

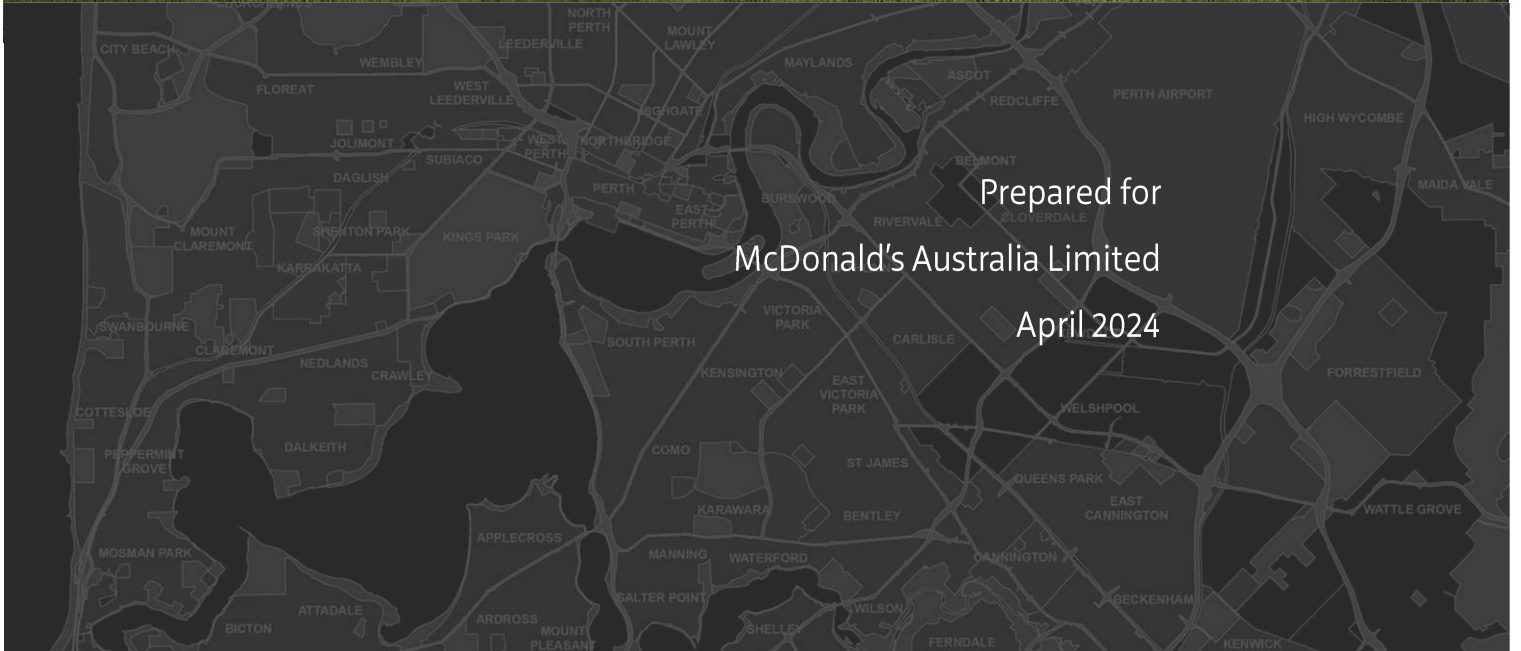
# Development Application Report

## Proposed McDonald's Restaurant with Drive-Through Facility

Part Lot 9703 (10) Enterprise Avenue  
Two Rocks

PLANNING SOLUTIONS  
— URBAN & REGIONAL PLANNING

PS



Prepared for  
McDonald's Australia Limited  
April 2024

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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	Meeting with City of Wanneroo .....	1
<b>2</b>	<b>SITE DETAILS .....</b>	<b>1</b>
2.1	Land description .....	1
2.2	Location .....	2
2.2.1	Regional Context .....	2
2.2.2	Local Context, Land Use and Topography .....	2
<b>3</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>5</b>
3.1	Development Summary .....	5
3.2	Site layout and built form .....	5
3.3	Landscaping .....	6
3.4	Traffic and Access .....	6
3.5	Bushfire Management .....	7
3.6	Acoustic Management .....	7
3.7	Stormwater Management .....	7
3.8	Signage .....	8
3.9	Lighting .....	8
<b>4</b>	<b>STATUTORY PLANNING FRAMEWORK .....</b>	<b>9</b>
4.1	Metropolitan Region Scheme .....	9
4.2	Local Planning Scheme .....	9
4.2.1	Zoning .....	9
4.2.2	Two Rocks Town Centre Structure Plan .....	9
4.2.3	Land Use .....	10
4.2.4	Development Standards and Requirements .....	10
4.3	Structure Plans .....	14
4.3.1	Yanchep-Two Rocks District Structure Plan No.43 .....	14
4.3.2	Two Rocks Town Centre Structure Plan .....	14
4.4	State Planning Policies .....	16
4.4.1	State Planning Policy 3.7 – Planning for Bushfire Prone Areas .....	16
4.4.2	State Planning Policy 4.2 – Activity Centres .....	16
4.4.3	State Planning Policy 7.0 – Design of the Built Environment .....	17
4.5	Local Planning Policies .....	18
4.5.1	Local Planning Policy 4.6 – Advertising Signs .....	18
4.6	Matters to be considered .....	20
<b>5</b>	<b>CONCLUSION .....</b>	<b>22</b>

## Figures

Figure 1: Site Aerial

## Photographs

Photograph 1: Subject site viewed from north-eastern corner

Photograph 2: Subject site viewed from south-eastern corner

Photograph 3: View of King Neptune Sculpture across north-eastern corner of the subject site

## Tables

Table 1: Lot details

Table 2: Assessment against the relevant development requirements of DPS2

Table 3: Assessment against the relevant DP2 Car Parking Requirements

Table 4: Town Centre SP Development Requirements

Table 5: Assessment against Schedule 1 – Design Principles of SPP 7.0

Table 6: Assessment against LPP4.6 - Advertising Signs

Table 7: Matters to be considered

## Appendices

Appendix 1: Certificate of Title and Deposited Plans

Appendix 2: Development and Signage Plans

Appendix 3: Landscaping Plan

Appendix 4: Transport Impact Assessment

Appendix 5: BAL Assessment Report

Appendix 6: Environmental Noise Assessment

Appendix 7: Stormwater Management Plan

Appendix 8: Lighting Assessment

## 1 PRELIMINARY

### 1.1 Introduction

Planning Solutions acts on behalf of McDonald’s Australia Ltd, the proponent of the proposed fast food outlet on Part Lot 9703 (10) Enterprise Avenue (**subject site**). The development site fronts Azzurra Street, Lisford Avenue and Australis Drive to the north, east, and south, respectively.

