basin TWL RL	13.4
Side slope	1:06
Subsoil RL	12
Basin base area	80m2
Basin TWL area	476m2

Overall Drainage summary

Outflow point	Contibuting catchment (m2)		Pre development flow (m3/s)		Post development (m3/s)		Comments
	Pre development	Post development	10% AEP	1% AEP	10% AEP	1% AEP	
South	4495	9267 (includes future carpark area of 1961m2 and 827m2 of future road)	0.055	0.129	0.031	0.106	Post development outflow includes undeveloped future road flow of 0.016m3/s in 10% AEP and 0.032 in 1% AEP
West	9215 (does not include future road take area)	3616 (does not include future road take area)	0.133	0.278	0.056	0.128	Post development flow includes flow from undeveloped portion and assumes that majority of existing buildings and assciated infrastrucure is removed. Flow from undeveloped portion is 0.54m3/s in 10% AEP and 0.113 in 1% AEP.
Total	13710	13710	0.188	0.407	0.087	0.234	

ATTACHMENT - 2

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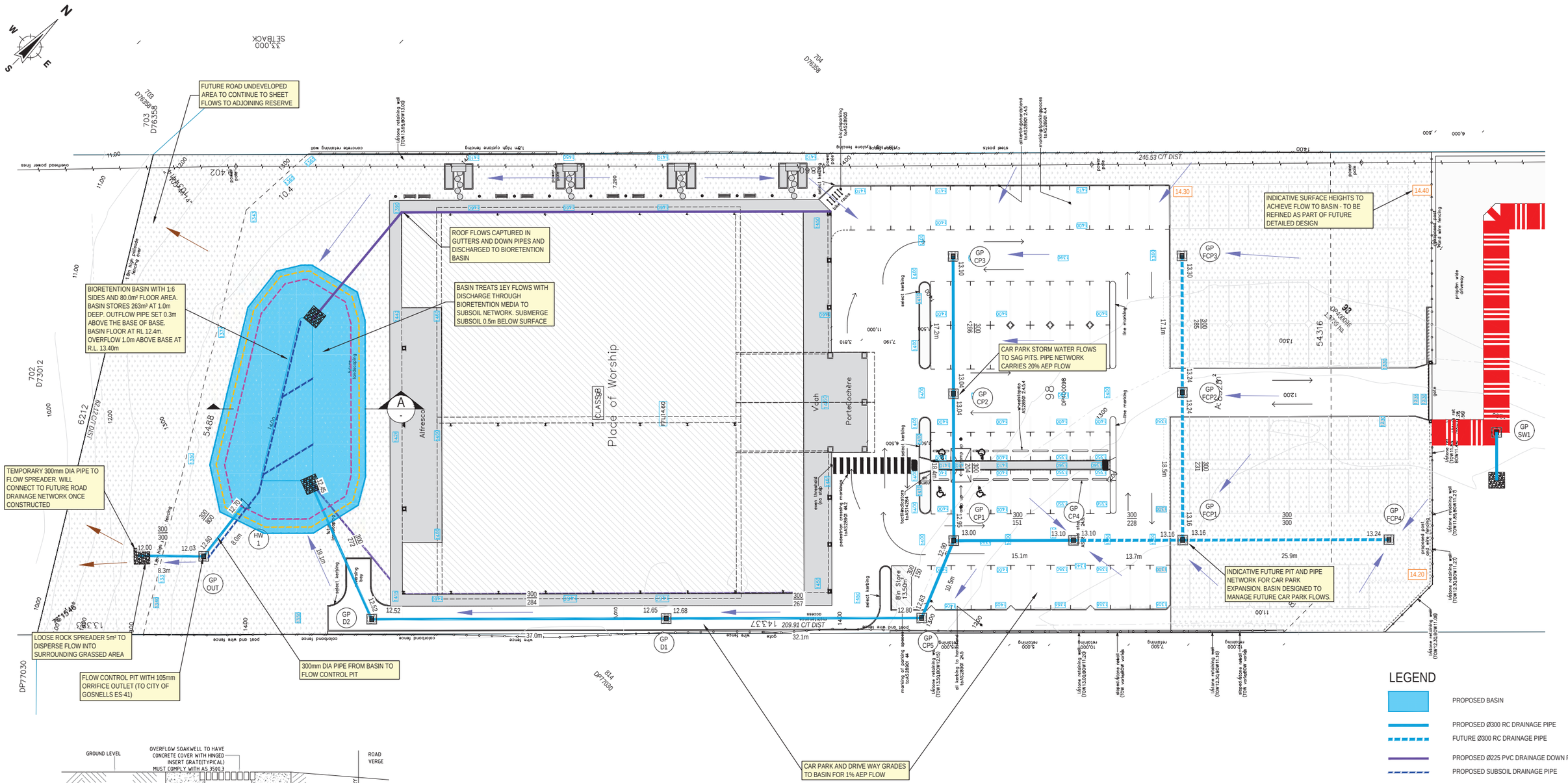
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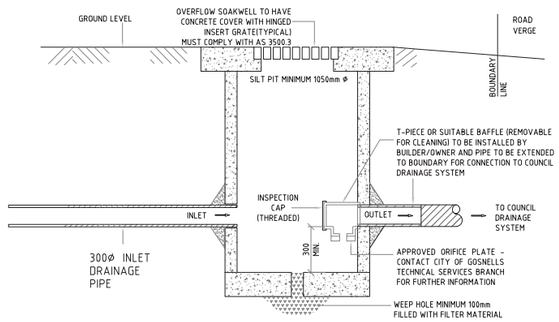
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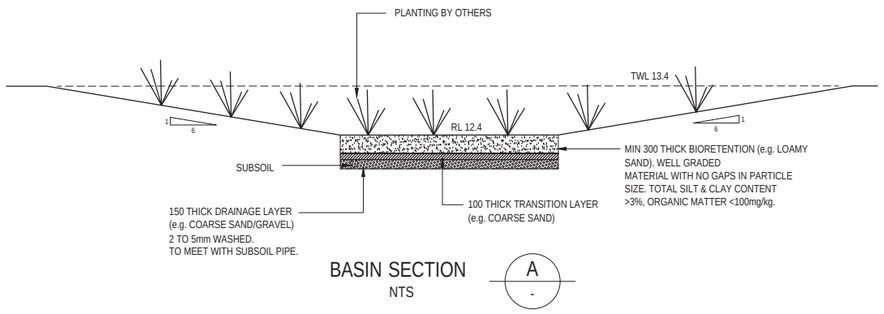
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FLOW CONTROL PIT
SEE ALSO LOT CONNECTION PIT DETAIL DRAWING ES50
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BASIN SECTION
NTS
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-

ATTACHMENT - 2

LEGEND

- PROPOSED BASIN
- PROPOSED Ø300 RC DRAINAGE PIPE
- FUTURE Ø300 RC DRAINAGE PIPE
- PROPOSED Ø225 PVC DRAINAGE DOWN PIPE
- PROPOSED SUBSOIL DRAINAGE PIPE
- PROPOSED 0.4m DEEP SWALE WITH 1 in 4 BATTERS
- PROPOSED LOOSE ROCK SPREADER
- PROPOSED HEADWALL
- PROPOSED GRATED PIT
- HW 1 — PIT IDENTIFIER
- 14.20 — INDICATIVE GROUND HEIGHT INDICATOR
- OVERLAND FLOW PATH
- UNDEVELOPED OVERLAND FLOW PATH
- BASIN 10% AEP TWL (RL 13.20m)
- BASIN 1% AEP TWL (RL 13.47m)

REV	DATE	ISSUE DESCRIPTION	DRAWN	DESIGN	CHECK
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PROJECT: COMMUNITY CENTRE

DRAWING TITLE: CAR PARK AND BUILDING DRAINAGE PLAN

PROJECT No.	DRAWING No.	REVISION
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ATTACHMENT - 3

urbii

Sustainable Transport. Safe Solutions

65 Mills Road West, Gosnells

Proposed Place of Worship

TRANSPORT IMPACT ASSESSMENT



Prepared for:

Hazara Hussaini Centre Limited

February 2024

Document Set ID: 8276205
Version: 3, Version Date: 20/08/2024

65 Mills Road West, Gosnells

Prepared for: Hazara Hussaini Centre Limited
Prepared by: Paul Ghantous
Date: 29 February 2024
Project number: U23.179

Version control

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1 Introduction

This Transport Impact Assessment has been prepared by Urbii on behalf of Hazara Hussaini Centre Limited with regards to the proposed place of worship, located at 65 Mills Road West, Gosnells.

The subject site is situated on the south-west side of Mills Road West, as shown in Figure 1. It is proposed to develop the southern portion of the site into a Place of Worship and Community Centre. The northern portion will be left vacant to be potentially subdivided in the future as part of an overarching structure plan.

The aim of this Transport Impact Assessment (TIA) is to assess the impact of the proposal on the existing transport network. The TIA was prepared in accordance with the WAPC *Transport Assessment Guidelines* 2016.



Figure 1: Subject site

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2 Existing situation

2.1 Existing site use, access and parking

The subject site is mostly vacant, with a residential dwelling presently constructed. One crossover is presently constructed along the site frontage on Mills Road West.

The site is surrounded by a mix of residential civic/community and education land uses, refer to Figure 2 for a context plan showing surrounding land use. The City of Gosnells Civic Centre and is located nearby to the west and Lumen Christi College is located to the east. Several places of worship are currently located along Mills Road West, including Al Rahman Mosque and the Christian Reformed Church.

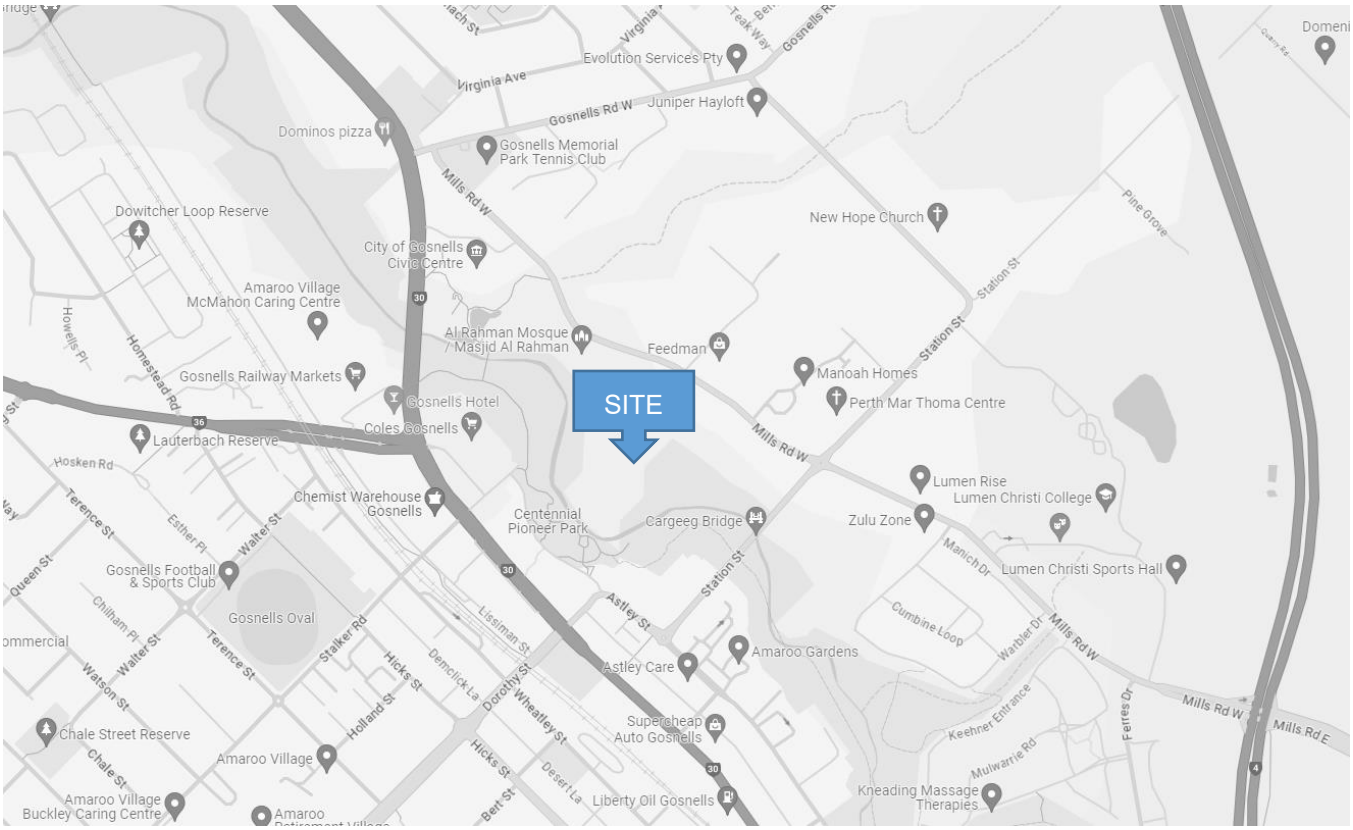


Figure 2: Location context plan

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2.2 Surrounding road network and traffic management on roads

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the existing traffic management on frontage roads.

2.2.1 Mills Road West

Mills Road West near the subject site is an approximately 7.5m wide, two-lane undivided road. A path for walking and cycling is provided on the south-west side of the road. It is classified as a *Distributor B* road in the Main Roads WA road hierarchy (Figure 4) and currently operates under a posted speed limit of 60km/h (Figure 5). *Distributor B* roads are normally the responsibility of Local Government. They are predominantly for reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas. (Figure 6).

Mills Road West is designated as a Primary Regional Road (Red road) in the Metropolitan Region Scheme (MRS) (Figure 3). A road widening reservation is in place along the front of the site. The proposed development is set back outside the widening reservation.



Figure 3: Metropolitan Region Scheme zoning plan

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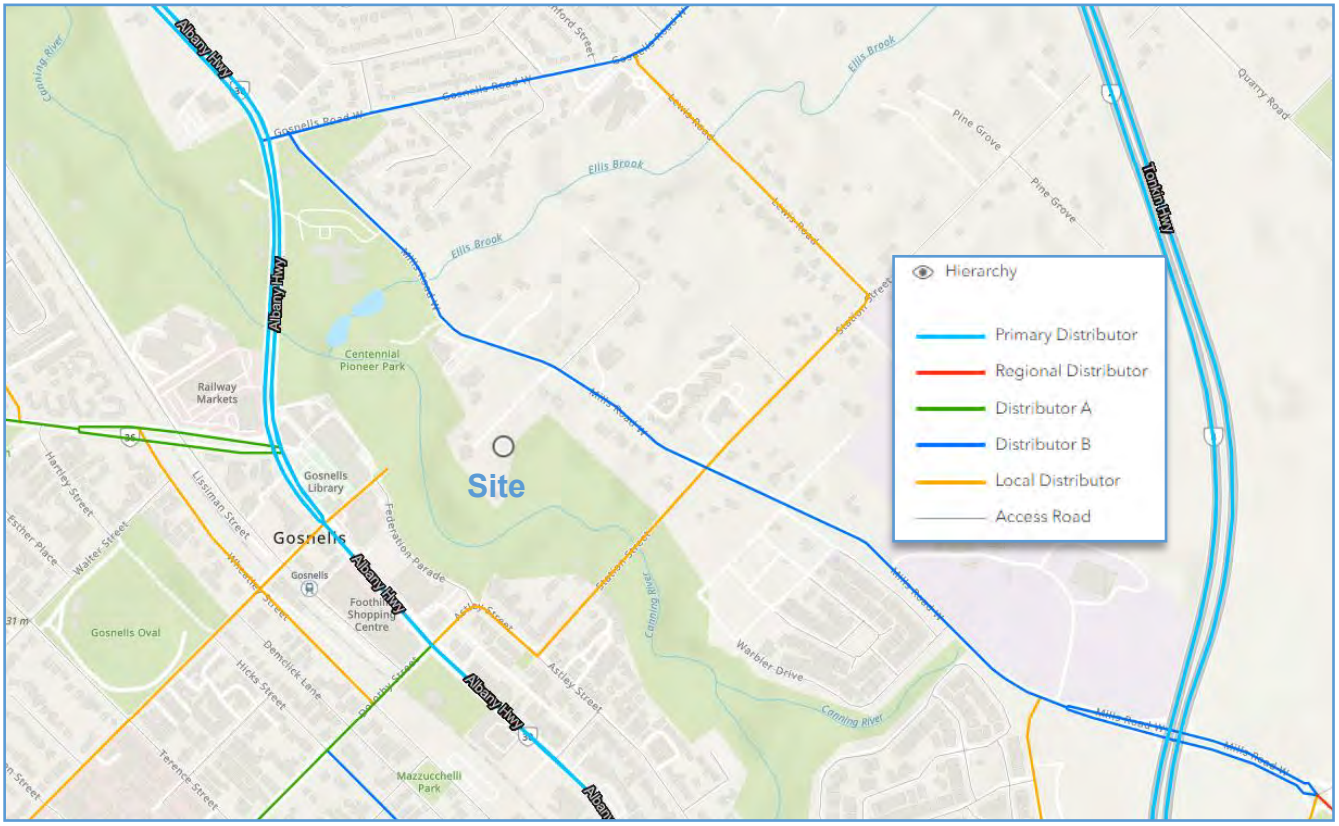


Figure 4: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

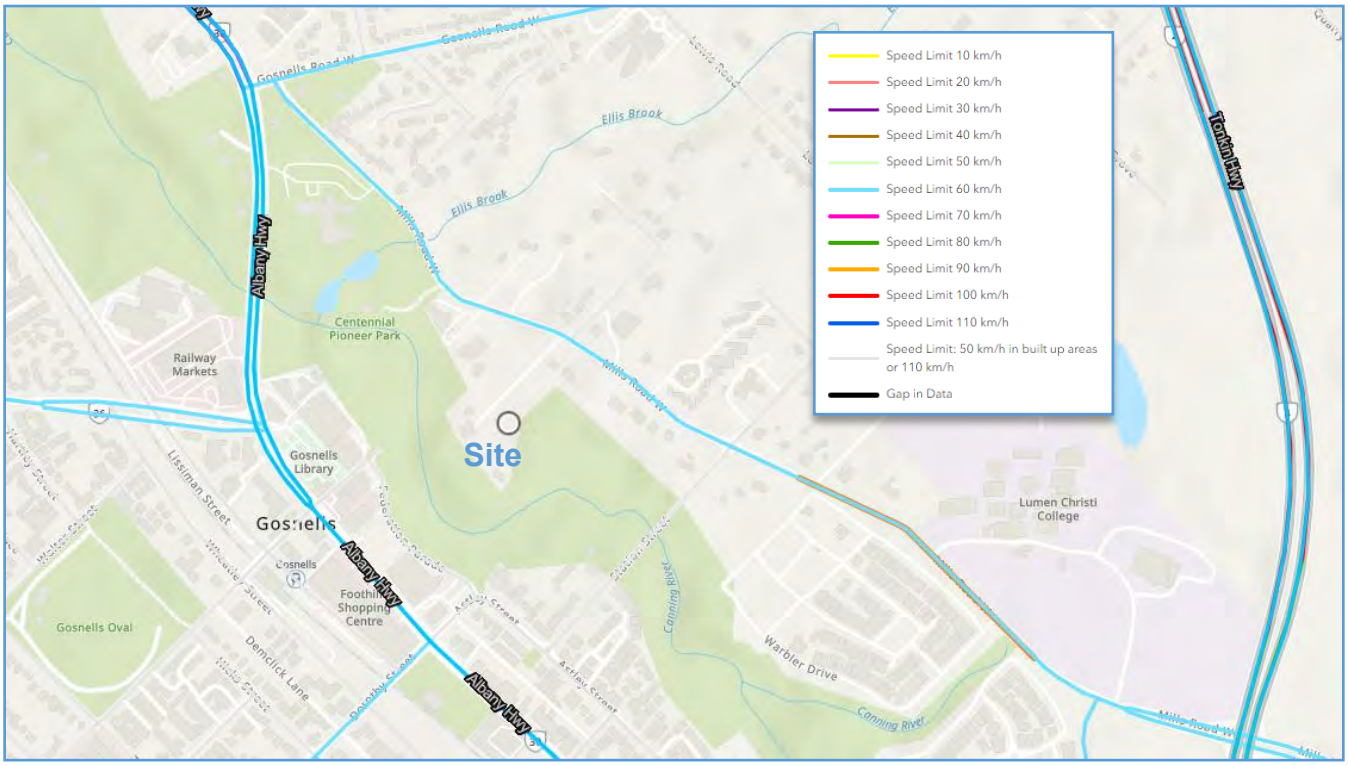


Figure 5: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 6: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

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As detailed in Figure 7, there is a full-movement T-intersection provided at the northern end of Mills Road West (intersecting Gosnells Road West). Gosnells Road West intersects Albany Highway as a 3-way signalised intersection.

The City of Gosnells has requested that the traffic assessment for this proposed development consider the impact on these intersections.



Figure 7: Key local intersections

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2.3 Existing traffic volumes on roads and major intersections

SCATS traffic volume data and video survey data was obtained from Main Roads WA for the signalised intersection of Albany Highway / Gosnells Road West. The reviewed intersection data indicates that the road network weekday AM peak hour occurs from 7:45am to 8:45am. The weekday PM peak hour occurs from 3:30pm to 4:30pm.

Urbii supplemented this data with a traffic count survey of at the intersection of Gosnells Road West / Mills Road West.

2.4 Existing operation of surrounding intersections

The operation of existing intersections is documented in Section 7.6 of this report.

2.5 Heavy vehicles

Mills Road West near the subject site forms part of RAV Network 1 which permits 19m semi-trailers to travel on these roads under general access, or “as of right” status. General access vehicles may operate state-wide provided they are:

- not a road train or b-double;
- within regulation axle mass limits;
- 19 metres or less in combination length (or a maximum 12.5 metres for rigid vehicles);
- total combination mass less than 42.5 tonnes;
- width less than 2.5 metres (excluding mirrors and lights); and
- height less than 4.3 metres.

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2.6 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

There are no public transport services accessible within a 5 minute walk of the site. A number of bus routes and Gosnells Train Station are accessible within a 15 minute walk of the site (Figure 8). Public Transport will be a less desirable mode choice for this development.

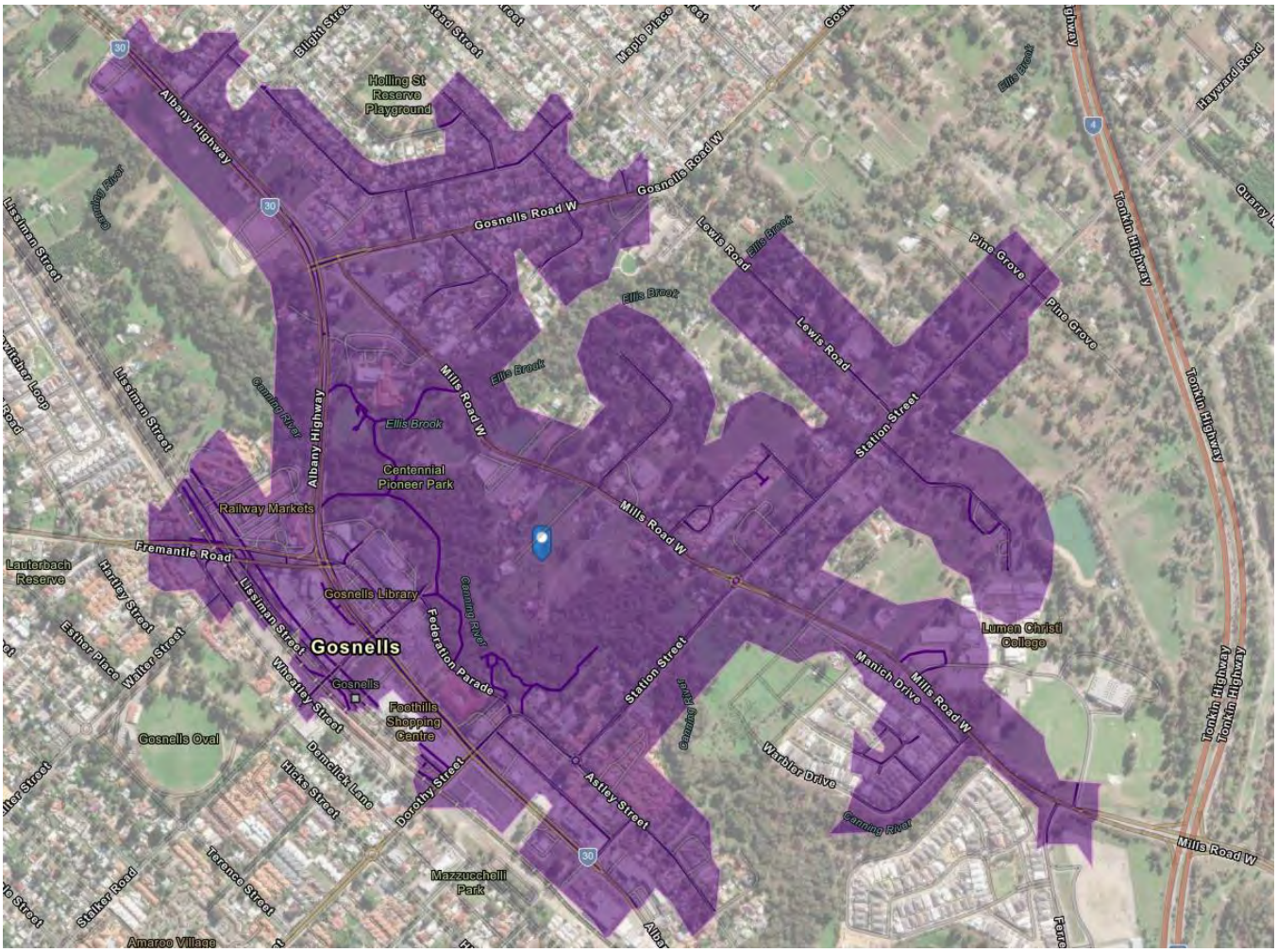


Figure 8: 15-minute walking catchment

2.7 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

A footpath is provided on the south west side of Mills Road West, adjacent to the site.

2.8 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

The Department of Transport Perth Bicycle Network Map (see Figure 9) shows the existing cycling connectivity to the subject site. A shared path is provided on Mills Road West, which connects to the broader cycling network.

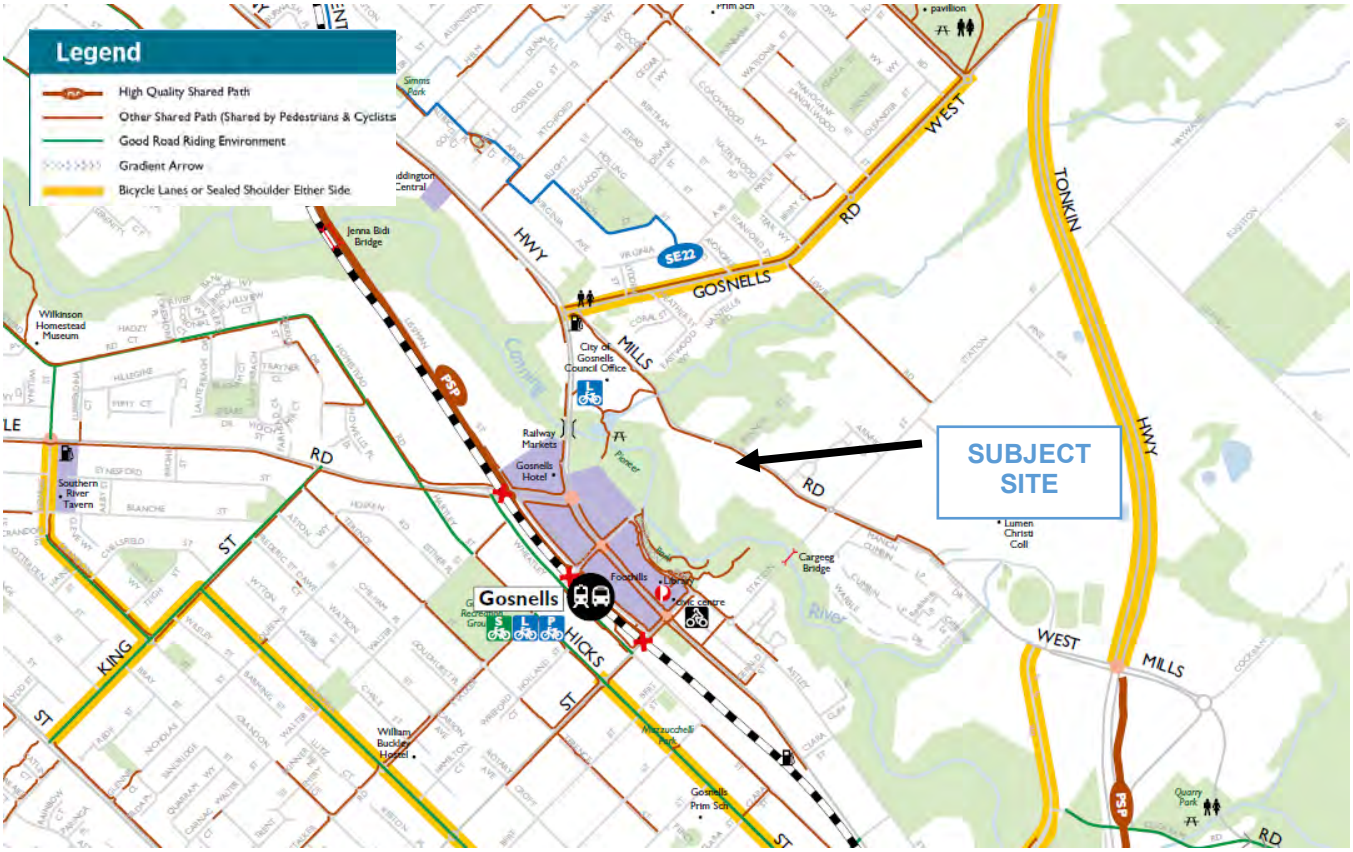


Figure 9: Perth bicycle network plan

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2.9 Crash data and safety

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Table 1, 3 crashes were recorded in the locality. The crash map is presented in Figure 10.

One crash was hospital severity, with no crashes recorded in 2022. The crash data is summarised in Table 1.

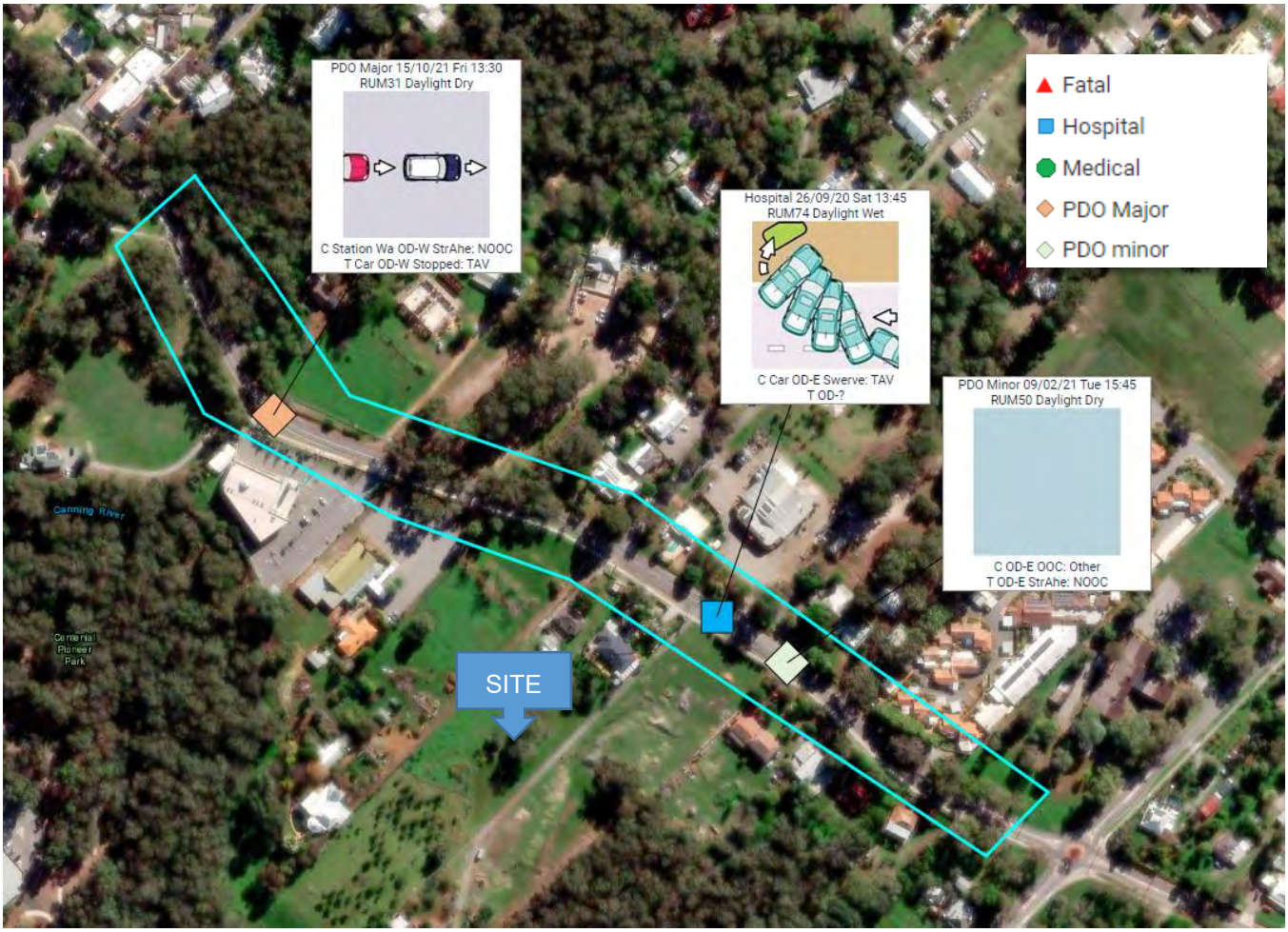


Figure 10: 5-year crash map in the locality (2018-2022)

Source: MRWA crash mapping tool.

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Table 1: 5-year crash history in the locality (2018-2022)

Severity	No.	%
Fatal	0	0
Hospital	1	33.33
Medical	0	0
PDO Major	1	33.33
PDO Minor	1	33.33

Year	No.	%
2020	1	33.33
2021	2	66.67

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	1	33.33
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	1	33.33
Rear End	1	33.33
Right Angle	0	0
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	3	100.00
Not Known	0	0

Conditions	No.	%
Dry	2	66.67
Not Known	0	0
Wet	1	33.33

Alignment	No.	%
Curve	1	33.33
Not Known	0	0
Straight	2	66.67

Total	3

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3 Development proposal

The proposal for the subject site is for a place of worship and community centre, comprising:

- A community centre and place of worship with a building area of around 2,450m^2 GFA;
- Covered porte-cochere and front veranda;
- Supporting facilities including kitchen, office space, toilets, store rooms etc;
- A total of 63 parking spaces (Stage 1), including 4 x ACROD bays;
- A total of 133 parking spaces (Stage 1+2), including 4 x ACROD bays;
- Bin store; and,
- Parking for 10 bicycles near the building entry.

As shown in Figure 11, only the southern portion of the site is proposed to be developed. The northern portion will remain vacant and can potentially form part of a future residential subdivision and/or structure plan.

In the interim, vehicle access to the site is proposed via a direct connection to Mills Road West.

Waste will be collected internally via private waste collection service.

People walking and cycling will access the development from the external footpath network adjacent to the site.

The proposed development plans are included for reference in Appendix A.

