

Proposed Fast Food Outlet

Application for Planning Approval



Lot 200 (915) Wanneroo Road, Wanneroo

March 2024

Application for planning approval

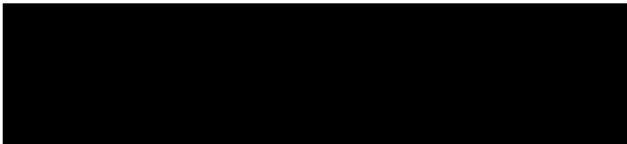
Lot 200 (915) Wanneroo Road, Wanneroo

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1 INTRODUCTION

Apex Planning has produced this application for planning approval with regard to a fast food outlet proposed at Lot 200 (915) Wanneroo Road, Wanneroo (hereafter referred to as the **development site**).

The development site has been vacant and in a disused state for a number of years. The subject proposal would demolish the existing building on the development site and replace it with a brand new and attractively designed fast food outlet.

The proposal will activate underutilised land at the southern fringe of the Wanneroo Town Centre, with an appropriate exposure-based land use which would provide the community and travelling public with convenient access to takeaway food.

The proposal retains the site's existing access arrangements and car parking layout, refurbishing the existing car park (which is in poor condition) and reinvigorating the site's existing soft landscape areas.

The proposal is supported by expert traffic, acoustic, and stormwater inputs which demonstrate its suitability for establishment on the development site.

The application warrants the support of the City of Wanneroo and the approval of the Metro Outer DAP.

1.1 PRE-LODGEMENT ENGAGEMENT

On 30th January 2024, Apex Planning and the proponent attended a pre-lodgement meeting with the City of Wanneroo.

A number of matters were discussed relating to existing site conditions, contextual considerations, land use suitability, the age of the applicable planning framework (including the Wanneroo Town Centre Local Planning Policy), and procedural considerations.

The feedback received at this meeting has informed the refinement and finalisation of the application materials.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	Diagram	Volume	Folio	Ownership
200	77360	1873	320	Wanneroo Road Project 2021 Pty Ltd

The Certificate of Title and Diagram are provided at **Appendix 1**.

There are no encumbrances listed on the CT which affect the subject development.

3 CONTEXTUAL CONSIDERATIONS

The following section describes the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** and **Photographs 1-6** on the subsequent pages, which illustrate the development site and surrounds.

3.1 EXISTING SITE CONDITIONS

The development site contains an existing commercial building which was formerly used as a real estate office. The building is aged and in a derelict state.

The site is provided with an existing crossover to Noonan Drive which links to an internal driveway network connecting to adjoining commercial sites to the north, allowing the sites to operate as a consolidated precinct.

The car park includes 19 existing unmarked bays along the street frontages of the site, with unmaintained soft landscaping strips between the parking bays and the street.

In terms of topography, the development site falls from the east to the west, with the Wanneroo Road boundary the highest point of the site at 39.5m AHD. The site falls toward the western boundary at a low point of approximately 36m AHD along the western boundary.

The development site sits higher than the two adjoining residential lots to the west, with the shared boundary containing an existing limestone retaining wall which is 1.1m at its highest point.

Based on Dial Before You Dig information, the site appears to have access to the essential urban utilities. A sewer line runs adjacent to the site's western boundary, beneath an existing soft landscaping strip.

3.2 DESCRIPTION OF CONTEXT

In terms of regional context, the development site forms part of the Wanneroo Secondary Centre. The locality of Wanneroo is within the northern portion of Perth Metropolitan Region which is approximately:

- 23km north of the Perth CBD
- 4km south-east of the Joondalup city centre

The development site is located at the southern end of the Wanneroo Town Centre, a Secondary Centre under the State activity centres hierarchy.

The site is at the western side of the Wanneroo Road / Noonan Drive 'T' intersection, adjoining existing commercial properties along the northern boundary and residential properties along the western boundary. Wanneroo Showgrounds, a large recreation reserve, is on the southern side of Noonan Drive.

The development site forms part of an established commercial precinct comprised of contiguous commercial buildings within four separate lots (Lot 200, Lot 300, Lot 2, Lot 1) which use shared driveways connecting to:

- An existing full-movement crossover to Noonan Drive (within the development site).
- An existing left-turn only crossover to Wanneroo Road within Lot 2.
- An existing left-turn only crossover to Wanneroo Road within Lot 1.

Aside from its direct interface with neighbouring residential properties along the western boundary, the development site is relatively detached from other residential properties which are on the eastern side of Wanneroo Road.

The development site fronts Wanneroo Road to the east. Wanneroo Road in the vicinity of the site is a dual divided carriageway road with two lanes in each direction and a 10m wide landscaped median.

The development site fronts Noonan Drive to the south. Noonan Drive in the vicinity of the site is a single carriageway road with a central median (one lane each side).

