Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 13 January 2026; 9:30am
Meeting Number: MODAP/120
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/120 - 13 January 2026 - City of Wanneroo - Shire of Murray

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF WANNEROO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 2 (125) Butler Boulevard, Butler - Proposed Station and Motor Vehicle Wash – DAP/24/02801
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – SHIRE OF MURRAY

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Various Lots, Pinjarra - Proposed Aldi Supermarket Including Liquor Store and McDonalds Take Away Food Outlet – DAP/25/02968
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Karen Hyde (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Heidi Herget
Cr Douglas McLarty (Part C – Shire of Murray)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

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PART B – CITY OF WANNEROO

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 2 (125) Butler Boulevard, Butler - Proposed Station and Motor Vehicle Wash – DAP/24/02801

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B - Item 3.1 - Lot 2 (125) Butler Boulevard, Butler – Proposed Station and Motor Vehicle Wash

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Apex Planning
Owner:	W Carwash Pty Ltd
Value of Development:	$2.1 million
Responsible Authority:	City of Wanneroo
Authorising Officer:	Nick De Vecchis
LG Reference:	DA2024/1685
DAP File No:	DAP/24/02801
Application Received Date:	22 November 2024
Report Due Date:	18 December 2025
Application Statutory Process Timeframe:	90 Days (Plus a 120 Day Agreed Extension of Time and two 90-Day Deferral Resolutions)
Attachment(s):	1. Development Plans 2. Location Plan 3. Deposited Plan 4. Summary of Submissions 5. Traffic Impact Assessment 6. Truck Path Plan

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02801 and accompanying plans provided in **Attachment 1** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. The use of the approved **Service Station and Motor Vehicle Wash** must conform to the District Planning Scheme No. 2 definition which states:

   "***Service Station***: *means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –*
   a) The retail sale of petroleum products, motor vehicle accessories and good of an incidental or convenience nature; and/or
   b) The carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles."

   "***Motor Vehicle Wash***: *means premises primarily used to wash motor vehicles*."

   A change of use from that outlined above may require further development approval of the City.

2. This approval only relates to development on Lot 2, development on any other lot is excluded from this approval.

3. The proposed pylon signs are to be reduced to be no higher than 6 metres above the natural ground level.

4. The applicant/owner must ensure that all illuminated signage must have any boxing or casing in which it is enclosed constructed of incombustible materials, must not comprise of flashing, pulsating, chasing or running lights and must not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.

5. All signage is to be contained entirely within the lot.

6. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.

7. Wheel stops must be provided in accordance with AS 2890 where the parking bays abuts a concrete path.

8. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.

9. Prior to the lodgement of a building permit, a detailed schedule of external finishes (including materials, colour schemes and details) must be submitted and approved by the City. The development must be finished in accordance with the approved schedule.

10. Prior to building permit being issued, a detailed landscaping plan for the subject site must be lodged for approval by the City. The landscaping plan must include a minimum of 8% soft landscaping across the site outlining trees and plant species, quantities and locations. Once approved, planting and installation must be undertaken in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.

11. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed must be submitted and approved prior to a building permit being issued. The system must be installed during the construction of the development.

12. Prior to an occupancy permit being issued, written certification from a qualified acoustic consultant must be submitted to the City following construction of the development to confirm that the development complies with the Environmental Protection (Noise) Regulations 1997.

13. Lighting must be installed along all pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.

14. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view of all streets, public places and adjacent properties to the satisfaction of the City.

    All waste must be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier.

15. Storage areas, plant and equipment shall be screened from view from streets, public places and adjacent properties.

16. Any graffiti applied to the external surfaces of the building must be removed to the satisfaction of the City of Wanneroo.

17. Prior to the submission of a building permit, a Construction Management Plan must be submitted for approval. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:

    a) The delivery of and delivery times for materials and equipment to the site;
    b) Storage of materials and the location and types of equipment on site;
    c) Parking arrangements for contractors and sub-contractors;

d) The impact on traffic movement;
e) Construction times;
f) The relocation of public footpaths;
g) Measures to minimise impacts of noise and sand drift and dust from the site;
h) The relocation/disruption of any public transport infrastructure; and
i) Any other matter required by the City.

The construction management plan is to be submitted to and approved by the City prior to the commencement of any development. Construction is to be implemented in accordance with the approved construction management plan.

Advice Notes

1. In relation to managing dust and sand drift in accordance with the construction Management Plan condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's "A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities".

2. The owner/applicant is to submit the "Certification of Compliance with Development Approval Conditions" form certifying that all of the conditions specified in the approval by the Council for the development of the land have been completed in accordance with the approved plans, and the certification is to be lodged with the Council within 14 days from the date of practical completion, and applies to all of the conditions, except for those conditions relating to ongoing compliance.

Details:

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	City of Wanneroo's District Planning Scheme No. 2
Local Planning Scheme Zone	Urban Development
Structure Plan	Butler-Ridgewood Structure Plan (ASP 27) Butler District Centre Activity Centre Structure Plan No. 87 (ACSP 87)
Structure Plan Land Use Designation	ASP 27 – Centre ACSP 87 - Precinct A & B
Use Class & Permissibility	Service Station – 'A' Use Motor Vehicle Wash – 'D' Use
Lot Size	4,125m^2
Existing Land Use	Vacant
State Heritage Register	No
Local Heritage	N/A
Design Review	N/A
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes a Service Station and Motor Vehicle Wash that comprises of the following:

- A service centre with 11 service bays (1027m^2 GFA);
- Three automatic vehicle wash stations;
- Six vacuum stations;
- Two dog wash stations;
- Associated signage and parking; and
- Additional crossovers from existing internal service roads of Lot 4 (No. 161) Butler Boulevard, Butler and Lot 3 (No.101) Butler Boulevard, Butler.

The development plans are included in **Attachment 1**.

Background:

Site Context

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS), 'Urban Development' under the City's District Planning Scheme No. 2 (DPS 2), 'Centre Zone' under Butler-Ridgewood Structure Plan (ASP 27) and 'Precinct A' and 'Precinct B' under the *Butler District Centre Activity Centre Structure Plan No. 87* (ACSP 87). It is noted that the access leg to the south is the only portion of the lot which is located within 'Precinct B' and the built form of the proposed land uses are located in their entirety within 'Precinct A'.

'Precinct A' is indicated as a Commercial hub which is intended to function as the main street centre, maximising activity around the Butler train station.

The subject site is currently vacant, with an existing Shopping Centre and showrooms on the lots bounding the site to the east and north respectively, and a Liquor Store - Large on the adjoining lot to the west.

A location plan is included as **Attachment 2**.

Access

The subject site has physical access to Butler Boulevard to the south via a 55 metre access leg. There is also potential to access the site via Clayton Street which is an east and west access way which forms part of the adjoining Lot 4 (161) Butler Boulevard and Lot 3 (101) Butler Boulevard respectively. These internal roads have access easements registered on them (**Attachment 3**) which is to the benefit of the City of Wanneroo and the public at large and a right of carriageway easement, to the benefit of the subject lot.

The proposed development includes access to Motor Vehicle Wash via an internal road to the east of subject site and two access ways into Service Station via internal road to the west of subject site. The adjoining internal access ways to the east and west of the site both incorporate semi mountable kerbing which is located outside the subject site. Whilst it is preferred that this kerbing is modified to be mountable, the kerbing is located outside of the subject site and does not form part of the subject application. Access is discussed in further detail within the 'Planning Assessment' section.

Deferral of Decision by the JDAP

The proposal was previously considered by the Joint Development Assessment Panel (JDAP) at its meeting held on 3 July 2025. At the meeting, the JDAP resolved to defer the application for a period of up to 90 days, citing insufficient information regarding site access and egress. The deferral was intended to allow the applicant an opportunity to address the Panel's concerns and provide further documentation to demonstrate functional access to the site either via the easement on Clayton Street or Butler Boulevard.

The application was deferred for a second time by JDAP at its meeting held on 1 October 2026 for a period of 90 days as no additional information were submitted by the applicant to demonstrate that the site access issues have been resolved. The application has subsequently been revised to remove both the fuel retail component of the Service Station and vehicular access from Clayton Street in response to concerns about access and egress to the site.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Environmental Protection (Noise) Regulations 1997
Planning and Development (Local Planning Schemes) Regulations 2015
Metropolitan Region Scheme (MRS)
City of Wanneroo District Planning Scheme No. 2 (DPS 2)

State Government Policies

State Planning Policy 4.2: Activity Centres (SPP 4.2)
State Planning Policy 7.0: Design of the Built Environment (SPP 7.0)

Structure Plans/Activity Centre Plans

Butler-Ridgewood Agreed Structure Plan No. 27 – (ASP 27)
Butler District Centre Activity Centre Structure Plan No. 87 (ACSP 87)

Local Policies

Local Planning Policy 2.9 – Service Station and Roadhouses (LPP 2.9)
Local Planning Policy 4.6 – Advertising Signs (LPP 4.6)

Consultation:

Public Consultation

The application was advertised in accordance with the requirements of the Deemed Provisions as contained within the *Planning and Development (Local Planning Schemes) Regulations 2015*, with the advertising commencing 28 November 2024 and concluding 13 December 2024.

Advertising was undertaken by way of notice in the local newspaper and in writing to 535 nearby landowners/occupiers within 200 metres of the proposed development. The initial development plans and all supporting documentation were also published on the City's website and a sign was installed on site.

A total of four submissions were received as part of the advertising, all of which objected to the proposal. The concerns raised by submitters were as follows:

- The proposed land uses and their proximity to other Service Stations and Motor Vehicle Washes; and
- Increased traffic volumes.

A summary of the submissions received, and the City's responses are included in **Attachment 4**. The issues raised by submitters are discussed in further detail in the 'Planning Assessment' section below.

Referrals/Consultation with Government/Service Agencies

No referrals/consultations with Government Agencies were required as part of this application.

Design Review Panel Advice

Not applicable

Planning Assessment:

The proposal has been assessed against the requirements of DPS 2, the applicable State and Local Planning Policies, ASP 27 and ACSP 87 as outlined within the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Compatibility and Land Use Permissibility;
- Built Form;
- Traffic;
- Access and Parking;
- Landscaping;
- Noise; and
- Signage.

Compatibility and Land Use Permissibility

Submissions were received regarding the compatibility and need for the proposed uses, noting that similar land uses are located within the vicinity of the proposal.

The subject site is located within Precinct A of ACSP 87 and the permissibility of the proposed land uses within Precinct A is in accordance with Table 2 of ACSP 87 and is as follows:

- Service Station – Discretionary use subject to advertising ('A' use); and
- Motor Vehicle Wash – Discretionary ('D' use).

Precinct A is intended to be the Main Street Centre Core, maximising activity and intensity adjoining Butler Rail Station. This is intended to be facilitated through encouraging a mix of intensive uses which generates activity outside core business hours, such as speciality stores and supermarkets and facilitate a combination of public and private realm spaces for community meeting, pedestrian activity and traffic flows. Whilst the proposed land uses do not provide for retail or encourage community meetings and pedestrian activity, they are considered complementary support services and are appropriately located within a commercial hub.

Service Station
The proposed Service Station is a discretionary use that is advertised ('A') within Precinct A, as such it is capable of approval subject to advertising and the decision maker exercising its discretion. To consider the suitability of the proposed Service Station the land use has been assessed against LPP 2.9.

The purpose of LPP 2.9 is to ensure that Service Stations are appropriately located, developed to a high architectural standard, don't unduly impact the surrounding road network and are appropriately separated from any nearby sensitive land uses. The proposed Service Station is considered to satisfy the objectives of LPP 2.9 with regard to the following:

- The design of the proposed Service Station includes window openings facing Clayton Street and the internal road to the west in order to enable passive surveillance to the street and minimise blank walls. The proposal incorporates awnings around the building for shade provision and weather protection.
- The location and amount of signage is generally consistent with the City's Local Planning Policy 4.6: Signs; and
- The Service Station is appropriately separated from any sensitive uses to mitigate any potential impacts of noise, light, fumes and visual amenity. The nearest residential premises is approximately 100 metres from the Service Station, on the western side of Camborne Parkway.

As such, the Service Station is considered to be compatible with the surrounding context of the area.

Motor Vehicle Wash
Motor Vehicle Wash is a Discretionary ('D') land use in Precinct A and therefore capable of consideration.

There are no local planning policies applicable to the Motor Vehicle Wash as such the use is required to be assessed against DPS 2 Schedule 6 provisions, with which it generally complies. In addition, the proposed use is located away from Residential uses, with the closest residential development approximately 100 metres away.

The Motor Vehicle Wash is therefore considered compatible with its location. The dog wash is considered incidental to the proposed Motor Vehicle Wash given that it is minor in scale.

Built Form

The development has been assessed against the relevant provisions of DPS 2. The proposed built form is compliant with the setback requirements, as detailed below:

DPS2 Setback Requirements	**Proposal**
Butler Boulevard (Primary Street Setback): 6 metres	58m
Clayton Street (Internal Service Road): Nil	Nil

The setbacks are consistent with the requirements of DPS 2. Noting that the lot is a battleaxe lot, built form is located significantly behind the street setback. Clayton Street forms part of a private lot and therefore a nil setback is permitted. Further, development to the north of Clayton Street incorporates a nil setback creating consistency in the streetscape.

Based upon the above, it is considered that the built form responds to the requirements of DPS 2 and as such is acceptable.

Traffic

A number of submissions raised concern that the development would cause further congestion upon the local road network.

A Transport Impact Assessment (TIA) was prepared for a Service Station and a Motor Vehicle Wash on the subject site in 2024. The application has subsequently been revised without the fuel retail facility of a Service Station to address concerns regarding direct vehicular access onto Clayton Street. As a result, the development is considered to generate a moderate volume of traffic (less than 100 trips at peak hour) for which a Transport Impact Statement (TIS) is provided (**Attachment 5**). The TIS outlines traffic generation and distribution of the proposed development within the surrounding road network. The TIS estimates a peak hourly generation of 76, 85 and 90 vehicles per hour (total of inbound and outbound traffic) during the weekday AM, PM and Saturday peak hours respectively. The TIS further states the development will add fewer than 100 vehicle trips per hour, which is below the threshold identified in the WAPC Transport Impact Assessment Guidelines (2016) for a material impact on the surrounding road network.

The TIS has been reviewed by the City's Traffic Services, who concurred with its findings that the proposal would not adversely impact the surrounding road network.

Access and Parking

Access
The site has a single physical access to a public road in the form of an access leg to Butler Boulevard to the south. The proposed development also includes three points of access; two access points via the internal road located on the adjoining site to the west and one via the internal road located on the adjoining site to the east. Truck manoeuvrability is demonstrated in the Truck Path Plan (**Attachment 6**).

The proposed access points to the site from internal roads to the east and west of the site are considered acceptable. Further, public access easements are registered to Lot 3 and 4 to enable lawful access to the site via these internal roads.

Parking
A parking assessment is undertaken below in accordance with parking rates included within Schedule 11 of DPS 2 is undertaken below:

Land Use	**DPS 2 Parking Required**	**Parking Proposed**
Service Station 5 bays per service bay plus 7:100m^2 non-service bay net lettable area. Up to 50% of non-service bays may be located in refuelling positions.	11 Service Bays = 55 bays 55 bays 96m^2 NLA = 7 bays	8 bays
Motor Vehicle Wash	1 bay	1 bay
	Total Bays Required	63 bays
	Total Bays Provided	9 bays

The service station proposes to utilise the existing carparking on Lot 4 (161) and Lot 3 (101) Butler Boulevard, which are located to the southeast and southwest of the subject site to offset the 54 car parking bay shortfall proposed.

The site has legal access to do this due to the registration of a parking easement identified as 'Z' on the Deposited Plan **(Attachment 3)**. This easement relates to existing driveways and parking areas within Lot 4 and 3 to provide *"full and free right, liberty, power and authority from time to time and at all times for its authorised officers, employees, agents and other persons from time to time authorised by it (including without limitation customers and visitors of the businesses located on the Parent Lot) to go, pass and repass and to park vehicles, but not permanently or indefinitely, in bays marked for that purpose, over, along and across the Easement Area".*

The JDAP approval for Child Care Centre at 121 Exmouth Drive, Butler (ref: DAP/22/02339) and the development approval for Bulky Goods Showroom at 180 Camborne Parkway, Butler (ref: DA2024/1827) identified a car parking surplus of 83 bays within areas subject to access and parking easements. This parking surplus was calculated over the original parent lot, which has since received WAPC approval for subdivision into individual freehold lots. Notwithstanding the subdivision approval, an easement remains over the original parent lot, enabling the subdivided lots to

retain vehicular access to the existing parking areas. Whilst the proposed development relies upon existing car parking bays within the Butler centre, the on-site carparking shortfall is considered appropriate for the following reasons:

- The locality is well-serviced by public transport, noting that Butler train station and a high frequency bus service is located in proximity to the site. Whilst the proposed land use is car dependent, given the site's proximity to public transport services, there is an opportunity for people accessing the site and shopping centre to do so without a private vehicle. As such, the availability of public transport reduces the overall parking demand for the centre.
- The development is within an activity centre and complements various other non-residential land uses, creating opportunities for multi-use trips which may also reduce parking demand;
- The development adjoins 9 on-street bays located within Clayton Street along subject site's northern boundary. The Butler District Centre Structure Plan allows on-street bays within the Precinct A, to offset on-site parking requirement where located immediately adjoining the site**.**

Considering the alternative transport options available, the easements registered within the district centre and that the centre has a surplus of car parking bays, the proposed parking shortfall is supported.

Landscaping

DPS 2 requires that a minimum of 8% of the site consists of soft landscaping. The proposal incorporates 9% soft landscaping and complies with this requirement. Additionally, DPS2 requires one shade tree is provided for every four (4) car parking bays provided. The proposed development provides 9 car parking bays on site for the service station and drive through car wash with three trees along the carwash queuing area to the east and on additional tree at the Northwestern corner of the site. The tree provision does not achieve the intended outcome of DPS 2 which is to provide shade to car parking areas. Further, it is appropriate that where possible trees are established in proximity to footpaths providing amenity, and queuing areas to improve driver comfort where possible. Landscaping can also soften the Service Station's building bulk and the hardscaping of the car wash area. Accordingly, the City recommends the imposition of a condition requiring a detailed landscaping plan be lodged and approved by the City prior to the lodgement of a building permit. The detailed landscaping plan should incorporate a minimum of 8% soft landscaping and outline trees and plant species, quantities and locations of plantings.

Noise

An acoustic report was submitted in support of the initial application. However, noise emissions from the amended proposal have not been investigated further and the impact of the revised proposal upon surrounding residences within 100 metres to the west of subject site is not determined. The City considers noise emissions from the proposed service station for minor mechanical works to be less than the fuel station that was initially proposed due to reduced traffic generation, operating hours and the built form. Therefore, the City recommends imposition of a condition requiring that prior to the granting of an occupancy permit, written certification is provided by a qualified acoustic consultant to ensure the development complies with the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations).

Signage

The proposal has been assessed against the provisions set out within the City's *Local Planning Policy 4.6 – Advertising Signs* as the proposal includes both wall and pylon signs throughout the subject lot. The intent of the Local Planning Policy is to ensure a high-quality standard of design in outdoor advertising, whilst reducing and minimising potential clutter, as to preserve visual quality and character of localities and transport corridors.

All proposed wall signs are considered to be appropriate in their distribution in the context of the site, with all content relating to the operation and branding of the proposal. An assessment of the proposed pylon signs against LPP 4.6 is undertaken below:

LPP 4.6 Provision	**Proposal**
Not exceed 6 metres in height by 2.5 metres in width.	Pylon sign 1 & 2: 8.1m high x 2.5m wide
Be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage.	The sign abutting Butler Boulevard is located 4m from the primary street boundary. In addition, it has a nil setback to the side boundary and is located 0.8 metres from the adjoining lots existing pylon sign.
Be located centrally within the lot and no closer than 3 metres to a side boundary.	

