



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 21 August 2025; 9:30am
Meeting Number: MODAP/96
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/96 – 21 August 2025 – City of Wanneroo](#)

PART A – INTRODUCTION

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

PART B – CITY OF WANNEROO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 300 (917) Wanneroo Road, Wanneroo – Fast Food Outlet – DAP/25/02897
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

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

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



ATTENDANCE	
<i>Specialist DAP Members</i>	<i>DAP Secretariat</i>
Francesca Lefante (Presiding Member)	Claire Ortlepp
Dale Page (Deputy Presiding Member)	Ashlee Kelly
Luigi D'Alessandro	
<i>Part B – City of Wanneroo</i>	
Cr Bronwyn Smith (Local Government DAP Member, City of Wanneroo)	
Cr Sonet Coetzee (Local Government DAP Member, City of Wanneroo)	



PART A – INTRODUCTION

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PART B – CITY OF WANNEROO

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2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 300 (917) Wanneroo Road, Wanneroo – Fast Food Outlet –
DAP/25/02897

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – LOT 300 (917) WANNEROO ROAD, WANNEROO – FAST FOOD OUTLET

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Apex Planning
Owner:	D Equity Pty Ltd
Value of Development:	\$2.1 million
Responsible Authority:	City of Wanneroo
Authorising Officer:	Nick De Vecchis – Acting Manager Approval Services
LG Reference:	DA2025/562
DAP File No:	DAP/25/02897
Application Received Date:	23 April 2025
Report Due Date:	12 August 2025
Application Statutory Process Timeframe:	90 Days (Additional 34 Days Agreed Extension)
Attachment(s):	Attachment 1: Development Plans Attachment 2: Location Plan Attachment 3: Schedule of Submissions Attachment 4: MRWA Referral Response Attachment 5: Transport Impact Statement & Technical Note Attachment 6: Environmental Noise Assessment

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/25/02897 and accompanying plans provided in **Attachment 1**, in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. This approval only relates to the proposed **Fast Food Outlet** as indicated on the approved plans. It does not relate to any other development on the lot.
3. The use of the approved **Fast Food Outlet** must conform to the District Planning Scheme No. 2 definition which states:

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

- (a) Without further preparation; and;*
- (b) Primarily off the premises."*

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

4. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Off-street Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.
5. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
6. Any graffiti applied to the external surfaces of the building must be removed to the satisfaction of the City of Wanneroo.
7. Planting and Landscaping must be carried out in accordance with the plans as submitted prior to the occupation of the building and thereafter maintained to the satisfaction of the Manager Land Development.

8. Prior to the lodgement of a building permit, a detailed schedule of external finishes (including materials, colour schemes and details) must be submitted and approved by the City. The development must be finished in accordance with the approved schedule.
9. An onsite stormwater drainage system, sufficient to contain a 1:100-year storm event (over 24 hours) must be provided. Plans illustrating the system proposed must be submitted for approval when application is made for a building permit and the system must be installed during the construction of the development
10. The development is to comply with the recommendations and assumptions of the Environmental Noise Assessment (Report Reference 24129771-01) prepared by Lloyd George Acoustics dated 26 February 2025.
11. An Environmental Noise Assessment from a qualified acoustic (noise) consultant must be submitted to the City following construction of the development to demonstrate that the development complies with the *Environmental (Noise) Regulations 1997* prior to an occupancy permit being issued.
12. Lighting must be installed to pathways and car parking areas, be designed in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) and must be internally directed to not overspill into nearby lots. All floodlights shall be oriented and hooded to eliminate disturbance to occupants on the surrounding properties.
13. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.
14. An Operational Management Plan must be submitted for approval when an application is made for a building permit. The Operational Management Plan must address the following:
 - a) Waste collection times;
 - b) Delivery times;
 - c) Waste and delivery vehicle details;
 - d) Waste and odour management practices;
 - e) Noise management practices; and
 - f) Any other matter required by the City.

The development must then be operated in accordance with the Operational Management Plan to the satisfaction of the City.

15. All waste must be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier.
16. The movement of trucks for delivery purposes and waste collection must occur between 7:00am and 7:00pm Monday to Saturday only.
17. A Construction Management Plan must be submitted for approval when an application is made for a building permit. This plan is to detail how construction

will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:

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

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

18. No earthworks are to encroach onto the Wanneroo Road Reserve.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone	Urban
Local Planning Scheme	City of Wanneroo District Planning Scheme No.2 (DPS 2)
Local Planning Scheme - Zone	Centre
Structure Plan	Wanneroo Town Centre - Agreed Structure Plan No. 23 (ASP 23)
Structure Plan Zone	ASP 23: Business
Structure Plan/Precinct Plan - Land Use Designation	ASP 23: Fast Food Outlet
Use Class and permissibility:	ASP 23: Fast Food Outlet - Discretionary (D) use
Lot Size:	2226m ²
Existing Land Use:	Gym, Pet Store and Massage Parlour
State Heritage Register	No
Local Heritage	No
Design Review	No
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes to develop a Fast Food Outlet comprising the following:

- The existing building on the site is to be demolished and replaced by a 230m² “Fast Food Outlet”, with a 43m² covered alfresco dining area;
- Access to the site is via existing shared driveways with neighbouring lots to the north and south, connecting to Wanneroo Road and Noonan Drive. No additional vehicle access points are proposed;
- A drive-through facility with the capacity to accommodate up to 10 vehicles;
- A total of 26 on-site car parking bays (including two ACROD bays and 2 waiting bays);
- Operating hours of 24 hours a day, 7 days a week; and
- Associated landscaping.

The Fast Food Outlet land use is a discretionary (‘D’) use on the subject lot in accordance with land use permissibility designated under Agreed Structure Plan No. 23 – Wanneroo Town Centre (ASP 23) and the City’s District Planning Scheme No. 2 (DPS 2).

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

Background:

Locality

The subject site, Lot 300 (917) Wanneroo Road, has an area of 2,226m². The site currently contains a commercial building previously used as a gym, pet store, and massage parlour. The site is bounded by existing commercial development to the north, Wanneroo Road to the east, a vacant site which has a DAP approval for a Fast Food Outlet under DAP/24/026676 (DA2024/389) on the adjoining site to the south and established residential properties to the west.

A location plan of the subject site is included as **Attachment 2**.

Zoning and Permissibility

The subject site is zoned ‘Urban’ under the Metropolitan Region Scheme (MRS) and ‘Centre’ under the District Planning Scheme No.2 (DPS 2). ASP 23 zones the property ‘Business’. Amendment 172 to DPS 2 removed the ‘Business’ zone from the City’s scheme. As the property forms part of the Wanneroo Town Centre which is identified as a Secondary Centre under SPP 4.2, it is considered to have a land use permissibility in accordance with the ‘Commercial’ zone.

Legislation and Policy:

Legislation

Metropolitan Region Scheme (MRS)
District Planning Scheme No. 2 (DPS 2)

State Government Policies

State Planning Policy 5.4 Road and Rail Noise (SPP 5.4)

Structure Plans/Activity Centre Plans

Agreed Structure Plan No. 23 – Wanneroo Town Centre (ASP 23)

Local Policies

Local Planning Policy 5.2 – Wanneroo Town Centre (LPP 5.2)

Consultation:

Public Consultation

The application was advertised for a period of 14 days, commencing on 19 June 2025 and concluding on 3 July 2025. Advertising was undertaken via a notice in the local newspaper, letters to surrounding landowners and occupiers within approximately 200 metres of the site, publication of the development plans and supporting documents on the City's website, and installation of a sign on-site for the duration of the advertising period.

During the consultation period, a total of five (5) submissions were received: one (1) in support and four (4) objecting to the proposal. The key planning concerns raised in the submissions are summarised as follows:

- Traffic and safety issues, such as potential congestion and risks to pedestrian safety.
- Amenity impacts, including concerns about noise, visual amenity, light spill, litter, odour, and antisocial behaviour, particularly given the proposed 24-hour operation.
- Proliferation of fast-food outlets.
- Impact on small businesses.

A summary of all submissions received, and the City's response is included as **Attachment 3**. The key planning concerns and considerations raised during the advertising period, along with those identified by the City during the assessment process, are discussed in further detail in the 'Planning Assessment' section below.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia

The subject site abuts Wanneroo Road, which is identified as a Category 3 Primary Regional Road. As a result, the application was referred to Main Roads Western Australia (MRWA) for comment pursuant to the Western Australian Planning Commission (WAPC) instrument of delegation DEL2025/04 as created under section 16 of the *Planning and Development Act 2005*.

On 7 August 2025, Main Roads advised that it supports the development proposal and recommended approval subject to conditions.

Main Roads comments are included as **Attachment 4**.

Design Review Panel Advice

Not applicable.

Planning Assessment:

An assessment of the application has been undertaken against the requirements of Local Planning Policy 5.2 (LPP 5.2), Agreed Structure Plan No. 23 (ASP 23) and District Planning Scheme No. 2 (DPS 2). The following key considerations have been identified for determination of this application:

- Land Use Considerations;
- Built Form & Landscaping;
- Traffic, Access & Parking;
- Amenity Considerations (Noise Management); and
- Waste Management.

Land Use Considerations

Submissions questioned the compatibility of the proposed Fast Food Outlet within the Commercial zone. However, the land use is classified as a 'D' (Discretionary) use under DPS 2 and ASP 23, indicating that the use is capable of consideration where it satisfies the objectives of the zone.

The objectives of the Commercial zone under DPS 2 relevant to this proposal are as follows:

DPS 2 Objectives:

- To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.
- To maintain compatibility with the general streetscape for all new buildings in terms of scale, height, style, materials, street boundary, and façade design.
- To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

The proposed Fast Food Outlet aligns with the objectives of DPS2 and ASP 23 by providing a commercial outlet in the Wanneroo Secondary Centre which supports day and night activity and provides employment opportunities. Its single-storey design and setbacks maintain compatibility with the single-storey residential character and create a transition from Wanneroo Road to nearby housing, preserving amenity while contributing to economic growth and streetscape activation.

Built Form & Landscaping

Submitters also raised concerns about the proposal's interface with the adjoining residential area to the west; however, the proposed Fast Food Outlet incorporates a built form that responds appropriately to its context and respects the amenity of nearby dwellings. The single-storey building incorporates an articulated façade, varied materiality and architectural elements to reduce perceived bulk.

The height and scale of the building are consistent with the established character of the locality, ensuring the development integrates with the adjacent low-rise residential properties. Importantly, the building exceeds the setback requirements of ASP 23 (see setback table below). The generous setbacks enhance the transitional character of the Wanneroo Road West Precinct, providing a buffer between the road corridor and the residential environment to the west. The façades are designed with a combination of

solid walls and glazing at ground level to improve visibility and enhance safety through passive surveillance.

Setback Table

Detail	Required	Provided
Wanneroo Road	Minimum 9m	15m
Rear (North)	Minimum 4m	9.5m
Side (West)	Minimum 2m	3m
Side (East)	Minimum 2m	20m

In addition to the above, the built form is capable of being adapted to alternative land uses in the future if required. Adaptive reuse is a key consideration within LPP 5.2. The adaptability of the development results from:

- The uniform rectangular shape of the building and its central location on the lot which permits future extension;
- The potential for additional storeys to be incorporated in the future without the need for demolition due to the roof design;
- The location of the service area to the rear of the development; and
- The incorporation of glazing which allows flexibility in future configuration of openings.

Development of the Wanneroo Town Centre has progressed significantly since the adoption of ASP 23 and LPP 5.2. Noting the comments above, the built form of the proposal provides a balance between the requirements of ASP 23, LPP 5.2 and DPS 2, and is sensitively located and designed in relation to both the residential interface and the existing and desired streetscape within the locality.

Landscaping requirements for the site are contained within Schedule 6 of DPS 2. A Landscaping Plan was provided with the application which is included within the Development Plans. A minor variation to the landscaping setback requirement along the Wanneroo Road frontage is proposed, with the development incorporating a 1.8 metre-wide landscaped strip adjacent to the existing car park, instead of 3 metres, as required by DPS2. This variation is considered minor given that the car park and landscaping strip are existing and no significant alterations to the layout are proposed. The landscaping strip will be retained and enhanced with additional planting, supporting overall streetscape amenity and maintaining consistency with the intent of the applicable landscaping provisions.

The proposal exceeds the minimum soft landscaping requirement, providing approximately 376.4m² of soft landscaping, equivalent to 16.9% of the site area, well above the required 8% (178.08m²) in DPS2. These landscaped areas will improve the visual presentation of the development when viewed from Wanneroo Road and the surrounding area.

Additionally, the proposed development includes 26 marked parking bays, which, under the City's requirements necessitate a minimum of 6.5 trees, the proposal

provides 10 trees, further enhancing canopy cover and contributing to shade and amenity within the car park and site.

Traffic, Access & Parking

Submitters raised concerns regarding the traffic generated by the proposed development and its potential impact on road safety and congestion. To support the application, a Transport Impact Statement (TIS) and subsequent Technical Note were submitted in support of the application (**Attachment 5**). The key findings are as follows:

- The proposed development is expected to generate:
 - Approximately 572 vehicle trips per weekday, with 72 trips during the midday peak and 90 during the evening peak.
 - Approximately 616 trips per day on weekends, with similar peak hour volumes.
 - The site previously accommodated commercial tenancies (gym, pet shop, massage centre), which generated traffic; therefore, the net increase in vehicle movements is anticipated to be lower than the gross figures suggest, according to the TIS.
- Access and connectivity:
 - The development will use existing access points on Wanneroo Road and Noonan Drive.
 - Pedestrian access is available via existing footpaths along both roads, with a dedicated internal walkway connecting the car park to the entrance.
 - Cyclist access is supported by the shared path on Wanneroo Road, which links to the wider cycle network.
- Easements:
 - Easements will provide reciprocal access between the subject site and both the adjoining northern and southern lots.
- Parking:
 - The fast-food outlet provides 36 seats and 178 sqm of non-seated area, generating a parking requirement of 21.46 bays. A total of 26 bays are provided, including 2 ACROD bays, thereby exceeding the requirement.

The City's Traffic team have reviewed the TIS and are satisfied that the Wanneroo Road capacity can accommodate the traffic volumes generated from the proposal.

Overall, the TIS concludes that the proposal's traffic generation, access, and servicing arrangements are appropriate for the locality and will not adversely impact the surrounding road network or transport systems.

Amenity Considerations

Noise Management

Submissions were received objecting to the proposal on the basis that the noise generated would negatively impact the amenity of the surrounding residential properties. In consideration of the noise impacts on existing surrounding residential properties, an Environmental Noise Assessment (ENA) was undertaken to evaluate predicted noise emissions from mechanical plant, drive-through operations, vehicles, and delivery activities associated with the proposed fast-food restaurant, included as **Attachment 6**.

The assessment concluded that all predicted noise emissions comply with the *Environmental Protection (Noise) Regulations 1997* at all times. No additional noise mitigation measures are required. The City's Health Services have reviewed the ENA and have concurred with its findings.

However, to further minimise potential amenity impacts, the report recommended best-practice operational measures, including:

- Conducting deliveries during daytime or evening hours (7:00am – 10:00pm) where possible and turning off refrigeration units when practical during night-time deliveries.
- Restricting bin servicing to between 7:00am–7:00pm Monday to Saturday, and ensuring bins are emptied as quietly as reasonably possible.
- Utilising broadband reversing alarms on delivery vehicles to reduce tonal noise.
- Selecting mechanical plant with verified compliance during detailed design and incorporating attenuators or vibration isolation where necessary.
- Equipping fans with variable speed drives to adjust to demand and including 'night/quiet mode' features on air-conditioning systems.
- Installing plastic or gasketed metal access grates to avoid excessive banging noise.

The City recommends a condition requiring an Operational Management Plan to be provided prior to the issuing of a building permit which is to detail the noise mitigation practices to be implemented. With the imposition of these conditions, the City considers the concerns raised by submitters in relation to noise have been sufficiently addressed.

Waste Management

Submitters objected to the proposal on the basis that the development would result in odour and waste that would negatively impact the amenity of the surrounding residential properties. The proposal includes a dedicated, enclosed bin storage area located at the rear of the site, screened from view of surrounding properties and the public realm. The bin store's placement ensures convenient servicing, with swept path analysis confirming that an 8.8 metre rigid waste collection truck can access and manoeuvre within the site without affecting other vehicle movements.

An Operational Management Plan has been recommended, which includes waste management practices. The purpose of this condition is to address concerns regarding the management of waste collection and odour management measures.

Lighting

Lighting has been appropriately conditioned to ensure there are no adverse amenity impacts.

Conclusion:

The development application for a Fast Food Outlet at Lot 300 (917) Wanneroo Road, Wanneroo has been assessed against the relevant legislation and planning requirements. The proposed Fast Food Outlet is a 'D' (Discretionary) use in the Commercial zone in accordance with the requirements of DPS 2 and is capable of approval.

The proposal is generally consistent with the relevant planning requirements, notwithstanding the variations sought to ASP 23 and LPP 5.2 as discussed in this report. The proposal is considered to be sensitively located and designed, providing consistency with the existing streetscape and is compatible with the adjoining residential properties to the west. Moreover, the TIS provided by the applicant demonstrates that the proposal is capable of operating on the site without significantly impacting the operation of the existing adjoining road network. The City therefore recommends that the proposed development be approved, subject to conditions.

DA-0000
TITLE SHEET



DEVELOPMENT APPLICATION DRAWING LIST			
SHEET NUMBER	SHEET NAME	REVISION	REVISION DATE
DA-0000	TITLE SHEET	E	28.03.2025
DA-0001	EXISTING/ DEMOLITION SITE PLAN	F	28.03.2025
DA-1000	SITE PLAN	G	28.03.2025
DA-1100	OVERALL FLOOR PLAN	F	28.03.2025
DA-2000	SECTIONS	E	28.03.2025
DA-3000	BUILDING 02 ELEVATIONS	F	28.03.2025

DEVELOPMENT SUMMARY

SITE AREA:	2226m ² (REFER SURVEY PLAN)
LANDSCAPED AREA:	355m ²
GFA:	230m ²

CARS PROVIDED

- 10 STACK BAYS
- 2 WAIT BAYS
- 24 PARKING BAYS

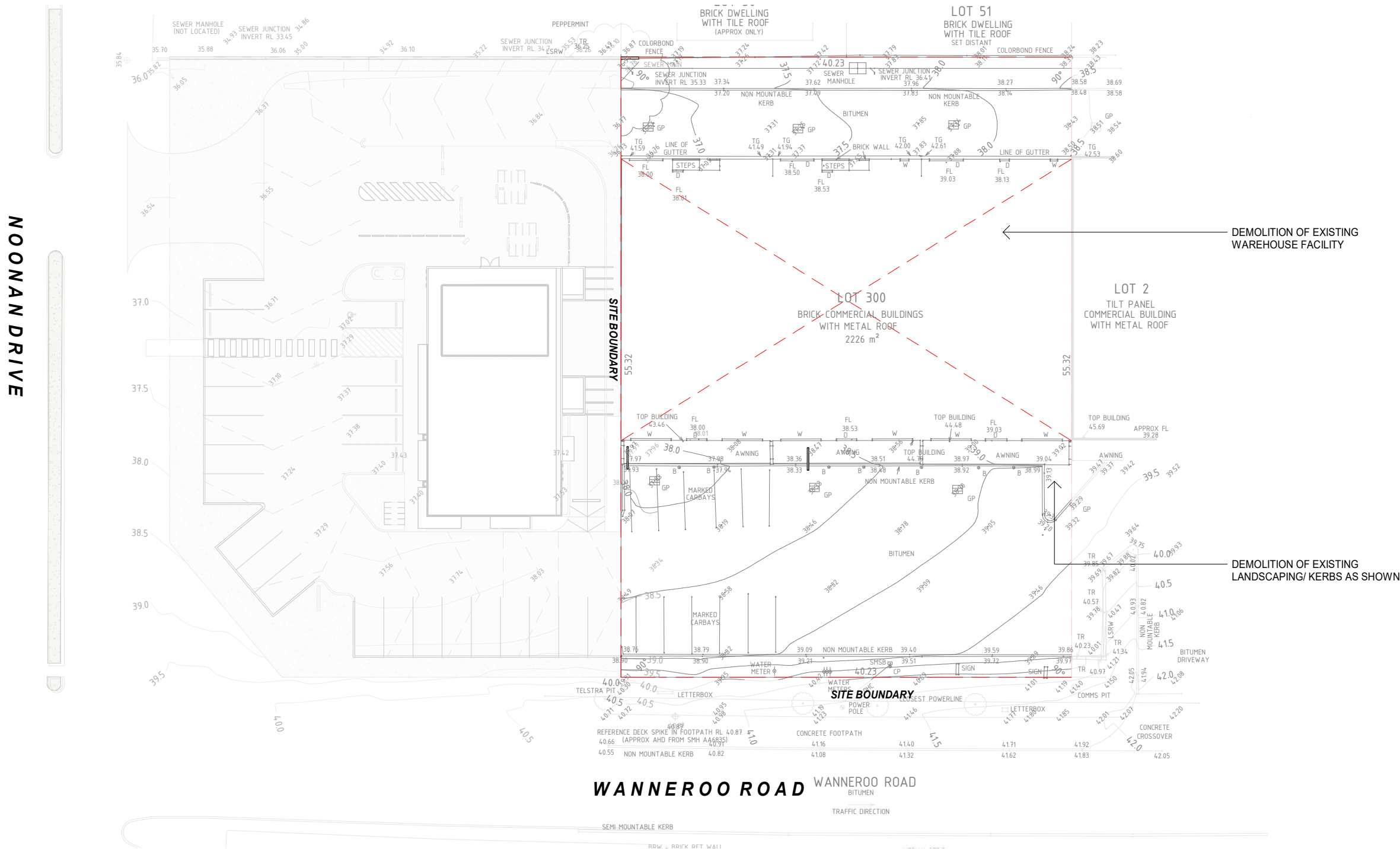
TOTAL CARS PROVIDED: 36

NOTE:

- 1. LANDSCAPING SHOWN INDICATIVELY ONLY. REFER RELEVANT CONSULTANT REPORTS
- 2. ALL REFERENCES TO SIGNAGE ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION AND APPROVAL BY LOCAL AUTHORITY
- 3. ALL MATERIALS/ FINISHES SHOWN INDICATIVELY ONLY. SUBJECT TO TENANT STANDARDS

ALL DRAWINGS ARE FOR THE PURPOSES OF DEVELOPMENT APPLICATION ONLY AND NO OTHER PURPOSE. NOT FOR CONSTRUCTION/ PRICING

DA-0001
EXISTING/ DEMOLITION SITE PLAN

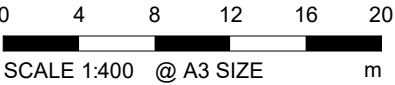
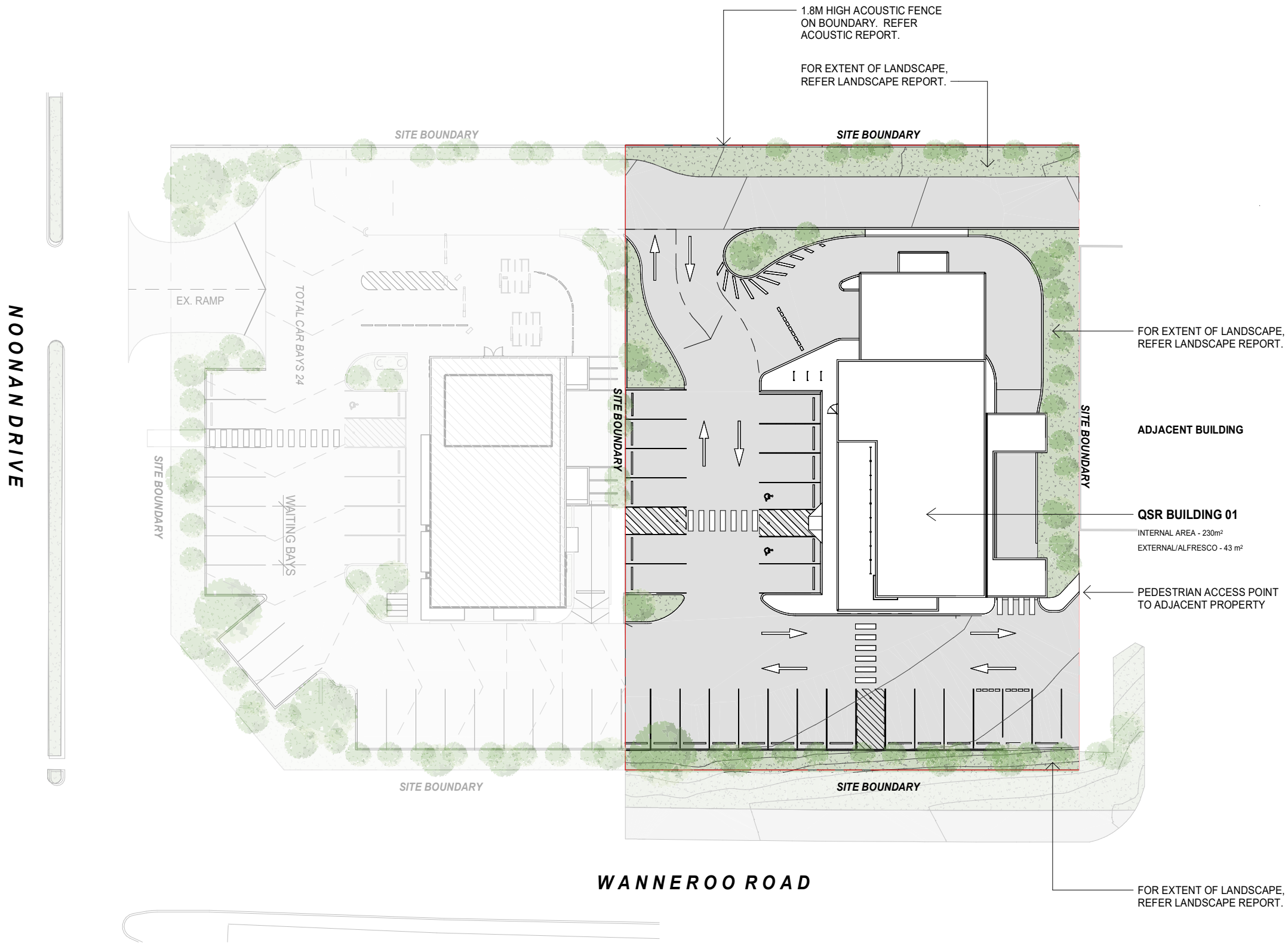


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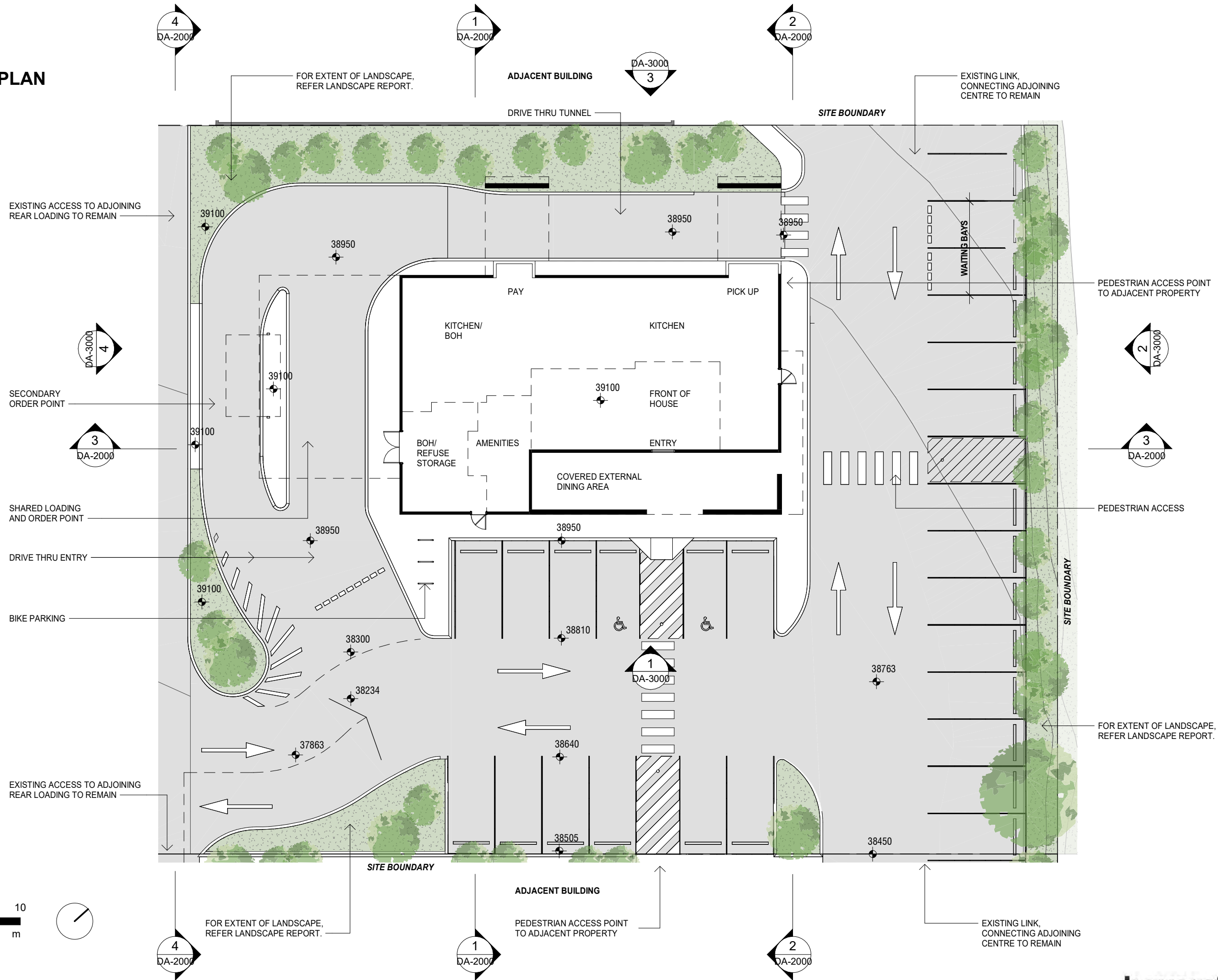
ISSUE F
Date of Issue | 28.03.2025

| LOT. 300 / 917 WANNEROO ROAD, WANNEROO WESTERN AUSTRALIA

DA-1000
SITE PLAN

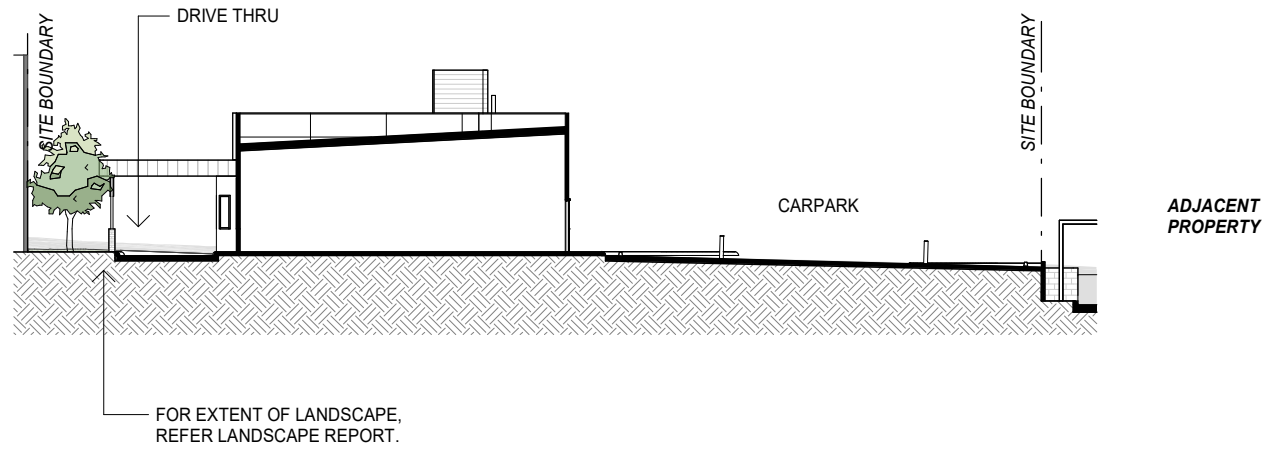


DA-1100
OVERALL FLOOR PLAN

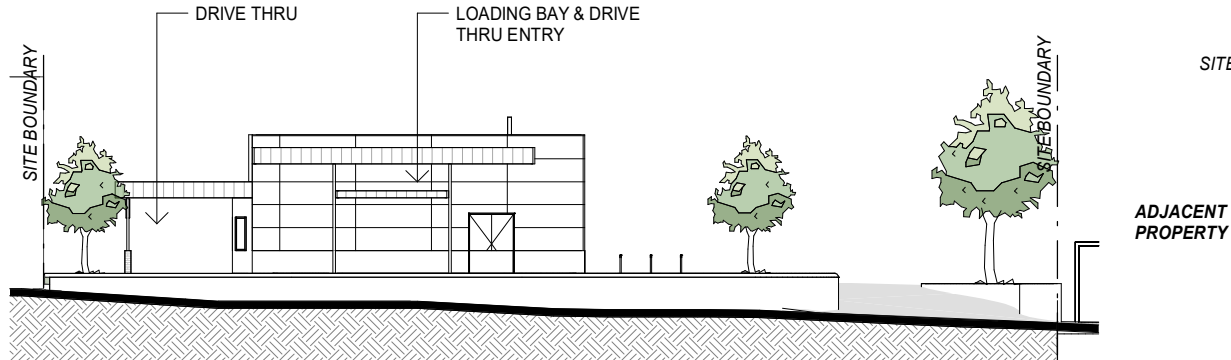


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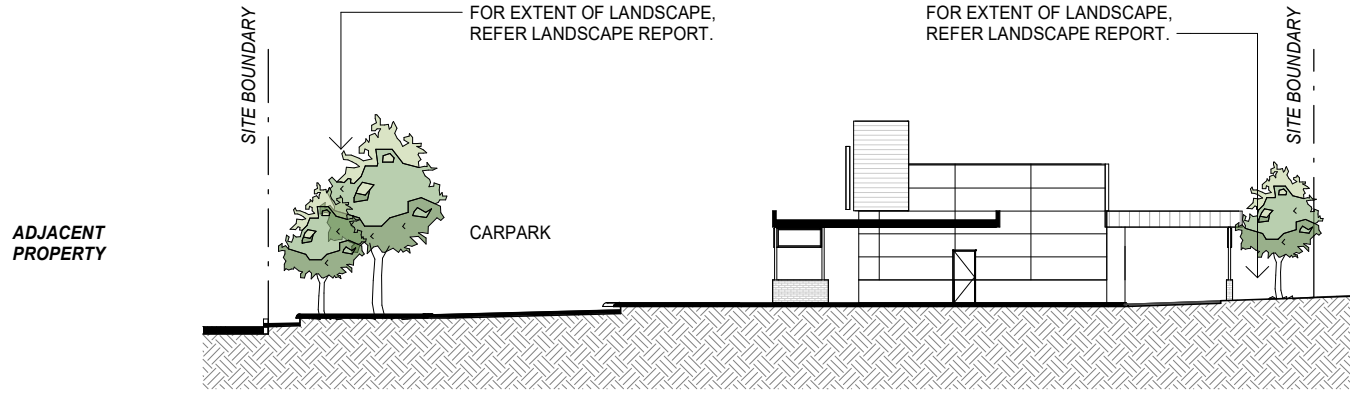
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SECTIONS



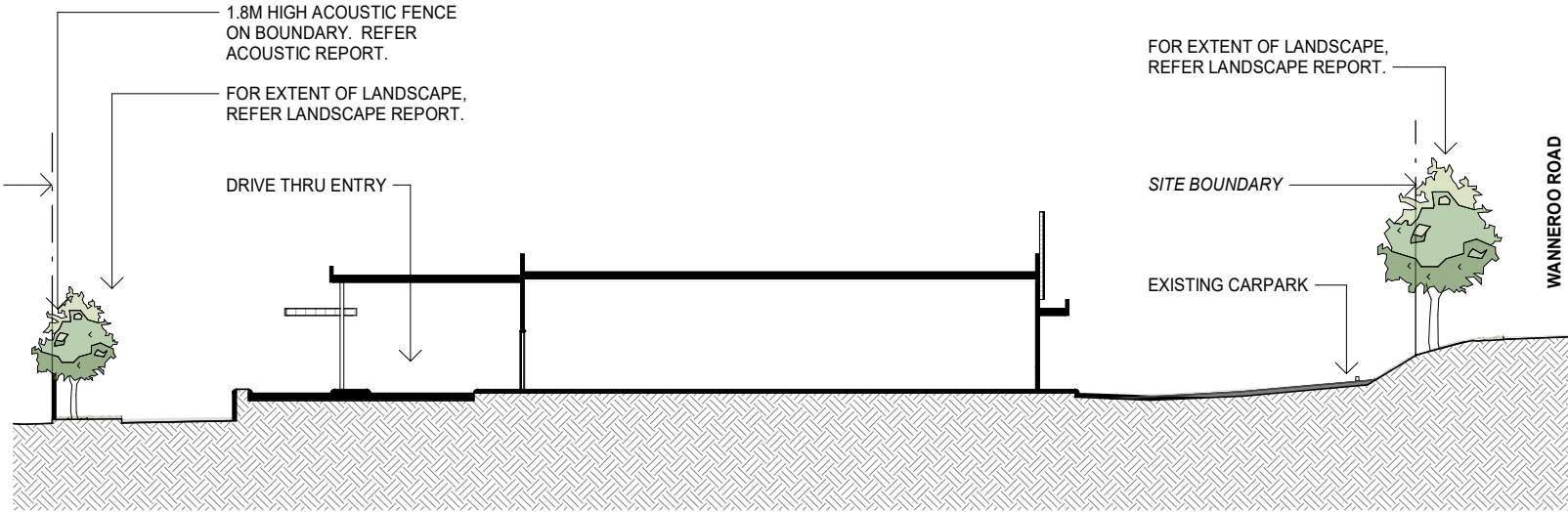
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DA-1100 1 : 300



4 OVERALL SITE SECTION 03
DA-1100 1 : 300

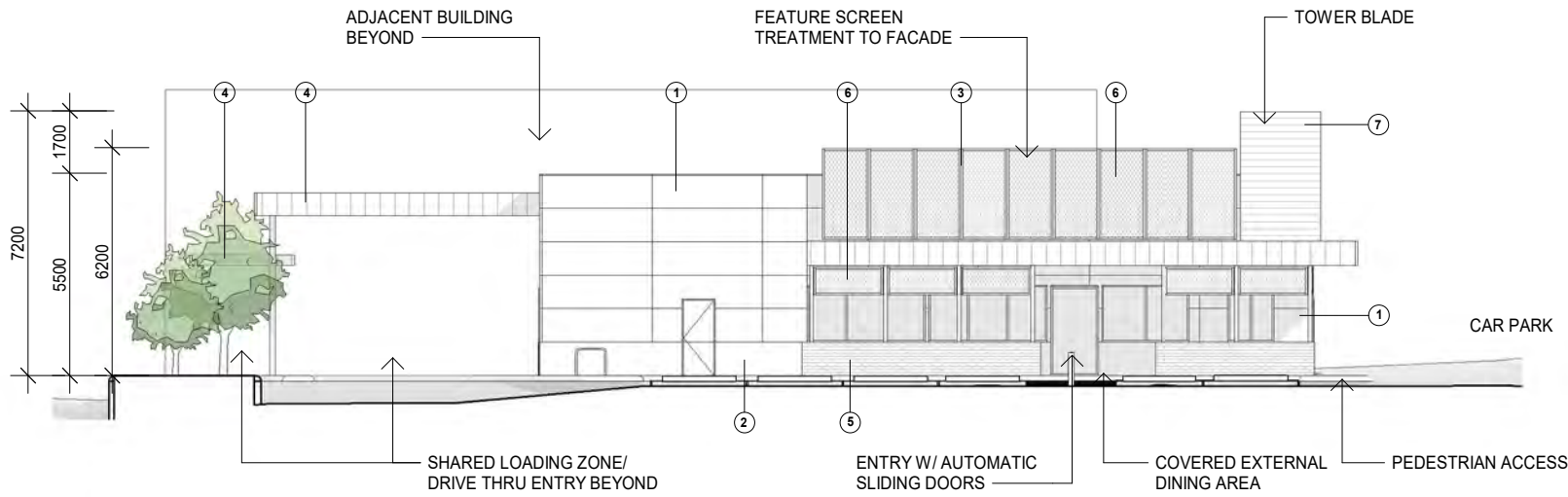


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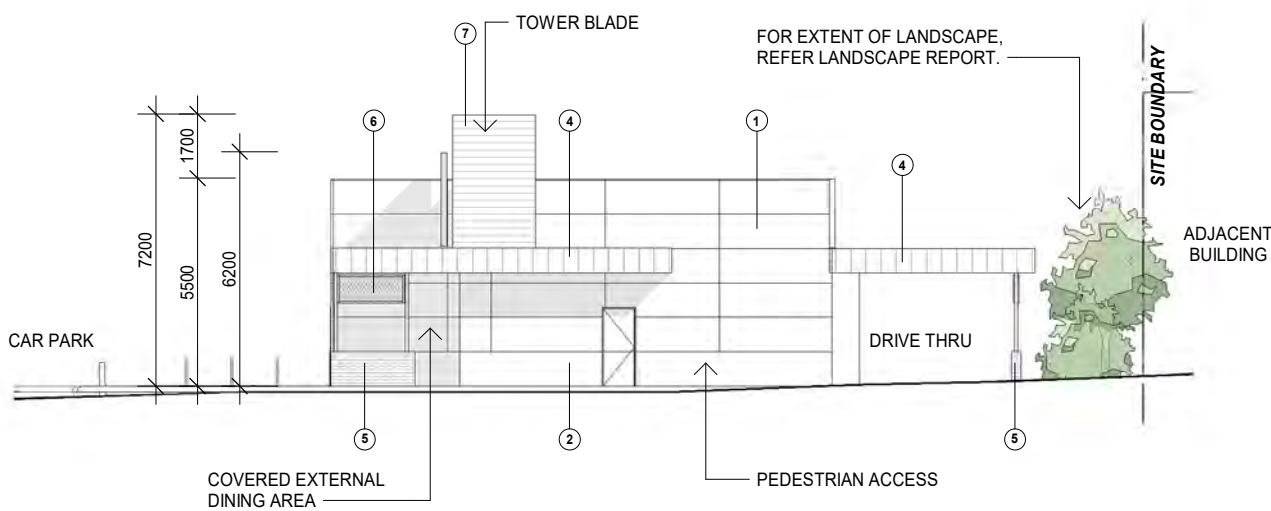