Refer to **Figure 1: Aerial Photo** and **Photographs 1-6** on the subsequent pages, which illustrate the development site and surrounds.

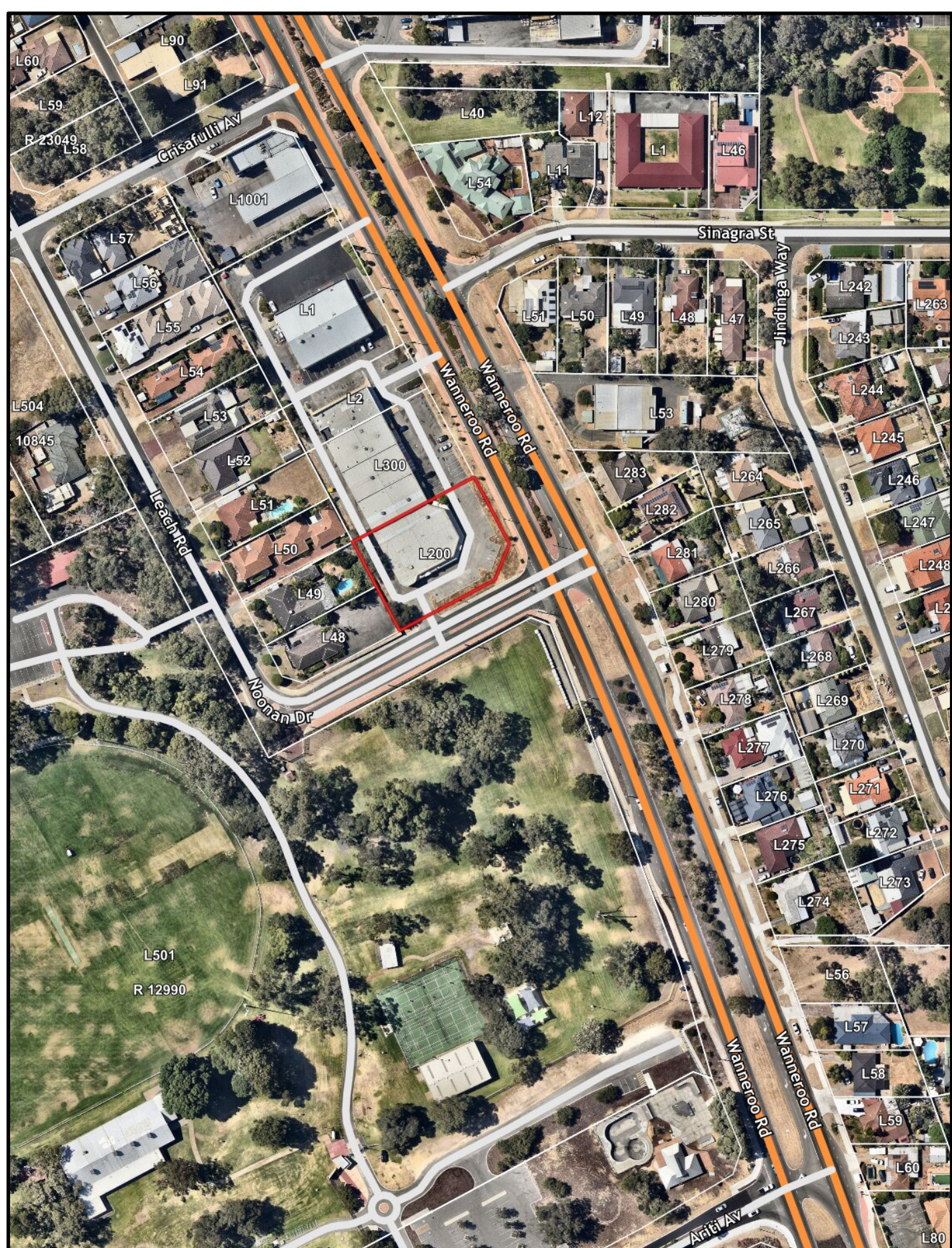


Figure 1: Aerial Photo



Drawn: Alessandro Stagno
Rev: 0

Lot 200 (915) Wanneroo Road, Wanneroo

Source: MNG Access
Date: 31 January 2024



3.3 SITE PHOTOS



Photograph 1: The southern façade of the existing building.



Photograph 2: Existing rear service corridor and western boundary interface.



Photograph 3: Existing building, driveway and car park, looking east.



Photograph 4: Existing building, driveway and car park (with connection to northern sites), looking north.



Photograph 5: Eastern side of site, including car park, landscaping, and Wanneroo Road interface.



Photograph 6: Southern side of site, including car park, landscaping, and Noonan Drive interface.