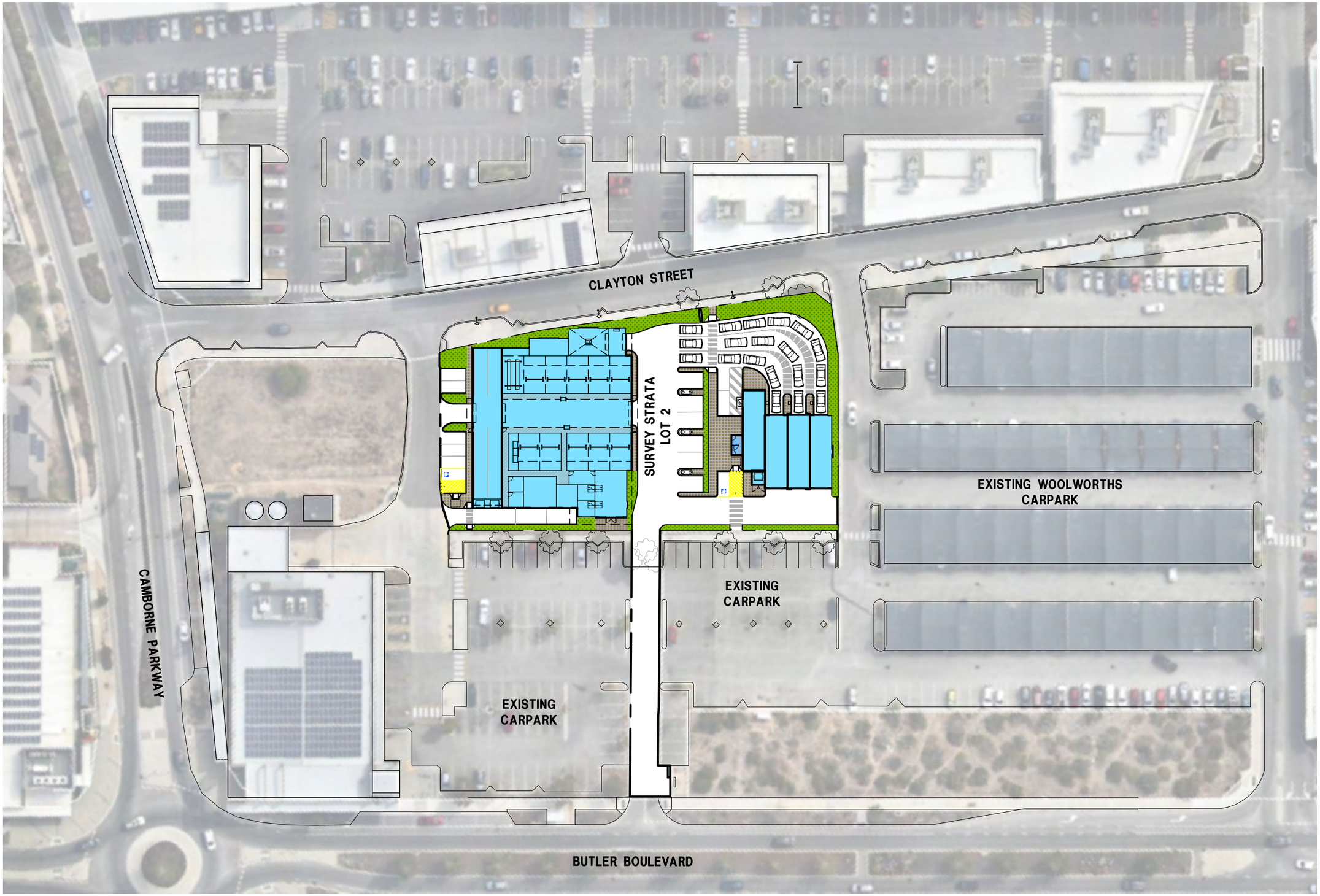
The City is not supportive of the pylon signs being greater than 6 metres in height for the following reasons:

- The overall quantity of signs proposed provides for adequate way finding to the site particularly given that the development incorporates a wall sign on each elevation. As such, the need for two 8 metre pylon signs is in excess of the advertising requirements of the business.
- The pylon signs will be clearly visible from the street and passing vehicles. The increased height of the pylon sign likely to negatively impact upon the amenity of the area by way of visual prominence.

In light of the above, it is recommended that a condition be imposed for the pylon signs to be reduced to 6 metres in height.

Conclusion:

The development application for a Service Station and Motor Vehicle Wash at Lot 2 (125) Butler Boulevard, Butler has been assessed against the relevant framework. The proposed land uses are capable of approval on the subject lot, in accordance with the requirements of DPS 2 and the application has been advertised in accordance with the Deemed Provisions. The applicant has made modifications to the proposal to address the City and DAPS comments, and the proposal is generally consistent with the relevant planning requirements. Notwithstanding the variations sought to DPS 2 and LPP 2.9 as discussed in this report, the proposal is consistent with existing development within the district centre and it is recommended that the proposed development be approved, subject to conditions.



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DEVELOPMENT APPLICATION

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	04.07.24	LAYOUT UPDATED	MDB	SJH
C	23.01.25	BIKE RACK / PYLON SIGNAGE UPDATED	MDB	SJH
D	04.08.25	LAYOUT UPDATED	MDB	SJH
E	08.10.25	LAYOUT UPDATED	MDB	SJH
F	23.10.25	RAC LAYOUT REVISED	MDB	SJH
G	10.12.25	LAYOUT UPDATED	MDB	SJH
-				

A3 SHEET

SITE LOCATION PLAN

NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	10.12.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0869
Dwg	-	DA01
Rev	-	G

LEGEND

- LANDSCAPING AREA 380m² REFER TO LANDSCAPING PLAN.
- SELECTED PAVING.

CLAYTON STREET

E9

EXISTING KERB & ON STREET PARKING TO BE MODIFIED.

6.9m HIGH x 2.5m WIDE MULTI TENANT PYLON SIGNAGE.

BDY: 58.77m

BDY: 4.24m

BDY: 10.53m

E5

BDY: 20.32m

2.

PARKING
5400x2600 BAYS

E6

BDY: 28.46m

OUT OF HOURS ACCESS PARKING G.F.A: 213m2

SERVICE CENTRE
G.F.A: 1027m2

OVERALL G.F.A: 1240m2

SURVEY STRATA LOT 2
4125m²

E8

E4

VACUUM BAY

VACUUM BAY

VACUUM BAY

VACUUM BAY

VACUUM BAY

RESERVED SERVICE BAYS

E1

PLANT ROOM

AUTO 1

AUTO 2

AUTO 3

DOG WASH

CAR WASH
G.F.A
307m²
F.F.L:
44.00

BIN STORE

4.

PARKING
5400x2600 BAYS

DDA BAY

BDY: 3.9m

BDY: 5.2m

BIN STORE

2.

COURTESY CAR BAY

MANAGER BAY

1.

DDA BAY

E2

BDY: 37.35m

E3

PROPOSED 6m CROSSOVER

EXISTING ISLAND REMOVED FOR ACCESS FROM BUTLER BOULEVARD THROUGH EXISTING CARPARK.

EXISTING FOOTPATH

BDY: 38.76m

E7

EXISTING FOOTPATH

BDY: 37.67m

BDY: 56.70m

BDY: 156.06m

EXISTING CAR BAYS

EXISTING CAR BAYS

6.9m HIGH x 2.5m WIDE MULTI TENANT PYLON SIGNAGE.

EXISTING WOOLWORTHS PYLON SIGNAGE.

BDY: 8.57m

BDY: 6.57m

E10

BUTLER BOULEVARD

SITE PLAN

SCALE 1:250

N

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DEVELOPMENT APPLICATION

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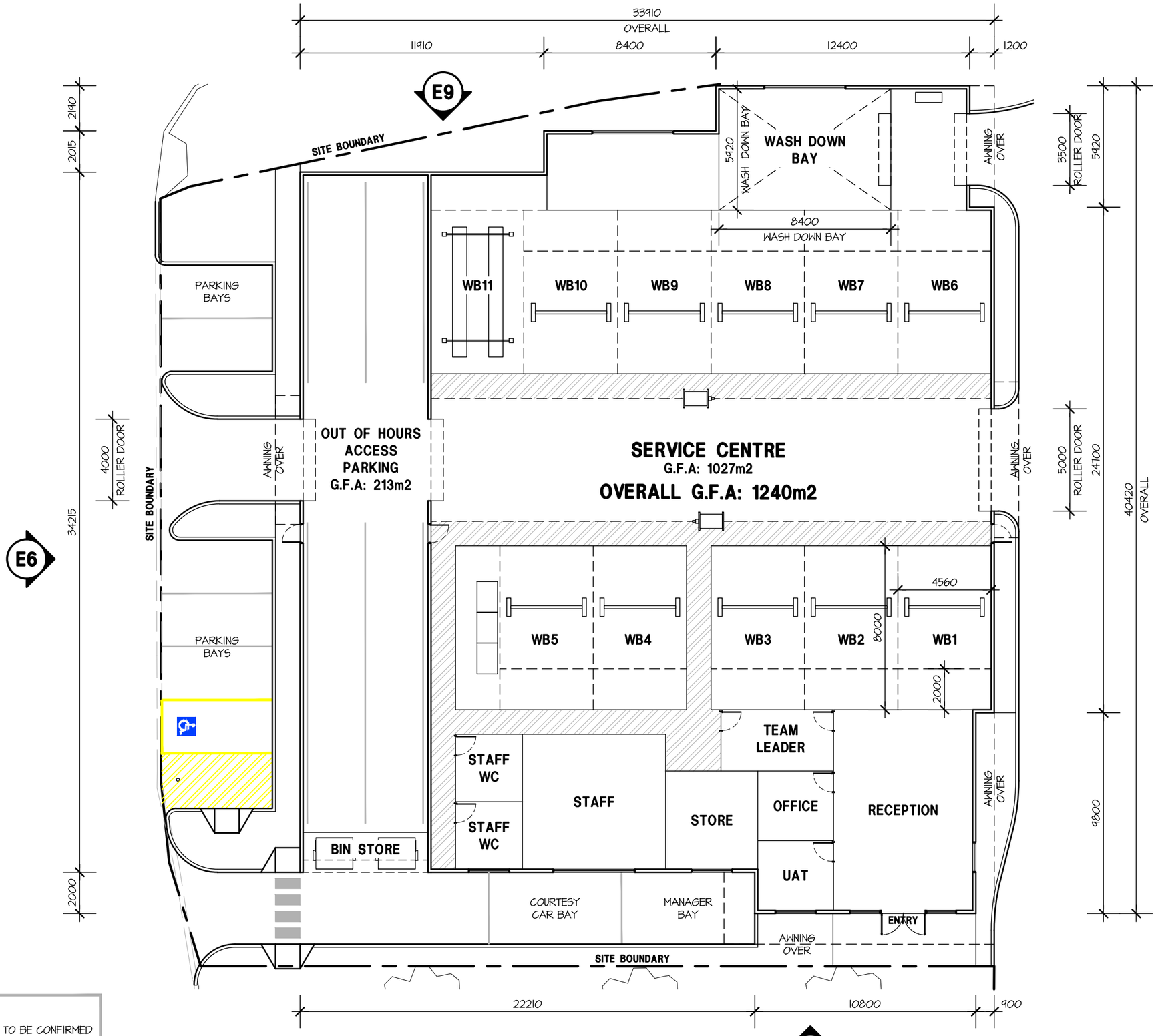
NO:	DATE:	REVISION:	DRAWN:	CHECK:
B	04.07.24	LAYOUT UPDATED	MDB	SJH
C	23.01.25	BIKE RACK / PYLON SIGNAGE UPDATED	MDB	SJH
D	13.03.25	PYLON LOCATION UPDATED	MDB	SJH
E	03.04.25	EXISTING & PROPOSED PYLON SIGNAGE UPDATED	MDB	SJH
D	04.08.25	LAYOUT UPDATED	MDB	SJH
E	13.10.25	RAC SERVICE CENTRE ADDED	MDB	SJH
F	24.10.25	RAC LAYOUT REVISED	MDB	SJH
G	03.12.25	SITE LAYOUT REVISED	MDB	SJH

A3 SHEET

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	03.12.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0869
Dwg	-	DA02
Rev	-	G



NOTE!
FINAL INTERNAL LAYOUT TO BE CONFIRMED

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	08.10.25	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	24.10.25	RAC LAYOUT REVISED	MDB	SJH
C	10.12.25	REVISED SITE LAYOUT	MDB	SJH

A3 SHEET

PROPOSED FLOOR PLAN

SCALE 1:200

HINDLEY & ASSOCIATES
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

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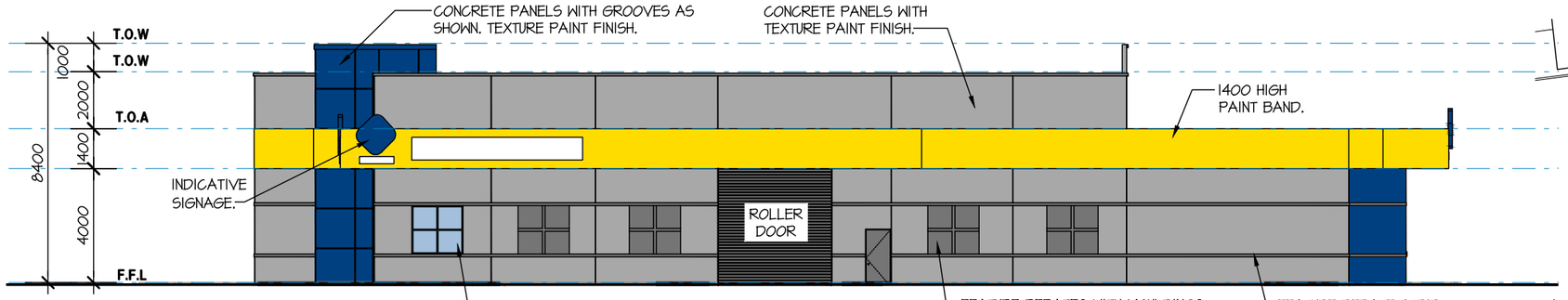
admin@hindley.com.au
www.hindley.com.au

DEVELOPMENT APPLICATION

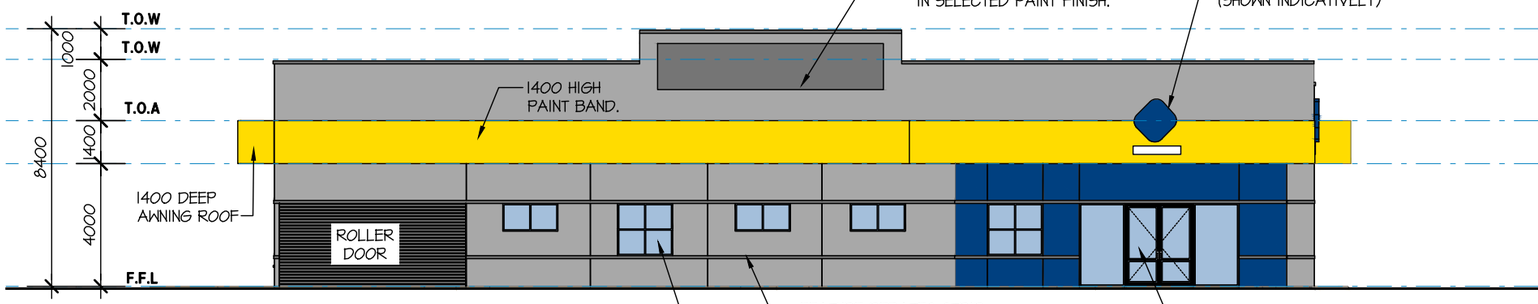
PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	10.12.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:200
Job No.	-	0869
Dwg	-	DA03
Rev	-	C



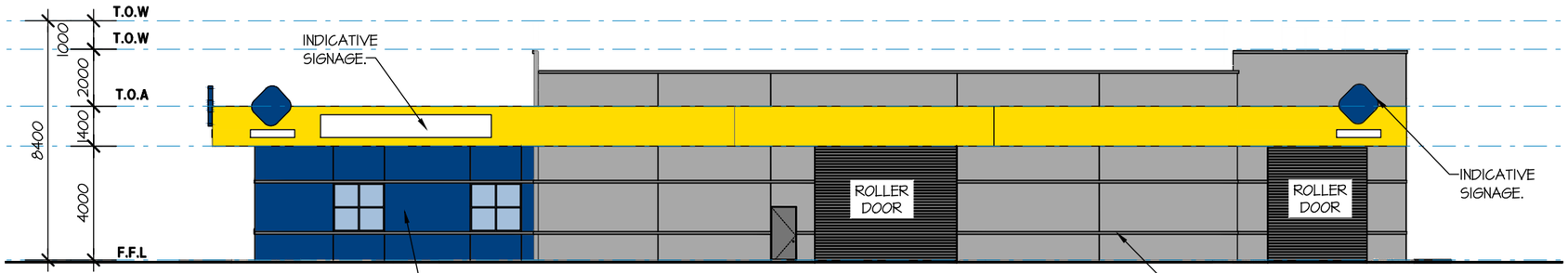
ELEVATION - E6

SCALE 1:200



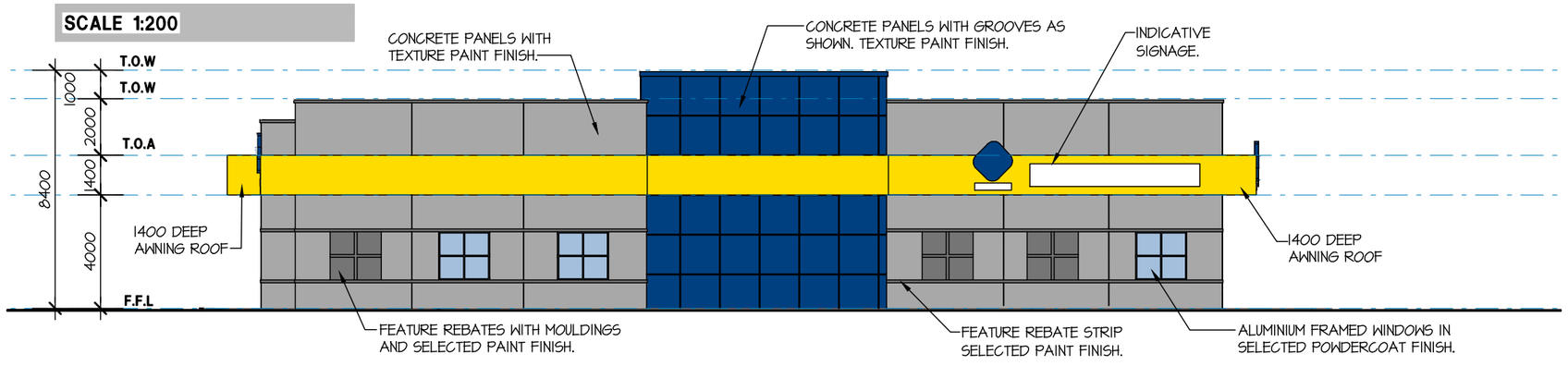
ELEVATION - E7

SCALE 1:200



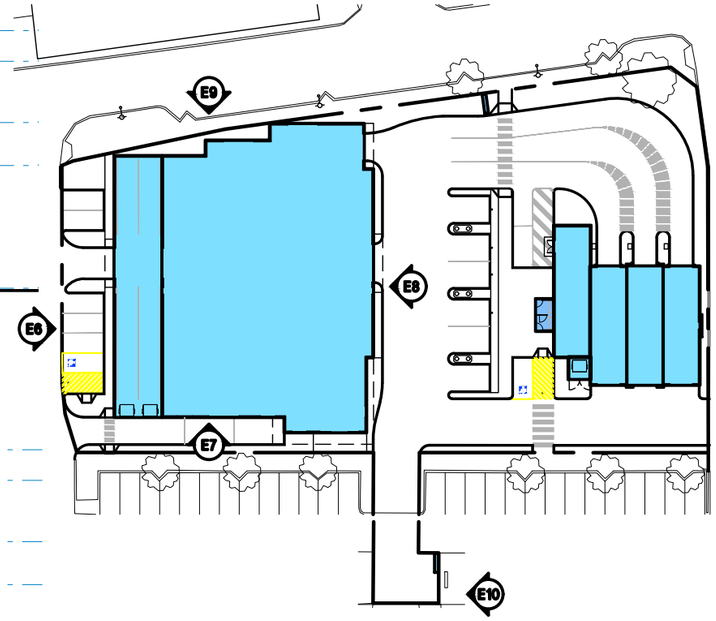
ELEVATION - E8

SCALE 1:200



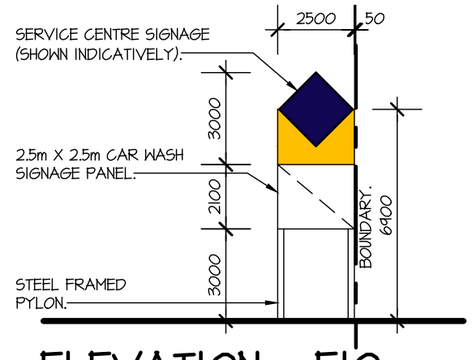
ELEVATION - E9

SCALE 1:200



RAC ELEVATION KEY PLAN

SCALE 1:800



ELEVATION - E10

SCALE 1:200

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	24.10.25	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	05.12.25	ELEVATIONS AMENDED	JJR	JJR