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DA-1100 1 : 300

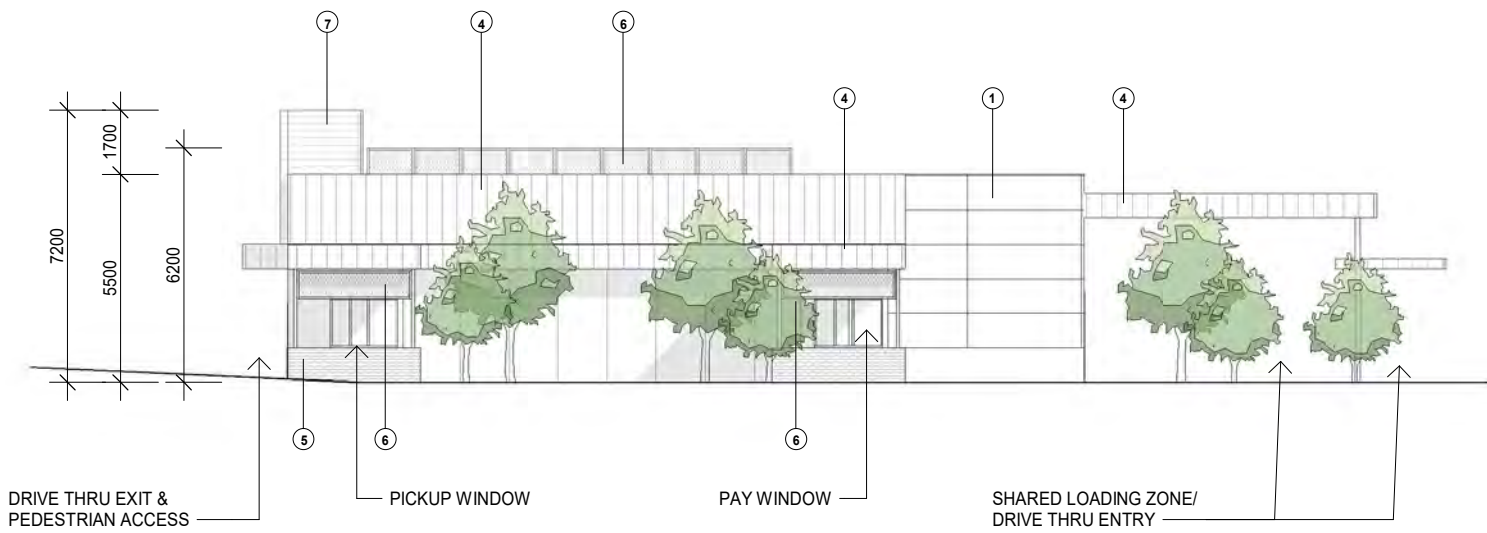
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BUILDING 02 ELEVATIONS



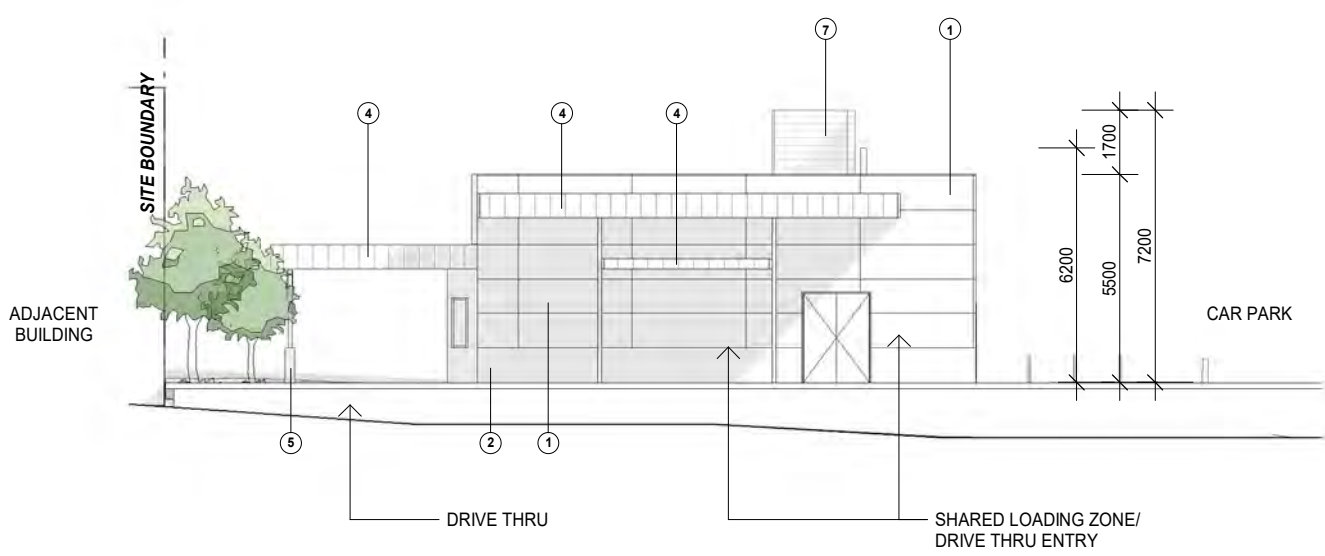
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2 BUILDING 02 - ELEVATION 02
DA-1100 1 : 200



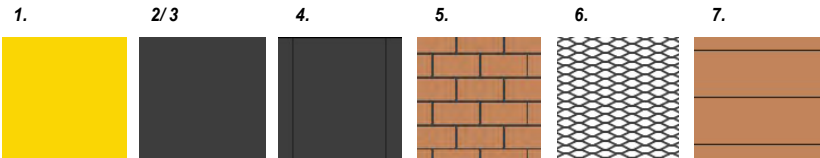
3 BUILDING 02 - ELEVATION 03
DA-1100 1 : 200



4 BUILDING 02 - ELEVATION 04
DA-1100 1 : 200

MATERIALS AND FINISHES SCHEDULE

- 1. DULUX WEATHERSHIELD (MAIN BUILDING WALLS)
- 2. DULUX WEATHERSHIELD (MAIN BUILDING WALLS)
- 3. DULUX WEATHERSHIELD (TRIMS & EXPOSED STEEL FRAMES)
- 4. COLORBOND 'MONUMENT' (RAINHEADS & DOWNPIPES, PARAPET CAPPING, DRIVE THRU CANOPY CAPPING)
- 5. FULL SIZE BRICK RECLAIMED INDUSTRIAL BROWN MIX (ALFRESCO DINING SILL WALLS)
- 6. EXPANDED METAL MESH WITH POWDERCOAT FINISH: DULUX DURATEC 'ZEUS' (AWNING & PARAPET SCREENS)
- 7. KNOTWOOD TIMBER-LOOK CLADDING BOARD 'CHESTNUT' (TOWER BLADE)



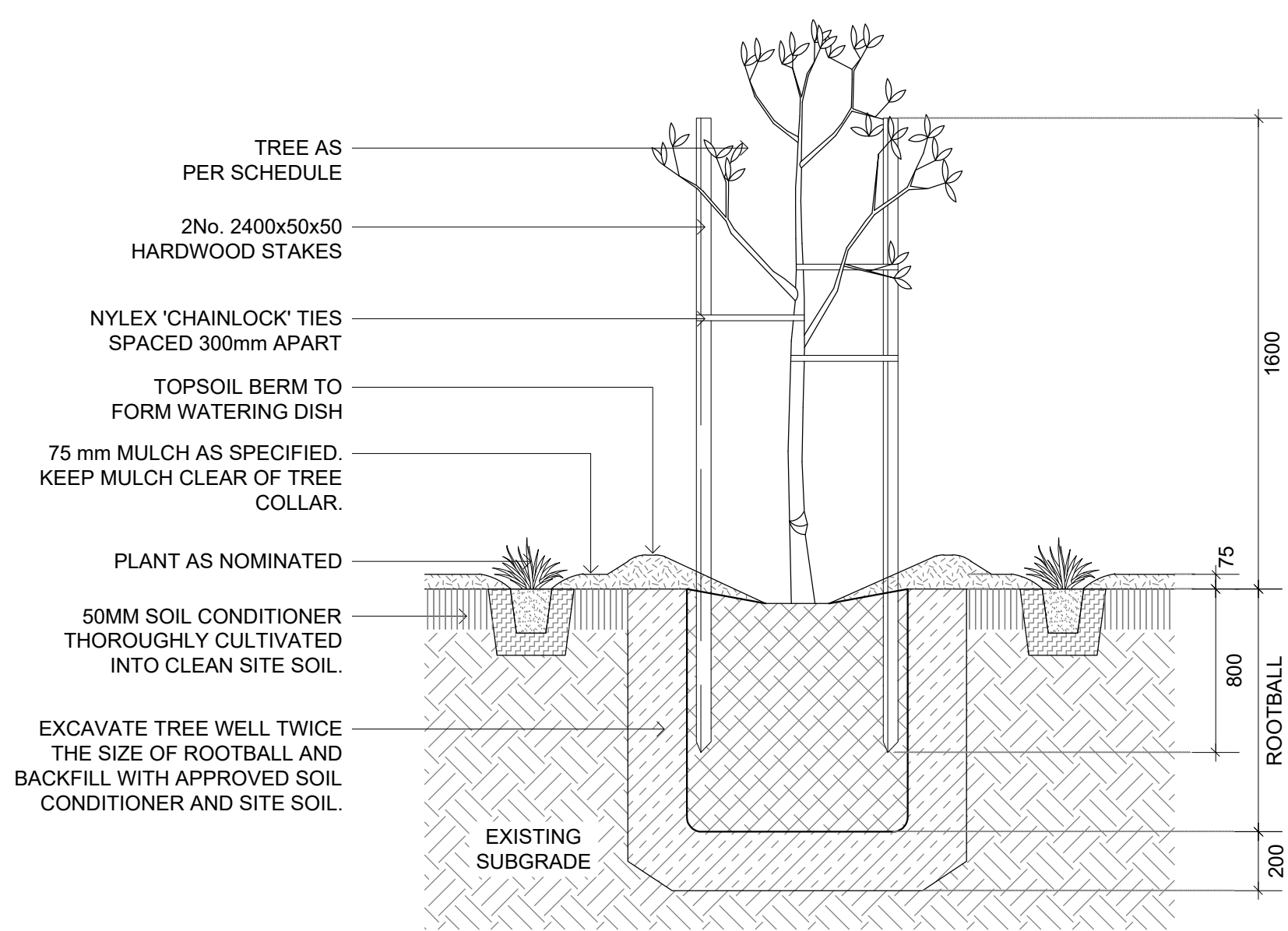


Diagram illustrating the cross-section of a tree pit installation:

- PLANT AS NOMINATED ON PLANTING PLAN
- 75mm MULCH AS SPECIFIED. KEEP MULCH CLEAR OF TREE COLLAR.
- 50mm SOIL CONDITIONER CULTIVATE 150mm INTO CLEAN SITE SOIL.
- HOLE TO BE TWICE AS BIG AS PLANT ROOT BALL - BACKFILL WITH SOIL MIX OF THREE PARTS SITE SOIL: ONE PART SOIL CONDITIONER
- EXISTING SUBGRADE

Planting image



MEDIUM SHRUB MIX						
Key	Botanic Name	Common Name	Pot	Spacing	Size	Qty.
Af	Anigozanthos flavidus Yellow	Kangaroo Paw	14 cm	2/m2	2m H x 1m W	144
Cvb	Callistemon viminalis Better John	Bottlebrush	14 cm	2/m2	1.2m H x 0.9m W	144
Lt	Lomandra ' Tanika'	Spiny Headed Mat Rush	14 cm	2/m2	0.8m H x 0.6m W	144

PROJECT INFORMATION		SHEET TITLE		
PROJECT ADDRESS		Landscape Plan		
SCALE		DRAWN BY VW	PLOT DATE 02.04.2025	SCALE @ A1 200 @ A1
ISSUE 0		APPROVED EQ	PROJECT NO 16675	SHEET NO. 0
				REV NO 1



Subject Site

Date: 4/08/2025

Printed by Dimisianos, Richard



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Attachment 3 - Schedule of Submissions – DA2025/562 – Fast Food Outlet – 917
Wanneroo Road, Wanneroo

Comment/Theme	Summary of Comments	Administration Comments
Support	Benefits such as convenience, employment opportunities, and site improvement.	Support for the proposal is acknowledged.
Health impacts	Negative health outcomes from increased fast-food availability, especially near schools.	Health considerations, such as dietary impacts, are not planning matters.
Traffic and safety	Increased traffic, congestion, and risks to pedestrians.	The submitted Traffic Impact Statement (TIS) was referred to Main Roads WA and the City's Traffic Services, both of which supported its findings.
Amenity impacts	Noise, light spill, litter, odour, and antisocial behaviour.	Conditions include an Operational Management Plan and compliance with Australian Standards for outdoor lighting.
Loss of visual amenity	The development will detract from the streetscape and local character.	The development complies with DPS2, ASP 23, and LPP 5.2.
Loss of community character	Fast-food use conflicts with the existing family-friendly character.	Fast Food Outlet is a 'D' (Discretionary) use within the Commercial zone and is therefore, capable of being considered on the site.
Proliferation of outlets	Too many fast-food outlets locally.	Not a planning consideration.
Consultation process	Adequacy of consultation.	Community consultation was conducted in accordance with statutory requirements.
Impact on small business	Large chain will undermine existing small businesses and cafes.	Not a planning consideration.
Property values	Reduced property values near a Fast Food outlet.	Not a planning consideration.



mainroads
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Enquiries: Michelle Doherty on (08) 9323 6390
Our Ref: 25/3334 (D25#784028)
Your Ref: DA2025/562 (DAP/25/02897)

6 August 2025

Chief Executive Officer
City of Wanneroo
Locked Bag 1
WANNEROO WA 6946

Email: enquiries@wanneroo.wa.gov.au (via email)

Dear Sir/Madam,

**DEVELOPMENT ASSESSMENT PANEL – PROPOSED FAST FOOD OUTLET – LOT 300
(NO.917) WANNEROO ROAD, WANNEROO – REF DA2025/562 / DAP/25/02897**

In response to correspondence received most recently on 16 July 2025, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions be imposed:

Conditions

1. Stormwater discharge shall not exceed pre-development discharge to Wanneroo Road Reserve.

Justification for Condition

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

2. The signage component is not approved as part of this application.

Justification for Condition

Due to the absence of signage content within the referral package, an assessment against Main Roads 'Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves' is unable to be undertaken.

3. No earthworks are to encroach onto the Wanneroo Road Reserve.

Advice

- a) Prior to undertaking any works within the Wanneroo Road Reserve, a 'Working on Roads Permit' must be obtained from Main Roads.
- b) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.



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Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development.

Should the City disagree with the above conditions or require further information please do not hesitate to contact Michelle Doherty on (08) 9323 6390 prior to the submission of the City's Responsible Authority Report.

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

Yours sincerely

A handwritten signature in cursive script that reads 'CFudge'.

Chris Fudge

A/Road Access and Planning Manager



Engineering a better future for over 20 years!

Proposed Fast-Food Restaurant

917 Wanneroo Road, Wanneroo

Transport Impact Statement

PREPARED FOR:
Properties &
Pathways
C/- Apex Planning

April 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Saeed Disfani	r01	B Bordbar	02/04/2025	Final
Saeed Disfani	r01a	B Bordbar	08/04/2025	Revised Final

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Author: Saeed Kamran Disfani

Project manager: Behnam Bordbar

Client: Properties & Pathways C/- Apex Planning

Project: 917 Wanneroo Road, Wanneroo

Document revision: r01a

Project number: t24.336

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TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	DEVELOPMENT PROPOSAL	3
3	VEHICLE ACCESS AND PARKING	4
3.1	ACCESS	4
3.2	PARKING	4
4	PROVISION FOR SERVICE VEHICLES.....	5
5	HOURS OF OPERATION.....	6
6	DAILY TRAFFIC VOLUMES AND VEHICLE TYPES.....	7
6.1	TRIP GENERATION	7
6.2	TRIP DISTRIBUTION.....	8
6.3	IMPACT ON SURROUNDING ROADS.....	9
7	TRAFFIC MANAGEMENT ON FRONTAGE STREETS.....	10
8	PUBLIC TRANSPORT ACCESS	13
9	PEDESTRIAN ACCESS	14
10	CYCLIST ACCESS.....	15
11	SITE SPECIFIC ISSUES – QUEUE ANALYSIS	16
12	SAFETY ISSUES	19
13	CONCLUSIONS.....	20

APPENDIX A: PROPOSED DEVELOPMENT PLANS

APPENDIX B: TURN PATH ANALYSIS



REPORT FIGURES

Figure 1: Location of the subject site	1
Figure 2. Location of the subject site in the MRS.....	2
Figure 3. Estimated traffic movements for the subject development	8
Figure 4. Westbound view along Noonan Drive from Wanneroo Road.....	10
Figure 5. Eastbound view along Noonan Drive towards Wanneroo Road intersection	10
Figure 6. Northbound view along Wanneroo Road adjacent to site	11
Figure 7. Southbound view along Wanneroo Road from San Rosa Road intersection	12
Figure 8: Existing bus services (source: TransPerth).....	13
Figure 9: Extract from Perth Bicycle Network (Department of Transport)	15
Figure 10. Peak weekday midday hour queueing analysis	17
Figure 11. Peak weekday evening hour queueing analysis	18



1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Properties & Pathways with regard to a proposed fast food restaurant with drive through facility to be located at 917 Wanneroo Road, Wanneroo in the City of Wanneroo.

The subject site (approximately 2,227m² in size), is located at the west side of Wanneroo Road, after Noonan Drive and before Crisafulli Avenue. The subject site is bordered by Wanneroo Road along the east side, an approved fast-food restaurant to the south, existing commercial developments to the north and existing residential developments to the west. The subject site is broadly located a short distance south of the Wanneroo town centre and immediately north of Wanneroo Showground and recreation precinct. Refer **Figure 1** for more details.



Figure 1: Location of the subject site

The location of the subject site within the Local Planning Scheme context is illustrated in **Figure 2**. The LPS map identifies Wanneroo Road immediately east the subject site as a “Primary Regional Road”.

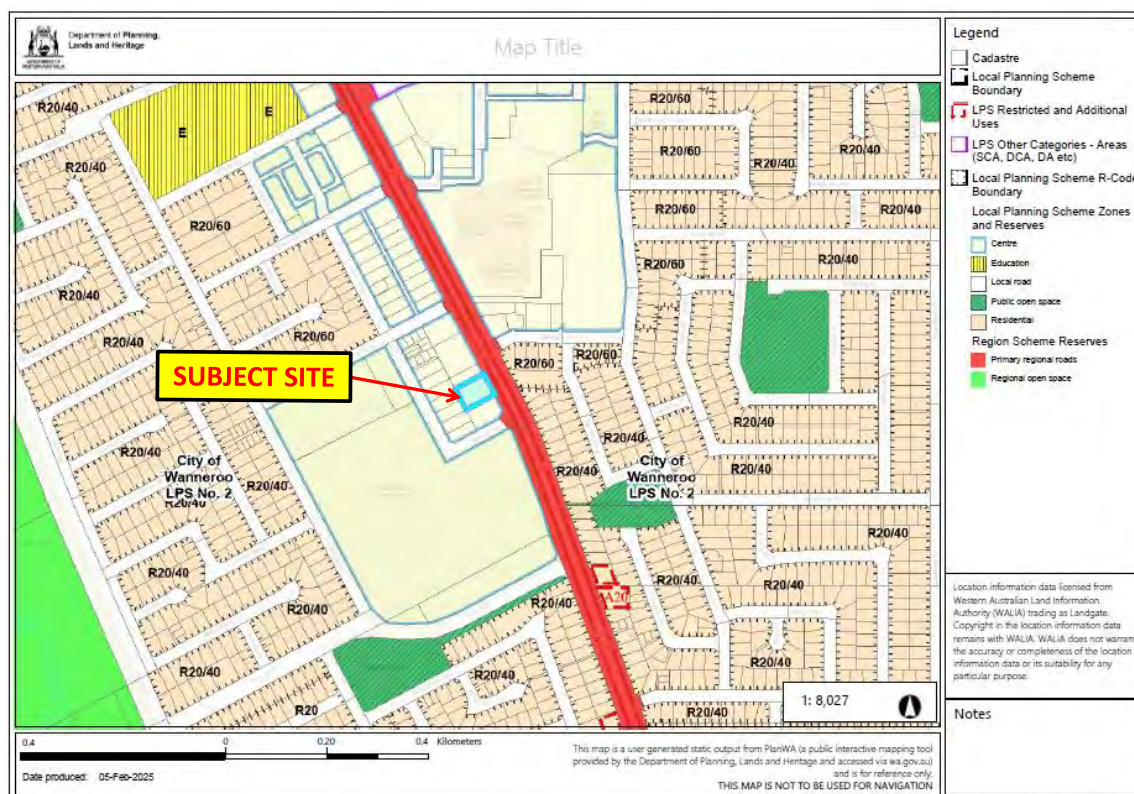


Figure 2. Location of the subject site in the Local Planning Scheme

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) state: “A *Transport Impact Statement* is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development and access and egress movement patterns.

¹ Between 10 and 100 vehicular trips per hour

2 Development Proposal

The development proposal contemplates removal of the existing commercial buildings and the construction of a new fast-food restaurant with a dual-lane drive-through facility and associated additional parking.

The site currently accommodates a small fitness centre, a pet shop and a small massage centre.

More specifically the development proposal comprises the following elements:

- Restaurant building of approximately 230m² internal area and 43m² external/alfresco;
- Dual-lane drive-through facility with the capacity to accommodate up to 10 vehicles (upstream of order pick-up window) ; and
- A total of 24 on-site car parking bays (inclusive of one ACROD bay) and 2 waiting bays.

The existing commercial centres located at the subject site, are currently served by three crossovers: one on Noonan Drive and two on Wanneroo Road. The existing access system is also shared with the balance of tenancies within the commercial centre.

Deliveries and waste collection are proposed to be carried out by small-size commercial vehicles such as 8.8m rigid trucks. One of the drive-through lanes will be temporary closed off and double up as a loading bay for scheduled deliveries and waste collection outside the peak operating periods. Turn path assessment has been undertaken for this type of trucks confirming the suitability of the internal site layout, as presented in **Appendix B**.

The total on-site parking supply comprises 24 single car bays (inclusive of one ACROD bay) and 2 waiting bays, which is conveniently located adjacent to the main entrance into the restaurant.

Refer site plan attached in **Appendix A** for more details.

3 Vehicle Access and Parking

3.1 Access

At present, the existing commercial centres, is served by an access system comprising the following crossovers:

- Existing full-movement crossover on Noonan Drive, approximately 40m west of Wanneroo Road; and,
- Existing left-in/left-out only crossover on Wanneroo Road, approximately 80m north of Noonan Drive intersection.
- Existing left-in/left-out only crossover on Wanneroo Road, approximately 145m north of Noonan Drive intersection.

As part of the development proposal, no modifications to the existing access arrangement for the centre are proposed. It is expected that only the two existing crossovers closest to the proposed development will be used by this development.

The future restaurant patrons arriving on foot will be able to access the site via the existing footpaths which are in place along Wanneroo Road and Noonan Drive. A dedicated pedestrian walkway connecting the restaurant to the Noonan Drive path is proposed to facilitate safe access to the restaurant through the car park area.