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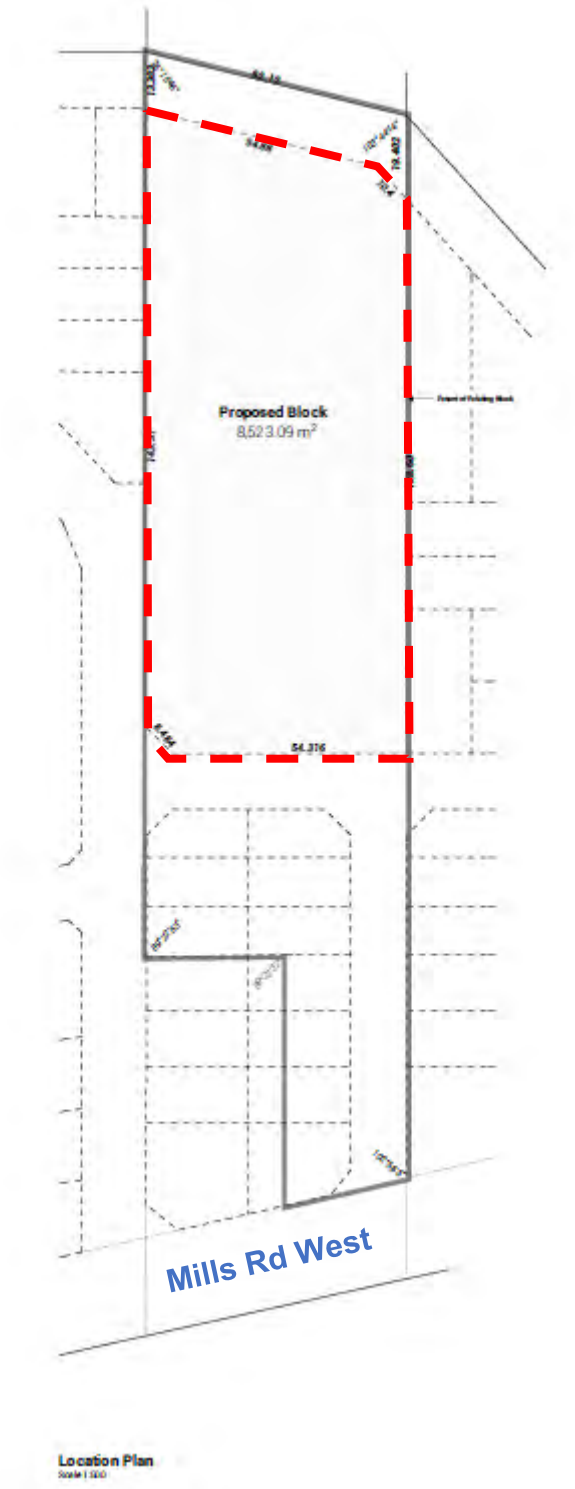


Figure 11: Proposed development site

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4 Vehicle access

The vehicle access for the site makes allowance for a potential structure plan and subdivision, with allowance for an internal subdivision road to pass through the site between the proposed development and the remaining portion of vacant land.

There is also allowance for an internal subdivision/structure plan road to pass at the rear of the development. This is also subject to future structure planning. In the interim, vehicle access to the site is proposed via a direct connection to Mills Road West.

Urbii has prepared a vehicle access plan for the proposed development, to provide context for the location of the development with respect to Mills Road West and the future parallel access road. Refer to Figure 12 and Appendix B for more information.

The proposed development is set back well away from Mills Road West. A temporary driveway and crossover to Mills Road West is proposed for the interim. In the future, if the surrounding land (including the northern portion of the site) is subdivided and developed, there will be an internal road network which will connect to the development car park.

Any subdivision or structure plan should allow for the service (access) road parallel to Mills Road West, in accordance with the *Albany Highway Mills Road Deviation Vehicle Access Strategy*. The proponents are willing to work with the City of Gosnells to provide an easement on the northern boundary of the site, to facilitate the vehicle access strategy. Provision of the easement will not impact the proposed development.

Providing a vehicle access easement will require guidance and input from the City of Gosnells, who will need to advise specific dimensions to ensure a satisfactory easement. The easement may be resolved in several ways, including but not limited to:

- Easement resolved at detailed design stage in response to a condition of approval.
- Easement resolved at future subdivision or structure plan stages for the northern portion of the site. A condition of approval can be imposed that no permanent construction be undertaken within the easement area as part of this development application.

The provision of an easement is primarily a land use planning matter. From an engineering perspective, the proposed development will not impact on the ability to provide the required easement.

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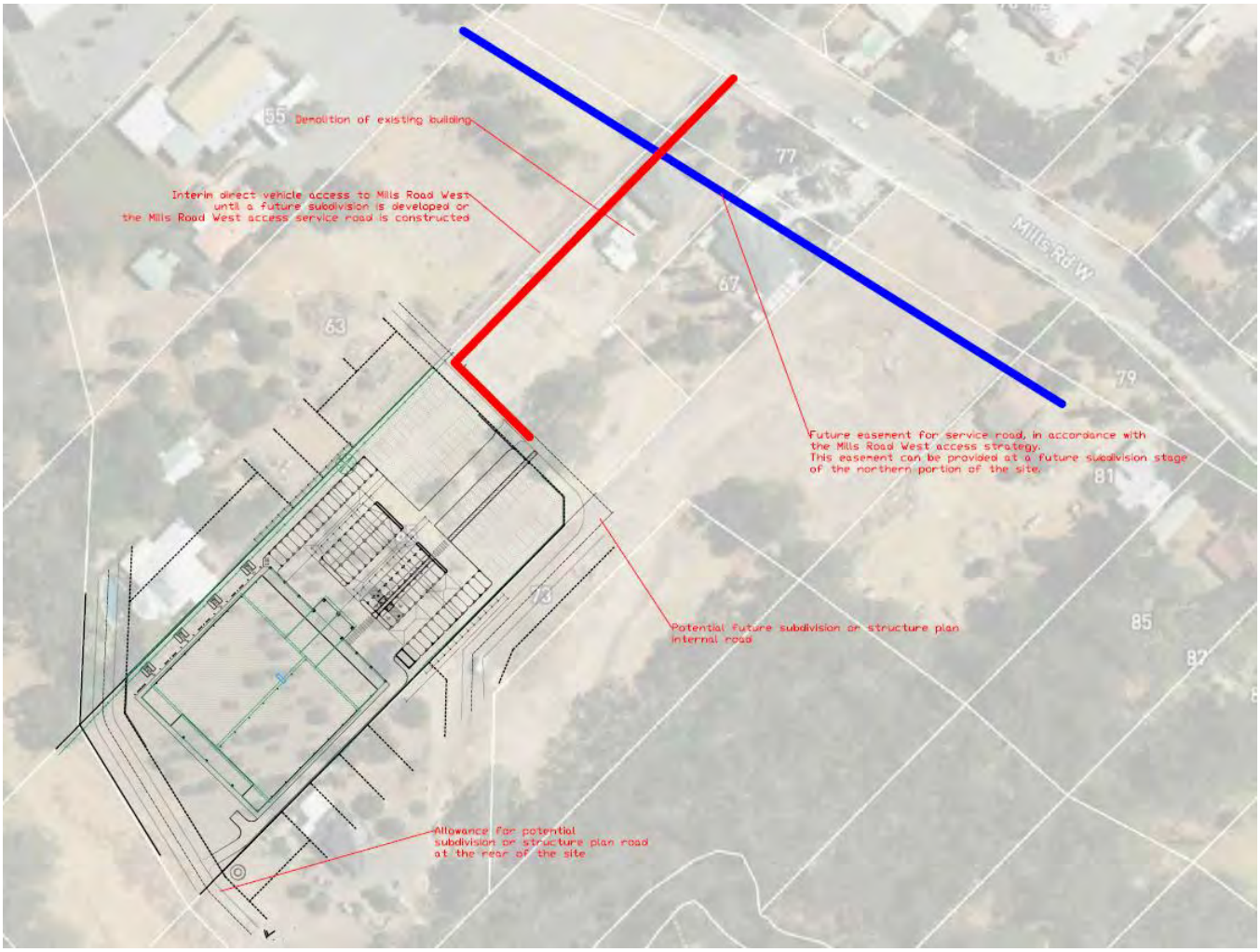


Figure 12: Proposed vehicle access

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5 Changes to surrounding transport networks

Information from relevant planning documents, Main Roads WA, Department of Transport and / or information provided by the Local Government Authority, has been reviewed for planned changes to the surrounding transport network.

As detailed in Figure 13 and Appendix B, there is a plan to deviate and widen Mills Road West, to connect directly to Albany Highway. The proposal includes upgrading Mills Road West to a dual carriageway standard, with left and right turn pockets. Mills Road West and Albany Highway will form the primary through route, to divert traffic towards Tonkin Highway. Albany Highway through Gosnells Town Centre and Gosnells Road West will form the secondary roads in a 4-way signalised intersection configuration.

At this stage there is no information on timing for the project, and it does not appear to be included in Main Roads WA or City of Gosnells works programmes.



Figure 13: Proposed Albany Highway and Mills Road West deviation

It should also be noted that the City of Gosnells has prepared a Transport Position Statement on the planned deviation, which essentially opposes the proposal by taking the following positions:

1. "That Council does not support the retention of Primary Regional Road status for Mills Road West.

2. That Council does not support the Main Roads WA "Vehicle Access Strategy" for the Gosnells Town Centre, including the Mills Road West upgrade to four lanes.

3. That Council supports the development of effective treatments along Albany Highway, through the Gosnells Town Centre to reduce vehicle operating speeds and create a safer road environment."

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6 Integration with surrounding area

The proposed land uses and access arrangements are consistent with planning for the area and integrate well with the existing and planned transport network.

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7 Traffic assessment

7.1 Assessment period

The below information has been provided to Urbii regarding the proposed operating days and times:

The proposed development consists of a proposed Community Purpose and Place of Worship for the Hazara Community. Activities proposed at the premises include:

- Sunday 10:00am – 2:00pm: Sunday School for kids to instruct them of their culture, language and religion.
- Monday to Thursday - 9:00am – 11:30: Woman and young families - activities.
- Monday to Thursday - 5:00pm – 8:00pm: Indoor recreational sports (Kids and teens).
- Friday - Midday – 2pm: Prayers (Men).
- Saturday - 4pm – 8pm: Adults weekly meeting (socialising, finger food, discuss and learn about the society and religion).

Yearly proposed events all based on lunar months of the Islamic calendar:

- EID (100 – 150 persons) - Community gathering from 5pm – 9pm.
- Qadar (50-100 Persons) - Lasts over 3 days 6pm - 9pm.
- Muharram (200-250 Persons) - lasts over 12 days 6pm – 9.30pm.
- Ramadan (50 – 100 person) - lasts for 30 days approx. 6pm – 7pm daily.
- Cultural Day 19th May Yearly (usually) for 1 day and includes:
    - Full festival day - stalls etc (similar to Kelmscott show) food, crafts from culture, displays, hats traditional clothing, dancing and general festivities.

From the above the maximum number of persons at this centre is estimated at 250 on any occasion.

SCATS traffic volume data and video survey data was obtained from Main Roads WA for the signalised intersection of Albany Highway / Gosnells Road West. The reviewed intersection data indicates that the weekday AM peak hour occurs from 7:45am to 8:45am. The weekday PM peak hour occurs from 3:30pm to 4:30pm. The road network traffic profile is shown in Figure 14.

The weekday development activities are scheduled between 9:00am and 2:00pm, which is between the road network peak hours. Indoor recreational activities are scheduled between 5:00pm and 8:00pm, which is after the road network PM peak hour.

The critical peak hour for analysis for this type of land use is usually the Friday midday prayer period (**12:00pm to 1:00pm**). This is usually the peak traffic generator for regular activities. This time period was selected for analysis.

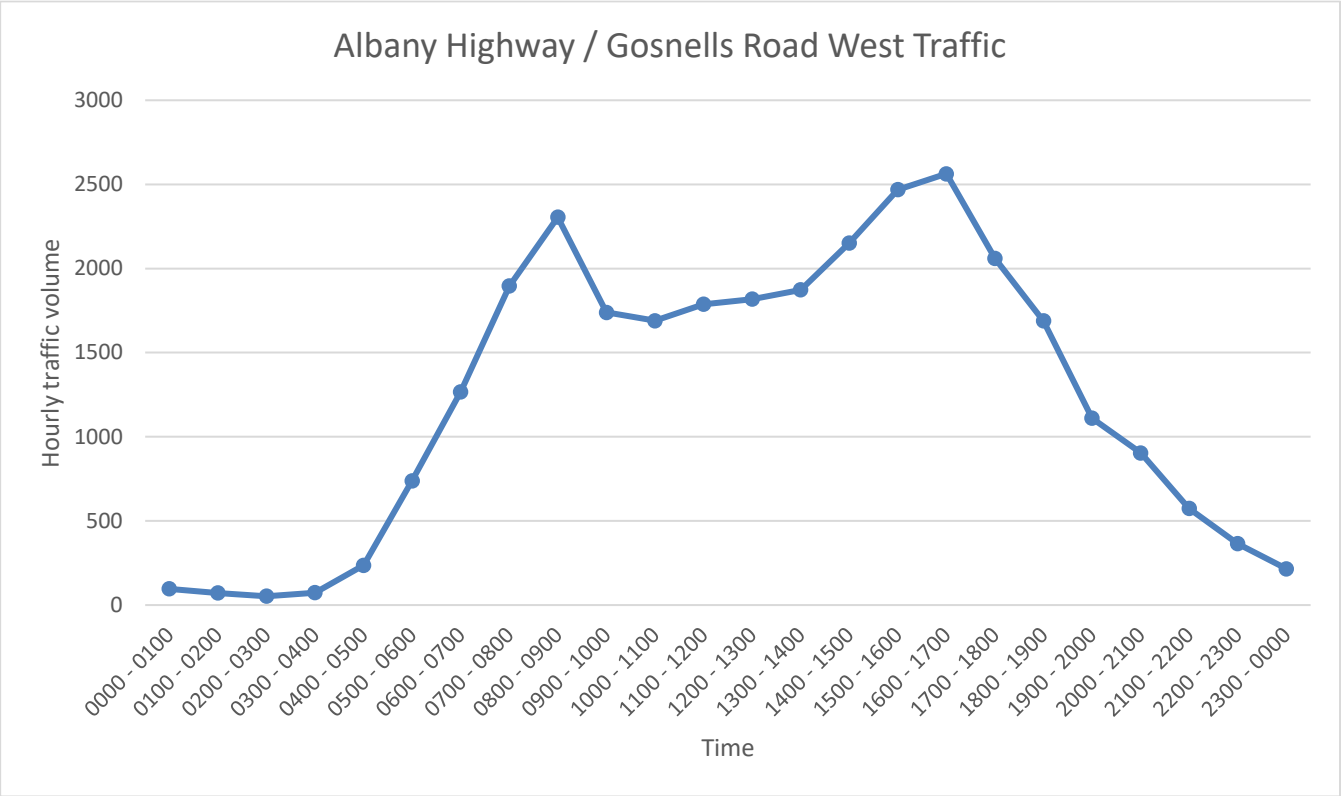


Figure 14: Traffic flow profile on Albany Highway and Gosnells Road West

The analysis was undertaken for the following scenarios:

- 2026 without proposed development traffic
- 2026 with development traffic
- 2036 without development traffic.
- 2036 with development traffic.

7.2 Existing traffic flows

Urbii undertook a manual traffic count survey at the intersection of Gosnells Road West and Mills Road West between 12:00pm and 1:00pm. This data was combined with SCATS and survey data for the traffic signals. The base peak hour traffic flows derived for analysis are detailed in Appendix C.

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7.3 Traffic generation

Traffic generation was estimated using first principles assumptions as following:

Friday midday prayer – 12:00pm to 1:00pm

- Maximum 250 patrons at any time on site.
- Assume 1 vehicle per 2 patrons (conservative analysis).
- Assume all people arrive and depart within 1 hour.
- 125 vehicles in and 125 vehicles out.

This analysis is conservative as the proposed development will take time to reach the maximum attendance numbers of 250 people. Attendance numbers are expected to be lower immediately post-development.

7.4 Trip distribution and assignment

The trip distribution is assumed to be 60% to and from the east (Tonkin Highway) and 40% to and from the west (Gosnells Road West). Trips were assigned on the road network as detailed in Appendix C.

7.5 10-year post development forecasting

Forecasting background traffic volumes for the 10 year post development scenario is a complex exercise. Transport demand forecasting is shifting from fixed forecasts to 'scenario modelling.' Scenario modelling recognises that there are multiple known and unknown disrupters to transport behaviour in the coming years, for example:

- Increased work from home activity;
- Increased popularity of micromobility devices such as e-scooters;
- Increased provision of public transport such as light rail and trackless trams;
- Electric Vehicles;
- Autonomous Vehicles; and,
- Government Net Zero emission targets.

For simplicity, this transport assessment assumes that traffic on surrounding roads will increase at the same rate as population forecasts for the overall City of Gosnells. As shown in Figure 15, City of Gosnells forecasts an average annual growth rate of 1.44%.

City of Gosnells	Forecast year						Change between 2021 and 2046	
Area	2021	2026	2031	2036	2041	2046	Total change	Avg. annual % change
City of Gosnells	**131,381**	**141,850**	**151,071**	**160,586**	**174,291**	**187,673**	**+56,292**	**+1.44**
Beckenham	9,463	10,574	10,986	11,506	12,860	14,507	+5,044	+1.72
Canning Vale (North)	11,145	11,250	11,200	11,215	11,177	11,053	-92	-0.03
Canning Vale (South)	14,252	14,563	14,607	14,680	14,708	14,657	+405	+0.11
Gosnells (Balance)	7,593	8,016	8,117	8,317	9,079	10,643	+3,050	+1.36
Gosnells (Central)	14,458	15,334	16,090	17,464	20,720	24,009	+9,551	+2.05
Huntingdale	9,370	9,752	11,025	12,655	12,677	12,745	+3,375	+1.24
Kenwick	5,903	6,466	7,218	7,791	8,170	8,478	+2,575	+1.46
Langford	5,730	6,040	6,549	6,769	6,852	6,949	+1,219	+0.77
Maddington	12,881	14,110	15,074	15,887	16,928	18,127	+5,246	+1.38
Martin (East) - Orange Grove	1,476	1,531	1,547	1,541	1,541	1,543	+67	+0.18
Martin (West)	1,160	1,215	1,197	1,187	1,230	1,258	+97	+0.32
Southern River (East)	2,199	4,120	6,553	8,458	14,780	19,525	+17,326	+9.13
Southern River (West)	11,154	13,023	14,630	16,639	16,680	16,795	+5,641	+1.65
Thornlie (Central)	11,050	11,634	11,819	11,851	11,970	12,126	+1,076	+0.37
Thornlie (East)	5,728	6,010	6,149	6,257	6,427	6,616	+888	+0.58
Thornlie (West)	7,819	8,213	8,311	8,370	8,493	8,643	+824	+0.40

Source: Population and household forecasts, 2021 to 2046, prepared by .id (informed decisions), February 2024.

Figure 15: Population forecasts for City of Gosnells

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7.6 Analysis of intersections and development access

Reference was made to Austroads guidelines to help identify which modelled intersections should be further assessed in SIDRA. The traffic volume thresholds adopted for further analysis are set out in Figure 16. The development crossover on Mills Road West is expected to function at a good level of service A. No SIDRA analysis is required for this crossover, as peak hour traffic volumes fall below the thresholds in Figure 16.

Major road type[1]	Major road flow (vph)[2]	Minor road flow (vph)[3]
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority).
2. Major road flow includes all major road traffic with priority over minor road traffic.
3. Minor road design volumes include through and turning volumes.

Figure 16: Austroads guidance on the assessment of intersections

Capacity analysis of intersections along Gosnells Road West was undertaken using the SIDRA 9 computer software package. SIDRA 9 is an intersection modelling tool commonly used by traffic engineers for all types of intersections.

A network model was developed with multiple connected intersections. The same network was assumed for existing and post development analysis. The network sites are listed in Table 2. An image of the model network is shown in Figure 17.

Table 2: SIDRA network sites

SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	1 - Albany Hwy / Gosnells Rd W
102	NA	2 - Gosnells Rd W / Mills Rd W

Signal phasing was based on SCATS data. The operation of the existing traffic signals was checked against observations made on site. The SIDRA outputs were checked and matched the observed characteristics on the surrounding network. The intersections of Albany Highway and Mills Road West are closely spaced at only 30m apart. Therefore, the queue on the eastern approach of the traffic signals frequently extends past Mills Road West. Keep Clear pavement marking is installed on Gosnells Road West, to stop vehicles blocking access to and from Mills Road West. In the future, these intersections will be realigned to form a single 4-way signalised intersection, which will remove the queuing impacts and need for keep clear pavement marking.

The same network model was used for all scenarios with only traffic volumes being changed, for fair and consistent comparison of outputs. A summary of the analysis results is presented in Table 3.

Overall, the SIDRA results indicate that the proposed development will have minimal impact on the road network.

Detailed SIDRA outputs for each intersection are provided in Appendix D.

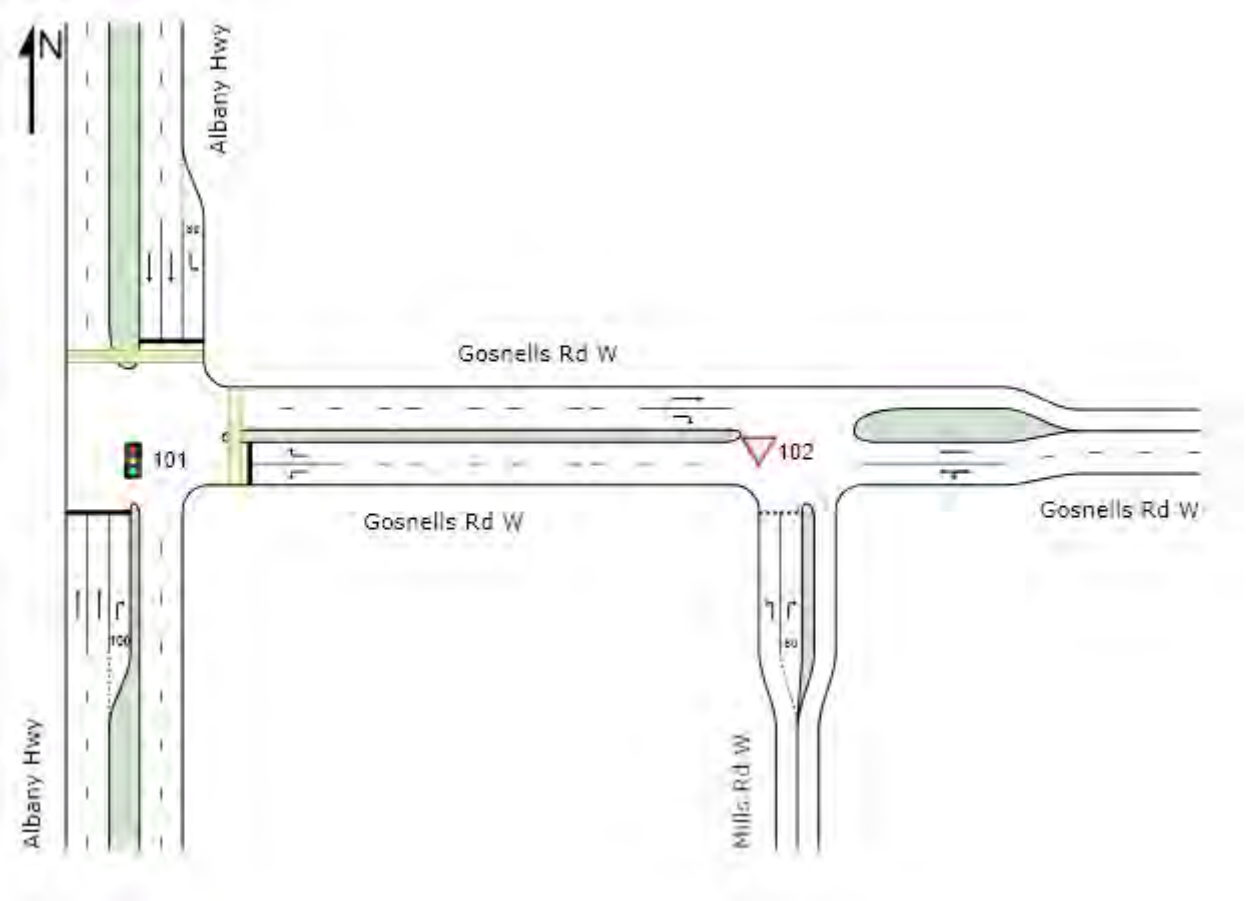


Figure 17: SIDRA network model

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Table 3: Summary of SIDRA analysis results

Site 101 - Albany Hwy / Gosnells Rd W - Traffic Signals				
Scenario	v/c	Ave Delay (sec)	LoS	95% Queue (m)
2026 Base PM	0.443	19	B	87.9
2026 With Development PM	0.477	20.4	C	93
2036 Base PM	0.511	19.5	B	105.3
2036 With Development PM	0.55	20.7	C	109.4

Site 102 - Gosnells Rd W / Mills Rd W				
Scenario	v/c	Ave Delay (sec)	LoS	95% Queue (m)
2026 Base PM	0.151	2.2	A	3.2
2026 With Development PM	0.219	2.5	A	4.3
2036 Base PM	0.21	2.2	A	5.5
2036 With Development PM	0.315	2.6	A	11.6

7.7 Impact on neighbouring areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the proposed land uses are in line with planning for the local area. Therefore, there is not expected to be any impact on neighbouring areas that would require any further consideration.

7.8 Traffic noise and vibration

It 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 to result in any perceptible increase in noise.

8 Parking demand and supply

8.1 Parking supply

The proposed development plan shows a staged approach to car park construction:

- A total of 63 parking spaces (Stage 1), including 4 x ACROD bays; and,
- A total of 133 parking spaces (Stage 1+2), including 4 x ACROD bays.

8.2 Parking demand

As part of a separate project for a similar site in Cannington, Urbii undertook a parking survey of an existing place of worship to support an application for increasing approved patron numbers. The parking utilisation data for this comparable facility was referenced to assist with estimating the likely parking demand generation of the proposed development.

A parking utilisation survey was undertaken for the comparable site on two days over a one-week period as following:

- Friday 16 February 2024 from 8:00am to 8:00pm.
- Sunday 18 February 2024 from 9:00am to 5:00pm.

The following observations are noted:

- Peak parking demand of 4 cars was recorded between 12pm and 3pm on Friday.
- Peak parking demand of 12 cars was recorded at 12pm and 5pm on Sunday.
- Overall, the peak parking demand was 12 cars for the currently approved 30 visitors on site. **This equates to a surveyed peak parking demand of 0.4 bays per approved visitor.**

If we conservatively assume a parking demand generation rate of 0.5 bays per approved visitor, this would result in the following staged parking capacity:

- Stage 1: 63 bays for 126 approved visitors.
- Stage 2: Total of 133 bays for 266 approved visitors.

Based on the above analysis, once the development peak visitor numbers reach 125, there will be a need to construct the Stage 2 car park.

It is suggested that a condition of approval can be considered, which will limit the number of visitors on site at any time to 125 for Stage 1, which can be increased to the proposed 250 after construction of the Stage 2 car park.

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9 Provision for service vehicles

A bin store is provided within the development car park for onsite private waste collection. Swept path analysis was undertaken for an 8.8m Medium Rigid Vehicle (MRV) in accordance with AS2890.2.

The swept path analysis confirms that service vehicles can enter and exit the site in forward gear, with satisfactory space for internal manoeuvring. A selection of swept path sketches is included in Appendix E.

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10 Public transport assessment

Public transport is outside the desirable walking distance and is unlikely to be a preferred mode choice for visitors.

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11 Walking assessment

A path for walking and cycling is provided on the south-west side of Mills Road West.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 4.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. Traffic volumes on the road network adjacent to the site are below the threshold for safe pedestrian crossing. Therefore, the pedestrian crossing level of service is satisfactory on the adjacent road network.

Table 4: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

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12 Cycling assessment

12.1 Bicycle parking and end of trip facilities

A total of 10 bicycle parking spaces are provided for the development.

12.2 Sustainable transport catchment

As detailed in Figure 18, the subject site is well placed for people to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment.

This range can be further increased through a combination of micro-mobility and train travel with close access to train stations.

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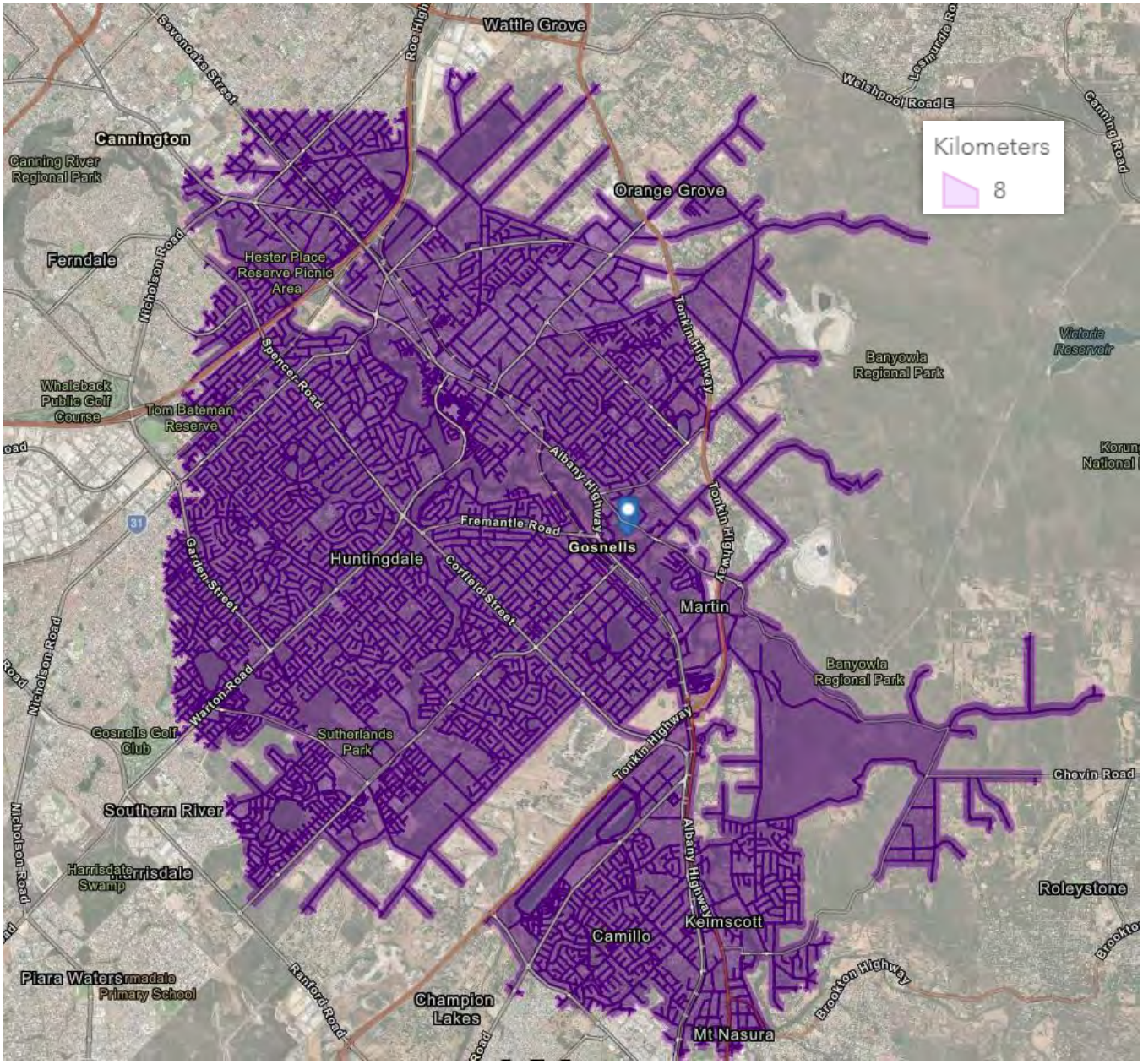


Figure 18: Cycling and micro-mobility catchment

13 Conclusion

This Transport Impact Assessment has been prepared by Urbii on behalf of Hazara Hussaini Centre Limited with regards to the proposed place of worship, located at 65 Mills Road West, Gosnells.

The subject site is situated on the south-west side of Mills Road West. It is proposed to develop the southern portion of the site into a Place of Worship and Community Centre. The northern portion will be left vacant to be potentially subdivided in the future as part of an overarching structure plan.

The site promotes good connectivity with the existing road, cycling and walking network.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development can be accommodated by the surrounding roads and intersections.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

It is concluded that the findings of this Transport Impact Assessment are supportive of the proposed development.

