

Development Application Report

Proposed Fast Food Outlets

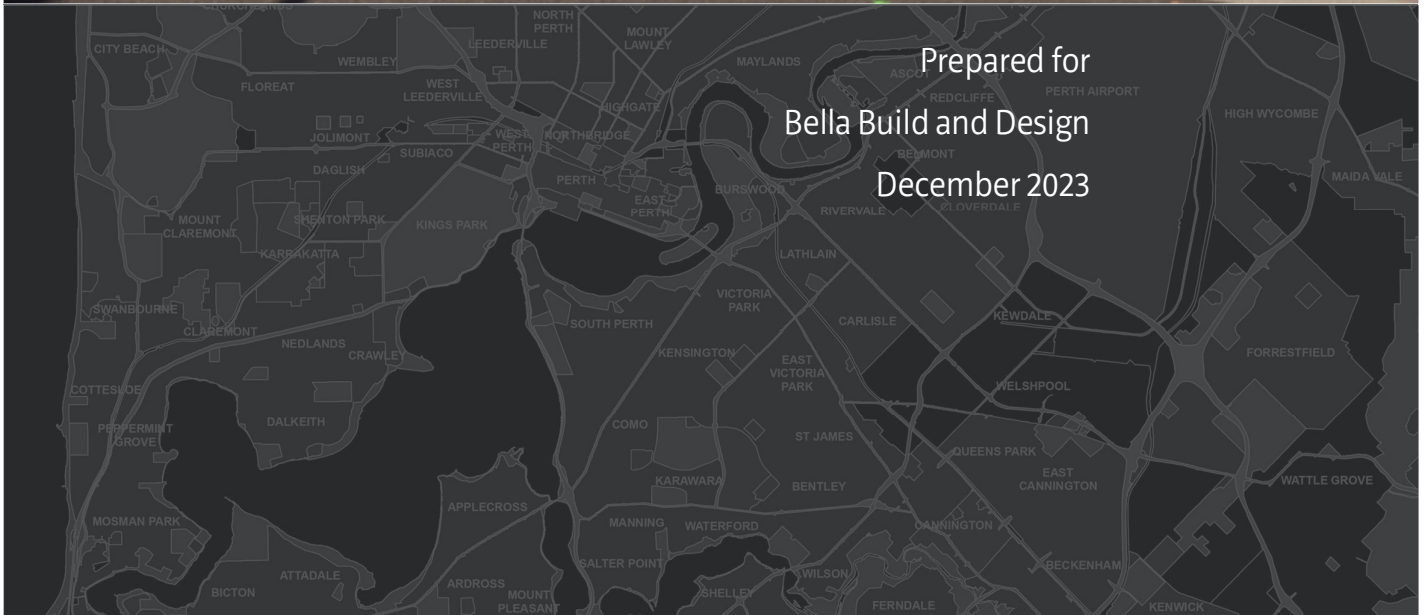
Lots 202, 203 & 204 (9, 15 & 21) Herdsman Lane, Wanneroo

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Bella Build and Design
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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Bella Build and Design, the proponent of the proposed commercial development at Lots 202, 203 & 204 (9, 15 & 21) Herdsman Lane, Wanneroo (**subject site**). Planning Solutions has prepared the following report in support of an application for development approval for four fast food outlets on the subject site.

This report will discuss various matters pertinent to the proposal, including:

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

This application seeks development approval for four fast food outlets as well as associated access, landscaping, signage, and parking on the subject site. The development forms part of the ongoing development of the Drovers commercial precinct.

The proposed redevelopment seeks to provide additional amenity and convenience to the surrounding locality, strengthening the services provided by the existing centre. The development has synergies with surrounding land uses and activities and is suitably situated along a major road.

Designed in a contemporary manner, the proposed redevelopment will integrate into the existing centre, with the materiality and overall built form reflective of the architecture of development of this nature. Notwithstanding, the proposed addition has been designed in a prominent and distinct manner, providing an attractive response to the Wanneroo Road frontage.

Demonstrated to be satisfactory from a transport, bushfire, stormwater, and design perspective, the proposed development is considered appropriate for establishment on the subject site. Accordingly, it is respectfully requested that the Metro Outer Joint Development Assessment Panel consider the application on its merits and approve the development.

2 BACKGROUND

2.1.1 Engagement with the City of Wanneroo

Planning Solutions attended a pre-lodgement meeting with senior officers of the City of Wanneroo (City) on 29 November 2022. It is noted that the meeting presented an earlier concept of the development.

Notwithstanding, the City's officers provided no in principle objection to the development, being supportive of the use, departure from the applicable structure plan, and general design outcomes.

The City agreed that the development would not need to be considered by the Design Review Panel prior to lodgement, nor would the application need to be supported by an acoustic assessment.

The initial feedback received from the City has been considered in the finalisation of the development plans and application package.

3 SITE DETAILS

3.1 Land Description

The subject site is identified as Lots 202, 203 & 204 (9, 15 & 21) Herdsman Lane, Wanneroo.

Refer to **Table 1** below for a description of the subject site.