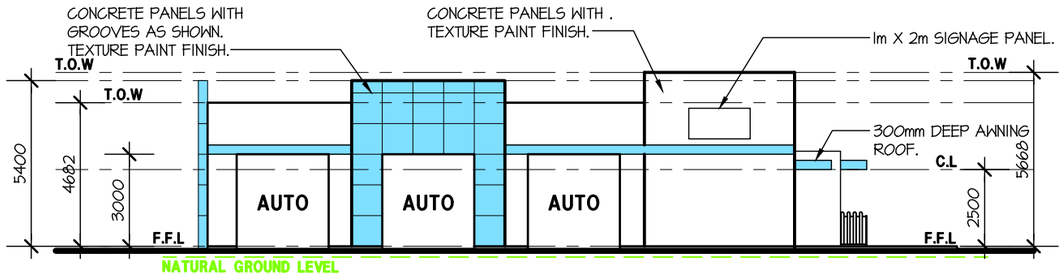
A3 SHEET

ELEVATION - E9

SCALE 1:200

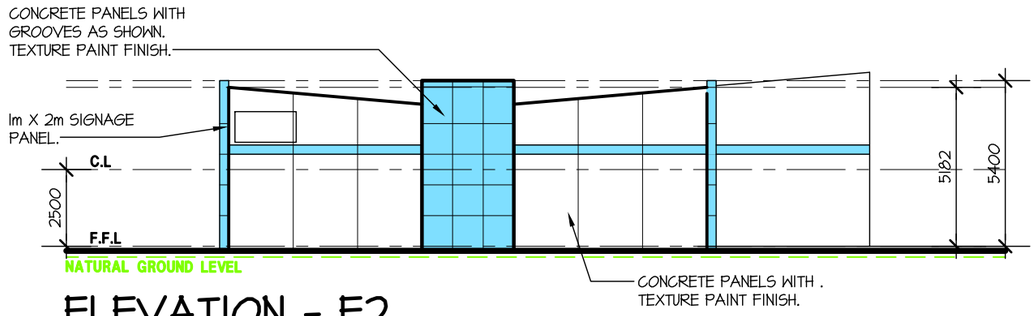
PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	- 24.10.25
Design	- SJH
Drawn	- MDB
Checked	- SJH
Scale	- AS SHOWN
Job No.	- 0869
Dwg	- **DA04**
Rev	- **B**



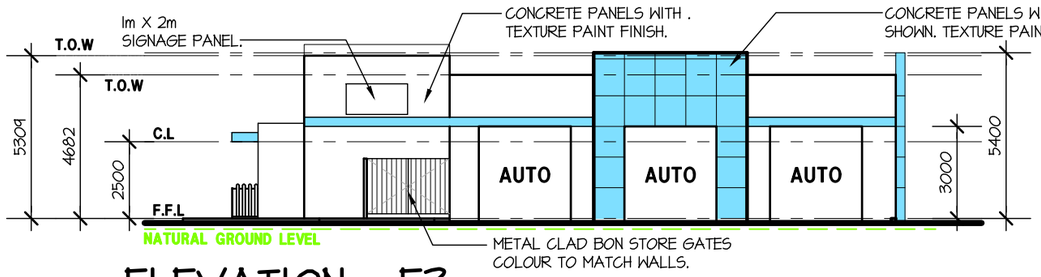
ELEVATION - E1

SCALE 1:200



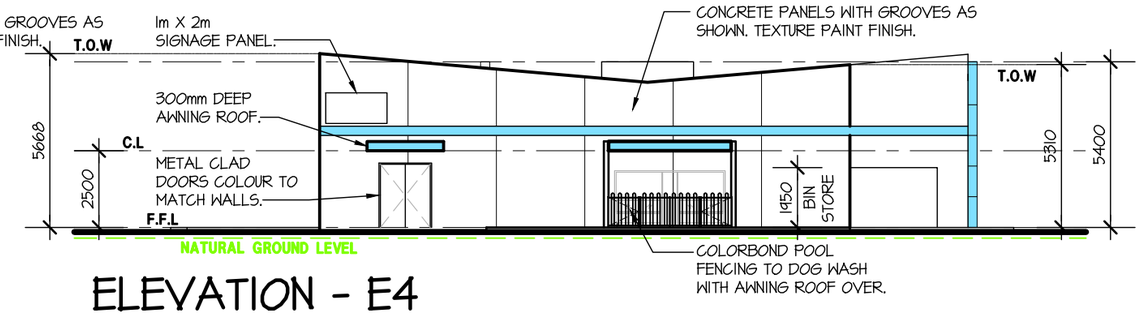
ELEVATION - E2

SCALE 1:200



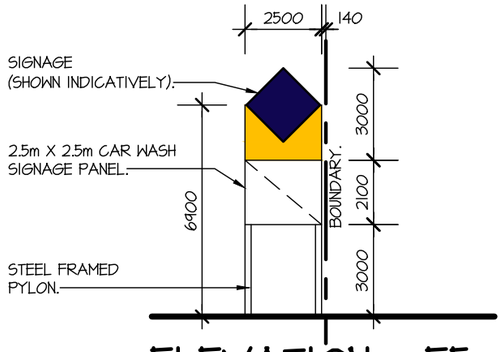
ELEVATION - E3

SCALE 1:200



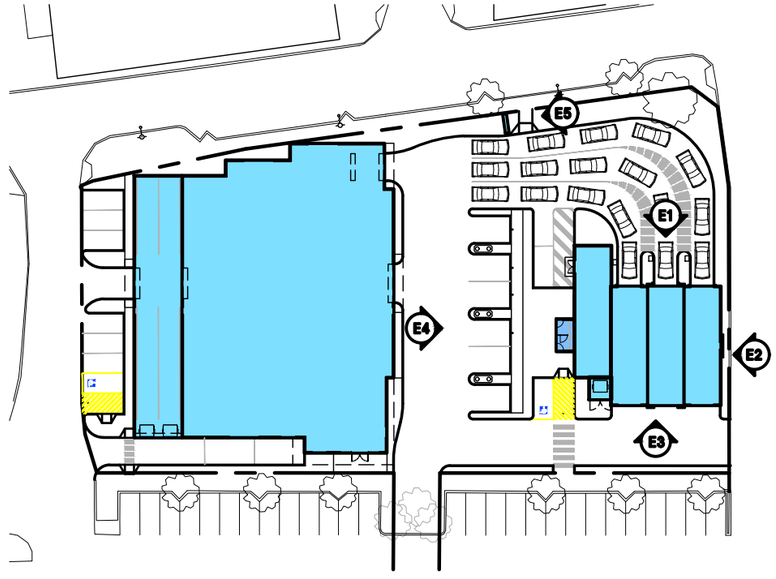
ELEVATION - E4

SCALE 1:200



ELEVATION - E5

SCALE 1:200



CAR WASH ELEVATION KEY PLAN

SCALE 1:800

HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	08.10.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH

A3 SHEET

PROPOSED COMMERCIAL DEVELOPMENT SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER for OC CAR WASH Pty Ltd

Date	-	14.10.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	AS SHOWN
Job No.	-	0869
Dwg	-	DA05
Rev	-	A

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	23.10.25	REVISED RAC LAYOUT	MDB	SJH
C	05.12.25	REVISED RAC LAYOUT	JJR	JJR
-				
-				
-				
-				
-				

A3 SHEET

SERVICE CENTRE PERSPECTIVES

NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date - 24.10.25
Design - SJH
Drawn - MDB
Checked - SJH
Scale - AS SHOWN
Job No. - 0869
Dwg - DA06
Rev - C

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BUILDING DESIGNERS

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	23.10.25	REVISED RAC LAYOUT	MDB	SJH
-				
-				
-				
-				
-				
-				

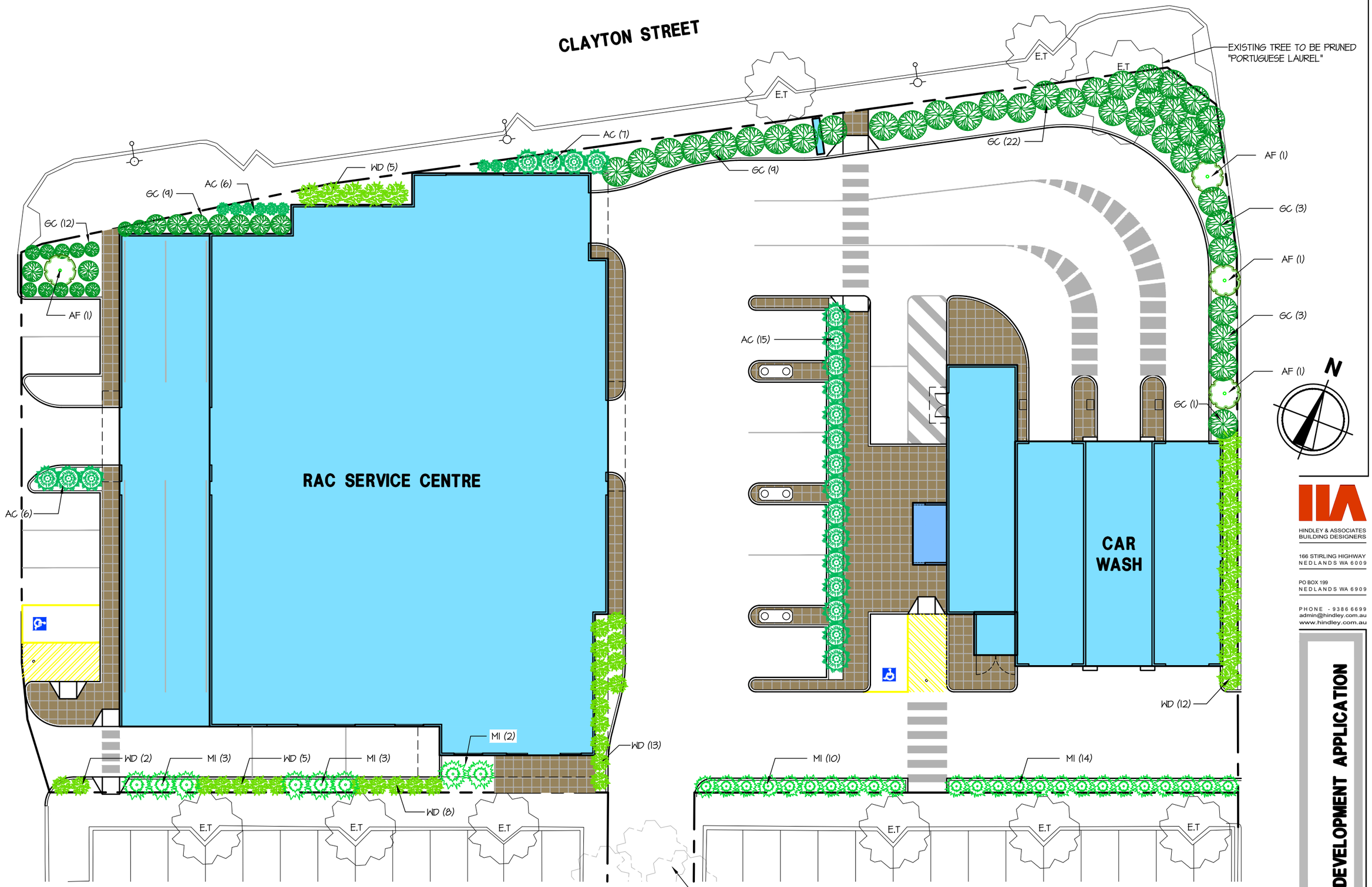
A3 SHEET

CAR WASH PERSPECTIVES

NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	24.10.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	AS SHOWN
Job No.	-	0869
Dwg	-	DA07
Rev	-	A



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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	23.01.25	LANDSCAPING UPDATED	MDB	SJH
C	08.10.25	LAYOUT UPDATED	MDB	SJH
D	23.10.24	RAC LAYOUT REVISED	MDB	SJH
E	03.12.25	LAYOUT UPDATED	MDB	SJH
-				
-				
-				

A3 SHEET

LANDSCAPING PLAN

SCALE 1:250

HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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www.hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	03.12.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0869
Dwg -		LS01
Rev -		E

PLANT SCHEDULE

SYMBOL	BOTANIC NAME	MATURE HEIGHT X WIDTH	MINIMUM INSTALLATION POT SIZE	NUMBER
	WESTRINGIA DAMPIERI	1.5m X 1.5m	13cm	45
	MYOPORIUM INSULARE	10cm X 1m	13cm	32
	APTENIA CORDIFOLIA	10cm X 1.5m	13cm	25
	GREVILLA CRITHMIFOLIA	10cm X 2m	13cm	59
	AGONIS FLEXUOSA	8m X 6m	75L	4

SHRUB VARIETIES

WESTRINGIA DAMPIERI

TREE VARIETIES

AGONIS FLEXUOSA

GROUND COVER VARIETIES

MYOPORUM PARVIFOLIUM

APTENIA CORDIFOLIA

GREVILLEA CRITHMIFOLIA

LEGEND

EXISTING TREES (E.T)

SELECTED PAVED FOOTPATH.

SELECTED MULCH UNDER PLANTING AS PER NOTES.

EXISTING LIGHT POLE.

PLANTING NOTES / SPECIFICATIONS

1. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY & DOMUS NURSERY. SPECIES & POT SIZES INDICATED ARE SUBJECT TO AVAILABILITY AT TIME OF PLANTING.
2. ALL PLANTING AREA ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE AND THE INSTRUCTIONS BELOW.

A. PREPARATION OF SOIL IN GARDEN BED AREAS

I. REMOVE ALL TRACES OF BUILDERS MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEOUS MATERIAL.

II. REMOVE ALL WEEDS IN GARDEN BEDS AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURERS SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.

III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.

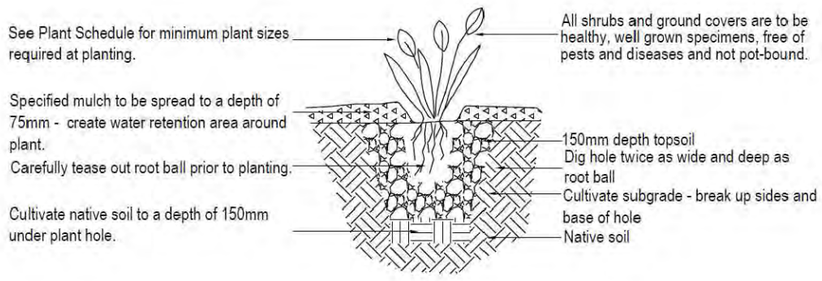
IV. UNDERTAKE SOIL IMPROVEMENT SUITABLE FOR NATIVE PLANTS.

B. MULCH

I. AFTER PLANTING, APPLY CHUNKY (20-25mm) PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 75mm (MAXIMUM 100mm) TO ALL PLANTING BEDS KEEPING MULCH CLEAR OF PLANT STEMS.

IRRIGATION SPECIFICATIONS

1. ALL GARDEN BEDS TO BE IRRIGATED. WATER SUPPLY TO SCHEME WATER
2. IRRIGATION LAYOUT BY OTHERS.



SHRUB PLANTING DETAIL

NOT TO SCALE

HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	23.01.25	LANDSCAPING UPDATED	MDB	SJH
C	08.10.25	LAYOUT UPDATED	MDB	SJH
D	23.10.24	RAC LAYOUT REVISED	MDB	SJH
E	03.12.25	LAYOUT UPDATED	MDB	SJH
-				
-				
-				

A3 SHEET

LANDSCAPING SCHEDULE / NOTES

SCALE 1:250

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	03.12.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0869
Dwg -		LS02
Rev -		E

	Attachment 2 - Location Plan	Date: 9/06/2025	
		Printed by McQuillan, Rhiannon	
	© Landgate WA, Nearmaps, OpenStreetMaps contributors. While every care is taken to ensure the accuracy of this product, City of Wanneroo and the Local/State/Federal Government departments and Non-Government organisations whom supply datasets, make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damage (including indirect or consequential damage) and costs which you might incur as a result of the product being inaccurate or incomplete in any way and for any reason. www.openstreetmap.org/copyright	Scale = 1:1250	N

Plan Information

Tenure Type	Freehold
Plan Type	Deposited Plan
Plan Purpose	Subdivision

Plan Heading

Lots 4, 100, Easements and Covenant

Locality & Local Government

Locality	Butler
Local Government	City of Wanneroo

Department of Planning, Lands and Heritage

File Number	

Examination

Examined	Date

Planning Approval

Planning Authority	Western Australian Planning Commission
Reference	160620

Delegated under S. 16 P&D Act 2005	Date

In Order For Dealings

Subject To	

For Inspector of Plans and Surveys	Date

Plan Approved

Reg. 26A (4)

Inspector of Plans and Surveys / Authorised Land Officer	Date

Survey Details

Field Records	140690
Declared as Special Survey Area	Yes

Survey Method Regulatory Statement

Survey carried out under Reg. 26A Special Survey Area Guidelines. See survey sheet(s) to determine the true final position and type of all survey marks placed for this plan.

Survey Method and Plan Content Variations

Approved Variation Type	Reference

Survey Certificate - Regulation 54

I, Stuart G. THOMSON
hereby certify that this plan is accurate and is a correct representation of the -

(a) survey; and

(b) calculations from measurements recorded in the field records,

undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

FINAL

Licensed Surveyor	Date

Survey Organisation

Name	MNG MCMULLEN NOLAN GROUP
Address	PO Box 3526, SUCCESS W.A. 6964
Phone	6436 1599
Fax	6436 1500
Email	info @ mngsurvey.com.au
Reference	102159dp-002h

NOTE 'Y' - The dimensions and position of this Easement are based on accurate surveyed alignments

Amendments

Version	Lodgement Type	Amendment Description	Authorised By	Date
2	Replacement	Amend to be 2 lots	Stuart G. THOMSON	13/04/2023

Former Tenure

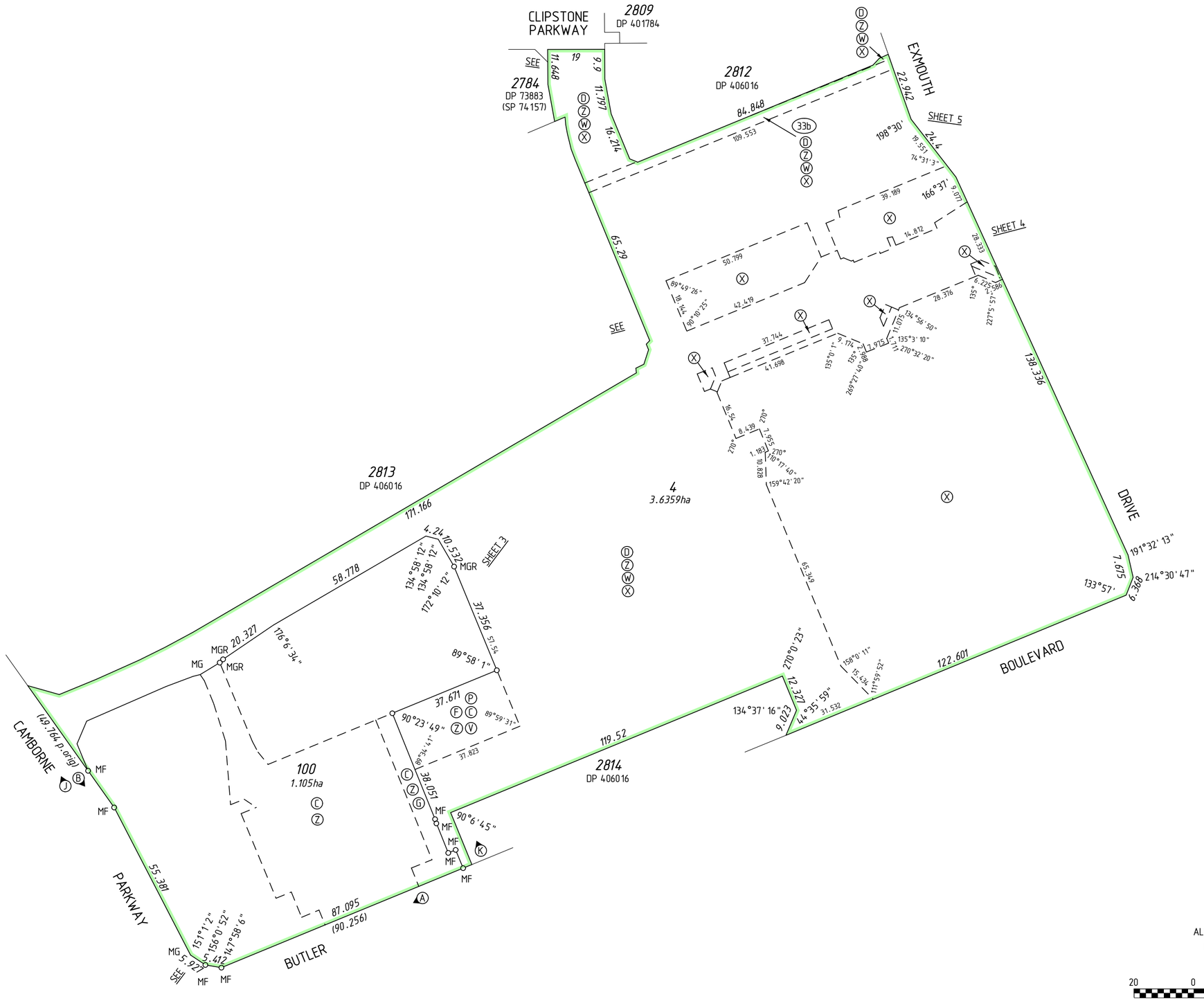
New Lot / Land	Parent Plan Number	Parent Lot Number	Title Reference	Subject Land Description
100	DP 406016	PT LOT 2815	2969-56	
4	DP 406016	PT LOT 2815	2969-56	
	DP 406016	LOT 2811	2969-52	

Former Tenure Interests and Notifications

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
33b	EASEMENT (Sewerage)	SEC 167 OF THE P & D ACT REG 33 (b)	DP406016	LOT 4	WATER CORPORATION	
C	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	DP406016	LOTS 4 & 100	LOT 4 MARKED X AND LOTS 2812, 2813 & 2814 ON DP406016	SEE NOTE 'Y'
D	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	DP406016	LOT 4	LOT 100, LOT 4 MARKED P LOTS 2812, 2813 & 2814 ON DP406016	SEE NOTE 'Y'
Z	EASEMENT (Public Access)	SEC 195 & 196 OF THE L.A.A.	DOC 0182285	LOTS 4 & 100	CITY OF WANNEROO AND THE PUBLIC AT LARGE	SEE NOTE 'Y'
W	EASEMENT (DRAINAGE)	SEC 136C OF THE T.L.A.	DP406016 & DOC 0182284	LOT 4	LOT 100 AND LOT 4 MARKED V	