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Appendices

Appendix A: Proposed development plans

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Interim Access Plan

Scale 1:500

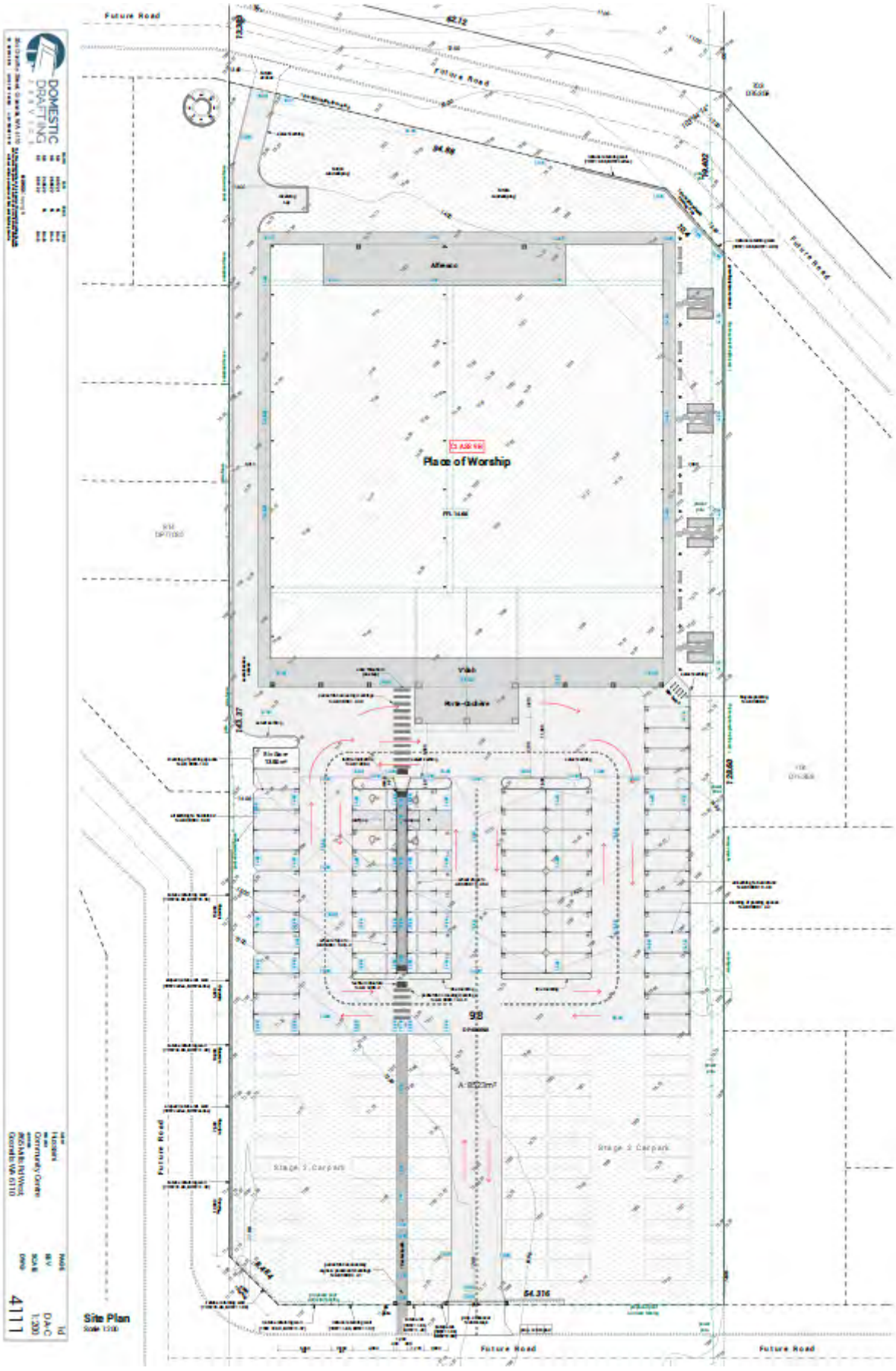
DOMESTIC DRAFTING SERVICES

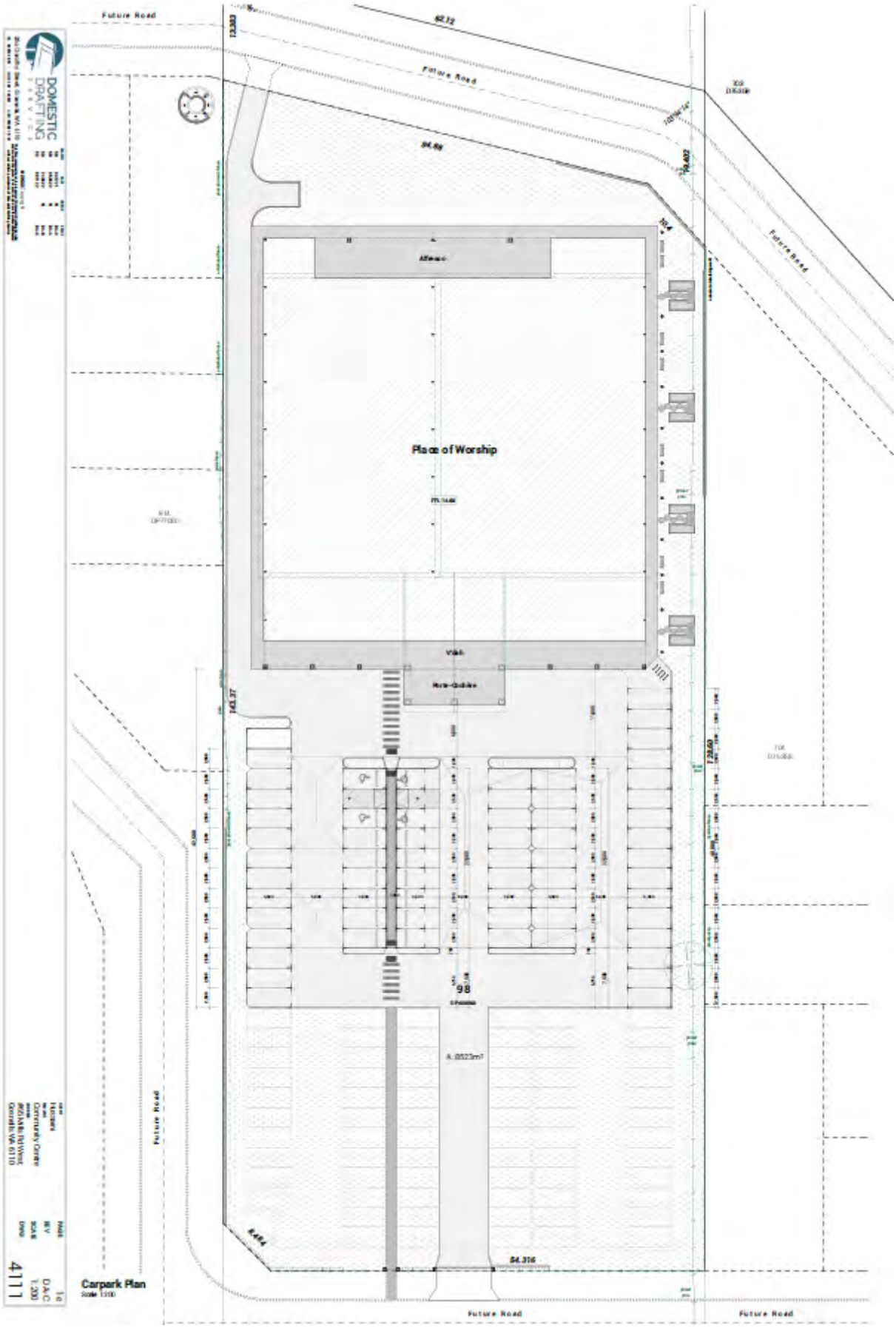
Community Centre

65 Mills Rd West, Gosnells WA 6110

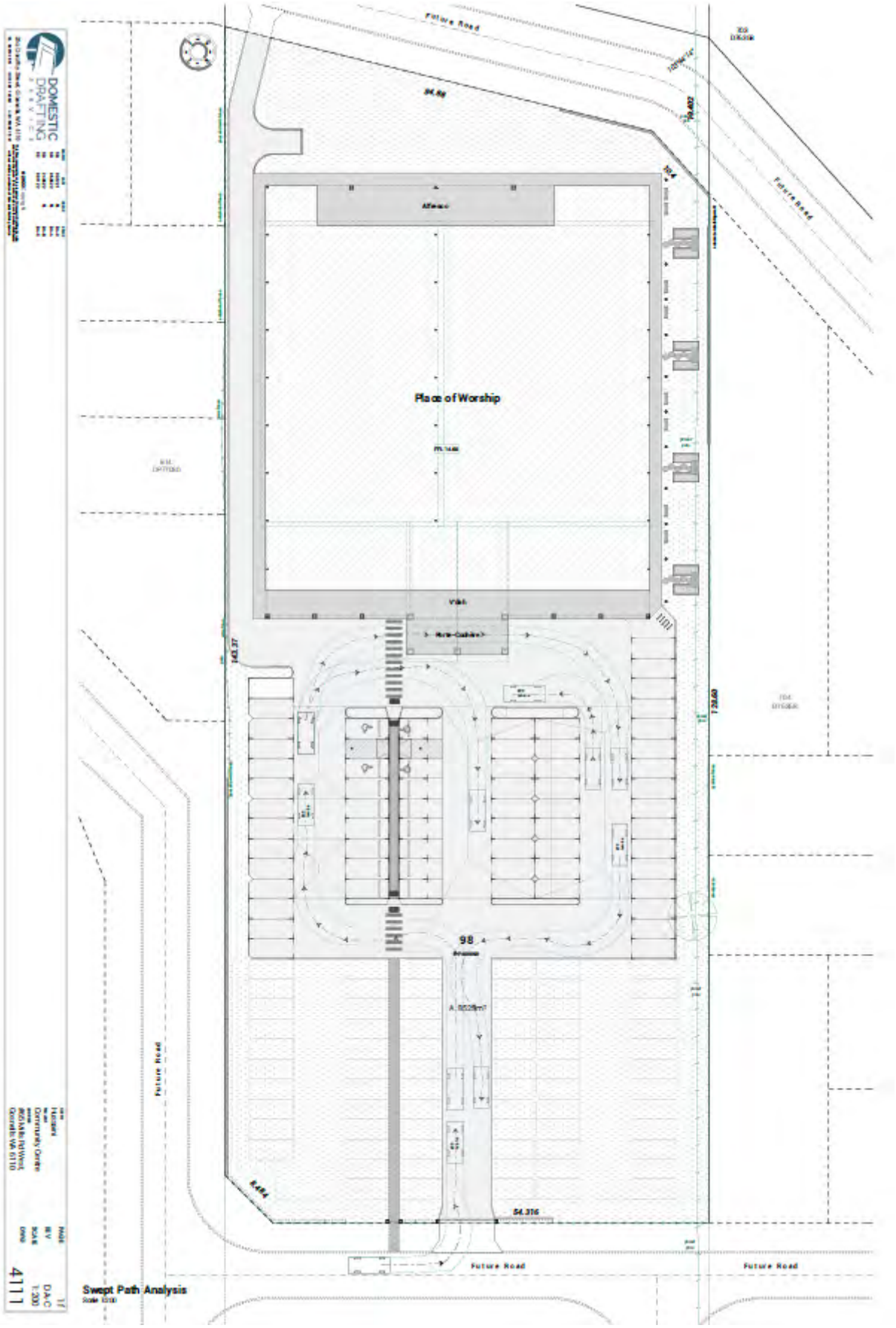
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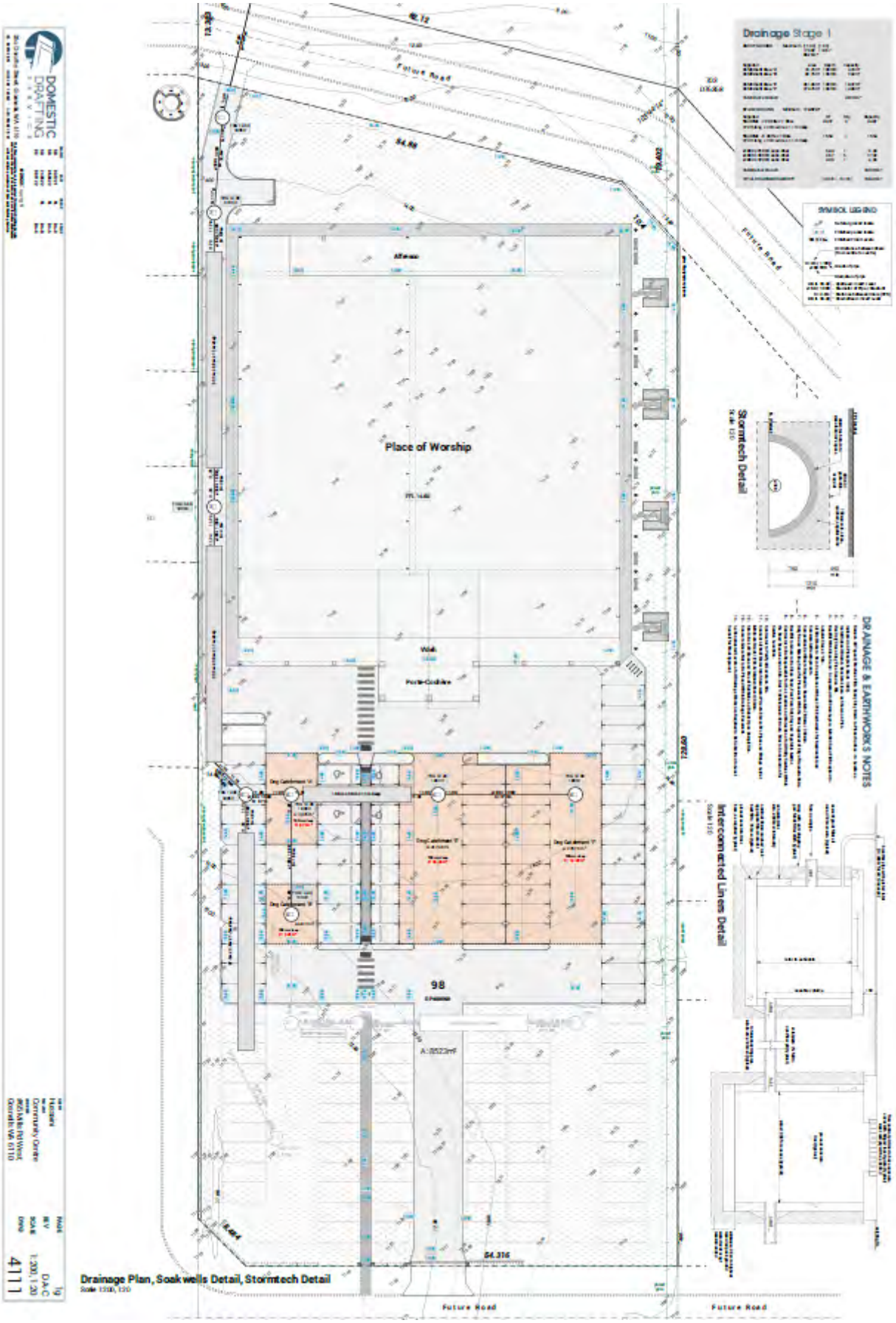
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Future Road
Place of Worship
Stage 3 Carpark
Site Plan



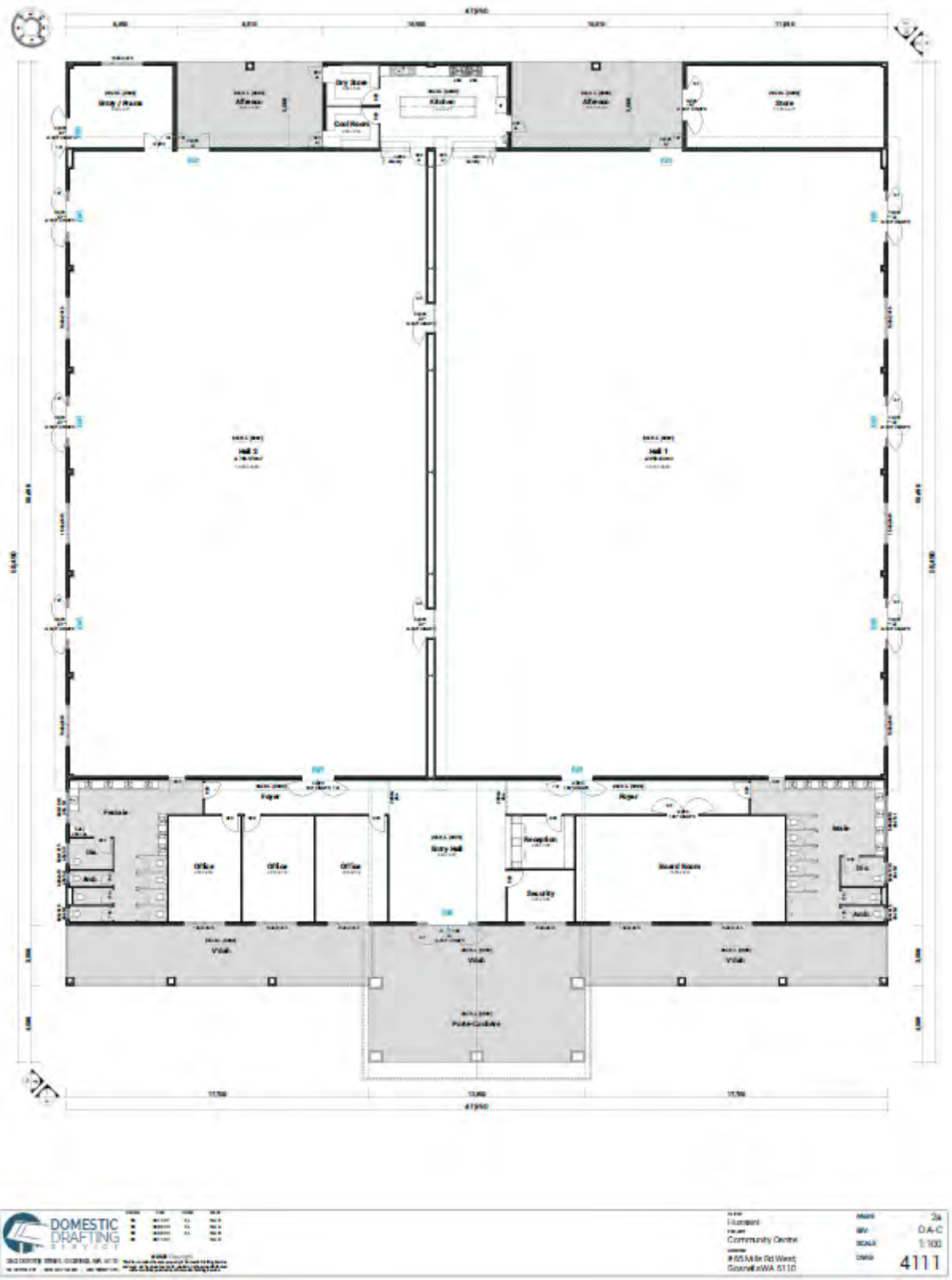
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Future Road
Place of Worship
Future Road
Future Road
Future Road
Swept Path Analysis



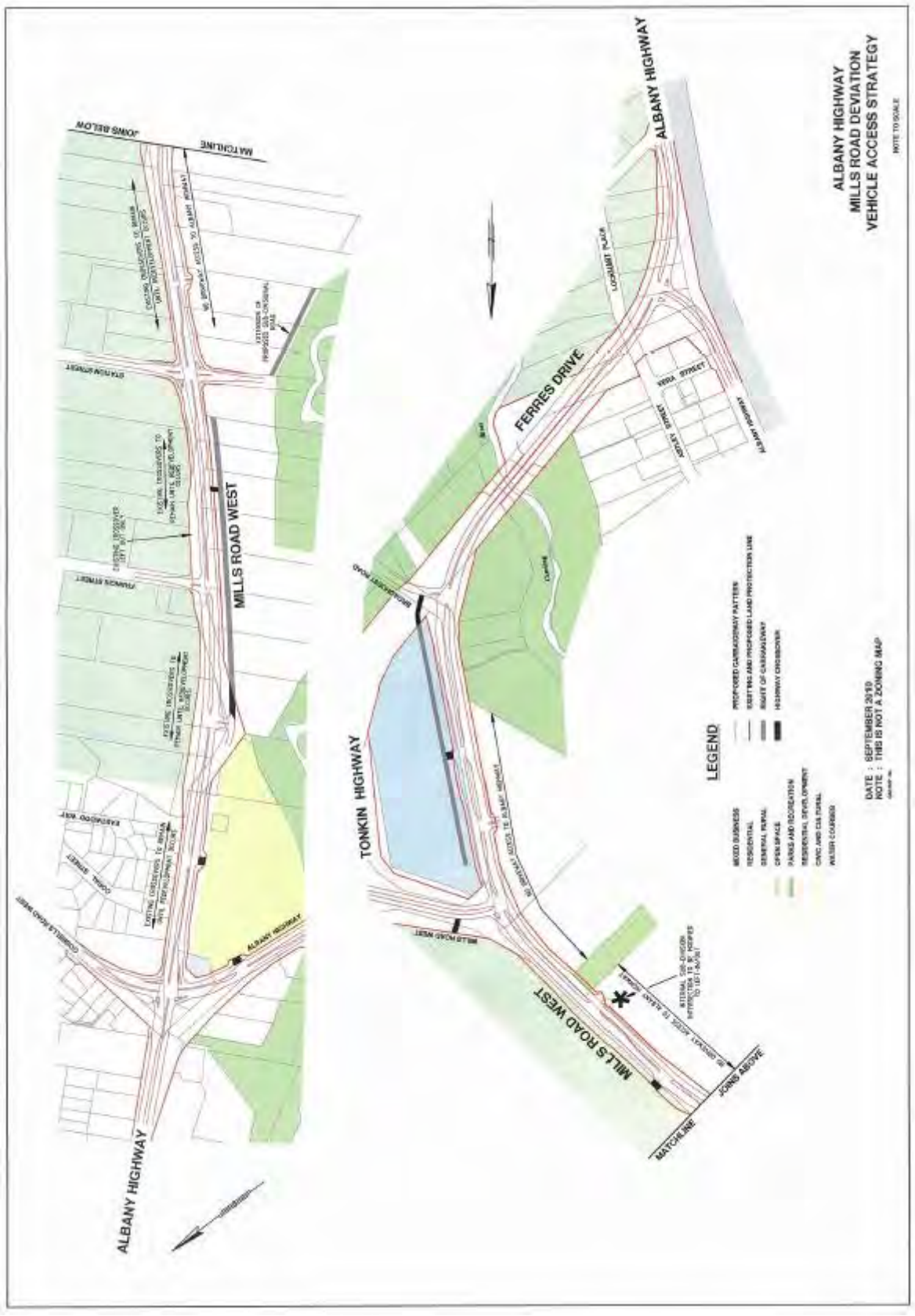
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Future Road
Place of Worship
Walk
Pram Crossing
98
Future Road
Future Road
LANDSCAPING TABLE
Landscaping Plan
DOMESTIC DRAFTING
4111



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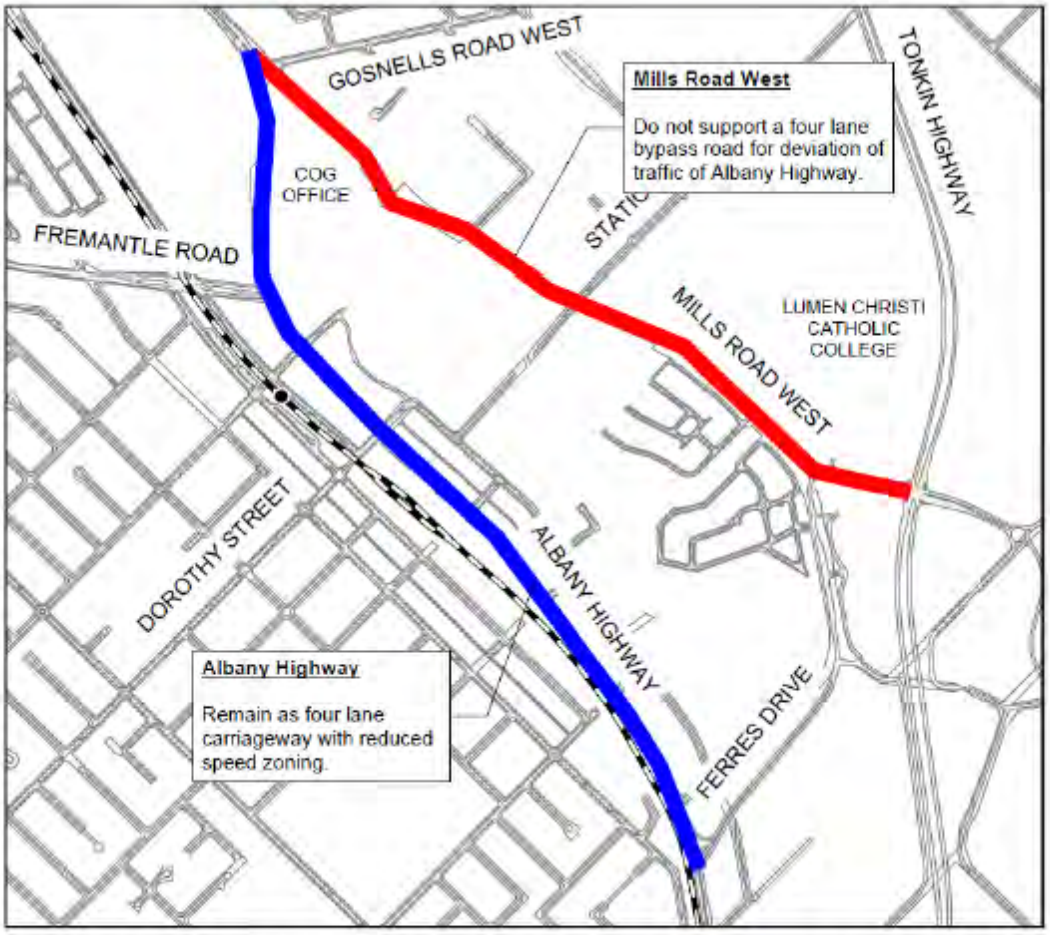
Appendix B: Proposed access strategy



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TRANSPORT POSITION STATEMENT

ALBANY HIGHWAY (GOSNELLS TOWN CENTRE) AND MILLS ROAD WEST



CITY OF GOSNELLS STRATEGIC COMMUNITY PLAN 2018-2028

Strategic Priority 4: Economy – Businesses are supported and the economy is growing

Goal 4.3 Accelerate the pace of infrastructure improvements including road, rail, public transport, utilities and digital connectivity

COUNCIL'S POSITION

Due to the reduction in vehicular traffic and the adverse impact on existing and future businesses along Albany Highway through the Gosnells Town Centre if traffic is deviated through to Tonkin Highway or Ferres Drive via Mills Road West, Council takes the following positions:

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Version: 1, Version Date: 21/03/2022

Document Set ID: 8265201
Version: 3, Version Date: 20/08/2024

1. That Council does not support the retention of Primary Regional Road status for Mills Road West.

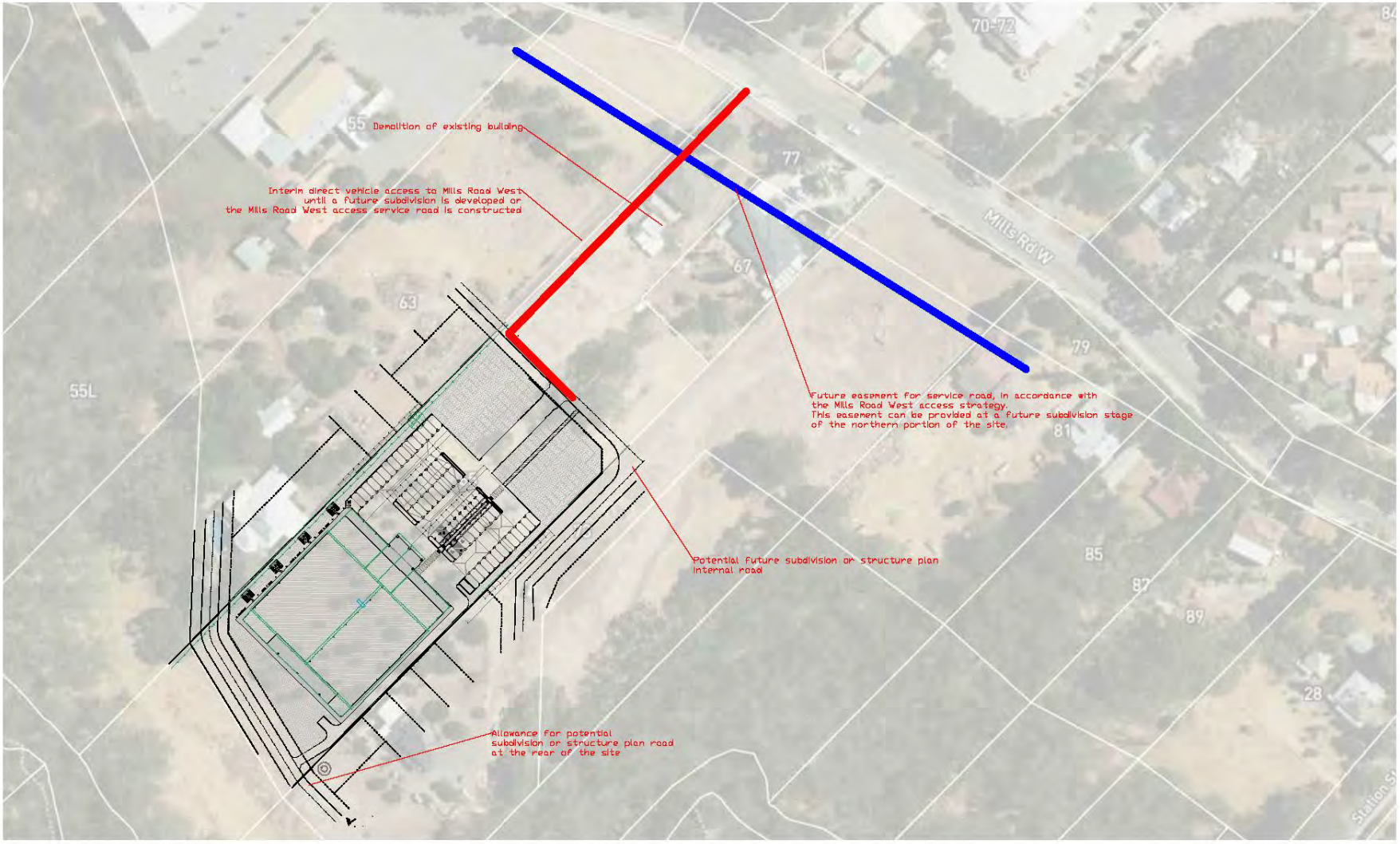
2. That Council does not support the Main Roads WA "Vehicle Access Strategy" for the Gosnells Town Centre, including the Mills Road West upgrade to four lanes.

3. That Council supports the development of effective treatments along Albany Highway, through the Gosnells Town Centre to reduce vehicle operating speeds and create a safer road environment.

Document Set ID: 7358950
Version: 1, Version Date: 21/03/2022

Document Set ID: 8206905
Version: 3, Version Date: 20/08/2024

Document Set ID: 12311826
Version: 3, Version Date: 20/08/2024



Revision notes:

Rev:	Date:	Notes:
1	28/02/2024	

Drawn by: Paul Ghantous

Client: Hazara Hussaini Centre Limited

Project: U23.179 - 65 Mills Road West, Gosnells
Proposed Community Centre and Place of Worship

Drawing Title: Development Site Location Plan
Site context and interim vehicle access route

Date: 28/02/2024

Scale @ A3: 1:1250

Revision: sk01

urbii
Sustainable Transport. Safe Solutions

PO Box 4515, Redcliffe WA 6171
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Appendix C: Traffic volume diagrams

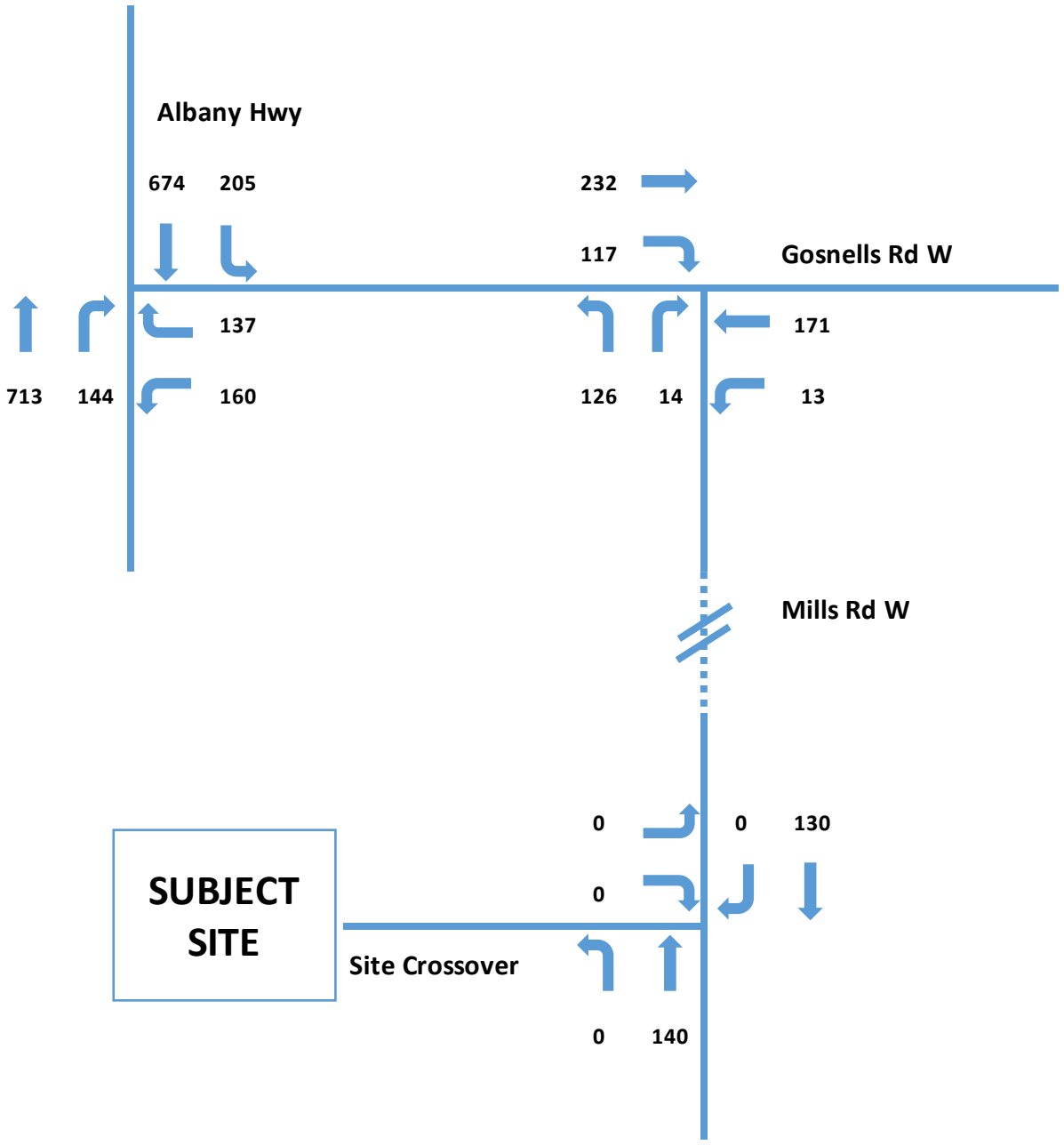


Figure 19: Surveyed existing traffic flows Friday 12pm to 1pm

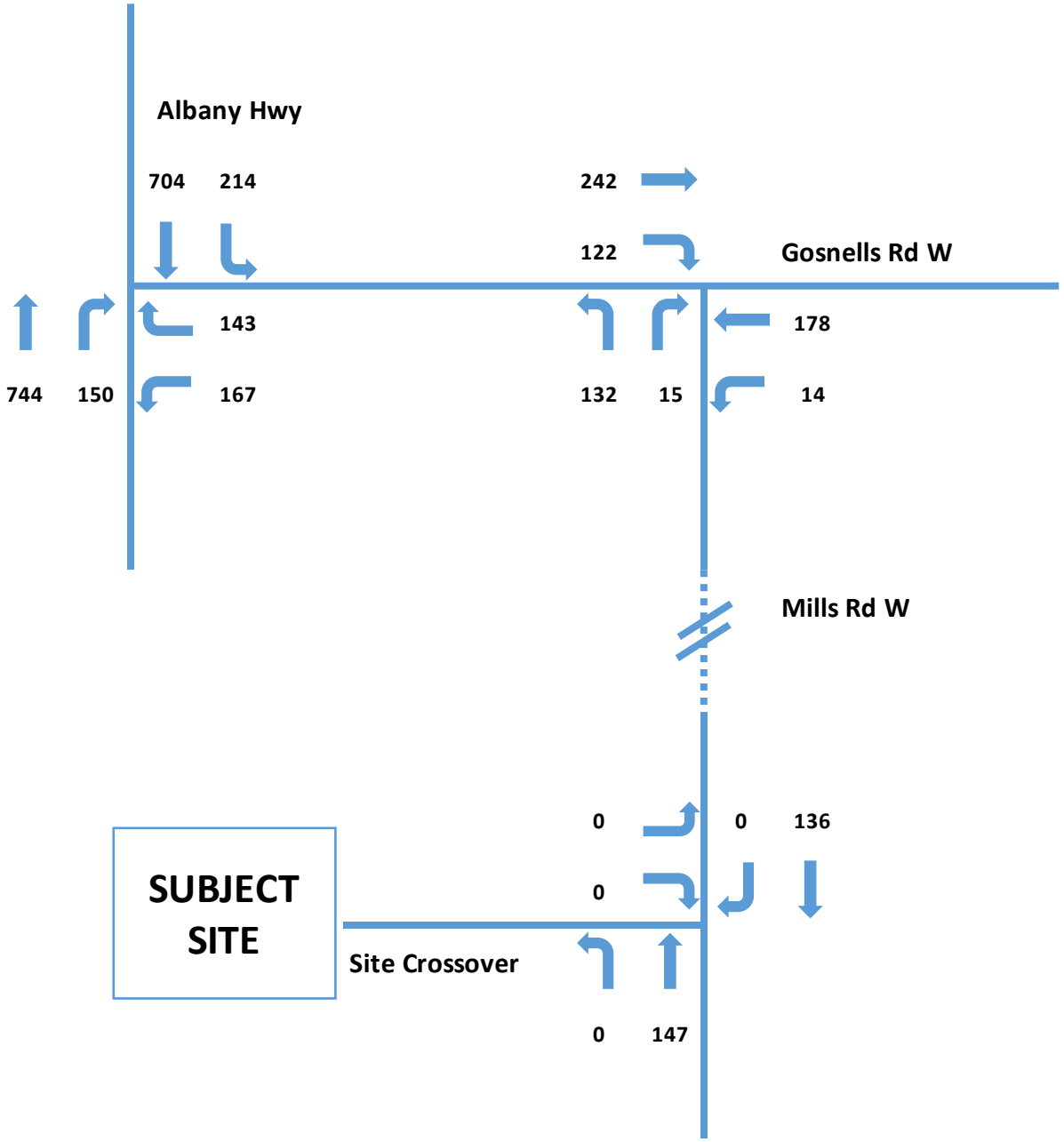


Figure 20: 2026 base traffic flows Friday 12pm to 1pm

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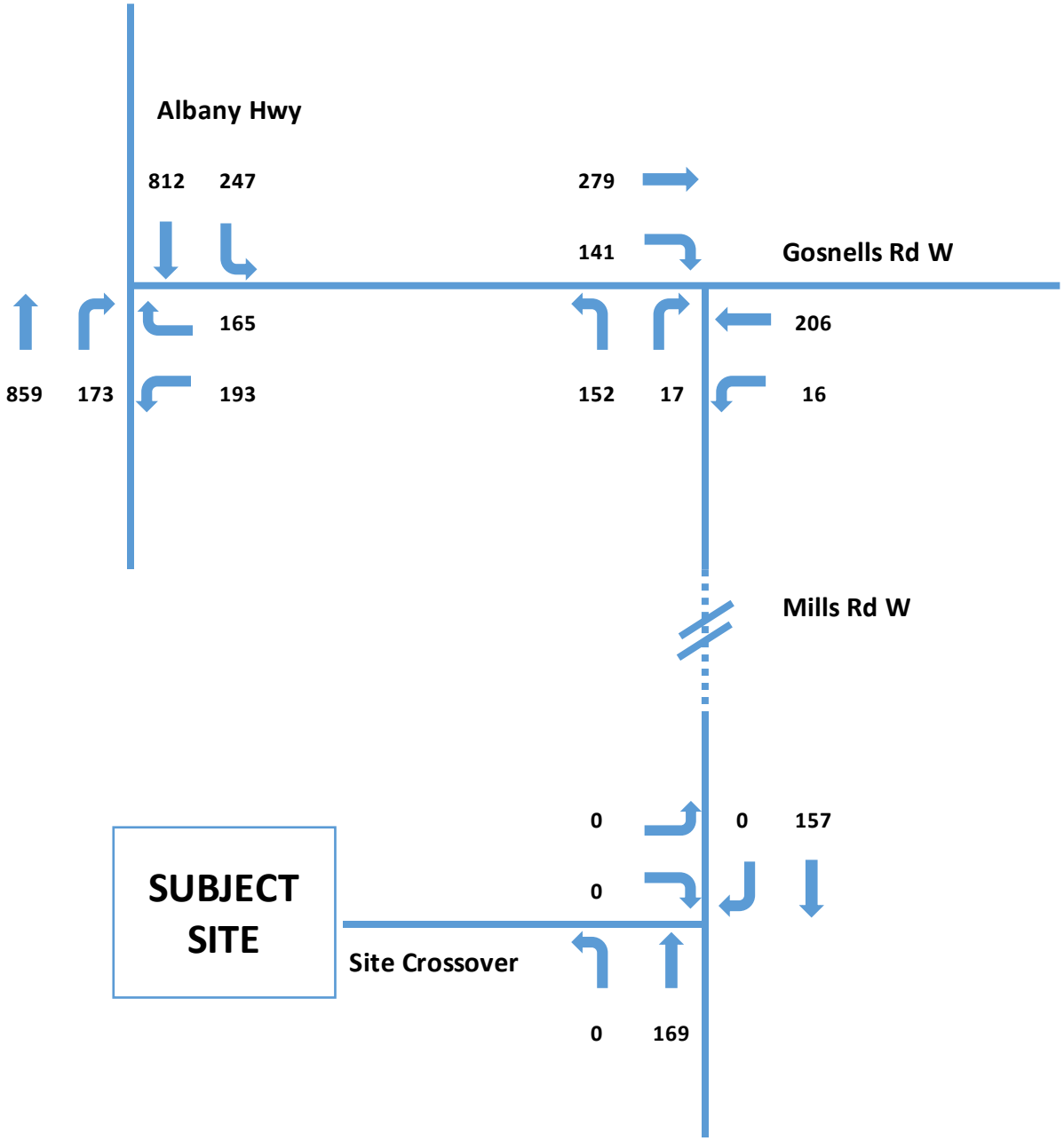


