

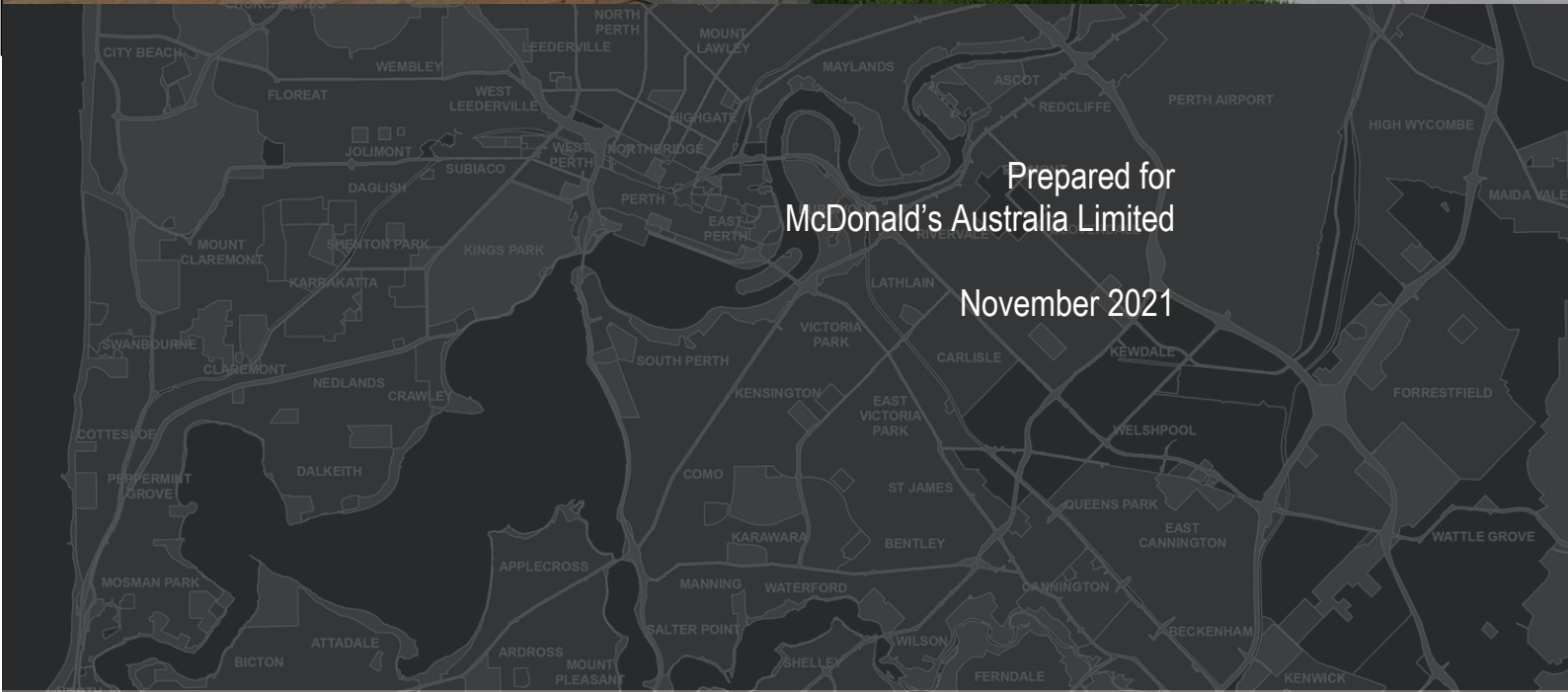
# Proposed Drive Through McDonald's Development Application Report

Lot 9065 (101) Chateau Avenue  
Alkimos

URBAN & REGIONAL PLANNING

PLANNING SOLUTIONS

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Prepared for  
McDonald's Australia Limited

November 2021

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## Project Details

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# Contents

<b>1</b>	<b>Preliminary</b> .....	<b>1</b>
1.1	Introduction .....	1
1.2	Background .....	1
1.2.1	Pre-lodgement engagement.....	1
<b>2</b>	<b>Site Details</b> .....	<b>2</b>
2.1	Land Description .....	2
2.2	Location.....	2
2.2.1	Regional Context.....	2
2.2.2	Local Context, Land Use, and Topography .....	3
<b>3</b>	<b>Proposed Development</b> .....	<b>7</b>
3.1	Site Layout and Built Form .....	7
3.2	Parking, Access, and Traffic Management.....	8
3.3	Noise management .....	9
3.4	Operation and Amenity Management.....	9
3.5	Landscaping.....	9
3.6	Signage.....	10
<b>4</b>	<b>Statutory Planning Framework</b> .....	<b>11</b>
4.1	Metropolitan Region Scheme .....	11
4.2	State Planning Policies.....	11
4.2.1	State Planning Policy 3.7 Planning in Bushfire Prone Areas.....	11
4.2.2	State Planning Policy 7.0 - Design of the Built Environment .....	11
4.3	Matters to be Considered .....	14
4.4	City of Wanneroo District Planning Scheme No. 2 .....	16
4.4.1	Zoning .....	16
4.4.2	Land Use and Permissibility .....	16
4.4.3	Development Requirements .....	17
4.5	Agreed Local Structure Plan 60 – Lot 1001 & 1002 Marmion Avenue .....	21
4.6	Local Planning Policies .....	21
4.6.1	Local Planning Policy 4.23 – Design Review Panel .....	21
4.6.2	Local Planning Policy 4.4 – Urban Water Management .....	22
4.6.3	Local Planning Policies 4.6 – Signs .....	22
<b>5</b>	<b>Conclusion</b> .....	<b>25</b>

## Figures

Figure 1:	Regional Context Aerial Photo
Figure 2:	Local Context Aerial Photo
Figure 3:	Perspective
Figure 4:	Zoning Map

## Appendices

Appendix 1:	Certificate of Title and Diagram
Appendix 2:	Development Plans and Elevations
Appendix 3:	Traffic Impact Assessment
Appendix 4:	Environmental Noise Assessment
Appendix 5:	BAL (Basic) Assessment
Appendix 6:	Civil Engineering Plans

# 1 Preliminary

## 1.1 Introduction

Planning Solutions acts on behalf of McDonald's Australia Limited, the proponent of the proposed development at Lot 9065 (101) Chateau Avenue, Alkimos (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Approval for the development of a drive through McDonald's Fast Food Outlet on the western portion of the subject site (**development area**).

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

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

This application seeks development approval for the use and development of a drive through McDonald's Fast Food Outlet and associated parking, landscaping, signage, and access. The proposed development is situated within the central portion of Alkimos within the future commercial centre, and will provide an additional convenience service to the surrounding locality.

The proposed McDonald's is suitably located along Hawksbill Drive and is adjacent to Marmion Avenue within the growing Alkimos locality. The design of the proposed development is contemporary in nature, with the layout, form, and scale complementary to the merging commercial and residential uses in the area whilst being responsive to future adjoining land uses and site conditions. The development is also consistent with McDonald's corporate branding and design implemented within new sites across Australia.