Table 1 - Lot Details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
202	417273	4016	403	2,233
203			404	2,200
204			405	2,200

Several encumbrances are listed on the Titles, largely relating to Easements for drainage, access, and sewerage purposes. The development has been designed in manner to reflect these encumbrances.

Of relevance to the proposed development is a Restrictive Covenant, pertaining to a restriction on access from Wanneroo Road. An amendment to the Deposited Plan to provide access in accordance with the location proposed as part of this development is currently being progressed with the Western Australian Planning Commission (WAPC).

Refer **Appendix 1**, Certificates of Title and Deposited Plan.

3.2 Site and Contextual Analysis

3.2.1 Existing Site Conditions

The subject site is currently cleared and levelled, in accordance with the subdivision of the land. There is no remnant vegetation or any other features or improvements.

The site slopes from a low of 20.70AHD on the south western boundary to a high of 24 AHD on the north eastern boundary. As the site has been cleared and levelled, there is no impact to the proposed development.

A drainage basin bounds the site along the Wanneroo Road frontage.

3.2.2 Context

The site is situated within the municipality of the City of Wanneroo (**City**), within the locality of Wanneroo. The site is located approximately 33km north of the Perth city centre and 2.25 km north east of the Joondalup city centre.

The site forms part of the broader Drovers commercial precinct and is immediately bound by an undeveloped portion of the precinct to the west and south, Wanneroo Road to the east, and a service station to the north. Lake Joondalup is situated on the opposite side of the precinct.

Broadly the site is surrounded by commercial development and low density residential development.

Wanneroo Road links the site to the Wanneroo town centre and wider Perth metropolitan area. Bus stops are situated along Wanneroo Road. The site is connected to walking and bike paths, linking the site to the surrounding locality.

Refer **Figure 1** below, site context.



Figure 1 – Site Context

4 PROPOSED DEVELOPMENT

4.1 Development Summary

This application seeks development approval for four fast food outlets as well as associated access, landscaping, signage, and parking on the subject site. The development forms part of the ongoing development of the Drovers commercial precinct.

Whilst the tenants are not confirmed, the development may operate up to 24-hours per day, 7-days per week.

4.2 Built Form and Site Layout

The development has been designed in a manner to reflect the subdivision of the land and neighbouring patterns of development. This includes the buildings being oriented to address Wanneroo Road, as well as responding to the Easements over the site.

Each building is a single storey, up to a height of 7.5m. The development is setback:

- 16m from the eastern boundary (Wanneroo Road).
- 6m from the northern boundary.
- 9.95m from the western boundary.
- 16m from the southern boundary.

The built form has been designed in a contemporary manner, reflecting the commercial nature of the precinct. This includes the choice of materiality, use of articulation, and overall building legibility. The proposed single storey and street setbacks ensures an appropriate scale, reflecting the existing and future context of the area.

Each building comprises a wraparound drive through lane and dedicated servicing bay. Building three also comprises an alfresco area.

Refer Error! Reference source not found., development plans and design report.

4.3 Access, Servicing, and Parking

Each building has a dedicated pedestrian entry, designed in an accessible and legible manner. Pedestrian paths and crosswalks link the site to Wanneroo Road and between each building internally. Parking for six bicycle bays is proposed adjacent to Building 1.

Vehicle access is proposed via a left in crossover from Wanneroo Road, four full movement crossovers to Mowatt Close, as well as internally via Easements to adjoining lots. Mowatt Close provides full movement access to Wanneroo Road.

The development has been designed to maximise safe and efficient circulation, with a single north-south access way along the eastern boundary (along the Easement created by the subdivision of the land), and four east-west access ways between each building. The east-west access legs connect the site to Mowatt Close in the east.

The proposed drive through lanes are accessed via the east-west access legs and egress to the north-south access leg. This circular movement ensures the most optimal path for vehicles and reduces any prospective queuing.

The development proposes a total of 70 vehicles bays along each access leg. This includes four (4) accessible bays.

Each building comprises a dedicated service/loading bay, adjacent to each respective bin store/servicing area.

Waste will be collected via private collection.

Refer **Appendix 3**, Transport Impact Assessment and Swept Paths.

4.4 Landscaping

The development proposes 689m² of landscaping, being approximately 10% of the subject site.

Landscaping has been concentrated along the eastern boundary, integrated the site into the Wanneroo Road verge/drainage basin. Additional landscaping is proposed within the site, around the drive through lanes and northern/southern boundaries.

A total of 25 trees are proposed along all landscaping areas.

Refer **Appendix 4**, landscaping plan.

4.5 Stormwater

The development has been designed to retain all stormwater on-site.

Refer **Appendix 5**, Stormwater Management Plan.

5 STATUTORY PLANNING FRAMEWORK

5.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**). The site abuts land reserved Primary Regional Road along the western boundary and is in proximity to land reserved Parks and Recreation/Bush forever to the west.

The subject site is not subject to any resolution or declaration made under the MRS.

The proposed development is in accordance with the provisions of the MRS and warrants approval accordingly.

