



PART B – CITY OF KWINANA

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 9501, No. 32 Meares Avenue, Kwinana Town Centre - Proposed Drive-In Takeaway Food Shop (McDonalds)– DAP/25/02957

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

**Part B – Item 3.1 - LOT 9501, NO. 32 MEARES AVENUE
KWINANA TOWN CENTRE. PROPOSED DRIVE-IN TAKEAWAY
FOOD SHOP (MCDONALDS).**

**Form 1 – Responsible Authority Report
(Regulation 12)**

DAP Name:	Metro Outer Development Assessment Panel	
Local Government Area:	City of Kwinana	
Applicant:	Planning Solutions Pty Ltd	
Owner:	ALDI Foods Pty Ltd	
Value of Development:	\$3 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Kwinana	
Authorising Officer:	Brett Cammell	
LG Reference:	PDDA-2025-4392	
DAP File No:	DAP/25/02957	
Application Received Date:	6 August 2025	
Report Due Date:	10 November 2025	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	<ol style="list-style-type: none"> 1. Applicant Report 2. Development Plans 3. Planning Assessment 4. Schedule of Submissions 5. Design Review Report 6. Transport Impact Assessment 7. Environmental Noise Assessment 8. Waste Management Plan 9. Landscape Plan 10. Arborist Report 11. Root Mapping Report 12. Lighting Plan 	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input checked="" type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Refuse** DAP Application DAP/25/02957 for the following reasons:
 1. The built form of the development is inconsistent with the Main Street Precinct design principles of a continuous street edge and activated frontage to Chisham Avenue as set out in the Kwinana City Centre Master Plan.

2. The siting of the building is prejudicial to future development accordance with the Main Street Precinct design principles set out in the Kwinana City Centre Master Plan.

Details: Outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Town Planning Scheme No. 3 (TPS3)
Local Planning Scheme - Zone/Reserve	<ul style="list-style-type: none"> • Shopping/Business (Mixed Use Precinct) • Town Centre Residential (northern portion of lot)
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Drive-In Takeaway Food Shop <ul style="list-style-type: none"> • 'P' – Shopping / Business zone – proposed development is located wholly within this zone. • 'X' – Town Centre Residential zone.
Lot Size:	7387m ²
Existing Land Use:	Shop (ALDI)
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No
Proposed Land Use	Drive-In Takeaway Food Shop (P)
Proposed No. Storeys	One

Proposal:

The application proposes a new McDonalds Drive-In Takeaway Food Shop development to be constructed on the corner of Lot 9501, No. 32 Meares Avenue at the junction of Meares Avenue and Chisham Avenue in the Kwinana Town Centre. The western end of Lot 9501 contains an existing ALDI supermarket (Shop) that was approved in 2014.

Lot 9501 is located in the Shopping/Business zone under TPS3. Drive-In Takeaway Food Shop is a permitted (P) land use in the zone. The northern part of Lot 9501 has a Town Centre Residential zoning under TPS3. The proposed development does not overlap with the Town Centre Residential zone part of the site except for some minor and incidental carpark works.

The development is proposed to replace the existing McDonalds Kwinana outlet that is located on Gilmore Avenue next to the Marketplace Shopping Centre, around 350m to the south-west of Lot 9501.

Key elements of the proposal are:

- An 80-seat restaurant building with dining, serving, kitchen and storage areas.
- An indoor play area.
- A split lane drive-through system wrapping around the building that can accommodate up to 19 queuing vehicles.
- The existing car parking area is to be reconfigured. The application proposes the removal of 30 parking bays and the construction of 17 new ones. This results in net reduction of 13 bays across the site from 92 to 79. The overall site is still calculated to remain in parking surplus. Parking is discussed in more detail later in this report.
- Removal of one (1) of three (3) mature River Red Gum trees adjacent to Chisham Avenue. These trees are non-natives, likely remnant plantings from the former Kwinana Lodge Hotel.
- New landscaping, including garden beds and eight (8) new trees.
- 24-hour, seven days a week operation.
- Approximately 15 to 25 staff onsite at any given time.

Background:

The Kwinana Town Centre has developed since the 1960s as the area containing key commercial and civic land uses that serve the broader locality. The Kwinana City Centre is classified as a Secondary Centre under State Planning Policy 4.2 - Activity Centres (SPP4.2). The City's adopted Local Commercial and Activity Centre Strategy 2014 (LCAC) identifies the City Centre as the preeminent commercial and activity centre within the City of Kwinana.

The subject site is located at the junction of Chisham Avenue and Meares Avenue in the Kwinana Town Centre within the City of Kwinana Town Planning Scheme No. 3 area (TPS3). TPS3 covers the Town Centre area only. The City's Local Planning Scheme No. 2 (LPS2) applies to the surrounding areas around the Town Centre.

Lot 9501 is located on the edge of the Kwinana Town Centre TPS3 area in the Shopping/Business zone. This zone is also located to the south and west of the site. The Town Centre Residential zone under TPS3 is located immediately north of the site. Residential zones within LPS2 are located immediately east of the site.

TPS3 also designates nine precincts within its area. Lot 9501 is located within the Mixed Use Precinct. Please note that the TPS3 precincts are separate from the Kwinana City Centre Master Plan precincts.

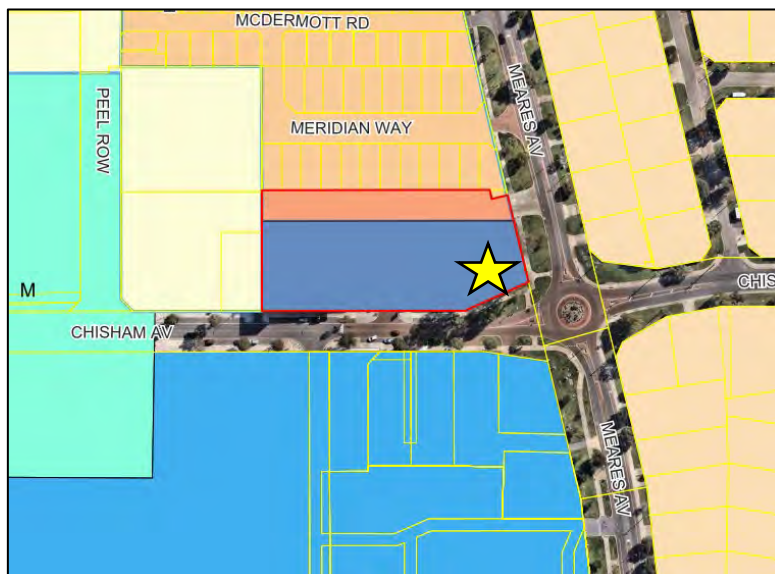


Figure 1 – Zoning

Lot 9501 is located at the junction of Chisham Avenue and Meares Avenue. These are both Local Distributor roads (orange) under the City's Local Road Hierarchy. The nearest regional road is Gilmore Avenue 250m to the west, which is an Other Regional Road (blue) under the Metropolitan Region Scheme.



Figure 2 – Local Road Hierarchy.

Key points in the history of Lot 9501 are as follows:

- 1972 – The Kwinana Lodge Hotel opens on the site.
- 1998 – TPS3 is gazetted.
- 2013 – The Kwinana Lodge Hotel is demolished.
- 2014 – ALDI (Shop) is conditionally approved by Council on 14 November 2014.
- 2015 – ALDI is constructed at the western end of Lot 9501.
- 2019 – The current Kwinana City Centre Master Plan is adopted under TPS3.

Legislation and Policy:

Legislation

Planning and Development Act 2005
 Metropolitan Region Scheme
 City of Kwinana Town Planning Scheme No. 3

State Government Policies

SPP 4.2 – Activity Centres

Structure Plans/Activity Centre Plans

Kwinana City Centre Master Plan (2019).

Local Policies

Local Planning Policy No. 5 – Development Contribution Towards Public Art (LPP5)

Local Planning Policy No. 8 – Designing Out Crime (LPP8)

Local Planning Policy No. 9 – Advertising Signage (LPP9)

Consultation:

External Consultation

The contents of the application did not necessitate referral to any external agencies.

Public Consultation

Drive-In Takeaway Food Shop is a permitted (P) land use in the Shopping/Business zone of TPS3. While the land use does not automatically require advertising the City exercised its discretion to advertise the application for public comment in accordance with clause 64 (1) (c) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The City chose to advertise the proposal as it was considered likely to be of interest to the local community as it is in a prominent corner location and involves the removal of a mature tree.

Public advertising was undertaken for 14 days as required under the Regulations, from 21 August 2025 to 8 September 2025. The advertising was conducted using the following methods:

- Letters were sent to nearby landowners alerting them to the application.
- The details of the application, including supporting documentation were made available for viewing online on the City's Love My Kwinana page.
- Two signs were installed onsite facing each respective street frontage.

At the close of advertising the following submissions were tallied:

- 350 submissions were received in total. 342 via Love My Kwinana and 8 via email.
- 330 (94.2%) submission were in objection to the proposal.
- Seven were in support.
- 13 were comment only.
- One submission objecting to the proposal was received after the closing date.

Following is a table addressing the main issues raised in the submissions received by the City.

Issue	Applicant Comment	City Comment
<p>1. Objection to the removal of the mature River Red Gum tree adjacent to Chisham Avenue.</p>	<p>The proposed development strikes a balance between the following considerations:</p> <ul style="list-style-type: none"> • The operational requirements of a drive through restaurant, which is a permitted land use; • The retention of significant, well established trees; • The operations and functionality of the existing Aldi development and car park; and • Providing a design that aligns with the City's Masterplan and vision for the site. Further, the loss of the south most River Red Gum is proposed to be offset by two new River Red Gums which will be planted at a 500-litre pot size (estimated 5m at installation height). In addition to the extensive landscaping already proposed, this is an adequate response to the proposed tree removal. The on-site landscaping amounts to 347m², making up approximately 21% of the development area, or 14.5% of the whole lot. This greatly exceeds the 8% requirement. The amount of landscaping on other sites in the area should not impact the City's assessment of the landscaping proposed as part of this application. 	<p>Issue Supported in Part</p> <p>The subject tree is located on private property and, although it is not designated as a heritage feature or part of a protected landscape, the tree was present at the time of ALDI's approval in 2014. The ALDI development incorporated the tree's retention into its landscaping, and condition 8 of the development approval requires its ongoing retention and protection.</p> <p>Whether any trees or other vegetation on the land should be preserved is a matter for consideration in the determination of an application (cl.67(2)(p) of the Deemed Provisions).</p> <p>In this instance there are three mature River Red Gum trees present on the site. These are not native to south-west Australia, and it is likely that they are remnant landscape plantings from the 1970's era Kwinana Lodge Hotel. The trees are large, in generally good health and are prominent and pleasing features in the streetscape.</p> <p>The City considers it unlikely that a development proposal for the corner of Lot 9501 could retain all three trees given their positions close to the street frontages of the site. The provision of a continuous built edge to Chisham Avenue, as is required under the Master Plan, would be likely to conflict with the subject tree in most development scenarios.</p>

Issue	Applicant Comment	City Comment
		<p>The applicant's increase of pot size to 500L for one of the replacement River Red Gums and providing eight (8) replacement trees in total is acknowledged.</p> <p>The City recognises the development constraint presented by the siting of the tree and the built form objectives of the Master Plan. On balance, the City does not object to the proposed removal of the tree in this instance.</p>
<p>2. Objection on the basis that the proposal will increase traffic congestion in the locality.</p>	<p>The Transport Impact Assessment assessed the existing operation of the Meares Avenue / Chisham Avenue roundabout, as well as the 2027 scenario (post - development) and 2037 scenario (10-year post development). The assessment found: "The addition of development traffic, including the background traffic growth on constituent roads in 2027, will not have an adverse impact on the operation of this roundabout as overall intersection Level of service remains unchanged in all three scenarios. Similarly, with the allowance for development-generated and 12 years of background traffic growth the roundabout maintain overall level of service A during all three assessed peak hour periods for the 10-year post-development stage (year 2037).</p>	<p>Issue Supported in Part</p> <p>The City has assessed the TIA and considers the methodology used to forecast the increase in traffic volume to be insufficient in its current form to have absolute confidence over its final conclusions.</p> <p>The TIA as submitted applies a 1% annual growth rate of traffic volumes arising from the development and also applies a 10% discount to the assumption of 50% passing traffic visits to the site. The City considers a 2% annual growth rate and removal of the 10% discount to provide a more realistic picture of the development.</p> <p>The City's concern is that the development may prompt a higher increase of traffic than forecast which in turn may result in vehicle queuing interfering with the operation of the Meares/Chisham roundabout and potentially a loss of service level within the site more</p>

Issue	Applicant Comment	City Comment
		<p>broadly. The City estimates that there is a 50% chance that the existing roundabout intersection of Meares and Chisham Avenue will require upgrading to be a signalised roundabout based upon the outcome of the revised modelling, however the City's assessment cannot be confirmed based on the provided TIA and modelling assumptions.</p> <p>Should the DAP be of the view that the proposal meets the built form and design objectives of the Master Plan (i.e. disagrees with the recommendation), then it is recommended that a determination be deferred pending submission of an updated TIA that addresses the City's concerns with the modelling assumptions.</p>
<p>3. Objection on the basis that the proposed development will cause a shortfall of parking across the site, thereby causing conflict with the existing ALDI outlet.</p>	<p>The proposal has been developed in conjunction with Aldi to ensure it is appropriate for their operations and both businesses can co-exist in the long term. Notwithstanding, the proposed parking was assessed as part of the development process to ensure no adverse impacts. A summary is provided below:</p> <ul style="list-style-type: none"> • There are 92 existing car parking bays on Lot 9501, all of which are owned by Aldi. • The proposed McDonalds restaurant will require the removal of 30 existing bays, however, proposes the addition of 17 new car bays. 	<p>Issue Not Supported</p> <p>The existing ALDI was approved by Council in 2014 with a significant surplus of onsite parking, providing 92 bays in lieu of the minimum requirement of 36 bays.</p> <p>The applicant's calculations for parking indicate a continuing surplus of onsite parking for both uses in the post-development scenario, with an overall surplus of 23 bays. The City agrees with the parking calculations.</p> <p>Additionally, it is noted that when assessed against the WAPC Manual for Non-Residential Parking (2024) the parking surplus is even greater, at 40 bays.</p>

Issue	Applicant Comment	City Comment
	<ul style="list-style-type: none"> The resultant net loss across the subject site is 13 parking bays as a result of the proposed development, leaving a total of 79 bays at the site. This exceeds the City’s parking requirement of 56 bays for the site, resulting in a 23-bay surplus. 	<p>Given the above there is no basis for the City to conclude that the proposed development will cause undue and sustained parking congestion within Lot 9501.</p>
<p>4. Objection on the basis that the proposed drive-through will impede traffic on Meares and Chisham Avenue, including emergency service vehicles leaving the adjacent fire station.</p>	<p>The proposal has been designed to minimise impacts on the existing Aldi supermarket and local roads. The drive through is appropriately positioned to ensure all queuing movements occur within the site and will not impact the surrounding road network.</p> <p>The Transport Impact Assessment (refer updated version at Attachment 5) also assessed the impact of the proposed development on the surrounding street network and found: “... <i>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...</i>”</p>	<p>Issue Supported in Part</p> <p>The City has no objection to the composition of internal manoeuvring areas and crossovers shown in the application or the provision of onsite parking.</p> <p>The City has queried the methodology used in the TIA to forecast that rate of traffic generated by the development. In order for the City to have ultimate confidence in the findings of the TIA it recommends increasing the annual traffic growth rate from 1% to 2% in line with City practice, maintaining the passing trade ratio of 50% and deleting the 10% discount assumption.</p> <p>The City has estimated that there is a 50% chance that the existing roundabout intersection at the junction of Meares and Chisham Avenue may ultimately require upgrading to be signalised roundabout intersection, depending on the outcome of the revised calculations using the above methodology.</p> <p>Should the DAP determine to support the development the City recommends that the application be deferred</p>

Issue	Applicant Comment	City Comment
		pending the submission of updated modelling in the TIA for review by the City before determination.
<p>5. Objection on the basis that there is already a McDonalds outlet nearby on Gilmore Avenue and another one located in Anketell.</p>	<p>A significant portion of the submissions (approx. 50 individual submissions) objected on the basis that the proposal would result in two McDonald's restaurants in the Kwinana Town Centre. However, as outlined in the development application, the existing McDonald's restaurant on Gilmore Avenue is proposed to be removed once the new restaurant is operational. It is also noted that this is not a relevant planning consideration, and the proposed land use is permitted on the subject site.</p>	<p>Issue Not Supported</p> <p>The proposed McDonalds outlet is intended to replace the existing Kwinana store. There will be no overall increase of McDonalds outlets in the Kwinana Town Centre.</p> <p>The presence of other McDonalds outlets in the City does not constitute a valid planning consideration against the proposed development. The development proposal can only be assessed against the relevant requirements under TPS3. It is not the role of local town planners to determine whether or not a particular chain or style of business is overrepresented in a zone where the overarching land use is permitted. This should be determined by the mechanism of the open market.</p>
<p>6. Objection on the basis that City has an oversupply of 'junk food' outlets and healthier food options should be provided instead.</p>	<p>This is not a planning consideration.</p>	<p>Issue Not Supported</p> <p>Town planning regulates development and land use at a high level and there is no statutory basis for the City to make recommendations on a development application on the grounds of dietary issues. Accordingly, this is not considered to be a valid planning issue.</p>

Issue	Applicant Comment	City Comment
<p>7. Objection on the basis of noise pollution unduly affecting the amenity of nearby residents.</p>	<p>Noise impacts have been adequately addressed in the development application and supporting documentation with additional information provided in response to the City's noise related concerns (refer RFI response letter and Attachment 3 & 4). The noise consultant's assessment found the proposal complies with the <i>Environmental Protection (Noise) Regulations 1997</i> during all operational scenarios, including night-time and Sunday peak periods. This takes into account the provision of the 2m high acoustic wall proposed along the northern side of the drive through and considers worst-case scenarios with simultaneous operation of all noise sources to ensure conservative compliance.</p>	<p>Issue Not Supported</p> <p>Noise sensitive residential properties are located near the development site. An Environmental Noise Assessment (ENA) prepared by Lloyd George Acoustics dated 25 September 2025 has been provided to the City. The ENA concludes that the proposed development is capable of complying with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>The ENA's recommendations include building a two-metre-high noise wall along the northern side of the drive-through and selecting suitable plant and equipment that is capable of complying with the Regulations. .</p> <p>The City has reviewed the ENA and supports its recommendations.</p> <p>Should the development be approved by the DAP, conditions should be applied requiring the implementation of the ENA and verification of its assumptions before the commencement of the use.</p>
<p>8. Objection on the basis of increased litter and</p>	<p>McDonald's procedures aim to reduce waste and maximise recycling. All dining room bins will be cleaned daily, and litter patrols conducted daily by the shift</p>	<p>Issue Not Supported</p>

Issue	Applicant Comment	City Comment
<p>waste as a result of the proposed land use.</p>	<p>manager, with additional patrols by a maintenance contractor. Refer to the Waste Management Plan.</p>	<p>The control of litter around fast-food style uses is a reasonable topic of concern given the heavy usage of disposable packaging typical of such outlets.</p> <p>The City is content that litter impacts can be adequately controlled if suitable management practices are employed by McDonalds. The application has included a Waste Management Plan that has been reviewed by the City, which has found it to be acceptable.</p> <p>Should the development ultimately be approved and commence use, the ongoing implementation of the Waste Management Plan should be required via a condition of approval.</p>
<p>9. Objection on the basis of undue light pollution impacting upon nearby residential properties.</p>	<p>Adequate lighting is proposed throughout the site to ensure pedestrian access is safe, legible and well lit, without negatively impacting public amenity. The Lighting Assessment prepared in support of the application (refer Appendix 8 of original development application) provides an assessment of the proposed lighting design against the AS/NZS4282:2023 standards. These standards control the obtrusive effects of outdoor lighting during both curfew and non-curfew timeframes, and the light consultant's assessment demonstrates the proposal is compliant and appropriate.</p>	<p>Issue Not Supported</p> <p>The issue of outdoor lighting is a reasonable concern given the proposed 24-hour use, the presence of a drive-through facility and relative proximity of residential properties.</p> <p>The applicant has provided a Lighting Plan with the application which has been reviewed by the City. No objection is made to the findings of the assessment.</p> <p>If they development were to be approved and commence use, the operators of the premises must implement the Lighting Plan and comply with the</p>

Issue	Applicant Comment	City Comment
		<p>Australian Standard AS4282. Compliance with AS4282 is also a general requirement under the City of Kwinana’s <i>Animal, Environment and Amenity Local Law 2024</i>.</p>
<p>10. Objection on the basis that the proposed use will increase anti-social behaviour in the locality.</p>	<p>The proposed design mitigates safety and security issues and ensures passive surveillance as outlined below:</p> <ul style="list-style-type: none"> • The proposed use and operating hours (24/7) ensure the site is activated and frequented by both pedestrians and motorists in both dine-in and drive through capacities. • The pedestrian arch/accessway on Chisham Avenue creates a ‘main entry’, signalling the pedestrian access point and providing wayfinding. This archway is proposed on the southern boundary and is connected to the adjoining mesh/wooden/vegetated drive through canopy, creating a built form edge to the south. No lengths of blank wall are proposed to the south. • The use of permeable fencing around the drive through and a mesh/landscaped canopy over the drive through lanes allows staff working in the drive through to view the street. It also creates a building edge and connection to the public domain. • Lighting and CCTV throughout the site and in the drive through lanes, as well as the general nature and operation of the business (24/7) will mean customers and staff are constantly moving throughout the site. 	<p>Issue Not Supported</p> <p>The City does not have grounds to pre-emptively conclude that a particular Drive-In Takeaway Food Shop land use will unduly increase anti-social behaviour in the locality.</p> <p>The 24 hours a day, seven days per week operation of the use may facilitate passive surveillance occurring during periods where it is presently minimal.</p> <p>Additional outdoor lighting and CCTV coverage resulting from the proposed development is noted.</p> <p>The proposal is considered to be compliant with the City’s Local Planning Policy No. 8 – Designing Out Crime</p>

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the City's Town Planning Scheme No.3 (TPS3), State and Local Planning Policies, and the Kwinana Town Centre Master Plan. The following matters have been identified as key considerations for the determination of this application as discussed below.

Zoning and Use Class Permissibility:

The objective of the Shopping/Business Zone is *'to accommodate retail and commercial use and development necessary to meet the district level shopping needs'*.

The proposed Drive-In Takeaway Food Shop land use is permitted ('P') within the zone.

The development site is also within the 'Mixed Use Precinct', within the Shopping/Business Zone. TPS3 lists several 'Predominant Uses' for each of the precincts identified in TPS3, with cl. 4.2.3 prompting the decision maker to consider the listed Predominant Uses when approving development. Cl. 4.2.3 states:

"Council in considering proposals for uses not listed as Predominant Uses within a specific precinct shall have regard to uses listed as Predominant Uses in other precincts and shall be satisfied that approval does not undermine the viability or level of service of these Predominant Uses, whether existing or planned."

Clause 4.5.9.2 of TPS3 states that the Predominant Land Uses in the Mixed-Use Precinct shall be:

Offices

Showrooms

Local Shop

Cafes

Grouped Dwelling and/or Multiple Dwellings that form part of a mixed use development in accordance with Clause 4.5.9.1.

Café is not a defined land use under TPS3. TPS3 contains the following comparable land uses,

- Drive In Takeaway Food Shop
- Eating House

Eating House is considered to most align with a traditional 'sit down' style café use. Although Drive In Takeaway Food Shop is not listed as a Predominant Land Use, the proposed use does have some correlation with the vernacular concept of a café, given the presence in this proposal of the 'McCafe' element that is common throughout McDonald's stores.

Clause 4.5.9.4 states that:

All buildings to achieve a high quality integrated development and be orientated to address Meares Avenue and Chisholm Avenue with minimal front setbacks and integrated signage.

The City considers the proposed wide street setbacks, with the building located behind the drive-through lanes to be inconsistent with the design guidance of the City Centre Master Plan.

The City is satisfied that the proposed location is appropriate for the Drive-In Takeaway Food Shop land use in principle and draws no issue with the intended land use. The built form of the proposal however is considered to be inconsistent with the Master Plan.

A full planning assessment is included as Attachment 3.

Consistency with Kwinana City Centre Master Plan:

Part 3 (Scheme Development Requirements) of TPS3 requires that building design and layout shall generally accord with the Kwinana Town Centre Design Guidelines when assessing development proposals.

The Kwinana City Centre Master Plan (2019) document serves as the adopted Design Guidelines document for the TPS3 area.

The specific Objectives of the Master Plan outlined under Part 2.2 are to:

1. *Provide a high-quality Main Street environment facilitating a pedestrian-orientated environment and public spaces.*
2. *Create key 'destinations' which promote activity and vibrancy in the City Centre.*
3. *Reinforce existing civic and retail anchors to link primary pedestrian routes north and south of the City Centre.*
4. *Encourage a wider variety of uses within the City Centre to facilitate activity outside of business hours.*
5. *Minimise the impact of vehicle traffic and car parking within the City Centre.*
6. *Integrate the City Centre with Calista Oval and surrounding developments.*
7. *Promote a high-quality mixed use environment accommodating ground level retail and opportunity for multi-unit residential dwellings above.*
8. *Redefine Gilmore Avenue as the gateway boulevard into the City Centre.*
9. *Reflect Kwinana's unique sense of place identity through the built form and links to natural and cultural landscapes.*
10. *Integrate peripheral development along Meares Avenue, reinforcing a mix of development within the City Centre.*

Chisham Avenue is considered to be a key element of the Main Street environment referred to in point 1 above.

The core relevant objectives to this application are considered to be 1, 4 and 5 for the following reasons.

1. The application includes a key divergence from the aims of the Master Plan for Chisham Avenue by setting the building back from the street boundary due to the placement of the drive-through lanes, rather than facilitating a built edge and active frontage along the street.
4. The proposed development does facilitate activity outside of business hours as it proposes 24 hours a day, seven days per week operating hours.
5. As the application proposes a drive-through facility that is likely to be highly utilised, the evaluation of traffic impacts on the local road network require due consideration.

The proposed development's location within the Main Street Precinct is identified below:

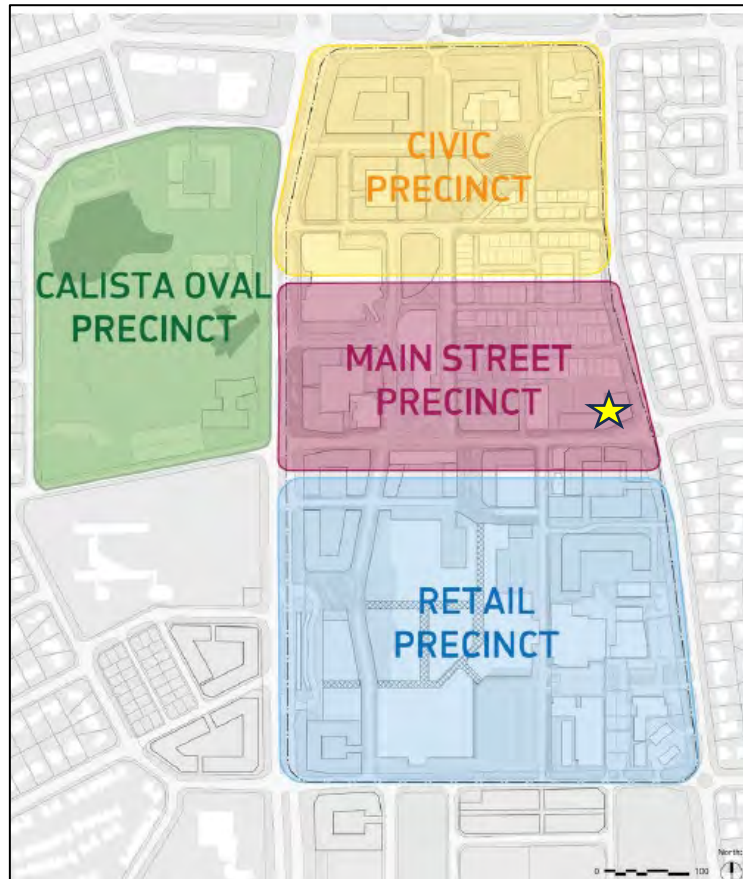


Figure 3 – Master Plan Precinct Plan and Subject Site

Under the Master Plan the Main Street Precinct should ultimately have the following attributes:

Main Street Precinct
+ A bustling retail and commercial centre supporting a high level of pedestrian activity, slow moving traffic and rich mix of uses fronting the Main Street.
+ Comfortable, wide, sheltered footpaths and public spaces of contemporary design will provide a setting for people to linger, shop, gather in the evening and for special events, local markets and festivals.
+ The public realm will be characterized by significant tree planting to enhance landscape qualities that are valued in Kwinana

Figure 4 - Main Street Attributes

The Design Guidance principles for the Main Street Precinct are as follows:

Main Street Precinct
+ New development within this precinct should provide an engaging public space for locals, visitors and workers in the area.
+ Improved pedestrian connections to the shopping mall and Main Street retail will add to the city's economic vitality.
+ Residential development is encouraged, particularly at upper levels, to provide a liveable city centre supporting a variety of dwellings to enliven and to engender a sense of ownership of and care for the Centre.
+ New development should accentuate the edge of the Main Street, reinforcing a distinctive urban wall and sense of enclosure.

Figure 5 – Main Street Design Guidance

The Master Plan identifies Chisham Avenue as a Primary Street under Part 2.5 – Movement Framework. A Primary Street is to have slow moving vehicular traffic with pedestrian friendly infrastructure, landscaping and buildings that enclose the street. Chisham Avenue is the main east-west Primary Street in the Town Centre. Meares Avenue is identified as a District Distributor road, meaning its purpose is to facilitate faster traffic movements around the edge of the Town Centre and areas beyond.

The proposed development is generally consistent with the vision, objectives, concept and design guidance of the Master Plan with the notable exception of the proposed building's setback not aligning with the street frontage of Chisham and Meares Avenue.

A full assessment against the provisions of TPS3 and the Master Plan is attached to this report (see Attachment 3).

Built Form and Design:

Design Review Assessment

The City engaged an independent architecture consultant, in lieu of a Design Review Panel, to undertake a design review of the proposal against the ten Design Principles set out in State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0):

1. Context and Character
2. Landscape Quality
3. Built Form and Scale
4. Functionality and Build Quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

The Design Review observed the following characteristics in the proposal:

1. *The review notes that the bulk and scale of the development is relatively consistent with the prevailing built form of the surrounding locality.*
2. *The presentation of the proposed building to Meares Avenue and Chisham Avenue is relatively poor, requiring improvement to facade detailing and articulation.*
3. *The review positively acknowledges the retention of two mature river red gum trees on the eastern side of the site.*
4. *The setback of the building from the street is resultant from the dual-lane drive-through facility wrapping around the east and south of the building.*
5. *The general configuration of the development works adequately for its functional use.*

The Design Review recommended that the development could be improved by various measures the following measures:

1. *The proponent should consider enlarging windows onto the north facing frontage of the dining area. This will not only promote passive surveillance into the carpark, but it will also provide a line of sight into the dining area when entering the northern drive through.*
2. *Investigate the opportunity to extend permeable fencing along the eastern boundary of the development to further buffer the building form from the public realm.*
3. *Investigate the opportunity to implement informal seating into fencing along the eastern portion of the site for community use.*

The applicant has declined to provide larger windows as they consider the existing size to be adequate, but has incorporated recommendations 2 and 3 by taking the following measures:

- Adding a permeable timber batten fence around the drive-through lane, thereby creating a screening element extending around the frontage to Meares Avenue.
- A small outdoor seating area has been added at the corner of the site.

The City notes the findings of the Design Review; however, it does not consider that the evaluation of the proposal gave sufficient regard to the aims of the Master Plan to accentuate development with active frontages to the street alignment. The placement of the drive-through lanes between fundamentally inhibits the ability of the proposal to comply in this respect While the incorporation of the seating area is not unwelcome it is noted that the proximity of idling cars in the adjacent drive-through lanes may restrict the level of amenity in this space.

The changes made by the applicant in response to the Design Review findings are welcome, but do not resolve the inconsistency with the Master Plan resulting from the position of the proposed drive-through lanes.

The Design Review assessment is included as Attachment 4 to this report.

TPS3 and City Centre Master Plan Design Guidelines

The built form of the proposal diverges significantly from the design guidelines of TPS3, being the City Centre Master Plan, due to the placement of the drive-through lanes between the street boundary and the building.

Comments against key elements of the Master Plan are contained in the tables below:

3.0 – Urban Structure	
3.1	Character Areas - Main Street Precinct
	New development should accentuate to edge of Chisham Avenue. The proposed development does not achieve this given the presence of the drive-through lanes looping around building. The applicant has made some gestures to an architectural façade suggestion and screening of the drive-through however the overall treatment is not considered to fully meet the intent of the Master Plan.
3.3	View Corridors
	The location is on a relatively prominent rise in the Town Centre meaning the development will be a local landmark. The absence of an active frontage wrapping the street corner, or at a minimum orienting to the Chisham Street frontage, is not in keeping with the Master Plan design guidelines. Views to the street are not maximised and the proposal lacks street presence thereby reducing its capacity to act as a landmark.
3.5	Movement Network
	The proposed development does not unduly inhibit pedestrian or vehicle movement along Chisham Avenue. However, it does not accord with the Master Plan design guidelines in full. It does not provide weather protection for pedestrians, nor does it encourage pedestrians to linger on Chisham Avenue, given the presence of drive-through lanes abutting the street frontage.
3.6	Car Parking
	Car parking is to be located to the north and west of the proposed building. 30 bays will be removed from the existing ALDI carpark. 17 new parking bays will be created resulting a net loss of 13 bays. The overall parking provision on the site across both uses will remain compliant with TPS3. The siting of car parking bays within the site is considered to be acceptable. The siting of the drive-through lane between street and the building alignment is considered to be at odds with the aims of the Master Plan as it inhibits the objectives of the Main Street Precinct.

4.0 Built Form	
4.1	Mix of Land Uses
	The proposed land use of Drive-In Takeaway Food Shop is permitted (P) in the Shopping/Business zone under TPS3. The proposed land use does not undermine a suitable mix of land uses in the Main Street Precinct.
4.2	Height and Massing
	No objection is made to the height of the building in itself, including the false facade arch element. However, the massing of the building orients away from the street and incorporates a significant setback away from the street edge due to the drive-through placement. The applicant has attempted to address street massing by using an archway and colonnade treatment with vine

	trestles to mimic a nil setback street facade treatment. This treatment is not considered to be adequate to fulfil the design guideline requirements.
4.3	Active Frontages
	The proposal does not incorporate an active frontage to Chisham or Meares Avenue.
4.4	Façade Treatment
	An archway and colonnade with vine trestles that simulates a façade scale has been applied in lieu of an active building facade aligning to the street. While it has some pleasing elements, such as the use of exposed red face brick, the proposal ultimately does not achieve a street façade as the actual setback and active frontage of the building does not align to Chisham or Meares Avenue. Colour and material treatments are acceptable.
4.5	Building Orientation
	The proposal includes a false façade treatment to the street, but the building's active frontage orients to the inside of the site.

5.0 Public Realm	
5.1	Vibrant Public Realm
	The placement of the drive-through against the street is considered to be contrary to the aims of the masterplan. The presence of idling cars in the drive-through is unlikely to encourage pedestrians to find the immediate streetscape on Chisham Avenue in particular, to be welcoming.
5.2	Landscape
	The loss of one onsite mature River Red Gum tree is proposed. Two mature onsite River Red Gum trees are proposed to be retained. While the removal of mature trees is not preferred, the City acknowledges that any design for the site is likely to require the removal at least one of the mature trees on the corner of Lot 9501. On balance therefore, the removal of one tree located closest to Chisham Avenue is supported by the City. The application proposes the retention of two of three mature River Red Gum trees on the property and has proposed planting eight new trees, including a 500-litre pot size River Red Gum. Notwithstanding the loss of one mature tree, the landscape plan provided is considered to be acceptable overall.
5.3	Signage
	The proposal incorporates an overhanging awning sign mimicking a façade roof sign on the false façade treatment abutting the drive-through lanes. Signage is otherwise typical of the development type and is considered to be compliant.
5.4	Street Furniture
	Although the proposal does not propose street furniture in the public realm the placement of a small plaza, featuring outdoor seating is noted. The

	amenity of this pace may be limited however by the close proximity of cars idling in the drive-through lanes.
5.5	Public Art
	The estimated value of the development triggers the application of the City’s Local Planning Policy No. 5 - Development Contribution towards Public Art (LPP5). Should the development ultimately be approved a condition requiring a contribution of artwork

A full assessment against TPS3 and the Master Plan is provided as Attachment 3 to this report.

The City considers the siting of the building to be inconsistent with both the current and intended streetscape of Chisham Avenue. This position aligns with both previous development approvals granted along Chisham Avenue since 2008 and with the long-term aims of creating an inviting and enclosed Main Street Precinct under the Master Plan.

The following existing developments and key Town Planning determinations made in relation to Chisham Avenue are observed as supporting the City’s position:

- 6 Chisham Avenue - Approved
Council approved a two-storey Office building with a nil setback to Chisham Avenue on 11 June 2008. The development was completed in 2010. View below:



- 1 Chisham Avenue – Approved
The City approved a Pharmacy and Eating House addition to the existing Medical Centre on 12 October 2011 with a reduced 4.3m setback to Chisham Avenue with pedestrian plaza and dining area in the setback area to the street. The development did not proceed.

- 4 Chisham Avenue – Approved
The City granted development approval for a building containing multiple Shop tenancies on 16 November 2011. The buildings have a nil setback to Chisham Avenue. View below:



- 4 Chisham Avenue – Approved
The City granted development approval for a Drive-In Takeaway Food Shop (KFC) on 19 June 2012. The building has a nil setback to Chisham Avenue. View below:



- 8A Chisham Avenue – Approved

The City granted development approval for a two storey Shop on 23 July 2014. The building has a 2.6m setback from Chisham Avenue, with a pedestrian terrace between the building and the street boundary. View below:



- 32 Meares Avenue – Approved

Council conditionally approved a Shop (ALDI) at the subject Lot 9501 on 14 November 2014. The building has a partial nil setback to Chisham Avenue. View below:



- 4 Chisham Avenue - Refused

Council refused an application for a Motor Repair Station (Auto Masters) on 4 October 2022. The application proposed a 10.6m setback from Chisham Avenue with vehicle parking and landscaping in the setback area. The application was refused by Council for the following reasons:

1. *The built form of the development is inconsistent with main street design principles of a continuous edge to Chisham Avenue.*
2. *The siting of the development is prejudicial to future development in accordance with main street design principles set out in the Kwinana City Centre Master Plan.*
3. *The development will detract from the visual amenity of users of the road and the footpath along Chisham Avenue.*

The applicant subsequently submitted an appeal for review to the State Administrative Tribunal as application DR 86 of 2022. On 16 June 2023 the

Presiding Member determined to affirm the City's reasons of refusal and dismissed the application for review.

The key conclusions of the Member that are of relevance to the consideration of the subject application are:

- *...the proposed development is inconsistent with the principles of orderly and proper planning because it would impede the realisation of the vision for Chisham Avenue embodied in the Master Plan, a strategic planning instrument which is part of the Scheme.*
- *I have also found that the proposed development, particularly when viewed from the west by pedestrians, is not in keeping with the desired future amenity of Chisham Avenue.*

The decision of the Tribunal in relation to 4 Chisham Avenue provides weight to the City's assertion that the design of the proposed McDonalds has not given sufficient regard to the desired future streetscape of Chisham Avenue.

Landscaping and Tree Retention

The application has included a landscaping plan, which shows the planting of eight new trees and associated small shrubs around the building.

The application proposes the removal of one mature River Red Gum tree that is located adjacent to Chisham Avenue, out of the three similar trees that are present on the property. These trees are not a native local species and are likely remnant plantings from the 1970's era Kwinana Lodge Hotel.

The trees in question are in good health and form a pleasing element in the existing streetscape of Chisham Avenue and Meares Avenue. The applicant has provided an Arborist Report that deals with the tree proposed for removal and a root map survey of the two trees that are proposed to be retained. These documents are included as Attachments 10 and 11 to this report. The status of the trees has been raised as a prominent issue in many of the submissions received by the City during the advertising period for the application.

While the subject trees are on private property, encouraging their retention around new development has been a matter the City has addressed in the past. Condition 8 of the development approval granted by Council for the existing Shop (ALDI) on Lot 9501, dated 14 November 2014 states that:

8. Where not impacted by the development, the existing mature trees on site shall be retained and protected within landscaping to the satisfaction of the City of Kwinana.

On balance, the City accepts that it is difficult to propose a design that accords with the planning framework of the site that can facilitate the retention of all three mature trees. The tree closest to Chisham Avenue is the most likely to conflict with any proposal for development that has a continuous frontage to the street.

The City suggests that if the proposed development is further amended to comply with the Main Street Precinct design requirements under the Master Plan landscaping details shall be duly updated to reflect the revised proposal. The City encourages the

continued retention of the two mature trees that are nominated to be kept as part of the proposal in its current form.

Traffic, Access and Parking:

Numerous submissions raised concerns regarding the potential impacts of the proposed development on traffic and parking within and around the subject site.

The applicant submitted a Traffic Impact Assessment to assess the connection of the development to public roads, being Chisham Avenue and Meares Avenue. Under the City’s Local Road Hierarchy both Chisham Avenue and Meares Avenue are Local Distributor roads. Local Distributors are the lowest order of distributor road in the hierarchy:

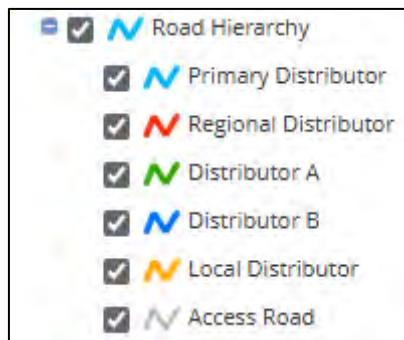


Figure 7 – Local Road Hierarchy.

The proposal does not significantly impact upon the nearest Other Regional Road (ORR), which is Gilmore Avenue. Therefore, referral of the application to the Department of Planning, Lands and Heritage, which is the responsible authority for ORRs, was not required.

Parking

The proposal requires the removal of 30 bays from the 92 presently ALDI carpark and the construction of 17 new bays resulting in a net loss of thirteen bays. Parking bays will be lost from the existing allocation of ALDI parking, however the overall parking bay allocation across the site will remain in surplus.

TPS3 does not include its own parking provisions, so those from LPS2 are used. LPS2 does not include a parking formula for Drive-In Takeaway Food Shop so the Eating House formula is applied.

Land Use	Scheme Req	Ratio	Required	Provided
Shop (ALDI)	Within the Kwinana Town Centre Zone 1 bay for every 50m ² gross floor area for shops	1,767m ² GFA	36 bays	62 bays (92 at present)
Eating House (McDonalds)	1 for every 4 seats which an eating area is designed to provide;	80 seats	20 bays	17 bays
TOTAL			56	79 (surplus of 23 bays)

Figure 8 – Lot 9501 Parking Requirements Against TPS3

The WAPC Manual for Non-Residential Parking (November 2024) incorporates a specified Fast Food Outlet parking formula. The Manual specifies minimum and maximum parking rates unlike TPS3 which specifies minimum requirements only.

For comparison, the following table shows the applicable parking ratios from the WAPC Manual:

Land Use	WAPC Req	Ratio	Required	Provided
Shop (ALDI)	A minimum of 1 space per 50m ² floor area A maximum of 1 space per 20m ² floor area	1,767m ² floor area.	Min 36 bays (Max 89 bays)	62 bays (92 at present)
Fast Food Outlet (McDonalds)	A minimum of 1 space per 50m ² of public floor space. A maximum of 1 space per 10m ² of public floor space.	123m ² public floorspace.	Min 3 bays. (Max 13 bays)	17 bays.
TOTAL			39 bays (Max 102 bays)	79 (surplus of 40 bays)

Figure 9 - Lot 9501 Parking Requirements Against WAPC Manual for Non-Residential Parking – Appendix A (2024)

The provision of onsite parking bays complies with both the TPS3 requirements and those of the WAPC Manual for Non-Residential Parking. The City therefore has no objection to the proposal on parking grounds.

Local Traffic Impacts

The applicant has submitted an updated Transport Impact Assessment (TIA) prepared by Transcore dated September 2025. The TIA provides an analysis of the capacity of the existing local road network, the forecast traffic generation of the development and onsite parking capability.

The key conclusions of the TIA are as follows:

- *The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is expected to be in order of approximately 1,902 total daily trips with approximately 181, 134 and 224 trips during a typical weekday AM and PM and Saturday 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, very good accessibility to cyclist network and excellent 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.*

The City has reviewed the amended TIA and has no objection to the bulk of the findings in the report. The does however question the accuracy of certain forecasting methodologies used in the TIA, as follows:

- The City's recent Development Contribution Plan (DCP) traffic modelling adopted a 2% traffic growth rate, which has been accepted by the Regional Operations Modelling (ROM) modelling team at Main Roads Western Australia. Therefore, the 1% traffic growth rate used in the updated TIA report is considered to be too modest, especially considering the anticipated regional economic development and population expansion. The TIA should be amended to reflect a 2% traffic growth rate to 2027 and 2037.
- The proposed 10% reduction in trip generation is also not acceptable. The passing trade percentage should be evaluated at the 50% ratio without a 10% discount.

The City is concerned that the modelling methodology may result an unforeseen increase of traffic volumes thereby potentially compromising the performance of the un-signalised roundabout intersection at the junction of Meares Avenue and Chisham Avenue and leading to a general loss of service level within and around Lot 9501. The City's Engineering Services have advised that there is a 50% chance of the intersection requiring eventual upgrade to a signalised roundabout depending on the outcome of revised modelling using the City's preferred methodology.

The City considers that until the above items are addressed, it cannot be concluded without any remaining doubt that the Meares Avenue and Chisham Avenue roundabout will perform at an acceptable level of service in both the Opening Year (2027) and the Horizon Year (2037).

The City recommends that if the DAP determines that the built form of the development is acceptable, the application should be deferred, pending the submission and review of a revised TIA containing calculations that apply the City’s specified methodology.

Noise Impacts:

The application proposes 24-hour operations and is located near residential properties. Therefore, due consideration must be given to mitigating noise impacts arising from the development.

The applicant has submitted an Environmental Noise Assessment (ENA) prepared by Lloyd George Acoustics dated 25 September 2025. The ENA assesses the ability of the proposed development to comply with the *Environmental Protection (Noise) Regulations 1997* as assessed from the nearest noise sensitive properties. These properties are shown below:



Figure 10 – Noise Sensitive Receiver Property Locations

The properties immediately to the north of Lot 9501 on Meridian Way are residential dwellings that are elevated by retaining works above the subject site. An existing Colorbond fence separates the properties from Lot 9501. Across Meares Avenue two residential sites are identified. The sites on the south side of Chisham Avenue are non-residential properties.

The key recommendations to ensure compliance with the Regulations made by the ENA are to:

- Construct a 2.0-metre high brick noise wall along the north side of the drive-through; and
- Implement one or more of the following for the mechanical plant:
 - Select quieter units.
 - Provide localised screens.
 - Relocate the plant further from the residences.

With regard to the drive-through facility, the ENA assumes a baseline of noise generated by up to 18 idling vehicles. In accordance with the Regulations noise from moving vehicles is exempt.

The City' has reviewed the ENA dated 25 September 2025 and finds its conclusions to be reasonable. Should the development be approved in due course, appropriate conditions to ensure the implementation of the ENA's recommendations and final review and verification of its assumptions prior to commencement of the use are recommended.

Waste Management:

The submitted Waste Management Plan provides details of the waste management and removal procedures for the proposed use. Key points are:

- Waste removal services are to be provided by a private contractor (SUEZ).
- Waste will be collected in an internal corral area inside the building.
- SUEZ will undertake two bulk waste collections a week, via the loading bay of the site.
- Bulk collection will occur at 11:00am on weekdays whenever possible, and not before 7am or after 7pm.
- Dining room bins are cleaned daily; and
- McDonalds staff will undertake litter patrols of the car park.

The City has reviewed the plan and has no objection to its recommendations. If the development is conditionally approved in due course, implementation of the Waste Management Plan must be made a condition of approval.

Provision of Public Art:

The application is subject to the City's Local Planning Policy No. 5 - Development Contribution towards Public Art (LPP5) because the proposed development is valued at \$3.5 million. The Policy requires a Public Art contribution for new developments valued over \$2 million, which can be fulfilled through either the provision of Public Art onsite or a cash-in-lieu contribution.

Should the application be supported in due course, the provision of Public Art in accordance with LPP5 is recommended as a condition of approval.

Crime Prevention Through Environmental Design (CPTED):

Several submissions noted the potential for a reduction in public safety due to the proposed development.

The design of the proposed development is generally consistent with the design principles in the Kwinana City Centre Master Plan which considers public safety and the CPTED Principles including:

1. Increasing opportunities for surveillance, and
2. Increasing activity around the development for passive surveillance.

The proposed development has been assessed against the City's Local Planning Policy No. 8 – Designing Out Crime and is found to be compliant with this policy including:

1. Passive and active surveillance,
2. The clear definition of private and public realms, and

Crime prevention through environmental design has also been considered through the built form and design assessment including the design review panel and the assessment against local planning requirements.

Signage:

Signage is assessed under the City's Local Planning Policy 9 – Advertising Signage (LPP9). The applicant has included signage as part of the development application, including a number of signs relating to McDonalds branding, directional signage and pylon signage.

A variation to LPP9 is proposed in the form of the monolith-style sign affixed to top of the false façade treatment. The sign reaches a maximum height of 8.5m, in lieu of the maximum 7m monolith height under LPP9 or 6m maximum height for a pylon sign. This variation is considered to be reasonable as it is incorporated into the false façade element, and the treatment does not appear unduly bulky or out of scale when aligned to the massing of the false facade. The proposed signage would likely be considered supportively against the facade of a building with an active frontage to the street as it is consistent with the scale and typical signage placement of main street style development.

The remainder of the proposed signs are created wall signs as defined under LPP9 and have been assessed to be compliant against the provisions of the policy.

Outdoor Lighting:

A Lighting Plan prepared by lighting engineering firm Rubidium Light has been submitted as part of this application.

Should the application be supported in due course, a condition requiring compliance with the Lighting Plan and Australian Standard *4282-1997: Control of the obtrusive effects of outdoor lighting* is recommended.

Potential Construction Impacts:

Due to the retention of two mature trees in the development area, a standard condition requiring compliance with Australian Standard *AS-4970-2009 Protection of Trees on Development Sites* during construction of the development must be applied should the application be supported.

Conclusion:

The proposed Drive-In Takeaway Food Shop is permitted (P) land use under TPS3 and is generally consistent with the local planning framework. The application has demonstrated an ability to ultimately comply in relation to noise, waste and outdoor lighting impacts. The landscaping proposal is considered to be acceptable. However, the proposed development does not comply with the key objectives of the adopted TPS3 design guidelines, the City Centre Master Plan (2019) to create a vibrant and enclosed Main Street style streetscape as the placement of the proposed drive-through lanes between the building and street boundary fundamentally inhibits the building from providing a continuous and active edge to the street.

The siting of the building is inconsistent with the prevailing pattern of the past two decades worth of development along Chisham Avenue, which has emphasised reduced or nil setbacks to the street boundary, combined with direct pedestrian access to building frontages and active frontages being provided wherever possible. The City refused a development application for a Motor Repair Station (Auto Masters) in 2022 which included significant setbacks from Chisham Avenue. The State Administrative Tribunal upheld the reasons for the City's refusal under the application DR 86 of 2023.

Accordingly, it is recommended that the application be **refused** for the following reasons:

1. The built form of the development is inconsistent with the Main Street Precinct design principles of a continuous street edge and activated frontages to Chisham Avenue set out in the Kwinana City Centre Master Plan.
2. The siting of the building is prejudicial to future development accordance with the Main Street Precinct design principles set out in the Kwinana City Centre Master Plan.

Alternatives:

The key issue for the decision maker to consider in determining this application is the whether the application has satisfied the requirements of the City Centre Master Plan and has sufficiently demonstrated that the built form of the proposed development will not be prejudicial to future development within the Precinct.

Should the decision maker be of a mind to not support the Officer Recommendation for refusal, the following matters should be considered:

- Whether the proposed development will result in any undue impacts upon the satisfactory operation of the local road network.
- Whether the proposed development is conducive to ensuring the desired Main Street Precinct envisaged by the City Centre Master Plan; and

If the decision maker is of the view that the built form of the proposed development is acceptable, but that further clarification of the local traffic modelling is necessary then it is recommended that:

1. The application be deferred pending the submission and review of a revised TIA by the City.

If the decision maker is of the view that the proposed development is acceptable in both above respects, then it is recommended that:

2. The application is approved as is, subject to appropriate conditions.

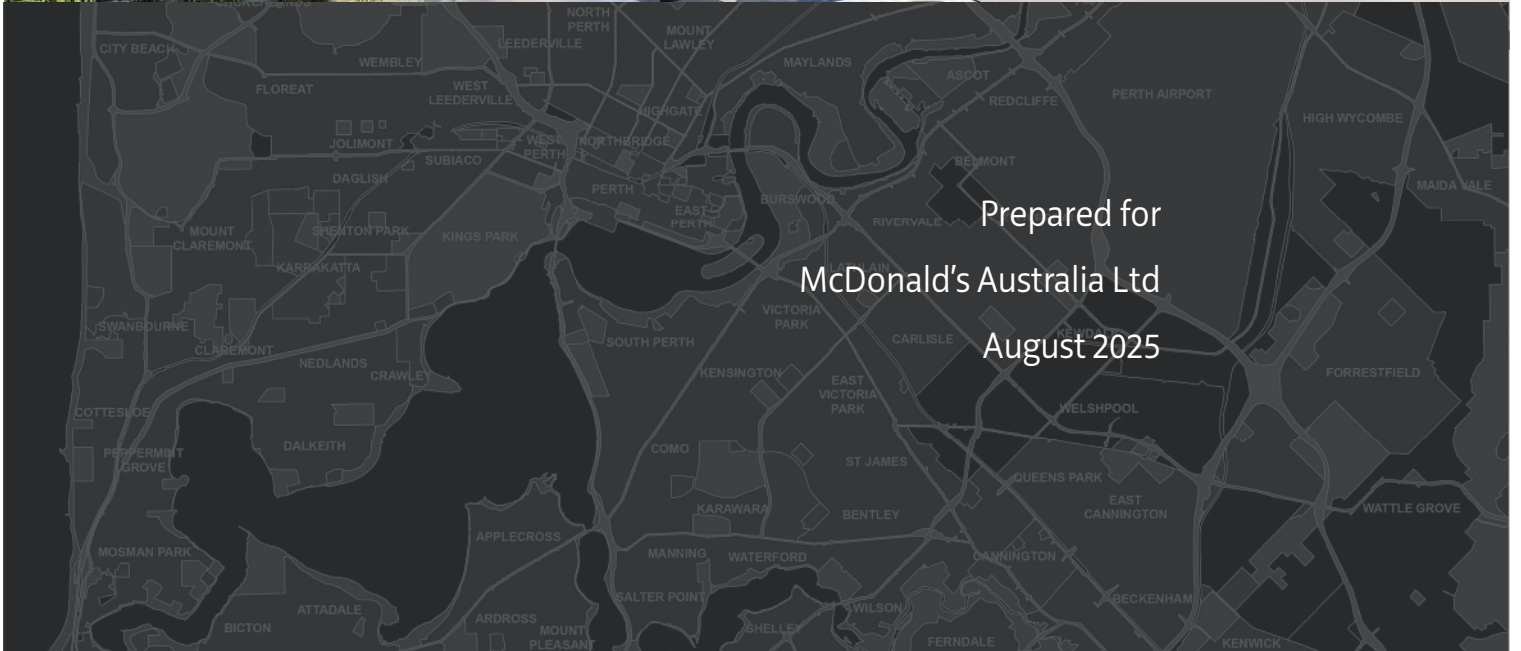
Development Application Report

Proposed McDonald's Restaurant

Lot 9501 (32) Meares Avenue, Kwinana Town Centre

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
McDonald's Australia Ltd
August 2025

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Project Details

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Contents

1	PRELIMINARY	1
1.1	Introduction.....	1
1.2	Background.....	1
2	SITE DETAILS	2
2.1	Land description	2
2.2	Location.....	2
3	PROPOSED DEVELOPMENT.....	5
3.1	Development Summary	5
3.2	Site Layout and Built form	5
3.3	Landscaping and Tree Protection	7
3.4	Traffic and Access.....	8
3.5	Environmental Noise Assessment.....	9
3.6	Lighting.....	9
3.7	Waste Management.....	9
3.8	Stormwater Management	10
3.9	Signage	10
3.10	Odour Management	10
3.11	Sustainability.....	10
4	STATUTORY PLANNING FRAMEWORK.....	11
4.1	Metropolitan Region Scheme	11
4.2	Local Planning Scheme.....	11
4.3	Local Planning Policies.....	22
4.4	State Planning Policies.....	24
4.5	Matters to be considered.....	27
5	CONCLUSION	30

Appendices

- Appendix 1: Certificate of Title and Deposited Plan
- Appendix 2: Arborist Impact Assessment
- Appendix 3: Root Mapping Letter
- Appendix 4: Development and Signage Plans
- Appendix 5: Landscaping Plan
- Appendix 6: Transport Impact Assessment
- Appendix 7: Environmental Noise Assessment
- Appendix 8: Lighting Assessment
- Appendix 9: Waste Management Plan
- Appendix 10: Civil Design Concept
- Appendix 11: Site Survey

1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of McDonald’s Australia Ltd, the proponent of the proposed fast food outlet at Lot 9501 (32) Meares Avenue, Kwinana Town Centre (**subject site**). The proposed development is located in the south eastern portion of the subject site and described herein as the proposed **development area**.

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

This application seeks approval for the use and development of a McDonald’s restaurant on the subject site. The application includes associated signage, landscaping and access arrangements, as well as the retention of two significant trees.

The proposal involves the design and development of new McDonald’s restaurant, replacing the existing outlet at the Kwinana Marketplace shopping centre. The proposed development is appropriately situated within the established Kwinana Town Centre and will provide a dining and convenience offering to users in the activity centre and the wider area.

The siting, layout and presentation of the proposed development has been carefully considered and designed to deliver a functional development commensurate with its operational requirements, whilst preserving and protecting two significant trees and providing an attractive and engaging frontage to Meares Avenue.

Planning Solutions respectfully requests the Development Assessment Panel (**DAP**) grant approval to the development application.

1.2 Background

1.2.1 Engagement with the City of Kwinana

Several pre-lodgement meetings have been held between the project team representatives and the City of Kwinana (**City**), in which various design iterations have been discussed and considered. Key themes include tree retention, site layout and design, levels and interface, and supporting technical inputs and reports. The design of the development has evolved and been improved through discussions with the City’s officers.

2 SITE DETAILS

2.1 Land description

Refer to Table 1 below for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
9501	66146	2762	795	7,387

There are no encumbrances or notifications listed on the Certificate of Title that affect the use or development of the subject site.

The proposed development is to be located on the eastern portion of the subject site. The western part of the site will continue to be occupied by the existing Aldi supermarket.

Refer **Appendix 1** for a copy of the Certificate of Title and Deposited Plan.

2.2 Location

2.2.1 Regional context

The subject site is situated in the suburb of Kwinana Town Centre, within the municipality of the City of Kwinana. The subject site is approximately 32km south west of the Perth CBD. The subject site is situated near Gilmore Avenue, which is an ‘Other Regional Road’ connecting the site to Thomas Road, and the wider Perth Metropolitan Region.

The subject site is situated within the Kwinana Town Centre, which is classified as a secondary activity centre under *State Planning Policy 4.2 – Activity Centres (SPP4.2)*. The majority of the town centre is developed, predominantly featuring commercial and retail uses. A small number of sites within the centre remain vacant.

2.2.2 Local context

The subject site is located adjacent to a residential area to the north and east, commercial premises and the Kwinana Fire Station to the south, and commercial premises to the west, on the western side of the existing Aldi supermarket.

Refer to **Figure 1** for a site aerial below.



Figure 1 - Site aerial

2.2.3 Existing Trees and Vegetation

The subject site currently contains three mature River Red Gum trees (refer **Figure 2** below), which are described in further detail below. Other vegetation on the site is limited, however there are a small number of trees located within the verge.

- Tree 1: This mature tree stands at 20-25m tall with a width of 15-20m. It has a ‘good’ health and structure rating and an estimated useful life expectancy (ULE) exceeding 40 years.
- Tree 2: This mature tree stands at 20-25m tall with a width of 15-20m. It has a ‘good’ health and structure rating and has an estimated useful life expectancy (ULE) exceeding 40 years.
- Tree 3: This mature tree stands at 20-25m tall with a width of 15-20m. It has a ‘good’ health rating, and slightly lower structure rating than Trees 1 and 2. Notwithstanding, it also has an estimated useful life expectancy (ULE) exceeding 40 years.

Other observations of these trees provided by the arborist include:

- Trees 1 and 2 have suffered from root severance in the past from the installation of the footpath.
- There appears to have been some recent soil disturbance near Trees 2 and 3.

Trees 2 and 3 are proposed to be retained as part of the proposed development. Several design and layout options have been explored to retain Tree 1, however due its position within the development site, it is proposed to be removed. A strategy is proposed to offset the removal of Tree 1, as outlined throughout this report.

Refer to **Appendix 2** for the Arborist Impact Assessment and **Appendix 3** for the Root Mapping letter.

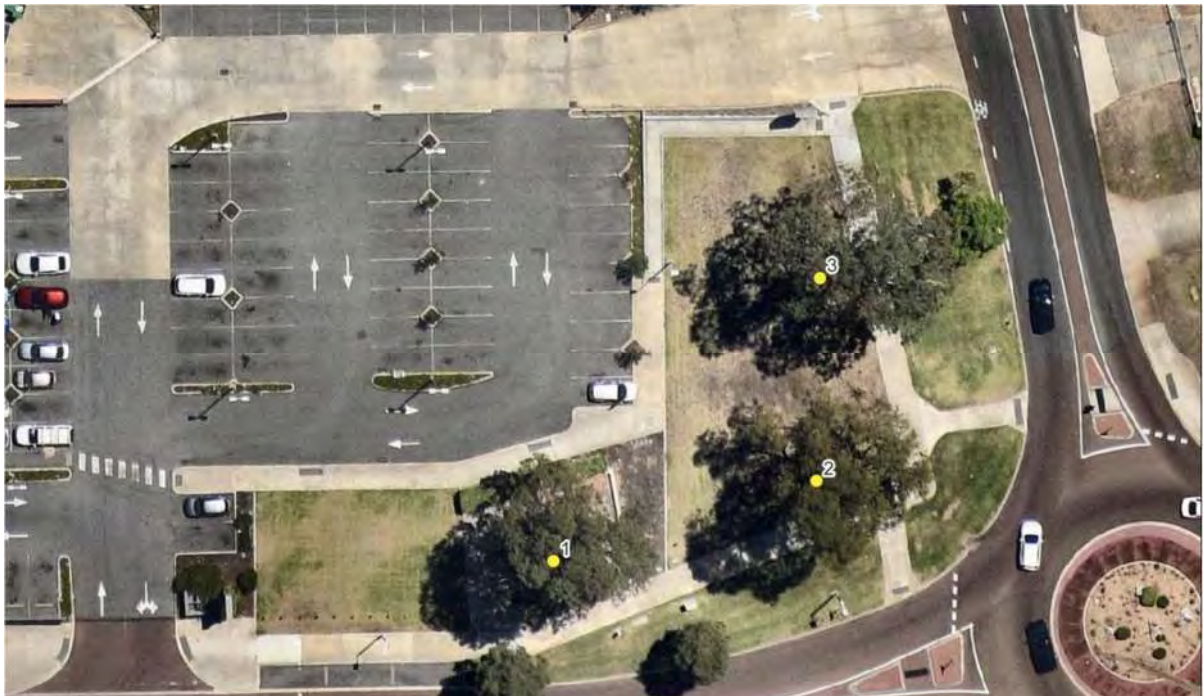


Figure 2: Location of existing mature trees on site (Source: Arborite)

3 PROPOSED DEVELOPMENT

3.1 Development Summary

This application seeks approval for the use and development of a McDonald’s restaurant and associated parking, access, landscaping, and signage on the subject site. The proposed restaurant will operate 24 hours per day, 7 days per week, consistent with the operations of the existing restaurant at the Kwinana Marketplace shopping centre.

Specifically, the proposed development comprises:

- A McDonald’s family restaurant building comprising 420m² gross floor area (GFA) that involves the preparation, sale, and serving of food and beverages to customers for consumption on and off the premises through a dining room and drive-through facility.
- A loading/unloading area to the north of the building, with a designated 4.2m wide loading bay for service vehicles.
- A dual-lane drive-through facility with ordering menus and speaker boxes to the north of the building. The drive-through lanes merge into a single lane and wrap around the building to the east and south of the building. The cashier and servery windows are located on the southern side of the building.
- Various signage associated with McDonald’s imagery and branding.
- New parking adjacent to the restaurant entrance and 8 drive-through waiting bays before the customer order point.
- Four bicycle racks providing eight bicycle bays located on the western side of the restaurant, adjacent to the car parking area.
- Landscaping along the street frontage and lot boundaries of the subject site, including a mix of soft landscaping beds and shade trees, and the retention of two existing mature trees.
- The use of existing internal roads and crossovers, allowing access and egress to the development area from Chisham Avenue to the south, and Meares Avenue to the east.

3.2 Site Layout and Built form

The development has been designed in response to the site constraints and opportunities which include the existing mature trees, the topography and upwards slope to the south and east, the site’s direct frontage to Meares Avenue and Chisham Avenue, and the location in the Kwinana Town Centre.

Key elements of the design and layout include:

- A landscape strategy that achieves a balanced approach that considers the environment as well as the City’s built form town centre requirements:
 - The retention and integration of two mature River Red Gum trees on the eastern side of the site. The location of these trees has greatly influenced the proposed layout and orientation of the development, as the building has been setback to the east (Meares Ave) to protect these trees.
 - One mature River Red Gum on the southern site elevation is proposed to be removed to accommodate the development and to achieve a built form edge to Meares Ave / Chisholm Avenue that provide a distinctive built form that activates the corner site. The removal of this tree is proposed to be offset through the addition of 7 new trees (including one new River Red Gum) as well as a variety of smaller trees and shrubs.

- In regard to built form features, a canopy over the drive-through is proposed on the southern side of the site to create a built form edge to Chisham Avenue and connect the proposed development to the public domain. This canopy consists of a combination of vertical brick elements, black steel and perforated steel mesh and will be partially covered by climbing vegetation to further soften and integrate the drive through component and building more generally.
- A pedestrian arch/accessway on the southern elevation, adjacent to the footpath to Chisham Avenue is also proposed. This accessway will function as the main entry point, signalling the pedestrian entry to the restaurant. By doing so it will assist with wayfinding whilst also creating a built form edge and active street frontage with sight lines into the development site. The materiality of the accessway is consistent with the brickwork design used on the adjacent drive-through canopy, described above.
- A specific built and landscape design is proposed on the eastern elevation and has been prepared in collaboration with a qualified arborist. A retaining wall comprising brick and wooden façade elements is proposed along the eastern boundary in response to the sloping land and mature trees on this side of the site, ensuring their retention without disregarding how this part of the site responds to the public domain. A variety of materials will be used to construct this wall to minimise blank facades. The retaining wall and planting also considers pedestrian and motorist safety to prevent pedestrian access to the drive through lanes, naturally guiding customers on foot to the designated pedestrian entries to the north and east.
- Although a single storey building is proposed, the proposal has a general height of 6m, allowing it to present more as a two-storey built form. This is appropriate for the site’s corner location. Additional features such as the two-level play space and parapet along all elevations accentuate the vertical elevation of the building, allowing the proposal to address the street.

The design has also been developed with regard to operational and commercial factors. The proposed wrap around drive through ensures there is sufficient car queuing space and does not compromise car parking and the operation of the existing Aldi supermarket. The proposed design has been developed in conjunction with Aldi to ensure it is also appropriate for their operations and to ensure both businesses can co-exist long term. Further detail on access and parking is provided later in this report.

Refer to the figures below for perspectives of the proposed development, and **Appendix 4** for the Development and Signage Plans.



Figure 3 - View from Chisham Avenue facing north



Figure 4 - View from Chisham Avenue facing northwest



Figure 5 - View from Chisham Avenue facing northeast

3.3 Landscaping and Tree Protection

Landscaping is a critical element to the proposal, enhancing the site's aesthetic and ecological value. The proposed landscape design includes the provision of 7 new trees (including one new River Red Gum) and retention of two mature trees, in addition to a variety of shrubs and smaller plants. The new planting includes a variety of native species, low hedging, and climber-covered screens to provide shade and generate visual interest, whilst reinforcing the connection to the local environment, and providing an attractive interface with Chisham Avenue and Meares Avenue.

The proposal includes 347m² of additional landscaping to the site, making up approximately 21% of the development area or 14.5% of the whole lot. Refer to **Appendix 5** for a copy of the Landscaping Plan.

An Arboricultural Impact Assessment has been prepared to provide advice in relation the development's design, including the two significant trees proposed to be retained, as well as recommendations and measures to minimise damage to these trees to ensure their long term retention.

The Arborist Impact Assessment recommends root mapping be performed to confirm the two River Red Gum trees (Tree 2 & 3) can realistically be retained given the proximity of the proposed built form (and construction of this).

The arborist undertook this root mapping exercise on 21 July 2025, and the results are provided at **Appendix 2**. In summary, the arborist found:

... that the removal of the observed roots will not structurally compromise the tree or dramatically elevate risk levels of whole tree failure. Further excavations and subsequent root removal/severance will require supervision or an adequate and detailed procedure.

A canopy weight reduction and structured height reduction is recommended to reduce load and stress levels on the anticipated weakened root system. Height reduction (particularly on Eucalypts) is a specialised skill and will need to be performed by a minimum cert. 3 qualified arborist with appropriate ground supervision (min. cert. 5).

Additionally, it is recommended to administer 'pre-construction health amendments' in order to ensure that tree is healthy enough to manage ensuing stresses and has sufficient nutrition to replenish its subterranean bio mass (roots) following excavations.

In addition to the proposed landscape design, which incorporates a variety of small to medium plants, the Arborist Impact Assessment also recommends a larger tree be planted between Tree 2 & 3 to offset the removal of Tree 1. Accordingly, 7 new trees (including one River Red Gum tree) are proposed on the site as shown on the Landscape Plan at **Appendix 5**. This is considered an appropriate response to the proposed tree removal and will ensure a well-vegetated site from both an ecological and visual perspective.

Refer to **Appendix 2** for the Arborist Impact Assessment and **Appendix 3** for the Root Mapping letter.

3.4 Traffic and Access

Access to the restaurant is proposed via the two existing crossovers to adjoining streets as follows:

- A full-movement crossover on Meares Avenue.
- A full-movement crossover on Chisham Avenue.

The proposed internal drive through and circulation arrangements have been designed in response to the existing access and functionality of the site. The site layout will facilitate the safe and efficient movement of light vehicles and service vehicles, ensuring minimal conflict between the drive through, deliveries and pedestrian movements as well as existing operation of the Aldi supermarket to the west.

The Transport Impact Assessment (TIA), prepared by Transcore, has assessed the proposed access, egress, traffic generation, impact on surrounding roads, and parking arrangements. The assessment considered the initial and 10-year impacts of the proposed development, as well as expected future changes to intersections and site crossovers.

Refer **Appendix 6** for the Transport Impact Assessment and swept paths.

3.5 Environmental Noise Assessment

An Environmental Noise Assessment has been prepared by Lloyd George Acoustics to assess the noise impacts of the proposed development. The assessment considers both mechanical plant operations and activity-related noise sources such as vehicle movements, and drive-through operations.

The assessment demonstrates compliance with the *Environmental Protection (Noise) Regulations 1997* during all operational scenarios, including night-time and Sunday peak periods. This takes into account the provision of the 2m high acoustic wall proposed along the northern side of the drive through and considers worst-case scenarios with simultaneous operation of all noise sources to ensure conservative compliance.

It is noted that the mechanical plant sources were based on file data and manufacturer specifications provided from previous McDonald’s restaurants and whilst shown to be compliant, should be reviewed post-development approval through the detailed design process, once the specifications are known.

Refer **Appendix 7** for the Environmental Noise Assessment.

3.6 Lighting

The proposed development incorporates lighting solutions designed to enhance safety, visibility, functionality, wayfinding and business identification while ensuring minimal environmental impact. The proposed lighting includes car park lighting and illuminated signage.

The Lighting Assessment prepared in support of the application (refer **Appendix 8**) provides an assessment of the proposed lighting design against the AS/NZS4282:2023 standards of the proposed lighting design. These standards control the obtrusive effects of outdoor lighting during both curfew and non-curfew timeframes.

Refer **Appendix 8**, Lighting Assessment.

3.7 Waste Management

The Waste Management Plan (**WMP**) prepared in support for the development outlines the procedures for effective waste handling and disposal. An enclosed bin room is proposed to on the northern side of the restaurant, adjacent to the service entry, and appropriately separated from the main customer entry and dining area.

As demonstrated in the turn path analysis of the Transport Impact Assessment, the bin store and loading areas are accessible to service and waste collection vehicles. Waste will be managed by the business and collected by private contractors. Sufficient bins and waste streams are provided to cater for the nature and operations of the food business.

McDonald’s procedures aim to reduce waste and maximise recycling. No recycling bins will be available for customers in the dining area due to ineffective separation of waste. All dining room bins will be cleaned daily, and litter patrols conducted daily by the shift manager, with additional patrols by a maintenance contractor.

Refer to **Appendix 9** for the Waste Management Plan.

3.8 Stormwater Management

The stormwater management system for the proposed development has been designed by Colliers to ensure the site can store a 1: 100 ARI stormwater event of critical duration.

As the proposed development will result in a 10.7% increase to the catchment area, an additional four grated soakwells are proposed as part of the development to assist the existing draining network manage stormwater runoff in the area.

Refer **Appendix 10** for the Stormwater Drainage Plan.

3.9 Signage

The proposal incorporates various advertising signage on the premises as part of the overall development. The signage includes wall signs, illuminated signs, and brand-specific signs consistent with McDonald’s branding. No freestanding pylon signs are proposed.

Refer to **Appendix 4** for a copy of the Development and Signage Plans.

3.10 Odour Management

The kitchen exhaust systems with the McDonald’s restaurant are designed to comply with AS1668.2-2012 and the National Construction Code (NCC 2022). Cooking odours are managed using advanced extraction systems, including grease filters and appropriately located exhaust discharge points, ensuring odours are diluted and dispersed away from surrounding properties.

3.11 Sustainability

The proposed development has been designed to incorporate several sustainable elements. These include:

- Recycled materials: The use of recycled brick and other recycled materials for the building construction.
- Solar power: A solar array system to provide power to the development.
- Renewable energy: Commitment to 0 gas usage and renewable energy supply from the grid.
- High-efficiency systems: Installation of a high-efficiency HVAC system and LED signage and lighting.
- Energy management: A building management system that controls HVAC, extract fans, lighting, and monitors water and electricity usage.
- Heat recovery: A heat recovery hot water system to enhance energy efficiency.
- Sustainable cladding: The use of Weathertex external cladding system, which has a better-than-net-zero carbon footprint.
- Recycled components: Recycled wheel stops and 80% recycled playland and soft fall materials.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS). The proposed development is consistent with the intent of the Urban zone and may be approved accordingly.

The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS.

4.2 Local Planning Scheme

The City of Kwinana Local Planning Scheme No.2 (LPS2) is the guiding statutory document for development within the City, however, the City’s Local Planning Scheme No.3 (LPS3) specifically applies as the site is located in the Kwinana Town Centre. Both schemes are assessed where required in the following sections.

4.2.1 Zoning

The development area is zoned ‘Shopping / Business Zone’ under LPS3. Pursuant to Clause 2.3.4 of LPS3, the objective of the Shopping / Business Zone is as follows:

To accommodate retail and commercial use and development necessary to meet the district level shopping needs of the community.

A McDonald’s restaurant aligns with this objective as it will provide a convenient and accessible food and beverage offering that generates activity and vibrancy in an activity centre. In doing so, the proposal will also support and contribute to the growth and economic development of the Kwinana Town Centre, in and outside normal trading hours.

4.2.2 Land Use and Permissibility

The proposed land use is classed as a ‘Drive-In Takeaway Food Shop’ which is defines as follows under LPS2:

...means any building or part thereof which is used or is adapted for use for the sale of cooked food for consumption off the premises and which provides driveways and car parking spaces for customers.

Pursuant to LPS3, a ‘Drive-In Takeaway Food Shop’ is a permitted ‘P’ use within the Shopping / Business zone. The proposed land use is therefore entirely suitable on the subject site.

4.2.3 Development standards and requirements – LPS3

LPS3 includes sets out the requirements for development located in the Kwinana Town Centre. The relevant requirements are identified and assessed in **Table 2** below.