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

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

This application seeks approval for the development of a fast food outlet on the subject site. The application includes associated signage, landscaping and access via crossovers to Azzurra Street and Australis Drive.

The proposed development is situated along Lisford Avenue, a two lane carriageway Other Regional Road that connects the development site towards the north and south. This connects the site to the Two Rocks town centre as well as the wider Perth Metropolitan region.

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

### 1.2 Background

#### 1.2.1 Meeting with City of Wanneroo

On 18 January 2024, Planning Solutions met with City of Wanneroo officers to discuss the development application for a new McDonald's Restaurant on the subject site. The City provisionally supported the proposal and requested additional technical reporting to accompany the application. These application requirements aim to ensure no significant impacts arise from the proposed 24/7 operations and that all aspects of site development, including traffic and safety measures, are addressed. Furthermore, due to the site's proximity to the King Neptune Sculpture, a referral to the Heritage Council of WA may be necessary, although no heritage impact statement is needed. The City also noted that the application would likely require public advertising to inform residents within a 200-metre radius of the site.

## 2 SITE DETAILS

### 2.1 Land description

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

**Table 1: Lot details**

Lot	Deposited Plan	Volume	Folio	Area
9703	421745	4029	350	6.1091ha

There are a number of easements listed on the title which relate to water services and access purposes, respectively. None of the listed easements affect the use and development of the development site.

The subject site is described as proposed Lot 703 on Draft Deposited Plan 424534. Lot 703 encompasses an area of 3,066 m<sup>2</sup>. The Deposited Plan includes a covenant that burdens Lot 703 by restricting road access to and from Lisford Avenue.

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

## 2.2 Location

### 2.2.1 Regional Context

The subject site is located in the suburb of Two Rocks, within the municipality of the City of Wanneroo. The subject site is situated approximately 63 kilometres north of the Perth city centre and is located within the developing Two Rocks town centre, approximately 38km north-west of the Wanneroo city centre.

The subject site is located on Lisford Avenue, an Other Regional Road, which further connects to Breakwater Drive, which leads to Indian Ocean Drive, and Two Rocks Road. Two Rocks Road connects the site to Wanneroo Road, and the wider Perth Metropolitan Region.

### 2.2.2 Local Context, Land Use and Topography

The surrounding locality is currently experiencing significant development, including new services to complement the existing Marina and commercial and retail establishments. To the southeast of the subject site, there is provision for public services and low-density residential development, while land to the north remains undeveloped. Infrastructure development has been limited beyond the roads of Azzurra Street and Lisford Avenue. However, pedestrian footpaths have been established along the boundary of the development site, within the Lisford Avenue verge. The approval of the Woolworths development directly north of the subject site in May 2022 has acted as a catalyst for new retail and commercial development in the Two Rocks town centre, supporting the area’s emerging urban development.

Refer to **Photographs 1-3**, and **Figure 1**, site aerial, below.



**Photograph 1: Subject site viewed from north-eastern corner**





**Photograph 2: Subject site viewed from south-eastern corner**



**Photograph 3: View of King Neptune Sculpture across north-eastern corner of the subject site**





Figure 1: Site Aerial



### 3 PROPOSED DEVELOPMENT

#### 3.1 Development Summary

This application seeks approval for the use and development of a McDonald's restaurant and associated parking, access, landscaping, and advertisements on the subject site. The proposed restaurant will operate 24 hours per day, 7 days per week.

The development has been designed in a site responsive and contextual manner, being sympathetic to existing site conditions as well as the residential dwellings located to the south and east, and future residential dwellings to the west. The proposed restaurant improves the streetscape of surrounding roads through passive surveillance, attractive landscaping, and additional activity generation.

The proposed development will provide a convenient service to the local community and patrons travelling along the surrounding road network. The proposed development is suitably located within a developing town centre and will provide activation and interest as the area is developed.

#### 3.2 Site layout and built form

The proposed McDonald's restaurant 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 south-eastern portion of the subject site, comprising a floor area of 380m<sup>2</sup>.
- A servicing area within the northern portion of the building, with a 4.5m wide loading bay for service vehicles.
- A dual-lane drive-through facility with ordering menus and speaker boxes to the north of the building fronting Azzurra Street.
- A single lane drive-through and pick-up window with canopy along the eastern elevation of the building, screened by landscaping and proposed tree planting.
- Various signage associated with McDonald's imagery and branding.
- 22 car parking bays for customers and staff, including one accessible parking bay adjacent to the restaurant entrance.
- Two drive-through waiting bays plus capacity for 16 standard vehicles within the drive-through area.
- Two bicycle parking racks (four bicycle bays) located on the south-western 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 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'.
- Building entrances and glazing to the western and southern façades to allow for access and a direct line of sight between the restaurant building and car parking area.

- 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 of the building, wrapping along the northern, eastern and southern boundaries of the subject site. The plant and servicing area is located at the northern aspect of the building. The plant and servicing corral is enclosed within the building and is accessed via a dedicated loading bay.

Refer to **Appendix 2** for the Development and Signage Plans.

### 3.3 Landscaping

The proposed landscaping in the development site includes the provision of 11 new trees. Four of these trees are located adjacent to the car parking bays along the western boundary of the development site and will provide shade for cars parked in that area. These four trees are proposed as native trees—*Eucalyptus decipiens* 'Narrow-leaved Ironbark'.

The remainder of the trees, along with shrubs and ground cover, are mostly located along the northern and southern boundaries of the development site. They are provided to create attractive street frontages and to soften the view of the drive-through lanes.

Refer to **Appendix 3** for a copy of the Landscaping Plan.