5.2 State Planning and Development Control Policies

5.2.1 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

The subject site is designated bushfire prone, as per State Planning Policy 3.7 Planning in Bushfire Prone Areas (**SPP3.7**).

Refer **Appendix 6**, Bushfire Attack Level Assessment and Bushfire Management Plan.

5.2.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy No 7.0 – Design of the Built Environment (**SPP7**) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

Refer **Appendix 2**, design report, for an assessment against the 10 principles.

5.2.3 State Planning Policy 2.9 – Planning for Water (Draft)

Draft State Planning Policy 2.9 – Planning for Water (**Draft SPP2.9**) designates the site as being within 1km of significant wetlands. The subject site is located near to Lake Joondalup, which is part of Yallagonga Regional Park, and considered a public drinking water area under Draft SPP2.9.

The proposed development will be connected to existing water, wastewater, and drainage systems.

Refer **Appendix 5**, Stormwater Management Plan.

5.2.4 Development Control Policy 5.1 – Regional Roads Access

Development Control Policy 5.1 – Regional Roads (**DC 5.1**) sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. Wanneroo Road is classified as a 'Primary Distributor' road under Main Roads Western Australia's road hierarchy.

An assessment against the provisions of DC 5.1 is provided in **Table 2** below.

Table 2 – DP5.1 Assessment

Provision / Requirement	Proposed	Complies
3.3.1 In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration. <i>The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements</i>	The development proposes a single left-in crossover to Wanneroo Road and will provide access to four lots. The provision of the crossover removed the need for northbound vehicles to travel to Mowatt Close. Egress and ingress from southbound vehicles along Wanneroo Road continues to be provided via Mowatt Close.	✓
3.3.4 The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre.		✓
3.3.5 In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered: - the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and - the volume and type of traffic generated by the development.	A Transport Impact Assessment was undertaken in support of the development. The TIS concludes that the development will not have any adverse impact to the surrounding road network, including access from Wanneroo Road. Refer Appendix 3 , Transport Impact Assessment.	✓

As demonstrated in **Table 2** above, the proposed development is compliant with the provisions of DC5.1 and warrants approval accordingly.

5.3 City of Wanneroo District Planning Scheme No.2

5.3.1 Zoning

The subject site is situated within the municipality of the City of Wanneroo (**City**) and is bound by the provisions of the City's District Planning Scheme No.2 (**DPS2**).

Pursuant to DPS2, the site is zoned 'Service Commercial' and is designated Special Control Area No. 1 (**SCA1**) and Additional Use No. 38 (**A38**).

Refer **Figure 2** below.

Service Commercial Zone

Pursuant to DPS2, the objectives of the 'Service Commercial' zone are:

- To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.*
- To provide for a range of wholesale sales, bulky goods showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the commercial or industrial zones.*

The proposed development aligns with the objectives of the Service Commercial zone as it proposes four vehicle focused tenancies and will provide a variety of takeaway options for workers and visitors to the area. Further, the proposed development does not adversely affect, nor is adversely affected by, Wanneroo Road as a Primary Regional Road, and will provide activation at a currently vacant site.