Table 2 - LPS3 Development Requirements

Scheme Requirement (LPS3)	Proposed	Compliance
3.1 General Scheme		
3.1.1.1 <i>Building design and layout shall generally accord with the Kwinana Town Centre Design Guidelines adopted by Council (as amended from time to time) and Council shall have regard for the guidelines when assessing development proposals.</i>	The Kwinana Town Centre Design Guidelines have been replaced by the Kwinana City Centre Master Plan. An assessment against these guidelines is provided at Section 4.2.5 below.	Yes

<p>3.1.1.2 Building setback shall be at the absolute discretion of Council (except in the case of residential development) and Council shall have regard for the following when approving setbacks:</p> <p>i) to ensure that no buildings are constructed over designated internal accessways which impede directly or indirectly vehicular or pedestrian movement along designated routes; and</p> <p>ii) Council has discretion to determine setbacks having regard to matters dealt with under the Kwinana Town Centre Design Guidelines, referred to in clause 3.1.1.1.</p>	<p>The proposed development is not constructed over designated internal accessways and provides safe, and legible vehicular and pedestrian movement through the site.</p>	<p>Yes</p>
<p>3.2 Site Coverage and Set Backs</p>		
<p>3.2.1 Determining the site coverage and set backs of any development other than residential development Council may permit site coverage of up to 100 percent and a set back variation to zero subject to it first being satisfied on matters relating to access, car parking, circulation, servicing, loading and unloading and other matters which Council in its absolute discretion may take into consideration, including design guidelines referred to in clause 3.1.1.1</p>	<p>The development has been designed to be generally consistent with the built form provisions set out in the Kwinana City Centre Master Plan. Refer Section 4.2.5 below.</p>	<p>Yes</p>
<p>3.3 Lighting</p>		
<p>3.3.1 Lighting within carparking and landscaped areas where light fixtures are detached from buildings shall be of a consistent standard and conform to Council's specification.</p>	<p>The Lighting Assessment prepared in support of the application (refer Appendix 8) assessed the proposed lighting design, including car parking and illuminated signage against the AS/NZS4282:2023 standards. The assessment found the proposed lighting design demonstrates compliance with these standards during both curfew and non-curfew time periods.</p> <p>Refer Appendix 8, Lighting Assessment.</p>	<p>Yes</p>
<p>3.5 Landscaping</p>		
<p>3.5.1 Council's objective in specifying and controlling landscaping standards within the Scheme Area is to promote a distinct identity and character for the Town Centre.</p>	<p>The proposed retention of two and removal of one (with substantial new landscaping proposed) is considered a balanced approach to development that considers the environment as well as the need to provide a built form edge and building that is distinctive and activates the corner site, consistent with the Town Centre's character.</p> <p>The retention and integration of two mature River Red Gum trees is a key element of the proposed landscaping design. The location of these trees has greatly influenced the proposed layout and orientation of the development as the building has been setback from the east (Meares Ave) to ensure the protection of these trees.</p>	<p>Yes</p>

	Whilst one mature River Red Gum on the southern site elevation is proposed to be removed as part of the proposal, the addition of 7 new trees (including one new River Red Gum tree) and other smaller compatible planting throughout the site, offsets this tree’s removal.	
3.5.2 Siting planning and building layout should secure the preservation of significant vegetation and in particular tall Tuarts.	The development has been specifically sited to ensure mature trees are retained where possible. The development will require the removal of one Red River Gum tree to the south of the site, however will retain two mature River Red Gums on the eastern side of the site. Refer Appendix 5 , Landscaping Plan and Appendix 2 , Arborist Report.	Yes
3.5.3 Landscaping of individual developments shall be consistent with an overall landscaping strategy adopted by Council and centred around the use of existing vegetation. All developers shall lodge detailed landscaping plans for Council approval prior to the commencement of development.		Yes
3.5.4 Council may require that individual trees or groups of trees are retained and no person shall remove such designated vegetation without the prior written consent of Council.		Yes
3.5.5 Vehicle parking areas shall be landscaped with shading vegetation so that a vegetation island is situated between not more than 5 grouped vehicle parking bays.	The proposed development will increase the provision of landscaping within the development area. The proposed landscaping is appropriately focused towards the eastern and southern boundaries of the site to complement the existing mature trees. It also takes into consideration site lines and traffic safety, noting the area to the west of the proposed restaurant building will be characterised by car and pedestrian activity as cars maneuvering into and out of the drive through lanes. For this reason, trees have not been concentrated in the western portion of the development area.	Assessed on merit
3.5.6 Council may specify a schedule of vegetation to be used in individual landscaping plans.	The Landscaping Plan prepared in support of the proposal includes a schedule of planting appropriate for the site and locality, considering the existing mature trees and nature of the climate and environment. Refer Appendix 5 .	Yes
3.5.7 Developers may be required to provide a performance bond to Council, to an amount estimated by Council necessary to install landscaping and parking areas and shall be refunded upon installation of the required works to the satisfaction of Council.	Noted.	Yes
3.5.8 In considering development applications for land within the Scheme Area an area of at least 8% of the lot shall be designed, developed and maintained as a landscaped area and shall include existing vegetation identified by Council, except in the case of residential development.	The proposed development increases the provision of landscaping within the development area, allowing for 21% of the development area to be landscaped and 14.5% of the whole lot as landscaped area.	Yes
3.5.10 Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public.	Two existing Red River Gum trees located within the eastern elevation of the site will be retained and one existing River Red Gum removed as outlined throughout this report.	Yes

<p>3.5.11 Service areas of buildings within the Scheme Area shall be screened by native shrubs.</p>	<p>The proposed service areas will be appropriately screened through the design of the building, the specific building layout as well as proposed and existing planting. The proposed bin area is located on the inside of the drive-through lanes attached to the north of the restaurant. It will not be clearly identifiable from the street due to the proposed materiality on its elevations, the location of the wrap around drive through lanes on the street side of the bin room, proposed retaining wall and existing mature trees and proposed landscaping. These elements restrict views of the service and bin area from Meares and Chisham Avenue.</p> <p>The drive through lanes themselves are also partially screened from view due to the existing/proposed landscaping as well as the design treatment of the proposed drive through canopy and pedestrian accessway to south. This ensures the development presents well to the street.</p>	<p>Yes</p>
<p>3.5.12 Council may specify a schedule of vegetation species to be used in landscaping of development.</p>	<p>Noted.</p>	<p>Yes</p>
<p>3.6 Parking and Drainage</p>		
<p>3.6.1 Car parking areas shall be constructed, sealed, kerbed and drained to Council's specifications</p>	<p>Car parking areas will be built to Council's specifications.</p>	<p>Yes</p>
<p>3.6.2 Drainage from roofed and paved areas shall be disposed of on site to Council's specifications.</p>	<p>Refer Appendix 10, Civil Designs.</p>	<p>Yes</p>
<p>4.5 – Shopping/Business Zone</p>		
<p>4.5.1 The zone should generally accommodate and consolidate undercover convenience and comparison goods retail and other commercial core uses.</p>	<p>The proposed use and development of the site as a McDonald's restaurant will provide a convenient and accessible food and beverage offering that generates activity and vibrancy in the Kwinana Town Centre. It's location on the same site as an Aldi supermarket consolidates retail and commercial uses. These uses and specific businesses are compatible, also noting the proposal has been developed in conjunction with Aldi to ensure both businesses can co-exist long term.</p> <p>The proposed land use 'Drive-In Takeaway Food Shop' is also a 'P' use within the 'Shopping/Business' zone.</p>	<p>Yes</p>
<p>4.5.2 Service commercial, bulk retail and service trades will not generally be supported unless Council is satisfied that such land use and development would be consistent with the orderly and proper planning of the Town Centre and the preservation of the amenity of the Town Centre.</p>	<p>Service commercial, bulk retail and service trades are not proposed as part of the development.</p>	<p>N/A</p>

<p>4.5.5 Provision shall be made for pedestrian/cyclist crossing installations and treatment at major internal thoroughfares, with priority assigned to pedestrians and cyclists.</p>	<p>No changes are proposed to the existing road or pedestrian network outside the site. A specific landscape design is proposed in the eastern and south portions of the site, adjacent to the existing footpaths to improve the pedestrian environment on these footpaths. Two clear, marked pedestrian entries to the restaurant building are also proposed to the north and south of the site.</p>	<p>Yes</p>
<p>4.5.6 Landscaping of parking areas should be based upon a theme which employs continuous vegetation strips within parking areas generally parallel to surrounding roads.</p>	<p>Refer response at Clause 3.3.5 above.</p>	<p>Yes</p>
<p>4.5.9 – Mixed-Use Precinct</p>		
<p>4.5.9.2 Land Use Policies The Predominant uses shall be; Offices Showrooms Local Shop Cafes Grouped Dwelling and/or Multiple Dwellings that form part of a mixed use development in accordance with Clause 4.5.9.1.</p>	<p>The proposed land use is not listed as a predominant land use, however is a 'P' use within the zone and consistent with the commercial and retail intent of the locality as outlined at Section 4.2.1 of this report above.</p>	<p>Yes</p>
<p>4.5.9.3 New development is to incorporate a mixture of landuses compatible with residential landuses proposed in adjacent Precinct 2.</p>	<p>The proposed development has been sited and designed with consideration for the residential area to the north of the site. A number of technical reports have been prepared which note that the proposed development will not cause adverse amenity impacts to the locality. An acoustic wall is also proposed along the northern side of the drive through to restrict vehicle noise reaching these residences.</p> <p>Additionally, the proposed use will provide a convenient and accessible food and beverage offering to the area, is a permitted use at the site and is compatible with the existing Aldi supermarket.</p>	<p>Yes</p>
<p>4.5.9.4 All buildings to achieve a high quality integrated development and be orientated to address Meares Avenue and Chisholm Avenue with minimal front setbacks and integrated signage.</p>	<p>As outlined at Section 3.2, the topography and existing mature vegetation has greatly influenced the proposed layout and orientation of the development. Specifically, the upward slope to Meares Avenue in the east and existing mature trees along both eastern and southern boundaries, restricts the ability to provide a nil setback to these elevations. Operational factors have also played a role, in particularly the placement of the drive through lanes on the outside of the building so to minimise traffic and parking impacts for safety reasons as well as maintain the successful operation of the existing Aldi supermarket to the west.</p>	<p>Yes</p>

	<p>Notwithstanding the above, genuine effort has been made to ensure the proposal addresses Chisham and Meares Avenue and delivers an appropriate design response for a corner site in a town centre. The provision of the pedestrian accessway on Chisham Avenue, and adjoining canopy over the drive through creates a built form edge to the south. A well-designed retaining wall to the east coupled with substantial landscaping that integrates with the existing trees, softens the development and improves the pedestrian environment whilst also considering pedestrian safety (restricts access to the drive through lanes).</p> <p>The proposed development does not incorporate stand alone pylon signage. Signage is proposed to be integrated into the built form as demonstrated in the Development and Signage Plans at Appendix 4.</p>	
<p>4.5.9.5 All buildings adjacent to pedestrian areas or public pathways shall provide adequate shelter in the form of verandahs, awnings or other architectural elements as agreed to by Council.</p>	<p>An awning is provided at the internal building entrance to provide shelter and cover for pedestrians.</p>	<p>Yes</p>
<p>4.5.9.6 All buildings shall be designed to accentuate vertical elevation either by the height of the building, external architectural features or roof pitch.</p>	<p>Although a single storey building is proposed, the proposal has a general height of 6m, allowing it to present more as a two-storey built form. This is appropriate for the corner location and additional features such as a black mesh element, two-level play space and parapet along all accentuate the vertical elevation of the building, allowing the proposal to address the street.</p>	<p>Yes</p>

4.2.4 Development Standards and Requirements – LPS2

4.2.4.1 General

The development standards and requirements for sites within the Kwinana Town Centre are included in LPS3 as outlined above.

4.2.4.2 Car parking

Clause 6.1 of LPS2 includes the parking requirements applicable to the proposed development of which are assessed in **Table 3** below.

The following information provides context to this assessment:

- There are 92 existing car parking bays on Lot 9501, all of which are owned and used by the existing Aldi supermarket.
- The proposed McDonalds restaurant will require the removal of 30 existing bays, however proposes the addition of 17 new car bays (including 1 ACROD bay).
- The resultant net loss across the subject site is 13 parking bays as a result of the proposed development.

Table 3 - Car parking assessment

Land Use	Scheme Parking Rate	Determinant	Required	Provided
<u>Aldi</u> 'Shop' within the Kwinana Town Centre Zone 1 - less than 3,000m ² floor area	1 bay per 50m ² GFA	1,767m ² GFA	36 bays	Existing: 92 bays Bays removed as part of development: 30 bays Total: 62 bays
<u>McDonald's</u> 'Eating House'	1 for every 4 seats which an eating area is designed to provide	80 seats	20 bays	Proposed: 17 bays
Total			Total: 56	Total: 79

As demonstrated above, the proposed development continues to provide a surplus of parking at the site (23 bay surplus) and is consistent with the requirements of LPS2.

4.2.5 Kwinana City Centre Masterplan

In accordance with Clause 3.1 of LPS3, development shall be provided in accordance with the Kwinana Town Centre Guidelines.

The Kwinana City Centre Masterplan (CCMP) was released in December of 2019 and replaces the existing Kwinana Town Centre Master Plan and Design Guidelines from 2007. The plan provides a framework to guide urban design outcomes reflective of the future vision and development of the Kwinana Town Centre.

Table 4 below provides an assessment against the relevant attributes and design guidance of the CCMP.

Table 4 - Kwinana CCMP assessment

Requirements	Response
3.1 Character Areas (Main Street Precinct):	
<p>Attributes</p> <ul style="list-style-type: none"> A bustling retail and commercial centre supporting a high level of pedestrian activity, slow moving traffic and rich mix of uses fronting the Main Street. Comfortable, wide, sheltered footpaths and public spaces of contemporary design will provide a setting for people to linger, shop, gather in the evening and for special events, local markets and festivals. The public realm will be characterized by significant tree planting to enhance landscape qualities that are valued in Kwinana <p>Design Guidance</p> <ul style="list-style-type: none"> New development within this precinct should provide an engaging public space for locals, visitors and workers in the area. 	<ul style="list-style-type: none"> The proposed use and development of the subject site as a McDonald's restaurant will provide a convenient and accessible food and beverage offering that generates activity and vibrancy in an activity centre. The proposed development provides pedestrian priority access and contributes to the variety of land uses on Chisham Avenue. Significant landscaping has been provided along Chisham Avenue and Meares Avenue, including the retention of two existing mature trees and addition of one new larger tree. The proposed tree retention/removal achieves a balanced approach to development that considers the environment as well as the City's built form town centre requirements. The proposed landscape design appropriately offsets the proposed removal of one mature tree. No changes are proposed to the existing road or pedestrian network outside the site, however the proposed development has been designed to integrate with the existing pedestrian network. Two clear, marked pedestrian entries to the restaurant building are proposed to the north and south of the site. A specific landscape design is proposed in the eastern and south portions of the site, adjacent to the existing footpaths to delineate these paths and improve the pedestrian environment. Genuine effort has been made to ensure the proposal addresses Chisham and Meares Avenue and delivers an appropriate design response for a corner site in a town centre. The proposed pedestrian accessway on Chisham Avenue, and adjoining canopy over the drive

- *Improved pedestrian connections to the shopping mall and Main Street retail will add to the city’s economic vitality.*
- *New development should accentuate the edge of the Main Street, reinforcing a distinctive urban wall and sense of enclosure.*

through create a built form edge to the south. In addition, a well-designed retaining wall to the east coupled with substantial landscaping that integrates with the existing trees, softens the development and provides an appropriate design response for the eastern elevation that also considers pedestrian safety.

3.3 View Corridors:

Attributes

- *Buildings on key intersecting corners have an increase in height to enhance legible wayfinding and visual connections through the City Centre.*

Design Guidance

- *Consistent scale and massing creates a strong sense of urban enclosure as well as framing and reinforcing sight lines to landmark buildings and key features.*
- *Enclosing spaces through landscaped edges or built form of consistent scale and massing creates the opportunity to define thresholds into the City Centre.*

- The proposed development incorporates a design and layout suitable for a corner site in the town centre as outlined above.
- Although a single storey building is proposed, the proposal has a general height of 6m, allowing it to present more as a two-storey building. This is appropriate for the corner location and additional features such as a black mesh element (at 8.5m in height), two-level play space and parapet along all elevations accentuate the vertical elevation of the building, allowing the proposal to address the street.
- Landscaped edges are provided along both Chisham and Meares Avenues, to create definition to the development and subject site, whilst improving the pedestrian environment for users of the existing footpath. This landscaping emphasises the existing mature trees and ‘encloses’ the development.

3.4 Active Transport:

Attributes

- *Ground level frontages on primary pedestrian links incorporating a mix of land uses and design measures to ensure passive surveillance contributing to a safe, active and diverse public realm.*
- *Provide safe and regular pedestrian crossings.*
- *Generous uncluttered footpaths with sufficient space for alfresco seating and easy pedestrian movement.*
- *Adequate supply of bicycle parking bays enabling greater choice of movement through the City Centre.*
- *Bicycle parking and storage functions incorporated into the building design*

Design Guidance

- *Continuous and visually permeable shop fronts reinforcing the ‘main street’ environment contributes to both the streetscape and sense of activity.*
- *Weather protection along buildings fronting primary pedestrian corridors enables seamless pedestrian connections throughout the seasons.*

- The proposed development improves the pedestrian environment on existing footpaths adjacent, noting the Chisham Avenue footpath is identified as a primary pedestrian link. It does so through an aesthetic landscaped design that delineates the pedestrian footpath, also preventing access to the eastern side of the site where the drive through is located, assisting with traffic safety. The development also includes adequate lighting and signage to assist with wayfinding and ensure passive surveillance.
- Pedestrian safety has also been factored into the design through provision of pedestrian crossings across the drive-through entry and exit, and internally from the car parking area. Speed bumps have also been provided within the car parking area.
- 4 bicycle racks are provided, allowing for 8 bicycles to park at the site. This encourages active transport to and from the restaurant.
- The bicycle parking is located at the front of the building, allowing for convenient and safe access to the restaurant, and surrounding pathways.
- As outlined at Section 3.2, the topography and existing mature vegetation has greatly influenced the proposed layout and orientation of the development, restricting the ability to position the restaurant building along the boundary and provide weather protection over the public footpaths. Notwithstanding, genuine effort has been made to ensure the proposal presents well to the street as outlined at Section 3.2 and Table 2 of this report. It is also worth noting that given the nature of the proposed use and operational hours (24/7) the site will be activated and highly frequented by both pedestrians and motorists in both dine-in and drive through capacities.
- End-of-trip facilities are not considered necessary to support the proposed land use.

- Buildings that include any non-residential development should include end of trip facilities to support active transport modes.

3.5 Movement Network:

Attributes

- New buildings should maintain or reinstate a street wall along primary streets.

Design Guidance

- Ground level façades providing variation and interest at a human scale along its length encourage people to linger longer.
- Vehicle entrance points and services areas integrated into the overall building design minimises the visual impact on the pedestrian environment and street vitality.

- A street wall is not considered appropriate or achievable given the site constraints and operational requirements as outlined above and at Section 3.2 and Table 2 of this report.
- The ground level façade along Chisham Avenue provides interest through materiality, landscaping and depth in the built form.
- The drive-through entrance points and service areas have been integrated into the built form and are appropriately screened from the street through landscaping, retaining walls and permeable façade design features.

3.6 Parking:

Attributes

- Provide safe, legible, well-lit access to car parking at the rear of developments to maintain strong pedestrian connectivity.
- Vehicle entry points and service areas integrated with the overall building design minimize visual detracting from the pedestrian environment and street vitality.

Design Guidance

- Locate and arrange customer parking areas to the rear of the building, or below or above ground.
- Legible way-finding through the City Centre can improve access to parking areas and local facilities.
- Vehicle crossovers minimized and shared where possible creates the opportunity to define primary pedestrian routes.

- Adequate lighting is proposed throughout to ensure pedestrian access is safe, legible and well lit. A lighting plan has been prepared, refer **Appendix 8**.
- A specific built and landscape design is proposed the eastern elevation to screen the wrap around drive through and for pedestrian legibility, to minimise vehicle/pedestrian conflict. A retaining wall comprising brick and wooden façade elements is proposed along this boundary to provide an appropriate response to the sloping land and mature trees on this side of the site, ensuring their retention without disregarding how this part of the site responds to the public domain. A variety of materials will be used to construct this wall to minimise blank facades. The proposed planting to the public facing side of this wall complements the existing mature trees. The retaining wall and planting also considers pedestrian and motorist safety as it prevents pedestrian access to the drive through lanes, naturally guiding customers on foot to the designated pedestrian entries.
- Parking has been located adjacent to the existing Aldi parking area on the inside of the proposed building.
- Signage has been provided throughout the development to assist with wayfinding and business identification.
- The proposed development will utilise the existing crossovers to Chisham Avenue and Meares Avenue.

4.2 Height and Massing:

Attributes

- Desirable building heights are illustrated in Figure 21. Low-to-medium rise buildings are indicative of 2 to 5 storeys (9m-18m). Medium-to-high rise buildings are indicative of 3 to 8 storeys (12m-27m).
- Achieve more prominent massing and architectural treatment on corners and other important sites (Figure 21).

- The building has been designed to be interpreted as two storeys from the street level, with a general height of 6m. The maximum height is the mesh element at 8.5m. Although the proposed height varies from the intended building height of 3-8 storeys, the development has been designed to reflect 'main street' design and features of a 'landmark' site, as outlined throughout this report, whilst retaining functionality and feasibility. The proposed design is also an appropriate response to the site constraints, most notably being the retention of the two mature trees on the eastern boundary.

- *Corner buildings address both frontages to the street and/or the public realm.*
- *Buildings that terminate vistas ensure they address that vista.*

Design Guidance

- *Minimal setbacks at the front and sides of non- residential developments provides the opportunity to define the street edges.*
- *Limit expansive blank walls or reduce the impact by architectural treatment.*
- *Architectural detail is encouraged to distinguish corner buildings as a point of visual focus. Examples of such special treatment include Additional floor height; distinctive roof form; articulation of corner wall elements and a variation in materials and colours.*
- *Landmark sites identified as iconic should not adversely impact surrounding development.*

Key elements of the proposal that respond to the attributes and design guidance of Section 4.2 include:

- A canopy over the drive-through on the southern side of the site to create a built form edge to Chisham Avenue and connect the proposed development to the public domain.
- Use of vertical brick elements, black steel and perforated steel mesh, climbing vegetation through the development softens and integrate the drive through component and building more generally, whilst also creating a distinctive aesthetic development.
- A pedestrian arch/accessway on the southern elevation, adjacent to the footpath to Chisham Avenue to assist with wayfinding whilst also creating a built form edge and sight lines into the development site.
- A retaining wall comprising brick and wooden façade elements along the eastern boundary to provide an appropriate response to the sloping land and mature trees on this side of the site, ensuring their retention without disregarding how this part of the site responds to the public domain.
- Additional features such as a black mesh element, two-level play space and parapet along all elevations of the site accentuate the vertical elevation of the building, allowing the proposal to address the street.
- Refer Section 3.2 and Table 2 of this report for further detail.

4.3 Active Frontages:

Attributes

- *Active frontages (Figure 22) addressing the public domain to enhance the interaction with the street.*
- *Long lengths of blank walls and infrastructure elements (substations etc) adjacent to primary pedestrian links and public open spaces are avoided.*

Design Guidance

Active building frontages should:

- *address primary pedestrian corridors.*
- *provide active, transparent shop frontages onto the street and public spaces to allow the public to see and be seen.*
- *provide frequent doors and windows, with few blank walls.*
- *have narrow frontage buildings, giving vertical rhythm to the street scene.*
- *articulate high quality materials and refined details.*
- *provide strong visual connection between internal spaces, and the adjacent public realm.*

- The southern elevation (Chisham Avenue) is identified as an active frontage under Section 4.3 of the Kwinana City Centre Masterplan. The proposed development activates this frontage through the nature of the proposed use (24/7 fast food outlet), as well as its physical design. The pedestrian arch/accessway is the key element on this elevation, signalling the building and pedestrian access to the public. This archway is proposed on the southern boundary and is connected to the adjoining mesh/wooden/vegetated drive through canopy, creating a built form edge to the south.
- No lengths of blank wall are proposed to the south.

Section 4.4 Façade Treatment Attributes

Attributes

- *Building façades are of a high architectural quality, appropriate to the 'main street' location enhancing the overall character and sense of place within the City Centre.*
- *A high level of fine grain design should be articulated at ground level, to establish a human scale and ensure a positive pedestrian experience.*
- *Pedestrian and vehicle entry points separated and well defined.*

Design Guidance

- *A variety of materials and articulated forms to break up overall building mass is recommended.*
- *Lighting, signage, materials and landscape elements should be utilized to highlight building function and entrances.*

- The building facades have been designed with an intent to deliver a 'main street' style design outcome for this land use, as outlined throughout this report. This ensures the development achieves a human scale that is also distinctive.
- Pedestrian and vehicle entry points have been separated, with a clear, brick archway to the south providing a defined entry for pedestrians.
- The development has incorporated a range of colour, texture and articulation to the street, breaking up the building mass.
- A variety of signage, illuminated and non-illuminated, coupled with landscaping (on-structure and ground level) are utilised to enhance the building design.

4.5 Building Orientation

Attributes

- *Appropriate noise and odour reduction between uses to limit conflict, particularly at the interface between retail and residential uses.*
- *The visible impact of roof top plant rooms and lift machinery rooms are minimised from the public realm.*

Design Guidance

- *Plant equipment should be enclosed and acoustically treated to ensure acceptable noise levels are achievable.*
- *Plant and machinery rooms should be designed or screened in an appropriate manner to ensure they contribute to the visual quality of the development.*

- The kitchen exhaust systems with the McDonald's restaurant are designed to comply with AS1668.2-2012 and the National Construction Code (NCC 2022). Cooking odours are managed using advanced extraction systems, including grease filters and appropriately located exhaust discharge points, ensuring odours are diluted and dispersed away from surrounding properties.
- Roof top plant will be screen where necessary to minimise visual and acoustic impacts. The detailed design of the mechanical plant will occurring post-development approval.
- The acoustic assessment prepared in support of the application demonstrates the proposal complies with the noise regulations. This assessment considers the placement of the proposed acoustic wall in the north of the site. Refer **Appendix 7**.

5.1 Vibrant Public Realm

Attributes

- *Clearly define private public realm.*
- *Weather protection and awnings projecting a minimum horizontal distance of 2.4m over the adjacent footpath.*
- *Awnings providing a consistent clearance height of 2.7 metres from the footpath (Figure 23).*
- *Buildings addressing the street/or public realm in a manner that promotes variety and visual interest.*

Design Guidance

- The private and public realm is clearly delineated through the proposed built form and landscape design.
- The development creates visual interest through articulated design, materiality and landscaping.
- Footpath awnings are not provided due to the position of the building and site constraints as outlined in this report. Notwithstanding, the proposal has been designed to address the street, with a 'main street' intention.
- The proposed use is associated with high activity and 24/7 operation.

- *Ensure an active interface to adjacent land uses.*
- *Awnings with large overhangs should be provided over significant openings on the north, east and west, and to shade outdoor areas.*

5.2 Landscape

Attributes

- *Utilise cohesive, high quality materiality to define the transition into the 'main street' and central heart of the City.*
- *Reflect a contemporary character appropriate for the City Centre environments.*

Design Guidance

- *Provide regular tree planting along the median and footpath with good canopy coverage to mitigate urban heat, improve biodiversity and provide pedestrian shade.*
- *Plant trees clear of foliage between 600mm and 2400mm in height to allow clear sightlines and eliminate opportunities for concealment.*
- *Avoid landscaping that block views into and out of a building or across the overall site.*

- Landscaping is a critical element to the proposal, enhancing the site's aesthetic and ecological value.
- The proposed new planting includes a variety of native species, low hedging, and climber-covered screens to provide shade and generate visual interest, whilst reinforcing the connection to the local environment, and providing an attractive interface with Chisham Avenue and Meares Avenue. Seven new trees (including one new River Red Gum tree) are proposed. Coupled with the other planting, this tree will offset the removal of the one River Red Gum currently located on the southern side of the site.
- The proposed tree retention and removal is considered to achieve a balanced approach to development that considers the environment as well as the City's built form town centre requirements.
- The on-site landscaping amounts to 347m², making up approximately 21% of the development area, or 14.5% of the whole lot. Refer to **Appendix 5** for a copy of the Landscaping Plan.

4.3 Local Planning Policies

4.3.1 Local Planning Policy No.8 – Designing Out Crime

The City of Kwinana *Local Planning Policy No.8 – Designing Out Crime (LPP8)* is applicable to the design and assessment of development applications within the City.

The five Crime Prevention Through Environmental Design (CPTED) principles of Surveillance, Access Control, Territorial Reinforcement, Target Hardening (securing measures), and Management and Maintenance have been considered as part of a development. Key elements include:

- Large unobstructed windows, permeable fencing, 24/7 operation and well lit car park and wrap-around drive-through provides consistent passive surveillance at the site.
- Pedestrian access to the site is well marked and restricted to two key locations in the north and south of the site. This controls access to the site and allows the entrances to be easily monitored.
- Retaining walls and landscaping ensure territorial reinforcement and delineates the public and private domains.

The proposed development is considered consistent with the CPTED principles and intent of LPP8 and should be approved accordingly.

4.3.2 Local Planning Policy No.9 – Advertising Signage

The City of Kwinana *Local Planning Policy No.9 – Advertising Signage (LPP9)* sets out the parameters for advertising signage within the City. An assessment against the development standards of LPP9 is provided in **Table 5** below.

Table 5 - LPP9 Assessment

LPP9 Development Requirement	Proposed	Compliance
No sign shall:		
a) <i>Be constructed of glass, unless it is part of an illuminating globe or tube;</i>	Signage is not proposed to be constructed of glass, with exception of the illuminated tubing.	Yes
b) <i>Be constructed of readily combustible material (including paper, cardboard or cloth), except as part of a banner, flag or poster securely fixed to a signboard or other structure;</i>	The proposed signage is not constructed of combustible materials.	Yes
c) <i>Affect the stability of any building;</i>	The proposed signage will not impact the stability of the building.	Yes
d) <i>Not relate to the land use or occupancy of that land (i.e. advertising that promotes business or activities elsewhere, or products or services names not available at the property, will not generally be permitted) unless otherwise specifically approved by the City.</i>	The proposed signage relates only to the McDonalds tenancy, consistent with their other locations cross Perth and nationally. Third part advertising signage is not proposed.	Yes
e) <i>Be located in a position where it will unreasonably or unsafely obstruct driver or pedestrian sightlines</i>	Signage is not proposed to obstruct drivers or pedestrian sightlines are proposed. Drive-through and directional signage have been designed to ensure legibility and safety.	Yes
f) <i>Be flashing or animated, moving or rotating</i>	No flashing, animated, moving or rotating signage is proposed.	Yes
g) <i>Contain discriminatory or offensive material as determined by the City;</i>	All signage is consistent with McDonalds standard branding and does not contain any discriminatory or offensive material.	Yes
h) <i>Be detrimental to the general amenity or safety of an area</i>	The proposed signage will be detrimental to the amenity or safety of the locality.	Yes
i) <i>Extend beyond any boundary of a lot (unless allowed under a verandah or attached to a fascia).</i>	All proposed signage remains within the confines of the lot boundary.	Yes
j) <i>If illuminated;</i> i) <i>Be located a minimum of 500m from the nearest residences or land capable of being developed for residential lots;</i> ii) <i>Light emission must be of a low-level not exceeding 300cd/2 and not flash, pulsate, move or rotate and comply with Australian Standard (AS) 4282 Control of Obtrusive Effects of Outdoor Lighting;</i> iii) <i>Emit light of such intensity that it could, in the opinion of the City, create a traffic hazard or nuisance to the public;</i>	A variety of illuminated and non-illuminated signage types are proposed. Residential properties are located to the north and east of the proposed development, however minimal impacts on these residents are anticipated as outlined below: <ul style="list-style-type: none"> Residents to the north primarily face north towards Meridian Way. Minimal signage is proposed on the northern façade as this elevation is not visible from a public street. Residences in the east are substantially setback from their boundaries. 	Variation

LPP9 Development Requirement	Proposed	Compliance
iv) <i>Not interfere with or be likely to be confused with traffic control signals; and</i> v) <i>Be maintained to operate as an illuminated sign.</i>	<ul style="list-style-type: none"> The eastern elevation of the restaurant includes minimal signage, and the existing mature vegetation and proposed landscaping will screen views to the east. Signage will be integrated into the building in accordance with McDonalds standards and well thought out design that is implemented throughout Australia. A lighting assessment has been provided in Appendix 8, demonstrating the suitability of the illuminated signage on the subject site. 	

4.4 State Planning Policies

4.4.1 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 Activity Centres (SPP4.2) governs decision-making and strategic planning for activity centres. The policy ensures development considers distribution, function, land use, access, and urban form. The subject site is located within the Kwinana Activity Centre which is categorised as a ‘Secondary Centre’ under SPP4.2.

Secondary Centres focus on offering a range of services, facilities and employment opportunities, and providing essential services to their catchments. SPP4.2 identifies fast food outlets as a desired land use within Secondary Centres due to their ability to provide convenience, generate activity, and complement other uses. The policy also supports land uses that generate activity outside standard business hours, recognising the importance of fostering vibrancy during evenings and weekends and leveraging shared infrastructure like parking and public transport. The proposed McDonald’s restaurant with 24/7 operations aligns with these objectives.

The proposal is consistent with SPP 4.2 as outlined below:

- The McDonald’s restaurant provides a convenient food service consistent with the role of a secondary centre. Its 24 hour operation contributes to activating the centre outside normal trading hours, supporting evening and weekend activity.
- Located on a corner site on Chisham Avenue, the development adds to the mix of uses and complements the existing Aldi supermarket.
- The development activates the streetscape through well-designed frontages and integrated landscaping that fosters community interaction and complements the public realm. These elements align with the precinct’s intent to provide a pedestrian-friendly and vibrant environment.
- The site is sited and designed to integrate with the existing pedestrian footpaths and road environment, without impacts the existing operation of the Aldi supermarket and traffic in the locality.

By incorporating a fast food outlet within the Kwinana Town Centre, the proposal supports the activity centre and its ability to become a place of vibrancy, convenience, and community engagement. In doing so, the development strengthens the Kwinana Town Centre’s role as a Secondary Centre by enhancing its functionality, accessibility, and overall appeal.

4.4.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) outlines principles to ensure high-quality, context-responsive, and sustainable design outcomes. The proposed development has been assessed against the 10 Design Principles of SPP7.0.

Table 6 assesses the development against the ten design principles of SPP7.0.

Table 6 - SPP7.0 Design of the built environment assessment

Design Element	Design Outcome
<p>1. Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</p>	<p>The proposed development is designed to integrate with the existing urban fabric of the Kwinana Town Centre, as well as the future main street intent of Chisham Avenue. By incorporating a diverse materiality comprising recycled brick, timber cladding, coupled with on-structure planting a neutral colour palette, the proposal presents as distinctive yet compatible with the site and locality. In addition, the proposed ground level landscaping has been designed to reflect the native vegetation of the area, providing continuity with the surrounding natural landscape, and improving the pedestrian environment for uses of the footpaths. Building articulation and façade detailing also create visual interest at the pedestrian level and enhance the streetscape.</p>
<p>2. Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</p>	<p>Landscaping is a critical element to the proposal, enhancing the site’s aesthetic and ecological value. The proposed new planting includes a variety of native species, low hedging, and climber-covered screens to provide shade and generate visual interest, whilst reinforcing the connection to the local environment, and providing an attractive interface with Chisham Avenue and Meares Avenue. Seven new trees (including one new River Red Gum tree) are proposed. Coupled with the other planting, this tree will offset the removal of the one River Red Gum currently located on the southern side of the site.</p> <p>The proposed tree retention and removal is considered to achieve a balanced approach to development that considers the environment as well as the City’s built form town centre requirements.</p>
<p>3. Built form and scale. Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</p>	<p>The development is proposed as a single storey building that presents more as 2 storeys given the commercial nature of the floor to ceiling heights. This is appropriate for the corner location and additional features such as a black mesh element (at 8.5m in height), two-level play space and parapet along all elevations of the site accentuate the vertical elevation of the building, allowing the proposal to address the street.</p> <p>The proposed bulk and scale therefore achieves a balance between creating a built form appropriate for a town centre corner site whilst respecting residential properties nearby.</p>
<p>4. Functionality and build quality. Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.</p>	<p>The proposed layout of the subject site supports the drive-through function while ensuring pedestrian safety. This includes pedestrian links to surrounding paths, internal seating areas, pedestrian crossing areas, and landscaped spaces. The development also includes four bicycle racks, promoting active transport to the site. The use of durable materials, such as timber-look cladding and high-quality paving, ensures the development will perform well over its lifecycle, providing long-term value and amenity to users and the locality.</p>

Design Element	Design Outcome
<p>5. Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.</p>	<p>The development incorporates a range of sustainable initiatives that minimise its environmental footprint while enhancing community and operational outcomes. Key measures include the use of recycled materials, such as recycled brick and Weathertex cladding.</p> <p>Renewable energy is prioritised with a solar array system, a commitment to zero gas usage, and renewable energy supply from the grid. High-efficiency systems such as an advanced HVAC system, LED lighting, and a heat recovery hot water system further reduce energy consumption. A building management system monitors and controls energy and water use, optimising efficiency.</p> <p>Sustainability extends to landscaping, with significant native planting and the retention of two mature trees to mitigate the heat island effect and enhance the site’s ecological value. Additionally, recycled materials are incorporated into site features, including recycled wheel stops and 80% recycled components in the playland and soft fall areas.</p>
<p>6. Amenity Good design optimises internal and external amenity for occupants, visitors, and neighbours, contributing to living and working environments that are comfortable and productive.</p>	<p>The proposed development is a positive outcome for Kwinana Town Centre as it allows for the development of an existing open air car park with an active land use, increased landscape area and compatible, yet distinctive design.</p> <p>The acoustic amenity of the area has also been considered as outlined in the Acoustic Assessment at Appendix 7. The provision of an acoustic wall on the northern side of the drive through also ensures this.</p> <p>The indoor Play Place provides a dedicated, engaging environment for children, improving internal amenity for families. The building’s façade uses natural tones and timber-look cladding, aligning with the local aesthetic. Four bicycle racks are provided to promote alternative transport, enhancing site accessibility for the community.</p>
<p>7. Legibility Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</p>	<p>The proposed development is designed to be easily understandable for both vehicles and pedestrians. Clear signage allows passers-by on all elevations to identify and navigate the site. The layout features well-marked entrances, pedestrian pathways, and intuitive floor markings which aid wayfinding. The building’s distinctive façade and the positioning of the Play Place provide visual cues, making it easy for visitors to orient themselves and find their way around the development.</p>
<p>8. Safety Good design optimises safety and security, minimizing the risk of personal harm and supporting safe behaviour and use.</p>	<p>The proposed development prioritises clear sightlines within and around the site and incorporates strategic lighting to enhance visibility and deter antisocial behaviour. The 24-hour operation of the fast-food outlet promotes passive surveillance, with constant lighting and activity contributing to an increased perception of safety and security in the area. Façade treatments and well-marked entrances further support safe behaviour and use. As discussed elsewhere within this report, the development is consistent with the City’s Local Planning Policy No.8 – Designing Out Crime and the associated CPTED Principles.</p>

Design Element	Design Outcome
<p>9. Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</p>	<p>The proposed development is designed to serve both the local area and the wider community. Its location, on a corner site adjacent to Chisham Avenue makes it easily accessible. The indoor Play Place and dining areas are key features that cater to families and children, providing a safe and engaging environment for social interaction. The interactive play equipment and seating areas encourage community engagement. Additionally, the development is situated near residential areas to the north and east, allowing it to service a large residential population, without having negative amenity impacts. The integration of these amenities supports diverse community needs and promotes social interaction within the area.</p>
<p>10. Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</p>	<p>The proposed restaurant incorporates building articulation, colours, and glazing to create an inviting and visually appealing entry space. These design elements are aimed at accommodating individuals and family groups, ensuring the building is easily identifiable and welcoming. The use of natural tones and timber-look cladding enhances the aesthetic appeal, aligning with the local character and creating a cohesive streetscape.</p>

4.5 Matters to be considered

Clause 67 (2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 7** below for an assessment of the relevant matters.

Table 7 - Matters to be considered assessment

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;</i>	The proposal is shown to be consistent with the aims and provisions of the City’s Local Planning Scheme. Refer Section 4.2 of this report.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	There are no amendments to the City’s Local Planning Scheme which would affect the assessment of this application.
(c) <i>any approved State planning policy</i>	The proposal is demonstrated to be consistent with the relevant state planning policies. Refer Section 4.4 above.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)</i>	There are no environmental protection policies that would affect the assessment of this application.
(e) <i>any policy of the Commission</i>	There are no policies of the Commission that would affect the assessment of this application.
(f) <i>any policy of the State</i>	The proposal is demonstrated to be consistent with policies of the State. Refer Section 4.4 above.
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission</i>	The proposed use is a retail use and is consistent with City’s Draft Local Planning Strategy and Local Commercial and Activity Centre Strategy.
(h) <i>any structure plan or local development plan that relates to the development</i>	The development is demonstrated to be consistent with the Kwinana City Centre Masterplan.

Matter to be considered	Provided
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015	There are no scheme amendments that would affect the assessment of this application.
(m) the compatibility of the development with its setting, including – (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	As discussed in this report, the proposed development is compatible with the current and desired future character of the Kwinana locality. It aligns with the Kwinana Town Centre Masterplan and will integrate into the developing urban fabric whilst providing a distinctive development for a corner site on Chisham Avenue. The height, bulk, scale, and orientation of the development are in harmony with proposed character and scale for the locality. The building’s design, with its thoughtful articulation and use of materials and landscaping, ensures it will not negatively impact the amenity of neighbouring properties.
(n) the amenity of the locality including the following – (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	The proposed development aligns with the amenity and character of the Kwinana Town Centre locality. Environmental impacts are mitigated through the use of sustainable materials, native landscaping, and stormwater management practices. The development enhances the social fabric of the area by providing a family-friendly environment with amenities such as the indoor Play Place, contributing positively to the local community and encouraging social interaction.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development includes suitable landscaping consistent with the City’s provisions. Refer Appendix 5 . Native plants and trees have been incorporated to enhance the site’s visual appeal and ecological value. The landscaping plan supports water-sensitive urban design principles and contributes to the overall amenity of the area.
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	The development is not situated within a flood prone area or bushfire prone area. No other natural hazards are likely to have any impact on the site.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety	There is no actual or perceived threat to human safety proposed as part of this development application.
(s) the adequacy of – (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	No changes are proposed to the existing road or pedestrian network outside the site.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	As demonstrated in the Transport Impact Assessment prepared for the proposal (Appendix 6) the existing access and egress to the site and servicing arrangements are suitable for the development. This assessment confirms: <ul style="list-style-type: none"> • The post-development analysis indicates satisfactory operation with no capacity or queueing issues expected for both Chisham Avenue and Meares Avenue crossovers. No changes are required for these crossovers as a result of the development or nearby intersections. • Under typical peak site activity conditions, the queuing from each order point will be comfortably accommodated within the site, with no impact on internal site driveways. • The design of the site provides adequate space for delivery vehicles to safely manoeuvre. • The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

Matter to be considered	Provided
<p>(u) <i>the availability and adequacy for the development of the following –</i></p> <ul style="list-style-type: none"> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i> 	<p>The subject site is located in an area with good access to public transport arrangements with bus stops located along both Meares Avenue and Chisham Avenue providing frequent services to the site.</p> <p>Waste management is supported by a designated servicing area with appropriate storage and collection facilities.</p> <p>Four bicycle bays are provided, promoting cycling. The development also ensures accessibility for the elderly and people with disabilities through well-designed pathways and facilities.</p>
<p>(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i></p>	<p>There will be no loss of any community service or benefit resulting from the development.</p>
<p>(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i></p>	<p>The proposed development will have a positive impact on the community. It will provide further activation in the Kwinana Town Centre by providing an active accessible use, family-friendly dining option, increasing local employment opportunities, and integrating with the pedestrian and road network.</p>

5 CONCLUSION

As discussed throughout this report, the proposed development aligns with and fulfills the objectives of the City of Kwinana Local Planning Schemes No. 2 and 3, local planning policies, and the Kwinana City Centre Masterplan. The following points substantiate the support for this development:

- The proposed development is consistent with the 'Shopping/Business' zoning and objectives under the City of Kwinana Local Planning Schemes No.2 and 3. The proposed land use is a permitted use and is entirely suitable on the subject site.
- In accordance with Kwinana City Centre Masterplan and State Planning Policy 4.2 – Activity Centres (SPP4.2), the proposal will support and contribute to the Kwinana Town Centre as a vibrant, accessible, and pedestrian-friendly activity centre.
- The proposed development has been sited and design in response to the requirements of State Planning Policy 7.0 – Design of the Built Environment (SPP7) and Kwinana City Centre Masterplan and is deemed to address the relevant design principles.
- This development has considered the operational requirements of the business and compatibility with the existing Aldi supermarket to ensure it is functional, visually appealing and does not result in poor traffic outcomes.
- Comprehensive technical assessments confirm that the proposed development will not adversely affect the amenity of adjoining properties and the local area. Factors such as noise, traffic and access, waste management, civil design, and landscaping have been carefully considered and addressed through thoughtful design and planning.
- The design incorporates clear sightlines and strategic lighting, improving visibility and security. Additionally, the 24-hour operation of the outlet promotes ongoing activity and passive surveillance, contributing to a safer environment for the community.

For the reasons outlined above, it is respectfully requested that the Metro Outer Development Assessment Panel grant approval to the proposed development.

**Appendix 1:
Certificate of Title and Deposited Plan**

Appendix 2: Arborist Impact Assessment

Appendix 3: Root Mapping Letter

Appendix 4: Development and Signage Plans

Appendix 5: Landscaping Plan

Appendix 6: Transport Impact Assessment

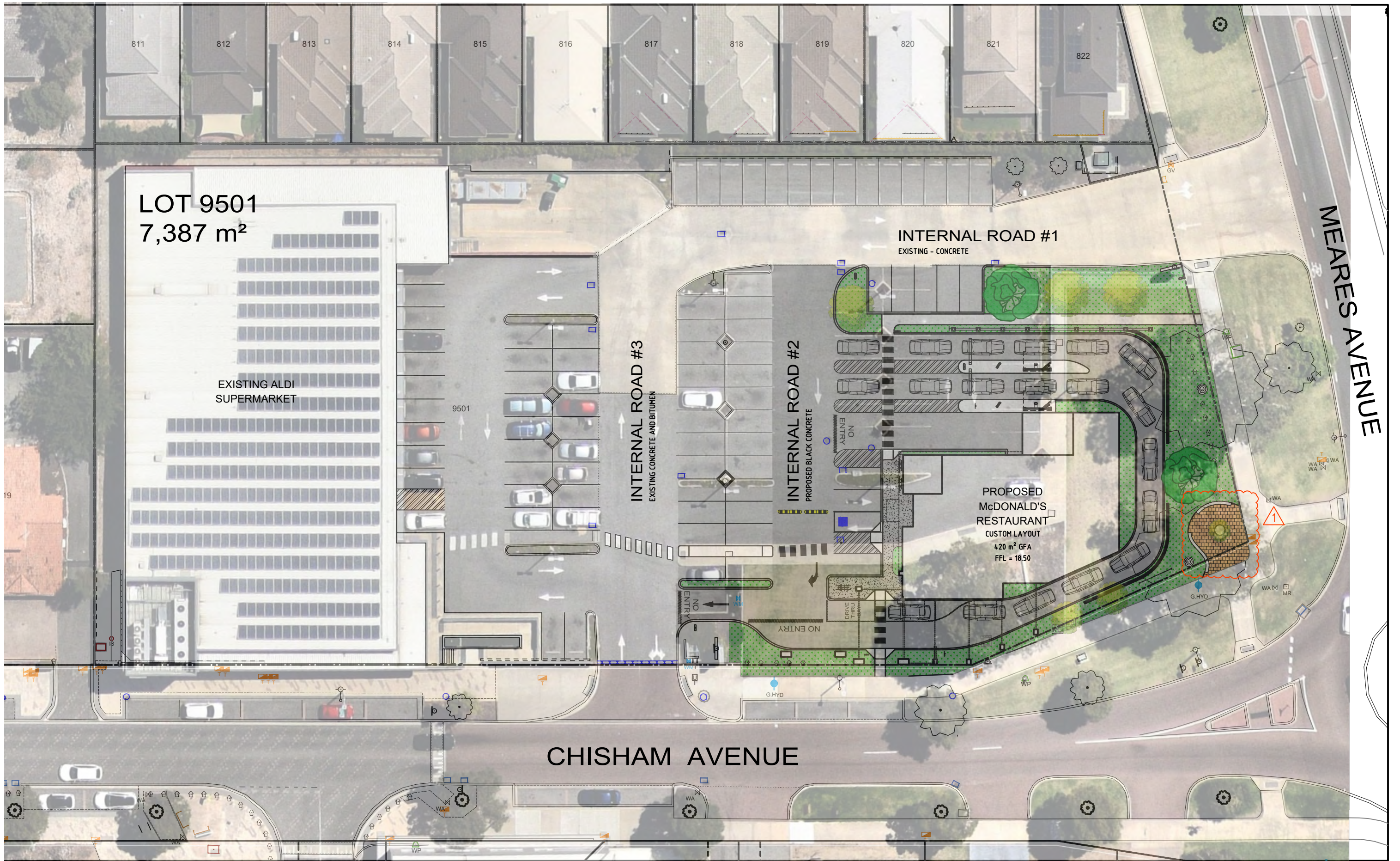
Appendix 7: Environmental Noise Assessment

Appendix 8: Lighting Assessment

Appendix 9: Waste Management Plan

Appendix 10: Civil Design Concept

Appendix 11: Site Survey



LOT 9501
7,387 m²

EXISTING ALDI
SUPERMARKET

9501

INTERNAL ROAD #3
EXISTING CONCRETE AND BITUMEN

INTERNAL ROAD #2
PROPOSED BLACK CONCRETE

INTERNAL ROAD #1
EXISTING - CONCRETE

PROPOSED
McDONALD'S
RESTAURANT
CUSTOM LAYOUT
420 m² GFA
FFL = 18.50

CHISHAM AVENUE

MEARES AVENUE

Revisions

1	AS CLOUDED	12/09/25	AJU
0	DA ISSUE	APRIL 2024	AJU

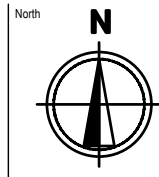
General Notes

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

CAR PARKING CALC.

CURRENT:	92
BAYS REMOVED:	30
PROPOSED:	79
DRIVE-THRU STACK:	19
DT WAIT BAY:	1
TOTAL:	99



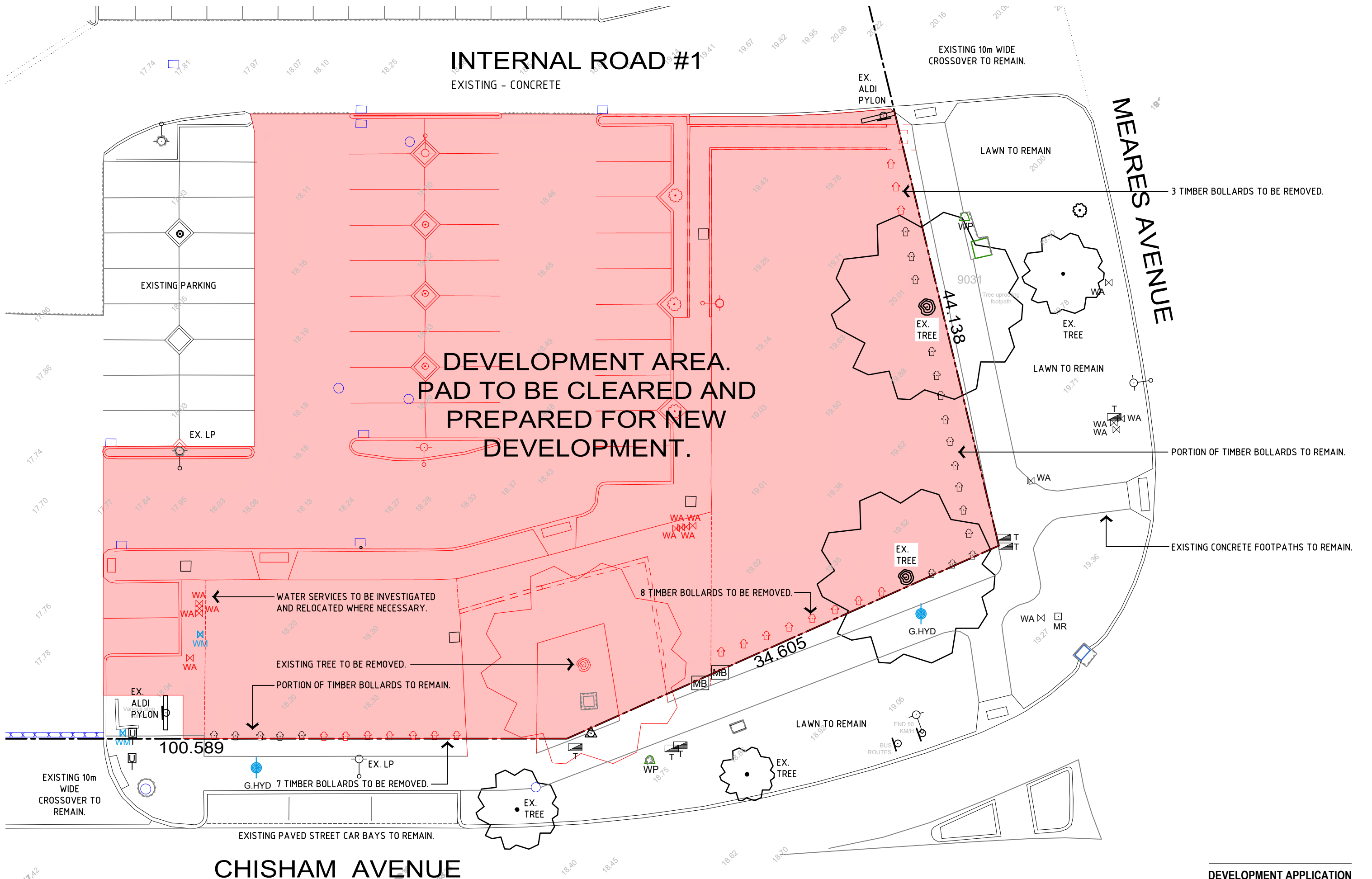
Client
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 ABN. 43 008 496 928
 02 9875 6666
 Project Manager


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Project
 PROPOSED McDONALD'S RESTAURANT
 Location
 LOT 9501, 32 MEARES AVENUE
 KWINANA TOWN CENTRE
 KWINANA, WA 6167

DEVELOPMENT APPLICATION

Scale	1:400
Drawing	McDONALD'S SITE PLAN
Project Number	0899
Drawing Number	DA01
Issue	1



Revisions	General Notes	Drawing Notes
0 DA ISSUE	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.	
APRIL 2024		
AJU		
Date		
Chk Int		

North

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Project

PROPOSED McDONALD'S RESTAURANT

Location

LOT 9501, 32 MEARES AVENUE
KWINANA TOWN CENTRE
KWINANA, WA 6167

Scale

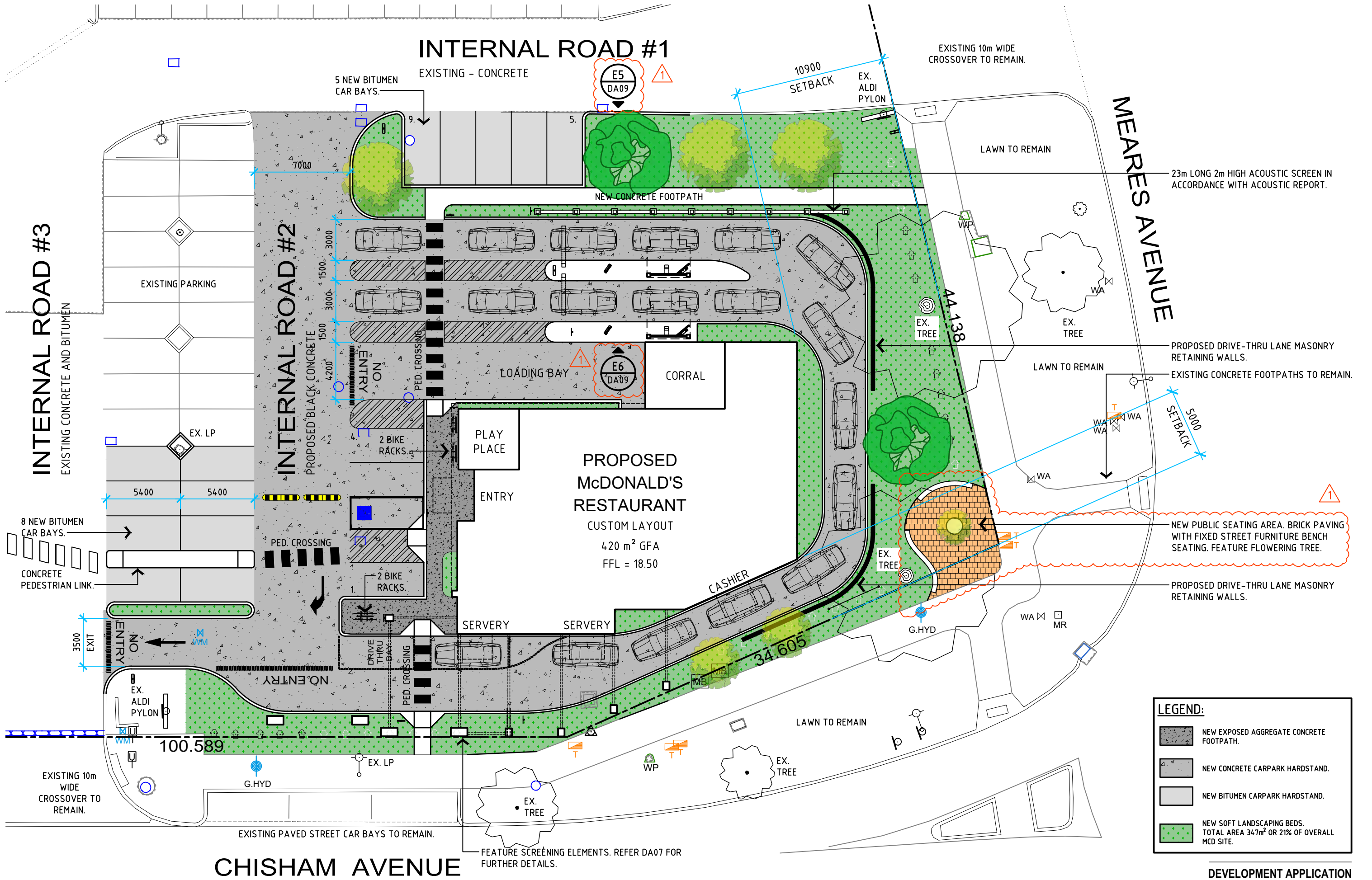
1:250

Drawing

DEMOLITION SITE PLAN

Project Number	Drawing Number	Issue
0899	DA02	0

DEVELOPMENT APPLICATION



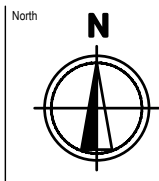
LEGEND:

- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH.
- NEW CONCRETE CARPARK HARDSTAND.
- NEW BITUMEN CARPARK HARDSTAND.
- NEW SOFT LANDSCAPING BEDS. TOTAL AREA 347m² OR 21% OF OVERALL MCD SITE.

DEVELOPMENT APPLICATION

Revisions	General Notes	Drawing Notes
1 AS CLOUDED 0 DA ISSUE	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.	
12/09/25 APRIL 2024	AJ AJ	
Issue Description	Date	Chk Int

Feature screening elements. Refer DA07 for further details.



Client
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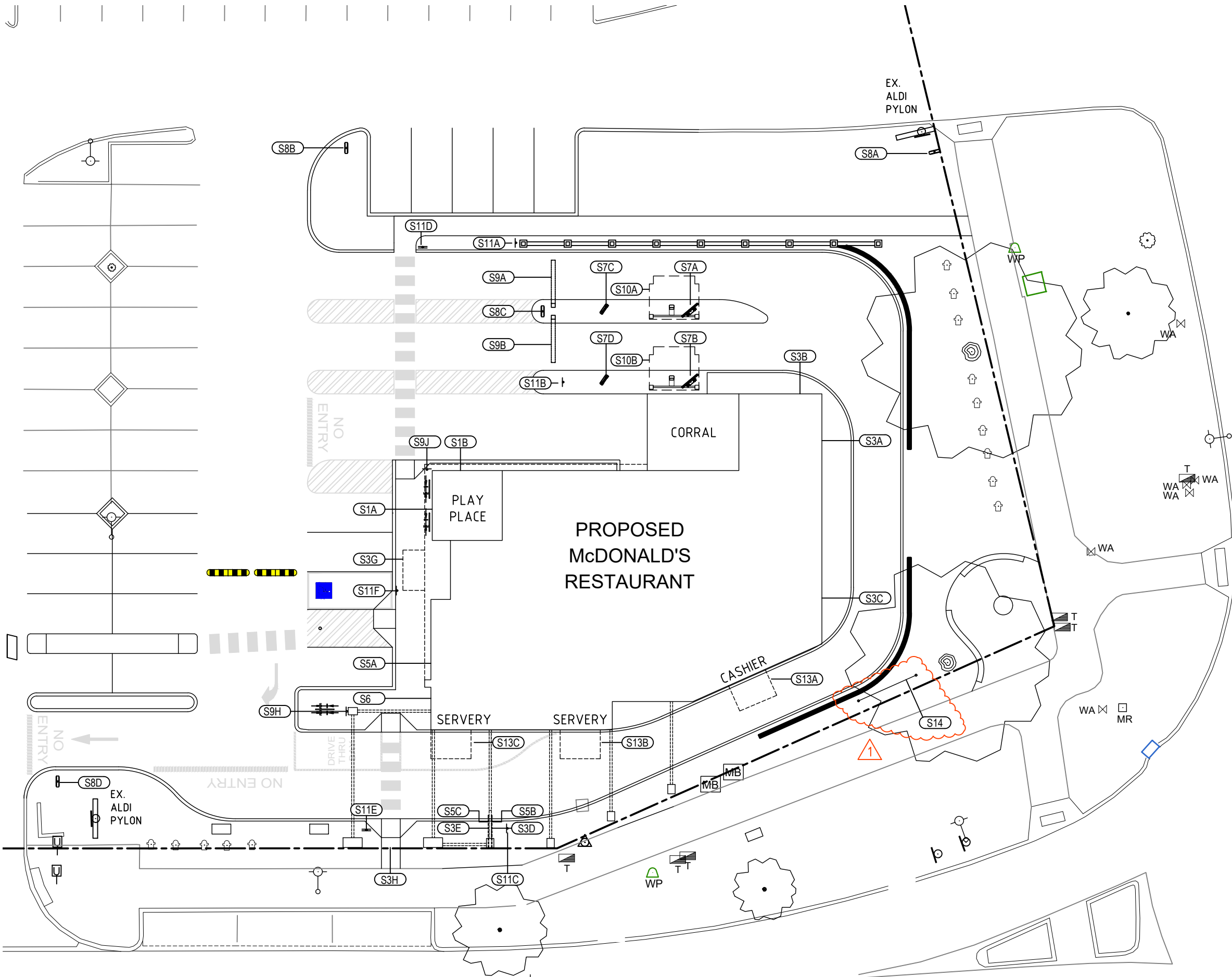
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Project
 PROPOSED McDONALD'S RESTAURANT

Location
 LOT 9501, 32 MEARES AVENUE
 KWINANA TOWN CENTRE
 KWINANA, WA 6167

Scale	Drawing	Project Number	Drawing Number	Issue
1:250	McDONALD'S SITE PLAN	0899	DA03	1



CHISHAM AVENUE

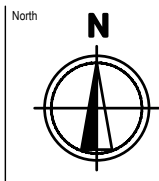
SIGNAGE SCHEDULE

Tag	Description	Illuminated
S1A	"Play Place" Wall Sign	Yes
S1B	"Play Place" Wall Sign	
S3A	"McDonald's" Wall Sign	
S3B	Golden Arches Wall Sign	
S3C	Golden Arches Wall Sign	
S3D	Golden Arches Wall Sign	
S3E	Golden Arches Wall Sign	
S3G	Golden Arches Wall Sign	
S3H	"McDonald's" Wall Sign	
S5A	"McCafe" Button Sign Ø1200mm	
S5B	"McCafe" Wall Sign	
S5C	"McCafe" Wall Sign	
S6	"McDelivery" Wall Sign (Double sided)	
S7A	Digital menuboard (Double)	
S7B	Digital menuboard (Double)	
S7C	Digital menuboard (Single)	
S7D	Digital menuboard (Single)	
S8A	Directional Sign (Double sided) Side 1 = "Entry" with arrow Side 2 = "Entry" with arrow	No
S8B	Directional Sign (Double sided) Side 1 = "Drive Thru" with arrow Side 2 = "Drive Thru" with arrow	
S8C	Directional Sign (Single sided) Side 1 = "Any Lane, Any Time" Side 2 = Blank	
S8D	Directional Sign (Double sided) Side 1 = "No Entry" Side 2 = "Thank You"	
S9A	Height Clearance Gantry Sign	
S9B	Height Clearance Gantry Sign	
S10A	Drive-Thru Information Sign "1. Order here"	
S10B	Drive-Thru Information Sign "1. Order here"	
S11A	No Pedestrian Access Sign	
S11B	No Pedestrian Access Sign	
S11C	No Pedestrian Access Sign	
S11D	Pedestrian Caution Sign (Double Sided)	
S11E	Pedestrian Caution Sign (Double Sided)	
S11F	Accessible Parking Sign	
S11H	Bicycle Parking Sign	
S11J	Bicycle Parking Sign	
S13A	Drive-Thru Information Sign "2. Pay Here"	
S13B	Drive-Thru Information Sign "3. Pick Up Here"	
S13C	Drive-Thru Information Sign "4. Pick Up Here"	
S14	Banner Sign	

Revisions	General Notes	Drawing Notes
1 AS CLOUDED 0 DA ISSUE	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.	
12/09/25 APRIL 2024	AJ AJ	
Issue Description	Date	Chk Int

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Drawing Notes



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Project
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Location
 LOT 9501, 32 MEARES AVENUE
 KWINANA TOWN CENTRE
 KWINANA, WA 6167

Scale
 1:250

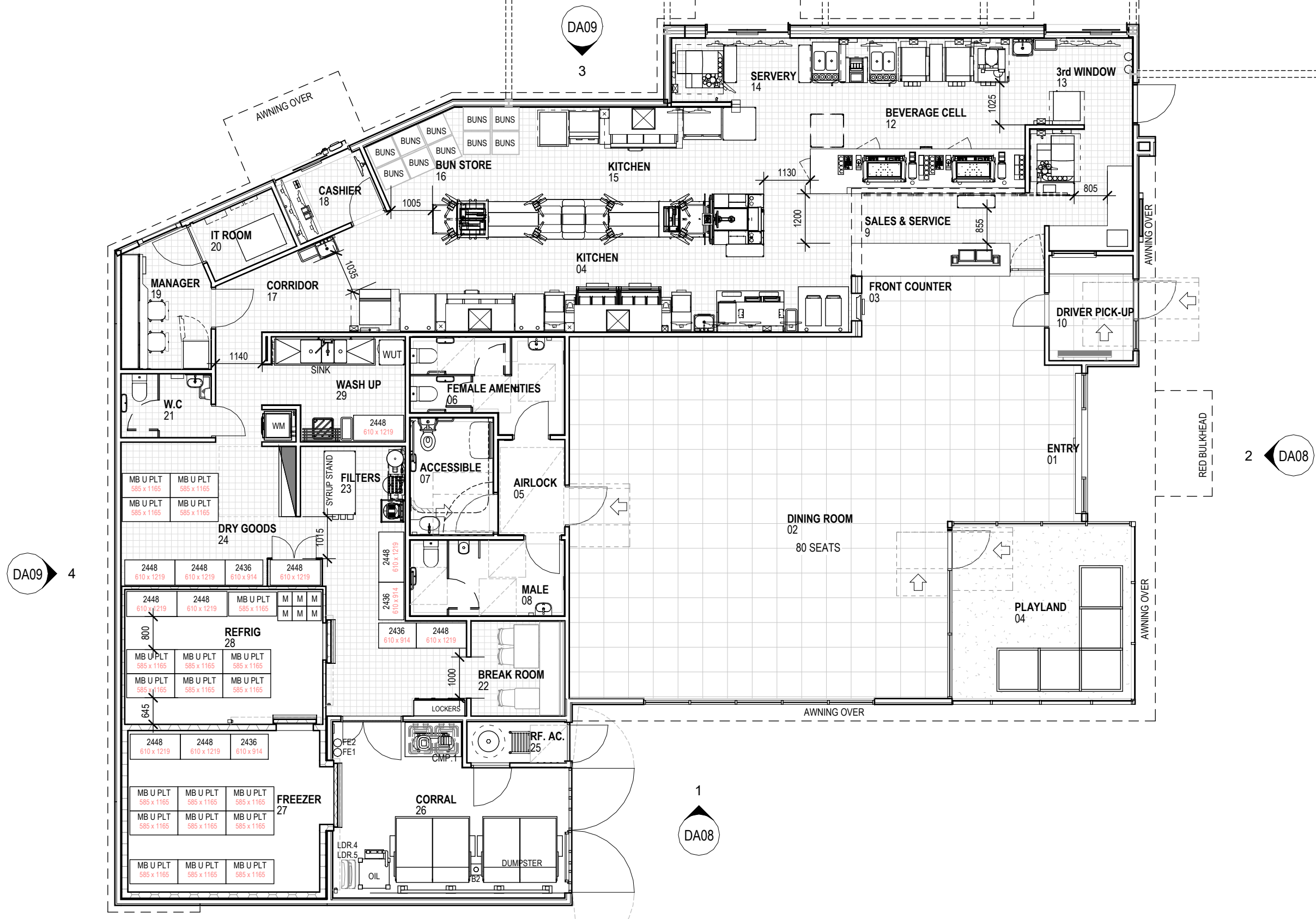
Drawing
 McDONALD'S SITE SIGNAGE PLAN

Project Number
 0899

Drawing Number
 DA04

Issue
 1

DEVELOPMENT APPLICATION



DA09 4

DA09 3

2 DA08

1 DA08

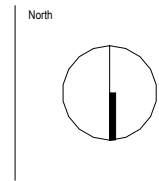
Revisions

Issue Description	Date	Author	Checked
0 AMENDED DA AS CLOUDED	JAN 2025	AJ	NR

General Notes

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Drawing Notes



Client

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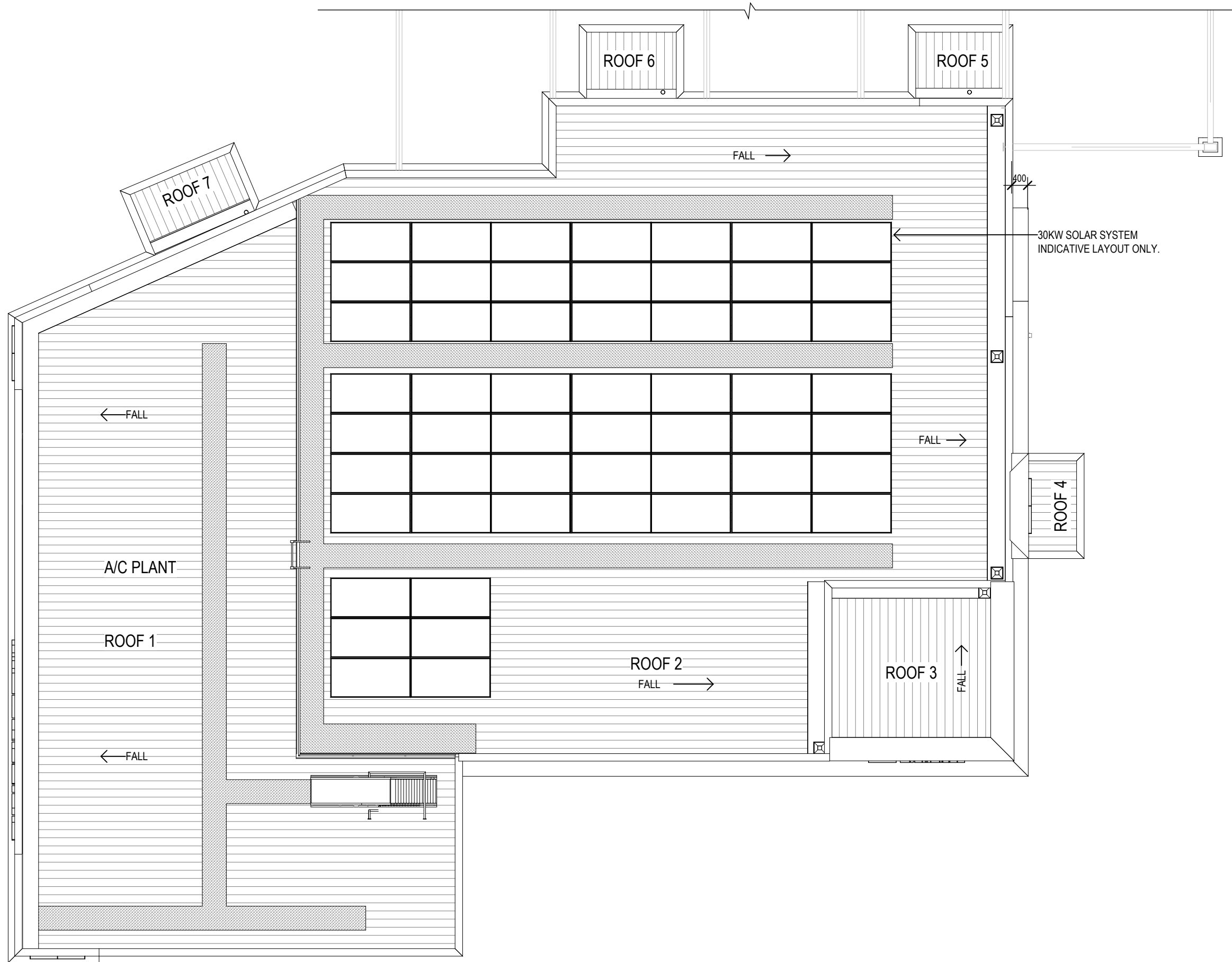
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Project
PROPOSED McDONALDS FAMILY RESTAURANT KWINANA

Location
32 MEARES AVE, KWINANA TOWN CENTRE WA

DEVELOPMENT APPLICATION

Scale	Series
1:100 @ A3	BIO MOD 380+
Drawing	FLOORPLAN
Project Number	Drawing Number
0899	DA05
	Issue
	0



30KW SOLAR SYSTEM
INDICATIVE LAYOUT ONLY.

DEVELOPMENT APPLICATION

Revisions	General Notes	Drawing Notes
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Date	Chk	Int
JAN 2025	AJU	NR

North

Client
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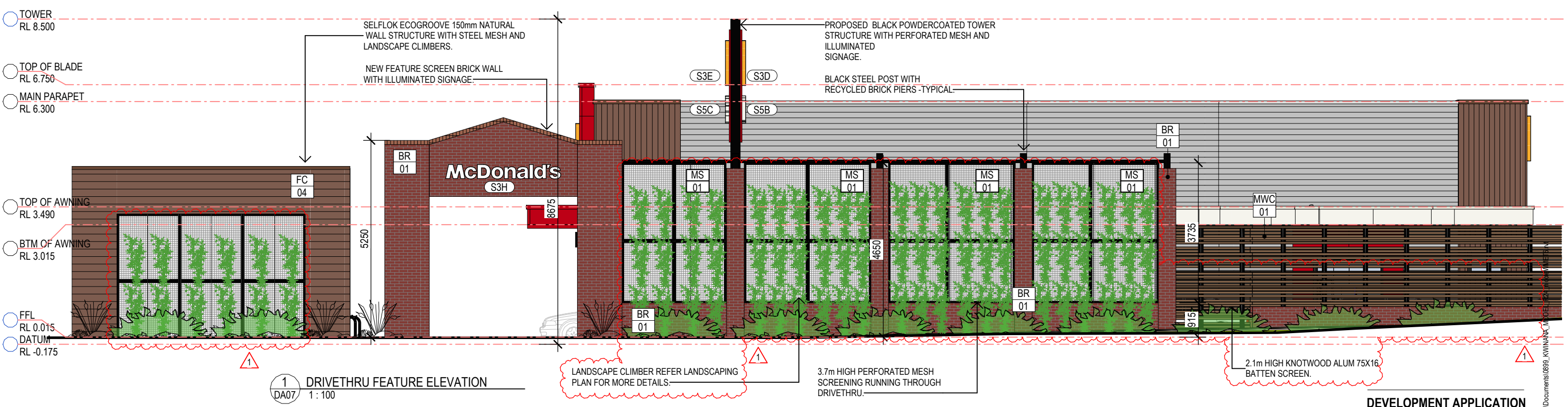
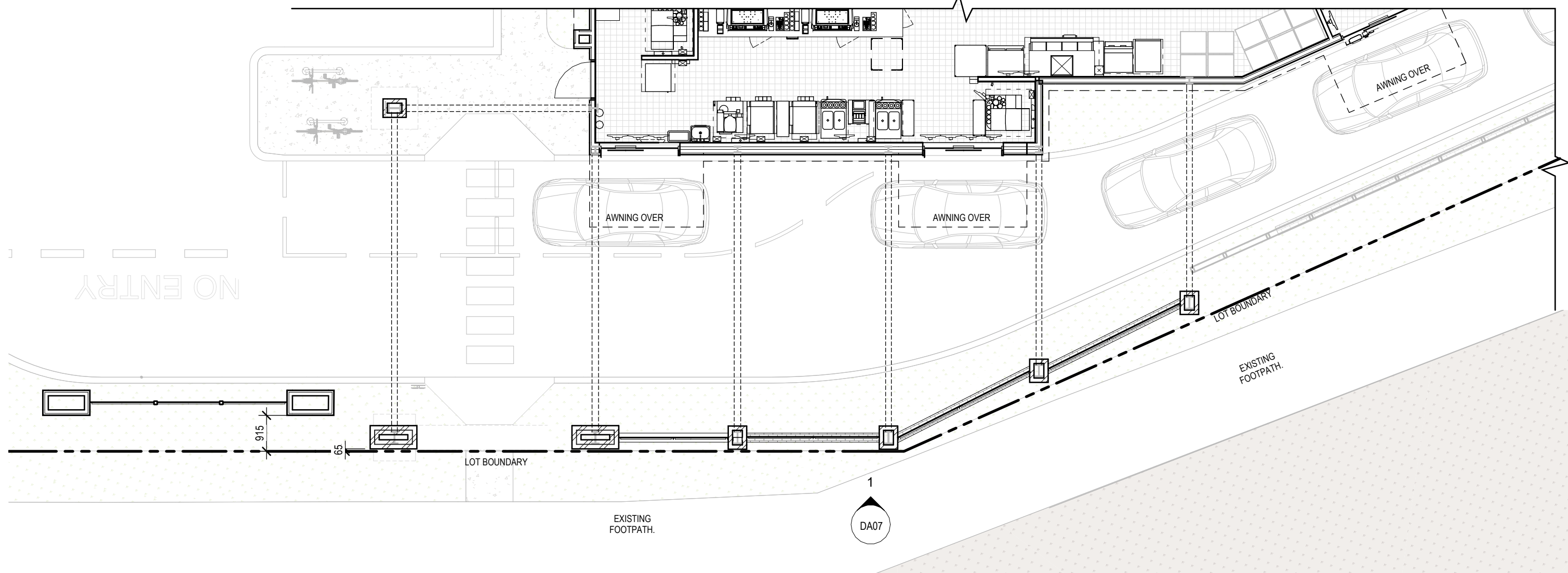
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Project
PROPOSED McDONALDS FAMILY RESTAURANT KWINANA
 Location
 32 MEARES AVE, KWINANA TOWN CENTRE WA

Scale	Series
1 : 100 @ A3	BIO MOD 380+

Drawing	Project Number	Drawing Number	Issue
ROOF PLAN	0899	DA06	0

REFER TO DA05 FOR EXTENT



1 DRIVETHRU FEATURE ELEVATION
DA07 1:100

LANDSCAPE CLIMBER REFER LANDSCAPING PLAN FOR MORE DETAILS.

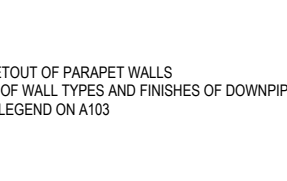
3.7m HIGH PERFORATED MESH SCREENING RUNNING THROUGH DRIVETHRU.

2.1m HIGH KNOTWOOD ALUM 75X16 BATTEN SCREEN.