Figure 21: 2036 base traffic flows Friday 12pm to 1pm

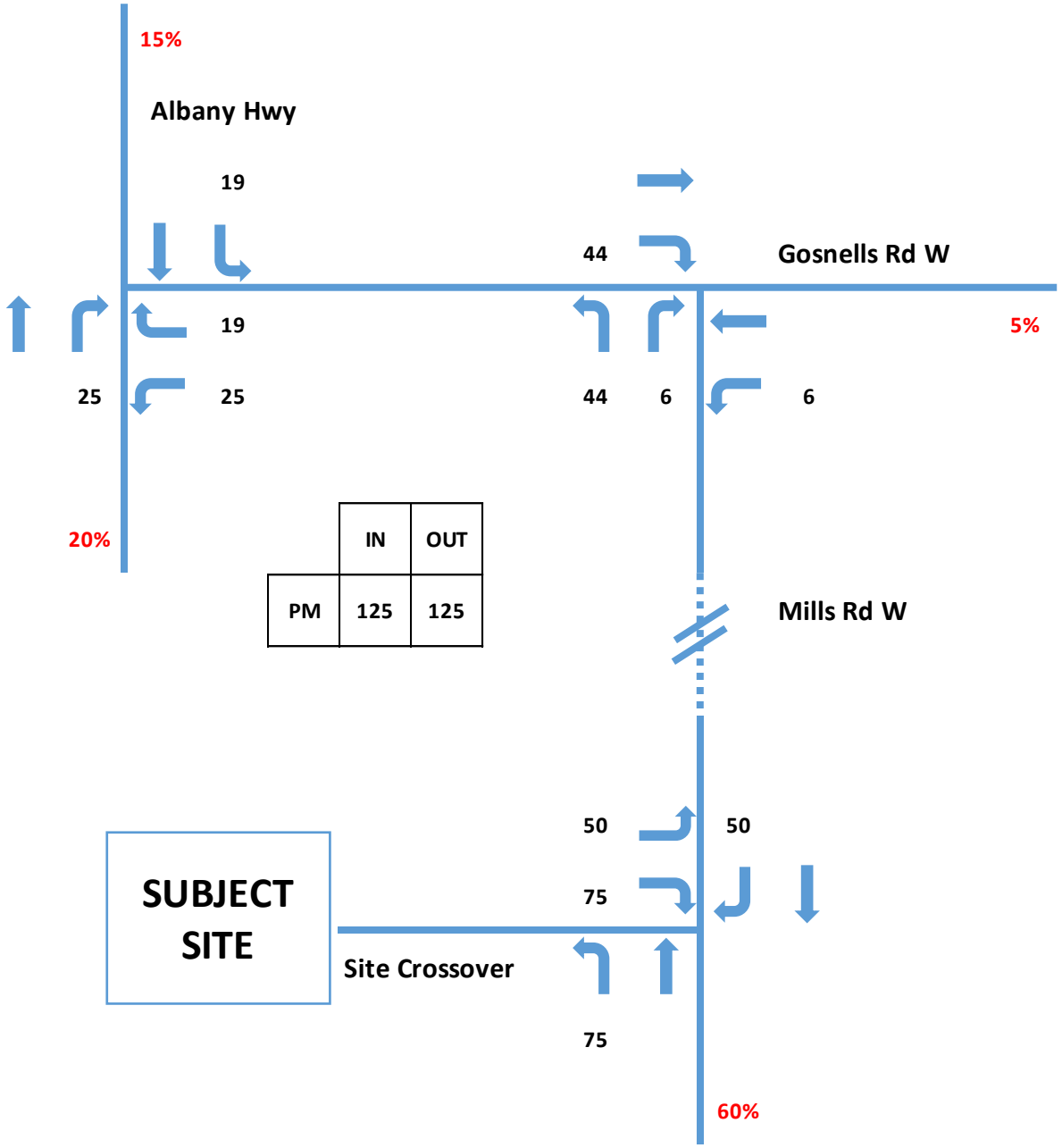


Figure 22: Peak hour development traffic - Friday 12pm to 1pm

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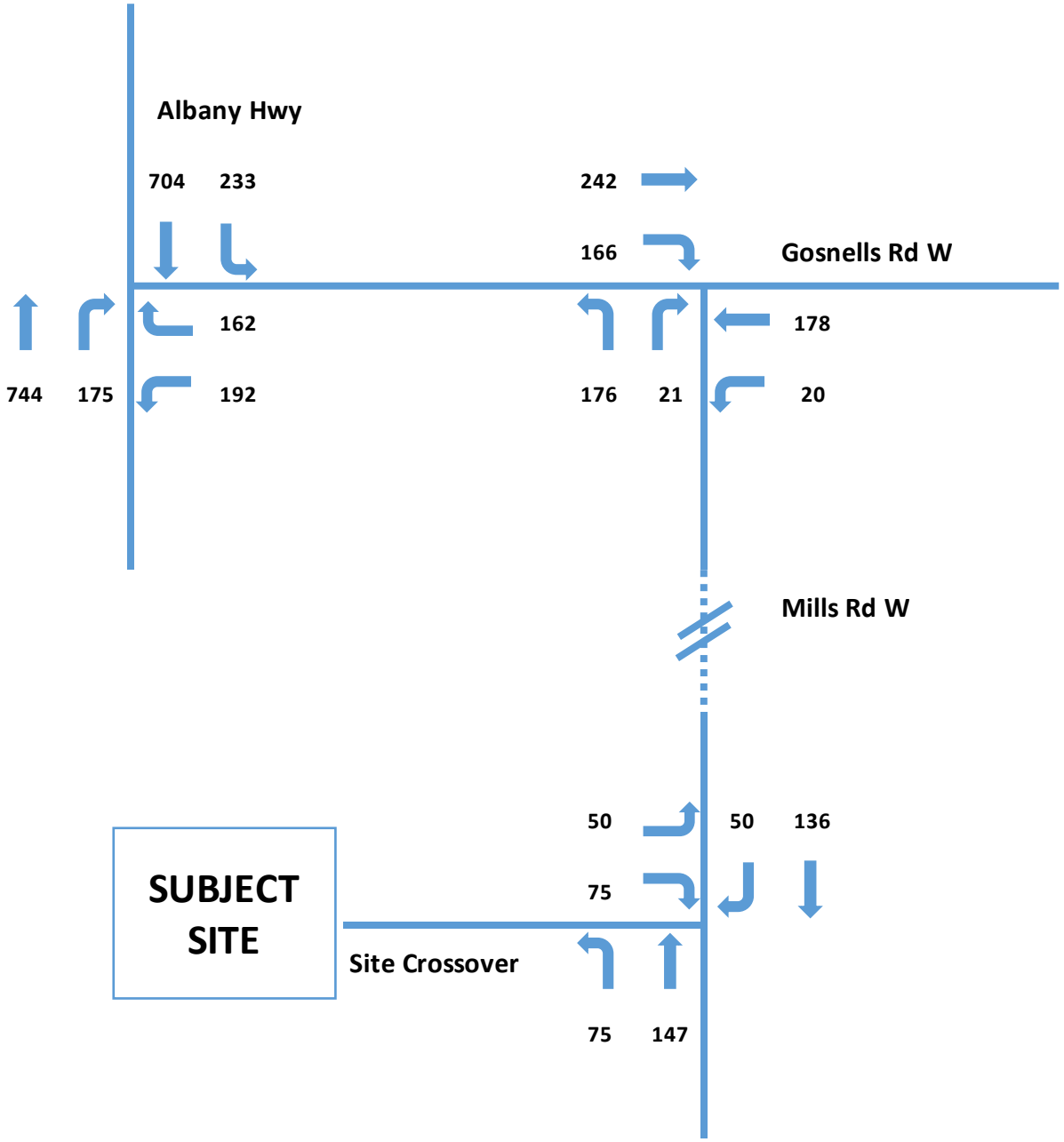


Figure 23: 2026 - Total post-development traffic volumes (Friday 12pm to 1pm)

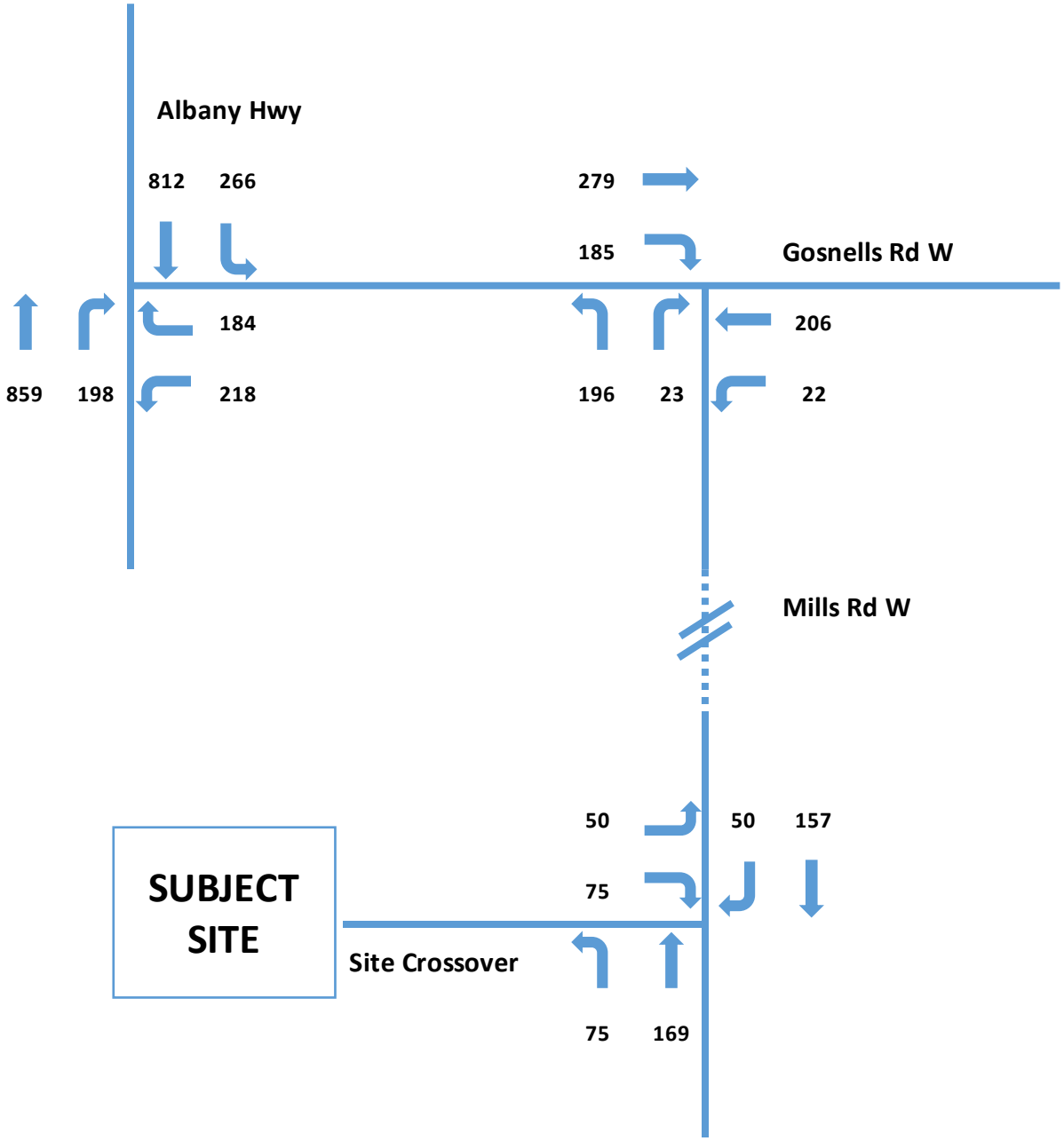


Figure 24: 2036 - Total post-development traffic volumes (Friday 12pm to 1pm

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Appendix D: SIDRA analysis outputs

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 (DoS):** 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 varied traffic flow up to one for saturated flow or capacity.
- **Level of Service (LoS):** 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.

2026 Base – Friday 12pm to 1pm peak hour

MOVEMENT SUMMARY

Site: 101 [1 - Albany Hwy / Gosnells Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2026 Base PM Peak Hour (Network Folder: General)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 97 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Albany Hwy														
2	T1	783	3.0	783	3.0	0.293	6.1	LOS A	7.1	50.7	0.42	0.37	0.42	54.5
3	R2	158	3.0	158	3.0	*0.439	43.3	LOS D	6.7	48.3	0.93	0.80	0.93	25.0
Approach		941	3.0	941	3.0	0.439	12.4	LOS B	7.1	50.7	0.50	0.44	0.50	49.1
East: Gosnells Rd W														
4	L2	176	3.0	176	3.0	0.216	20.8	LOS C	5.1	36.5	0.65	0.73	0.65	35.4
6	R2	151	3.0	151	3.0	*0.442	41.8	LOS D	6.5	46.5	0.93	0.79	0.93	25.9
Approach		326	3.0	326	3.0	0.442	30.5	LOS C	6.5	46.5	0.78	0.76	0.78	30.3
North: Albany Hwy														
7	L2	225	3.0	225	3.0	0.283	24.6	LOS C	6.8	49.2	0.69	0.76	0.69	33.5
8	T1	741	3.0	741	3.0	*0.443	20.7	LOS C	12.2	87.9	0.75	0.65	0.75	44.8
Approach		966	3.0	966	3.0	0.443	21.6	LOS C	12.2	87.9	0.73	0.68	0.73	42.9
All Vehicles		2234	3.0	2234	3.0	0.443	19.0	LOS B	12.2	87.9	0.64	0.59	0.64	43.7

MOVEMENT SUMMARY

Site: 102 [2 - Gosnells Rd W / Mills Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2026 Base PM Peak Hour (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mills Rd W														
1	L2	139	3.0	139	3.0	0.151	6.0	LOS A	0.4	3.2	0.21	0.56	0.21	49.7
3	R2	16	3.0	16	3.0	0.038	9.8	LOS A	0.1	0.8	0.54	0.71	0.54	50.2
Approach		155	3.0	155	3.0	0.151	6.4	LOS A	0.4	3.2	0.24	0.57	0.24	49.8
East: Gosnells Rd W														
4	L2	15	3.0	15	3.0	0.078	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	57.6
5	T1	187	3.0	187	3.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.2
Approach		202	3.0	202	3.0	0.078	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.0
West: Gosnells Rd W														
11	T1	255	3.0	255	3.0	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	128	3.0	128	3.0	0.110	4.0	LOS A	0.4	2.8	0.23	0.54	0.23	51.0
Approach		383	3.0	383	3.0	0.132	1.3	NA	0.4	2.8	0.08	0.18	0.08	56.6
All Vehicles		740	3.0	740	3.0	0.151	2.2	NA	0.4	3.2	0.09	0.23	0.09	55.6

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2026 with development – Friday 12pm to 1pm peak hour

MOVEMENT SUMMARY

Site: 101 [1 - Albany Hwy / Gosnells Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2026 Post Dev PM Peak Hour (Network Folder: General)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 97 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Albany Hwy														
2	T1	783	3.0	783	3.0	0.298	6.6	LOS A	7.3	52.4	0.43	0.38	0.43	54.2
3	R2	184	3.0	184	3.0	* 0.463	41.9	LOS D	7.7	55.6	0.92	0.80	0.92	25.5
Approach		967	3.0	967	3.0	0.463	13.3	LOS B	7.7	55.6	0.52	0.46	0.52	48.4
East: Gosnells Rd W														
4	L2	202	3.0	202	3.0	0.232	19.2	LOS B	5.6	40.2	0.63	0.72	0.63	36.5
6	R2	171	3.0	171	3.0	* 0.474	41.3	LOS D	6.8	49.0	0.93	0.80	0.93	26.1
Approach		373	3.0	373	3.0	0.474	29.3	LOS C	6.8	49.0	0.77	0.76	0.77	30.9
North: Albany Hwy														
7	L2	245	3.0	245	3.0	0.332	27.1	LOS C	8.0	57.4	0.73	0.77	0.73	32.0
8	T1	741	3.0	741	3.0	* 0.477	23.0	LOS C	12.9	93.0	0.79	0.68	0.79	43.6
Approach		986	3.0	986	3.0	0.477	24.0	LOS C	12.9	93.0	0.78	0.71	0.78	41.4
All Vehicles		2326	3.0	2326	3.0	0.477	20.4	LOS C	12.9	93.0	0.67	0.61	0.67	42.7

MOVEMENT SUMMARY

Site: 102 [2 - Gosnells Rd W / Mills Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2026 Post Dev PM Peak Hour (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mills Rd W														
1	L2	185	3.0	185	3.0	0.219	5.9	LOS A	0.6	4.3	0.17	0.55	0.17	49.9
3	R2	22	3.0	22	3.0	0.062	10.3	LOS B	0.2	1.1	0.55	0.75	0.55	49.9
Approach		207	3.0	207	3.0	0.219	6.3	LOS A	0.6	4.3	0.21	0.57	0.21	49.9
East: Gosnells Rd W														
4	L2	21	3.0	21	3.0	0.062	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	57.0
5	T1	187	3.0	187	3.0	0.062	0.0	LOS A	0.5	3.6	0.00	0.05	0.00	59.1
Approach		208	3.0	208	3.0	0.062	0.6	NA	0.5	3.6	0.00	0.06	0.00	58.7
West: Gosnells Rd W														
11	T1	255	3.0	255	3.0	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	175	3.0	175	3.0	0.151	4.1	LOS A	0.5	3.9	0.24	0.55	0.24	50.9
Approach		429	3.0	429	3.0	0.151	1.7	NA	0.5	3.9	0.10	0.22	0.10	55.9
All Vehicles		845	3.0	845	3.0	0.219	2.5	NA	0.6	4.3	0.10	0.27	0.10	54.9

2036 Base – Friday 12pm to 1pm peak hour

MOVEMENT SUMMARY

Site: 101 [1 - Albany Hwy / Gosnells Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2036 Base PM Peak Hour (Network Folder: General)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 97 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Albany Hwy														
2	T1	904	3.0	904	3.0	0.339	6.4	LOS A	8.5	61.0	0.43	0.38	0.43	54.3
3	R2	182	3.0	182	3.0	*0.506	43.9	LOS D	7.9	56.6	0.94	0.81	0.94	24.8
Approach		1086	3.0	1086	3.0	0.506	12.7	LOS B	8.5	61.0	0.52	0.46	0.52	46.9
East: Gosnells Rd W														
4	L2	203	3.0	203	3.0	0.249	21.2	LOS C	6.0	42.9	0.66	0.73	0.66	35.2
6	R2	174	3.0	174	3.0	*0.509	42.4	LOS D	6.8	49.0	0.95	0.80	0.95	25.7
Approach		377	3.0	377	3.0	0.509	31.0	LOS C	6.8	49.0	0.80	0.77	0.80	30.1
North: Albany Hwy														
7	L2	260	3.0	260	3.0	0.327	25.0	LOS C	8.1	58.1	0.70	0.77	0.70	33.2
8	T1	855	3.0	855	3.0	*0.511	21.5	LOS C	14.7	105.3	0.78	0.68	0.78	44.4
Approach		1115	3.0	1115	3.0	0.511	22.3	LOS C	14.7	105.3	0.76	0.70	0.76	42.5
All Vehicles		2578	3.0	2578	3.0	0.511	19.5	LOS B	14.7	105.3	0.66	0.61	0.66	43.4

MOVEMENT SUMMARY

Site: 102 [2 - Gosnells Rd W / Mills Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2036 Base PM Peak Hour (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mills Rd W														
1	L2	160	3.0	160	3.0	0.210	5.9	LOS A	0.5	3.7	0.18	0.55	0.18	49.9
3	R2	18	3.0	18	3.0	0.059	10.8	LOS B	0.1	1.0	0.57	0.76	0.57	49.6
Approach		178	3.0	178	3.0	0.210	6.4	LOS A	0.5	3.7	0.22	0.57	0.22	49.8
East: Gosnells Rd W														
4	L2	17	3.0	17	3.0	0.073	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	57.3
5	T1	217	3.0	217	3.0	0.073	0.0	LOS A	0.8	5.5	0.00	0.04	0.00	59.3
Approach		234	3.0	234	3.0	0.073	0.4	NA	0.8	5.5	0.00	0.04	0.00	59.0
West: Gosnells Rd W														
11	T1	294	3.0	294	3.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	148	3.0	148	3.0	0.132	4.2	LOS A	0.5	3.4	0.26	0.56	0.26	50.8
Approach		442	3.0	442	3.0	0.152	1.4	NA	0.5	3.4	0.09	0.19	0.09	56.5
All Vehicles		854	3.0	854	3.0	0.210	2.2	NA	0.8	5.5	0.09	0.23	0.09	55.6

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2036 with development – Friday 12pm to 1pm peak hour

MOVEMENT SUMMARY

Site: 101 [1 - Albany Hwy / Gosnells Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2036 Post Dev PM Peak Hour (Network Folder: General)]

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 97 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Albany Hwy														
2	T1	904	3.0	904	3.0	0.344	6.8	LOS A	8.8	63.0	0.45	0.40	0.45	54.0
3	R2	208	3.0	208	3.0	0.550	43.5	LOS D	9.0	64.9	0.95	0.81	0.95	25.0
Approach		1113	3.0	1113	3.0	0.550	13.7	LOS B	9.0	64.9	0.54	0.48	0.54	48.1
East: Gosnells Rd W														
4	L2	229	3.0	229	3.0	0.269	20.1	LOS C	6.6	47.4	0.65	0.73	0.65	35.9
6	R2	194	3.0	194	3.0	0.538	41.9	LOS D	6.8	49.0	0.95	0.81	0.95	25.9
Approach		423	3.0	423	3.0	0.538	30.1	LOS C	6.8	49.0	0.79	0.77	0.79	30.5
North: Albany Hwy														
7	L2	280	3.0	280	3.0	0.370	26.8	LOS C	9.2	65.8	0.74	0.78	0.74	32.2
8	T1	855	3.0	855	3.0	0.536	23.1	LOS C	15.2	109.4	0.81	0.71	0.81	43.5
Approach		1135	3.0	1135	3.0	0.536	24.0	LOS C	15.2	109.4	0.79	0.72	0.79	41.4
All Vehicles		2671	3.0	2671	3.0	0.550	20.7	LOS C	15.2	109.4	0.69	0.63	0.69	42.6

MOVEMENT SUMMARY

Site: 102 [2 - Gosnells Rd W / Mills Rd W (Site Folder: General)]

Network: N101 [U23.179 - 65 Mills Road West, Gosnells - 2036 Post Dev PM Peak Hour (Network Folder: General)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	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	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mills Rd W														
1	L2	206	3.0	206	3.0	0.315	5.9	LOS A	0.7	4.8	0.17	0.55	0.17	49.9
3	R2	24	3.0	24	3.0	0.097	11.3	LOS B	0.2	1.4	0.59	0.80	0.59	49.2
Approach		231	3.0	231	3.0	0.315	6.4	LOS A	0.7	4.8	0.21	0.58	0.21	49.8
East: Gosnells Rd W														
4	L2	23	3.0	23	3.0	0.078	5.6	LOS A	0.0	0.0	0.00	0.15	0.00	56.9
5	T1	217	3.0	217	3.0	0.078	0.0	LOS A	1.6	11.6	0.00	0.05	0.00	59.1
Approach		240	3.0	240	3.0	0.078	0.6	NA	1.6	11.6	0.00	0.06	0.00	58.7
West: Gosnells Rd W														
11	T1	294	3.0	294	3.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	195	3.0	195	3.0	0.174	4.3	LOS A	0.6	4.6	0.26	0.57	0.26	50.7
Approach		488	3.0	488	3.0	0.174	1.7	NA	0.6	4.6	0.11	0.23	0.11	55.8
All Vehicles		959	3.0	959	3.0	0.315	2.6	NA	1.6	11.6	0.10	0.27	0.10	54.9

Appendix E: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 300mm/500mm buffer line, offset from the vehicle swept path

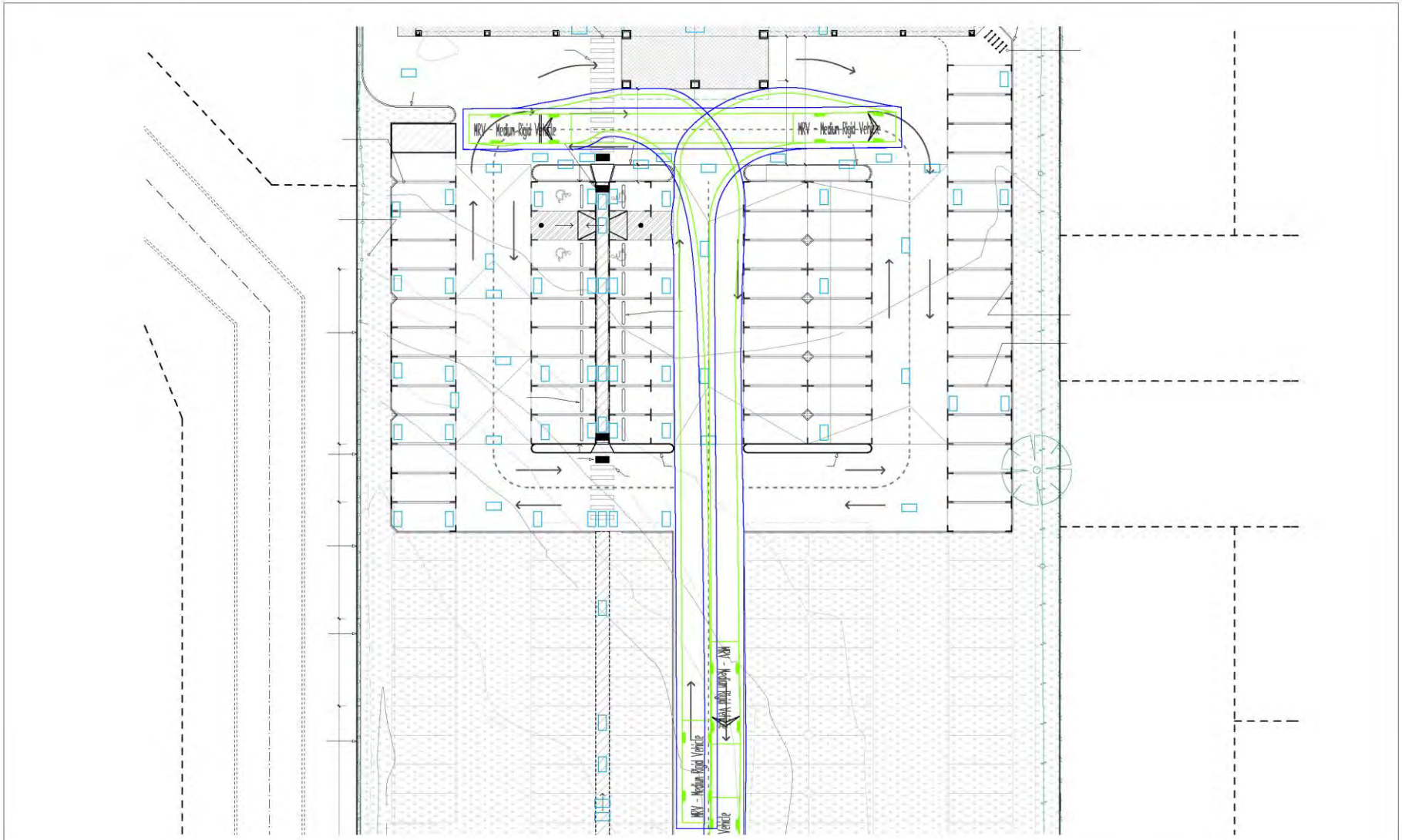
Design vehicles tested include:

- AS2890.2: 8.8m Medium Rigid Vehicles (MRVs)

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

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Version: 3, Version Date: 20/08/2024

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Version: 3, Version Date: 20/08/2024



Revision notes:		
Rev:	Date:	Notes:
1	29/02/2024	Dark blue swept path line represents a 500mm buffer clearance.

Drawn by: Paul Ghantous

Client: Hazara Hussaini Centre Limited

Project: U23.179 - 65 Mills Road West, Gosnells
Proposed Place of Worship

Drawing Title: Swept path analysis
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 29/02/2024

Scale @ A3: 1:300

Revision: sk02

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Sustainable Transport. Safe Solutions

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LOCAL PLANNING POLICY 3.6 – STRUCTURE PLANS – MARTIN PRECINCT



ATTACHMENT - 4

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BUSHFIRE PRONE PLANNING

Hazara Hussaini Community Centre

Bushfire Management Plan (BMP)



Produced to meet the relevant requirements of STATE PLANNING POLICY 3.7 Planning in Bushfire Prone Areas & Guidelines

Address: 65 Mills Road West, Gosnells

City of Gosnells

Development Application - Vulnerable Land Use

27 May 2024

Job Reference No: 230025

ATTACHMENT - 5

Document Set ID: 8296944
Version: 3, Version Date: 26/06/2024

BPP GROUP PTY LTD T/A BUSHFIRE PRONE PLANNING

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Reegan Cake	Reegan.cake@dynamic planning.net.au	1.1		☐	☒

Limitations: The protection measures that will be implemented based on information presented in this Bushfire Management Plan are minimum requirements and they do not guarantee that buildings or infrastructure will not be damaged in a bushfire, persons injured, or fatalities occur either on the subject site or off the site while evacuating.

This is substantially due to the unpredictable nature and behaviour of fire and fire weather conditions. Additionally, the correct implementation of the required protection measures (including bushfire resistant construction) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of the landowners and/or operators over which Bushfire Prone Planning has no control.

All surveys, forecasts, projections and recommendations made in this report associated with the proposed development are made in good faith based on information available to Bushfire Prone Planning at the time. All maps included herein are indicative in nature and are not to be used for accurate calculations.

Notwithstanding anything contained therein, Bushfire Prone Planning will not, except as the law may require, be liable for any loss or other consequences whether or not due to the negligence of their consultants, their servants or agents, arising out of the services provided by their consultants.

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SUMMARY STATEMENTS

THIS DOCUMENT – STATEMENT OF PURPOSE

The Bushfire Management Plan (BMP)

The BMP sets out the required package of bushfire protection measures to lessen the risks associated with a bushfire event. It establishes the responsibilities to implement and maintain these measures.

The BMP also identifies the potential for any negative impact on any environmental, biodiversity and conservation values that may result from the application of bushfire protection measures or that may limit their implementation.

Risks Associated with Bushfire Events

The relevant risks are the potential for loss of life, injury, or destroyed or damaged assets which results in personal loss and economic loss. For a given site, the level of that risk to persons and assets (the exposed elements) is a function of the potential threat levels generated by the bushfire hazard, and the level of exposure and vulnerability of the at risk elements to the threats.

Bushfire Protection Measures

The required package of protection measures is established by *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7),* its associated *Guidelines* and any other relevant guidelines or position statements published by the Department of Planning, Lands and Heritage. These measures are limited to those considered by the WA planning authorities as necessary to be addressed for the purpose of land use planning. They do not encompass all available bushfire protection measures as many are not directly relevant to the planning approval stage. For example:

- Protection measures to reduce the vulnerability of buildings to bushfire threats is primarily dealt with at the building application stage. They are implemented through the process of applying the Building Code of Australia (Volumes 1 and 2 of the national Construction Code) in accordance with WA building legislation and the application of construction requirements based on a building's level of exposure - determined as a Bushfire Attack Level (BAL) rating); or
- Protection measures to reduce the threat levels of consequential fire (ignited by bushfire and involving combustible materials surrounding and within buildings) and measures to reduce the exposure and vulnerability of elements at risk exposed to consequential fire, are not specifically considered.

The package of required bushfire protection measures established by the Guidelines includes:

- The requirements of the bushfire protection criteria which consist of:
  - Element 1: Location (addresses threat levels).
  - Element 2: Siting and Design of Development (addresses exposure levels of buildings).
  - Element 3: Vehicular Access (addresses exposure and vulnerability levels of persons).
  - Element 4: Water (addresses vulnerability levels of buildings).
  - Element 5: Vulnerable Tourism Land Uses (addresses exposure and vulnerability as per Elements 1-4 but in use specific ways and with additional considerations of persons exposure and vulnerability).
- The requirement to develop Bushfire Emergency Plans / Information for 'vulnerable' land uses for persons to prepare, respond and recover from a bushfire event (this addresses vulnerability levels).
- The requirement to assess bushfire risk and incorporate relevant protection measures into the site emergency plans for 'high risk' land uses (this addresses threat, exposure and vulnerability levels).

Compliance of the Proposed Development or Use with SPP 3.7 Requirements

The BMP assesses the capacity of the proposed development or use to implement and maintain the required 'acceptable' solutions and any additionally recommended bushfire protection measures - or its capacity to satisfy the policy intent through the justified application of additional bushfire protection measures as supportable 'alternative' solutions.

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THE PROPOSED DEVELOPMENT/USE – BUSHFIRE PLANNING COMPLIANCE SUMMARY		
Environmental Considerations		Assessment Outcome
Will land with identified environmental, biodiversity and conservation values limit the full application of the required bushfire protection measures?		Unlikely (check)
Will land with identified environmental, biodiversity and conservation values need to be managed in the implementation and maintenance of the bushfire protection measures - but not limit their application?		Unlikely (check)
Required Bushfire Protection Measures The Acceptable Solutions of the Bushfire Protection Criteria (Guidelines)		Assessment Outcome
Element	The Acceptable Solutions	
1: Location	A1.1 Development location	Fully Compliant
2: Siting and Design of Development	A2.1 Asset Protection Zone (APZ)	Fully Compliant
3: Vehicular Access	A3.1 Public roads	Fully Compliant
	A3.2a Multiple access routes	Fully Compliant
	A3.2b Emergency access way	N/A
	A3.3 Through-roads	N/A
	A3.4a Perimeter roads	N/A
	A3.4b Fire service access route	N/A
	A3.5 Battle-axe legs	N/A
	A3.6 Private driveways	Fully Compliant
4: Water	A4.1 Identification of future water supply	Fully Compliant
	A4.2 Provision of water for firefighting purposes	Fully Compliant
Other Documents Establishing Bushfire Protection Measure Variations or Additions		Assessment Outcome
A 'Planning Approval' or a 'Notice of Determination' which contains 'Conditions' to be met.		N/A
A DPLH/WAPC 'Position Statement'		N/A
Bushfire Management Plan Guidance for the Dampier Peninsula (DPLH 2021 Rev B)		N/A
Other **'Bushfire Planning'** Documents to Be Produced This necessity for additional documents is determined by the proposed development/use type and the requirements established by SPP 3.7 and the associated Guidelines (as amended). They may be produced concurrently or subsequent to the BMP. Relevant actions will be identified within Section 6 'Responsibilities for Implementation of Bushfire Protection Measures.		Required
Bushfire Emergency Plan: An operational document presenting prevent, prepare, respond and recover procedures and associated actions. As necessary, supporting information to justify determinations is included.		Yes

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Summary Statement: The proposed development is assessed as a vulnerable land use. It is a requirement of State Planning Policy 3.7 that a development application for a vulnerable land use should include an Emergency Evacuation Plan for proposed occupants.	
Bushfire Emergency Information (Poster): As a concise response information poster for certain vulnerable land uses.	Yes
Bushfire Emergency Information (Content): As content for inclusion into the Site's Emergency Plan for certain high risk land uses:	No
Bushfire Risk Assessment and Management Report:	No

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1 PROPOSAL DETAILS AND THE BUSHFIRE MANAGEMENT PLAN

1.1 The Proposed Development/Use Details, Plans and Maps

The **Proposal's** Planning Stage For which certain bushfire planning documents are required to accompany the planning application.		Development Application
The Subject Land/Site		65 Mills Road, Gosnells – City of Gosnells
Total Area of Subject Lot/Site		1.3738 hectares
Number of Additional Lots Created		N/A
Primary Proposed Construction	Type(s)	New Building(s)
	NCC Classification	Class 9b (assembly building)
The 'Specific' Land Use Type for Bushfire Planning When applicable, this classification establishes a requirement to conduct assessments and develop documents that are additional to this Bushfire Management Plan.		Vulnerable Land Use
Factors Determining the 'Specific' Land Use Type		The proposed dedicated facility, due to the building design or use or the number of people accommodated, are likely to present evacuation challenges. These include prisons, community purpose centres, large places of worship. The proposal would benefit from a Bushfire Emergency Plan to manage the safety of occupants in a bushfire event.
Description of the Proposed Development/Use		
This Bushfire Management Plan is to accompany a development application for the construction of a new Community Centre.		
Description of Planned Staged Development and the Management of Potential Bushfire Planning Issues		
Not Applicable.		