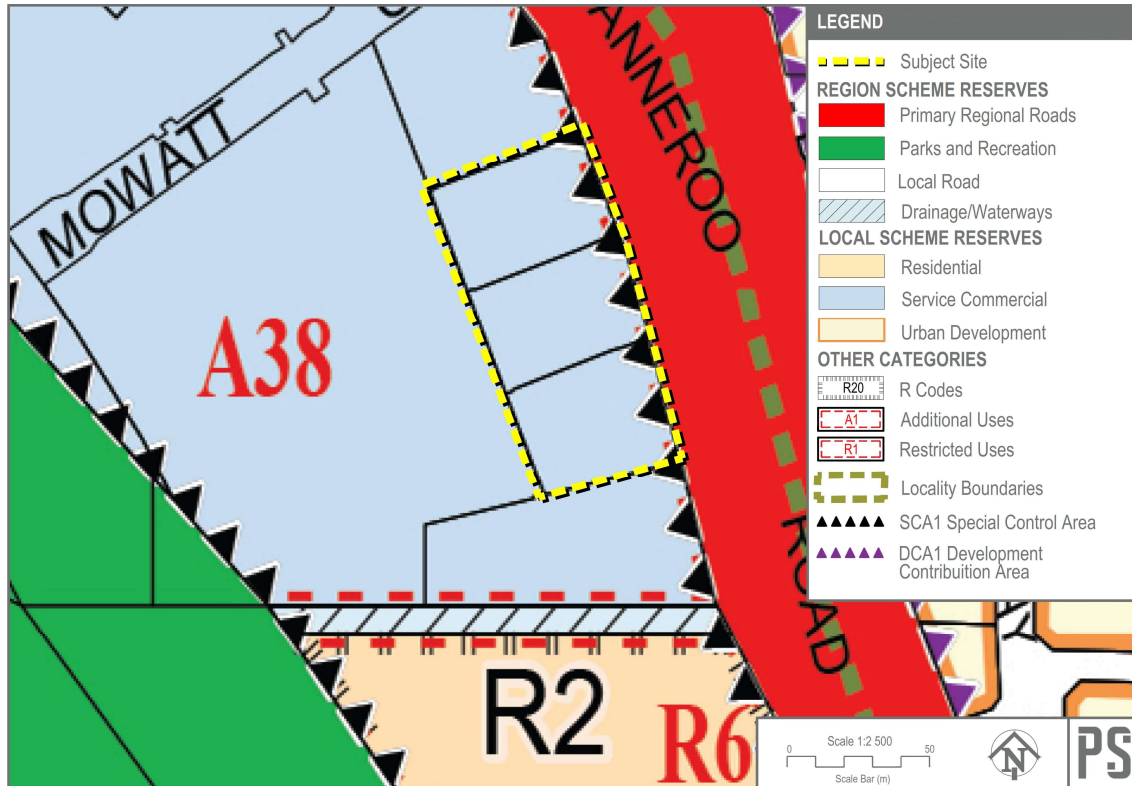


Figure 2 - Zoning plan

Additional Use No. 38

Additional Use No. 398 (**A38**) provides additional land use permissibility over the subject site.

Special Control Area No. 1

Special Control Area No. 1 (**SCA1**) provides guidance on the use and development of the Drovers Place precinct.

Pursuant to Table 3 of DPS2, development within a SCA1 is to have regard to the provisions of Schedule 18.

Refer **section 5.3.3.2** below for an assessment against the provisions of Schedule 18.

5.3.2 Use Class and Permissibility

The proposed development is best classed as 'Fast Food Outlet', defined under DPS2 as:

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;

Fast Food Outlet is a D (Discretionary) use in the Service Commercial zone, meaning the use is capable of approval, subject to the discretion of the decision maker.

5.3.3 Development Standards and Requirements

5.3.3.1 General Development Requirements

Schedule 6 of DPS2 provides the general development standards for development within the Scheme area.

Refer **Table 3** below for an assessment against the relevant provisions of Schedule 2.

Table 3 - Assessment against DPS2 general development requirements

Development requirement	Proposed	Compliant
<i>Setbacks for Non Rural and Non Residential Development</i>		
9.1 Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non residential buildings shall be set back as follows: a) Street boundary – 6 metres; b) Side and rear boundaries – Nil.	The proposed development is set back from the Herdsman Lane street boundary by 6.6m at its closest point (Tenancy 4).	✓
9.4 That portion of a lot within 3 metres of the street boundary shall only be permitted to be used for a means of access and landscaping.	The portion of the site within 3m of the lot boundary is proposed to be utilized for access, parking, and landscaping. This is considered acceptable noting that the boundary is situated approximately 16m from Wanneroo Road.	Minor variation.
9.5 That portion of a lot between 3 metres of the street boundary and the building setback line shall only be permitted to be used for: a) a means of access; b) the loading and unloading of vehicles; c) landscaping; d) a trade display; e) the daily parking of vehicles used by employees and customers of the development. No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.	The portion of the site within 3m of the lot boundary and the building setback line is proposed to be utilized for access, parking, and landscaping. No vehicle sales, wrecking or open storage areas are proposed for the site.	✓
9.6 All buildings constructed on a lot adjoining a Right-of-Way shall be setback a minimum of 1.5 metres from the Right-of-Way, or in the case of a carport, garage or parking bay, such additional distance that the local government may require to ensure adequate vehicular manoeuvring.	All proposed buildings are set back from the access easement right-of-way required under the subdivision approval, with adequate vehicular manoeuvring space provided.	✓
<i>Building Facades for Non Rural and Non Residential Development</i>		
10.1 The façade or facades of all non rural and non residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of the local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by the local government they shall have a factory applied paint finish.	The proposed buildings for the subject site are all proposed to be developed at a high standard, with a variety of articulation and glazing across the subject site designed to activate and provide visual interest on the site.	✓
10.2 The facade or facades of all non rural and non residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.	All proposed buildings include signage incorporated as part of the building design.	✓

Development requirement	Proposed	Compliant
Traffic Entrances		
11.1 The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.	The development proposes a single left-in crossover from Wanneroo Road. All other entrances to the subject site are via the internal road Drovers Place road network.	✓
Visual Truncations to Vehicular Accessways in the Vicinity of Streets or Rights-of-Way		
12.1 No building, wall, fence, landscaping or other development greater than 0.6 metres in height measured from the natural ground level at the boundary shall be constructed or maintained within the sight line area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersection of a vehicular accessway and a street or right-of-way.	No building, wall, fence, landscaping, or other development greater than 0.6 metres in height is proposed within the required sightlines for vehicular intersections around the subject site.	✓
Pedestrian and Vehicle Reciprocal Access Requirements		
13.1 If the local government approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of the local government.	Reciprocal vehicle and pedestrian access across the subject site have been provided and will be maintained for the life of the development.	✓
Service Areas and Access		
14.1 Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, bulky goods showrooms, restaurants/cafes, lunch bars, fast food outlets, convenience stores, liquor stores (large or small) and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.	Service areas have been provided to each respective tenancy.	✓
Storage and Rubbish Accumulation		
15.1 All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.	All storage and waste areas are confined within the proposed buildings and are screened from public view. The bin stores are located to be accessible from service vehicles without adverse effect on access and car parking.	✓
Car Parking Standards		
16.1 The number of on-site car parking bays to be provided for specified development shall be in accordance with Schedule 11.	Assessment completed in Table 4 below.	✓