Accordingly, Planning Solutions requests the Metro Outer Joint Development Assessment Panel (**JDAP**) consider the application on its merits, and approve the development.

## 1.2 Background

### 1.2.1 Pre-lodgement engagement

Preliminary engagement and consultation has occurred with the City of Wanneroo (**City**) since project inception, including liaison with officers of the City on 19 October 2021. A number of key planning matters were discussed, including the development site's characteristics and various aspects of the development proposal.

The general outcome of the above engagement was as follows:

- No 'in-principle' objections to the suitability of the proposed McDonald's development from the City, including proposed site layout, built form and access arrangements.
- The proposed development will need to be supported by the necessary Traffic, acoustic and drainage documentation.
- Confirmation of an existing bushfire management plan for this area and that no further reporting is required.
- Confirmation that the proposed development will not need to be assessed by the Design Review Panel.

The City's feedback and required consultant input was used to inform finalisation of the development application.

## 2 Site Details

### 2.1 Land Description

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

**Table 1 – Lot details**

Lot	Deposited Plan	Volume	Folio	Registered Proprietor	Area (m <sup>2</sup> )
9065	420911	4008	484	Northern Corridor Developments Ltd	4,684

The development area (western portion of the subject site) comprises an area of 2,581m<sup>2</sup>.

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

### 2.2 Location

#### 2.2.1 Regional Context

The subject site is located within the emerging suburb of Alkimos, within the municipality of the City of Wanneroo (**City**). The subject site is located approximately 40km north of the Perth city centre, 17.5km north of Wanneroo town centre and approximately 14.5km north of the Joondalup city centre.

The eastern frontage of the subject site abuts Marmion Avenue, a major arterial road running from Karrinyup in the south to Yanchep in the north.

Butler Railway Station is situated approximately 1.2km south east of the subject site, being the last stop of the Joondalup Line. Pedestrian and cycling paths are provided along Marmion Avenue, linking the subject site to the surrounding locality.

Refer to **Figure 1**, aerial photograph depicting the subject site and surrounds below.

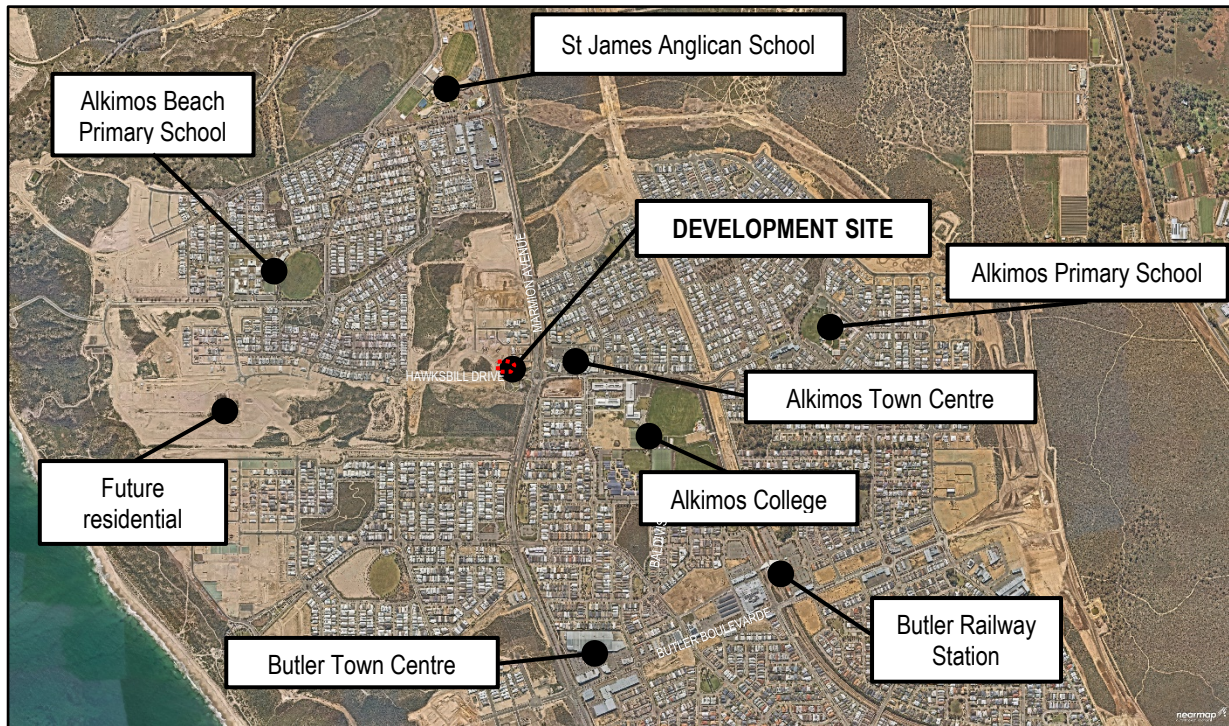


Figure 1: Aerial photograph and regional context (source: NearMap).

## 2.2.2 Local Context, Land Use, and Topography

The development site is located within the locality of Alkimos, in the Local Government area of the City of Wanneroo. The site is located within central Alkimos, adjacent to the area prescribed for the Alkimos City Centre, which will ultimately comprise of a wide range of mixed use and commercial land uses, surrounded by residential. Currently, the subject site is completely vacant, with surrounding lots to the north, south and west being predominantly vacant, with some low/medium density residential dwellings and multiple under construction.

The site is bound by Carlsbad Promenade to the north, Fontana Loop to the west, a Hawksbill Drive to the south, and Marmion Avenue to the east. The owners of the eastern portion of the subject site are currently applying for the development approval of a 7/11 service station that will take up 2,103m<sup>2</sup> of the subject site with the proposed McDonald’s development area taking up 2,581m<sup>2</sup> of the western portion of the site.

The subject site is accessible, with Transperth bus services (routes 490 and 491) located along Marmion Avenue, approximately 150 metres southeast of the development site, travelling to and from the Butler Railway Station and throughout Alkimos. New off-street pedestrian paths are provided adjacent to Marmion Avenue as well as newly developed public open space on the southwest corner of Marmion Avenue and Hawksbill Drive where a sales office for the surrounding residential developments is currently located.

The development site is generally flat subject to a slight slope on the eastern boundary of the development site rising into the adjacent lot.

Refer to **Figure 2**, aerial photograph and **Photographs 1-8**, depicting the subject site, development site and surrounds below.