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Figure 1.1: Proposed Development Plan.



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Figure 1.2

Proposed Development Map

Lot 98 on Plan / Diagram: P400098
65 Mills Road West
Gosnells
City of Gosnells

MILLS RD WEST
FRANCIS ST
Canning River
FEDERATION PDE

------ LEGEND ------

- Cadastre
- Hydrants
- Potential Hydrant Location
- Subject Site

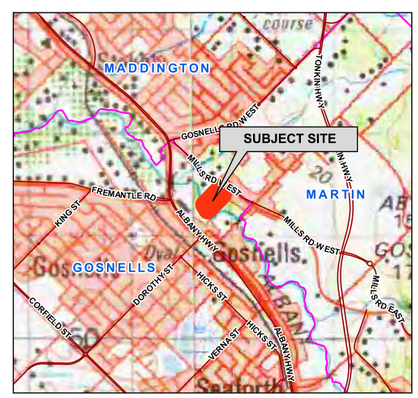
Proposal

- Community Centre
- Parking/Hardstand Area
- Internal Road Layout

0 10 20 30 40 50

Metres

------ LOCALITY ------



AERIAL IMAGERY: Landgate/SLIP

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map updated by: Selina Hutcheon24-05-2024
SCALE (A3): 1 : 1300

BUSHFIRE PRONE PLANNING

230025_Proposal_65_Mills_Road_West_Gosnells.qgz

Document Set ID: 8276944
Version: 3, Version Date: 26/06/2024

Disclaimer and Limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.

Figure 1.3

Location Plan

Lot 98 on Plan / Diagram: P400098
65 Mills Road West
Gosnells
City of Gosnells

------ LEGEND ------

- Subject Site
- Local Government Authority
- Localities/Suburb

DFES Stations (DFES-023)

- Career Fire Rescue Service
- Reserves

DBCA Legislated Lands & Waters

- Crown Freehold - Dept Managed
- National Park

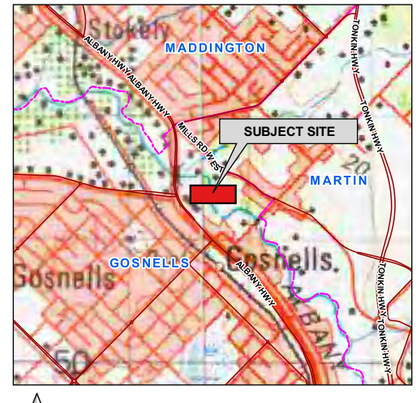
DBCA Lands of Interest (DBCA-012)

- Crown Freehold
- Crown Reserve
- Unallocated Crown Land

0 250 500 750 1,000

Metres

------ LOCALITY ------



AERIAL IMAGERY: Landgate/SLIP

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map by: Sarina Gorman 29-03-2023
SCALE (A3): 1 : 15000

230025_Location_65_Mills_Road_West_Gosnells.qgz

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WHERE SPP 3.7 AND THE GUIDELINES ARE TO APPLY – DESIGNATED BUSHFIRE PRONE AREAS

All higher order strategic planning documents, strategic planning proposals, subdivisions and development applications located in designated bushfire prone areas need to address SPP 3.7 and its supporting Guidelines. This also applies where an area is not yet designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.

For development applications where only part of a lot is designated as bushfire prone and the proposed development footprint is wholly outside of the designated area, the development application will not need to address SPP 3.7 or the Guidelines. (Guidelines DPLH 2021 v1.4, s1.2).

For subdivision applications, if all the proposed lots have a BAL-LOW indicated, a BMP is not required. (Guidelines DPLH 2021 v1.4, s5.3.1).

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Figure 1.4

Bushfire Prone Areas

Lot 98 on Plan / Diagram: P400098
65 Mills Road West
Gosnells
City of Gosnells



------ LEGEND ------

- Bushfire Prone Areas
- Local Government Authority
- Localities/Suburb
- Cadastre
- Subject Site

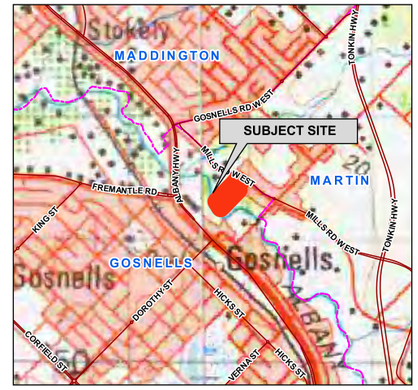
Proposal

- Community Centre
- Parking/Hardstand Area
- Internal Road Layout

0 10 20 30 40 50

Metres

------ LOCALITY ------



AERIAL IMAGERY: Landgate/SLIP

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map by: Sarina Gorman 24-05-2024
SCALE (A3): 1 : 1300

230025_BPA_65_Mills_Road_West_Gosnells.qgz

Document Set ID: 8376944
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1.2 The Bushfire Management Plan (BMP)

1.2.1 Commissioning and Purpose

Landowner / proponent:	Hazara Hussaini Centre
Bushfire Prone Planning commissioned to produce the BMP by:	Domestic Drafting Service
Purpose of the BMP:	To assess the proposal's ability to meet all relevant requirements established by State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7), the associated 'Guidelines and any relevant Position Statements; and To satisfy the requirement for the provision of a Bushfire Management Plan to accompany the development application.
BMP to be submitted to:	City of Gosnells

1.2.1 Other Documents with Implications for Development of this BMP

This section identifies any known assessments, reports or plans that have been conducted and prepared previously, or are being prepared concurrently, and are relevant to the planned proposal for the subject. They potentially have implications for the assessment of bushfire threats and the identification and implementation of the protection measures that are established by this Bushfire Management Plan.

Table 1.4: Other relevant documents that may influence threat assessments and development of protection measures.

RELEVANT DOCUMENTS					
Document	Relevant	Currently Exists	To Be Developed	Copy Provided by Proponent / Developer	Title
Structure Plan	No	No	N/A	N/A	-
Bushfire Management Plan	Yes	No	Yes	N/A	-
Bushfire Emergency Plan or Information	Yes	No	Yes	N/A	-
Bushfire Risk Assessment and Management Report	No	No	N/A	N/A	-
Environmental Asset or Vegetation Survey	No	No	N/A	N/A	-
Landscaping and Revegetation Plan	Yes	Yes	N/A	Yes	Landscaping Plan – Prepared by Domestic Drafting Service
Implications for the BMP: An approved Landscape Management Plan should be provided to demonstrate that the landowner/proponent responsible for the on-going management has an obligation to undertake mitigation works and the approving decision maker (i.e. local government and / or Department of Biodiversity, Conservation and Attractions) support the vegetation classification and management treatments assigned to the subject area – It is assumed for the purposes of assessment that the Landscaping Plan contained within this report will be endorsed and subsequently approved by the decision maker.					
Land Management Agreement	No	No	No	N/A	-

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2.1 Environmental Considerations – 'Desktop' Assessment

This 'desktop' assessment must not be considered as a replacement for a full Environmental Impact Assessment. It is a summary of potential environmental values at the subject site, inferred from information contained in listed datasets and/or reports, which are only current to the date of last modification.

These data sources must be considered indicative where the subject site has not previously received a site-specific environmental assessment by an appropriate professional.

Many bushfire prone areas also have high biodiversity values. Consideration of environmental priorities within the boundaries of the land being developed can avoid excessive or unnecessary modification or clearing of vegetation. Approval processes (and exemptions) apply at both Commonwealth and State levels.

Any 'modification' or 'clearing' of vegetation to reduce bushfire risk is considered 'clearing' under the *Environmental Protection Act 1986* (EP Act) and requires a clearing permit under the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* (Clearing Regulations) – unless for an exempt purpose.

Clearing native vegetation is an offence, unless done under a clearing permit or the clearing is for an exempt purpose. Exemptions are contained in the EP Act or are prescribed in the Clearing Regulations (note: these do not apply in environmentally sensitive areas).

The *Department of Water and Environmental Regulation* (DWER) is responsible for issuing 'clearing' permits and the framework for the regulation of clearing. Approvals under other legislation, from other agencies, may also be required, dependent on the type of flora or fauna present.

Local Planning Policy or Local Biodiversity Strategy: Natural areas that are not protected by the above Act and Regulation (or any other National or State Acts) may be protected by a local planning policy or local biodiversity strategy. Permission from the local government will be required for any modification or removal of native vegetation in these Local Natural Areas (LNA's). Refer to the relevant local government for detail.

For further Information refer to Guidelines v1.4, the Bushfire and Vegetation Factsheet - WAPC, Dec 2021 and https://www.der.wa.gov.au/our-work/clearing-permits

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Figure 2.1

Environmental Considerations

Lot 98 on Plan / Diagram: P400098
65 Mills Road West
Gosnells
City of Gosnells

------ LEGEND ------

- Subject Site
- Bush Forever Sites
- Clearing Regulations
- Reserves

Environmentally Sensitive Areas

- Declared Rare Fauna
- Threatened Ecological Community
- Declared Rare Flora

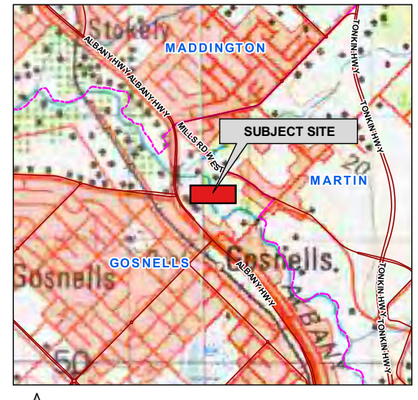
Geomorphic Wetlands Swan Coastal Plain

- Dampland
- Floodplain
- Lake
- Palusplain
- River

0 250 500 750 1,000

Metres

------ LOCALITY ------



AERIAL IMAGERY: Landgate/SLIP

BUSHFIRE PRONE PLANNING

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map by: Sarina Gorman 29-03-2023
SCALE (A3): 1 : 15000

230025_Enviro_65_Mills_Road_West_Gosnells.qgz

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2.1.1 Declared Environmentally Sensitive Areas (ESA)

IDENTIFICATION OF RELEVANT ENVIRONMENTALLY SENSITIVE AREAS							
ESA Class	Relevant to Proposal	Influence on Bushfire Threat Levels and / or Application of Bushfire Protection Measures	Relevant Dataset	Information Source(s) Applied to Identification of Relevant Vegetation			Further Action Required
				Dataset	Landowner or Developer	Environmental Asset or Vegetation Survey	
Wetlands and their 50m Buffer (Ramsar, conservation category and nationally important)	No	N/A	DBCA-010 and 011, 019, 040, 043, 044	☒	☐	☐	None
Bush Forever	Yes	Yes - Moderate	DPLH-022, SPP 2.8	☒	☐	☐	None
Threatened and Priority Flora + 50m Continuous Buffer	No	N/A	DBCA-036	Restricted Scale of Data Available (security)	☐	☐	None
Threatened Ecological Community	No	N/A	DBCA-038		☐	☐	None
Heritage Areas National / World	No	N/A	Relevant register or mapping	☒	☐	☐	None

Comments:
The City of Gosnells has indicated that they may intend to revegetate the area bush forever site to the southwest. The building has been altered to create a setback to BAL-29.

2.1.2 Other Protected Vegetation on Public Land

IDENTIFICATION OF PROTECTED VEGETATION ON PUBLIC LAND							
Land with Environmental, Biodiversity, Conservation and Social Values	Relevant to Proposal	Influence on Bushfire Threat Levels and / or Application of Bushfire Protection Measures	Relevant Dataset	Information Source(s) Applied to Identification of Relevant Vegetation			Further Action Required
				Dataset	Landowner or Developer	Environmental Asset or Vegetation Survey	
Legislated Lands (tenure includes national park/reserve, conservation park, crown reserve and state forest)	No	N/A	DBCA-011	☒	☐	☐	None
Conservation Covenants	Unlikely	Unlikely	DPIRD-023	Only Available to Govt.	☐	☐	Confirm with relevant agency
National World Heritage Areas	No	N/A	-	☒	☐	☐	None

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2.1.3 Response of Proposed Development to Identified Environmental Limitations

Consideration of the implications that identified protected areas of vegetation (i.e., those with environmental and subject to conservation) have for the proposed development.

PROPOSED DEVELOPMENT RESPONSE TO IDENTIFIED 'PROTECTED' VEGETATION	
The existence of 'protected' areas of vegetation has implications for the ability of the proposed development to reduce potential bushfire impact through modification or removal of vegetation.	No
Application of Design and/or Construction Responses to Limit Vegetation Modification or Removal	
Modify the development location to reduce exposure by increasing separation distance.	N/A
Comments: Not Applicable	
Redesign development, structure plan or subdivision.	N/A
Comments: Not Applicable	
Reduction of lot yield where this can increase available separation distances.	N/A
Comments: Not Applicable	
Cluster development to limit modification or removal of vegetation.	N/A
Comments: Not Applicable	
Construct building(s) to the requirements corresponding to higher BAL ratings to reduce required separation distances.	N/A
Comments: Not Applicable	

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2.2 Bushfire Assessment Considerations

2.2.1 Planned Onsite Vegetation Landscaping

Identification of areas of the subject site planned to be landscaped, creating the potential for increased or decreased bushfire hazard for proposed development.

PLANNED LANDSCAPING	
Relevant to Proposal:	Yes
An approved Landscape Management Plan should be provided to demonstrate that the landowner/proponent responsible for the on-going management has an obligation to undertake mitigation works and the approving decision maker (i.e. local government and / or Department of Biodiversity, Conservation and Attractions) support the vegetation classification and management treatments assigned to the subject area – It is assumed for the purposes of assessment that the Landscaping Plan contained within this report will be endorsed and subsequently approved by the decision maker.	

2.2.2 Planned / Potential Offsite Rehabilitation or Re-Vegetation

Identification of areas of land adjacent to the subject site on which re-vegetation (as distinct from natural re-generation) will or may occur and is likely to present a greater bushfire hazard for proposed development.

POTENTIAL RE-VEGETATION PROGRAMS		
Land with Environmental, Biodiversity, Conservation and Social Values	Relevant to Proposal	Description
Riparian Zones / Foreshore Areas	Yes	The City of Gosnells has indicated that they may intend to revegetate the bush forever areas to the southwest. This area has been classified as Class A Forest to account for this.
Wetland Buffers	No	
Legislated Lands	No	
Public Open Space	No	
Road Verges	Possible	An approved Landscape Management Plan should be provided to demonstrate that the landowner/proponent responsible for the on-going management has an obligation to undertake mitigation works and the approving decision maker (i.e. local government and / or Department of Biodiversity, Conservation and Attractions) support the vegetation classification and management treatments assigned to the subject area – It is assumed for the purposes of assessment that the Landscaping Plan contained within this report will be endorsed and subsequently approved by the decision maker.
Other	Possible	As Above

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2.2.3 Identified Requirement to Manage, Modify or Remove Onsite or Offsite Vegetation

Identification of native vegetation subject to management, modification or removal.

REQUIREMENT TO MANAGE, MODIFY OR REMOVE NATIVE VEGETATION	
Has a requirement been identified to manage, modify or remove onsite native vegetation to establish the required bushfire protection measures on the subject site?	No
Is approval, from relevant state government agencies and/or the local government, to modify or remove onsite native vegetation required? (Note: if 'Yes' evidence of its existence should be provided in this BMP).	No
Has a requirement been identified to manage, modify or remove offsite native vegetation to establish the required bushfire protection measures on the subject site?	No
Is written approval required, from relevant state government agencies and/or the local government, that permits the landowner, or another identified party, to modify or remove offsite bushfire prone vegetation and/or conduct other works, to establish an identified bushfire protection measure(s)? If 'Yes', appropriate evidence of the approval or how it is to be established, shall be provided in this BMP as an addendum.	No
Is a written management agreement required that states the obligation of the landowner, or another responsible party, to manage defined areas of offsite bushfire prone vegetation, in perpetuity, to ensure the conditions of no fire fuels and/or low threat vegetation and/or vegetation managed in a minimal fuel condition, continue to be met? If 'Yes', appropriate evidence of the agreement or how it is to be established, shall be provided in this BMP as an addendum.	No

2.2.4 Variations to Assessed Areas of Classified Vegetation to be Applied

FOR THE PROPOSED DEVELOPMENT SITUATIONS TO BE ACCOUNTED FOR IN ASSESSING THE POTENTIAL BUSHFIRE IMPACT (BAL)	
Area(s) of land will be subject to future vegetation rehabilitation or re-vegetation that will require a change to a higher threat classification of vegetation on that land to. (Note: this is not regeneration to the mature natural state which is accounted for in the 'existing state' assessment in accordance with AS 3959:2018).	Unlikely
Modification of existing area(s) of classified vegetation due to the implementation of the proposed development and/or prior to the site's occupancy or use. This modification will require a change to a lower threat classification (or exclusion from classification) for that area of vegetation.	Unlikely
Complete removal of existing area(s) of classified vegetation due to the implementation of the proposed development and/or prior to the site's occupancy or use. This modification will require an exclusion from classification for that area of vegetation.	Unlikely

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Version: 3, Version Date: 26/08/2024

3 BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT

BUSHFIRE ATTACK LEVELS (BAL) - UNDERSTANDING THE RESULTS

The potential transfer (flux/flow) of radiant heat from the bushfire to a receiving object is measured in kW/m^2. The AS 3959:2018 BAL determination methodology establishes the ranges of radiant heat flux that correspond to each bushfire attack level. These are identified as BAL-LOW, BAL-12.5, BAL-19, BAL-29, BAL-40 and BAL-FZ.

The bushfire performance requirements for certain classes of buildings are established by the Building Code of Australia (Vol. 1 & 2 of the NCC). The BAL will establish the bushfire resistant construction requirements that are to apply in accordance with AS 3959:2018 - *Construction of buildings in bushfire prone areas* and the NASH Standard – *Steel framed construction in bushfire areas (NS 300 2021),* whose solutions are deemed to satisfy the NCC bushfire performance requirements.

DETERMINED BAL RATINGS

A BAL Certificate can be issued for a determined BAL. A BAL can only be classed as 'determined' for an existing or future building/structure when:

1. It's final design and position on the lot are known and the stated separation distance from classified bushfire prone vegetation exists and can justifiably be expected to remain in perpetuity; or

2. It will always remain subject to the same BAL regardless of its design or position on the lot after accounting for any regulatory or enforceable building setbacks from lot boundaries as relevant and necessary (e.g., R-codes, restrictive covenants, defined building envelopes) or the retention of any existing classified vegetation either onsite or offsite.

If the BMP derives determined BAL(s), the BAL Certificate(s) required for submission with building applications can be provided, using the BMP as the assessment evidence.

INDICATIVE BAL RATINGS

A BAL Certificate cannot be issued for an indicative BAL. A BAL will be classed as 'indicative' for an existing or future building/structure when the required conditions to derive a determined BAL are not met.

This class of BAL rating indicates what BAL(s) could be achieved and the conditions that need to be met are stated.

Converting the indicative BAL into a determined BAL is conditional upon the currently unconfirmed variable(s) being confirmed by a subsequent assessment and evidential documentation. These variables will include the future building(s) location(s) being established (or changed) and/or classified vegetation being modified or removed to establish the necessary vegetation separation distance. This may also be dependent on receiving approval from the relevant authority for that modification/removal.

BAL RATING APPLICATION – PLANNING APPROVAL VERSUS BUILDING APPROVAL

1. Planning Approval: SPP.3.7 establishes that where BAL- LOW to BAL-29 will apply to relevant future construction (or existing structures for proposed uses), the proposed development may be considered for approval (dependent on the other requirements of the relevant policy measures being met). That is, BAL40 or BAL-FZ are not acceptable on planning grounds (except for certain limited exceptions).

   Because planning is looking forward at what can be achieved, as well as looking at what may currently exist, both determined and indicative BAL ratings are acceptable assessment outcomes on which planning decisions can be made (including conditional approvals).

2. Building Approval: The Building Code of Australia (Vol. 1 & 2 of the NCC) establishes that relevant buildings in bushfire prone areas must be constructed to the bushfire resistant requirements corresponding to the BAL rating that is to apply to that building. Consequently, a determined BAL rating and the BAL Certificate is required for a building permit to be issued - an indicative BAL rating is not acceptable.

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3.1 BAL Assessment Summary (Contour Map Format)

INTERPRETATION OF THE BAL CONTOUR MAP

The BAL contour map is a diagrammatic representation of the results of the bushfire attack level assessment.

The map presents different coloured contours extending out from the areas of classified vegetation. Each contour represents a set range of radiant heat flux that potentially will transfer to an exposed element (building, person or other defined element), when it is located within that contour.

Each of the set ranges of radiant heat flux corresponds to a different BAL rating as defined by the AS 3959:2018 BAL determination methodology.

The width of each shaded BAL contour will vary dependant on both the BAL rating and the relevant parameters (calculation inputs) for the subject site. Their width represents the minimum and maximum vegetation separation distances that correspond to each BAL rating (refer to the relevant table below for these distances).

The areas of classified vegetation to be considered in developing the BAL contours, are those that will remain at the intended end state of the subject development once earthworks, clearing and/or landscaping and re-vegetation have been completed. Variations to this statement that may apply include:

- Both pre and post development BAL contour maps are produced; and/or
- Each stage of a development is assessed independently.

3.1.1 BAL Determination Methodology and Location of Data and Results

LOCATION OF DATA & RESULTS					
BAL Determination Methodology		Location of the Site Assessment Data			Location of the Results
AS 3959:2018	Applied to Assessment	Classified Vegetation and Topography Map(s)	Calculation Input Variables		Assessed Bushfire Attack Levels and/or Radiant Heat Levels
			Summary Data	Detailed Data with Explanatory and Supporting Information	
Method 1 (Simplified)	Yes	Figure 3.1	Table 3.2	Appendix A1	Table 3.1 Table 3.3 / BAL Contour Map
Method 2 (Detailed)	No	N/A	N/A	N/A	

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3.1.2 BAL Ratings Derived from the Contour Map

Table 3.1: Indicative and determined BAL(s) for existing and/or proposed building works.

BUSHFIRE ATTACK LEVEL FOR EXISTING/PLANNED BUILDINGS/STRUCTURE [1]		
Building/Structure Description	Indicative BAL [2]	Determined BAL [2]
Community Centre	Not Determined	BAL-29
[1] The assessment data used to derive the BAL ratings is sourced from Table 3.1 and Figure 3.2 'BAL Contour Map'. [2] Refer to the start of Section 3 for an explanation of indicative versus determined BAL ratings.		

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Table 3.2: Input values determining the BAL ratings.

DATA APPLIED TO THE DERIVATION OF THE BUSHFIRE ATTACK LEVELS (BAL) [1]							
BAL Determination Method	METHOD 1 - AS 3959:2018 CLAUSE 2.2 - SIMPLIFIED PROCEDURE				Applied Fire Danger Index		FDI 80
The Receiver of Radiant Heat Relevant Building(s) / Structure(s) and Their Location	Vegetation Classification		Effective Slope		Separation Distance		Bushfire Attack Level (AS 3959:2018 Table 2.5)
			Determined	Applied Range	Minimum Allowed Building Setback from Lot Boundary [2]	Total	
	Area	Class	degrees	degree range	metres		
Proposed Community Centre	1	Excluded cl 2.2.3.2(f)	N/A	N/A	N/A	-	BAL-LOW
	2	(A) Forest	flat 0	Upslope or flat 0	N/A	28	BAL-29
	3	(A) Forest	d/slope 8.2	Downslope >5-10	N/A	38	BAL-29
	3	(A) Forest	d/slope 10	Downslope >5-10	N/A	67	BAL-12.5
	4	Excluded cl 2.2.3.2(f)	N/A	N/A	N/A	-	BAL-LOW
	5	(A) Forest	flat 0	Upslope or flat 0	N/A	32	BAL-19
	6	(A) Forest	d/slope 9.1	Downslope >5-10	N/A	36	BAL-29
						Determined Bushfire Attack Level	BAL-29

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3.1.3 Site Assessment Data Applied to Construction of the BAL Contour Map(s)

RELEVANT CLASSIFIED VEGETATION	
Identification of Classified Vegetation that is Relevant to the Production of the BAL Contour Map(s)	Relevant Vegetation Map
The relevant vegetation will be all areas of classified vegetation that exist at the time of the site assessment – both within the subject site (onsite) and external to the subject site (offsite).	Figure 3.1
The relevant vegetation for the post-development BAL contour map will be any area of classified vegetation - both within the subject site (onsite) and external to the subject site (offsite) - that will remain at the intended end state of the subject development once earthworks, any clearing and/or landscaping and re-vegetation have been completed.	Figure 3.2
The relevant vegetation is the classified vegetation external to the lot boundaries. All identified classified vegetation areas, or portions of areas, within the subject lot are excluded. This approach is applied to indicate the achievable bushfire attack levels within the specified lot and the resultant area of developable land where buildings will be subject to BAL-29 or less. It is based on the following assumptions: 1. Any classified vegetation within a lot can potentially be managed or removed by the landowner to meet asset protection zone standards; and 2. Future development and consequent removal/management of vegetation that may take place on any adjoining lot cannot be part of considerations for the subject lot.	Figure 3.2
Supporting Assessment Details: None Required.	

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Table 3.2: The calculation inputs applied to determining the site specific separation distances corresponding to levels of potential radiant heat transfer (including BAL's).

SUMMARY OF CALCULATION INPUT VARIABLES APPLIED TO THE DETERMINATION OF SEPARATION DISTANCES CORRESPONDING TO RADIANT HEAT LEVELS [1]												
Applied BAL Determination Method		METHOD 1 - SIMPLIFIED PROCEDURE (AS 3959:2018 CLAUSE 2.2)										
The Calculation Variables Corresponding to the BAL Determination Method Applied												
Methods 1 and 2		Method 1	Method 2									
Vegetation Classification		FDI	Effective Slope		Site Slope	FFDI or GFDI	Flame Temp.	Elevation of Receiver	Flame Width	Fireline Intensity	Flame Length	Modified View Factor
			Applied Range	Measured								
Area	Class		degree range	degrees	degrees		K	metres	metres	kW/m	metres	% Reduction
1	Excluded cl 2.2.3.2(f)	N/A	N/A	N/A								
2	(A) Forest	80	Upslope or flat 0	flat 0								
3	(A) Forest	80	Downslope >5-10	d/slope 8.2								
3	(A) Forest	80	Downslope >5-10	d/slope 10								
4	Excluded cl 2.2.3.2(f)	N/A	N/A	N/A								
5	(A) Forest	80	Upslope or flat 0	flat 0								
6	(A) Forest	80	Downslope >5-10	d/slope 9.1								

[1] All data and information supporting the determination of the classifications and values stated in this table and any associated justification, is presented in Appendix A.

Where the values are stated as 'default' these are either the values stated in AS 3959:2018, Table B1 or the values calculated as intermediate or final outputs through application of the equations of the AS 3959:2018 BAL determination methodology. They are not values derived by the assessor.

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Table 3.3: Vegetation separation distances corresponding to the radiant heat levels illustrated as BAL contours in Figure 3.2.

THE CALCULATED VEGETATION SEPARATION DISTANCES CORRESPONDING TO THE STATED LEVEL OF RADIANT HEAT [1]									
Vegetation Classification		Separation Distances Corresponding to Stated Level of Radiant Heat (metres)							
		Bushfire Attack Level						Maximum Radiant Heat Flux	
Area	Class	BAL-FZ	BAL-40	BAL-29	BAL-19	BAL12.5	BAL-LOW	10 kW/m^2	2 kW/m^2
1	Excluded cl 2.2.3.2(f)	N/A	N/A	N/A	N/A	N/A	N/A		
2	(A) Forest	<16	16-<21	21-<31	31-<42	42-<100	>100		
3	(A) Forest	<26	26-<33	33-<46	46-<61	61-<100	>100		
4	Excluded cl 2.2.3.2(f)	N/A	N/A	N/A	N/A	N/A	N/A		
5	(A) Forest	<16	16-<21	21-<31	31-<42	42-<100	>100		
6	(A) Forest	<26	26-<33	33-<46	46-<61	61-<100	>100		

[1] All calculation input variables are presented in Table 3.2. A copy of radiant heat calculator output for each area of classified vegetation are presented in Appendix A3.

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Figure 3.1

Classified Vegetation & Topography Map

Lot 98 on Plan / Diagram: P400098
65 Mills Road West
Gosnells
City of Gosnells

MILLS RD WEST
FRANCIS ST
MAIN ST
FEDERATION PDE
STATION ST
Canning River

AREA 1 Excluded 2.2.3.2 (f)
AREA 2 Class (A) Forest Effective Slope 0°
AREA 3 Class (A) Forest Effective Slope >5-10°
AREA 4 Excluded 2.2.3.2 (f)
AREA 5 Class (A) Forest Effective Slope 0°
AREA 6 Class (A) Forest Effective Slope >5-10°
AREA 3 Class (A) Forest Effective Slope 0°

67m
28 m
32 m
36 m
38 m

------ LEGEND ------

- Photos
- Subject Site
- Lot Boundaries
- Hydrants
- Potential Hydrant Location
- Elevation (2m)
- Distance (m)

Proposal
- Community Centre
- Parking/Hardstand Area
- Internal Road Layout

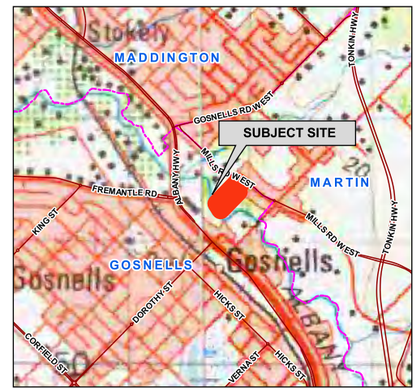
Assessment Area
- 150m Distance

Classified Vegetation
- Class A - Forest
- Exclusion 2.2.3.2

0 25 50 75 100

Metres

------ LOCALITY ------



AERIAL IMAGERY: Landgate/SLIP

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map updated by: Selina Hutcheon27-05-2024
SCALE (A3): 1 : 1600

BUSHFIRE PRONE PLANNING

230025_VegTop_65_Mills_Road_West_Gosnells.qgz

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Disclaimer and limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.

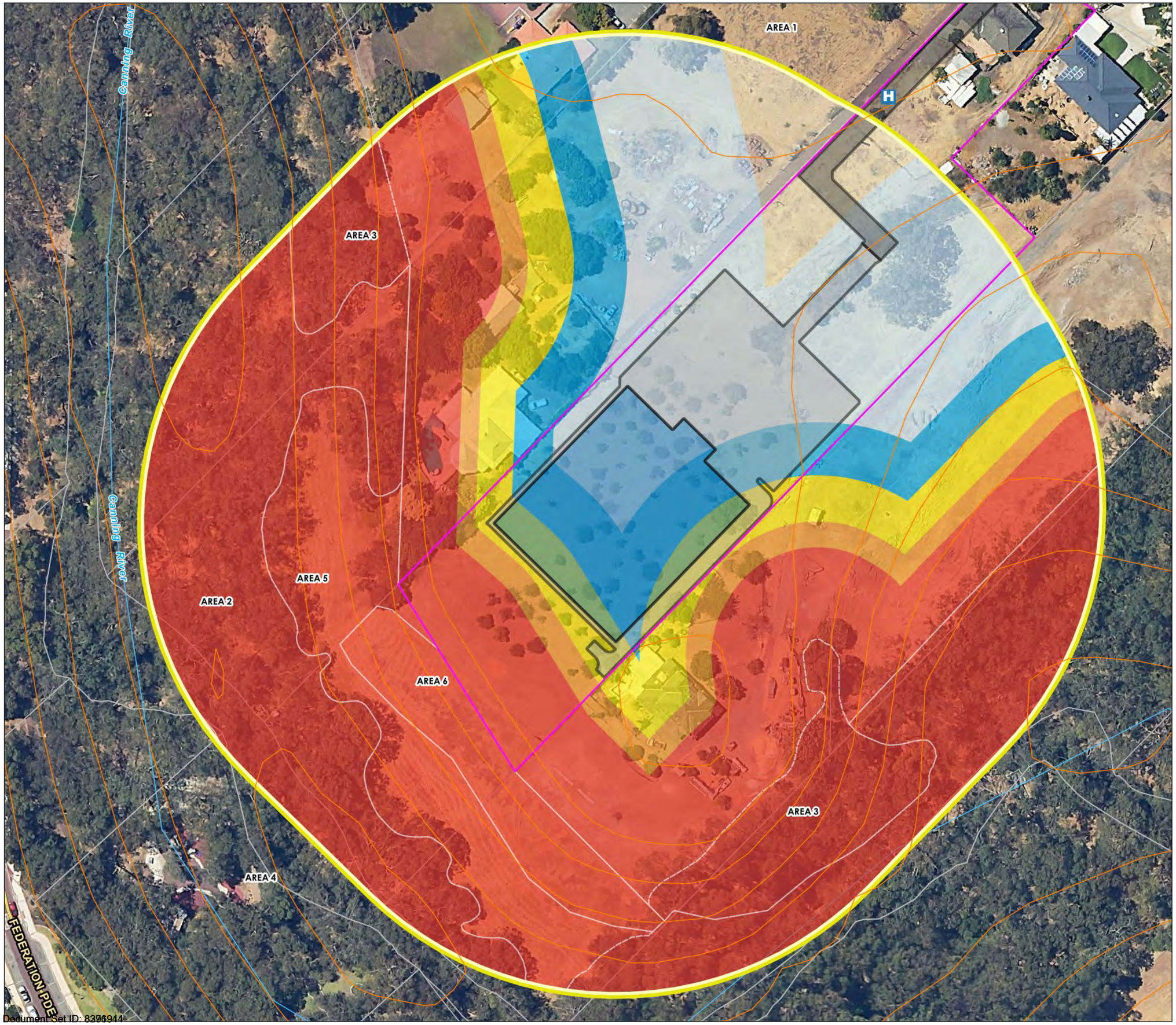


Figure 3.2

BAL Contour Map

Lot 98 on Plan / Diagram: P400098
65 Mills Road West
Gosnells
City of Gosnells

------ **LEGEND** ------

- Potential Hydrant Location
- Subject Site

Proposal

- Community Centre
- Parking/Hardstand Area
- Internal Road Layout

Assessment Area

- 100m Distance

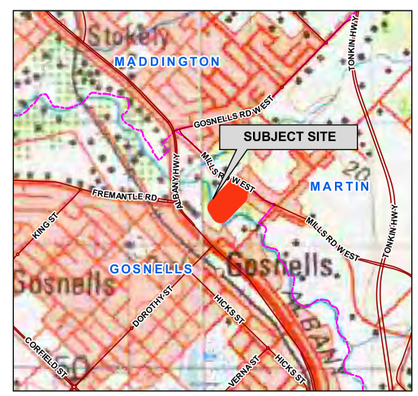
Bushfire Attack Levels

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

0 20 40 60

Metres

------ **LOCALITY** ------



AERIAL IMAGERY: Landgate/SLIP

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map updated by: Selina Hutcheon 27-05-2024
SCALE (A3): 1 : 1000

BUSHFIRE PRONE PLANNING

230025_BAL_65_Mills_Road_West_Gosnells.qgz

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Disclaimer and Limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.

4 IDENTIFICATION OF BUSHFIRE HAZARD ISSUES

The Guidelines for Planning in Bushfire Prone Areas (WAPC 2021 v1.4), Appendix 5, establish that the application of this section of the BMP is intended to support ***strategic planning*** proposals. At the strategic planning stage there will typically be insufficient proposed development detail to enable all required assessments, including the assessment against the bushfire protection criteria.

Strategic Planning Proposals

For strategic planning proposals this section of the BMP will identify:

- Issues associated with the level of the threats presented by any identified bushfire hazard;
- Issues associated with the ability to implement sufficient and effective bushfire protection measures to reduce the exposure and vulnerability levels (of elements exposed to the hazard threats), to a tolerable or acceptable level; and
- Issues that will need to be considered at subsequent planning stages.