Revisions	General Notes	Drawing Notes
1 AMENDED AS CLOUDED 0 AMENDED DA AS CLOUDED	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.	1. REFER TO WALL LEGEND ON A142 2. ALL DIMENSIONS ARE TO FINISH FACE 3. REFER TO WALL SETOUT PLAN FOR SETOUT OF PARAPET WALLS 4. REFER TO ELEVATIONS FOR EXTENTS OF WALL TYPES AND FINISHES OF DOWNPIPES AND OVERFLOWS 5. REFER TO SCHEDULES AND FINISHES LEGEND ON A103 6. REFER TO ROOF FRAMING PLAN 7. REFER TO SPECIFICATION SECTION 11

Date	Chk	Int
SEP 2025	AJJ	NR
JAN 2025	AJJ	NR

Client
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Project
PROPOSED McDONALDS FAMILY RESTAURANT KWINANA

Location
32 MEARES AVE, KWINANA TOWN CENTRE WA

Scale
1:100 @ A3

Series
BIO MOD 380+

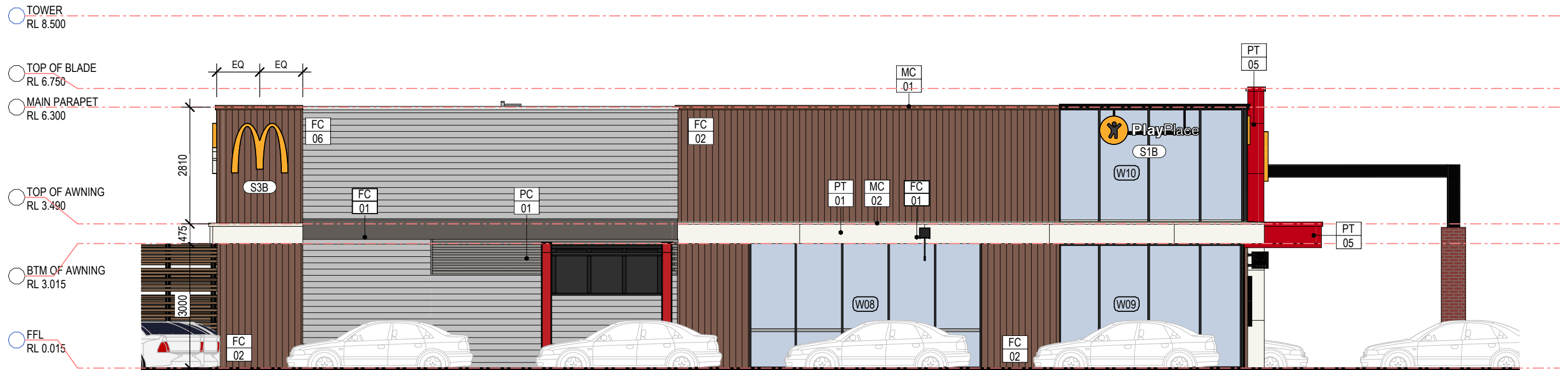
Drawing
EXTERNAL FEATURE ROOF PLAN

Project Number
0899

Drawing Number
DA07

Issue
1

File Name C:\Users\H\A\Nicol\Reina\Documents\0899_KWINANA\1\DA07_External Feature Roof Plan.rvt



1 SIDE ELEVATION
DA05 1:100

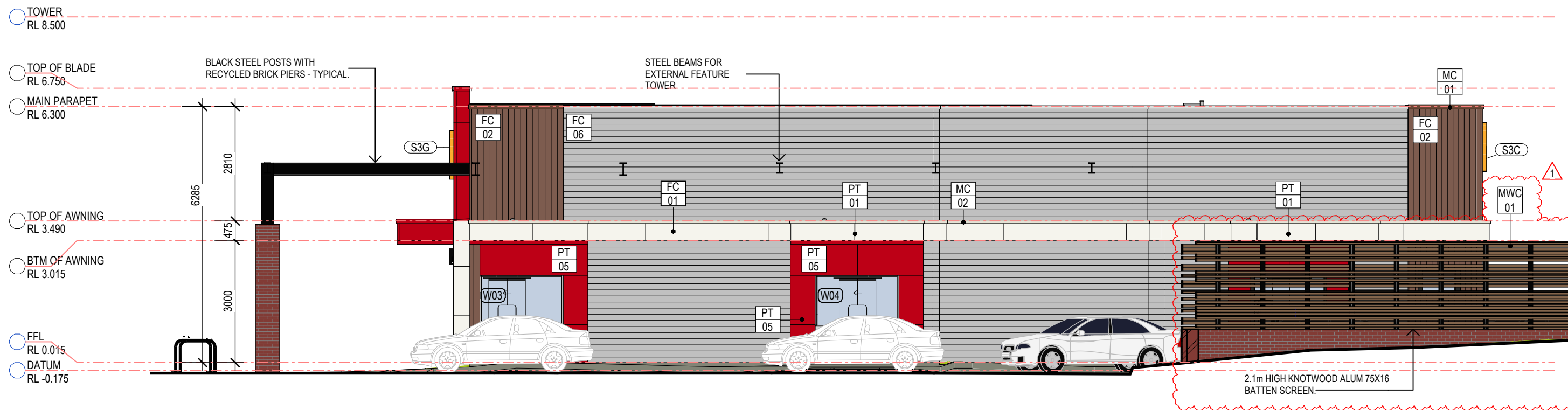


2 FRONT ELEVATION
DA05 1:100

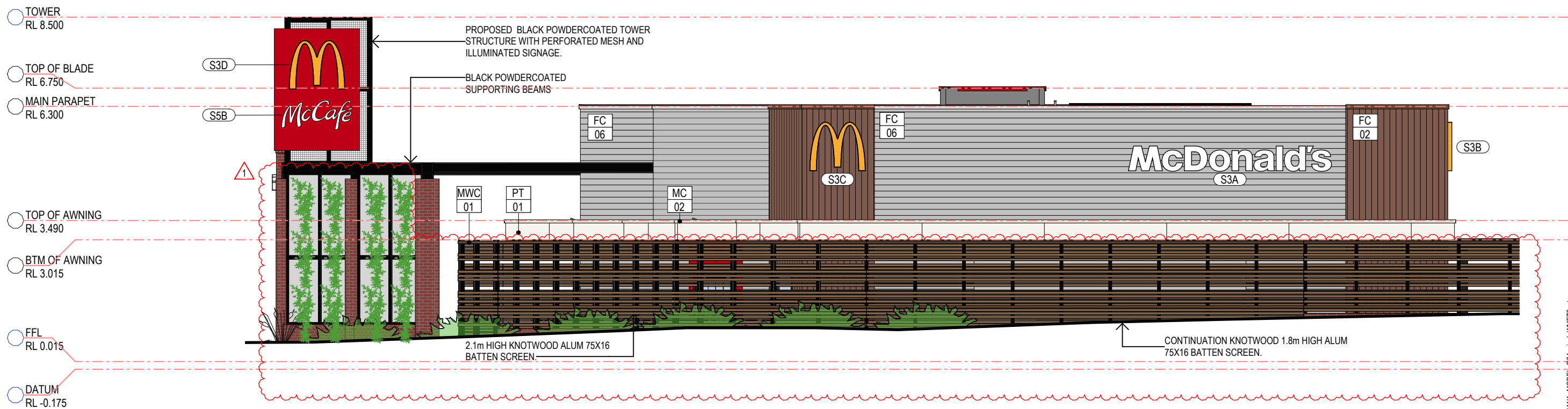
Revisions	General Notes	Drawing Notes
1 AMENDED AS CLOUDED 0 AMENDED DA AS CLOUDED	SEP 2025 AUJ NR JAN 2025 AUJ NR	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. 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.

<p>Client</p>  <p>McDonald's Australia Limited ABN. 43 008 496 928 02 9875 6666</p> <p>Project Manager</p> 	<p>Architect</p>  <p>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</p>	<p>Project</p> <p>PROPOSED McDONALDS FAMILY RESTAURANT KWINANA</p> <p>Location</p> <p>32 MEARES AVE, KWINANA TOWN CENTRE WA</p>	<p>Scale</p> <p>1:100 @ A3</p> <p>Drawing</p> <p>FRONT & SIDE BUILDING ELEVATIONS</p> <p>Project Number</p> <p>0899</p>	<p>Series</p> <p>BIO MOD 380+</p> <p>Drawing Number</p> <p>DA08</p> <p>Issue</p> <p>1</p>
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DEVELOPMENT APPLICATION



3 DRIVETHRU ELEVATION
DA05 1:100



4 REAR FEATURE ELEVATION
DA05 1:100

Revisions		General Notes		Drawing Notes	
1	AMENDED AS CLOUDED	SEP 2025	AU NR	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	AMENDED DA AS CLOUDED	JAN 2025	AU NR		
	Issue Description	Date	Chk Int		

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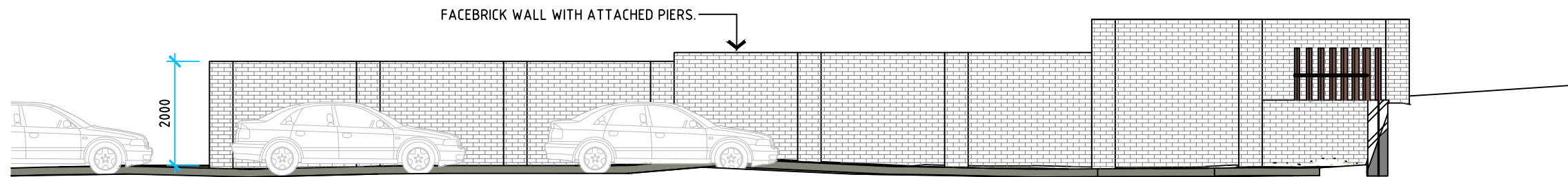
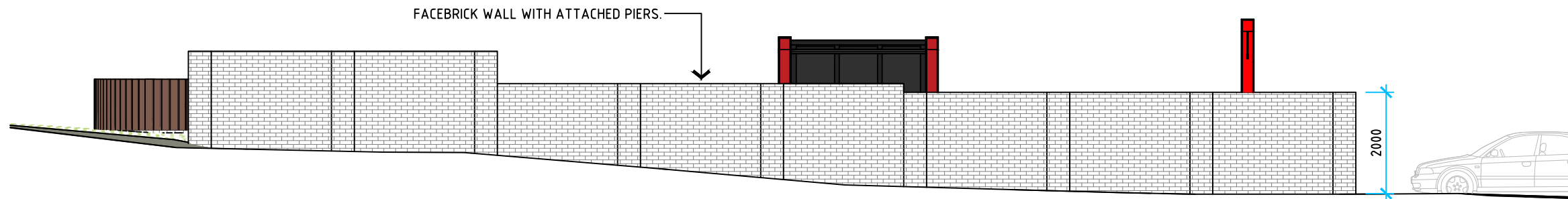
Project
 PROPOSED McDONALDS FAMILY RESTAURANT KWINANA
 Location
 32 MEARES AVE, KWINANA TOWN CENTRE WA

DEVELOPMENT APPLICATION

Scale	Series
1:100 @ A3	BIO MOD 380+
Drawing	DRIVETHRU BUILDING ELEVATIONS
Project Number	Drawing Number
0899	DA09
Issue	1



DEPICTION OF SEATING.
NOT TO SCALE



Revisions	General Notes	Drawing Notes
0 FIRST ISSUE 16/09/25 AJJ	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.	

Issue Description	Date	Chk	Int
	16/09/25	AJJ	

Drawing Notes

North

Client

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Project

PROPOSED McDONALD'S RESTAURANT

Location

LOT 9501, 32 MEARES AVENUE
KWINANA TOWN CENTRE
KWINANA, WA 6167

DEVELOPMENT APPLICATION

Scale

1:100

Drawing

ACOUSTIC WALL AND SEATING AREA

Project Number	Drawing Number	Issue
0899	DA09-1	0

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
FC	01	AWNINGS AND CORRAL RIBBON	FIBRE CEMENT CLADDING	JAMES HARDIE	VARIES REFER PAINT COLOURS	
FC	02	PLAYPLACE & PARAPETS	WEATHERGROOVE NATURAL 150mm	WEATHERTEX	NATURAL	
FC	03	DRIVE THRU WALLS	WEATHERGROOVE SMOOTH 600mm	WEATHERTEX	WAYWARD GREY PG1G8	
FC	04	PLAYPLACE PARAPETS AND FACADE SCREEN WALLS	WEATHERGROOVE NATURAL 150mm	WEATHERTEX	NATURAL	
FC	06	MAIN BUILDING WALLS	<varies>	WEATHERTEX	CHAMPINON S14A4	
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	COLORBOND	WOODLAND GREY	
MS	01	BETWEEN BRICK AND WEATHERTEX WALLS	PERFORATED SCREEN MESH	ARROW METAL	PATTERN 449 SQUARE SHAPE DIAGONAL PITCH	
MWC	01	TIMBER BATTEN SCREEN	TIMBER LOOK ALUMINIUM CLADDING SYSTEM USING KNOTWOOD CLADDING PROFILE	KNOTWOOD	FRENCH WALNUT	
MWC	02	ROOF WELL (INTERNAL PARAPET LINING)	CUSTOM ORB CORRUGATED STEEL RIVET FIXED VERTICALLY TO FRAMES	LYSAGHT	ZINCALUME	

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
PC	01	CORRAL BATTENS & ROOF ACCESS, ELEC. ROOM DOORS	POWDERCOAT FINISH	DULUX DURATEC ZEUS	STONE GREY SATIN 27278126	
PC	02	ALUMINIUM WINDOWS & DOOR FRAMES. REFER NOTE 1.	POWDERCOAT FINISH	DULUX DURATEC ZEUS	LUNAR ECLIPSE SATIN (BLACK)	
PT	01	FASCIAS (RIBBON)	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	VIVID WHITE PW1H9	
PT	02	MAIN BUILDING WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	CHAMPINON S14A4	
PT	03	DRIVE THRU WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	WAYWARD GREY PG1G8	
PT	04	CORRAL RIBBON	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	CAVE MAN S14A7	
PT	05	BLADE WALL & DRIVETHRU WINDOWS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	HOTLIPS PB1F2	
STN	01	DRIVETHRU WINDOW SILL & SURROUND	RECONSTITUTED STONE. REFER TO DECOR DOCUMENTS	REFER DECOR	REFER DECOR	
BR	01	BRICK PIER AND FUTURE WALLS.	RECYCLED BRICK	MIDLAND BRICK	RECYCLED BRICKS	

1

Revisions	General Notes	Drawing Notes
<p>1 AMENDED AS CLOUDED SEP 2025 AUJ NR</p> <p>0 AMENDED DA AS CLOUDED JAN 2025 AUJ NR</p> <p>Issue Description Date Chk Int</p>	<p>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.</p>	



Project PROPOSED McDONALDS FAMILY RESTAURANT KWINANA

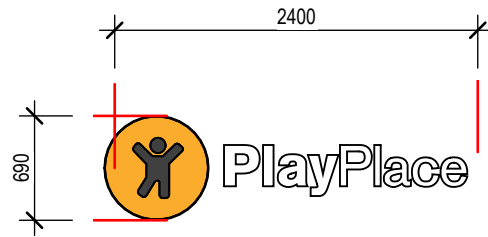
Location 32 MEARES AVE, KWINANA TOWN CENTRE WA

DEVELOPMENT APPLICATION

Scale @ A3 Series BIO MOD 380+

Drawing EXTERNAL FINISHES SCHEDULE

Project Number 0899 Drawing Number DA10 Issue 1



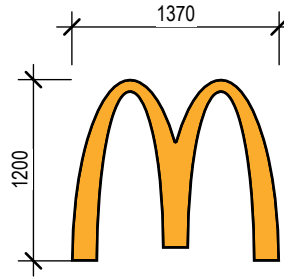
S2 PLAYPLACE
1 : 50

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



S6 McDELIVERY WALL SIGN
1 : 20

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



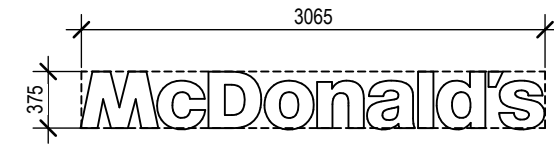
S3 WALL SIGN
1 : 50

YELLOW FLAT FACE POLYCARBONATE LOGO. INTERNALLY ILLUMINATED. YELLOW LOGO



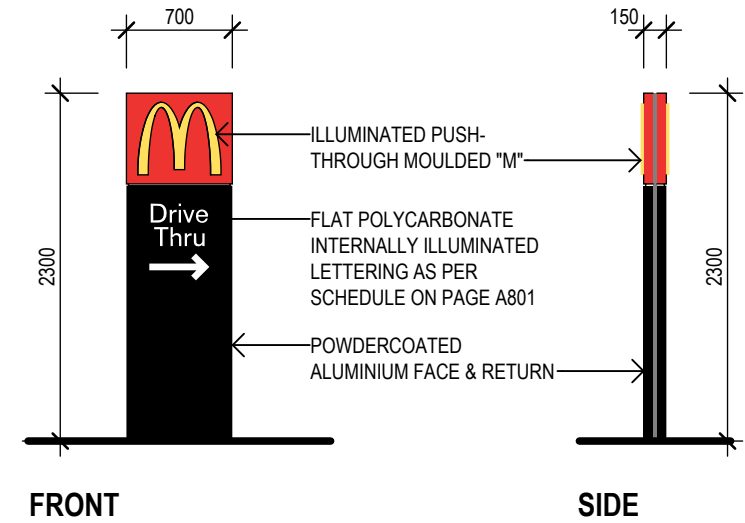
S5 WALL SIGN
1 : 50

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

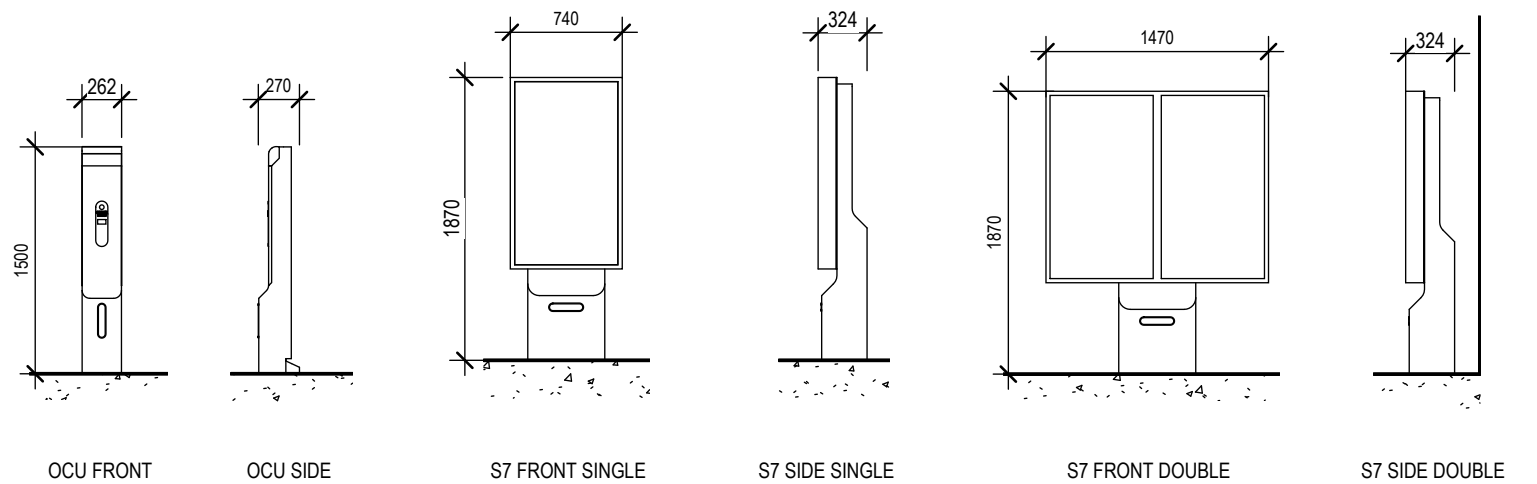


S3H WALL SIGN
1 : 50

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



S8 DIRECTIONAL SIGNAGE
1 : 50



DEVELOPMENT APPLICATION

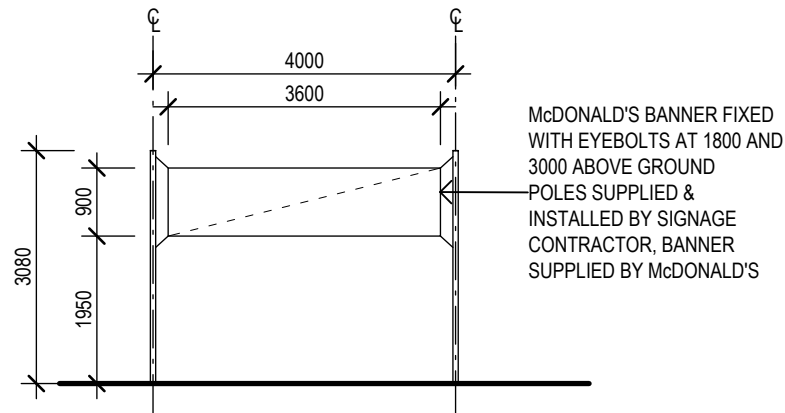
Revisions	General Notes	Drawing Notes
0 AMENDED DA AS CLOUDED Issue Description	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer 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.	
JAN 2025 Date	AJU NR Chk Int	

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

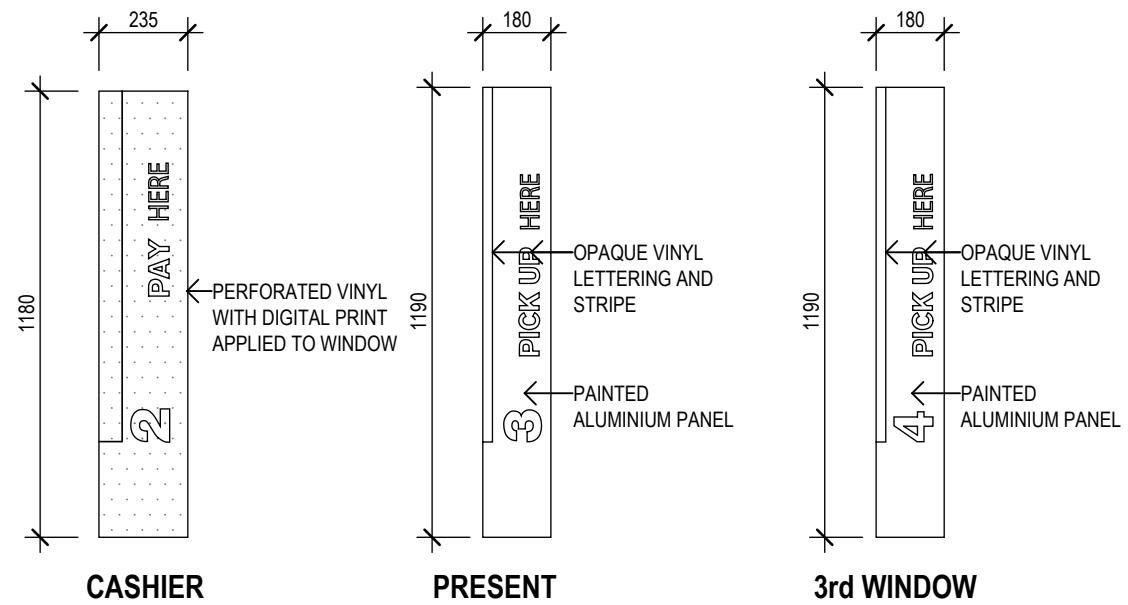
Architect
Hindley and Associates Pty Ltd
 Building Designers
 Unit 4/166 Stirling Highway
 Nedlands WA 6009
 PO Box 199 Nedlands WA 6909
 08 9386 6699
 www.hindley.com.au

Project
 PROPOSED McDONALDS FAMILY RESTAURANT KWINANA
 Location
 32 MEARES AVE, KWINANA TOWN CENTRE WA

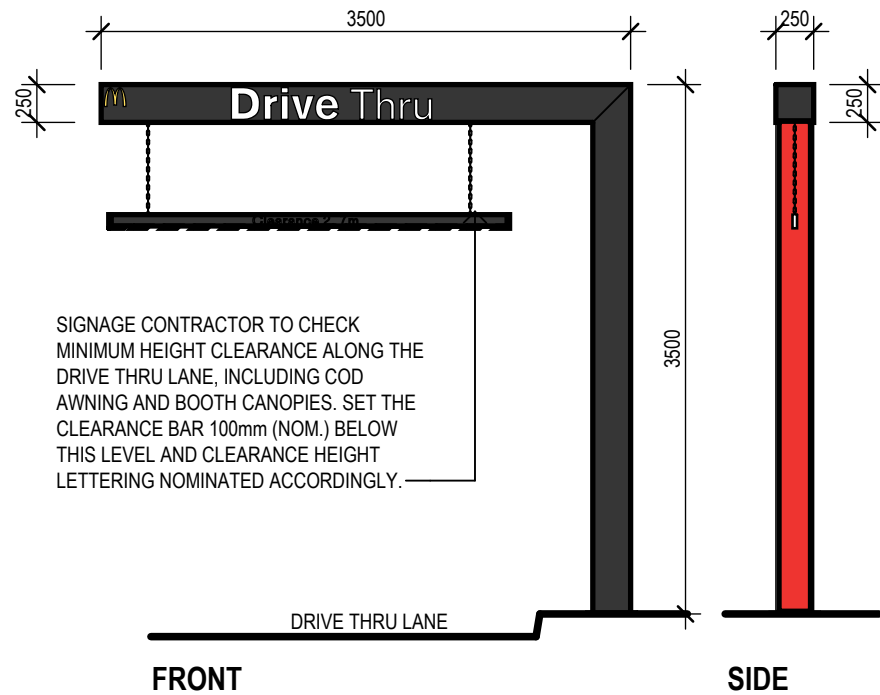
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As indicated @ A3	BIO MOD 380+	
Drawing		
SIGNAGE DETAILS		
Project Number	Drawing Number	Issue
0899	DA11	0



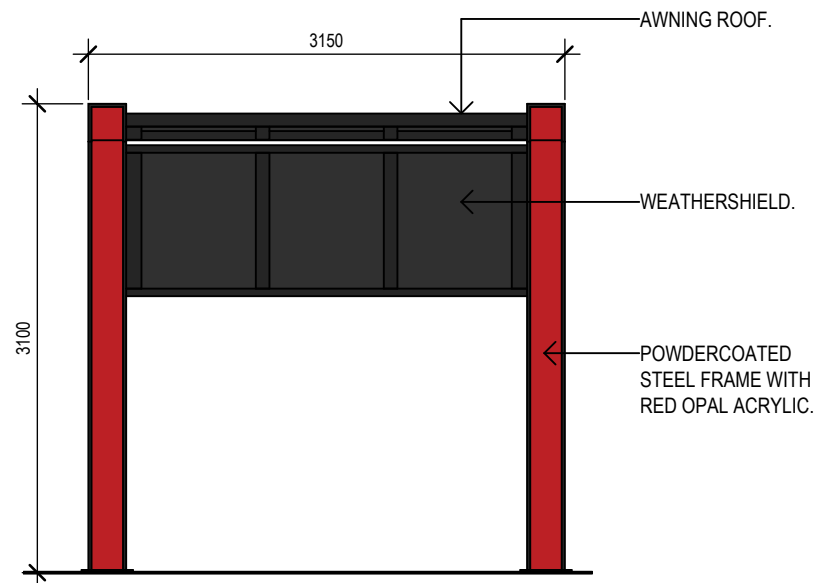
S14 - BANNERS
1 : 100



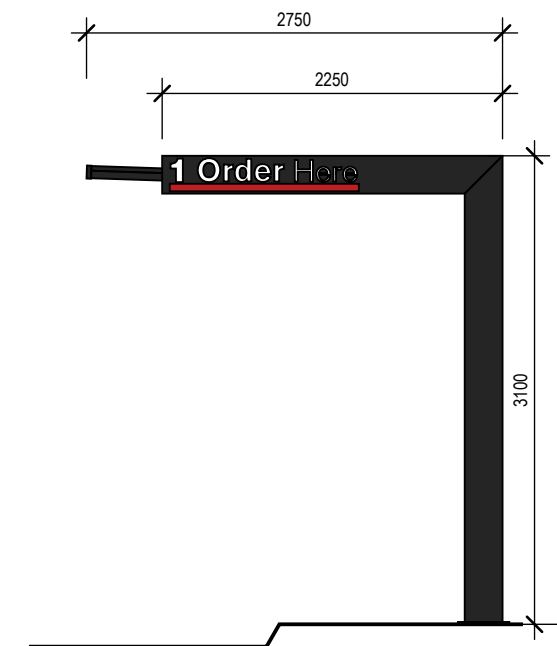
S11 DRIVE THRU INFORMATION SIGNS
1 : 20



S6 HEIGHT CLEARANCE GANTRY
1 : 50



S10 ORDER CANOPY ELEVATION
1 : 50



S10 ORDER CANOPY SIDE
1 : 50

Revisions	General Notes	Drawing Notes
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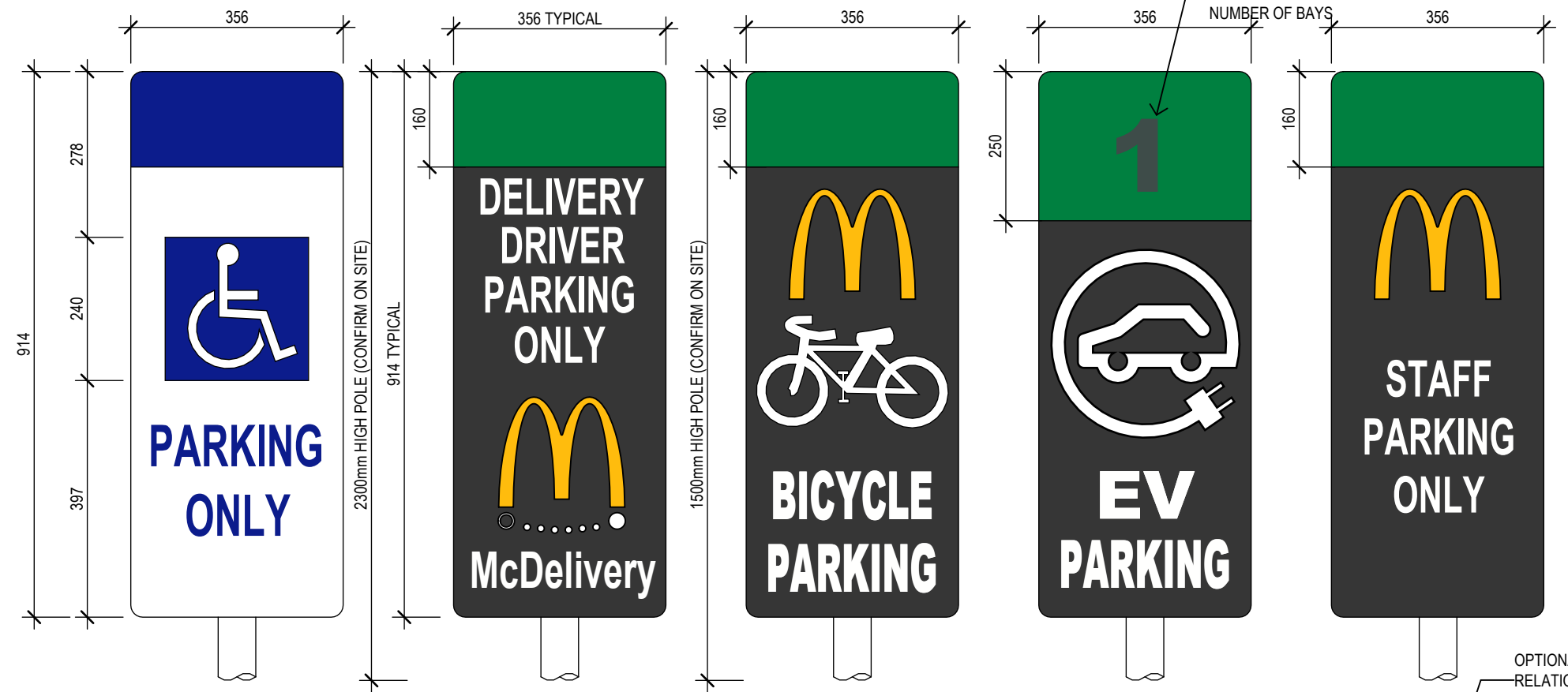
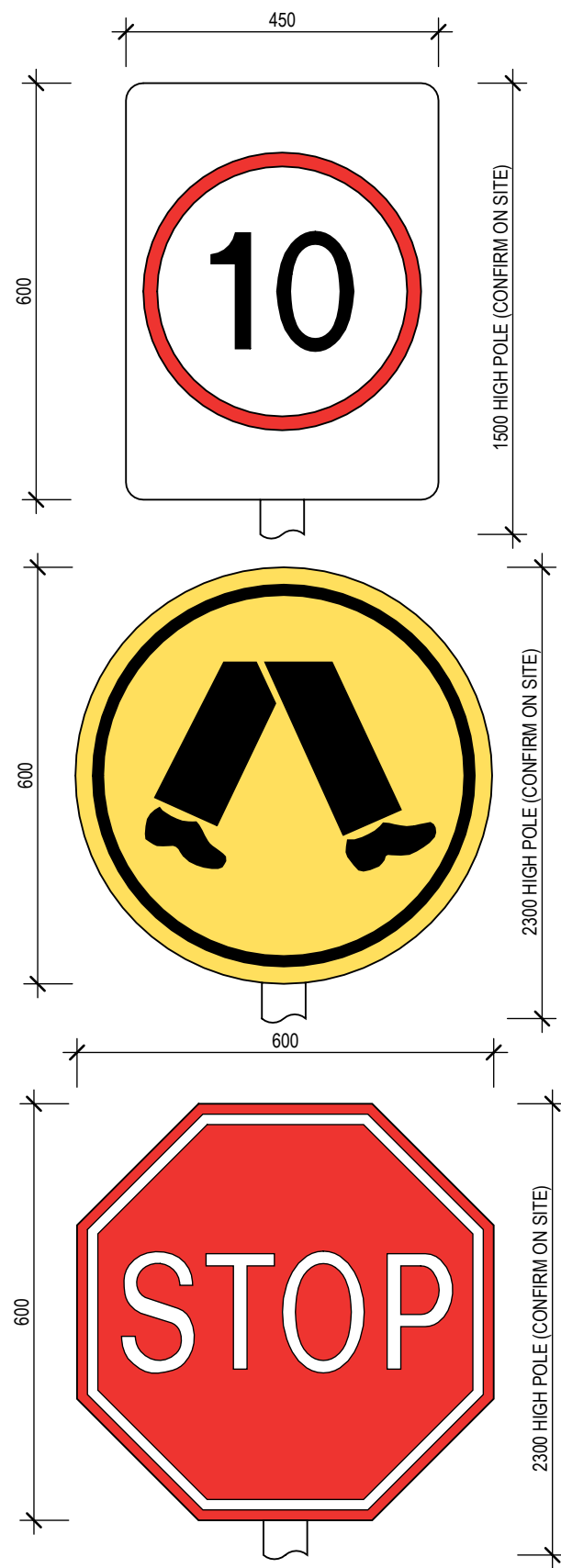
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 Location
 32 MEARES AVE, KWINANA TOWN CENTRE WA

DEVELOPMENT APPLICATION

Scale	Series
As indicated @ A3	BIO MOD 380+
Drawing SIGNAGE DETAILS	
Project Number 0899	Drawing Number DA12
Issue 0	



S11 CAR PARK SIGNAGE

McDONALD'S Signage Colours

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

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<p>Client McDonald's Australia Limited ABN. 43 008 496 928 02 9875 6666</p> <p>Project Manager </p>	<p>Architect Hindley and Associates Pty Ltd Building Designers Unit 4/166 Stirling Highway Nedlands WA 6009 PO Box 199 Nedlands WA 6009 08 9386 6699 www.hindley.com.au</p>	<p>Project PROPOSED McDONALDS FAMILY RESTAURANT KWINANA</p> <p>Location 32 MEARES AVE, KWINANA TOWN CENTRE WA</p>	<p>Scale 1:10 @ A3</p> <p>Drawing SIGNAGE DETAILS</p> <p>Project Number 0899</p>	<p>Series BIO MOD 380+</p> <p>Drawing Number DA13</p> <p>Issue 0</p>
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McCafe

McDonald's







Requirement	Assessment
Town Planning Scheme No. 3	
<p>2.1 Scheme and Policies</p> <p>2.1.1 Land use and development shall occur generally in accordance with the Town Centre Strategy Plan adopted by Council (as amended).</p> <p>2.1.2 Land use and development proposals at variance to the Strategy shall be considered by Council, in the light of the Scheme Objectives where discretionary powers are available under the Scheme to permit such variance.</p> <p>2.1.3 Where such variance undermines the objectives of the Scheme Council shall refuse to grant planning approval or require that the proposal be modified where appropriate so as to more effectively reflect the Scheme Objectives.</p> <p>2.1.4 Works undertaken by Council and Public Authorities on publicly owned land should be undertaken generally in accordance with the adopted Town Centre Strategy Plan.</p> <p>2.1.5 In consideration of land use and development proposals within the Scheme Area Council shall have regard to Precinct land use and development policies contained in Part IV of the Scheme.</p> <p>2.1.6 In making recommendations on subdivision proposals, Council shall have regard to the Town Centre Strategy Plan as adopted by Council and amended from time to time and Council in considering any variance to the Strategy Plan shall have regard to policies contained in the Scheme.</p> <p>2.1.7 Landscaping, entry features on publicly owned land and works within road reserves shall be carried out by Council or Public Authorities generally in accordance with the Town Centre Strategy Plan in order to achieve a consistent Town Centre Streetscape within and surrounding the Town Centre so as to visually define the Town Centre.</p> <p>2.1.8 In order to achieve consolidation and integration of use and development, future development within the Town Centre should be designed and laid out in an internalised form to balance existing externalised development and to focus on pedestrian</p>	<p>2.1.1 The proposed land use is generally in accordance with the Kwinana City Centre Master Plan (Master Plan) which is assumed as the Strategy Plan as per Council resolution dated 11 December 2019.</p> <p>2.1.2 Proposed land use is not at variance with the Master Plan.</p> <p>2.1.3 See point above.</p> <p>2.1.4 Works are not being undertaken by Public Authority</p> <p>2.1.5 Proposed land uses are generally in accordance with Part IV of the Scheme.</p> <p>2.1.6 Due regard has been given to the Strategy Plan.</p> <p>2.1.7 Proposed development is not on publicly owned land.</p> <p>2.1.8 The proposed development does not adequately align to the Main Street Precinct design guidance under the Master Plan as the building is set away from the street boundary. The proposal does not unduly restrict pedestrian movement in the public realm.</p>

Requirement	Assessment
<p>movement systems and areas designated for social interaction generally in accordance with the Town Centre Strategy Plan and Kwinana Town Centre Design Guidelines.</p>	
<p>2.3.4 Objective of the Shopping/Business Zone To accommodate retail and commercial use and development necessary to meet the district level shopping needs of the community.</p>	<p>The proposed Drive-In Takeaway Food Shop use is permitted (P) within the Shopping/Business zone under TPS3.</p>
<p>3.1 General Scheme 3.1.1 Development shall be carried out incorporating the following principles: 3.1.1.1 Building design and layout shall generally accord with the Kwinana Town Centre Design Guidelines adopted by Council (as amended from time to time) and Council shall have regard for the guidelines when assessing development proposals. 3.1.1.2 Building setback shall be at the absolute discretion of Council (except in the case of residential development) and Council shall have regard for the following when approving setbacks: i. to ensure that no buildings are constructed over designated internal accessways which impede directly or indirectly vehicular or pedestrian movement along designated routes; and ii. Council has discretion to determine setbacks having regard to matters dealt with under the Kwinana Town Centre Design Guidelines, referred to in clause 3.1.1.1.</p>	<p>3.1.1.1 A full assessment against the Master Plan (containing the Design Guidelines) is conducted in this report.</p>
<p>3.2 Site Coverage and Setbacks 3.2.1 In determining the site coverage and set backs of any development other than residential development Council may permit site coverage of up to 100 percent and a set back variation to zero subject to it first being satisfied on matters relating to access, car parking, circulation, servicing, loading and unloading and other matters which Council in its absolute discretion may take</p>	<p>3.2.1 The proposed development would align with the Master Plan if a nil or at least very minimal setback was provided to the street alignment instead of the significant street setback provided.</p>

Requirement	Assessment
<p>into consideration, including design guidelines referred to in clause 3.1.1.1.</p>	
<p>3.3 Lighting 3.3.1 Lighting within carparking and landscaped areas where light fixtures are detached from buildings shall be of a consistent standard and conform to Council's specification.</p>	<p>Detailed lighting plan provided by applicant. No objection is held to its recommendations.</p>
<p>3.4 Fencing 3.4.1 Fencing shall be in accordance with the Kwinana Town Centre Design Guidelines.</p>	<p>No fencing proposed as part of application.</p>
<p>3.5 Landscaping 3.5.1 Council's objective in specifying and controlling landscaping standards within the Scheme Area is to promote a distinct identity and character for the Town Centre. 3.5.2 Siting planning and building layout should secure the preservation of significant vegetation and in particular tall Tuarts. 3.5.3 Landscaping of individual developments shall be consistent with an overall landscaping strategy adopted by Council and centred around the use of existing vegetation. All developers shall lodge detailed landscaping plans for Council approval prior to the commencement of development. 3.5.4 Council may require that individual trees or groups of trees are retained and no person shall remove such designated vegetation without the prior written consent of Council. 3.5.5 Vehicle parking areas shall be landscaped with shading vegetation so that a vegetation island is situated between not more than 5 grouped vehicle parking bays. 3.5.6 Council may specify a schedule of vegetation to be used in individual landscaping plans.</p>	<p>3.5.1 The landscape plan provided is considered to be acceptable. 3.5.2 One large mature River Red Gum tree adjacent to Chisham Avenue is proposed to be removed. Two other River Red Gum trees are proposed to be retained. Eight new trees are proposed under the landscaping plan. 3.5.3 Landscaping plan has been provided as part of the application. Refer to 3.5.4 The removal of one mature River Red Gum is acknowledged as being likely in all development scenarios. The retention of the two remaining mature trees is welcome. 3.5.5 Further car park trees are proposed to be planted as part of the landscaping plan. 3.5.6 Vegetation species has been specified in applicant's landscaping plan. 3.5.7 No bond has been discussed at this stage of the development pathway. 3.5.8 Refer to landscaping assessment in the Master Plan section. 3.5.9 Refer to point above. 3.5.10 Refer to landscaping assessment in the Master Plan section.</p>

Requirement	Assessment
<p>3.5.7 Developers may be required to provide a performance bond to Council, to an amount estimated by Council necessary to install landscaping and parking areas and shall be refunded upon installation of the required works to the satisfaction of Council.</p> <p>3.5.8 In considering development applications for land within the Scheme Area an area of at least 8% of the lot shall be designed, developed and maintained as a landscaped area and shall include existing vegetation identified by Council, except in the case of residential development.</p> <p>3.5.9 Where, in the opinion of Council, sufficient landscape features exist in the lot or nearby streets and reserves, the landscaped area may be reduced by up to 50%.</p> <p>3.5.10 Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public.</p> <p>3.5.11 Service areas of buildings within the Scheme Area shall be screened by native shrubs.</p> <p>3.5.12 Council may specify a schedule of vegetation species to be used in landscaping of development.</p>	<p>3.5.11 Services are shielded on roof or within buildings.</p> <p>3.5.12 Vegetation has been shown in landscaping plans.</p>
<p>3.6 Parking and Drainage</p> <p>3.6.1 Car parking areas shall be constructed, sealed, kerbed and drained to Council's specification.</p> <p>3.6.2 Drainage from roofed and paved areas shall be disposed of on site to Council's specifications.</p>	<p>3.6.1 Carparking areas in the southeast corner of the site are to be reconfigured. Area that are changed will be built to Council Specifications.</p> <p>3.6.2 A condition requiring a drainage plan will be required should the development be approved.</p>
<p>4.2 Specific Development Requirements</p> <p>4.2.1 Council when considering proposals to use and develop land or buildings within precinct areas shall have regard to Table 1, stated Precinct Land Use Policies and Predominant Uses listed hereafter and also the Town Centre Strategy Plan, Scheme Area</p>	<p>4.2.1 The proposed land use is permitted in the Shopping/Business zone.</p> <p>4.2.2 Drive-In Takeaway Food Shop not listed as predominant use in the zone. Café is listed as a predominant use, which is not a defined</p>

Requirement	Assessment
<p>Policies and Scheme development requirements referred to in Part III of the Scheme. In the case of subdivision proposals, Council shall have regard to the Precinct Policies when making a recommendation to the Western Australian Planning Commission.</p> <p>4.2.2 Council may grant approval to uses and development or classes of uses and development not listed as Predominant Uses provided that Council is satisfied that the proposals are consistent with Precinct Land Use Policies.</p> <p>4.2.3 Council in considering proposals for uses not listed as Predominant Uses within a specific precinct shall have regard to uses listed as Predominant Uses in other precincts and shall be satisfied that approval does not undermine the viability or level of service of these Predominant Uses, whether existing or planned.</p>	<p>land use under TPS3 but which does have some similarities to the proposed use.</p> <p>4.2.3 Drive-In Takeaway Food Shop is not a predominant land use in any TPS3 zone.</p>
<p>4.5 Shopping/Business Zone</p> <p>4.5.1 The zone should generally accommodate and consolidate undercover convenience and comparison goods retail and other commercial core uses.</p> <p>4.5.2 Service commercial, bulk retail and service trades will not generally be supported unless Council is satisfied that such land use and development would be consistent with the orderly and proper planning of the Town Centre and the preservation of the amenity of the Town Centre.</p> <p>4.5.3 The siting and layout of buildings south of Chisham Avenue within the Entertainment Eating House precinct shall allow for direct pedestrian/cycle movement between the Market Square Precinct and the main northern entrance to the shopping centre complex within the Retail Precinct.</p> <p>4.5.4 Expansion and modification of the retail shopping complex shall make provision for direct pedestrian/cyclist connection between the complex and the Market Square Zone to the north.</p> <p>4.5.5 Provision shall be made for pedestrian/cyclist crossing installations and treatment at major internal thoroughfares, with priority assigned to pedestrians and cyclists.</p>	<p>4.5.1 The application is for a standalone development, no other tenancies are proposed.</p> <p>4.5.2 No service commercial, bulk retail or service trade land uses are proposed.</p> <p>4.5.3 Not applicable to this proposal.</p> <p>4.5.4 Not applicable to this proposal.</p> <p>4.5.5 Not applicable to this proposal.</p> <p>4.5.6 Not applicable to this proposal.</p>

Requirement	Assessment
<p>4.5.6 Landscaping of parking areas should be based upon a theme which employs continuous vegetation strips within parking areas generally parallel to surrounding roads.</p>	
<p>4.5.9 Mixed Use Precinct</p> <p>4.5.9.1 Grouped and Multiple Dwellings Notwithstanding the classification in Table 1 - Zoning and Use Classes, the Council shall only approve the use of the land or buildings for grouped or multiple dwellings where:</p> <p>(i) The dwellings form part of an integrated landmark mixed use development that meets the requirements of the Mixed Use Precinct; and</p> <p>(ii) The development includes a mixed use building with commercial and/or offices on the ground floor addressing any street frontage; and</p> <p>(iii) The development in the opinion of Council is of a high architectural quality and adopts the design principles of the Kwinana Town Centre Design guidelines; and</p> <p>(iv) The density of development shall not exceed a maximum of R100.</p> <p>4.5.9.2 Land Use Policies The Predominant uses shall be;</p> <p>Offices Showrooms Local Shop Cafes Grouped Dwelling and/or Multiple Dwellings that form part of a mixed use development in accordance with Clause 4.5.9.1.</p> <p>4.5.9.3 New development is to incorporate a mixture of landuses compatible with residential landuses proposed in adjacent Precinct 2.</p> <p>4.5.9.4 All buildings to achieve a high quality integrated development and be orientated to address Meares Avenue and</p>	<p>4.5.9.1 Not applicable to this proposal.</p> <p>4.5.9.2 Café is not a defined use class under TPS3. Proposed use has partial correlations to a Café style use as it includes internal dining and 'McCafe' area.</p> <p>4.5.9.3 Proposal does not include mixture of land uses. Use is capable of being compatible with residential land uses.</p> <p>4.5.9.4 Proposed does not sufficiently comply. Proposed building has significant setback to Chisham Avenue.</p> <p>4.5.9.5 Proposed development does not incorporate shelter for footpath.</p> <p>4.5.9.6 Building is single storey, heights are acceptable.</p>

Requirement	Assessment
<p>Chisholm Avenue with minimal front setbacks and integrated signage.</p> <p>4.5.9.5 All buildings adjacent to pedestrian areas or public pathways shall provide adequate shelter in the form of verandahs, awnings or other architectural elements as agreed to by Council.</p> <p>4.5.9.6 All buildings shall be designed to accentuate vertical elevation either by the height of the building, external architectural features or roof pitch.</p>	
Kwinana City Centre Master Plan	
<p>2.1 Vision</p>	<p>The land use itself is not inconsistent with the vision of the Master Plan, however, the built form of the development does not align with the intended and existing streetscape that is envisaged for the Main Street Precinct.</p>
<p>2.2 Objectives</p> <ol style="list-style-type: none"> 1. Provide a high-quality Main Street environment facilitating a pedestrian-orientated environment and public spaces. 2. Create key 'destinations' which promote activity and vibrancy in the City Centre. 3. Reinforce existing civic and retail anchors to link primary pedestrian routes north and south of the City Centre. 4. Encourage a wider variety of uses within the City Centre to facilitate activity outside of business hours. 5. Minimise the impact of vehicle traffic and car parking within the City Centre. 6. Integrate the City Centre with Calista Oval and surrounding developments. 7. Promote a high-quality mixed-use environment accommodating ground level retail and opportunity for multi-unit residential dwellings above. 8. Redefine Gilmore Avenue as the gateway boulevard into the City Centre. 	<ol style="list-style-type: none"> 1. Proposed development does not align with the desired Main Street environment due to the placement of the drive-through lanes removing the ability to provide an active frontage to Chisham Avenue. The objective is therefore not met. 2. Proposed development does not undermine this objective. 3. Proposed development does not undermine this objective. 4. Proposed development introduces a use that will increase activity outside of regular business hours. 5. The proposed development complies with regard to onsite parking. The City considers the traffic modelling provided to be insufficient at this stage to establish with full confidence that the proposal will not unduly affect local traffic conditions. 6. Not applicable to this proposal. 7. Not applicable to this proposal. 8. Not applicable to this proposal. 9. Proposed development does not adequately achieve a sense of place as it is inconsistent with the existing and desired streetscape of

Requirement	Assessment
<p>9. Reflect Kwinana's unique sense of place identity through the built form and links to natural and cultural landscapes.</p> <p>10. Integrate peripheral development along Meares Avenue, reinforcing a mix of development within the City Centre.</p>	<p>Chisham Avenue, which emphasises a continuous street edge and active frontages.</p> <p>10. Proposed development does not undermine this objective.</p>
<p>2.3 Master Plan Concept</p> <p>1. Reinforce a slow speed pedestrian environment and continuous edge to Chisham Avenue Main Street providing visual interest and generous space for alfresco dining and pedestrian movement.</p> <p>2. Creation of shared use pedestrian environment linking the Civic Square to surrounding destinations.</p> <p>3. Redefine Gilmore Avenue as a slow speed entry boulevard facilitating safe and convenient access between the city and new activities on Calista Oval.</p> <p>4. Reinforce legible and attractive north-south and east west primary pedestrian routes connecting uses within the City Centre to public transport, Calista Oval and surrounding residential development.</p> <p>5. Integrate a diversity of residential dwellings and providing opportunities for residents to enjoy the City Centre location.</p> <p>6. Development of a secondary Community Square providing a nodal link between the existing Public Transport Interchange and central Civic Square.</p> <p>7. Introduce short-stay car parking on-street within the heart of the city.</p> <p>8. Sleeving of longer-stay off-street car parking to the rear of buildings or partially screened from the street – preferably shared between many uses.</p> <p>9. Tree planting along the primary north-south and east-west pedestrian routes providing canopy coverage and continuous sight lines between nodal links.</p> <p>10. Promote shared use pedestrian environment to link main entry points between the Kwinana Market Place and the Main Street.</p>	<p>1. The proposal does not provide a continuous edge to Chisham Avenue and alfresco dining cannot be facilitated due to placement of the drive-through lanes.</p> <p>2. Not applicable to this proposal.</p> <p>3. Not applicable to this proposal.</p> <p>4. Not applicable to this proposal.</p> <p>5. Not applicable to this proposal.</p> <p>6. Not applicable to this proposal.</p> <p>7. Not applicable to this proposal.</p> <p>8. The proposed development does not achieve this as the building is sited relatively centrally.</p> <p>9. The application proposes the removal of one mature tree on private land. No street trees are affected by the proposal.</p> <p>10. The proposal does not undermine this objective .</p> <p>11. Not applicable to this proposal.</p> <p>12. Not applicable to this proposal.</p>

Requirement	Assessment
<p>11. Integration of retail uses to the western edge of Kwinana Marketplace Shopping Centre addressing the primary north-south pedestrian route.</p> <p>12. Bus stop accommodated either side of Gilmore Avenue to facilitate public transport connections north of Chisham Avenue.</p>	
<p>3.1 Character Areas: Main Street Precinct</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. A bustling retail and commercial centre supporting a high level of pedestrian activity, slow moving traffic and rich mix of uses fronting the Main Street. 2. Comfortable, wide, sheltered footpaths and public spaces of contemporary design will provide a setting for people to linger, shop, gather in the evening and for vitality special events, local markets and festivals. 3. The public realm will be characterized by significant tree planting to enhance landscape qualities that are valued in Kwinana <p>Design Guidance</p> <ol style="list-style-type: none"> 1. New development within this precinct should provide an engaging public space for locals, visitors and workers in the area. 2. Improved pedestrian connections to the shopping mall and Main Street retail will add to the city's economic vitality. 3. Residential development is encouraged, particularly at upper levels, to provide a liveable city centre supporting a variety of dwellings to enliven and to engender a sense of ownership of and care for the Centre. 4. New development should accentuate the edge of the Main Street, reinforcing a distinctive urban wall and sense of enclosure. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Proposal does not inherently undermine this provision, but does not provide a welcoming environment for pedestrians. 2. Location of proposed drive-through lanes adjacent to footpath does not encourage pedestrians to linger. 3. Proposed development provides reasonably articulated external walls to the building but does not provide a suitable frontage to the street. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Location of drive-through lanes inhibits appeal of adjoining public space. 2. Proposal does not inhibit overall pedestrian movement in the precinct. 3. Not applicable to this proposal. 4. Proposal does not comply due to the siting of the building and location of drive-through lanes.

Requirement	Assessment
<p>3.2 Public Space Network: Attributes</p> <ol style="list-style-type: none"> 1. The built form and public realm working together to create places having a distinctive character. 2. Embrace new and contemporary uses. 3. Define key nodes of activity through the built form and expression of the public realm. 4. A variety of attractive and functional spaces providing for a range of users within the City Centre. 5. High quality pedestrian access adopted throughout the public realm. 6. Public spaces and parks are within easy walking distance of the City Centre. 7. A connected network of open spaces, reinforcing linkages to the City Centre and surrounding recreational activities. <p>Design Guidance:</p> <ol style="list-style-type: none"> 1. Providing a variety of pedestrian environments along key pedestrian routes, such as squares, plazas and courtyards, add interest and contribute to a distinctive sense of place. 2. Integrate public art to reflect a unique sense of place. 3. Linking key pedestrian landmark features to ensure clear destinations within the City Centre and surrounds. 4. Resting spaces provided for within public spaces enabling people to linger. 5. Create active interfaces between the public realm and adjacent buildings. 6. Consider the site infrastructure design integrated within the public realm. 7. Ensure new built form provide a focus on natural passive surveillance. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Proposed development does not enhance the Main Street Precinct's character. 2. Proposal does not undermine the objective. 3. Proposal does not provide an active frontage to the street. 4. Use is permitted in Shopping/Business zone. 5. Proposed development does not unduly restrict pedestrian movement but does not increase amenity for the public realm due to siting of the drive-through lanes. 6. Not applicable to this proposal. 7. Not applicable to this proposal. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Proposed development does not enhance adjoining public realm. 2. Public art is required as part of development. 3. Proposed development does not undermine this objective. 4. Seating area in private land noted. 5. Proposed development does not incorporate an active frontage. 6. Design does not increase amenity in the adjoining public realm. 7. Proposed development provides opportunities for passive surveillance.

Requirement	Assessment
<p>3.3 View Corridors:</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. New development reinforces important views and the relationship between the building and adjacent public space. 2. Buildings on key intersecting corners have an increase in height to enhance legible wayfinding and visual connections through the City Centre. 3. Reinforce the significance of Gilmore Avenue as the major approach and gateway to the City Centre. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Building design should maximise views from living spaces, balconies and terraces to the public realm and future open space. 2. Maintaining walkable distances between blocks (<100m) creates the opportunity to link visual sight lines. 3. Consistent scale and massing creates a strong sense of urban enclosure as well as framing and reinforcing sight lines to landmark buildings and key features. 4. A dynamic sequence of spaces, providing opportunity for moments of projection and recession, the juxtaposition between built and natural elements all add the activation and interest of spaces. 5. Enclosing spaces through landscaped edges or built form of consistent scale and massing creates the opportunity to define thresholds into the City Centre. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Proposal will perform better with an active frontage to Chisham Avenue. 2. Building bulk and scale are acceptable for corner site. 3. Not applicable to this proposal. <p>Design Guidelines</p> <ol style="list-style-type: none"> 1. Not applicable to this proposal. 2. Not applicable to this proposal. 3. Proposal is inconsistent with existing and desired sense of enclosure on Chisham Avenue. 4. Proposed development would benefit from an active street frontage treatment. 5. The retention of two mature trees is noted and encouraged.
<p>3.4 Active Transport:</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Reinforced primary pedestrian links as shown in Figure 16. 2. Pedestrian friendly road geometry including tight radii on corners, crossovers aligned with pedestrian movement and narrowing of carriageways. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. The proposed development will not unduly undermine pedestrian links in the City Centre. 2. Proposed development does not materially change overall road geometry.

Requirement	Assessment
<p>3. Ground level frontages on primary pedestrian links incorporating a mix of land uses and design measures to ensure passive surveillance contributing to a safe, active and diverse public realm.</p> <p>4. Provide safe and regular pedestrian crossings.</p> <p>5. Generous uncluttered footpaths with sufficient space for alfresco seating and easy pedestrian movement.</p> <p>Design Guidance</p> <p>1. Continuous and visually permeable shop fronts reinforcing the 'main street' environment contributes to both the streetscape and sense of activity.</p> <p>2. Providing wide pedestrian crossings at key intersections to assist safe pedestrian connections.</p> <p>3. Providing regular seating, cycle racks, bins protected from the sun, rain and wind will improve comfort and encourage street activity.</p> <p>4. Weather protection along buildings fronting primary pedestrian corridors enables seamless pedestrian connections throughout the seasons.</p> <p>(Only Primary Pedestrian Routes provisions have been included as development is on a Primary Pedestrian Routes as identified in the Master Plan.</p>	<p>3. Proposed development does not contain an active street frontage element.</p> <p>4. Pedestrian crossings are not materially changed by the proposed development.</p> <p>5. Proposed development inhibits alfresco dining opportunities due to drive-through siting.</p> <p>Design Guidance</p> <p>1. Proposed development does not provide a frontage to the street.</p> <p>2. Pedestrian crossings are not materially changed by the proposed development.</p> <p>3. Proposed development provides some external seating.</p> <p>4. Proposed development provides no weather protection as it has no street frontage.</p>
<p>3.5 Movement Network</p> <p>Attributes</p> <p>1. Traffic is slowed within the Main Street Precinct providing for defined pedestrian crossings and tree planting to create a sense of enclosure to the street.</p> <p>2. New buildings should maintain or reinstate a street wall along primary streets.</p>	<p>Attributes</p> <p>1. Proposed development does not alter existing pedestrian crossings in Main Street precinct.</p> <p>2. Proposed development does not include a continuous active edge to the street .</p>

Requirement	Assessment
<p>Design Guidance</p> <ol style="list-style-type: none"> 1. Ground level façades providing variation and interest at a human scale along its length encourage people to linger longer. 2. Weather protection for pedestrians should be provided along primary pedestrian routes in the form of awnings, verandas or first floor balconies. 3. Vehicle entrance points and services areas integrated into the overall building design minimises the visual impact on the pedestrian environment and street vitality. <p>(Only Primary Street provisions have been included as development is on a Primary Street as identified in the Master Plan)</p>	<p>Design Guidance</p> <ol style="list-style-type: none"> 1. Proposed development does not incorporate an actual building façade at ground level. 2. Proposed development does not provide weather protection to pedestrians in public realm. 3. Service areas are acceptable in the proposed development. Vehicle entrances need to be modified to remove nil setback drive-through lanes.
<p>3.6 Parking</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Provide safe, legible, well-lit access to car parking at the rear of developments to maintain strong pedestrian connectivity. 2. Vehicle entry points and service areas integrated with the overall building design minimize visual detracting from the pedestrian environment and street vitality. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Locate and arrange customer parking areas to the rear of the building, or below or above ground. 2. Legible way-finding through the City Centre can improve access to parking areas and local facilities. 3. Vehicle crossovers minimized and shared where possible creates the opportunity to define primary pedestrian routes. <p>(On-street Car Parking excluded as no on-street parking forms part of this development)</p>	<p>Attributes</p> <ol style="list-style-type: none"> 1. Onsite parking is assessed as compliant in the proposal. 2. Service areas are acceptable in the proposed development. Vehicle entrances need to be modified to remove nil setback drive-through lanes. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Parking is provided at ground level. 2. Proposed development will not undermine way finding in the City Centre. 3. Crossover points are existing.

Requirement	Assessment
<p data-bbox="203 236 481 260">4.1 Mix of Land Uses</p> <p data-bbox="203 268 510 292">Attributes (Mixed Use)</p> <ol data-bbox="203 304 1055 403" style="list-style-type: none"> <li data-bbox="203 304 1055 403">1. Integrate a mix of uses, providing for ground floor retail and commercial uses addressing the street and permanent residential in the levels above. <p data-bbox="203 443 613 467">Design Guidance (Mixed Use)</p> <ol data-bbox="203 480 1077 1007" style="list-style-type: none"> <li data-bbox="203 480 1077 651">1. Incorporate ‘vertical’ (multi-storey mixed use development) and ‘horizontal’ mix of uses (traditional stand-alone buildings clustered together but with different and complementary purposes). Desirable land uses are located in accordance with Figure 19. <li data-bbox="203 659 1077 826">2. Incorporate a range of dwelling types within ‘mixed use’ buildings. Future opportunity should consider residential/office uses to present at Sulphur Rd/ Gilmore Ave, as well as residential/retail uses within Gilmore Ave/Challenge Ave quadrant. <li data-bbox="203 834 1077 1007">3. A Bushfire Hazard Level (BHL) assessment will be required for any Development Applications in areas identified (specifically along Challenger Avenue) as being bushfire prone in accordance with SPP 3.7 and the National Construction Code. <p data-bbox="203 1046 674 1070">Attributes (Commercial and Retail)</p> <ol data-bbox="203 1083 1070 1289" style="list-style-type: none"> <li data-bbox="203 1083 1070 1217">1. Ground floor levels incorporating a mix of retail and commercial uses (e.g. shops, restaurants, consulting rooms, offices), recreation and/or entertainment uses that address the public realm. <li data-bbox="203 1225 1070 1289">2. Ground floor retail and commercial floor space providing major pedestrian entries directly from the street. 	<p data-bbox="1108 268 1406 292">Attributes (Mixed Use)</p> <ol data-bbox="1108 304 1921 363" style="list-style-type: none"> <li data-bbox="1108 304 1921 363">1. The proposed land is permitted in the zone. No upper floor development is proposed <p data-bbox="1108 435 1505 459">Design Guidance (Mixed Use)</p> <ol data-bbox="1108 472 1944 571" style="list-style-type: none"> <li data-bbox="1108 472 1944 496">1. No vertical mix is introduced by proposed development. <li data-bbox="1108 504 1944 528">2. No residential element forms part of this proposal. <li data-bbox="1108 536 1944 571">3. Not applicable to this proposal. Not in a bushfire prone area. <p data-bbox="1108 1046 1563 1070">Attributes (Commercial and Retail)</p> <ol data-bbox="1108 1083 2018 1142" style="list-style-type: none"> <li data-bbox="1108 1083 2018 1107">1. Proposed development incorporates a dining area at ground level. <li data-bbox="1108 1115 2018 1142">2. Proposed development does not provide direct entry from street.

Requirement	Assessment
<p>Design Guidance (Commercial and Retail)</p> <ol style="list-style-type: none"> 1. Create synergies between activities during the day and night within the Main Street environment. 2. Building design should consider flexibility and adaptability to different ground floor uses over time, providing generous ground level ceiling heights between 3.3m and 4m. <p>(Residential Diversity excluded as no residential forms part of this application)</p>	<p>Design Guidelines (Commercial and Retail)</p> <ol style="list-style-type: none"> 1. Proposed development introduces a connection between daytime (shopping) and nighttime (dining) activities within the Main Street Precinct. 2. Proposed ceiling heights are acceptable.
<p>4.2 Height and Massing</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Desirable building heights are illustrated in Figure 21. Low-to-medium rise buildings are indicative of 2 to 5 storeys (9m-18m). Medium-to-high rise buildings are indicative of 3 to 8 storeys (12m-27m). 2. Greater variation of building heights within the Main Street Precinct and on key corner sites promotes interest and articulation of the built form within the city centre. 3. Any floor level above podium height (12 metres) is setback a minimum of 3 metres from the property boundary. 4. An increased podium height of up to 3 metres is permitted for corner buildings. 5. Achieve more prominent massing and architectural treatment on corners and other important sites (Figure 21). 6. Corner buildings address both frontages to the street and/or the public realm. 7. Buildings that terminate vistas ensure they address that vista. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Medium-to-high rise built form fronting the Main Street environment should make efficient use of space and provide for generous landscaping and pedestrian pathways. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Applicable height for proposed development will be low-to-medium rise building height at a maximum 8.5m. Proposed maximum building façade height = 6.7m Existing development is 1 storey (no change proposed). 2. Proposed development heights are acceptable 3. Not applicable to this proposal. 4. Not applicable to this proposal. 5. General height and articulation are acceptable. Setback to street boundary not compliant, however. 6. Proposed development does articulate notably to Meares Avenue. Chisham should be prioritised as it is the more prominent pedestrian street in the Precinct. 7. Not applicable. No existing vista. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Proposed building is of low-rise height. 2. Building is not unduly out of scale with existing character of Precinct. 3. Not applicable to this proposal.

Requirement	Assessment
<ol style="list-style-type: none"> 2. Provide appropriate response to the scale of low-to-medium rise buildings transitioning north and south of the Main Street environment. 3. Incorporate smaller retail and community activities along the perimeter walls of large streets and the internal malls of the Kwinana Marketplace. 4. Medium-to-high rise buildings with consistent setbacks reinforce the public realm. 5. Minimal setbacks at the front and sides of non-residential developments provides the opportunity to define the street edges. 6. Limit expansive blank walls or reduce the impact by architectural treatment. 7. Architectural detail is encouraged to distinguish corner buildings as a point of visual focus. Examples of such special treatment include Additional floor height; distinctive roof form; articulation of corner wall elements and a variation in materials and colours. 8. Landmark sites identified as iconic should not adversely impact surrounding development. 	<ol style="list-style-type: none"> 4. Setback is inconsistent with existing and desired Chisham Avenue streetscape. 5. Proposed development has a minimal setback to vehicle accessway (no lot boundary, internal accessway). 6. Proposed development does not unduly incorporate blank walls. 7. Building is typical of its type and franchise. Greater streetscape alignment required. 8. Not applicable to this proposal.
<p>4.3 Active Frontages</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Active frontages (Figure 22) addressing the public domain to enhance the interaction with the street. 2. Long lengths of blank walls and infrastructure elements (substations etc) adjacent to primary pedestrian links and public open spaces are avoided. 3. Clear sight lines along footpaths connecting primary pedestrian routes creating active and passive pedestrian zones. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. address primary pedestrian corridors. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Proposed development does not provide an active frontage. 2. Proposed development does not provide an active frontage. 3. Proposed development does not unduly affect pedestrian sightlines from those available at present. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. The proposed development does not address the Primary Pedestrian Route, being Chisham Avenue.

Requirement	Assessment
<ol style="list-style-type: none"> 2. provide active, transparent shop frontages onto the street and public spaces to allow the public to see and be seen. 3. provide frequent doors and windows, with few blank walls. 4. have narrow frontage buildings, giving vertical rhythm to the street scene. 5. articulate high quality materials and refined details. 6. provide strong visual connection between internal spaces, and the adjacent public realm. <p>(Only Active Frontages provisions have been included as development is on an Active Frontages as identified in the Master Plan)</p>	<ol style="list-style-type: none"> 2. Proposed development does not provide active frontage to street. 3. Proposed development does not provide direct entry points from street. 4. Proposed development does not provide ample street frontage. 5. Materials are acceptable. 6. Proposed development does not provide a sufficient connection to the public realm given the siting of the drive-through lanes.
<p>Section 4.4 Façade Treatment</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Building façades are of a high architectural quality, appropriate to the 'main street' location enhancing the overall character and sense of place within the City Centre. 2. A high level of fine grain design should be articulated at ground level, to establish a human scale and ensure a positive pedestrian experience. 3. Elements such as individual floor levels, balconies and outdoor spaces create an interesting and complex urban environment. 4. Pedestrian and vehicle entry points separated and well defined. 5. Commercial and residential entries separated and well defined. 6. Where long ramps are required to any public street frontage, they are provided wholly or partially in the building rather than externally to reduce their visual impact and assist in achieving a strong built edge to the street boundary. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Incorporate surface modelling, colour or texture into the building's external walls fronting the streets and public places. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Proposed development does not incorporate an active façade. 2. Proposed development does not incorporate an active façade to the street. Drive-through placement is unlikely to elevate the pedestrian experience in the adjoining public realm. 3. Outdoor space in the proposed development noted. 4. No new vehicle entry points are proposed as part of this application. Drive-through placement is not conducive to Main Street Precinct aims. 5. Not applicable to this proposal. 6. Not applicable to this proposal. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Proposal does not incorporate sufficient street frontage. Colours and material textures acceptable. 2. The proposed colours and materials are acceptable.

Requirement	Assessment
<ol style="list-style-type: none"> 2. Materials and colours should be well considered, creating interest and complement the public realm. 3. Generous floor to ceiling heights of ground floor tenancies provides for a diversity of uses over time (Figure 23). 4. A higher degree of articulation in surfaces above street level, using awnings, balconies and/or the articulation of internal floor levels, vertical divisions of mass and roof spaces help express its contextual relationship within the City Centre. 5. Vertical articulation is encouraged for taller structures, to assist in grounding the building within the streetscape. 6. A variety of materials and articulated forms to break up overall building mass is recommended. 7. Locate pedestrian entrances in prominent and convenient locations and on direct pedestrian paths. 8. Lighting, signage, materials and landscape elements should be utilized to highlight building function and entrances. 9. Provide pedestrian environments with access to sun, shade and shelter. 	<ol style="list-style-type: none"> 3. Proposed development heights are acceptable. 4. Proposed development does not have a building alignment to the street boundary. 5. Structure to not tall in the context of the Precinct. 6. Massing should orient to the street. Materials are acceptable. 7. Pedestrian entry point location is acceptable, however the entry point to the building should be direct. 8. Treatments are acceptable. 9. The proposed development provides no effective weather protection to pedestrians.
<p>4.5 Building Orientation</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Building designs that capitalise on solar access for building occupants, neighbouring sites and the public realm. 2. Reduced overall carbon/greenhouse gas emissions and running cost from heating and cooling derived from non-renewable energy. 3. Appropriate noise and odour reduction between uses to limit conflict, particularly at the interface between retail and residential uses. 4. The visible impact of roof top plant rooms and lift machinery rooms are minimised from the public realm. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Building does not appear to consider solar access. 2. See above. 3. Residential dwellings nearby. Noise wall proposed. Use must comply with <i>Environmental Protection Act 1986</i> and local health law. 4. Utilities on the roof can be screened in proposed development.

Requirement	Assessment
<p>Design Guidance</p> <ol style="list-style-type: none"> 1. Building design should maximise northern facing aspects. 2. Particular attention should be given to the principles of passive solar design to ensure natural cross ventilation to all habitable rooms and as many non-habitable rooms. 3. Selection and location of thermal mass materials should be considered to contribute to the efficiency of a buildings performance. 4. Deciduous trees should be located on the northern side of buildings to provide shade in summer and allow sun in winter. 5. Ensure privacy where needed. 6. Plant equipment should be enclosed and acoustically treated to ensure acceptable noise levels are achievable. 7. Plant and machinery rooms should be designed or screened in an appropriate manner to ensure they contribute to the visual quality of the development. 	<p>Design Guidance</p> <ol style="list-style-type: none"> 1. Building has some northwards orientation, however more orientation to the street is required. . 2. Building likely to be enclosed and climate controlled. 3. Materials have been considered as part of this proposal. 4. Noted. Application proposes a mix of non-deciduous and deciduous trees. 5. Not applicable to this proposal. 6. Plant locations addressed in ENA. 7. Proposed development is acceptable in this regard.
<p>5.1 Vibrant Public Realm Attributes</p> <ol style="list-style-type: none"> 1. Clearly define private public realm. 2. Continuity of materials, finishes, landscape elements between the public and private realms used to diffuse the boundary between the two. 3. Weather protection and awnings projecting a minimum horizontal distance of 2.4m over the adjacent footpath. 4. Awnings providing a consistent clearance height of 2.7 metres from the footpath (Figure 23). 5. Upper-level dwellings with generous balconies to provide attractive and functional private open space 6. Functional design of private spaces, i.e. restricting air conditioning or other service equipment impacting the comfortable use of the balcony area. 7. Buildings addressing the street/or public realm in a manner that promotes variety and visual interest. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Private and public realm has been delineated through landscaping. 2. Refer point above. 3. No weather protection provided. 4. Not applicable to this proposal. 5. No dwellings proposed as part of this application. 6. Services to not impact usable spaces. 7. Proposed development does not sufficiently address the public realm. 8. Proposed development provides passive surveillance opportunities for the car park and bus port.

Requirement	Assessment
<p>8. Passive surveillance of streets provided by frequent overlooking of ground and upper floor windows, terraces and balconies.</p> <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Provide areas within the public realm that concentrate various activities. 2. Ensure an active interface to adjacent land uses. 3. Allow for flexibility and adaptability of spaces. 4. Provide comfortable, safe and aesthetically stimulating spaces. 5. Awnings with large overhangs should be provided over significant openings on the north, east and west, and to shade outdoor areas. 6. Screens and awnings should inform the architecture in both form and materiality. 7. Overlooking between balconies and adjoining residences should be carefully considered and privacy screening provided where necessary. 8. The location of Private Open Space (including courtyards and gardens) should consider adjacent (proposed) built form, wind, solar penetration and overlooking. 9. Design and development contributing to the public realm should have due consideration for Crime Prevention Through Environmental Design (CPTED) principles, and more particularly the City's adopted Local Policy: Designing Out Crime. 	<p>Design Guidance</p> <ol style="list-style-type: none"> 1. Not applicable to this proposal. 2. Proposed development does not incorporate an active frontage to the street. 3. Not evident in proposed development. 4. The proposed developments siting of the drive-through is not conducive to this goal. 5. Proposed development has awnings facing the west. 6. Awnings not provided. 7. Not applicable to this proposal. 8. Not applicable to this proposal. 9. Proposed development incorporates principles such as passive surveillance.
<p>5.2 Landscape Attributes</p> <ol style="list-style-type: none"> 1. Primary pedestrian streets contribute to the City's distinctive sense of place (Figure 24). 2. Linking spaces between buildings for users to inhabit and connect with the wider city. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. The building does not form an alignment to the street that is consistent with the existing and desired Chisham Avenue streetscape. 2. No linkages can be provided due to the lack of adjacent land use.

Requirement	Assessment
<p>3. Utilise cohesive, high quality materiality to define the transition into the 'main street' and central heart of the City.</p> <p>4. Reflect a contemporary character appropriate for the City Centre environments.</p> <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Legible and continuous connections to existing open space and recreational social infrastructure will encourage users to explore the city environments and engage in surrounding activities. 2. Provide regular tree planting along the median and footpath with good canopy coverage to mitigate urban heat, improve biodiversity and provide pedestrian shade. 3. Include spaces between blocks for tree planting, landscaping, pedestrian movement and amenity. 4. Creating a variety of spaces linking the wider public realm. 5. Plant trees clear of foliage between 600mm and 2400mm in height to allow clear sightlines and eliminate opportunities for concealment. 6. Avoid landscaping that block views into and out of a building or across the overall site. 7. Fine grain design of the ground plane which effectively uses materials and colour to add interest and a layer of richness to the city centre is encouraged. 8. Materials and colours should be responsive to the environment and enhance passive solar design. 9. Durable materials and anti-graffiti treatment should be considered within the retail environment. 	<p>3. Proposed building does not sufficiently align with the Main Street Precinct requirement.</p> <p>4. Proposed development is contemporary in appearance. .</p> <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Not applicable to this proposal. 2. Landscaping in pedestrian environment and carpark is proposed. 3. Existing trees kept in response to 2014 ALDI approval. One proposed to be removed. 4. Not applicable to this proposal. 5. Landscaping details are acceptable. 6. Landscaping does not obscure building entries/exits. 7. Colours and materials acceptable but active frontage to street is necessary. 8. Proposed development addresses solar heat gain and natural ventilation. 9. Not demonstrated as part of the development application.
<p>5.3 Signage Attributes</p>	<p>Attributes</p> <ol style="list-style-type: none"> 1. Proposed signage is an appropriate size.

Requirement	Assessment
<ol style="list-style-type: none"> 1. Of a scale and design character that complements the pedestrian experience and highlight focal points within the city centre environment. 2. Reflect the architectural composition of the building it serves, without obscuring any of the building's architectural features. 3. Signage should be graphically and artistically interesting and integrated with the architectural form of the building and precinct character. 4. Ensure building design include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives. 5. Consolidating the number of signs through better location and integration. 6. Restrict temporary and portable signs. 7. Prohibit billboards, revolving signs and roof signs on private property. 8. Wayfinding signage that is integrated within streetscapes, designed as a coordinated set of elements contributing to the distinctive character of the City Centre. 9. Increase permeability for walking and cycling through the City Centre as well as improved community wellbeing. 10. Increase retail profitability with more foot traffic and the retention of visitors 11. Strategically located to highlight focal points and primary pedestrian routes within the City Centre. 12. Concealed under verandah roof overhangs or otherwise shielded to minimise glare. 13. Outdoor lighting directed downward with reduced light spill above the horizontal plane 	<ol style="list-style-type: none"> 2. Proposed signage is integrated into the building design. 3. See point above. 4. See point above. 5. No unnecessary signs are being proposed. 6. No temporary signs proposed. 7. Roof sign proposed is acceptable in context of scale of building. 8. Sight branding provides coordination. 9. Not applicable to this proposal.. 10. Noted. 11. Noted. 12. No awning to street provided. 13. Lighting plan provided.
Design Guidance	Design Guidance 1. No awnings provided. Not applicable to this proposal.