4 PROPOSED DEVELOPMENT

4.1 FAST FOOD OUTLET

Refer to **Appendix 2** for development plans. The proposal involves the demolition of the existing building on site and its replacement with a new fast food outlet, including:

- A new single storey fast food building of 275sqm Gross Floor Area (**GFA**), which is oriented to address both street frontages. The building contains areas for the preparation and sale of takeaway food products in a form ready for consumption, either onsite or offsite.
- A dual-lane drive-through at the western (rear) side of the facility, converging to a single pick-up lane along the northern side. Total drive-through stacking is 11-12 cars. The drive-through component is significantly screened from view of the street by virtue of its position.
- The retention/reuse of the existing crossover to Noonan Drive, and the site's existing driveways which connect to the northern adjoining commercial sites.
- A total of 24 marked parking spaces, comprised of:
 - Five new parking bays along the shopfront (southern side of building), which include two waiting bays.
 - The retention and refurbishment of the site's existing parking bays along the Noonan Drive and Wanneroo Road frontages.
- The retention and reinvigoration of the site's existing soft landscaping areas, with the provision of new soft landscaping between the drive-through and the northern boundary.
- A new pedestrian connection from the existing Noonan Drive footpath to the site, with a zebra crossing linking to the ACROD shared bay which connects to the shopfront pathway leading to the entrance.
- An internal bin storage area and goods receivable area, accessed via a loading corridor connecting to the eastern drive-through lane. The eastern drive-through lane will be used for servicing during off-peak periods.

The facility will operate 10am-10pm, seven days per week.

The proposal will activate underutilised land at the southern fringe of the Wanneroo Town Centre, with an appropriate exposure-based land use which would provide the community and travelling public with convenient access to takeaway food.

The footprint of the facility is positioned such that the site's existing shared access arrangements with adjoining lots are maintained.

The built form approach of the facility includes a number of architectural features (glazing, varied roof heights, varied textures, portal entry feature) which are intended to provide a suitable corner response. Landscape integration is a key element of the proposal, reinvigorating the site's existing generous landscape buffer strips to improve its interface with the public realm.

4.2 SIGNAGE

The proposed development includes a single pylon sign which is 6 metres high from ground level, located within the landscaping area at the south-eastern corner of the site where it is visible to vehicles travelling along Wanneroo Road. An assessment against the City's signage policy is provided later in this report.

4.3 LANDSCAPING

A landscape concept plan prepared by Tim Davies Landscaping is provided at **Appendix 3**. The landscape concept plan depicts the reinvigoration of the site's existing soft landscaping strips, which are currently in desolate condition.

The planting arrangements involve:

- Medium and tall shrub planting mix within the landscape areas between the site boundary and the car park.
- Kings Park Special small trees along car parking bays.
- Melaleuca medium trees to provide visual amenity at the site entrance.

The planting arrangements are intended to complement the facility's interface with the public realm and enhance the site's presentation to the street.

4.4 TRAFFIC AND ACCESS

The proposed development is supported by a comprehensive Transport Impact Statement produced by Transcore (refer to **Appendix 4**). The TIS is prepared in accordance with the requirements of the WA Planning Commission's traffic impact assessment guidelines.

The TIS demonstrates:

- The proposed development would conservatively generate approximately 572 daily trips with approximately 72 and 90 trips during the typical midday and evening peak hours, respectively. This level of traffic generation falls within the 'moderate' threshold of impact. However, when the former office facility is taken into account, net traffic generation is lower.
- Deliveries and waste collection activities will be satisfactorily accommodated onsite, via the eastern drive-through lane, outside of peak operating hours. Turn path analysis undertaken for an 8.8m service vehicle shows satisfactory access, egress, and circulation.
- No particular transport or safety issues, including an analysis of crash history at the adjacent Noonan Drive / Wanneroo Road intersection (no recorded crashes over the preceding 5 year period).
- Sufficient stacking capacity is available within the drive-through area.

The TIS demonstrates that the proposed development is acceptable from a traffic generation point of view.

4.4.1 ACCESS, CIRCULATION, AND SERVICING ARRANGEMENTS

The proposed development seeks to retain and reuse the site's existing crossover to Noonan Drive, with no modification.

The footprint of the proposed fast food outlet is provided entirely within the area which was occupied by the former real estate office building, which allows the site's existing accessways connecting to adjoining sites to the north to be maintained with no change to current circulation arrangements.

A stacking / queue analysis associated with the drive-through component of the facility is provided within the TIS, which conservatively demonstrates that under typical peak drive-through activity conditions, the queuing within the drive-through will not impact on internal site driveways or access points.