### 3.4 Traffic and Access

The development proposes to create and use two new crossovers for access to and from Azzurra Street and Australis Drive. Specifically, the proposed access arrangements comprise:

- A full-movement crossover on Azzurra Street at the northern end of the site, approximately 50m west of the Lisford Avenue intersection; and,
- A full-movement crossover on (yet to be constructed) Australis Drive at the southern end of the site, approximately 30m west of the (future) Lisford Avenue/Charnwood Avenue/Australis Drive roundabout, currently featuring as a priority-controlled T-intersection of Lisford Avenue/Charnwood Avenue.

The proposed layout and access have been designed in response to the limitations of the site levels, which include retaining along Lisford Avenue that restricts available access, and the required setback distances from Lisford Avenue junctions to ensure safe access. The site layout will facilitate the safe and efficient movement of light vehicles and service vehicles, ensuring minimal conflict between the fast food drive through, deliveries and pedestrian movements.

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

- The traffic generated by the proposed development can be accommodated by the surrounding road and intersections;
- The proposed full movement crossovers will not create significant queuing or other traffic issues on and off of Azzurra Street and Australis Drive;
- The proposed crossovers to Azzurra Street and Australis Drive are expected not to have significant queuing after 10 years;

- The proposed fast food drive through queuing space provides adequate levels of services with a total of 16 queuing bays included;
- The two crossovers ensure free flowing traffic through and around the site, despite the level changes that prevent direct access to and from Lisford Avenue;
- The design of the site provides adequate space for delivery vehicles to safely manoeuvre through proposed development; and
- The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

Deliveries will generally take place outside of peak traffic periods to ensure minimal disturbance to the site’s operations and external traffic.

Refer **Appendix 4** for a copy of the Transport Impact Assessment and swept paths.

### 3.5 Bushfire Management

The entire development site is designated as bushfire prone on the Map of Bush Fire Prone Areas. However, much of the surrounding area has been cleared in preparation for future development, with low to no-threat vegetation remaining within proximity of the site.

A Bushfire Attack Level (BAL) assessment has been prepared by Western Environmental, in accordance with *State Planning Policy 3.7 Planning in Bushfire Prone Areas Policy*.

The BAL assessment demonstrates that the nearest bushfire risk is located at 10 Enterprise Avenue, approximately 250m from the subject site. As such, a BAL-LOW fire risk is applied to the subject site, meaning that there is insufficient risk to warrant specific construction requirements or considerations for the subject site.

Refer **Appendix 5** for a copy of the BAL Assessment Report.

### 3.6 Acoustic Management

An Environmental Noise Assessment has been prepared in response to the proposed 24/7 fast-food development's proximity to existing and future residential areas. The assessment demonstrates that the proposed development will comply with the assigned levels determined in accordance with the Environmental Protection (Noise) Regulations 1997, at all times. Notably, physical noise mitigation measures have been implemented to further enhance compliance. These include an acoustic masonry wall along the western boundary at is 1.8m high to the residential side and 3.05m to the subject site side, and a partially enclosed canopy to the drive-through on the eastern boundary.

For more details, refer to **Appendix 6**, which contains a copy of the Environmental Noise Assessment.

### 3.7 Stormwater Management

A Stormwater Concept Plan was prepared by Pritchard Francis for the proposed development. The proposed stormwater design for the site allows for on-site disposal through a series of soak wells and connecting drainage infrastructure. Further detailed plans will be completed as part of any relevant conditions of development approval.

Refer **Appendix 7** for a copy of the Stormwater Concept Plan.

### 3.8 Signage

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

- One (1) x 1.2m diameter McCafe wall button signs.
- Two (1) x 0.69m tall and 2.4m wide PlayPlace wall sign.
- One (1) x 0.715m tall and 2.0m wide McCafe wall sign.
- Six (6) x 1.2m tall and 2.0m wide McDonalds logo wall sign.
- One (1) x 0.22m tall and 1.81m McDonalds on awning sign.
- One (1) x 6m high and 3.027m wide pylon sign including the McDonalds logo, 24hour indication, and McCafe sign.

The other signs intended for the development are either exempt from requiring planning approval or do not warrant an assessment by virtue of their size and nature (e.g., minor directional signage, hazard signage, universally accessible bays signage etc).

The proposed signage is consistent with the McDonald's branding, as implemented on all new and refurbished sites across Australia.

Refer to **Appendix 2** for a copy of the Development and Signage Plans.

### 3.9 Lighting

The proposed development incorporates a number of lighting elements, including integrated lights in various locations and internally illuminated signage. A lighting assessment has been prepared to demonstrate that all lighting sources will comply with Australian Standards. The west-facing McCafé sign and Play Place sign will be dimmed to 30% output from 11 pm to 6 am to ensure compliance.

Refer to **Appendix 8** for a copy of the Lighting Assessment.



## 4 STATUTORY PLANNING FRAMEWORK

### 4.1 Metropolitan Region Scheme

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

The subject site is located along an 'Other Regional Road' Reservation, Lisford Road.

### 4.2 Local Planning Scheme

The City of Wanneroo *District Planning Scheme No. 2 (DPS2)* applies to the subject 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 to the extent of the inconsistency.

#### 4.2.1 Zoning

Under the provisions of DPS2, the subject site is zoned "Special Use". The objectives of the Special Use zone under DPS2 are as follows:

*To facilitate special categories of land uses which do not sit comfortably within any other zone.*

*To enable the local government to impose specific conditions associated with the special use.*

In accordance with the Special Use zone requirements under DPS2, the subject site is subject to the Yanchep - Two Rocks District Structure Plan (DSP) and Structure Plan No. 70, also referred to as the Two Rocks Town Centre Structure Plan (TCSP).

In accordance with the DSP, the activity centre node of Two Rocks is marked as a District Centre. Under the TCSP, the Two Rocks Townsite is envisaged to have a strong tourism component including cafés/restaurants.