Requirement	Assessment
<ol style="list-style-type: none"> 1. Signage under awnings should provide a minimum clearance of 2.5m from the footpath (figure 25). 2. Signage for tenancies above ground level should be a minimum of 1m above the awning line. 3. Creative typography, colours and form help create signage that can quickly become a recognisable landmark. 4. Use signage that is compatible with the existing or preferred future character of the area. 5. Co-ordinated with the placement of other public realm elements such as trees and lighting. 6. Signage should not impede on glazing. Active, transparent shop frontages should be maintained allowing the public to see and be seen. 7. For each vehicle entrance to a site, signage should be consolidated for multiple tenancies onto a single plinth to reduce visual clutter (Figure 26). 8. Ensure that corporate and advertising signage is consistent with the surrounding urban context in terms of scale, format, materials, colours, illumination, legibility and that it is designed to minimise visual clutter through the integration into the overall building form of the development. 9. Avoid painting buildings to form large, visually intrusive corporate sign. 10. Signage should not impede on glazing. Active, transparent shop frontages should be maintained allowing the public to see and be seen. 11. Wayfinding signage should easily and clearly navigate users through the City Centre environment, linking key facilities and activities within the City Centre and surrounding areas, such as the Adventure Park and Skate Park within Calista Oval. 12. Lighting should highlight the key features of buildings and landscapes. 	<ol style="list-style-type: none"> 2. Not applicable to this proposal. 3. Signage is standard for franchise. 4. Proposed signage is consistent with Precinct. 5. Signage is integrated into the proposed development. 6. Proposed development does not incorporate street frontage. 7. Proposed signage at entry points is acceptable. 8. Proposed signage is appropriate for the site. 9. Proposed signage is designed to be visually separate from building facades. 10. See point 6. 11. Signage at entries is proposed to assist wayfinding. 12. Illuminated signage is used. 13. Lighting plan has been provided and indicates suitable treatments in this respect.

Requirement	Assessment
<p>13. Lighting should be used as a method of pedestrian way-finding through secure routes.</p>	
<p>5.4 Street Furniture</p> <p>Attributes</p> <ol style="list-style-type: none"> 1. Seating location assist with guiding pedestrian circulation instead of obstructing pathways. 2. Seat bases are connected to a continuous accessible path of travel. 3. Seats are positioned, where possible, with respect to sun exposure, shade, trees and shelter. 4. Seating installed at a minimum 0.5m offset from the edge of a pathway for safe clearance. 5. Provide a consistent palette of furniture for the public realm that creates unity of the City Centre as a whole. 6. Services and other furniture elements such as wayfinding signage and bike racks are grouped to create nodes of activity. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. Provide a variety of seating arrangements for people to socialise within public spaces. 2. Encourage community interaction through provision of seating, lighting, shade and shelter to provide comfort and prolong activity on the street. 3. Include elements such as steps creating opportunity for people to sit in public spaces with good access to views, sun and people watching. 4. Seats are provided at regular intervals along identified pedestrian routes. 5. Allow for bespoke design items (designer, artist) supporting place identity. 	<p>Attributes</p> <ol style="list-style-type: none"> 1. Not applicable to this proposal. 2. Not applicable to this proposal. 3. Not applicable to this proposal. 4. Not applicable to this proposal. 5. Not applicable to this proposal. 6. Not applicable to this proposal. <p>Design Guidance</p> <ol style="list-style-type: none"> 1. A small outdoor seating area is proposed. The majority of diners will be drive-through or dine-in. 2. A small outdoor seating area is proposed. Noted as welcome, but adjoining drive-through will likely compromise amenity of space. 3. Proposed development does not have active frontage to street. 4. Not applicable to this proposal. 5. Not applicable to this proposal. 6. Proposed development materials are acceptable.

Requirement	Assessment
<p>6. Ensure materials are robust and design details are of a high quality to ensure minimal maintenance and whole life of costs.</p>	
<p>5.5 Public Art</p> <p>Attributes</p> <p>1. Public art integrated into the design of buildings and public realm becomes a key contributor to making distinctive and memorable places.</p> <p>Design Guidance</p> <p>1. Public art should enhance and contribute to the City Centre identity and unique sense of place.</p> <p>2. Integrate public art as a memorable part of experiencing the City Centre, both for the first time and repeat visitors.</p> <p>3. Ensure public art is relevant to the site reflecting the area's unique character, history and contemporary use.</p> <p>4. Buildings are encouraged to respond to local landmarks, public artwork, landscape and street trees to improve legibility of the public realm.</p>	<p>Attributes</p> <p>1. Public art policy applicable to proposed development.</p> <p>Design Guidance</p> <p>1. No specific details of treatment proposed at this stage.</p> <p>2. No specific details of treatment proposed at this stage.</p> <p>3. No specific details of treatment proposed at this stage.</p> <p>4. No specific details of treatment proposed at this stage.</p>
<p>5.6 Water Sensitive Urban Design</p> <p>Attributes</p> <p>1. WSUD integrated through medians, tree pits and under pavement to mitigate stormwater impact .</p> <p>2. Ensure plant and tree species are suitable for the climate and the location.</p> <p>Design Guidance</p> <p>1. Stormwater should be treated on site before being discharged to receiving waters.</p> <p>2. Maximise the percentage of pervious surfaces to allow percolation of stormwater into the ground, such as within swales and planting.</p>	<p>Attributes</p> <p>1. Site drainage details provided to preliminary level. Condition submission of final plan when/if development approved.</p> <p>2. Species selected are appropriate.</p> <p>Design Guidance</p> <p>1. UWMP not provided at this stage of the application.</p> <p>2. Landscaping plan shows a number of pervious surfaces.</p> <p>3. Not applicable to this proposal.</p> <p>4. Not applicable to this proposal</p> <p>5. Noted.</p>

Requirement	Assessment
3. Consider the integration of green roofs and green/living walls to capture, detain and treat rainwater before it enters the drainage system. 4. Incorporate permeable pavement systems in upgraded roads and car parking. 5. Reduce the consumption of potable water through the installation of waterwise fixtures and fittings	
State Planning Policy 4.2 – Activity Centres	
The development is not a major development (<10000 sqm floor space) and is not an ‘Out-of-Centre Development’.	
Secondary Centre – Main Role and Typical Attributes Secondary centres share some characteristics with strategic centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the regional economy and provide essential services to their catchments. Secondary centres with a rail station should be a focus for medium and high-density housing, employment growth and diversity of land uses.	. Proposed land use is consistent with status of the Kwinana Town Centre.
Secondary Centre – Future Indicative Population (trade) Area Up to 150,000 persons.	The proposed land use is permitted in the Shopping/Business zone.
Secondary Centre – Typical Transport Connectivity and Accessibility Important focus for passenger rail and/or high frequency bus network with routes to multiple destinations.	The proposed land use is permitted in the Shopping/Business zone.
Secondary Centre – Desired Land Uses All local, neighbourhood and district centre land uses. Secondary centres with access to a rail station may be suitable for office – large.	The proposed land use is permitted in the Shopping/Business zone.

Requirement	Assessment
<p>Secondary Centre – Typical Urban Form</p> <p>Medium and high-density urban area within the centre core characterised by mid to high-rise buildings that provide contiguous, activated and pedestrian-friendly street frontages and public spaces. Outside the core, low to mid-rise buildings achieve a pedestrian scale at the street frontage and streetscapes retain an attractive landscaped character through street planting and landscaping of the private realm. New development should create an attractive and coherent street frontage that reflects the prevailing or planned pattern of street setbacks.</p>	<p>Proposed building siting does not align with Main Street Precinct requirements and is not consistent with the aim of a coherent street frontage along Chisham Avenue.</p>
<p>Secondary Centre – Average Residential Density</p> <p>25+ (400m) 40+ (800-1200m) where there is an existing or proposed train station within 400m of the centre.</p>	<p>Not applicable to this proposal.</p>
<p>Secondary Centre – Preferred Residential Dwelling Types</p>	<p>Not applicable to this proposal.</p>
<p>Local Planning Policy No. 8 – Designing Out Crime</p>	
<p>Development applications should be assessed on small-scale considerations (built form, materials, fencing and landscaping)</p>	
<p>Principle 1 – Surveillance</p> <ol style="list-style-type: none"> 1. Ensure clear sightlines to public realm areas from adjacent buildings. 2. Illuminate primary pedestrian routes. 3. Ensure level changes do not obscure public places. 4. Front boundary fencing should be visually permeable. 5. Avoid ‘seas of car parks’. 6. Effective lighting of public places. 7. Avoid concave building envelopes. 	<ol style="list-style-type: none"> 1. Opening of building will improve sightlines to public realm area over the existing level. Nil setback to street would improve passive surveillance to Chisham Avenue. 2. Lighting plan provided. 3. Level change from Meares Avenue to finished site level relatively gentle, should not unduly inhibit passive surveillance. 4. Not applicable to this proposal. 5. Large car park forms part of the established context. 6. Lighting plan provided. 7. Proposed development envelope alteration is convex.
<p>Principle 2 – Access Control</p> <ol style="list-style-type: none"> 1. Secure access to property with gates and defining structures. 2. Ramps and steps can create effective local access controls. 	<ol style="list-style-type: none"> 1. Not applicable to this proposal. 2. Not applicable to this proposal.

Requirement	Assessment
<p>3. Restrict access to internal areas by fences, gates, doors and shrubs.</p> <p>4. Integrate security screens, bollards and bars as design elements not afterthoughts.</p> <p>5. Careful consideration of scalable fences and bollards which may inhibit pursuit of offenders.</p> <p>Design of public spaces to attract people into the area (eg. Lighting and fencing).</p>	<p>3. Access permitted only for staff.</p> <p>4. Provided as part of proposed development.</p> <p>5. No scalable fences/bollards inhibiting pursuit.</p>
<p>Principal 3 – Territorial Reinforcement</p> <p>1. Clearly define private ownership by structures and surface materials.</p> <p>Avoid ambiguity of ownership and responsibility.</p>	<p>1. Delineation of private space considered clear with the exception of the small outdoor seating area in the private realm.</p>
<p>Principal 4 – Target Hardening (Security Measures)</p> <p>1. Consider the installation of traffic management elements to discourage vehicle-enhanced break-ins to shops and commercial premises in streetscapes.</p> <p>2. Ensure individual site security measures do not adversely affect local area security considerations.</p> <p>3. Incorporate shuttering and window barring as integral design elements where openings are susceptible to break-in and concealed crime exit.</p> <p>4. Ensure building parapets do not conceal unlawful access.</p> <p>5. Install closed circuit television where natural surveillance is poor.</p> <p>Where fencing is required for security it should be no less than 1.8 metres in height, though visually permeable above 1.2 metres.</p>	<p>1. Traffic management elements in street existing. Use is 24 hour operation.</p> <p>2. Site security should not impact local area.</p> <p>3. 24 hour operation proposed, shuttering not required.</p> <p>4. 24 hour operation proposed.</p> <p>5. CCTV I to be installed.</p> <p>No fencing proposed.</p>
<p>Principal 5 – Management and Maintenance</p> <p>1. Remove graffiti as soon as possible after occurrences.</p> <p>2. Establish effective maintenance plans for public spaces.</p> <p>3. Maintain plants to retain visibility where required.</p> <p>Train maintenance staff to identify and report potential problems.</p>	<p>The application of a suitable condition to manage graffiti is recommended, should the development be approved at some point.</p>

Requirement	Assessment
Local Planning Policy No. 9 – Advertising Signage	
<p>The proposed signage is considered to generally compliant with LPP8. The proposed development includes a height variation for a pylon/roof on the Chisham Avenue frontage however with the signage is considered</p>	
Draft Precinct Structure Plan (Due regard only)	
<p>A Draft PSP (May 2025) has been developed in order to align the previous Master Plan with current legislation. The Master Plan forms the basis of the PSP. The PSP introduces a broader range of land uses to the centre and introduces a broader 'R-AC0' zoning to most of the PSP area. The Main Street Precinct may be renamed as the City Centre Precinct. The existing Drive-In Takeaway Food Shop land use may ultimately be superseded by a more contemporary definition and could be made an X (non-permitted) land use in the City Centre Precinct.</p>	
Local Commercial and Activity Center Strategy (Due regard only)	
<p>The LCACS does not have a statutory head of power and is only to be given due regard as part of the planning assessment. The LCACS gives significant attention to the primacy of Chisham Avenue. It reinforces the aims of the Master Plan in relation to Chisham Avenue, including recommending that opportunities for alfresco dining space and encouraging pedestrian movement be prioritised.</p>	

No	Submission	Status
1.	<p>Hello. I would like to voice my strong opposition to the proposed 24 hr MacDonald's store. I already have noise from the Aldi store due to coming and going of delivery trucks, customers and anti-social behaviour.</p> <p>I am deeply concerned this MacDonald's store development (especially 24 hours!!!!) will further negatively affect my lifestyle given I live within such close proximity.</p> <p>The constant noise, smell and very possibly increased anti-social behaviour truly troubles me. I ask you sincerely, would any of YOU want to live beside a 24 hour MacDonald's?????</p> <p>Last but not least, the destruction of the lovely River Gum tree and the native habitat it provides for the white cockatoos is just terrible!!!</p>	Object
2.	<p>We have more than enough junk food options in the City of Kwinana. When students from Calista Primary are regularly noted with McDonalds for breakfast, we have a problem. This is a strong 'no' from me, and perhaps an option for someone to think outside the box, to provide a healthy option for the local parents who find it too hard to put together a wholesome school meal.</p>	Object
3.	<p>I raise concerns about the removal of the mature tree, as due to the Cassia development we have already lost a lot of mature vegetation in the area. This tree is a lovely inclusion and I hope that the plans can be amended so that this can remain on site.</p>	Comment only
4.	<p>I Cannot agree to this submission. Having given thought, thorough demographic and main road research, including but not limited to traffic flows. The existing " Maccas" is profitable and more than meets community needs being mindful of the move away (for many reasons) from such fast foods. LOther factors taken into lawful and verifiable consideration are : 1 Social , Access to public bus transport hub, existing and more than adequate parking. The new relocation, in my considered an experienced opinion, may or will bring congestion and further traffic dangers near to the proposed (RE) location. .What does the proponent offer to community funding and can guarantee financial in put (if any) to a community benefit fund in cash terms . The proponent has a history within the commonwealth and its territories of profit before people. Th elikes of R McDonald's house notwithstanding..It should be noted the writer owns other properties within the area rates are paid on or before due and active in many community endeavors at own cost, both publicly and anonymously. Is Multi degree qualified and held corporate positions here and overseas . In Clsiong</p>	Object

No	Submission	Status
	<p>can not favour this application for ven more reasons and welcomes any facr to face amplification if required. It is Furher suggested council should notify all residents rate payers and other interested parties by a more visible public engagement than this .</p>	
5.	<p>We do not need any more takeaway in Kwinana. The City needs to promote healthier eating options, which this is the opposite. And the removal of the large gum will displace hundreds of birds and be a significant loss and it is at least over a hundred years old. This would be shameful if approved</p>	Object
6.	<p>Chrisham ave and Meares ave roundabout is bad enough during peak shopping hours and Chisham ave where the hub is and aldi entrance is hard enough to navigate to enter chisham ave and you want to add a higher traffic volume, therefore it would be better to shop in rockingham. the whole area is a traffic nightmare as it is. But the council will approve it and make the city centre more congested. Also there should not be a fast food joint on the main aterial road to the high school</p>	Object
7.	<p>No! We have a McDonald's just at the Kwinana Market place which is literally walking distance from this proposed location!</p>	Object
8.	<p>I do not support this proposal. There is already a MacDonald's that is 400m away from this new site. The fact a large mature River Red Gum will have to be removed is also not acceptable.</p>	Object

No	Submission	Status
9.	<p>No. I object to the building of ANOTHER McDonald's store in the city of Kwinana. There is already an abundance of takeaway within 5/10minutes walk (including an existing McDonald's) There are already parking issues around the Hub, especially across from the library and Recquatic. Removal of ANY bays would be detrimental</p>	Object
10.	<p>I object to this proposal. There is already a McDonald's very close by and the tree is important.</p>	Object
11.	<p>Moving the MacDonal'd's is a waste of money. There are residential property's next to and opposite aldi that do not need the extra unnecessary traffic. Having MacDonal'd's with KFC And chicken treat on the main road is much more smart and appropriate and no waste of money. Instead do something about the bulk rubbish getting dumped now there is no side collection and people Having to book and my able to get rid of 1 item at a time. Do something more about the youth in your community and the homelessness. Maybe look at why there are no retail outlets like Ally or food court venues anymore. The marketplace shopping centre needs attention. Less hair dresses and smoke shops and more actual businesses. Put money into real playground equipment throughout wellard instead of 'nature play" and Having a log or one swing What about the small junior children. Wellard Park on lambeth for one. Nothing suitable for younger children at all. And right next to a junior primary school No long term long thinking at all</p> <p>There is actually no logic behind moving MacDonal'd's.</p>	Object

No	Submission	Status
12.	I don't think this is a worthwhile development. Kwinana has many fast food eateries already, including the existing McDonald's. I think it would irresponsible to remove a mature native tree in this process, given the destruction of our tree canopy. This is in poor spirit, considering Kwinana commitment to conservation, and the community so passionately trying to protect our trees. If Kwinana is supportive of more eateries opening, I think small businesses should be prioritised, rather than fast food chains. We have abundant access to fast food already.	Object
13.	It would not be appropriate to accept this application given that there is an existing McDonalds in the Kwinana Town Centre already. There are also numerous initiatives by State and Local governments to encourage healthy lifestyles and eating habits, and in an electorate like Kwinana that is already overwhelmed with fast food options, it would be best to reject this application on the basis that it will only contribute to poor health outcomes for many constituents, including young children. Your consideration in this matter would be greatly appreciated.	Object
14.	Please don't put a Mecca's on this corner. That roundabout is already busy enough. We don't need more fast food outlets in the area, there is already a Mecca's less than a kilometre away along with chicken treat, burger king and dominoes, pizza hut and others. There is already an obesity problem in Australia without adding to the problem.	Object
15.	Given that there is already a McDonald's that has been operating without too much problem, I see no sense in removing a beautiful and much needed old red gum tree to make way for what will be a very busy location, as that round a bout is already busy.	Object
16.	I disagree with having another McDonalds or other large fast food chain restaurant in the Kwinana Town precinct area. Further to this if a new McDonalds or fast food chain restaurants are deemed required for the City of Kwinana it should be placed in an another outlying suburb of the City of Kwinana	Object

No	Submission	Status
17.	I'm opposed to this, we already have a McDonald's situated at the Market place. Even if the existing McDonald's was to relocate to this site, i would still oppose. Not to mention the removal of the mature tree that is on the proposed site.	Object
18.	No objection to the proposal itself as the zoning appears to allow for this type of development. However, is there any way the two mature trees can be protected? They seem far enough away from the drive thru pavement that their root protection zone could be maintained. Plus, if the parking provision on site is already compliant, could a few bays not be removed and the building shifted forward to create more separation distance from the trees? One special characteristic of Kwinana is our beautiful trees, and they should be protected even if they are on the private lot boundary.	Comment only
19.	No	Object
20.	I strongly oppose this submission as I do not want a tree removed so that McDonald's can relocate. Please do not allow this to go through.	Object
21.	I oppose the this plan, we do not require any more fast food restaurants in the area, especially a second McDonalds just 400m away from the existing store. I oppose any plan to take down mature trees, Kwinana council need to take more responsibility preserving our nature in the town instead of building over the top of it all.	Object

No	Submission	Status
22.	<p>Would like to see the availability of real, whole foods available in the area rather than another dirty fast food restaurant fuelling the health crisis... There is nowhere in the area that is enjoyable to sit and eat real food at. My family drives 15+ minutes away to other council areas/suburbs whenever we are looking to eat somewhere. Furthermore, there is a McDonalds 200m up the road. There is no justification for the additional traffic, less parking at Aldi and the removal of a mature tree for another McDonalds.</p>	Object
23.	<p>While I understand the appeal of a modern facility in a high-traffic area, particularly adjacent to a popular retailer, I believe this development poses significant environmental and community concerns that outweigh its potential benefits.</p> <p>Firstly, the proposed site is only approximately 400 meters from the existing McDonald's, which is already well-established and conveniently located for both local residents and travelers. The new location does not offer a meaningful improvement in accessibility from major roads such as those leading to Fremantle, Mandurah, Rockingham, or Perth City. This raises questions about the necessity of duplicating infrastructure in such close proximity.</p> <p>More importantly, the environmental impact of this development is deeply troubling. The construction would result in the removal of a rare Red Gum tree, and the two additional Red Gum trees proposed for preservation have already been compromised by previous infrastructure projects. These trees are not only ecologically significant but also part of the natural heritage that makes Kwinana unique. Their loss would further erode the green spaces that residents value and enjoy.</p> <p>The area in question is one of the few remaining pockets of natural land in our increasingly urbanized region. Developing this site would contribute to habitat fragmentation, reduce biodiversity, and increase pollution—both during construction and through the ongoing operation of a high-traffic fast food outlet. Increased vehicle emissions, litter, and noise pollution are all likely outcomes that would negatively affect nearby residents and wildlife.</p> <p>Kwinana is known for its beautiful natural areas, and preserving these spaces should be a priority. Rather than investing in a new build, I strongly urge consideration of upgrading the existing McDonald's to meet modern standards. This would be a more sustainable use of resources and would avoid unnecessary disruption to the community and environment.</p>	Object

No	Submission	Status
	I appreciate the opportunity to provide feedback and hope that the concerns of local residents and environmental advocates will be taken seriously in the decision-making process.	
24.	I do not support the proposal for an additional McDonalds at this location. There is literally an existing McDonalds across the road, which services the community sufficiently. There is no good reason for this development particularly at the cost of removing a long established tree.	Object
25.	I do not support this application. There is already an existing McDonalds within a 5 minute or so walk of the proposed new facility. It will make the Aldi shopping area extremely busy, and will probably attract some less than optimal activities with it being open 24/7. With the police station unattended after normal working hours, any need for their presence will be quite delayed. Also taking down a mature tree, and compromising the root system of another is not really what Kwinana says it supports which is for more tree cover. Once again, a firm no for this application.	Object
26.	There is already a McDonalds on Gilmore Ave, a short distance away. We don't need another one.	Object
27.	No we don't need another maccas a few hundred metres from the other one. Seems ridiculous that it's even been suggested.	Object

No	Submission	Status
28.	I do not approve of the new McDonald's. Stop putting fast food and bottle shops in low socioeconomic areas. You want to keep us fat and drunk.	Object
29.	Another Mc donalds in less than 1km of each other is not needed.	Object
30.	Tearing down a beautiful tree just for more fast food is ridiculous.	Object
31.	Approved as long they maintain it very clean and hygiene. The existing is Maccas is very dirty.	Support
32.	I say no to this, traffic there is already difficult.people that live up against ALDI already complain about truck noise of deliveries. Will they allow trucks to arrive 24/7 now? If not. No to McDonald's increasing traffic. Smell polluting houses 100m away. Cutting down more trees.	Object

No	Submission	Status
33.	This is the most irresponsible and ridiculous idea council have ever put forward, besides wage increases. Would increase traffic in a suburban area near a school, homes nearby would suffer noise and the current location is fine.	Object
34.	Why are we suggesting to put a McDonald's on a new site when the original is a 6 min walk apart?	Comment only
35.	I'm unsure why the current location of McDonalds needs to change. I feel that the houses backing onto the proposed site will be adversely affected - noise from cars & drive through - I can't even begin to imagine how horrible it will be for them having the drive through echoing through their houses at all hours of the night - with the restaurant being open 24 hours . If the position of the drive through windows could be reconsidered - maybe. There will also be a negative impact on an already busy intersection & carpark.	Object
36.	<p>Having another McDonald in Kwinana when an existing one is still there oversaturates fast food chains. Need to look at other options not available around Kwinana rather than focus on fast food chains while residents are driving to other areas for day to day needs.</p> <p>Electronic shops- e.g officeworks, good guys etc</p> <p>2. Restaurant chain that promotes healthy lifestyle</p> <p>3. Home reno shops e.g. bunnings. We're one suburb with zero access unless we drive to baldivis, Rockingham</p> <p>We need some focus on Wellard Village as its the most underdeveloped but with a massive growth on housing but zero focus on services- fast food, shops, social club/sports facilities</p>	Object

No	Submission	Status
37.	<p>Kwinana seems to me to be continuously descending further and further away from its natural splendor in favor of billion dollar corporations that are a big contributor to local and nationwide obesity. On top of that, you want to remove native trees because it is in the proposal. People moved to Kwinana because of the greenery, not because McDonald's and Tavern eyesores are springing up because it "benefits" (use this term VERY loosely) Kwinana and its people which any person with a sense of brainpower know this is a load of BS.</p> <p>How about we tackle actual issues that the state government and Kwinana should be dealing with and not lining your pockets and going "Well we built a McDonalds and killed off tree canopy shade because it's what the people want" We don't want it, we never wanted it and this proposal is just another joke.</p>	Object
38.	<p>Submission: Objection to Proposed Drive-In Takeaway Food Shop at Lot 9053, No 32 Meares Avenue, Kwinana Town Centre</p> <p>To: City of Kwinana / Metro Outer Development Assessment Panel</p> <p>Subject: Strong objection to the McDonald's drive-through development (DA reference: Lot 9053, 32 Meares Ave) due to environmental, traffic and saturation concerns.</p> <p>1. Environmental Impact — Removal of Mature River Red Gum</p> <p>I am particularly concerned by the proposal to remove a mature River Red Gum tree on Chisham Avenue—a healthy, established specimen that not only provides shade but also supports biodiversity and contributes to the character and amenity of our urban landscape. Mature trees offer vital environmental services, including carbon sequestration, stormwater absorption, habitat provision, and urban cooling.</p> <p>The development plans necessitate removal of a River Red Gum tree, which represents a loss of irreplaceable ecological and aesthetic value</p> <p>Love My Kwinana</p> <p>.</p> <p>Once removed, replacement—or rehabilitation—of such mature trees takes decades, if not generations, to restore equivalent canopy cover and ecological benefits.</p>	Object

No	Submission	Status
	<p>I request that the applicant and the City consider alternatives that preserve this tree, such as redesigning the building footprint, drive-through access, or parking arrangements.</p> <p>2. Traffic Management Concerns Adjoining ALDI</p> <p>The proposed McDonald's, co-located with the existing ALDI store at the corner of Meares and Chisham Avenues, raises significant concerns regarding traffic congestion, safety, and parking:</p> <p>The development will result in a net loss of 13 car-parking bays from the current total of 92 across the site, despite assurances that parking remains Scheme-compliant</p> <p>Love My Kwinana .</p> <p>24/7 operation of a drive-through facility is likely to generate continuous vehicle movements—including peak-hour demand and late-night traffic—that could overwhelm internal circulation and nearby road intersections.</p> <p>There is no clear evidence of improvements to existing road infrastructure, nor of mitigatory measures to manage queuing, pedestrian safety, or service-delivery logistics.</p> <p>Local experience elsewhere, such as recent community opposition to McDonald's drive-through proposals in Sydney, highlights how similar developments can exacerbate traffic congestion, noise, odours, and anti-social behaviour—all widely cited grounds for refusal</p> <p>The Daily Telegraph .</p> <p>Together, these factors create a substantial risk to surrounding road safety and amenity if not rigorously addressed.</p> <p>3. Over-Saturation – Proximity to Existing McDonald's</p>	

No	Submission	Status
	<p>Importantly, there is already a McDonald's located less than 1 km away on the other side of the shopping complex, meaning this site would duplicate an existing outlet.</p> <p>Introducing another drive-through so close raises concerns over market over-saturation, unnecessary traffic and environmental footprint, and poor planning logic.</p> <p>The proposal appears contrary to responsible planning principles, which promote diversity of services and avoidance of unnecessary duplication.</p> <p>4. Conclusion & Requested Outcomes</p> <p>On the grounds of environmental stewardship, traffic management, and prudent planning, I strongly oppose the approval of this Drive-In Takeaway Food Shop.</p> <p>I respectfully request the following:</p> <p>Refusal of the development application unless significant redesign that:</p> <p>Preserves the mature River Red Gum tree,</p> <p>Safeguards parking and internal circulation requirements,</p> <p>Introduces traffic mitigation measures (e.g. improved ingress/egress design, queuing management, safety treatments),</p> <p>Justifies the need for another McDonald's within a short radius of the existing outlet.</p> <p>If design modifications are proposed, a new public consultation period should be required to reflect and analyse changes.</p>	

No	Submission	Status
	Thank you for your attention. I trust that the MODAP and City of Kwinana will consider these factors seriously in protecting our community's environmental assets, traffic safety, and planning integrity.	
39.	I fail to see the logic behind having a second McDonalds located there. Where the other McDonalds is located is the better place. We don't need more McDonalds we have one located near Costco as well. Variety would be better. Healthy food options would be best.	Object
40.	I think putting a Mc Donalds so close to an existing one is a waste of the space. I would rather it be used for something we don't already have.	Object
41.	Hi There, I personally dont think City of Kwinana needs another mcdonalds as we already have 2 one on gilmore avenue and one on thomas road. I also dont think its fair to all the wildlife being displaced by all the construction going on in several suburbs of Kwinana and putting an unnecessary mcdonalds would be another beautiful tree for the wildlife lost.	Object
42.	Ridiculous!!! The worst thing about Kwinana is the double/ triple ups of everything!! We need different options of take away in the area. The ones we do have are absolute rubbish.... So let's build another Maccas!!! Ludicrous it must be a joke ???	Object

No	Submission	Status
43.	We do not need the traffic to back up near the roundabout! Stop touching the gum trees. Aldis car park is full enough as it is!	Object
44.	Really ? Another McDonald's on the same area, Is this is even a decision that should be asking from the public. And as a city development department why are we promoting Junk food ?	Object
45.	A big NO. I feel like city of kwinana only acts against us, the residents . Nothing from what you do makes sense to me. Seriously considering moving out.	Object
46.	I believe a nandos would be a better fit, you'd have plenty of people eating out there and enjoying themselves, personally we don't need another Mc Donald's, we have 5-6 in a 20 minute radius, people would definitely get more enjoyment out of a nandos	Object
47.	I object with the proposed plan to build another McDonald's outlet within such close proximity to the same branded outlet within metres of each other. Kwinana doesn't need another McDonald's as there are multiple other options as well nearby. This is just promoting more unhealthy eating for younger generations	Object

No	Submission	Status
48.	<p>I love the idea of moving the existing McDonalds currently located at the Hub as it causes an extreme amount of congestion in the parking area. However, I am concerned about removing such an established tree. What would the impact be to the surrounding houses by having a 24 hour fast food restaurant there? Overall I think the move would be a net positive however is there a more appropriate location not as directly impacting local housing?</p>	Support
49.	<p>Myself and my husband are against another Maccas being built here. We do not support this proposal. Thank you for your time.</p>	Object
50.	<p>I do not believe that we need a 2nd McDonalds at Kwinana Marketplace.</p> <p>We would be better off with the money used towards a new dog park in wellard, then promoting fast food.</p> <p>As a parent, we do not need to add yet another fast food chain.</p>	Object
51.	<p>There is already a McDonalds 400m from this proposed site so there is absolutely no need for another.</p>	Object
52.	<p>No, there is an existing McDonalds</p>	Object

No	Submission	Status
53.	Build a McDonalds in Wellard instead of across the road from the other one	Object
54.	I'm sorry we don't need NO more mc donalds or fast food the town is lacking a healthy vibe!! How bout a steak house restaurant or a restaurant simular to sizzler there's to much junk food in kwinana and there's some fat people around the joint. We need more healthy things less junk.	Object
55.	This proposal isn't a good idea. The environmental impact is not worth Maccas having a new site, and the traffic build up will be inevitable on a well-used road (Meares). The current location for Maccas is already working and the City does not need to invest any more time, energy, or money into a new location. It feels irresponsible and pointless. The hub would benefit greatly from more food options from local small businesses, not a refresh of an old one.	Object
56.	Please dont put maccers next to Aldi, please dont destroy all the beautiful trees and lovely gardens, I think that area is really pretty, we dont need a 80 seat maccers for people to get fatter, leave it where it is, theres plenty of parking next to it, if anything get a healthy drive through of food but definitely not in the location next to aldi.	Object
57.	I think it's an big no there is allready one next to chicken treat and there will be so much more traffic next to Aldi and to much chaos specially the school near by to much crime and to many problems with the traffic maybe focus on the shopping centre food court first as there needs to be more choices like gyg or small businesses for food in there as there is not a lot of options for food so no to the McDonald's	Object

No	Submission	Status
58.	Another McDonald's is not needed at location.	Object
59.	Absolutely not. We don't need more fast food places. If it is going to replace the maccas that is there, then great. The location concerns me though. That intersection is already busy enough. What if the fire trucks need to leave in a hurry. Will they be blocked by traffic from maccas.	Object
60.	Don't need another McDonalds or to have ab nature gum tree removed	Object
61.	I wish the Council to note my complete rejection of the proposed fast food development. Removal of a mature tree to effect a second business of the same company less than 5km apart is complete irresponsibility to any green ideologies of the City. With the continual removal of bushland that has occurred over the recent years between Gilmore Avenue and Mears Avenue, the natural environment of the town centre region has already been severely compromised. An unhealthy, pre existing , fast food chain does not bring anything positive to the area long term. It also robs those shopping in Aldi of sufficient parking, will reduce the egress points to the site and those poor residents living nearby will have their amenity reduced greatly.	Object
62.	There's already a McDonalds less than 3 minute walk away. Seems ridiculous to me. Plus im told an old tree will have to go. Not sure if it's necessary.	Object

No	Submission	Status
63.	Put another restaurant that will guarantee line up cause traffic chaos at the section that already busy most of the time isnt the smart idea. Hub Car park near bendigo bank will be better, half of that carpark dead empty.	Object
64.	DO NOT put another fast food restaurant in kwinana. There is already a MacDonalds. You will destroy Aldi and cause more congestion. Keep MacDonalds where it is, there is plenty of room. You are destroying Kwinana	Object
65.	Opposed. Parking for Aldi will be non existent. Not to mention trying to enter and exit. Has anybody seen the queues for the current McDonalds drive through? They impact congestion at the market place. Parking and access would be horrendous.	Object
66.	Hi I would prefer to see a more healthier Kwinana we already have a McDonald's and a hungry jacks why can't we put a Grill'd in here it's a much healthier and delicious option to greasy burgers from the other two places.. I'd love a healthier option personally :)	Object
67.	No to developing that area. We don't need to cram that street any more. It's already congested and hard to manoeuvre through the area. And no to removing trees. We need more not less trees.	Object

No	Submission	Status
68.	<p>Keep the fast food shops down in the current locations,we don't need the extra traffic, particularly around a Fire Station.</p> <p>The amount of litter that is produced by such places is also unsightly (just take a look at the current one each morning) sometimes the social element is unsavoury late at night .</p> <p>The worst thing is , knocking down a beautiful mature river gum just for a fast food shop not a good look !</p> <p>Can't it be placed down near the local hotel near the bottle shop on the vacant land , come on use a bit of common sense.</p>	Object
69.	<p>It would potentially remove congestion from the shopping center, however the selected location can get busy around the round about, so I'd suggest to be mindful of where cars will line up for the drive-thru as there I've seen that McDonalds get quite busy, and it could impact the flow of traffic in an already busy area.</p>	Comment only
70.	<p>Bad idea with the amount of traffic in the area. Leave it at the shopping area so people can still park out of way and get around any traffic build up. Bad idea same as tavern in shopping centre. There's enough alcohol in the area all ready but you don't listen to the people only dollars in your pocket.</p>	Object
71.	<p>I think this is a total waste of tax payers money! We don't need another fast food establishment built especially there! To have an established old tree to accommodate this is an absolutely disgusting! How many other trees in Perth have been removed because of the Shot borer and here is our shire is going to destroy an old established tree for a fast food establishment is disgraceful! Our community does need it and a waste of money!</p>	Object
72.	<p>This is unnecessary. There are already a large volume of fast food/take away/drive in food shops in the town centre area, and another McDonald's less that 500m from this proposed site. Another McDonald's is not needed.</p>	Object

No	Submission	Status
73.	Look at traffic management and cost, money could be spent elsewhere.	Object
74.	No	Object
75.	A new McDonald's is absolutely NOT needed. There already are several fast food outlets in Kwinana Hub area, including a McDonald's. Kwinana is a food desert in the sense that there are minimal options for healthy, nutritious and fresh readymade meals. If this lot is used for fast food allocate it to either a fresh food grocer or someone with genuinely healthy offerings like Soul Origin or Zambreros. My family won't visit this outlet ever.	Object
76.	I do not agree with the new site for MacDonald's in Kwinana. I believe it would be to close to the Aldi, space for parking would be an issue. It would increase traffic at that intersection which could be an major issue. I definitely do not agree with removal of mature red gums. An upgrade of the current MacDonald's would be the better option	Object
77.	I really love this idea a beautiful place for families and in a better spot , not only does it look amazing 🥰 It's a perfect place to take grandchildren to enjoy birthdays and play time with families Hope hope you do build it there Big thumb 👍 up Thank you	Support

No	Submission	Status
78.	I think this is a great idea!	Support
79.	This will create a lot of traffic on Meares making school drop off and pick up a lot worse.	Object
80.	We do not need another MCDONALD'S in the city centre this is ridiculous. It reduces the parking space at Aldi and will cause noise and nuisance problems for those living next door to the site	Object
81.	No absolutely no! It's not needed. Just a waste of ratepayers money. Stip making stupid and unnecessary projects with no real solutions. This council is ludacris and has no idea what they are doing. All they seem to know, is how to waste money	Object
82.	Yes, this sounds like a great idea. Love the idea	Support

No	Submission	Status
83.	I am against this proposal. Shame anyone supporting this corporation over small business.	Object
84.	Is there anyway it can relocate without the removal of the tuart tree ?	Object
85.	I am against the proposal for the relocation of a McDonald's from the current location to the corner of Meares Ave and Chisham Ave. The current location is not ideal as the line of cars sometimes blocks the entrance/exit. However removing an established and long lasting red gum tree would be a terrible mistake. The council have only just recently finished planting hundreds of trees throughout multiple suburbs to create more greenery. It would be in direct opposition to that initiative to remove a mature red gum tree.	Object
86.	As a resident of Corring Way, the roundabout at Meares and Chisholm is already chaos. Traffic speed and slowing down turning into Aldi from Chisholm Ave and Meares Ave is already close to being rear ended. The traffic noise and burnouts will increase which echoes up the hill 24/7. Not recommended for being close to housing. Traffic has increased over the years throughout Meares and Chisholm making it a hazard now. Therefore a 24/7 facility needs to be closer to Gilmore Ave.	Object
87.	Definitely no to McDonald's on Chisham ave. On route to and from Gilmore College. Kids don't need the temptation and also dangerous for children walking past with increased traffic entering and leaving. Too much traffic congestion. leave remaining trees.	Object

No	Submission	Status
88.	No to a replacement maccas! Waste of time and money. Put in a Nandos, Grilled or something healthy.	Object
89.	I don't like the idea of the new McDonald's allowing the removal of such an old growth tree. If possible they should be required to work around it. Especially since that species is an important rest spot and food for native birds. Otherwise they should be required to include endemic native tree species in the lot area and maintain them, including use of native ground covers not grass for any green areas to encourage native bugs and small species.	Object
90.	Prefer for the maccas to be located in Wellard	Object
91.	We would prefer a Red Rooster.	Comment only
92.	I am a homeowner in Wellard. We use Kwinana shops. I do not support a new McDonald's in this location because - it removes too many car parks, is 24/7 and located in Medicare adjacent to houses which will cause amenity issues with traffic light and noise. McDonald's could work with the landowner to rebuild where they currently are, and redirect traffic around them as needed if the site is too constrained	Object

No	Submission	Status
93.	I object to this proposal. As a medical doctor, I think it's so disappointing that there is so many fast food options on this town. This food is making us sick! There is not enough healthy options in this town. I also object on the basis of removing a mature tree for this to go through.	Object
94.	Yes, I think its a great idea	Support
95.	A second submission now that more information has come to light re this being a replacement store for the current one. The housing that is near by the store is going to be adversely effected by extra traffic especially during peak times, students from nearby schools also frequent the store from 3pm onwards creating some unsocial behaviour that could also effect the homes around. The Kwinana Fire Station is also just across the road and would have the potential to be effected while trying to attend an emergency as the drive through traffic can extend past the drive through lanes. I do not believe that this location is suitable.	Object
96.	We do not need more fast food locations! We already have a McDonald's at the hub and putting another one in is just making people lazy and overweight. Not to mention you will be destroying nature and taking away animals homes just to put some junky fast food place in its spot. I would much prefer to hear birds in the tree instead of 'are you using the maccas app today'	Object
97.	The existing McDonald's site is far more suitable than the proposed site. It will bring traffic congestion, noise & light pollution as well as offensive odours and litter in close proximity to existing homes whereas the current location does not have any homes in close proximity, rather adjacent to other takeaways, the local bus port and a service station. Additionally the removal of the remaining mature trees will damage the environment and aesthetic of Kwinana. There is ample parking at the existing site but the new site will not have adequate parking to service waiting bays let alone the dine in option of the restaurant. This is a poorly thought out proposal by both Kwinana Council and the McDonald's proprietors.	Object

No	Submission	Status
98.	<p>This is a silly idea, Aldi needs the carpark space & what little vegetation that been left, if you adjust the layout of the KFC, chicken treat & current maccas to TWO outlets, stop trying to make the most \$\$ possible, look at layout & accessibility, plus why is MACCAS getting to move closer to HJS.</p> <p>This is a waste of time, please consider smarter moves for the kwinana residents!</p>	Object
99.	<p>I am writing to strongly oppose the proposed construction of a new McDonald's in Kwinana that would require the removal of established, mature trees.</p> <p>Kwinana is not just another suburb — it is a place with a uniquely beautiful natural character. Our towering trees, thriving birdlife, and stretches of green are what set this community apart. These trees are not only part of the landscape; they're living heritage. They provide shade in our hot summers, contribute to cleaner air, and foster a sense of calm and connection with nature that is far too rare in modern urban environments. To lose them for yet another fast-food outlet would be a devastating step backwards.</p> <p>Council has often spoken of its commitment to sustainability, community health, and long-term livability. Allowing a multinational corporation to flatten established trees — and in turn diminish our natural character — runs completely counter to those values. Fast-food chains contribute nothing lasting to our wellbeing or amenity; they bring traffic, litter, and health risks, not health and sustainability.</p> <p>Kwinana has something rare and precious: a natural environment that gives our community identity and pride. Once those trees are gone, they are gone forever. No quick fix or landscaping plan can replicate the decades of growth they represent.</p> <p>We, as a community, deserve development that enhances our wellbeing and strengthens our local, natural assets — not one that erases them. I implore the council to stand firmly by its commitments, to protect what makes Kwinana special, and to reject this plan.</p>	Object

No	Submission	Status
100.	<p>Not the greatest place. Already busy roundabout Housing nearby Fire Station across the road making emergency exit difficult Removal of another tree will reduce wildlife in area Barnabies have fewer places to rest Renovate the old McDonalds</p>	Object
101.	<p>I don't think the proposal of McDonalds to relocate next to Aldi is a good fit. There is not enough space for carpark. Are we expecting disabled people, seniors and moms with babies to park across the hub and walk all the way to Aldi or McD? That is my main concern, accessibility of carspace for those vulnerable.</p>	Object
102.	<p>We don't need another maccas, how about a healthy option instead?</p>	Object
103.	<p>No. This is a terrible spot for McDonald's to go. Also to rip down a mature tree. Are you serious. I honestly hope you take a good look at this proposal and consider the impact it will have not only on the already terrible traffic at that roundabout daily, but all the bird and wildlife that would be affected by yet ANOTHER tree being cut down.</p>	Object
104.	<p>Too many junk food outlets already, also traffic and parking will be very difficult and access to aldi.</p>	Object

No	Submission	Status
105.	<p>I am AGAINST this proposal of a new McDonalds being built at this location. I feel that having a father food outlet in this location is too close to residential homes</p> <ul style="list-style-type: none"> * It will create awful congestion to an already difficult area to navigate with driving and parking exisiting Thai area. * I strong disagree with the removal the large established River Gum tree (I read the report of the root mapping) and still disagree with this proposal * Reducing the carpark spaces, this will increase the amount of congestion to both MacDonald's but more so Aldi users. Consider peak times of shopping and eating out, this will be a nightmare trying to find a spot to park. * It is already very difficult to exist the carpark on to Chisham Ave from Aldi, and added more pressure and Cara, this will be unsafe, and increase the risk of accidents happening. * The ongoing smell of take away will impact the local residents around the area as this will be much closer to Residents than the HJs down the road <p>I strongly disapprove this proposal and appreciate the opportunity to provide feedback from the local community.</p> <p>Thank you.</p> <p>Kind regards</p> <p>Bonnie Madsen</p>	Object
106.	<p>I feel there is nothing wrong with the current site and relocating to the alternative location will impact the surrounding homes due to noise and lights 24/7. I would also not like to see the tree removed.</p>	Object

No	Submission	Status
107.	Yet another waste of rate payers money and taxes.	Object
108.	i love the idea please upgrade the whole town centre it's so dated and old i usually go to cockburn instead for stuff. the new maccas looks good	Support
109.	No to MacDonalds. Too close to the other one and That space is a nightmare as it is. The space next to the Kwinana local would be better if you are moving the McDonald's.	Object
110.	This is not needed. There is already 2 Mc Donald's within the city of Kwinana and a 3rd is simply not required. Its placement proposed also risks the mobilisation of the fire brigade across the road during peak hour times as traffic is already heavy along this road. Kwinana has always been known for its trees and bushland, a healthy blend of city and native bush land. Throwing a new Mc Donald's in 200m from the already existing one will cause traffic delays along a already busy road, delay emergency services from the fire station across the road and reduce the city's environmental look and good name. We trust that the city's council will listen to those who placed them in a position to listen to the city they represent and make the correct decision to forgo this permit and advise McDonalds to make additions or changes to there current location	Object
111.	I definately say NO NO NO to McDondalds being built cnr of Mears and Chisholm, it is already a busy roundabout, how dangerous is this going to be. Leave the big beautiful gum trees, Council you should be ashamed of yourselves selling out to multi nationals. Another angry ratepayer.	Object

No	Submission	Status
112.	We already have a McDonalds at the Kwinana market place and another down Thomas RD. Our trees and greenery coupled with our wild / bird life is what gives Kwinana it's beauty and residential appeal .	Object
113.	Anything that needs to be built in Kwinana, should never involve the destruction of losing old trees,or any trees. We have had such a loss of trees in recent times with borer die back. Kwinana is known for its trees and I love Kwinana for the landscapes it has and letting a fast food outlet take away even 1 tree seems criminal these days with the loss of so many other trees and bush land being lost to new housing estates. If MacDonalds want update their restaurant then it should be done without having to destroy any of the current landscape.	Object
114.	We do not need a drive thru McDonald's on an already busy round about and a very busy Aldi. There is already a McDonald's two minutes from this location that has ample space to accommodate.	Object
115.	The location of the current McDonalds has never been an issue. Moving behind Aldi will reduce parking for both Aldi and McDonalds. Also, I do not agree with removing any little green life we have left within the hub. Most of the locals in Kwinana do not agree with this. Let's hope you listen to the consumers and not about your bank accounts getting larger.	Object
116.	I believe this to be a terrible idea, congestion in this area so close to the local fire station would cause undue delays and much higher risk of car accidents Please do not relocate here	Object

No	Submission	Status
117.	I'm okay with the maccass ONLY if they can redesign their proposal to leave the tree alone! Surely they can manage that, DONT KILL THE TREE!	Comment only
118.	While I'm not against the relocation of McDonald's to the proposed location on Aldi's block, I am against removing beautiful mature trees. The main tree on the corner is beautiful, provides shade and habitat for animals. My kids and I have parked up many times, to observe the Corellas roosting there at dusk over the warmer months. I sincerely hope the council can ensure these mature trees are kept safe and their roots aren't affected by construction. It is bad enough that many mature trees were turned to mulch in the new estate on Meares Ave.. to remove more beautiful eucalypts is a tragedy and unacceptable.	Comment only
119.	Great plans	Support
120.	Great plans, would love to see it go ahead. Closer to the Kwinana Police Station also which is good to see - as Kwinana McDonalds seems to be prone to anti-social behaviours. It would also be a shorter commute for Gilmore College students potentially walking to work post-schooling for shifts.	Support
121.	what a stupid idea, apart from one like a minute away can you imagine the traffic. It's a busy round about already. I do not agree with a new macdonalds in this position. I dont know any family or friends that said it was a good idea.	Object

No	Submission	Status
122.	NO WE DON'T NEED ANY MORE OUTWAY STORE	Object
123.	Fast food takeaway particularly like McDonalds is an extractive industry. It takes away the health of local communities and makes them pay for it. We didn't want it in Casuarina and we don't want it in Kwinana. We also don't want it replacing natural resources that give to the community, such as trees and native bushland. This is a terrible idea and will be make Kwinana a poorer place to live if it goes ahead.	Object
124.	<ol style="list-style-type: none"> 1. The proposed location will cause traffic congestion and chaos at an already busy junction between Meares Avenue and Chisham Avenue. 2. The proposed location is likely to cause traffic gridlock at the nearby roundabout at peak mealtimes. 3. The proposed location will make it even more difficult to turn right out of the side turning on to Chisham Avenue next to the Vibe petrol station and Yum Yum Charcoal Kitchen. 4. The proposed location will hinder traffic access to the Aldi car park. 5. The proposed location will increase the amount of littering in the area from takeaway packaging being thrown out of vehicle windows. 6. The removal of the mature red gum tree will reduce the already sparse amount of greenery in the area and is environmentally unfriendly. <p>Based on the above, I object to the proposed development.</p>	Object
125.	I opposed this development due to the removal of the mature trees and associated habitat. There is plenty of developed sites that can be used without the need to remove trees. Development should not come at a cause of mature trees.	Object

No	Submission	Status
126.	Yes to the new Mcdonalds	Support
127.	No, that is a ridiculous spot to put a McDonalds store. Where are Aldi shoppers going to park or are we expected to fight for parking. Find somewhere else to put it. Try Wellard..	Object
128.	I completely disagree with another McDonald's. What we need is a play area for families with young children inside the shipping centre. This will bring more families inside and potentially more shoppers.	Object
129.	Do not approve	Object
130.	I disagree with moving the store as its current position is more easily accessible and doesn't impact any homes. Properties nearby don't need people lingering 24/7 because that is inevitable. The aldi carpark is already tight for space and losing half of it to a store is not beneficial. There is no positives to moving the store as its current location has adequate space for drive through lines and bus access.	Object

No	Submission	Status
131.	I say no, for one they want to remove a mature river gum tree and and two update the old MacDonalds like chicken treat are doing, also it will take up car park space	Object
132.	I object to proposed plan for the new McDonalds. 43 car park spaces will be lost rather than the 13 stated - this factors in space for the drive through and building footprint. A mature tree vital for local wildlife and birds will be lost. It's laughable that there are signs across Kwinana which say "respect your environment" when the council are actively destroying local habitats. Clear lack of competence in the local council	Object
133.	I strongly object to this development. Too close to a busy roundabout, removing iconic trees to which is contradictory to your preservation standards. Will this be taken into account, I doubt it... will this objection be considered... probably not.	Object
134.	I do not support the removal of mature trees. These trees are a valuable asset which should be protected. If there is not enough space for the building without removing trees, then it should go somewhere else.	Object
135.	It's a terrible idea ..getting in and out of that area is bad enough at the best of times let alone when a maccas is there..will aldi customers be allowed to use the maccas carpark and visa versa ? Let alone the disruption during building. Anyway that's just my opinion	Object

No	Submission	Status
136.	<p>I do not think this is a good idea.</p> <p>1) alot of Kwinana Residents use the Aldi Parking lot when they shop there. Majority of the time the Car park is full.</p> <p>2) I feel that this cause alot of congestion and possible accidents occurring if this development gets approval.</p> <p>3) We do not need another McDonald's in Kwinana, where it is currently located is more than adequate for the drive thru and parking.</p>	Object
137.	<p>No new mcdonald or relocation of MacDonald, save 60 old trees</p>	Object
138.	<p>I don't think this is the right place for a fast food outlet with drive through.</p> <p>It impacts the parking bays for current Aldi store and the congestion will be a nightmare with traffic going through drive through and entering/exiting on the same entries/exit as Aldi</p> <p>Why put fast food outlets in current car parks it just becomes a nightmare to drive and pedestrians become more at risk. It's bad enough in the current location at Hub..</p> <p>Also too close to residential housing, noise, small, rubbish and loitering will become problematic</p>	Object
139.	<p>The trees on the proposed site are an important home to numerous amounts of wildlife. McDonald's already have a prime site with the existing store and if they wish to expand they should apply to add an extra floor.</p>	Object

No	Submission	Status
140.	i disagree with the potential build of a mc donald's next to aldi, the mc donald's just down the road is enough for the kwinana area. those hug beautiful trees help kwinana look beautiful and clean	Object
141.	Moving to the new sites will create a lot more traffic along Meares ave making it difficult amd busier to get to the local shops. Also take into consideration school students walking along these roads to get to Gilmore making it more dangerous for road crossing. Will also impact shoppers at Aldi with reduced parking bays.	Object
142.	please don't get rid of the trees ! Leave Macca's where it is	Object
143.	I am against the submission to have a McDonald's at the elected site. It is not needed and will cause disruption to the area during the building and post completion. Why we would require a McDonald's with seating for 80 persons is beyond me. This motion is not in the best interests of the people of Kwinana.	Object
144.	I strongly object to the proposed McDonald's at Aldi Kwinana. It will destroy three 60-year-old majestic gum trees. Remove half of Aldi's carpark, creating congestion. Increase traffic hazards for school kids and emergency vehicles. Please protect our community trees and safety by rejecting this proposal. Thank you	Object

No	Submission	Status
145.	<p>My family & I don't want this McDonald's built! My babies love sitting under these trees. No one wants the new McDonald's that I've spoken too. Leave that spot alone. Fat people can walk to the other McDonald's if they want a happy meal.</p>	Object
146.	<p>No we dont need a mc Donald's near aldi, there is one 500m away leave it at that</p>	Object
147.	<p>No, we dont need another McDonald's when there is one literally across the street. Are the planners on drugs or not taking there meds? Leave the trees alone.</p>	Object
148.	<p>I object we only need 1 MC Donald's why don't you guys bring something that will actually benefit Kwinana like a store we don't have maybe hmmm</p>	Object
149.	<p>No.</p> <p>Just absolutely not.</p> <p>At the moment, McDonald's sits alongside other fast food franchises and already exists. Chicken Treat next to it has managed a face lift without moving around and destroying the rather growing sparsely of large trees we have in Kwinana.</p> <p>There was a time in merely the last decade, where I could drive home on the freeway on a cold night and</p>	Object

No	Submission	Status
	<p>see the mists coiling around bracken and damp soil. This entire winter I have only managed to catch it once.</p> <p>The green space is needed. It's right NEXT to a highschool which already has noted issues with truancy and some students attacking and stealing from local businesses.</p> <p>Creating a traffic nightmare bottleneck right next to a popular budget shopping centre is also ill advise.</p> <p>So no. I do not want it there, and I do NOT want those trees removed for a privately pushed vanity project that could easily just be done to the existing building.</p>	
150.	<p>I am against this proposal.</p>	Object
151.	<p>WHAT A STUPID IDEA</p>	Object
152.	<p>This plan leads more traffic around the residential roads and cause noise around that area. We had a couple of incidents in McDonald recently by young people and if this happens, the traffic would be jammed around the area.</p> <p>McDonald's is different from other fast food and restaurants as many young people gather alwayd and cause issue involving physical violence.</p>	Object
153.	<p>No to the McDonald's on corner Meares and Chisham Ave congestion of vehicles will be horrendous and the people living along there already have issues with loitering ...if another McDonald's then no we don't need another if moving them still no leave it where it is ...</p>	Object

No	Submission	Status
154.	<p>As rate payers, we strongly disagree with the proposed construction of a new McDonalds at Lot 9053 due to the following reasons;</p> <ol style="list-style-type: none"> 1) This would involve removal of a mature (60 years old) River Red Gum tree within the site located adjacent to Chisham Avenue. The current trees and landscaping is beautiful and should be be remove to make way for the building. 2) There is an existing McDonalds. Option should be looking at expanding or renovating the current facility. 3) Create traffic congestion. 4) Will reduce parking area in Aldi. 5) The City of Kwinana is contradicting their efforts in encouraging the community to care for the environment and preserve the surrounding trees. 6) The City of Kwinana should instead be looking at creating more family friendly restaurants or cafe and not a another fast food outlet. Completely lack of foresight and creatively to create a healthy community. 7) Would create a place for anti-social behaviors being 24/7 operations. 	Object
155.	<p>Our son lives in Meares Ave and we believe this is a total overdevelopment of the Aldi site , need the parking at Aldi , leave McDonalds where it is</p>	Object
156.	<p>I do not agree with is proposal for the Mcdonald's. I do not want trees removed ,more cars in a already busy area. Please reconsider another site.</p>	Object
157.	<p>I do not support the plan for a McDonald's in the Aldi carpark</p>	Object

No	Submission	Status
158.	Its a big NO for this development. How disgusting to remove the trees when the mcdonalds already exists in a prime spot.	Object
159.	<p>Dear Mayor, Councillors, and CEO and Roger Cook,</p> <p>I strongly object to the proposed McDonald's at Aldi Kwinana.</p> <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. 	Object
160.	I vote no for this. This intersection is already terribly busy and adding a fast food restaurant including a drive through will create more traffic, congestion and risk of accidents.	Object
161.	We do not need another fast food outlet.what the hell are yous thinking.	Object
162.	No to macdonalds near aldi we don't need it and it will cause a massive traffic jam on school pick up and drop up times which is already happening	Object

No	Submission	Status
163.	No. I don't agree with this new location. Not on that intersection. It is already a busy road, especially at peak hour times like at school drop-off and pick-up and people in general going to and from work every day.	Object
164.	Do not cut down trees	Object
165.	No I think it a bad idea...it's definitely in the wrong place, it will cause traffic problems on the roundabout and taking the parking bays away from Aldi's is wrong, and that beautiful tree should not be cut down. I also don't no why they want another fast food store with obesity being a Hugh problem today. I am definitely against it.	Object
166.	Stop wasting money and creating more rubbish. We already have McDonald's in Kwinana. Just upgrade if necessary.	Object
167.	Please don't take away the trees and grass areas. Don't encourage loud active through out the night sounds closer to our residential area. It's too close.	Object

No	Submission	Status
168.	I do not agree with this proposal, at a time when we are advocating and funding for a greener Kwinana we should not be proposing removing a mature tree and greenery to rebuild a fast food store that already exists a few hundred metres down the road. On top of that, it will have a large negative impact on the local traffic in that area, and attract further littering, loitering and anti social activities to the residential streets nearby. If Maccas needs upgrading, renovate the existing one, I love a cheeky Maccas but the Kwinana residents will not die if they need to drive a bit further for a Big Mac for 6-12 months	Object
169.	Leave the old McDonald where it is	Object
170.	Leave the tree alone	Object
171.	I oppose the relocation of McDonald's to the Aldi carport. It's currently in a convenient enough location. Aldi carpark is heavily used already by the community grocery shopping. And removing old trees to make way for the new building is a terrible, we're already witnessing many trees and bushland being cleared for new housing estates. The litter and late night noise that will come with the opening of the 24 hour mcdonalds will be terrible for the residents living along meares Avenue.	Object
172.	A McDonald's is not needed there. Think about the traffic that is going to build up at times. There is a fire station right across the road. Think of the impact the traffic is going to have on the station turning out to an emergency. There are a lot of native birds living those trees.	Object

No	Submission	Status
173.	It is unnecessary for the McDonald's to move, it would provide more hazards and remove vegetation for little added value to the community.	Object
174.	Don't do it	Object
175.	<p>I strongly object to the proposed McDonald's at Aldi Kwinana.</p> <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. <p>Please protect our community, trees, and safety by rejecting this proposal.</p> <p>Thank you, Taylah taylah.stone0203@gmail.com</p>	Object
176.	Having another mcdonalds in a 500m radius is not needed and providing yet another fast food services is disproving the health of our young children who will use the facility as an escape from school and put them in a position of being harmed due to the position in which is one of major intersection for the town of kwinana! It seems immoral and unethical. If there is funding within the foundation it should be used to increase parking at our local high school and improve safety at our local marketplace. My elderly parents have fallen MANY times trying to access the market place for basic amenities but have been taken to hospital instead	Object

No	Submission	Status
177.	<p>The proposed new McDonald's development should not go ahead as it involves the destruction of mature red gum trees that provide critical habitat, shade, and environmental benefits which cannot be replaced in the short term. The site is also only 500 metres from an existing McDonald's, making the new outlet unnecessary, particularly given the plan to close the current store. This proposal offers no added value to the community but instead results in environmental loss, increased traffic, noise, and litter, while undermining the character of the area. Council should prioritise sustainability and protect established native trees rather than allow their removal for a duplicate fast-food outlet.</p>	Object
178.	<p>Do not agree with this location we have lost too many trees already.</p>	Object
179.	<p>Subject: Objection to Proposed McDonald's Development near Aldi, Kwinana</p> <p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed development of a McDonald's outlet near the Aldi store in Kwinana.</p> <p>While I understand the value of development and commercial growth, I have serious concerns about this particular proposal and its impact on the local community. My reasons are as follows:</p> <p>1. Traffic and Safety Concerns Fast-food outlets of this size and nature generate high volumes of vehicle traffic, often late into the night. The area around Aldi is already busy, and adding a 24-hour drive-through will likely lead to congestion, unsafe vehicle movements, and reduced pedestrian safety.</p> <p>2. Duplication of Existing Services There is already a McDonald's located in the Kwinana city centre in a far more suitable area. A second outlet within such close proximity is unnecessary, and would only contribute to oversaturation of the same business type rather than diversifying food options for residents.</p>	Object

No	Submission	Status
	<p>3. Impact on Local Character The presence of another large fast-food chain does not align with the vision of Kwinana as a vibrant, family-friendly community. Many residents value smaller, healthier, and locally owned food businesses. Another multinational outlet risks undermining the uniqueness and identity of the area.</p> <p>4. Health and Social Considerations The City of Kwinana has an opportunity to encourage healthier food choices and support businesses that contribute positively to public health. Establishing another fast-food restaurant risks reinforcing unhealthy eating patterns, particularly among young people.</p> <p>5. Environmental Impact Fast-food outlets are known for generating significant amounts of litter and waste, both within their premises and throughout the surrounding area. This poses additional challenges for council in terms of maintenance and environmental management.</p> <p>For these reasons, I strongly object to the proposal. I urge the Council to consider more suitable developments that reflect the long-term needs, health, and character of our community.</p> <p>Thank you for taking my concerns into account. I would appreciate confirmation that my objection has been received and recorded.</p> <p>Yours sincerely,</p> <p>Mark Iversen</p>	
180.	<p>A maccas would be good here as the old one is getting beyond bad and in a worse position then what this one could be the trees everyone is complaining about don't needa be chopped this venue most likely we'll be put in the car park don't see the hassle in parking to aldi as heaps of parking space and shopping centre right their would be great having a maccas here</p>	Support

No	Submission	Status
181.	I oppose this development because it will tear down large trees in the area.	Object
182.	I'd like to see the council maintain the river gum instead of removing it. Keep the tree and the existing Maccas where they are.	Object
183.	I do not believe the building of the McDonald's in the area near the Aldi is best for the community. The existing building should be refurbished or rebuilt. The trees near the Aldi are heavily used and relied on by local wildlife as can be seen every evening. So many of these trees are being torn down, causing stress to our local wildlife. It's time the council started forcing developers and businesses to use existing areas.	Object
184.	I strongly object to the proposal of a McDonald's store on the Aldi site. The destruction of the beautiful trees that are there will affect the birds that currently roost there. Kwinana is well known for its trees and this is detrimental to that reputation. Secondly the traffic congestion that will increase is a recipe for disaster. The traffic at the roundabout is busy now and to increase that constitutes poor planning on the councils part. The community is not a money making scheme, it is about living safely and this is truly a bloody stupid idea	Object
185.	Completely unnecessary!!!! We dont want it!! Save the trees.	Object

No	Submission	Status
186.	<p>Opposed to this:</p> <p>1. That round-a-bout is already an accident prone spot, would hate to see the increase in traffic around that round-a-bout.</p> <p>2. I think we have enough fast food options in Kwinana. To even relocate McDonalds is crazy as we have one near Costco. We have a Chicken Treat, Hungry Jacks and many other fast food options in the Market Place. Time for McDonalds to move out.</p>	Object
187.	<p>Don't cut the trees down</p>	Object
188.	<p>Is there a way to do this without impact the trees. They are an iconic part of kwinana and would be terrible to loose it. And all the birds that nest there Can we loose more car park spaces and save the tree please</p>	Object
189.	<p>I would like the MacDonalds to stay where it currently is I believe we don't need another one or for it to be moved that it would be a waste of money we could spend elsewhere in Kwinana</p>	Object
190.	<p>I vote against the new McDonalds location and the removal of the gum trees!!!!!! That round about is busy enough without having to deal with drive through traffic. What a waste of resources.</p>	Object

No	Submission	Status
191.	<p>This development is unnecessary and it removes green area to put in place a fast food restaurant that already has a place allocated. Those trees are important for wildlife and the greenery they bring is one of the main reasons I, as well as many other residents, want to stay in Kwinana area.</p>	Object
192.	<p>I object to the proposal for Maccas to move to Aldi location of. Traffic management will become an issue, the removal of yet more trees further destroys the already raped land.</p>	Object
193.	<p>Of course the council or city of kwinana don't give a toss about anything but money leave the tree its been there long before you idiots came along</p>	Object
194.	<p>WE have a gross McDonalds already obesity is rife. We don't need 2 in Kwinana save the land.</p>	Object
195.	<p>I do not support this proposal. It is already a busy intersection and the increased traffic from a fast food development here would make peak traffic times worse. In addition, it is very close to residential properties which will cause noise pollution to the surrounding residents.</p>	Object

No	Submission	Status
196.	I oppose the construction of the McDonalds on lot 9053. It is going to remove mature trees from the site, which is detrimental to the local wildlife in the area, as well as local residents right to green space. A tree of that size cannot be replaced for decades. I also feel that the increase in traffic, and shrinking of the car park will be unsafe for school students walking home from Gilmore College. There is already a McDonalds takeaway premises a few hundred meters away at Kwinana Marketplce. The company cannot justify destroying old trees, avs affecting quality of life and safety of local residents when they already have an existing premises in the vicinity.	Object
197.	I wish for the mature existing white gum trees to be kept in place. The Chisholm and Mears Ave roundabout will increase traffic problems. Turning in to carpark from Mears Ave will slow down traffic from roundabout will increase customers into Mc Donald's drive thru. I wish not to have McDonald's in that location. Thank you	Object
198.	I strongly object to the proposed McDonald's at Aldi Kwinana. <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. Please protect our community, trees, and safety by rejecting this proposal. Thank you, Evelyn	Object
199.	I object to the proposal for the McDonalds at the current Aldi car park location as I believe the removal of established trees should be avoided and that the car park already becomes quite congested with the current traffic so the increase in traffic McDonalds would bring would cause ongoing issues.	Object
200.	I object to use putting a McDonald's it will make it hard for traffic. Let her load the kids crossing and going to high school and the primary school getting hit by bus. I'll come in traffic cause you can't see what's around the corner taking up the LD car park which people need that there's normally full and we already got a fucking McDonald's.	Object

No	Submission	Status
201.	My family and I reject the offer of a new macca's location replacing the old tree. I find that the council is wasting money on something that we already have.	Object
202.	I object to this proposal knocking down trees that have been there for ever making the area more urban and adding to the heat of the area in summer not to mention destroying homes for the birds for a McDonald's is a disgrace. Also the traffic would be absolutely diabolical to get into the shopping centre as the current maccas is busy if they move to the round about it would congest the area and also the poor people that live close by now having to smell the kitchen exhaust fumes there is just so many reasons to not do this. As a resident and ratepayer in the area this is insulting to even propose	Object
203.	I strongly object the proposed McDonald's plans adjacent to Aldi. I do not want to see the large, established trees be removed. I often see cockatoos in those trees, it would be heart breaking to see more of their habitat destroyed. Also, the roundabout there is already quite busy. I imagine the traffic to increase with cars coming and going into the McDonald's premises. I suggest McDonald's upgrade their existing premises in Kwinana, where traffic flow is adequate and no further trees have to be removed. I urge you to listen to the people on this matter, as all I have spoken to object this proposal.	Object
204.	Say no to the McDonald's development	Object
205.	Absolutely totally oppose this development. The proposed removal of the old growth trees is environmental vandalism at its worst. Then there are the human implications- this is a busy corner with high pedestrian traffic, plus the existing traffic from Aldi shoppers and those accessing the commercial properties opposite. Adding a 24hour drive through on that corner is insanity. Surely there must be a better alternative location?	Object

No	Submission	Status
206.	<p>I don't think the Council should accept this. The information they invited surveyed didn't. Provide reason why Macdonald's felt it beneficial to move, but I wouldn't want significant tree canopy (which I understand the City is trying to increase) removed just because big business has a whim. I am sure there are better things that can be done with the space if it is deemed Aldi doesn't need such a big car park. Even to support small business and not destroy the environment.</p>	Object
207.	<p>I am against proposal for MacDonaldis at Aldi . It is an already busy intersection, roundabout. We need the trees to be preserved in Kwinana and we certainly don't need fast food spread all over the city. Keep it where it is</p>	Object
208.	<p>I have been born and raised here in Kwinana and now it's my grandkids turn. The one thing I love about living here is our beautiful trees and the birds it brings. You have just ripped thousands of trees out from Meares Ave for the new housing development, leaving less trees for our birds to go. We don't need another fancy mc Donald's, fix the old one up like chicken treat are doing. With the extra traffic on that corner it will also make it extremely hard from the fire bridges to get out in a hurry. I honestly think this a failed plan and as a life long Kwinana resident 50 years and a rate payer we should be heard. Plz don't let money talk... think off our beautiful town, when outsiders come they always comment on the beautiful trees and our parks don't take that away.</p>	Object
209.	<p>I do not support having another mcdonalds across from Aldi, instead of adding more fast food to kwinana city consider a more healthier approach or a kids indoor play centre</p>	Object
210.	<p>No stop !!! Leave the trees and leave MacDonald where it is</p>	Object

No	Submission	Status
211.	<p>This is not a good idea and is definitely not needed as you have a McDonalds and a lot of other fast food options in the main shopping centre car park.</p>	Object
212.	<p>Don't want it where it's planned, to dangerous for pedestrians, to close to houses and who is going to monitor the rubbish, it takes them long enough to keep the existing one clean</p>	Object
213.	<p>I am opposed of the proposal for building a new Mac Donald's on the corner of Meares Avenue and Chisham Avenue to replace the existing one in the Kwinana Marketplace.</p> <p>1) Having a fast-food restaurant 24h/7 across residential building will cause great disruption to those who reside in the premises.</p> <p>2) The existing McDonalds location is more appropriate as there are other unhealthy food chains on same location.</p> <p>3) Why give a corner prime location to McDonalds to advertise their unhealthy products? In 2022, 71% of adults in WA were overweight or obese. This goes totally against what the city is trying to promote with incentives programs for the community to exercise and eat healthy.</p> <p>3) Deeply opposed to the removal of a mature River Red Gum trees to favour this development when the city is investing heavily residents money to improve green coverage of our community.</p> <p>I hope you will take these comments into consideration.</p> <p>Kind regards, Carolina</p>	Object

No	Submission	Status
214.	We do not support the new McDonald's location.	Object
215.	<p>A big NO to that!!!</p> <p>I cannot find enough words to express my vote against another junk food venue in Kwinana. Will this multi-national junk food distributor contribute part of their profits that are being streamed overseas, towards fighting obesity and diabetes in our communities? Or is that issue just up to us taxpayers?</p> <p>I am opposed of the proposal for building a new on the corner of Meares Avenue and Chisham Avenue to replace the existing one in the Kwinana Marketplace.</p> <p>1) Another junk food restaurant 24h/7 across residential building will cause great disruption to those who reside in the area.</p> <p>2) The existing McDonalds location is more appropriate as there are other unhealthy food chains on same location.</p> <p>3) Why give a corner prime location to McDonalds to advertise their junk food products? In 2022, 71% of adults in WA were overweight or obese. This goes totally against what the city is trying to promote with incentives programs for the community to exercise and eat healthy.</p> <p>3) Worst of all, is the thought of removing of a mature River Red Gum trees to favour this “development” when the city is investing heavily residents money to improve green coverage of our community. This is further evidence that our society is in fact going backwards...</p> <p>Please politicians, I sincerely hope that you will make the right decision by the society and not in favour of the profits of overseas junk-food establishments. Please consider this.</p>	Object

No	Submission	Status
216.	I am against the building of new McDonalds Restaurant in front of Aldi. This road is primarily used by students to go home and to go to school, this means more students will be inclined to purchase unhealthy foods and sugary beverages during their walk. Additionally, this restaurant will increase traffic contributing to more congestion especially during peak hours. This traffic can also pose a risk to students and pedestrians. Instead of building a new fast food chain in proximity of school, find another healthy alternative food option. This alternative should be cheap and healthy as the main consumer will be children.	Object
217.	I oppose the McDonald's development, on the grounds that there's already another within the precinct. Consider a Kmart instead. Thank you. Sri	Object
218.	I disagree with a new MacDonalds as an aged pensioner it is dangerous enough now negotiating the roundabout as I rely on a mobility scooter	Object
219.	Strong objection to McDonald's new site next to Aldi. Those are beautiful old gum trees and children walk across there every day. The congestion will become a nightmare Can't they just renovate their existing site as per chicken treat next door?	Object
220.	I oppose this development. Why are we cutting down trees to put in another McDonalds when there is already one. Has no one heard of Public Health. Why are we adding more fast food restaurants when they negatively impact public health. Why can't City of Kwinana promote a more healthy lifestyle and offer more healthy choices? People can only buy what is available so why not add more options rather than reinforce the current situation. I am disappointed the Kwinana would consider this as a viable option. I look forward to the upcoming Council elections to discuss this development and Kwinana's role in supporting a healthier lifestyle for its residents. .	Object

No	Submission	Status
221.	Strongly against decision to uproot additional native trees in the area.	Object
222.	Absolutely not!! Don't do it	Object
223.	I'm writing to oppose the above development. The roundabout at Chisham and Meares Ave is already congested at peak times. This is a residential area (as opposed to the existing McDonalds site), and the increased traffic, noise and litter will not be appreciated by local residents (of whom I am one). Finally, cutting down the large established trees there will make the area hotter in summer and takes away the roosting site for local birds	Object
224.	Do not build a McDonalds here. Not only are you going to destroy trees and bushland it will make getting in and out of Aldi a nightmare. There's already so much traffic around it will only increase hazards and frustration. Upgrade the existing one and leave it where it is.	Object
225.	NO! The loss of a mature red gum in that location is unacceptable. McDonald's has operated at its current location for decades with no traffic and noise complaints or issues. Moving the outlet to the proposed sight will only worsen traffic at the Aldi carpark and increase congestion at the roundabout. This proposal is unnessissary. The removal of such a magnificent mature tree in the centre of our town should not be taken lightly...	Object

No	Submission	Status
226.	<p>Subject: Objection – McDonald’s at Aldi Kwinana Dear Mayor, Councillors, and CEO and Roger Cook, I strongly object to the proposed McDonald’s at Aldi Kwinana.</p> <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi’s carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. <p>Please protect our community, trees, and safety by rejecting this proposal. Thank you, Julie Hayes jhayes_69@hotmail.com</p>	Object
227.	<p>I object to the application for a McDonalds food shop etc to be located at 32 Meares Avenue for the following reasons: The roundabout is already very busy and the new location will see increased traffic through it. It will impact on the number of parking spaces available at the Aldi supermarket, making shopping busier and less safe due to increased traffic. Access to the dentist and chiropractor and other small businesses in the vicinity will be made less safe and more difficult due to increased traffic. Increased litter and traffic and the loss of the old river red gum will cause a loss of amenity in the area.</p>	Object
228.	<p>Renovate the existing building! You would be destroying tree’s older than any of us living in Kwinana. Also think of the wildlife living in those tree’s! The location of Macca’s now is fine it does not need to be changed. This will also increase traffic in that area which will NOT be able to handle it.</p>	Object
229.	<p>The grassland and red gum is a welcoming and inviting way enter into the precinct, ripping it up and putting a McDonald’s is not worth damaging the beauty. The existing 24/hr McDonald is in a much better placement for the community and the residence within the area. What would be more appropriate is an open air cafe/ small Alfresco Dining using the 13 carpark already concreted with few picnic tables for dog walkers and other patrons to enjoy possibly even a small fenced play areas for mums to enjoy a coffee if safe to do so in the high traffic area.</p>	Object

No	Submission	Status
230.	I do not approve of the removal of mature trees in our town. I don't care where McDonald's is but please protect our environment and the shade provided that is important to walkers like myself and the countless others I see on my way to the shops	Object
231.	I feel this is a horrible spot to place a mcdonalds. Chisham ave/Meares ave is a very busy section of road at all times of the day and this will increase that. Some people are stupid and don't care they are blocking the way for other shoppers. Imagine how hard it could make it for the fore trucks coming out in a hurry. I for one will not visit Aldi as much if I have to put up with the extra traffic in the parking area. Now we have the beautiful tree that will need to be cut down for something that makes our local society fat. DO NOT APPROVE THIS IT IS SO SO STUPID.	Object
232.	Shameful proposal. Those trees should be protected, not mowed down just so Maccas can build a bigger store a few hundred metres from their old one. Also completely unfair to the residents in the properties surrounding the area to have a 24hr business producing noise, light pollution, and cooking odours all day every day.	Object
233.	Too congested, losing precious old gum trees. Do not need another unhealthy fast food outlet!	Object
234.	I think McDonalds should stay where it is, and leave the trees and grass area near Aldi as it is. We need to leave some trees around the area. The traffic on Meares Avenue and Chisham Avenue would increase and make the round about more congested.	Object

No	Submission	Status
235.	I disagree with the relocation of Kwinana McDonald's!	Object
236.	Safety issues, It is already a very busy area there and compounding it with McDonald's traffic will cause multiple congestions. Removal of tree - the white cockatoos use this tree regularly of an evening to rest and sleep in. The tree provides shelter and shade. We are already losing mature trees in the area, and want to retain this one. Keeping McDonald's at the original site is the best option as it is well known and already set up for the traffic it creates.	Object
237.	I am against McDonalds putting a drive thru fast food outlet at the cnr of Meares & Chisholm because of the extra traffic it is going to create in an already busy roundabout. In an ever increasing hot climate we need all the green canopy that the old growth gum trees provide and these are going to be destroyed if this proposal goes ahead. We do not want the extra rubbish that fast food outlets attract or the undesirables that frequent these places. Please do not let these multi nationals ruin our area all for the sake of a fast food outlet.	Object
238.	The roundabout on the corner of Meares avenue and Chisham avenue is a death trap and this will only make traffic worse. Also the trees there are iconic and need to remain part of our great town	Object
239.	Yeh nah	Object