Development requirement	Proposed	Compliant
<i>Where development is not specified in Schedule 11 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.</i>		
<i>16.2 The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS2890.1 or AS2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.</i>	All proposed car parking is designed in accordance with Australian Standards AS2890.1 or AS2890.2, as amended.	✓
Bicycle Parking and End of Trip Facilities		
<i>18.1 The local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.</i>	Whilst the development comprises four fast food outlets in a single application, each outlet is located on a respective lot and should be considered on an individual basis. Due to the nature of the development and its location relative to residential areas, it is highly unlikely staff would cycle to the development and warrant the need for end of trip facilities.	✓
Landscaping Requirements for Non Rural and Non Residential Development		
<i>19.1 A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.</i>	A total of approximately 10% of the site has been provided as landscaping area and will be developed and maintained to a satisfactory standard.	✓
<i>19.2 When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street boundaries shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.</i>	No car parking area is proposed for the boundary abutting Herdsman Lane, with a 1.5m landscaping strip and vehicle accessways adjacent to the street boundary.	✓
<i>19.3 Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking. Alternatively, the local government may require these areas to be screened from view of streets and other public places.</i>	Landscaping areas are proposed and will be maintained for all areas of the subject site not approved for buildings, accessways, storage purposes or car parking.	✓
<i>19.4 Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.</i>	Landscaping has been located on the site boundaries and around the development to improve the visual appearance from the street and public spaces.	✓
<i>19.5 Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.</i>	A total of 70 bays is provided, requiring 17.5 (18) trees. 25 trees (17 large and 8 medium sized) have been included as part of the development.	✓
Screening of Storage Areas		

Development requirement	Proposed	Compliant
<i>20.1 The owner of land on which there is stored, stacked or allowed to remain any materials which in the local government's opinion detract from the amenity of the area shall completely screen the said materials from adjoining properties and from streets in a manner specified by and to the satisfaction of the local governments, by means of walls, fences, hedges or shrubs.</i>	Materials will only be stored or stacked in areas enclosed or screened from public view.	✓

As demonstrated in the table above, the proposed development is consistent with the general development requirements of DPS2 and warrants approval accordingly.

5.3.3.2 Car Parking

Schedule 11 of DPS2 provides the car parking requirements for the Scheme area.

Pursuant to Schedule 11, the minimum parking rate for the 'Fast Food Outlet' land use is:

1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue.

Refer **Table 4** below for an assessment of the proposed parking against the requirements of DPS2.

Table 4 – Parking assessment

Parking required	Parking provided
<u>Fast Food 1</u> 25 seats = 6.25 bays. Approx. 15m ² non seated area = 1.05 bays. 8 bays required.	16 bays (including 3 waiting). 12 drive through bays (6 to be included). 22 bays provided.
<u>Fast Food 2</u> 50 seats = 13 bays. Approx. 20m ² non seated area = 1.4 bays. 15 bays required.	10 bays (including 3 waiting). 12 drive through bays (6 to be included). 16 bays provided.
<u>Fast Food 3</u> 32 seats = 8 bays. Approx. 70m ² non seated area = 4.9 bays. 13 bays required.	25 bays. 10 drive through bays (5 to be included). 30 bays provided
<u>Fast Food 4</u> 131m ² non seated area = 9.17 bays. 10 bays required.	21 bays 6 drive through bays (3 to be included). 24 provided.
Total required. 46 bays required.	Total provided. 92 bays provided

As demonstrated in **Table 4** above, the development proposes sufficient parking and warrants support accordingly.

5.3.3.3 Special Control Area 1 Development Requirements

Schedule 18 of DPS2 provides additional development standards and provisions for areas within Special Control Areas that are not Development Contribution Areas.

Pursuant to Clause 1.2 of Schedule 18, the objective of SCA1 is to:

- a) *Guide subdivision and provide for a variety of appropriate land uses and development, where proposals will have high exposure to Yellagonga Regional Park;*
- b) *Facilitate adaptive built form that maintains a visual relationship with and provides pedestrian access to Yellagonga Regional Park; and*
- c) *To protect and enhance the environmental, heritage, and landscape values of the adjacent Yellagonga Regional Park.*

The site is within sub precinct B and is designated as being within a High Groundwater Area.

The specific intent of SCA1(b) is to provide for a Business Zone with built form that respects and recognises the environment of Yellagonga Regional Park.

An assessment against the relevant provisions of Schedule 18 is provided in **Table 5** below.