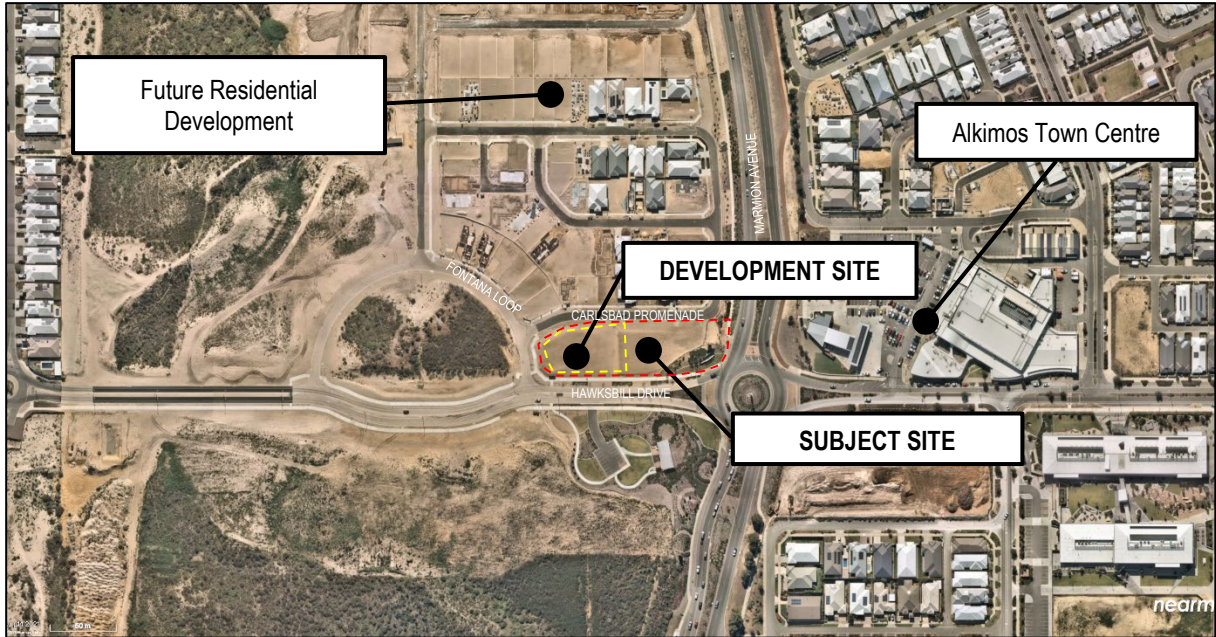


Figure 2: Aerial photograph and local context (source: NearMap).



Photograph 1: The southern frontage of the development site, as viewed from the south (on Hawksbill Drive).



Photograph 2: The existing footpath on the southern side of the development site, as viewed from the east.





**Photograph 3: The south western corner of the development site, as viewed from the Hawksbill Drive to South.**



**Photograph 4: The western frontage as viewed from the intersection of Carlsbad Promenade and Fontana Loop.**



**Photograph 5: The northern interface of the development site, as viewed from Carlsbad Promenade to the north.**



Photograph 6: Hawksbill Drive continuing onto a roundabout intersection with Marmion Avenue, as viewed from the south of the subject site.



Photograph 7: The south eastern corner of the subject site as viewed from the intersection of Hawksbill Drive and Marmion Avenue.



Photograph 8: The adjacent properties north of the development site, as viewed from the west.

## 3 Proposed Development

This application seeks approval for the development and use of a McDonald's Drive Through Food Outlet (**fast food outlet**) and associated parking, access, landscaping, and signage on the western portion of the subject site.

The development has been designed in a site responsive and contextual manner, being sympathetic to existing site conditions as well as the emerging contemporary commercial and residential character of the area. The fast food outlet improves the streetscape of surrounding roads through passive surveillance, attractive landscaping, as well as built form response, and will provide activity generation for the future local centre.

The proposed development will provide a valuable service to the local community and patrons travelling along the surrounding road network. The proposed development is suitably located adjacent to the future city centre and will provide additional convenience services and employment opportunities to the growing Alkimos community.

### 3.1 Site Layout and Built Form

The proposed McDonald's drive through fast food outlet will provide for the preparation, sale and serving of food and beverages to customers, for consumption either on or off the premises.

Specifically, the proposed development comprises:

- A McDonald's family restaurant building situated within the western portion of the development area, comprising a gross leasable area of 422m<sup>2</sup>.
- An enclosed plant and servicing area within the western portion of the building, with a 2.5m wide loading bay for service vehicles.
- A dual-lane drive-through facility with ordering menus and speaker boxes to the south of the building.
- A single lane drive-through and pick-up window with canopy and drive-through screen on the northern elevation of the building.
- Various signage associated with McDonald's corporate imagery and branding.
- 19 car parking bays for customers and staff, including one accessible parking bay adjacent to the restaurant entrance.
- Two drive-through waiting bays plus car stacking capacity for 21 standard vehicles within the drive-through facility.
- Four bicycle parking bays located on the eastern side of the restaurant.
- Landscaping along all street frontages and within the subject site, including a mix of soft landscaping beds and shade trees.

The proposed fast-food outlet is located on the western portion of the development site, with a minimum setback of 11.8m from Hawksbill Drive, 5.0m from Carlsbad Promenade, 13.2m Fontana Loop and 36.7m from the adjacent lot to the east.

The development has been designed in a site responsive manner, with active frontages towards Hawksbill Drive to the south, Fontana Loop to the west, Carlsbad Promenade to the north and internally to the surrounding commercial uses. The site is visible and accessible to passing motorists along Marmion Avenue and Hawksbill Drive, and patrons of the future local centre.

The proposed restaurant building employs a range of architectural design features, resulting in an appropriate built form outcome. These features include:

- Articulation in the built form, including the double height glazed ‘Play Place’ corner statement.
- Building entrances and substantial glazing to the eastern and southern façades to allow for access and a direct line of sight between the restaurant building, car parking area, and streetscape.
- Integrated signage which is sympathetic to the scale, layout and design of the overall building.

The drive through facility is predominantly situated at the sides and rear of the building, wrapping along the southern, western and northern boundaries of the development site. The plant and servicing area is located at the western aspect of the building. The plant and servicing corral is enclosed within the building and is accessed adjacent to the drive through lane, which allows for the access and temporary stopping of service vehicles.

Refer to **Appendix 2** for the development plans, and **Figure 3** below for a render of the proposed restaurant.



Figure 3: Perspective of proposed McDonald’s Alkimos restaurant – south-eastern elevation.

### 3.2 Parking, Access, and Traffic Management

The proposed development has been designed in a manner that maximises the safe and efficient ingress and egress to the site as well as overall manoeuvrability within. Vehicles are proposed to access the McDonald’s via:

- The southern 12m wide full movement crossover with ingress and egress to Hawksbill Drive.

Vehicles are proposed to exit the subject site via:

- The southern 12m wide full movement crossover to Hawksbill Drive.
- The northern 4.5m wide left-out/right-out exit only egress point is located on Carlsbad Promenade.

This arrangement enables a functional and efficient traffic flow through the development area and subject site as a whole, and enables ease of movement for vehicles returning to the road network. The movement network will be clearly articulated to drivers through line markings and directional signage. The development site will also provide reciprocal access between the development site and the rest of Lot 9065.

The proposed development is supported by a Transport Impact Assessment prepared by traffic engineers, Transcore (refer **Appendix 3**). The assessment confirms the proposal is satisfactory from a traffic and access perspective, and that there will be an insignificant impact on the surrounding road network.