New Interests

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
F	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	THIS PLAN	LOT 4	LOT 100	
G	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	THIS PLAN	LOT 100	LOT 4	
A ◀ B	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOT 100	CITY OF WANNEROO	RESTRICTION OF ACCESS No road vehicle access to and from Butler Boulevard and to and from Camborne Parkway



ALL DIMENSIONS BETWEEN (J) TO (K) IN A CLOCKWISE DIRECTION ARE ORIGINAL

SCALE 1 : 1000 @ A2

20 0 80

ALL DISTANCES ARE IN METRES

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

MNG

MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

MNG Ref : 102159dp-002h - DP419857#01.CSD

ADDITIONAL SHEETS
SURVEY SHEET

SHEET 2 OF SHEETS 5

VERSION NUMBER 2

DEPOSITED PLAN
419857

SEE SHEET 2

171.166

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DP 406016

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N

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ALL DISTANCES ARE IN METRES

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

MNG

MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
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MNG Ref : 102159dp-002h - DP419857#01.CSD

ADDITIONAL SHEETS
SURVEY SHEET

SHEET		SHEETS
3	OF	5

VERSION NUMBER
2

DEPOSITED PLAN
419857

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4	OF	5

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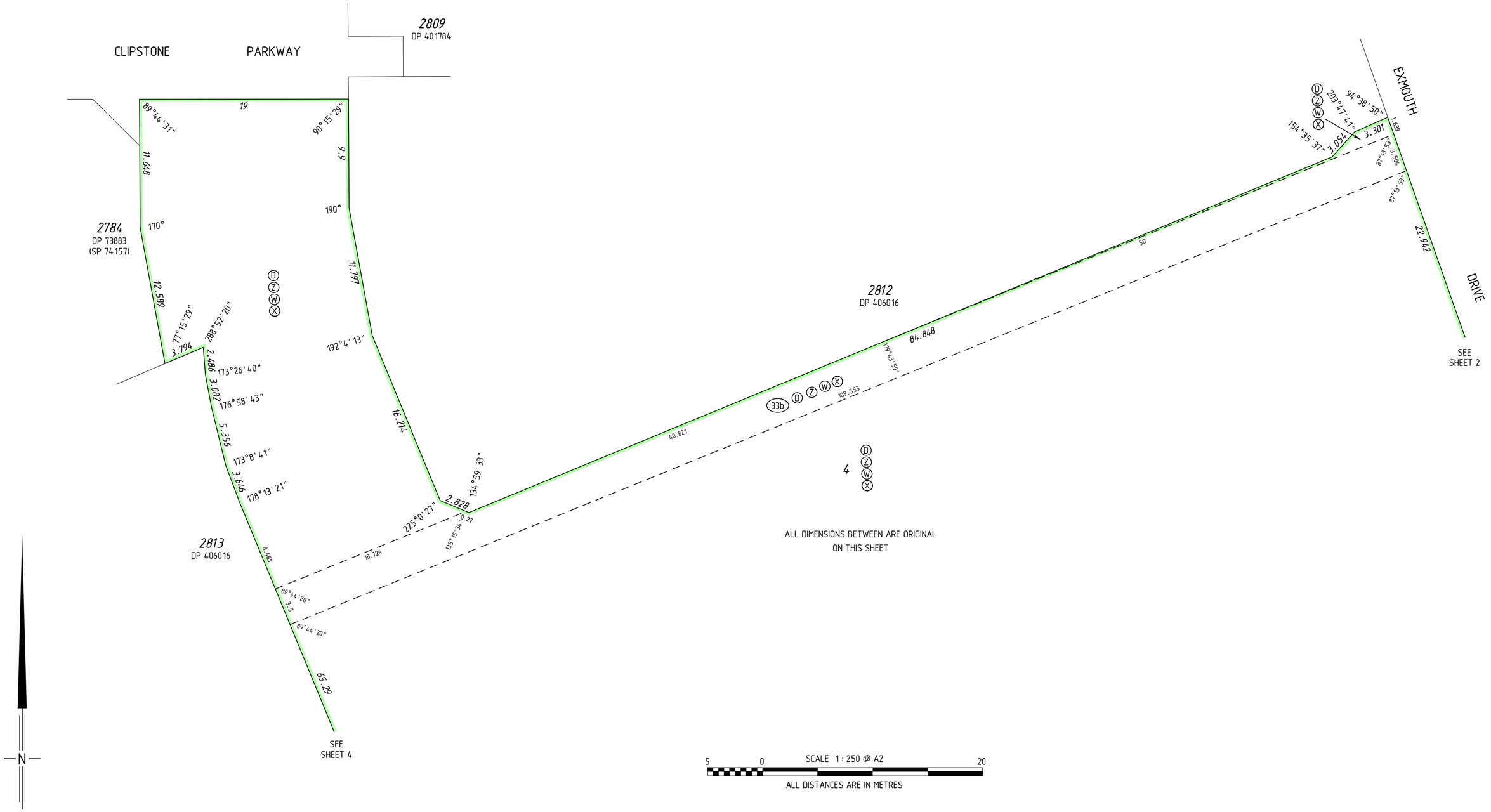

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ADDITIONAL SHEETS	SHEET	SHEETS	VERSION NUMBER	DEPOSITED PLAN
SURVEY SHEET	5	OF 5	2	419857

THIS SURVEY SHEET WILL BE
REPLACED BY THE SURVEY DATA

GOVERNMENT OF WESTERN AUSTRALIA
Landgate
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VERSION NUMBER
2

DEPOSITED PLAN
419857

Schedule of Submissions – 125 Butler Boulevard, Butler – Service Station and Motor Vehicle Wash

Total Support	0
Total Objection	4
Total Comments	0
Total Submissions	0

No.	Position	Figure	Summary of Submissions	Administrations Comments	Recommendation
1	Object	1.1	Butler Blvd has not been constructed to accommodate the increased flow of traffic from the freeway at present without having larger numbers of vehicles in this specific area as it is only one lane in each direction and congestion is already a problem. Transperth buses cause even more congestion as there are no facilities for them to stop out of the traffic flow, or sufficient room for vehicles to pass when they stop to deliver or uptake passengers.	The Traffic Impact Statement (TIS) was provided and has been reviewed by the City's Traffic team. The Traffic team are satisfied with the findings of the TIS that the proposed development would generate less than 100 vehicles per hour during peak hours and as such is not considered to have significant impact on the surrounding road network.	No changes required.
		1.2	There is a variety of fuel outlets in close proximity already giving local residents multiple choices and competitive pricing.	DPS 2 does not restrict the number of Service Stations within a certain locality, and the development is driven by market demand. A Service Station is an 'A' use in a Commercial zone therefore it is capable of being considered within the proposed location.	No changes required.
		1.3	The private roadways to the shopping centre are width restricted, not built to handle such large vehicles as tankers and are not lane marked which has already caused numerous collisions of vehicles.	See comments ref 1.1. The proposal has been amended without retail fuel facility. As such, no fuel tanker truck will be required. A truck swept path has	No changes required.

				been provided for all other truck services entering and existing the Site which has been reviewed by the City's Traffic Services.	
		1.4	Motorists exiting onto Cambourne Pkwy can only travel in one direction which will cause more congestion and incidents at the nearby roundabout. Until the current traffic facilities are improved we wish our objection to this proposal be acted upon.	See comments ref 1.1	No changes required.
2	Object	2.1	There are already too many service stations in a 1-3km radius especially as people are moving to electric/hybrid vehicles.	See comments ref 1.2	No changes required.
3	Object	3.1	We already have sufficient service stations and car washes, we don't need anymore, especially not a 24/7 car wash!	See comments ref 1.2	No changes required.
4	Object	4.1	I am writing to formally object to the proposed development of a service station and motor vehicle wash at 125 Butler Boulevard. The primary concern is the impact on road safety. Butler Boulevard is already an extremely busy thoroughfare, and the addition of a service station and car wash will inevitably increase traffic congestion. This could lead to a higher likelihood of unsafe driver-pedestrian and driver-driver interactions, further compromising the safety of the community.	See comments ref 1.1	No changes required.
		4.2	Furthermore, the industrial area located nearby offers a much more appropriate site for such services. Situating the proposed facilities in the industrial zone would alleviate safety risks while still providing convenient access for motorists.	See comments ref 1.2	No changes required.

Engineering a better future for over 20 years!

Proposed Commercial Development, 125 Butler Boulevard, Butler

Transport Impact Statement

PREPARED FOR:
West Construction

November 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
M Rasouli	r01	B Bordbar	31/10/2025	Draft
M Rasouli	r01a	B Bordbar	06/11/2025	Final

File name: t23.275.mr.r01a.docx

Author: Mohammad Rasouli

Project manager: Mohammad Rasouli

Client: West Construction

Project: 125 Butler Boulevard, Butler

Document revision: r01a

Project number: t23.275

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1 Introduction and Background

This Transport Impact Statement (TIS) has been prepared by Transcore for West Construction in relation to a proposed commercial development including a service station and car wash at 125 Butler Boulevard, Butler, in the City of Wanneroo.

Transcore prepared a Transport Impact Assessment (TIA) for the same site in 2024 for a Development Application which includes a service station and a carwash. The original application was submitted in late 2024 and has subsequently been revised to address issues associated with a previously proposed access point to Clayton Street.

As a result, the Development Application (DA) has been amended to reflect a new operator at the location where the fuel retail facility was originally proposed. The fuel retailing component has been removed and replaced with a service centre that offers minor mechanical repairs for vehicles. This new activity still aligns with the land use definition of a service station but generated less traffic than a service station. The car wash component of the development is retained.

Accordingly, Transcore was commissioned to prepare a suitable traffic report for the amended development.

The subject site is located on the southern side of Clayton Street, with an access leg extending south to Butler Boulevard, as shown in **Figure 1.**

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 6.1 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development and access and egress movement patterns.

[1] *Between 10 and 100 vehicular trips per hour*

Figure 1: Site location

2 Proposed Development

The proposed development includes:

- Service centre that offers minor mechanical repairs for vehicles (1,027m^2 GFA);
- Car wash with three auto car wash tunnels;
- Dog wash (2 bays);
- 19 car parking bays at the service centre (9 marked bays onsite, plus 10 spaces within the building for overnight storage (19 onsite)); and
- Six vacuum bays at the car wash (plus one ACROD bay).

The proposed development site plan is provided in **Appendix A**. The southern access leg is already constructed from Butler Boulevard to approximately 8m south of the subject site and functions as the circulation roadway for adjacent car parks, as seen in **Figure 1**.

Figure 2 illustrates the proposed site plan for the subject site. Turn path analysis has been undertaken which demonstrates satisfactory access/egress and movements within the site for the service vehicles. The turn path analysis results are provided in **Appendix B**.

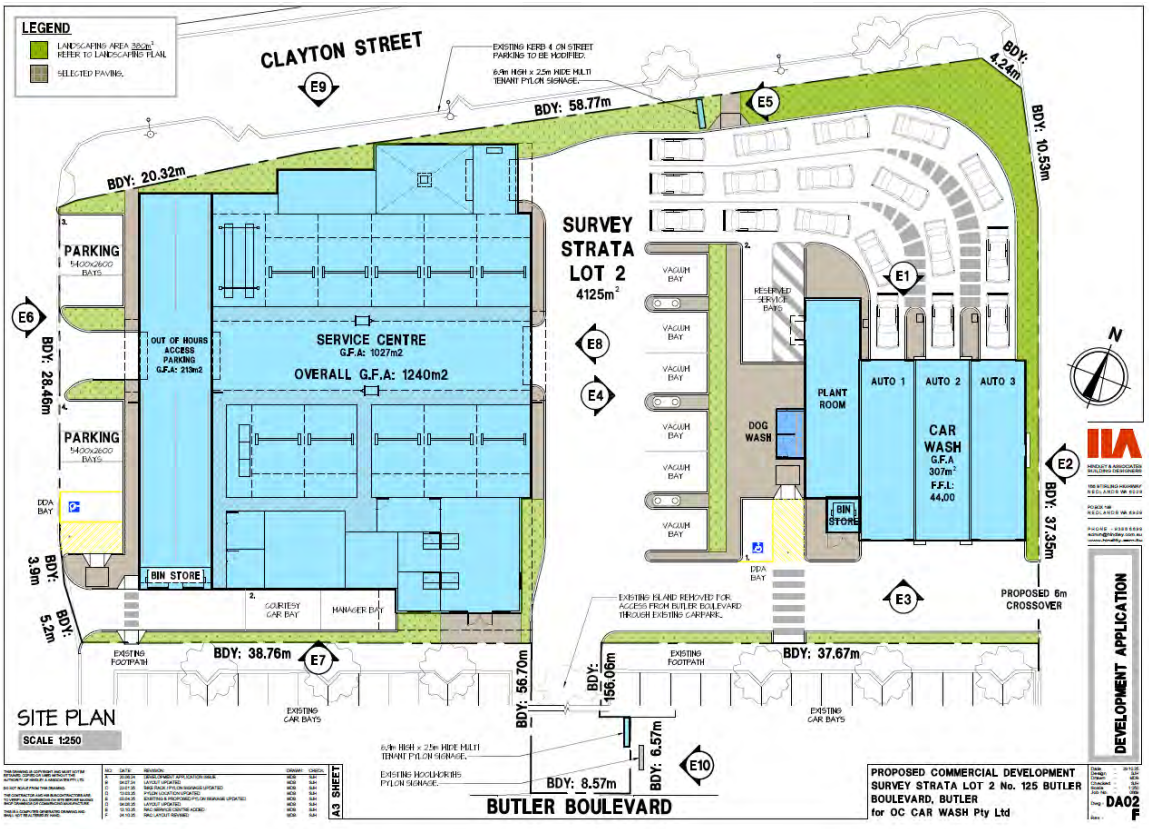


Figure 2: Proposed site plan

3 Vehicle Access and Parking

3.1 Access

Access and egress to the proposed development will be facilitated through the crossovers depicted in **Figure 3** and are as following:

- The southern access leg which is already constructed from Butler Boulevard to approximately 8m south of the subject site and functions as the circulation roadway for adjacent car parks. This access functions as left in/ left out due to the existing median on Butler Blvd.
- The eastern crossover on the eastern boundary of the subject site which facilitates the access/ egress via Clayton Street.
- The western crossover which will be used for service vehicles and couple of staff for parking.

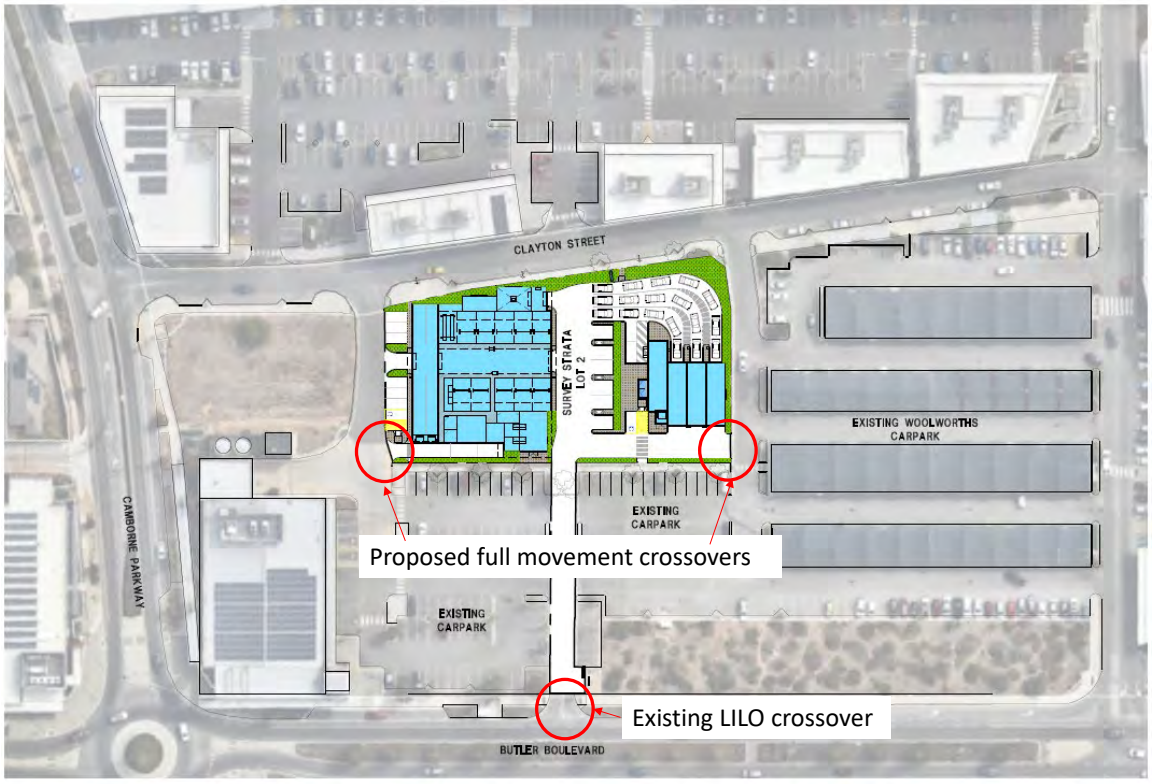


Figure 3: Proposed development access/ egress

3.2 Parking

The proposed development will include 19 car parking bays at the service centre, comprising 9 marked bays on-site and an additional 10 spaces designated for overnight vehicle parking within the building. Also, there are six vacuum bays proposed for the car wash, along with one disabled bay. The car wash facility will feature approximately 18 stacking spaces and 3 dedicated spaces for washing vehicles. Separate loading bays are also proposed for the service centre and the proposed car wash.

The facility is adjacent to 9 embayed parking spaces along Clayton Street on its northern boundary. To the south of the service centre, there are 82 parking bays in the car park, and another 62 bays are available in the car park south of the car wash. All parking areas are covered by easements and reciprocal arrangements.

Overall, the amount of parking available within and around the site is expected to be more than sufficient to accommodate the parking demand of the proposed development, as well as other developments in the immediate vicinity.

4 Provision for Service Vehicles

The 8.8m waste collection truck is expected to service the car wash. The 8.8m truck would enter the site via Butler Boulevard, park near the bin store area and would exit via the car wash crossover at the eastern boundary.

An 11m service vehicle/waste collection truck would be used for the service centre, entering/exiting via the existing driveway on Clayton Street. An 8.8m flatbed truck would also be used for delivery of vehicles to the proposed service centre, entering/exiting via the existing driveway to Clayton Street at western side of the site.

Turn path analysis undertaken by the architect of the project indicate satisfactory movements and circulation as presented in **Appendix B**.

5 Hours of Operation

The proposed carwash is automatic and would operate 24/7. The proposed service centre is anticipated to operate during the typical business hours from 8am to 5 pm on weekdays and 8am to1pm on Saturdays.

6 Daily Traffic Volumes and Vehicle Types

6.1 Proposed Development Trip Generation

Car wash

Traffic generation for the proposed car wash has been estimated based on the anticipated capacity of the facility. It is understood that this type of automated car wash facility in Australia typically takes around 6 to 10 minutes per vehicle, so peak hour trip rates of 16vph per lane have been used (i.e. 8 in / 8 out, which equates to 7.5 minutes per vehicle).

Dog wash

It is conservatively assumed than one customer could use each dog wash bay every 20 minutes, which means up to three customers per hour per dog wash bay. Accordingly, trip rates of 6vph per dog wash bay have been used.

Service centre

Traffic generation for the proposed service centre has been estimated using the trip rates from ITE Trip Generation Manual (11th Edition). The following trip rates were applied (#942):

- AM road network peak hour: 2.45vph per 100sqm GFA;
- PM road network peak hour: 3.38vph per 100sqm GFA;
- Saturday mid-day peak hour: 3.82vph per 100sqm GFA; and,
- Daily trip rate: 25.78vpd per 100sqm GFA.

Other assumptions related to traffic generation are as follows:

- Directional splits of 50% in / 50% out assumed for all these land uses.
- Conservatively, 0% pass-by rate was assumed for the car wash, dog wash and service centre land uses.
- 20% cross trade was assumed between the proposed land uses.

Table 1 summarises the trip generation of the proposed development.

Accordingly, it is estimated that the proposed development would generate traffic flows of approximately 76vph, 85vph and 90vph (total of inbound and outbound trips) during the weekday AM and PM and Saturday peak hours respectively.