#### 4.2.2 Two Rocks Town Centre Structure Plan

Under the provisions of the Two Rocks Town Centre Structure Plan (TCSP), the subject site is zoned "Commercial" and within Precinct C – Main Street. The objectives of the Commercial zone under DPS2 are as follows:

*To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.*

*To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street boundary and design of facades.*

*To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*

Strategically positioned on the southern portion of the Main Street Precinct, the proposed fast food outlet with drive-through provision is not only appropriate but encouraged under State Planning Policy 4.2 (**SPP4.2**), where such uses are categorised as a Category A - desired land use within district centres. This categorisation will be discussed further in **section 4.4.2**.

The outlet's location on Azzurra Street creates a vital link between the main street along Enterprise Avenue and the high-traffic distributor road, Lisford Avenue, serving as an intermediary space that enhances the activation of Azzurra Street. Extensive technical reporting supports the suitability of this fast food outlet from both traffic and acoustic perspectives. It is positioned to integrate seamlessly with the upcoming commercial centre and will cater effectively to both the local community and passer-by along Lisford Avenue.

Given the strategic importance and the backing of SPP4.2, the fast food outlet's placement aligns with the objectives of the Commercial zone and the broader goals for the Two Rocks Town Centre. The proposed development is thus consistent with the district's planning goals and merits approval.

#### 4.2.3 Land Use

The proposed development is classified as "Fast Food Outlet", which is defined under DPS2 as follows:

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

- (a) without further preparation; and
- (b) primarily off the premises.

The proposed development provides for the retail sale of food and coffee in a ready-to-eat format that can be obtained through either the drive through area or inside the building. The facility also provides onsite parking for staff and customers, and will operate 24 hours per day, 7 days per week.

In accordance with Table 1 – Zoning Table of DPS2, 'Fast Food Outlet' is categorised as a 'D' (discretionary) use within the Commercial zone, which indicates that the use can be approved at the City's discretion. Considering that the fast food outlet is a desired use under State Planning Policy 4.2 (SPP4.2) and the supporting technical reports demonstrate no significant impacts on the surrounding road network or local amenity, the proposal merits approval.

An assessment against the development standards and requirements of DPS2 has been completed in the following section, with further assessment against the Town Centre SP completed in section 4.3.

#### 4.2.4 Development Standards and Requirements

Table 2 below provides an assessment against the development requirements of DPS2, relevant to this proposal.

**Table 2: Assessment against the relevant development requirements of DPS2**

Provision	Comment	Compliance
Commercial and Centre zones		
All land contained in the Commercial and Centre zones shall specify a maximum retail net lettable area (NLA) which relates to retail floor area. The maximum retail net lettable area shall be included in Schedule 7 of this Scheme, and subject to requirement 1.2 of this Schedule, shall bind the development of the land to no more than that area specified.	The subject site is located within the Two Rocks District Centre as defined in the Two Rocks District Structure Plan (DSP). Although DPS2 does not set a maximum retail NLA, Table 10 of the DSP indicates an indicative retail NLA of 10,900m <sup>2</sup> for the Two Rocks District Centre.	Yes

Provision	Comment	Compliance
Notwithstanding the provisions of requirement 1.1 of this Schedule, the local government when considering applications for development approval may permit the development of the land to exceed the maximum retail net lettable area included in Schedule 7 of the Scheme, provided that the retail net lettable area for that land does not exceed what is stipulated in a structure plan or precinct structure plan approved by the Commission.	The proposed fast food outlet represents only the second development proposed within the district centre and has a gross floor area (GFA) of 380m <sup>2</sup> . Additionally, the previously approved retail development, which includes a Woolworths supermarket, comprises a total NLA of 4,327m <sup>2</sup> . Therefore, the inclusion of the proposed fast food outlet does not result in exceeding the indicative NLA of 10,900m <sup>2</sup> . Under the Local Structure Plan – the Two Rocks Town Centre Structure Plan (TCSP), the maximum retail NLA is 7,000m <sup>2</sup> . As above, the proposed fast food outlet does not result in a total NLA in the town centre that exceeds 7,000m <sup>2</sup> .	Yes
Setbacks for Non-Rural and Non-Residential Development		
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: Street boundary – 6 metres; Side and rear boundaries – Nil.	All lot boundary setbacks are compliant, with the building set back 6m or more from the street frontages.	Yes
That portion of a lot within 3 metres of the street boundary shall only be permitted to be used for a means of access and landscaping.	The portion of the lot within 3m of the street boundary is proposed to be used for access and landscaping.	Yes
That portion of a lot between 3 metres of the street boundary and the building setback line shall only be permitted to be used for: <ul style="list-style-type: none"> <li>a means of access;</li> <li>the loading and unloading of vehicles;</li> <li>landscaping;</li> <li>a trade display;</li> <li>the daily parking of vehicles used by employees and customers of the development.</li> </ul>	The portion of the lot between 3m of the street boundary and the building setback line is proposed to be used for access, landscaping, and parking, as well as the drive through facility.	Yes
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.	No vehicle sales or wrecking is proposed on site, and storage will be contained within the storage areas and buildings proposed on site.	Yes
Building Facades for Non-Rural and Non-Residential Development		
The façade or facades of all non-rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of the local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by the local government, they shall have a factory applied paint finish.	The proposed facades of the development are proposed to be created to a high standard in a vertical weatherboard cladding, with timber-look fencing and cladding used for articulation and visual interest. All metal clad materials are intended to be painted.	Yes
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.	Signage placement has been integrated into the design of the proposed building.	Yes

Provision	Comment	Compliance
<b>Traffic Entrances</b>		
The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.	Access to the subject site is from Azzurra Street to the north and Australis Drive to the south. Both crossovers are proposed to be full movement access and egress to the site.	Yes
<b>Visual Truncations to Vehicular Accessways in the Vicinity of Streets or Rights-of-Way</b>		
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 sightline area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersection of a vehicular accessway and a street or right-of-way.	No development of greater than 0.6m in height is proposed within the access sightline areas around the site.	Yes
<b>Pedestrian and Vehicle Reciprocal Access Requirements</b>		
If the local government approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of the local government.	N/A	N/A
<b>Service Areas and Access</b>		
Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, bulky goods showrooms, restaurants/cafes, lunch bars, fast food outlets, convenience stores, liquor stores (large or small) and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.	A separate loading bay area with direct access to the back of house area is proposed as part of the development.	Yes
<b>Storage and Rubbish Accumulation</b>		
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 waste materials shall be maintained within the fast food outlet building or related bin store areas and collected as necessary by a private waste collector.	Yes
All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.	All waste materials shall be located in the bin store area and accessible to the private waste collector vehicles without adversely impacting car parking	Yes
<b>Car Parking Standards</b>		
The number of on-site car parking bays to be provided for specified development shall be in accordance with Schedule 11. Where development is not specified in Schedule 11 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall	An assessment against the parking requirements as provided in Schedule 11 of DPS2 has been completed in <b>Table 3</b> of this report.	Yes