### 3.3 Noise management

The development site is located within proximity of existing sensitive land uses such as residential properties. Accordingly, given 24 hour operation is proposed, an Environmental Noise Assessment has been undertaken by Lloyd George Acoustic Engineers.

The assessment has modelled and assessed potential noise sources associated with the proposed development, and have identified that the most critical noise sensitive premises identified are existing and future residences to the east, south and north. A 1.6m high solid fence (relative to retaining wall top) was deemed required along the northern drive-thru lane to mitigate vehicle noise to sensitive receptors. The report concludes that the 24 hour operation of the proposed development will comply with the *Environmental Protection (Noise) Regulations 1997* at all times, and no further noise controls are required.

Refer to **Appendix 4** for the Environmental Noise Assessment prepared by Lloyd George.

### 3.4 Operation and Amenity Management

The McDonald’s Drive Through Fast Food Outlet will operate 24 hours per day, seven days a week, and will accommodate 10 to 15 staff at any one time. 24-hour operation is proposed for all new McDonald’s restaurants in proximity to major roads, and is designed to cater to the needs of the locality and the travelling public at all times of the day.

Deliveries and waste collection will be undertaken in the loading bay located west of the building. The service vehicles and waste collection trucks will enter the site from Hawksbill Drive, enter the drive through and access the loading bay forwards.

Service vehicles and waste collection trucks will access the site outside the peak operating times of the business, resulting in minimal traffic conflicts between customers, employees and service vehicles. The site will be serviced by 12.5m rigid trucks. Turn path analysis confirms satisfactory vehicle movements within the development site for this size truck.

Refer to **Appendix 3** for the Transport Impact Assessment.

### 3.5 Landscaping

A total of 312m<sup>2</sup> of landscaping area is provided, equating to 12.08% of the development site area. This landscaping is concentrated along the three street frontages, entrance to the building and throughout the carpark.

The development will also provide a total of 9 shade trees (*Agonis Flexuosa*), 3 of which are concentrated along the western boundary and another 3 of which are concentrated along the northern boundary. 3 trees are also proposed in the carpark area of the site, to provide shade to the area. Substantial landscaping is provided, and is concentrated in areas which will provide the greatest amenity benefit.

Refer to **Appendix 2** for the site landscaping plan, contained within the development plans.

### 3.6 Signage

The proposal incorporates advertising signage on the premises as part of the overall development. Specifically, the proposed signage comprises:

**Table 2 – Proposed Signage**

Signage Type	Description	Size	Label on plans
Wall sign	5 x wall and blade “M” logo signs 1 x “McDonald’s” entry fascia sign 2 x “PlayPlace” signs 1 x “McCafe” wall button sign 1 x “McCafe” wall blade sign 1 x “McDelivery” blade wall sign	1.37m x 1.2m 1.8 x 0.22m 2.4m x 0.69m 1.2m high 1.42m x 0.7m 0.4m x 0.4m	S3A, S3B, S3C, S3D, S3E S4A S1A, S1B S5A S5B S15
Illuminated sign	2 x Single digital menu board at drive-through entrance and ordering point. 2 x Double digital menu board at drive-through entrance and ordering point.	1.86m x 0.69m x 0.19m 1.84m x 1.3m x 0.27m	S7C and S7D S7A and S7B
Banner sign	1 x Banner sign	3.2m x 3.6m	S13A S13B
Pylon sign	1 x “McDonald’s” sign	10m x 4.34m	S14

The proposal incorporates a mix of illuminated and non-illuminated signage. The proposal incorporates high quality advertising sign panels that complement the architectural style and design of the building. The signage is consistent with McDonald’s corporate branding implemented on all new and refurbished sites across Australia.

Refer to **Appendix 2** for a copy of the development plans which depict the proposed signage.

## 4 Statutory Planning Framework

### 4.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**). The proposed development is entirely consistent with the intent of the MRS. The subject site also fronts Marmion Avenue which is classified as an “Other Regional Road” under the MRS.

### 4.2 State Planning Policies

#### 4.2.1 State Planning Policy 3.7 Planning in Bushfire Prone Areas

The subject site is within an area identified as ‘bushfire prone’ under the Department of Fire and Emergency Services (**DFES**) bushfire-prone mapping system. The relevant provisions and requirements of *State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)* therefore apply to the proposal.

After further investigation of the subject site it was determined that the DFES mapping does not accurately represent the bushfire hazard faced by the site, this was informed by a Bushfire Management Plan (**BMP**) prepared for a subdivision application for land west and south of the site. This BMP includes a Bushfire Attack Level (**BAL**) map which identifies the subject site as BAL LOW. Due to this existing reporting, it is not necessary to undertake more bushfire management reporting for the subject site.

Notwithstanding to ensure the site has a rating of BAL-LOW, a BAL (basic) Assessment has been prepared in support of the proposed development. A BAL (basic) Assessment is a simplified process for determining the BAL for a proposal, that has a low risk of bushfire exposure because it is located more than 100m from bushfire prone vegetation.

The BAL (basic) Assessment found that the bushfire attack level is BAL-LOW. Clause 2.2.3.2 of Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas provides that the bushfire attack level is classified BAL-LOW where the distance between the building, or proposed building, and any bushfire prone vegetation is more than 100 metres when measured in the horizontal plane. Refer to Appendix 5 for the completed BAL (basic) Assessment

#### 4.2.2 State Planning Policy 7.0 - Design of the Built Environment

*State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)* addresses 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.

SPP7.0 establishes a set of ten ‘Design Principles’, providing a consistent framework to guide the design, review and decision-making process for planning proposals. An assessment of the proposed development against the 10 Design Principles of SPP7.0 is provided in **Table 3** below.