All Other Planning Proposals

For all other planning stages, this BMP will address what are effectively the same relevant issues but do it within the following sections:

- Section 2 – Bushfire Prone Vegetation - Environmental and Assessment Considerations: Assess environmental, biodiversity and conservation values;
- Section 3 – Potential Bushfire Impact: Assess the bushfire threats with the focus on flame contact and radiant heat; and
- Section 5 – Assessment Against the Bushfire Protection Criteria (including the guidance provided by the *Position Statement: 'Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2'):* Assess the ability of the proposed development to apply the required bushfire protection measures thereby enabling it to be considered for planning approval for these factors.

Is the proposed development a strategic planning proposal?	No

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5 ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA (GUIDELINES V1.4)

5.1 Bushfire Protection Criteria Elements Applicable to the Proposed Development/Use

APPLICATION OF THE CRITERIA, ACCEPTABLE SOLUTIONS AND PERFORMANCE ASSESSMENT

The criteria are divided into five elements – location, siting and design, vehicular access, water and vulnerable tourism land uses. Each element has an intent outlining the desired outcome for the element and reflects identified planning and policy requirements in respect of each issue.

The example acceptable solutions (bushfire protection measures) provide one way of meeting the element's intent. Compliance with these automatically achieves the element's intent and provides a straightforward pathway for assessment and approval.

Where the acceptable solutions cannot be met, the ability to develop design responses (as alternative solutions that meet bushfire performance requirements) is an alternative pathway that is provided by addressing the applicable performance principles (as general statements of how best to achieve the intent of the element).

A merit based assessment is established by the SPP 3.7 and the Guidelines as an additional alternative pathway along with the ability of using discretion in making approval decisions (sections 2.5, 2.6 and 2.7). This is formally applied to certain development (minor and unavoidable – sections 5.4.1 and 5.7). Relevant decisions by the State Administrative Tribunal have also supported this approach more generally.

Elements 1 – 4 should be applied for all strategic planning proposals, subdivision or development applications, except for vulnerable tourism land uses which should refer to Element 5. Element 5 incorporates the bushfire protection criteria in Elements 1 – 4 but caters them specifically to tourism land uses. (Guidelines DPLH 2021v1.4)

The Bushfire Protection Criteria	Applicable to the Proposed Development/Use
Element 1: Location	Yes
Element 2: Siting and Design	Yes
Element 3: Vehicular Access	Yes
Element 4: Water	Yes
Element 5: Vulnerable Tourism Land Uses	No

5.2 Local Government Variations to Apply

Local governments may add to or modify the acceptable solutions to recognise special local or regional circumstances (e.g., topography / vegetation / climate). These are to be endorsed by both the WAPC and DFES before they can be considered in planning assessments. (Guidelines DPLH 2021v1.4).

Do endorsed regional or local variations to the acceptable solutions apply to the assessments against the Bushfire Protection Criteria for the proposed development /use?	None known or identified

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5.3 Assessment Statements for Element 1: Location

LOCATION					
Element 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.				
Proposed Development/Use – Relevant Planning Stage	(Do) Development application other than for a single dwelling, ancillary dwelling or minor development				
Element Compliance Statement	The proposed development/use achieves the intent of this element by being fully compliant with all applicable acceptable solutions.				
Pathway Applied to Provide an Alternative Solution	N/A				
Acceptable Solutions - Assessment Statements *All details of acceptable solution requirements are established in the Guidelines for Planning in Bushfire Prone Areas, DPLH v1.4 (Guidelines) and apply the guidance established by the Position Statement: 'Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design' (WAPC Nov 2019) and the 'Bushfire Management Plan Guidance for the Dampier Peninsula' (WA Department of Planning, Lands and Heritage, 2021 Rev B) as relevant. These documents are available at https://www.wa.gov.au/government/document-collections/state-planning-policy-37-planning-bushfire-prone-areas.*					
Solution Component Check Box Legend	☑ Relevant & met	☒ Relevant & not met	⃠ Not relevant		
A1.1 Development location	Applicable:	Yes	Compliant:	Yes	
ASSESSMENT AGAINST THE REQUIREMENTS ESTABLISHED BY THE GUIDELINES					
☑ ☐ ☐ The 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.					
Supporting Assessment Details: The proposed development will provide an area of land within the lot that can be considered suitable for development as BAL-40 or BAL-FZ construction requirements will not be required to be applied. This meets the requirements established by Acceptable Solution A1.1 and its associated explanatory note. In addition, the vegetation surrounding the proposed development can be classed as a moderate bushfire hazard level.					
ASSESSMENTS APPLYING THE GUIDANCE ESTABLISHED BY THE WAPC ELEMENT 1 & 2 POSITION STATEMENT (2019)					
"Consideration should be given to the site context where 'area' is the land both within and adjoining the subject site. The hazards remaining within the site should not be considered in isolation of the hazards adjoining the site, as the potential impact of a bushfire will be dependent on the wider risk context, including how a bushfire could affect the site and the conditions for a bushfire to occur within the site." Strategic Planning Proposals: Consider the threat levels from any vegetation adjoining and within the subject site for which the potential intensity of a bushfire in that vegetation would result in it being classified as an Extreme Bushfire Hazard Level (BHL). Identify any proposed design strategies to reduce these threats. Structure Plans (lot layout known) and Subdivision Applications: As for strategic planning proposals but within the subject site the relevant threat levels to consider are the radiant heat levels represented by BAL-FZ and BAL-40 ratings.					
The planning proposal is a development application, consequently the referenced position statement is not applicable to the Element 1 assessment.					

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5.4 Assessment Statements for Element 2: Siting and Design

SITING AND DESIGN OF DEVELOPMENT	
Element Intent	To ensure that the siting and design of development minimises the level of bushfire impact. (BPP Note: not building/construction design)
Proposed Development/Use – Relevant Planning Stage	(Do) Development application other than for a single dwelling, ancillary dwelling or minor development
Element Compliance Statement	The proposed development/use achieves the intent of this element by being fully compliant with all applicable acceptable solutions.
Pathway Applied to Provide an Alternative Solution	N/A

Acceptable Solutions - Assessment Statements

All details of acceptable solution requirements are established in the Guidelines for Planning in Bushfire Prone Areas, DPLH v1.4 (Guidelines) and apply the guidance established by the Position Statement: 'Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design' (WAPC Nov 2019) and the 'Bushfire Management Plan Guidance for the Dampier Peninsula' (WA Department of Planning, Lands and Heritage, 2021 Rev B) as relevant. These documents are available at https://www.wa.gov.au/government/document-collections/state-planning-policy-37-planning-bushfire-prone-areas.

Solution Component Check Box Legend	☑ Relevant & met	☒ Relevant & not met	⃠ Not relevant

A2.1 Asset Protection Zone (APZ)	Applicable:	Yes	Compliant:	Yes

APZ DIMENSIONS – DIFFERENCES IN REQUIREMENTS FOR PLANNING ASSESSMENTS COMPARED TO IMPLEMENTATION

A key required bushfire protection measure is to reduce the exposure of buildings/infrastructure (as exposed vulnerable elements at risk), to the direct bushfire threats of flame contact, radiant heat and embers and the indirect threat of consequential fires that result from the subsequent ignition of other combustible materials that may be constructed, stored or accumulate in the area surrounding these structures. This reduces the associated risks of damage or loss.

This is achieved by separating buildings (and consequential fire fuels as necessary) from areas of classified bushfire prone vegetation. This area of separation surrounding buildings is identified as the Asset Protection Zone (APZ) and consists of no vegetation and/or low threat vegetation or vegetation continually managed to a minimal fuel condition. The required separation distances will vary according to the site specific conditions and local government requirements.

The APZ dimensions stated and/or illustrated in this Report can vary dependent on the purpose for which they are being identified.

> *Note: Appendix B 'Onsite Vegetation Management' provides further information regarding the different APZ dimensions that can be referenced, their purpose and the specifications of the APZ that are to be established and maintained on the subject lot.*

THE **'PLANNING BAL-29' APZ** DIMENSIONS

Purpose: To provide evidence of the development or use proposal's ability to achieve minimum vegetation separation distances. To achieve 'acceptable solution' planning approval for this factor, it must be demonstrated that the minimum separation distances corresponding to a maximum level of radiant transfer to a building of 29 kW/m^2, either exist or can be implemented (with certain exceptions). These separation distances are the 'Planning BAL-29' APZ dimensions.

*T**he 'Planning BAL-29' APZ is not necessarily the** size of the APZ that must be physically implemented and maintained by a landowner. Rather, its sole purpose is to identify if an acceptable solution for planning approval can be met.*

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THE **'REQUIRED'** APZ DIMENSIONS

Purpose: Establishes the dimensions of the APZ to be physically implemented by the landowner on their lot: These will be the minimum required separation distances from the subject building(s) to surrounding bushfire prone vegetation (identified by type and associated ground slope). These are established by:

A. The 'BAL Rating APZ' of the subject building(s) when distances are greater than 'B' below (except when 'B' establishes a maximum distance); or

B. The 'Local Government' APZ' derived from the Firebreak/Hazard Reduction Notice when distances are greater than 'A' above, other than when a maximum distance is established, in which case this will apply; or

C. A combination of 'A' and 'B'.

*Within this Report/Plan it is the **'Planning BAL-29' APZ** that will be identified on maps, diagrams and in tables as necessary – unless otherwise stated.*

*The **'Required'** APZ dimension information will be presented in Appendix B1.1 and on the Property Bushfire Management Statement, when required to be included for a development application.*

ASSESSMENT AGAINST THE REQUIREMENTS ESTABLISHED BY THE GUIDELINES

☑ ☐ ☐	APZ Width: The proposed (or a future) habitable building(s) on the lot(s) of the proposed development - or an existing building for a proposed change of use – can be (or is) located within the developable portion of the lot and be surrounded by a 'Planning BAL-29' APZ of the required dimensions (measured from any external wall or supporting post or column to the edge of the classified vegetation), that will ensure their exposure to the potential radiant heat impact of a bushfire does not exceed 29 kW/m^2.
☐ ☐ ⊘	Restriction on Building Location: It has been identified that the current developable portion of a lot(s) provides for the proposed future (or a future) building/structure location that will result in that building/structure being subject to a BA-40 or BAL-FZ rating. Consequently, it may be considered necessary to impose the condition that a restrictive covenant to the benefit of the local government pursuant to section 129BA of the Transfer of Land Act 1893, is to be placed on the certificate(s) of title of the proposed lot(s) advising of the existence of a restriction on the use of that portion of land (refer to Code F3 of Model Subdivision Conditions Schedule, WAPC June 2021 and Guidelines s5.3.2).
☐ ☐ ⊘	APZ Location: The required dimensions for a 'Planning BAL-29' APZ can be contained solely within the boundaries of the lot(s) on which the proposed (or a future) habitable building(s) - or an existing building(s) for a proposed change of use – is situated.
☑ ☐ ☐	APZ Location: The required dimensions for a 'Planning BAL-29' APZ can be partly established within the boundaries of the lot(s) on which the proposed (or a future) habitable building(s) - or an existing building(s) for a proposed change of use – is situated. The balance of the APZ would exist on adjoining land that satisfies the exclusion requirements of AS 3959:2018 cl 2.2.3.2 for non-vegetated areas and/or low threat vegetation and/or vegetation managed in a minimal fuel condition.
☑ ☐ ☐	APZ Location: It can be justified that any adjoining (offsite) land forming part of a 'Planning BAL-29' APZ will: • If non-vegetated, remain in this condition in perpetuity; and/or • If vegetated, be low threat vegetation or vegetation managed in a minimal fuel condition in perpetuity.
☑ ☐ ☐	APZ Management: The area of land (within each lot boundary), that is to make up the required 'Landowner' APZ dimensions (refer to Appendix B, Part B1), can and will be managed in accordance with

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	the requirements of the Guidelines Schedule 1 'Standards for Asset Protection Zones' (refer to Appendix B).
☐ ☐ ⊘	Subdivision Staging: There are undeveloped future stages of subdivision, containing bushfire prone vegetation, that have been taken into consideration for their potentially 'temporary' impact on the ability to establish a 'Planning BAL-29' APZ on adjoining developed lots. A staging plan is developed to manage this.
☑ ☐ ☐	Firebreak/Hazard Reduction Notice: Any additional requirements established by the relevant local government's annual notice to install firebreaks and manage fuel loads (issued under s33 of the Bushfires Act 1954), can and will be complied with.

Supporting Assessment Details: Asset protection zones can be contained solely within and external of the boundaries of the subject land. It can be justified that adjoining land can potentially form part of an APZ, meeting s2.2.3.2 exclusion requirements of AS3959-2018.

The APZ that will exist, will consist of the following:

- Roads and unvegetated verges
- Footpaths
- Parking bays
- Any applicable landscaping

APZ Management Within the Subject Land:

Refer to Figures 3.1 and 3.2 - The exclusion requirements of s2.2.3.2 of AS3959 demonstrates that vegetation that is onsite is within the control of the subject site's landowner and therefore can potentially be removed or modified to mitigate the bushfire risk. It is anticipated that where vegetation will not receive on-going management, classification in accordance with AS3959-2018 will be applied.

APZ Management Outside the Lot:

The exclusion requirements of s2.2.3.2 of AS3959 can be demonstrated by the on-going management by private landowners in accordance with the City of Gosnells Fire Hazard Reduction Notice.

APZ Management - General: Where any part of the required APZ dimension is vegetated for the purposes of landscaping, it will be managed in accordance with the technical requirements established by the Schedule 1: 'Standards for Asset Protection Zones (Guidelines). The APZ specifications are also detailed in Appendix 1 and the City of Gosnells.

ASSESSMENTS APPLYING THE GUIDANCE ESTABLISHED BY THE WAPC ELEMENT 1 & 2 POSITION STATEMENT (2019)

Strategic Planning Proposals: "At this planning level there may not be enough detail to demonstrate compliance with this element. The decision-maker may consider this element is satisfied where A1.1 is met."

Structure Plans (lot layout known) and Subdivision Applications: "Provided that Element 1 is satisfied, the decision-maker may consider approving lot(s) containing BAL-40 or BAL-FZ under the following scenarios.

The planning proposal is a development application, consequently the referenced position statement is not applicable to the proposed development.

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5.5 Assessment Statements for Element 3: Vehicular Access

VEHICULAR ACCESS	
Element Intent	To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.
Proposed Development/Use – Relevant Planning Stage	(Do) Development application other than for a single dwelling, ancillary dwelling or minor development
Element Compliance Statement	The proposed development/use achieves the intent of this element by being fully compliant with all applicable acceptable solutions.
Pathway Applied to Provide an Alternative Solution	N/A

Acceptable Solutions - Assessment Statements

All details of acceptable solution requirements are established in the Guidelines for Planning in Bushfire Prone Areas, DPLH v1.4 (Guidelines) and apply the guidance established by the Position Statement: 'Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design' (WAPC Nov 2019) and the 'Bushfire Management Plan Guidance for the Dampier Peninsula' (WA Department of Planning, Lands and Heritage, 2021 Rev B) as relevant. These documents are available at https://www.wa.gov.au/government/document-collections/state-planning-policy-37-planning-bushfire-prone-areas.

The technical construction requirements for access types and components, and for each firefighting water supply component, are also presented in Appendices 2 and 3. The local government will advise the proponent where different requirements are to apply and when any additional specifications such as those for signage and gates are to apply (these are included in the relevant appendix if requested by the local government).

Solution Component Check Box Legend	☑ Relevant & met	☒ Relevant & not met	⃠ Not relevant

A3.1 Public roads	Applicable:	Yes	Compliant:	Yes

☑ ☐ ☐ The technical construction requirements of vertical clearance and weight capacity (Guidelines, Table 6) can and will be complied with (Refer also to Appendix C in this BMP).

☑ ☐ ☐ All other applicable technical requirements of trafficable width, gradients and curves, are required to be in "accordance with the class of road as specified in the IPWEA Subdivision Guidelines, Liveable Neighbourhoods, Ausroad Standards and/or any applicable standard in the local government area" (Guidelines, Table 6 and E3.1. Refer also to Appendix C in this BMP).

The assessment conducted for the bushfire management plan indicates that it is likely that the proposed development can and will comply with the requirements.

However, the applicable class of road, the associated technical requirements and subsequent proposal compliance, will need to be confirmed with the relevant local government and/or Main Roads WA.

or

The applicable class(s) of road and technical requirements have been confirmed with the relevant local government/Main Roads WA. These can and will be complied with.

☑ ☐ ☐ A traversable verge is available adjacent to classified vegetation (Guidelines, E3.1), as recommended.

Supporting Assessment Details: None Required.

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A3.2a Multiple access routes	Applicable:	Yes	Compliant:	Yes
☑ ☐ ☐ For the lot, two-way public road access is provided in two different directions to at least two different suitable destinations with an all-weather surface.				
☐ ☐ ⊘ The two-way access is available at an intersection no greater than 200m from the relevant boundary of each lot, via a no-through road.				
☐ ☐ ⊘ The two-way access is not available at an intersection within 200m from the relevant boundary of each lot. However, the available no-through road satisfies the established exemption for the length limitation in every case. These requirements are: • Demonstration of no alternative access (refer to A3.3 below); • The no-through road travels towards a suitable destination; and • The balance of the no-through road that is greater than 200m from the relevant lot boundary is within a residential built-out area or is potentially subject to radiant heat levels from adjacent bushfire prone vegetation that correspond to the BAL-LOW rating (<12.5 kW/m^2).				
Supporting Assessment Details: Refer to Figure 1.3 - Public Road access is provided for in two different directions to two different destinations via Mills Road West. Located immediately adjacent to the subject allotment. As such, compliance with this Acceptable Solution is achieved. The technical requirements established by the Guidelines and/or the local government can and will be complied with. These requirements are set out in Appendix C.				
A3.2b Emergency access way	Applicable:	No	Compliant:	No
☐ ☐ ⊘ The proposed or existing EAW provides a through connection to a public road.				
☐ ☐ ⊘ The proposed or existing EAW is less than 500m in length and will be signposted and gated (remaining unlocked) to the specifications stated in the Guidelines and/or required by the relevant local government.				
☐ ☐ ⊘ The technical construction requirements for widths, clearances, capacity, gradients and curves (Guidelines, Table 6 and E3.2b. Refer also to Appendix C in this BMP), can and will be complied with.				
Supporting Assessment Details: None Required.				
A3.3 Through-roads	Applicable:	No	Compliant:	No
☐ ☐ ⊘ A no-through public road is necessary as no alternative road layout exists due to site constraints.				
☐ ☐ ⊘ The no-through public road length does not exceed the established maximum of 200m to an intersection providing two-way access (Guidelines, E3.3).				
☐ ☐ ⊘ The no-through public road exceeds 200m but satisfies the exemption provisions of A3.2a as demonstrated in A3.2a above.				
☐ ☐ ⊘ The public road technical construction requirements (Guidelines, Table 6 and E3.1. Refer also to Appendix C in this BMP), can and will be complied with as established in A3.1 above.				
☐ ☐ ⊘ The turnaround area requirements (Guidelines, Figure 24) can and will be complied with.				

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Supporting Assessment Details: None Required.				
A3.4a Perimeter roads	Applicable:	No	Compliant:	No
☐ ☐ ⊘	The proposed greenfield or infill development consists of 10 or more lots (including those that are part of a staged subdivision) and therefore should have a perimeter road. This is planned to be installed.			
☐ ☐ ⊘	The proposed greenfield or infill development consists of 10 or more lots (including those that are part of a staged subdivision). However, it is not required on the established basis of: • The vegetation adjoining the proposed lots is classified Class G Grassland; • Lots are zoned rural living or equivalent; • It is demonstrated that it cannot be provided due to site constraints; or • All lots have existing frontage to a public road.			
☐ ☐ ⊘	The technical construction requirements of widths, clearances, capacity, gradients and curves (Guidelines, Table 6 and E3.4a) can and will be complied with.			
Supporting Assessment Details: None Required.				
A3.4b Fire service access route	Applicable:	No	Compliant:	No
☐ ☐ ⊘	The FSAR can be installed as a through-route with no dead ends, linked to the internal road system every 500m and is no further than 500m from a public road.			
☐ ☐ ⊘	The technical construction requirements of widths, clearances, capacity, gradients and curves (Guidelines, Table 6 and E3.4b. Refer also to Appendix C in this BMP), can and will be complied with.			
☐ ☐ ⊘	The FSAR can and will be signposted. Where gates are required by the relevant local government, the specifications can be complied with.			
☐ ☐ ⊘	Turnaround areas (to accommodate type 3.4 fire appliances) can and will be installed every 500m on the FSAR.			
Supporting Assessment Details: None Required.				
A3.5 Battle-axe access legs	Applicable:	No	Compliant:	No
☐ ☐ ⊘	A battle-axe leg cannot be avoided due to site constraints.			
☐ ☐ ⊘	The proposed development is in a reticulated area and the battle-axe access leg length from a public road is no greater than 50m. No technical requirements need to be met.			
☐ ☐ ⊘	The proposed development is not in a reticulated area. The technical construction requirements for widths, clearances, capacity, gradients and curves (Guidelines, Table 6 and E3.5. Refer also to Appendix C in this BMP), can and will be complied with.			
☐ ☐ ⊘	Passing bays can and will be installed every 200m with a minimum length of 20m and a minimum additional trafficable width of 2m.			
Supporting Assessment Details: None Required.				

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A3.6 Private driveways	Applicable:	Yes	Compliant:	Yes
☐ ☐ ⊘	The private driveway to the most distant external part of the development site is within a lot serviced by reticulated water, is accessed via a public road with a speed limit of 70 km/hr or less and has a length is no greater than 70m (measured as a hose lay). No technical requirements need to be met.			
☑ ☐ ☐	The technical construction requirements for widths, clearances, capacity, gradients and curves (Guidelines, Table 6 and E3.6. Refer also to Appendix C in this BMP), can and will be complied with.			
☑ ☐ ☐	Passing bays can and will be installed every 200m with a minimum length of 20m and a minimum additional trafficable width of 2m.			
☑ ☐ ☐	The turnaround area requirements (Guidelines, Figure 28, and within 30m of the habitable building) can and will be complied with.			
Supporting Assessment Details: Refer to Figures 1.1 and 1.2 - Compliance with this Acceptable Solution is achieved via the proposed internal road layout and associated private driveways and turnaround areas. The technical requirements established by the Guidelines and/or the local government can and will be complied with. These requirements are set out in Appendix C.				

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5.6 Assessment Statements for Element 4: Water

FIREFIGHTING WATER	
Element Intent	To ensure water is available to enable people, property and infrastructure to be defended from bushfire.
Proposed Development/Use – Relevant Planning Stage	(Do) Development application other than for a single dwelling, ancillary dwelling or minor development
Element Compliance Statement	The proposed development/use achieves the intent of this element by being fully compliant with all applicable acceptable solutions.
Pathway Applied to Provide an Alternative Solution	N/A

Acceptable Solutions - Assessment Statements

All details of acceptable solution requirements are established in the Guidelines for Planning in Bushfire Prone Areas, DPLH v1.4 (Guidelines) and apply the guidance established by the Position Statement: 'Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design' (WAPC Nov 2019) and the 'Bushfire Management Plan Guidance for the Dampier Peninsula' (WA Department of Planning, Lands and Heritage, 2021 Rev B) as relevant. These documents are available at https://www.wa.gov.au/government/document-collections/state-planning-policy-37-planning-bushfire-prone-areas.

The technical construction requirements for access types and components, and for each firefighting water supply component, are also presented in Appendices 2 and 3. The local government will advise the proponent where different requirements are to apply and when any additional specifications such as those for signage and gates are to apply (these are included in the relevant appendix if requested by the local government).

Solution Component Check Box Legend	☑ Relevant & met	☒ Relevant & not met	⊘ Not relevant

A4.1 Identification of future firefighting water supply	Applicable:	Yes	Compliant:	Yes

☑ ☐ ☐	It can be demonstrated that reticulated or sufficient non-reticulated water for firefighting can be provided at the subdivision and/or development application stage in accordance with the specifications of the relevant water supply authority or the requirements of Schedule 2.

Supporting Assessment Details: Refer to Figure 1.2 of this plan. Potential hydrant location/s have been indicated in this plan in accordance with the specifications of the relevant water supply authority.

A4.2 Provision of water for firefighting purposes	Applicable:	Yes	Compliant:	Yes

☑ ☐ ☐	A reticulated water supply is available to the proposed development. The existing hydrant connection(s) are provided in accordance with the specifications of the relevant water supply authority.
☐ ☐ ⊘	A reticulated water supply will be available to the proposed development. Hydrant connection(s) can and will be provided in accordance with the specifications of the relevant water supply authority.
☐ ☐ ⊘	A static water supply (tank) for firefighting purposes will be installed on the lot that is additional to any water supply that is required for drinking and other domestic purposes.
☐ ☐ ⊘	A strategic water supply (tank or tanks) for firefighting purposes will be installed within or adjacent to the proposed development that is additional to any water supply that is required for drinking and other domestic purposes. The required land will be ceded free of cost to the local government and the lot or road reserve where the tank is to be located will be identified on the plan of subdivision.

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☐ ☐ ⊘	The strategic static water supply (tank or tanks) will be located no more than 10 minutes travel time from a subject site (at legal road speeds).
☑ ☐ ☐	The technical requirements (location, number of tanks, volumes, design, construction materials, pipes and fittings), as established by the Guidelines (A4.2, E4 and Schedule 2) and/or the relevant local government, can and will be complied with.
Supporting Assessment Details: Existing hydrants are located adjacent to the subject site. Refer to Figure 1.2. All existing external hydrants are located at regular intervals along the existing public road network. Potential hydrants locations have also been indicated in this plan in accordance with the specifications of the relevant water supply authority. Refer to information contained in Appendix D for the firefighting water supply specifications and technical requirements.	

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5.7 Additional Bushfire Protection Measures to be Implemented

The following bushfire protection measures are recommended to be implemented and maintained. They are additional to, or a variation of, those established by the relevant acceptable solutions applied to the proposed development/use within Sections 5 of this BMP (as applicable to the proposed development).

The intent of their application is to improve the bushfire performance of the proposed development/use and reduce residual risk levels to persons and property from a bushfire event.

The development of these additional and/or varied protection measures originates the following potential sources (not exhaustive):

1. Out of the relevant merit based assessment when the Section titled 'Non-compliance – Additional Assessments' has been used in this BMP;
2. Out of the relevant performance based assessment when Section titled 'Non-compliance – Additional Assessments' has been used in this BMP;
3. Out of the development of any other required bushfire planning documents. These include a Bushfire Emergency Plan and the Bushfire Risk Assessment and Management Report;
4. Out of any additional bushfire planning guidance documents or position statements issued by the WA Department of Planning, Lands and Heritage;
5. From any 'Conditions' which may be applied to a 'Planning Approval' or a 'Notice of Determination; or
6. As a recommendation from the bushfire consultant.

The following table summarises the requirements/recommendations with the detail provided in the following sections.

When necessary, the implementation responsibility for these additional protection measures will be stated in Section 6 of this BMP and included in other operational documents as relevant.

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5.7.1 Additional Protection Measures to Reduce the Exposure and/or Vulnerability of Buildings/Structures to Bushfire Threats

Additional Protection Measure No. 1: Bushfire Resilient Construction – Proposed Buildings/Structures

The proposed Community Centre is not required to comply with the bushfire performance requirements established by the Building Code of Australia (Vol. 1 & 2 of the National Construction Code) that are referenced by the Building Regulations 2012 (WA Building Act 2011).

However, it is recommended (by the bushfire consultant) that these building works be constructed to the requirements corresponding to their determined BAL rating to the greatest extent practical. Consideration may need to be given to the protection principles established by these requirements, rather than specific construction detail, when it does not directly apply to the proposed type of construction – and adjust construction requirements accordingly.

The bushfire construction requirements corresponding to BAL ratings are established by AS 3959:2018 – Construction of buildings in bushfire prone areas and/or the NASH Standard (NS 300 2021) – Steel framed construction in bushfire areas (for Class 1 buildings).

5.7.2 Additional Protection Measure to Reduce the Exposure and/or Vulnerability of Persons to Bushfire Threats

Additional Protection Measure No. 2: Provision of a Bushfire Emergency plan

A Bushfire Emergency Plan (BEP) is to be produced and all staff trained in its application. The primary reasons for this requirement include:

1. For the landowner and business operator, to inform them of the procedures (and associated actions), that will assist with preventing, preparing, responding and recovering from a bushfire event on their property and in the vicinity of their access/egress routes;

2. To ensure that persons on the lot at the time of such an event will have reduced vulnerability to the threats of bushfire because of the knowledge gained from the BEP; and

3. To ensure that persons on the lot at the time of such an event will have reduced exposure to the threats by moving away from them (safe early evacuation) or shielding from them (sheltering onsite) in the designated building.

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6 BUSHFIRE PROTECTION MEASURES - RESPONSIBILITY FOR IMPLEMENTATION CHECKLIST

6.1 Developer / Landowner Responsibilities – Prior to Building and Occupancy / Operation

DEVELOPER/LANDOWNER RESPONSIBILITIES – PRIOR TO BUILDING AND OCCUPANCY/OPERATION	
No.	Implementation Actions
1	The local government may condition a development application approval with a requirement for the landowner/proponent to register a notification onto the certificate of title and deposited plan (with the required wording stated by the local government). This will be done pursuant to *Section 70A Transfer of Land Act 1893 (as amended) as per 'Factors affecting use and enjoyment of land, notification on title'*. This is to notify owners and prospective purchasers of the land that: 1. The land is in a designated bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner; 2. The land is subject to a Bushfire Management Plan that establishes certain protection measures to manage bushfire risk that are to be implemented and continue to be applied at the owners cost; and 3. That additional planning and building requirements may apply to development on this land.
2	Prior to relevant building work, inform the builder of the existence of this approved Bushfire Management Plan (BMP). The plan identifies that the development site is within a designated bushfire prone area and states the indicative (or determined) BAL rating(s) that may (or will) be applied to buildings/structures. A BAL assessment report may be required to confirm determined ratings and will be required when ratings are indicative. BAL certificates will need to be issued to accompany building applications. The BMP may also establish, as an additional bushfire protection measure, that construction requirements to be applied will be those corresponding to a specified higher BAL rating. Compliance with the Building Code of Australia (Volumes 1 and 2 of the National Construction Code), will require certain bushfire resistant construction requirements be applied to residential buildings in bushfire prone areas (i.e., Class 1, 2 and 3 and associated Class 10a buildings and decks). Other classes of buildings may also be required to comply with these construction requirements when established by the relevant authority or if identified as an additional bushfire protection measure within the BMP. The deemed to satisfy solutions that will meet the relevant bushfire performance requirements are found in AS 3959 – Construction of Building in Bushfire Prone Areas (as amended) and the NASH Standard - Steel Framed Construction in Bushfire Areas (as amended).
3	Building design and construction is to implement the bushfire protection measures that have been established within Section 5.7 of this BMP as measures additional to those established by the acceptable solutions. (BPP: For the proposed development, building works are recommended to be constructed to the bushfire construction requirements corresponding to their determined BAL rating, to the greatest extent practical – even though the Building Code of Australia (NCC) does not require the proposed classes of the buildings to apply these requirements. Consideration may need to be given to the protection principles established by these requirements, rather than specific construction detail, when it does not directly apply to the proposed type of construction – and adjust construction requirements accordingly.

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4	Prior to occupancy/operation establish the 'Required' Asset Protection Zone (APZ) around habitable buildings (and other structures as required) to satisfy: • The minimum required dimensions established in Appendix B1; and • The standards established by the Guidelines DPLH, 2021 v1.4, Schedule 1, or as varied by the local government through their annually issued firebreak / hazard reduction notice when the variations have been endorsed by the WAPC and DFES as per s4.5.3 of the Guidelines. If native vegetation is required to be modified or removed, ensure that approval has been received from the relevant authority (refer to the applicable local government for advice).
5	Prior to sale of the subject lots, each individual lot is to be compliant with current version of the City of Gosnells Fire Hazard Reduction Notice issued under s33 of the Bushfires Act 1954. This may include standards for asset protection zones that differ from Schedule 1 in the Guidelines DPLH, 2021 v1.4, with the intent to better satisfy local conditions. [Refer to assessments against the Bushfire Protection Criteria the Element 2 'Siting and Design' and the information presented in Appendix B].
6	Prior to occupancy, a copy of the Bushfire Emergency Plan (BEP) must be provided to the landowner, and they are to be informed that it contains responsibilities that must be actioned due to the use of the land being defined as a 'Vulnerable Land Use' for the reasons identified in Section 1.1. The 'Pre-Season Preparation Procedure' instructions must be complied with.
7	Prior to occupancy, construct the private driveways and battle-axe legs to comply with the technical requirements referenced in the BMP.
8	Prior to occupancy, for the 'vulnerable' land use, there is an outstanding obligation, created by this Bushfire Management Plan, for a Bushfire Emergency Plan for proposed occupants to be developed and approved.
9	Prior to operation, for the proposed high risk land use, there is an outstanding obligation, created by this Bushfire Management Plan, for site and use specific, prevent, prepare, respond and recover bushfire procedures (and associated actions) to be incorporated into the operation's Site Emergency Plan that is a required document to address all potential emergencies and developed by the operator.
10	Prior to occupancy, all actions contained within the 'Pre-Season Preparation Procedure' established by the Bushfire Emergency Plan, must be completed.

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6.2 Landowner / Occupier Responsibilities – Ongoing Management

LANDOWNER/OCCUPIER – ONGOING MANAGEMENT	
No.	Management Actions
1	Maintain the 'Required' Asset Protection Zone (APZ) around habitable buildings (and other structures as required) to satisfy: • The minimum required dimensions established in Appendix B1; and • The standards established by the Guidelines DPLH, 2021 v1.4, Schedule 1, or as varied by the local government through their annually issued firebreak / hazard reduction notice when the variations have been endorsed by the WAPC and DFES as per s4.5.3 of the Guidelines.
2	Comply with the City of Gosnells Fire Hazard Reduction Notice issued under s33 of the Bush Fires Act 1954. Check the notice annually for any changes.
3	Maintain vehicular access routes within the lot to comply with the technical requirements referenced in the BMP and the relevant local government's annual firebreak / hazard reduction notice.
4	Ensure that builders engaged to construct dwellings/additions and/or other relevant structures on the lot, are aware of the existence of this approved Bushfire Management Plan (BMP). The plan identifies that the development site is within a designated bushfire prone area and states the indicative (or determined) BAL rating(s) that may (or will) be applied to buildings/structures. A BAL assessment report may be required to confirm determined ratings and will be required when ratings are indicative. BAL certificates will need to be issued to accompany building applications. Compliance with the Building Code of Australia (Volumes 1 and 2 of the National Construction Code), will require certain bushfire resistant construction requirements be applied to residential buildings in bushfire prone areas (i.e., Class 1, 2 and 3 and associated Class 10a buildings and decks). The deemed to satisfy solutions that will meet the relevant bushfire performance requirements are found in AS 3959 – Construction of Building in Bushfire Prone Areas (as amended) and the NASH Standard - Steel Framed Construction in Bushfire Areas (as amended). As an additional bushfire protection measure, other classes of buildings may also be required to comply with these construction requirements when established by the relevant authority or if identified as an additional bushfire protection measure within the BMP. The BMP may also establish that construction requirements to be applied will be those corresponding to a specified higher BAL rating. When applicable, these requirements will be identified in Section 5.7.
5	Ensure all future buildings the landowner has responsibility for, are designed and constructed in full compliance with: • The bushfire resistant construction requirements of the Building Code of Australia (Volumes 1 and 2 of the National Construction Code), as established by the Building Regulations 2012 (WA Building Act 2011); and • Any additional bushfire protection measures this Bushfire Management Plan has established are to be implemented.
6	Maintain the bushfire protection measures that have been established within Section 5.7 of this BMP as measures additional to those established by the acceptable solutions.

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7	Annually review the Bushfire Emergency Plan and complete all actions contained within the 'Pre-Season Preparation Procedure' and the 'In-Season Preparation Procedure' at the appropriate times of the year.
8	The bushfire specific content of the operation's site emergency plan must be reviewed annually, relevant information updated and ensure all bushfire related preparation procedures are carried out.

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6.3 Local Government Responsibilities – Ongoing Management

LOCAL GOVERNMENT – ONGOING MANAGEMENT	
No.	Management Actions
1	Monitor landowner compliance with the annual Fire Hazard Reduction Notice and with any bushfire protection measures that are: • Established by this BMP; • Are required to be maintained by the landowner/occupier; and • Are relevant to local government operations.

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APPENDIX A: DETAILED BAL ASSESSMENT DATA AND SUPPORTING INFORMATION

A1: BAL Assessment Inputs Common to the Method 1 and Method 2 Procedures

A1.1: FIRE DANGER INDICES (FDI/FDI/GFDI)

When using Method 1 the relevant FDI value required to be applied for each state and region is established by AS 3959:2018, Table 2.1. Each FDI value applied in Tables 2.4 – 2.7 represents both the Forest Fire Danger Index (FFDI) and a deemed equivalent for the Grassland Fire Danger Index (GFDI), as per Table B2 in Appendix B. When using Method 2, the relevant FFDI and GFDI are applied.