Table 5 – Assessment against SCA1 development requirements

Development requirement	Response	Compliant
<i>High Groundwater Areas</i>		
<p><i>15.1 The local government shall not support subdivision or approve development on land that is shown as a 'High Groundwater Area' on the Plan included in this Schedule, unless it can be demonstrated that:</i></p> <ul style="list-style-type: none"> <i>a) Finished floor levels, without the use of a controlled groundwater level, can be achieved that have 1.2 metre separation from historical maximum groundwater levels and 0.5 metre separation from 100 Year Average Recurrence Interval (ARI) Top Water Level in flood storage areas;</i> <i>b) The introduction of fill to achieve (a) will not present any interruption to flood water flows in the 100 Year ARI flood event;</i> <i>c) The introduction of fill to achieve (a) will coordinate with natural levels at the common boundary with Yellagonga Regional Park;</i> <i>d) Batters arising from introduced fill shall result in no retaining walls greater than one metre required, and that batters can be revegetated to prevent future erosion;</i> <i>e) Fill introduced to the site shall be clean of Phytophthora dieback, weeds and accredited as such;</i> <i>f) All stormwater up to and including the 1 Year ARI critical duration event shall be infiltrated at source and not conveyed through the drainage network to infiltration areas in open space or drainage reserves; and</i> 	<p>An Urban Water Management Plan was completed as part of the subdivision approval for the site, with the site now cleared and level for development. No further reporting or actions have been deemed required for the subject site.</p> <p>Refer Appendix 5, Stormwater Drainage Plan.</p>	✓

Development requirement	Response	Compliant
g) Stormwater leaving the development site shall not exceed pre-development flow rates. All post development stormwater shall be attenuated on the development site and off-line from overland flow paths.		
1.5.2 The conditions above shall be demonstrated to the local government in the form of Urban Water Management Plans that incorporate an indicative earth working plan, indicative design levels and modelling of 100 year flood levels for Lake Joondalup; in addition to any requirement or guidance issued by the local government and/or relevant government agencies.		
1.5.3 Urban Water Management Plans shall be finalized by the applicant and endorsed by the local government through a condition of subdivision or development, issued prior to commencement of any site works.		
Development Application Requirements		
2.3.1 The design of development adjacent to the Yellagonga Regional Park shall limit the visual impact of site levels, retaining walls and fencing. Visually impermeable fencing and/or retaining walls above one metre in height shall be prohibited adjacent to Yellagonga Regional Park.	No visually impermeable fencing or retaining walls greater than 1m in height are proposed as part of the development.	✓
2.3.2 Development shall be designed at a scale and level that would render it unobtrusive from the Yellagonga Regional Park boundary and shall be screened from the park by way of local native vegetation.	The development is setback over 100m from the boundary of the park.	✓
Special Control Area 1(b) sub area requirements		
3.3.1 Development adjacent to the Yellagonga Regional Park shall coordinate with natural levels at the common boundary with Yellagonga Regional Park to minimise the visual impact of site levels, retaining walls, and fencing. Retaining walls above one metre in height shall be discouraged.	The development is setback over 100m from the boundary of the park.	✓
3.3.2 The location and design of buildings, access ways and footpaths shall provide for view corridors to the Yellagonga Regional Park.	The development comprises four separate buildings, which are oriented in an east-west direction. This creates view corridors across the site from Wanneroo Road towards Yellagonga Regional Park between the buildings.	✓
3.3.3 The bulk and scale of any future development shall have regard for preserving the views, significance and character of and visual relationship to Yellagonga Regional Park.	The proposed buildings are single storey and scaled to minimise the perception of bulk across the site. All buildings have been oriented in an east-west manner, further reducing the appearance of bulk from Yellagonga Regional Park. Further, landscaping helps integrate the development into the Yellagonga Regional Park setting.	✓
3.3.4 Provision of a Right-of-Carriageway Easement from Wanneroo Road to the existing Pump Station site and works required to interface the Pump Station installation with the proposed adjacent subdivision or development.	A right of-way easement has been incorporated into the design, in accordance with the subdivision requirements and notifications on the Certificates of Title.	✓