Table 3: SPP7.0 Design Principles Statement

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
<p><b>1. Context and character</b>  <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>The proposed development has been designed in a contemporary manner, consistent with the emerging commercial and residential uses of the growing locality. Substantial landscaping is provided to soften the development, providing a variety of plant life to the development.</p> <p>The development site fronts three local roads, with the built form response designed to address these frontages. This also includes an appropriate landscaping buffer to the Carlsbad Promenade frontage as to not impact the surrounding residential development and land uses on the opposite side of the road, as well as on the Hawksbill Drive frontage to retain separation from the newly developed public open space on the southern side of the road.</p>
<p><b>2. Landscape quality</b>  <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>The development proposes 312m<sup>2</sup> of landscaping, being 12.08% of the development area. This comprises 9 shade trees, with substantial landscaping provided throughout the site. The landscaping is concentrated in areas that will provide the greatest amenity benefit.</p> <p>The landscaping is proposed within the internal car parking area, as well as to the Hawksbill Drive, Fontana Loop and Carlsbad Promenade frontages. The landscaping within the setback area helps soften the centre to surrounding residential and commercial uses, ensuring the development integrates into the locality.</p>
<p><b>3. Built form and scale</b>  <i>Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<p>The proposed form and scale has been designed in a manner sympathetic to the surrounding streetscapes and existing and future developments. The proposed building has a maximum building height of 6.08m and is adequately setback from all frontages.</p> <p>It is noted that there are some residential properties on the opposite side of Carlsbad Promenade overlooking the proposed development. Notwithstanding, the scale of the proposed facility is appropriately designed for the site, and does not adversely impact the amenity of the residential or commercial properties within the area.</p>
<p><b>4. Functionality and build quality</b>  <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.</i></p>	<p>The proposed development has been designed to be highly functional and accessible, catering for a wide variety of customers, staff and other visitors. A pallet of robust materials and finishes will not only have aesthetic value but will also age well over the lifespan of the development. The proposed materials and finishes are used on all McDonald's developments and are proven to perform well over the life cycle of the facility.</p>
<p><b>5. Sustainability</b>  <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>In terms of social and economic impact, the proposed McDonald's facility is likely to result in net benefits as it will activate a currently vacant portion of the subject site, allow the establishment of a business, and create employment opportunities.</p> <p>All gardens will be irrigated and planted with water-wise plants and existing landscaping retained where possible. Stormwater and civil plans have been prepared to ensure the sustainability of the hydrology of the site. Refer to <b>Appendix 4</b> for the full report prepared by Pritchard Francis.</p>



SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
<p><b>6. Amenity</b>  <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</i></p>	<p>The provision of amenity for customers, nearby residents, visitors and staff have been central to the design of the McDonald’s facility.</p> <p>Customer amenity has been enhanced through the provision of an internal play area, easy pedestrian access, accessible at-grade vehicle parking, and high-quality landscaping.</p> <p>Neighbour amenity has been preserved through the use of appropriate setbacks, a sympathetic scale of built form, screening of back of house areas, and the use of landscaping to screen and soften the boundary interfaces.</p>
<p><b>7. Legibility</b>  <i>Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</i></p>	<p>The proposed McDonald’s provides a clear and legible vehicle access route to the site and pedestrian path connections. Logical and clearly defined pedestrian paths/crossings throughout the car parking area ensure ease of movement and navigation throughout the site.</p>
<p><b>8. Safety</b>  <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The proposed McDonald’s will maximise surveillance opportunities within the development site and the surrounding streetscape, due to the 24-hour operation of the facility. Integrated lighting and CCTV will be provided to improve the level of safety and assurance to the customers and staff.</p>
<p><b>9. Community</b>  <i>Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</i></p>	<p>The proposed development of the iconic McDonald’s brand will contribute towards the profile of the Alkimos area as well as providing additional employment opportunities for residents in the locality.</p>
<p><b>10. Aesthetics</b>  <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The proposed development has been designed by Hindley and Associates Pty Ltd in conjunction with McDonald’s design team, the result is an attractive, highly accessible and inviting McDonald’s facility, incorporating a variety of materials/finishes and landscaping treatments.</p>

The proposed development suitably responds to the SPP7.0 design principles and warrants approval accordingly.

### 4.3 Matters to be Considered

Clause 67 Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)* details the matters to be considered in determining a development application. The provisions of the Regulations applicable to the proposal are addressed in **Table 4** below.

**Table 4 – Matters to be considered**

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of DPS2 are considered and addressed throughout this report. Refer to <b>section 4.4</b> of this report.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	There are no known scheme amendments that would affect the assessment of this application.
(c) <i>any approved State planning policy</i>	Refer to <b>section 4.2</b> of this report for an assessment against relevant State Planning Policies.
(g) <i>any local planning policy for the Scheme area;</i>	Refer to <b>section 4.6</b> of this report for an assessment against the City’s relevant Local Planning Policies.
(h) <i>any structure plan or local development plan that relates to the development;</i>	Refer to <b>section 4.5</b> of this report for consideration of relevant structure plans.
(l) <i>the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>	The subject site is not included on the City’s Register of Places of Cultural Heritage Significance.
(m) <i>the compatibility of the development with its setting including 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;</i>	A strong emphasis has been placed on the design of the proposed Fast Food Outlet. The scale, height, orientation, and appearance of the development are responsive to the existing and emerging character of the locality.
(n) <i>the amenity of the locality including the following —</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	<p>The proposed development responds to the intended commercial character of the area and adjacent centre. This is achieved through the use of various façade treatments, materials, and textures. The proposed development also provides substantial landscaping areas, above what is required by the City’s planning framework.</p> <p>The proposal will positively contribute to the locality, through the creation of jobs to support the growing Alkimos community. A safe pedestrian environment will be promoted, and any potentially anti-social impacts will be managed by McDonald’s standard procedures, which include:</p> <ul style="list-style-type: none"> <li>• McDonald’s trains all managers and crew in how to handle difficult customers and all store employees must undertake relevant training.</li> <li>• Incidences of crime occurring from patrons of the fast food outlet will be immediately reported to the correct authority.</li> </ul>

Matter to be considered	Provided
(p) <i>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;</i>	A landscaping plan is provided in <b>Appendix 2</b> which demonstrates the high-quality landscaping that will be provided throughout the development site. The area of landscaping is substantially higher than the minimum required under the local planning framework.
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	<p>Access to the proposed McDonald’s development site will be provided via the access system on Hawksbill Drive.</p> <p>Egress from the development site will be provided via a left and right turn exit onto Hawksbill Drive, and an exit to Carlsbad Promenade.</p> <p>A TIA has been prepared, demonstrating the proposed development is suitable from a traffic and access point of view. Refer to <b>Appendix 3</b>.</p> <p>The service and refuse area are appropriately located within the development, screened from public view.</p>
(t) <i>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;</i>	A TIA has been prepared, demonstrating the proposed development is satisfactory from a traffic and access point of view. Refer to <b>Appendix 3</b> .
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	<p>Availability of transport options near the subject site is considered in the TIA prepared for the proposed development. Refer to <b>Appendix 3</b>. A Transperth bus stop is located on Marmion Avenue, southeast of the development site.</p> <p>Storage, management and collection of waste will occur within the corral and adjacent to the drive through facility. Additional details of waste management can be provided at the detailed design stage if required.</p> <p>A universally accessible car parking space and toilet are to be provided for the proposed development. Furthermore, four bicycle parking bays are provided as part of the application.</p>
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	The proposed development will not result in the loss of community service. On the contrary, the proposed development of the iconic McDonald’s brand will contribute towards the profile of the future local centre.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	<p>It is noted the proposed development will provide additional employment opportunities for residents in the locality. The traffic report accompanying this development application demonstrates that the proposed McDonald’s development will operate in an efficient manner and without adverse impacts on the amenity of surrounding uses.</p> <p>In this respect, there is a positive social outcome resulting from this development.</p>

Having regard to **Table 4** above, it is considered that the proposed development meets the relevant requirements of the Regulations and warrants approval accordingly.

