

Development Application Report

Proposed Aldi Supermarket and McDonald's Restaurant

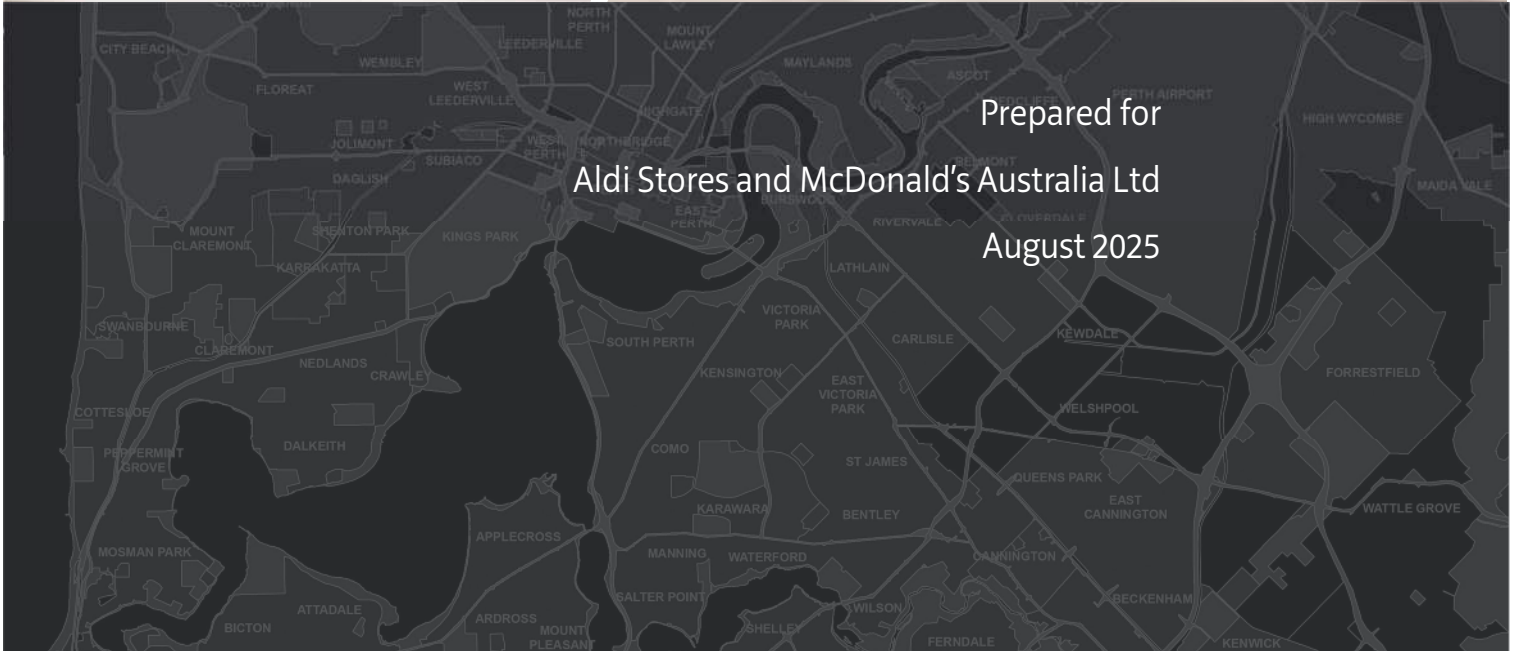
Multiple Lots – Pinjarra Road, George Street and Murray Street,
Pinjarra Town Centre

PLANNING SOLUTIONS
— URBAN & REGIONAL PLANNING

PS



Prepared for
Aldi Stores and McDonald's Australia Ltd
August 2025



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1 EXECUTIVE SUMMARY

Proposal	McDonalds Restaurant, Aldi Supermarket, and associated parking and landscaping	
Lot size	10,029m ²	
Existing land use	Vacant; Unoccupied historic building (Masonic Hall)	
Zoning	PRS Zone/Reserve: LPS4 Zone/Reserve:	Urban / Primary Regional Road Reserve Town Centre / Major Highway
Land use class / permissibility	Take Away Food Outlet Shop Liquor store	P – Permitted P – Permitted AA – Discretionary
Approval pathway	JDAP Determination	
Decision sought	Exercise of discretion to grant development approval	
Summary of the nature of discretion sought	<ul style="list-style-type: none"> Approval of a Liquor store Consistency of works component with development requirements 	
Key statutory instruments	Planning Schemes <ul style="list-style-type: none"> Peel Region Scheme (PRS) Planning and Development (Local Planning Schemes) Regulations 2015 – deemed provisions Shire of Murray Local Planning Scheme No. 4 (LPS4) 	
Key policy instruments	State planning policies <ul style="list-style-type: none"> State Planning Policy 2.1 – Peel-Harvey Coastal Catchment Policy (SPP2.1) (to be replaced by Draft State Planning Policy 2.9 – Planning for Water (SPP2.9)) State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7) State Planning Policy 4.2 – Activity Centres (SPP4.2) State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) Region scheme policies <ul style="list-style-type: none"> Floodplain Management Policy (Floodplain Policy) Local planning policies <ul style="list-style-type: none"> Local Planning Policy – Pinjarra Activity Centre Local Planning Policy – Pinjarra Town Centre Public Art Local Planning Policy – Water Sensitive Urban Design Local Planning Policy – Signs 	
Seriously entertained planning instruments	<ul style="list-style-type: none"> Draft Scheme Amendment No. 322 (SA322) Draft Pinjarra Precinct Structure Plan (Draft PSP) 	
Mapped constraints	Heritage	Addressed with Heritage Impact Statement
	Bushfire	Addressed with BAL assessment
	Environmental	Addressed with Civil/stormwater concept plan
	Contamination	Lot 4 is classified as "Remediated for restricted use".
Referrals (required under statute and policy)	<ul style="list-style-type: none"> Main Roads WA – under PRS Heritage Council – under <i>Heritage Act 2018</i> Department of Water and Environmental Regulation - under <i>Floodplain Management Policy</i> 	

2 PRELIMINARY

2.1 Introduction

Planning Solutions acts on behalf of McDonald's Australia Limited and Aldi Stores, the proponents of the proposed development at Lots 4 (47), 2 (49) and 31 (51) George Street, Lots 3 (1924) and 750 (1922) Pinjarra Road, and Lots 750 (24) and 40 (28) Murray Street, Pinjarra (**subject site**).

The proposed development is for an Aldi Supermarket and McDonald's Fast Food Outlet, and associated car parking, landscaping and access. Key elements of the proposed development are summarised as follows:

- A total shop/retail Gross Floor Area (**GFA**) of 1,918m², including a supermarket and a fast food outlet distributed towards the street frontages;
- One crossover onto Murray Street, Pinjarra Road, and George Street, respectively, providing access to the centralised car parking area;
- Pedestrian connectivity through the subject site and parking area facilitating future connections to the wider Pinjarra Junction Shopping Centre across Pinjarra Road;
- Provision of landscaping across the site, including significant areas along the street boundaries and a landscaped plaza area outside the entrance of the Aldi supermarket building, creating a connection to the north and the existing Pinjarra Junction Shopping Centre across Pinjarra Road; and
- Retention of the historical Masonic Hall.

2.2 Background

2.2.1 Development history

On 11 June 2015 Council approved the commercial development of the subject site with approximately 3,230m² of retail floorspace and the retention of the historic Masonic Hall. The final development outcome placed significant weight on two key considerations–

- The downgrading of Pinjarra Road and future construction of a Pinjarra bypass for heavy vehicle traffic.
- The future adoption of an activity centre/precinct plan over the Pinjarra town centre to guide future development and built outcomes.

The approved development resolved these considerations by delivering main street built form outcomes to each lot frontage, concentrating a hard edge to the corner of Murray Street and Pinjarra Road, sleeving parking areas to the centre of the lot, delivering a pedestrian crossing to Pinjarra Junction across Pinjarra Road, allowing for integration with a future development of Lot 50 in the event that it was not required by Main Roads for the intersection upgrade and consolidating crossover to one per lot frontage. An extract of the approved development plans showing the proposed layout is shown as **Figure 1** below.

The proposed development retains the core attributes and built form outcomes of the 2015 approval, including a main street built form outcome to each lot frontage, consolidated access and crossover locations, sleeved and integrated parking areas and integration with the potential development of Lot 50 in future.

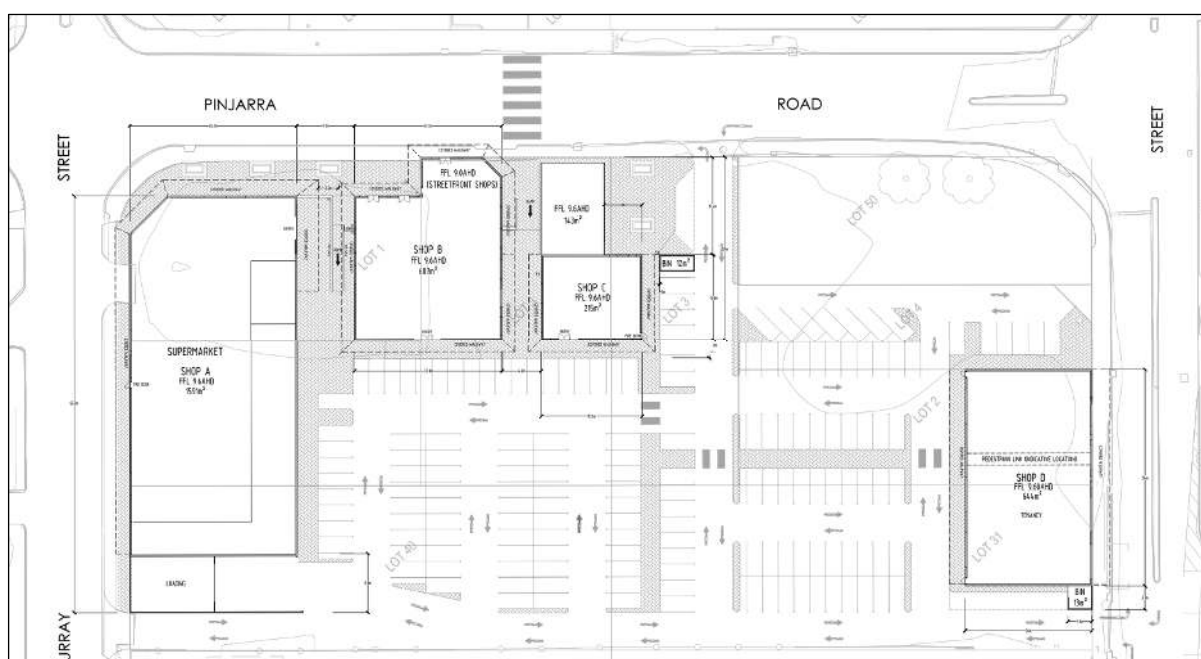


Figure 1: Extract of development plans approved on 11 June 2015

On 4 April 2017, an application for the development of a liquor store (DAP17/01333) on the Masonic Hall lot was refused by the Metro South-West Joint Development Assessment Panel. The development was not refused because of the proposed land use, but because the proposed crossover location undermined the delivery of a pedestrian link between the subject site and Pinjarra Junction shopping centre over Pinjarra Road, and concerns regarding the potential lack of integration with the development of the remainder of the subject site.