Table 1: Trip generation of the proposed land uses

Land use	Quantity	Units	Daily Rate	Weekday AM peak	Weekday PM peak	Sat peak
Service centre	1027	GFA m2	0.26	0.02	0.03	0.04
Auto car wash	3	lanes	160	16	16	16
Dog wash	2	bays	60	6	6	6

Land use	Cross Trade (internal trips)	Daily Trips	Weekday AM (vph)	Weekday PM (vph)	Sat peak (vph)	AM		PM		Sat peak	
						IN	OUT	IN	OUT	IN	OUT
Service centre		265	25	35	39	13	13	17	17	20	20
Auto car wash	20%	384	38	38	38	19	19	19	19	19	19
Dog wash	0%	120	12	12	12	6	6	6	6	6	6
TOTAL TRAFFIC		**769**	**76**	**85**	**90**	**38**	**38**	**43**	**43**	**45**	**45**

6.2 Traffic Flow

The distribution of trips that will be attracted to the subject development has been estimated based on available access routes between the subject site and surrounding residential/employment areas.

The anticipated distribution trips to and from the subject site is summarised in **Table 2**.

Table 2: Traffic distribution (primary trips)

Approach / departure route	Service centre, Car wash & dog wash	
	Approach	Departure
Clayton St west	50%	50%
Clayton St east	20%	20%
Southern driveway	30%	30%

Figure 5 illustrates the additional trips on the surrounding roads as a result of the proposed development.

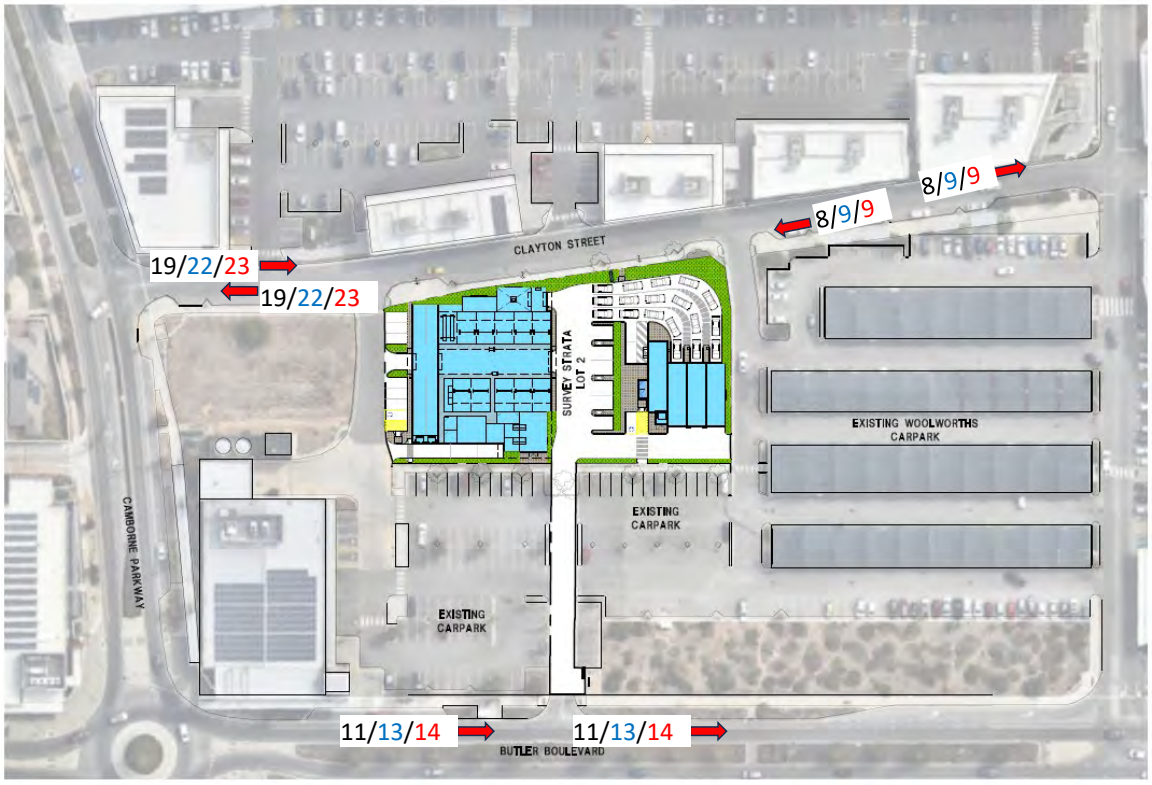


Figure 4: Estimated traffic volumes and movements

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

It is clear that the traffic increase from the proposed development would be less than the critical threshold (100vph per lane). As detailed in **Section 6.1**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not warrant further assessment.

7 Traffic Management on the Frontage Streets

Butler Boulevard is classified as a District Distributor A in the Main Roads WA functional road hierarchy. In the vicinity of the subject site it is constructed as two-lanes divided (i.e. one traffic lane each way with a 5.5m central median) and on-road bicycle lanes. The default built up area speed limit of 50km/h applies.

Camborne Parkway is classified as a Local Distributor in the Main Roads WA functional road hierarchy. It is also constructed as two-lanes divided (one traffic lane each way with a 5.2m central median) and on-road bicycle lanes. The default built up area speed limit of 50km/h applies.

The Butler Blvd / Camborne Pkwy intersection is constructed as a 4-way single-lane roundabout.

Clayton Street is constructed as a 7m wide single carriageway with one traffic lane each way. It has a 1.8m footpath and parallel parking bays along the southern side.

The Camborne Pkwy / Clayton St intersection is constructed as a full-movement T-intersection with a right turn lane constructed in the median of Camborne Parkway, as shown in **Figure 4**.

Figure 5: Camborne Pkwy / Clayton St intersection

7.1 Existing Traffic Volume on Roads

A June 2022 traffic count by the City of Wanneroo indicates Camborne Parkway (south of Manfield Avenue) carried average weekday traffic flows of 5,858 vehicles per day (vpd). Peak hour traffic flows were as follows:

- Weekday 8-9 AM peak hour: 539vph
- Weekday 4-5 PM peak hour: 580vph
- Saturday 12-1 PM peak hour: 480vph

Manual turn traffic counts were also undertaken by Transcore in March 2024 during those peak periods at the Camborne Pkwy / Clayton St intersection. The results of those peak hour traffic counts are shown in **Figure 6**. Note that the turn movements are as counted in March 2024 and the through movements on Camborne Parkway are based on the June 2022 traffic count.

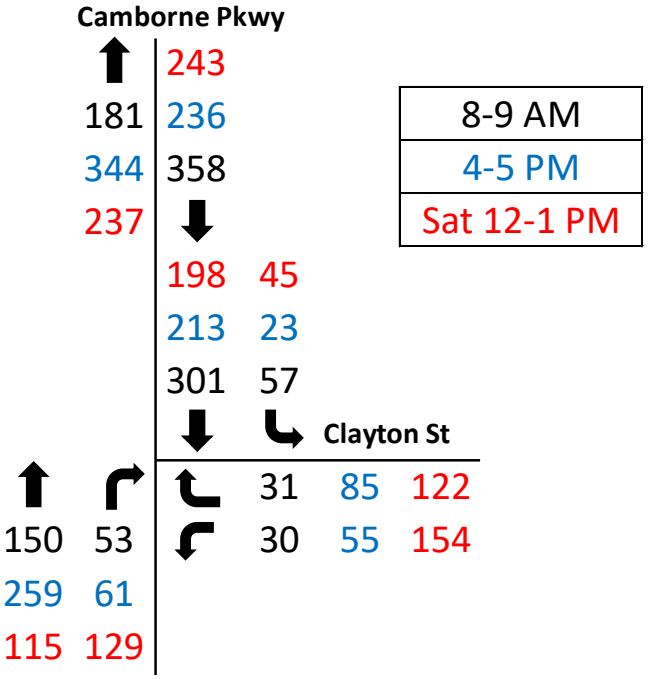


Figure 6: Existing peak hour traffic counts

8 Public Transport Access

The existing bus routes near the subject site at Butler train station are shown in Figure 7. As evident the site has good coverage by bus services.

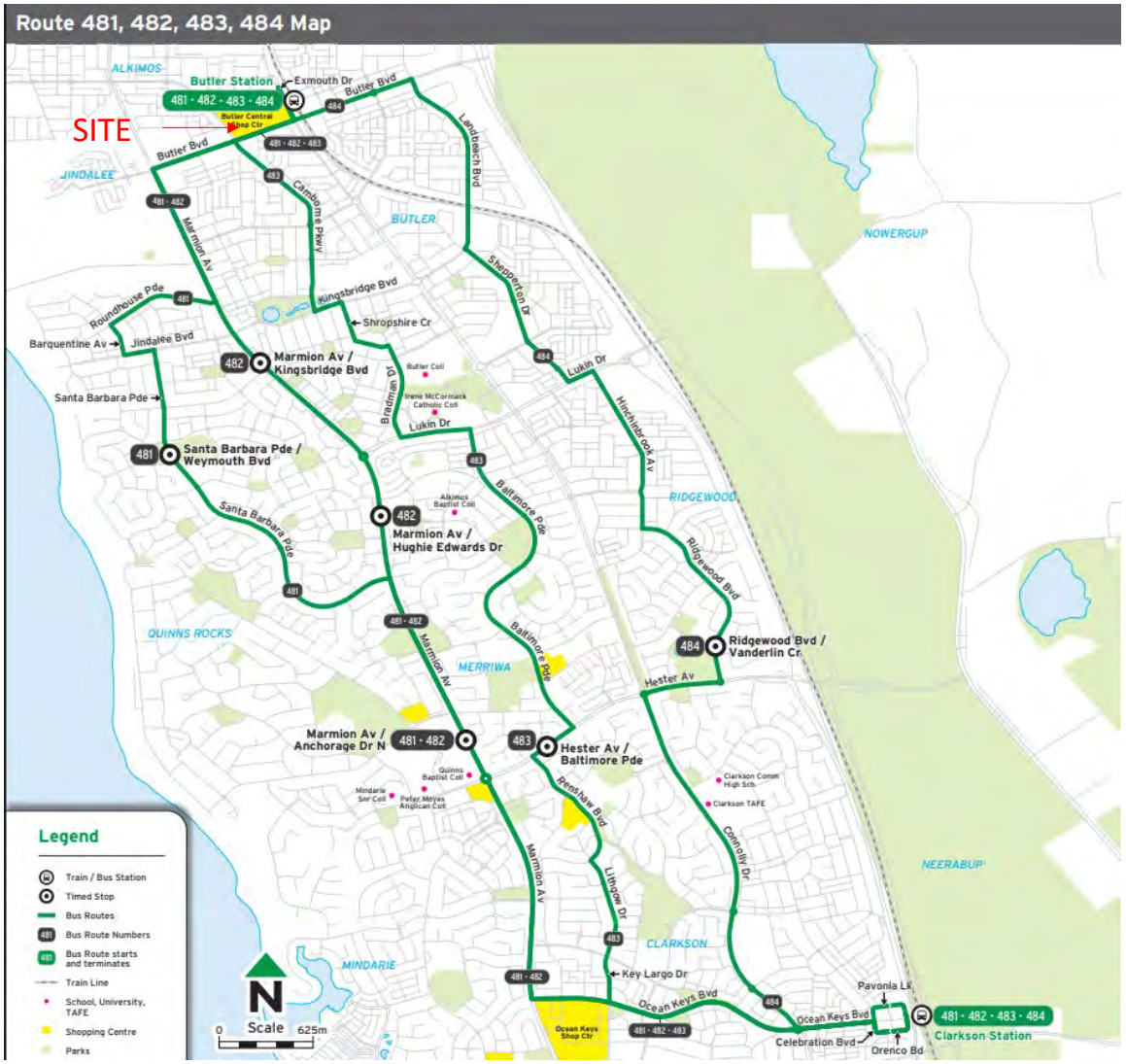


Figure 7: Bus routes at Butler Station

9 Pedestrian and Cyclist Network

Existing pedestrian and cycling facilities in the vicinity of the subject site include:

- Principal Shared Path along the western side of the railway line.
- On-road cycle lanes on Butler Boulevard, Camborne Parkway, Exmouth Drive.
- Shared paths on Butler Boulevard, Camborne Parkway, Exmouth Drive.
- Footpath on the southern side of Clayton Street.

The surrounding road network of Butler and other nearby suburbs has been developed in accordance with WAPC *Liveable Neighbourhoods* guidelines including provision of a comprehensive path network on almost all roads and on-road cycle lanes on Neighbourhood Connector A roads and all Integrator Arterial roads.

10 Site Specific Issues

No particular site specific issued were identified as part of the assessments.

11 Safety Issues

No particular safety issues have been identified for the proposed development.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore for West Construction in relation to a proposed commercial development including a service centre and car wash at 125 Butler Boulevard, Butler, in the City of Wanneroo.

Transcore prepared a Transport Impact Assessment (TIA) in 2024 for a Development Application that originally included a service station and a car wash. The Development Application has been amended to replace the service station facility with a service centre offering minor mechanical repairs for vehicles.

Access and egress to the proposed development will be facilitated through three crossovers: the southern access leg, already constructed from Butler Boulevard to about 8 meters south of the site, serves as a circulation roadway for adjacent car parks and operates as left in/left out; the eastern crossover on the site's eastern boundary provides access/ egress via Clayton Street; and the western crossover, designated for service vehicles and a few staff parking spaces. The western crossover will be used for service vehicles and couple of staff for parking.

It is estimated that the proposed development would generate traffic flows of approximately 76vph, 85vph and 90vph (total of inbound and outbound trips) during the weekday AM and PM and Saturday peak hours respectively.

The proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not warrant further assessment.

The proposed parking bays for the development is expected to address the parking requirements of the proposed development. Further, significant additional parking with reciprocal arrangement is available around the site.

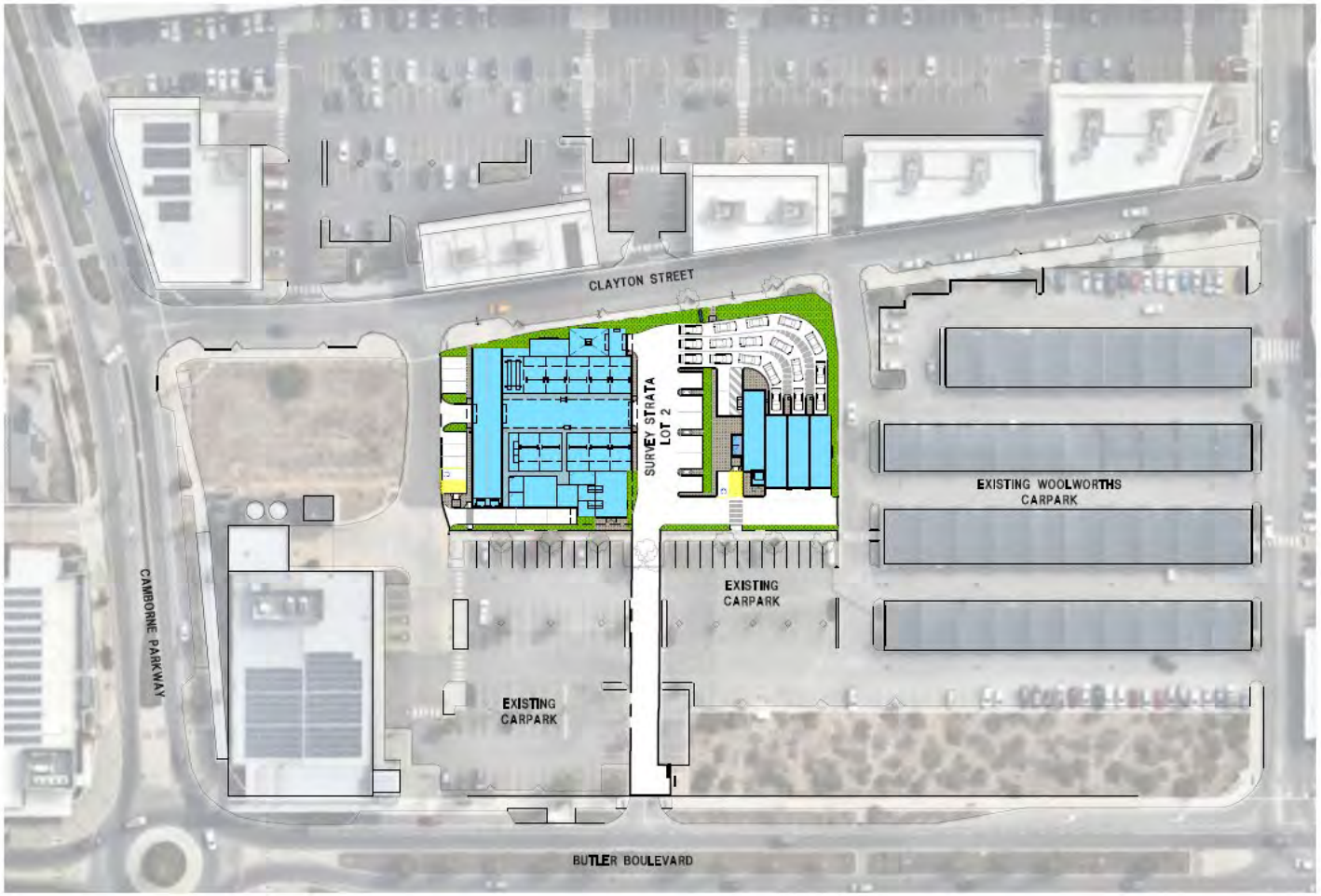
No site-specific or safety issues have been identified in relation to the proposed development.

It is concluded that the findings of this TIS are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN

20 transcore years anniversary
transport planning
traffic engineering
modelling



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NO.	DATE	REVISION	DRAWN	CHECK
A	20.09.24	DEVELOPMENT APPLICATION ISSUE	MDB	BJH
B	04.07.24	LAYOUT UPDATED	MDB	BJH
C	25.01.25	ROAD RACK / PYLON SIGNAGE UPDATED	MDB	BJH
D	04.08.25	LAYOUT UPDATED	MDB	BJH
E	28.10.25	LAYOUT UPDATED	MDB	BJH
F	29.10.25	RAC LAYOUT REVISED	MDB	BJH

A3 SHEET

SITE LOCATION PLAN

NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

HINDLEY & ASSOCIATES BUILDING DESIGNERS
108 STIRLING HIGHWAY NEDLANDS WA 6009
PO BOX 100 NEDLANDS WA 6909
PHONE : 9386 8909
admin@hindley.com.au
www.hindley.com.au

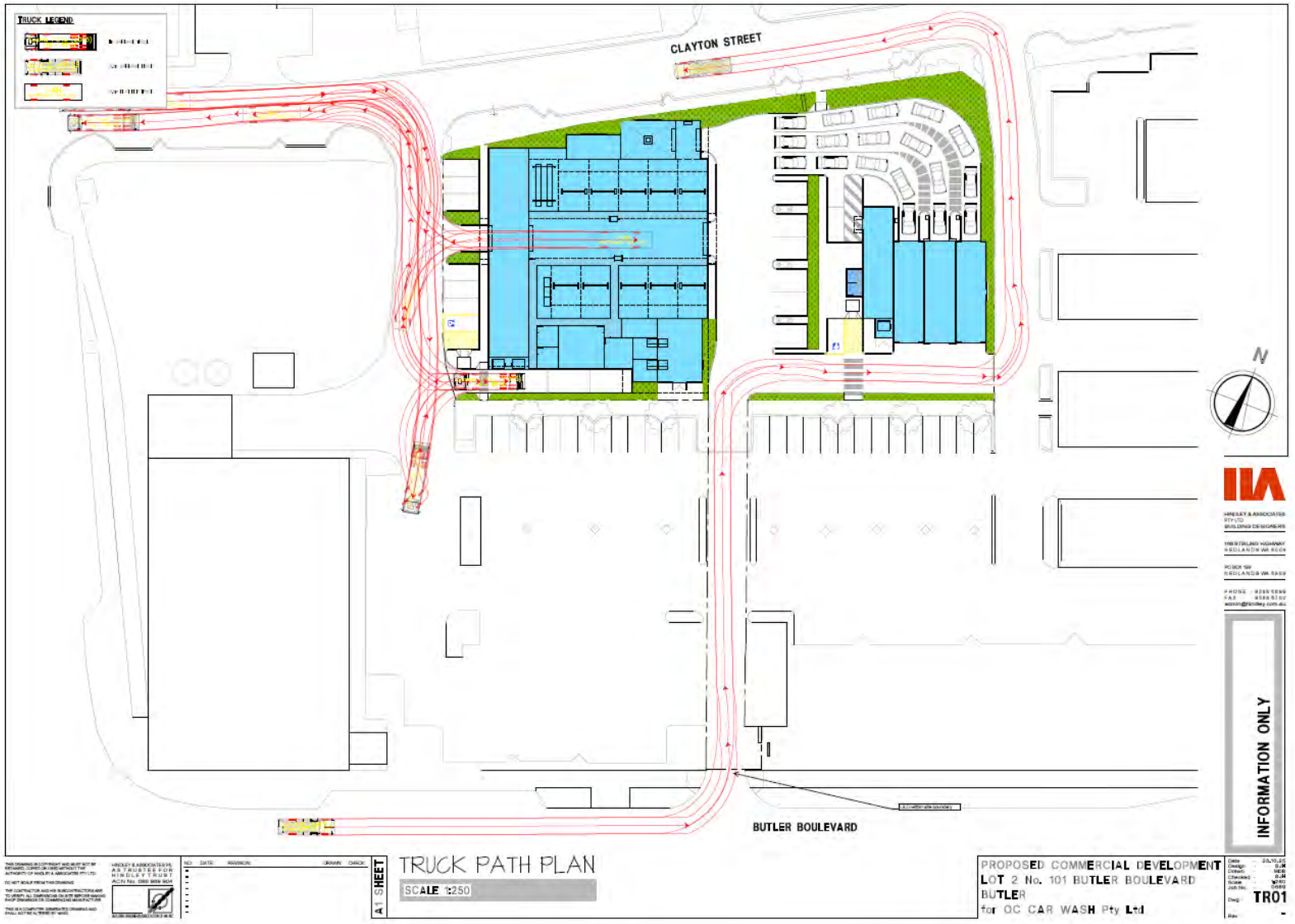
DEVELOPMENT APPLICATION

Date : 29.10.25
Design : BJH
Drawn : MDB
Checked : BJH
Scale : 1:250
Job No. : 2024