## 4.4 City of Wanneroo District Planning Scheme No. 2

The City of Wanneroo (**City**) District Planning Scheme No.2 (**DPS2**) applies to the development site. The provisions of DPS2 are supplemented by the Deemed Provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where a deemed provision is inconsistent with a provision of DPS2, the deemed provision prevails.

### 4.4.1 Zoning

The subject site is zoned ‘Urban Development’ under the provisions of the City of Wanneroo’s (**City**) Town Planning Scheme No. 2 (**DPS2**).

Pursuant to Clause 3.14.2 of DPS2, the objectives of the Urban Development Zone are to:

- (a) Designate the land for future urban development;
- (b) Provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process; and
- (c) Enable planning to be flexible and responsive to changing circumstances throughout the developmental stages of the area

The subject site is located within the *Agreed Local Structure Plan 60 – Lot 1001 & 1002 Marmion Avenue (ALSP60)* area. The subject site is identified as Precinct 7 - ‘Commercial Zone’, with an applicable density code of R60-100. Clause 9.7.1 of ALSP60 requires the land use permissibility within Precinct 7 to be in accordance with those contained in DPS2 for Commercial Zone.



Figure 4: Zoning map under DPS2 (subject site in red).

### 4.4.2 Land Use and Permissibility

Pursuant to the provisions of Schedule 1 – Interpretations of DPS2, the proposed development is best classified as ‘drive-through food outlet’, defined as:

*means a take-away food outlet which includes the sale and serving of food direct to persons driving or seated in motor vehicles. The term may or may not include the preparation of food for sale and consumption within the building; or portion thereof.*

Pursuant to Table 1 of DPS2, a ‘Drive Through Fast Food Outlet’ is a ‘D’ (discretionary) use within the Commercial zone, meaning the use is not permitted unless the decision maker has exercised their discretion and granted approval for the development.

It is considered that the proposed use is entirely appropriate and suitable for development on the development site for the following reasons:

1. The proposed development is suitably located within close proximity of an emerging local centre and is adjacent to a variety of future mixed use and commercial uses. The structure plan identifies the development area for the use of a commercial outlet.
2. The proposed McDonald’s will provide additional commercial services to the surrounding locality as well as additional employment opportunities for the local community.
3. The design of the proposed development is contemporary in nature with the layout, form and scale complementary to adjoining land uses and site conditions.
4. The proposal is appropriately located adjacent to Marmion Avenue, fronting Hawksbill Drive and is supported by a Transport Impact Assessment which demonstrates it is satisfactory from a traffic and access point of view.

For the reasons outlined above, it is considered the proposed Drive Through Fast Food Outlet is entirely compatible land use on the subject site and should be approved accordingly.

#### 4.4.3 Development Requirements

Part 4 of DPS2 stipulates the general development requirements applicable for the subject site. An assessment against the relevant provisions of Part IV is provided in **Table 5** below.

**Table 5 – Assessment against the development standards of DPS2.**

Requirement	Comment	Complies
<b>4.7 Setbacks for non-rural and non-residential development</b>		
<p><u>Clause 4.7.1</u>  <i>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:</i></p> <p>a) <i>street boundary - 6 metres;</i>            b) <i>side and rear boundaries - Nil.</i></p>	<p>The proposed centre is setback:</p> <ul style="list-style-type: none"> <li>• 11.88m setback to Hawksbill Drive.</li> <li>• 13.22m setback to Fontanta Loop.</li> <li>• 5.00m setback to Carlsbad Promenade.</li> <li>• 36.72m setback from adjacent lot.</li> </ul> <p>All the proposed setbacks comply with the requirements of DPS2, apart from the setback with Carlsbad Promenade, having a variation of 1.00m. This should be considered acceptable as this is only at the point that the lot truncates on the same angle as Carlsbad Promenade, with the majority of the setback being 7.30m.</p>	<b>Discretion</b>
<p><u>Clause 4.7.3</u>  <i>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:</i></p> <p>a) <i>3 metres for buildings of one storey; or</i>            b) <i>6 metres for buildings of two or more storeys.</i></p>	<p>The proposed development does not adjoin and does not contain a common boundary with a Residential Zoned lot.</p>	✓

Requirement	Comment	Complies
<p><u>Clause 4.7.4</u> <i>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.</i></p>	<p>The portion of land within 3 metres of the street alignment is proposed to be utilised for landscaping, access and parking.</p> <p>The access and parking include the drive-through facility that wraps around the southern, western and northern sides of the proposed facility.</p>	<p><b>Discretion</b></p>
<p><u>Clause 4.7.5</u> <i>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:</i></p> <p>a) a means of access; b) the loading and unloading of vehicles; c) landscaping; d) a trade display; an e) the daily parking of vehicles used by employees and customers of the development.</p> <p><i>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.</i></p>	<p>The portion of the subject site between 3 metres of the street alignment and building setback will be used mainly for the drive through lanes, access parking and landscaping. The encroachment of the drive through is considered compliant as it is an efficient use of space within the subject site and provides landscaping on all street frontages of the subject site.</p>	<p>✓</p>
<p><b>4.8 Building facades for non-rural and non-residential development</b></p>		
<p><u>Clause 4.8.1</u> <i>The facade 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.</i></p>	<p>The proposed McDonald’s restaurant building will comprise of the following architectural design features:</p> <ul style="list-style-type: none"> <li>Variation in the building materials and colours, including cladding and cement panels as the base material for the building, with feature timber look cladding and powdercoating, finishes to create contrast;</li> <li>Variation in setbacks to create interest in the façade, including the Playplace corner feature; and glazing along the main active facades.</li> </ul>	<p>✓</p>
<p><u>Clause 4.8.2</u> <i>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.</i></p>	<p>The proposed signage has been integrated into the overall façade of the building.</p>	<p>✓</p>
<p><b>4.10 Visual truncations to vehicle accessways in the vicinity of streets and rights-of-way</b></p>		
<p><i>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 access way and a street or right-of-way.</i></p>	<p>The proposed development does not incorporate any potential visual truncations at the access way at Hawksbill Drive and at the exit at Carlsbad Promenade.</p>	<p>✓</p>
<p><b>4.13 Storage and rubbish accumulation</b></p>		
<p><i>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</i></p>	<p>The proposed development incorporates a fully enclosed bin storage area, located in the southwest corner of the building.</p>	<p>✓</p>