The relevance of this refusal is that it highlights the significant weight that has been given by decision-makers to achieving an integrated development outcome and a pedestrian link between the subject site and existing Pinjarra Junction shopping centre. The proposed development delivers both outcomes.

2.2.2 Pinjarra town centre planning framework

At the time of the development approval on 11 June 2015, the Town had a progressed draft *Pinjarra Town Centre Growth Strategy*, which informed the development assessment. Subsequently, the Town has progressed a local planning framework with the initiation of a *Pinjarra Town Centre Revitalisation Strategy* and *Draft Activity Centre Plan* in 2017, a *Pinjarra Activity Centre Local Planning Policy* in 2018 and a revised *Draft Pinjarra Precinct Structure Plan* in March 2025. Over the course of time, the specific planning objectives for the subject site have remained largely consistent between each iteration of the planning documents.

2.2.3 Downgrading of Pinjarra Road and intersection

In November 2023, the state government committed to the delivery of the Pinjarra Heavy Haulage Deviation project to allow heavy vehicle traffic to deviate around the town centre (refer **Figure 2** below). The future reduction in heavy vehicle traffic supported the downgrading of Pinjarra Road to enable safe and convenient pedestrian movements between the existing shopping centre and this proposed centre. This was completed by December 2023, with the conversion of Pinjarra Road from a four-lane highway standard to a two-lane, pedestrian friendly environment.



Figure 2: Concept plan showing route of proposed deviation (Shire of Murray, 2024)

2.3 Pre-lodgement engagement

2.3.1 Shire of Murray

The project team has engaged with the planning officers at the Shire of Murray, including two meetings in November and December 2024. Key considerations raised in these meetings were centred around the Pinjarra Design Masterplan (**Masterplan**), previously approved development and the main street presentation of the proposed development.

A copy of the Masterplan has been attached illustrating the design evolution in response to pre-lodgement engagement (refer **Appendix 4**). As outlined **Figure 3** below, several iterations of the Masterplan were undertaken in response to feedback received from the Shire.

A key design change and consideration through the master planning and engagement process was the re-orientation of the McDonald's development to achieve a nil setback, create an active frontage to George Street and sleeve the drive through behind the building. Previous iterations comprised a 'wrap around' style drive through arrangement. Significant effort has been made to address the Shire's feedback to create a greater pedestrian focused development and street front activation on George Street.

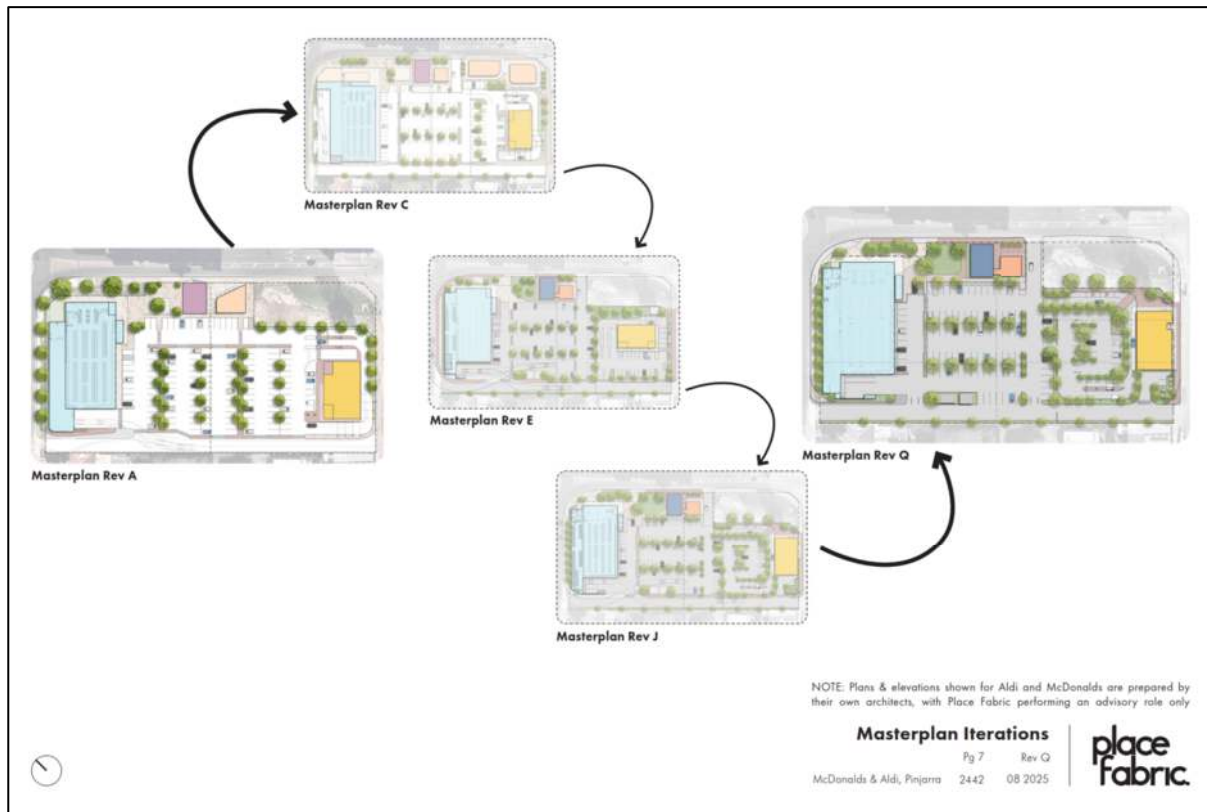


Figure 3: Extract of Masterplan showing design iterations

2.3.2 Department of Planning, Lands and Heritage

The subject site contains a building on the State Heritage Register, and so the project team also engaged with the officers of the Department of Planning, Lands & Heritage (DPLH). DPLH officers identified the importance of preserving views of the building from either approach along Pinjarra Road and recommended an increased setback from the heritage building to the rear car park. The proposal was amended to specifically address DPLH's feedback.

3 SITE DETAILS

3.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site. The details of the subject lots are summarised as follows:

Table 1: Lot Details

Lot	Plan		Volume / Folio			Area (m²)	Street		Encumbrances
750	SL 1	42347 (Strata)	2222	798	1,047	24		Murray St	H350105 – Memorial (Heritage Act)
	SL 2			799	1,046	26		Murray St	
	SL 3			800	1,558	1922		Pinjarra Rd	
40	223049		20	396A		1,972	28	Murray St	
3						1,045	1024	Pinjarra Rd	
4	15269		1829	571		742	47	George St	M564592 – Memorial (Contaminated Sites Act)
2	11201		1829	572		1,014	49	George St	
31	223049		1951	207		1,969	51	George St	
Total lot area						10,029			

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

3.1.1 Interests, Encumbrances and Notifications

H350105 – Memorial (Heritage Act)

Lot 750 (Strata Lots 1, 2 and 3) of the subject site is affected by memorial H350105. This encumbrance is applied due to the inclusion of Heritage Place 1758, being the ‘Masonic Hall, Pinjarra’ on Strata Lot 3. The Masonic Hall was listed on the State Register in 2001, with a conservation plan completed in 2005, and a conservation works report completed in 2011.

Under the *Heritage Act 2018* a development application for works to a site on the State Heritage Register triggers a mandatory referral to the Heritage Council. Pre-lodgement engagement with the DPLH by the applicant confirms that the referral will be considered under delegation.

M56492 – Memorial (Contaminated Sites Act)

As provided in **Table 1** above, Lot 4 is classified under the *Contaminated Sites Act* as “Remediated for restricted use” in accordance with M564592. A copy of the Basic Records for Lot 4 is attached, as **Appendix 15**, which confirms that the site “is suitable for commercial/industrial land use, but may not be suitable for a more sensitive land use”.

As the proposed development consists of entirely commercial based land uses, the proposed development is entirely aligned with this recommendation. Refer **Figure 4** showing the relevant area of the Contaminated Sites Database Mapping.



3.2.1 Local context

The subject site includes the historical Pinjarra Masonic Hall along its Pinjarra Road frontage, but is otherwise vacant and cleared.

3.2.2 Topography and flood levels

Department of Water and Environmental Regulation (DWER) historical records indicate that recorded maximum groundwaters have been encountered at RL7.2 in the north-western corner, and RL5.3 in the south eastern corner, grading in a westerly direction towards the Murray River. Accordingly, groundwater is likely to be present within 2-3m of the surface, and the subject site is considered flood prone.

Refer to **Figure 5**, site aerial, below.

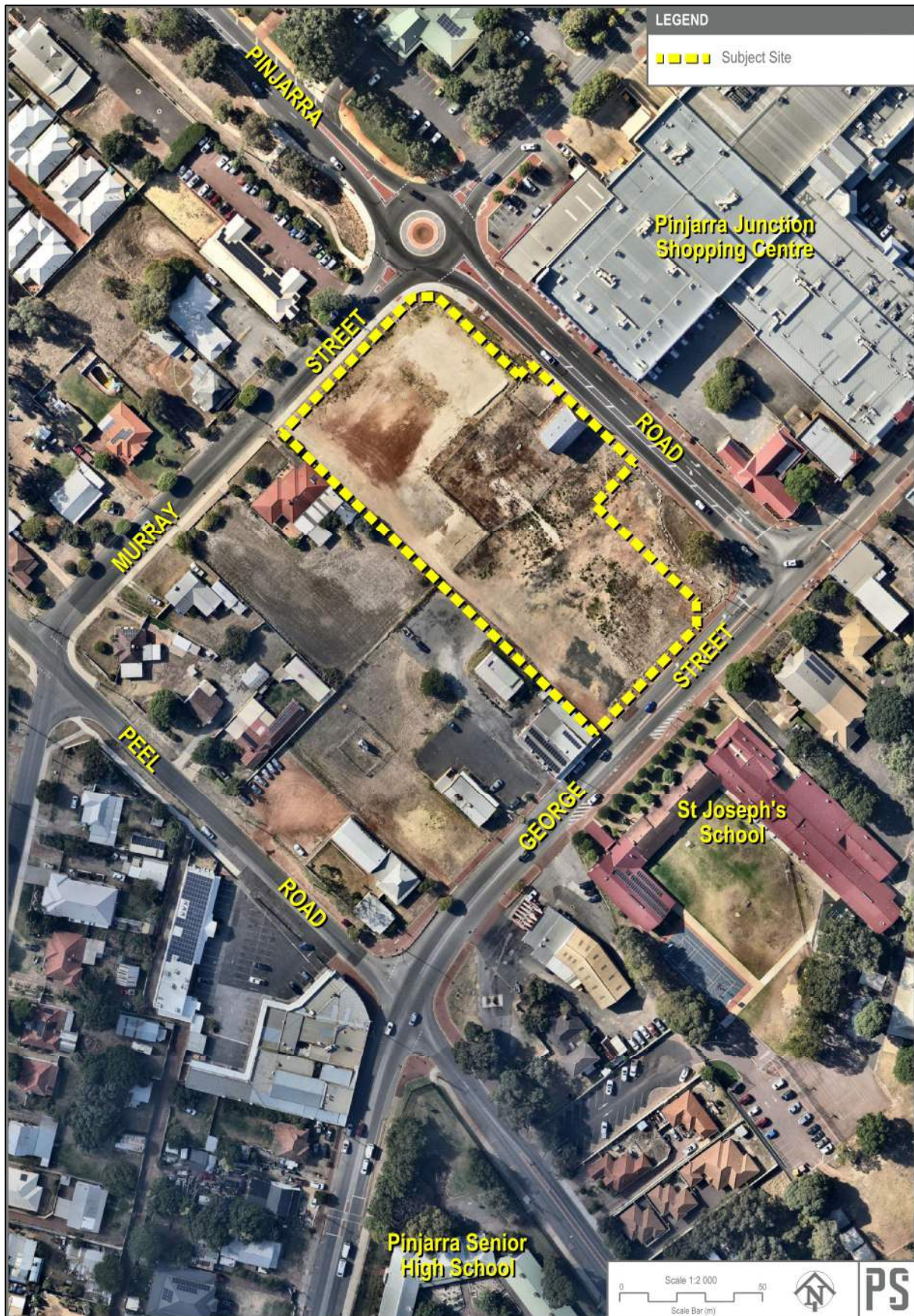


Figure 5: Site arial photograph

4 PROPOSED DEVELOPMENT

4.1 Development Overview

The development is summarised as follows:

- Buildings
 - A 1,543m² (GFA) Aldi supermarket located along the Murray Street frontage, including:
 - Single accessway through the airlock at the north-eastern corner of the building;
 - 1,100m² of retail floor area, including 55m² of liquor store area;
 - Back of house areas including 323m² storage space, a staff room, UWC, and office;
 - A dedicated loading bay, located to the southern side of the supermarket building;
 - A 375m² (GFA) McDonald's fast food outlet on the George Street frontage, including:
 - Dual entrances, with one access via a staircase off George Street and a level entrance on the northern façade;
 - Dining room area with 60 seats and 10m² waiting area;
 - Back of house areas, including kitchen, storage areas, break room, and staff WC;
 - A dual drive through to the western side of the building, including ordering menus and speaker boxes;
 - Male, female and accessible WC's;
 - A corral area for the storage of bins and waste prior to collection; and
 - A dedicated loading bay, located to the southern side of the fast food building.
 - Vehicular access and car parking, including:
 - One full movement crossover onto Murray Street and George Street, respectively;
 - One left-in, left-out crossover from Pinjarra Road;
 - An internal road connection along the south-western boundary of the site; and
 - 118 car parking bays, including 4 ACROD bays.
 - Pedestrian accessways across the site, including:
 - Zebra crossings through the car parking area;
 - New pedestrian paths to the site boundaries, and through the car parking area, integrated with the existing pedestrian infrastructure; and
- Landscaping, including:
 - Landscaping within the car parking area to provide shade trees, with a total of 5 large trees, 26 medium trees and 43 small trees proposed across the site;
 - Provision of 234m² dedicated landscaping on the Murray Street frontage, adjacent to the supermarket building; and
 - A landscaped plaza area outside the entrance of the Aldi supermarket building, which creates a connection to the north and the existing Pinjarra Junction Shopping Centre across Pinjarra Road.

- Retention of the existing Masonic Hall (future use planning and works subject to a separate development application).
- Provision of a dedicated transformer pad on the south-eastern corner, adjacent to the George Street frontage and crossover.
- Operations details as follows:
 - Aldi supermarket
 - Trading hours between 8:30am to 8:00pm, 7 days per week;
 - Approx 1 – 2 deliveries per day.
 - McDonalds Fast Food Outlet
 - 24/7 operation;
 - Approx 1 – 2 deliveries per day.

Refer **Appendix 2** for a copy of the development plans (including details of the proposed signage) and **Appendix 3** for the Landscaping Concept plan, prepared by Plan E, demonstrating the proposed landscaping areas, deep soil and planting species and densities.

4.2 Design intent

Place Fabric were engaged to progress a Design Masterplan for the entire subject site. The involvement of Place Fabric in the project has led to a site-responsive design that creates attractive frontages, building articulation, and a pedestrian-friendly streetscape that links across Pinjarra Road to the existing Pinjarra Junction Shopping Centre. The design also responds to the requirements of the local planning framework, emphasizing quality landscaping and frontage designs to encourage activity within the centre Core Precinct while enhancing the visual and functional appeal of the site in relation to Pinjarra’s existing heritage buildings.

Refer to **Appendix 4** for the Design Masterplan.

4.2.1 Development frontage

The design reflects the intent of the Core precinct and has regard to the prevailing development in the town centre, creating an active and inviting environment that supports community interaction and engagement. A key feature of the development is the provision of public activation and seating areas on the Pinjarra Road and George Street frontages, as shown in **Figures 6-9** below.



Figure 6: View of the Masonic Hall and Aldi supermarket fronting Pinjarra Road



Figure 7: View of the public realm, green space and Aldi building frontage to Pinjarra Road



Figure 8: View of the Pinjarra Road street frontage and landscape design



Figure 9: View of the McDonald's restaurant frontage to George Street

Further to this public space activation, the Pinjarra Road frontage has been designed to highlight the existing historical Masonic Hall. Refer **Figure 10** below showing the proposed Master planned Pinjarra Road frontage (northern site elevation) between George Street and Murray Street, and the prominent position of the Masonic Hall in the middle.



Figure 10: Proposed northern elevation

4.3 Technical reporting

The following technical reports have been prepared in support of the proposed development and provided as part of the development application package:

- A Heritage Impact Statement, prepared by Griffiths, demonstrating how the proposed development will protect and enhance the adjacent Masonic Hall.
- A Waste Management Plan, prepared by Talis, demonstrating how waste will be stored on site prior to removal, and the intended removal schedule and methods.
- A BAL Assessment Report, prepared by Western Environmental, demonstrating how the proposed development addresses the relevant bushfire considerations.
- A Transport Impact Assessment (TIA), prepared by Transcore, confirming that the development will not impact the surrounding road network and that access and parking arrangements are satisfactory.
- An Acoustic Assessment, demonstrating how the proposed development will manage noise impacts from the adjacent Regional Roads, and mitigate potential impacts on nearby sensitive land uses.
- A Stormwater Management Concept, prepared by Colliers, addressing the flood risk and demonstrating how stormwater will be directed and managed across the site.
- An Odour Management Plan, prepared by EMP, demonstrating how the proposed fast food outlet will ensure there are no amenity impacts on the surrounding locality or nearby sensitive land uses.
- A Lighting Assessment, prepared by Rubidium, demonstrating how the lighting of the development will be designed to ensure visibility while mitigating or preventing light spill outside the site.
- A Sustainability Statement, prepared by Emergen, outlining the proposed sustainability elements and practises integrated into the design and construction of the development.

5 STATUTORY FRAMEWORK

5.1 Planning and Development (Local Planning Schemes) Regulations 2015

The "deemed provisions" of *Planning and Development (Local planning schemes) Regulations 2015* supplement and/or override local planning schemes to extend of any inconsistencies. The following provisions are identified as applicable to the proposed development.

5.1.1 Part 3 – Heritage protection

The Masonic Hall is identified by the Shire's Heritage List as a 'Category A' heritage place, meaning that it is considered "*Essential to the heritage of the locality*". This makes it a "heritage-listed" place under clause 1A of the deemed provisions.

5.1.2 Part 9 – Procedure for dealing with applications for development approval

Clause 67 identifies a list of matters to be considered when relevant to the proposed development. These matters are addressed within the planning assessments, and within **section 7**, of this report.

5.2 Peel Region Scheme

The subject site is zoned 'Urban' under the Peel Region Scheme (PRS), although portions are reserved as Primary Regional Road for future road widening purposes.

This portion of reserved road (Pinjarra Road) has recently been upgraded. These upgrades did not make use of the reserve area within the subject site.

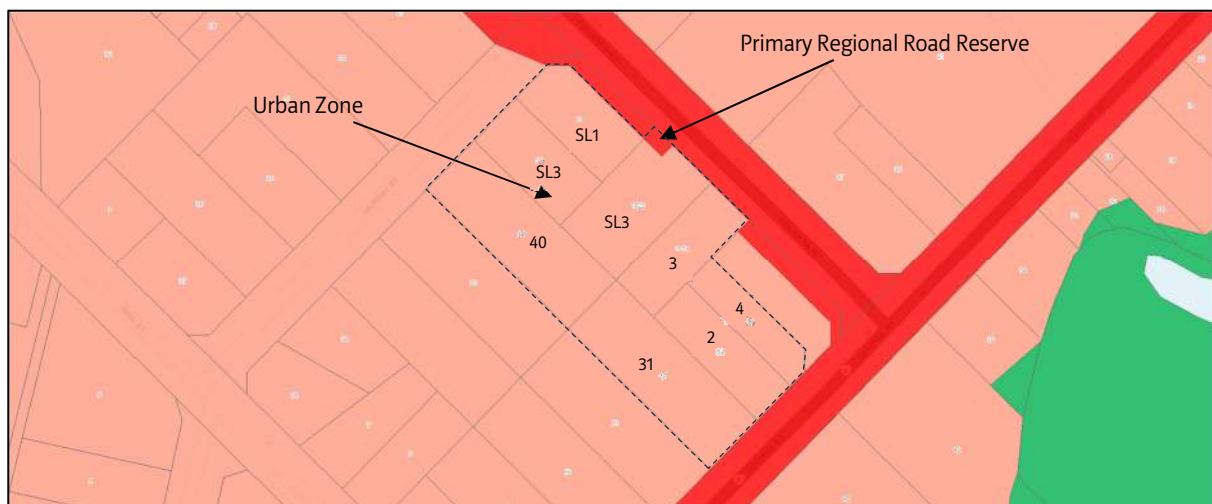


Figure 11: PRS zoning

Referral for development abutting a Primary Regional Road Reservation

Main Roads WA is the authority responsible for the care and control of Pinjarra Road and George Street. As the proposed development includes modifications to the site access and crossovers on Pinjarra Road and George Street, a referral of the application to Main Roads WA is required.

5.3 Shire of Murray Local Planning Scheme No. 4

5.3.1 Land use classification

A McDonald's restaurant is classified as a 'Take Away Food Outlet' under LPS4 as follows–

"means land and buildings which are used for the preparation and sale of food and refreshments to the public at large for consumption otherwise than on the premises concerned."

An Aldi supermarket is classified as a 'Shop' as follows–

"means any building wherein goods are kept exposed or offered for sale by retail and includes a cafe and a restaurant and receiving depot, but does not include a bank, fuel depot, a market, service station, petrol filling station, milk depot, marine store, timber yard, or land and buildings used for the sale of motor and other vehicles, or for any purpose falling within the definition of industry."

The Aldi supermarket also contains a liquor store, which is classified as a 'Liquor store' as follows–

"Liquor Store - means premises in respect of which a liquor store licence is required under the Liquor Act, 1970 (as amended)."

5.3.2 Zones and reserves

Most of the subject site is zoned 'Town Centre', with a portion reserved as 'Major Highway'.