3.2 Parking

The on-site parking provision for the proposed restaurant comprises a total of 24 car bays, including one ACROD bay and 2 waiting bays. The ACROD bay is conveniently located adjacent to the main entry into the restaurant. The internal car park connectivity between the subject site and the balance of the commercial centre will be maintained to retain connectivity to the balance of the commercial centre.

It is understood that the parking provision (on-site parking plus drive-through bays) exceeds the parking requirement for this development, in accordance with the relevant local government policy.

4 Provision for Service Vehicles

As part of development proposal, it is proposed that service/delivery vehicles use the drive-through lane adjacent to the building as loading zone for the temporary loading/unloading, waste collection and other servicing activities.

The relevant drive-through lane would be coned off prior to the scheduled delivery or service vehicle arrival so to ensure its availability. Waste collection and deliveries will be carried out using service vehicles up to 8.8m rigid trucks. The truck will enter the site via the Noonan Drive crossover, continue on rear service driveway, enter the site, reverse into the suitable position within the drive-through lane/loading zone. The service vehicle will then exit the site via the crossover on Wanneroo Road in forward gear. It is proposed that these activities be conducted outside of the peak restaurant operating hours so to minimise impact on internal site traffic.

Refer turn path plan attached in **Appendix B** for details.

5 Hours of Operation

The proposed fast-food restaurant would operate 24/7 on weekdays and weekends.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

Based on the advice provided to Transcore, the proposed restaurant will be one of the second-tier fast-food operations generating lower level of vehicular trips due to type of food and beverage offerings. Accordingly, Transcore has applied the similar trips rates and assumptions as per those adopted for the adjacent fast-food restaurant which was recently achieved development approval in 2024.

Accordingly, the trip rate source used is customer/sales data for the one of the comparable type of restaurants. The sourced transaction data combines sales associated with walk-in, drive-through and park'n'sit customers. The trade data also includes a percentage of multiple purchases (i.e., one vehicle carrying several customers).

With respect to the location of proposed restaurant, adjacent to a local commercial centre and the Wanneroo Central Shopping Mall with legible and convenient pedestrian walkways, a higher-than-average participation of walk-in trade is anticipated (large pool of local employees and visitors as potential customers).

Accordingly, under given assumptions, it is estimated that the proposed development would generate approximately **572** total daily vehicular trips (both inbound and outbound) with approximately **72** and **90** trips (inbound and outbound) during a weekday midday and evening peak hours, respectively. Additionally, the proposed fast-food restaurant would generate approximately **616** total daily vehicular trips (both inbound and outbound) with approximately **78** and **93** trips (inbound and outbound) during a weekend midday and evening peak hours, respectively. It should also be noted that the proposed development replaces a former gym, pet shop and massage centre tenancies which were traffic generators in their own right. Hence, the overall net traffic generation and impact of the proposed development would be significantly lower than that reported.

The traffic distribution detailed in **Table 1** was based on the following directional split assumptions for peak hour periods:

- Midday peak split estimated as 51%/49% for inbound/outbound trips; and,
- Late afternoon peak split estimated as 52%/48% inbound/outbound trips.

Table 1: Weekday Peak hour trips for the development

Peak Period	Direction	Traffic Split	Total Peak Hour Trips
Midday Peak	Inbound	37	72 trips
	Outbound	35	
PM Peak	Inbound	47	90 trips
	Outbound	43	

6.2 Trip Distribution

Considering the location of the proposed development as well as the available access and egress routes to and from the site, the anticipated directional trip distribution of the development-generated weekday traffic is assumed to be as follows:

- 60% of trips to/from the Wanneroo Road north direction;
- 35% of trips to/from the Noonan Drive east direction; and,
- 5% of trips to/from the Noonan Drive west direction.

Please note that the distribution has only been carried out for weekday traffic generation, in line with the WAPC guidelines. The directional morning and afternoon trip distribution of the development-generated traffic is illustrated in **Figure 3**.

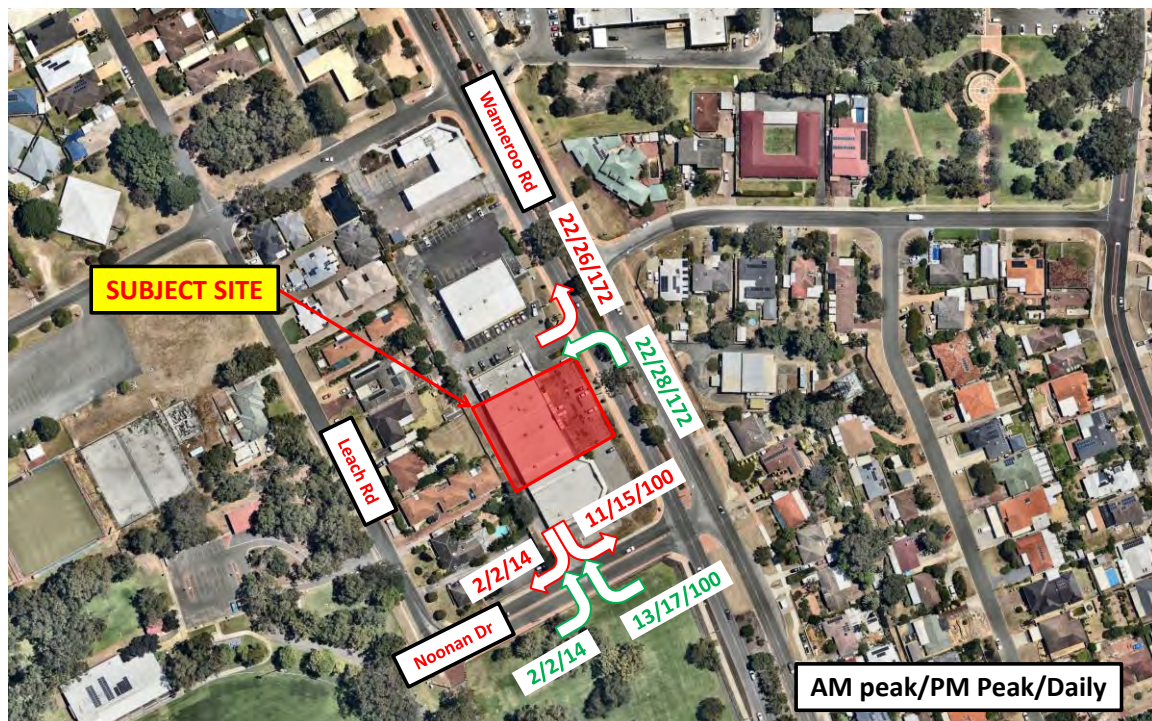


Figure 3. Estimated weekday traffic movements for the subject development

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

It is clear that the traffic increase from the proposed fast-food restaurant would be notably lower than the critical threshold (100vph per lane). As detailed in **Figure 3**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant.

7 Traffic Management on Frontage Streets

Noonan Drive is generally presented as a 7.2m wide, single carriageway road, with section fronting the subject site widening to 13m carriageway and a 1.5m wide solid median. Section fronting the site entails pedestrian paths along both sides with section past the 90-degree bend featuring a footpath along the western side only. Refer **Figure 4** and **Figure 5** for more details.



Figure 4. Westbound view along Noonan Drive from Wanneroo Road



Figure 5. Eastbound view along Noonan Drive towards Wanneroo Road intersection

Noonan Drive operates under a default built-up area speed limit of 50km/h. Noonan Drive Road is classified as an *Access Street* in the Main Roads WA *Metropolitan Functional Road Hierarchy* document. This is a local road and as such it is under the care and control of the City of Wanneroo.

Wanneroo Road at this location is constructed to a dual divided carriageway standard with two lanes in each direction and a 10m wide landscaped median. Pedestrian footpath is in place along the eastern side of the road with a shared path along the western side of the road. Refer **Figure 6** and **Figure 7** for more details.



Figure 6. Northbound view along Wanneroo Road adjacent to site



Figure 7. Southbound view along Wanneroo Road from San Rosa Road intersection

Wanneroo Road is classified as *Primary Distributor* in the Main Roads WA *Metropolitan Functional Road Hierarchy* document. This road is also identified as a *Primary Regional Road (Red Road)* in the *Metropolitan Region Scheme* and as such it is under the care and control of Main Roads WA. Wanneroo Road in the immediate vicinity of the subject site operates under a speed limit regime of 70km/h

Based on the latest available traffic data for this road sourced from Main Roads WA, Wanneroo Road (south of Dundobar Road) carried approximately 25,250vpd in 2020/21.

Noonan Drive forms a priority-controlled T-intersection at the eastern end with Wanneroo Road immediately adjacent to the subject site.

8 Public Transport Access

Available nearby public transport services are shown in **Figure 8**. The closest existing bus services to the subject site are bus routes No. 389 and 468 operating along Wanneroo Road. Route 389 operates between Perth Busport and Wanneroo while route 468 links Whitfords Train Station and Joondalup Train Station. Hence, this bus service provides access to the greater Perth rail network via connection to the Joondalup train line.

The closest pair of bus stops is located on Wanneroo Road approximately 90m and 150m to the south. These stops are easily accessible via the existing footpath network.

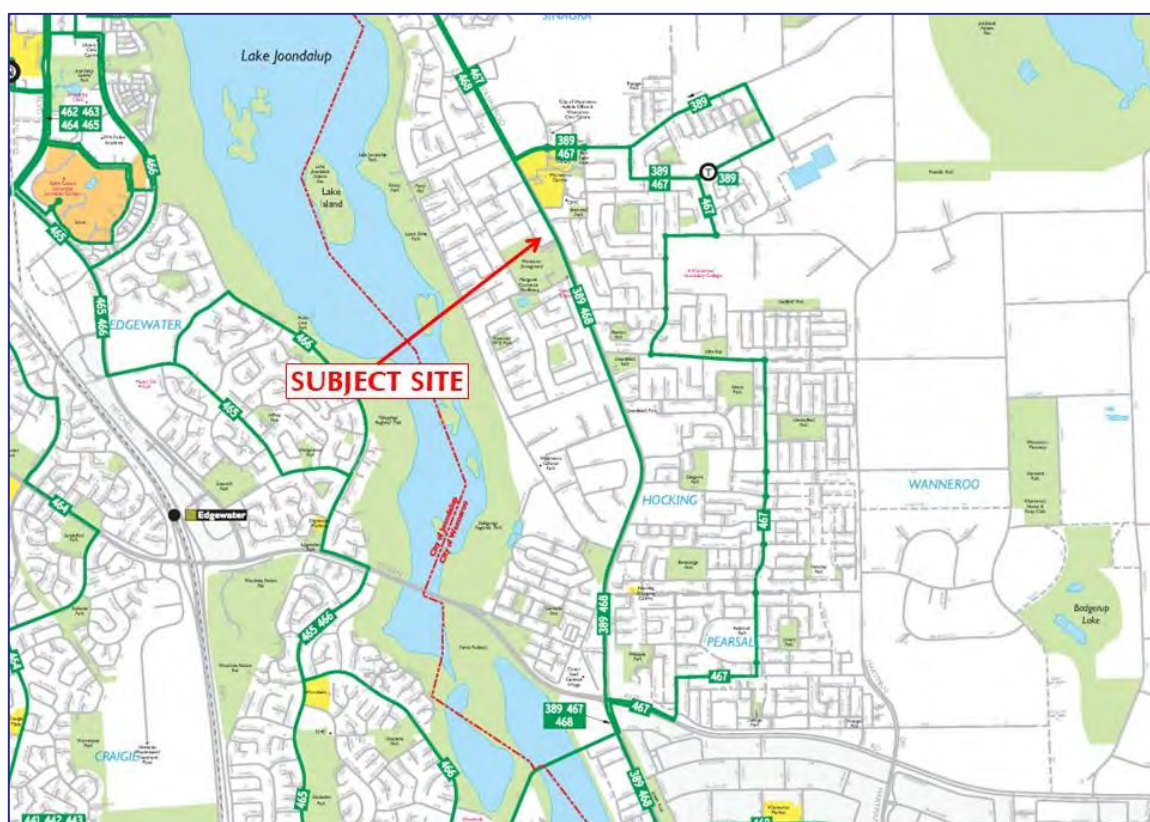


Figure 8: Existing bus services (source: TransPerth)

9 Pedestrian Access

Pedestrian access to the subject site is available directly from Noonan Drive and Wanneroo Road via the existing footpaths on surrounding roads.

Pedestrian crossing opportunities on Noonan Drive and Wanneroo Road are available at the Wanneroo Road/Noonan Drive intersection adjacent to the site.

10Cyclist Access

The subject site has direct cycle access to the local shared path network via a shared path which is in place along the western side of Wanneroo Road which connects to a system of roads classified as “good road riding environment” in the locality. For more details, refer Perth’s Bicycle Network map illustrated in **Figure 9**.

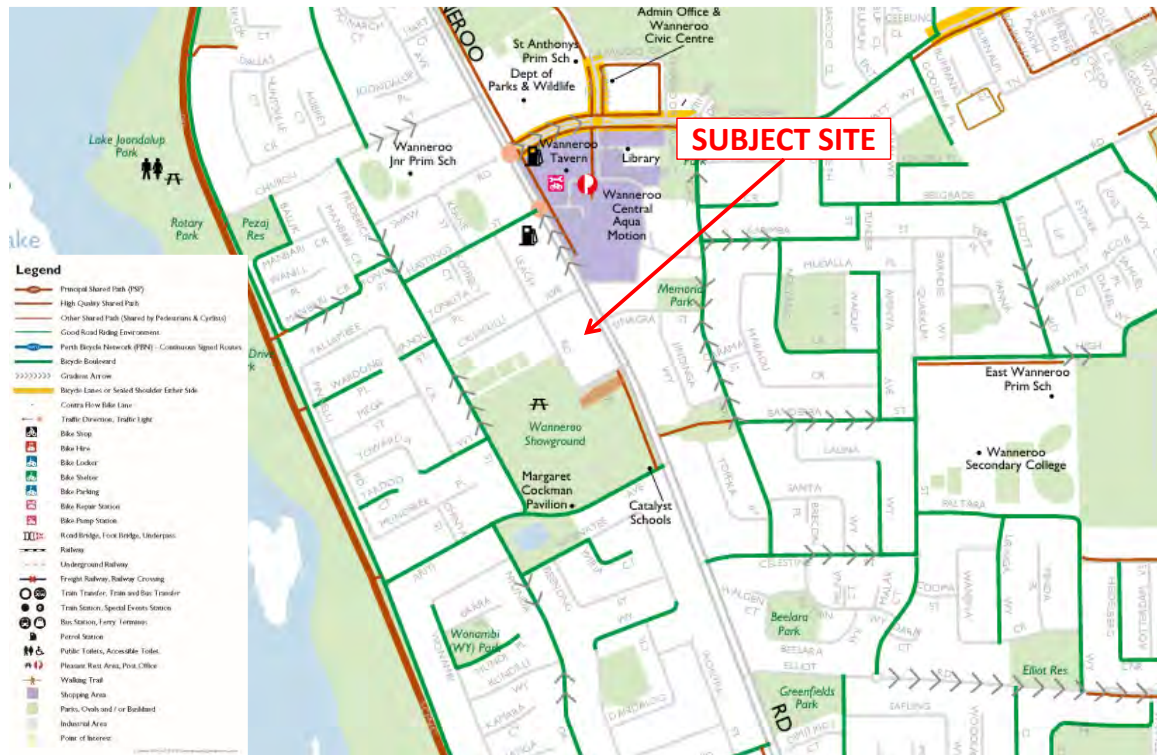


Figure 9: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues – Queue Analysis

The proposed restaurant is designed to operate with a two-lane drive-through facility which includes two Customer Order Booths (COB). The proposed drive-through facility provides approximately 10 car stacking capacity within the drive through facility of which four bays are downstream of the COB.

Based on the trip generation calculations discussed in **Section 6.1** of the report, the peak business activity hour of the restaurant is expect to be experienced during the midday and late evening on weekday peak periods recording 37 and 47 customers respectively. These transactions generally comprise 75/25 split of drive-through/ park'n'sit customers, respectively.

Accordingly, it is estimated that the drive-through will accommodate about 28 and 35 customers during the typical weekday midday peak hour periods.

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, weekday midday and late evening peak hour queuing analysis of the drive-through system established the following:

- There would be zero queuing 23% and 29% of the time during weekday midday and evening peak hours, respectively;
- The expected number of vehicles in the system is one during both peak hour periods;

- The expected time in the queue is 63 and 65 seconds, respectively; and,
- The 95th percentile queue in the system would be two vehicles.

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 estimation model, it is concluded that under typical peak drive-through activity conditions the queue backs from each COB will be comfortably accommodated within the site, with no impact on internal site driveways or access points. The results of the queuing analysis are detailed in **Figure 10** and **Figure 11**.

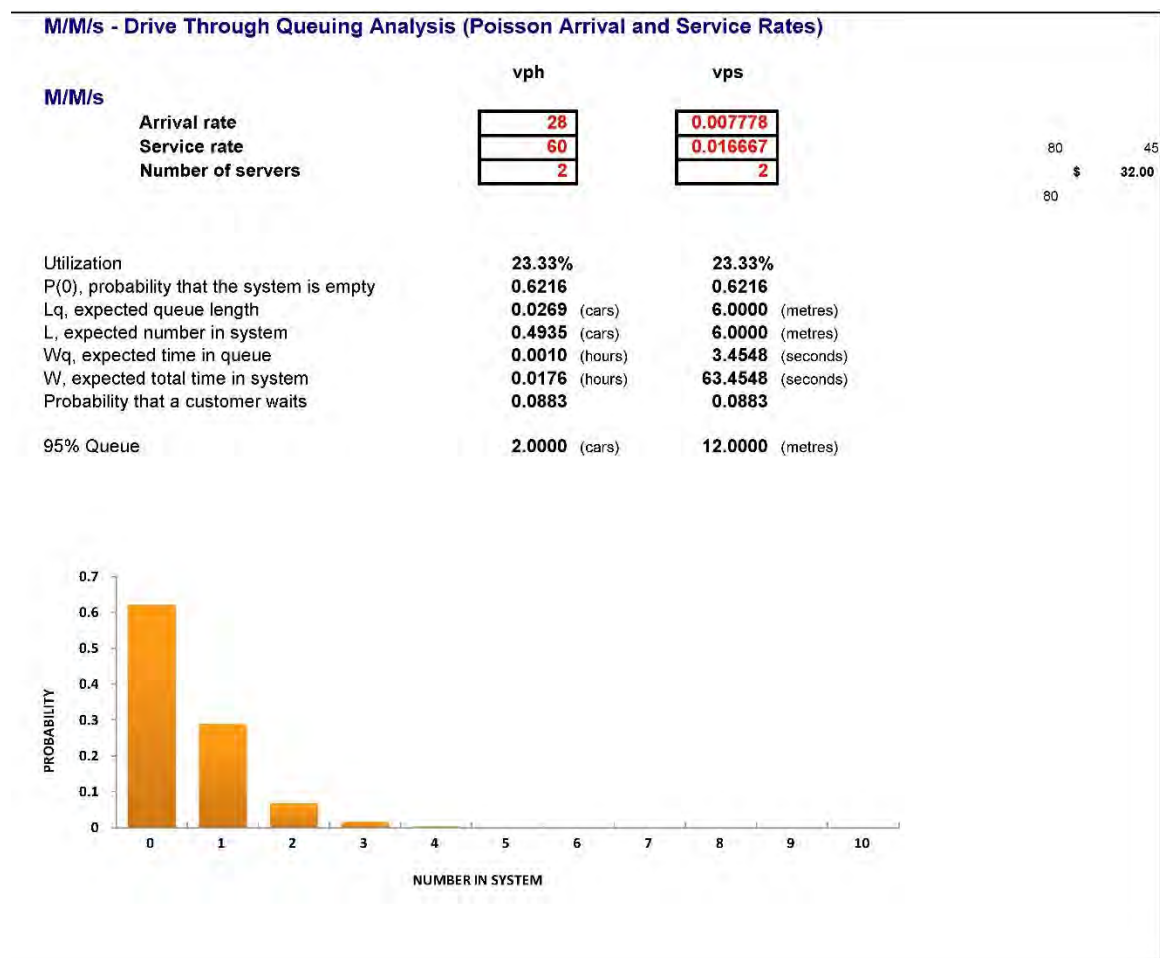


Figure 10. Peak weekday midday hour queueing analysis

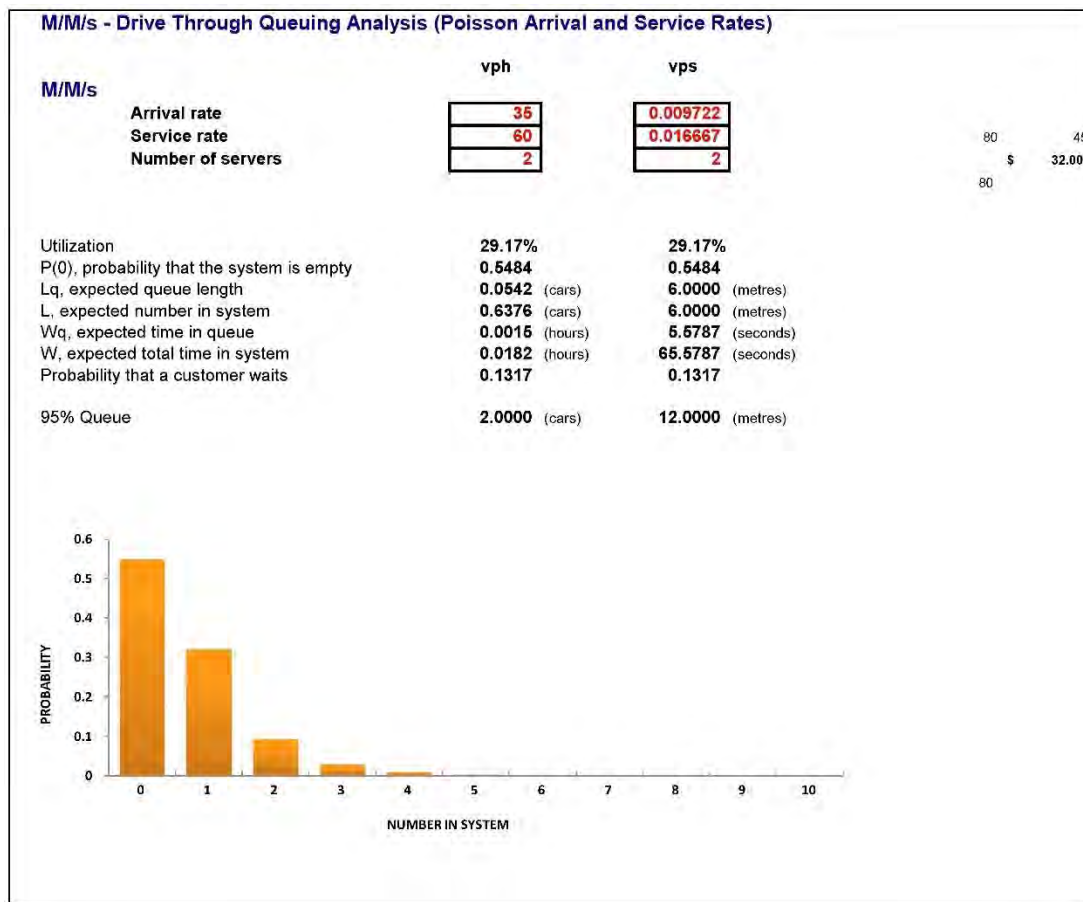


Figure 11. Peak weekday evening hour queueing analysis

No other site-specific issues have been identified for the proposed development.