Dwg. : DA01
Rev. : F

Appendix B

TURN PATH ANALYSIS


TRUCK LEGEND
CLAYTON STREET
BUTLER BOULEVARD
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INFORMATION ONLY
TRUCK PATH PLAN
SCALE 1:250
A1 SHEET
PROPOSED COMMERCIAL DEVELOPMENT
LOT 2 No. 101 BUTLER BOULEVARD
BUTLER
for OC CAR WASH Pty Ltd
TR01

TRUCK LEGEND

- 11m GARBAGE TRUCK
- 8.8m GARBAGE TRUCK
- 8.2m FLAT BED TRUCK

CLAYTON STREET

BUTLER BOULEVARD

N

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A1 SHEET

TRUCK PATH PLAN

SCALE 1:250

PROPOSED COMMERCIAL DEVELOPMENT
LOT 2 No. 101 BUTLER BOULEVARD
BUTLER
for OC CAR WASH Pty Ltd

Date	-	23.10.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0869
Dwg	-	TR01
Rev	-	-

PART C – SHIRE OF MURRAY

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Various Lots, Pinjarra - Proposed Aldi Supermarket Including Liquor Store and McDonalds Take Away Food Outlet – DAP/25/02968

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part C – Item 3.1 – VARIOUS LOTS – PINJARRA – PROPOSED ALDI SUPERMARKET INCLUDING LIQUOR STORE AND MCDONALDS TAKE AWAY FOOD OUTLET

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer
Local Government Area:	Shire of Murray
Applicant:	Planning Solutions
Owner:	Various
Value of Development:	$ 9 million
Responsible Authority:	Local Government
Authorising Officer:	Greg Delahunty, Manager Planning and Environment
LG Reference:	P239/2025
DAP File No:	DAP/25/02968
Application Received Date:	4/9/25
Report Due Date:	5 December 2025
Application Statutory Process Timeframe:	90 Days (with an additional 22 days agreed)
Attachment(s):	1. Revised Development Plans 2. Full Planning Assessment (Revised Plans) 3. RFI Response Cover Letter 4. DRP Minutes (Original Plans) 5. DRP Response Table and DRP Design Responses 6. DRP Chair Review (Revised Plans) 7. Design Master Plan (Revised Plan) 8. Appendices: • DA Report • Revised Landscape Concept • Revised Traffic Report • BAL Report • Acoustic Assessment • Heritage Impact Assessment • Sustainability Statement • Lighting Impact Assessment • Odour Management Plan • Contaminated Sites Report • Stormwater Concept • Civil Note • Revised Landscape Concept • Revised Traffic Report • Revised Waste Management Report 9. Schedule of Submissions (Agencies) 10. Schedule of Submissions (Public) 11. Applicant's response to Submissions

	12. 2017 JDAP Refusal 13. Applicant response to outstanding traffic issues

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

Defer DAP Application reference DAP/25/02968 and accompanying plans at Appendix 1 for up to 90 days, to address the following:

1. Traffic issues identified by Main Roads Western Australia and the Shire.

2. Design issues identified in the report including:

    a) Deletion of the McDonalds Take Away Food Outlet and associated works including parking, service infrastructure, access, drive-through lanes and signage.
    b) Deletion of/or relocation of the Western Power transformer away from the street.
    c) Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces.

    Make the following changes to the Aldi building:

    d) Relocate the building to provide a nil setback to the street, including the truncation at the corner of Pinjarra Road and Murray Street.
    e) Reconfigure internal floor plan to relocate the internal back of house away from Murray Street to allow for an active frontage to be presented to Murray Street;
    f) Provision of a minimum of 60% glazing to the Murray Street elevation with vertically proportioned windows and stall risers.
    g) Provide direct customer access from Pinjarra Road and/or Murray Street;
    h) Redesign the height element on the corner of Murray Street and Pinjarra Road to give more emphasis to a key intersection and in a manner that provides a meaningful welcome to a historic town centre.
    i) Reduce the floor levels to the to the 1:100 ARI flood level or below with a flood management plan to be approved by the Local Government.
    j) Provide 2.5m deep awnings for the full width of the building fronting Murray Street and Pinjarra Road.
    k) Amended architectural treatment of the Murray Street gables to establish a more meaningful contextual response.
    l) Amended window treatment for glazing fronting Pinjarra Road in line the with the requirements of the draft Pinjarra Precinct Structure Plan. This should include vertically proportioned windows and a stall riser
    m) Deletion of the pylon sign.

3. Drainage matters including:

    a) Geotechnical information in support of the drainage proposal confirming the level of groundwater

    b) Confirmation of groundwater levels and whether the proposed stormwater detention method can operate with high groundwater

    c) A revised stormwater strategy with outlet discharge to connect to new drainage in Murray Street.

d) A revised stormwater strategy that separates the roof discharge from the car park and includes water quality treatment for car park runoff.

e) A revised stormwater strategy based on reduced FFLs required for Aldi.

Details: outline of development application

Region Scheme	Peel Region Scheme
Region Scheme - Zone/Reserve	Urban and Primary Regional Roads
Local Planning Scheme	Local Planning Scheme No.4
Local Planning Scheme - Zone/Reserve	Town Centre Major Highways Reserve
Structure Plan/Precinct Plan	Pinjarra Precinct Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Core
Use Class and permissibility:	Take Away Food Outlet (P), Liquor Store (AA) and Shop (P)
Lot Size:	10029m²
Existing Land Use:	Vacant Masonic Hall
State Heritage Register	Yes
Local Heritage	☐ N/A ☒ Heritage List ☒ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The proposed development is for:

- An Aldi Supermarket, inclusive of a Liquor Store;
- A McDonald's Take Away Food Outlet; and
- Associated car parking, landscaping and access.

Key details are summarised in the table below:

Proposed Land Use	Shop Liquor Store Take Away Food Outlet
Proposed Net Lettable Area	Shop (1,543m²) Liquor Store (55m²) Take Away Food Outlet (375m²)
Proposed No. Storeys	Single
Proposed No. Dwellings	N/A

The development provides:

- Two buildings generally set close to the street boundaries;
- A drive though McDonalds with capacity for 46 dining in;
- 1,100m² retail floorspace for Aldi with a 55m² Liquor Store and 325m² back of house;
- One crossover to Murray Street, Pinjarra Road and George Street, respectively, providing access to the centralised car parking area;
- Pedestrian connectivity through the subject site;
- 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 Masonic Hall.

Background:

Site Context

The site is located in the Pinjarra town centre on the southern side of Pinjarra Road between George Street and Murray Street, Pinjarra. A plan outlining the location of the site is shown below.

1. Location Plan

The site is largely vacant with exception to the unused Masonic Hall, which is a State Heritage listed building.

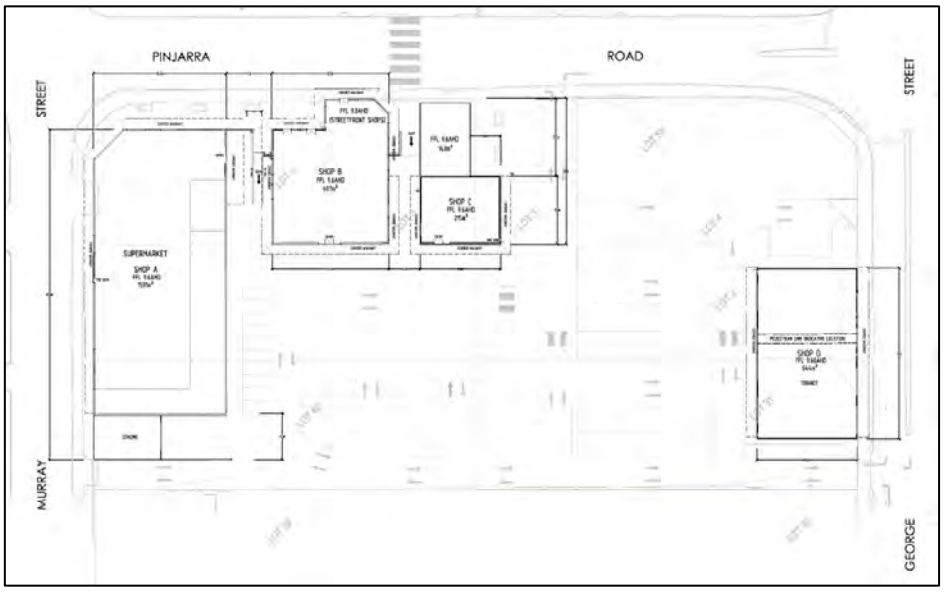
The site is located within the Murray River flood fringe where the in 100 Annual Exceedance Probability (AEP) flood levels vary from 9.3m AHD to 9.6m AHD.

Previous Planning Decisions

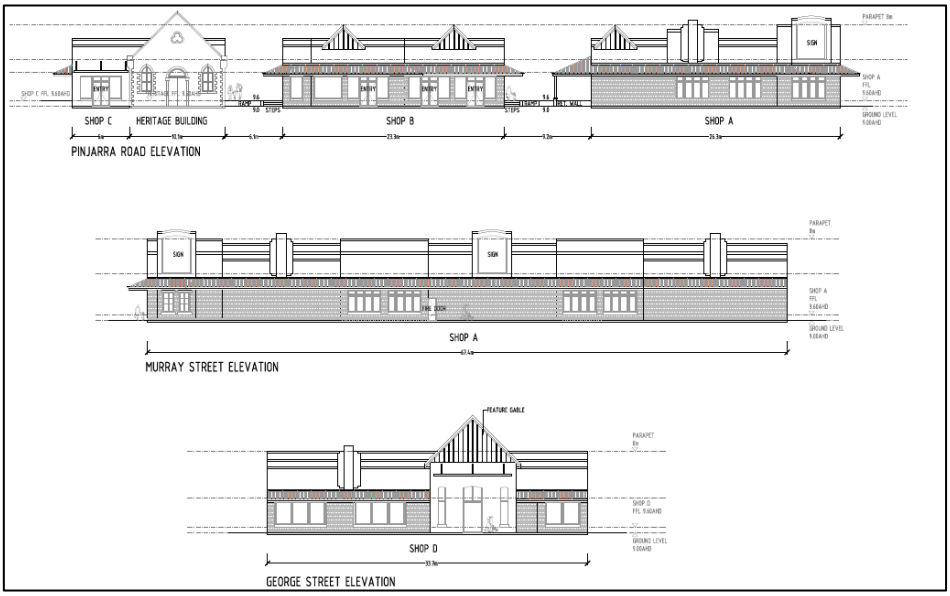
2015 Approval

In December 2015, Council approved a commercial development on the subject site. The approval included four separate buildings totalling 3,200m² floor space including an extension to the rear of the existing Masonic Hall. The buildings were spaced to provide an urban form along the street edges. It is noted that the supermarket fronting Murray Street had its back of house away from the street allowing a genuine active presentation to Murray Street. This building also responded to the truncation of the site and provide a nil set back to the street.

This approval was not implemented.



2. 2015 Approval Site Plan

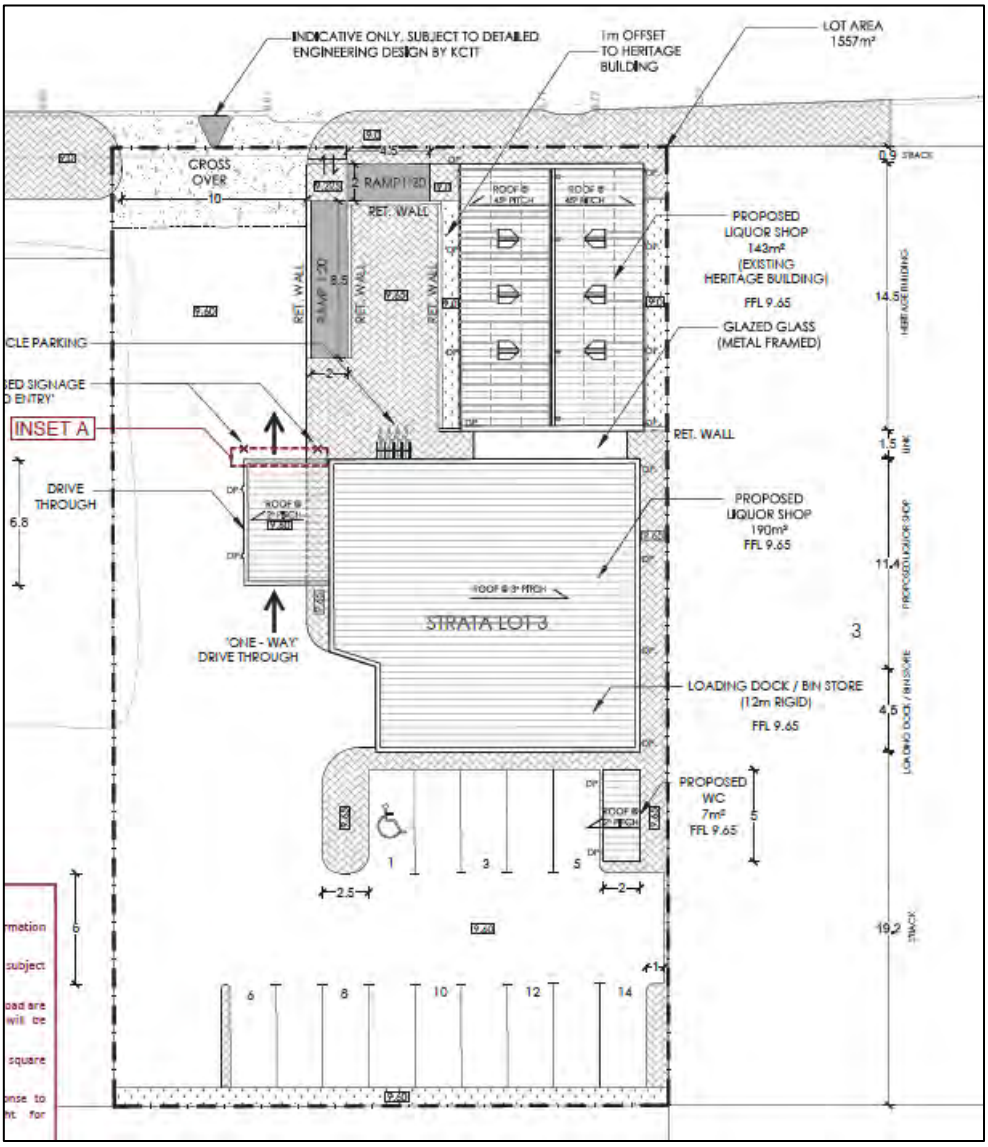


3. 2015 Approval Elevations

2017 Refusal

In November 2017, the Metro South DAP refused (Appendix 12) an application for a drive though liquor store on the subject site. The proposal involved the adaptive reuse of the Masonic Hall by extending it to the rear and appending a drive through component. Notably, reason 2 of the DAPs refusal was:

2. *The drive-through component of the proposed liquor store is not consistent with the objectives and principles of the Shire's draft Pinjarra Town Centre Revitalisation Strategy and Activity Centre Plan, the Pinjarra Town Centre Precincts Local Planning Policy, draft Pinjarra Activity Centre Local Planning Policy, Liveable Neighbourhoods and State Planning Policy 4.2 Activity Centres for Perth and Peel in particular in that it discourages walkability and encourages the use of vehicle trips within a town centre environment.*



4. 2017 Refused Site Plan

Planning Framework History

Pinjarra Town Centre Revitalisation Strategy and draft Activity Centre Plan (Revitalisation Strategy)

In 2017 Council endorsed the Revitalisation Strategy. This Plan established a vision and ten urban form principles for the growth of the town.

The Revitalisation Strategy included both a statutory planning framework which included objectives and associated subdivision, development and land use provisions, and a range of infrastructure and place making projects considered necessary to deliver the vision. This was based on a comprehensive background context report and extensive community engagement.

Consideration of the Revitalisation Strategy was deferred by the WAPC in 2019 pending resolution of various issues, including issues relating to the major road network, drainage management and the extent of future urban land. It was also

requested that the document be split into a District Structure Plan (DSP) for the broader Pinjarra locality and a revised Activity Centre Plan (now known as a Precinct Structure Plan (PSP)) for the town centre. It is noted that at that time there were no issues raised by the WAPC over the development standards and design guidelines proposed in the Revitalisation Strategy.

A copy of the Revitalisation Strategy can be accessed from the following link: https://www.murray.wa.gov.au/documents/575/pinjarra-town-centre-revitalisation-strategy-and-activity-centre-plan-draft

Pinjarra Activity Centre Local Planning Policy (LPP)

In March 2018 Council adopted the Pinjarra Activity Centre Local Planning Policy (LPP) as a means of guiding development in the Pinjarra town until the DSP/PSP had been adopted. This LPP was subsequently amended in November 2022. The LPP reflects the objectives and requirements outlined in the 2017 Revitalisation Strategy.

A copy of the LPP can be accessed from the following link: https://www.murray.wa.gov.au/documents/27/pinjarra-activity-centre-local-planning-policy

A full assessment against the LPP is contained at Appendix 2.

Key elements of the LPP that have influenced the assessment include:

- Prohibition of drive through facilities in the town centre core;
- Requirement to provide active frontages (75%) to the street;
- Character design guidance relating to form, materials and colours;
- Mandatory nil street setbacks; and
- Requirement to integrate signage into built form,

Pinjarra Planning Framework

In July 2025 Council endorsed the Pinjarra Planning Framework (PPF) after undertaking public advertising. The framework includes a DSP, a PSP and Amendment No. 322 to Local Planning Scheme No. 4 (LPS4).

A copy of the advertised PPF, including the PSP, DSP and Amendment 322 can be accessed from the following link:

https://www.murray.wa.gov.au/consultations/public-consultations/pinjarra-planning-framework

Key elements of Amendment 322 that have influenced the assessment include:

- The proposed Centre Zone objectives including:
  - *"provide for a pedestrian-dominant streetscape where the primary focus of activity is on the street, the public realm and public open spaces*" and
  - *"provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels."*
- Land use permissibility which will make a "Food Outlet with a Drive Through" a prohibited X use within the Centre Zone; and
- The requirement to provide an active street frontage in the Centre Zone.

Key elements of the PSP that have influenced the assessment include:

- Prohibition of drive through facilities in the town centre core;
- Requirement to provide active frontages (60%) to the street;
- Character design guidance relating to form, materials and colours;
- Mandatory nil setbacks; and
- Requirement to integrate signage into built form.

A full assessment against the requirements of the PPF is attached at Appendix 2. Key matters for consideration are expanded upon in the planning assessment below.

Legislation and Policy:

Legislation

- Peel Region Scheme (PRS)
- Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)
- Shire of Murray Local Planning Scheme No.4 (LPS4)

State Government Policies

- State Planning Policy 4.2 - Activity Centres
- State Planning Policy 7.0 – Design of the Built Environment
- State Planning Policy 3.6 – Infrastructure Contributions (SPP3.6)
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas
- Development Control Policy 1.7 - General Road Planning

Structure Plans/Activity Centre Plans

- Pinjarra Precinct Structure Plan (Draft)
- Pinjarra District Structure Plan (Draft)

Local Policies

- Pinjarra Revitalisation Strategy and draft Activity Centre Plan (Revitalisation Strategy)
- Pinjarra Activity Centre - Local Planning Policy (LPP)
- Pinjarra Town Centre Public Art - Local Planning Policy
- Signs - Local Planning Policy

Consultation:

Public Consultation

A total of 364 submissions were received on the proposal. Of the submissions received, the following sentiment was provided:

	Support	Opposed
Aldi	330	13
McDonalds	272	55

It is noted that not every submission commented on both proposals and some didn't provide a position.

Recurrent themes of support included:

- Increased choice for shopping/dining;
- Employment opportunities, especially for young people; and
- Redevelopment of a vacant site.

Although there was broad community support, a significant number of objections to the proposal were received. The issues raised in these objections are outlined in the table below.