No	Submission	Status
240.	<p>Please do not put yet another fast food place in this area. There are already 2 maccas (one near Costco + shopping centre). A healthier alternative or a cafe would be much better as the grass area is quite nice and there is a fair amount of foot traffic around there so a more walker friendly option would be preferred.</p>	Object
241.	<p>All the mature trees at the proposed site are used by roosting cockatoos at dusk and at night. Building a 24/7 food outlet at the proposed site will likely mean the disappearance of birds at this site due to noise and light pollution.</p> <p>A 24/7 food outlet is likely to engender anti-social behaviour, particularly late at night and early in the morning. This will increase noise pollution given that the proposed site is close to homes. Rubbish discarded by patrons of the proposed food outlet is likely to blow into people's front yards (given the prevailing winds). Furthermore, the roundabout and road adjacent to the proposed site are already busy, particularly during school drop-off/pickup, during peak hour and at weekends. Adding a food outlet at that site will just increase the traffic and therefore noise pollution.</p> <p>There is already a McDonalds at the front of the shopping centre. This site should be renovated rather than moving a 24/7 food outlet closer to housing and ruining ratepayers amenity.</p>	Object
242.	<p>No to McDonald's</p>	Object
243.	<p>The development of the new location may be more strategic for McDonalds as a business as it is in a more accessible location and competes more directly with the Hungry Jacks located along the same road. However I do not believe it is in the best interest of the community. We do not need more access to fast food options - as a low socioeconomic area access to healthy foods and education around health are already difficult without the unhealthy options presented to us more readily.</p> <p>The current location of the mcdonalds has plenty of parking around it, however parking at the Aldi is a lot more limited. The moving of the McDonalds would disrupt residents shopping at one of the more inexpensive grocery options available to us.</p> <p>The development will be unnecessary, disruptive and will not serve the community. The approval of this</p>	Object

No	Submission	Status
	project would only benefit a predatory and already immensely successful corporation - which is not what we value in Kwinana.	
244.	I am opposed to the development of a new McDonalds in Kwinana. An expanded McDonalds is not in keeping with healthy eating and in a disadvantaged community will add to the complex health challenges facing many families in the community. The proposed re-location is much closer to housing and will clash with the look of the existing suburb and likely to endanger large old trees which maybe over a hundred years old. These trees need to be protected to provide shade, bird and small marsupial habitat. The retention of old native species is important to combating the effects of climate change.	Object
245.	NO! There is nothing wrong with where the Mcdonalds is currently located. It is a waste of money. Will destroy a beautiful tree for no good reason. And will just cause even more traffic problems in that area!	Object
246.	I love to hear the cockatoos feeding in the magnificent gum tree on the corner where the proposed development will take place. It would be devastating to lose this tree for the sake of adding yet another junk food outlet to Kwinana that we reaydo not need.	Object
247.	I strongly object to the proposed McDonald's development beside Aldi in the Kwinana CBD. This plan would: Destroy three iconic 60 yo gum trees – irreplaceable assets to our community and local environment.	Object

No	Submission	Status
	<p>Remove almost half of Aldi's carpark, worsening congestion and reducing accessibility.</p> <p>Increase traffic hazards for children walking to Gilmore College, and obstruct safe access to the nearby fire station.</p> <p>Place a 24-hour McDonald's directly on a busy school route, making school children walking past easy targets for both traffic dangers and unhealthy marketing pressures.</p> <p>Kwinana's future should prioritise community wellbeing, child safety, and sustainability, not short term profit at the cost of our green spaces and heritage trees.</p> <p>I urge Council to protect our trees, our safety, and the unique character of Kwinana central by rejecting this proposal.</p> <p>Thank you for your leadership and commitment to the people of Kwinana.</p> <p>Regards</p>	
248.	<p>Please no ! This is a bad idea ! Its all ready chaotic near that round about why chop trees 🌳 for golden arches ? No leave it alone</p>	Object
249.	<p>I do not believe we need another nor move the current McDonald's. To destroy the beautiful old trees that make Kwinana stand out from other suburbs would be a disgrace. Kwinana is non for its old beautiful greenery and we do not need to continue to ruin this beautiful area.</p>	Object

No	Submission	Status
250.	Please keep the trees!	Object
251.	<p>I strongly object to the proposed McDonald's at Aldi Kwinana.</p> <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. <p>Please protect our community, trees, and safety by rejecting this proposal.</p>	Object
252.	<p>I don't want this McDonald's Protect our environment our car parks and community</p>	Object
253.	Bring it on. More modern facilities are always good.	Support
254.	Not necessary and it won't hurt anyone if they have to drive 1 minute extra to get to the one at the hub.	Object

No	Submission	Status
255.	Strongly object,	Object
256.	its not needed as there is one already in the marketplace car park	Object
257.	I dont want to see these beautiful trees removed!	Object
258.	Strongly strongly object. we do not need 3 mcdonald's in kwinana	Object
259.	Do not build and destroy the community	Object

No	Submission	Status
260.	<p>An abysmal idea 🙄🙄 That particular roundabout is super busy . With a fast food outlet in that area,the additional traffic that would be using the roundabout would make it a potential black spot area.....Plus who wants another junk food outlet !!!!!</p>	Object
261.	<p>Think it is a bad location, much better to upgrade the existing one. Intersection/roundabout at this proposed area is very busy already. Would hate to live next to it.</p>	Object
262.	<p>I oppose the proposed third McDonald's in Kwinana. We already have two within close range, and adding another will only worsen health impacts in our community. As someone who struggles with fast food addiction, increased availability makes it harder to make healthy choices. Our town needs more diverse, healthy option. not another multinational chain.</p>	Object
263.	<p>Meares Ave is already too congested with traffic. And ALDI carpark is already full. This proposed development is negatively impact all Kwinana residents who use this thoroughfare. Finally, too many trees are being cut down already. This tree must be left as is, and not cut down</p>	Object
264.	<p>City of Kwinana Planning Department</p> <p>Re: Objection to Proposed McDonald's Development – Kwinana Town Centre</p> <p>Dear Sir/Madam,</p> <p>I write to formally object to the proposed McDonald's development at the corner of Meares Avenue and Chisham Avenue in Kwinana, as outlined in the recent public notice.</p>	Object

No	Submission	Status
	<p>While the development is presented as a permitted land use, I urge the City to consider the broader environmental, social, and community impacts before granting approval. My objections are as follows:</p> <p>1. Environmental Concerns</p> <p>The proposal includes the removal of a mature River Red Gum tree located adjacent to Chisham Avenue. This tree is not only of ecological significance but also holds cultural and community value. Mature trees of this kind cannot be replaced within a single generation, and their loss undermines the City's stated commitments to sustainability, climate resilience, and preservation of biodiversity.</p> <p>2. Increased Traffic and Safety Risks</p> <p>The proposed 24/7 operation of a high-traffic drive-through facility in such a central location will inevitably increase congestion along Meares Avenue and Chisham Avenue. This intersection is already a busy access point for the existing ALDI premises and the broader Town Centre. Additional congestion increases the risk of accidents and reduces pedestrian safety, particularly for families and young people who frequent the area.</p> <p>3. Impact on Local Character and Amenity</p> <p>Kwinana is working hard to foster a sense of community pride and local identity. The introduction or relocation of another fast-food chain, especially operating 24/7, risks undermining this by creating an environment dominated by national franchises rather than local enterprises. The 80-seat restaurant and drive-through design are not consistent with creating a unique or attractive town centre experience.</p> <p>4. Parking Pressures</p> <p>The proposal reduces available parking by 13 bays, on a site that already services ALDI. While the City has calculated compliance under Scheme No. 3, the lived experience of reduced parking will directly affect accessibility for local residents and businesses. This will further strain the Town Centre and reduce</p>	

No	Submission	Status
	<p>convenience for those who rely on accessible parking.</p> <p>5. Community Health and Wellbeing</p> <p>Fast-food outlets of this nature contribute little to long-term community health outcomes. Kwinana faces challenges related to health and wellbeing, and permitting another 24/7 fast-food outlet, particularly one targeting young people, is counter to public health goals and community development strategies.</p> <p>In Summary The proposed development will:</p> <ul style="list-style-type: none"> • Result in the loss of a significant and irreplaceable tree. • Increase congestion and reduce pedestrian safety. • Diminish the character of the Kwinana Town Centre. • Reduce already limited parking availability. • Undermine long-term community health and wellbeing. <p>For these reasons, I strongly oppose the approval of the proposed McDonald's development and request that the City of Kwinana reject the application in its current form.</p> <p>Thank you for considering my submission.</p>	
265.	<p>There is already a MacDonaldis in the shopping centre car park. The large trees that will be impacted on the green space next to Aldi are large and therefore valuable. With all the additional clearing and loss of tree life due to increased housing opposite PCACS, every mature tree in the local area should be protected. We don't need more fast food places. We do need more trees.</p>	Object

No	Submission	Status
266.	<p>Absolutely no need at all to rebuild when we already have one just.... Renovate... Instead of just destroying what's left of the beautiful nature that makes Kwinana so special For another McDonald's... Makes no sense at all..</p>	Object
267.	<p>We don't need a new McDonalds the old one is fine but we do need a KMART some people cant always get out to Rockingham or Baldivis to go to KMART. Big W is pricey at times and has limited range to choose from where KMART IS AFFORDABLE and larger Range NO MCDONALDS YES KMART</p>	Object
268.	<p>It's to close to homes, there is already a McDonalds that is in a more suitable location, it would destroy the old growth trees. No to this development</p>	Object
269.	<p>Traffic bad enough around there and those wonderful trees , not the right location at all</p>	Object
270.	<p>Why does mcdonalds need to move when their current location is better positioned for their business. Allowing them to move to the preposed spot would be dangerous to all in the community with emergency services being impacted by the traffic congestion. Removing 60 yr old trees for what reason other then this is poor planning and unnessary and not needed.</p>	Object

No	Submission	Status
271.	There's already a McDonald's we don't need or want another one.leave the trees & that spot alone.	Object
272.	My family & I love that spot! Leave it alone! We don't want another McDonald's! There is already a McDonald's down the road, people can go to that one!	Object
273.	Do not remove these beautiful old trees for another takeaway restaurant. The grassy area near Aldi is perfect the way it is. Destroying it and removing the trees will upset alot of people. Mcdonalds is disgusting anyway.	Object
274.	No Absolutely no no	Object
275.	I'm always in and out of this area, as I do a lot of work for local businesses. This is a ridiculous proposal, there is another Maccas just down the road, who are the council trying to please here!	Object

No	Submission	Status
276.	This is already a very busy roundabout and moving McDonalds there is only going to make it worse.	Object
277.	Strongly object. They already have a sight. And don't you touch that old tree !! 🙄	Object
278.	I've lived in Kwinana most of my life (39years) only this past 10 months I had moved. Kwinana is and always will be my home. We need to keep as much as the bush land /trees we have. That's what makes Kwinana so special. Please consider the 3 beautiful trees that would be removed as well as the impact it will have on the community in a negative way! Thankyou	Object
279.	The city doesn't need or want it's beautiful trees and parklands to be replaced with Fast food outlets and car parks. Myself and my neighbours Vote against this proposal and it shall be reflected in the next Election	Object
280.	Already have 2x this service in the area, don't need another one, leave this area alone.	Object

No	Submission	Status
281.	Totally no !!!!	Object
282.	<p>I consider this to be an unsuitable site for redevelopment - with being close to roundabout would, in my opinion , cause a lot of traffic problems.</p> <p>The trees on that corner have been there for years and are a roosting area for the white cookies every night - to remove these trees would be a mistake for this reason.</p> <p>I also belief that building there would have in impact on Aldi and their business as some areas of car park would be used by McDonald's customers which I belief would cause problems as at times car park can be fairly full with Aldi customers.</p>	Object
283.	Dangerous congestion to road users and trees removal ?? if approval.is given. ??	Object
284.	We need less fast food places that are right next to each other as in there is one already at the hub and we need more parking were you are putting it.	Object
285.	The intersection has enough traffic without McDonald's drive through, also can't believe you are suggesting bringing down those gum trees for a McDonald's store especially considering the opposite end of Chisham is a limestone carpark	Object

No	Submission	Status
286.	<p>There are enough fast food chains in the City of Kwinana. There is a brand-new McDonald's on Thomas Road and an existing one in Kwinana Marketplace.</p> <p>Additionally, the trees near the Aldi car park have a lot of white Little Corella roosting there. The development of the proposed McDonald's will destroy the trees (ie their habitat).</p>	Object
287.	<p>I object to the removal of any mature trees for this development not the development itself. We have already lost so many trees on the southside of the marketplace there is no need to remove these aswell, there is plenty of room to develop around them</p>	Object
288.	<p>What is wrong with the building already established that has undergone numerous renovations for this business. Also for kids on the 543 crossing the main roads is hard and dangerous enough already as a previous student on that route so why endanger them more. Also what is the go with potentially impacting emergency services and another business within the same location as well as the environment. Ever heard the saying if it ain't broke dont fix it...this applies to businesses buildings sometimes to the location of around a corner is not going to further benefit their sales instead cause more damage and harm to the community. A business like this does not need to be on the main intersection where we see enough close call accidents as is .</p>	Object
289.	<p>Hello , I do not agree with the proposed development of a new MacDonald's . I do think it should stay where it is now . That roundabout at the proposed development site is to busy at certain times of the day . The corner deserves to be left as it is .</p>	Object
290.	<p>I strongly object to McDonald's building on Mears Ave/Aldi. Please spare these beautiful old trees!</p>	Object

No	Submission	Status
291.	<p>Overall this is a completely unnecessary project that will only negatively impact the community. This is based on three key factors:</p> <p>1) Green space and beautiful old trees are what the Kwinana area and surrounds are known and loved for. Tearing down even one large tree is a problem to be faced for the next twenty plus years as the community would have to wait for new trees to grow. This isn't the CBD, this isn't a big town. This is a family neighbourhood where environment matters.</p> <p>2) Traffic congestion is already hard to navigate during busy times in this area. A two lane road directly followed by a roundabout cannot sustain the extra traffic this would create. Proximity to the school zone should also be considered.</p> <p>3) Parking deficits already impact those wishing to shop in the area. I can't fathom how adding a business and taking away access to parking makes sense. More people and less space seems like simple math that doesn't add up.</p> <p>In short, it's absurd to offer only negatives with this plan including less parking, more congestion and a blow to the local history and environment. Surely going ahead with a project that offers residents and visitors no positive gain and is in no way in the best interest of the public cannot happen in good faith.</p>	Object
292.	<p>Leave the beautiful trees there it's bad enough half the other vegetation is being removed for homes leave our 60 plus years old trees Anyway why do we need my fast food shops no I'm totally against it</p>	Object
293.	<p>Any fast food outlet is a contradiction to policies concerning public health, the battle with obesity, role modeling children. I know it's all a money game for governments but especially when there's so many unhealthy outlets already there's definitely no need to rip up more public space, cut mature trees, produce inconvenience for close by premises etc. Totally no logic to it in my opinion!</p>	Object

No	Submission	Status
294.	<p>That section is already busy enough. Adding a drive through at this section is going to create more traffic.</p> <p>I also enjoy the well established nature strip.</p>	Object
295.	<p>I only object to the removal of the mature trees. If this can be done without losing the trees I won't have an issue. They are beautiful trees and I'm sure are utilised by birds and other animal life. PLEASE DON'T ALLOW THEM TO BE REMOVED.</p>	Object
296.	<p>I am so shocked to think that in today's Dying World a council would agree to cut down these trees. So a mega company can sell poisons to our children and grandchildren. The world HAS gone MAD</p>	Object
297.	<p>No additional take away needed please keep that beautiful tree.</p>	Object
298.	<p>There is enough of our beautiful nature that gets torn down, to benefit man. These beautiful trees are protection, food and home to many vulnerable animals, am sure I'd shoe was on other foot and we were left with nothing ,there would be an uproar, they dont have a voice . Also they are needed for oxygen,shade and natural beauty . Thank you, so many are counting on the right choice to be made and for them to be left for others after us</p>	Object

No	Submission	Status
299.	<p>I strongly object to the proposed McDonald's at Aldi Kwinana.</p> <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. <p>Please protect our community, trees, and safety by rejecting this proposal.</p>	Object
300.	<p>Kwinana does not require another McDonald's fast food outlet. I do not support this plan</p>	Object
301.	<p>It will create traffic chaos with the roundabout and 25km/hour speed limit. Exiting Aldi onto Chisham Avenue is often a long wait. To me, the removal of the gum tree is a crime. We should preserve trees rather than trading them for another cheap take away outlet which we have already many. The people of Kwinana must be treated with respect.</p>	Object
302.	<p>The current McDonalds location is perfect where it is, it is on a main road and central. It does not need to be moved to the Aldi where perfectly good trees will be removed. The roundabout at Chisham and Mears is already busy enough with traffic adding a McDonalds there is just going to make it worse and dangerous.</p>	Object
303.	<p>It's more convenient where it is and kwinana needs to stop tearing down old trees for things we don't need. If McDonald's feel it's cheaper, that's their problem. Them saving money shouldn't come at the cost of demolishing the only features people like about kwinana. Our native birds took a massive hit with the housing near the shops and in that section of Wellard. They don't have enough trees as it is. I see them fighting over nesting locations in trees near my house and birds that don't normally turn to eating trash have started attempting it on the side of road ways. Housing is necessary and could at least make sense to some people, McDonald's doesn't. Additionally, people are fed up of only ever having the same food options in kwinana and the shops always open another version of something we already have. If it was Guzman and</p>	Object

No	Submission	Status
	Gomez I'm sure more people would have felt more of a dilemma but this is McDonald's. It's doing fine where it is. Even if they stopped operation for a while there's Rockingham and Thomas road McDonald's and people would survive.	
304.	Already enough folks in Kwinana with diabetes and overweight.	Object
305.	IT DOESN'T NEED TO MOVE ITS ALL ABOUT MONY	Object
306.	Surely there are enough McDonald's restaurants in the area. There is already one in Kwinana across the car park. More unhealthy food outlets. I shop and I go to Kwinana regularly and part of the charm of Kwinana is the green areas, please don't destroy another one, especially for this negative purpose.	Object
307.	We do not need another McDonalds on an already busy roundabout, a main route to the high school, removing car spaces from a busy supermarket and above all removing a mature tree that is home to many different species of birdlife. Revamp the original McDonalds that is less than 1 km away but do not destroy a mature tree just because you can. The council has already reduced our rubbish collection supposedly to force us to recycle more for the sake of the environment and then plan to approve the removal of a mature tree? Ludicrous.	Object

No	Submission	Status
308.	Strongly oppose the removal of the trees at the sight. Considering Kwinana is positioning itself as the city of trees, going ahead with this proposal would truly fly in the face of that.	Object
309.	Great new location and supports the long-term vision of the current location.	Support
310.	<p>I object for several reasons:</p> <ul style="list-style-type: none"> • loss of large tree • negative impact on my shopping and parking experience at Aldi where I shop regularly with drive thru traffic congestion • traffic impact on that corner of Kwinana • Inevitable rubbish from McDonald's clientele • Kids and teens hanging around area after school hours making Aldi carpark hazardous • Adding McDonalds delivery trucks to a busy area and car park in addition to existing Aldi delivery trucks 	Object
311.	Destruction of mature trees that native wildlife are dependant on fundamentally go against the point of having trees in our living spaces. If it is expected of residents to plant more trees then the council should be doing more to save trees older than we are and serving more good than the young trees being planted to make up for chopping down of trees like this. Do better CoK.	Object
312.	Safety concern for pedestrians and road users.	Object

No	Submission	Status
313.	There are enough fast food places	Object
314.	Safety concern for pedestrians and road users.	Object
315.	We already have a McDonalds at the Hub we don't need another one, or for that McDonalds to be abandoned when they move to the new site. I do not want the 60 year old trees cut down. It will cause congestion in the areas and kids walk along there to go to school and the increased traffic would be a hazard. Please do not allow this to go ahead Thank you	Object
316.	Will make the roads around the area a lot more busy and dangerous. Keep in mind there is a McDonald's 2 minutes down the road. Also the beautiful native trees will have to be torn down. An insult to those who live here.	Object
317.	The space is too small, and already have a McDonalds at the shopping centre, it would cause too much of a traffic hazard near the round about, and people need spaces to park at Aldi. I honestly think it's a really bad idea. Thank you for giving us a say.	Object

No	Submission	Status
318.	Destroying the trees on that section to put a McDonald's in when there is a perfectly adequate McDonalds building already is wrong. Our environment is what makes our beautiful little city so livable.	Object
319.	No too development.	Object
320.	Please leave some of the old growth trees in Kwinana. The Aldi car park is hazardous enough without a drive through adventure as well to cope with.	Object
321.	No heck no	Object
322.	No	Object

No	Submission	Status
323.	No	Object
324.	Hell no	Object
325.	No	Object
326.	No way	Object
327.	No way	Object

No	Submission	Status
328.	No	Object
329.	No	Object
330.	No	Object
331.	No	Object
332.	<p>1. In the 25 years I have been at my location (as above) I have witnessed multiple car accidents occur at that round about, including 2 cars coming through my brick wall. More traffic = more accidents and congestion. 2. There is already a McDonalds located in Kwinana - we don't need a second one. 3. The smell from such a fast food outlet is overwhelming for people who are sick, injured and in pain, in other words my clients. 4. Clients access my clinic directly from Meares avenue which is very close to the rounds about, this proposed development will cause extreme issues for my business in a very negative way.</p>	Object

No	Submission	Status
333.	McDonald's on the roundabout , corner of Chisham Ave and Meares Ave will cause traffic congestion. Mature trees in centre of town should not be chopped down as they provide shade and a place for birds to rest.	Object
334.	I object to a McDonald's being built on the corner of Chisham and Meares Aves in Kwinana. The mature trees provide shade and homes for our native wildlife.	Object
335.	I personally do not support the idea of removing nature from 60 years ago to relocate a fast food restaurant as it is fine where it is and doesn't cause any issues. We also do not need to move it in regards to the new pub being installed into the hub	Object
336.	This roundabout where the proposed McDonald's is terrible to navigate during peak hours atm. It would require the intersection to be changed making it a terrible spot for traffic and the students who use this road especially during afternoon hours. Keep McDonald's where it is already. Terrible idea.	Object
337.	I object to the proposal to remove a mature tree by a council that is alleged to pride itself on having and maintaining one of perths largest green canopies. The tree in its maturity will be irreplaceable by anything you could propose to plant as a replacement of which there appears to be no indications that this is intended. Furthermore this will impact the parking availability of a major store fundamental to basic daily groceries, impacting its accessibility as it will then be competing with overflow parking from the clients visiting McDonald's. This site is not suitable for the purpose you indicate on two fronts and an alternative should be sought	Object

No	Submission	Status
338.	<p>The proposal says only 1 mature tree will be removed but all the trees now have marking saying 'Cut' on them. This would be a massive loss for the community.</p> <p>With regards to traffic, that roundabout already gets very busy (sometimes the road is backed up all the way to Darius Drive) and I can only imagine the extra McDonald's traffic would make it worse.</p> <p>The Aldi carpark is already often quite full so I think having the drive thru lanes contributing to that will cause difficulties. I wouldn't be surprised if a queue in the drive thru could end up reaching the actual road.</p> <p>I don't understand why they can't just refurbish the existing location, like the Chicken Treat just did. It's a much more suitable position.</p>	Object
339.	<p>Not in support. The proposed removal of trees for development appears to be inconsistent with the City's Tree Removal Policy. Given the drying climate and increasing urban heat island effects, removing trees solely for development purposes is generally not a great idea. The City's has committed to increasing tree canopy cover to 22.6% over the next 20 years, this seems contrary to that commitment.</p>	Object
340.	<p>Moving McDonald's to that corner is going to make the traffic a nightmare with the school just up the road etc</p>	Object
341.	<p>Thank you for taking the time to review my concern about the relocation. My concern is that there are a couple of mature gum trees in this location that I oppose to be cut down for the development. Can the trees being let live be a priority in the accepting of this development?</p>	Object

No	Submission	Status
342.	<p>I strongly object to this proposal for a number of reasons. Getting out of Aldi carpark is already a nightmare, at times. If there is a McDonalds in the carpark as well, this will create more traffic making it even worse. Then there are the big old trees that will need to be destroyed. This is absolutely devastating and terribly unnecessary. Furthermore, there is housing very close by to the proposed location, and presumably this will be a 24 hour store, which means constant traffic for neighboring properties. The existing McDonalds, in my opinion is in a much more practical location. Please do not let this proposal go through. It is an absolutely terrible idea!!!!</p>	Object
343.	<p>Dear Mayor, Councillors, and CEO and Roger Cook, I strongly object to the proposed McDonald's at Aldi Kwinana.</p> <ul style="list-style-type: none"> • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. <p>Please protect our community, trees, and safety by rejecting this proposal.</p>	Object
344.	<p>I am writing to object to the proposed McDonald's development next to Aldi in Kwinana.</p> <p>This plan would cause irreversible environmental damage and undermine the character of our community:</p> <p>Loss of iconic trees: The three gum trees earmarked for removal are more than 60 years old and among the largest in Kwinana's CBD. They provide shade, beauty, and habitat for native birds and wildlife. Once destroyed, they can never be replaced.</p> <p>Erosion of community space: The green area and existing carpark are used daily by residents. Replacing them with a 24-hour drive-thru risks turning this space into a traffic zone rather than a safe, welcoming part of the town centre.</p> <p>Mismatch with community values: Kwinana residents have worked hard to build a sense of place that balances development with livability. A 24-hour McDonald's will bring litter, noise, and late-night disturbances that do not align with the kind of future residents want for their CBD.</p>	Object

No	Submission	Status
	<p>Kwinana deserves development that enhances liveability, protects our limited green spaces, and respects the needs of families and children. This proposal does the opposite.</p> <p>I urge Council and State representatives to reject the McDonald's application and instead prioritise projects that protect our environment and strengthen community life.</p> <p>Thank you for listening to the voices of local residents.</p>	
345.	<p>Please do something positive for our area and do not allow a McDonalds fast food store to be built at the corner of Meares Ave and Chisholm Ave, a very busy roundabout.</p> <p>Not sure how much you get around in your local area but we do not need to ruin it with a big multi national ugly building.</p> <p>We will lose the big beautiful gum trees on the corner, Kwinana is all about trees please do not turn us into a crowded lego land like other areas.</p> <p>The area is getting more busy with traffic now that we have new estates popping up nearby, please keep some open spaces, it is also opposite our Fire Station, what happens if they can't get out because of congestion, this is not a good position to put a fast food store with a drive through.</p> <p>This is the first time that I have ever made contact with a member of our local council but I feel very passionate about this terrible idea of ruining this area just for a fast food outlet!!</p> <p>Another disgruntled ratepayer.</p>	Object

No	Submission	Status
346.	<p>Dear Mayor, Councillors, and CEO and Roger Cook, I strongly object to the proposed McDonald's at Aldi Kwinana. • It will destroy three 60-year-old majestic gum trees trees. • Remove half of Aldi's carpark, creating congestion. • Increase traffic hazards for school kids and emergency vehicles. Please protect our community, trees, and safety by rejecting this proposal.</p>	Object
347.	<p>I strongly object to the proposed McDonald's development beside Aldi in the Kwinana CBD.</p> <p>This plan would:</p> <p>Destroy three iconic 60 yo gum trees – irreplaceable assets to our community and local environment.</p> <p>Remove almost half of Aldi's carpark, worsening congestion and reducing accessibility.</p> <p>Increase traffic hazards for children walking to Gilmore College, and obstruct safe access to the nearby fire station.</p> <p>Place a 24-hour McDonald's directly on a busy school route, making school children walking past easy targets for both traffic dangers and unhealthy marketing pressures.</p> <p>Kwinana's future should prioritise community wellbeing, child safety, and sustainability, not short term profit at the cost of our green spaces and heritage trees.</p> <p>I urge Council to protect our trees, our safety, and the unique character of Kwinana central by rejecting this proposal.</p> <p>Thank you for your leadership and commitment to the people of Kwinana.</p>	Object

No	Submission	Status
348.	<p>As a fellow resident of Kwinana, I wish to strongly object to the proposed McDonald's development in the Aldi carpark.</p> <p>This project would destroy three iconic, 60-year-old gum trees that provide critical habitat for cockatoos, galahs, and other native birds.</p> <p>Beyond the environmental loss, the development poses serious planning concerns:</p> <ul style="list-style-type: none"> • Removal of the green buffer between Aldi's carpark and the road. • Increased congestion at an already overloaded roundabout. • Added risks for schoolchildren and emergency services. • Loss of half of Aldi's parking, reducing access for shoppers and residents. <p>This isn't about opposing growth. Kwinana needs smart, sustainable development that protects our heritage trees, supports wildlife, and strengthens local infrastructure, schools, and services.</p> <p>Approving another fast-food outlet we already have — at the cost of safety, environment, and community amenity — makes no sense.</p> <p>I urge you to stop this project until an alternative can be found that better respects Kwinana's environment, safety, and community wellbeing.</p> <p>Thank you for considering this objection.</p>	Object
349.	<p>I strongly object to the proposed McDonalds at Aldi Kwinana. It will destroy three 60 year old Gum trees. Reducing Aldi's carpark dramatically, creating congestion. Also increase traffic on an already busy roundabout, would be a hazard for the kids walking to school on the footpath and cause problems for emergency vehicles - Fire and</p>	Object
350	<p>I understand the submissions in relation to the above closed yesterday however was only made aware early this morning.</p> <p>I trust you will allow a late entry</p> <p>I am strongly opposed to the introduction of any new fast food establishments to Kwinana. Kwinana already has a McDonalds, is this a replacement for it, or a second site?</p> <p>We have the full suite of fast food business here already and this particular addition would seem redundant to say the least</p>	Object

No	Submission	Status
	<p>The incidence of diabetes, cardiovascular disease and other associated problems as you must be aware, is on the rise, due in some medical opinion to the consumption of fast food as a regular diet. In the interests of better health in the community is the council not concerned by the already steep increase in diet related diseases?</p> <p>Additionally the proposed site adjacent to the roundabout on Meares Avenue is problematic. This roundabout is a very busy area during school leaving hours and early morning and later afternoons as drivers try to avoid Gilmore Avenue and the consequent traffic lights.</p> <p>Please give due consideration to any objections which I venture to say most, may be similar to mine.</p>	

Submission	Number
Support	13
Object	330
Comment Only	7

Design Review

McDonald's Restaurant
Lot 9501 (32) Meares Avenue, Kwinana
Town Centre

SEPTEMBER 2025



HATCH

Document Control

Title	Design Review
Project	Mcdonalds Australia Pty Ltd, Lot 9501 (32) Meares Avenue, Kwinana Town Centre
Prepared for	City of Kwinana
Prepared by	Hatch
Reference	H-371555

Introduction


This design review considers a McDonald's restaurant and associated parking, access, landscaping and signage at Lot 9501 (32) Meares Avenue, Kwinana Town Centre.




This application includes associated signage, landscaping and access arrangements, as well as the retention of two significant trees. The proposed development is to be located on the eastern portion of the site, with the western part currently being occupied by an existing Aldi supermarket.





The review considers the design against the 10 principles for good design as outlined in SPP7.0 Design of the Built Environment. This review aims to provide constructive feedback to guide the refinement of the proposal and ensure the development contributes positively to the local area.

Key Takeouts

- The scale and built form of the development is relatively consistent with the prevailing built form of the surrounding locality.
- The general configuration of the proposed development works adequately to accommodate its functional use.
- The retention of mature river red gum trees is commendable. Further improvements could be achieved by reviewing landscaping (eg. using low-maintenance vertical climbing species) to soften the building's interface with the public realm.
- The proposal incorporates solar energy, recycled materials, and avoids gas usage. Additional greenery and bicycle infrastructure around the Play Place could further strengthen sustainable outcomes.
- Extending permeable fencing along the eastern boundary of the development will enhance the articulation and modulation of the site.
- The review of facade detailing facing existing streets in order to improve appearance and to create a perception of street engagement/surveillance (eg, addition of window-like elements).

Design Element	Review Response	Ranking
<p>1. Context and Character</p> <p>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</p>	<ul style="list-style-type: none"> The review notes that the scale of the development is relatively consistent with the surrounding built form. The review notes that the development brings in elements of materiality and landscaping that are consistent with the prevailing character of the locality. However, the review notes that the presentation of the proposed building to Meares Avenue and Chisham Avenue is relatively poor, requiring improvement to facade detailing and articulation. 	
<p>2. Landscape Quality</p> <p>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</p>	<ul style="list-style-type: none"> The review positively acknowledges the retention of two mature river red gum trees on the eastern side of the site. The review also acknowledges the commendable initiative to present articulate and fine-grained walling, landscaping and threshold treatments facing Chisham Avenue, and commends this landscaping typology as worthy of further extension along the site boundary. Recognising that the building facade towards Meares and Chisham requires improvement, the proponent may consider further landscaping interventions along those boundaries. For example, the proponent might consider interventions such as climbing planting species to fencing or facades that will require minimum upkeep and maintenance, but soften those edges. Investigate the opportunity to extend permeable fencing along the eastern boundary of the development to further buffer the building form from the public realm. 	
<p>3. Built Form and Scale</p> <p>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</p>	<ul style="list-style-type: none"> The review notes that the bulk and scale of the development is relatively consistent with the prevailing built form of the surrounding locality. The review notes that the setback of the building from the street is resultant from the dual-lane drive-through facility wrapping around the east and south of the building. As the building does not address the street directly, the proponent should consider extending permeable fencing along the eastern boundary of the site to introduce a finer grain built form along Meares Avenue, assisting in holding the north-east and south-east corners of the site. Investigate the opportunity to enhance the articulation and modulation of the development onto Meares Avenue and Chisham Avenue The review accepts the arrangement and orientation of the proposed development is adequate in accommodating its functional use. 	

<p>4. Functionality and Build Quality</p> <p>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</p>	<ul style="list-style-type: none"> • The general configuration of the development works adequately for its functional use. • The orientation of the Play Place into the carpark, while not ideal in terms of context and setting, is accepted in balancing the functional use of the development. • The proponent should consider enlarging fenestrations onto the north facing frontage of the dining area. This will not only promote passive surveillance into the carpark, but it will also provide a line of sight into the dining area when entering the northern drive-through. • The proponent should consider incorporating further detailing and articulation to the eastern facade in order to improve its relationship to Meares Avenue. (Whilst not a recommendation, the review notes opportunities such as the incorporation of vertical, narrow, semi-opaque windows on the eastern facade of the development, aligned with the aisles of the storage room. Such treatments could assist in breaking up the facade along the eastern boundary of the development, creating a sense of passive surveillance (albeit from storage areas) whilst also providing natural lighting into the storage room). • Investigate the opportunity to implement landscaped elements around the exterior of the Play Place to provide a softer outlook onto the carpark. 	
<p>5. Sustainability</p> <p>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</p>	<ul style="list-style-type: none"> • The review acknowledges the implementation of a solar array system to provide power to the development. • The review acknowledges the utilisation of renewable power from the grid. • The review acknowledges the use of no gas. • The proponent should consider integrating further landscaping, greenery and bicycle parking around the exterior of the Play Place. 	
<p>6. Amenity</p> <p>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</p>	<ul style="list-style-type: none"> • The review acknowledges that, due to the nature of the development's operation, the dining room and Play Place provide an adequate contribution to the amenity of the area. • Investigate the opportunity to reconfigure the southern parking bays next to the dining room into an informal alfresco area, allowing customers to site outside. • Investigate the opportunity to implement informal seating into fencing along the eastern portion of the site for community use. 	

<p>7. Legibility</p> <p>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</p>	<ul style="list-style-type: none"> • The review acknowledges that circulation arrangements are adequate in accommodating the functional use of the development. • Noting the circulation design is not necessarily intuitive, the proponent should focus on implementing good wayfinding signage to guide effective circulation throughout the site. • Investigate the opportunity to reconfigure footpaths to provide better lines of sight for pedestrians, particularly along the western side of the development. • The review acknowledges that the drive-through has been designed to ensure the car queuing does not compromise the operation of the carpark. 	
<p>8. Safety</p> <p>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</p>	<ul style="list-style-type: none"> • The review acknowledges the development allows for adequate internal passive surveillance, particularly from the dining room onto the carpark. It is understood the highest proportion of users will be located within this vicinity. • The proponent should consider the opportunity to implement an opening in perimeter fencing aligned with the cashier and pickup windows in order to enable some passive surveillance towards the street. • The proponent may consider facade treatments facing Meares Avenue to introduce window elements (refer "4. Functionality and Build Quality" above). • Investigate the opportunity to revise the breakout non-parking bay located towards the entry of the building. The proponent may consider utilising a flush unit paver treatment to read as shared/pedestrian space. • The proponent should give consideration to the alignment of cross-points along the western side of the building and to Chisham Avenue. Aligning these crossovers will assist in providing a continuous line of sight for pedestrians. 	
<p>9. Community</p> <p>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</p>	<ul style="list-style-type: none"> • Consider integrating occasional seating modules facing outwards onto the public realm, particularly in close proximity to public footpaths. This will provide seating to the wider community, especially vulnerable members of the community, whilst avoiding the intrusion onto the proponent's development. • The review acknowledges that, due to the nature of the development's operation, the dining room and play place facilitate the opportunity for social interaction and provide an adequate contribution to the local community. 	
<p>10. Aesthetics</p> <p>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</p>	<ul style="list-style-type: none"> • The review acknowledges the retention of two significant trees adjacent to the road reserve. • The proponent should consider enhancing the articulation and modulation of the built form to establish its boundary from the public realm. 	

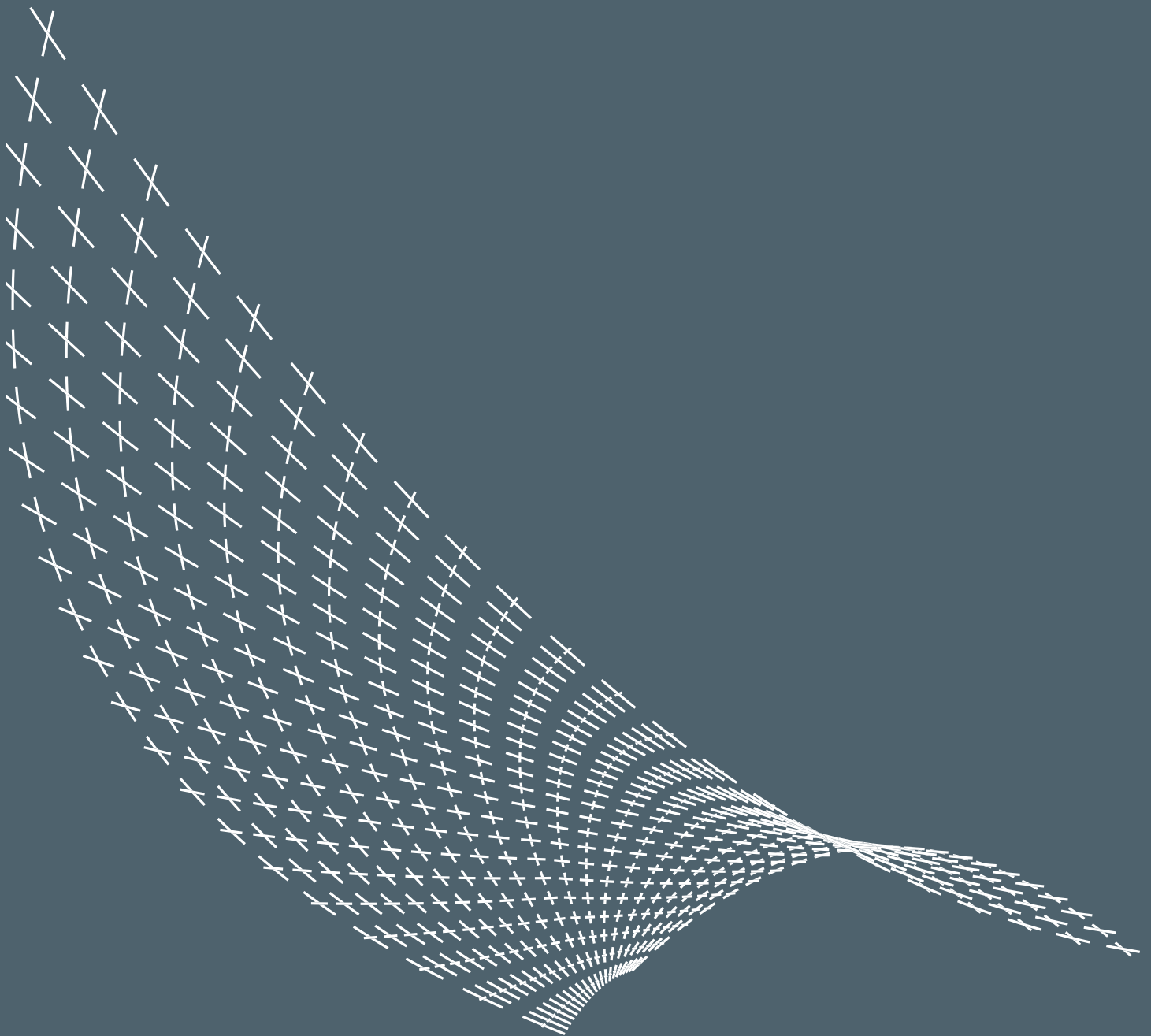
Conclusion

The proposed McDonald's development demonstrates a generally adequate alignment with the principles of good urban design. The project responds well to its context, with a built form and scale that complements the surrounding locality. Key strengths include the retention of significant trees, integration of sustainable design elements such as solar power and recycled materials, and a layout that supports functional efficiency.

Several opportunities include improving the articulation of building facades and boundaries, extending permeable fencing, incorporating more robust landscaping species, and refining pedestrian and vehicular circulation. Attention to these aspects will further elevate the development's contribution to local amenity, safety and community engagement.

Overall, the design is well-considered and capable of delivering a positive outcome for both users and the broader community, provided the recommended refinements are explored and implemented where feasible.







Engineering a better future for over 20 years!

McDonald's Restaurant, 32 Meares Avenue, Kwinana Transport Impact Assessment - Update

PREPARED FOR:
McDonald's Australia Limited

September 2025

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TABLE OF CONTENTS

1	SUMMARY	1
2	INTRODUCTION	2
3	DEVELOPMENT PROPOSAL.....	4
4	EXISTING SITUATION	5
4.1	EXISTING ROAD NETWORK.....	5
4.2	EXISTING TRAFFIC VOLUME ON ROADS.....	5
4.3	HEAVY VEHICLES.....	5
4.4	PUBLIC TRANSPORT ACCESS.....	6
4.5	PEDESTRIAN AND CYCLIST FACILITIES	7
4.6	CRASH DATA	8
5	CHANGES TO SURROUNDING TRANSPORT NETWORKS	9
6	INTEGRATION WITH SURROUNDING AREA	10
7	TRAFFIC ASSESSMENT	11
7.1	ASSESSMENT PERIOD	11
7.2	TRIP GENERATION AND DISTRIBUTION.....	11
7.3	TRAFFIC FLOWS.....	12
7.4	ANALYSIS OF LOCAL INTERSECTIONS & CROSSOVERS.....	14
7.5	IMPACT ON SURROUNDING ROADS AND NEIGHBOURING AREAS.....	15
7.6	TRAFFIC NOISE AND VIBRATION.....	16
7.7	ROAD SAFETY	16
7.8	DRIVE-THROUGH ANALYSIS	16
8	PARKING ASSESSMENT.....	19
9	PROVISION FOR SERVICE VEHICLES	20
10	PUBLIC TRANSPORT ACCESS	21
11	PEDESTRIAN AND CYCLIST ACCESS.....	22
12	CONCLUSIONS.....	23

APPENDIX A: PROPOSED DEVELOPMENT PLAN

APPENDIX B: TURN PATH PLANS

APPENDIX C: SIDRA RESULTS

APPENDIX D: SURVEY DATA



REPORT FIGURES

Figure 1: Location of the subject site.....	2
Figure 2. Site location within the Metropolitan Region Scheme.....	3
Figure 3. Existing heavy vehicle road network classification (RAV)	6
Figure 4. Existing bus services map (source: Transperth)	7
Figure 5: Perth Bike Map (source: Department of Transport)	8
Figure 6: Estimated development-generated traffic flows – Weekday morning/afternoon and Saturday peak hours.....	13
Figure 7. Weekday morning/afternoon and Saturday peak hour traffic flows at the relevant intersection and crossovers (survey).....	14
Figure 8. Saturday peak hour drive-through queueing analysis.....	18

REPORT TABLES

Table 1. Crash history for the Chisham Avenue/Meares Avenue intersection	8
Table 2. Applied trip generation rates for the proposed development.....	11
Table 3. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday AM peak hour (existing situation)	31
Table 4. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday PM peak hour (existing situation)	31
Table 5. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Saturday peak hour (existing situation)	32
Table 6. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday AM peak hour (post-development).....	32
Table 7. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday PM peak hour (post-development).....	33
Table 8. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Saturday peak hour (post-development)	33
Table 9. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday AM peak hour (10-year horizon).....	34
Table 10. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday PM peak hour (10-year horizon).....	34
Table 11. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Saturday peak hour (10-year horizon).....	35
Table 12. SIDRA Results – Chisham Avenue crossover – Weekday AM peak hour (existing situation)	35
Table 13. SIDRA Results – Chisham Avenue crossover – Weekday PM peak hour (existing situation)	36



Table 14. SIDRA Results – Chisham Avenue crossover – Saturday peak hour (existing situation)	36
Table 15. SIDRA Results – Chisham Avenue crossover – Weekday AM peak hour (post-development)	37
Table 16. SIDRA Results – Chisham Avenue crossover – Weekday PM peak hour (post-development)	37
Table 17. SIDRA Results – Chisham Avenue crossover – Saturday peak hour (post-development)....	38
Table 18. SIDRA Results – Chisham Avenue crossover – Weekday AM peak hour (10-year horizon)	38
Table 19. SIDRA Results – Chisham Avenue crossover – Weekday PM peak hour (10-year horizon)	39
Table 20. SIDRA Results – Chisham Avenue crossover – Saturday peak hour (10-year horizon).....	39
Table 21. SIDRA Results – Meares Avenue crossover – Weekday AM peak hour (existing situation)	40
Table 22. SIDRA Results – Meares Avenue crossover – Weekday PM peak hour (existing situation)	40
Table 23. SIDRA Results – Meares Avenue crossover – Saturday peak hour (existing situation)	41
Table 24. SIDRA Results – Meares Avenue crossover – Weekday AM peak hour (post-development)	41
Table 25. SIDRA Results – Meares Avenue crossover – Weekday PM peak hour (post-development)	42
Table 26. SIDRA Results – Meares Avenue crossover – Saturday peak hour (post-development).....	42
Table 27. SIDRA Results – Meares Avenue crossover – Weekday AM peak hour (10-year horizon).	43
Table 28. SIDRA Results – Meares Avenue crossover – Weekday PM peak hour (10-year horizon) .	43
Table 29. SIDRA Results – Meares Avenue crossover – Saturday peak hour (10-year horizon).....	44



1 Summary

Transcore prepared a Transport Impact Assessment for the proposed McDonald's family restaurant at 32 Meares Avenue in Kwinana town centre, City of Kwinana in June 2025 (TIA June 2025).

As a result of the development application review process, the City of Kwinana has requested that the June 2025 TIA report be updated to address some of the City's queries and to include additional information and assessments. Accordingly, this updated Transport Impact Assessment report includes a new morning peak hour analysis requested by the City. The analysis was based on the fresh set of data attained through the additional site survey conducted on 24th September 2025.

Accordingly, this updated Transport Impact Assessment (UTIA) report has been prepared for the proposed McDonald's family restaurant in Kwinana town centre. The subject site is located at the northwest corner of the Chisham Avenue/Meares Avenue roundabout intersection and presently accommodates an ALDI supermarket with associated carpark. This UTIA should be read in conjunction to Technical Note 1 prepared by Transcore in September 2025 which provides specific responses to each of the City's comments.

The development proposal includes construction of a new McDonald's restaurant with a dual-lane drive-through facility at the eastern portion of the subject site within the existing ALDI carpark.

No changes to the existing two-point access system currently serving the site is proposed as part of the development proposal.

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 UTIA is to estimate the traffic which will be generated by the proposed restaurant and establish the resultant traffic pattern on the surrounding road network. This assessment will include the capacity analysis of the site's two crossovers on Chisham Avenue and Meares Avenue, including the adjacent Chisham Avenue/Meares Avenue roundabout intersection.

For the purpose of this assessment, Transcore undertook intersection video survey and manual traffic counts at the two site's crossovers in April and May 2025 including the most recent supplementary site crossovers survey conducted in September 2025.

2 Introduction

This UTIA has been prepared by Transcore on behalf of McDonalds Australia with respect to the proposed new McDonald's family restaurant at 32 Meares Avenue in Kwinana town centre, City of Kwinana.

The subject site occupies space at the northwest corner of the Chisham Avenue/Meares Avenue roundabout intersection, as shown in **Figure 1**. The site also forms part of the retail/commercial node within the Kwinana town centre zone. The eastern portion of the subject site is presently vacant. The new restaurant is proposed to occupy an area of approximately 1,576m² at the eastern portion of the site.



Figure 1: Location of the subject site

The key issues that will be addressed in this report include the traffic generation of the proposed development, parking supply, capacity analysis of the proposed two site's crossovers and the adjacent intersection of Chisham Avenue/Meares 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 for the Gilmore Avenue, are local roads under care and control of City of Kwinana. Gilmore Avenue is classified as an "Other Regional Road" under ultimate jurisdiction of WAPC with its care and control vested to City of Kwinana. The subject site is zoned as "Urban" in the *MRS*.

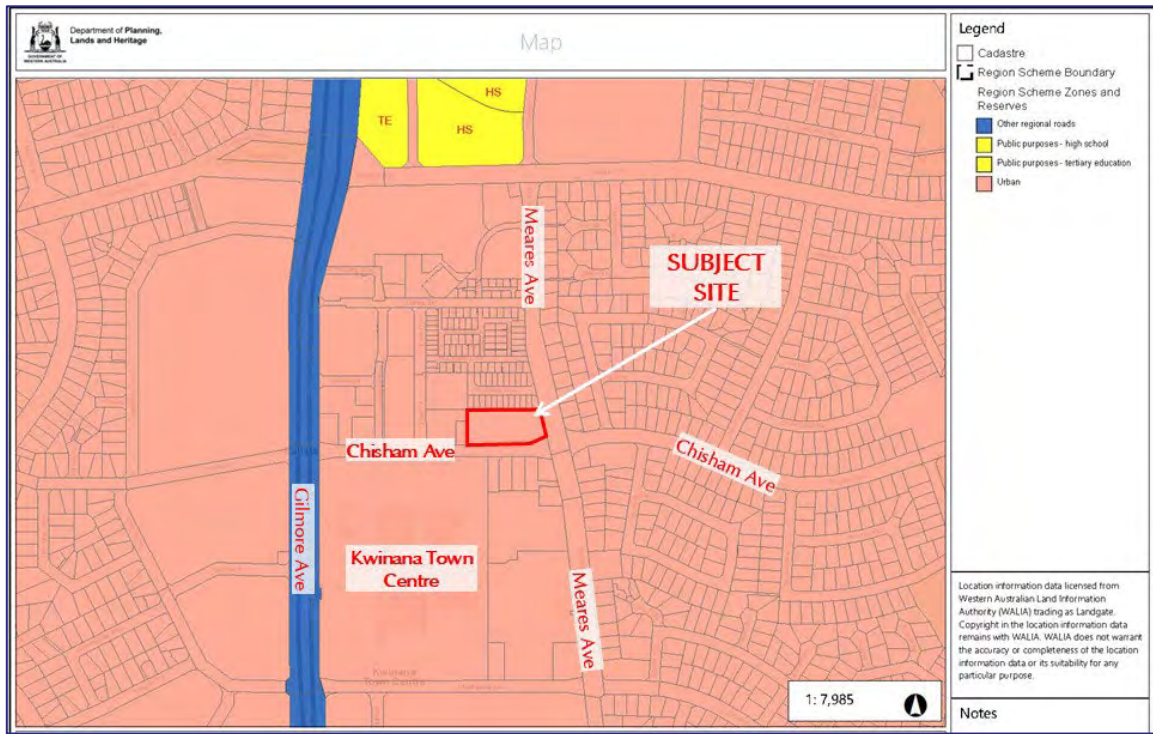


Figure 2. Site location within the Metropolitan Region Scheme

3 Development Proposal

The development proposal contemplates construction of a new McDonald's restaurant with a dual-lane drive through facility and associated car park at the eastern portion of the subject site. The two drive-through lanes merge into a single lane incorporating a cashier and servery facility. The proposed McDonald's restaurant floor area is approximately 420m² GFA.

The proposed McDonald's restaurant will be co-located with the existing ALDI supermarket and will integrate with the existing supermarket car park. The existing 10-bay parking module will be replaced with nine parking bays (including one ARCOD bay) for the use of restaurant patrons 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 18 standard size passenger vehicles, eight of which are upstream of the order-taking spots.

A total of four bike racks are provided at two locations and immediately adjacent to the restaurant building for patrons and staff cycling to the site.

A loading bay is proposed between the restaurant building and the drive-through facility. Refer [Appendix A](#) for more details.

The proposed McDonald's restaurant will be served by the existing two-point access system which is currently in place. These crossovers will be shared with ALDI patrons. The two-point access system comprises:

- A full-movement crossover on Chisham Avenue, approximately 70m west of the Meares Avenue intersection; and,
- A full-movement crossover on Meares Avenue, approximately 35m north of the Chisham Avenue intersection.

It has been advised that medium size rigid service vehicles of 10.74m in length would be used for deliveries to the restaurant, while waste collection will be likely be undertaken using 8.8m long rear loader waste collection truck. The swept path assessments of the 10.74m rigid service vehicle, as a larger of the two vehicles, was undertaken to assess the suitability of the site to accommodate such vehicles. Also included are the turn path plans for passenger vehicles (B99) moving through the drive-through facility (refer [Appendix B](#)).

It is understood that the restaurant is planned to open by the end of 2026. However, in order to allow for potential delays and for the purpose of the traffic assessment, it is assumed that the proposed McDonald's restaurant would be completed and fully operational by 2027.

4 Existing Situation

The subject site forms part of the retail/commercial node within the Kwinana town centre zone. The site occupies space at the northwest corner of the existing Chisham Avenue/Meares Avenue intersection. The western and central portion of the site is occupied by the ALDI supermarket and associated open-air car park.

4.1 Existing Road Network

Chisham Avenue (section between Gilmore Avenue and Meares Avenue) is constructed as a single-carriageway, two-way road, approximately 7.2m wide with parking embayments and shared paths along both sides. It is classified as a *Local Distributor* in the Main Roads WA *Functional Road Hierarchy* document. It operates at 40km/h speed limit along this section.

Chisham Avenue is a local road under care and control of the local authority.

Meares Avenue is a single-carriageway, boulevard-style two-lane road with a 2.0m wide painted/landscaped median island and on-road cycle lanes. It entails a shared path along both sides of the road south of Chisham Avenue and along the western side north of Chisham Avenue. It is classified as a *Local Distributor* in the Main Roads WA *Functional Road Hierarchy* document. Meares Avenue operates under 50km/h default build-up area speed limit in this vicinity.

Chisham Avenue and Meares Avenue form a four-way, single-lane roundabout intersection immediately adjacent to the site.

4.2 Existing Traffic Volume on Roads

According to the latest available traffic count data sourced from Main Roads WA, Chisham Avenue (west of Meares Avenue) carried about 8,420vpd in 2023/24. Heavy vehicles represented approximately 6.8% of the total traffic mix. Chisham Avenue historical data suggests steady daily volumes in the past two years.

Based on Transcore's own traffic counts from May 2025 it is estimated that Meares Avenue (north of Chisham Avenue) presently carries about 8,000vpd. Heavy vehicles represented approximately 2.0% 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 Chisham Avenue and Meares 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.

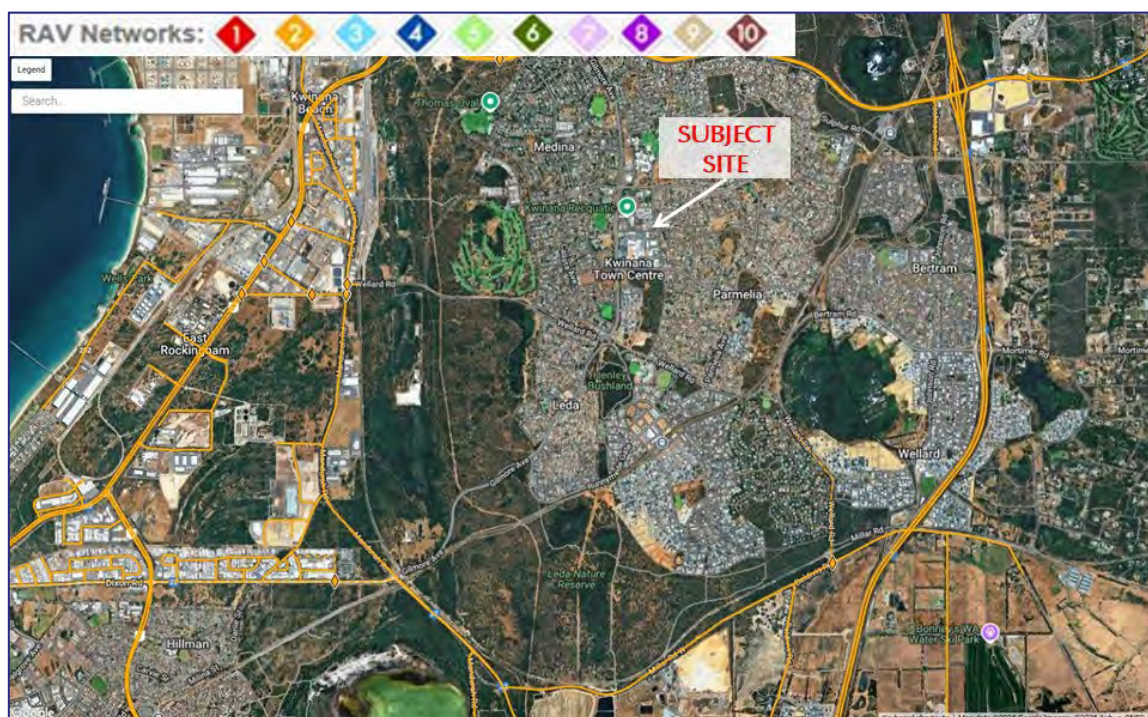


Figure 3. Existing heavy vehicle road network classification (RAV)

4.4 Public Transport Access

A number of bus routes presently service the Kwinana town centre (540, 541, 542, 543 and 549) operating along Sulphur Road, Gilmore Avenue, Chisham Avenue and Meares Avenue. These services provide access to a number of key local and regional localities including Kwinana Train Station, Wellard Train Station and Fremantle (refer [Figure 4](#) for more details).

In addition, Kwinana Bus Station is located immediately adjacent to the Kwinana shopping mall and within the comfortable walking distance to the subject site (about 500m walking distance). A number of bus stops are located on the roads within close proximity to the site.

All relevant bus stops are directly accessible via existing formal network of paths on the local roads.

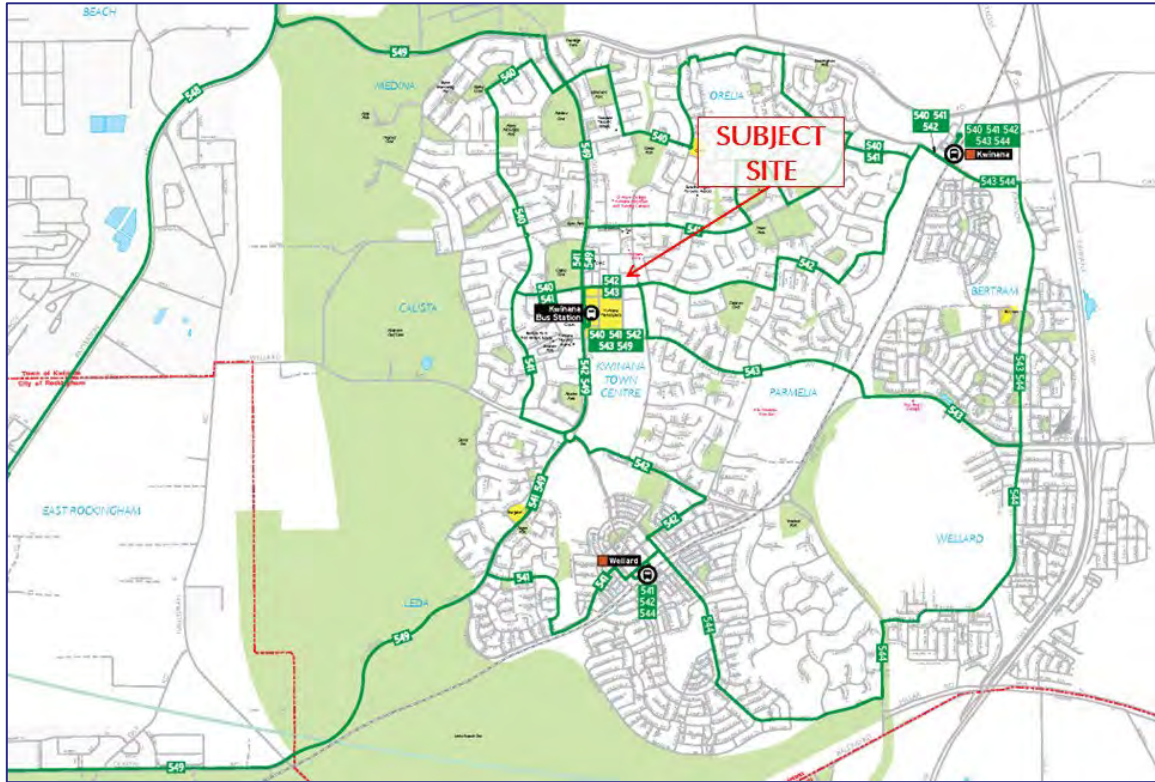


Figure 4. Existing bus services map (source: Transperth)

4.5 Pedestrian and Cyclist Facilities

Pedestrian access to the subject site is available via the existing external shared path and footpath network on the surrounding roads. No changes to the existing path network in this vicinity is proposed as part of the proposal.

The *Perth Bike Map* series published by the Department of Transport (see [Figure 5](#)) indicates high level of pedestrian and cyclist connectivity to the subject site. Shared paths are in place on all roads within the Kwinana town centre zone while on-street cycling lanes are provided on Meares Avenue.

The path network forms part of the interconnected system of footpaths, shared paths, on-street cycling lanes and roads designated as “good road riding environment”.

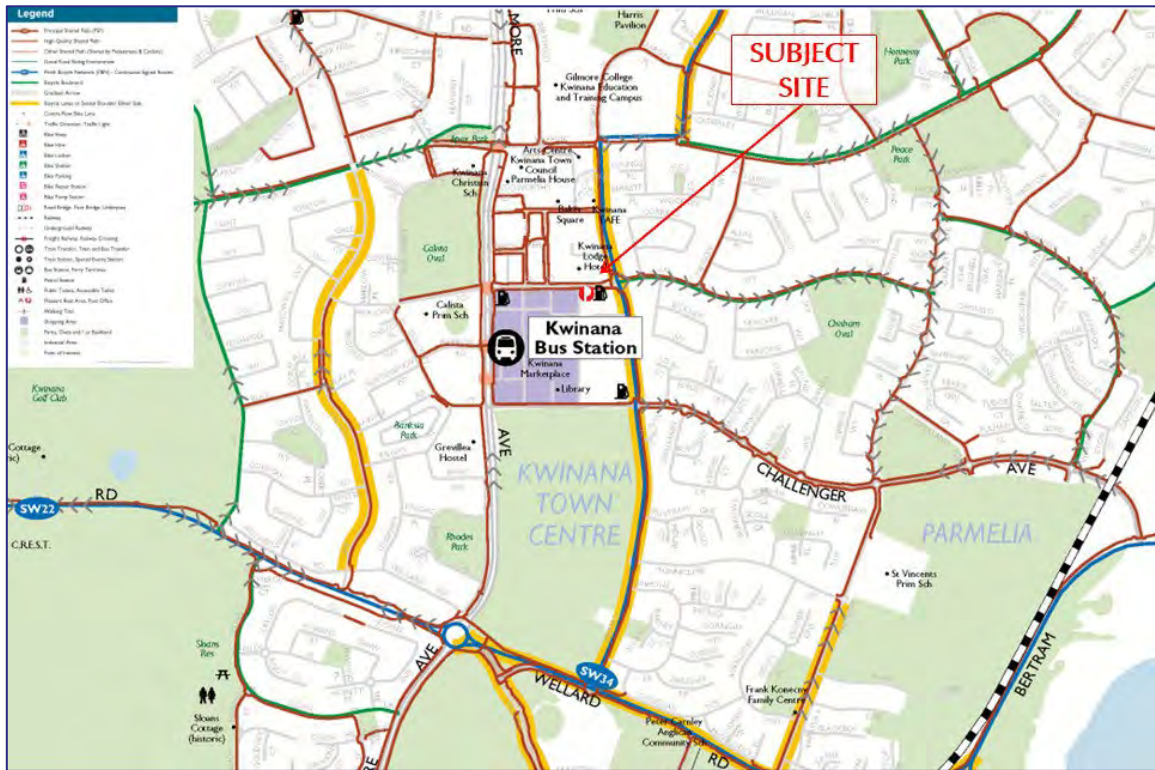


Figure 5: Perth Bike Map (source: Department of Transport)

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 2024.

The crash history indicates that the intersection of Chisham Avenue/Meares Avenue recorded a total of 11 crashes with two casualties (one medical and one hospital) and no fatalities in the last five-year period. Almost 90% of recorded crashes were right angle type crashes typical of roundabout intersections. More details on the crash records are provided in **Table 1**.

Table 1. Crash history for the Chisham Avenue/Meares Avenue intersection

Intersection				Total Crashes	Casualty
Chisham Avenue/Meares Avenue				11	2
Right Angle	Rear End	Pedestrian	Cycle	Wet	Night
10	1	0	N/A	3	4

5 Changes to Surrounding Transport Networks

No changes to the surrounding roads and paths are proposed as part of the development proposal.

6 Integration with Surrounding Area

The proposed development is of a retail character and as such is fully in line with the strategic planning for the subject site.

7 Traffic Assessment

7.1 Assessment Period

A review of the existing traffic counts for the surrounding road network and other available information suggests that the combination of the traffic expected to be generated by the subject development and the peak road network traffic periods is likely to result in the greatest demand on the road network during the typical weekday afternoon peak hour of 3:00-4:00PM and on Saturdays during the 11:00-12:00noon peak hour. Initially, as part of the June 2025 TIA assessment, Transcore has assessed the weekday morning of between 11:00-12:00noon. However, in line with the City's specific request a revised weekday morning peak assessment was undertaken for the 8:00-9:00AM period in this UTIA report.

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 2027 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 10-year post-development time horizon (i.e., 2037 in this particular case).

7.2 Trip Generation and Distribution

Traffic generation rates for the proposed development were sourced from the *Institute of Transportation Engineers - Trip Generation Manual 11th Edition* (ITE) for Fast Food Restaurant + Drive Through. Refer [Table 2](#) for details on the applied trip rates for this land use.

Table 2. Applied trip generation rates for the proposed development

Land Use	Units	Trip rate per units			
		Daily	AM Peak	PM Peak	Sat Peak
Fast Food + Drive Thru	100m ²	503.21	48.02	35.55	59.47

As the proposed restaurant shares the site with the ALDI store it is estimated that there will be a portion of cross-trade between the two sites. As such, a modest 10% discount in trip generation of the restaurant has been applied in this case.

Accordingly, it is estimated that the proposed restaurant would generate approximately **1,902** total weekday trips (both inbound and outbound) with approximately **181, 134** and **224** 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 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 **950** additional daily trips with additional **91, 67** and **112** AM weekday, PM weekday and Saturday 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, the overwhelming passing trade nature of the development and the available access and egress routes to and from the site.

Accordingly, the assumed directional traffic distribution is as follows:

- Approximately 20% of the traffic generated from the development would travel to/from Meares Avenue north direction;
- Approximately 20% of the traffic generated from the development would travel to/from Meares Avenue south direction;
- Approximately 10 % of the traffic generated from the development would travel to/from Chisham Avenue east direction; and,
- Approximately 50% of the traffic generated from the development would travel to/from Chisham Avenue west direction.

7.3 Traffic Flows

The traffic movements estimated to be generated by the proposed development were manually assigned on the adjacent road network in line with the directional distribution assumptions outlined in the previous section.

The resulting year 2027 traffic movements generated by this development, during the typical weekday AM, PM and Saturday peak hours, are shown in **Figure 6**.

For the purpose of this assessment, the relevant weekday PM and Saturday peak hour traffic movements at the intersection of Chisham Avenue/Meares Avenue were established using Transcore’s video surveys from 2nd (Friday) and 3rd (Saturday) May

2025, combined with the manual counts at site's Chisham Avenue and Meares Avenue crossovers.

The revised existing weekday AM peak hour traffic movements in and out of the site through two crossovers were derived from the supplementary (Wednesday) 24th September 2025 survey (refer **Figure 7**). The 8:00-9:00AM period turning movements at the adjacent intersection of Chisham Avenue/Meares Avenue were established using Main Roads WA 2023/24 Chisham Avenue survey for the same 8:00-9:00AM period, which has been redistributed through the intersection using the percentage splits established by the original Transcore morning peak hour survey.

The weekday and Saturday survey data is attached in **Appendix D**.

The data collected in this survey was used to establish basis for the future traffic flows and patterns.

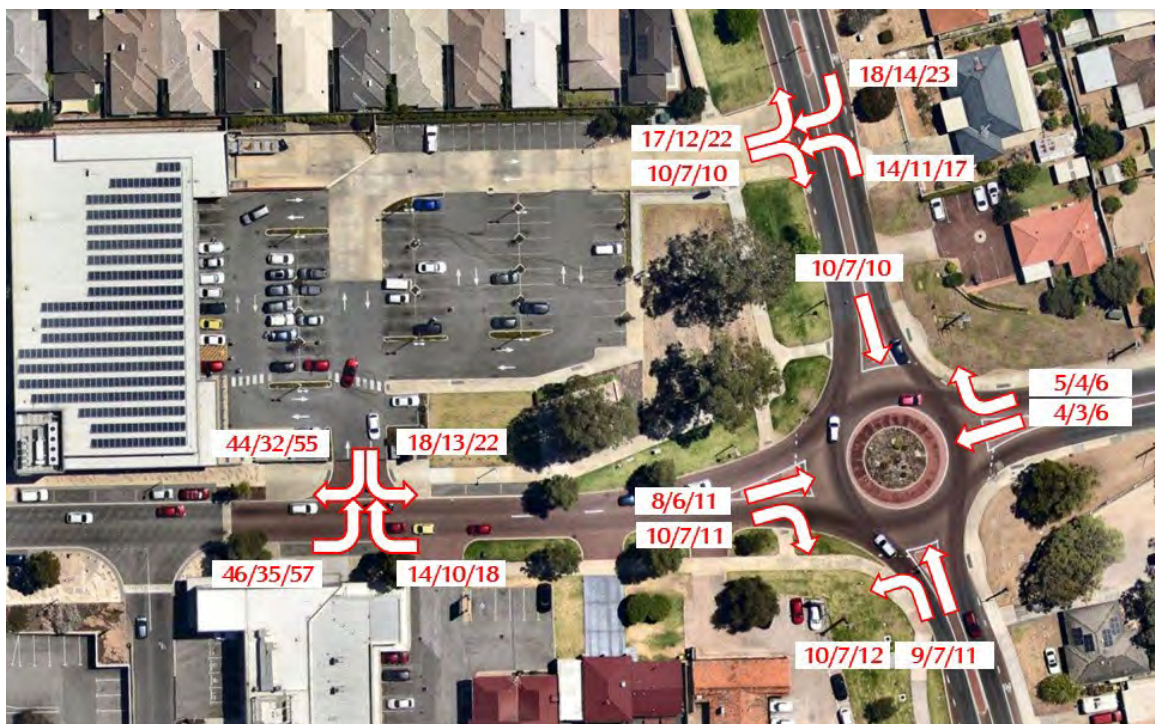


Figure 6: Estimated development-generated traffic flows – Weekday morning/afternoon and Saturday peak hours

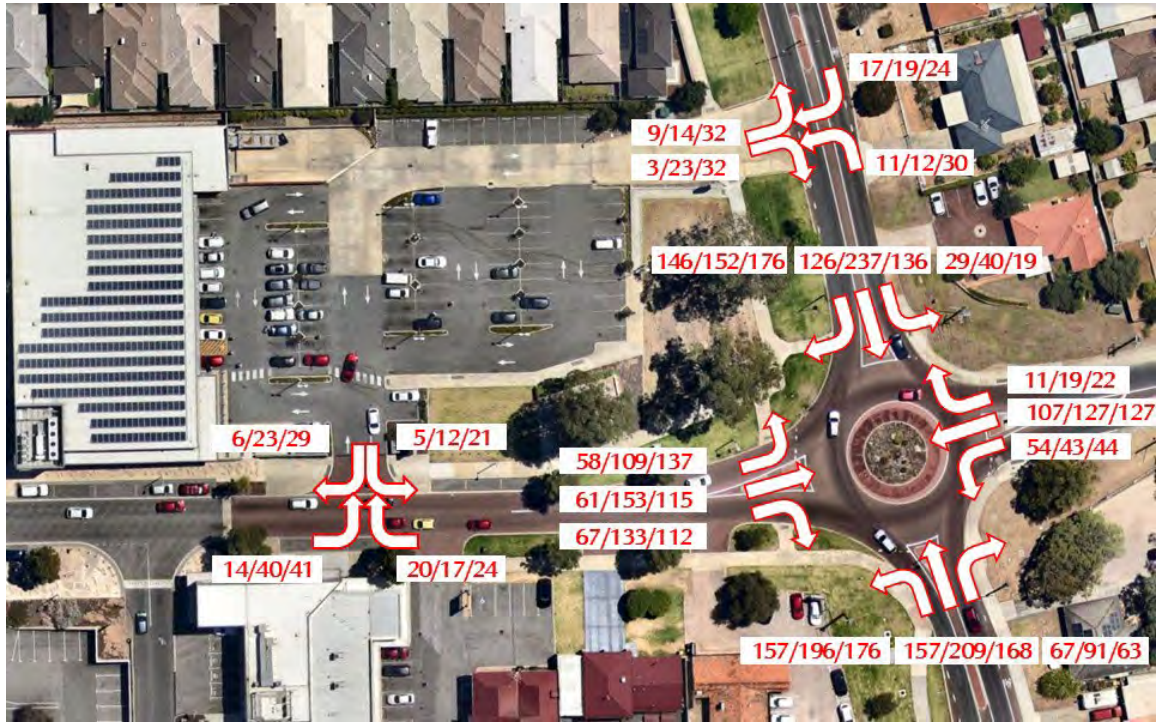


Figure 7. Weekday morning/afternoon and Saturday peak hour traffic flows at the relevant intersection and crossovers (survey)

7.4 Analysis of Local Intersections & Crossovers

The assessment of the two site's crossovers and the adjacent intersection was undertaken for the post-development (year 2027) and 10-year horizon (year 2037) scenarios. Although the immediate and broader locality is already mostly developed and historical traffic data for Chisham Avenue suggests no growth, a 1% p.a. background traffic growth was applied to both Chisham Avenue and Meares Avenue to allow for a robust assessment.

The capacity analysis of the two site's crossovers and the Chisham Avenue/Meares Avenue intersection 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.

Chisham Avenue/Meares Avenue intersection

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 42%, 55% and 47% capacity during all three assessed periods. Refer [Table 3](#) through to [Table 5](#) for more details.

The addition of development traffic, including the background traffic growth on constituent roads in 2027, 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 45%, 57% and 49% capacity with moderate increase in delays and queues on all approaches. Refer [Table 6](#) through to [Table 8](#) for more details.

Similarly, with the allowance for development-generated and 12 years of background traffic growth the roundabout maintains overall LoS A during all three assessed peak hour periods for the 10-year post-development stage (year 2037) with capacity levels of 50%, 65% and 56%, respectively. Refer [Table 9](#) through to [Table 11](#) for more details.

Chisham Avenue and Meares Avenue 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 both Chisham Avenue and Meares Avenue crossover as reported in [Table 12](#) through to [Table 29](#).

Accordingly, the capacity analysis undertaken confirms that the proposed restaurant will not result in adverse impact on the operation of local road network and that the proposed site's crossovers and adjacent intersection of Chisham Avenue/Meares Avenue intersection will operate satisfactorily in all assessed peak hour scenarios.

7.5 Impact on Surrounding Roads and Neighbouring Areas

The estimated additional daily traffic impact on Chisham Avenue west and east of the site as a result of the development proposal is expected to be in order of about 470vpd and 100vpd respectively, representing 5.6% and 1.1% of existing daily traffic flows on this road. This level of additional traffic is below the significant traffic impact threshold of 10%.

Similarly, the estimated additional daily traffic impact on Meares Avenue north and south of the site as a result of the development proposal is expected to be in order of about 190vpd, representing 2.4% of existing daily traffic flows on this road. This level of additional traffic is well below the significant traffic impact threshold of 10%.

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 Meares Avenue, 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 designed to operate with a two-lane drive-through facility which includes two Customer Order Booths (COB). The proposed drive-through facility provides approximately 18 car stacking capacity within the drive through facility of which eight bays are downstream of the COBs (for cars in front of each COB point).

For the purpose of this analysis, the anticipated customer activity was established using the estimated peak hour traffic generation assuming 1 customer = 2 trips. Based on the trip generation calculations discussed in Section 7.2 of the report, the peak business activity hour of the restaurant is expect to be experienced during the Saturday 11:00AM–12:00noon period recording 112 transactions/customers (resulting in 224 trips). These transactions generally comprise 65/35 split between drive-through and park'n'sit customers, respectively.

Accordingly, it is estimated that the drive-through will accommodate about 73 customers during the typical Saturday late morning 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 late morning peak hour queuing analysis of the drive-through system established the following:

- There is zero queuing 24% of the time;
- The expected number of vehicles in the system is two;
- The expected time in the queue is 95 seconds; and,
- The 95th percentile queue in the system is six 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 site activity conditions the queue backs from each COB will be comfortably accommodated within the site, with no impact on internal site driveways. The results of the queuing analysis are detailed in **Figure 8**.