The reserve was for the potential future expansion of the existing Pinjarra Road. However, the government is progressing a deviation route for heavy vehicles that allows for the downgrading of Pinjarra Road. Further to this, the Shire is currently progressing proposed Amendment 322, which will remove the Major Highway reservation from the subject site and replace it with a new "Pinjarra Centre" zoning across whole of the subject site.

Development within the reservation is capable of approval subject to clause 4.3 of LPS4 and was previously supported by the Shire in relation to the 2015 approval for the development of this site. The proposed development is appropriate and warrants approval accordingly.



Figure 12: LPS4 zoning

5.3.3 Land use permissibility

Both a 'Shop' and 'Take Away Food Outlet' are P class uses within the Town Centre zone, meaning that the land uses are capable of approval 'as of right', with only the works components subject to the discretion of the decision-maker.

A ‘Liquor store’ is an AA class use within the Town Centre zone, meaning that it is capable of approval subject to the decision-maker exercising their discretion.

5.3.4 Special control areas

Part IX – Peel-Harvey Coastal Plain Catchment Area 1

This implements the requirements of the *Peel-Harvey Coastal Plain Catchment State Planning Policy (SPP2.1)*. The applicable controls under Part IX of LPS4 relate to agricultural uses only. Accordingly, no further assessment is required under SPP2.1 or Part IX of LPS4.

Part XII – River Flood Plains (100 year flood)

Part XII of LPS3, clause 12.3.3, implements the PRS *Floodplain Management Policy* requirement that floor levels for newly subdivided lots to be 500mm above the 1 in 100 year flood level but allows for existing subdivided lots to achieve a level of just 150mm above the level.

The most recent mapping of the 1 in 100-year flood level is contained within the *Murray River Floodplain Development Strategy (2011)* and indicates a flood level of 9.6m AHD. With the existing natural ground level between 8.4 AHD and 9.6 AHD, the proposed development has been designed with significant stormwater drainage capacity, and a finished floor level of 9.6AHD for both the supermarket and fast food tenancies.

5.3.5 Development standards and requirements

An assessment against the relevant development requirements of LPS4 is provided in **Table 2** below.

Table 2: Assessment against applicable LPS4 development requirements

Requirement	Assessment	Compliance
7.3.2 Servicing		
<i>For new uses or development projects which require the dispatch or receipt of goods of any kind, loading and unloading space will be required to be provided clear of the street.</i>	Dedicated loading bays are provided on site for both commercial tenancies.	✓
<i>In general, the Council will seek to ensure that most servicing vehicles are able to enter and leave a street in a forward direction.</i>	All vehicles are able to enter and exit the subject site in a forward direction.	✓
7.3.3 Landscaping		
<i>Landscaping proposals shall be submitted to and approved by the Council and any planting designed to act as a screen shall be comprised of plants growing to a variety of heights to achieve the desired results.</i>	Refer Attachment 3 for a copy of the Landscaping Plan prepared by Plan E.	✓
7.3.4 Treatment of driveways and parking areas		
<i>All driveways and parking areas shall be constructed to Council's satisfaction and provided with a sealed surface with appropriate measures for drainage and the disposal of surface water. Where appropriate, the Council may require the marking out of parking areas and the provision of suitable 'no parking' signs where thoroughfare must be preserved.</i>	All proposed parking areas and driveways will be sealed and appropriately drained, in accordance with the provided plans and Stormwater Concept (Appendix 8). Directional signage will be provided as necessary, in accordance with the development plans (Appendix 2).	✓

Requirement		Assessment	Compliance
LPS4 Table II Non-Residential Development Standards			
Setbacks	Nil on all boundaries (Front, Side, Rear)	Aldi (Pinjarra Road) – 2.5m Aldi (Murray Street) -1.28m McDonald's (George Street) – nil setback McDonald's (Pinjarra Road) – 10m Aldi (rear) – 12.71m McDonald's (rear) - 22.75m	✓
Landscaping	10% site area (at discretion of Council) Site area: 10,029m ²	10% area: 1,002.9m ² Proposed: 1,170m ² garden bed and turf areas	✓

In accordance with **Table 2** above, the development is demonstrated to be compliant with relevant LPS4 development requirements and warrants approval accordingly.

Car Parking

Table II of LPS4 outlines the car parking standards for non-residential land uses. Refer **Table 3** below for an assessment of the proposed development against the LPS4 car parking provisions.

Table 3: LPS4 Car Parking Assessment

Land Use	LPS4 Parking Requirement	Proposed	Required Bays	Proposed Bays
Shop	1 car parking space per 20m ² GFA	1,487.8m ²	74.4	103
Liquor Store	1 car parking space per 20m ² GFA	55.2m ²	2.8	-
Take Away Food Outlet	1 car parking space per 4 seats and 1 car parking space per 5m ² of waiting area	60 seats + 10m ² waiting area	17	15*
		Total	95	118*
Total parking surplus				23 bays

* excludes two wait bays and drive through queuing bays

As outlined above, the proposed development provides a surplus of 23 parking spaces across the subject site and complies with the car parking requirements under LPS4.

Future Use and/or Development - Masonic Hall

The proposed parking supply also accommodates the future use and/or development of the Masonic Hall site, indicatively shown as a café or restaurant on the Design Masterplan. While not part of this development application, the proposed parking provision within the future "Aldi lot" will support a café / restaurant with 50 seats and maintain a surplus of parking across the subject site. Refer **Table 4** below.

Table 4: LPS4 Future Car Parking Assessment including Masonic Hall as Café/Restaurant

Land Use	LPS4 Parking Requirement	Proposed	Required Bays	Proposed Bays
Shop	1 car parking space per 20m ² GFA	1,487.8m ²	74.4	103
Liquor Store	1 car parking space per 20m ² GFA	55.2m ²	2.8	-
Take Away Food Outlet	1 car parking space per 4 seats and 1 car parking space per 5m ² of waiting area	60 seats + 10m ² waiting area	17	15*
Café/Restaurant	1 car parking space per 4 seats and 1 car parking space per 5m ² of waiting area	Assume 50 seats + 10m ² waiting area	14.5	-
		Total	109	118*
Total parking surplus				9 bays

* excludes two wait bays and drive through queuing bays

As demonstrated above, the proposed development will maintain a parking surplus and continue to comply with the car parking requirements under LPS4 with the inclusion of the future use and/or development of the Masonic Hall site.

6 POLICY FRAMEWORK

6.1 State Planning Policies

6.1.1 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 – Activity Centres (SPP4.2) and associated guidelines provides the framework for planning and development of activity centres within the Perth, Peel & Bunbury region scheme areas. SPP4.2 applies to the assessment of certain development applications, as follows–

- Development applications for **major developments** within activity centres; and
- development of **Category A** activity centre uses **outside activity centres (out-of-centre development)**.

SPP4.2 identifies Pinjarra as a “Secondary centre”, and defines “major development” as any development which exceeds the 10,000m² NLA threshold for additional Category A floorspace.

The proposed development includes 1,783m² NLA of shop/retail floorspace – well below the 10,000m² threshold for a secondary centre that triggers a Net Benefit Impact Test under SPP4.2. SPP4.2 is not applicable to the proposed development.

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

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) outlines principles to ensure high-quality, context-responsive, and sustainable design outcomes. The proposed development has been assessed against the 10 Design Principles of SPP7.0 within the Design Statement provided in **Appendix 5**.

6.1.3 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

The subject site is identified by the Department of Fire and Emergency Services as bushfire prone (refer **Figure 13** below) and is subject to consideration under *State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)*. Western Environmental were engaged to complete a Bushfire Attack Level (BAL) analysis, as included in **Appendix 6**, to determine the BAL level of the site and any further bushfire reporting required.



Figure 13: Bushfire Prone Areas Mapping

The BAL analysis shows that the proposed McDonald’s tenancy is predicted to be subject to a radiant heat impact of BAL19, while the Aldi tenancy would be subject to BAL12.5, in a bushfire event. Accordingly, the proposed development does not trigger any further assessment under the requirements of SPP3.7.

6.1.4 State Planning Policy 5.4 – Road and Rail Noise

The subject site is located within the trigger distance under *State Planning Policy 5.4 – Road and rail noise* (SPP5.4). However, the proposed development does not contain any sensitive land uses (residential, aged care, child-care etc) and thus does not trigger any additional assessment requirements under SPP5.4.

6.2 Region Scheme Policies

6.2.1 Floodplain Management Policy

The PRS *Floodplain Management Policy* defines the extent of the floodplain, including the floodway, and the flood fringe areas. The policy requires that applications for new subdivision and development within the flood fringe area be 0.50 metres above the 1 in 100 year flood level for new development, and allows for existing subdivided lots to achieve a level of just 150mm above the flood level. This policy provision has been integrated into LPS7 as a development requirement for the subject site.

Further to the integrated policy provisions in LPS7, clause 6.0 of the PRS *Floodplain Management Policy* requires local governments to refer all development applications within an identified floodway to the Department of Water and Environmental Regulations (DWER).

6.3 Local Planning Policies

6.3.1 Local Planning Policy – Pinjarra Activity Centre

The subject site is in the Core precinct area, as identified under *Local Planning Policy: Pinjarra Activity Centre* (LPP-PAC). An assessment against the relevant development outcomes under LPP-PAC is provided in **Table 5**.

Table 5: Assessment against Local Planning Policy – Pinjarra Activity Centre

Acceptable Outcome	Assessment	Compliance
Land Use		
<i>Preferred land uses at ground level include: shop, restaurant/cafe, small bar, art gallery, convenience store, civic use, community purpose, exhibition centre, hotel, place of public worship.</i>	Proposed uses are both commercial land uses, being a shop and fast food restaurant. These are both aligned with the preferred uses as provided under the LPP-PAC.	✓
Development Scale and Intensity		
<i>Nil setback to side boundaries with the exception of setbacks which accommodate access to sleeved parking behind development, and to heritage buildings that have not been built to the common boundary which are provided a 2m side setback.</i>	Aldi (rear) – 12.71m McDonald’s (rear) – 22.75m These setbacks allow for the provision of consolidated vehicle access into the site off George Street and Murray Street.	✓
Building Height		
<i>Minimum building height of two storeys or equivalent.</i>	McDonald’s – The proposed building is a single storey with a maximum height of 7.2m. This height is reflective of a 2-storey building, and has been articulated to present a 2-storey façade. Aldi – The proposed building has a height of 5.75m. This appears as a 2-storey building, and is expanded on by the proposed roofline elements (gable features) as well as an 8.5m tall corner element to the southern end of the building.	✓