Issue Raised	Officer comments
Proximity to Schools and student welfare	The Cancer Council of Western Australia has undertaken in depth research into the relationship between schools and fast-food outlets. The evidence demonstrates that: • 40% of Perth secondary school children purchase unhealthy foods from outlets near their school at least weekly (five per cent purchased them daily). • The frequency of purchases was significantly associated with the availability of fast-food outlets even at distances up to 1km away. Whilst this is concerning, it is not a matter that is currently controlled through the planning framework. In fact, the Cancer Council WA currently advocates for a reform of the WA planning legislative framework in order to increase healthy eating. The Shire's planning framework, which must operate within the State's legislative framework, seeks to deliver built form, land use, transport and public realm outcomes that will assist with raising outcomes for public health and social wellbeing, however, it does not confer the power to refuse a development proposal on the basis of unhealthy food choices. Concerns relating to truant pupils missing school to spend time at McDonalds are also not catered for in the planning framework.
Public Health	Planning frameworks regulate development and land use at a high level and cannot differentiate between particular businesses and their nutrition offerings. It is, however, highlighted that the planning framework has been developed to create a pedestrian friendly environment, promote cycling and reduce vehicle dependency. All of these measures have been demonstrated to increase public health outcomes and social wellbeing. A drive through food outlet, which is heavily focused on vehicles, is generally inconsistent with these aims.
Impacts on local business	It is understood that the arrival of internationally branded businesses to Pinjarra may impact the trading of existing businesses, however, commercial competition is generally not a relevant planning consideration, provided that the overall retail provision fits within the Shire's retail hierarchy plan.

	The Shire has undertaken a retail needs analysis for Pinjarra, which demonstrates that the population required to support the additional retail floorspace provided by this development will exist by 2031 and possibly earlier. This will generally align with construction time frames. Locating an Aldi supermarket in the town centre allows visitors to undertake multiple tasks in a single trip, encourages more time spent in the town and increasing foot traffic past smaller businesses, thereby supporting their commercial viability. This synergy between major and minor attractors is critical to the vibrancy and economic sustainability of the centre.
Traffic	The Shire and MRWA have significant concerns about the unresolved traffic impacts of the proposal. These are discussed in detail in the planning assessment.
Amenity Impacts	The applicant has undertaken detailed technical reporting that demonstrates that off-site impacts amenity impacts can be managed appropriately. Subject to the conditions recommended, the Aldi proposal can contribute the intended future amenity of the town.
Compatibility with Setting	Many objections suggested a more suitable location would be on the outskirts of town, in front of the Pinjarra Industrial area. Whilst this location may be more desirable, the decision maker must consider the application in the proposed location on its merits. As demonstrated in the planning assessment, a drive through fast food outlet is incompatible with a town centre setting and it is recommended that this element of the application is not approved. The Aldi proposal, subject to the suggested conditions, can be delivered in a contextually responsive manner that is compatible with its setting.
Impacts on Masonic hall	The existing heritage building on the site, the Masonic Hall, is contained within the Shire's Local Heritage Survey and the State Heritage list. It is therefore identified as a place of cultural and heritage significance. The Local Heritage Survey classifies the Masonic Hall as an 'A' class place of exceptional significance. Such a classifications means that the place is essential to the

	heritage of the locality and is a rare or outstanding example of its style/architecture. The State Heritage Office's request to replace 10 car bays behind the Masonic Hall with landscaping has been included on in the revised development plans. This will allow the building with more space to breathe, protecting its heritage fabric.

The schedule of submissions is attached at Appendix 10.

The applicant's response to the summary of public submissions is attached at Appendix 11.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia

The development proposes access onto two Primary Regional Roads (PRR) being George Street and Pinjarra Road, as such referral to MRWA is required under the requirements of the Peel Region Scheme. The applicant revised the TIA after an initial assessment MRWA, however, outstanding concerns remain about acceptable level of traffic safety and efficiency on the primary regional roads network surrounding the site. Specific concerns relate to:

- George Street Access: The proposed George Street access continues to present several unresolved issues relating to sightlines, internal service vehicle movements, and vehicle turn movements onto George Street;
- Pinjarra Road Crossover**:** The Pinjarra Road access also contains a number of issues relating to its design and location.
- Traffic Modelling: Underestimation of volumes and unrealistic traffic distribution meaning queuing in the surrounding streets will be much worse than modelled.

MRWA has indicated that it met with the applicant on 10 November 2025, and advised that the applicant would be responsible for the full upgrade of pedestrian infrastructure at the Pinjarra Road/George Street signals. The nominal contribution amount proposed in the amended DA is not accepted.

Main Roads' considers that the proposed development is the driver for the need for the pedestrian infrastructure at the present point in time and is bringing forward the need for this infrastructure requirement (which currently unplanned for in our improvements program), and, as such should fund the full cost of the pedestrian upgrades at the Pinjarra Road/George Street signalised intersection.

The applicant has declined to grant an extension of time to resolve the outstanding traffic issued, consequently it is recommended that the application be deferred.

Heritage Council

The State Heritage Council has advised that it supports the revised plans subject to the application of two conditions relating to landscaping and measures being put in place to protect the Masonic Hall during construction.

Design Review Panel Advice

Although the Shire does not have its own Design Review Panel (DRP), the application was referred to the South Perth DRP for a post lodgement review. The minutes of this review are attached at Appendix 4.

The DRP commended the master planning exercise undertaken by the applicant, in that it provides containment to the street edges and locates vehicles within the body of the site. It did, however, acknowledge that the street interfaces with George Street "provides limited activation" and with Murray Street is "not ideal".

A number of strengths of the proposal were identified; however, this was balanced with significant direction for improvements.

In response to the comments of the DRP, as well as requests from the Shire, the applicant made some minor changes to the plans. The applicant's comments and the design responses are located at Appendix 5.

Given the time constraints with finalising the Shire's assessment, the applicant was not willing to grant a stop the clock to facilitate a second design review. In light of this the Shire sought a second review from the Chair. The Chair concluded that:

"The Panel remains broadly supportive of the design intent as evident in the extensive list of design strengths, however, the design changes made in response to the previous DRP meeting are underwhelming. The overall impression is one of making minimal changes to 'tick the box' in respect to the DRP's comments, rather than making meaningful improvements to the design. As a result, the changes made from DR1 are insufficient to 'move the dial' and the DRP remains unable to fully support the design as an acceptable response to the SPP7 design principles."

With respect to the Drive through component of the McDonalds the DRP considered that this is a planning, rather than a design matter, and recommended that the proponent *"Continue to liaise with the Shire on the inclusion of the drive-through component to resolve the planning matter of the drive-through."*

The Chair's review is located at Appendix 6.

Swan Valley Planning

N/A

Other Advice

N/A

Planning Assessment:

The proposal has been assessed against all the relevant requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Peel Region Scheme Approval Requirements;
- Land Use Permissibility;

- Design;
- Signage;
- Flood Management;
- Integration with the surrounding street block;
- Traffic and Access;
- Car and Bicycling parking;
- Drainage;
- Weight to be afforded to the emerging planning framework; and
- Scope of Decision

Peel Region Scheme (PRS) Approval Requirements

Under the Clause 21 Resolution of the PRS, development approval is required on land within and abutting a Regional Road Reservation where direct access is proposed to the regional road.

Under the Notice of Delegation this decision is delegated to the Local Government (or DAP)*"where the local government accepts the advice and/or recommendation of Main Roads Western Australia."*

MRWA currently does not support proposal. Consequently, the delegation for the Shire to provide a RAR under the PRS would be removed if the Shire intended to support the application against MRWA's advice. This function must be performed by DPLH. The DAP, however, does have the authority to issue a decision under both LPS4 and the PRS.

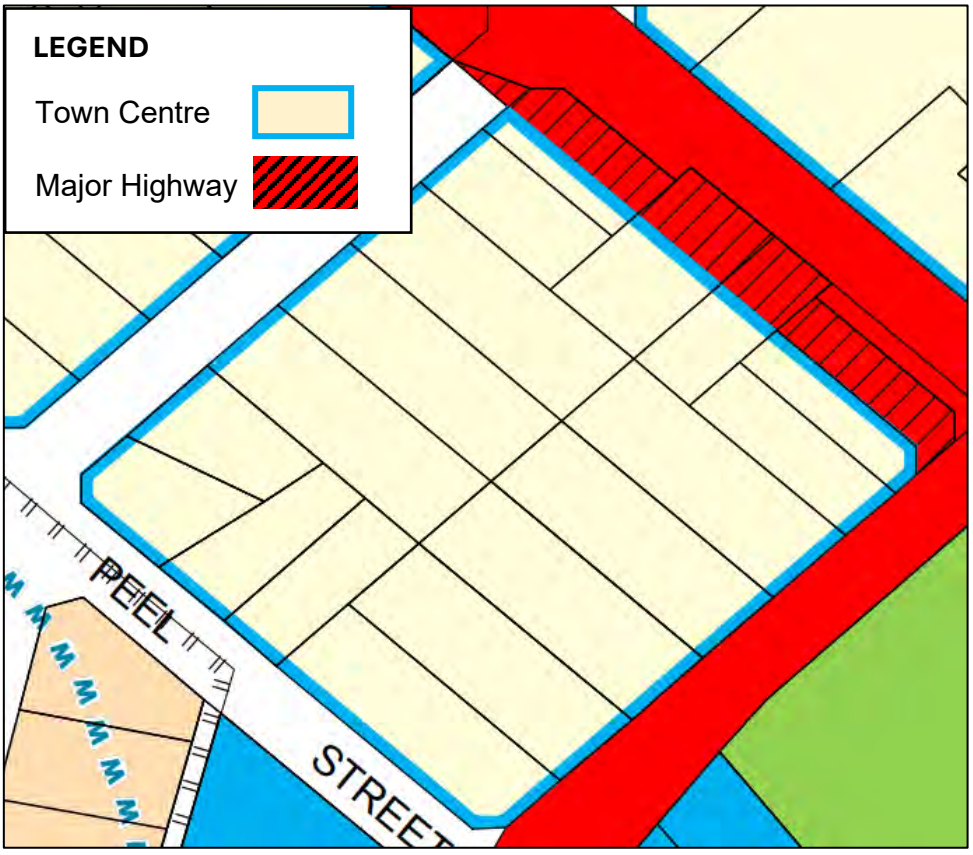
In any case, it is recommended that the proposal be deferred until the traffic issues, as well as the outstanding design concerns, are addressed.

Land Use Permissibility

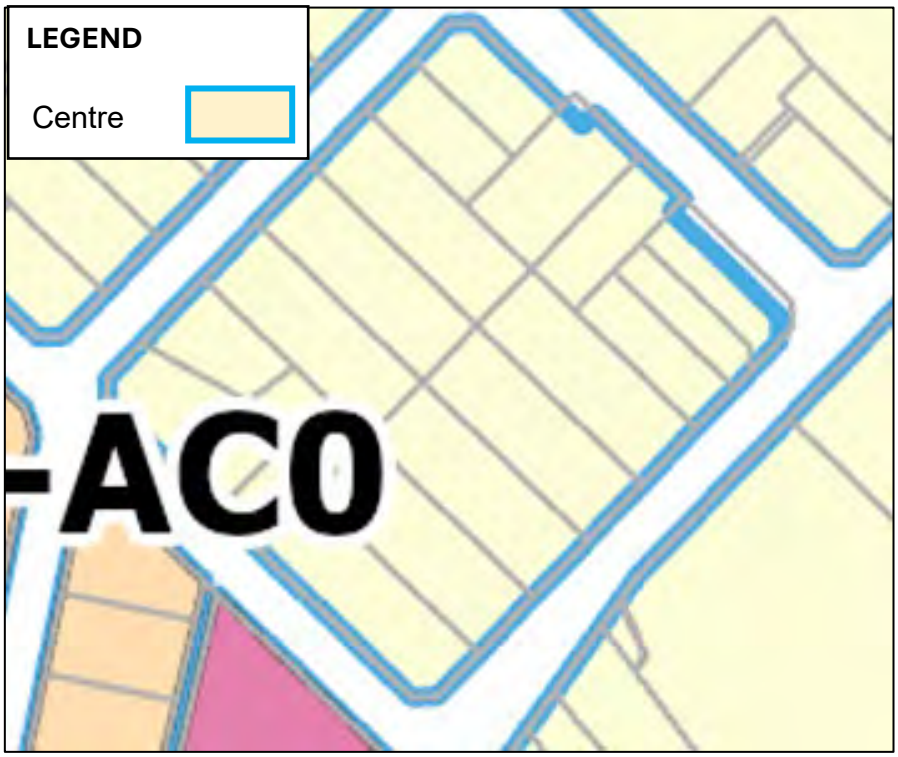
The site is currently subject to two zonings:

- Town Centre Zone (majority of development)
- Major Highway Reserve (portion of Aldi building, parking, and accessways)

Amendment 322 proposes to rezone the Major Highway Reserve to a Centre Zone, reflecting that the land is no longer required for road widening.



5. LPS4 Zoning Plan



6. A322 Zoning Plan

Aldi Supermarket

- Classified as “Shop”, a *P (permitted)* use in the Town Centre Zone.
- Although no land use permissibility exists within the current Major Highway Reserve, LPS4 (Clause 4.2) allows discretion to approve development.
- Preferred use under the LPP and draft PSP.
- Under Amendment 322, will be classified as Shop – Small, also *P (permitted)* in the Centre Zone.

The Aldi supermarket use is appropriate and supported from a land use perspective.

Aldi Liquor Store

- Classified as “Liquor Store,” located in the Major Highway Reserve.
- Although no land use permissibility exists within the current Major Highway Reserve, LPS4 (Clause 4.2) allows discretion to approve development
- Under Amendment 322, will be a P (permitted) use (“Liquor Store – Small”).

Compatible with the intended retail mix of a town centre and supported.

McDonalds

- Currently classified as a Take-Away Food Outlet, a P (permitted) use in the Town Centre Zone.
- Under Amendment 322, will become a “Food Outlet with a Drive-Through Facility” an X (prohibited) use.

From a Policy perspective, multiple planning instruments prohibit drive-through facilities in this location:

- The Revitalisation Strategy;
- The LPP; and
- The PSP.

Whilst none of these documents are binding, they collectively demonstrate a long-standing and deliberate strategic direction for a pedestrian-focused town centre and must be given due regard by the decision maker.

Drive-through outlets are inherently vehicle-oriented land uses that conflict with the intended character and function of a pedestrian-focused town centre as they:

- Prioritise vehicular access, queuing and service efficiency over walkability.
- Require extensive areas for circulation, surface parking, signage and back-of-house operations.
- Produce blank street edges and reduce opportunities for street activation.
- Undermine the fine-grain, main street urban form sought in Pinjarra
- Detract from the heritage character and place-based identity of the town centre.

As articulated in the design assessment below, these outcomes arise from the drive-through operating model, rather than from specific design decisions. Consequently, they cannot be adequately addressed through conditions of approval and the distinction between dine-in premises and drive-through fast-food outlets has long been recognised within the local planning framework.

There is discretion for the refusal of a P (permitted) use on land-use grounds on the following basis:

- Under clause 67(2) of the deemed provisions, a 'P' (permitted) use is exempt from approval only where no development works are proposed. That is not the case here.
- Clause 5.2.2 of LPS4 specifies that a 'P' (permitted) use is permitted provided it complies with all relevant standards, requirements and any conditions of approval. It does not preclude refusal.
- The broad powers to refuse or approve any development via clause 68(2) of the Deemed Provisions do not preclude the refusal of a P (permitted) use.

Given the consistent and long-standing policy direction opposing drive-through facilities in this precinct, the emerging statutory framework under Amendment 322 and the inherent incompatibility between a drive-through outlet and the objectives for the Pinjarra town centre there is a clear and reasonable basis to preclude the McDonald's component of the proposal from any approval.

Design

Aldi

There are a number of design issues that have been identified with the Aldi building through both the Shire's assessment and the DRP's consideration of the proposal. Although the building has generally been well sited, its lack of contribution to the street environment is a significant departure from the planning framework. It is noted that, in addition to the requirements of the LPP and PSP, Clause 3.3.2 (e) of LPS4 requires the decision maker to have regard to:

"the design and external appearance (including the exterior cladding) of any new building and its effect upon the amenity of existing buildings and the area generally"

Given the requirements of both the existing and emerging Policy framework, it is considered that the design of Aldi will have a negative impact on the amenity of the streetscape, especially Murray Street.

A full detailed planning assessment against the requirements of LPS4, the PSP, the LPP and SPP7.0 is located at Appendix 2, however, the most significant design concerns are summarised as:

- An almost completely dead frontage is provided to Murray Street in lieu of the 60% minimum glazed frontage requirement;
- No direct customer access provided from the street;
- Generic window treatment with excessive glass fronting Pinjarra Road;
- Excessive street boundary setbacks (between 1.28m and 2.74m);
- No awnings provided over the surrounding footpaths;
- A clumsy response to the corner of Pinjarra Road and Murray Street including the setbacks to the truncation and the poorly resolved height element;
- An unnecessary free standing pylon sign; and
- Excessive filling of the land above the flood level requirements of the planning framework, reducing the ability to integrate with the street.

Despite numerous requests from the Shire, and the recommendations from the DRP, the applicant has thus far declined to modify the design of the Aldi building to meet the requirements of the planning framework. It is, however, considered that the following changes are necessary to meet the requirements of the planning framework and that they will not change the intent and purpose of the Aldi proposal i.e.:

- Relocate the building to provide a nil setback to the street, including the truncation;
- Reconfigure internal floor plan to relocate the internal back of house away from Murray Street to allow for an active frontage to be presented to Murray Street;
- Provide entry point from Pinjarra Road and/or Murray Street;
- Redesign the height element on the corner of Murray Street and Pinjarra Road;
- Reduce the floor levels to the to the 1:100 ARI flood level;
- Provide awnings to footpaths on Murray Street and Pinjarra Road;
- Review the architectural treatment of the Murray Street gables to establish a more meaningful contextual response; and
- Review window treatment for glazing fronting Pinjarra Road in line the with the requirements of the PSP to provide a more meaningful contextual response.

Whilst these changes may seem substantial in number, they are principally cosmetic and will not impact the delivery of the land use in this location. The redesign of the internal floor plan may have some implications for the operations of supermarket, such as a non-standard floor layout, however, Aldi has demonstrated both nationally and internationally that it can operate successfully in a variety of differing settings, including town centres and internal shopping centre locations, with a wide variety of configurations.

The arguments presented by the applicant against the option to front Murray Street are primarily based on commercial and easy operational considerations. These are not cogent planning and design arguments as to why the proposed development is a good outcome for the immediate streetscape, the pedestrians using the street, and the town centre and how it addressed the intent and objectives of the Scheme and Policy framework. The 2015 approval clearly demonstrates that a supermarket in this location can be designed to deliver its back of house away from the street.

Approval of Aldi should therefore be dependent on the aforementioned design changes as, should they not be realised, the design of the development would be substantially inconsistent with the existing and emerging planning framework, and should be refused on design grounds. The changes will ensure a contextually appropriate response in a town centre location that responds to the requirements of the planning framework and the amenity of the area.

McDonalds

It is acknowledged that McDonalds has endeavoured to respond to its location on a town centre main street by screening the drive though behind the building. This has allowed the building to deliver on some of the planning framework requirements including:

- Minimal street setback;
- Direct customer access from the street; and
- Provision of a full width awning.

There are, however, a number of outstanding design issues that materially affect the proposal's ability to contribute to a high-quality, pedestrian-oriented town-centre environment. In particular:

- The proposal provides only 42% glazing to George Street, significantly below the minimum 60% requirement, and incorporates eight metres of blank walling, exceeding the maximum two metres permitted.
- Service and operational areas are positioned along the primary street frontage, which undermines streetscape amenity and an active street presentation.

- The Western Power infrastructure is presented as a stand-alone element rather than integrated into the built form, leaving an undesirable visually prominent servicing feature on the streetscape.
- The building adopts a standardised McDonald's prototype, including the use of lightweight or imitation materials, which does not reflect the higher-quality, contextually appropriate architectural character expected in this heritage town-centre context.
- The inclusion of a drive-through component introduces vehicle-oriented design priorities that conflict with the intended pedestrian focus of the town centre.
- The setback from the side lot boundary disrupts the potential for delivering a contiguous built edge, which is a fundamental characteristic of main street built form.

The allocation of internal floor space is dramatically weighted towards back of house (88%), which is a symptom of the drive through model where the primary focus is on producing food for customers in passing vehicles, rather than the dine-in customers. As demonstrated in the supporting traffic report, it is anticipated that the proposal will generate up almost 1700 vehicle movements daily, yet can only accommodate a maximum of 46 dine in customers at any one time.

This significantly reduces the ability to provide an active frontage to the street consistent with the requirements of the planning framework. Given the inherent operational needs of a Drive Through, it is not readily apparent how this matter could be addressed by through amended plans or conditions of approval, as being suggested for the Aldi building (which only requires 22% of its building for back of house).

These design issues arise from the intrinsic operational requirements of a drive-through fast-food outlet which highlights the broader incompatibility between the drive-through model and the objectives of a pedestrian-focused town-centre environment and therefore the incompatibility of the drive through with both the existing and emerging planning framework for the town.

Signage

The McDonald's proposal includes approximately 25 illuminated signs and 10 non-illuminated signs. The Aldi proposal includes four illuminated signs and three non-illuminated. In total, 42 signs is considered to be excessive and inconsistent with objectives of the Shire's Signs Policy including:

- Minimise visual clutter and rationalise the overall number of signs.
- Ensure that the character and amenity of the Shire is not eroded by excessive or poorly designed or located signs.

The quantum of signs required for McDonalds is yet another symptom of the drive through model that is incongruent with a town centre setting. This directly conflicts with the PSP's prohibition of standalone signs and the requirement to integrate signage within built form. This is practically impossible for a drive through proposal which requires a multitude of free-standing signs that direct vehicles to the drive through lanes.