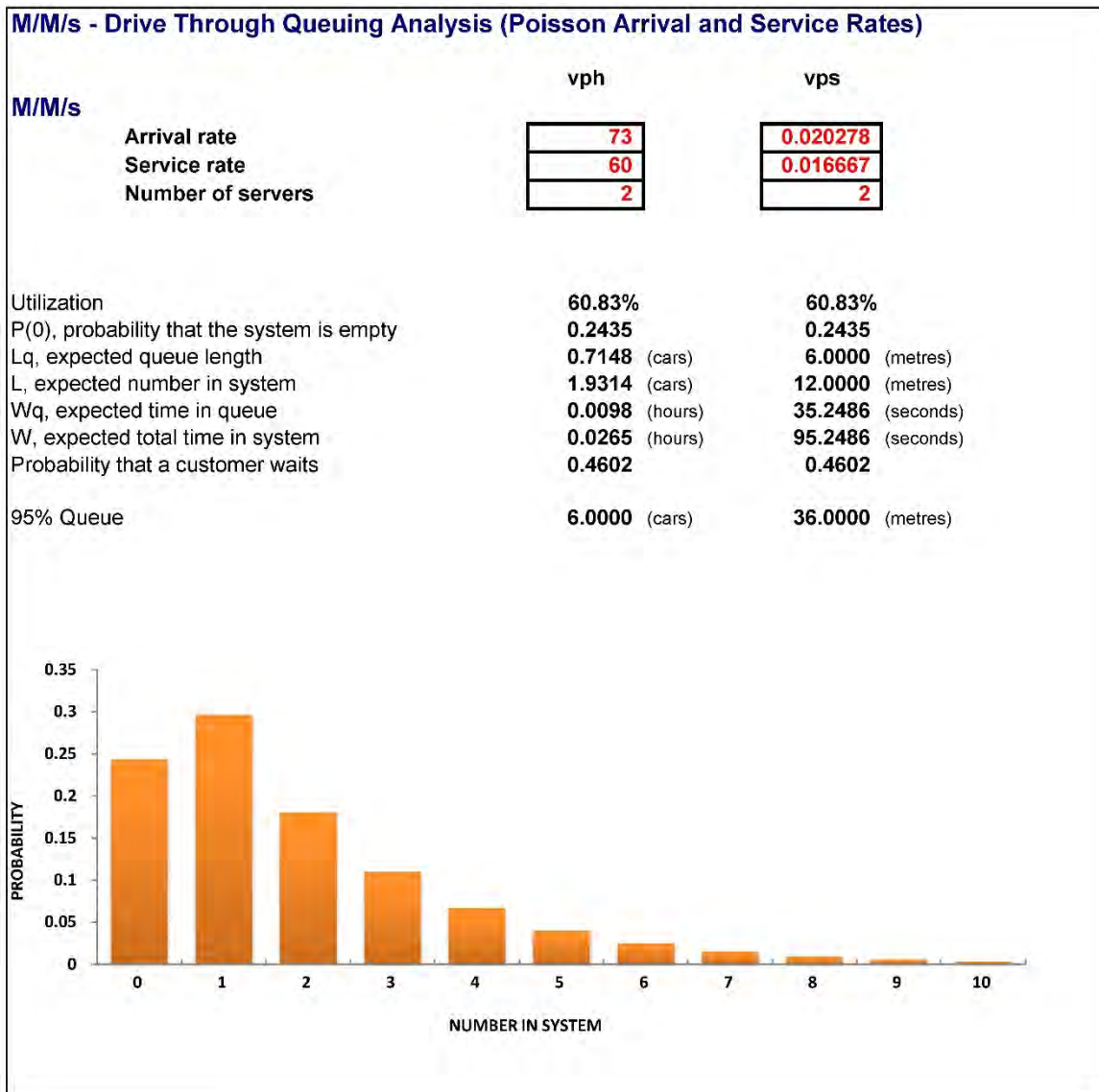


Figure 8. Saturday peak hour drive-through queuing analysis

8 Parking Assessment

The development is proposed to be served by a total of 17 on-site parking bays for patrons and staff (inclusive of one ACROD bay). This car parking provision includes nine customer/employee parking bays and eight drive-through bays before the COB points (i.e., waiting bays).

According to the relevant town planning parking rate the proposed restaurant (*"Eating house" - 1 bay for every 4 seats*) requires a total of 20 bays.

The proposed restaurant shares the site with the adjacent ALDI supermarket which has a formal parking requirement of 36 parking bays. Accordingly, the combined formal parking requirement for the lot is $36 + 20 = 56$ bays. The total on-site parking supply in the post-development period will be 79 parking bays.

Accordingly, the combined parking supply at the 32 Meares Avenue site (i.e., subject site) will exceed the statutory parking requirements for the supermarket and the restaurant.

9 Provision for Service Vehicles

A loading bay is provided on-site between the restaurant building and the drive-through facility for the delivery and waste-collection vehicles.

It has been advised that large rigid vehicles of up to 10.74 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 10.74m rigid service vehicle was undertaken to confirm the suitability of the subject site to accommodate such vehicles, as presented in [Appendix B](#).

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.

11 Pedestrian and Cyclist Access

Details of the pedestrian and cyclist facilities in this locality are provided in **Section 4.5** of the report. The existing facilities in this location provide satisfactory level of service for the proposed development.

12 Conclusions

This updated Transport Impact Assessment report has been prepared with respect to the proposed McDonald's family restaurant at 32 Meares Avenue in Kwinana town centre, City of Kwinana. The updated report provides additional analysis and data addressing the City of Kwinana's requests following on from the development application assessment process. The update report should be read in conjunction with the technical note prepared by Transcore in September 2025 providing specific responses to each of City's comments.

The subject site is situated within the Kwinana town centre zone at the northwest corner of the existing Chisham Avenue/Meares Avenue intersection and presently accommodates an ALDI supermarket with associated carpark.

The development proposal contemplates construction of a new McDonald's restaurant with a dual-lane drive through facility and 17 on-site parking bays at the eastern portion of the subject site. The site will continue to be served by the existing two full-movement crossovers on Chisham Avenue and Meares Avenue.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is expected to be in order of approximately **1,902** total daily trips with approximately **181**, **134** and **224** trips during a typical weekday AM and PM and Saturday 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, very good accessibility to cyclist network and excellent public transport coverage through existing bus service operating in the immediate vicinity of the site.

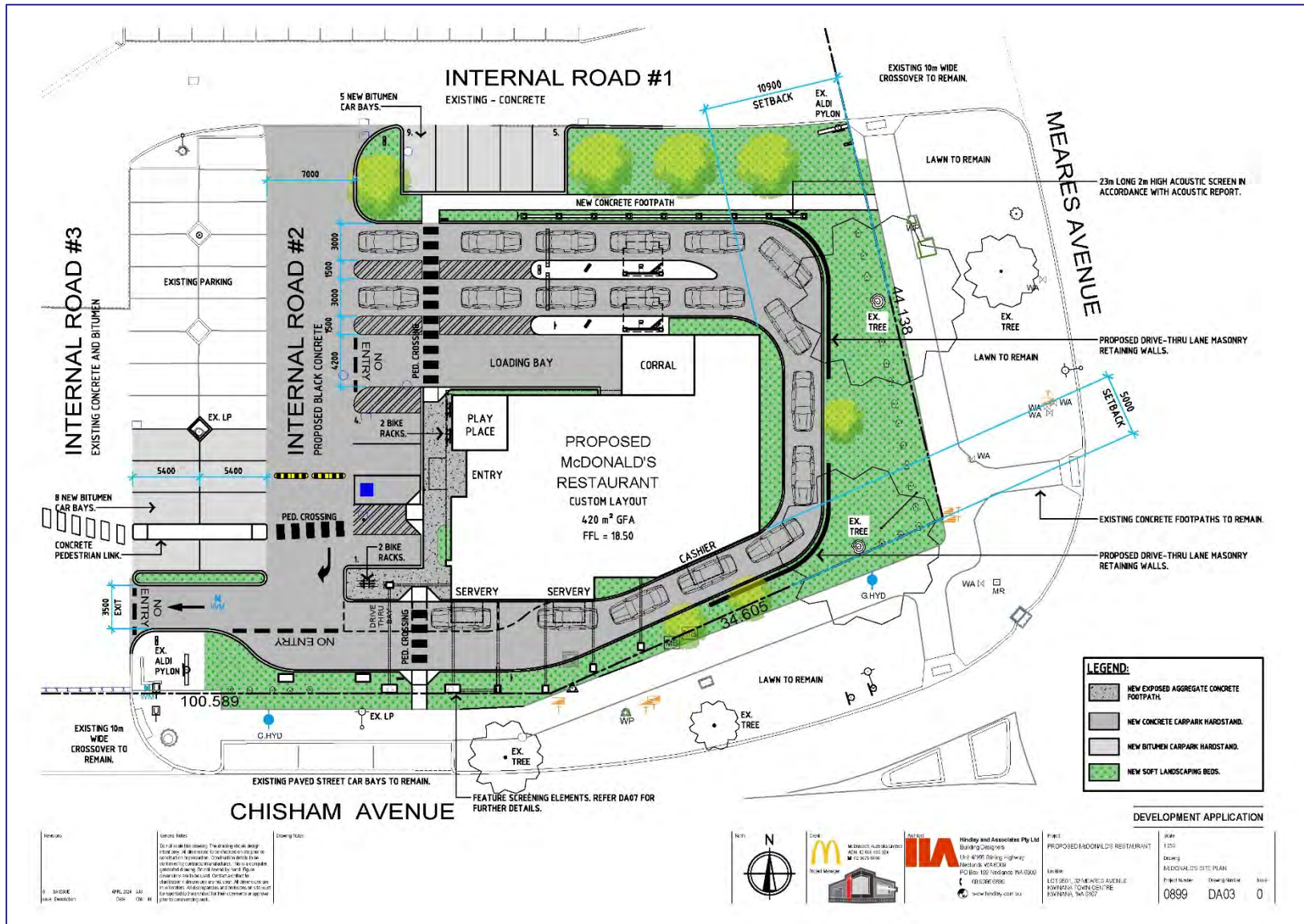
It is concluded that the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN



Engineering a better future for over 20 years!

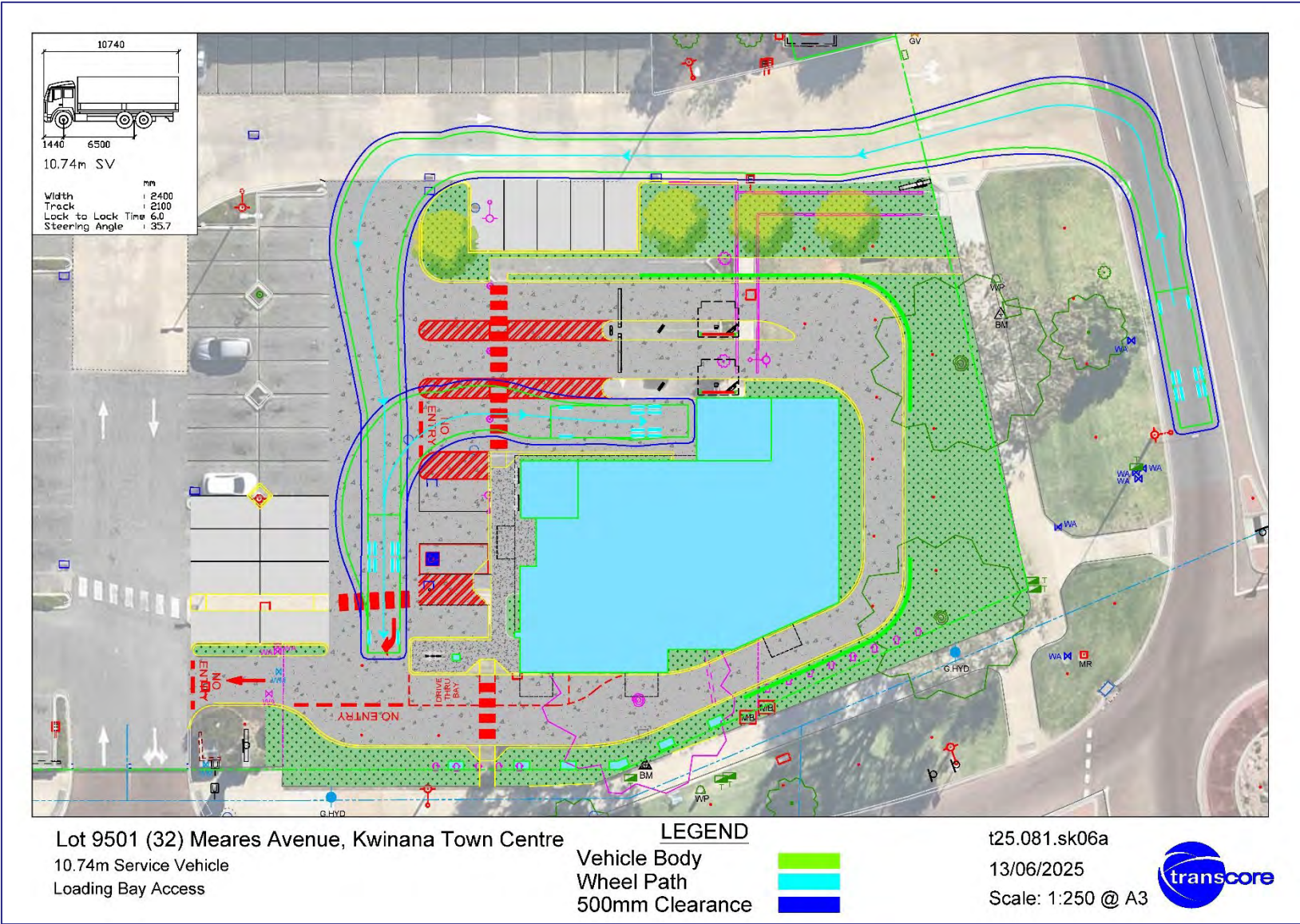


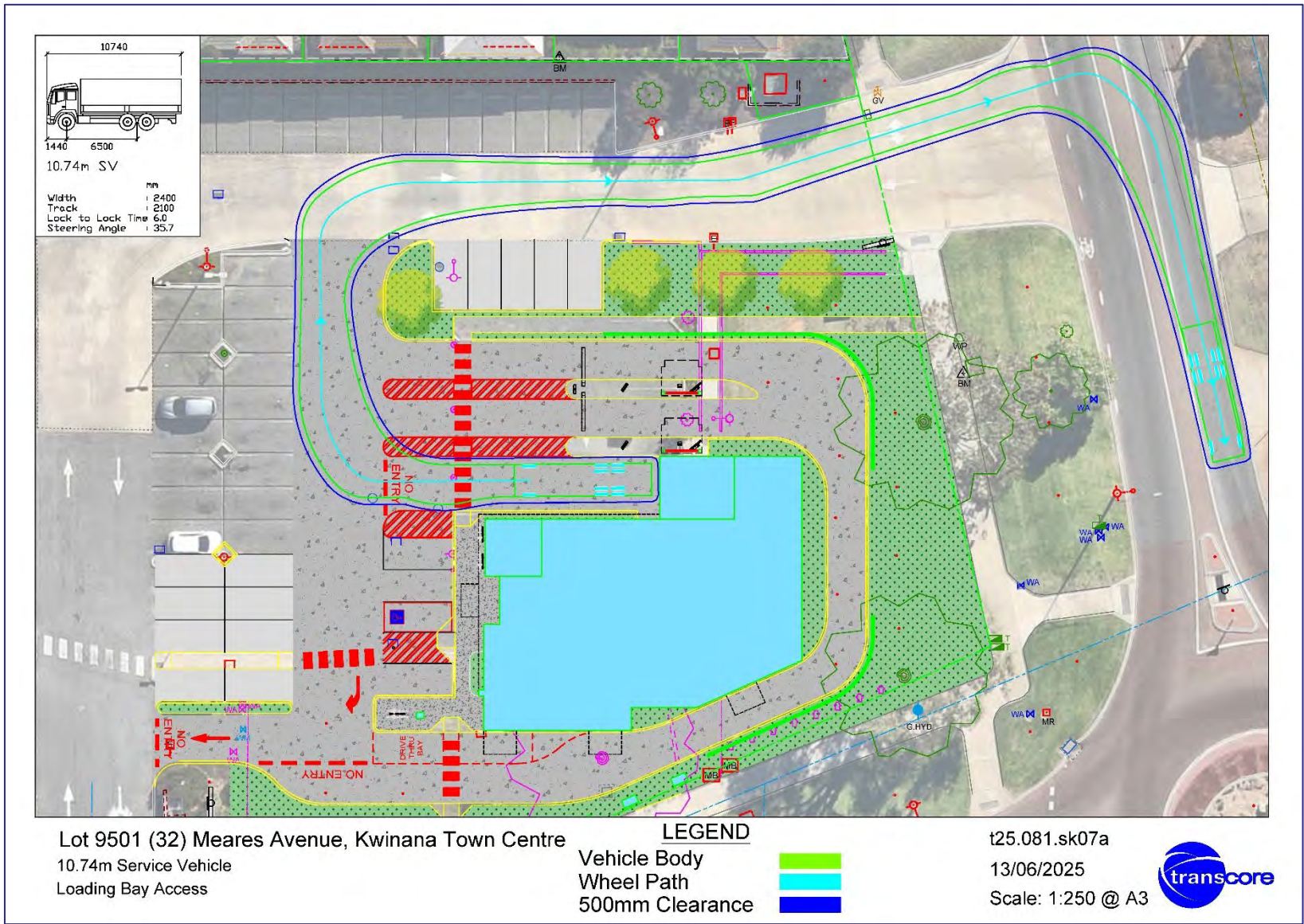
Appendix B

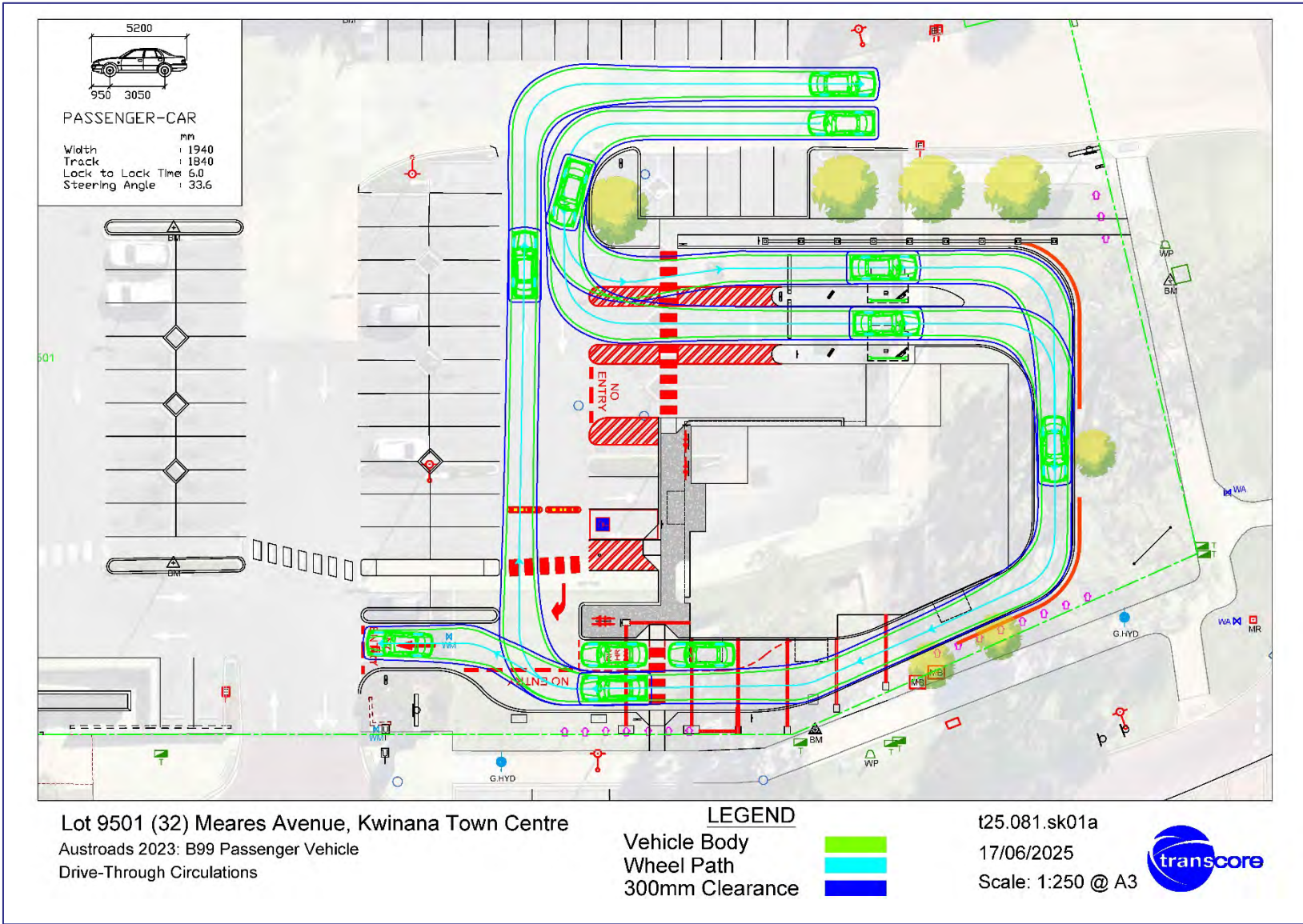
TURN PATH PLANS



Engineering a better future for **over 20 years!**







Appendix C

SIDRA RESULTS



Engineering a better future for **over 20 years!**

Table 3. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday AM peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
South: Meares Ave (S)															
1	L2	All MCs	185	7.1	185	7.1	0.424	6.6	LOS A	3.0	24.1	0.62	0.60	0.62	48.1
2	T1	All MCs	165	7.1	165	7.1	0.424	6.8	LOS A	3.0	24.1	0.62	0.60	0.62	48.1
3	R2	All MCs	71	7.1	71	7.1	0.424	11.1	LOS B	3.0	24.1	0.62	0.60	0.62	47.6
Approach			421	7.1	421	7.1	0.424	7.4	LOS A	3.0	24.1	0.62	0.60	0.62	48.0
East: Chisham Ave (E)															
4	L2	All MCs	57	7.1	57	7.1	0.201	5.6	LOS A	1.2	9.7	0.59	0.56	0.59	46.9
5	T1	All MCs	113	7.1	113	7.1	0.201	5.6	LOS A	1.2	9.7	0.59	0.56	0.59	42.8
6	R2	All MCs	12	7.1	12	7.1	0.201	9.8	LOS A	1.2	9.7	0.59	0.56	0.59	42.8
Approach			181	7.1	181	7.1	0.201	5.9	LOS A	1.2	9.7	0.59	0.56	0.59	44.7
North: Meares Ave (N)															
7	L2	All MCs	31	7.1	31	7.1	0.298	3.6	LOS A	2.0	15.6	0.50	0.58	0.50	43.0
8	T1	All MCs	133	7.1	133	7.1	0.298	4.1	LOS A	2.0	15.6	0.50	0.58	0.50	46.5
9	R2	All MCs	154	7.1	154	7.1	0.298	7.9	LOS A	2.0	15.6	0.50	0.58	0.50	24.5
Approach			317	7.1	317	7.1	0.298	5.9	LOS A	2.0	15.6	0.50	0.58	0.50	42.0
West: Chisham Ave (W)															
10	L2	All MCs	61	7.1	61	7.1	0.198	4.8	LOS A	1.3	9.9	0.52	0.55	0.52	25.7
11	T1	All MCs	64	7.1	64	7.1	0.198	4.8	LOS A	1.3	9.9	0.52	0.55	0.52	42.4
12	R2	All MCs	71	7.1	71	7.1	0.198	9.0	LOS A	1.3	9.9	0.52	0.55	0.52	43.8
Approach			196	7.1	196	7.1	0.198	6.3	LOS A	1.3	9.9	0.52	0.55	0.52	41.2
All Vehicles			1115	7.1	1115	7.1	0.424	6.5	LOS A	3.0	24.1	0.57	0.58	0.57	45.0

Table 4. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday PM peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
South: Meares Ave (S)															
1	L2	All MCs	206	7.1	206	7.1	0.546	7.5	LOS A	4.7	36.8	0.74	0.65	0.76	47.0
2	T1	All MCs	220	7.1	220	7.1	0.546	7.8	LOS A	4.7	36.8	0.74	0.65	0.76	47.0
3	R2	All MCs	96	7.1	96	7.1	0.546	12.1	LOS B	4.7	36.8	0.74	0.65	0.76	47.0
Approach			522	7.1	522	7.1	0.546	8.5	LOS A	4.7	36.8	0.74	0.65	0.76	47.0
East: Chisham Ave (E)															
4	L2	All MCs	45	7.1	45	7.1	0.275	7.4	LOS A	1.8	14.4	0.76	0.67	0.76	46.1
5	T1	All MCs	134	7.1	134	7.1	0.275	7.4	LOS A	1.8	14.4	0.76	0.67	0.76	41.5
6	R2	All MCs	20	7.1	20	7.1	0.275	11.6	LOS B	1.8	14.4	0.76	0.67	0.76	41.5
Approach			199	7.1	199	7.1	0.275	7.9	LOS A	1.8	14.4	0.76	0.67	0.76	43.0
North: Meares Ave (N)															
7	L2	All MCs	42	7.1	42	7.1	0.530	6.6	LOS A	4.6	36.0	0.79	0.71	0.86	40.9
8	T1	All MCs	249	7.1	249	7.1	0.530	7.1	LOS A	4.6	36.0	0.79	0.71	0.86	44.1
9	R2	All MCs	160	7.1	160	7.1	0.530	10.8	LOS B	4.6	36.0	0.79	0.71	0.86	19.6
Approach			452	7.1	452	7.1	0.530	8.4	LOS A	4.6	36.0	0.79	0.71	0.86	40.6
West: Chisham Ave (W)															
10	L2	All MCs	115	7.1	115	7.1	0.463	6.1	LOS A	3.6	28.4	0.73	0.63	0.73	23.8
11	T1	All MCs	161	7.1	161	7.1	0.463	6.1	LOS A	3.6	28.4	0.73	0.63	0.73	41.5
12	R2	All MCs	140	7.1	140	7.1	0.463	10.3	LOS B	3.6	28.4	0.73	0.63	0.73	42.8
Approach			416	7.1	416	7.1	0.463	7.5	LOS A	3.6	28.4	0.73	0.63	0.73	40.3
All Vehicles			1588	7.1	1588	7.1	0.546	8.1	LOS A	4.7	36.8	0.75	0.67	0.78	43.2



Table 5. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Saturday peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Meares Ave (S)															
1	L2	All MCs	185	7.1	185	7.1	0.465	7.3	LOS A	3.4	27.1	0.70	0.64	0.70	47.5
2	T1	All MCs	177	7.1	177	7.1	0.465	7.5	LOS A	3.4	27.1	0.70	0.64	0.70	47.5
3	R2	All MCs	66	7.1	66	7.1	0.465	11.8	LOS B	3.4	27.1	0.70	0.64	0.70	47.3
Approach			428	7.1	428	7.1	0.465	8.1	LOS A	3.4	27.1	0.70	0.64	0.70	47.4
East: Chisham Ave (E)															
4	L2	All MCs	46	7.1	46	7.1	0.247	6.5	LOS A	1.6	12.5	0.68	0.62	0.68	46.5
5	T1	All MCs	134	7.1	134	7.1	0.247	6.5	LOS A	1.6	12.5	0.68	0.62	0.68	42.1
6	R2	All MCs	23	7.1	23	7.1	0.247	10.7	LOS B	1.6	12.5	0.68	0.62	0.68	42.1
Approach			203	7.1	203	7.1	0.247	6.9	LOS A	1.6	12.5	0.68	0.62	0.68	43.6
North: Meares Ave (N)															
7	L2	All MCs	20	7.1	20	7.1	0.370	4.6	LOS A	2.6	20.6	0.64	0.63	0.64	42.1
8	T1	All MCs	143	7.1	143	7.1	0.370	5.1	LOS A	2.6	20.6	0.64	0.63	0.64	45.5
9	R2	All MCs	185	7.1	185	7.1	0.370	8.9	LOS A	2.6	20.6	0.64	0.63	0.64	22.5
Approach			348	7.1	348	7.1	0.370	7.1	LOS A	2.6	20.6	0.64	0.63	0.64	40.1
West: Chisham Ave (W)															
10	L2	All MCs	144	7.1	144	7.1	0.391	5.3	LOS A	2.9	23.0	0.63	0.58	0.63	24.9
11	T1	All MCs	121	7.1	121	7.1	0.391	5.3	LOS A	2.9	23.0	0.63	0.58	0.63	42.1
12	R2	All MCs	118	7.1	118	7.1	0.391	9.5	LOS A	2.9	23.0	0.63	0.58	0.63	43.5
Approach			383	7.1	383	7.1	0.391	6.6	LOS A	2.9	23.0	0.63	0.58	0.63	40.2
All Vehicles			1363	7.1	1363	7.1	0.465	7.2	LOS A	3.4	27.1	0.66	0.62	0.66	43.5

Table 6. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday AM peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Meares Ave (S)															
1	L2	All MCs	200	7.1	200	7.1	0.448	6.7	LOS A	3.3	25.9	0.65	0.61	0.65	48.0
2	T1	All MCs	168	7.1	168	7.1	0.448	7.0	LOS A	3.3	25.9	0.65	0.61	0.65	48.0
3	R2	All MCs	72	7.1	72	7.1	0.448	11.3	LOS B	3.3	25.9	0.65	0.61	0.65	47.5
Approach			440	7.1	440	7.1	0.448	7.6	LOS A	3.3	25.9	0.65	0.61	0.65	47.9
East: Chisham Ave (E)															
4	L2	All MCs	59	7.1	59	7.1	0.216	5.8	LOS A	1.3	10.5	0.61	0.58	0.61	46.8
5	T1	All MCs	115	7.1	115	7.1	0.216	5.8	LOS A	1.3	10.5	0.61	0.58	0.61	42.6
6	R2	All MCs	18	7.1	18	7.1	0.216	10.0	LOS B	1.3	10.5	0.61	0.58	0.61	42.6
Approach			192	7.1	192	7.1	0.216	6.2	LOS A	1.3	10.5	0.61	0.58	0.61	44.5
North: Meares Ave (N)															
7	L2	All MCs	32	7.1	32	7.1	0.305	3.6	LOS A	2.0	16.1	0.50	0.57	0.50	43.0
8	T1	All MCs	137	7.1	137	7.1	0.305	4.1	LOS A	2.0	16.1	0.50	0.57	0.50	46.5
9	R2	All MCs	157	7.1	157	7.1	0.305	7.9	LOS A	2.0	16.1	0.50	0.57	0.50	24.5
Approach			325	7.1	325	7.1	0.305	5.9	LOS A	2.0	16.1	0.50	0.57	0.50	42.1
West: Chisham Ave (W)															
10	L2	All MCs	62	7.1	62	7.1	0.198	4.8	LOS A	1.3	9.9	0.53	0.57	0.53	25.4
11	T1	All MCs	49	7.1	49	7.1	0.198	4.8	LOS A	1.3	9.9	0.53	0.57	0.53	42.2
12	R2	All MCs	82	7.1	82	7.1	0.198	9.0	LOS A	1.3	9.9	0.53	0.57	0.53	43.6
Approach			194	7.1	194	7.1	0.198	6.6	LOS A	1.3	9.9	0.53	0.57	0.53	41.0
All Vehicles			1151	7.1	1151	7.1	0.448	6.7	LOS A	3.3	25.9	0.58	0.59	0.58	44.9



Table 7. SIDRA Results –Chisham Avenue/Meares Avenue intersection – Weekday PM peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
1	L2	All MCs	218	7.1	218	7.1	0.570	8.0	LOSA	5.2	40.8	0.76	0.67	0.81	46.7
2	T1	All MCs	224	7.1	224	7.1	0.570	8.3	LOSA	5.2	40.8	0.76	0.67	0.81	46.7
3	R2	All MCs	98	7.1	98	7.1	0.570	12.5	LOS B	5.2	40.8	0.76	0.67	0.81	46.8
Approach			540	7.1	540	7.1	0.570	8.9	LOSA	5.2	40.8	0.76	0.67	0.81	46.7
East: Chisham Ave (E)															
4	L2	All MCs	46	7.1	46	7.1	0.291	7.7	LOSA	2.0	15.4	0.78	0.68	0.78	45.9
5	T1	All MCs	136	7.1	136	7.1	0.291	7.7	LOSA	2.0	15.4	0.78	0.68	0.78	41.2
6	R2	All MCs	24	7.1	24	7.1	0.291	11.9	LOS B	2.0	15.4	0.78	0.68	0.78	41.2
Approach			206	7.1	206	7.1	0.291	8.2	LOSA	2.0	15.4	0.78	0.68	0.78	42.8
North: Meares Ave (N)															
7	L2	All MCs	43	7.1	43	7.1	0.544	6.9	LOSA	4.8	38.0	0.81	0.72	0.89	40.7
8	T1	All MCs	255	7.1	255	7.1	0.544	7.4	LOSA	4.8	38.0	0.81	0.72	0.89	43.9
9	R2	All MCs	163	7.1	163	7.1	0.544	11.1	LOS B	4.8	38.0	0.81	0.72	0.89	19.2
Approach			461	7.1	461	7.1	0.544	8.6	LOSA	4.8	38.0	0.81	0.72	0.89	40.3
West: Chisham Ave (W)															
10	L2	All MCs	117	7.1	117	7.1	0.474	6.2	LOSA	3.7	29.3	0.75	0.64	0.75	23.6
11	T1	All MCs	153	7.1	153	7.1	0.474	6.2	LOSA	3.7	29.3	0.75	0.64	0.75	41.3
12	R2	All MCs	151	7.1	151	7.1	0.474	10.4	LOS B	3.7	29.3	0.75	0.64	0.75	42.7
Approach			420	7.1	420	7.1	0.474	7.7	LOSA	3.7	29.3	0.75	0.64	0.75	40.1
All Vehicles			1627	7.1	1627	7.1	0.570	8.4	LOSA	5.2	40.8	0.77	0.68	0.81	43.0

Table 8. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Saturday peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
1	L2	All MCs	202	7.1	202	7.1	0.494	7.6	LOSA	3.8	29.8	0.73	0.65	0.73	47.2
2	T1	All MCs	180	7.1	180	7.1	0.494	7.8	LOSA	3.8	29.8	0.73	0.65	0.73	47.2
3	R2	All MCs	67	7.1	67	7.1	0.494	12.1	LOS B	3.8	29.8	0.73	0.65	0.73	47.1
Approach			449	7.1	449	7.1	0.494	8.4	LOSA	3.8	29.8	0.73	0.65	0.73	47.2
East: Chisham Ave (E)															
4	L2	All MCs	47	7.1	47	7.1	0.264	6.7	LOSA	1.7	13.5	0.69	0.63	0.69	46.3
5	T1	All MCs	137	7.1	137	7.1	0.264	6.7	LOSA	1.7	13.5	0.69	0.63	0.69	41.9
6	R2	All MCs	29	7.1	29	7.1	0.264	10.9	LOS B	1.7	13.5	0.69	0.63	0.69	41.9
Approach			214	7.1	214	7.1	0.264	7.2	LOSA	1.7	13.5	0.69	0.63	0.69	43.3
North: Meares Ave (N)															
7	L2	All MCs	20	7.1	20	7.1	0.375	4.6	LOSA	2.7	21.0	0.64	0.63	0.64	42.1
8	T1	All MCs	144	7.1	144	7.1	0.375	5.1	LOSA	2.7	21.0	0.64	0.63	0.64	45.4
9	R2	All MCs	189	7.1	189	7.1	0.375	8.9	LOSA	2.7	21.0	0.64	0.63	0.64	22.5
Approach			354	7.1	354	7.1	0.375	7.1	LOSA	2.7	21.0	0.64	0.63	0.64	40.0
West: Chisham Ave (W)															
10	L2	All MCs	147	7.1	147	7.1	0.396	5.4	LOSA	3.0	23.4	0.64	0.59	0.64	24.7
11	T1	All MCs	104	7.1	104	7.1	0.396	5.4	LOSA	3.0	23.4	0.64	0.59	0.64	42.0
12	R2	All MCs	132	7.1	132	7.1	0.396	9.6	LOSA	3.0	23.4	0.64	0.59	0.64	43.4
Approach			383	7.1	383	7.1	0.396	6.8	LOSA	3.0	23.4	0.64	0.59	0.64	40.0
All Vehicles			1400	7.1	1400	7.1	0.494	7.4	LOSA	3.8	29.8	0.68	0.63	0.68	43.4



Table 9. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday AM peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				v/c	sec				
South: Meares Ave (S)															
1	L2	All MCs	218	7.1	218	7.1	0.503	7.1	LOS A	3.9	30.5	0.70	0.63	0.70	47.5
2	T1	All MCs	185	7.1	185	7.1	0.503	7.4	LOS A	3.9	30.5	0.70	0.63	0.70	47.5
3	R2	All MCs	79	7.1	79	7.1	0.503	11.7	LOS B	3.9	30.5	0.70	0.63	0.70	47.3
Approach			482	7.1	482	7.1	0.503	8.0	LOS A	3.9	30.5	0.70	0.63	0.70	47.5
East: Chisham Ave (E)															
4	L2	All MCs	63	7.1	63	7.1	0.242	6.2	LOS A	1.5	12.0	0.65	0.60	0.65	46.7
5	T1	All MCs	125	7.1	125	7.1	0.242	6.2	LOS A	1.5	12.0	0.65	0.60	0.65	42.4
6	R2	All MCs	18	7.1	18	7.1	0.242	10.4	LOS B	1.5	12.0	0.65	0.60	0.65	42.4
Approach			206	7.1	206	7.1	0.242	6.5	LOS A	1.5	12.0	0.65	0.60	0.65	44.3
North: Meares Ave (N)															
7	L2	All MCs	34	7.1	34	7.1	0.341	3.9	LOS A	2.4	18.6	0.54	0.59	0.54	42.8
8	T1	All MCs	149	7.1	149	7.1	0.341	4.4	LOS A	2.4	18.6	0.54	0.59	0.54	46.3
9	R2	All MCs	173	7.1	173	7.1	0.341	8.1	LOS A	2.4	18.6	0.54	0.59	0.54	24.0
Approach			356	7.1	356	7.1	0.341	6.1	LOS A	2.4	18.6	0.54	0.59	0.54	41.7
West: Chisham Ave (W)															
10	L2	All MCs	68	7.1	68	7.1	0.225	5.1	LOS A	1.5	11.5	0.57	0.58	0.57	25.0
11	T1	All MCs	56	7.1	56	7.1	0.225	5.1	LOS A	1.5	11.5	0.57	0.58	0.57	42.1
12	R2	All MCs	89	7.1	89	7.1	0.225	9.3	LOS A	1.5	11.5	0.57	0.58	0.57	43.4
Approach			214	7.1	214	7.1	0.225	6.8	LOS A	1.5	11.5	0.57	0.58	0.57	40.8
All Vehicles			1258	7.1	1258	7.1	0.503	7.0	LOS A	3.9	30.5	0.62	0.60	0.62	44.6

Table 10. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Weekday PM peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				v/c	sec				
South: Meares Ave (S)															
1	L2	All MCs	239	7.1	239	7.1	0.648	9.8	LOS A	7.1	55.8	0.84	0.76	0.99	44.8
2	T1	All MCs	246	7.1	246	7.1	0.648	10.1	LOS B	7.1	55.8	0.84	0.76	0.99	44.8
3	R2	All MCs	107	7.1	107	7.1	0.648	14.3	LOS B	7.1	55.8	0.84	0.76	0.99	45.9
Approach			593	7.1	593	7.1	0.648	10.7	LOS B	7.1	55.8	0.84	0.76	0.99	45.2
East: Chisham Ave (E)															
4	L2	All MCs	51	7.1	51	7.1	0.343	8.3	LOS A	2.4	18.9	0.83	0.71	0.83	45.5
5	T1	All MCs	148	7.1	148	7.1	0.343	8.4	LOS A	2.4	18.9	0.83	0.71	0.83	40.6
6	R2	All MCs	26	7.1	26	7.1	0.343	12.6	LOS B	2.4	18.9	0.83	0.71	0.83	40.6
Approach			225	7.1	225	7.1	0.343	8.8	LOS A	2.4	18.9	0.83	0.71	0.83	42.3
North: Meares Ave (N)															
7	L2	All MCs	47	7.1	47	7.1	0.626	8.9	LOS A	6.6	51.8	0.88	0.81	1.07	39.1
8	T1	All MCs	279	7.1	279	7.1	0.626	9.4	LOS A	6.6	51.8	0.88	0.81	1.07	42.0
9	R2	All MCs	179	7.1	179	7.1	0.626	13.2	LOS B	6.6	51.8	0.88	0.81	1.07	16.5
Approach			505	7.1	505	7.1	0.626	10.7	LOS B	6.6	51.8	0.88	0.81	1.07	38.0
West: Chisham Ave (W)															
10	L2	All MCs	128	7.1	128	7.1	0.545	7.5	LOS A	4.9	38.9	0.82	0.71	0.88	22.2
11	T1	All MCs	168	7.1	168	7.1	0.545	7.5	LOS A	4.9	38.9	0.82	0.71	0.88	40.6
12	R2	All MCs	164	7.1	164	7.1	0.545	11.7	LOS B	4.9	38.9	0.82	0.71	0.88	41.9
Approach			461	7.1	461	7.1	0.545	9.0	LOS A	4.9	38.9	0.82	0.71	0.88	39.2
All Vehicles			1784	7.1	1784	7.1	0.648	10.0	LOS B	7.1	55.8	0.85	0.75	0.97	41.6



Table 11. SIDRA Results – Chisham Avenue/Meares Avenue intersection – Saturday peak hour (10-year horizon)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total HV veh/h]	%				[Veh. veh]	Dist] m				
South: Meares Ave (S)														
1	L2	220	7.1	220	7.1	0.557	8.9	LOS A	5.0	39.5	0.79	0.83	0.87	46.0
2	T1	198	7.1	198	7.1	0.557	9.1	LOS A	5.0	39.5	0.79	0.83	0.87	46.0
3	R2	75	7.1	75	7.1	0.557	13.4	LOS B	5.0	39.5	0.79	0.83	0.87	48.4
Approach		493	7.1	493	7.1	0.557	9.7	LOS A	5.0	39.5	0.79	0.83	0.87	46.6
East: Chisham Ave (E)														
4	L2	52	7.1	52	7.1	0.302	7.1	LOS A	2.0	15.9	0.74	0.75	0.74	46.6
5	T1	149	7.1	149	7.1	0.302	7.1	LOS A	2.0	15.9	0.74	0.75	0.74	41.6
6	R2	33	7.1	33	7.1	0.302	11.3	LOS B	2.0	15.9	0.74	0.75	0.74	41.6
Approach		234	7.1	234	7.1	0.302	7.7	LOS A	2.0	15.9	0.74	0.75	0.74	43.2
North: Meares Ave (N)														
7	L2	22	7.1	22	7.1	0.424	5.0	LOS A	3.1	24.8	0.69	0.74	0.69	42.5
8	T1	158	7.1	158	7.1	0.424	5.5	LOS A	3.1	24.8	0.69	0.74	0.69	46.9
9	R2	207	7.1	207	7.1	0.424	9.2	LOS A	3.1	24.8	0.69	0.74	0.69	21.9
Approach		387	7.1	387	7.1	0.424	7.5	LOS A	3.1	24.8	0.69	0.74	0.69	40.6
West: Chisham Ave (W)														
10	L2	161	7.1	161	7.1	0.450	5.7	LOS A	3.5	27.8	0.70	0.70	0.70	24.2
11	T1	117	7.1	117	7.1	0.450	5.7	LOS A	3.5	27.8	0.70	0.70	0.70	43.5
12	R2	143	7.1	143	7.1	0.450	9.9	LOS A	3.5	27.8	0.70	0.70	0.70	45.6
Approach		421	7.1	421	7.1	0.450	7.1	LOS A	3.5	27.8	0.70	0.70	0.70	41.4
All Vehicles		1535	7.1	1535	7.1	0.557	8.1	LOS A	5.0	39.5	0.73	0.76	0.76	43.6

Table 12. SIDRA Results – Chisham Avenue crossover – Weekday AM peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh]	Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	452	7.1	452	7.1	0.260	0.1	LOS A	0.2	1.4	0.04	0.05	0.04	49.5
3	R2	All MCs	21	2.0	21	2.0	0.260	5.4	LOS A	0.2	1.4	0.04	0.05	0.04	41.3
Approach			473	6.9	473	6.9	0.260	0.3	NA	0.2	1.4	0.04	0.05	0.04	49.5
North: Crossover (N)															
4	L2	All MCs	5	2.0	5	2.0	0.014	0.6	LOS A	0.0	0.3	0.41	0.29	0.41	12.6
6	R2	All MCs	6	2.0	6	2.0	0.014	4.0	LOS A	0.0	0.3	0.41	0.29	0.41	41.9
Approach			12	2.0	12	2.0	0.014	2.5	LOS A	0.0	0.3	0.41	0.29	0.41	38.7
West: Chisham Ave (W)															
7	L2	All MCs	15	2.0	15	2.0	0.115	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	42.9
8	T1	All MCs	196	7.1	196	7.1	0.115	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.5
Approach			211	6.7	211	6.7	0.115	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.0
All Vehicles			695	6.8	695	6.8	0.260	0.3	NA	0.2	1.4	0.03	0.05	0.03	49.2



Table 13. SIDRA Results – Chisham Avenue crossover – Weekday PM peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	500	7.1	500	7.1	0.288	0.1	LOSA	0.2	1.6	0.05	0.06	0.05	49.6
3	R2	All MCs	18	2.0	18	2.0	0.288	6.9	LOSA	0.2	1.6	0.05	0.06	0.05	41.3
Approach			518	6.9	518	6.9	0.288	0.4	NA	0.2	1.6	0.05	0.06	0.05	49.5
North: Crossover (N)															
4	L2	All MCs	13	2.0	13	2.0	0.069	1.6	LOSA	0.2	1.6	0.58	0.57	0.58	8.8
6	R2	All MCs	24	2.0	24	2.0	0.069	7.1	LOSA	0.2	1.6	0.58	0.57	0.58	39.5
Approach			37	2.0	37	2.0	0.069	5.2	LOSA	0.2	1.6	0.58	0.57	0.58	36.7
West: Chisham Ave (W)															
7	L2	All MCs	42	2.0	42	2.0	0.249	4.7	LOSA	0.0	0.0	0.00	0.05	0.00	42.7
8	T1	All MCs	416	7.1	416	7.1	0.249	0.1	LOSA	0.0	0.0	0.00	0.05	0.00	49.3
Approach			458	6.6	458	6.6	0.249	0.5	NA	0.0	0.0	0.00	0.05	0.00	48.6
All Vehicles			1013	6.6	1013	6.6	0.288	0.6	NA	0.2	1.6	0.05	0.07	0.05	48.7

Table 14. SIDRA Results – Chisham Avenue crossover – Saturday peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	504	7.1	504	7.1	0.296	0.2	LOSA	0.3	2.1	0.06	0.08	0.06	49.4
3	R2	All MCs	25	2.0	25	2.0	0.296	6.7	LOSA	0.3	2.1	0.06	0.08	0.06	40.6
Approach			529	6.9	529	6.9	0.296	0.5	NA	0.3	2.1	0.06	0.08	0.06	49.3
North: Crossover (N)															
4	L2	All MCs	22	2.0	22	2.0	0.090	1.5	LOSA	0.3	2.2	0.57	0.55	0.57	9.4
6	R2	All MCs	31	2.0	31	2.0	0.090	7.0	LOSA	0.3	2.2	0.57	0.55	0.57	39.9
Approach			53	2.0	53	2.0	0.090	4.7	LOSA	0.3	2.2	0.57	0.55	0.57	36.3
West: Chisham Ave (W)															
7	L2	All MCs	43	2.0	43	2.0	0.232	4.7	LOSA	0.0	0.0	0.00	0.06	0.00	42.7
8	T1	All MCs	383	7.1	383	7.1	0.232	0.1	LOSA	0.0	0.0	0.00	0.06	0.00	49.2
Approach			426	6.6	426	6.6	0.232	0.5	NA	0.0	0.0	0.00	0.06	0.00	48.5
All Vehicles			1008	6.5	1008	6.5	0.296	0.7	NA	0.3	2.2	0.06	0.09	0.06	48.4



Table 15. SIDRA Results – Chisham Avenue crossover – Weekday AM peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	[Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	26	2.0	26	2.0	0.141	3.3	LOSA	0.0	0.0	0.00	0.06	0.00	7.9
8	T1	All MCs	234	7.1	234	7.1	0.141	0.0	LOSA	0.0	0.0	0.00	0.06	0.00	59.3
Approach			260	6.6	260	6.6	0.141	0.3	NA	0.0	0.0	0.00	0.06	0.00	53.5
North: Meares Ave (N)															
2	T1	All MCs	306	2.0	306	2.0	0.188	0.2	LOSA	0.3	2.4	0.11	0.12	0.11	58.0
3	R2	All MCs	37	7.1	37	7.1	0.188	6.7	LOSA	0.3	2.4	0.11	0.12	0.11	51.5
Approach			343	2.5	343	2.5	0.188	0.9	NA	0.3	2.4	0.11	0.12	0.11	57.2
West: Crossover (W)															
4	L2	All MCs	27	2.1	27	2.1	0.041	4.0	LOSA	0.1	1.1	0.37	0.55	0.37	47.4
6	R2	All MCs	14	2.1	14	2.1	0.041	6.0	LOSA	0.1	1.1	0.37	0.55	0.37	21.8
Approach			41	2.1	41	2.1	0.041	4.7	LOSA	0.1	1.1	0.37	0.55	0.37	45.1
All Vehicles			644	4.1	644	4.1	0.188	0.9	NA	0.3	2.4	0.08	0.12	0.08	55.0

Table 16. SIDRA Results – Chisham Avenue crossover – Weekday PM peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	[Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	506	7.1	506	7.1	0.302	0.2	LOSA	0.3	2.5	0.08	0.10	0.08	49.3
3	R2	All MCs	28	2.0	28	2.0	0.302	7.1	LOSA	0.3	2.5	0.08	0.10	0.08	40.1
Approach			535	6.8	535	6.8	0.302	0.6	NA	0.3	2.5	0.08	0.10	0.08	49.2
North: Crossover (N)															
4	L2	All MCs	26	2.0	26	2.0	0.166	1.7	LOSA	0.5	4.1	0.61	0.65	0.61	8.1
6	R2	All MCs	58	2.0	58	2.0	0.166	8.0	LOSA	0.5	4.1	0.61	0.65	0.61	38.9
Approach			84	2.0	84	2.0	0.166	6.0	LOSA	0.5	4.1	0.61	0.65	0.61	36.2
West: Chisham Ave (W)															
7	L2	All MCs	79	2.0	79	2.0	0.264	4.7	LOSA	0.0	0.0	0.00	0.09	0.00	42.4
8	T1	All MCs	406	7.1	406	7.1	0.264	0.1	LOSA	0.0	0.0	0.00	0.09	0.00	48.8
Approach			485	6.3	485	6.3	0.264	0.8	NA	0.0	0.0	0.00	0.09	0.00	47.6
All Vehicles			1104	6.2	1104	6.2	0.302	1.1	NA	0.5	4.1	0.08	0.13	0.08	47.6



Table 17. SIDRA Results – Chisham Avenue crossover – Saturday peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que.	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	509	7.1	509	7.1	0.318	0.3	LOSA	0.5	3.8	0.11	0.14	0.11	49.0
3	R2	All MCs	44	2.0	44	2.0	0.318	7.0	LOSA	0.5	3.8	0.11	0.14	0.11	38.8
Approach			554	6.7	554	6.7	0.318	0.9	NA	0.5	3.8	0.11	0.14	0.11	48.8
North: Crossover (N)															
4	L2	All MCs	22	2.0	22	2.0	0.093	1.4	LOSA	0.3	2.3	0.57	0.55	0.57	9.1
6	R2	All MCs	31	2.0	31	2.0	0.093	7.5	LOSA	0.3	2.3	0.57	0.55	0.57	39.7
Approach			53	2.0	53	2.0	0.093	4.9	LOSA	0.3	2.3	0.57	0.55	0.57	36.0
West: Chisham Ave (W)															
7	L2	All MCs	103	2.0	103	2.0	0.252	4.7	LOSA	0.0	0.0	0.00	0.12	0.00	42.1
8	T1	All MCs	360	7.1	360	7.1	0.252	0.1	LOSA	0.0	0.0	0.00	0.12	0.00	48.5
Approach			463	6.0	463	6.0	0.252	1.1	NA	0.0	0.0	0.00	0.12	0.00	46.9
All Vehicles			1069	6.1	1069	6.1	0.318	1.2	NA	0.5	3.8	0.09	0.15	0.09	47.5

Table 18. SIDRA Results – Chisham Avenue crossover – Weekday AM peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que.	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	26	2.0	26	2.0	0.154	3.3	LOSA	0.0	0.0	0.00	0.05	0.00	7.9
8	T1	All MCs	257	7.1	257	7.1	0.154	0.0	LOSA	0.0	0.0	0.00	0.05	0.00	59.3
Approach			283	6.6	283	6.6	0.154	0.3	NA	0.0	0.0	0.00	0.05	0.00	54.0
North: Meares Ave (N)															
2	T1	All MCs	345	2.0	345	2.0	0.209	0.2	LOSA	0.3	2.5	0.10	0.12	0.10	58.2
3	R2	All MCs	37	7.1	37	7.1	0.209	6.9	LOSA	0.3	2.5	0.10	0.12	0.10	51.6
Approach			382	2.5	382	2.5	0.209	0.8	NA	0.3	2.5	0.10	0.12	0.10	57.4
West: Crossover (W)															
4	L2	All MCs	27	2.1	27	2.1	0.043	4.1	LOSA	0.1	1.1	0.40	0.57	0.40	47.2
6	R2	All MCs	14	2.1	14	2.1	0.043	6.5	LOSA	0.1	1.1	0.40	0.57	0.40	21.2
Approach			41	2.1	41	2.1	0.043	4.9	LOSA	0.1	1.1	0.40	0.57	0.40	44.8
All Vehicles			706	4.1	706	4.1	0.209	0.9	NA	0.3	2.5	0.08	0.12	0.08	55.3



Table 19. SIDRA Results – Chisham Avenue crossover – Weekday PM peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	556	7.1	556	7.1	0.331	0.2	LOS A	0.3	2.7	0.08	0.09	0.08	49.3
3	R2	All MCs	28	2.0	28	2.0	0.331	7.5	LOS A	0.3	2.7	0.08	0.09	0.08	40.1
Approach			584	6.9	584	6.9	0.331	0.6	NA	0.3	2.7	0.08	0.09	0.08	49.2
North: Crossover (N)															
4	L2	All MCs	26	2.0	26	2.0	0.189	1.9	LOS A	0.6	4.6	0.67	0.70	0.68	7.2
6	R2	All MCs	58	2.0	58	2.0	0.189	9.6	LOS A	0.6	4.6	0.67	0.70	0.68	37.9
Approach			84	2.0	84	2.0	0.189	7.2	LOS A	0.6	4.6	0.67	0.70	0.68	35.1
West: Chisham Ave (W)															
7	L2	All MCs	79	2.0	79	2.0	0.286	4.7	LOS A	0.0	0.0	0.00	0.08	0.00	42.4
8	T1	All MCs	447	7.1	447	7.1	0.286	0.1	LOS A	0.0	0.0	0.00	0.08	0.00	48.9
Approach			526	6.3	526	6.3	0.286	0.8	NA	0.0	0.0	0.00	0.08	0.00	47.8
All Vehicles			1195	6.3	1195	6.3	0.331	1.1	NA	0.6	4.6	0.08	0.13	0.08	47.6

Table 20. SIDRA Results – Chisham Avenue crossover – Saturday peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
East: Chisham Ave (E)															
2	T1	All MCs	558	7.1	558	7.1	0.346	0.3	LOS A	0.5	4.1	0.11	0.14	0.11	49.0
3	R2	All MCs	44	2.0	44	2.0	0.346	7.3	LOS A	0.5	4.1	0.11	0.14	0.11	38.8
Approach			602	6.7	602	6.7	0.346	0.9	NA	0.5	4.1	0.11	0.14	0.11	48.8
North: Crossover (N)															
4	L2	All MCs	22	2.0	22	2.0	0.105	1.5	LOS A	0.3	2.5	0.60	0.60	0.60	8.3
6	R2	All MCs	31	2.0	31	2.0	0.105	8.9	LOS A	0.3	2.5	0.60	0.60	0.60	39.0
Approach			53	2.0	53	2.0	0.105	5.8	LOS A	0.3	2.5	0.60	0.60	0.60	35.0
West: Chisham Ave (W)															
7	L2	All MCs	103	2.0	103	2.0	0.273	4.7	LOS A	0.0	0.0	0.00	0.11	0.00	42.2
8	T1	All MCs	398	7.1	398	7.1	0.273	0.1	LOS A	0.0	0.0	0.00	0.11	0.00	48.6
Approach			501	6.1	501	6.1	0.273	1.0	NA	0.0	0.0	0.00	0.11	0.00	47.1
All Vehicles			1156	6.2	1156	6.2	0.346	1.2	NA	0.5	4.1	0.09	0.15	0.09	47.6



Table 21. SIDRA Results – Meares Avenue crossover – Weekday AM peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que.	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	12	2.0	12	2.0	0.136	3.3	LOS A	0.0	0.0	0.00	0.03	0.00	7.9
8	T1	All MCs	238	7.1	238	7.1	0.136	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach			249	6.9	249	6.9	0.136	0.2	NA	0.0	0.0	0.00	0.03	0.00	57.0
North: Meares Ave (N)															
2	T1	All MCs	317	2.0	317	2.0	0.178	0.1	LOS A	0.2	1.2	0.05	0.06	0.05	59.0
3	R2	All MCs	18	7.1	18	7.1	0.178	6.7	LOS A	0.2	1.2	0.05	0.06	0.05	52.2
Approach			335	2.3	335	2.3	0.178	0.4	NA	0.2	1.2	0.05	0.06	0.05	58.6
West: Crossover (W)															
4	L2	All MCs	9	2.1	9	2.1	0.012	4.0	LOS A	0.0	0.3	0.35	0.52	0.35	47.7
6	R2	All MCs	3	2.1	3	2.1	0.012	5.8	LOS A	0.0	0.3	0.35	0.52	0.35	22.5
Approach			13	2.1	13	2.1	0.012	4.4	LOS A	0.0	0.3	0.35	0.52	0.35	46.2
All Vehicles			597	4.2	597	4.2	0.178	0.4	NA	0.2	1.2	0.04	0.06	0.04	57.6

Table 22. SIDRA Results – Meares Avenue crossover – Weekday PM peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que.	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	13	2.0	13	2.0	0.200	3.3	LOS A	0.0	0.0	0.00	0.02	0.00	7.9
8	T1	All MCs	355	7.1	355	7.1	0.200	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			367	6.9	367	6.9	0.200	0.1	NA	0.0	0.0	0.00	0.02	0.00	57.7
North: Meares Ave (N)															
2	T1	All MCs	452	2.0	452	2.0	0.267	0.1	LOS A	0.2	1.6	0.06	0.07	0.06	59.1
3	R2	All MCs	20	7.1	20	7.1	0.267	7.5	LOS A	0.2	1.6	0.06	0.07	0.06	52.2
Approach			472	2.2	472	2.2	0.267	0.4	NA	0.2	1.6	0.06	0.07	0.06	58.7
West: Crossover (W)															
4	L2	All MCs	15	2.1	15	2.1	0.062	4.5	LOS A	0.2	1.5	0.53	0.70	0.53	45.1
6	R2	All MCs	24	2.1	24	2.1	0.062	8.2	LOS A	0.2	1.5	0.53	0.70	0.53	17.1
Approach			39	2.1	39	2.1	0.062	6.8	LOS A	0.2	1.5	0.53	0.70	0.53	37.3
All Vehicles			878	4.2	878	4.2	0.267	0.6	NA	0.2	1.6	0.05	0.07	0.05	57.6



Table 23. SIDRA Results – Meares Avenue crossover – Saturday peak hour (existing situation)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	[Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	32	2.0	32	2.0	0.204	3.3	LOSA	0.0	0.0	0.00	0.05	0.00	7.9
8	T1	All MCs	344	7.1	344	7.1	0.204	0.0	LOSA	0.0	0.0	0.00	0.05	0.00	59.4
Approach			376	6.7	376	6.7	0.204	0.3	NA	0.0	0.0	0.00	0.05	0.00	54.5
North: Meares Ave (N)															
2	T1	All MCs	348	2.0	348	2.0	0.203	0.2	LOSA	0.3	1.9	0.09	0.10	0.09	58.6
3	R2	All MCs	25	7.1	25	7.1	0.203	7.4	LOSA	0.3	1.9	0.09	0.10	0.09	51.9
Approach			374	2.3	374	2.3	0.203	0.7	NA	0.3	1.9	0.09	0.10	0.09	58.0
West: Crossover (W)															
4	L2	All MCs	34	2.1	34	2.1	0.086	4.5	LOSA	0.3	2.2	0.49	0.66	0.49	46.1
6	R2	All MCs	34	2.1	34	2.1	0.086	7.3	LOSA	0.3	2.2	0.49	0.66	0.49	18.8
Approach			67	2.1	67	2.1	0.086	5.9	LOSA	0.3	2.2	0.49	0.66	0.49	41.1
All Vehicles			817	4.3	817	4.3	0.204	0.9	NA	0.3	2.2	0.08	0.12	0.08	55.2

Table 24. SIDRA Results – Meares Avenue crossover – Weekday AM peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	[Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	26	2.0	26	2.0	0.141	3.3	LOSA	0.0	0.0	0.00	0.06	0.00	7.9
8	T1	All MCs	234	7.1	234	7.1	0.141	0.0	LOSA	0.0	0.0	0.00	0.06	0.00	59.3
Approach			260	6.6	260	6.6	0.141	0.3	NA	0.0	0.0	0.00	0.06	0.00	53.5
North: Meares Ave (N)															
2	T1	All MCs	306	2.0	306	2.0	0.188	0.2	LOSA	0.3	2.4	0.11	0.12	0.11	58.0
3	R2	All MCs	37	7.1	37	7.1	0.188	6.7	LOSA	0.3	2.4	0.11	0.12	0.11	51.5
Approach			343	2.5	343	2.5	0.188	0.9	NA	0.3	2.4	0.11	0.12	0.11	57.2
West: Crossover (W)															
4	L2	All MCs	27	2.1	27	2.1	0.041	4.0	LOSA	0.1	1.1	0.37	0.55	0.37	47.4
6	R2	All MCs	14	2.1	14	2.1	0.041	6.0	LOSA	0.1	1.1	0.37	0.55	0.37	21.8
Approach			41	2.1	41	2.1	0.041	4.7	LOSA	0.1	1.1	0.37	0.55	0.37	45.1
All Vehicles			644	4.1	644	4.1	0.188	0.9	NA	0.3	2.4	0.08	0.12	0.08	55.0

Table 25. SIDRA Results – Meares Avenue crossover – Weekday PM peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	24	2.0	24	2.0	0.206	3.3	LOS A	0.0	0.0	0.00	0.04	0.00	7.9
8	T1	All MCs	354	7.1	354	7.1	0.206	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach			378	6.8	378	6.8	0.206	0.2	NA	0.0	0.0	0.00	0.04	0.00	55.8
North: Meares Ave (N)															
2	T1	All MCs	454	2.0	454	2.0	0.287	0.2	LOS A	0.4	2.8	0.10	0.11	0.10	58.5
3	R2	All MCs	35	7.1	35	7.1	0.287	7.6	LOS A	0.4	2.8	0.10	0.11	0.10	51.8
Approach			488	2.4	488	2.4	0.287	0.8	NA	0.4	2.8	0.10	0.11	0.10	57.9
West: Crossover (W)															
4	L2	All MCs	27	2.1	27	2.1	0.091	4.5	LOS A	0.3	2.2	0.53	0.70	0.53	45.2
6	R2	All MCs	32	2.1	32	2.1	0.091	8.6	LOS A	0.3	2.2	0.53	0.70	0.53	17.3
Approach			59	2.1	59	2.1	0.091	6.7	LOS A	0.3	2.2	0.53	0.70	0.53	39.2
All Vehicles			925	4.1	925	4.1	0.287	0.9	NA	0.4	2.8	0.08	0.12	0.08	56.1

Table 26. SIDRA Results – Meares Avenue crossover – Saturday peak hour (post-development)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	49	2.0	49	2.0	0.211	3.3	LOS A	0.0	0.0	0.00	0.07	0.00	7.9
8	T1	All MCs	339	7.1	339	7.1	0.211	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.1
Approach			388	6.5	388	6.5	0.211	0.4	NA	0.0	0.0	0.00	0.07	0.00	51.9
North: Meares Ave (N)															
2	T1	All MCs	343	2.0	343	2.0	0.223	0.4	LOS A	0.5	3.7	0.16	0.19	0.16	57.4
3	R2	All MCs	49	7.1	49	7.1	0.223	7.5	LOS A	0.5	3.7	0.16	0.19	0.16	51.0
Approach			393	2.6	393	2.6	0.223	1.3	NA	0.5	3.7	0.16	0.19	0.16	56.5
West: Crossover (W)															
4	L2	All MCs	57	2.1	57	2.1	0.126	4.5	LOS A	0.4	3.4	0.49	0.67	0.49	46.0
6	R2	All MCs	44	2.1	44	2.1	0.126	7.7	LOS A	0.4	3.4	0.49	0.67	0.49	18.8
Approach			101	2.1	101	2.1	0.126	5.9	LOS A	0.4	3.4	0.49	0.67	0.49	42.1
All Vehicles			882	4.3	882	4.3	0.223	1.4	NA	0.5	3.7	0.13	0.19	0.13	53.0

Table 27. SIDRA Results – Meares Avenue crossover – Weekday AM peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	26	2.0	26	2.0	0.154	3.3	LOSA	0.0	0.0	0.00	0.05	0.00	7.9
8	T1	All MCs	257	7.1	257	7.1	0.154	0.0	LOSA	0.0	0.0	0.00	0.05	0.00	59.3
Approach			283	6.6	283	6.6	0.154	0.3	NA	0.0	0.0	0.00	0.05	0.00	54.0
North: Meares Ave (N)															
2	T1	All MCs	345	2.0	345	2.0	0.209	0.2	LOSA	0.3	2.5	0.10	0.12	0.10	58.2
3	R2	All MCs	37	7.1	37	7.1	0.209	6.9	LOSA	0.3	2.5	0.10	0.12	0.10	51.6
Approach			382	2.5	382	2.5	0.209	0.8	NA	0.3	2.5	0.10	0.12	0.10	57.4
West: Crossover (W)															
4	L2	All MCs	27	2.1	27	2.1	0.043	4.1	LOSA	0.1	1.1	0.40	0.57	0.40	47.2
6	R2	All MCs	14	2.1	14	2.1	0.043	6.5	LOSA	0.1	1.1	0.40	0.57	0.40	21.2
Approach			41	2.1	41	2.1	0.043	4.9	LOSA	0.1	1.1	0.40	0.57	0.40	44.8
All Vehicles			706	4.1	706	4.1	0.209	0.9	NA	0.3	2.5	0.08	0.12	0.08	55.3

Table 28. SIDRA Results – Meares Avenue crossover – Weekday PM peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	24	2.0	24	2.0	0.225	3.3	LOSA	0.0	0.0	0.00	0.03	0.00	7.9
8	T1	All MCs	389	7.1	389	7.1	0.225	0.0	LOSA	0.0	0.0	0.00	0.03	0.00	59.5
Approach			414	6.8	414	6.8	0.225	0.2	NA	0.0	0.0	0.00	0.03	0.00	56.1
North: Meares Ave (N)															
2	T1	All MCs	498	2.0	498	2.0	0.351	0.3	LOSA	0.4	3.1	0.10	0.11	0.10	58.5
3	R2	All MCs	35	7.1	35	7.1	0.351	7.9	LOSA	0.4	3.1	0.10	0.11	0.10	51.8
Approach			533	2.3	533	2.3	0.351	0.8	NA	0.4	3.1	0.10	0.11	0.10	58.0
West: Crossover (W)															
4	L2	All MCs	27	2.1	27	2.1	0.108	4.7	LOSA	0.3	2.4	0.56	0.74	0.56	44.5
6	R2	All MCs	32	2.1	32	2.1	0.108	9.7	LOSA	0.3	2.4	0.56	0.74	0.56	16.3
Approach			59	2.1	59	2.1	0.108	7.4	LOSA	0.3	2.4	0.56	0.74	0.56	38.3
All Vehicles			1005	4.2	1005	4.2	0.351	0.9	NA	0.4	3.1	0.08	0.12	0.08	56.2



Table 29. SIDRA Results – Meares Avenue crossover – Saturday peak hour (10-year horizon)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh veh	Dist] m				
South: Meares Ave (S)															
7	L2	All MCs	49	2.0	49	2.0	0.230	3.3	LOS A	0.0	0.0	0.00	0.07	0.00	7.9
8	T1	All MCs	374	7.1	374	7.1	0.230	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.1
Approach			423	6.5	423	6.5	0.230	0.4	NA	0.0	0.0	0.00	0.07	0.00	52.5
North: Meares Ave (N)															
2	T1	All MCs	377	2.0	377	2.0	0.243	0.4	LOS A	0.5	3.9	0.16	0.18	0.16	57.5
3	R2	All MCs	49	7.1	49	7.1	0.243	7.8	LOS A	0.5	3.9	0.16	0.18	0.16	51.1
Approach			426	2.6	426	2.6	0.243	1.3	NA	0.5	3.9	0.16	0.18	0.16	56.7
West: Crossover (W)															
4	L2	All MCs	57	2.1	57	2.1	0.135	4.7	LOS A	0.5	3.6	0.52	0.70	0.52	45.6
6	R2	All MCs	44	2.1	44	2.1	0.135	8.4	LOS A	0.5	3.6	0.52	0.70	0.52	18.0
Approach			101	2.1	101	2.1	0.135	6.3	LOS A	0.5	3.6	0.52	0.70	0.52	41.4
All Vehicles			951	4.3	951	4.3	0.243	1.4	NA	0.5	3.9	0.13	0.19	0.13	53.3



Appendix D

SURVEY DATA



Engineering a better future for **over 20 years!**

Traffic Count Survey Sheet

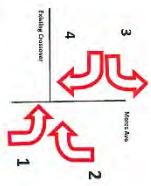
Project: Lot 9501 (32) Meares Avenue, Kwinana Town Centre

Project No: 125.081

Date: Weekday

Surveyor:

Time Interval: From - 08:00AM to 09:00AM (1 HOUR)



TIME	1	2	3	4	Observation
08:00am to 08:15am	1 HV:	2 HV:	1 HV:	1 HV:	
08:15am to 08:30am	4 HV:	3 HV:	3 HV:	1 HV:	
08:30am to 08:45am	4 HV:	5 HV:	1 HV:	3 HV:	2
08:45am to 09:00am	2 HV:	7 HV:	5 HV:	1 HV:	

11 12 7 3

Traffic Count Survey Sheet

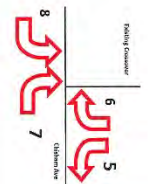
Project: Lot 9501 (32) Meares Avenue, Kwinana Town Centre

Project No: 125.081

Date: Weekday

Surveyor:

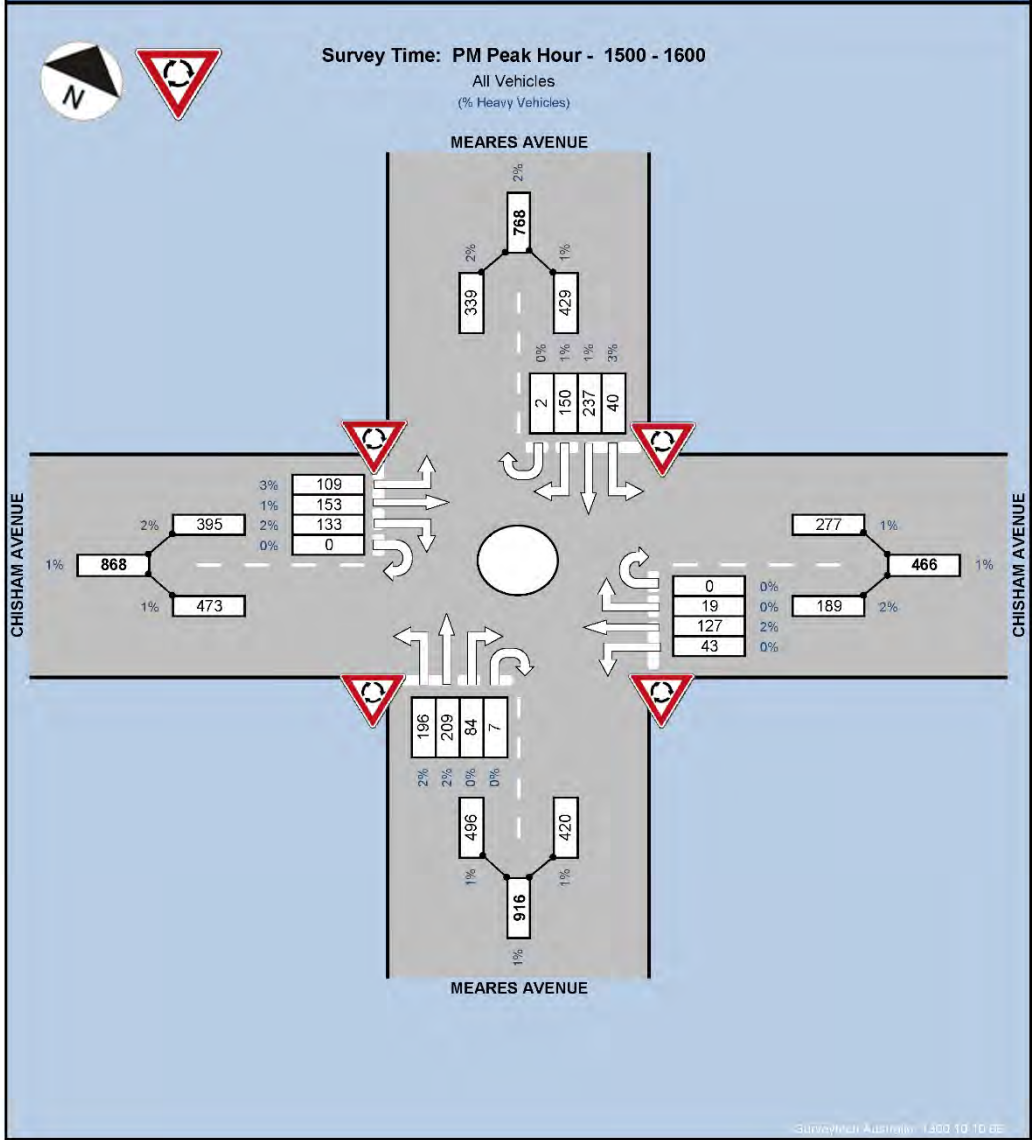
Time Interval: From - 08:00AM to 09:00AM (1 HOUR)

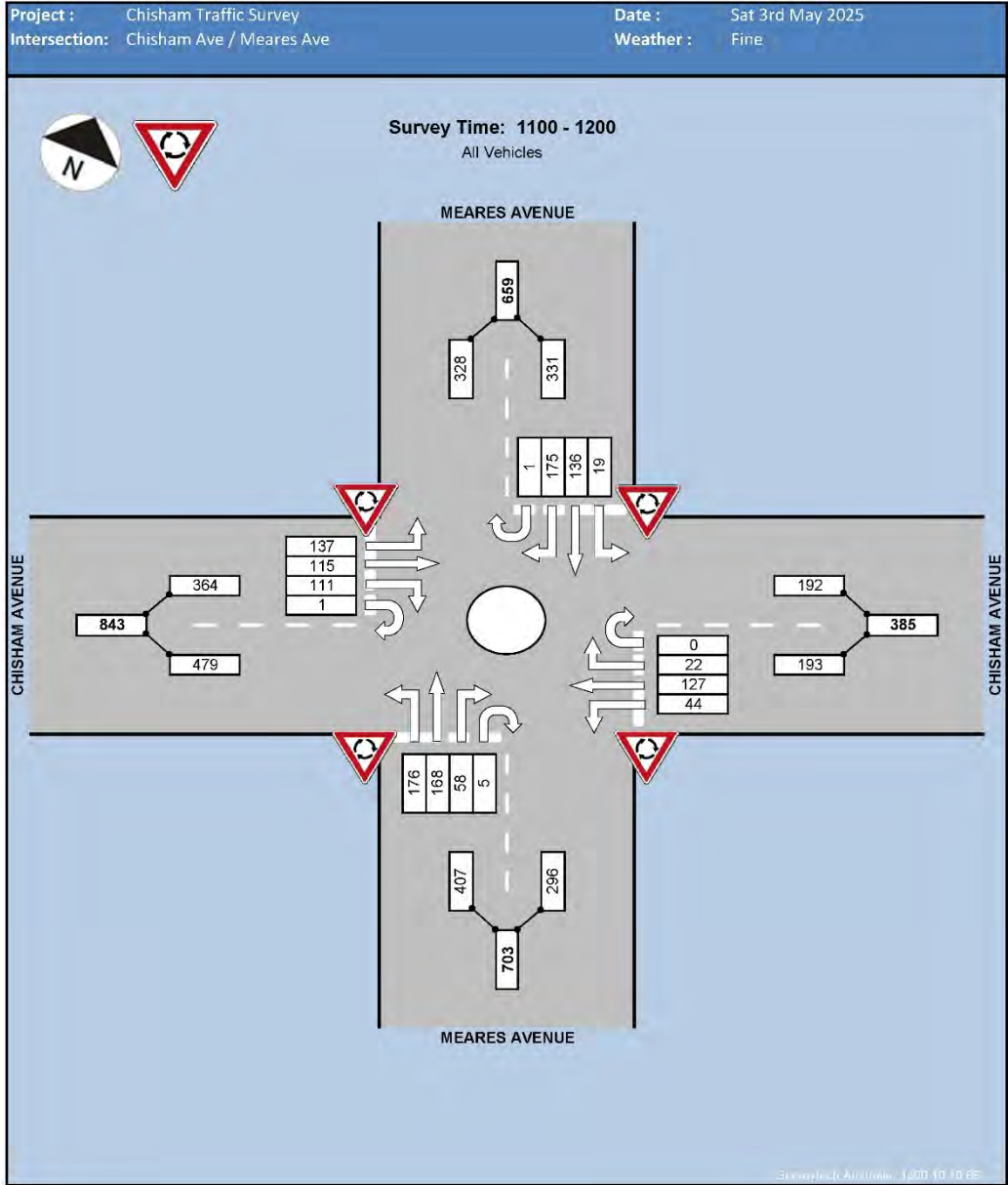


TIME	5	6	7	8	Observation
08:00am to 08:15am	1 HV:	1 HV:	1 HV:	2 HV:	
08:15am to 08:30am	1 HV:	1 HV:	4 HV:	4 HV:	
08:30am to 08:45am	3 HV:	8 HV:	7 HV:	5 HV:	
08:45am to 09:00am	5 HV:	8 HV:	9 HV:	3 HV:	

9 17 20 14

Project : Chisham Ave Traffic Survey
 Intersection: Chisham Ave / Meares Ave
 Date : Fri 2nd May 2025
 Weather : Fine





Environmental Noise Assessment - McDonald's Kwinana Town Centre

Lot 9501 (#32) Meares Avenue, Kwinana Town Centre

Reference: 250310087-01A

Prepared for:
McDonald's Australia Ltd

Reference: 250310087-01A

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
16-Jun-25	0	Issued to Client	Matt Nolan	Terry George
25-Sep-25	A	Updated assessment	Matt Nolan	-

CONTENTS

EXECUTIVE SUMMARY.....	i
1. INTRODUCTION.....	1
2. CRITERIA.....	3
2.1. Regulations 7, 8 & 9.....	3
2.2. Regulation 3.....	5
2.3. Regulation 14A	6
3. METHODOLOGY	7
3.1. Meteorological Conditions	7
3.2. Topographical Data.....	7
3.3. Ground Absorption	8
3.4. Source Sound Levels	9
4. RESULTS	11
4.1. Night L_{A10} Noise.....	12
4.2. Night L_{A10} Mechanical Plant Noise Only.....	14
4.3. Night L_{A1} Noise	16
4.4. Sunday Day L_{A10} Noise	18
4.5. Sunday Day L_{A1} Noise	20
4.6. Night L_{Amax} Noise.....	22
5. CONCLUSION.....	24

List of Tables

Table 2-1 Adjustments Where Characteristics Cannot Be Removed	3
Table 2-2 Baseline Assigned Levels	4
Table 2-3 Assigned Levels	5
Table 3-1: Modelling Meteorological Conditions	7
Table 3-2: Source Sound Power Levels, dB.....	9
Table 4-1: Night L_{A10} Noise Predicted and Assessed Levels, dB(A)	12
Table 4-2: Night L_{A10} Mechanical Plant Noise Only Predicted and Assessed Levels, dB(A)	14
Table 4-3: Night L_{A1} Noise Predicted and Assessed Levels, dB(A)	16
Table 4-4: Sunday Day L_{A10} Noise Predicted and Assessed Levels, dB(A)	18
Table 4-5: Sunday Day L_{A1} Noise Predicted and Assessed Levels, dB(A)	20
Table 4-6: Night L_{Amax} Noise Predicted and Assessed Levels, dB(A)	22
Table B-1: Percentage of Land Types within 100m and 450m Radii	27
Table B-2: Relevant Roads within 100m and 450m Radii.....	29
Table B-3: Influencing Factor Calculation, dB.....	30

List of Figures

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)	1
Figure 1-2: Proposed Site Plan.....	2
Figure 3-1: Overview of Noise Model.....	8
Figure 4-1: Night L_{A10} Noise Contour Plot	13
Figure 4-2: Night L_{A10} Mechanical Plant Noise Contour Plot	15
Figure 4-3: Night L_{A1} Noise Contour Plot	17
Figure 4-4: Sunday Day L_{A10} Noise Contour Plot.....	19

Figure 4-5: Sunday Day L_{A1} Noise Contour Plot 21

Figure 4-6: Night L_{Amax} Noise Contour Plot 23

Figure B-1: Land Types within 100m and 450m Radii 28

Figure B-2: MRWA Published Traffic Data 30

Appendices

Appendix A – Development Plans 25

Appendix B – Influencing Factor Calculation 26

Appendix C – Terminology 31

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 9501 (#32) Meares Avenue, Kwinana Town Centre. 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* provided the following:

- 2.0-metre high wall included along the north side of the drive-through as detailed in the plans shown in *Appendix A*. This wall is to be free of any gaps and have a minimum surface mass of 8 kg/m²; and
- Implement one or more of the following for the mechanical plant:
 - Select quieter units;
 - Provide localised screens;
 - Relocate the plant further from the residences.