Provision	Comment	Compliance
apply irrespective of the development proposed in cases where it considers this to be appropriate.		
The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS2890.1 or AS2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.	The proposed parking shall be in accordance with the relevant Australian Standard.	Yes
<b>Bicycle Parking and End of Trip Facilities</b>		
The local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.	4 bicycle parking bays are provided as part of the development, located outside the pedestrian entrance to the building.	Yes
<b>Landscaping Requirements for Non-Rural and Non-Residential Development</b>		
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.	A total area of 775m <sup>2</sup> has been developed as landscaping, which is approximately 25% of the subject area.	Yes
When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street boundaries shall be set aside, developed, and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.	No car parking areas are located adjacent to the street frontages of the site.	N/A
Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking. Alternatively, the local government may require these areas to be screened from view of streets and other public places.	Landscaping is proposed for all areas of the development site not proposed to be used for buildings, access, parking, or storage.	Yes
Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.	The landscaping areas are located around the edges of the subject site and will improve the visual appeal of the development from the surrounding streets and neighbouring properties.	Yes
Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.	11 shade trees are provided across the site.	Yes

As outlined above, the proposed development is entirely compliant with the relevant development requirements of DPS2.



#### 4.2.4.1 DPS2 Car Parking Standards

The DPS2 car parking standards applicable to the proposal have been assessed in **Table 3** below.

**Table 3: Assessment against the relevant DP2 Car Parking Requirements**

Car parking requirement	Determinant	Required	Proposed
<b>Fast Food Outlet</b> 1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m <sup>2</sup> NLA for non-seated areas. Up to 50% of non-seated area parking may be located in drive through queue	50 seats, 75m <sup>2</sup> NLA non seated area	12.5 (seating area), 5.25 (non-seating)  Total required: 17.75 bays	22 parking bays, 16 drive through bays 2 waiting bays

The proposed development includes a total of 22 standard parking bays, 2 waiting bays and 16 drive through queuing bays. This results in a total provision of 24 bays and 16 drive through queuing bays on site. Having regard to the car-orientated nature of the land use and the drive through queuing area, it is considered sufficient parking and queuing capacity is provided to cater for the demand generated by the businesses.

### 4.3 Structure Plans

#### 4.3.1 **Yanchep-Two Rocks District Structure Plan No.43**

The Yanchep-Two Rocks District Structure Plan (DSP) governs one of the largest urban development areas in the Perth metropolitan region. Key guiding principles of the DSP include the creation of integrated movement systems (including public and private transport), fostering diverse economic opportunities, and enhancing the public realm to cater to a broad range of activities.

The subject site is located within the Two Rocks District Centre as designated by the DSP. This positions the proposed fast food outlet as a fitting addition to the area, aligning with State Planning Policy 4.2 (SPP4.2), which categorises such outlets as a desired land use within 'District Centre' activity centres. The development will contribute to the social and economic vitality of Two Rocks, supporting employment and enhancing social interaction along Lisford Avenue. It also marks a significant step in the activation and development of the district centre, aligning with the strategic objectives for efficient staging and provision of infrastructure and services.

#### 4.3.2 **Two Rocks Town Centre Structure Plan**

The Two Rocks Town Centre Structure Plan (TCSP) guides the development of the Two Rocks town centre with objectives that emphasise a vibrant, mixed-use town centre, fostering a contemporary coastal community with day and night activities. Key objectives include creating a main street that acts as a hub for boutique retail and entertainment, enhancing tourism, and establishing robust, adaptable building designs for future use transitions. Additionally, the plan aims to maximise marina views, improve marina linkages, and encourage a walkable and cyclable environment through an interconnected street and pathway network.

The proposed development of a fast food outlet strategically positions itself to energise the area by providing an accessible stop along Lisford Avenue and integrating seamlessly with the broader Centre precinct. It serves as a practical buffer between the pedestrian-focused Main Street area of Azzurra Street and the busier Lisford Avenue. This configuration not only promotes active street-level engagement but also addresses traffic and pedestrian safety effectively.

#### 4.3.2.1 Zoning

As outlined above in **section 4.2** of this report, under the provisions of the TCSP the subject site is within the Precinct C – Main Street and is zoned 'Commercial' with an applicable residential density coding of R40-60. An assessment against the relevant development standards and requirements for the subject site is completed below.

#### 4.3.2.2 Detailed Area Plan

In discussions with City officers prior to lodgement, it was agreed that the scale and permanence of the proposed fast food outlet aligns with the future intentions of the Precinct C Detailed Area Plan (now referred to as LDP). The development neither compromises the timely provision of infrastructure and services to the area nor impedes the development of the surrounding area in line with the TCSP and DSP. Therefore, the proposal is consistent with the intended development goals for the Precinct C area.

#### 4.3.2.3 Development Standards and Requirements

The subject site is within the Main Street Precinct of the Town Centre Structure Plan. **Table 4** below provides an assessment against the relevant provisions the Town Centre SP.