Servicing is proposed to occur within the facility's eastern drive-through lane by 8.8m service vehicles. Deliveries and waste collection would occur on a scheduled basis during off-peak periods, and staff will ensure the eastern drive-through lane is unoccupied by coning it off prior to scheduled service vehicle arrival. A 2.4m wide loading area is provided next to the drive-through which enables servicing to occur in a coordinated and efficient manner.

The proposed access, circulation, and servicing arrangements are satisfactory.

4.5 ACOUSTIC COMPLIANCE

An environmental noise assessment has been produced by Lloyd George Acoustics (refer to **Appendix 5**), which considers noise generated by the fast food restaurant in relation to nearby sensitive receivers.

The assessment concludes that acceptable and compliant noise levels are received at nearby sensitive properties at all times, based on the provision of a 1.8m high fence along the western boundary. It follows that the development can comply with the *Environmental Protection (Noise) Regulations 1997* at all times, with no need for any further attenuation measures or noise controls.

A number of 'best practice' measures have been suggested, which can be incorporated into the operation of the service station to minimise noise as part of good operational practice.

4.6 STORMWATER MANAGEMENT

The project civil consulting engineers, OchreWest, have produced a stormwater design for the facility which meets the City's standards and specifications (refer to **Appendix 6**).

The site's stormwater system is designed to capture and contain the 1/100 ARI as per the City's Development Design Specification WD5 through a series of soakwells, drainage pits and grates which are suitably graded to facilitate runoff flow.

4.7 WASTE MANAGEMENT

The proposed fast food outlet includes a 14.2sqm bin storage area which is internal to the building (screened from view) and accessible via a rollerdoor facing the loading area (western side of building).

Using the City of Vincent's commercial waste and recycling generation rates as a guide, the applicable rates for a fast food outlet are 360L/100sqm per day for general waste and recyclables.

With 275sqm of floor area, the facility is anticipated to generate 6,930L of general waste per week and 6,930L of recyclable waste per week.

With a bin storage room of 14.2sqm, there is adequate space to accommodate numerous 1,100L bins which occupy an approximate footprint of 1.7sqm. As per the WALGA Commercial and Industrial Waste Management Plan Guidelines, these bins have the advantage of being emptied by a rear-lift vehicle and can be easily pushed and manoeuvred by staff on foot.

Whilst the specific details would need to be confirmed at building permit stage, a helpful example is if two 1,100L bins are provided for general waste and two 1,100L bins are provided for recyclables. Four bins only occupy 6.8sqm within the bin store (less than half its area) and enables around 3 collections per week.

Under the *Environmental Protection (Noise) Regulations 1997*, waste collection is to occur between 7am-7pm Monday to Saturday and there is opportunity for collections to be carried out in the morning prior to 10am when the facility commences operation.

The bin store will be designed compliantly with relevant health regulations, with wash down facilities and a graded drain connected to the site's sewer system. The bin store will be maintained to a high standard by the operator and regularly cleaned to prevent odours.

A waste management plan can be provided at building permit stage in accordance with a condition of planning approval, which confirms the specific details of the facility's waste management arrangements.

5 STATUTORY PLANNING ASSESSMENT

5.1 METROPOLITAN REGION SCHEME (MRS)

The development site is zoned Urban under the MRS, and abuts the Wanneroo Road Primary Regional Roads reserve.

The development proposal retains and reuses the site's existing access system, which involves an indirect increase of traffic movements to/from Wanneroo Road.

A 30-day referral is therefore required in accordance with the MRS Instrument of Delegation (DEL 2022/03). Having regard for the TIS provided at **Appendix 4** of this report, the development is entirely acceptable from a traffic and access point of view.

The development is consistent with the provisions of the MRS and warrants approval accordingly.

5.2 CITY OF WANNEROO DISTRICT PLANNING SCHEME NO.2 (DPS2) AND WANNEROO TOWN CENTRE AGREED STRUCTURE PLAN (ASP)

Under the City's DPS2, the development site is zoned Centre. In accordance with zone objectives set out under Clause 3.1 of DPS2, land zoned Centre is subject to a structure plan. Accordingly, the site and surrounds are subject to the Wanneroo Town Centre Agreed Structure Plan. Refer to **Figure 2 – Zoning and Structure Plan Map**.

Under the ASP, the development site and adjoining lots are allocated as 'Business'. Pursuant to Schedule 17 of DPS2, permissibility of uses for land allocated as Business under the Wanneroo Town Centre ASP should align with the Commercial zone under the DPS2 zoning map.

5.2.1 ZONING AND LAND USE

The proposed development involves the establishment of premises used for the preparation and sale of takeaway food products in a form ready for consumption, either onsite or offsite. The building contains seating areas, as well as a drive-through component with waiting bays. The land use is properly classified as fast food outlet.

The fast food outlet land use class is a 'D' discretionary use in the Commercial zone, meaning the use is capable of being approved at the discretion of the decision-maker (and therefore contemplated on the site by virtue of the structure plan).