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.

1. INTRODUCTION

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 9501 (#32) Meares Avenue, Kwinana Town Centre (refer *Figure 1-1*) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The subject lot also includes an existing Aldi Store and car park that will remain, noting noise emissions outside the subject site are not considered as part of this assessment.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

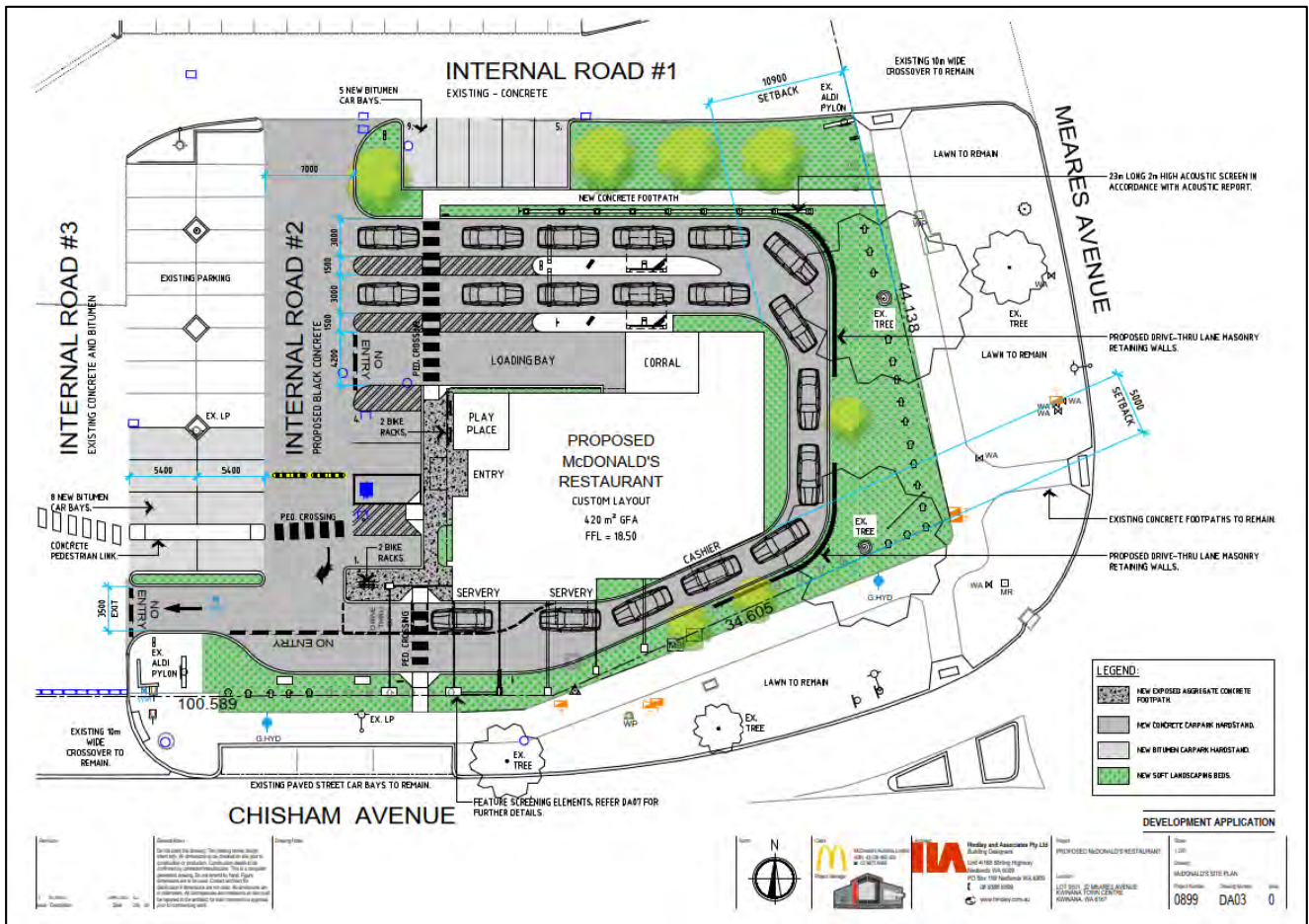


Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from mechanical services, vehicles idling in the drive-thru, speaker noise in the drive-thru, and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

“7. Prescribed standard for noise emissions

- (1) *Noise emitted from any premises or public place when received at other premises –*
- (a) *must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and*
 - (b) *must be free of –*
 - (i) *tonality; and*
 - (ii) *impulsiveness; and*
 - (iii) *modulation,**when assessed under regulation 9.*
- (2) *For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level at the point of reception.”*

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), “Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -

- (a) *the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and*
- (b) *the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] ... are made to the noise emission as measured at the point of reception.”*

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to “steady-state” noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —

- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as 9 dB as determined in *Appendix B. Table 2-3* shows the assigned levels including the influencing factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
+9 dB IF Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	54	64	74
	0900 to 1900 hours Sunday and public holidays (Sunday)	49	59	74
	1900 to 2200 hours all days (Evening)	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	44	54	64
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as “a period of time of not less than 15 minutes, and not exceeding 4 hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission”. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

“3. Regulations do not apply to certain noise emissions

(1) *Nothing in these regulations applies to the following noise emissions –*

(a) *Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;”*

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed in this area. However, vehicle noise in the drive-through area has been considered assessable in this report due to the lanes being solely for ordering purposes and not road access. Vehicle door closing noise also requires assessment, as it does not form part of the propulsion or braking systems. Noise from the delivery truck condensing unit is also considered assessable.

2.3. Regulation 14A

“14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

- (a) The works are carried out in the quietest reasonable and practicable manner; and*
- (b) The equipment used to carry out the works is the quietest reasonably available;*

class 1 works means specified works carried out between -

- (a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or*
- (b) 0900 hours and 1900 hours on a Sunday or public holiday.*

specified works means -

- (a) The collection of waste; or*
- (b) The cleaning of a road or the drains for a road; or*
- (c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;”*

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

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* to *Section 3.5*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. 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.

3.2. 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 assumed to be 7.0 metres in height with receivers 1.4 metres above floor level. Commercial buildings are modelled with a height of 5.0 metres, noting a parapet with wall height of 1.0 metre above roof level was also included.

A 2.0-metre high wall is included along the north side of the drive-through as detailed in the plans shown in *Appendix A*. This wall is to be free of any gaps and have a minimum surface mass of 8 kg/m^2 .

Fencing on the north boundary is *Colorbond* on top of a retaining wall. Whilst *Colorbond* fencing is 1.8 metres high (measured from top of the retaining wall), it is modelled as 1.6 metres high to take into account the lightweight nature of the product and potential lesser acoustic performance compared to a denser product.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Red dots represent point sources in the noise model (mechanical plant, idling cars, speaker noise and refrigerated delivery trucks) with the pink polygons representing car doors in various bays.



Figure 3-1: Overview of Noise Model

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads and car parks, 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.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Condenser Package MAC90RP – L _{A10}	88	87	85	81	76	70	64	59	82
AC-1 Actron PKY960T Low Speed – L _{A10}	-	84	78	75	73	69	60	54	78
AC-1 Actron PKY960T High Speed – L _{A10}	-	89	83	80	78	74	64	60	83
AC-2 and AC-3 Actron PCG340 Package Low Speed – L _{A10}	-	75	74	73	71	67	65	60	76
AC-2 and AC-3 Actron PCG340 Package Unit High Speed – L _{A10}	-	78	78	77	75	71	69	64	80
AC-4 Actron PCA233U Package Unit Low Speed – L _{A10}	-	71	71	70	67	62	61	56	69
AC-4 Actron PCA233U Package Unit High Speed – L _{A10}	-	76	75	74	71	66	65	60	71
Fan 1 Fantech TCE354, Toilet – L _{A10}	80	78	74	71	62	64	63	53	73
Fan 2 Fantech CGD354, Fry EF – L _{A10}	80	78	74	71	62	64	63	53	73
Fan 3 Fantech CGD354, Fillet EF – L _{A10}	80	78	74	71	62	64	63	53	73
Fan 4 Fantech CGD404, Grille EF – L _{A10}	83	81	77	74	65	67	66	56	76
Fan 5 Fantech CE192V, Wash-up EF – L _{A10}	78	77	68	65	60	58	56	52	68
Fan 6 Fantech CE406D, IT Room EF – L _{A10}	78	77	68	65	60	58	56	52	68
Car Idling/moving slowly, L _{A10}	81	78	74	72	74	74	67	64	79
Closing Car Door, L _{Amax}	71	74	77	81	80	78	72	61	84
Small Refrigerated Truck delivery – L _{A1}	100	91	87	88	83	81	79	75	90
Drive-Through Speaker – L _{A1}	62	64	66	77	80	73	57	42	82

The following is noted in relation to *Table 3-2*:

- Mechanical plant noise sources were based on file data and manufacturer specifications provided from previous projects. All mechanical plant has been located on the roof at a height of 0.5 metres for exhaust fans and 1.0 metre for condensers. Low speed noise levels were used during the night period.
- Mechanical plant is assumed to operate for more than 10% of a representative assessment period and therefore the L_{A10} parameter is applicable.

- 6 to 18 cars idling in the drive-through were modelled as point sources located 0.5 metres above ground, depending on the calculation scenario.
- The refrigerated delivery truck was modelled as a point source located 2.0 metres above ground in the loading bay.
- Car door closing noises are modelled as an area source 1.0 metres above ground, with the results showing the total sound power located in the 'worst-case' location for each receiver.
- The drive-through speakers are modelled as a point source located 1.0 metre above ground, noting this noise source is expected to occur for less than 10 percent of a representative assessment period.

4. RESULTS

The noise levels were predicted for various scenarios:

- Night L_{A10} Noise – Includes six cars idling in the drive-through and mechanical plant operating on low speed mode. Six cars were included as a conservative assumption, representing the reduced traffic volumes expected in the drive-through during the night period for more than 10 percent of the assessment period.
- Night L_{A10} Mechanical Plant Noise Only – Includes mechanical plant operating on low speed mode.
- Night L_{A1} Noise – Includes eighteen cars idling in the drive-through, speaker noise, a small delivery truck in the loading bay and mechanical plant operating on low speed mode. Eighteen cars in the drive-through were included as a conservative assumption that will occur less than 10 percent of the assessment period, representing the maximum possible drive-through capacity.
- Sunday Day L_{A10} Noise – Includes fourteen cars idling in the drive-through and mechanical plant operating at high speeds. Fourteen cars in the drive-through were included as a conservative assumption, representing the increased traffic volumes expected on a Sunday day (compared with during the night period) for more than 10 percent of the assessment period.
- Sunday Day L_{A1} Noise – Includes eighteen cars idling in the drive-through, speaker noise, a small delivery truck in the loading bay and mechanical plant operating at high speeds. Eighteen cars in the drive-through were included as a conservative assumption that will occur less than 10 percent of the assessment period, representing the maximum possible drive-through capacity.
- Night L_{Amax} Noise – Includes noise from car doors.

These scenarios are considered to represent the most critical operating conditions with respect to noise compliance.

4.1. Night L_{A10} Noise

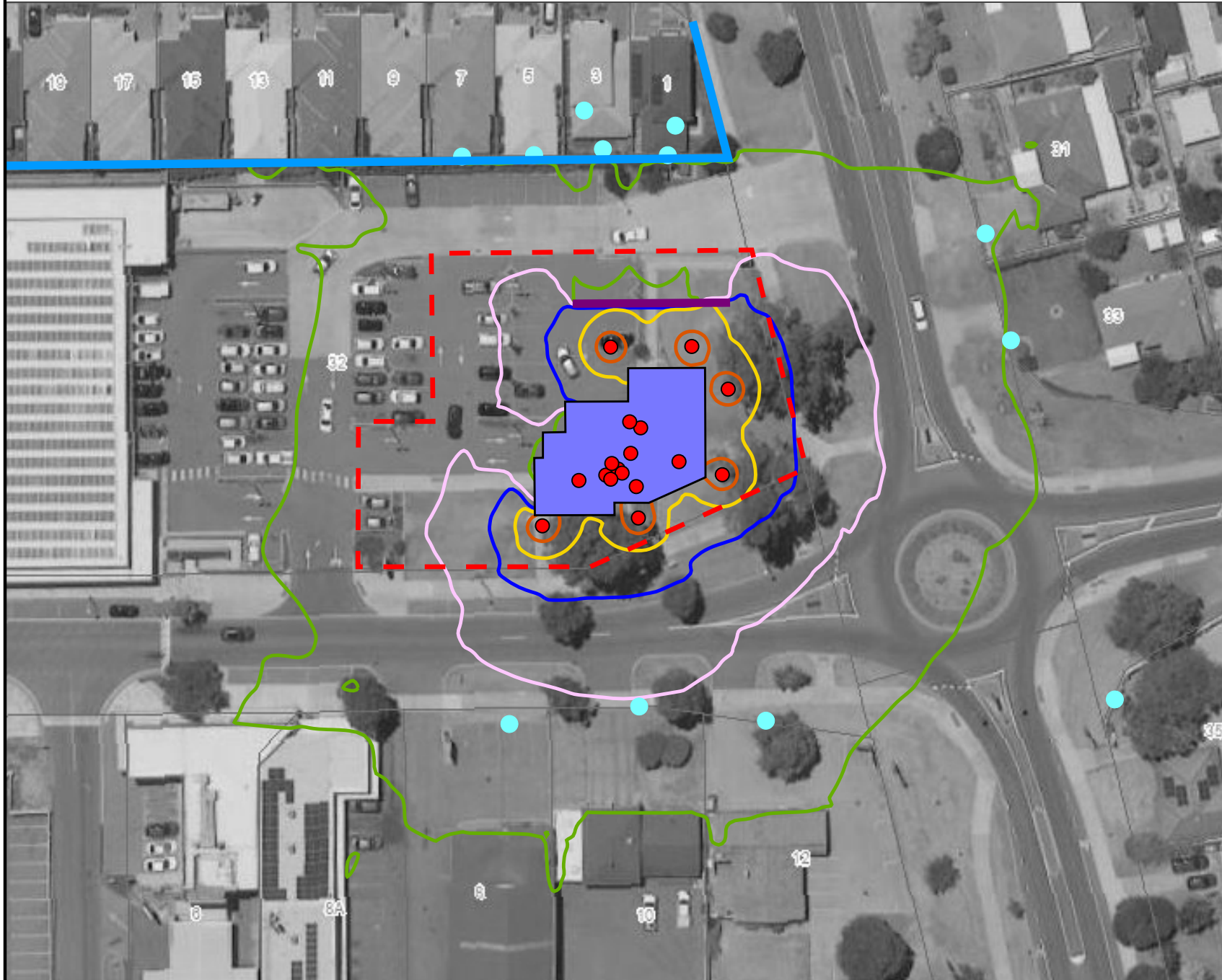
The results for the Night L_{A10} Noise Scenario are provided in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor. The noise from vehicles alone would not be considered tonal due to the number of vehicles and variation in engine sounds over a representative period, or when combined with mechanical plant noise, therefore no adjustments have been applied.

Table 4-1: Night L_{A10} Noise Predicted and Assessed Levels, dB(A)






Receiver	Cars Idling	Mechanical Plant	Predicted Total	Night-Time Assigned Level	Assessment
1 Meridian Way Ground Floor (residential)	34	35	38	44	<i>Complies</i>
1 Meridian Way Level 1 (residential)	42	40	44	44	<i>Complies</i>
3 Meridian Way Ground Floor (residential)	35	38	39	44	<i>Complies</i>
3 Meridian Way Level 1 (residential)	40	39	43	44	<i>Complies</i>
5 Meridian Way (residential)	34	36	38	44	<i>Complies</i>
7 Meridian Way (residential)	32	35	37	44	<i>Complies</i>
8 Chisham Ave (commercial)	47	39	47	60	<i>Complies</i>
10 Chisham Ave (commercial)	48	40	49	60	<i>Complies</i>
12 Chisham Ave (commercial)	46	38	47	60	<i>Complies</i>
31 Meares Ave (residential)	44	35	44	44	<i>Complies</i>
33 Meares Ave (commercial)	44	36	44	60	<i>Complies</i>
35 Meares Ave (commercial)	40	33	41	60	<i>Complies</i>

Noise from the L_{A10} sources is predicted to comply at all nearest receivers during the critical night period.







Figure 4-1 Night Noise Contour Plot (1.4m AGL), dB LA10



Predicted Noise level

-  = 44
-  = 49
-  = 54
-  = 59
-  = 64

Legend

-  Subject Site
-  McDonald's Building
-  Receiver
-  Point Source
-  Colorbond Fence
-  2.0m High Wall



Scale 1:800



Project No: 250310087
Consultant: MN
Date: 13/06/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.2. Night L_{A10} Mechanical Plant Noise Only

The results for the Night L_{A10} Noise Scenario with mechanical plant only are provided in *Table 4-2*. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor. An adjustment of + 5 dB is included for tonality, since this may be present when only the mechanical plant is operating.

Table 4-2: Night L_{A10} Mechanical Plant Noise Only Predicted and Assessed Levels, dB(A)

Receiver	Predicted Total	Predicted Total Adjusted	Night-Time Assigned Level	Assessment
1 Meridian Way Ground Floor (residential)	35	40	44	Complies
1 Meridian Way Level 1 (residential)	40	45	44	+1 dB
3 Meridian Way Ground Floor (residential)	38	43	44	Complies
3 Meridian Way Level 1 (residential)	39	44	44	Complies
5 Meridian Way (residential)	36	41	44	Complies
7 Meridian Way (residential)	35	40	44	Complies
8 Chisham Ave (commercial)	39	44	60	Complies
10 Chisham Ave (commercial)	40	45	60	Complies
12 Chisham Ave (commercial)	38	43	60	Complies
31 Meares Ave (residential)	35	40	44	Complies
33 Meares Ave (commercial)	36	41	60	Complies
35 Meares Ave (commercial)	33	38	60	Complies

Noise from the mechanical plant operating during the night period is predicted to exceed at one location by 1 dB if tonality is present. Compliance is considered achievable by implementing one or more of the following:

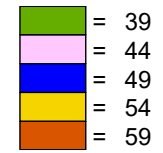
- Select quieter units;
- Provide local screening near plant;
- Relocate the plant further from the residences.

It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

Figure 4-2 Mech Plant Night Noise Contour Plot (1.4m AGL), dB LA10



Predicted Noise level



Legend

- - - Subject Site
- McDonald's Building
- Receiver
- Point Source
- Colorbond Fence
- 2.0m High Wall



Scale 1:800



Project No: 250310087
Consultant: MN
Date: 25/09/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.3. Night L_{A1} Noise

The results for the Night L_{A1} Noise Scenario are provided in *Table 4-3* which includes noise from idling cars, speaker noise and a small delivery truck in the loading bay. Mechanical plant noise is also included in the predicted total, although it is noted to only have a marginal influence on the overall levels. 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 4-3* showing noise levels at ground floor.

Table 4-3: Night L_{A1} Noise Predicted and Assessed Levels, dB(A)

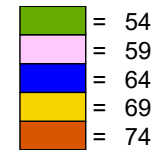
Receiver	Small Delivery Truck	Idling Cars	Speaker Noise	Predicted Total	Night-Time Assigned Level	Assessment
1 Meridian Way Ground Floor (residential)	44	42	36	47	54	<i>Complies</i>
1 Meridian Way Level 1 (residential)	51	49	43	54	54	<i>Complies</i>
3 Meridian Way Ground Floor (residential)	46	43	36	49	54	<i>Complies</i>
3 Meridian Way Level 1 (residential)	51	49	42	54	54	<i>Complies</i>
5 Meridian Way (residential)	45	42	34	48	54	<i>Complies</i>
7 Meridian Way (residential)	44	41	32	47	54	<i>Complies</i>
8 Chisham Ave (commercial)	38	50	25	51	75	<i>Complies</i>
10 Chisham Ave (commercial)	36	52	22	52	75	<i>Complies</i>
12 Chisham Ave (commercial)	33	50	19	51	75	<i>Complies</i>
31 Meares Ave (residential)	45	48	39	50	54	<i>Complies</i>
33 Meares Ave (commercial)	36	48	37	49	75	<i>Complies</i>
35 Meares Ave (commercial)	31	44	31	45	75	<i>Complies</i>

Noise from the L_{A1} sources is predicted to comply at all nearest receivers during the critical night period.

Figure 4-3 Night Noise Contour Plot (1.4m AGL), dB LA1



Predicted Noise level



Legend

- - - Subject Site
- McDonald's Building
- Receiver
- Point Source
- Colorbond Fence
- 2.0m High Wall



Scale 1:800



Project No: 250310087
Consultant: MN
Date: 25/09/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.4. Sunday Day L_{A10} Noise

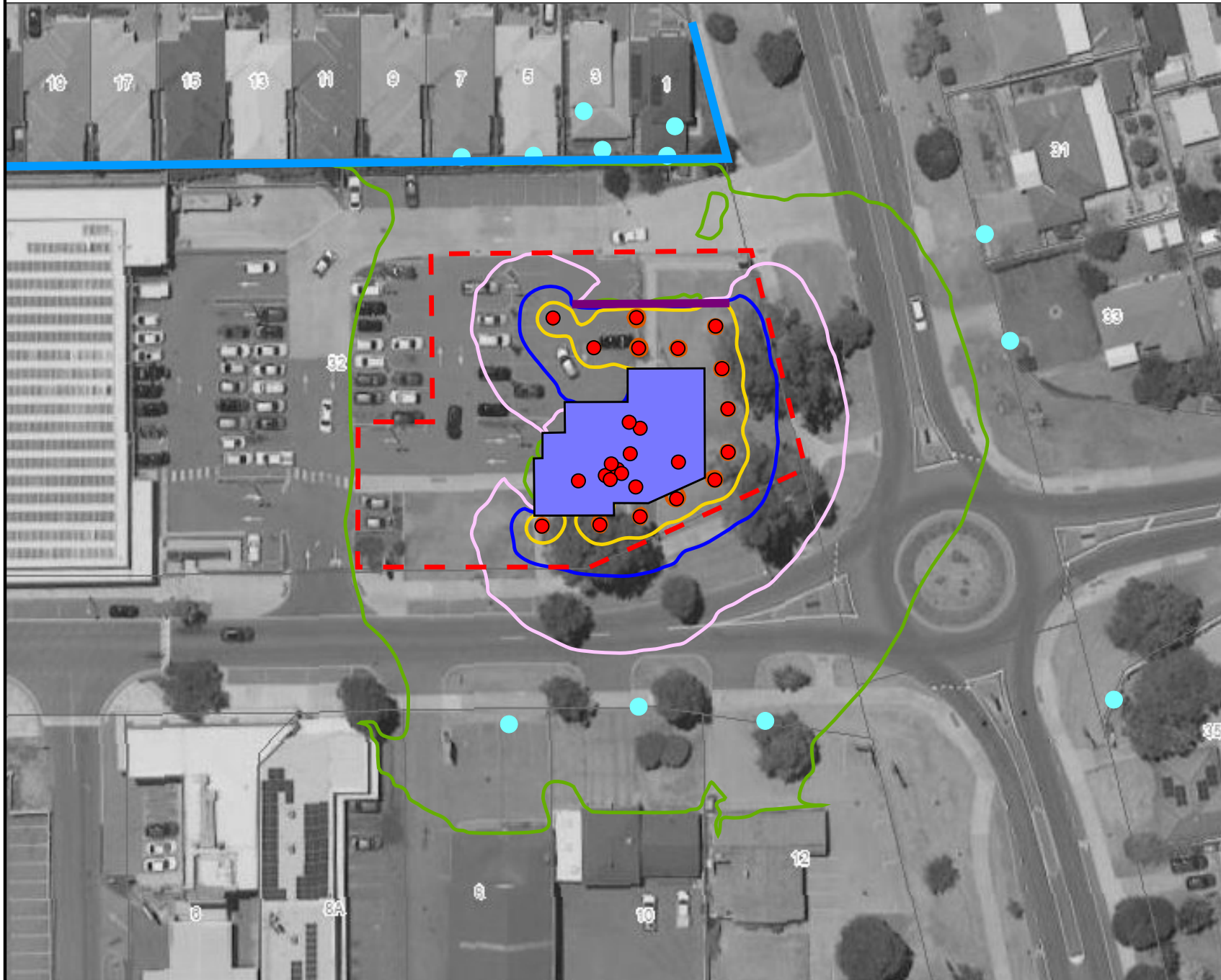
The results for the Sunday Day L_{A10} Noise Scenario are provided in *Table 4-4* which includes noise from fourteen idling cars and the mechanical plant operating at high speeds. A noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor.

Table 4-4: Sunday Day L_{A10} Noise Predicted and Assessed Levels, dB(A)

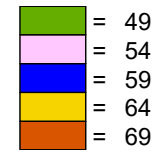
Receiver	Cars Idling	Mechanical Plant	Predicted Total	Sunday Day Assigned Level	Assessment
1 Meridian Way Ground Floor (residential)	40	37	42	49	Complies
1 Meridian Way Level 1 (residential)	47	42	48	49	Complies
3 Meridian Way Ground Floor (residential)	41	40	43	49	Complies
3 Meridian Way Level 1 (residential)	46	42	48	49	Complies
5 Meridian Way (residential)	39	38	42	49	Complies
7 Meridian Way (residential)	39	37	41	49	Complies
8 Chisham Ave (commercial)	50	41	51	60	Complies
10 Chisham Ave (commercial)	52	42	52	60	Complies
12 Chisham Ave (commercial)	50	40	50	60	Complies
31 Meares Ave (residential)	47	37	48	49	Complies
33 Meares Ave (commercial)	47	38	48	60	Complies
35 Meares Ave (commercial)	44	35	44	60	Complies

Noise from the L_{A10} sources is predicted to comply at all nearest receivers during the Sunday Day period. Compliance is also predicted if a + 5 dB tonal adjustment was applied to the mechanical plant operating in isolation.


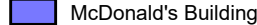


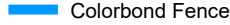
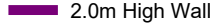
Figure 4-4 Sunday Day Noise Contour Plot (1.4m AGL), dB LA10



Predicted Noise level



Legend

-  Subject Site
-  McDonald's Building
-  Receiver
-  Point Source
-  Colorbond Fence
-  2.0m High Wall



Scale 1:800



Project No: 250310087
 Consultant: MN
 Date: 25/09/2025
 Algorithm: ISO 9613
 SoundPLAN Version: 9.0



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4.5. Sunday Day L_{A1} Noise

The results for the Sunday Day L_{A1} Noise Scenario are provided in *Table 4-5* which includes noise from idling cars, speaker noise and a small delivery truck in the loading bay. Mechanical plant noise is also included in the predicted total, although it is noted to only have a marginal influence on the overall levels. A noise contour plot is also provided in *Figure 4-5* showing noise levels at ground floor.

Table 4-5: Sunday Day L_{A1} Noise Predicted and Assessed Levels, dB(A)

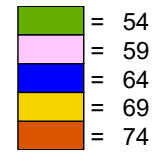
Receiver	Small Delivery Truck	Idling Cars	Speaker Noise	Predicted Total	Sunday Day Assigned Level	Assessment
1 Meridian Way Ground Floor (residential)	44	42	36	47	59	<i>Complies</i>
1 Meridian Way Level 1 (residential)	51	49	43	54	59	<i>Complies</i>
3 Meridian Way Ground Floor (residential)	46	43	36	49	59	<i>Complies</i>
3 Meridian Way Level 1 (residential)	51	49	42	54	59	<i>Complies</i>
5 Meridian Way (residential)	45	42	34	48	59	<i>Complies</i>
7 Meridian Way (residential)	44	41	32	47	59	<i>Complies</i>
8 Chisham Ave (commercial)	38	50	25	52	75	<i>Complies</i>
10 Chisham Ave (commercial)	36	52	22	53	75	<i>Complies</i>
12 Chisham Ave (commercial)	33	50	19	51	75	<i>Complies</i>
31 Meares Ave (residential)	45	48	39	51	54	<i>Complies</i>
33 Meares Ave (commercial)	36	48	37	49	75	<i>Complies</i>
35 Meares Ave (commercial)	31	44	31	45	75	<i>Complies</i>

Noise from the L_{A1} sources is predicted to comply at all nearest receivers during the Sunday day.







Figure 4-5 Sunday Day Noise Contour Plot (1.4m AGL), dB LA1



Predicted Noise level



Legend

-  Subject Site
-  McDonald's Building
-  Receiver
-  Point Source
-  Colorbond Fence
-  2.0m High Wall



Scale 1:800



Project No: 250310087
 Consultant: MN
 Date: 25/09/2025
 Algorithm: ISO 9613
 SoundPLAN Version: 9.0



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4.6. Night L_{Amax} Noise

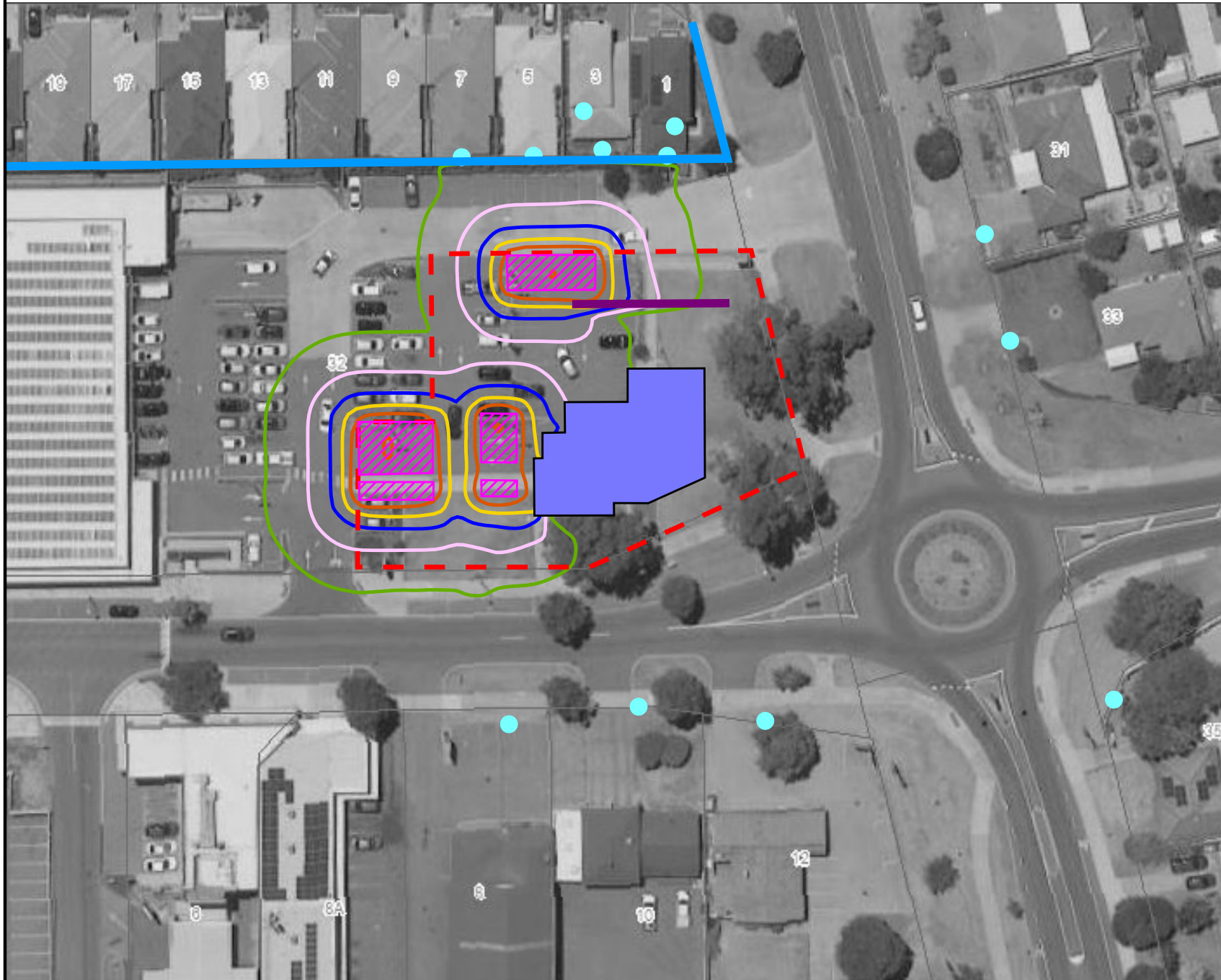
The results for the Night L_{Amax} Noise Scenario are provided in *Table 4-6*. A noise contour plot is also provided in *Figure 4-6* showing noise levels at ground floor.

Table 4-6: Night L_{Amax} Noise Predicted and Assessed Levels, dB(A)

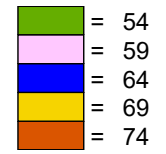
Receiver	Car Door	Predicted Total Adjusted	Night-Time Assigned Level	Assessment
1 Meridian Way Ground Floor (residential)	43	53	64	Complies
1 Meridian Way Level 1 (residential)	49	59	64	Complies
3 Meridian Way Ground Floor (residential)	45	55	64	Complies
3 Meridian Way Level 1 (residential)	50	60	64	Complies
5 Meridian Way (residential)	44	54	64	Complies
7 Meridian Way (residential)	43	53	64	Complies
8 Chisham Ave (commercial)	46	56	80	Complies
10 Chisham Ave (commercial)	46	56	80	Complies
12 Chisham Ave (commercial)	43	53	80	Complies
31 Meares Ave (residential)	42	52	64	Complies
33 Meares Ave (commercial)	40	50	80	Complies
35 Meares Ave (commercial)	36	46	80	Complies

Noise from car doors is predicted to comply at all nearest receivers during the critical night period.

Figure 4-6 Night Noise Contour Plot (1.4m AGL), dB LAmax



Predicted Noise level



Legend

- Subject Site
- McDonald's Building
- Receiver
- Car Door Area
- Colorbond Fence
- 2.0m High Wall



Scale 1:800



Project No: 250310087
 Consultant: MN
 Date: 25/09/2025
 Algorithm: ISO 9613
 SoundPLAN Version: 9.0



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5. CONCLUSION

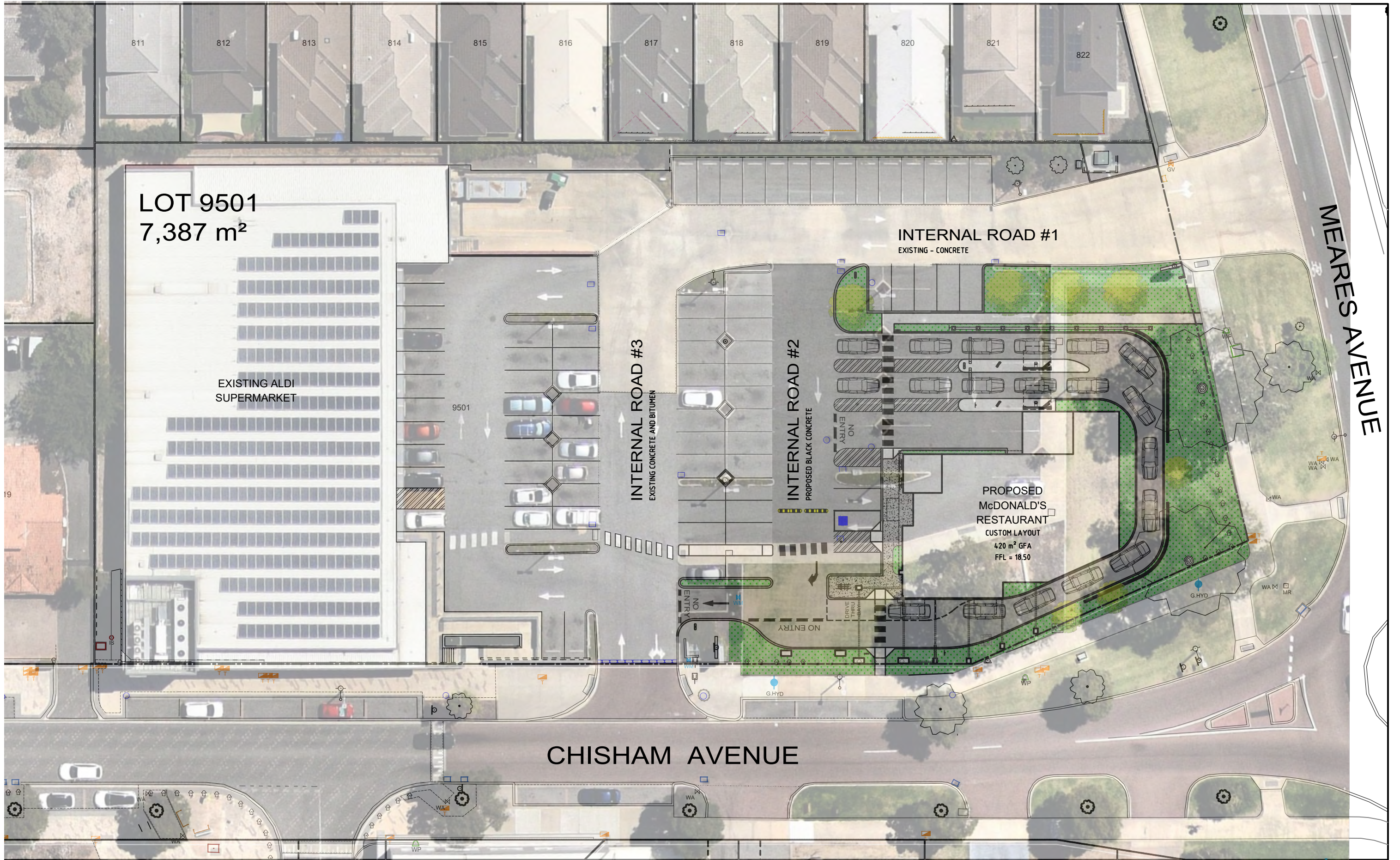
The assessment has demonstrated compliance with the assigned levels as determined in accordance with the *Environmental Protection (Noise) Regulations 1997* provided the following:

- 2.0-metre high wall included along the north side of the drive-through as detailed in the plans shown in *Appendix A*. This wall is to be free of any gaps and have a minimum surface mass of 8 kg/m²; and
- Implement one or more of the following for the mechanical plant:
 - Select quieter units;
 - Provide localised screens;
 - Relocate the plant further from the residences.

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.

Appendix A – Development Plans



LOT 9501
7,387 m²

EXISTING ALDI
SUPERMARKET

9501

INTERNAL ROAD #3
EXISTING CONCRETE AND BITUMEN

INTERNAL ROAD #2
PROPOSED BLACK CONCRETE

INTERNAL ROAD #1
EXISTING - CONCRETE

PROPOSED
McDONALD'S
RESTAURANT
CUSTOM LAYOUT
420 m² GFA
FFL = 18.50

MEARES AVENUE

CHISHAM AVENUE

Revisions

0 DA ISSUE
Issue Description

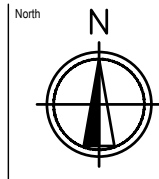
General Notes

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

CAR PARKING CALC.

CURRENT:	92
BAYS REMOVED:	30
PROPOSED:	79
DRIVE-THRU STACK:	19
DT WAIT BAY:	1
TOTAL:	99

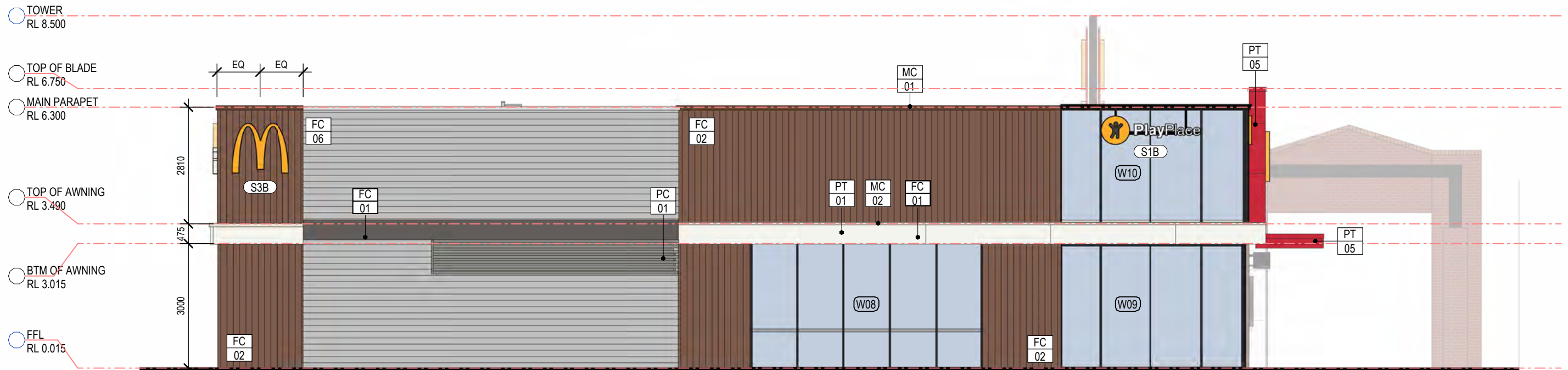


Project
PROPOSED McDONALD'S RESTAURANT

Location
LOT 9501, 32 MEARES AVENUE
KWINANA TOWN CENTRE
KWINANA, WA 6167

DEVELOPMENT APPLICATION

Scale	1:400
Drawing	McDONALD'S SITE PLAN
Project Number	0899
Drawing Number	DA01
Issue	0



1 SIDE ELEVATION
DA05 1:100



2 FRONT ELEVATION
DA05 1:100

Revisions

Issue	Description	Date	Chk	Int
0	AMENDED DA AS CLOUDED	JAN 2025	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



Architect

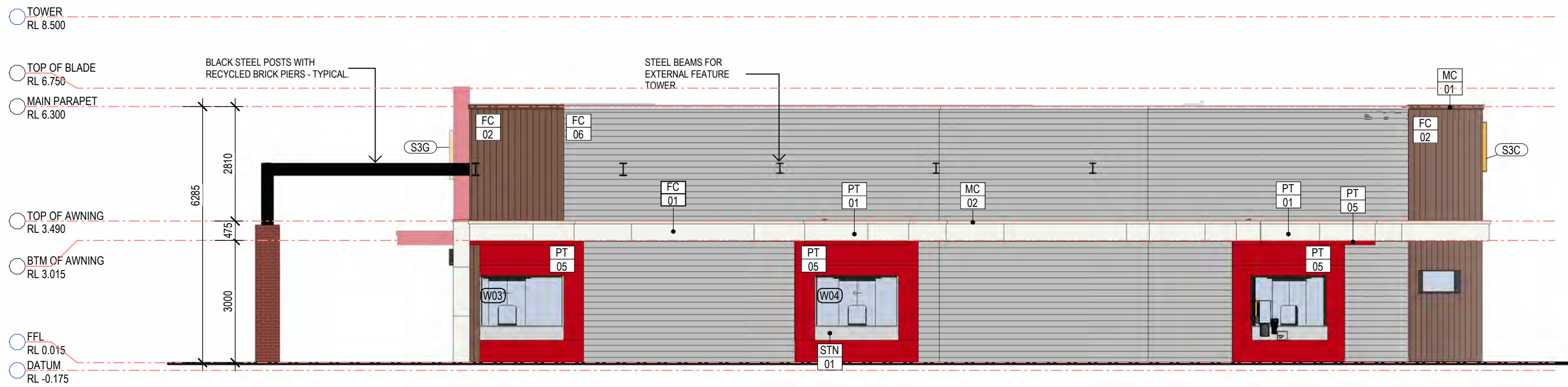


Project

PROPOSED McDONALDS FAMILY RESTAURANT KWINANA
Location
32 MEARES AVE, KWINANA TOWN CENTRE WA

DEVELOPMENT APPLICATION

Scale	Series
1:100 @ A3	BIO MOD 380+
Drawing FRONT & SIDE BUILDING ELEVATIONS	
Project Number	Drawing Number
0899	DA08
Issue	0



3 DRIVETHRU ELEVATION
DA05 1:100



4 REAR FEATURE ELEVATION
DA05 1:100

Revisions	General Notes	Drawing Notes
0 AMENDED DA AS CLOUDED Issue Description	JAN 2025 Date	AJJ NR 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.

Drawing Notes

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 ABN. 43 008 496 928
 02 9875 6666
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Architect
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 www.hindley.com.au

Project
 PROPOSED McDONALDS FAMILY RESTAURANT KWINANA
 Location
 32 MEARES AVE, KWINANA TOWN CENTRE WA

DEVELOPMENT APPLICATION

Scale	Series
1:100 @ A3	BIO MOD 380+
Drawing	DRIVETHRU BUILDING ELEVATIONS
Project Number	Drawing Number
0899	DA09
	Issue
	0

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where:

% Type A₁₀₀ = the percentage of industrial land within
a 100m radius of the premises receiving the noise

% Type A₄₅₀ = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B₁₀₀ = the percentage of commercial land within
a 100m radius of the premises receiving the noise

% Type B₄₅₀ = 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 identified as follows:

- 1 Meridian Way;
- 3 Meridian Way;
- 5 Meridian Way;
- 7 Meridian Way;
- 31 Meares 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
All nearest noise sensitive premises	Type A - Industrial and Utility	0	0
	Type B – Commercial	24	42

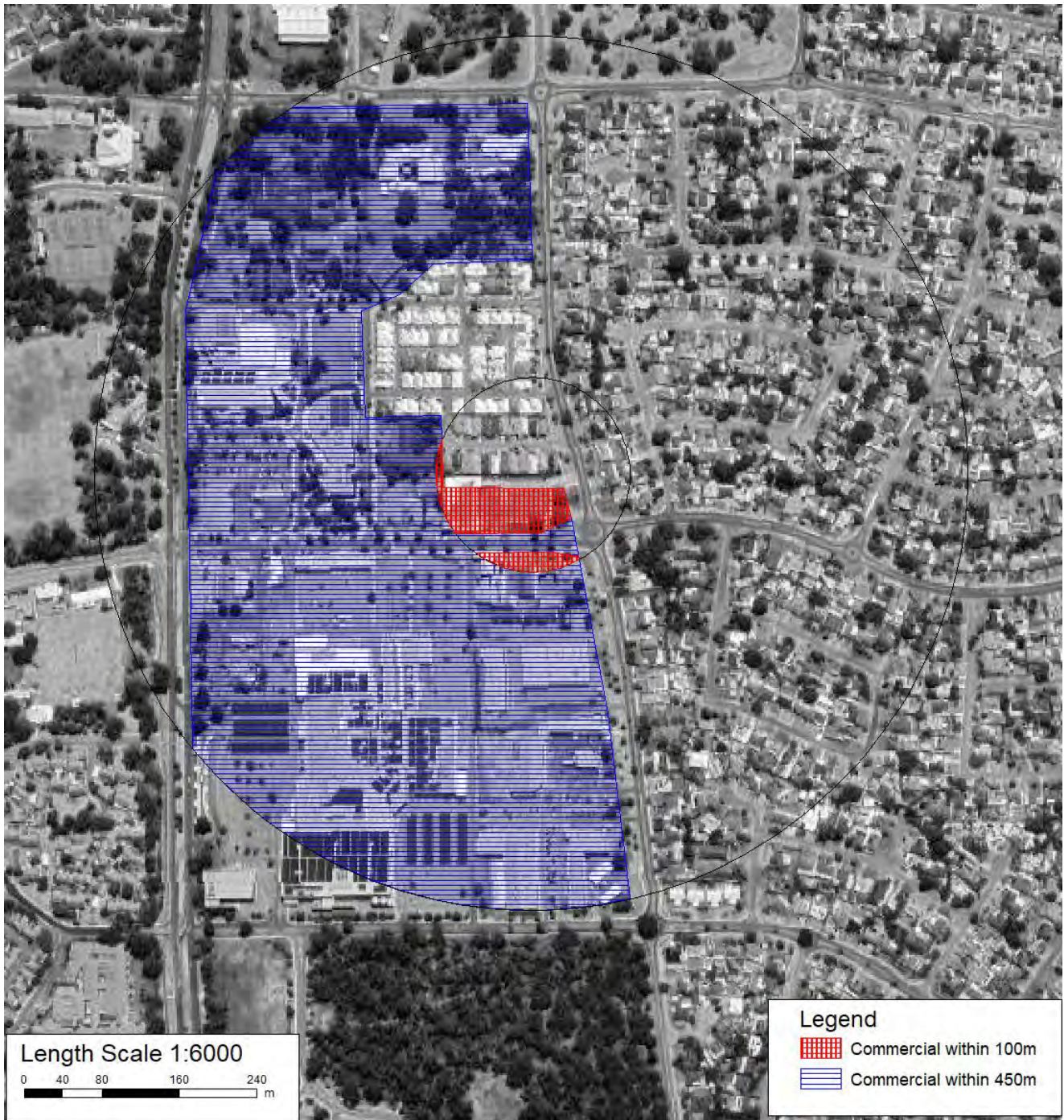


Figure B-1: Land Types within 100m and 450m Radii

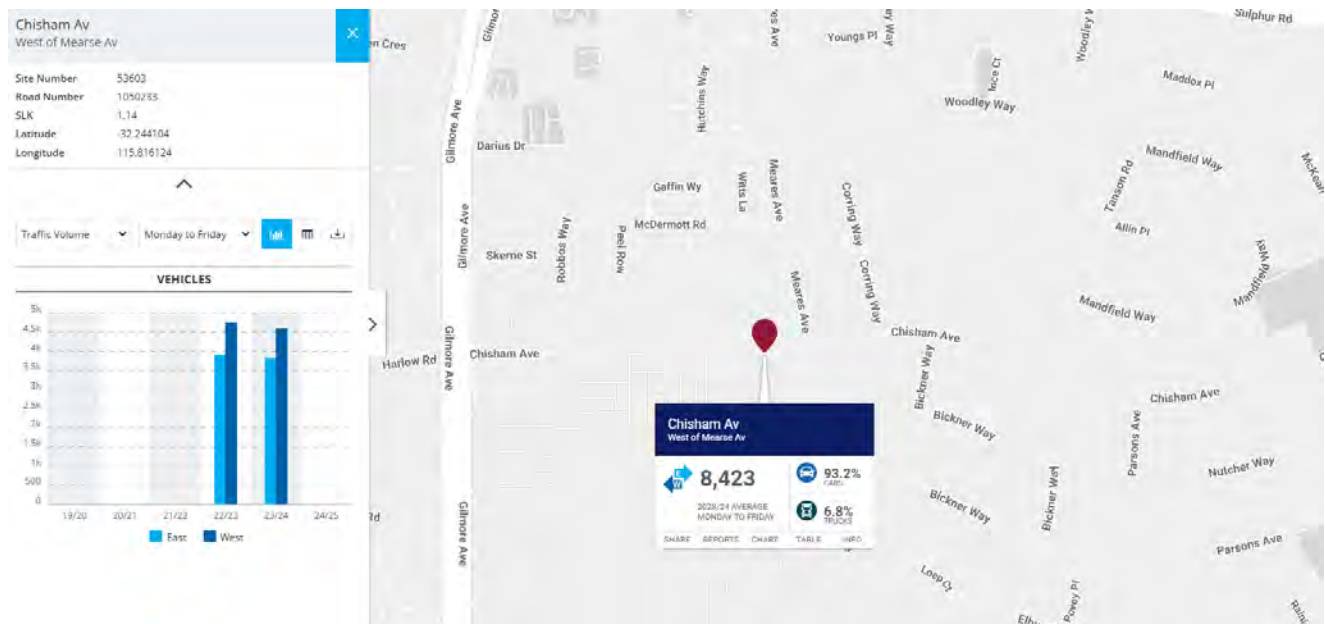
From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-2* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles. Main Roads conducted a Traffic Survey for the roundabout on the corner of Meares Avenue and Chisham Avenue over a four-hour period on Friday 2nd May 2025. The following total vehicles were counted along Meares Avenue:

- 10am-12pm = 1,046 vehicles
- 3pm-5pm = 1,460 vehicles

It is estimated that this 4-hour period would account for 25-35% of the daily traffic. Therefore, the total traffic count per day is estimated to be greater than 6,000 and Meares Avenue is considered to be a secondary road.

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)
All nearest noise sensitive premises	-	Chisham Ave (8,423 2023/24 #53603) & Meares Ave	Gilmore Ave (17,505 2020/21 #5312)



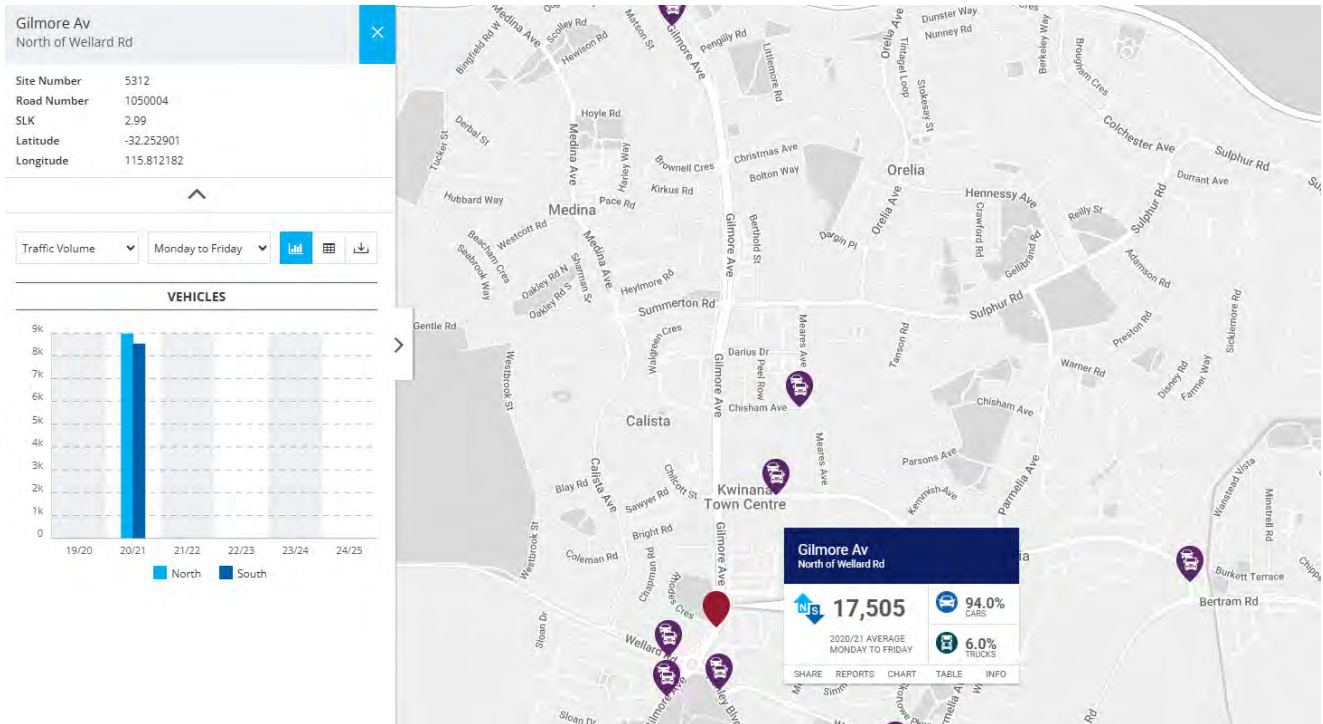


Figure B-2: MRWA Published Traffic Data

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
All nearest noise sensitive premises	0	3.3	6.0	9

The influencing factor calculated in Table B-3 is combined with those baseline assigned levels of Table 2-2, resulting in the project assigned levels provided in Table 2-3.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A , dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

- the presence in the noise emission of tonal characteristics where the difference between -
 - (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

- a variation in the emission of noise that —
 - (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and
 - (b) is present for at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

- a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

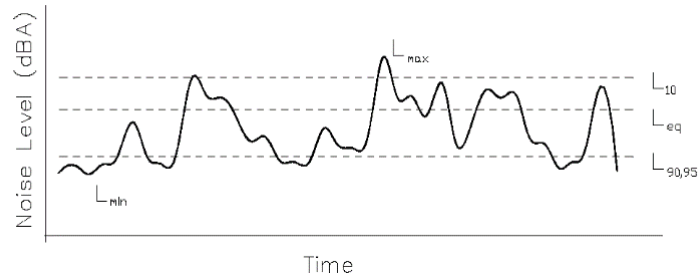
- **Major Road**

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

- **Secondary / Minor Road**

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

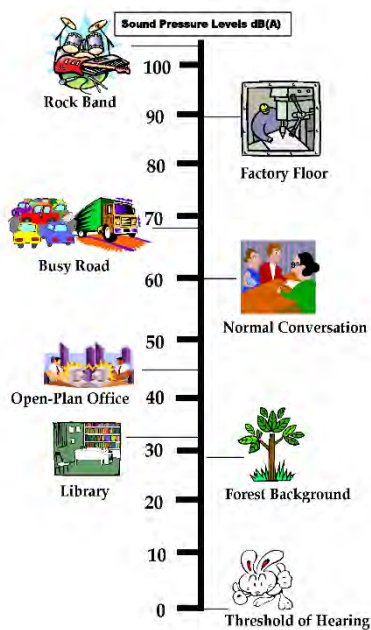
- Chart of Noise Level Descriptors



- Austrroads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM	
AUSTRROADS	
CLASS	DEFS VEHICLES
1	BIKE 100 Wt. 100 Wt. 100 Wt. 100 Wt. 100 Wt. 100 Wt.
2	BIKE, TRUCK 100 Wt. 100 Wt. 100 Wt.
HEAVY VEHICLES	
3	TRUCK AND TRUCK OR BUS 12 axle
4	TRUCK AND TRUCK OR BUS 13 axle, 3 axle groups
5	TRUCK AND TRUCK OR BUS 14 axle, 3 axle groups
6	TRUCK AND TRUCK OR BUS 15 axle, 3 axle groups
7	TRUCK AND TRUCK OR BUS 16 axle, 3 or 4 axle groups
8	TRUCK AND TRUCK OR BUS 17 axle, 3 or 4 axle groups
9	TRUCK AND TRUCK OR BUS 18 axle, 3 or 4 axle groups
LONG VEHICLES AND ROAD TRAINS	
10	TRUCK AND TRUCK OR BUS 19 axle, 4 axle groups
11	TRUCK AND TRUCK OR BUS 20 axle, 5 or 6 axle groups
12	TRUCK AND TRUCK OR BUS 21 axle, 7 or 8 axle groups

- Typical Noise Levels



McDONALD'S KWINANA
WASTE MANAGEMENT PLAN

1. General waste produced will be placed in garbage bags, sealed and deposited in an 1100L bin for general rubbish.
2. Boxes and/or recycling waste will be deposited in an 1100L bin marked as recycling only.
3. All staff bins are in the corral (bin room) at the rear of the restaurant. There is a roof over the bin store area protecting it from additional stormwater.
4. Bins will typically be emptied two times per week by *SUEZ*. The cleaning of the 1100L bins is a process completed by *SUEZ*.
5. The concrete bin room floor is graded to a floor waste connected to sewer and contains a tap for cleaning spills. The bin room is cleaned, and pressure washed twice a week. Spot checks are completed throughout the day, and additional sweeping and hosing down of the floor is completed in the event of a spillage.
6. All waste collections will be conducted between the hours of 7.00am to 7.00pm.
7. Waste cooking oil is stored in sealed containers and will be collected by an accredited contractor and disposed of in an appropriate manner each month.
8. Eight (8) waste bins are provided in appropriate locations to control litter both inside and outside the restaurant. These waste bins will be checked and emptied on a regular basis by our staff into the main bin.
9. The main bin utilizes vehicular collection during prescribed hours. The procedure involved is specific collection times agreed with the nominated waste contractor. The collection times are programmed to occur at 11.00am weekdays and will always be within the prescribed times imposed by the permit; namely between not before 7.00am and not after 7.00pm.
10. The times of collection are dependent upon the trading patterns of the restaurant, as are the numbers of collections required, and will be set once the restaurant is trading to ensure minimum disruption. The driver of the waste management vehicle (WMV) contacts the restaurant to alert them that the WMV is in proximity prior to entering the site. As the WMV enters the site, our staff open the corral gates and prepare to manoeuvre the bin into the loading bay. The WMV then lifts and empties the bin, which is maneuvered back to the corral by our staff as the WMV leaves the site. It is expected the collection will take less than 90 seconds. The operation is always supervised by our staff.
11. McDonald's standard operating procedures continually strive to reduce waste and maximise the use of recyclable materials. Food products, general rubbish, paper, and cardboard is compacted and collated separately from the waste.
12. No recycling bins are available for customers within the dining area. McDonald's have trialed these, however they proved ineffective as customers would mix general waste into recycling.
13. All dining room bins are cleaned daily.
14. Litter patrols will be completed around the site (within the boundaries of the lot) daily between 6am and 6pm by the McDonald's Shift Manager. The maintenance contractor will also perform perimeter litter patrols every Monday and Friday morning.



22 April 2025

Preliminary Impact Assessment



Kwinana McDonald's
Chisham Ave, Perth WA 6167

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Contents

1. Client	5
2. Introduction.....	5
3. Key objectives.....	5
4. Methodology.....	5
5. Limitations	6
6. Site details	6
6.1 Site Map	6
6.2 Feature survey.....	7
6.3 Site observations	7
7. Tree details.....	9
7.1 Tree survey.....	9
7.2 Trees not surveyed.....	9
8. Helliwell Tree valuations.....	10
8.1 Overview	10
8.2 Criteria.....	10
8.3 Tree valuation	10
9. Retention values.....	11
9.1 High retention value trees.....	11
9.2 Small trees.....	11
10. Risk Assessment (QTRA)	12
10.1 QTRA overview	12
10.2 Tree risk management	12
10.3 Tree risk management vs. cost.....	12
10.4 Weather affected targets.....	12
10.5 Land use	13
10.6 QTRA result & recommendations.....	14
11. Tree Protection Zone (TPZ).....	15
11.1 TPZ.....	15
11.2 SRZ.....	15
12. Impact assessment	16
12.1 TPZ summary.....	16
12.2 Calculating incursions.....	16
12.3 Retention proposal.....	17
12.4 Impact Assessment.....	18

- 12.4.1 Tree 2 18
- 12.4.2 Tree 3 18
- 12.4.3 Conclusion 19
- 13. Landscape plan review 20
- 14. Discussion 21
 - 14.1 Tree protection Zone (TPZ): 21
 - 14.2 Structural root zone (SRZ) 21
 - 14.3 TPZ Incursion: 21
 - 14.4 Root damage 21
 - 14.5 Root mapping 21
 - 14.6 Clean cutting roots 21
 - 14.7 Excavation 22
 - 14.8 Manual excavation 22
 - 14.9 Structural soils 22
 - 14.10 Tree health amendment prior to construction 22
- 15. Closing & recommendations 23
 - 15.1 Recommendations 23
- 16. Disclaimer 24
- 17. Appendices 25
 - 17.1 Procedures (Civil – Subdivision works) 25
 - 17.1.1 Works outside the TPZ 25
 - 17.1.2 Skimming, site leveling and fill within the TPZ (hold point – Proceed with caution) 25
 - 17.1.3 Works within the SRZ 25
 - 17.1.4 Deeper excavations (e.g. Box outs, trenching) within TPZ (>25% - Under supervision) 25
 - 17.1.5 Services (Sewer and drainage) 25
 - 17.2 Photos 27
 - 17.3 Health rating 28
 - 17.4 Structure rating 29
- 18. Glossary of terms 30

“Forests were the first temples of the divinity, and it is in the forests that men have grasped the first idea of architecture.”

— **Francois-Rene de Chateaubriand**

1. Client

Hindley and Associates Pty Ltd



2. Introduction

The purpose of this report is to provide an independent Arboricultural assessment of a tree set located Kwinana McDonald's Chisham Ave, Perth WA 6167 (Fig. 1). Arborite Tree Management Solutions has been employed to establish; tree details, health & condition and useful life expectancy (ULE) to assist with tree retention priorities. A preliminary impact assessment will be conducted to determine the level of impact the proposed development will have on the subject trees and provide recommendations for their retention.

3. Key objectives

- Retain the subject tree through appropriate management
- Perform visual tree inspection (VTA) on the subject tree to determine health and structure
- Identify scientific and common names
- Determine the subject trees height, width, trunk diameter, tree protection zone (TPZ) and structural root zone (SRZ)
- Establish tree retention values
- Review plans and provide recommendations on how to proceed with landscape design and construction

4. Methodology

- The site was assessed from observations made from ground level on the 15th April 2025
- Field notes were taken and the information documented was an accurate account of the subject trees on the above specified date
- Australian Standards 4970-2009 – Protection of trees on development sites has been used as a reference for this TPP
- A tape measure was used to determine relevant trees diameter at breast height (DBH)
- Trees with a DBH of less than 100mm have not been surveyed
- The height and spread of the trees were estimated
- A walk by assessment (ISA Level 2 risk assessment) was performed on all trees on site and QTRA risk assessment model was applied to determine levels of risk.
- A Samsung tablet and Geographic Information System (GIS) have been used to capture the tree and its location imposed on Nearmap imagery

5. Limitations

Information contained in this report pertains only to the trees examined on the above specified date of inspection. The tree assessment was performed by a suitably qualified arborist (AQF 8) using a recognised model (VTA) that aligns with the International Society of Arboriculture (ISA). The assessment was limited to a ground based VTA that did not extend to aerial inspections, nor below ground evaluations. The documented, observations, results, recommendations and conclusions given may vary after the site visit due to environmental conditions or variances in site conditions. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the subject tree may not arise in the future.

6. Site details

6.1 Site Map

The tree locations (Fig. 1) have been plotted using GIS software and are only accurate that of standard GPS (4-8m). The points have been manually adjusted using aerial imagery to improve accuracy however, there is a margin of error and some points may not be in their correct (accurate) location. It is advised to cross reference these tree ID's with the feature survey to achieve their accurate locations.

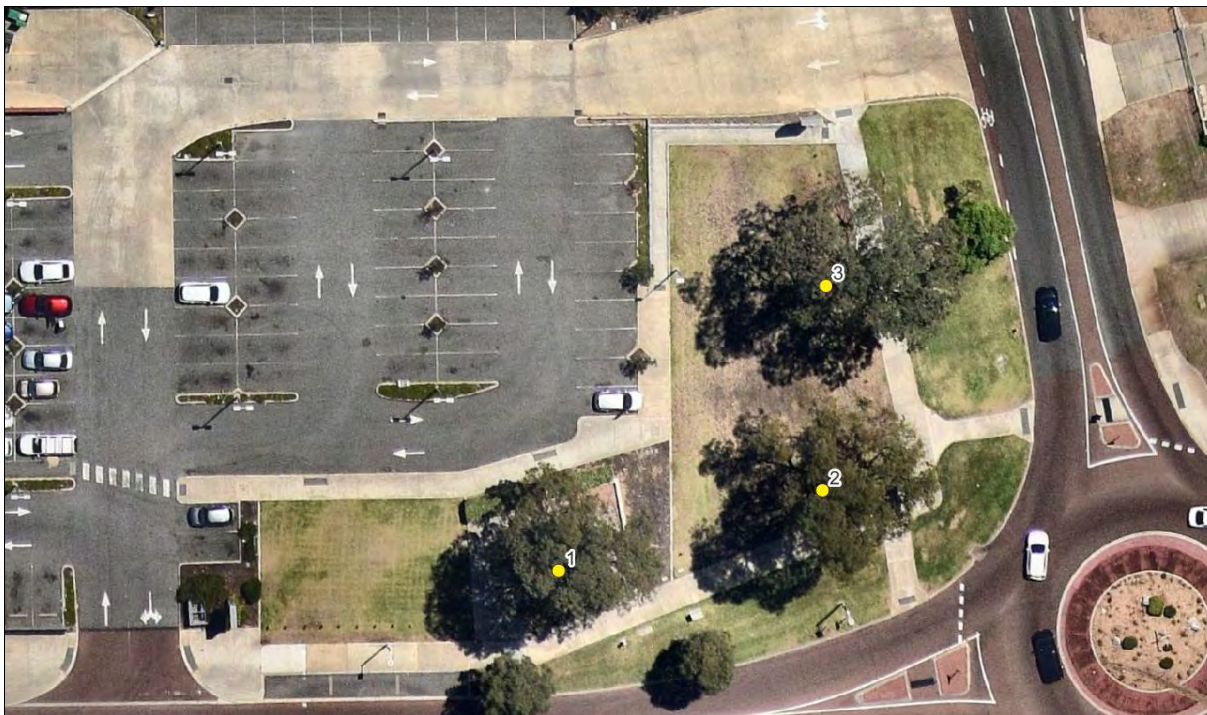


Fig. 1 - Indicating subject trees at Chisham Ave, Perth (Nearmap, 3 February 2025)

6.2 Feature survey

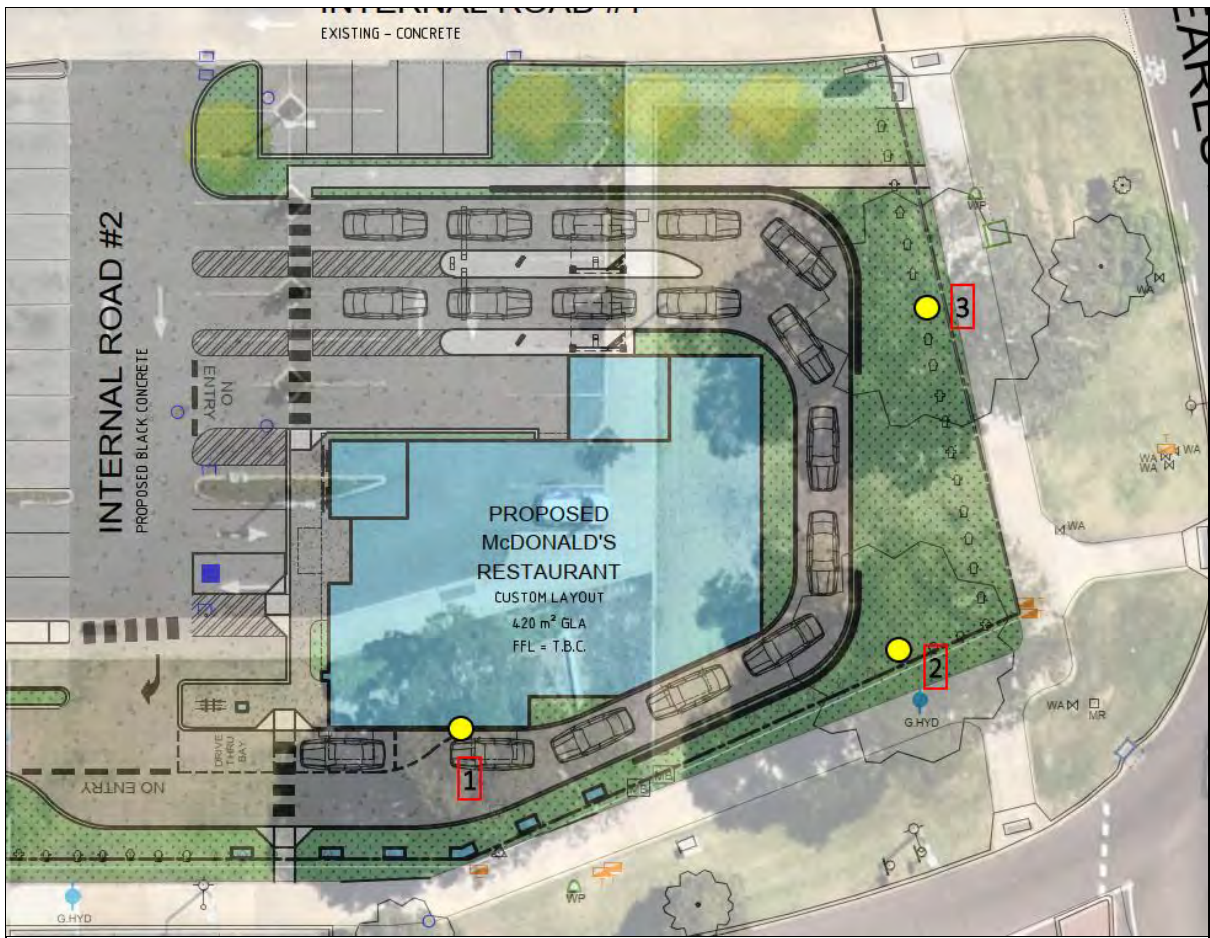


Fig. 2 - Subject trees plotted over exiting feature survey

6.3 Site observations

Trees 1 and 2 have suffered from root severance in the past for the installation of footpaths.

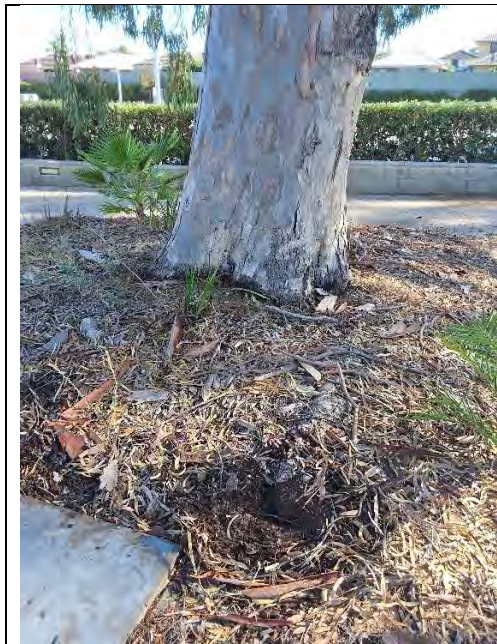


Fig. 3 - Root severance Tree 1



Fig. 4 - Root severance Tree 2

There appears to have been some recent soil disturbance near Trees 2 and 3 (Fig. 5), however to cause and level of impact to the trees is indeterminate at this time.



Fig. 5 - Indicating soil disturbance inside TPZ

7. Tree details

7.1 Tree survey

Tag no.	Species	Height (m)	Width (m)	DBH (m)	Health	Structure	Age class	ULE	Retention Value
1	<i>Eucalyptus camaldulensis</i>	20-25	15-20	1	8	8	Mature	40+	High
2	<i>Eucalyptus camaldulensis</i>	20-25	15-20	1	8	8	Mature	40+	High
3	<i>Eucalyptus camaldulensis</i>	20-25	15-20	1	7	7	Mature	40+	High

Table 1: Tree survey

7.2 Trees not surveyed

Trees not surveyed are those that are or may include trees;

1. Not within the scope of this report
2. With a DBH of less than 100mm
3. That have a low retention value/not significant

8. Helliwell Tree valuations

8.1 Overview

The Helliwell System is one of several methods of placing a monetary value on the visual amenity provided by individual trees and/or woodland.

The Helliwell system enables an assessor to ascribe a visual amenity value to a tree or woodland on a points scale. This figure can then be multiplied by a conversion factor, to arrive at an appropriate monetary value for planning purposes. The important features of the method are:

- The system used to arrive at a points value must be soundly based,
- The intervals on the scale must have similar values,
- The monetary conversion factor must be realistic, and must be accepted as such by a wide spectrum of users, in addition to being clearly independent of any particular

From 1st January 2024 a conversion factor of \$105.34 (AUD) is awarded for each point (Arboricultural association, 2024).

8.2 Criteria

Six factors are identified for each tree. For each of these factors the tree is given a score, and the scores for all six factors are then multiplied together. The product of the scores is then be multiplied by the current monetary conversion factor to arrive at an assessment of the visual amenity value of the tree in monetary terms.

8.3 Tree valuation

Tree ID	Species	Size (m2)	ULE	Visual prom	Tree cover	Tree suitability	Form	Total Points	Value
1	<i>Eucalyptus camaldulensis</i>	200+	40-100	Considerable	Few	Just	Good	432	\$45,506.88
2	<i>Eucalyptus camaldulensis</i>	200+	40-100	Considerable	Few	Just	Good	432	\$45,506.88
3	<i>Eucalyptus camaldulensis</i>	200+	40-100	Considerable	Few	Just	Good	432	\$45,506.88

9. Retention values

9.1 High retention value trees

3 trees have been classified as having high retention values (Fig. 6). Typically trees in this category are of high quality with an estimated remaining life expectancy of at least 25 years, have high amenity value and may make significant environmental contributions. High retention value is also awarded to council verge trees.



Fig. 6 - Indicating high priority trees (Count 3)

9.2 Small trees

With present day abilities to easily move small trees or replace them with virtually identical semi-matures, it is inappropriate that they should dictate the long-term layout of a new construction site. For the purpose of this report, trees/shrubs with a DBH of <100mm have not been regarded.