Acceptable Outcome	Assessment	Compliance
<i>Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21st.</i>	The proposed buildings are designed to emulate a 2-storey building, with a maximum height of 8.485m. This 2-storey appearance is not tall enough to impact the pathway on the opposite sides of the street at midday on June 21 st each year.	✓
Street Interface		
<i>Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space.</i>	<i>Aldi</i> – The proposed building includes a single entry from the proposed public space provided along Pinjarra Road. No entrance is proposed along the Murray Street frontage. <i>McDonald's</i> – The proposed building incorporates an entrance directly off George Street.	Variation
<i>Minimum of 75% of ground floor commercial street frontage with a maximum sill height of 900mm and a minimum head height of 2400mm above the adjacent footpath.</i>	<i>McDonald's</i> – Levels based on NGL, with sill height less than 900mm (0.6m stair access on George Street). Minimum head height is approximately 3m. <i>Aldi</i> – Levels based on NGL, with sill height less than 900mm (level access onto Pinjarra Road frontage, BOH stair access from Murray Street 0.87m tall)	✓
<i>Obscure or reflective glazing on ground floor is avoided.</i>	Obscure and reflective glazing is not proposed for the tenancies.	✓
<i>Mandatory street setback of 0m, with dedicated alfresco areas, covered arcades, building lobbies and corner architectural articulation excepted</i>	<i>Aldi</i> (Pinjarra Road) – 2.5m to site boundary <i>Aldi</i> (Murray Street) – 1.28m to site boundary <i>McDonald's</i> (George Street) – nil setback	Variation
<i>Building frontages constructed to both side boundaries at the frontage to streets or other public spaces.</i>	The proposed buildings have been developed to the maximum boundary extents possible while allowing for vehicular access to the sleeved parking area, and provision of additional public spaces and seating areas along the streetscape.	✓
<i>Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of building frontages.</i>	<i>McDonald's</i> : average awning 2m (max 3m at George Street entrance). <i>Aldi</i> : 2.5m awning to Pinjarra Road frontage.	Variation
<i>Maximum 7.5m of glazed shop front between piers.</i>	<i>McDonald's</i> – All individual windows are less than 3m wide. <i>Aldi</i> – Windows have a maximum width of 3m across the development.	✓
<i>Entrance doors recessed by at least 1m from the street boundary.</i>	All proposed entrances are recessed by a minimum of 1m from the street boundary.	✓
<i>Entrances at-grade with adjacent footpath, unless flood protection measures require otherwise. Flood protection measures including ramped or stepped pedestrian access is accommodated within the development site.</i>	Entrances are provided at grade where possible, with stepped access provided at the McDonald's George Street entry due to levels and flood protection requirements.	✓
<i>Minimum floor-to-floor height of 3.6m for the ground floor.</i>	The McDonald's building has a floor to ceiling height of greater than 3.6m. The Aldi building has an underside of roof height of approximately 4.6m (no ceiling in retail).	✓
<i>Service areas, mechanical equipment, services and bin storage areas located at the rear of a building, within a basement or where necessary screened from view from the street or other public space, other than a right-of-way.</i>	All service areas, mechanical equipment, and bin storage areas are located to the rear of the building or screened from the street.	✓

Acceptable Outcome	Assessment	Compliance
<i>Car parking located at the rear of a building, within a basement, within a parking structure sleeved from the street by active land uses, on a rooftop, or otherwise screened from view from the street or other public space other than a right-of-way.</i>	The car parking area is entirely located behind the buildings, with entrances provided off the various street frontages and screened behind the buildings and various landscaping areas.	✓
Neighbour Interface		
<i>Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage building is built to the common boundary.</i>	The proposed buildings are separated by more than 2m from the historical Masonic Hall on the subject site.	✓
<i>Fencing material as per the major wall material of the associated building.</i>	Fencing is proposed to the southern boundary, and is designed in red brick and neutral cladding to mimic the primary wall materials.	✓
Character and Identity		
<i>Preferred building forms and architectural features include: verandahs and balconies, towers, vertically proportioned windows or glazing panels, horizontal banding, and a clear delineation between the base, middle and top sections of a building elevation.</i>	Both buildings are designed with awnings integrated over the pedestrian entrances, with areas of vertically proportioned windows and glazing provided towards the public realm. Both buildings are clearly delineated between base, middle and top sections, with colours, panels and awnings breaking up the building facades in a vertical manner.	✓
<i>Preferred materials include: red brick, natural stone, painted render, timber, custom orb sheeting or similar, or a combination thereof.</i>	The proposed McDonald's and Aldi buildings are both proposed to be developed in red brick and neutral toned cladding, with timber-look panels also proposed for the McDonald's.	✓
<i>Preferred colours include muted natural tones, rather than primary colours.</i>	The proposed buildings incorporate parapets and pitched roof elements, providing the appearance of a series of smaller tenancies along the Murray Street frontage and connecting the development to the existing character and style of the area.	✓
<i>Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.</i>		✓
Access and Parking		
<i>Maximum of one crossover per street for any development.</i>	One crossover per street frontage proposed	✓
<i>Where possible crossovers for new development are to be avoided on Pinjarra Road, George Street and James Street. To achieve this where no other option exists, a temporary crossover until adjoining development enables an alternative access to the site. In such cases the development is to be designed to enable future access way integration with adjacent sites and the Shire may include conditions of approval aimed at achieving this objective including requiring easements over accessways, works to be undertaken when alternative access is available to remove crossovers and accessways.</i>	The proposed development includes 3 crossovers, one on each street frontage. This includes 1 crossover on Pinjarra Road and 1 crossover on George Street. This is aligned with the Design Masterplan for the site, and provides future ability to link the adjacent lots to the west for vehicle access with a central laneway developed connecting George Street to Murray Street and Pinjarra Road. This rationalization and placement of the development ensures ease of access to ensure site traffic does not impact the wider network.	✓
<i>Shared crossovers are encouraged between adjacent developments via an easement arrangement.</i>	Easement arrangements will be completed in accordance with a development approval and subdivision process, as required.	✓
<i>Maximum crossover width is 6m.</i>	Murray Street – 6.5m George Street – 6.5m Pinjarra Road – 6.2m	Variation

Acceptable Outcome	Assessment	Compliance
<i>Visitor parking located with direct pedestrian access to the building entrance(s).</i>	The proposed developments have positioned the building entrances to provide direct pedestrian access from the car parking area while maximizing the street connectivity and access to the front of house areas for each tenancy.	✓
<i>Non-residential uses at 3 bays per 100 m²</i>	Total building area: 1,923m ² (375m ² + 1,543m ²) Requirement of 57.69 bays. Proposed bays: 118 bays	✓
Signage		
<i>Signage integrated into building elevation features such as panels or towers, or integrated with canopies and awnings designed in a manner which does not extend the building height or visually dominate the building.</i>	The proposed development integrates signage into both buildings, including integrated pylons located as part of the awnings. The majority of the signage is wall signage, and is located for pedestrian and vehicle wayfinding and identification of the buildings around the site and adjacent street network.	✓
<i>Under verandah signs which provide a minimum ground clearance of 2.4 metres.</i>	All verandah signage is on-awning signage and provides a ground clearance of greater than 2.4m	✓
Additional requirements		
<i>6.3 Department stores and supermarkets over 300m² are not permitted outside of the Core Precinct. Drive through facilities attached to uses such as takeaway food outlets and liquor stores are not permitted within the core precinct.</i> <i>Such facilities will only be permitted within the mixed use precinct where they are designed in a way that cannot be easily viewed from the street and do not adversely impact pedestrian safety or comfort.</i>	The development includes a McDonalds with a drive-through facility. A Take Away Fast Food Outlet is a P use, meaning that the use is not subject to discretion. A local planning policy cannot prohibit a use permitted under the scheme and consequently no further justification is warranted as the prohibition lacks validity.	N/A

As provided in **Table 5** above, the proposed development proposes minor variations to the development requirements under LPP-PAC. Further analysis of the proposed variations is provided below.

Primary pedestrian access from street or public space

The Aldi building does not include a primary pedestrian from Murray Street. The proposed variation is justified for the following reasons–

- The design and layout of the tenancy and warehouse/storage areas does not allow for two separate pedestrian entrances to be provided on both Murray Street and Pinjarra Road frontages.
- A single pedestrian entrance fronting Pinjarra Road will focus pedestrian activity in one location, directly facing the Pinjarra Junction entrance.
- An alternative, secondary entrance for staff entrance has been provided along the Murray Street, together with proposed landscaping areas and public art provision to enhance the building interface.
- The proposed development is consistent with Pinjarra Junction shopping centre and other commercial development along Murray Street which locate pedestrian entrances along George Street and Pinjarra Road and staff and servicing entrances to Murray Street.

The proposed variation does not undermine the objectives of the policy to concentrate activity within the central core of the town centre and warrants approval accordingly.

Mandatory street setback of 0m

The proposed development does not achieve a nil setback to the following lot frontages–

- A setback of 1.28m between the Aldi building and Murray Street lot boundary
- A setback of 2.5m between the Aldi building and Pinjarra Road boundary

The proposed variations are justified as follows–

- Achieving a finished floor of 9.6 to meet flood requirements creates a 1m level difference between the floor levels and the footpath along the northern boundary. This has been addressed by setting the building back sufficiently to allow space for a ramp between the footpath and staff entrance. This also provides the opportunity for additional landscaping to improve the building presentation to Murray Street.
- Similarly, level differences between the north-east elevation and the Pinjarra Road reserve requires the building to be setback 2.5m to allow for a natural gradients between levels, accommodate landscaping areas and to provide sufficient area for the proposed verandah structure which achieves a nil setback and effectively satisfied the zero boundary lot requirement.

The proposed variations warrant approval accordingly.

Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for building frontages.

Portions of the proposed Aldi verandah and awnings do not achieve a minimum 2.8m depth, as follows-

- The awning of the Aldi building fronting Murray Street has a depth of 0.8m
- The awning of the McDonald's building fronting George Street has a depth of 2m

The proposed variations are justified as follows–

- Along the Murray Street frontage, a 0.8 awning is appropriate given that achieving a compliant 2.8m depth would not achieve the policy objective of providing weather protection to pedestrians. This is because the pedestrian footpath is located at least 3.2m from the proposed Aldi building. However, the setback area will be landscaped with seven trees planted. These will provide shade and a level of weather protection.
- Along the George Street frontage, the McDonalds awnings do not achieve a 2.8m minimum depth to maintain sufficient separation distance from the road however the proposed awnings will nevertheless create an inviting and protected path of travel along the building frontage.

The proposed variations warrant approval accordingly.

Maximum crossover width 6m

Finally, the proposed development includes provision for three crossovers that are 6.2 to 6.5m wide, in lieu of the maximum 6m. This additional width has been demonstrated as required to ensure safe traffic movements and swept paths are achievable around the site, as provided in the completed TIA for the proposed development.

6.3.2 Local Planning Policy – General Development Provisions

LPP – General Development Provisions – Building Setbacks, Car Parking Standards (LPP GDP) is intended to be read in conjunction with Part 7 of the Shire of Murray LPS4. LPP GDP purports to supersede LPS4 where the two might conflict–although in reality, this would require the exercise of discretion by the decision-maker given that a policy cannot override a scheme.

There are no relevant car parking standards for "Shop" or "Take Away Food Outlet" land uses under LPP GDP. Accordingly, the only other development requirements are minimum setbacks which conflict with the provisions of LPS4 and LPP-PAC, both of which provide for nil setbacks to the street and boundaries.

Accordingly, the minimum setbacks are both overruled by LPS4, and conflict with LPP-PAC, the more specific planning instrument and no assessment is necessary.

6.3.3 Local Planning Policy - Signs

Local Planning Policy – Signs (Signs LPP) provides development requirements and guidance for all advertising signs within the Shire of Murray, excluding third party signs adjacent to the Kwinana Freeway/Forrest Highway. An assessment against the relevant provisions of the Signs LPP is provided in **Table 6** below.