The use is appropriate for establishment on the site and discretion is warranted for the following reasons:

- The use is consistent with the site's Business and Commercial zoning designation and will provide an important support service for the local community and users of the surrounding road network, having regard for its highly accessible location.

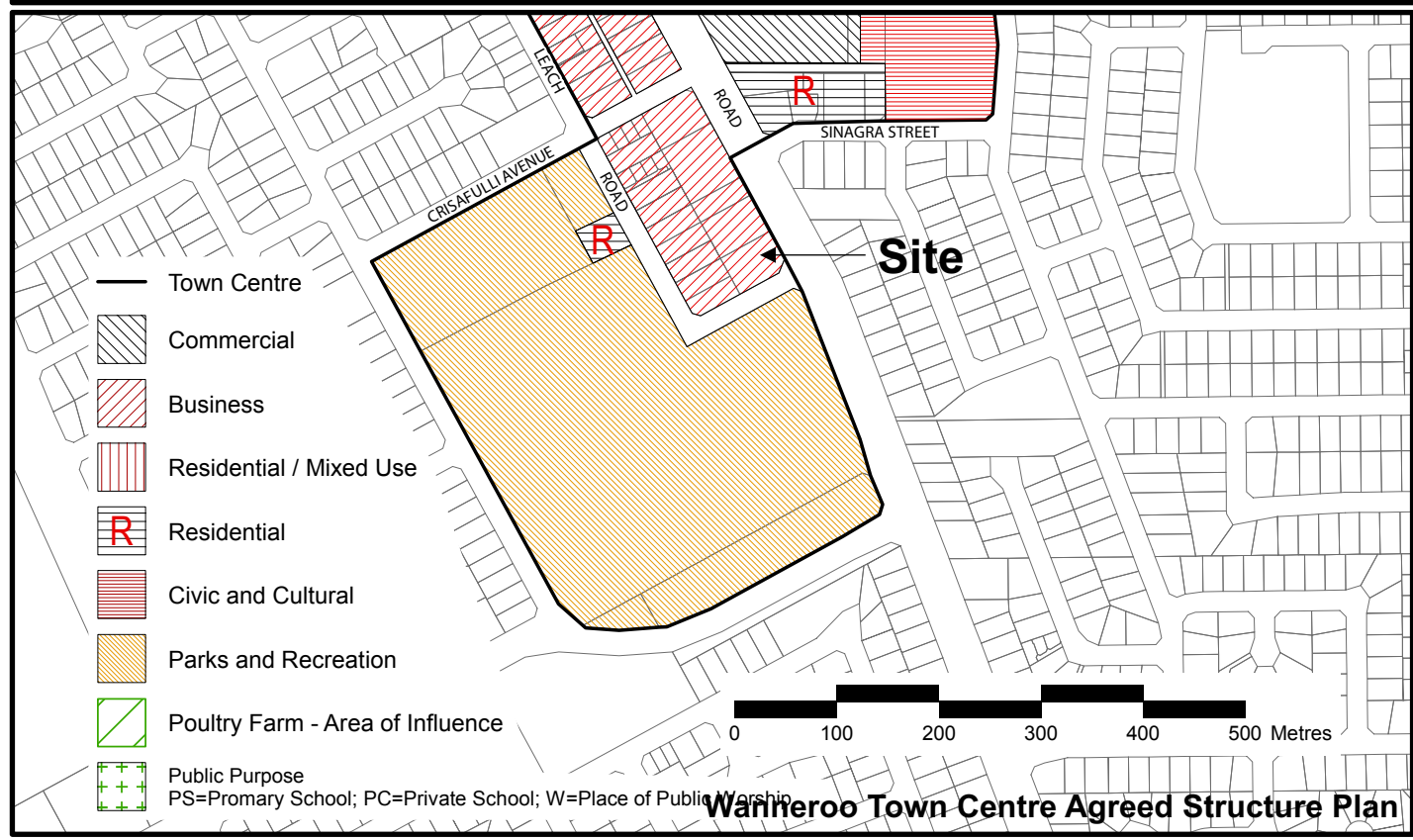
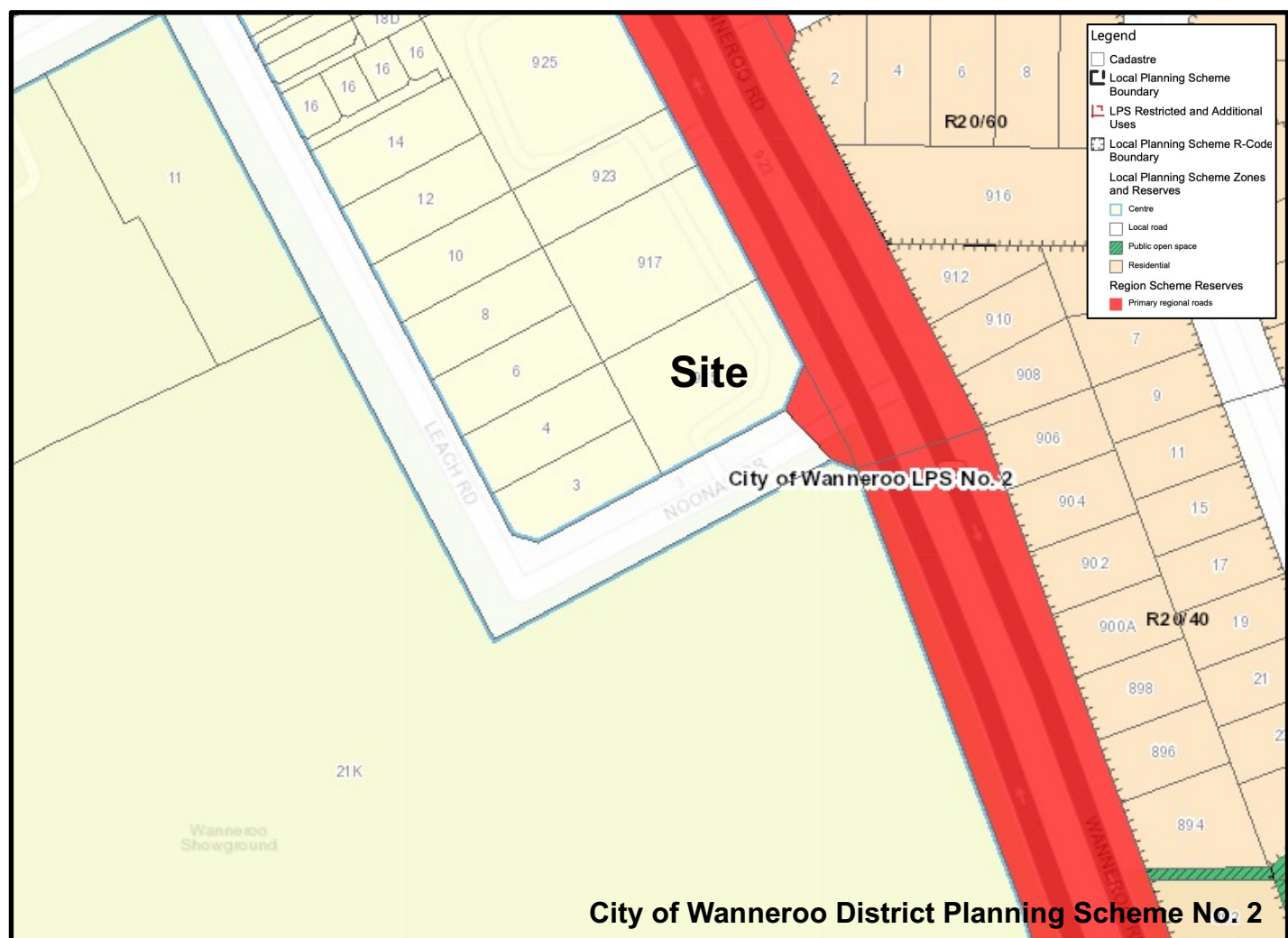