Development requirement	Response	Compliant
<i>3.3.5 Service areas shall be integrated within the development and designed to minimise any negative visual impacts along the interface with the Yellagonga Regional Park and Wanneroo Road. All service areas shall be appropriately screened from the public realm.</i>	Service areas have been provided on the western boundary of each tenancy, with a specified loading bay provided. This aligns with the access provided to the site and will ensure that any conflict between customers and service vehicles is limited to travel movements and non-existent for loading and unloading purposes. All areas have been screened as necessary from the public realm.	✓
<i>3.3.6 Hardscape shall provide for reduction of impervious area to facilitate water sensitive design.</i>	Hardscaping has been designed with significant stormwater drainage provision. This will ensure that the site is capable of directing and draining quickly and ensure future water requirements are satisfied.	✓
<i>3.3.7 Building façades shall be of a high architectural standard utilising brick, masonry, concrete and glazing and include colour schemes sympathetic to the natural environment.</i>	The proposed buildings for the subject site are all proposed to be developed at a high standard, with a variety of articulation and glazing across the subject site designed to activate and provide visual interest on the site.	✓
<i>3.3.8 Buildings are to be designed to suit local climatic conditions, be energy efficient and designed to help reduce the risk and fear of crime.</i>	The proposed development has been designed to ensure that the view pathways to Yallagonga Regional Park are maintained and that there is an active frontage directed towards Wanneroo Road. There are no blind corners, and provision for lighting at night will be included in the development's design, ensuring that there is a reduction in the risk of crime occurring around the subject site.	✓
<i>3.3.9 New buildings are to be of a quality of architectural design that is consistent with the role, setting and natural character of the Special Control Area.</i>	The proposed buildings for the subject site are all proposed to be developed at a high standard, with a variety of articulation and glazing across the subject site designed to activate and provide visual interest on the site, including consideration for the intent of the Special Control Area (sub-area (b)) as a business zone.	✓
<i>3.3.10 Buildings are to provide opportunities for passive surveillance and be sited to enable and encourage pedestrian access to Yellagonga Regional Park. This may include glazing and seating or alfresco areas to integrate development with the Yellagonga Regional Park.</i>	The development is setback over 100m from the boundary of the park and sits below the Wanneroo Road level. Notwithstanding, the development has been designed to maximise passive surveillance through building glazing and open parking/alfresco areas.	✓
<i>3.3.11 A minimum of eight percent of a site shall be provided as landscaping in addition to the Wetland Buffer defined in the Plan included in this Schedule.</i>	Approximately 10% of the subject site is landscaped, with no Wetland Buffer area impacting the subject site.	✓

As demonstrated in the table above, the proposed development is consistent with the requirements of Schedule 18 and warrants approval accordingly.

5.4 Local Planning Policies

5.4.1 Local Planning Policy 4.6 – Advertising Signs

Local Planning Policy 4.6 – Signs Local Planning Policy (**LPP4.6**) stipulates the requirements and standards applicable to advertising signs. An assessment of the proposed signage is provided in **Table 6** below.

Table 6 – LPP4.6 signage assessment

LPP4.6 Policy requirement	Provided / applicant comment	Compliance
<p><u>General Development Standards</u></p> <p>1. In general, advertising signs shall:</p> <ul style="list-style-type: none"> Not contain any offensive material; Not be affixed to boundary walls or fences; Not extend beyond the boundary of the lot on which they are situated; Relate to the site on which they are located; and Integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible. 	<p>All signs proposed:</p> <ul style="list-style-type: none"> Do not contain offensive material; Are not affixed to boundary walls or fences; Do not extend beyond the boundary of the lot; Relate to the site on which they are located; and Are integrated with the design of the building/s. 	✓
<p><u>Wall Sign</u></p> <p>A sign that is painted or affixed on the front, side or rear elevation of a building or structure, but does not project more than 300 millimetres out from the wall.</p> <p><u>Wall signs shall</u></p> <ul style="list-style-type: none"> Be limited to a maximum of one sign per tenancy, per street frontage. Not extend laterally beyond either end of the wall or protrude above the top of the wall. Not exceed 25% in aggregate area on any one wall to a maximum of 8m². Be integrated with the building design. 	<p>Tenancy 1:</p> <p>North Elevation - 1 x 2.5m², 3 x 1.25m² (Total 6.25m²) South Elevation - 1 x 0.5m², 2 x 2.5m², 3 x 1.25m² (Total 9.25m²) East Elevation - 2 x 2.5m² (Total 5m²)</p> <p>Tenancy 2:</p> <p>North Elevation - 1 x 0.8m² South Elevation - 1 x 1.5m², 1 x 2m² (Total 7m²) East Elevation - 1 x 2m² West Elevation - 1 x 1.25m²</p> <p>Tenancy 3:</p> <p>South Elevation - 1 x 0.3m² East Elevation - 1 x 2.5m²</p> <p>Tenancy 4:</p> <p>North Elevation - 1 x 1m² South Elevation - 2 x 2.4m², 1 x 0.1m² (Total 4.9m²) East Elevation - 1 x 1m², 1 x 2.5m² (Total 6m²) West Elevation - 1 x 0.6m²</p>	<p>Variation proposed for southern elevation.</p> <p>✓</p> <p>✓</p> <p>✓</p>
<p>Justification:</p> <p>The proposed wall signage for Tenancy 1 proposes a variation on the total area of signage permissible for the southern elevation wall/s. The variation is for an increase in 1.25m² above the 8m² maximum. However, when calculating the total percentage of the wall area proposed to be formed by signage, the maximum aggregate is less than 8% of the approximately 120m² wall area. Further, the three 1.25m² signs are proposed for advertising purposes, and will include information such as sale items, opening hours and other information relevant for customers of Tenancy 1. As such, the proposed variation is not significant, and is justified accordingly.</p>		
<p><u>Verandah Sign</u></p> <p>A sign affixed on or under a verandah and includes signs affixed to cantilever awnings and balconies.</p> <p><u>Verandah signs shall</u></p> <p>Signs on the underside of a verandah -</p> <ul style="list-style-type: none"> Not exceed 2.4 metres in length. Not exceed 400 millimetres in height. Not be located within 1 metre of another such sign on the underside of the same verandah. Be positioned at right angles to the building façade. 	<p>Tenancy 1:</p> <p>South Elevation - 1 x 0.5m² (on verandah), 1 x 1.5m² (under verandah)</p> <p>Tenancy 3:</p> <p>South Elevation - 1 x 0.3m² (on verandah)</p>	<p>Variation proposed for under verandah signage.</p> <p>✓</p>