Table 6: Assessment against Local Planning Policy - Signs

Development Requirements	Proposed	Compliance
Context		
The location, scale and design of signs must be appropriate to their context and to the predominant character of the area in which they are placed.	<i>McDonald's</i> – proposes 1 pylon sign, 6 wall signs located on the building facades, 1 on-awning sign for the street entrance, and various directional signs for the car parking, loading and drive through areas. The signs are responsive to the various frontages of the building, scaled to the development, and the available approaches and uses of the tenancy. <i>Aldi</i> – proposes 1 pylon sign, 3 wall signs located on three of the building frontages, and 1 digital display sign at the building entrance, as well as related directional and instructional signage for trolley bays and vehicle/loading movement as required. The signs are scaled to the development and address the various approaches around the site.	✓
The location, scale and design of signs must be appropriate to their context and to the predominant character of the area in which they are placed. <i>(continued)</i>		
Design		
Signs should display a simple and clear message suitable to its context.	All proposed signage is clear and aligned with the relevant tenancy branding, directional requirements and overall context of the development as part of the Pinjarra Town Centre area.	✓
The means of fixing the sign and any electrical fixtures should be neat and obscured from view as far as possible.	All proposed illuminated signage integrates any required electrical features, with no wires or other electrical elements exposed or visible.	✓
Safety		
Signs are not to obscure motorists and cyclists views of road or rail traffic, pedestrians or features of the road or rail including traffic information signage, traffic signals, rail crossings, intersections, bends or changes in road width.	All proposed signage is located within the site boundaries, and does not interfere with the sightlines or views for pedestrians and vehicles travelling into and around the site.	✓
Signs are not to be highly illuminated so as to cause discomfort to, distract or inhibit the vision of an approaching driver, cyclist or pedestrian.	Signs will be illuminated in accordance with lighting regulations and requirements, to ensure no adverse amenity impacts on the surrounding area.	✓
Signage Strategy		
A Signage Strategy will be required to be submitted with applications for planning approval for developments where the total number of signs (existing and proposed) on the site is likely to exceed a total of five.	Refer the provided development plans, which includes a Proposed Site Signage Plan for the development.	✓

Development Requirements	Proposed	Compliance
Verandah Sign		
Verandah signs are exempt where they do not: Exceed one sign per business per street frontage; Exceed 600mm in height; and Project beyond the edges of the verandah or awning.	The proposed wordmark signage for the McDonald's awning sign is 220mm tall, and will not project beyond the edges of the awning.	✓
Projecting Sign		
Projecting signs are exempt where they do not: Exceed one sign per business per street frontage; Extend within 2.4 metres of the footpath level; Exceed 0.4m ² in area; Project more than 0.5m from the face of the building; Extend within two metres of the end of the wall to which they are attached. Project above the top of the wall to which they are attached.	The McDelivery projecting wall sign on the northern boundary of the site is: 2.4m above the footpath at the lowest point. 0.16 area (0.4m by 0.4m). Projects 0.5m from the wall. Further than 2m from the end of the wall, and does not project up above the wall/awning.	✓
Wall Signs		
Wall signs should not exceed one sign per business per street frontage.	Aldi – proposes 1 wall sign per frontage.	✓
Wall signs should not exceed one sign per business per street frontage. <i>(continued)</i>	McDonald's – Proposes 1 sign on the drive through elevation, 3 signs to the Pinjarra frontage, and 2 signs to the George Street frontage.	Variation
Wall signs should not extend laterally beyond either end of the wall or protrude above the top of the wall.	None of the proposed wall signs extend beyond the edges of the façade/wall to which they are attached.	✓
Wall signs should not exceed - 2m ² in aggregate area on any one wall or - 25% of the wall area.	McDonalds (Drive through elevation) – 1.64m ² sign McDonald's (Pinjarra Road) – 100.1m ² façade, 4.42m ² signage area/s. Approximately 4.42% coverage, McDonald's (George Street) – 184m ² façade, 4.57m ² signage area/s. Approximately 2.5% coverage. McDonald's (Rear) – 1.64m ² sign area Aldi (North-East elevation) – 1.72m ² sign area Aldi (South-West Elevation) – 110m ² façade, 4.8m ² signage area/s. Approximately 4.3% coverage. Aldi (Murray Street) – 388m ² façade, 4.8m ² signage area/s. Approximately 1.2% coverage.	✓
Pylon Sign		
Pylon signs shall not have any part less than 2.75m, or more than 6m, above natural ground level immediately below the sign.	Aldi – 8.5m tall, 5.75m clearance below McDonald's – 8.5m tall, 5.16m clearance below.	Variation
Pylon signs shall have a maximum width of 2m measured horizontally across the face of the structure	McDonald's – 2m width Aldi – 2m width	✓
Pylon signs shall have a sign face area no greater than 4m ² .	Aldi – 4.8m ² McDonald's – 6m ²	Variation
Pylon signs shall be limited to one sign on each property, per street frontage.	McDonald's – George Street Aldi – Pinjarra Road	✓

Per the above analysis, the proposed development is largely aligned with the requirements of the Shire's Signs LPP. Where variations have been proposed, they are aligned with the standard development practises of Aldi and McDonald's, and provide clarity on the services available within the specific tenancy.

Variation to maximum Pylon Sign height and size

The proposed development seeks the following variation to pylon height limits–

- McDonald's pylon sign exceeds the maximum height by 2.5m (8.5m in total), and the face area by 2m².
- Aldi pylon sign exceeds the maximum height by 2.5m (8.5m in total) and the face area by 0.8m².

Consideration for the centre zoning and adjacent shopping centre has been completed, with the pylon signs designed to clearly be visible above the development buildings and provide clear identification to drivers approaching the site at a distance. This is particularly important noting that George Street and Pinjarra Road are identified as Regional Roads, and are expected to have moderate to high levels of traffic travelling along them. The proposed 8.5m pylons, being 4.8m² and 6m² in area, will provide drivers with ample time to see and understand the signs, and determine their approach into or past the site and tenancies, despite the minor variation above the 6m height maximum and 4m² area maximum provided under the Signs LPP.

The proposed variation warrants approval accordingly.

Variation to the maximum number of wall signs

The McDonald's building requires a variation to the maximum number of wall signs, as follows–

- Two additional wall signs on the Pinjarra Road frontage
- One additional wall sign on the George Street frontage

The proposed wall signs are wholly consistent with community expectations for a McDonald's restaurant and simply provide clear and consistent branding, way finding and business identification to customers travelling along George Street and Pinjarra Road. The proposed variation warrants approval accordingly.

6.3.4 Local Planning Policy – Water Sensitive Urban Design

Further to the provisions of *LPP – Water Sensitive Urban Design*, a Stormwater Management Plan has been prepared for the proposal demonstrating how stormwater will be managed in relation to the principles, objectives and guidelines in the *Stormwater Management Manual for Western Australia* (Department of Water, 2007), as amended.

Refer **Appendix 8** for a copy of the completed Stormwater Management Plan prepared by Colliers.

6.3.5 Local Planning Policy – Pinjarra Town Centre Public Art

A contribution equivalent to 1% of the value of any development within the Core precinct of the town centre with a construction cost in excess of \$100,000, as per *Local Planning Policy – Pinjarra Town Centre Public Art*. This can be addressed with an appropriately worded condition of approval.

6.4 Other policies and guidelines

6.4.1 Development Control Policy 5.1 – Regional roads (vehicular access)

In accordance with the requirements of *Development Control Policy 5.1 – Regional roads (vehicular access)*, the proposed development intends to formalise and rationalise the existing crossovers, providing one crossover per frontage. This includes full movement crossovers onto Murray Street and George Street, and a left-in left-out crossover onto Pinjarra Road.

With a total of eight lots creating the subject site, the proposed three crossovers are significantly less than would be required under the development of each lot individually. These three crossovers consolidate access from each street frontage, and will provide ease of movement across the subject site.

6.5 Seriously entertained planning instruments

6.5.1 Draft Heritage Places Local Planning Policy

The Shire of Murray *Draft Heritage Place Local Planning Policy (Draft Heritage LPP)* was prepared in 2018. Refer **Table 7** below for an assessment of the proposed development against the relevant provisions of the Draft Heritage LPP.

Table 7: Assessment against Draft Local Planning Policy - Heritage Places

Development Provision	Assessment	Compliance
Development Adjacent to a Heritage Place or Area		
<i>Development is to be designed to: Provide appropriate architectural style, built form, location and setbacks, materials and finishes, within the context of adjacent sites and the overall streetscape.</i>	The proposed development incorporates gables, red brick and timber look materials to reflect the historical context of the Masonic Hall and surrounding heritage and streetscape character.	✓
<i>Development is to be designed to: Not imitate, replicate or mimic the heritage architecture.</i>	The proposed development includes façade artwork and large expanses of glazing which distinguish it from the heritage architecture.	✓
<i>Development is to be designed to: Not overwhelm or dominate heritage places or other development within a heritage area.</i>	The proposed development is set further back from Pinjarra Road, providing a sense of prominence to the Masonic Hall.	✓
<i>Development is to be designed to: Preserve views to significant elevations, the features and setting of the heritage place or heritage area.</i>		✓
General Development Provisions		
<i>New development is to be of a high design quality which reinforces and relates to the existing heritage character and features of the place, yet which is visually distinguishable from heritage fabric.</i>	The proposed development includes high quality materials and design elements to reflect the heritage character of the Masonic Hall and nearby heritage buildings, while providing a updated and engaging façade to the street frontages.	✓
<i>Development is not to adversely affect, damage or destroy the cultural heritage significance of a heritage place or heritage area.</i>	The proposed development includes consideration of setbacks and visual priority for the Masonic Hall which is located on the Pinjarra Road frontage adjacent to the development area.	✓

As provided in **Table 7** above, the proposed development is entirely aligned with the relevant principles of the Draft Heritage LPP.

6.5.2 Draft Operational Policy 1.12 – Planning proposals adjoining Regional Roads in Western Australia (March 2023)

Draft Operational Policy 1.12 – Planning proposals adjoining Regional Roads in Western Australia (March 2023) (**Draft OP1.12**) applies in a similar manner to *Development Control Policy 5.1 – Regional roads (vehicular access)* as provided in section 6.4.1 above. The Draft OP1.12 was advertised in 2023, and is currently under consideration by the WAPC for approval.

As the development proposes to rationalise the vehicle crossovers to one crossover per street frontage, the proposed development is aligned with the requirements of Draft OP1.12 by minimising the number of crossovers onto Regional Roads for the 8 lots that form the subject site.

6.5.3 Scheme Amendment No. 322 (2024)

On 19 December 2024, the Shire resolved to prepare Amendment No. 322 (**SA322**) to the Shire of Murray *Local Planning Scheme No. 4 (LPS4)*. The purpose of Amendment No. 322 is to align LSP4 with the proposed Pinjarra Town Centre District and Precinct Structure Plans, with the structure plans and amendments advertised simultaneously in April 2025. The effect of SA322, as was advertised, would be as follows–

- The rezoning of the entire site from 'Highway' reservation and the 'Town centre' to the 'Centre' zone, a new zone to be introduced to the LPS4 zoning table.
- The prohibition of drive-through fast food developments on the subject site when currently they are capable of approval 'as-of-right'.
- The prohibition of other commercial land uses currently capable of approval 'as-of-right', including Liquor stores larger than 300sqm; Showrooms and Hardware Outlets.
- The downgrading of other commercial land uses currently capable of approval 'as-of-right' to discretionary uses, including Shops, Consulting Rooms; Medical clinics and Offices.