10. Risk Assessment (QTRA)

10.1 QTRA overview

The QTRA system applies established and accepted risk management principles to tree safety management. The system moves the management of tree safety away from labelling trees as either 'safe' or 'unsafe' and thereby away from requiring definitive judgements from either tree assessors or tree managers. Instead, QTRA quantifies the risk of significant harm from tree failure in a way that enables tree managers to balance safety with tree values and operate to pre-determined limits of tolerable or acceptable risk.

Tree safety management should not seek to minimise the risk of falling trees, but should balance the benefits of risk reduction with the associated costs in terms of both lost tree value and financial expenditure and maintain risks and benefits at a reasonable level.

The QTRA method provides a framework for the assessment of the three primary components of tree failure risk. The input values for these components are set out in broad ranges of Target, Size, and Probability of Failure. The QTRA User estimates values for the three components and inputs them to either the QTRA manual calculator or software application to calculate the Risk of Harm.

10.2 Tree risk management

The risks from tree failure are generally very low and high risks will usually be encountered only in areas with either high levels of human occupation or where valuable property can be affected by the structural failure of trees. Where human occupation and the value of property are sufficiently low, we may be able to identify that the risk is 'broadly acceptable'.

10.3 Tree risk management vs. cost

Risk minimisation is often cited as an objective when managing risks from trees. This is not a reasonable aim because it does not take account of the cost of risk reduction. If reasonable management decisions are to be made, the benefits of controlling a risk must be balanced with its costs, and those costs are not just financial. The tree-related benefits that are lost to risk control are often a substantial cost of managing risks from falling trees.

When considering risks from falling trees, the cost of risk control will usually be too high when it is clearly 'disproportionate' to the reduction in risk. The issue of 'gross disproportion's, where decisions are heavily biased in favour of safety, is likely to be considered only where there are annualised risks greater than 1/10, 000.

10.4 Weather affected targets

Often the nature of a structural weakness in a tree is such that the probability of failure is greatest during windy weather, while the probability of the site being occupied by people during those weather conditions is often low. As wind speeds increase to 60-70 knots the failure of branches will increase both in size and number and the population is put on notice that catastrophic tree failure is increasingly likely. In most recreational areas, including the streets of our towns and cities, pedestrian access reduces with inclement weather.

10.5 Land use

The risk assessment has been conducted based on the anticipation of property development. This may include site works, further inspections, contractors entering site etc. It is recommended to conduct a further risk assessment once development has been complete and before opening to the general public.

10.6 QTRA result & recommendations

Tag no.	Species	Tree defect 1	Tree defect 2	Tree defect 3	Risk rating	Pruning Rec.	Action
1	<i>Eucalyptus camaldulensis</i>	Roots severance	Historic of failures	Included bark	Low	No	
2	<i>Eucalyptus camaldulensis</i>	Roots severance	Major deadwood		Low	Yes	1. Remove major deadwood
3	<i>Eucalyptus camaldulensis</i>	Roots damage	Historic of failures	Minor deadwood	Low	No	

Table 2: QTRA result and risk mitigation recommendations

NOTE: Pruning recommendations and comments made are irrespective of the decision to remove or retain the tree.

11. Tree Protection Zone (TPZ)

11.1 TPZ

Tree protection zones (TPZ) are the principal means of protecting trees on development sites and are defined by AS 4970-2009 Protection of Trees on Development Sites (Standards Australia 2009). The TPZ is a combination of the root area and crown area requiring protection. It is an area that is required to be isolated from construction disturbance to ensure continued viability of the tree.

The TPZ for an individual tree is determined as follows (Standards Australia 2009):

$$\text{TPZ} = \text{DBH} \times 12$$

That is, the radius of the TPZ = 12 X the DBH measured at 1.4 metres (m).

A TPZ should not be less than 2 m nor greater than 15 m except where crown protection is required.

The TPZ incorporates the structural root zone (SRZ).

11.2 SRZ

The structural root zone (SRZ) is the minimum volume of roots required by the tree to remain stable in the ground (Standards Australia 2009). If the SRZ is breached the chances of windthrow are significantly increased, especially if roots are cut on the same side as prevailing winds. Windthrow is an event where the entire tree fails/falls over. Often, the tree is completely uprooted with devastating results.

It is important to note that the SRZ is not related to tree health. It refers to the physical volume of roots required for the tree to remain stable in the ground. It is in no way related to the physiological requirements of the tree but is the minimum volume of roots required for the tree to remain standing.

12. Impact assessment

12.1 TPZ summary

The table below is a summary of the trees TPZ.

Tag No.	Species	DBH (m)	TPZ	SRZ	TPZ area (m ²)	Tree retention	
						Proposal	Outcome
1	<i>Eucalyptus camaldulensis</i>	1	12.0	3.31	452.39	No	N/A
2	<i>Eucalyptus camaldulensis</i>	1	12.0	3.31	452.39	Yes	Possible (Pending root mapping)
3	<i>Eucalyptus camaldulensis</i>	1	12.0	3.31	452.39	Yes	Possible (Pending root mapping)

Table 3: TPZ summary

12.2 Calculating incursions

Using the above table (Table 3), the relative TPZ values can be added to the feature survey and overlaid with concept/development plans to gain a more accurate TPZ incursion Figure (Fig. 7). As a general rule;

1. Trees with a TPZ incursion of <10% can be retained and will not require additional arboricultural input
2. Trees with a TPZ incursion of 10-25% can typically be retained with minimal intervention
3. Trees with a TPZ incursion of 25-50% may have retention viability with additional arboricultural input (i.e., design review & root mapping)
4. Trees with a TPZ incursion of >50% or with an SRZ breach will typically require removal. For trees in this category that have HIGH retention values, an additional viability assessment is recommended.

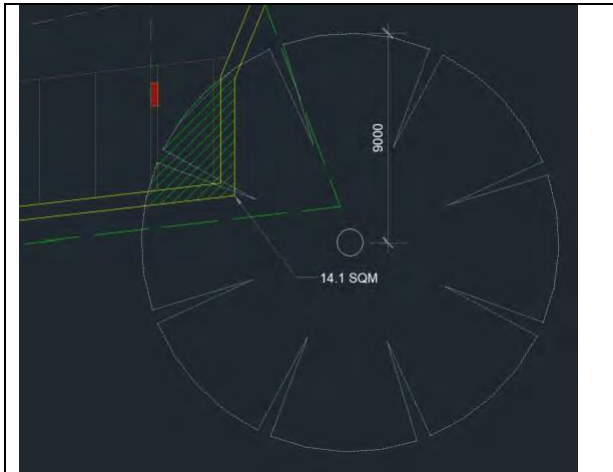


Fig. 7 - An example of TPZ incursion using CAD

12.3 Retention proposal

Figure 8 (below) is the clients tree retention proposal and is summarised in Table 3 (above)

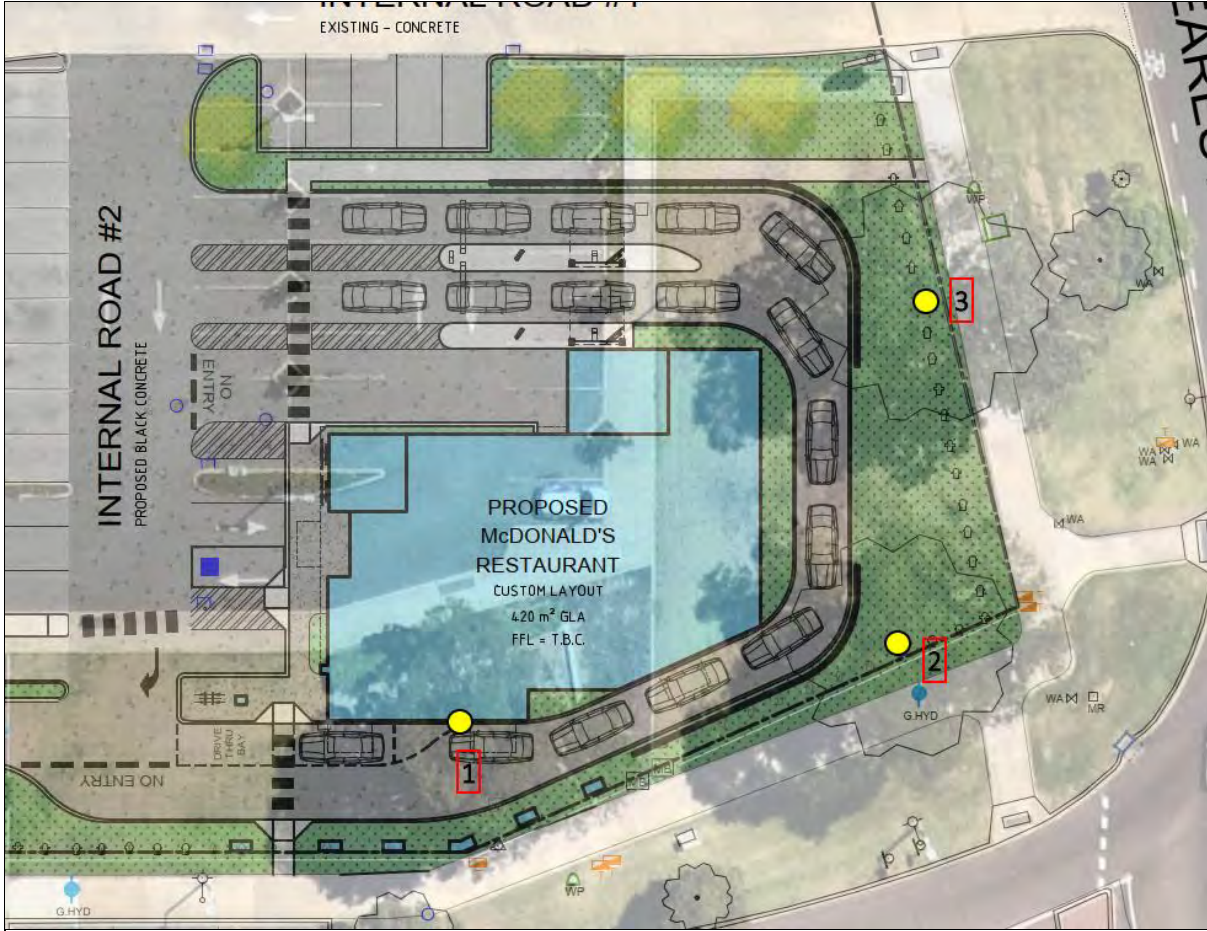


Fig. 8 - Proposed tree retention plan. Black circles indicating retention

12.4 Impact Assessment

12.4.1 Tree 2

Plans indicate a retaining wall to be constructed on the western side of Tree 2 (Fig. 9) at 2.4 m, involving a level change of approximately 1 meter. This constitutes an incursion of more than 25% and a breach of the SRZ, warranting root mapping. This is considered a MAJOR incursion and will require root mapping to assist with a tree viability assessment. Currently the tree is in good health and condition and have a high retention value due to its size and age class.

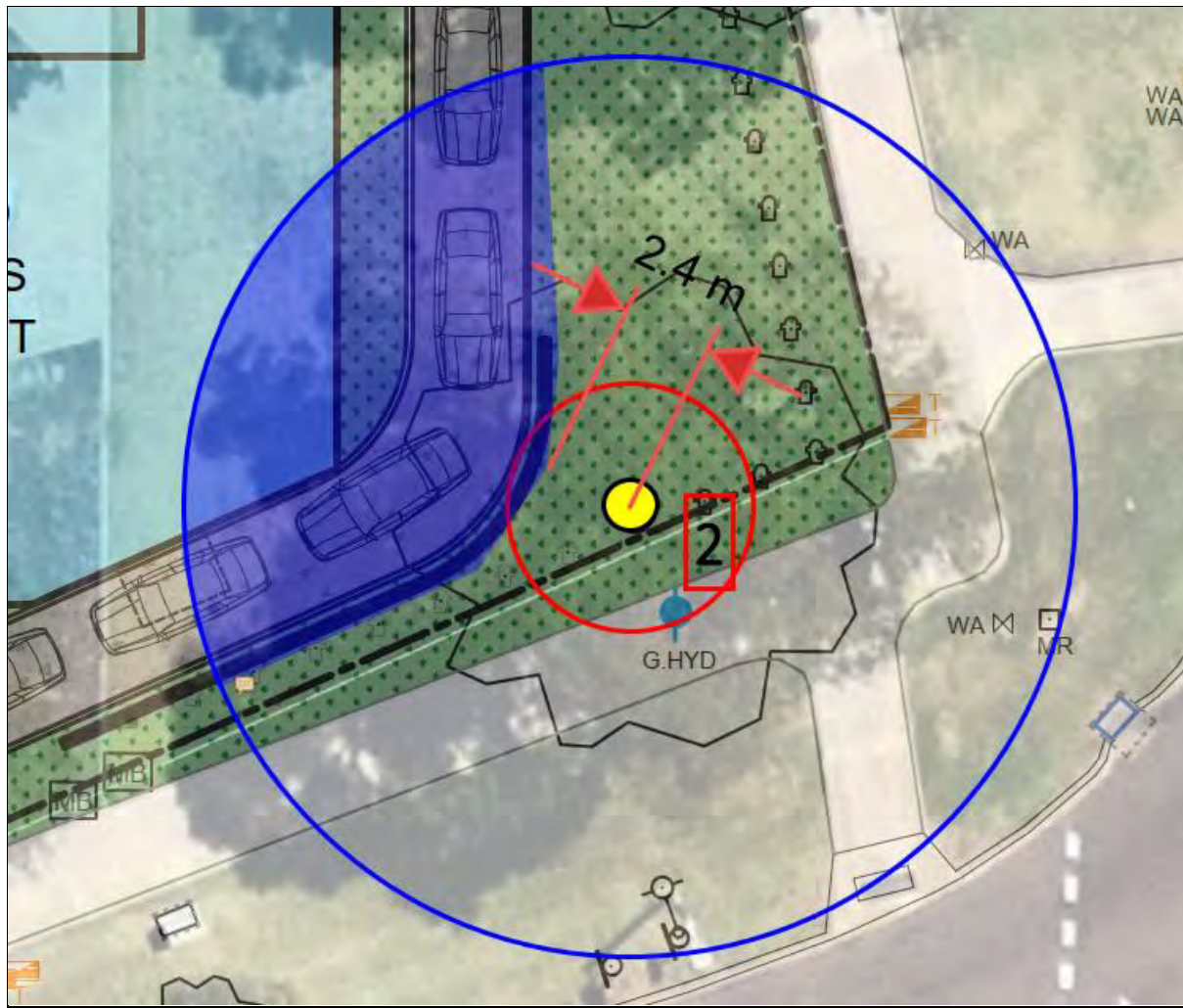


Fig. 9 - Indicating potential setback (2.4m) from the trunk of Tree 2 (SRZ red circle, TPZ blue circle, incursion area in blue)

12.4.2 Tree 3

Plans indicate a retaining wall to be constructed on the western side and a footpath on northern side of Tree 3 (Fig. 10) respectively 3.85 m and 6.99 m. This constitutes an incursion of more than 31%, warranting root mapping. This is considered a MAJOR incursion and will require root mapping to assist with a tree viability assessment however, the proposed development will not breach the SRZ and there is a greater probability that the trees stability can be justified. Additionally, there is sufficient compensatory rooting contiguous with the TPZ that will support tree health and projected ULE.

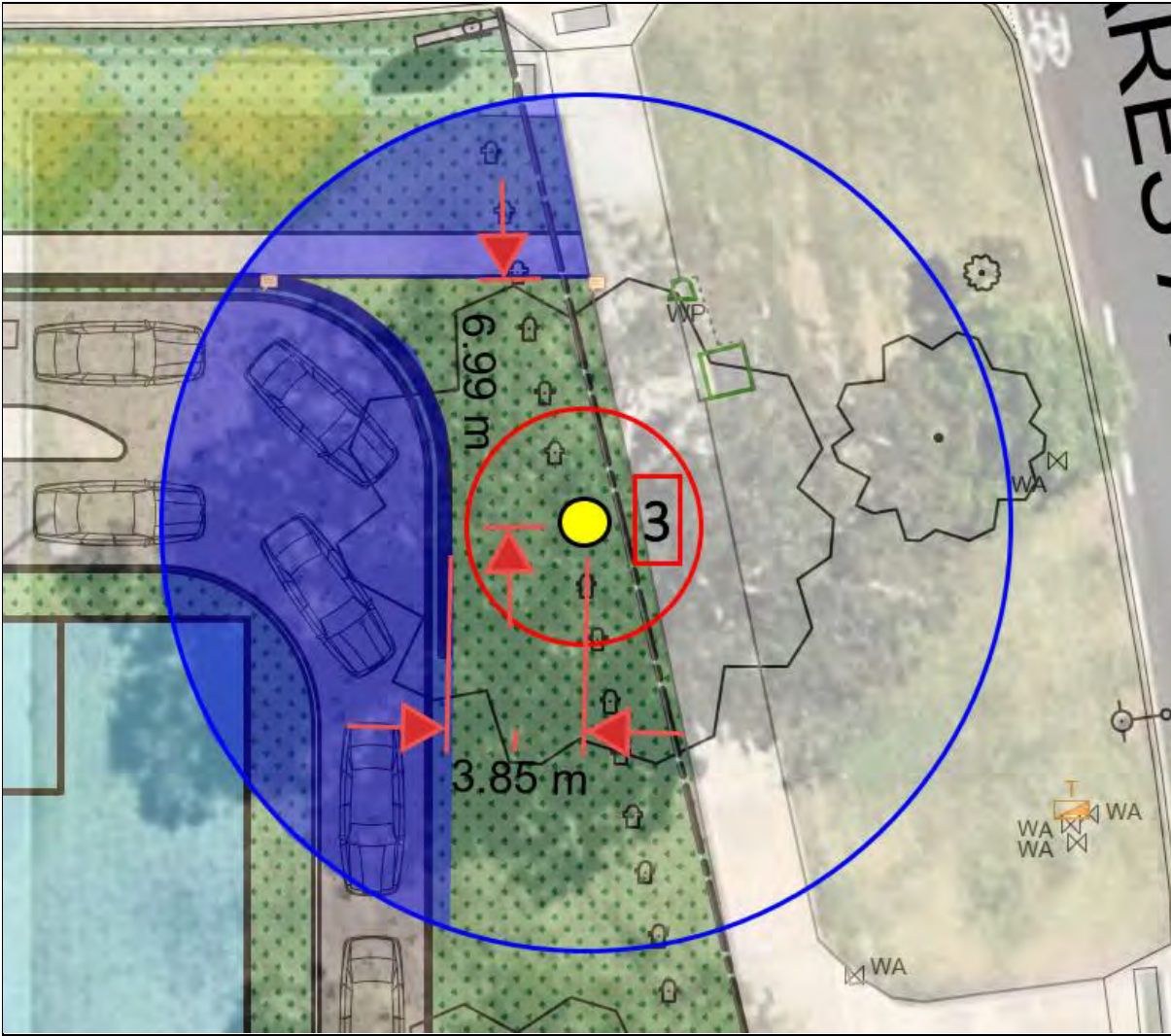


Fig. 10 - Indicating potential setback (3.85 and 6.99 m) from the trunk of Tree 3 (SRZ red circle, TPZ blue circle, incursion area in blue)

12.4.3 Conclusion

Root mapping will be essential to expose and catalogue any roots that may be considered structural. It is of the opinion of Arborite that if structural root severance can be avoided, the tree is of a health that will tolerate a moderate level of root pruning. Additionally, there is sufficient compensatory rooting volume and contiguous with the TPZ.

If the required root removal is deemed to be detrimental to the stability of the tree, and where design cannot achieve a greater distance between the trunk and the proposed development, the tree will not remain viable and its (Their) removal will be necessary to facilitate construction.

13. Landscape plan review

Below are the proposed landscaping plans for the development envelope (Fig. 11). The proposed trees are a combination of endemic, native and exotic species which is good for diversity. The proposed trees are small to medium and will mostly replenish the lost canopy cover due to the removal of Tree 1. However, it is of the opinion of Arborite that there is sufficient space between trees 2 & 3 (Fig. 12) to plant a larger tree (*Eucalyptus camaldulensis* – or equivalent) that will greatly increase the expected greenscape at maturity and provide a canopy cover net benefit.

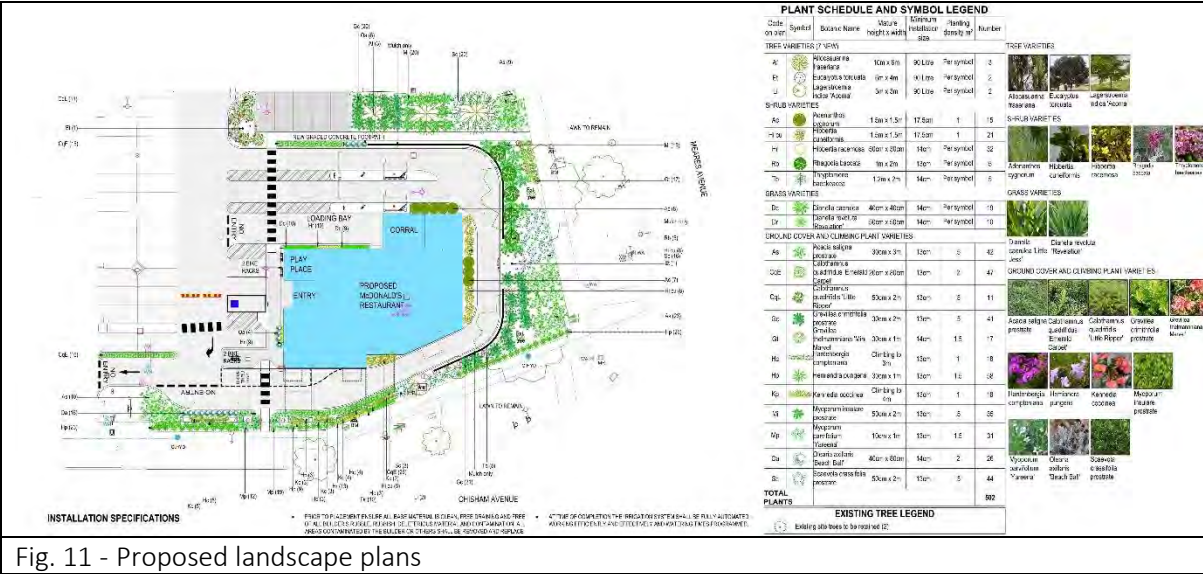


Fig. 11 - Proposed landscape plans

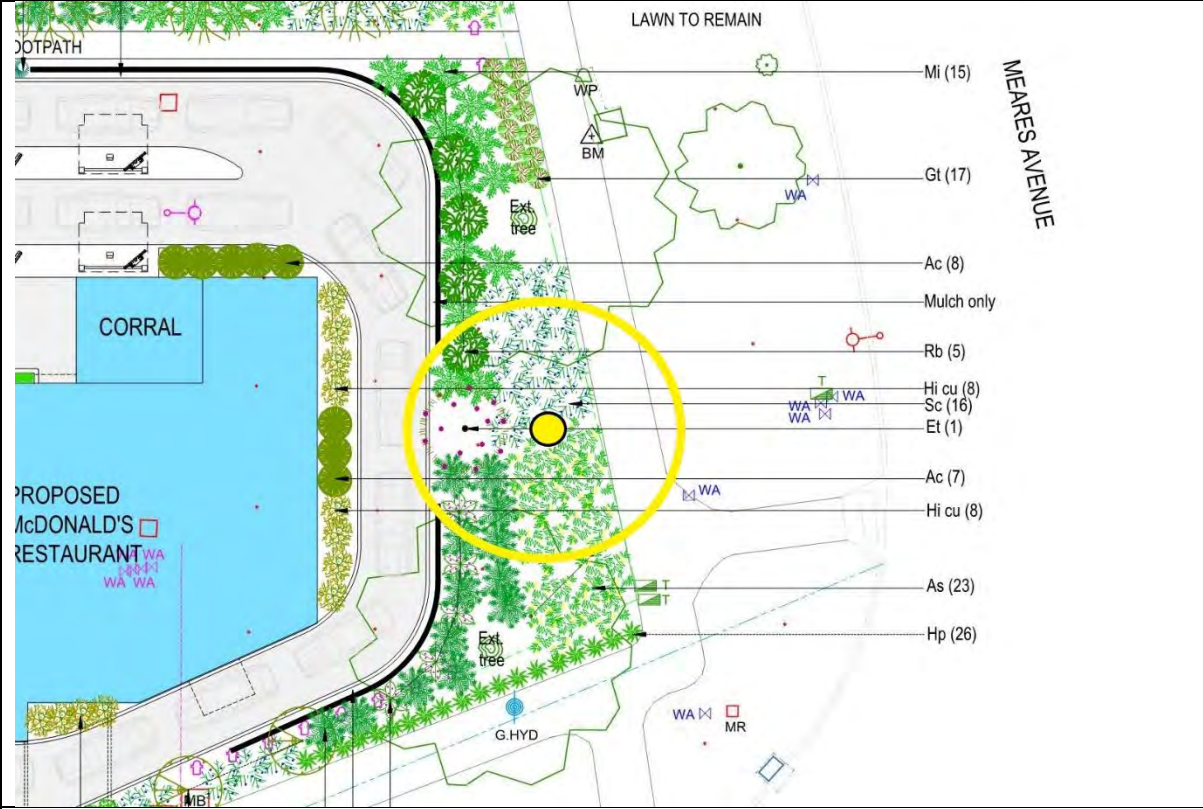


Fig. 12 - Yellow indicating a proposed large tree planting in between trees 2 & 3

14. Discussion

14.1 Tree protection Zone (TPZ):

Tree protection zones (TPZ) are the principal means of protecting trees on development sites and are defined by AS 4970-2009 Protection of Trees on Development Sites (Standards Australia 2009). The tree protection zone (TPZ) is a guideline established to help protect trees, especially during construction. The TPZ is calculated based on the trunk diameter and makes some assumptions as to the likely spread of the tree's roots. Theoretically, the standard allows 100% impact on the TPZ, **provided that the project arborist can adequately demonstrate that the tree will remain viable.**

14.2 Structural root zone (SRZ)

The SRZ is the area of the root system (as defined by AS 4970-2009) used for stability, mechanical support and anchorage of the tree. It is critical for the support and stability of the tree, and provides the bulk of mechanical support and anchorage. Severance of roots (>50 mmØ) within the SRZ is generally not recommended as it may lead to the destabilisation and/or decline of the tree.

14.3 TPZ Incursion:

It may be possible to encroach into or make variations to the standard TPZ. Encroachment includes excavation, compacted fill and machine trenching. Encroachment can be classified as minor or major encroachment.

Minor: If the proposed encroachment is less than 10% of the area of the TPZ and is outside the SRZ.

Major: If the proposed encroachment is greater than 10% of the TPZ or inside the SRZ.

14.4 Root damage

Root damage is the most common cause of damage to trees on construction sites. Mechanical damage reduces the root:shoot ratio and subsequently inhibits the trees' ability to uptake water resulting in symptoms synonymous to drought and can be fatal.

14.5 Root mapping

Root mapping is the process of investigating the presence of subsurface tree roots in a specific location. This can be achieved by vacuum excavation, Ground Penetrating Radar or more commonly hand excavation. Roots are mapped down to a specified depth usually the depth of the proposed development. Root mapping is used prior to development to locate structural woody roots so that the extent of root loss can be determined and minimised.

14.6 Clean cutting roots

Damaged roots are very susceptible to pathogen infection so it is important to sterilize equipment before cutting each root, using sharp loppers or hand saws to encourage faster healing and good wound compartmentalisation. Aim to cut at root junctions where possible and after each cut has been made, remove the cutting and fill in soil around the remaining root. When the clean cutting has been completed, water the tree well.

14.7 Excavation

Traditional excavation (levelling) can be very impactful to a tree's root system and typically results in shredding or tearing of the tree's roots. A torn or shredded root is much harder for the tree to compartmentalise and exposes the root to harmful pathogens for a longer period of time. Shredded roots should be 'clean cut' to minimise the risk of infection and facilitate healing. **Excavation close to or within the trees SRZ can be hazardous.** Anchorage roots destroyed in the process can render the tree unstable resulting in an elevated risk of whole tree failure. Backfilling will mask the trees hazardous state and whole tree failure may occur years after the root severance has occurred.

14.8 Manual excavation

Where excavation, demolition or the removal of material is necessary in the TPZ; this should be done manually without the use of heavy machinery to prevent damage to the tree and should be supervised by a suitably qualified arborist (AQF 5 or equiv.)

14.9 Structural soils

The aim of structural soil is to provide a solid base to support loads while permitting root growth. Here in Australia, SESL has developed specifications for structural soils suited to Australian conditions. A typical SESL structural soil is composed of 5 to 6 parts 75-mm rail ballast (which is defined by AS 2758.7) to 1 part soil. When the mix is compacted, it retains a void space of at least 30%, which is available for water and air movement and root growth.

It is important to understand structural soil as the **entire structural foundation**, not just as a soil product that fits in with the foundation. Doing away with the traditional small pit for each tree, it allows roots to travel as far as they can beneath the pavement.

When structural soil is properly used, roots can penetrate deep enough to avoid surface heat and to find enough water. Growing deeply, they are less likely to lift and crack pavements. Structural soil meets the needs of both engineers, by providing a firm foundation, and landscapers, by providing adequate rooting volume with air permeability, moisture-holding capacity and cation exchange capacity.

14.10 Tree health amendment prior to construction

Construction works often compromises the growing environment of nearby trees and may place them in a state of stress which may lead to decline or tree mortality. How a tree responds to various stresses will depend largely on their current health. To greatly increase tree viability on construction sites it is recommended to develop a Tree Health Amendment Strategy. This may be as simple as supplying supplementary irrigation and can extend to mulching, soil amendments and nutrient injections etc. This is particularly important where the tree is currently showing signs of stress or reduced vitality, or if the tree is predisposed to decline following changes in its environment.

'Target' trees have been identified in this survey and they have been assigned a recommended level (1,2 or 3) of amendment.

- Level 1 – Fish & Kelp soil drench and the application of mulch (75-100mm) to the extent of the dripline where practicable
- Level 2 – As per Level 1. Additionally, incorporate a good quality organic compost into the soil via a non-intrusive method such as small auger holes. Drill holes in a grid pattern 0.5m – 1m apart, paying particular attention to not damage existing roots.

- Level 3 – Soil analysis and a specific and tailored health amendment strategy

15. Closing & recommendations

The surveyed trees are in good health and condition. Generally the trees have a high retention value based on species, age & condition. The proposed construction will make heavy incursions into the trees' TPZ and will require root mapping to assist with tree viability assessment.

15.1 Recommendations

- Perform a root mapping for all the retained trees with incursions greater than 25% prior any work
 - Peg a line for the anticipated incursion (Fig. 11 – orange). Manually dig a trench 600mm deep to the extent of the TPZ (Fig. 11). Avoid severing roots particularly those at >40mm. Where larger roots are uncovered, particular within the SRZ, these can be chased to determine where they are tracking which may affect or influence design possibilities. Utilising a vacuum excavation truck is highly recommended as it is the least intrusive method for root mapping, and will create a clearer picture of the tree's root system.

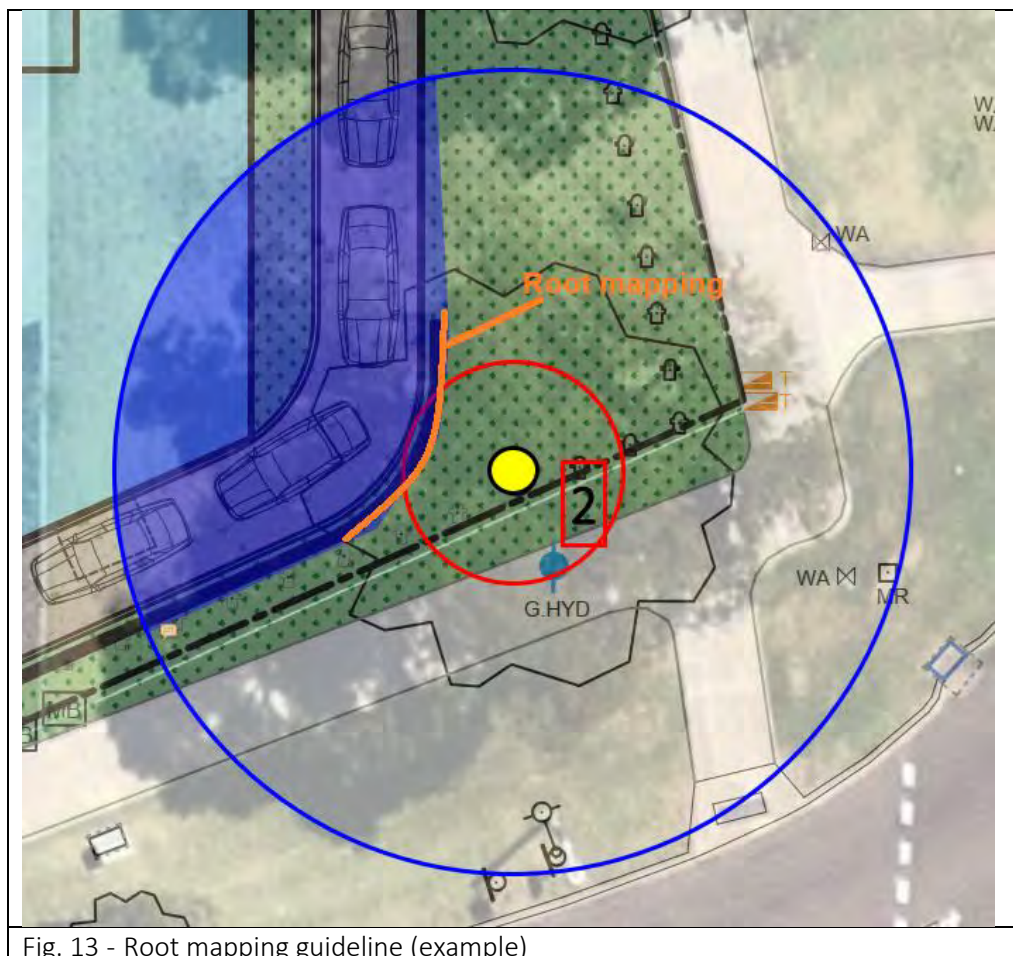


Fig. 13 - Root mapping guideline (example)

- Perform a viability assessment based on the root mapping exercise

- Revise plans or construction methods to improve retention probabilities, or revise the tree retention proposal
- Establish a tree protection plan (TPP) for all trees marked for retention, detailing specific guidelines to protect retained tree throughout the entire duration of the construction process.
- Follow guidelines established in the TPP, establishing TPZ's prior to commencing work
- Apply a soil drench (100-200L/tree) of Fish emulsion, kelp & humates prior to construction works to mitigate stresses induced from nearby construction

16. Disclaimer

The conclusions and recommendations contained in this report refer to the trees' condition on the day of inspection only. The report should be read and considered in its entirety. All care has been taken using the most up to date arboricultural information in the preparation of this report. The report is based on visual inspection only. No guarantee can be given nor can it be predicted that branch failure or uprooting (windthrow) would not occur as a result of high winds and /or excessive rainfall and other unpredictable events. Tree health and environmental conditions can change at any time due to unforeseen circumstances.

17. Appendices

17.1 Procedures (Civil – Subdivision works)

17.1.1 Works outside the TPZ

- Civil works outside the TPZ can be conducted as per usual

17.1.2 Skimming, site leveling and fill within the TPZ (hold point – Proceed with caution)

- Site preparation within the TPZ should be limited to skimming the top soil (50-100mm) and introducing fill
 - No machinery works should be conducted within the SRZ
 - Ideally, works within the TPZ should be conducted manually to avoid unnecessary root damage
 - Machinery work within the TPZ should involve a spotter to observe if roots >50mm are contacted
 - It is recommended that the works start from the outside of the TPZ and work inwards, halting if roots >50mm are contacted and proceed manually to expose these roots
 - If root severance is required within the TPZ, they should be clean cut to facilitate repair and regeneration
 - Fill introduced into the TPZ should not be compacted and not contact the trunk directly to avoid rot.

17.1.3 Works within the SRZ

- Should be conducted manually to avoid any unnecessary root damage
- If root severance is required within the SRZ, a further risk assessment/viability assessment is highly recommended. Leave roots exposed until this can be completed

17.1.4 Deeper excavations (e.g. Box outs, trenching) within TPZ (>25% - Under supervision)

- Box outs (excavation) up to 500mm may be required for road preparation
- Box outs have a high probability of root damage, potentially structural roots if within the SRZ
- Manual excavation is recommended particularly when working close to the SRZ (>25% TPZ). A further risk assessment/viability assessment is recommended where a high proportion of roots (>50mm) are contacted
- Specialised products (sub-surface cells) are available to allow construction closer to the trees trunk. A more detailed root mapping exercise is recommended (vacuum truck) particularly where tree retention value is HIGH

17.1.5 Services (Sewer and drainage)

- Horizontal or directionally drilling is an alternative to trenching for services and may be viable particularly where tree retention value is HIGH

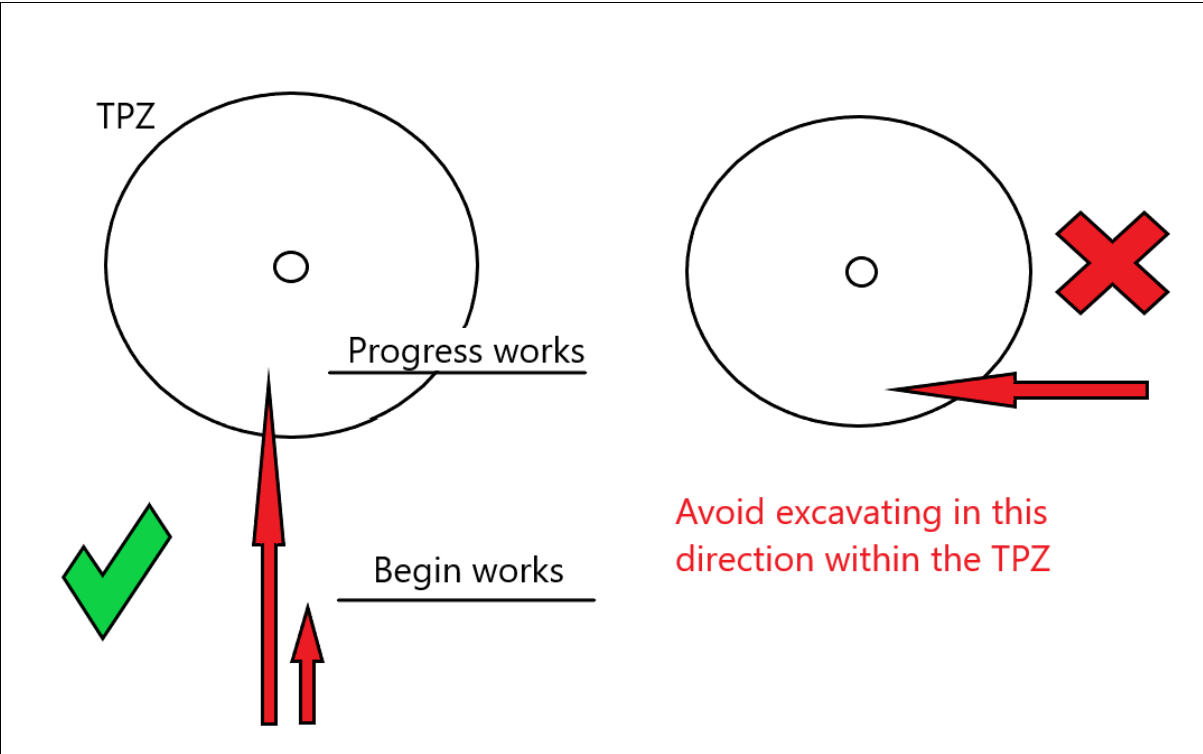
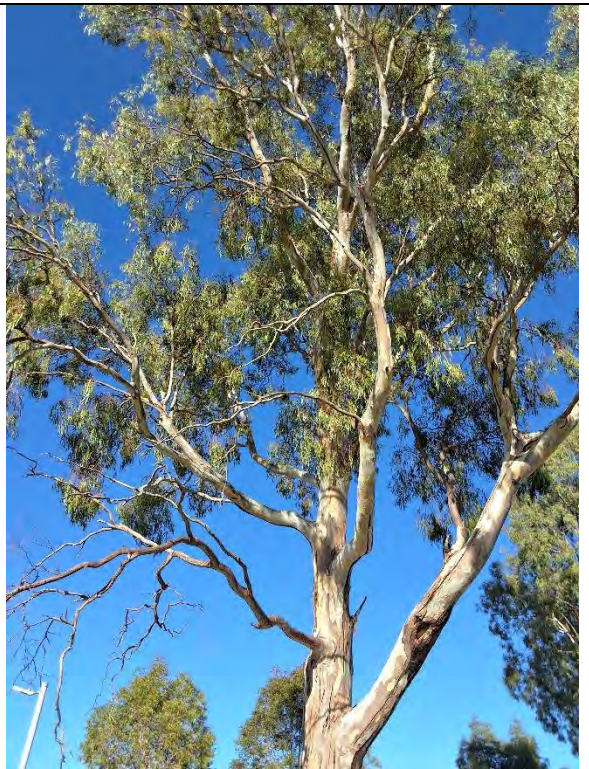


Fig. 14 - Excavation guidelines within the TPZ

17.2 Photos



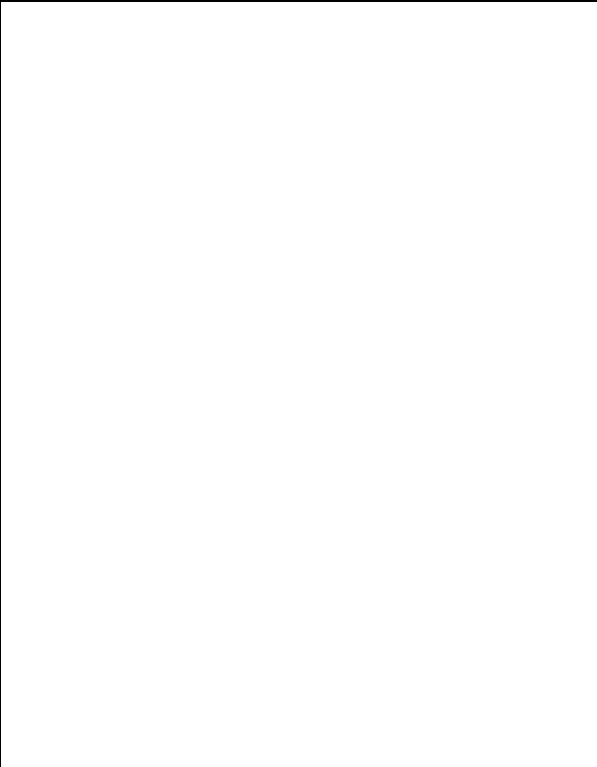
Tree ID 1



Tree ID 2



Tree ID 3



17.3 Health rating

Assessed trees are given a numerical value to signify their overall health. Several factors and/or symptoms are taken into consideration when assessing the health of a tree. It's vigour and seasonal extension growth, symptoms of decline like deadwood and/or dieback, foliage density, colour, size and intactness as well as signs of pests and/or disease are all appraised.

Rating	Health
10	Exceptional
9	
8	Good
7	
6	Average
5	
4	
3	Poor
2	
1	Dead

Classification	Description
Exceptional	Canopy is full with dense foliage coverage throughout, leaves are entire and are of an excellent size and colour for the species with no visible pathogen damage. Excellent growth indicators, e.g. seasonal extension growth.
Good	Canopy is full with minor variations in foliage density throughout, leaves are entire and are of good size and colour for the species with minimal or no visible pathogen damage. Some minor dead wood and epicormic growth. Good growth indicators.
Average	Canopy has moderate variations in foliage density throughout, leaves not entire with reduced size and/or atypical in colour, moderate pathogen damage. Reduced growth indicators, visible amounts of minor and major deadwood/dieback, and epicormic growth.
Poor	Canopy density significantly reduced throughout, leaves are not entire, are significantly reduced in size and/or are discoloured, significant pathogen damage. Significant amounts of deadwood and/or epicormic growth, noticeable dieback of branch tips, possibly extensive.
Dead	Dead No live plant material observed throughout the canopy, bark may be visibly delaminating

17.4 Structure rating

Assessed trees are given a numerical rating to signify their overall structure. Several factors and/or conditions are taken into consideration when assessing a tree's structure. It's form, branching habit, trunk and lower stem are all appraised.

Rating	Structure
10	Exceptional
9	
8	Good
7	
6	
5	Average
4	
3	Unacceptable
2	
1	

Classification	Description
Exceptional	Good form and branching habit typical of the species. Structural defects are insignificant or undetected. All major unions appear well attached and devoid of anything that could be considered a weakness. All aspects of the tree exhibit no evidence of pathogens. No obvious damage to the trunk and roots.
Good	Canopy devoid of major defects but may exhibit minor damage, disease or decay in the crown, trunk and roots. Branching habit is well formed, spaced and tapered. May contain small amounts of deadwood or have evidence of previous limb failure.
Average	Moderate structural defects, damage, disease or decay that impact longevity. Defects may not reflect an imminent threat
Unacceptable	Serious structural defects that could cause failure within 12 months i.e., active splits, unstable/loose in ground, excessive branch end-weight. Immediate arboricultural intervention recommended to minimise risk.

18. Glossary of terms

ULE – Useful Life expectancy

DBH – Diameter at breast height

TPZ – Tree protection Zone

SRZ – Structural root zone

VTA - Visual tree assessment

QTRA – Quantified tree risk assessment

DTW – Distance to works

TPP – Tree Protection Plan

Hindley & Associates

25th July 2025

RE: Root mapping – McDonalds Kwinana

Dear Hindley & Associates,

This letterhead report is to document our site visit on the 21st July 2025 in relation to the root investigation by means of vacuum trenching for Trees 2 & 3 as prescribed in the previous Impact Assessment (Arborite, 22nd April, 2025). Below outlines methodologies, observations and recommendations.

1. Methodologies

Excavations have been made utilising non intrusive methods (vacuum excavation) at the perimeter of the proposed works (2.3m & 3.2m), to a depth of 900-1000mm

This technical advice document is to be used in conjunction with the previous submitted Impact Assessment (22/4/25)

2. Observations

2.1. Tree 2

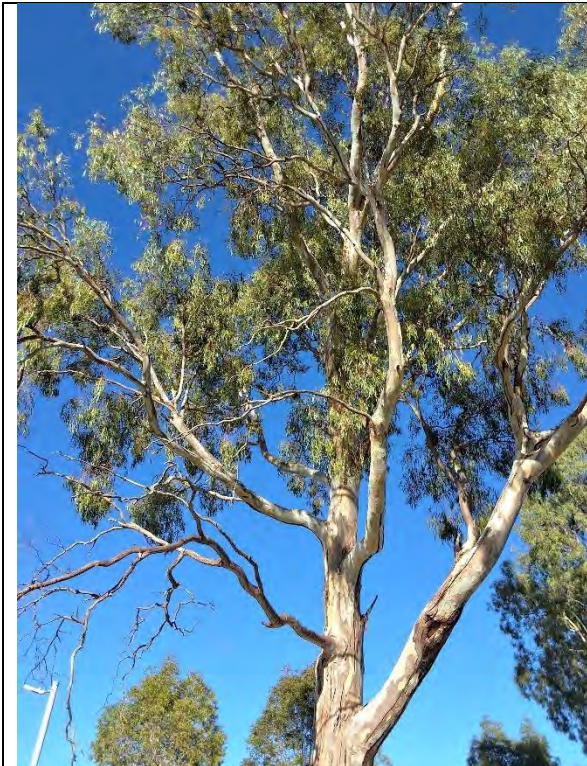


Fig. 1 – Tree 2

Observations

- 1) A trench ~8m in length has been excavated to a depth of ~900-1000mm, 2.3m from the trunk (Fig. 2 – Red line)
- 2) Roots;
 - 1 Ø 65mm @ 500mm (depth)
 - 1 Ø 40mm @ 500mm
 - 1 Ø 60mm @ 550mm
 - ~15 Ø 10-30mm (feeder roots)

Prognosis

Based on the exposed roots, it is of the opinion of Arborite that whilst 3 'structural roots' were discovered, their severance would not compromise the structural integrity of the tree. However, a significant number of 'feeder roots' were discovered that contribute to the trees' structure and anchorage.

If construction is to proceed, it is recommended to perform pruning operations with the objective of reducing the height and load (weight) of the tree to reduce mechanical stress on a weakened root system. Pruning will also achieve a passive risk reduction over future landuse (Drive through vehicle traffic)

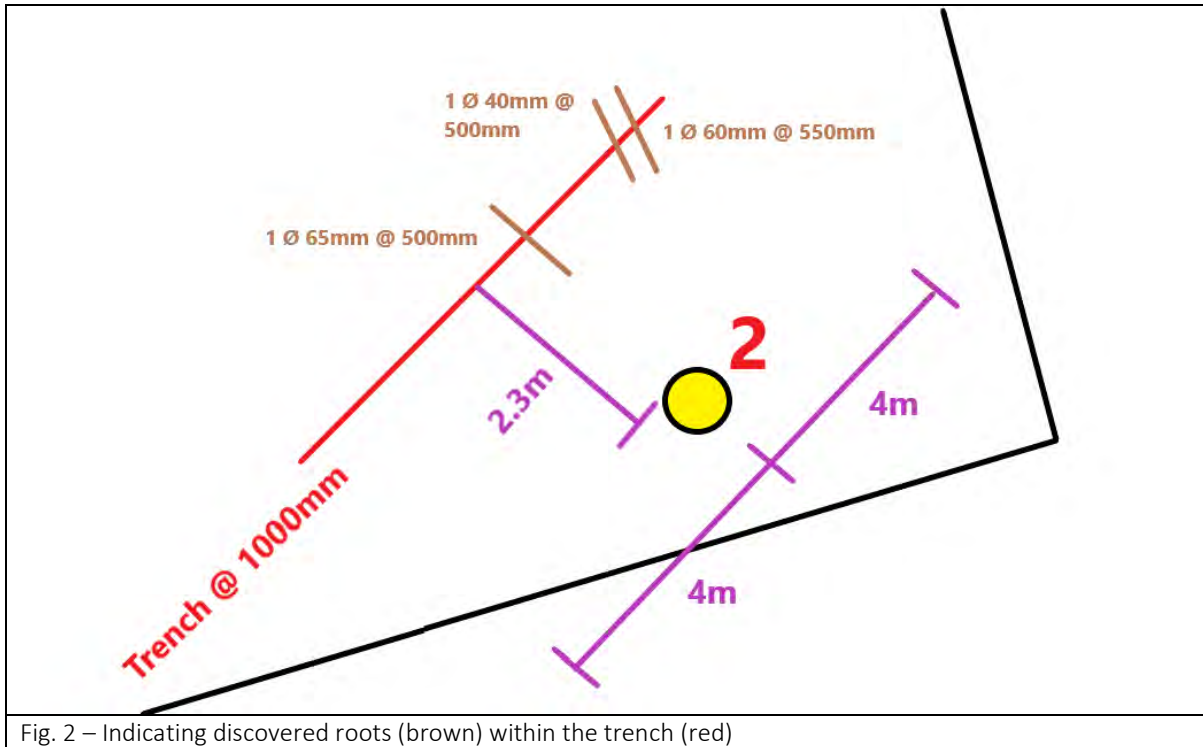

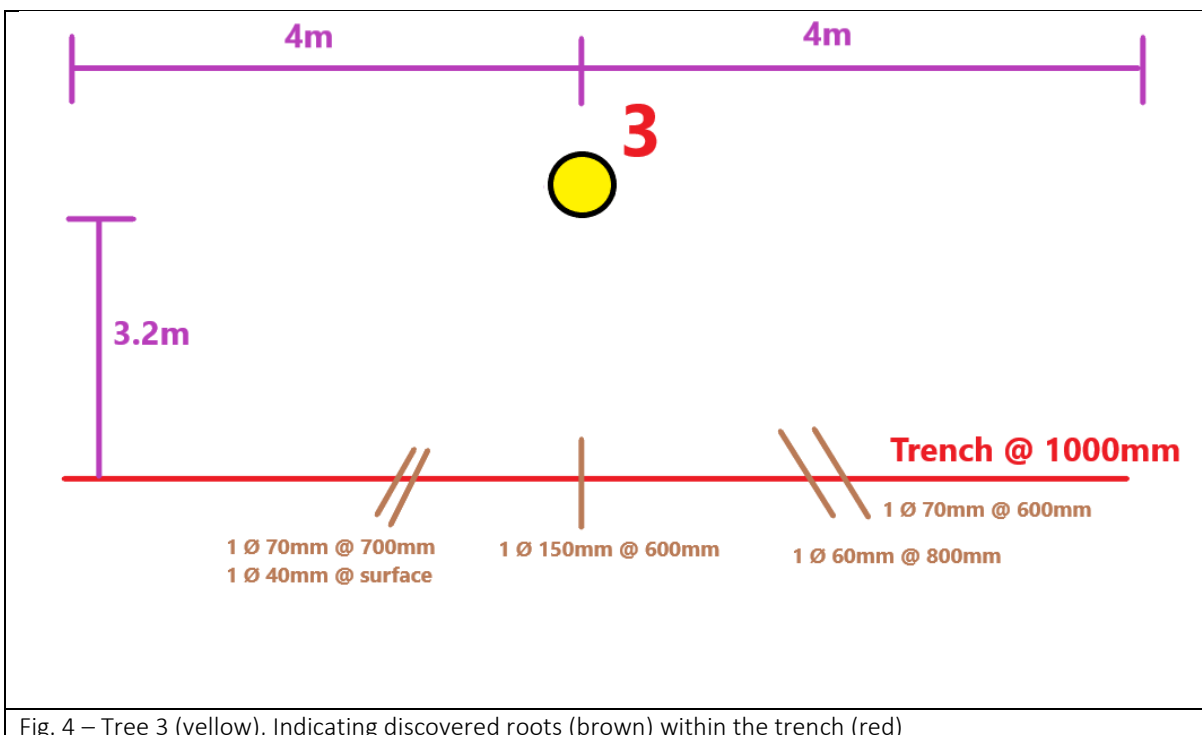


Fig. 2 – Indicating discovered roots (brown) within the trench (red)

2.2. Tree 3

	<p><u>Observations</u></p> <ol style="list-style-type: none"> 1) A trench ~8m in length has been excavated to a depth of ~900-1000mm, 3.2m from the trunk (Fig. 4 – Red line) 2) Roots; <ul style="list-style-type: none"> 1 Ø 150mm @ 600mm (depth) 1 Ø 70 mm @ 700mm 1 Ø 70mm @ 600mm 1 Ø 60mm @ 800mm 1 Ø 60mm @ 550mm <p><u>Prognosis</u></p> <p>Based on the exposed roots, it is of the opinion of Arborite that whilst 5 'structural roots' were discovered, their severance would not compromise the tree's structural integrity as there would be sufficient anchorage roots within undisturbed soil. However, If construction is to proceed it is recommended to perform pruning operations with the objective of reducing the height and load (weight) of the tree to reduce mechanical stress on a weakened root system</p>
<p>Fig. 3 – Tree 3</p>	



3. Closing & recommendations

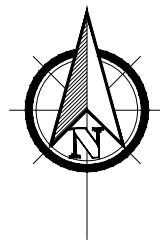
As per recommendations established in the previous Impact Assessment report (Arborite, 22/425) root mapping was conducted (21st July, 2025) for the purpose of exposing roots along the proposed development perimeter to assist with a tree viability assessment (Trees 2 & 3).

As expected, several structural roots were exposed (within the SRZ) of both trees however, far less than would be expected (under the accepted TPZ model) with trees of this stature and at this distance from the trunk. This aligns with Arborite's experience and historical observations of various tree species in this soil profile (sandy). It is expected that the primary structural roots (>200mm dia.) descend downwards at shorter distances from the trunk.

It is of the opinion of Arborite that removal of the observed roots will not structurally compromise the tree or dramatically elevate risk levels of whole tree failure. Further excavations and subsequent root removal/severance will require supervision or an adequate and detailed procedure.

A canopy weight reduction and structured height reduction is recommended to reduce load and stress levels on the anticipated weakened root system. Height reduction (particularly on Eucalypts) is a specialised skill and will need to be performed by a minimum cert. 3 qualified arborist with appropriate ground supervision (min. cert. 5).

Additionally, it is recommended to administer 'pre-construction health amendments' in order to ensure that tree is healthy enough to manage ensuing stresses and has sufficient nutrition to replenish its subterranean bio mass (roots) following excavations.

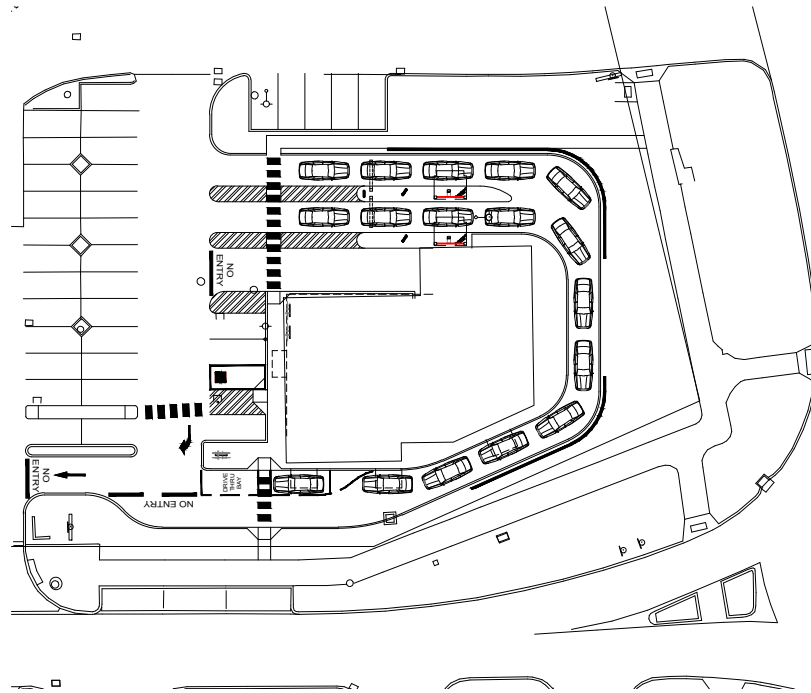


PROPOSED MCDONALDS

32 MEARES AVENUE

KWINANA TOWN CENTRE, WA

NOT FOR
CONSTRUCTION
ISSUED FOR TENDER PURPOSES ONLY



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. CARPARK AND DRIVEWAYS COMPLY WITH AS/NZS1158.3.1 SUB CAT. PC1, PCD AND PCX.
3. ALL LUMINAIRE DATA IS SUPPLIED BY MANUFACTURER.
4. DESIGN SOFTWARE USE AGI32 V21.
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.
6. MINIMUM POLE SETBACK TO BE 600mm FROM FACE OF KERB.

OBTRUSIVE LIGHTING ANALYSIS:

7. COMPLIANCE WITH AS/NZS4282-2023 IS DEMONSTRATED FOR AN A4 ENVIRONMENTAL ZONE FOR NON-CURFEW AND CURFEW OPERATION (i.e. 24 HRS).
8. ALL OBTRUSIVE LIGHT ANALYSIS IS EVALUATED AT INITIAL FLUX.

Drawing List			
Drawing Number	Sheet Number	Revision	Title
MCD03059-E01	1	B	Title Page
MCD03059-E01	2	B	General Arrangement
MCD03059-E01	3	B	Obstrusive Light Analysis
MCD03059-E01	4	B	Sign Luminance



LOCALITY PLAN
SCALE: N.T.S.



LIGHTING CERTIFICATION

LIGHTING CERTIFIED TO COMPLY WITH AS/NZS4282:2023 FOR NON-CURFEW AND CURFEW OPERATION IN AN A4 ENVIRONMENTAL ZONE.

- * CARPARK AND DRIVEWAYS COMPLIANT WITH AS/NZS1158.3.1:2020 SUB CAT. PC1, PCD AND PCX.
- * ALL LUMINAIRE DATA HAS BEEN SUPPLIED BY MANUFACTURER.

McDONALDS KWINANA WA

MIES No. 2715

Rev.	Date	Dm.	Description	Chkd.
A	02/07/25	TC	PLAN UPDATED	
B	15/07/25	TC	SCOPE UPDATED	

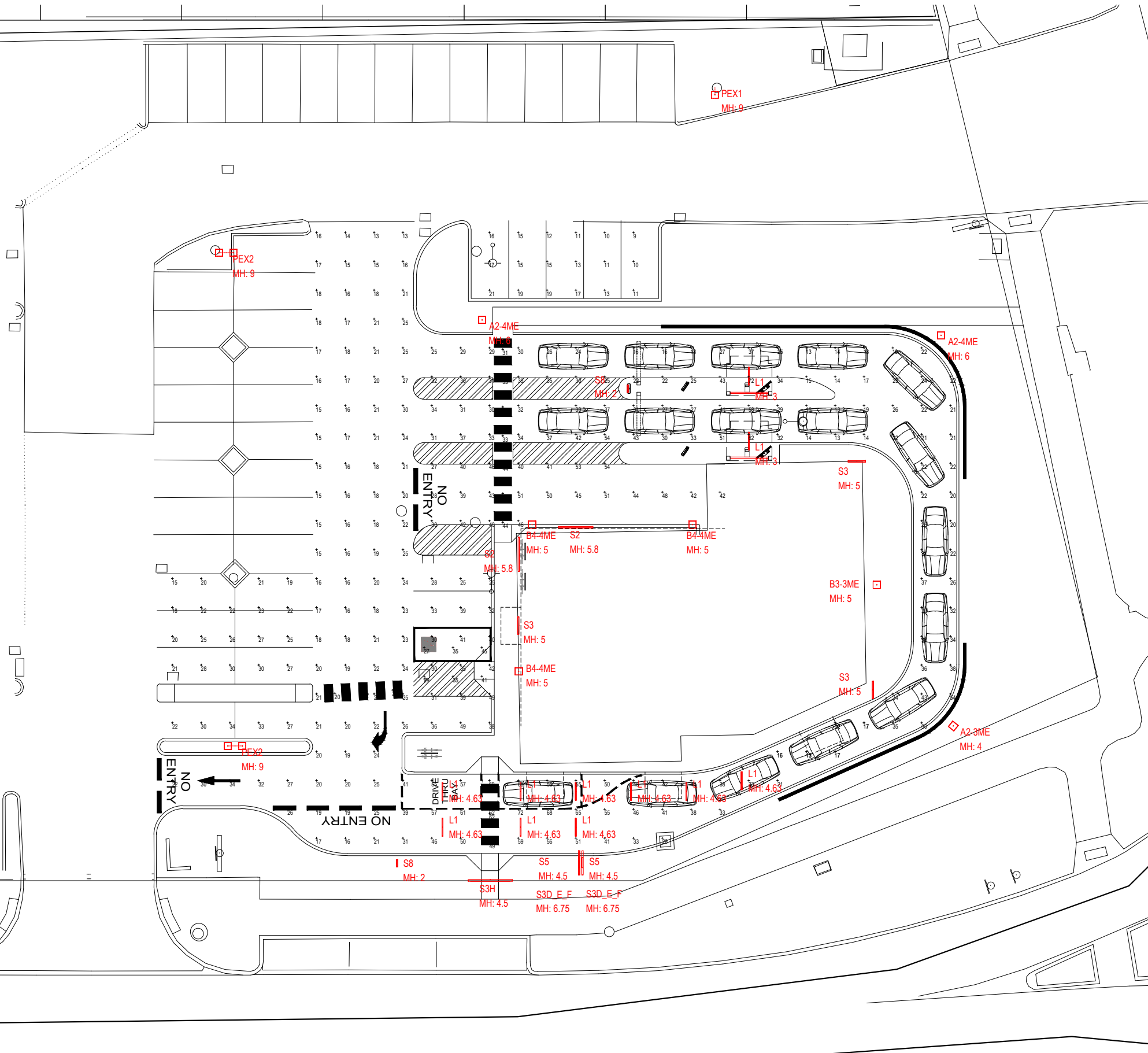
Document Set ID: 485595
Version: 01/08/2025

Project:
PROPOSED MCDONALDS
32 MEARES AVENUE
KWINANA TOWN CENTRE, WA

Title:
ELECTRICAL SERVICES
LIGHTING SYSTEMS
TITLE PAGE

Drawn: SAF
Checked: TD
Date: 15/07/2025
Scale: NTS
Rubidium Light
A 30/8 Riverland Drive
Loganholme QLD 4129
E admin@rubidiumlight.com.au





Luminaire Schedule					
Scenario: MCD03059					
Symbol	Qty	Label	Description	Luminaire Lumens	LLF
□	1	A2-3ME	47W LED AREA LIGHT ON 4m POLE ADLT XSPSM-D-HT-3ME-5L-40K7-UL-SV-N-DLI_PL14320-001B	5350	0.800
□	2	A2-4ME	47W LED AREA LIGHT ON 6m POLE - ADLT XSPSM-D-HT-4ME-5L-40K7-UL-SV-N_PL12485-001B	5256	0.800
□	1	B3-3ME	67W LED AREA LIGHT ON AWNING ABOVE XSPSM-D-HT-3ME-8L-40K7-UL-SV-N	7723	0.800
□	3	B4-4ME	66W LED AREA LIGHT ON AWNING XSPW-E-WM-4ME-8L-40K_66W	8756	0.800
	11	L1	DARKON HIP IP67_1186_NA_BLK_OV_HE_350mA_3000K CRI90 18W 3000K LED SURFACE-MOUNTED PROFILE BLACK	1619	0.800
-	2	S2	SIGN PLAYPLACE 2400 x 690	891	0.800
-	3	S3	SIGN GOLDEN ARCH WALL 1370 x 1200mm	642	0.800
-	2	S3D_E_F	SIGN GOLDEN ARCH LOGO 1910 x 1670mm	1248	0.800
-	1	S3H	SIGN McDONALDS WORD 3065 x 375	1230	0.800
-	2	S5	McCAFE BLADE 1492 x 700	934	0.800
-	2	S8	SIGN DIRECTIONAL	46	0.800

Calculation Summary					
Scenario: MCD03059					
Label	CalcType	Avg	Max	Min	Max/Avg
CARPARK Eh	Illuminance	24.2	54	9	2.2
DRIVE-THROUGH Eh	Illuminance	33.9	72	12	2.1
Ev1	Illuminance	N.A.	21	4	N.A.
Ev2	Illuminance	N.A.	19	5	N.A.
PCD	Illuminance	N.A.	45	27	N.A.
PCX1	Illuminance	38.0	51	30	1.3
PCX2	Illuminance	57.0	62	49	1.1
PCX3	Illuminance	22.0	24	20	1.1

Rev.	Date	Dm.	Description	Chkd.
A	02/07/25	TC	PLAN UPDATED	
B	15/07/25	TC	SCOPE UPDATED	

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Version Date: 01/08/2025

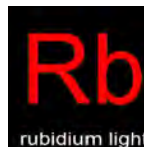
Project: **PROPOSED MCDONALDS**
32 MEARES AVENUE
KWINANA TOWN CENTRE, WA

Title: **ELECTRICAL SERVICES**
LIGHTING SYSTEMS
GENERAL ARRANGEMENT

Drawn: SAF
Checked: TD
Date: 15/07/2025
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Drawing No: MCD03059-E01B-2
Rev: B
Size: A3

Rubidium Light
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**NOT FOR
CONSTRUCTION**
ISSUED FOR TENDER PURPOSES ONLY



Obtrusive Light - Compliance Report

AS/NZS 4282:2023, A4 - High District Brightness, Non-Curfew L1
Filename: MCD03059 - 3
15/07/2025 12:24:31 PM

Illuminance

Maximum Allowable Value: 25 Lux

Calculations Tested (7):

Calculation Label	Test Results	Max. Illum.
REL BDY MEARES AVE_III_Seg1	PASS	0
REL BDY MEARES AVE_III_Seg2	PASS	0
REL BDY MEARES AVE_III_Seg3	PASS	0
REL BDY 37 MEARES AVE_III_Seg1	PASS	0
REL BDY 37 MEARES AVE_III_Seg2	PASS	0
REL BDY 37 MEARES AVE_III_Seg3	PASS	0
REL BDY MERIDIAN WAY_III_Seg1	PASS	1

Obtrusive Light - Compliance Report

AS/NZS 4282:2023, A4 - High District Brightness, Curfew
Filename: MCD03059 - 3
15/07/2025 12:34:04 PM

Illuminance

Maximum Allowable Value: 5 Lux

Calculations Tested (7):

Calculation Label	Test Results	Max. Illum.
REL BDY MEARES AVE_III_Seg1	PASS	0
REL BDY MEARES AVE_III_Seg2	PASS	0
REL BDY MEARES AVE_III_Seg3	PASS	0
REL BDY 37 MEARES AVE_III_Seg1	PASS	0
REL BDY 37 MEARES AVE_III_Seg2	PASS	0
REL BDY 37 MEARES AVE_III_Seg3	PASS	0
REL BDY MERIDIAN WAY_III_Seg1	PASS	1

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 25000 Cd

Calculations Tested (7):

Calculation Label	Test Results
REL BDY MEARES AVE_Cd_Seg1	PASS
REL BDY MEARES AVE_Cd_Seg2	PASS
REL BDY MEARES AVE_Cd_Seg3	PASS
REL BDY 37 MEARES AVE_Cd_Seg1	PASS
REL BDY 37 MEARES AVE_Cd_Seg2	PASS
REL BDY 37 MEARES AVE_Cd_Seg3	PASS
REL BDY MERIDIAN WAY_Cd_Seg1	PASS

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 2500 Cd

Calculations Tested (7):

Calculation Label	Test Results
REL BDY MEARES AVE_Cd_Seg1	PASS
REL BDY MEARES AVE_Cd_Seg2	PASS
REL BDY MEARES AVE_Cd_Seg3	PASS
REL BDY 37 MEARES AVE_Cd_Seg1	PASS
REL BDY 37 MEARES AVE_Cd_Seg2	PASS
REL BDY 37 MEARES AVE_Cd_Seg3	PASS
REL BDY MERIDIAN WAY_Cd_Seg1	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (3):

Calculation Label	Adaptation Luminance	Test Results
TI MEARES AVE TO CHISHAM AVE WEST	5	PASS
TI CHISHAM AVE EAST TO MEARES AVE	5	PASS
TI CHISHAM AVE MEARES AVE NORTH	5	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (3):

Calculation Label	Adaptation Luminance	Test Results
TI MEARES AVE TO CHISHAM AVE WEST	5	PASS
TI CHISHAM AVE EAST TO MEARES AVE	5	PASS
TI CHISHAM AVE MEARES AVE NORTH	5	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 3.0 %

Calculated UWLR: 19.8 %
Test Results: **PASS**

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 3.0 %

Calculated UWLR: 19.8 %
Test Results: **PASS**

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A	02/07/25	TC	PLAN UPDATED	
B	15/07/25	TC	SCOPE UPDATED	

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Project: **PROPOSED MCDONALDS**
32 MEARES AVENUE
KWINANA TOWN CENTRE, WA

Title: **ELECTRICAL SERVICES**
LIGHTING SYSTEMS
OBTRUSIVE

Drawn: SAF Checked: TD Date: 15/07/2025 Scale: NTS
Drawing No. MCD03059-E01B-3 Rev: B Size: A3

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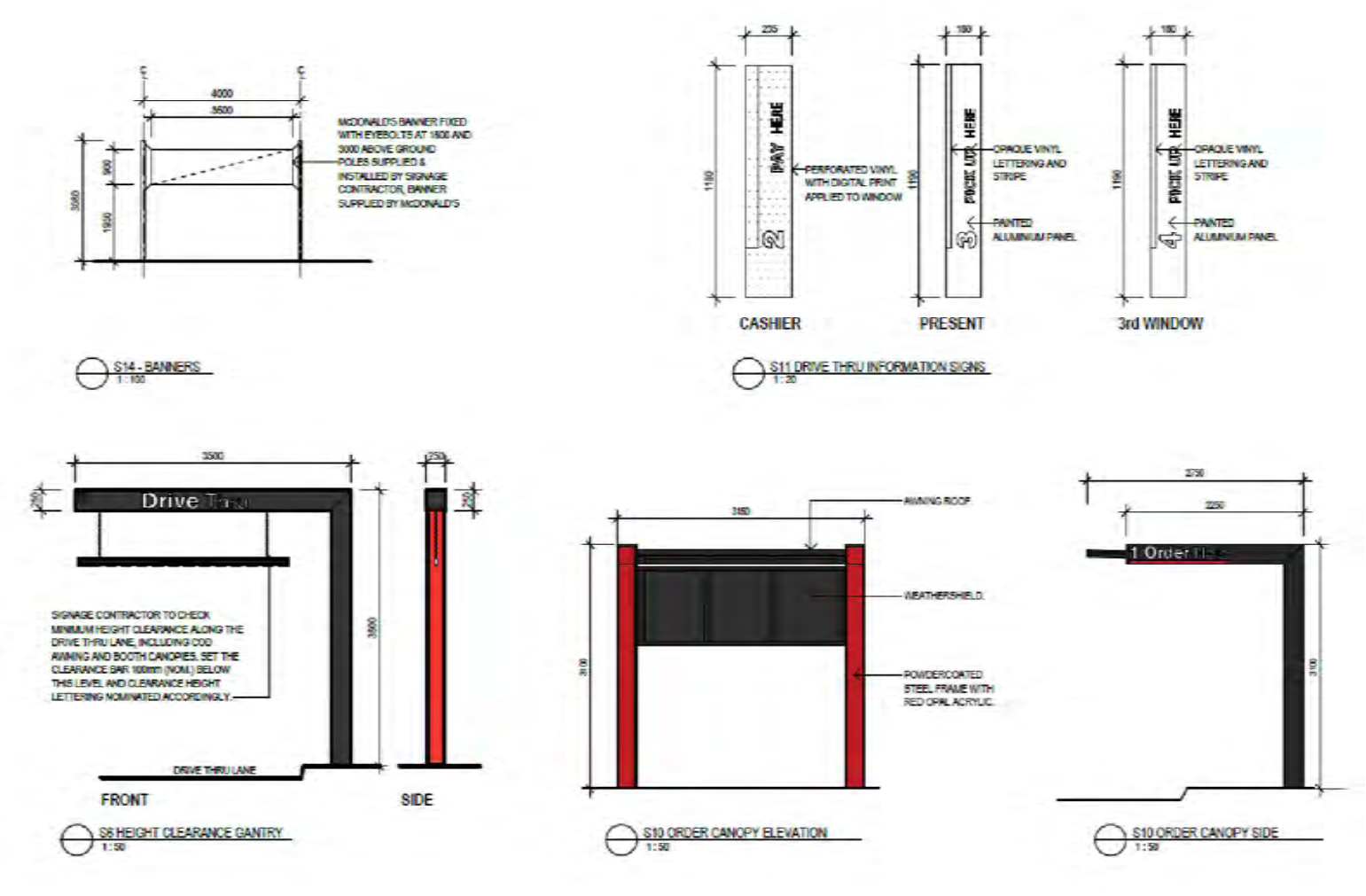
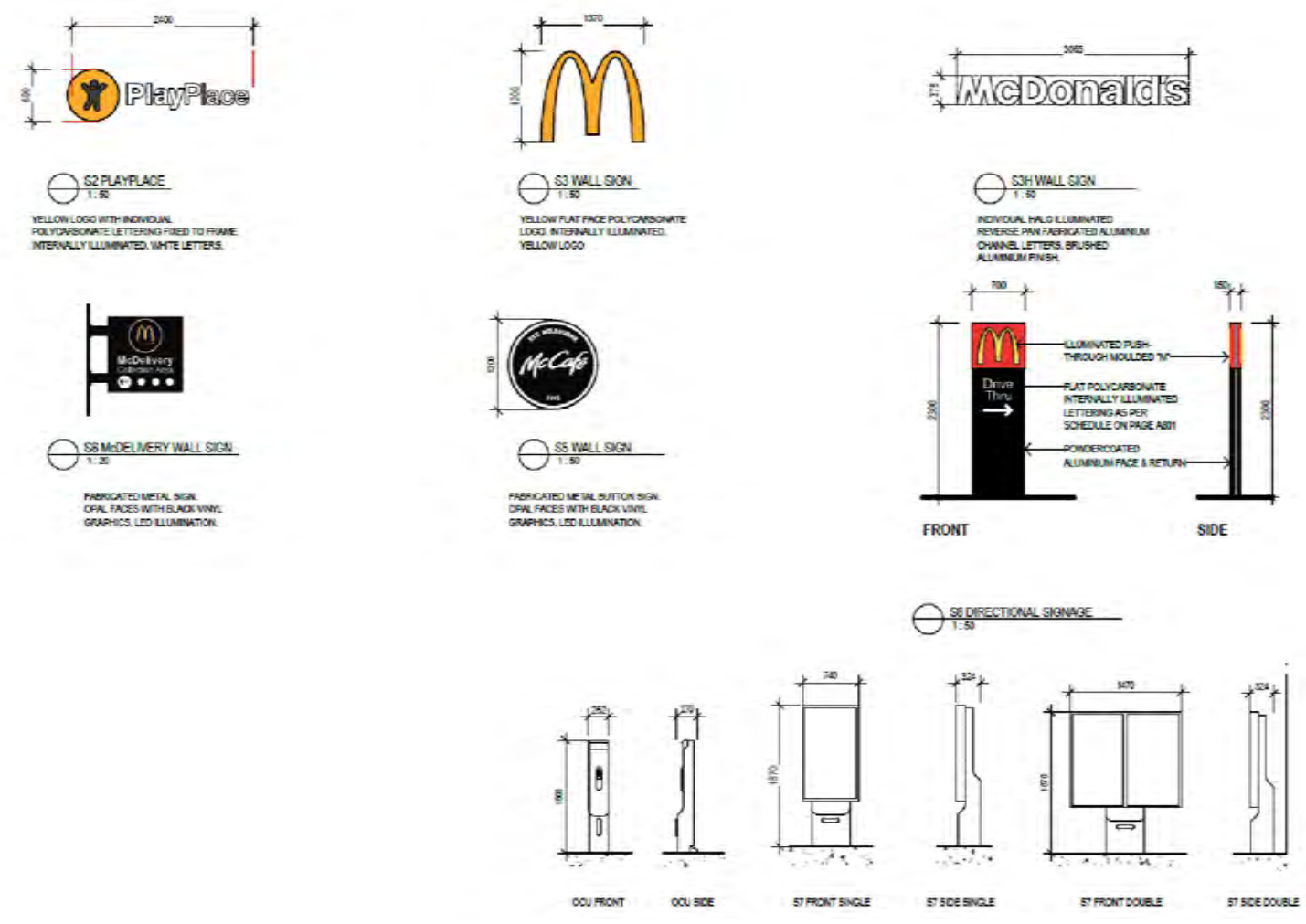


Table 3.4 — Maximum average luminance of surfaces (cd/m²)

Application conditions	Environmental zones				
	A0	A1	A2	A3	A4
See Clause 3.3.3	0.1	50	150	250	350

ALL ILLUMINATED SIGNAGE WILL BE LIMITED TO 350cd/m² by the sign manufacturer/supplier to comply with Table 3.3 AS/NZS4282:2023 Environmental zone A4

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Project: PROPOSED MCDONALDS
32 MEARES AVENUE
KWINANA TOWN CENTRE, WA

Title: ELECTRICAL SERVICES
LIGHTING SYSTEMS
SIGN LUMINANCE

Drawn: SAF
Checked: TD
Date: 15/07/2025
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