LPP4.6 Policy requirement	Provided / applicant comment	Compliance
<ul style="list-style-type: none"> Provide a clear headway under the sign of not less than 2.75 metres, measured from floor level. Not project beyond the edges of the verandah. <p><i>Signs on the fascia of a verandah •</i></p> <ul style="list-style-type: none"> Be less than 400 millimetres in height. Be sized within the edges of the verandah. 	Tenancy 4: South Elevation – 1 x 0.25m ² (on verandah), 1 x 0.15m ² (on verandah)	✓
<p>Justification: The under verandah sign on Tenancy 1 has a headway space of 2.6m, 0.15m less than the 2.75m required. This is a minor variation and will not interfere with the safe travelling of pedestrians along the footpath to the entrance of the tenancy. As such, the proposed variation is not significant, and is justified accordingly.</p>		
<p><u>Roof Sign</u> A sign located on a roof or protruding from the normal roof line of a building.</p> <p><u>Roof signs shall</u> Roof signs are generally not supported given the potential negative impact on visual amenity.</p>	Tenancy 3: South Elevation – 1 x 25m ²	Variation proposed
<p>Justification: Tenancy 3 includes a single roof sign, as well as 2 wall signs and 1 verandah sign. This roof sign is the only variation from the requirements of LPP4.6 and is proposed in place of multiple smaller signs around the subject tenancy building. Given the vehicle dominated area, as well as the changes in topography from Wanneroo Road to the subject site, the proposed roof sign is considered as a justified sign form to take advantage of this topography, as well as provide a large, clear sign area that is easily visible but not distracting to drivers. As such, the proposed variation is not significant, and is justified accordingly.</p>		
<p><u>Pylon Sign</u> A sign supported on one or more poles to which infill panels may be added, that is not attached to a building.</p> <p><u>Pylon signs shall</u></p> <ul style="list-style-type: none"> Be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage. Not exceed 6 metres in height by 2.5 metres in width. Be located centrally within the lot and no closer than 3 metres to a side boundary. 	Tenancy 1: 1 x 8m tall by 3m wide pylon	Variation
	Tenancy 2: 1 x 6m tall by 1.45m wide pylon	✓
	Tenancy 3: 1 x 10m tall by 2.25m wide pylon	Variation
	Tenancy 4: 1 x 8m tall by 1.95m wide pylon	Variation
<p>Justification: The proposed development includes the provision of four (4) pylon signs, one for each of the four tenancies. The subject site has a total frontage of approximately 121m, which has a permissible maximum of three (3) pylon signs at one every 40m. This variation is considered justified, as it will ensure that each tenancy has its own pylon and will still not present an over-presentation of signage along Wanneroo Road. Further, three of the four pylon signs propose height variations, with up to 4m over the 6m height limit, as well as width variations, for up to 0.5m extra width. These variations are considered justified, as there is a significant topographical level change up from the site to Wanneroo Road, as well as a large setback from the subject site to the edge of Wanneroo Road due to the positioning of an existing drainage area. As such, the proposed signage is considered justifiable through the geographical location and topography requirements and warrants approval.</p>		

As demonstrated in **Table 6** above, the proposed signage is largely consistent with the requirements of LPP4.6.

The variations sought are considered acceptable in the context of the subject site in terms of the site frontage area, setbacks from Wanneroo Road, as well as topographical changes, and warrant approval accordingly.

5.4.2 Design Review Policy

Local Planning Policy 4.23 – Design Review Panel (**LPP4.23**) provides the provisions relating to the establishment and role of the City's Design Review Panel (**DRP**).

Whilst Clause 1.1 requires opt in development assessment panel applications be considered by the **DRP** prior to lodgement, the City's officers confirmed that this application did not need to be referred pre-lodgement and would be referred to the **DRP** as part of the assessment.

6 CONCLUSION

This application seeks development approval for four fast food outlets as well as associated access, landscaping, signage, and parking on the subject site. The development forms part of the ongoing development of the Drovers commercial precinct.

The proposed redevelopment seeks to provide additional amenity and convenience to the surrounding locality, strengthening the services provided by the existing centre. The development has synergies with surrounding land uses and activities and is suitably situated along a major road.

Designed in a contemporary manner, the proposed redevelopment will integrate into the existing centre, with the materiality and overall built form reflective of the architecture of development of this nature. Notwithstanding, the proposed addition has been designed in a prominent and distinct manner, providing an attractive response to the Wanneroo Road frontage.

Demonstrated to be satisfactory from a transport, bushfire, stormwater, and design perspective, the proposed development is considered appropriate for establishment on the subject site. Accordingly, it is respectfully requested that the Metro Outer Joint Development Assessment Panel consider the application on its merits and approve the development.