SA322 was adopted by Council at its Ordinary meeting held on 24 July 2025 and forwarded to the WAPC.

Refer section 7.1 below for further analysis against this change in land use permissibility, in accordance with orderly and proper planning requirements.

The proponent has also lodged a written submission objecting to SA322.

6.5.4 Draft Pinjarra Precinct Structure Plan (2024)

The *Draft Pinjarra Precinct Structure Plan (Draft PPSP)* was advertised by the Shire in April as forming part of the Pinjarra Planning Framework. The Draft PPSP includes a variety of specific development provisions, many of which are aligned with the existing planning framework and requirements. Elements that are aligned include the built form requirements for height, car parking requirements and sleeving, deep soil area provision, crossover accessibility and locations, flood level considerations, and protection of heritage developments.

An assessment against the general development requirements of the Draft PPSP is provided in **Table 8** below.

Table 8: Assessment against Draft Pinjarra Precinct Structure Plan - General Development Requirements

Development Requirement	Assessment	Compliance
Land Use		
Preferred land uses in the core at street level: Shop-small, Shop-large, Convenience Store, Restaurant/Cafe, Art Gallery, Small Bar	Proposed uses are both commercial land uses, being a shop and fast food restaurant. These are aligned with the preferred uses as provided under Draft PPSP.	✓
Developments that contain drive-through facilities are not to be developed within the Pinjarra Structure Plan Area.	A draft precinct plan cannot prohibit a use which is capable of approval under the scheme. No assessment against this provision is warranted.	Inconsistent
Building Heights		
A minimum building height of two storeys is required within the Core and Mixed Use sub-precincts.	As assessed against the requirements of LPP-PAC above.	✓

Development Requirement	Assessment	Compliance
Maximum building heights within the Structure Plan Area are specified on Plan 2. (Maximum height – 4 storeys)	The proposed buildings are both less than 4 storeys in height.	✓
Landscape and Deep Soil Areas		
Where at grade car-parking is proposed, it shall be provided with shade trees at a rate of no less than 1 tree for every 4 car bays.	Total car parking bays: 118 bays Required trees: 29.5 trees Proposed: 5 large trees, 26 medium trees and 43 small trees	✓
10% deep soil required Site area: 10,029m ²	10%: 1,002.9m ² Proposed: 1,170m ²	✓
A minimum of 1 large tree, and Either: 1 medium tree for each additional 400m ² in excess of 1000m ² site area OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area	Required: 22.57 medium trees or 10.03 large trees Proposed: 5 large trees, 26 medium trees and 43 small trees	✓
Access, Car Parking and Bicycle End of Trip Facilities		
Car parking areas are to be provided in basements, upper levels or where at ground level must be sleeved behind buildings out of view of the street.	The car parking area is entirely located behind the buildings, with entrances provided off the various street frontages and screened behind the buildings and various landscaping areas.	✓
Parking for non-residential uses shall be provided at the following ratio: 1 bay per 25m ² NLA	Total NLA: 1778m ² Required bays: 71 parking bays Proposed bays: 118 standard parking bays	✓
Maximum of one crossover per street for any development and where possible crossovers to be avoided on George Street, Mclarty Street and Pinjarra Road.	One crossover per street frontage proposed. 1 crossover on Pinjarra Road and 1 crossover on George Street. This is aligned with the Design Masterplan for the site, and provides future ability to link the adjacent lots to the west for vehicle access with a central laneway developed connecting George Street to Murray Street and Pinjarra Road.	✓
Vehicle crossovers should be single-lane width to minimise intrusion into the streetscape, and maximisation of verge landscape, except where under AS2890 traffic volumes warrant a wider crossover	Vehicle crossovers are two way, due to the traffic volumes and requirements as provided in the TIA completed by Transcore (refer Appendix 9).	✓
Heritage		
An application for development of land identified as a heritage site or area (or within the immediate locality of an area) which in the opinion of the Shire has the potential to alter, impact or affect the heritage value of that site or area, is to be accompanied by a heritage assessment prepared by a suitably qualified heritage professional.	A Heritage Impact Statement has been prepared by Griffiths Architects and is provided in Appendix 10 .	✓

Development Requirement	Assessment	Compliance
Public realm		
All development shall include the adjacent street verges in the development's overall landscape design.	The proposed development includes integration of the surrounding street verges and pedestrian paths with the proposed landscaping, ensuring a smooth transition between the private and public realm. This is prioritized at the Pinjarra Road interface, and on the northern end of the McDonald's building, where public seating and landscaping beds have been proposed, including a large lawn area to over 50% of the public access and seating area.	✓
Where publicly accessible spaces are provided within a development, they should incorporate trees or other forms of shade, seating, and lighting include a minimum of 50% of the space as vegetated landscape.		✓
Sustainability		
Within the Core or Mixed-Use sub-precincts non-residential developments with a construction value equal to or greater than \$2 million are to achieve a minimum 4 Star Green Star equivalent rating from the Green Building Council of Australia's (GBCA) Green Star rating tool. A specialist sustainability consultant is to certify this rating has been achieved.	The proposed development has been progressed in accordance with the recommendations of the Sustainability Statement completed by Emergen, as provided in Appendix 12 .	✓
Flood levels		
For non-residential development building entrances must allow for at grade pedestrian entry from the adjacent street. To provide flexibility for this the finished floor level of non-residential buildings may be reduced to the 1:100 ARI flood level, or where it can be demonstrated alternative flood management controls are proposed lower than this level.	McDonald's – At grade entrance provided on northern façade (Pinjarra Road), with stairs provided off George Street frontage. Aldi – At grade entrance provided off the public area along Pinjarra Road.	✓

As provided in **Table 8** above, the proposed development is largely aligned with the general development requirements under the Draft PPSP.

The only element which conflicts with the proposed development is the clause stating that *"Developments that contain drive-through facilities are not to be developed within the Pinjarra Structure Plan Area."* Given that drive-through facilities are an integral aspect of the Fast Food Take Away Outlet land use, which is capable of approval as-of-right, little to no weight should be given to this clause of draft PPSP.

7 PLANNING CONSIDERATIONS (CLAUSE 67)

This section addresses any clause 67 planning considerations not previously covered within the statutory and policy assessment sections of this report.

7.1 Aims and provisions of the scheme

Clause 67(2)(a) requires consideration of any such provisions of the scheme relevant to the exercise of discretion. As per the earlier assessment against LPS4, **the exercise of discretion does not include the proposed Take Away Fast Food Outlet or Shop development which are Permitted uses** and wholly comply with all development requirements of the LPS4.

7.2 Orderly and proper planning

Clause 67(2)(b) requires that consideration be given to *“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”*

In *DCSC Pty Ltd and Presiding Member of the Southern Joint Development Assessment Panel [2016] WASAT 104*, Senior Member Mr P McNab held that any requirement for the decision-maker to consider seriously entertained planning instruments is limited to **discretionary** planning decisions only, stating–

“...the common law is clear on the impermissibility of consulting various ‘proposed’ amending instruments to discover the meaning of the principal instrument.”

Land use classification under a local planning scheme is not an exercise of discretion, but rather a matter of statutory interpretation and substance. Consequently, a decision-maker is not required to give due regard to a seriously entertained planning instruments that proposes to amend or interpret existing land use definitions or permissibility.

This report has identified several seriously entertained planning instruments, including a draft structure plan, a draft local planning policy and a scheme amendment, as follows.

- Draft Pinjarra Precinct Structure Plan; and
- Proposed Scheme Amendment No. 322.

Scheme Amendment No. 322 (SA322) was initiated by the Shire on 19 December 2024, has concluded public advertising and has been adopted by Council. The effect of SA322, if approved and gazetted by the Minister as currently proposed, would be to **prohibit** drive-through fast food restaurants from the Town Centre, including the subject site. This is a substantial change to the current land use permissibility for Fast Food Takeaway Outlet within the Town Centre, which is currently a ‘P’, permitted *as of right*, land use within the Town Centre.

However, for the reasons outlined above, land use classification under the current scheme is not a question of discretion and consequently the proposed changes to the zoning table are not a matter which is to be given weight in the determination of this application.

Notwithstanding, we note that SA322’s proposed changes to land use permissibility are clearly inconsistent with the WAPC’s *State Planning Policy 4.2 – Activity Centres*, which identifies ‘Shop’, ‘Fast food outlets’ and ‘Liquor Store – Large’ as core (“Category A”) activity centre land uses without reference to the individual land uses having drive-through facilities or not. SPP4.2 creates a presumption in favour of locating Category A land uses within designated activity centres as “desired uses” which SA322 would clearly contradict.

Furthermore, the changes are inconsistent with the proposed zoning table guidelines within the WAPC's *Consistent Local Planning Schemes Report* which recommends that 'Food Outlet with a Drive-Through Facility', 'Liquor Store – Large', 'Shop – Large' and 'Shop – Small' be P uses within the Centre zones.

However, clauses of the draft Pinjarra PSP relating to built form, access and other considerations have been considered within the detailed assessment, with the development demonstrated to be consistent with the current and likely future local planning framework.

7.3 Heritage

While the majority of the subject site is vacant, the *Masonic Hall, Pinjarra* (**Masonic Hall**) is located on the eastern side of the site facing Pinjarra Road. The Masonic Hall is included in the State Register of Heritage Places and is located within the Pinjarra Heritage Precinct. The hall was constructed in 1903 for use by the masonic society and was used by the society until c1998.

In accordance with its inclusion in the State Heritage Register, a Heritage Impact Statement (**HIS**) has been prepared by Griffiths Architects to assess the proposal against the heritage values identified for the Masonic Hall to consider any potential impact that these works will have on the existing site and its heritage values.

As provided in the HIS, the heritage values identified for the Pinjarra Masonic Hall will remain largely unimpaired by the proposed works. The proposed works predominantly occur to areas outside of the registered heritage curtilage, and do not have any direct physical impact on the Masonic Hall. The Masonic Hall will retain a buffer around its perimeter in the overall setting, with its presentation and relationship with Pinjarra Road remaining unchanged.

Refer **Appendix 10** for a copy of the Heritage Impact Statement prepared by Griffiths Architects.

7.4 Compatibility of the development with its setting

The proposed development is entirely aligned with the intended character and use of the area as part of the Pinjarra Secondary Centre. The Aldi will provide additional variety and choice to the residents when shopping, expanding on the existing centre and supermarket services available within the Pinjarra Junction Shopping Centre. Further, the proposed seating areas and landscaped breakout spaces will provide opportunities for social interaction, increasing passive and active surveillance around the area, and providing a clear link to the wider centre area.

7.4.1 24-hour operation

The proposed tenancies will align the currently vacant lots with the wider Pinjarra Junction Shopping Centre, while the 24/7 operation of the McDonald's tenancy will provide activation at all hours of the day. As a 24/7 hour operation, consideration has been given to the potential amenity impacts on the surrounding lots from the McDonald's tenancy. This included analysis of potential acoustic, lighting and odour impacts for visitors and residents in the area.