**Table 4: Town Centre Structure Plan Development Requirements**

Provision	Comment	Compliance
Detailed Area Plans		
2.1 The City will not approve development within a Precinct in the absence of a precinct Detailed Area Plan (DAP), approved by the City pursuant to clause 9.14 of the Scheme, for the whole of each Precinct A-E, unless the City is satisfied that the development is of a scale and permanence that would not prejudice the: design of the DAP; timely provision of infrastructure and services to the area; or the development of the surrounding area in line with the Agreed Structure Plan.	Refer <b>section 4.3.2.2</b> .	Yes
Planning Requirements for Precinct C: Main Street		
Detailed Area Plan		
1.1 In addition to any general matters required to be included within a DAP (under Table 1 of this Structure Plan) and Clause 9.14.2 of the Scheme, a DAP for Precinct C shall incorporate provisions and design elements addressing the following: <ul style="list-style-type: none"> <li>a. Maximum building heights in accordance with State Planning Policy 2.6, State Coastal Planning Policy, measured from finished lot levels as identified on the DAP.</li> <li>b. As a guide only, a target yield of 55 dwellings.</li> <li>c. Public open space incorporating a drainage infiltration area, generally in accordance with the Structure Plan Map.</li> <li>d. Building elements, including attachments such as verandahs or awnings, average maximum setbacks of 3 metres from the street boundary and nil side setbacks.</li> </ul>	<p>This development does not propose the preparation of a Detailed Area Plan (DAP) for the TCSP Precinct C area, and no current DAP is approved for the subject site.</p> <p>The proposed development is for a single landholding within TCSP. Further, the development is aligned with the approval provided for Woolworths at Lot 701 (2) Azzurra Street, located across Azzurra Street from the subject site.</p> <p>As such, the proposed development is aligned with the existing and intended future character for the area and will not prejudice the development of future DAP or Local Development Plans (LDP) prepared for the locality.</p>	Variation

Provision		Comment	Compliance
e.	In the Commercial Zone, commercial and retail uses that create pedestrian interest and activity, or dwellings that can later be adapted for commercial and retail uses, at ground level.		
f.	Commercial and retail floor space allocation in accordance with Table 8.		
Floorspace Allocation for the Structure Plan Area			
Land use: Retail	Maximum Net Lettable Area: 7,000m <sup>2</sup>	Proposed gross floor area (GFA): 380m <sup>2</sup>  The proposed development is the second retail application for the area, with the approved Woolworths development intending to create 4,430m <sup>2</sup> NLA. With the addition of this fast food outlet, the total retail floor space for the Structure Plan Area is understood to be approximately 4,810m <sup>2</sup> , well below the 7,000m <sup>2</sup> limit.	Yes

As demonstrated in **Table 4** above, the proposed development is aligned with the development requirements of the Town Centre SP. The site is proposed to be developed for commercial uses and will not prejudice the development of the remainder of the Main Street Precinct under the Town Centre SP prior to the endorsement of a Detailed Area Plan for the locality.

## 4.4 State Planning Policies

### 4.4.1 State Planning Policy 3.7 – Planning for Bushfire Prone Areas

*State Planning Policy 3.7 Planning for Bushfire Prone Areas (SPP3.7)* refers to land identified as being bushfire prone and is intended to be used to inform and guide development to achieve acceptable bushfire protection outcomes.

The subject site is mapped as 'Bushfire Prone Area' in accordance with SPP3.7. The Bushfire Attack Level (BAL) calculated for the site on the BAL contour map is BAL-LOW. In accordance with the requirements of SPP3.7, a Bushfire Management Plan is therefore not required.

Refer to **Appendix 5** for a copy of the BAL Report.

### 4.4.2 State Planning Policy 4.2 – Activity Centres

*State Planning Policy 4.2 Activity Centres (SPP 4.2)* regulates the planning, development and decision making regarding activity centres to ensure the distribution, function, access and urban form are adequately considered.

SPP4.2 designates an 'Activity Centre Hierarchy' for all activity centres at a regional and urban levels. The subject site is located in the Two Rocks (Town Centre) District Centre and is expected to form part of the services and tenancies that provide for the daily and weekly needs of residents within the area.

Under SPP4.2, a fast food outlet is Category A land use which is a 'desired' land use within a District Centre. As such, the proposed development is entirely aligned with the intent of SPP4.2 and is an appropriate land use for the subject site.

In accordance with the requirements of SPP4.2, the Town Centre Structure Plan outlines a total NLA limit of 7,000m<sup>2</sup> for the District Centre. At 380m<sup>2</sup> GFA, no further assessment of the proposed retail development is required under clause 7.8(f) of SPP4.2.

#### 4.4.3 State Planning Policy 7.0 – Design of the Built Environment

*State Planning Policy No.7.0 Design of the Built Environment (SPP 7.0)* became operational on 24 May 2019. SPP7 is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten ‘Design Principles’, providing a consistent framework to guide the design, review, and decision-making process for planning proposals. Refer **Table 5** below for an assessment against the ten design principles of SPP7.0.

**Table 5: Assessment against Schedule 1 – Design Principles of SPP 7.0**

Design Element	Design Outcome
<b>1. Context and character</b> Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The proposed development has been designed to integrate seamlessly with the surrounding road network and the Two Rocks town centre. In addition to using landscaping and building articulation to create visual interest, the design adopts a softer coastal palette of materials and colours, including greys, creams, and timber-look cladding, to resonate with the local coastal context. This approach not only enhances the site’s visual appeal but also contributes to an attractive and active entry area for the Main Street, aligning with the goals of the TCSP.
<b>2. Landscape quality</b> Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The proposed landscaping includes significant areas of vegetation around the boundaries of the site, providing a softer appearance from the street. This will also create shaded areas for pedestrians in the area and alleviate heat and other impacts from Lisford Avenue, as an Other Regional Road expecting to experience increasing volumes of traffic.
<b>3. Built form and scale.</b> 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.	The proposed development is situated on the edge of a transitional zone between the Atlantis Village Centre area, existing residential development to the east, and Lisford Avenue. The scale of the development reflects the transitional nature, with the double storey development creating a low introduction towards the intended high-density developments for the centre of the Main Street area.
<b>4. Functionality and build quality.</b> Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.	The proposed layout of the subject site will support the drive through while providing an amenable pedestrian environment through the provision of the pedestrian links to the surrounding pedestrian paths, internal seating areas, pedestrian crossing areas, and landscaped areas. This will allow the site to develop alongside both Lisford Avenue as a future high-volume road, without impeding upon the intended character and development of the Atlantis Village centre area.
<b>5. Sustainability</b> Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.	The proposed development enhances the surrounding locality by introducing additional landscaping and boosting economic trade. Notably, the development incorporates environmentally conscious features such as EV chargers in specified parking bays and solar panels on the roof. Additionally, the use of lighter colours in the building materials not only aligns with the local coastal context but also improves energy efficiency by reflecting more sunlight, thereby reducing cooling costs and energy consumption.