12 Safety Issues

No particular safety issues have been identified for the proposed development.

13 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Properties & Pathways with regard to a proposed fast-food restaurant with drive through facility to be located at 917 Wanneroo Road, Wanneroo in the City of Wanneroo.

Development proposal contemplates removal of the existing commercial buildings and the construction of a new 24/7 fast-food restaurant with a dual-lane drive-through facility and associate additional car parking.

The site currently accommodates a small fitness centre, a pet shop and a small massage centre.

More specifically the development proposal comprises the following elements:

- Restaurant building of approximately 230m² internal area and 43m² external/alfresco;
- Dual-lane drive-through facility with the capacity to accommodate up to 10 vehicles (upstream of order pick-up window) ; and
- A total of 24 on-site car parking bays (inclusive of one ACROD bay) and 2 waiting bays.

The existing commercial centres located at the subject site, are currently served by three crossovers: one on Noonan Drive and two on Wanneroo Road. The existing access system is also shared with the balance of tenancies within the commercial centre. It is expected that only the two existing crossovers closest to the proposed development will be used by this development.

The development proposal does not contemplate any modifications to the existing access system.

It is estimated that the proposed development would generate approximately **572** total daily trips with approximately **72** and **90** trips during typical weekday midday and evening peak hours, respectively. Additionally, the proposed fast-food restaurant would generate approximately **616** total daily vehicular trips (both inbound and outbound) with approximately **78** and **93** trips (inbound and outbound) during a weekend midday and evening peak hours, respectively. These trips include both inbound and outbound trips. It should also be noted that the proposed restaurant replaces a former gym, pet shop and massage centre, which was a traffic generator in its own right. Hence, the overall net impact of the proposed development would be significantly lower than that reported.

Thus, the traffic generation of the proposed development is relatively low and therefore the impact of proposed development on the surrounding road network will not be significant.

Deliveries and waste collection activities will be accommodated on site. It is proposed that servicing be conducted outside of the peak operating hours of the proposed restaurant. Turn path analysis undertaken for an 8.8m service vehicle shows satisfactory access, egress, and circulation within the site.

The site features good connectivity via the existing road network and good coverage by the existing path network with convenient access to the public transport services.

No particular transport or safety issues have been identified for the proposed development within the scope of this report.

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

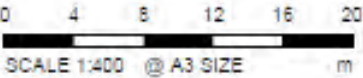
Appendix A

PROPOSED DEVELOPMENT PLAN



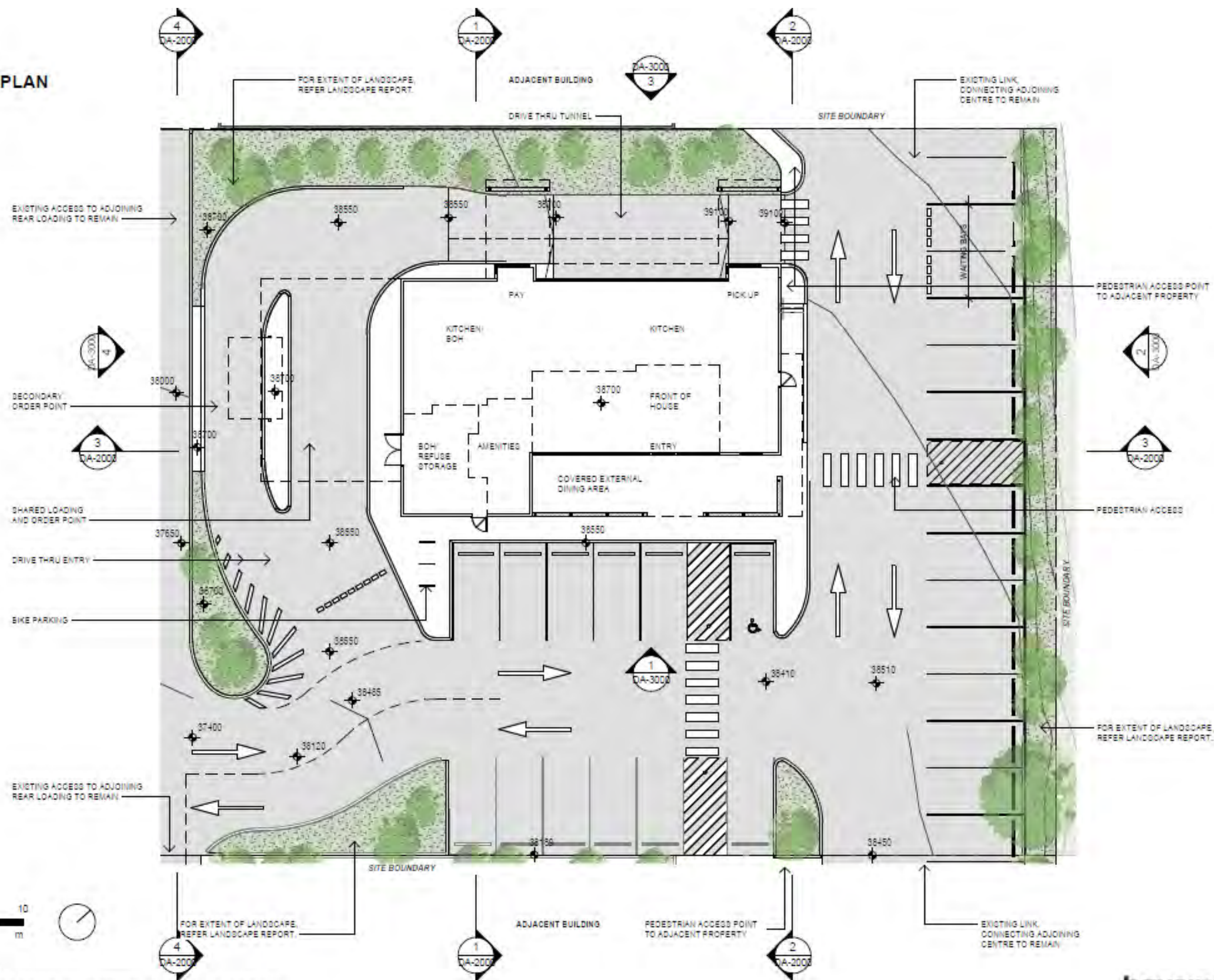
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DA-1000
SITE PLAN



ISSUE E
Date of Issue | 20.03.2025
| LOT. 300 / 917 WANNEROO ROAD, WANNEROO WESTERN AUSTRALIA

DA-1100
OVERALL FLOOR PLAN



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SCALE 1:200 (A3 SIZE) m

ISSUE E
Date of Issue | 20.03.2025

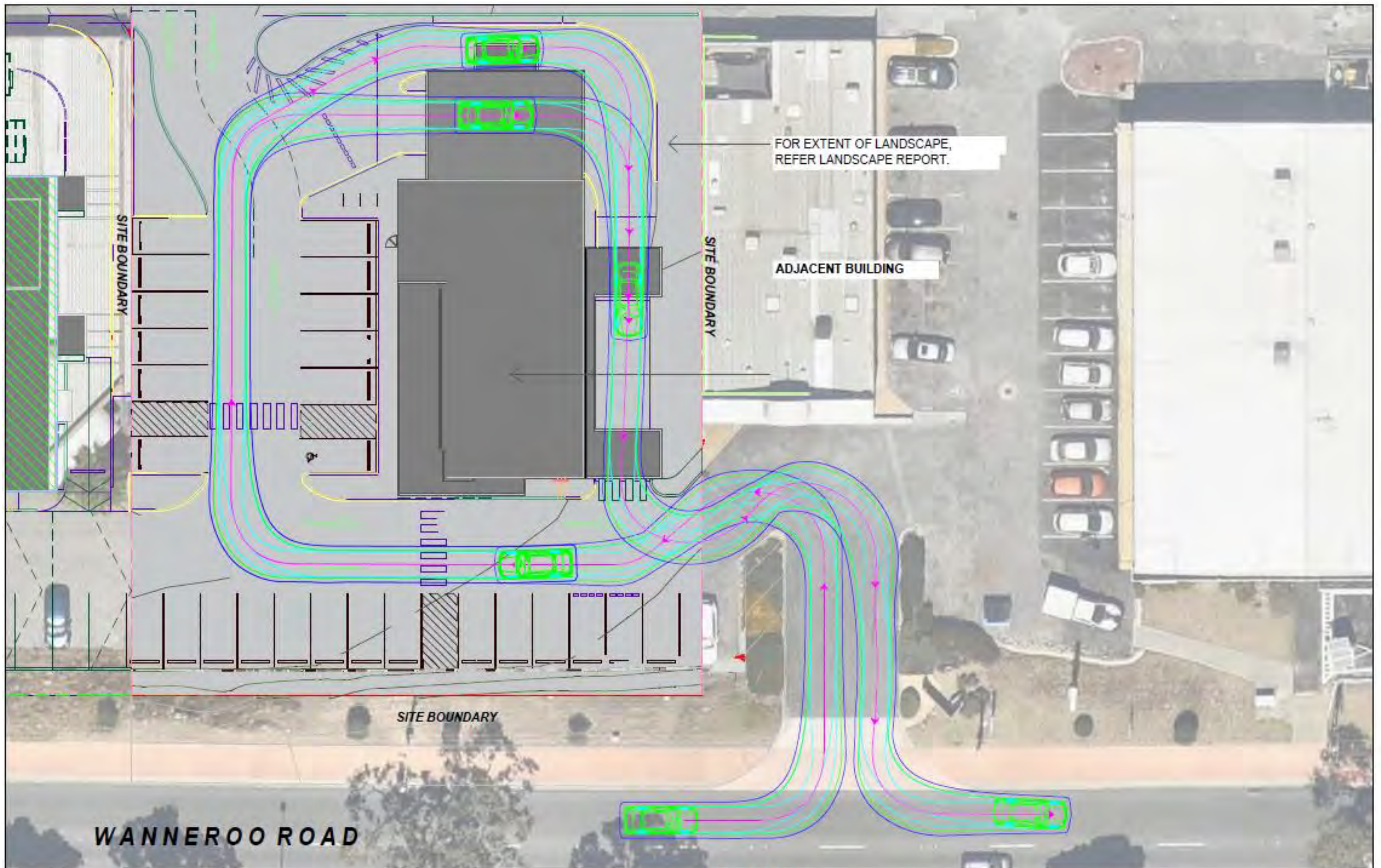
LOT. 300 / 917 WANNEROO ROAD, WANNEROO WESTERN AUSTRALIA

Appendix B

TURN PATH PLANS



Engineering a better future for over 20 years!



917 Wanneroo Road, Wanneroo
Austroads 2023 : B99 Passenger Car
Drive Through Circulation

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

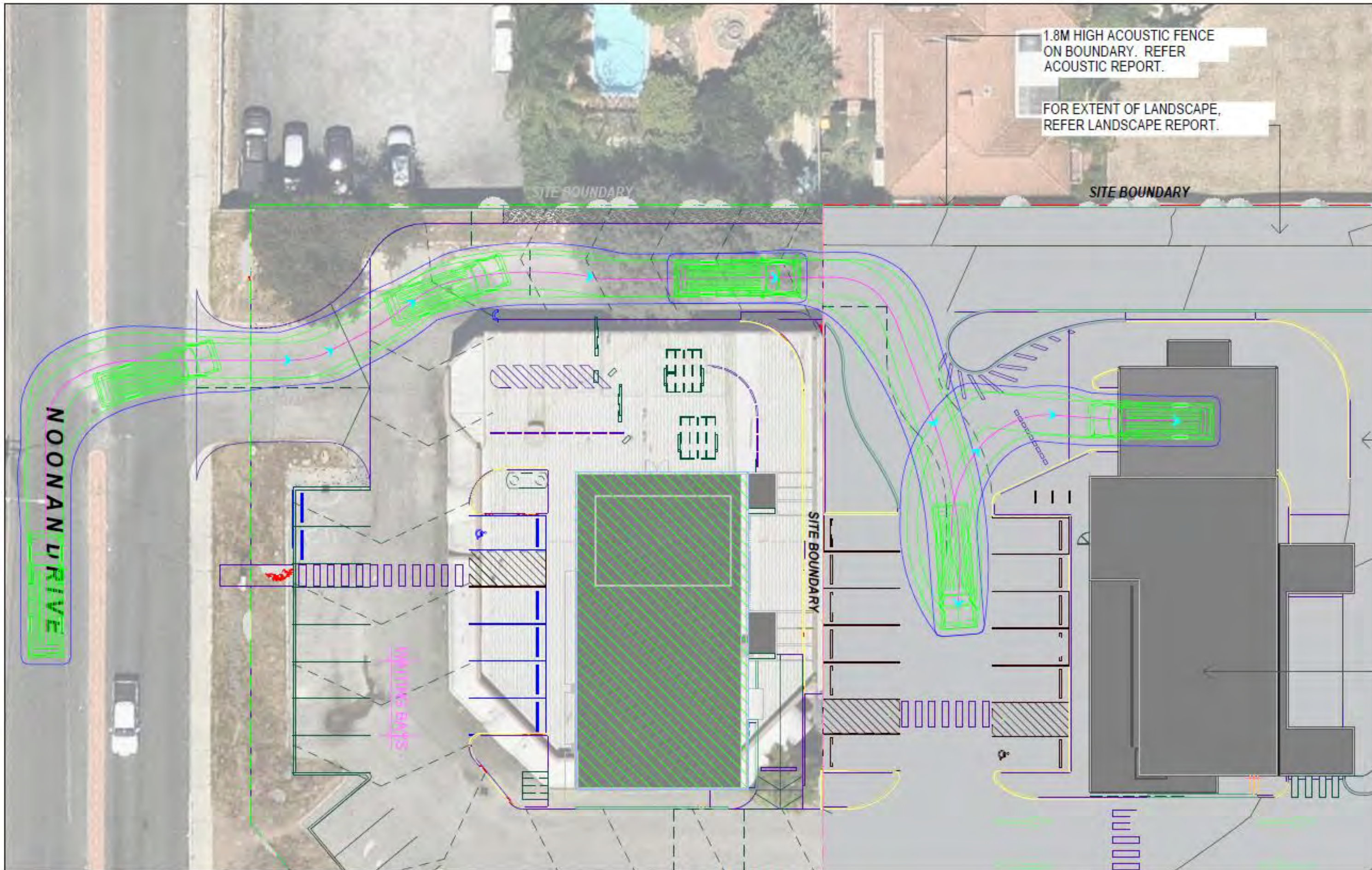


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917 Wanneroo Road, Wanneroo

Austrroads 2023 : 8.8m Service Vehicle

Loading/Unloading Area Access from Noonan Dr

LEGEND

Vehicle Body
Wheel Path
500mm Clearance

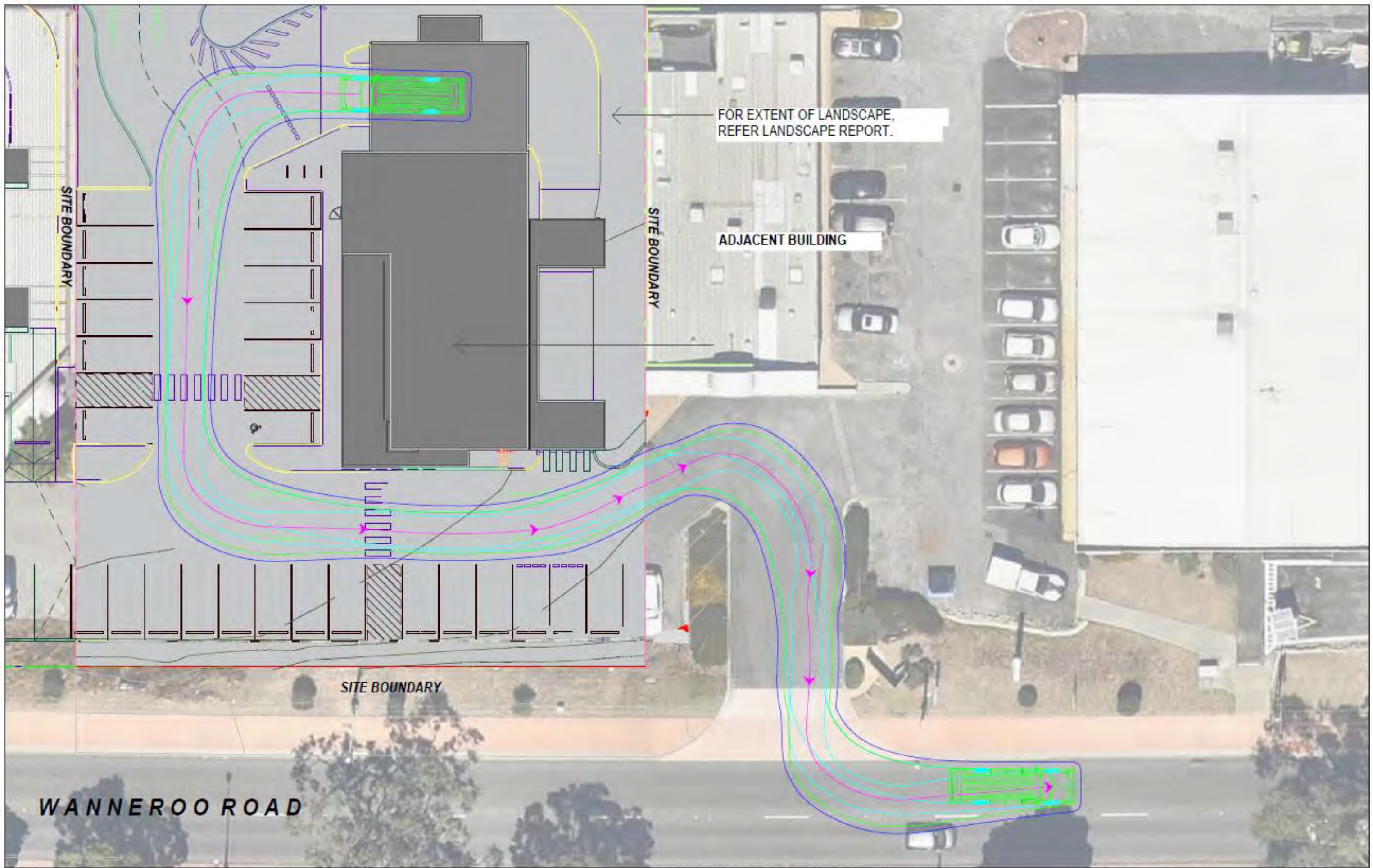


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917 Wanneroo Road, Wanneroo

Austrroads 2023 : 8.8m Service Vehicle

Loading/Unloading Area Egress onto Wanneroo Rd

LEGEND

Vehicle Body

Wheel Path

500mm Clearance



t24.336.sk09

31/03/2025

Scale: 1:250 @ A3



Technical Note: No 1**Date:** 15/07/2025**Project No:** t24.336**Project:** 917 Wanneroo Road, Wanneroo**Subject:** Addressing Main Roads WA and City of Wanneroo's Request for Additional Information

Introduction

Transcore prepared a Transport Impact Statement (TIS) in April 2025 on behalf of Properties & Pathways with respect to the proposed fast-food restaurant with drive through facility to be located at 917 Wanneroo Road, Wanneroo in the City of Wanneroo.

Following submission of the development application and the TIS, Main Roads and the City of Wanneroo and has requested additional information regarding the TIS.

Accordingly, this Technical Note (TN) has been prepared to address the additional information requested by the Main Roads and City.

The subject site is located at the west side of Wanneroo Road, after Noonan Drive and before Crisafulli Avenue. The subject site is bordered by Wanneroo Road along the east side, an approved fast-food restaurant to the south, existing commercial developments to the north and existing residential developments to the west, as shown in **Figure 1**.



Figure 1. The location of the subject site

Main Roads Request for additional information

The following comments/feedbacks were provided by Main Roads:

- *A) Provide justification for the alternative trip distribution methodology used, compared to that applied in the TIS for the adjoining Fast-Food Outlet (Development Application Ref: DA2024/389 and DAP/24/02676 on Lot 200).*

For the adjoining fast-food outlet, all trip movements were distributed exclusively via the Noonan Drive crossover due to its location. In contrast, for this development, due to its location immediately to the north of the approved fast-food outlet a portion of the trips has also been allocated to the Wanneroo Road crossover, due to its proximity and connectivity to this development.

- *B) To support the below statement in 'Section 6.1 Trip Generation', include traffic volume data for the existing developments on site:
"It should also be noted that the proposed development replaces a former gym, pet shop and massage centre tenancies which were traffic generators in their own right. Hence, the overall net traffic generation and impact of the proposed development would be significantly lower than that reported.*

The point raised is noted and the intention behind the suggestion is understood. However, we believe this exercise does not add value to the overall process. The methodology and approach undertaken by Transcore already provide a comprehensive and robust assessment that adequately supports the project.