Figure 2: Zoning / Structure Plan Map

Lot 200 (915) Wanneroo Road, Wanneroo



NORTH

Drawn: Alessandro Stagno

Rev: 0

Source: PlanWA

Date: 31 January 2024

apex
planning

- This development application package demonstrates the proposal is consistent with the applicable planning framework, including the City’s DPS2 and relevant local policies.
- The proposal is sound from a traffic and access point of view, as evidenced by the comprehensive TIS produced by the project engineers.
- The development will generate compliant and acceptable noise levels at all times, in accordance with the *Environmental Protection (Noise) Regulations 1997*, as evidenced by the supporting acoustic assessment. The facility operates from 10am-10pm, seven days per week.
- The built form approach for the facility appropriately addresses the site’s key corner location, and minimises blank walls through landscape integration, external architectural treatment, and varied roof forms (including a portal style entry feature).

5.2.2 GENERAL DEVELOPMENT REQUIREMENTS OF DPS2

Schedule 6 of DPS2 sets out ‘additional site and development requirements that apply to land in scheme area’. **Table 2** below provides an assessment against the relevant requirements.

Table 2: General development requirements	
Scheme requirement	Response
Setbacks for non rural and non residential development	
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 building achieves a compliant setback of 14.5 metres to Wanneroo Road and 22.75m to Noonan Drive. A setback of 5.5m is provided to the adjoining northern boundary.
9.2 Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres.	
9.3 Where a non residential development is proposed to be located on a lot having a common boundary with a Residential zoned lot, the side and rear setbacks shall not be less than: a) 3 metres for buildings of one storey; or b) 6 metres for buildings of two or more storeys.	The building is compliantly set back 18.6 metres from the adjoining western property. Whilst not necessary a ‘building’, the drive through is set back 7.8 metres from the western boundary.
9.4 That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.	The portion of the lot within 3 metres of the street alignment contains landscaping and car parking.
9.5 That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:	The above is reiterated. This element is achieved.

<p>(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.</p> <p>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.</p>	
<p>Building facades for non rural and non residential development</p>	
<p>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 local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.</p>	<p>The proposed development employs various built form treatments to the roof format and exterior which minimises blank walls and improves visual amenity. The materials used for the development are of a high quality, meeting this provision.</p>
<p>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.</p>	<p>Signage panels will be integrated into the facade.</p>
<p>Service areas and access</p>	
<p>14.1 Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets 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.</p>	<p>A dedicated loading area is provided at the western (rear) side of the building which is screened from view. Servicing will occur from the eastern drive-through lane with suitable management measures.</p>
<p>Storage and rubbish accumulation</p>	
<p>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.</p>	<p>A fully internalised bin storage area is provided within the building, which will be serviced via the loading area.</p>
<p>Car parking standards</p>	
<p>16.1 The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking</p>	<p>Under Table 2 of DPS2, the parking standard for a fast food outlet is <i>1 per 4 guests in indoor and outdoor seated areas plus 7 per 100sqm NLA for</i></p>

<p>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.</p>	<p><i>non seated areas. Up to 50% of non seated area parking may be located in drive through queue.</i></p> <p>The facility provides 33 seats and 205sqm NLA of non-seated areas, which equates to a requirement of 23 bays.</p> <p>The facility provides 24 marked parking spaces and 11-12 queuing spaces in the drive-through, which exceeds minimum requirements.</p>
<p>Landscaping requirements for non rural and non residential development</p>	
<p>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.</p>	<p>The proposed development retains and improves the site's existing soft landscaping areas. The existing configuration of the site, which includes existing shared driveways and street-front parking bays, limits the amount of landscaping that can be provided beyond the additional areas proposed. Notwithstanding, the existing landscape areas will be substantially improved and reinvigorated as per the landscape concept provided at Appendix 3.</p>
<p>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 alignments 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.</p>	<p>A landscaping strip exists between the site's existing parking bays and street frontages.</p>

5.2.3 MATTERS TO BE GIVEN DUE REGARD

Table 3 below provides a response the relevant 'matters to be given due regard', which apply in accordance with the Deemed Provisions.

Table 3: Matters to be given due regard	
Matter to be given due regard	Response
<p>(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area</p>	<p>The content of this report addresses DPS2, and demonstrates the proposal is consistent with its aims and intent.</p>
<p>(g) any local planning policy for the Scheme area</p>	<p>The subsequent sections of this report address the City's local planning policy framework.</p>
<p>(m) the compatibility of the development with its setting, including —</p> <ul style="list-style-type: none"> (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development; 	<p>The development is proposed on land which is designated as Business and Commercial under ASP60 and DPS2, and forms part of an existing commercial precinct where sites with frontage to Wanneroo Road contain existing commercial development. The development is therefore entirely compatible with the desired future character of its setting.</p> <p>In terms of its visual appearance and bulk, the development is treated with shopfront glazing, framed with a landscape buffer and includes</p>

	<p>various design treatments both to the roof and external walls to ensure it is visually acceptable.</p>
<p>(n) the amenity of the locality including the following</p> <ul style="list-style-type: none"> (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development; 	<p>The development will not create unacceptable environmental or amenity impacts, having regard for:</p> <ul style="list-style-type: none"> • The TIS which demonstrates the proposal is entirely acceptable from a traffic and access point of view. • An environmental noise assessment which demonstrates it will comply at all times with the <i>Environmental Protection (Noise) Regulations 1997</i>. • The stormwater documentation which demonstrates compliance with City specifications. • The proposed upgrade and reinvigoration of existing landscape areas and additional soft landscaping provided. • The fact this proposal will activate a currently desolate and underutilised site at a key corner location of the Wanneroo Town Centre. <p>The development will establish a local facility which will provide convenient access to takeaway food services to the local community and travelling public. The facility will 10am-10pm 7 days per week and substantially increase surveillance of the local area during operation. The development will also create local employment. A positive social impact is therefore expected to result from the proposal.</p>
<p>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved</p>	<p>The proposed development retains and improves the site's existing soft landscaping areas. The existing configuration of the site, which includes existing shared driveways and street-front parking bays, limits the amount of landscaping that can be provided beyond the additional areas proposed. Notwithstanding, the existing landscape areas will be substantially improved and reinvigorated as per the landscape concept provided at Appendix 3.</p>
<p>(s) the adequacy of</p> <ul style="list-style-type: none"> (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles; 	<p>A TIS has been produced in support of the proposal which demonstrates the appropriateness and adequacy of proposed access arrangements.</p> <p>The TIS also includes swept path plans demonstrating the acceptable movements of fuel tankers and waste collection vehicles.</p>
<p>(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety</p>	<p>A TIS has been produced in support of the proposal which demonstrates the facility will create an insignificant amount of traffic, which is entirely capable of being sustained by the local road network.</p>