Lighting

Per the Lighting Analysis completed by Rubidium Lighting, the proposed lighting for the tenancy, car parking area and signage are all compliant with the requirements under AN/NZS4282. Accordingly, the proposed development will not have any amenity impacts through light-spill or glare on surrounding lots, while ensuring safe illumination levels at all times of operation.

Refer **Appendix 13** for a copy of the Lighting Assessment prepared by Rubidium Lighting.

Odour

An Odour Analysis was completed by EMP Consulting for the proposed McDonald’s operations. This analysed the proposed odour management proposed for the tenancy against the requirements of NCC2022 and the relevant Australian Standards for exhaust air discharges. The Odour Analysis demonstrated that the proposed exhaust discharge locations are suitably separated from nearby boundaries and buildings, and management will ensure no nuisance odours impact neighbouring properties.

Refer **Appendix 14** for a copy of the Odour Analysis completed by EMP.

7.5 The amenity of the locality

7.5.1 Environmental impacts of the development

The development incorporates sustainable features to minimise environmental impacts, including the use of recycled materials, solar power, and energy-efficient systems such as LED lighting and a high-efficiency fixtures and appliances. The provision of significant landscaping across the subject site and along the Murray Street frontage will also reduce heat island effect and contribute to local biodiversity.

Additionally, the proposed development has been assessed under the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**), through the completion of an acoustic assessment by Lloyd George Acoustics. With regard to noise emissions, consideration was given to noise from mechanical services, vehicles idling in the drive-through, speaker noise in the drive-through, refrigerated deliveries and closing car doors at neighbouring properties, against the prescribed standards of the Noise Regulations. Accordingly, compliance with the assigned levels has been achieved, provided the provision of the following:

- A 3.3-metre high fence along the south and west side of the Aldi Loading Bay, which is free of gaps and has a minimum surface mass of 8kg/m²; and
- A 1.8-metre high fence included along the south boundary (measured from the higher side), which is free of gaps and has a minimum surface mass of 8kg/m².

Refer **Appendix 12** for a copy of the Sustainability Strategy completed by Emergen, and **Appendix 7** for a copy of the Acoustic Assessment completed by Lloyd George Acoustics.

7.5.2 Character of the locality

The development aligns with the character of the Pinjarra Town Centre as envisioned in the current planning framework and Draft Pinjarra Precinct Structure Plan. It integrates seamlessly into the locality through its scale, materiality, and design, which reflect local architectural styles and heritage of the area, while connecting to the Pinjarra Junction through the provided activation and linkages across Pinjarra Road. High-quality landscaping on Murray Street, provision of new public open space pockets on Pinjarra Road and George Street, and attractive frontages contribute to a vibrant and pedestrian-friendly streetscape, reinforcing the character and appeal of the locality.

7.5.3 Social impacts of the development

The development enhances the social fabric of the area by providing a family-friendly dining space and a welcoming corner with the public seating area. The provided public open space area outside the Aldi will connect to the wider Pinjarra Junction and activate the Pinjarra Road frontage, while the pocket corner outside the McDonald’s will provide opportunities for inside and outside seating and activation around the site. These features encourage community interaction and create a safe, inclusive environment. The project also delivers local employment opportunities and activates a key intersection, contributing positively to the social vitality of the Pinjarra town centre.

7.6 Landscaping and tree preservation

Plan E were engaged to develop a Landscape Concept Plan for the proposal. The landscaping elements focused on the provision of trees and landscaping across the site to provide natural shading, as well as to activate the proposed community area along Pinjarra Road.

The proposed development incorporates 5 large trees, 26 medium trees, and 43 small trees located across the site in irrigated garden beds and turfed areas. The total landscaping area proposed is 1,170m², which is approximately 11.7% the site area. Further, the proposed trees provide a total canopy cover of 1,398.5m² across the site, providing significant levels of shading and amenity across the subject site.

Refer **Appendix 3** for a copy of the Landscaping Concept Plan prepared by Plan E for this development.

7.7 Suitability of the land

7.7.1 Contamination

A service station previously operated on the corner of Pinjarra Road and George Street (Lots 50 and 4) resulting in the site being classified as contaminated. The site has since been cleared and undergone rehabilitation and reclassification as 'Remediated for restricted use'. Further information is provided in **Appendix 15**, which contains the following restrictions on the future use of the site:

The land use of the site is restricted to commercial/industrial use which excludes sensitive uses such as residential, childcare centres, kindergartens, pre-schools and primary schools. The site should not be developed for a more sensitive use such as recreational open space; residential use or childcare centres without further contamination assessment and/or remediation. Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.

There is no obstacle to the development of the affected lots for commercial or industrial purposes.

7.7.2 Flooding

The subject site is located within the 1 in a 100-year floodplain identified by the *PRS Floodplain Management Policy*, as implemented by LPS4, and is subject to additional building controls, including the establishment of the finished floor level at the level determined by the Shire.

Copies of relevant flood level maps and studies are available from DWER and the Shire. We understand the most recent study to be the *Murray drainage and water management plan* (2011), which establishes a 1 in 100-year flood level at 9.6m AHD within the subject site. The strategy does acknowledge and allow for flood mitigation to be balanced against other planning considerations including streetscape aesthetic issues associated with high fill levels.

Given that the development involves existing lots a finished floor level of 150mm above flood levels would typically apply resulting in a finished floor level of 9.75m AHD. However, for the 2015 shopping centre junction application, the Shire has supported levels of 9.6AHD for the majority of the site with a level of 9.0AHD for development fronting Pinjarra Road. This allows for a continuation of the historic pattern of development and facilitate an active and attractive environment at the street level.

In their referral responses DWER did not object to the Shire's proposed fill levels given that the development was non-residential, floodplain mapping is only a model that doesn't take into account existing buildings and structures and DWER's position that final levels of development are left to the local authority to determine.

In order to provide a cohesive development outcome within the centre, this development proposes to maintain the levels at the Pinjarra Road frontage for the creation of a smooth connection towards Pinjarra Junction. Due to minor changes in the NGL across the site, provision of ramps and or stairs to address access requirements have been provided on the George Street and Murray Street frontages, as required.

Further, the development has considered stormwater management, with a Stormwater Concept completed by Colliers and provided in **Appendix 8**. The Stormwater Concept demonstrates that the site will manage stormwater in a 1 in 100 ARI event, providing an acceptable solution and outcome for water management across the site.

7.7.3 Bushfire

The BAL analysis (refer **Appendix 6**) confirms the proposed development does not trigger any further assessment under the requirements of SPP3.7, with the potential bushfire risk to the development considered low.

7.8 Adequacy of access, egress, parking and deliveries

7.8.1 Transport Impact Assessment

Transcore has completed a Transport Impact Assessment (TIA) for the proposed commercial development, including an analysis of the swept path access requirements for the use of the existing crossovers on Murray Street and George Street, and for the relocated LILLO crossover on Pinjarra Road. Analysis was completed for a 19m semi-trailer and a 12.5m service vehicle, as well as for passenger vehicles into and around the site.

In accordance with the outcomes of the TIA, the proposed development will not adversely affect the operations of the surrounding road network, with SIDRA analysis showing that the proposed development crossovers will operate with a good level of service during post development and 10 year post development scenarios. The findings of the TIA support the proposed development.

Refer **Appendix 9** for a copy of the Traffic Impact Assessment completed by Transcore.

7.9 Availability and adequacy of public services & infrastructure

7.9.1 Public utility services

Power, water, gas, reticulated sewage and telecommunications infrastructure are all in close proximity and available to service the site.

7.9.2 Storage, management and collection of waste

The proposed tenancies have both been developed with dedicated bin storage areas, and will be operated in accordance with the industry standards for Aldi and McDonald’s stores. This includes management of both recycling and refuse to ensure there are no amenity impacts on the area.

A Waste Management Plan (WMP) has been prepared by Talis for the development following the City of Melbourne’s *Guidelines for Waste Management Plans* (2021). Bins have been provided in accordance with this WMP, and collection will be completed as required by a private contractor for each tenancy.

The WMP provides for collection up to four times weekly for each tenancy. However, the anticipated collection requirements are expected to be lower than this, with internal management and recycling practises intended to lower waste levels overall for both tenancies. This is reflected in the appendixes provided with the WMP, which demonstrate the existing and tested waste management practises for each operator. Accordingly, the anticipated delivery, pickup, and other amenity impacts are anticipated to be lower than predicted in the WMP.

Refer **Appendix 11** for a copy of the Waste Management Plan prepared by Talis for the proposed development.

7.10 Impact of the development on the community as a whole

Located in the Core Precinct, the development complements the existing mix of uses by adding vitality and providing a convenient 24/7 food service and associated activation. The proposed Aldi further enhances the site’s functionality, supporting the convenience-driven demands of the area. The site is strategically located to take advantage of existing transport infrastructure and expand on the existing Pinjarra Junction Shopping Centre area and facilities. Its accessibility ensures the development can serve both local residents and visitors efficiently.

The development activates the streetscape through well-designed frontages along Pinjarra Road, Murray Street and George street, integrated landscaping, and a corner public seating area that fosters community interaction and complements the public realm. These elements align with the precinct’s intent to provide a pedestrian-friendly and vibrant environment.

The development enhances the social fabric of the area by providing a family-friendly dining space and a welcoming corner with the public seating area. The provided public open space area outside the Aldi will connect to the wider Pinjarra Junction and activate the Pinjarra Road frontage, while the pocket corner outside the McDonald’s will provide opportunities for inside and outside seating and activation around the site. These features encourage community interaction and create a safe, inclusive environment. The project also delivers local employment opportunities and activates a key intersection, contributing positively to the social vitality of the Pinjarra town centre.

8 CONCLUSION

The proposed development of a McDonald’s restaurant and Aldi supermarket at the subject site aligns with the provisions of the Shire of Murray *Local Planning Scheme No. 4*, as well as with the objectives of the wider planning framework including applicable Local Planning Policies and relevant guidelines and requirements.

The proposal has been carefully designed and considered, incorporating feedback from the Shire of Murray and responding sensitively to the site’s unique characteristics. The proposal warrants approval for the following reasons:

- The development is consistent with the ‘Town Centre’ zone provisions under LPS4, and will support a vibrant, accessible, and pedestrian-friendly environment that complements the precinct’s role as a key activity centre.
- The design adheres to State Planning Policy 7.0 – Design of the Built Environment (SPP7.0), incorporating high-quality materials, landscaping, and urban design elements that integrate with the surrounding urban context.
- Attractive frontages along Pinjarra Road and George Street, combined with extensive landscaping along Murray Street and across the development site, ensure the proposal contributes positively to the public realm while respecting the locality’s character.
- Comprehensive technical assessments confirm the development will have no adverse impacts on the amenity of adjoining properties or the local area. Noise, traffic, lighting, and landscaping have been thoroughly addressed in line with planning and engineering best practices.
- Strategic lighting, clear sightlines, and the 24/7 operation of the McDonald’s restaurant ensure an activated, safe, and welcoming environment for visitors and the community.

In summary, the proposal represents a carefully considered development that balances the operational requirements of the businesses with urban design and aesthetic considerations. It is respectfully requested that the Metro Outer Development Assessment Panel grant approval for the proposed McDonald’s restaurant and Aldi supermarket.