Design Element	Design Outcome
<b>6. Amenity</b> Good design optimises internal and external amenity for occupants, visitors, and neighbours, contributing to living and working environments that are comfortable and productive.	The proposed development is located in a commercial centre, across an Other Regional Road from the nearest residential development. The development has been designed to connect with the greater commercial area while alleviating the impacts of the passing traffic on the subject site. This has been done through the use of landscape buffering, orientation of the building towards the west (and the Marina area), and location of the drive through area near to the regional road and existing volumes of traffic.
<b>7. Legibility</b> Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.	The proposed development is designed to be legible from a vehicle and pedestrian perspective. The proposed signage ensures that passers-by on all elevations are able to identify and navigate to and around the site.
<b>8. Safety</b> Good design optimises safety and security, minimizing the risk of personal harm and supporting safe behaviour and use.	The proposed development prioritises the maintenance of clear sightlines within and around the site and incorporates strategic lighting and façade treatments to enhance visibility and deter potential security issues. Additionally, the 24-hour trading of the fast food outlet promotes passive surveillance, with constant lighting and activity around the clock contributing to an increased perception of safety and security in the area.
<b>9. Community</b> 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.	The proposed development is designed to service the local context as well as the wider community through its proximity to Lisford Avenue. The site is located on the easternmost edge of the Town Centre SP area, adjacent to residential dwellings across Lisford Avenue and will service that nearby residential area, while also servicing the wider community.
<b>10. Aesthetics</b> Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	The proposed fast food restaurant incorporates building articulation, colours and glazing to provide an easily identified and inviting entrance space that will accommodate individuals and family groups.

As demonstrated above, the proposed development aligns with the objectives of SPP7 and warrants approval accordingly.

## 4.5 Local Planning Policies

### 4.5.1 Local Planning Policy 4.6 – Advertising Signs

The City’s Local Planning Policy 4.6 – Advertising Signs (**LPP4.6**) sets out the requirements for advertising sign built form and safety considerations within the City’s Scheme Area. Refer to **Table 6** below for an assessment against LPP4.6.

**Table 6: Assessment against LPP4.6 – Advertising Signs**

Provision	Comment	Compliance
General Policy Provisions		
1. In general, advertising signs shall: <ul style="list-style-type: none"> <li>• Not contain any offensive material<sup>1</sup>;</li> <li>• Not be affixed to boundary walls or fences;</li> <li>• Not extend beyond the boundary of the lot on which they are situated;</li> <li>• Relate to the site on which they are located; and</li> <li>• Integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible.</li> </ul>	The proposed advertising signs for the development will: <ul style="list-style-type: none"> <li>• Not contain any offensive material;</li> <li>• Not be affixed to boundary walls or fences;</li> <li>• Not extend beyond the boundary of the lot on which they are situated;</li> <li>• Relate to the site on which they are located; and</li> </ul>	Yes



Provision	Comment	Compliance
	<ul style="list-style-type: none"> <li>Integrate with the building design through the integration of above-roof architectural elements to create a seamless view from the street.</li> </ul>	
2. A sign that fits within the definition of more than one sign type shall be assessed against the criteria the City considers most applicable.	Assessment against the relevant signage criteria is provided below.	Yes
3. The area of a sign is to be measured as the greatest horizontal dimension multiplied by the greatest vertical dimension, excluding any support structures.	The area of all signs is measured as the greatest horizontal and vertical dimensions, excluding support structures.	Yes
<b>Signage Strategy</b>		
<p>A signage strategy is an overall plan for a development site or structure plan area and shall be submitted with an application for development approval when:</p> <ul style="list-style-type: none"> <li>The sign/s relate to a subdivision or development estate which proposes more than ten lots;</li> <li>The sign/s relate to a display home or village; or</li> <li>The number of signs for a development site (existing and proposed) exceeds a total of four.</li> </ul>	The proposed signage is aligned with the branding for McDonalds fast food outlets. The proposed development plan includes a site signage plan identifying the proposed signage, including directional signage into and around the site. Refer <b>Appendix 2 – Development and Signage Plans</b> .	Yes
<p>A signage strategy should incorporate the location, type, size and design of all existing and proposed signs, depicted on site and elevation plans. Justification should be provided on the need for the number and design of signs proposed, having regard for the relevant policy provisions and objectives.</p>	Refer DA03 and DA10 of <b>Appendix 2 – Development and Signage Plans</b> .	Yes
<b>Pylon Sign</b>		
<p>Pylon signs should -</p> <ul style="list-style-type: none"> <li>Be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage.</li> <li>Not exceed 6 metres in height by 2.5 metres in width.</li> <li>Be located centrally within the lot and no closer than 3 metres to a side boundary.</li> </ul>	The proposed pylon sign includes the McDonalds Golden Arches logo, 24 hour sign elements and McCafe button sign. The sign is oriented to the Lisford Avenue street frontage and is 6m tall and 3.027m wide. This is a variation on the maximum 2.5m width for the pylon sign and is proposed to ensure ease of visibility for travelers along Lisford Avenue. The pylon sign is located approximately 2m from the lot boundary, within the 3m landscaping strip to ensure that it is easily visible from Lisford Avenue for passersby to the site.	Variation
<b>Wall Sign</b>		
<p>Wall signs should -</p> <ul style="list-style-type: none"> <li>Be limited to a maximum of one sign per tenancy, per street frontage.</li> <li>Not extend laterally beyond either end of the wall or protrude above the top of the wall.</li> <li>Not exceed 25 percent in aggregate area on any one wall to a maximum of 8 square metres.</li> <li>Be integrated with the building design.</li> </ul>	<p>The proposed fast food outlet includes 10 wall signs across the development.</p> <p>The southern elevation of the fast foot outlet includes one Golden Arches sign, one McCafe button sign, and one PlayPlace sign.</p> <p>The western elevation includes one Golden Arches sign, one McCafe sign, and one PlayPlace sign.</p> <p>The eastern elevation includes two Golden Arches signs, one of which is located on the screening for the drive through area.</p> <p>The northern elevation includes one Golden Arches sign.</p>	Variation.