Requirement	Comment	Complies
<i>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 of rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</i>	The bin store will be fully enclosed to ensure the bins are not visible within the public realm. Waste collection will occur by a private contractor. The waste collection vehicle will access the site via the northernmost drive-through lane.	
<b>4.14 Car parking standards</b>		
<u>Clause 4.14.1</u> <i>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 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>	Refer to <b>Table 6</b> below for a detailed car parking assessment.  The proposal has a technical car parking shortfall of 10 bays. Justification for the proposed shortfall is contained in <b>Section 4.4.3.1</b> .	<b>Discretion</b>
<b>4.16 Bicycle parking and end of trip facilities</b>		
<i>Council 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>	The proposed development incorporates four bike racks, located to the south of the restaurant entry in front of the play space.	✓
<b>4.17 Landscaping requirements for non-rural and non-residential development</b>		
<u>Clause 4.17.1</u> <i>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 312m <sup>2</sup> of landscaped areas are provided throughout the development, which equates to 12.08% of the total site area.  The northern verge along Calsbad Promenade, the southern verge along Hawksbill Drive and the western verge along Fontana Loop is proposed to be planted with a variety of Australian plants.	✓
<u>Clause 4.17.2</u> <i>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.</i>	The proposed car parking area of the development site abuts two roads, being Carlsbad Promenade to the north and Hawksbill Drive to the south.  A landscaping strip of 1.3m is provided between the car parking area and the adjoining roads.  Due to the location of the drive-through lanes that wrap around the McDonald's facility following a clockwise direction, a 3m wide landscaping strip along the street alignment cannot be achieved.  This variation is considered to be acceptable given proposed development provides more landscaping than required under the scheme. Furthermore, retaining along the northern boundary will act to reduce the visual impact of the drive-through lane.	<b>Discretion</b>
<u>Clause 4.17.5</u> <i>Shade trees shall be planted and maintained in car parking areas designed within the wells at the</i>	5.25 trees within the car parking area are required based on 21 parking spaces.	<b>Discretion</b>

Requirement	Comment	Complies
<i>rate of one tree for every four (4) car parking bays, to the local government’s satisfaction.</i>	<p>9 trees have been provided, with 3 adjacent to the parking bays and a further 3 trees along the western boundary and another 3 along the northern boundary adjacent to the drive-through.</p> <p>This variation of 2 trees within the car park should be considered acceptable as there are 6 trees provided adjacent to the drive through facility, providing shade and amenity to the western and northern boundaries.</p>	
<b>4.19 Screen walls for non-residential development abutting residential areas</b>		
<i>Where a non-residential development is proposed to be located on a lot having a common boundary with a lot that is zoned or developed for residential purposes, a screen wall at least 1.8 metres in height and to a standard specified by the local government shall be provided along the common boundary of the two lots to protect the residential amenity.</i>	<p>The proposed development does not adjoin or share a boundary with a Residential Zoned lot, although justification is provided below regarding the residential lots to the north of the proposed development.</p> <p>Whilst the development site does not share a boundary with residential lots, existing and future dwellings are located on the opposite side of Carlsbad Promenade. To ensure the amenity of these dwellings is protected the proposal incorporates a 1.6m high colorbond fence atop of the 750mm high retaining wall. This has been included based on the recommendations from the acoustic report prepared by Lloyd George Acoustics.</p>	✓

Having regard to **Table 4** and **Table 5** above, the development complies with the provisions of DPS2 and warrants approval accordingly.

#### 4.4.3.1 Car Parking Assessment.

**Table 6: Car Parking Table**

Land use	Parking standard	Required car bays	Provided
<b>Fast Food Outlet Car Parking</b>			
<b>Fast Food Outlet</b>	<p><i>1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m<sup>2</sup> NLA for non seated areas.</i></p> <p><i>Up to 50% of non-seated area parking may be located in drive thorough queue.</i></p>	<p>80 seats = 20 bays</p> <p>300m<sup>2</sup> NLA = 11 (10 bays have been included in the queuing spaces).</p>	<p>18 standard on-site car parking bays</p> <p>1 accessible car parking bay</p> <p>2 drive through wait bays</p>
<b>Total</b>		<b>Total bays required: 31</b>	<b>Total bays provided: 21</b>
		<b>Total shortfall</b>	<b>-10 bay shortfall</b>

As demonstrated in Table 6 above, the proposed development will result in an ‘on-paper’ car parking shortfall of 10 bays. Despite this ‘on-paper’ shortfall, the proposed McDonald’s development is considered to provide adequate car parking facilities for the following reasons:

- The proposed facility has access to a total of 50 car bays comprising the following:
  - 21 on-site car parking bays.
  - 21 drive-through bays.
  - 7 on-street car parking bays.
- The McDonald’s development provides 21 queuing bays and 7 on street bays, none of which are accounted for in the car parking assessment. A substantial queuing area has been provided in response to the proximity



to the major road network, namely Marmion Avenue. A large proportion of the patrons are expected to utilise the drive through bays, especially during the early morning and night time periods. The drive through bays are used for short periods only, and provide for a high turn-over of car parking spaces in comparison to standard car parking bays.

- Over a third of the car parking has been generated on the basis of ‘back-of-house’ areas of the McDonald’s restaurant. This includes areas such as training spaces, offices and storage areas, which are included in a NLA calculation but do not generate additional patrons. The inclusion of these areas therefore artificially inflates the car parking requirement.
- The proximity of the McDonald’s building with the adjacent future 7-Eleven development on balance of the subject site encourages multi-purpose trips between these commercial developments.
- It is likely that most staff would originate from the local area, and therefore would be more inclined to utilise alternative modes of transport or car pooling to attend the premises.

Of the above points of justification, the most significant car parking determinate for the McDonald’s development in this location is the scale of the drive through facility. As outlined in Section 2 of this report, this subject site is located within a commercially zoned lot, in proximity to a major road network (Marmion Avenue). As a result, a substantial component of patronage to the McDonald’s restaurant is expected to comprise passing trade., approximately 50% which generally utilise the drive through as opposed to parking and entering the restaurant. The significant amount of passing trade expected to utilise the drive through facility provides for high-turnover, and reduces the demand for standard car parking bays.

In light of the context of the subject site, and the anticipated form of patronage, the 21 queuing bays provided within the development area and 7 on-street parking bays are considered to be an appropriate trade-off for standard car parking bays within the development site.

## 4.5 Agreed Local Structure Plan 60 – Lot 1001 & 1002 Marmion Avenue

The *Agreed Local Structure Plan 60 – Lot 1001 & 1002 Marmion Avenue (ALSP20)* provides zoning and movement network intents, as well as broad requirements for the development of the central Alkimos locality. The main objectives of this ALSP20 are to provide an integrated movement network, a provision of choice and a wide range of housing and create a robust urban framework to enhance the opportunity for mixed use local based focal points.

The ALSP20 identifies the subject site as being within Precinct 7 – Commercial Zone. The Commercial Zone is to provide for a shopping centre and a wide range of business activities. Clause 9.7.1 prescribes the land use permissibility to be in accordance with those contained in DPS2 for the Commercial zone. No further relevant development standards are prescribed.

## 4.6 Local Planning Policies

### 4.6.1 Local Planning Policy 4.23 – Design Review Panel

Although this proposed McDonald’s development technically triggers the conditions for a Design Review Panel (DRP), it was established during pre-lodgement consultation with the City that it would not be necessary for the Design Review Panel to be consulted for this development. Notwithstanding the City advised that a direct referral to a Design Review Panel member may be undertaken if considered necessary by the assessing officer.

This decision is due to the proposed development being designed in a contemporary manner, consistent with the emerging commercial and residential uses of the growing locality. Further, the proposed form and scale has been designed in a manner sympathetic to its streetscape response as well as surrounding existing and future development, in accordance with SPP7.0.