The values may be able to be refined within a jurisdiction, where sufficient climatological data is available and in consultation with the relevant authority.

Relevant Jurisdiction:	WA	Region:	Whole State	Method 1	Applied FDI:	80
				Method 2	Applied FFDI:	N/A
					Applied GFDI:	N/A

A1.2: VEGETATION ASSESSMENT AND CLASSIFICATION

Vegetation Types and Classification

In accordance with AS 3959:2018 clauses 2.2.3 and C2.2.3.1, all vegetation types within 100 metres of the 'site' (defined as "the part of the allotment of land on which a building stands or is to be erected"), are identified and classified. Any vegetation more than 100 metres from the site that has influenced the classification of vegetation within 100 metres of the site, is identified and noted. The maximum excess distance is established by AS 3959: 2018 cl 2.2.3.2 and is an additional 100 metres.

Classification is also guided by the Visual Guide for Bushfire Risk Assessment in WA (WA Department of Planning February 2016) and any relevant FPA Australia practice notes.

Modified Vegetation

The vegetation types have been assessed as they will be in their natural mature states, rather than what might be observed on the day. Vegetation destroyed or damaged by a bushfire or other natural disaster has been assessed on its expected re-generated mature state. Modified areas of vegetation can be excluded from classification if they consist of low threat vegetation or vegetation managed in a minimal fuel condition, satisfying AS 3959:2018 s2.2.3.2(f), and there is sufficient justification to reasonable expect that this modified state will exist in perpetuity.

The Influence of Ground Slope

Where significant variation in effective slope exists under a consistent vegetation type, these will be delineated as separate vegetation areas to account for the difference in potential bushfire behaviour, in accordance with AS 3959:2018 clauses 2.2.5 and C2.2.5.

THE INFLUENCE OF VEGETATION GREATER THAN 100 METRES FROM THE SUBJECT SITE	
Vegetation area(s) within 100m of the site whose classification has been influenced by the existence of bushfire prone vegetation from 100m – 200m from the site:	None
Assessment Statement:	No vegetation types exist close enough, or to a sufficient extent, within the relevant area to influence classification of vegetation within 100 metres of the subject site.

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VEGETATION AREA 1						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	An established Worship District and Residential Area. Maintained private properties and gardens consisting of a mix of exotic plants and trees. Gasses maintained to less than 50mm in height. Private driveways, street frontages and roads/hardstand areas cleared of unmanaged vegetation.					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 1



PHOTO ID: 2



PHOTO ID: 3



PHOTO ID: 4

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VEGETATION AREA 1						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 5



PHOTO ID: 6



PHOTO ID: 7



PHOTO ID: 8

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VEGETATION AREA 1						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 9



PHOTO ID: 10



PHOTO ID: 11



PHOTO ID: 12

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VEGETATION AREA 1						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 13



PHOTO ID: 14



PHOTO ID: 15



PHOTO ID: 16

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VEGETATION AREA 1						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 17



PHOTO ID: 18



PHOTO ID: 23



PHOTO ID: 24

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VEGETATION AREA 1						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 25



PHOTO ID: 26



PHOTO ID: 27



PHOTO ID: 28

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VEGETATION AREA 2						
Classification	A. FOREST					
Types Identified	Open forest A-03					
Exclusion Clause	N/A					
Effective Slope	Measured	flat 0 degrees		Applied Range (Method 1)	Upslope or flat 0 degrees	
Foliage Cover (all layers)	>30%	Shrub/Heath Height	>2m	Tree Height	Up to 30m	
Description/Justification:	Flooded Gum Dominant Area - Understorey consists of unmanaged grasses, low shrub and low trees in some sections in most sections while other sections have minimal understorey.					
Post Development Assumptions:	Not Applicable					



PHOTO ID: 29



PHOTO ID: 30



PHOTO ID: 31



PHOTO ID: 32

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VEGETATION AREA 2						
Classification	A. FOREST					
Types Identified	Open forest A-03					
Exclusion Clause	N/A					
Effective Slope	Measured	flat 0 degrees		Applied Range (Method 1)	Upslope or flat 0 degrees	
Foliage Cover (all layers)	>30%	Shrub/Heath Height	>2m	Tree Height	Up to 30m	
Description/Justification:	As Above.					
Post Development Assumptions:	Not Applicable					



PHOTO ID: 33



PHOTO ID: 34



PHOTO ID: 35



PHOTO ID: 36

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VEGETATION AREA 2						
Classification	A. FOREST					
Types Identified	Open forest A-03					
Exclusion Clause	N/A					
Effective Slope	Measured	flat 0 degrees		Applied Range (Method 1)	Upslope or flat 0 degrees	
Foliage Cover (all layers)	>30%	Shrub/Heath Height	>2m	Tree Height	Up to 30m	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable					



PHOTO ID: 37



PHOTO ID: 38



PHOTO ID: 39



PHOTO ID: 40

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VEGETATION AREA 3						
Classification	A. FOREST					
Types Identified	Open forest A-03		Woodland B-05			
Exclusion Clause	N/A					
Effective Slope	Measured	d/slope 8.2 degrees		Applied Range (Method 1)	Downslope >5-10 degrees	
Foliage Cover (all layers)	>30%	Shrub/Heath Height	>2m	Tree Height	Up to 30m	
Description/Justification:	Flooded Gum Dominant Area - Understorey consists of unmanaged grasses, low shrub and low trees in some sections in most sections while other sections have minimal understorey. Note – Zoom factor increased at Photo ID: 41 to obtain suitable image. This is due to lack of access to the area.					
Post Development Assumptions:	Not Applicable					



PHOTO ID: 41



PHOTO ID: 42

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VEGETATION AREA 3						
Classification	A. FOREST					
Types Identified	Open forest A-03		Woodland B-05			
Exclusion Clause	N/A					
Effective Slope	Measured	d/slope 10 degrees		Applied Range (Method 1)	Downslope >5-10 degrees	
Foliage Cover (all layers)	>30%	Shrub/Heath Height	>2m	Tree Height	Up to 30m	
Description/Justification:	Flooded Gum Dominant Area - Understorey consists of unmanaged grasses, low shrub and low trees in some sections in most sections while other sections have minimal understorey.					
Post Development Assumptions:	Not Applicable					

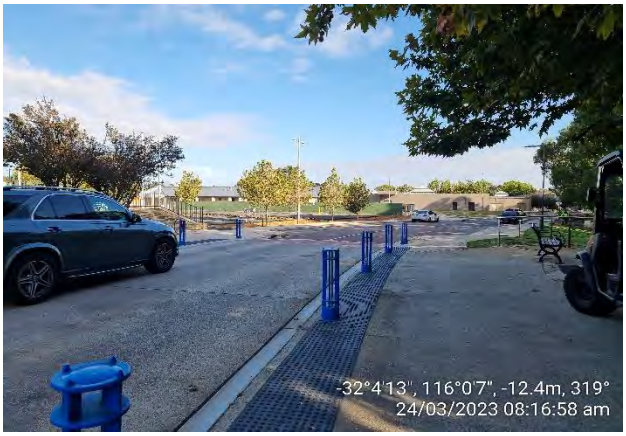


PHOTO ID: 43



PHOTO ID: 44

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<table>
<tr><th colspan="8">VEGETATION AREA 4</th></tr>
<tr><td>Classification</td><td colspan="7">N/A</td></tr>
<tr><td>Types Identified</td><td colspan="7">N/A</td></tr>
<tr><td>Exclusion Clause</td><td colspan="7">2.2.3.2 (f) Low threat vegetation - minimal fuel condition.</td></tr>
<tr><td>Effective Slope</td><td>Measured</td><td colspan="2">N/A</td><td colspan="2">Applied Range (Method 1)</td><td colspan="2">N/A</td></tr>
<tr><td colspan="2">Foliage Cover (all layers)</td><td>N/A</td><td>Shrub/Heath Height</td><td>N/A</td><td>Tree Height</td><td colspan="2">N/A</td></tr>
<tr><td colspan="2">Description/Justification:</td><td colspan="6">Established Commercial and Public Open Space Areas. Maintained gardens consisting of a mix of native and exotic plants and trees. Trees under-pruned to a minimum of two (2) metres in height. Gasses maintained to less than 50mm in height. Roads/hardstand areas cleared of unmanaged vegetation.</td></tr>
<tr><td colspan="2">Post Development Assumptions:</td><td colspan="6">Not Applicable.</td></tr>
<tr><td colspan="4"> 
</td><td colspan="4"> 
</td></tr>
<tr><td colspan="4">PHOTO ID: 45</td><td colspan="4">PHOTO ID: 46</td></tr>
<tr><td colspan="4"> 
</td><td colspan="4"> 
</td></tr>
<tr><td colspan="4">PHOTO ID: 47</td><td colspan="4">PHOTO ID: 48</td></tr>
</table>

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VEGETATION AREA 4						
Classification	N/A					
Types Identified	N/A					
Exclusion Clause	2.2.3.2 (f) Low threat vegetation - minimal fuel condition.					
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	As Above					
Post Development Assumptions:	Not Applicable.					



PHOTO ID: 49



PHOTO ID: 50



PHOTO ID: 51

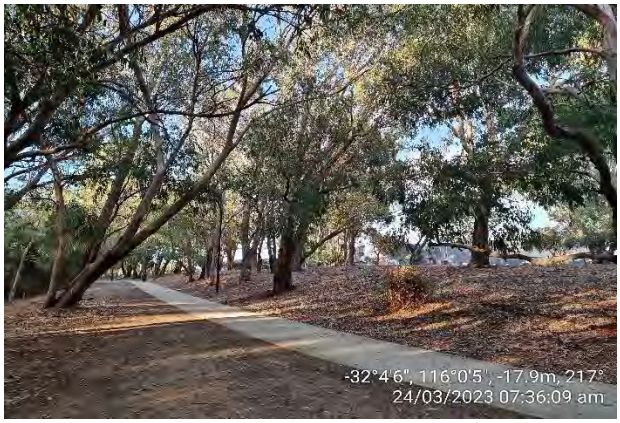


PHOTO ID: 52

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VEGETATION AREA 5						
Classification	A. FOREST					
Types Identified	Open forest A-03					
Exclusion Clause	N/A					
Effective Slope	Measured	flat 0 degrees	Applied Range (Method 1)	Downslope >5-10 degrees		
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A	Tree Height	N/A	
Description/Justification:	Grassland area classified as bush forever. The flat area has been considered the lower area at the base of the slope, and the short steep slope along the property to the west. Given this area is very short and steep it is unlikely to influence fire behaviour.					
Post Development Assumptions:	The City of Gosnells has stated that they are likely to revegetate this area. Therefore it has been assumed the revegetation will result in a future classification of Forest.					



PHOTO ID: 19



PHOTO ID: 20



PHOTO ID: 21



PHOTO ID: 22

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VEGETATION AREA 6						
Classification	A. FOREST					
Types Identified	Open forest A-03					
Exclusion Clause	N/A					
Effective Slope	Measured	d/slope 9.1 degrees		Applied Range (Method 1)		Downslope >5-10 degrees
Foliage Cover (all layers)	N/A	Shrub/Heath Height	N/A		Tree Height	N/A
Description/Justification:	Grassland area classified as bush forever. Area of sloped ground which is long enough to potentially increase the severity of a fire. The offsite are with a slope has been decided to begin from the far side of the existing fence seen in photos 19 and 20.					
Post Development Assumptions:	The City of Gosnells has stated that they are likely to revegetate this area. Therefore it has been assumed the revegetation will result in a future classification of Forest.					



PHOTO ID: 19



PHOTO ID: 20



PHOTO ID: 21



PHOTO ID: 22

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A1.3: EFFECTIVE SLOPE

Measuring

Effective slope refers to the slope "under the classified vegetation which most significantly influences bushfire behaviour (AS 3959:2018, clause B4, CB4). It is not the average slope.

It is described as upslope, flat or downslope when viewed from the exposed element (e.g., building) looking towards the vegetation – and measured in degrees. Ground slope has a direct and significant influence on a bushfire's rate of spread and intensity, which increases when travelling up a slope.

The slope under the vegetation in closest proximity to the exposed element(s), over the distance that will most likely carry the entire depth of the flaming front, will be a significant consideration in the determination of the effective slope. This distance is determined as a function of the potential quasi-steady rate of spread and expected residence time (i.e., the flaming combustion period at a single point on the ground), of a bushfire in the specific vegetation type/landscape scenario.

Slope Variation Within Areas of Vegetation

Where a significant variation in effective slope exists under a consistent vegetation type, these will be delineated as separate vegetation areas to account for the difference in potential bushfire behaviour, in accordance with AS 3959:2018 clauses 2.2.5 and C2.2.5.

Slope Variation Due to Multiple Development Sites

When the effective slope, under a given area of bushfire prone vegetation, will vary significantly relative to multiple proposed development sites (exposed elements), then the effective slopes corresponding to each of the different locations, are separately identified.

The relevant (worst case) effective slope is determined in the direction corresponding to the potential directions of fire spread towards the subject building(s).

Differences in Application of Effective Slope - AS 3959:2018 Method 1 versus Method 2 Procedures

The Method 1 procedure provides five different slope ranges from flat (including all upslopes) to 20 degrees downslope to define the effective slope and bushfire behaviour model calculations apply the highest value in each range (i.e., 0^0, 5^0, 10^0, 15^0 or 20^0).

The Method 2 procedure requires an actual slope (up or down in degrees) to be determined. AS 3959:2018, clause B1 limits the effective slope that can be applied to 30 degrees downslope and 15 degrees upslope. Where any upslope is greater than 15 degrees, then 15 degrees is to be used.

SITE ASSESSMENT DETAILS - EXPLANATION & JUSTIFICATION

The effective slopes determined from the site assessment are recorded in Table 3.2 of this Bushfire Management Plan. When their derivation requires additional explanation and justification, this is provided below.

Discussed in Appendix A 1.2.

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A1.4: SEPARATION DISTANCE

Measuring

The separation distance is the distance in the horizontal plane between the receiver (building/structure or area of land being considered) and the edge of the classified vegetation (AS 3959:2018, clause 2.2.4)

The relevant parts of a building/structure from which the measurement is taken is the nearest part of an external wall or where a wall does not exist, the supporting posts or columns. Certain parts of buildings are excluded including eaves and roof overhangs.

The edge of the vegetation, for forests and woodlands, will be determined by the unmanaged understorey rather than either the canopy (drip line) or the trunk (AS 3959:2018, clause C2.2.5).

Measured Separation Distance as a Calculation Input

If a separation distance can be measured because the location of the building/structure relative to the edge of the relevant classified vegetation is known, this figure can be entered into the BAL calculation. The result is a determined BAL rating.

Assumed Separation Distance as a Calculation Input

When the building/structure location within the lot is not known, an assumed building location may be applied that would establish the closest positioning of the building/structure relative to the relevant area of vegetation.

The assumed location would be based on a factor that puts a restriction on a building location such as:

- An established setback from the boundary of a lot, such as a residential design code setback or a restrictive covenant; or
- Within an established building envelope.

The resultant BAL rating would be indicative and require later confirmation (via a Compliance Report) of the building/structure actual location relative to the vegetation to establish the determined BAL rating.

Separation Distance as a Calculation Output

With the necessary site specific assessment inputs and using the AS 3959:2018 bushfire modelling equations, the range of separation distances that will correspond to each BAL rating (each of which represents a range of radiant heat flux), can be calculated. This has application for bushfire planning scenarios such as:

- When the separation distance cannot be measured because the exact location of the exposed element (i.e., the building, structure or area), relative to classified vegetation, is yet to be determined.

  In this scenario, the required information is the identification of building locations onsite that will correspond to each BAL rating. That is, indicative BAL ratings can be derived for a variety of potential building/structure locations; or

- The separation distance is known for a given building, structure or area (and a determined BAL rating can be derived), but additional information is required regarding the exposure levels (to the transfer of radiant heat from a bushfire), of buildings or persons, that will exist at different points within the subject site.

The calculated range of separation distances corresponding to each BAL rating can be presented in a table and/or illustrated as a BAL Contour Map – whichever is determined to best fit the purpose of the assessment.

For additional information refer to the information boxes in Section 3 'Bushfire Attack Levels (BAL) - Understanding the Results and Section 3.2. 'Interpretation of the BAL Contour Map'.

SITE ASSESSMENT DETAILS - EXPLANATION & JUSTIFICATION

For the subject development/use the applicable separation distances values are derived from calculations applying the assessed site data. They are an output value, not an input value and therefore are not presented or justified in this appendix.

The derived values are presented in Section 3, Table 3.1 and illustrated as a BAL contour map in Figure 3.2.

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APPENDIX B: ADVICE - ONSITE VEGETATION MANAGEMENT - THE APZ

THE ASSET PROTECTION ZONE (APZ) - DESCRIPTION

This is an area surrounding a habitable building containing low threat fire fuel fuels (including vegetation), or vegetation managed in a minimal fuel condition, no fire fuels or any combination. The primary objectives include:

- To ensure the building is sufficiently separated from the bushfire hazard to limit the impact of its direct attack mechanisms. That is, the dimensions of the APZ will, for most site scenarios, remove the potential for direct flame contact on the building, reduce the level of radiant heat to which the building is exposed and ensure some reduction in the level of ember attack (with the level of reduction being dependent on the vegetation types of present);
- To ensure any vegetation retained within the APZ is low threat and/or is managed in a minimum fuel condition and prevents surface fire spreading to the building;
- To ensure other combustible materials that can result in consequential fire (typically ignited by embers) within both the APZ and parts of the building, are eliminated, minimised and/or appropriately located or protected. (Note: The explanatory notes in the Guidelines provide some guidance for achieving this objective and other sources are available. Research shows that consequential fire, ignited by embers, is the primary cause of building loss in past bushfire events); and
- To provide a defendable space for firefighting activities.

B1: Asset Protection Zone (APZ) Dimensions

APZ DIMENSIONS – DIFFERENCES IN REQUIREMENTS FOR PLANNING ASSESSMENTS COMPARED TO IMPLEMENTATION

THE 'PLANNING BAL-29' APZ DIMENSIONS

*T**he 'Planning BAL-29' APZ is not necessarily the size of the APZ that must be physically** implemented and maintained by a landowner. Rather, its purpose is to identify if an acceptable solution for planning approval can be met i.e., can a specified minimum separation distance from bushfire prone vegetation exist.*

An assessment against the Bushfire Protection Criteria is conducted for planning approval purposes. To satisfy 'A2.1: Asset Protection Zone', it must be demonstrated that certain minimum separation distances between the relevant building/structure and different classes of bushfire prone vegetation, either exist or can be created and will remain in perpetuity. These minimum separation distances determine the 'Planning BAL-29' APZ dimensions.

Dimensions: The minimum dimensions are those that will ensure the potential radiant heat impact on subject buildings does not exceed 29 kW/m^2. These dimensions will vary dependent on the vegetation classification, the slope of the land they are growing on and certain other factors specific to the subject site.

> *Note: For certain purposes associated with vulnerable land uses, the 'Planning BAL-29' APZ may be replaced with dimensions corresponding to radiant heat impact levels of 10 kW/m^2 and 2 kW/m^2 and calculated using 1200K flame temperature.*

Location: The identified 'Planning BAL-29' APZ must not extend past lot boundaries onto land the landowner has no control over either now or potentially at some point in the future. Limited exceptions include:

- When adjoining land is not vegetated (e.g., built out, roads, carparks, drainage, rock, water body etc.);
- When adjoining land currently or, will in the short term, contain low threat vegetation and or vegetation managed in a minimal fuel condition as per AS 3959:2018 cl. 2.2.3.2. It must be reasonable (justifiable) to expect this low threat vegetation and/or level of management will continue to exist or be conducted in perpetuity and require no action from the owner of the subject lot.

  Such areas of land include formally managed areas of vegetation (e.g., public open space / recreation areas / services installed in a common section of land). For specific scenarios, evidence of the formal

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commitment to manage these areas to a certain standard may be required and would be included in the BMP.

These areas of land can also be part of the required APZ on a neighbouring lot for which the owner of that lot has a recognised responsibility to establish and maintain; and

- When there is a formalised and enforceable capability and responsibility created for the subject lot owner, or any other third party, to manage vegetation on land they do not own in perpetuity. This would be rare, and evidence of the formal authority would be included in the BMP.

The bushfire consultant's 'Supporting Assessment Detail', that is presented in the assessment against the acceptable solution A2.1, will identify and justify how any adjoining land within the 'Planning BAL-29 APZ will meet the APZ standards. Or otherwise, explain how this condition cannot be met.

THE 'BAL RATING' APZ DIMENSIONS

The applicable BAL rating will have been stated in the BAL Assessment Data section of the BAL Assessment Report or BMP (as relevant). The BAL rating can be assessed as 'determined' or 'indicative' or be 'conditional', dependent of the specific conditions associated with the site and the stage of assessment or planning. It is the eventual assessment of the 'Determined' BAL that will establish both the BAL rating that is to apply and its corresponding 'BAL Rating' APZ dimensions.

Dimensions: The minimum dimensions of the 'BAL Rating' APZ to be established and maintained will be those that correspond to the determined BAL rating for the subject building/structure that has accounted for surrounding vegetation types, the slope of the land they are growing on and certain other factors specific to the subject site and surrounding land.

Establishing the 'BAL Rating' APZ will ensure that the potential radiant heat exposure of the building/structure will be limited to the level that the applied construction requirements are designed to resist when that building/structure is required to be constructed to the standard corresponding to the Determined BAL.

Note: For certain purposes associated with vulnerable land uses, the 'BAL Rating' APZ dimensions may be replaced with dimensions corresponding to the specific radiant heat impact levels of 10 kW/m² and 2 kW/m² and calculated using 1200K flame temperature.

Location: The same conditions will apply as for the 'Planning BAL-29' APZ.

THE 'LOCAL GOVERNMENT' APZ DIMENSIONS

Some Local Government's establish the dimensions of the APZ that must be established surrounding buildings in their annual Firebreak/Hazard Reduction Notice. Or for a specific site they may establish a maximum allowable dimension (typically that corresponding to BAL-29). When established, the landowner will need to be comply with these.

THE 'REQUIRED' APZ DIMENSIONS

This is the APZ that is to be established and maintained by the landowner within the subject lot and surrounding the subject building(s). It will be identified on the Property Bushfire Management Statement when it is required to be included in this Report/Plan.

Dimensions: The 'Required APZ' dimensions are the minimum (or maximum when relevant) distances away from the subject building(s) that the APZ must extend. These distances will not necessarily be the same all around the building(s). They can vary and are dependent on the different vegetation types (and their associated ground slope) that can exist around the building(s), and specific local government requirements. The dimensions to implement are determined by:

A. The 'BAL Rating APZ' of the subject building(s) when distances are greater than 'B' below (except when 'B' establishes a maximum distance); or

B. The 'Local Government' APZ' derived from the Firebreak/Hazard Reduction Notice when distances are greater than 'A' above, other than when a maximum distance is established, in which case this will apply; or

C. A combination of 'A' and 'B'.

Location: The same conditions will apply as for the 'Planning BAL-29' APZ.

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B1.1: THE APZ DIMENSIONS REQUIRED TO BE IMPLEMENTED BY THE LANDOWNER

DETERMINATION OF **THE** 'REQUIRED' **APZ DIMENSIONS TO BE** IMPLEMENTED AND MAINTAINED BY LANDOWNER WITHIN THEIR LOT										
Relevant Buildings(s)	Vegetation Classification [Refer to Fig 3.1]		Minimum Required Separation Distances from Building to Vegetation (metres)							
			Established by the 'BAL Rating' APZ Dimension					Established by the "Local Government' APZ Dimension		The 'Required' APZ Dimensions [see note]
			Determined Radiant Heat Impact		Stated 'Indicative' or 'Conditional' BAL			Firebreak / Hazard Reduction Notice	Maximum Allowed	
	Area	Class			BAL-29	BAL-19	BAL-12.5	BAL-LOW			
Community Centre	1	Excluded cl 2.2.3.2(f)			N/A	N/A	N/A	N/A	None Stated		All land within the subject lot surrounding the proposed buildings/structures will be the required APZ. The road verge should also be managed to the APZ Standard.
	2	(A) Forest			21	31	42	100	None Stated		
	3	(A) Forest			33	46	61	100	None Stated		
	4	Excluded cl 2.2.3.2(f)			N/A	N/A	N/A	N/A	None Stated		
	5	(A) Forest			21	31	42	100	None Stated		
	6	(A) Forest			33	46	61	100	None Stated		
Note: The 'Required' APZ Dimension corresponding to each area of vegetation is the greater of the 'BAL Rating' or the 'Firebreak/Hazard Reduction Notice' APZ dimensions - unless a local government maximum distance(s) is established as a result of their environmental assessment of the subject site. The area of the APZ will also be limited to the subject lot boundary unless otherwise justified in this Report/Plan. Final determination of the dimensions will require that any indicative or conditional BAL becomes a 'Determined' BAL.										
Comments: None Required.										

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B2: The Standards for the APZ as Established by the Guidelines (DPLH, v1.4)

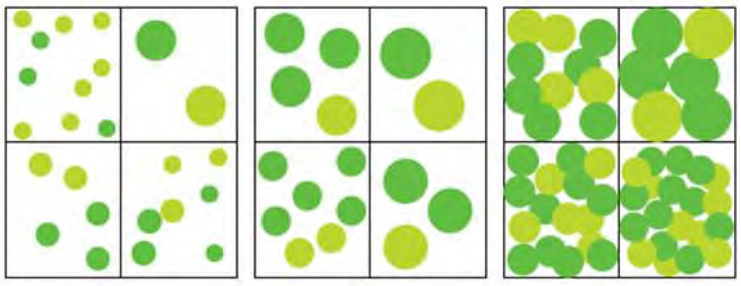
Within the Guidelines (source: https://www.wa.gov.au/government/document-collections/state-planning-policy-37-planning-bushfire-prone-areas), the management Standards are established by:

- Schedule 1: Standards for Asset Protection Zones (see extract below) established by the Guidelines; and
- The associated explanatory notes (Guidelines E2) that address (a) managing an asset protection zone (APZ) to a low threat state (b) landscaping and design of an asset protection zone and (c) plant flammability.

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ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

OBJECT	REQUIREMENT
Fences within the APZ	• Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. **Figure 19:** Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%

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Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground covers >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
Grass	• Grass should be maintained at a height of 100 millimetres or less, at all times. • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
Defendable space	• Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

** Plant flammability, landscaping design and maintenance should be considered – refer to explanatory notes*

B3: The Standards for the APZ as Established by the Local Government

Refer to the firebreak / hazard reduction notice issued annually (under s33 of the Bushfires Act 1954) by the relevant local government. It may state Standards that vary from those established by the Guidelines and that have been endorsed by the WAPC and DFES as per Section 4.5.3 of the Guidelines.

A copy of the applicable notice is not included here as they are subject to being reviewed and modified prior to issuing each year. Refer to ratepayers notices and/or the local government's website for the current version.

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B4: Vegetation and Areas Excluded from Classification - Ensure Continued Exclusion

AS 3959:2018 establishes the methodology for determining a bushfire attack level (BAL). The methodology includes the classification of the subject site's surrounding vegetation according to their 'type' and the application of the corresponding relevant bushfire behaviour models to determine the BAL.

Certain vegetation can be considered as low threat or managed in a minimal fuel condition and can be excluded from classification. Where this has occurred in assessing the site, the extract from AS3959:2018 below states the requirements that must continue to exist for the vegetation on those areas of land to be excluded from classification (including the size of the vegetation area if relevant to the assessment).

2.2.3.2 *Exclusions—Low threat vegetation and non-vegetated areas*

The following vegetation shall be excluded from a BAL assessment:

(a) Vegetation of any type that is more than 100 m from the site.

(b) Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified vegetation.

(c) Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site, or each other or of other areas of vegetation being classified vegetation.

(d) Strips of vegetation less than 20 m in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified vegetation.

(e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.

(f) Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, orchards, banana plantations, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks.

NOTES:

1 Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass for example, to a nominal height of 100 mm).

2 A windbreak is considered a single row of trees used as a screen or to reduce the effect of wind on the leeward side of the trees.

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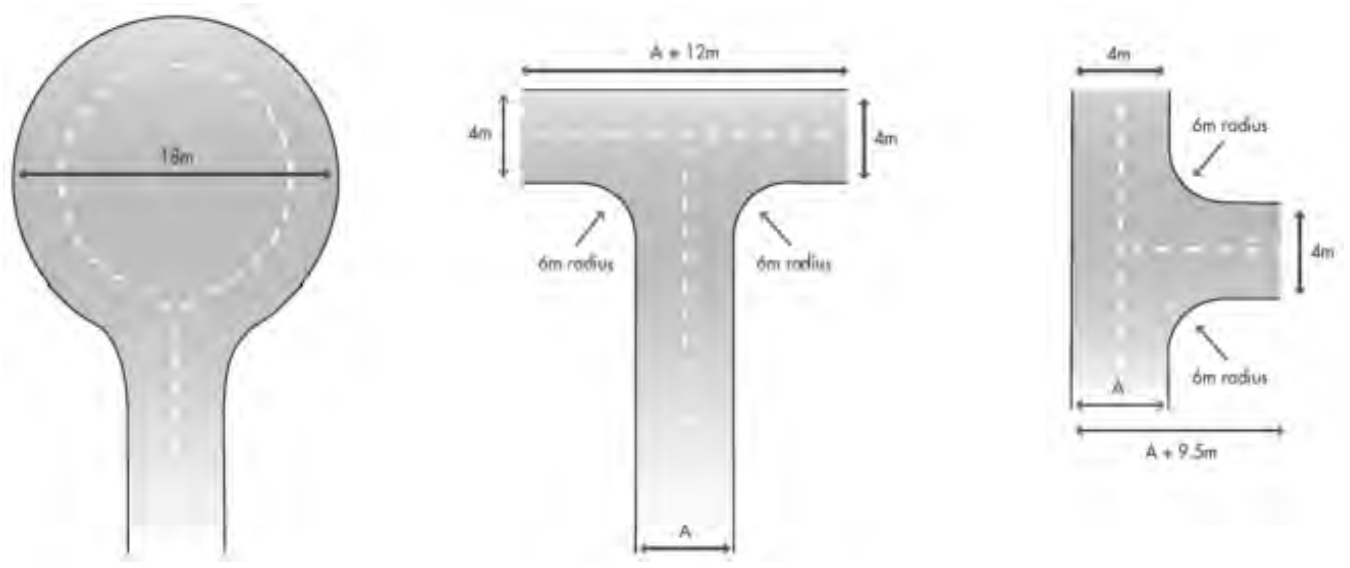
APPENDIX C: TECHNICAL REQUIREMENTS FOR VEHICULAR ACCESS

The design/layout requirements for access are established by the acceptable solutions of the Guidelines (DPLH, 2021 v1.4) Element 3 and vary dependent on the access component, the land use and the presence of 'vulnerable' persons. Consequently, the best reference source are the Guidelines. The technical requirements that are fixed for all components and uses are presented in this appendix.

GUIDELINES TABLE 6, EXPLANATORY NOTES E3.3 & E3.6 AND RELEVANT ACCEPTABLE SOLUTIONS

Technical Component	Vehicular Access Types / Components			
	Public Roads	Emergency Access Way [1]	Fire Service Access Route [1]	Battle-axe and Private Driveways [2]
Minimum trafficable surface (m)	In accordance with A3.1	6	6	4
Minimum Horizontal clearance (m)	N/A	6	6	6
Minimum Vertical clearance (m)	4.5			
Minimum weight capacity (t)	15			
Maximum Grade Unsealed Road [3]	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum Grade Sealed Road [3]		1:7 (14.3%)		
Maximum Average Grade Sealed Road		1:10 (10%)		
Minimum Inner Radius of Road Curves (m)		8.5		

Turnaround Area Dimensions for No-through Road, Battle-axe Legs and Private Driveways [4]



Passing Bay Requirements for Battle-axe leg and Private Driveway

When the access component length is greater than the stated maximum, passing bays are required every 200m with a minimum length of 20m and a minimum additional trafficable width of 2m (i.e. the combined trafficable width of the passing bay and constructed private driveway to be a minimum 6m).

Emergency Access Way – Additional Requirements

Provide a through connection to a public road, be no more than 500m in length, must be signposted and if gated, gates must be open the whole trafficable width and remain unlocked.

[1] To have crossfalls between 3 and 6%.

[2] Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

[3] Dips must have no more than a 1 in 8 (12.5% or 7.1 degree) entry and exit angle.

[4] The turnaround area should be within 30m of the main habitable building.

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D1: Reticulated Areas – Hydrant Supply

The Guidelines state "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 main scheme water suppliers / authorities in WA are The Water Corporation, AqWest – Bunbury Water Corporation and Busselton Water Corporation. Various local authority exists in other non-scheme and regional areas. However, most existing fire hydrants are connected to Water Corporation water mains.

Consequently, the hydrant location specifications from The Water Corporation's 'No 63 Water Reticulation Standard' (Ver 3 Rev 15) are provided in the extract below with the key distances relevant to bushfire planning assessments being highlighted. This Standard is deemed to be the baseline criteria for developments and should be applied unless different local water supply authority conditions apply. Other applicable specification will be found in the Standard.

Note: The maximum distance from a hydrant to the rear of a lot/building is generally interpreted as not applicable to large lot sizes where the maximum distance becomes an impractical limitation i.e., typically rural residential areas.

WATER

Design Standard DS 63
Water Reticulation Standard

2.2.1.5 Appurtenances

c. Hydrants

Hydrants shall be screw-down hydrant with built-in isolation valve and installed only on DN100 or larger pipes. Hydrants shall be located:

- so that the maximum distance between a hydrant and the rear of a building envelope, (or in the absence of a building envelope the rear of the lot) shall be 120m;
- so that spacing (as measured by hose-run) between hydrants in non-residential or mixed use areas shall be maximized and no greater than 100m;
- so that spacing (as measured by hose-run) between hydrants in residential areas with lots per dwelling <10,000m² shall be maximized and no greater than 200m;
- so that spacing between hydrants (as measured by hose-run) in rural residential areas where minimum lots per dwelling is >10,000 m² (1ha) shall be maximized and no greater than 400m;
- centrally along the frontage of a lot to avoid being under driveways, unless the lot features a frontage 6m or less, in which case it shall be placed to the side opposite the driveway;
- at lots that have the widest frontage in the local area;
- where appropriate at the truncation of road junctions or intersections so that they can serve more than one street and can be readily located;
- on both sides of the major roads at staggered intervals where there are mains on both sides of the road;
- at major intersections on dual multi-lane roads, where two hydrants are to be sited on diagonally opposite corners;
- hydrants should be located at least 20m from traffic calming devices i.e., median slow points or chokers, chicanes, mini traffic circles, and intersection 'pop-outs' to ensure traffic is not impeded;
- in a position not less than 10m from any high voltage main electrical distribution equipment such as transformers and distribution boards, liquefied petroleum gas or other combustible storage;
- directly on top of the main using a tee unless proved to be impractical.

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APPENDIX E: ADVICE - BAL RATINGS – CORRESPONDING THREATS AND CONSTRUCTION REFERENCES

BAL [1]	DESCRIPTION OF PREDICTED BUSHFIRE DIRECT ATTACK MECHANISMS (THREATS) AND LEVELS OF EXPOSURE	REFERENCES FOR CONSTRUCTION REQUIREMENTS	
		AS 3959:2018 Construction of Buildings in Bushfire Prone Areas	The NASH Standard (2021) – Steel Framed Construction in Bushfire Areas
		Referenced by the Building Code of Australia for Building Classes 1, 2, 3 & 10a	Referenced by the Building Code of Australia for Building Classes 1 & 10a
BAL – LOW	There is insufficient risk to warrant specific construction requirements but there is still some risk. *(Note: DFES recommend that ember attack protection features be incorporated into the design where practicable).*	Section 4. No Requirements	No Requirements
BAL – 12.5	There is a risk of ember attack. Construction elements are expected to be exposed to heat flux not greater than 12.5 kW/m^2	Sections 3 & 5.	All construction requirements for BAL-12.5 to BAL-40 are the same except for windows and external doors, which must comply with AS 3959. The construction requirements are set out as essentially non-combustible construction systems for each of the following building elements: Section 1.4: General Requirements Section 2: Roof and Ceiling System Section 3: External Wall System Section 4: Floor System Section 5: Carports Verandahs and Decks.
BAL – 19	There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat. The construction elements are expected to be exposed to a heat flux not greater than 19 kW/m^2.	Sections 3 & 6	
BAL – 29	There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level radiant heat. The construction elements are expected to be exposed to a heat flux not greater than 29 kW/m^2.	Sections 3 & 7.	
BAL – 40	There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front. The construction elements are expected to be exposed to a heat flux not greater than 40kW/m^2.	Sections 3 & 8.	
BAL – FZ (Flame Zone)	There is an extremely high risk of ember attack and burning debris ignited by windborne embers, and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front. The construction elements are expected to be exposed to a heat flux greater than 40 kW/m^2.	Sections 3 & 9.	The construction requirements are set out in Sections 1-5 and differ from the requirements for all other BAL ratings.