5.3 WANNEROO TOWN CENTRE PLANNING FRAMEWORK

The City's Wanneroo Town Centre planning framework, comprised of an Agreed Structure Plan (**ASP**) and Local Planning Policy (**LPP**), provides various design principles to guide new development proposals.

Key statements of intent and design principles from both the ASP and LPP are noted below:

- Under the ASP, the site falls within the Wanneroo Road West Precinct. Section 6.3 of the ASP notes:
 - *“buildings will generally be set back from the road alignment and will generally be less densely developed than those within the Wanneroo Square Precinct”.*
 - *“adequate car parking and a high quality of landscaping will contribute to and enhance the “evolved county town” quality that is part of Wanneroo’s character and heritage. To this end, the integration of vehicle access and ar parking is encouraged”.*
- The development site is at the very southern end of the policy area subject to the City’s Local Planning Policy 5.2. The following key design principles are noted:
 - Section 2.1(a) requires commercial development to present a minimum two storey façade to a public street.
 - Section 2.1(b) requires architectural features to emphasise corners and building entrances to increase legibility.
 - Section 2.1(c) requires an architectural treatment to break down building mass through building structure, cladding and glazing.
 - Section 2.1(d) and (e) require architectural features to add to the scale and changes in material / height / elevation to create visual interest.

The proposed development will demolish an existing building on the site and replace it with a new fast food outlet with a drive-through component. The building will be set back from both frontage roads in a manner which respects and retains existing shared access and driveway arrangements with adjoining northern lots (consistent with the intent of the ASP).

This includes the retention and refurbishment of existing street-fronting car parking bays and the reinvigoration of existing landscaping strips between the car parking bays and the street, to ensure a continuous and consistent car parking and landscaping rhythm is maintained with the wider commercial precinct north of the development site.

In terms of built form treatment, the proposed design approach responds positively to the built form criteria of LPP5.2 based on:

- A parapet height of 5.5 metres facing street frontages, which is broadly consistent with two-storey scale.

- A metal portal feature extending around the entrance and above the roof line which adds to the scale of the facility, provides an alternation in roof form, and improves legibility.
- The use of alternating 'longline' cladding and timber look aluminium battens along areas of the façade to provide verticality and texture, reducing building mass.
- The incorporation of full height windows adjoining the serving and seating areas to provide passive surveillance, mutual views, and engagement with the exterior of the building.
- The positioning of the drive-through and service area to the west (rear) side of the building, which maintains visual amenity.

It is evident that the proposed development is designed in a manner which responds to existing site conditions, and interacts positively with the intent of the planning framework applicable to the Wanneroo Town Centre.

5.4 LPP 4.6 – SIGNS

The development includes a single freestanding pylon sign at the south-eastern corner of the site, which is 6 metres high and is set back 5.5 metres from Wanneroo Road.

The pylon sign complies with the standards set out for pylon signs under *Part 3 – Specific Policy Provisions / Off Building Signs* of the City's Local Planning Policy 4.6 – Advertising Signs.

The pylon sign will be illuminated in accordance with the relevant City of Wanneroo and Main Roads WA specifications.

6 CONCLUSION

This application for planning approval involves the redevelopment of Lot 200 (915) Wanneroo Road, Wanneroo to enable the establishment of a new drive-through fast food outlet.

The information presented in this application for planning approval demonstrates the proposed development is entirely appropriate and warrants the City's support for the following reasons:

- The development is entirely consistent with the site's Commercial and Business zoning designation under ASP60 and DPS2 and is suitably located to offer convenient access to takeaway food services to the surrounding community and travelling public.
- The proposal will rectify a currently vacant, disused, and derelict site which is at a high-exposure location of the Wanneroo Town Centre.
- The proposal is consistent with the applicable requirements of the planning framework, including the City's DPS2 and local planning policies.
- The facility's built form approach provides a sensible response to the site's corner location and interacts positively with the applicable structure plan and policy instruments for the Wanneroo Town Centre.
- The proposal is supported by a number of expert assessments demonstrating it is acceptable from a traffic, noise and civil design point of view.

It is respectfully requested that the Metro Outer DAP grant approval to the proposed development.