- *c) Update Figure 3 (trip distribution diagram) to include left-in and right-in traffic movements from Wanneroo Road (northbound and southbound) at the intersection with Noonan Drive.*

As requested, **Figure 2** illustrates all of the development traffic including movements through the intersection of Wanneroo Road with Noonan Drive, showing both the left-in and right-in turning movements.

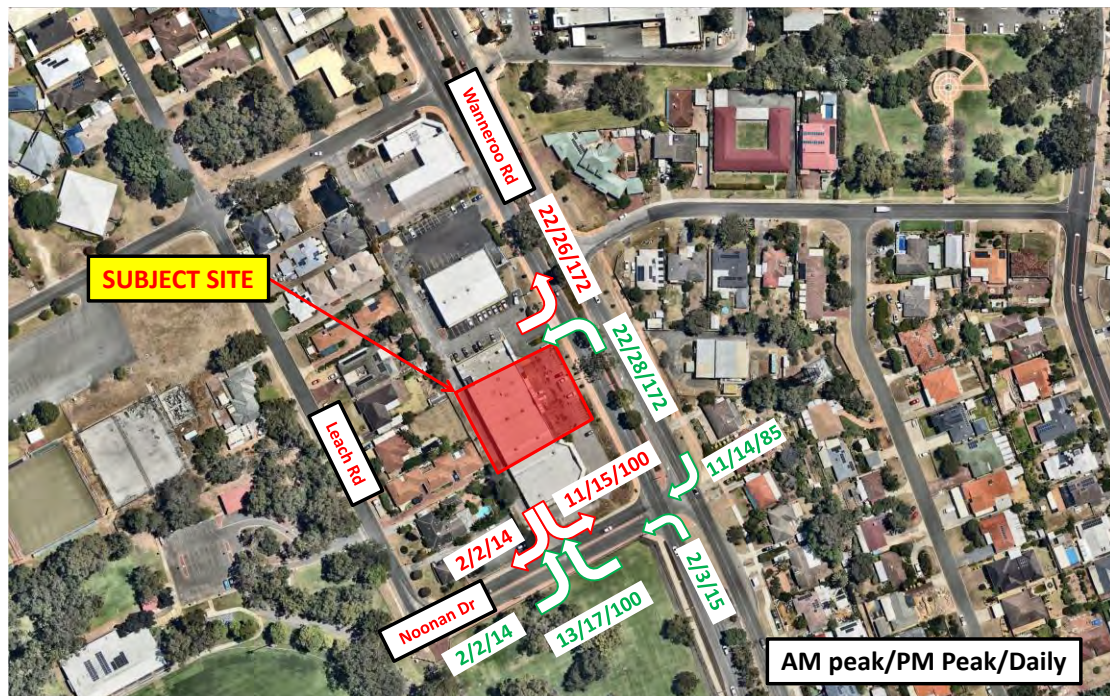


Figure 2. Estimated traffic movements for the subject development – midday peak/evening peak/weekday daily trips

- d) Expand 'Section 12 Safety Issues' to include a crash data analysis for the area surrounding the site

There are no recorded crashes at the Wanneroo Road/Noonan Drive intersection for the five-year period ending December 2024. However, there were three crashes during the same period on Wanneroo Road, as shown in **Figure 3** and **Figure 4**.



Figure 3. crash data analysis for the area surrounding the site

Report Criteria	
Intersection	WANNEROO RD (013993)
From Date	01/01/2020
To Date	31/12/2024
Crash Type	All
Severity	All
No data retrieved for report	
Run By	Saeed Disfani
Run Date	15-Jul-2025 13:20

Figure 4. Crash data for the Noonan Drive/Wanneroo Road intersection

- e) Confirm the minimum outside wheel radius (kerb-to-kerb) used on the 8.8m service vehicle shown in the vehicle swept path plans (t24.336.sk08 and t24.336.sk09, dated 31/03/2025) for the turning right-in from Noonan Drive and left-out onto Wanneroo Road.

A 9m turning radius has been applied for both turning movements mentioned above based on Austroads guidelines.

City of Wanneroo's Request for additional information

The following comments/feedbacks were provided by the City:

- Section 3.2 of the TIS report states that the parking provision exceeds the parking requirement for this development in accordance with the relevant local government policy. However, the report does not specify the parking rate used to determine the required number of bays, nor does it identify which local government policy this assessment is based on. Clarification is required in determining compliance.

A parking assessment were included in the planning report by Apex Planning, which outlines and clarifies the parking demand and requirements for the proposed development.

- Need to ensure that the approved adjacent fast-food outlet is not already using some of the spaces in this development.

Please refer to the parking assessment by Apex Planning.

- Section 6.1 Trip Generation states the following: "Accordingly, under given assumptions, it is estimated that the proposed development would generate approximately 572 total daily vehicular trips (both inbound and outbound) with approximately 72 and 90 trips (inbound and outbound) during a weekday midday and evening peak hours, respectively. Additionally, the proposed fast-food restaurant would generate approximately 616 total daily

vehicular trips (both inbound and outbound) with approximately 78 and 93 trips (inbound and outbound) during a weekend midday and evening peak hours, respectively."

We are unable to assess this, as there are two different trip generations stated for the development. The trip generation used and the reference for it need to be identified.

As with the TIS for the previous approved fast-food application, the TIS for this proposal includes trip generation estimates for both a weekday and a weekend day. This is clearly outlined in the report.

- *The drive-through queue analysis shall be revised based on the correct trip generation.*

The trip generation in the TIS is correct. Please refer to the response above.

- *6.1 Trip Generation states the following:
"It should also be noted that the proposed development replaces a former gym, pet shop and massage centre tenancies which were traffic generators in their own right. Hence, the overall net traffic generation and impact of the proposed development would be significantly lower than that reported."
To justify the above, please provide the assessment of traffic generation for the existing development.*

Please refer to the response to the same point by Main Roads.

- *6.1 Trip Generation also states:
"Transcore has applied the similar trips rates and assumptions as per those adopted for the adjacent fast-food restaurant which was recently achieved development approval in 2024. Accordingly, the trip rate source used is customer/sales data for one of the comparable types of restaurants. The sourced transaction data combines sales associated with walk-in, drive-through and park'n'sit customers. The trade data also includes a percentage of multiple purchases (i.e., one vehicle carrying several customers)."*

No specific customer sales data or reference source to the original source has been provided in relation to the 2024 approved development. To support the validity of the trip generation rates used, further clarification is required

The trip generation data used in this assessment is the same as that used for the previously approved application for the fast-food outlet on the adjacent site. This data is based on transaction and sales figures from a comparable restaurant type. As previously has been advised, please note that the detailed transaction data is confidential.

- *Section 11 of the TIS report states that:
"These transactions generally comprise a 75/25 split of drive-through/park'n'sit customers, respectively."*



Could you please clarify the basis for this split? Has this ratio been validated through traffic surveys, or is it based on internal sales figures provided by the operator

This same assumption was also applied in the previously approved application for the adjacent fast-food site.

- *No pedestrian access has been provided to this site from the footpath on Wanneroo Road.*

It is evident that the site is approximately 2 metres lower than Wanneroo Road, which accounts for the absence of a direct footpath connection between the existing development and Wanneroo Road.

- *No indication has been given in the TIS of cyclist end-of-trip facilities.*

Based on the information provided to Transcore, bike racks are proposed in front of the building; however, no end-of-trip facilities are proposed as per the previous approved adjacent fast-food application.

Environmental Noise Assessment - Fast Food Development

**Lot 300 (#917) Wanneroo Road,
Wanneroo**

Reference: 24129771-01

Prepared for:
Properties and Pathways Ltd

Reference: 24129771-01

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Date	Rev	Description	Author	Verified
26-Feb-25	0	Draft Issued to Client	Matt Moyle	Matt Nolan

CONTENTS

EXECUTIVE SUMMARY	i
1. INTRODUCTION	1
2. CRITERIA	3
2.1. Regulations 7, 8 & 9	3
2.2. Regulation 3	6
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 AND ASSESSMENT	10
4.1. Scenario 1 – All Plant and Drive Thru Vehicles L_{A10}	10
4.2. Scenario 2 – Refrigerated Trucks and Full Drive-Through Lanes L_{A1}	12
4.3. Scenario 3 – Car park Noise L_{Amax}	14
5. RECOMMENDATIONS	16

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 Levels, dB.....	9
Table 4-1: Scenario 1 Predicted Levels and Assessment, dB L_{A10}	10
Table 4-2: Scenario 2 Predicted Levels and Assessment, dB L_{A1}	12
Table 4-3: Scenario 3 Predicted Levels and Assessment, dB L_{Amax}	14
Table B-1: Percentage of Land Types within 100m and 450m Radii	21
Table B-2: Relevant Roads within 100m and 450m Radii.....	21
Table B-3: Influencing Factor Calculation, dB.....	22

List of Figures

Figure 1-1: Subject Site Location (Source: MNG Aerial Map).....	1
Figure 1-2: Proposed Site Plan.....	2
Figure 3-1: Overview of Noise Model.....	8
Figure 4-1: Scenario 1 L_{A10} Noise Contour Plot.....	11
Figure 4-2: Scenario 2 L_{A1} Noise Contour Plot	13
Figure 4-3: Scenario 3 L_{Amax} Car doors Noise Contour Plot.....	15
Figure B-1: Land Types within 100m and 450m Radii	20
Figure B-2: MRWA Published Traffic Data	21

Appendices

Appendix A – Development Plans 17

Appendix B – Influencing Factor Calculation 18

Appendix C – Terminology..... 23

EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Properties and Pathways Ltd to undertake an environmental noise assessment for a proposed commercial development to be located at Lot 300 (#917) Wanneroo Road, Wanneroo. This report considered noise emissions from the proposed development to surrounding properties by way of noise modelling. The proposed development is to comprise of a fast food outlet (with drive-through) operating 24-hours, 7-days a week. Noise impacts considered include those of mechanical plant, vehicles, drive-through speakers and deliveries.

Noise emissions are predicted by way of computer noise modelling and assessed against assigned levels in accordance with the *Environmental Protection (Noise) Regulations 1997*.

The predicted noise levels are demonstrated to be compliant without the need for mitigation measures.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Properties and Pathways Ltd to undertake an environmental noise assessment of a proposed Fast Food development to be located at Lot 300 (#917) Wanneroo Road, Wanneroo (refer *Figure 1-1*) with the site plan shown in *Figure 1-2* and Development Application (DA) plans provided in *Appendix A*. The development will remove the existing building on site and replace it with a standalone restaurant building. The neighbouring commercial building to the north will be retained.



Figure 1-1: Subject Site Location (Source: MNG Aerial Map)

The proposed fast food restaurant may operate between 24-hours, 7-days a week. With regard to noise emissions, consideration is given to noise at neighbouring properties from mechanical plant, drive through speakers as well as vehicles and deliveries, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

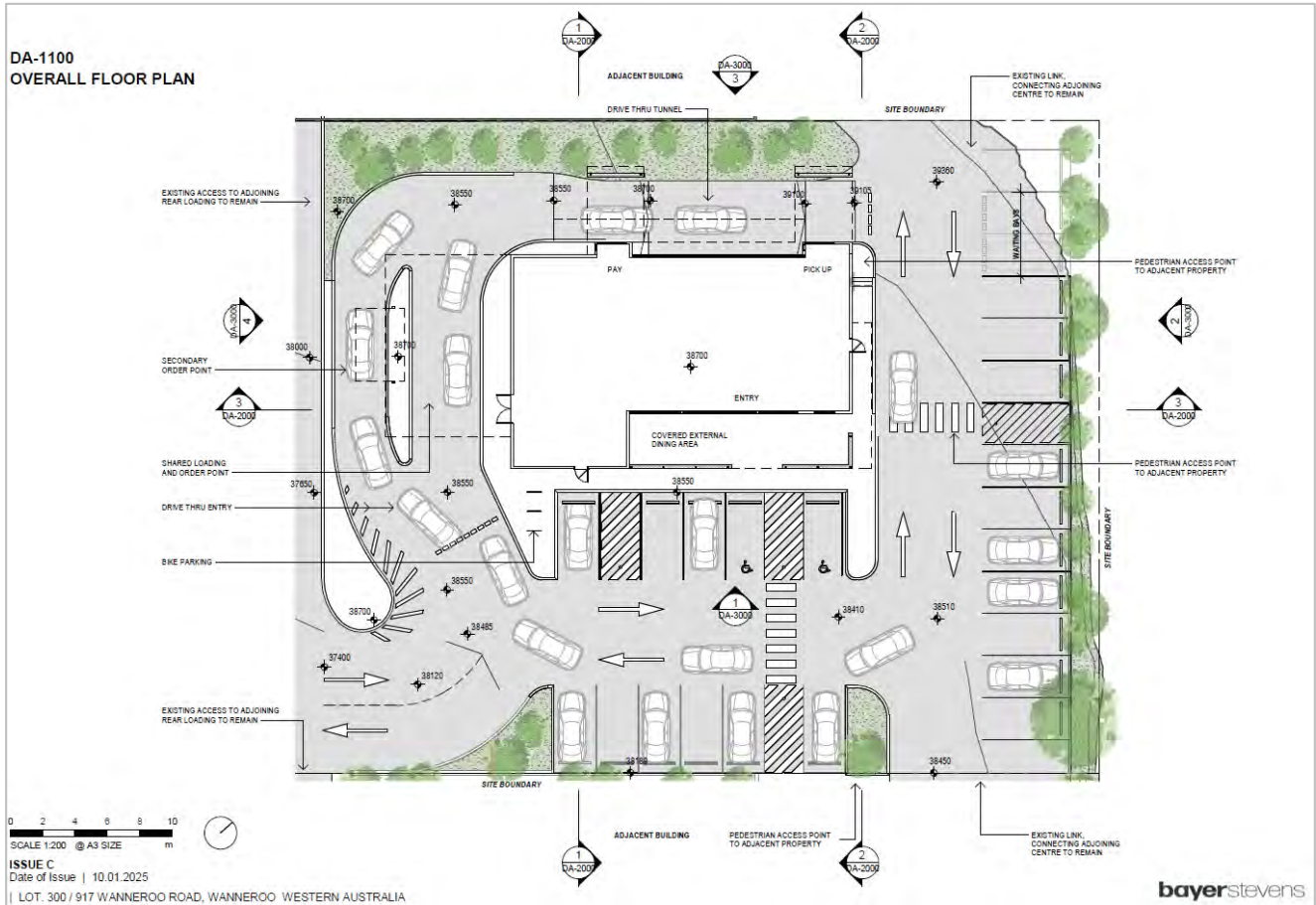


Figure 1-2: Proposed Site Plan

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 noise levels including the influencing factor and transport factor at the receiving premises groups shown in *Figure 2-1*.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
All Nearest +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 restaurant car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors and refrigeration units on delivery trucks however are assessed, since these are not part of the propulsion or braking system. However, vehicle propulsion noise in the drive-through area has been considered assessable in this report due to the nature of the lanes being used solely for food ordering purposes and not road access.

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. The software used was *SoundPLAN 9.1* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- 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	Night (7.00pm to 7.00am)
Temperature (°C)	15
Humidity (%)	50
Wind Speed (m/s)	Up to 5
Wind Direction*	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, including a 1.2-metre high parapet around the new building.

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 with receivers 1.4 metres above ground. Neighbouring commercial buildings are modelled at 6.0 metres high.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers and noise sources identified. The west boundary fence (fibre cement) is assumed to be 1.8m high and is noted to be at a higher ground level than lots directly adjacent to the west.



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 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 levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Refrigeration Condenser Packages – L_{A10}	88	87	85	81	76	70	64	59	82
General Exhaust Fan – L_{10}	72	70	64	61	53	53	51	45	63
Toilet Exhaust Fan – L_{10}	-	61	67	61	64	60	52	46	67
Typical AC Condensers – L_{10}	-	77	75	72	70	67	62	56	75
Car Door Closings – L_{max}	71	74	77	81	80	78	72	61	84
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
Drive-Through Car Idling – L_{A10}	81	78	74	72	74	74	67	64	79

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

- Mechanical plant sound levels are estimated from previous projects;
- Exhaust fans are located 0.5m above roof;
- A/C plant (Condensers) are assumed located on the rooftop (1.0m above roof level) and screened with parapets;
- Refrigerated truck condenser is modelled at 2.3m above ground;
- Car door and all engine sources are modelled at 0.5m above ground;
- 5 to 10 vehicles are modelled idling in the Drive-Through queuing, ordering and waiting areas, depending on the calculation scenario.

Noise modelling was undertaken for the following scenarios:

- All Plant and Drive Through Vehicles (L_{A10}) – Includes all L_{A10} noise sources of *Table 3-2*, with a total of 5 idling cars in drive through lanes;
- Refrigerated Trucks and Full Drive-Through Lanes (L_{A1}) – Includes a refrigerated delivery truck in the nominated loading area (cold deliveries), 10 cars in drive through lanes and the drive through speakers operating;
- Car Park Noise (L_{Amax}) – Considers car door closings.

4. RESULTS AND ASSESSMENT

4.1. Scenario 1 – All Plant and Drive Thru Vehicles L_{A10}

Given the proposed hours of operations, the most critical period of assessment is the night time, with modelling results presented in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor. It should be noted that the assessment has assumed all plant will be used simultaneously during the night, which is conservative as they will generally cycle intermittently.

Table 4-1: Scenario 1 Predicted Levels and Assessment, dB L_{A10}

Receiver	5 Drive Through Vehicles	All Mech Plant	Total	Night Assigned Noise Level	Assessment
2 Sinagra St	38	24	38	44	Complies
3 Noonan Dr (Comm)	31	23	32	60	Complies
4 Leach Road	34	23	35	44	Complies
6 Leach Road	42	27	42	44	Complies
8 Leach Road	41	25	41	44	Complies
10 Leach Road	34	24	34	44	Complies
12 Leach Road	35	23	35	44	Complies
902 Wanneroo Rd	23	16	24	44	Complies
904 Wanneroo Rd	24	16	24	44	Complies
906 Wanneroo Rd	27	18	28	44	Complies
908 Wanneroo Rd	30	19	30	44	Complies
910 Wanneroo Rd	34	21	34	44	Complies
912 Wanneroo Rd	36	22	36	44	Complies
916 Wanneroo Rd (Telstra)	36	24	36	60	Complies

The vehicles in drive through lanes are the dominant sources and given the range of motor speeds and tones, tonality is not considered detectable. Therefore, the predicted level is compliant at all the worst-case locations.

As the analysis is based on file data, it is recommended that a follow up verification of mechanical plant selections be carried out at detailed design by a suitably qualified acoustical consultant.

Figure 4-1 Scenario 1: Night Noise Ground Floor (1.5m AGL), dB LA10

917 Wanneroo Road, Wanneroo



Predicted Noise level

- = 30
- = 35
- = 40
- = 45
- = 50

Legend

- Receiver
- Mech Plant/Car Source



Scale 1:1000
0 5 10 20 30 m

Project No: 24129771
Consultant: MM
Date: 25/02/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.1

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4.2. Scenario 2 – Refrigerated Trucks and Full Drive-Through Lanes L_{A1}

The predicted noise levels from drive thru speakers, a refrigerated delivery truck and with the drive through lanes at capacity are provided in *Table 4-2*. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor. This assumes deliveries will take less than 24 minutes in a 4-hour period, which is considered sufficient time for a small scale store.

Table 4-2: Scenario 2 Predicted Levels and Assessment, dB L_{A1}

Receiver	Delivery Truck	Drive Thru Speakers	10 Drive Through Vehicles	Total*	Night Assigned Noise Level	Assessment
2 Sinagra St	31	52	41	53	54	Complies
3 Noonan Dr (Comm)	46	43	35	48	75	Complies
4 Leach Road	48	46	38	50	54	Complies
6 Leach Road	51	47	42	53	54	Complies
8 Leach Road	49	47	43	52	54	Complies
10 Leach Road	40	41	36	44	54	Complies
12 Leach Road	42	42	36	45	54	Complies
902 Wanneroo Rd	33	44	26	44	54	Complies
904 Wanneroo Rd	35	44	26	44	54	Complies
906 Wanneroo Rd	35	47	29	47	54	Complies
908 Wanneroo Rd	42	49	34	50	54	Complies
910 Wanneroo Rd	44	51	38	52	54	Complies
912 Wanneroo Rd	46	52	40	53	54	Complies
916 Wanneroo Rd (Telstra)	47	52	40	54	75	Complies

*Includes all Mech Plant Sources from Scenario 1

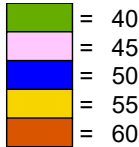
Compliance at all receivers is predicted at night, being the worst case time period for the restaurant operational hours, and therefore mitigation measures are not required. Note that with the number of vehicle sources (including a delivery truck and mechanical plant sources) present in the scenario, it is unlikely that tonality would be detectable in the L_{A1} measured level. However, if this was detectable and became a source of complaint, the recommendation would be to instruct delivery drivers to turn off condensing units or deliver during the Day and Evening time periods only.

Figure 4-2 Scenario 2: Night Noise Ground Floor (1.5m AGL), dB LA1

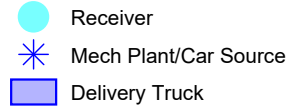
917 Wanneroo Road, Wanneroo



Predicted Noise level



Legend



Scale 1:1000



Project No: 24129771
Consultant: MM
Date: 25/02/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.1



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4.3. Scenario 3 – Car park Noise L_{Amax}

The results for Evening L_{Amax} scenario (car doors) are provided in *Table 4-3*. A noise contour plot (non-cumulative) is also provided in *Figure 4-3* showing noise levels at ground floor. Car door closing noise levels are adjusted by + 10 dB for impulsiveness and assessed against the night-time L_{Amax} assigned level.

Table 4-3: Scenario 3 Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door Closing [#]	Evening Assigned Noise Level	Assessment
2 Sinagra St	52	64	Complies
3 Noonan Dr (Comm)	47	80	Complies
4 Leach Road	46	64	Complies
6 Leach Road	46	64	Complies
8 Leach Road	47	64	Complies
10 Leach Road	43	64	Complies
12 Leach Road	44	64	Complies
902 Wanneroo Rd	46	64	Complies
904 Wanneroo Rd	45	64	Complies
906 Wanneroo Rd	48	64	Complies
908 Wanneroo Rd	50	64	Complies
910 Wanneroo Rd	50	64	Complies
912 Wanneroo Rd	51	64	Complies
916 Wanneroo Rd (Telstra)	52	80	Complies

[#] Adjusted by + 10 dB for impulsiveness

Noise levels are predicted to comply at all receivers, inclusive of the impulsiveness adjustment.