[1] AS 3959:2018 *Construction of buildings in bushfire prone areas,* defines a Bushfire Attack Level (BAL) as a *"means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat flux expressed in kW/m^2, and is the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire."*

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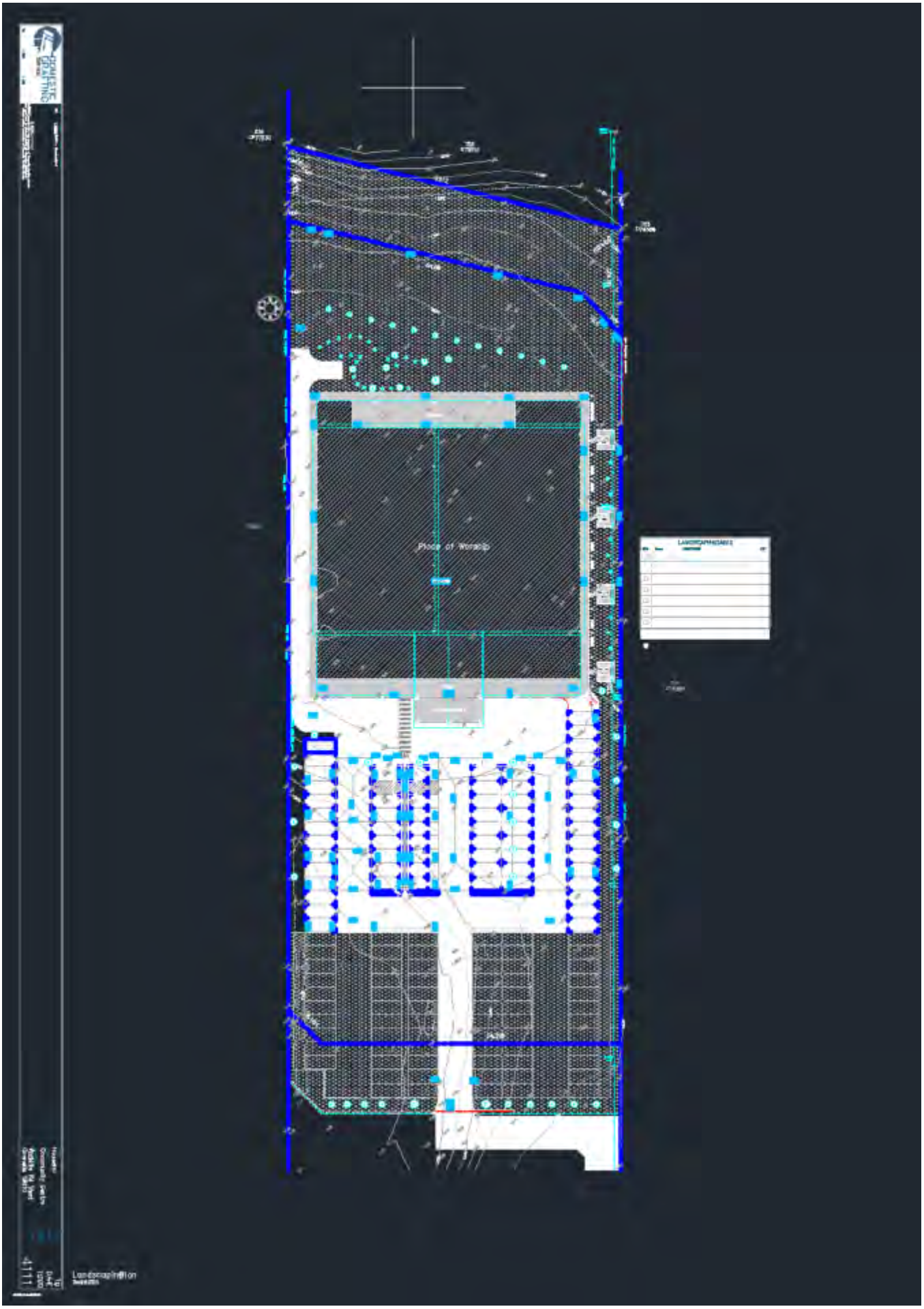
ADDENDUM:

- Landscaping Plan – Prepared by Domestic Drafting Service

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- Landscaping Plan – Prepared by Domestic Drafting Service



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Suite 11, 36 Johnson Street Guildford WA 6055
PO Box 388 Guildford WA 6935
T: 08 6477 1144 | E: admin@bushfireprone.com.au

Our Ref: 230025
27th May 2024

RE: 65 Mills Road West, Gosnells

To whom it may concern,

RE: PLACE OF WORSHIP – 65 (LOT 98) MILLS ROAD WEST GOSNELLS – DEVELOPMENT APPLICATION

Please find my response to the DFES comments, as requested, on the following pages.

If you wish to discuss these further, please do not hesitate to contact this office.

Yours sincerely,

Kathy Nastov | *BSc. Env Man, GradDip Bushfire Protection*
Director
Bushfire Prone Planning
(Accredited Practitioner BPAD Level 3)

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BPP RESPONSE TO DFES COMMENTS	
Relevant Authority and Reference Number:	City of Gosnells DA23/00240
Relevant Application:	65 (Lot 98) Mills Road West Gosnells Proposed Community Centre
Relevant Document:	230025 - 65 Mills Road West Gosnells (BMP) - v1.0 230025 - 65 Mills Road West Gosnells (BEP) - v1.0
DFES Comments - Date and Reference Number:	D29971
DFES Comments – Subject Matter(s)	1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map. 2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria. 3. AS3959 construction standards including clause 3.2.3 adjacent structures. 4. Policy Measure 6.6.1 Vulnerable and High-Risk land uses.
Bushfire Prone Planning (BPP) – Response Date and Reference Number:	230025 – 27-05-2024

DFES Assessment Note:

- The resubmission responds to the issues raised in the DFES referral advice of 31 July 2023.
- Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.

BPP Comment:

- The comments have been addressed in the following pages.

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Subject Matter 1	Policy Measure 6.5 a) (ii) Preparation of a BAL contour map		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 1: Vegetation Exclusion	DFES Comments July 2023 Evidence to support the exclusion of Area 1 in its entirety as managed to low threat in accordance with AS3959 is required. In particular, lots 702, 703 & 812 (photo ID 19, 20, 21, 22), adjacent to the development site, appear to show classifiable vegetation. The excluded areas are outside the development site and an enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable. If unsubstantiated, the vegetation classification should be revised and classified as per AS3959, or the resultant BAL ratings may be inaccurate. Updated Comments March 2024 Evidence to support the assumption that the City will manage the grassland to low threat as per AS3959 has not been provided. The BMP should be modified with the provision of evidence demonstrating that Area 1 will be managed to a low threat state in perpetuity. Alternatively, the vegetation classification should be revised and classified as per AS3959, or the resultant BAL ratings may be inaccurate.	Modification to the BMP is required. The decision maker to be satisfied of an appropriate mechanism to ensure vegetation management over area 1 in perpetuity.	BPP response November 2023 The grassed area in Area 1 shows grass which has been slashed to <100mm, which is excludable under AS3959 clause 2.2.3.2(f). It is reasonable to expect that the City of Gosnell's will continue to maintain this area to the standards shown in Photo ID' 19-22. The height can be seen in photo ID 21, where the grass is highest next to a pipe. BPP response May 2024 The City of Gosnells has provided commentary that they may wish to revegetate the area on those lots in the future. The classification has been changed to Class (A) Forest.

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Subject Matter 1	Policy Measure 6.5 a) (ii) Preparation of a BAL contour map		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 2: BAL Contour Map	DFES Comments July 2023 While Table B1.1 shows separation distances required to achieve certain BAL ratings, the actual separation distances and slope should be included in the BMP to demonstrate the methodology applied to determine the BAL outputs within the Contour Map. Updated Comments March 2024 The comments provided are noted. Notwithstanding, Appendix Three of the Guidelines, (Step Two, page 60), indicates that the inputs, including actual separation distance, used to determine the BAL contours should be included in the BMP in table format. Where measurements have been taken on site, provision of this information allows for quick validation of data and assumptions.	Modification to the BMP is required.	BPP response November 2023 **The calculated (as opposed to 'measured') site specific vegetation** separation distances have been included in the BMP. The following information is provided to inform the decision maker and justify what has been presented in the BMP. A BMP is required to indicate (or determine) the BAL to which proposed or existing development (primarily habitable structures) will be exposed. For planning application purposes (not building application purposes), compliance for this factor is typically achieved if exposure to radiant heat transfer will be no greater than 29kW/m2 (BAL-29). The Guidelines (e.g. Section 5.3.1 and Section 5.4) establish the required BAL assessment information can be presented in a BMP in two different formats "as appropriate": 1. As a site map and data table that states the calculation inputs and outputs. This format is referred to in the Guidelines as a "BAL Assessment"; or 2. As a map that illustrates the separation distances corresponding to each BAL rating for the specific site conditions and a table of applied calculation inputs that have determined these distances (Table 3.2). This format is referred to in the Guidelines as a "BAL Contour Map". Applying what is "appropriate" considers factors such as the efficiency of assessing and producing the required information and the usefulness of the presented data format at informing decision making. A key difference between a "BAL Assessment" and a "BAL Contour Map" relevant to this explanation is: • A 'BAL Assessment' derives specific BAL rating(s) as the output with the inputs including a measured vegetation separation distance. These distances will be shown in the BMP in a table

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Subject Matter 1	Policy Measure 6.5 a) (ii) Preparation of a BAL contour map		
DFES Comments			BPP Response
Issue	Assessment	Action	
			within the BAL Assessment (Table Format) section if the BMP has applied this approach. • A 'BAL Contour Map' does not derive specific BAL rating(s) (although if certain conditions are met it can). Rather, it illustrates the full range of BAL ratings, with the indicative rating to apply being dependent on the subject structure's location within a lot in relation to the illustrated BAL contours. Importantly, in constructing the BAL contour map, the vegetation separation distances are an output of the calculations, not an input. Refer to additional information to assist interpretation that is provided in Section 3.1 of Bushfire Prone Planning's BMP. Consequently, for a BMP which contains a BAL Contour Map, there are no measured separation distances between an existing or proposed structure (or some other location on the ground) and classified vegetation that need to be reported in the BMP. The site specific separation distances that are to apply for each BAL rating are incorporated into the illustrated and scaled dimensions of each coloured BAL contour. The site specific calculated vegetation separation distances that correspond to each BAL rating (and illustrated as a radiant heat transfer contour on the BAL contour map) have been included in the BMP in Table 3.3. The required data has been provided. All required default, assessed, measured, and calculated data to account for the specific site conditions has been correctly presented in the BMP. BPP response May 2024 The separation distances have been included to satisfy the DFES comment.

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Subject Matter 1	Policy Measure 6.5 a) (ii) Preparation of a BAL contour map		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 3: Vegetation Management	DFES Comments July 2023 Regarding adjacent Lots 702, 703 & 812, DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat classification. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land. Updated Comments March 2024 DFES maintains that firebreaks are not a mechanism for ensuring management in perpetuity. See comments above in relation to vegetation management.	Modification to the BMP is required.	BPP response November 2023 Refer to item 1 response. It can be reasonably expected that the City of Gosnell's will continue to maintain the area to low threat in perpetuity, especially with the addition of the Community Centre, and eventually the remainder of the local structure plan. The grass area is sloped at 9 degrees. With the building currently rated at BAL-29, grassland at this slope can be 10m away at the closest point. The closest part of lot 702 is 18m from the proposed building. Which would put the BAL rating from the grass area at BAL-19. Assuming the grass may be unmanaged to the far side of the proposed road, the closest point is 15m away, This would result in a BAL-29 rating. Amending the grassed area to be classified as grassland will not increase the BAL rating beyond the current BAL-29. BPP response May 2024 Refer to item 1 response.

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Subject Matter 2	Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 4: Location, and Siting & Design	A1.1 & A2.1 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table. The BMP proposes that management of undeveloped sites outside the lot boundary is required to achieve the required setbacks. Increased hazard setbacks could also be achieved with a redesign of the proposed building. Updated Comments March 2024 See comments above. Reliance on management of undeveloped sites outside the lot boundary could be avoided by a redesign of the proposed building.	Modification to the BMP is required.	BPP response November 2023 Refer to items 1 and 3. BPP response May 2024 Refer to items 1 and 3.

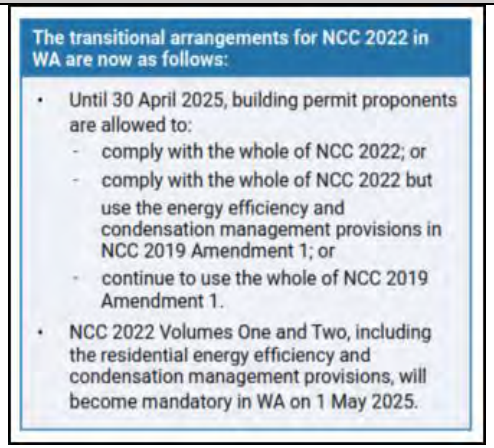
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Subject Matter 3	AS3959 construction standards including clause 3.2.3 adjacent structures		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 5: Building Construction Standards and Adjacent Structures	Building construction standards and adjacent structures. Whilst it is acknowledged that the proposed building does not need to demonstrate compliance with AS3959 clause 3.2.3, it is suggested given the vulnerable persons on the site the decision maker give consideration to the bushfire construction and fire separation standards. This is consistent with clause 78E(1) of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 which requires the decision maker to have regard to the bushfire construction requirements of the building code of Australia. In addition, clause 5.8.3 of the guidelines reads as follows: > The Bushfire construction provisions of the Building Code of Australia do not apply to Class 4 to 9 buildings. In these instances, the applicant has the discretion to utilize any or all of the elements of AS3959 in the construction of the building that they deem appropriate. Although BAL construction standards do not guarantee the survival of the occupants or building, DFES does support the improved bushfire resilience provided by AS3959 construction standards. Updated Comments March 2024 No further comments.	Comment only.	BPP response November 2023 Refer to section 5.7.1 of the BMP. The bushfire consultant acknowledges that the proposed Community Centre is not required to comply with bushfire performance requirements, but the bushfire consultant recommends that the building is constructed to the requirements. BPP response May 2024 No Further comments.

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Subject Matter 3	AS3959 construction standards including clause 3.2.3 adjacent structures		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 6: Building Construction Standards	Item 6: Building Construction Standards Places of worship are considered Class 9b buildings. Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in May 2024. The proposed changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development. Further information regarding the proposed changes can be found here: https://consultation.abcb.gov.au/engagement/ncc-2022-public-comment-draft/supporting_documents/NCC2022VolumeOnePCD.pdf Updated Comments March 2024 Places of workshop are classified as Class 9b buildings under the NCC 2019 Amendment One. NCC 2022 once applicable (1 May 2025) brings in place higher construction standards, for specific development types (early childhood centre, primary and secondary schools).	Comment Only.	BPP response November 2023 The requirements for certain Class 9 buildings to be subject to bushfire construction and other requirements is established in the NCC 2022. The relevant buildings subject to the code are specifically identified and do not include places of worship (refer to the following taken from the NCC 2022). (2) G5F1(a) and (b) apply in a designated bushfire prone area to— (a) a Class 9a health-care building; and (b) a Class 9b— (i) early childhood centre; and (ii) primary or secondary school; and (c) a Class 9c residential care building. Consequently, BPP is of the opinion that the application of the NCC 2022 Class 9 building bushfire construction requirements to a place of worship can only occur as a voluntary adoption of the requirements to improve bushfire resilience or as a condition imposed by an authority issuing a building permit. Their application is not required under the NCC 2022 and none of the requirements are addressed by the bushfire protection criteria established by the current version of the Guidelines for Planning in Bushfire Prone Areas (v1.4). To correct part of the DFES comment, the revised provisions in NCC 2022 have been able to be applied since May 2023 but an applicant may choose to apply NCC 2019 until May 2025 (not 2024), due to the granting by DMIRS (IB 156) of an extension to the usual 12-month transition.

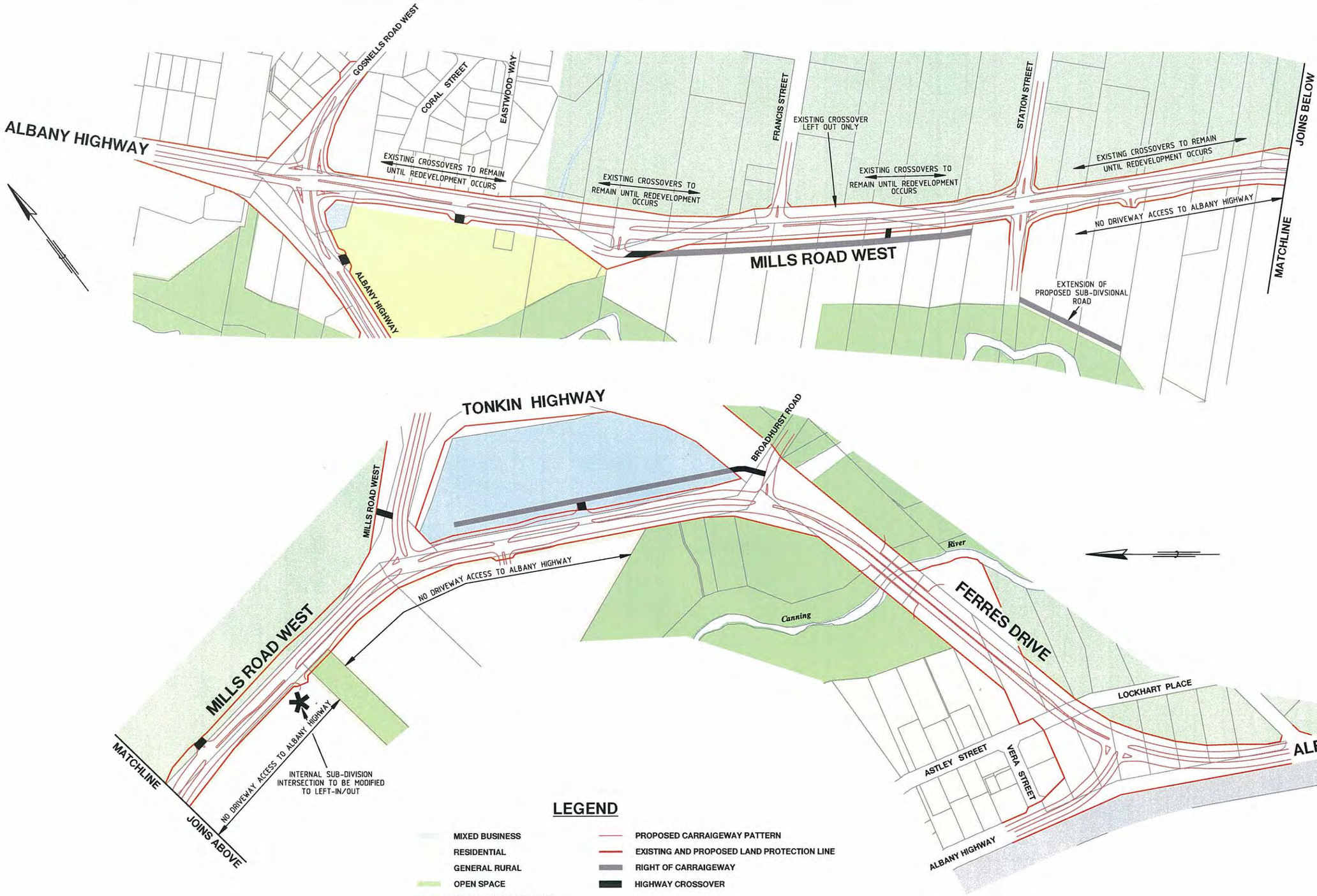
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Subject Matter 3	AS3959 construction standards including clause 3.2.3 adjacent structures		
DFES Comments			BPP Response
Issue	Assessment	Action	
	It is a matter for the decision maker to determine the building construction requirements based on the NCC applicable at the time a permit is lodged and as relevant to the proposed development. Commentary is provided in the DFES referral response to alert the decision maker to the changes in the NCC requirements. The typographical error is noted, the transitional provisions applicable to NCC 2022 apply until May 25 (transitional arrangements are extended to 30 April 2025 as per Industry Bulletin 156).		 Also, note that the relevant date of the BMP was April 2023 – prior to the ability to apply NCC 2022. BPP response May 2024 The DFES comments have been noted. The higher construction standards can be applied to the building if required by the decision maker.

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Subject Matter 4	Policy Measure 6.6.1 Vulnerable and High-Risk land uses		
DFES Comments			BPP Response
Issue	Assessment	Action	
Item 7: Bushfire Emergency Evacuation Plan (BEEP)	Bushfire Emergency Evacuation Plan (BEEP) The referral has included a 'Bushfire Emergency Evacuation Plan' for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalizing the BEEP to the satisfaction of the City. Updated Comments March 2024 No further comments.	Comment only.	BPP response November 2023 The BEEP has been created considering the specific site details and includes two evacuation routes in two different directions, and procedures for before the bushfire season, during the bushfire season, and when a bushfire is identified. Some of the details will need to be updated after the facility is built, when staff details are known. BPP response May 2024 No further comments.

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LEGEND

- MIXED BUSINESS
- RESIDENTIAL
- GENERAL RURAL
- OPEN SPACE
- PARKS AND RECREATION
- RESIDENTIAL DEVELOPMENT
- CIVIC AND CULTURAL
- WATER COURSES
- PROPOSED CARRAIGEWAY PATTERN
- EXISTING AND PROPOSED LAND PROTECTION LINE
- RIGHT OF CARRAIGEWAY
- HIGHWAY CROSSOVER

DATE : SEPTEMBER 2010
NOTE : THIS IS NOT A ZONING MAP
CAD REF. No

ALBANY HIGHWAY
MILLS ROAD DEVIATION
VEHICLE ACCESS STRATEGY

NOTE TO SCALE

ATTACHMENT - 6

Document Set ID: 8526698
Version: 1, Version Date: 20/02/2024

Our Ref: D29971
Your Ref: DA23/00240

Kevin Townroe
City of Gosnells
KTownroe@gosnells.wa.gov.au

Dear Mr Townroe

RE: PLACE OF WORSHIP - 65 (LOT 98) MILLS ROAD WEST GOSNELLS – DEVELOPMENT APPLICATION

I refer to your email dated 18 June 2024 regarding the Bushfire Management Plan (BMP) (Version 1.1), prepared by Bushfire Prone Planning and dated 27 May 2024, for the abovementioned development application.

This advice relates only to *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.

Assessment

- The resubmission has responded to the issues raised in the DFES referral advice of 10 April 2024.

1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map

Issue	Assessment	Action
Vegetation Exclusion	**DFES Comments July 2023** Evidence to support the exclusion of Area 1 in its entirety as managed to low threat in accordance with AS3959 is required. In particular, lots 702, 703 & 812 (photo ID 19, 20, 21, 22), adjacent to the development site, appear to show classifiable vegetation. The excluded areas are outside the development site and an enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable. If unsubstantiated, the vegetation classification should be revised and classified as per AS3959, or the resultant BAL ratings may be inaccurate. **Updated Comments July 2024**	Issue resolved.

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Version: 3, Version Date: 26/08/2024

	It is noted that the exclusion within the foreshore reserve (previously classified as Area 1) has been classified as Class A Forest.	
BAL Contour Map	**DFES Comments July 2023** While Table B1.1 shows separation distances required to achieve certain BAL ratings, the actual separation distances and slope should be included in the BMP to demonstrate the methodology applied to determine the BAL outputs within the Contour Map. **Updated Comments July 2024** It is acknowledged that the separation distances are provided in Table 3.2.	Issue resolved.
Vegetation Management	**DFES Comments July 2023** Regarding adjacent Lots 702, 703 & 812, DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat classification. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land. **Updated Comments March 2024** DFES maintains that firebreaks are not a mechanism for ensuring management in perpetuity. There are large areas of Grassland within the neighbouring lots. The decision maker should be satisfied these areas will be managed to low threat in perpetuity.	Decision maker to be satisfied with the vegetation management and exclusions.

2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Location, and Siting & Design	**A1.1 & A2.1 – not demonstrated** The BAL ratings cannot be validated for the reason(s) outlined in the above table. The development relies on the low threat management of the neighbouring lots to achieve a compliant APZ.	Decision maker to be satisfied with the exclusion of the neighbouring lots.

3. AS3959 construction standards including clause 3.2.3 adjacent structures

Issue	Assessment	Action
Building Construction Standards and Adjacent Structures	Whilst it is acknowledged that the proposed building is not need to demonstrate compliance with AS3959 clause 3.2.3, it is suggested given the vulnerable persons on the site the decision maker give consideration to the bushfire construction and fire separation standards. This is consistent with Clause 78E(1) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* which requires the decision maker to have regard to the bushfire construction requirements of the Building Code of Australia. In addition, Clause 5.8.3 of the Guidelines reads as follows: *The bushfire construction provisions of the Building Code of Australia do not apply to Class 4 to Class 9 buildings. In these instances, the applicant has the discretion to utilise any or all of the elements of AS3959 in the construction of the building that they deem appropriate.* Although BAL construction standards do not guarantee the survival of the occupants or building, DFES does support the improved bushfire resilience provided by AS3959 construction standards. **Updated Comments July 2024** No further comments.	Comment only.
Building Construction Standards	Places of worship are considered Class 9b buildings. Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in May 2025. The proposed changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development. Further information regarding the proposed changes can be found here: https://consultation.abcb.gov.au/engagement/ncc-2022-public-comment-draft/supporting_documents/NCC2022VolumeOnePCD.pdf **Updated Comments July 2024** No further comment.	Comment only.

4. Policy Measure 6.6.1 Vulnerable and High-Risk land uses

Issue	Assessment	Action
Bushfire Emergency Evacuation Plan (BEEP)	The referral has included a *'Bushfire Emergency Evacuation Plan'* for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City. **Updated Comments July 2024** No further comments.	Comment only.

Recommendation – compliance with acceptable solutions not fully demonstrated – minor modifications required

The development application and the BMP have adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved. However, modifications to the BMP are necessary to ensure it accurately identifies the bushfire risk and necessary mitigation measures. As these modifications will not affect the development design, these modifications can be undertaken without further referral to DFES.

The required modifications are listed in the table(s) above.

If you require further information, please contact Sasha De Brito – Senior Land Use Planning Officer on telephone number 9395 9703.

Yours sincerely



Richard Trinh
A/DIRECTOR LAND USE PLANNING

9 July 2024

ATTACHMENT - 8

Enquiries: Steve Fernandez on (08) 9323 4517
Our Ref: 23/4655 (D23#697808)
Your Ref: DA23/00240
DAP/23/02523

12 July 2024

Chief Executive Officer
City of Gosnells
PO Box 662
GOSNELLS WA 6990

Email: council@gosnells.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED PLACE OF WORSHIP - DA23/00240 - DAP/23/02523 - LOT 98 (65) MILLS ROAD WEST, GOSNELLS

In response to correspondence received on 18 June 2024, please be advised Main Roads has no objections subject to the following conditions being imposed:

Conditions

1. The Place of Worship is permitted a maximum capacity of 250 people at any one time.

   Justification for Condition

   To regulate the scale of the development and numbers permitted on site. Maximum capacity is required to limit development traffic upon the surrounding road network.

2. Prior to the submission of a Building Permit, amended plans must be provided to the satisfaction of the City of Gosnells, that show the proposed crossover to Mills Road West relocated as far east as possible. The crossover shall thereafter be implemented in accordance with the approved plans.

   Justification for Condition

   The crossover is currently directly opposite Francis Street and is within the prohibited locations of access driveways in accordance with Figure 2.2 of Main Roads *Driveways Policy.* The crossover is to be relocated to minimise potential conflict and confusion.

3. The redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells and to the specifications of the local government.

4. Prior to submission of a Building Permit, a Delivery and Waste Management Plan, demonstrating that deliveries, bin collection and waste management services can be adequately provided for and managed within the development, is to be provided to the satisfaction of the City of Gosnells and in consultation with Main Roads WA.

Main Roads Western Australia
Don Aitken Centre, Waterloo Crescent, East Perth WA 6004
PO Box 6202, East Perth WA 6892

mainroads.wa.gov.au
enquiries@mainroads.wa.gov.au
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Justification for Condition

Public safety and protection of the Primary Regional Road Reservation. All deliveries and waste collection should be facilitated onsite.

5. No works are permitted within the Mills Road West road reserve unless Main Roads has issued a Working on Roads Permit.

   Justification for Condition

   Public safety and reflects the approval process for works.

6. Stormwater shall not be discharged to the Mills Road West road reserve or the widened road reservation.

   Justification for Condition

   To ensure there is sufficient capacity in the Mills Road West stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

a) The upgrading/widening of Mills Road West is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.

b) The Mills Road West Vehicle Access Strategy applies to this portion of Mills Road West. It is proposed that the properties between Lot 15 and Lot 821 inclusive, will in future cease to have direct vehicle access to Mills Roads West and instead achieve vehicle access via a Right of Carriageway.

c) The applicant is required to submit an application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Should the City disagree with the above advice or require further information please do not hesitate to contact Steve Fernandez on 9323 4517.

Please ensure a copy of the City's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

Anne Walsh
A/Road Access and Planning Manager

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Development Services
629 Newcastle Street Leederville WA 6007
PO Box 100 Leederville WA 6902
T (08) 9420 2099
F (08) 9420 3193

WATER CORPORATION

Your Ref: DA23/00240
Our Ref: DEV399966
Enquiries: Matt Calabro
Direct Tel: 9420 2099

07 July 2023

Chief Executive Officer
City Of Gosnells
2120 Albany Highway
GOSNELLS WA 6110

Attention of: Kevin Townroe

Re: Development Application - 65 (Lot 98) Mills Road West Gosnells - Place of Worship

Thank you for your letter dated 29th June 2023 requesting comment on the proposed development at 65 Mills Road West, Gosnells.

The proposed development does not appear to affect Water Corporation assets. If our assets are affected, the developer may be required to fund new works, or the upgrading of existing works and protection of all works associated with the Water Corporation. If a service is required, please contact as per above.

This proposal will require approval by our Building Services section prior to the commencement of works. Infrastructure Contributions and fees may be required to be paid prior to approval being issued.

For further information about building applications, please follow this link:
https://www.watercorporation.com.au/Developing-and-building/Building/Lodging-a-building-application

The information provided above is subject to review and may change. If the proposal has not proceeded within six months, it is recommended that the developer contacts us to confirm whether or not the above information is still valid.

Should you have any queries, please do not hesitate to contact me at matt.calabro@watercorporation.com.au

Regards,

Matt Calabro
Advisor – Land Planning
DEVELOPMENT SERVICES

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Version: 1, Version Date: 26/07/2024

GOVERNMENT OF WESTERN AUSTRALIA

Department of **Biodiversity, Conservation and Attractions**

SWAN RIVER TRUST

Your ref: DA23/00240
Our ref: 2023/3720
Enquiries: Kiara Smart
Phone: 9278 0936
Email: kiara.smart@dbca.wa.gov.au

Kevin Townroe
Planner
City of Gosnells
PO Box 662
GOSNELLS WA 6990

Dear Kevin Townroe,

CLAUSE 30A(2)b(i) – PLACE OF WORSHIP – LOT 98 (65) MILLS ROAD WEST, GOSNELLS

Thank you for providing the Swan River Trust (the Trust) with the opportunity to comment on the above development application received on 5 July 2023.

The proposal is being processed pursuant to Clause 30A(2)b(i) of the Metropolitan Region Scheme, as the proposed development is on a lot that abuts land within the Swan Canning Development Control Area (DCA).

The Department of Biodiversity, Conservation and Attractions (DBCA) has assessed the application on behalf of the Trust against *State Planning Policy 2.10: Swan-Canning River System* and Swan Canning Development Control Area policies.

During assessment it was noted that the Bushfire Management Plan (BMP) prepared by Bushfire Prone Planning (2023) indicates that a portion of the foreshore area (within the DCA) will be managed as Exclusion 2.2.3.2. DBCA maintains that foreshore reserves within the Swan and Canning River system are expected to be revegetated to a vegetation classification consistent with the ecological vegetation classification naturally occurring within the location. This is supported by State Planning Policy 3.7 Planning in Bushfire Prone Areas. In relation to the subject site, it should be assumed that the foreshore reserve will continue to be rehabilitated to reflect the vegetation classification of the adjoining Canning River, being a Class A Forest. This classification will ensure that development of the subject site does not impede future revegetation efforts within the foreshore reserve and importantly that the inherent bushfire risk associated with realistic vegetation classification is appropriately planned for.

As such, **prior to approval of the application**, an amended proposal, including an amended BMP, is to be provided based on the foreshore reserve being designated Class A Forest. Once the proposal has been updated, you are advised that the following conditions should be included within the approval:

CONDITIONS

1. The applicant shall take appropriate preventative measures to ensure that no construction material, sediment (including as a result of stormwater run-off), or rubbish enters the Parks and Recreation reserve or river as a result of the works.
2. The applicant shall ensure that no damage to the embankment, foreshore, riverbank or waterway (including vegetation) occurs beyond the scope of the approved works. If any inadvertent damage occurs, the applicant is required to notify the Department of Biodiversity,

Conservation and Attractions within 48 hours of the damage occurring and rectify at its expense any such damage.

3. Stormwater run-off from constructed impervious surfaces generated by small rainfall events (that is, the first 15 mm of rainfall) must be retained and/or detained and treated (if required) at-source as much as practical and will not be permitted to enter the river untreated to the satisfaction of the City of Gosnells on the advice of the Department of Biodiversity, Conservation and Attractions.
4. All stormwater run-off shall be discharged to the local government stormwater drainage system to the satisfaction of the City of Gosnells on the advice of the Department of Biodiversity, Conservation and Attractions.
5. The landowner/applicant will need to make arrangements with the Water Corporation for the provision of the necessary wastewater services. On receipt of a request from the applicant, a Land Development Agreement under Section 83 of the *Water Services Act 2012* will be prepared by the Water Corporation to document the specific requirements for the proposed development.
6. The applicant shall plant shade trees within the carpark at a minimum rate of 1 tree for each 4 parking bays to the requirements and satisfaction of the City of Gosnells.

ADVICE TO APPLICANT

1. Notifications and documents can be emailed to rivers.planning@dbca.wa.gov.au
2. The applicant is advised that it is an offence under the Swan and Canning Rivers Management Regulations 2007 to:
    a. destroy, pull up, cut back or injure any tree, shrub or perennial plant that is on land within the Swan Canning Development Control Area; and
    b. do or cause the doing of anything that is likely to bring about the collapse or movement of any part of the banks of waters in the Riverpark or development control area.
3. The applicant is advised that all incidents of damage, pollution or spills within the Swan Canning Development Control Area shall be reported immediately to the Department of Biodiversity, Conservation and Attractions' Duty Officer (Riverpark) on 9278 0981 (24 hrs) or Pollution Response Officer (Marine) on 9480 9924 (24 hrs).
4. Regarding **Condition 4**, the applicant is advised that *Water sensitive urban design – Carpark developments/retrofits* (New WAter Ways 2017) fact sheet https://www.newwaterways.org.au/wp-content/uploads/2020/09/CarparkRetrofit_final.pdf identifies that stormwater run-off from carparks includes total suspended solids, hydrocarbons, heavy metals and other pollutants. The fact sheet recommends the use of stormwater management systems, such as tree pits, vegetated swales and pervious paving, to manage carpark run-off from small rainfall events at-source, which treats and reduces the mobilisation of pollutants to receiving waterbodies. It is recommended that landscaped areas within the carpark are combined with the stormwater management system to provide multiple-purpose landscaping that also manages carpark run-off from small rainfall events (such as, the use of tree pits where trees are proposed and vegetated swales instead of garden beds and turf).
5. The applicant should be advised that the proposed works are located in a high to moderate/moderate to low risk Acid Sulphate Soils risk area and that the Acid Sulphate Soils Guideline Series for guidance on the identification, assessment and management of acid sulphate soils in Western Australia is available from the Department of Water and Environmental Regulation at: www.dwer.wa.gov.au. If Acid Sulphate Soils are exposed during

the works, the Department of Water and Environmental Regulation should be contacted for further advice.

If you have any queries regarding this matter, please contact the officer above. Please quote the above reference number in all correspondence.

Yours sincerely



Greg Comiskey
Manager, Statutory Assessments
As delegate of the Swan River Trust
Under Section 28B(2) of the SCRM Act 2006

7 August 2023

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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.