#### 4.6.2 Local Planning Policy 4.4 – Urban Water Management

Local Planning Policy 4.4 – Urban Water Management provides standards to ensure all development within the City optimises the use and management of water resources. LPP4.4 applies to the proposed development as it will alter the natural hydrology and drainage of the site and incorporate ground-disturbing activities within the scope of development. The policy provisions for development applications are prescribed in Section 5 of LPP4.4.

A stormwater management plan has been prepared by Prichard Frances to support this development application, refer to **Appendix 5**, which satisfies all provisions of section 5 of LPP4.4.

#### 4.6.3 Local Planning Policies 4.6 – Signs

Local Planning Policy 4.6 – Signs (**LPP4.6**) provides the requirements and standards pertaining to the erection of signage within the City.

Specifically, the development proposes the following advertising signs:

- One 10m high illuminated pylon sign, fronting Hawksbill Drive;
- Two ‘Play Space’ logo signs on the eastern and southern elevation of the restaurant building.
- One McDonald’s location name sign on the eastern and southern elevations of the restaurant building.
- Five McDonald’s logo signs on each elevation of the restaurant building and one on the drive through .
- One McDonald’s location name entry sign on the northern frontage of the restaurant building.
- One McCafé location name signs on the southern elevation of the restaurant building.
- One McCafé button sign on the eastern elevation of the building.
- One McDelivery location sign on the eastern elevation of the building.

**Table 7** below provides an assessment of the proposed signage against the provisions of LPP4.6.

**Table 7 – Assessment against LPP4.6**

Requirement	Provided/ Comment	Compliance
<b>Pylon Sign</b> <i>A Pylon sign means a sign supported on one or more poles and not attached to a building and includes a detached sign framework, supported on one or more poles to which sign infills may be added.</i>		
<i>Pylon signs shall:</i>		
1. be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage; 2. not exceed 6.0 metres in height; 3. not exceed 2.5 metres measured horizontally across the face of the sign; and 4. be located centrally within the lot and no closer than 3.0m to a side boundary.	The proposal comprises a single pylon sign within the southeast corner of the development site and comprises the following dimensions: <ul style="list-style-type: none"> <li>• 10m high</li> <li>• 4.3m wide.</li> </ul> Based on the above specifications, the proposed pylon sign seeks a variation to the height and width requirements. Refer to the further justification below.  The proposed pylon is located within 3m of the southern lot boundary. Refer to the further justification below.	<b>Discretion</b>
<b>Justification:</b>		
<b>Pylon Sign Height</b>		

The proposed pylon sign is 10.0 metres in height, presenting a variation of 4.0 metres from the 6.0 metre limit prescribed in LPP4.6. The proposed height of the pylon sign is required to provide necessary exposure to Marmion Avenue, an established travel corridor and attract potential patrons to the drive through fast food outlet. The signage is also appropriate to the locality and the surrounding land uses, in terms of its size, location and design.

**Pylon Sign Location**

The proposed pylon sign is located on the southeast portion of the development site, fronting Hawksbill Drive. This signage outcome ensures the necessary exposure for the tenancies, whilst ensuring signage is of a size and scale appropriate for the subject site. Streetscape perspectives depict these signs when viewed from Hawksbill Drive, which further conveys the seamless integration of the pylon sign. It is pivotal that this sign is located on the Hawksbill Drive frontage facing towards Marmion Avenue to ensure the necessary exposure for McDonald’s and positioned in the manner proposed to ensure an appropriate signage outcome for the subject site.

**Pylon Sign Width**

The pylon sign is 4.34m at its widest point. However, the McDonald’s pylon sign is not a conventional square design, and the bulk of the sign is narrower. The majority of the sign is less wider than the widest point, representing a smaller variation to the policy standard. The variation is acceptable as the pylon sign is an open and partially transparent design, presenting slimline lettering. For this reason, the sign does not present as an oversized or bulky sign and reduces the visual impact on the streetscape.

**Wall Sign**

*A Wall sign means 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 300mm out from the wall.*

*Wall signs shall:*

<ol style="list-style-type: none"> <li>1. be limited to a maximum of one sign per tenancy, per street frontage;</li> <li>2. not extend laterally beyond either end of the wall or protrude above the top of the wall;</li> <li>3. not exceed 25% in aggregate area on any one wall to a maximum of 8m<sup>2</sup>; and</li> <li>4. be integrated with the building design.</li> </ol>	<p>The proposal comprises:</p> <ul style="list-style-type: none"> <li>• Two ‘Play Space’ logo signs on the eastern and southern elevation of the restaurant building.</li> <li>• One McDonald’s location name sign on the eastern and southern elevations of the restaurant building.</li> <li>• Five McDonald’s logo signs on each elevation of the restaurant building and one on the drive through .</li> <li>• One McDonald’s location name entry sign on the northern frontage of the restaurant building.</li> <li>• One McCafé location name sign on the southern elevation of the restaurant building.</li> <li>• One McCafé button sign on the eastern elevation of the building.</li> <li>• One McDelivery location sign on the eastern elevation of the building.</li> </ul> <p>All signs are deliberately integrated into the design of the canopy and building respectively and are presented in a manner typical of McDonald’s sites in Western Australia. None of the wall signs protrude above the wall of the canopy or building.</p> <p>Notwithstanding, more than one sign is proposed on the eastern and southern elevations of the restaurant building.</p> <p>It is considered that the above variation warrants discretion for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposed signage is integrated into the façade of the retail building and has been designed in a</li> </ul>	<p><b>Discretion</b></p>
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	<p>manner that reflects the architecture of the overall development.</p> <ul style="list-style-type: none"><li>• The signage is consistent with McDonald’s corporate branding implemented on refurbished and new sites throughout Australia.</li></ul>	
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Having regard to **Table 7** above, the proposed signage is consistent with the provisions of LPP4.6 and warrants approval accordingly.

## 5 Conclusion

This application seeks approval for the use and development of a 24-hour drive through McDonald's fast food outlet and associated parking, landscaping, signage, and access on the development site. The proposed development will provide additional commercial services to the future local centre and growing surrounding locality.

In summary, the proposed development is largely compliant with the relevant aspects of the planning framework and warrants approval for the following reasons:

- The proposed facilities will provide additional convenience and amenity to the growing community and patrons travelling along Marmion Avenue.
- The proposed development aligns with the intent of the Approved Structure Plan 60 and District Planning Scheme No. 2 – demonstrating the suitability/appropriateness of the development on the subject site.
- The proposed development has been designed in a contemporary manner, in accordance with the emerging character of the locality. This is achieved through the built form, materiality, as well as substantial landscaping provided.
- The technical reporting prepared in support of the development confirms the proposal is acceptable from a traffic impact, acoustic perspective and civil design respectively.

Having regard for the above, the proposal demonstrates the suitability of the proposed development on the subject site. Accordingly, we respectfully request the Metro Outer JDAP grant approval to the proposed development.