It should be noted that the L_{Amax} assigned level during the evening is the same as during the night, and therefore even staff using the car park at night (after 10.00pm closing) will comply.

Figure 4-3 Scenario 3: Car Park Noise Ground Floor (1.5m AGL), dB L_{Amax}

917 Wanneroo Road, Wanneroo



Predicted Noise level

- = 40
- = 45
- = 50
- = 55
- = 60

Legend

- Receiver
- Car Door Source



Scale 1:1000



Project No: 24129771
Consultant: MM
Date: 26/02/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.1



Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
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5. RECOMMENDATIONS

The assessment has demonstrated that noise from the fast food development can comply with the assigned levels determined in accordance with the *Environmental Protection (Noise) Regulations 1997* without the need for mitigation measures.

To ensure compliance with the Noise Regulations, delivery vehicles are encouraged to have broadband type reversing alarms fitted rather than standard tonal alarms. This is also inline with the guidance provided by DWER and considered less likely to elicit complaints from the community.

While not required for compliance, noting that the development is at DA stage only, some best practice recommendations have been included below – to be implemented in the design and operation where practicable:

- Bin servicing shall occur between 7.00am and 7.00pm Mondays to Saturdays. The servicing of bins would fall under Regulation 14A and provided it is carried out within the stipulated hours and undertaken as quietly as reasonably practicable, the 'normal' assigned levels do not apply. Where possible, bins shall be located in areas away from and/or screened from residences. Where this activity also includes truck reversing alarm noise, this would be considered exempt under Regulation 14A within the stipulated hours.
- Access grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.
- All refrigerated delivery drivers attending the site are to make all effort to deliver quietly, leave promptly, and not idle trucks on site for longer than necessary.
- Mechanical plant:
 - Once the mechanical plant has been designed and selected, the noise levels shall be reviewed prior to Building Permit;
 - All exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
 - All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
 - Air-conditioning shall have a 'night' / 'quiet' mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
 - All plant shall be selected for quiet operation;
 - All plant is to be appropriately vibration isolated to 95% isolation efficiency.

Appendix A – Development Plans

DA-0000
TITLE SHEET



DEVELOPMENT APPLICATION DRAWING LIST			
SHEET NUMBER	SHEET NAME	REVISION	REVISION DATE
DA-0000	TITLE SHEET	B	10.01.2025
DA-0001	EXISTING SITE PLAN	C	10.01.2025
DA-1000	SITE PLAN	C	10.01.2025
DA-1100	OVERALL FLOOR PLAN	C	10.01.2025
DA-2000	SECTIONS	B	10.01.2025
DA-3000	BUILDING 02 ELEVATIONS	C	10.01.2025

DEVELOPMENT SUMMARY

SITE AREA: 2226m² (REFER SURVEY PLAN)
LANDSCAPED AREA: 355m²
GFA: 230m²

CARS PROVIDED

10 STACK BAYS
2 WAIT BAYS
22 PARKING BAYS

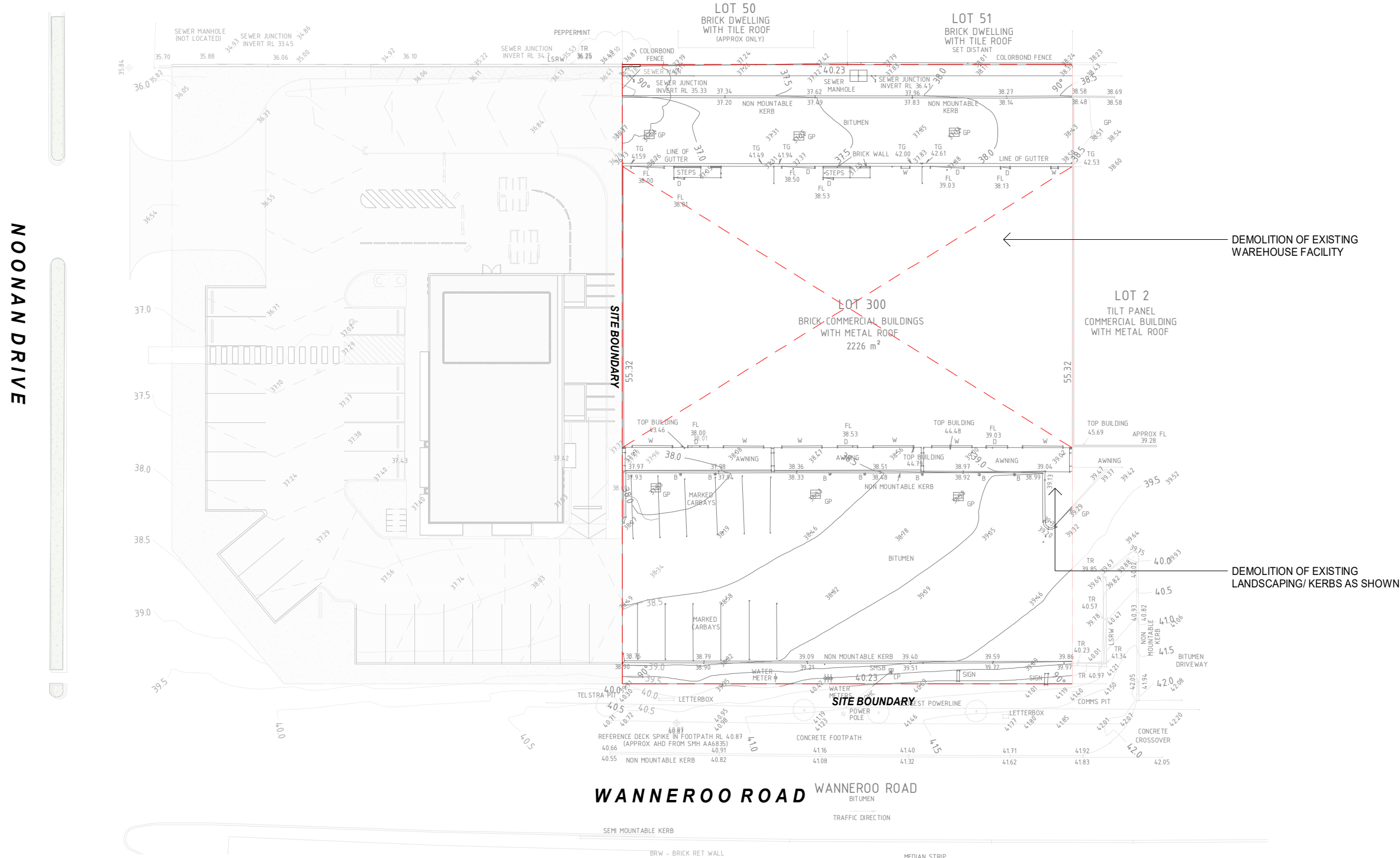
TOTAL CARS PROVIDED: 34

NOTE:

1. LANDSCAPING SHOWN INDICATIVELY ONLY. REFER RELEVANT CONSULTANT REPORTS
2. ALL REFERENCES TO SIGNAGE ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION AND APPROVAL BY LOCAL AUTHORITY
3. ALL MATERIALS/ FINISHES SHOWN INDICATIVELY ONLY. SUBJECT TO TENANT STANDARDS

ALL DRAWINGS ARE FOR THE PURPOSES OF DEVELOPMENT APPLICATION ONLY AND NO OTHER PURPOSE.
NOT FOR CONSTRUCTION/ PRICING

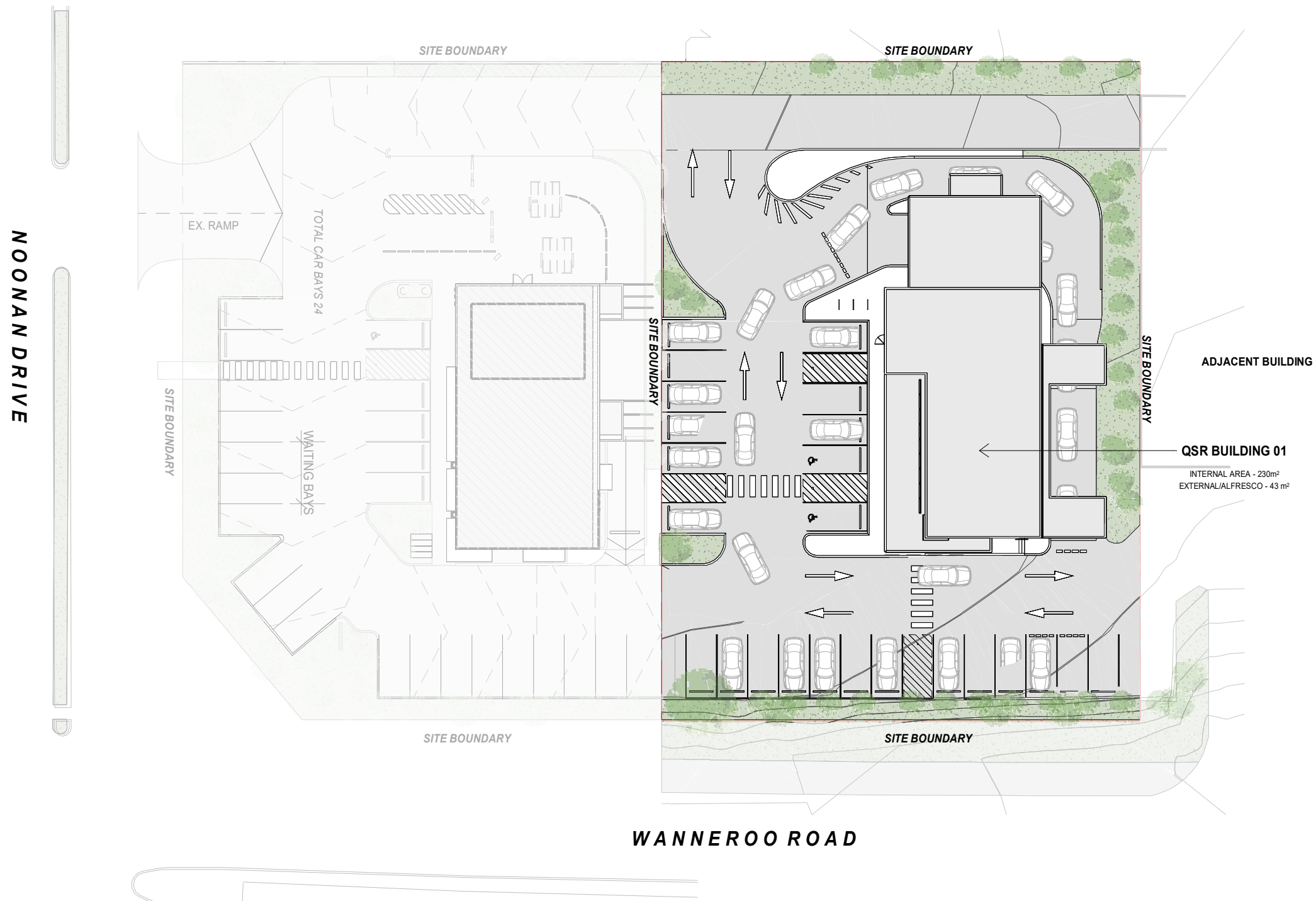
DA-0001
EXISTING SITE PLAN



0 4 8 12 16 20
SCALE 1:400 @ A3 SIZE m

ISSUE C
Date of Issue | 10.01.2025
| LOT. 300 / 917 WANNEROO ROAD, WANNEROO WESTERN AUSTRALIA

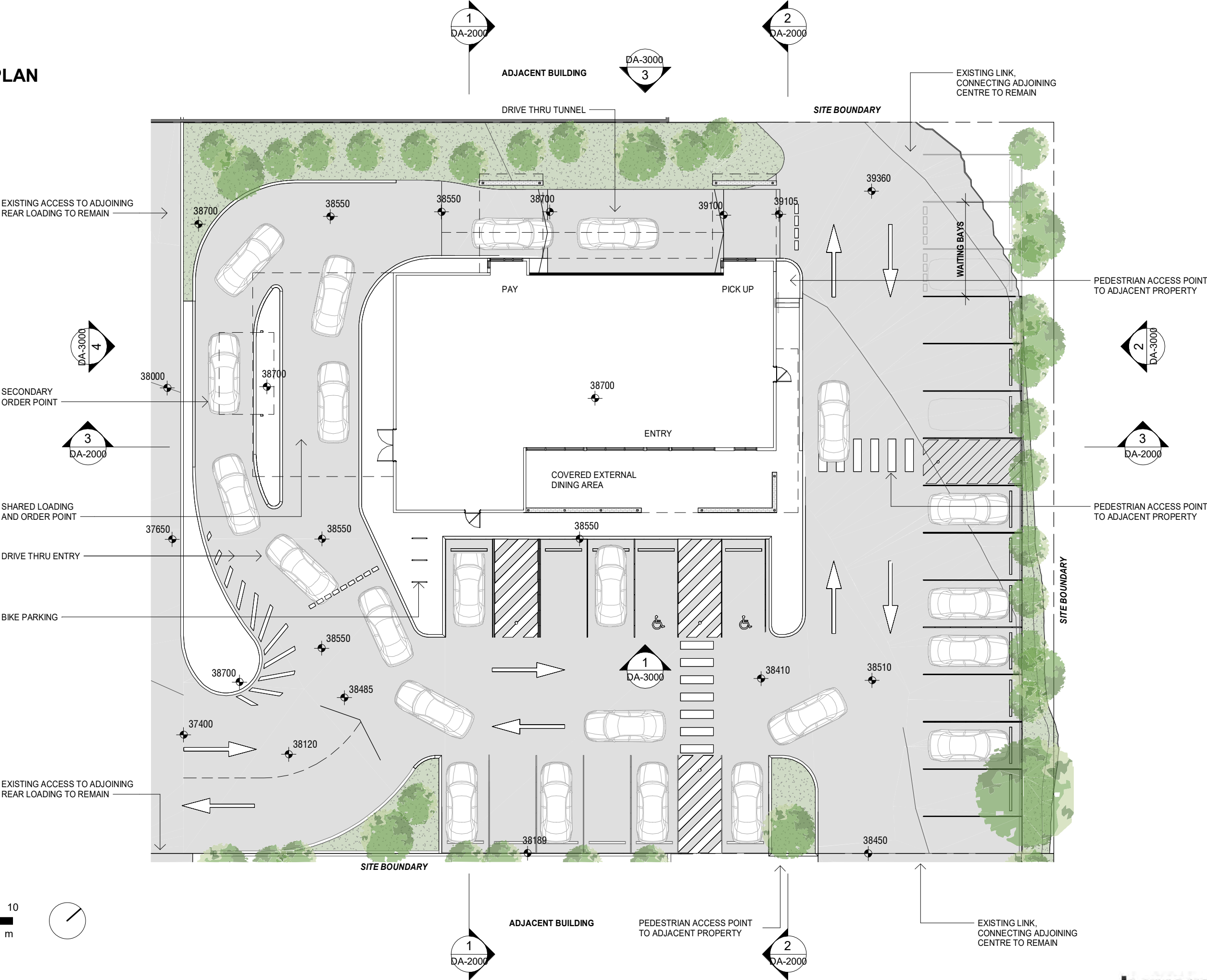
DA-1000
SITE PLAN



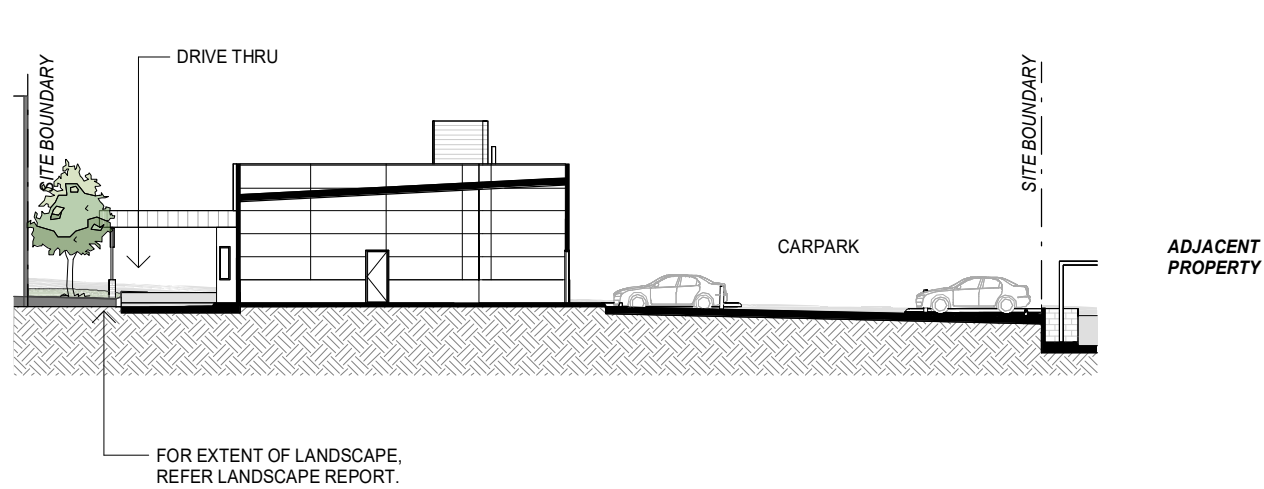
0 4 8 12 16 20
SCALE 1:400 @ A3 SIZE m

ISSUE C
Date of Issue | 10.01.2025
| LOT. 300 / 917 WANNEROO ROAD, WANNEROO WESTERN AUSTRALIA

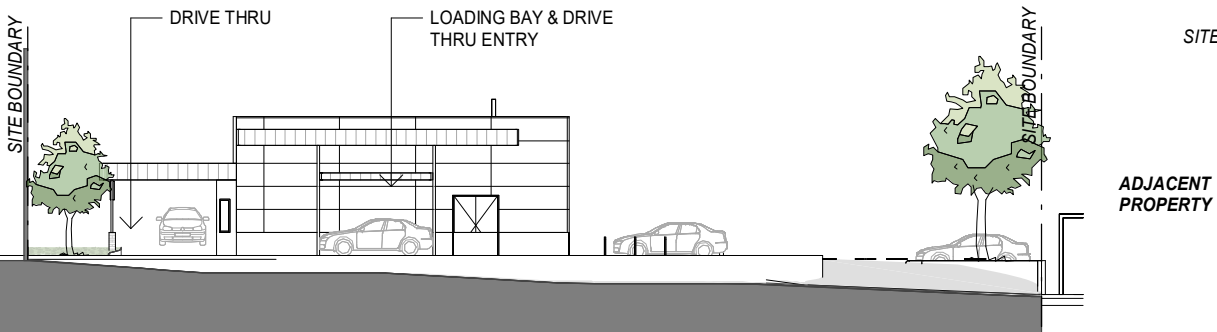
DA-1100
OVERALL FLOOR PLAN



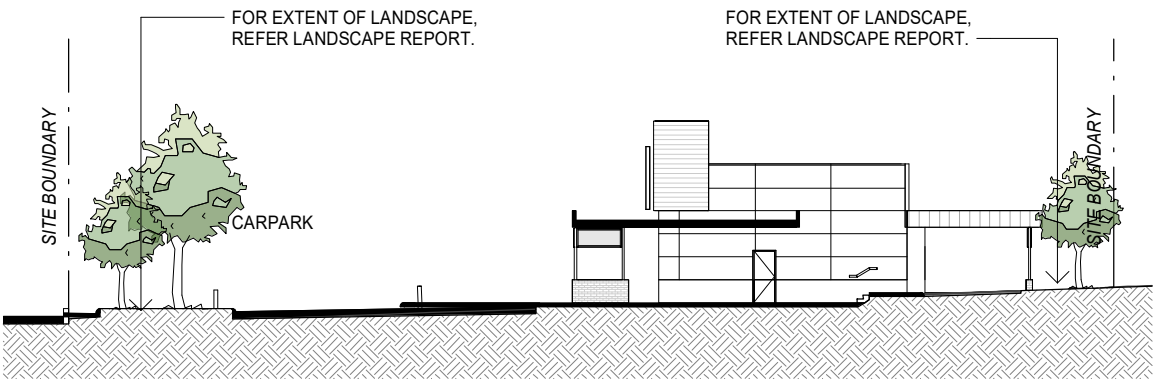
DA-2000
SECTIONS



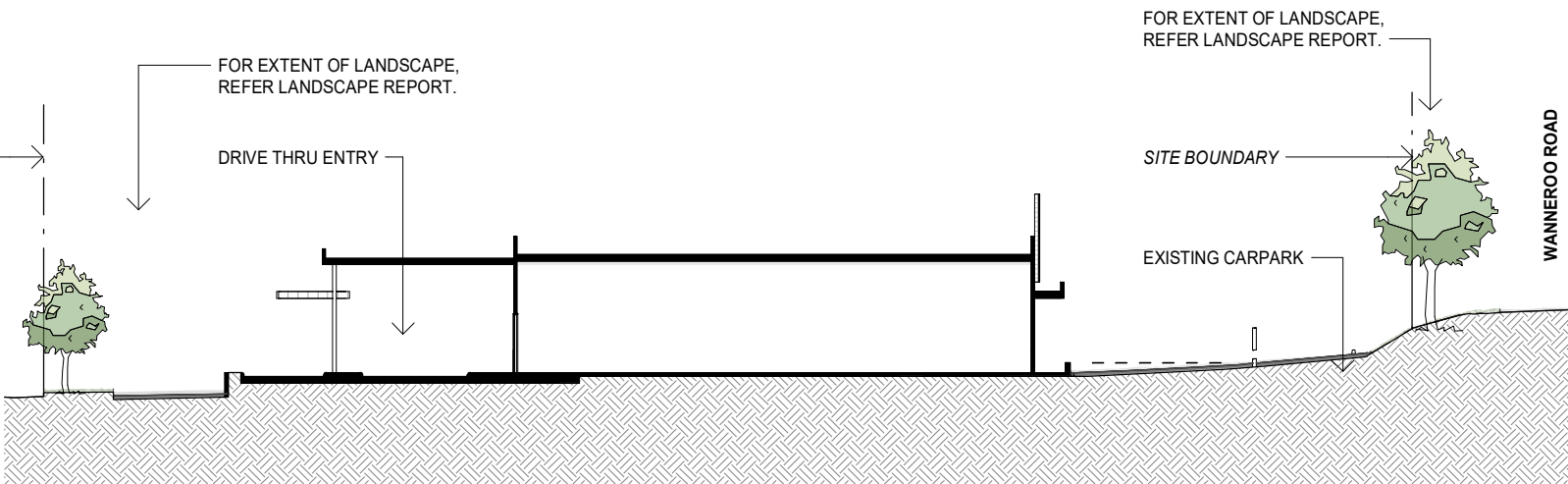
1 OVERALL SITE SECTION 01
DA-1100 1 : 300