Provision	Comment	Compliance
	None of the signs extend laterally beyond the edge of the wall, exceed 25% of the wall area for any one wall, and are all integrated with the building design. The number of signs proposed are to ensure that wayfinding from the street as well as from adjoining lots is clear to visitors, with all four lot boundaries expected to experience either visitors searching for the entrance or passing traffic due to the nature of the site.	
Verandah Sign		
Signs on the fascia of a verandah should not - • Exceed 400 millimetres in height. • Project beyond the edges of the verandah.	1 verandah sign is proposed for the fast food outlet. The proposed verandah sign is 1.81m in length, 0.22m in height, and is located along the awning edge within the edges of the verandah and above the pedestrian customer entrance to the building.	Yes

1. *Offensive material is content deemed by the City to be objectionable, violent, insulting, obscene or defamatory to most people, or a particular group of people.*
2. *Tourist location: refers to places where visitors typically visit for the natural, cultural or historic value while also offering leisure and amusement at a regional or sub-regional level and is determined at the discretion of the City.*
3. *Integrated Business Centre: refers to a continuous area of Business zoned land greater than 10,000m<sup>2</sup>.*

As assessed above, the proposed signage for the subject site includes some variations on the deemed to comply requirements under LPP4.6. All variations have been justified in the above assessment and primarily relate to ensuring that wayfinding and the scale and appearance of the development is maintained in and around the development.

The proposed signage is appropriate due to the scale and number of internal and external views in and around the site requiring adequate signage to ensure that visitors and customers to and around the site are able to locate and navigate the area. As such, the proposed signage for the subject site is considered acceptable and warrants approval accordingly.

## 4.6 Matters to be considered

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

**Table 7: Matters to be considered**

Matter to be considered	Provided
(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>	Refer <b>section 4</b> of this report.
(c) <i>any approved State planning policy</i>	Refer <b>section 4.4</b> of this report.
(g) <i>any local planning policy for the Scheme area;</i>	Refer <b>section 4.5</b> of this report.
(h) <i>any structure plan or local development plan that relates to the development</i>	Refer <b>section 4.3</b> of this report.

Matter to be considered	Provided
(k) <i>the built heritage conservation of any place that is of cultural significance</i>	The proposed development is located approximately 178m south-east of the State Heritage Listed King Neptune Sculpture (place n. 17935), also identified as a structure of heritage value for conservation as part of the TCSP. The significant separation distance between the proposed fast food outlet and the heritage sculpture means it will be entirely screened from view by the approved Woolworths development located on Lot 702 (1) Azzurra Street to the direct north of the subject site. As such, there will be no impact from the development on the heritage sculpture or its surroundings.
(m) <i>the compatibility of the development with its setting, including –</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>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>	The proposed development is aligned with the current and future character of the area, and includes provision of: <ul style="list-style-type: none"> <li>- architectural elements for built form articulation and activation;</li> <li>- pedestrian and vehicle connectivity to the surrounding context and;</li> <li>- consideration of nearby sensitive land uses.</li> </ul>
(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>	As outlined above, the proposed development has been designed to activate the streetscape and connect to the existing character of the area. Further, the provided technical reports show that the proposed development will not adversely affect nearby sensitive land uses and will complement the upcoming centre area to the north and west.
(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i>	Refer <b>section 3.7</b> and <b>Appendix 7</b> .
(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>	Refer <b>section 3.8</b> of this report.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	Refer <b>sections 3.5</b> and <b>3.7</b> of this report.
(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i>	Refer <b>sections 3.5, 3.5</b> and <b>3.7</b> of this report.
(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>	Refer <b>section 3.3</b> and <b>Appendix 4</b> of this report.
(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>	Refer <b>section 3.3</b> and <b>Appendix 4</b> of this report.

Matter to be considered	Provided
<p>(u) <i>the availability and adequacy for the development of the following –</i></p> <p>(i) <i>public transport services;</i></p> <p>(ii) <i>public utility services;</i></p> <p>(iii) <i>storage, management, and collection of waste;</i></p> <p>(iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet, and shower facilities);</i></p> <p>(v) <i>access by older people and people with disability;</i></p>	Refer <b>section 3.3</b> of this report.

As outlined above, the relevant matters to be considered for the proposed development have been adequately addressed in the relevant sections of this report.

## 5 CONCLUSION

As discussed throughout this report, the proposed development of a fast food outlet on the subject site aligns with and fulfills the objectives of the Two Rocks Town Centre Structure Plan and adheres to the provisions of the City of Wanneroo District Planning Scheme No. 2 (DPS2). The following points substantiate the support for this development:

- The proposed development is consistent with the commercial zoning and intent as outlined under the City of Wanneroo *District Planning Scheme No. 2* and Two Rocks Town Centre Structure Plan.
- In accordance with State Planning Policy 4.2 – Activity Centres (SPP4.2), the subject site’s location within a District Centre (Two Rocks) and proposed fast food outlet use is desired on the site.
- The proposed development has been adequately assessed against the requirements of State Planning Policies 3.7 – Planning for Bushfire Prone Areas, and 7.0 – Design of the Built Environment, and deemed to address all development requirements.
- The proposed development is consistent with the objectives and provisions of Local Planning Policy 4.6 – Advertising Signs, where applicable, ensuring that all signage is appropriate and enhances the site’s visibility without detracting from the local aesthetic.
- The design of the development is sympathetically crafted with a coastal palette, reflecting the local environmental context and enhancing the overall streetscape. This approach ensures that the structure is not only functional but also visually appealing.
- Comprehensive technical assessments confirm that the proposed development will not adversely affect the amenity of adjoining properties. Factors such as noise, light, and traffic have been carefully considered and addressed through thoughtful design and planning.
- The design incorporates clear sightlines and strategic lighting, improving visibility and security. Moreover, the 24-hour operation of the outlet promotes ongoing activity and passive surveillance, contributing to a safer environment for the community.

For the reasons outlined above, the proposal demonstrates the suitability of the proposed development on the subject site. Therefore, it is respectfully requested that the Metro Outer Development Assessment Panel grant approval to the proposed development.