4 OVERALL SITE SECTION 03
1 : 300

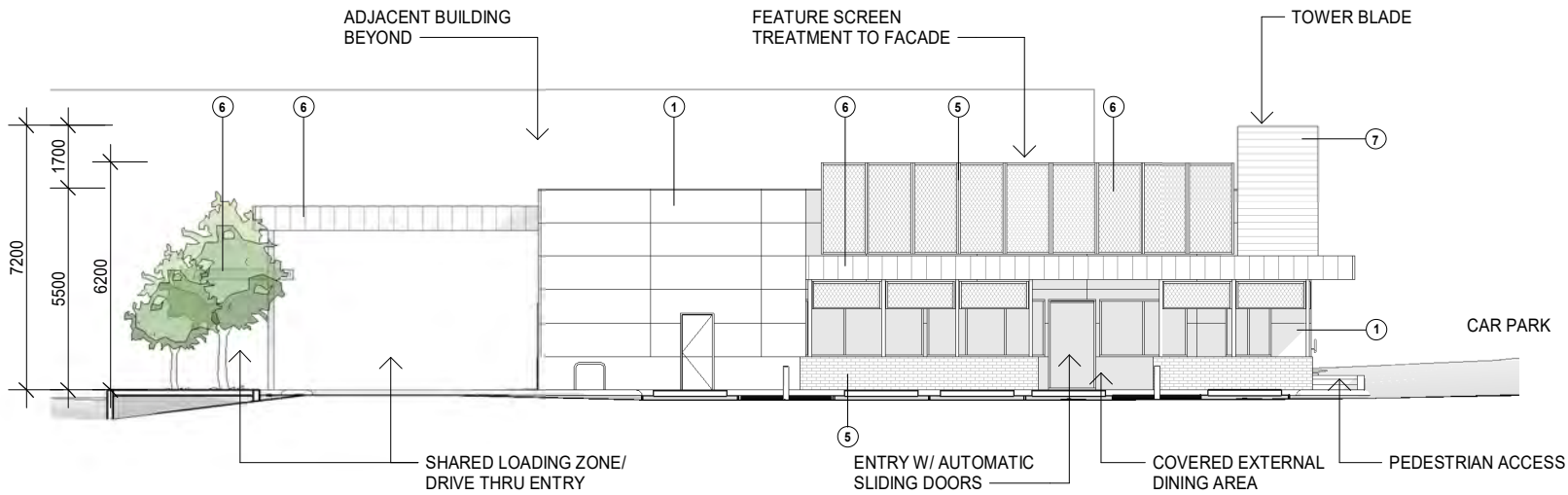


2 OVERALL SITE SECTION 02
DA-1100 1 : 300

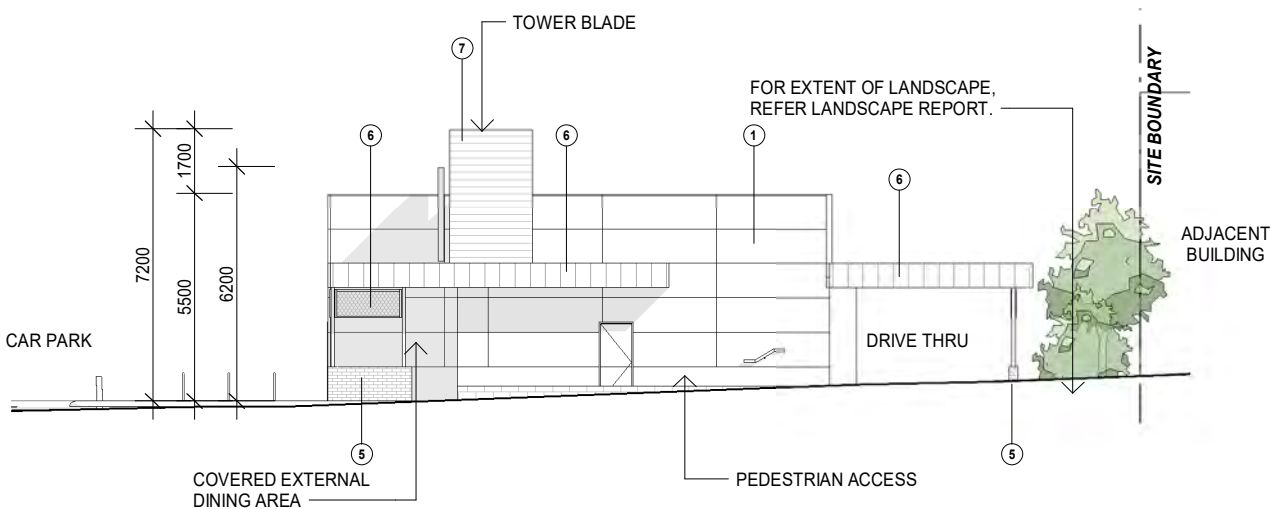


3 OVERALL SITE SECTION 04
DA-1100 1 : 300

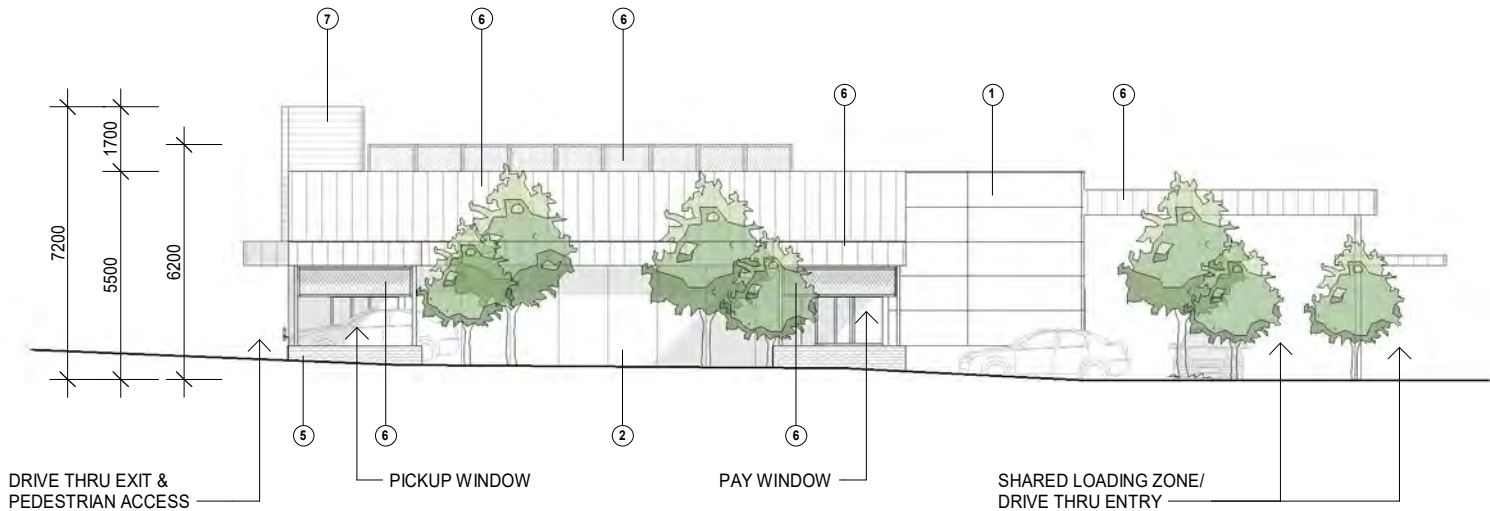
DA-3000
BUILDING 02 ELEVATIONS



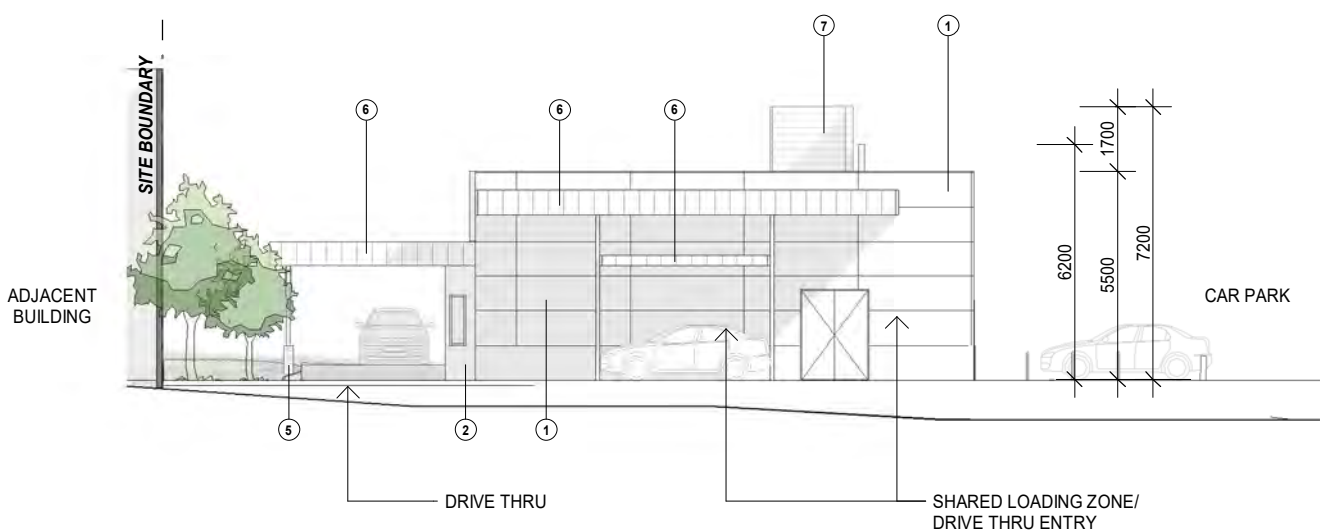
1 BUILDING 02 - ELEVATION 01
DA-1100 1:200



2 BUILDING 02 - ELEVATION 02
DA-1100 1:200



3 BUILDING 02 - ELEVATION 03
DA-1100 1:200



4 BUILDING 02 - ELEVATION 04
DA-1100 1:200

MATERIALS AND FINISHES SCHEDULE

- 1. DULUX WEATHERSHIELD (MAIN BUILDING WALLS)
- 2. DULUX WEATHERSHIELD (MAIN BUILDING WALLS)
- 3. DULUX WEATHERSHIELD (TRIMS & EXPOSEDSTEEL FRAMES)
- 4. COLORBOND 'MONUMENT' (RAINHEADS & DOWNPIPES, PARAPET CAPPING, DRIVE THRU CANOPY CAPPING)
- 5. SURFACE STUDIO FULL SIZE BRICK RECLAIMED INDUSTRIAL BROWN MIX 20510-01 BR (ALFRESCO DINING SILL WALLS)
- 6. WEBFORGE LOCKER GROUP SUN30 EXPANDED METAL WITH POWDERCOAT FINISH: DULUX DURATEC 'ZEUS' (AWNING & PARAPET SCREENS)
- 7. KNOTWOOD 200MM TIMBER-LOOK CLADDING BOARD 'CHESTNUT' (TOWER BLADE)

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

%TypeA₄₅₀ = 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

%TypeB₄₅₀ = 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 each major road (> 15,000 vpd) within 450m

= 6 for each major road within 100m

The nearest noise sensitive and commercial premises are identified as:

- 2 Sinagra Street
- 3 Noonan Dr (Commercial)
- 4 Leach Road
- 6 Leach Road
- 8 Leach Road
- 10 Leach Road
- 12 Leach Road
- 902 Wanneroo Rd
- 904 Wanneroo Rd
- 906 Wanneroo Rd
- 908 Wanneroo Rd
- 910 Wanneroo Rd
- 912 Wanneroo Rd

Of the above list, these can be grouped into two categories, being the nearest properties east and west of Wanneroo Road.

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.

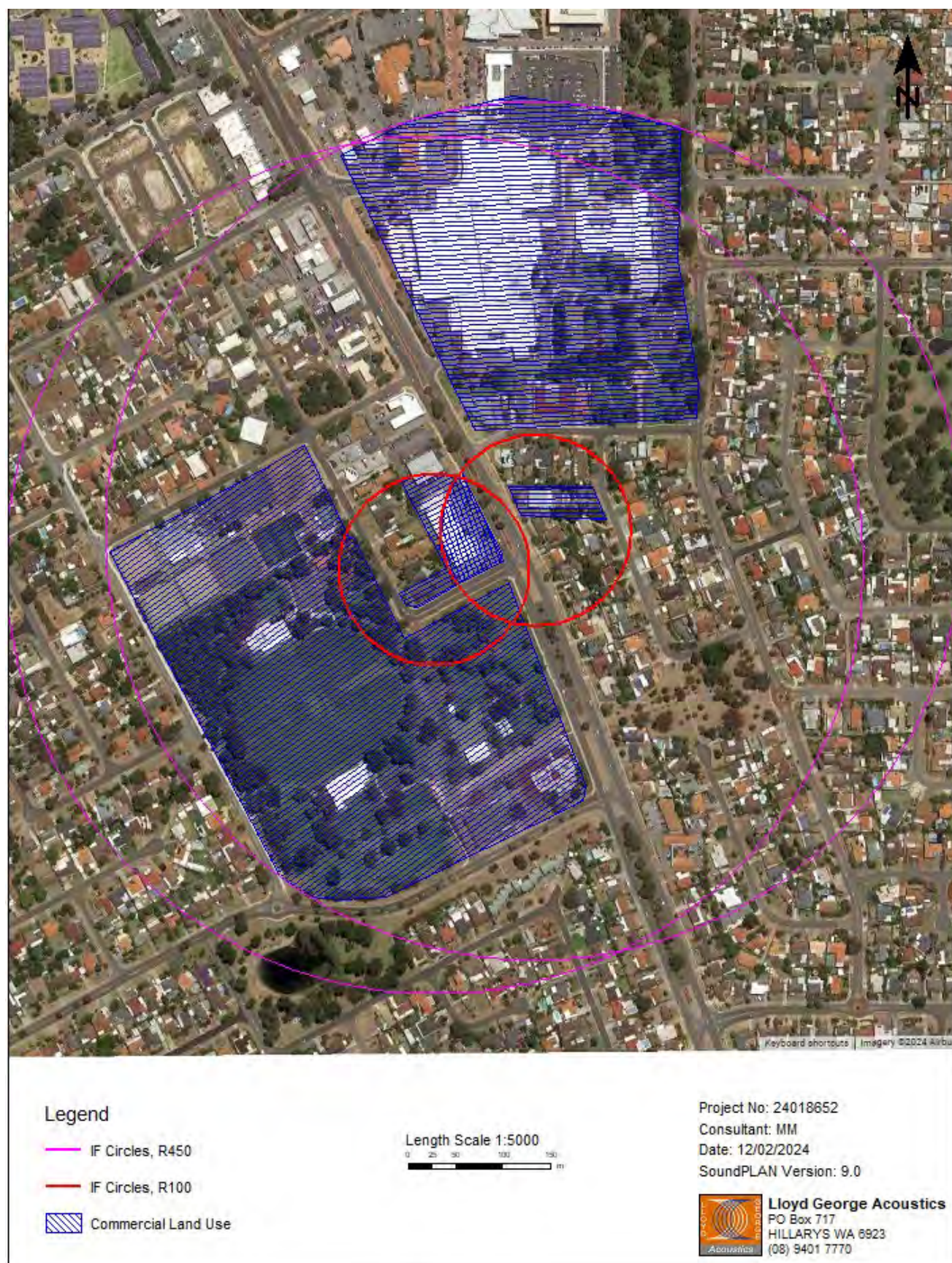


Figure B-1: Land Types within 100m and 450m Radii

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Receivers East of Wanneroo Rd	Type A - Industrial and Utility	0	0
	Type B – Commercial	26	34
Receivers West of Wanneroo Rd	Type A - Industrial and Utility	0	0
	Type B – Commercial	41	24

Table B-2 shows the relevant roads and their traffic estimates within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Receivers East of Wanneroo Rd	Wanneroo Road	-	-
Receivers West of Wanneroo Rd	Wanneroo Road	-	-

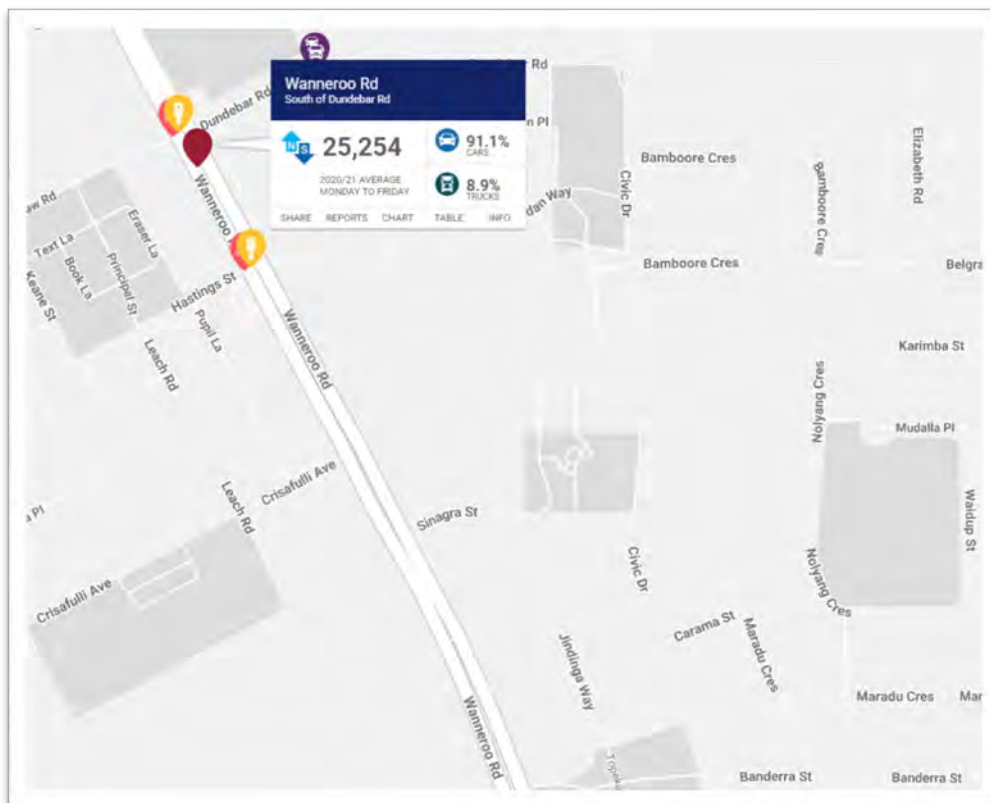
**Figure B-2: MRWA Published Traffic Data**

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
Receivers East of Wanneroo Rd	0.0	3.0	6	9
Receivers West of Wanneroo Rd	0.0	3.3	6	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.

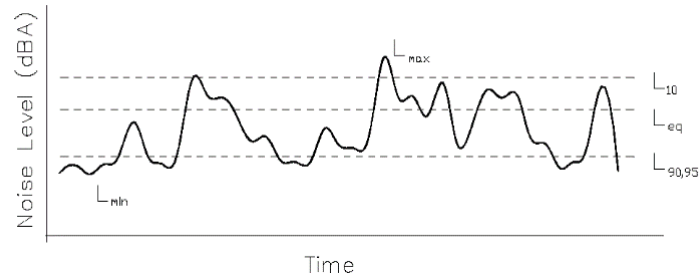
• Major Road

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.

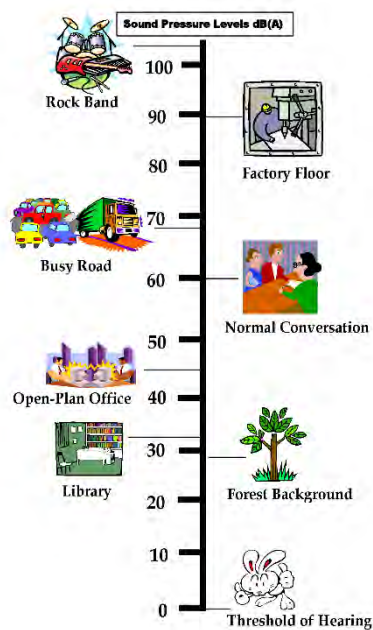
- Chart of Noise Level Descriptors



- Austrroads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM AUSTRROADS	
CLASS	DESCRIPTION
1	Light Cars, vans, light trucks, mopeds, off-highway motorcycles
2	Light Trucks Buses, coaches, trucks
3	Heavy Trucks Two axle trucks or bus > 12 seats
4	Heavy Trucks Three axle trucks or bus > 12 seats, 3 axle groups
5	Heavy Trucks Four axle trucks or bus > 12 seats, 4 axle groups
6	Heavy Trucks Five axle articulated > 12 seats, 5 axle groups
7	Heavy Trucks Six axle articulated > 12 seats, 6 axle groups
8	Heavy Trucks Seven axle articulated > 12 seats, 7 axle groups
9	Heavy Trucks Eight axle articulated > 12 seats, 8 axle groups
10	Heavy Trucks Nine axle articulated > 12 seats, 9 axle groups
11	Heavy Trucks Ten axle articulated > 12 seats, 10 axle groups
12	Heavy Trucks Eleven axle articulated > 12 seats, 11 axle groups

- Typical Noise Levels





PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**