As per the requirements of LPS4, the LPP and the PSP, it is recommended that the Aldi standalone pylon sign be removed and instead be sensitively incorporated into the additional height required at the corner of Pinjarra road and Murray Street.

The full planning assessment at Appendix 2 demonstrates numerous inconsistencies with the signage requirements of LPS4, the PSP, the LPP and the Signs Policy.

Flood Management

The site is located within the Murray River flood fringe the estimated 1 in 100 Annual Exceedance Probability (AEP) flood levels are as follows:

- Aldi Supermarket: 9.3 m AHD
- McDonald's Restaurant: 9.6m AHD

As opposed to residential development, the planning framework recognises the need to balance flood management with streetscape impacts and allows buildings to be delivered at the minimum 1 in 100 AEP level, or below it with a suitable flood management plan in place. For example, portions of the Pinjarra Junction shopping centre i.e. the offices located at the corner of Murray Street and James Street, are built at 9.00m AHD, 250mm below the 1 in 100-year ARI flood level at that point, with a flood management plan in place.

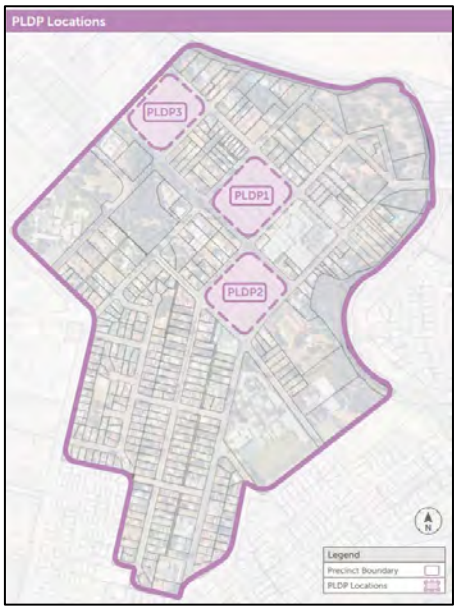
The McDonalds building is proposed to be at the minimum i.e. 9.6m AHD, however, the Aldi is proposed to be set 300mm above the minimum. This impacts its ability to engage meaningfully with the street and should be reduced should approval be granted, to assist with providing direct customer access from Pinjarra Road.

Integration with the surrounding street block

Under the draft PSP this site is contained within an area identified as requiring a Precinct Local Development Plan (PLDP2) prior to development. The PLDP2 area includes the whole street block bounded by Pinjarra Road, Murray Street, Peel Street and George Street. The rationale for this includes:

- it is a strategically located key site within the town centre core;
- the land tenure is fragmented;
- there are vehicular access limitations on Pinjarra Road and George Street; and
- functional access to Lot 50 Pinjarra Road is reliant on the broader street block.

In order to ensure that an integrated outcome can be achieved across the street block, it is recommended that public access easements are placed over internal parking, accessways and footpaths.



7. PLDP2 Location

Traffic and Access

George Street Access

The proposed George Street access presents several unresolved issues relating to sightlines, internal service vehicle movements and vehicle turn movements onto George Street. Specifically:

- Left-out movements for semi-trailers remain non-compliant due to encroachment into the oncoming access lane (of traffic entering the development) and reduced vehicle sightlines onto George Street to the south, caused by the existing building on the adjoining Lot 32. Should the swept path be readjusted to depict a lane-correct movement and the current driveway/crossover width remains unchanged, then it appears likely that the left-out movement would conflict with the extended central median, which is not acceptable to MRWA.
- Service vehicle access to the McDonald's loading bay remains a significant safety issue, as the manoeuvre requires vehicles to block the access road. When combined with reduced sightlines from the existing development on Lot 32 and the proposed retention of left-in access, this creates an unnecessary safety risk.
- The passenger vehicle turn template/swept path has been positioned in the extreme/far right position of the George Street through-lane to avoid encroachment into the exiting lane. This is an unlikely real-situation manoeuvre and unlikely to be expected by motorists. This is considered unrealistic as vehicles would ordinarily approach from the centre position of the through-lane or from the left, particularly as the existing parking bays (shown as needing removal) currently sit in this location. The Shire is not supportive of any on-street parking being impacted/removed to accommodate access for the development given the critical role they currently play in supporting street orientated development on Geroge Street.
- Similarly, and noting the potential use of the left in left out by as of right vehicles (19m), insufficient manoeuvring space exists on George Street for a left-in movement for semi-trailers as this movement would be impeded by the hard median.
- The sightline drawing for exiting vehicles is deficient. The driver position should be shown 3 metres (minimum) to 5 metres (desirable) back from the hold line, noting that SSD requirements are 62 m (with a 2.5 s reaction time; SISD = 104 m). It appears that both on-street parking bays along the Lot 32 frontage requires to be removed to achieve any meaningful sightlines. The current drawings show only one bay (northern bay) is required to be removed to achieve adequate sight distance, however, the northern bay is also required to be removed to improve the vehicle swept path into the access way. The Shire, however, does not support the removal of any on-street bays given the important need for these bays to support street orientated development.

  These figures indicate that a design speed of 50km/h has been adopted. Desirably MRWA allow for posted + 10km/h. The speed zone is 50km/h from just north of Pinjarra Road intersection.
- The proposed median island on George Street will require further engineering refinement and coordination with Main Roads to determine the appropriate extent required to prevent non-compliant turning manoeuvres.

For the reasons outlined above MRWA considers the George Street access should operate as a left-out only, which will also address the concerns about potential rat-running between George Street, Pinjarra Road, and Murray Street.

Pinjarra Road Crossover

The Pinjarra Road access also contains a number of issues relating to its design and location:

- The left-in kerb radius is too tight and would not be traversable by as-of-right vehicles. Its proximity to the Lot 50 boundary means the internal access road will need to be shifted northwest to accommodate these movements. MRWA suggests relocating the access closer to the Masonic Hall to support future internal service roads and parking for the precinct, enabling buildings to frame the external edges of the block. This will require reconsideration by the State Heritage office due to potential impacts to the Masonic Hall.
- MRWA and the Shire require the extension of central median on Pinjarra Road to connect to the existing medians, as this will physically prevent unsafe U-turn movements when entering or exiting the site.
- Main Roads is not supportive of any private 3rd Party landscaping within the Pinjarra Road Control of Access (adjacent to Aldi), as per the Shire of Murray Verge Maintenance Agreement.

Traffic Modelling

A review of the traffic analysis raises the following ongoing concerns:

- Underestimation of volumes and congestion on the George Street northern approach. MRWA's SIDRA review using recent data indicates that this leg is at risk of significant congestion within the longer term planning timeframe of 20 years. Any queuing on George Street will be worsened by the development.
- The traffic distribution within the development may not be realistic. There is the potential that the George Street access will have greater utilisation than the Murray Street access. A minor redistribution of 20 trips to George Street notably worsens the queuing on the George Street northern approach in the future.
- Solutions that encourage long term redistribution of the potential southbound traffic away from the George Street intersection will be beneficial such as a connection through to Peel Street as required in the PLDP2 requirements of the PSP.
- The split approach movements on Pinjarra Road will need to be retained to ensure an acceptable LOS for the signals.

Pedestrian amenity

The Shire also has concerns with how the vehicular impacts of the proposal fit with the pedestrian amenity of the town centre. Specifically:

- The proposed removal of two on-street bays in George Street, particularly the one in front of the existing shops.
- The treatment of the Murray Street access point, which should include pedestrian priority paving across this crossover.
- The lack of a coherent pedestrian network through the site, with the proposed paths being too narrow, and either demanding circuitous pedestrian movements or terminating in illogical places.
- The excessive width of the George Street crossover, MRWA's proposal to restrict this to left out only is supported, this will allow the access point to be significantly tightened. Also the lack of pedestrian priority paving across the crossover

- The treatment of the Pinjarra Road crossover which prioritises vehicular access including:
  - the excessive width of the left-out radius, which will encourage vehicle leaving the site at speed, it should be tightened to match the radius of the left in section.
  - the use of islands and the location of the stop line.
  - the lack of pedestrian priority paving across the crossover.

In light of the above outstanding matters, and the applicant's reluctance to grant an extension of time to resolve them, it is recommended that the proposal be deferred.

Car and Bicycle Parking

Car Parking

As demonstrated in the full planning assessment at Appendix 2 the development generates the following requirements for Car Parking:

	NLA (m²)	Parking Rate	Requirement
Aldi	1,503	1 bay per 25m²	60
McDonalds	275	1 bay per 25m²	11

The development provides approximately 119 car bays which meets this requirement. Should the McDonalds, and all associate parking, be excluded from this approval, there will still be more than enough parking for the Aldi proposal.

Bicycle Parking

As demonstrated in the full planning assessment at Appendix 2 the development generates the following requirements for Bicycle Parking and End of trip Facilities:

	Short Term	Long Term	EOT Facilities
Aldi	2	7	One shower and one change room required
McDonalds	5	2	N/A

Drainage

Additional information needs to be provided to support the drainage strategy including:

- Geotechnical information not provided in support of the drainage proposal confirming the level of groundwater
- Need for confirming groundwater levels and whether the proposed stormwater detention method can operate with high groundwater
- The outlet discharge is preferrable to connect to new drainage in Murray Street.
- The stormwater strategy should separate the roof discharge from the car park. It would be beneficial to include some water quality treatment for car park runoff.

Consequently, an updated stormwater management plan is required with connections to Murray Street and George Street.

Weight to be afforded to the emerging Planning Framework

Given that the PPF has now been approved by Council after advertising, it is considered to be a seriously entertained planning proposal. When considering the weight that should be given to a seriously entertained planning proposal, the State Administrative Tribunal (Tribunal) in Nicholls and Western Australian Planning Commission [2005] WASAT40 has identified the four principal criteria which should be applied:

1. The degree to which the draft addresses the specific application.

As demonstrated in this report and the attached detailed assessments, the PSP and Amendment 322 all have specific and consequential outcomes for the proposed development from both a land use and a design perspective.

2. The degree to which the draft is based on sound town planning principles.

The PPF is the culmination of more than a decade of iterative planning work starting with the Revitalisation Strategy, evolving to the LPP and finally the PPF comprising a DSP, PSP and Amendment 322. It is wholly consistent with the State planning framework and the aspirations of the local community. It is unequivocally based upon sound town planning principles.

To ensure objectivity, the Shire commissioned an independent Design Review of the PPF from the South Perth Design Review Panel (DRP). The DRP's findings confirm that:

- The PPF is clear, coherent and underpinned by well-targeted research and contextual analysis.
- Its diagrams and statements of intent are comprehensive and persuasive.
- The DSP respects the existing urban and environmental structure, aligning with principles of sustainable urban planning.
- The PSP articulates a strong and compelling vision supported by excellent planning diagrams and development provisions that demonstrate a thoughtful understanding of place and clearly identify opportunities for high quality planning outcomes.

The above demonstrates that the PPF embodies sound planning methodology, combining strategic vision with implementable design and policy controls representing best-practice strategic planning for a regional town centre.

The PPF is consistent with the State Planning Framework, reflects community aspirations and has undergone both technical and independent design scrutiny. It therefore warrants significant weight as a credible and professionally prepared planning framework.

3. The degree to which its ultimate approval could be regarded as "certain".

The PPF enjoys a high degree of certainty. Its preparation has been undertaken at the explicit direction from the WAPC requiring both a DSP and a PSP for Pinjarra. All three components of the framework; DSP, PSP and Amendment No.322, are internally consistent and aligned with the State Planning framework.

Importantly:

- Amendment 322 received Ministerial approval to advertise;
- The PPF was adopted by Council in July 2025 following public advertising; and

- Post Council adoption, DPLH officers have not identified any policy inconsistency or requested modification to the proposed land use permissibility provisions. In fact, the only change outlined in the DPLH Officer's schedule of modifications for Amendment 322 reinforces the requirement to provide an active frontage to the street:

  "Clause 6.17.2 All ground floor uses within the Centre zone are to provide active frontages to the street, generally in accordance with the Pinjarra Precinct Structure Plan."

The Shire has worked closely with DPLH officers since submission in July 2025 and proposed refinements are administrative rather than substantive. These circumstances collectively indicate that the strategic direction and zoning intent of the PPF will be endorsed in substantially its advertised form.

On this basis, the framework should properly be regarded as a "seriously entertained" planning proposal to which considerable weight should be afforded.

4. The degree to which its ultimate approval could be regarded as "imminent".

The imminence of final approval is also significant. The PPF was formally lodged with DPLH in late July 2025 and, under *Regulation 55 of the Planning and Development (Local Planning Schemes) Regulations 2015*, the WAPC is required to submit the amendment to the Minister within 60 days of receipt, unless further information is required. The Shire understands that the framework is actively under assessment and Amendment 322 will be considered by the Statutory Planning Committee in January 2026.

Given this stage of advancement, the framework cannot be characterised as speculative. It is both imminent and substantively resolved.

Case law confirms that planning instruments at an advanced stage of consideration may legitimately be afforded substantial weight, even prior to formal gazettal, particularly where:

- They represent the culmination of a long and transparent planning process;
- They are consistent with higher-order strategic policy; and
- There is no indication of material change prior to approval.

Applying these principles, the PPF warrants significant weight in decision-making. It represents the most contemporary, evidence-based and strategically coherent expression of planning intent for the Pinjarra townsite.

Scope of Decision

The powers conferred by Clause 73 of the Deemed Provisions and Clause 39 of the PRS enable a decision maker to grant development approval for:

(a) for the development for which the approval is sought; or

(b) for the development for which the approval is sought, except for a part or aspect of that development specified in the approval; or

(c) for a part or aspect of the development for which approval is sought that is specified in the approval.

While a single application for development approval has been made it is plainly comprised of separate land uses/developments that are physically separated and in no way reliant upon each other. Therefore, in principle, there is no difficulty with approving some of the development for which approval is sought and refusing others.

Given the above assessment, it is clear that the Aldi proposal, subject to the modifications outlined in the reasons for the deferral, can be consistent with the objectives and requirements of the existing and emerging planning framework.

Whilst there is discretion available to approve a McDonalds, its approval would be contrary to the long-standing requirements of the existing Policy framework, the requirements of the emerging PSP, the land use permissibility requirements of Amendment 322 and ultimately the principles of orderly and proper planning.

Conclusion:

The proposal has outstanding traffic, drainage and design issues that require resolution prior to an approval being issued. A deferral is therefore sought, as the applicant has declined to grant an extension of time to work through this.

Given the number of departures from both the current and emerging planning framework, the DAP could reasonably refuse the application in its entirety. The Shire, however, is satisfied that, subject to the changes outlined in the reason for deferral, which do not materially alter the nature of the Aldi proposal, a contextually appropriate supermarket can be delivered on this key town centre site in a manner consistent with the intended planning outcomes. The core precinct has been deliberately planned as a high-quality urban centre, with active building frontages built to the street, and attractive, safe and walkable public spaces. The recommended design modifications are therefore essential to ensuring the development contributes positively to this context.

In contrast, despite the efforts made by McDonald's, the inherently car-oriented nature of a drive-through development, along with its operational and built-form implications, makes it unsuitable for this town centre location. This position has long been reflected in the planning framework, affirmed in previous DAP decisions and will be formalised under LPS4 in the coming weeks.

While the broad community support for a McDonalds is acknowledged, the planning framework clearly provides for food outlets without drive-through facilities in this precinct and such an outcome remains available to the proponent. Community concerns regarding public health and student welfare are also noted, however, these matters are not currently addressed within the statutory planning instruments. Nonetheless, the broader objective of creating walkable, pedestrian-prioritised streets does contribute positively to community health and wellbeing.

Having regard to the existing and emerging policy framework, the statutory discretion available and the principles of orderly and proper planning, it is appropriate to determine the components of the proposal separately. The Aldi supermarket and Liquor Store can successfully integrate into this context through conditions and is therefore supported subject to the design being modified as outlined in the reason for deferral and resolution of the outstanding traffic issues. The McDonald's component cannot be reconciled with the objectives for the town centre and warrants exclusion from any future approval.

Alternative to the RAR Recommendation:

Should the DAP consider that the outstanding traffic, drainage and design matters are capable of being dealt with through conditional approval the following alternative recommendation is provided:

That the Metro Outer Development Assessment Panel resolves to:

Approve DAP Application reference DAP/25/02968 and accompanying plans

- Proposed Site Plan DA-02, Rev 2, May 2025
- Proposed Site Signage Plan DA-03, Rev 3, May 2025
- Proposed Floor Plan DA-04, Rev P8, May 2025
- Liquor Plan DA-05, Rev P8, Apr 2025
- Proposed Roof Plan DA-06, Rev P8, Apr 2025
- Proposed Elevations DA-07, Rev P5, Apr 2025
- Signage Details DA-08, Rev P3, Apr 2025

in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Clause 21 of the Peel Region Scheme and the provisions of the Shire of Murray Local Planning Scheme No. 4, subject to the following conditions:

Conditions

1. This decision constitutes development approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

Amended Plans

2. Pursuant to Clause 73 (b) of the Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations and* Clause 39b *of the Peel Region Scheme,* this approval does not include the McDonalds Take Away Food Outlet and associated works including parking, service infrastructure, access, drive-through lanes and signage as marked on Proposed Site Plan DA-02, Rev 2, May 2025 and the Proposed Site Signage Plan DA-03, Rev 3, May 2025. The area identified for these works is to be landscaped in accordance with the requirements of condition 18.

3. The development is to be undertaken in accordance with the approved plans attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Local Government, and shall include the following:

   a) Deletion of the McDonalds Take Away Food Outlet and associated works including parking, service infrastructure, access, drive-through lanes and signage from the Proposed Site Plan DA-02, Rev 1, May 2025 and the Proposed Site Signage Plan DA-03, Rev 2, May 2025.
   b) Deletion of/or relocation of the Western Power transformer away from the street.
   c) Use different materials to help ‘explain’ the car park and vehicle circulation areas and break up the large extent of hard surfaces.
   d) Relocate the building to provide a nil setback to the street, including the truncation at the corner of Pinjarra Road and Murray Street.

e) Reconfigure internal floor plan to relocate the internal back of house away from Murray Street to allow for an active frontage to be presented to Murray Street;
f) Provision of a minimum of 60% glazing to the Murray Street elevation with vertically proportioned windows and a stall riser.
g) Provide direct customer access from Pinjarra Road and/or Murray Street;
h) Redesign the height element on the corner of Murray Street and Pinjarra Road to give more emphasis to a key intersection and in a manner that provides a meaningful welcome to a historic town centre.
i) Reduce the floor levels to the to the 1:100 ARI flood level or below with a flood management plan to be approved by the Local Government.
j) Provide 2.5m deep awnings for the full width of the building fronting Murray Street and Pinjarra Road
k) Amended architectural treatment of the Murray Street gables to establish a more meaningful contextual response.
l) Amended window treatment for glazing fronting Pinjarra Road in line the with the requirements of the draft Pinjarra Precinct Structure Plan. This should include vertically proportioned windows and a stall riser
m) Deletion of the pylon sign and integration of signage with the height element referred to in part (g) of this condition.

4. A copy of the final working drawings (prepared for submission of a building permit application) and all associated plans, reports and information that addresses the conditions of approval are to be submitted to and cleared by the Local Government.

Legal

5. Prior to the submission of a building permit application, arrangements must be made to the satisfaction of the Local Government for the amalgamation of the lots into one Certificate of Title. The amalgamation must be completed prior to occupation of the development.

6. Prior to the occupation of the development, public access easement/s shall be created on the certificate of title for all internal parking, footpaths and access ways pursuant to sections 195 and 196 of Land Administration Act to the satisfaction of the Local Government.

Construction Management

7. Prior to submission of a building permit application, a Construction and Traffic Management Plan is to be submitted to and approved by the Local Government on the advice of Main Roads WA and the Heritage Council, addressing but not limited to:

a) hours of construction;
b) temporary fencing, hoardings, gantries, and signage;
c) site access and egress;
d) construction traffic management;
e) pedestrian and cyclist management and any footpath obstructions;
f) parking arrangements for staff and contractors;
g) deliveries and storage of construction materials and machinery;
h) management of vibration, dust, wind, and erosion;
i) management of any site dewatering or stormwater discharge;

j) management of construction noise and other site generated noise;
k) demolition and construction waste management, recycling, and removal;
l) measures to protect *Masonic Hall* including a program of monitoring any structural movement and potential vibration impacts;
m) protection of street trees and public realm infrastructure; and
n) public communication and complaint handling procedures.

The approved Construction and Traffic Management Plan shall be implemented and adhered to at all times by the owners and/or managers of the development, to the satisfaction of the Local Government.

Materials

8. Prior to the submission of a building permit application, final details of the external materials, colours and finishes of the proposed development, including a physical sample board or materials, is to be submitted and approved to the satisfaction of the Local Government. The development must be finished in accordance with the schedule provided and approved by the Local Government, prior to occupation of the development.

Streetscape Amenity

9. Finish floor levels for the buildings fronting Pinjarra Road and/or Murray Street must provide entrances at-grade with the adjacent footpath for direct customer access from Pinjarra Road and/or Murray Street.

10. Public or customer access must be from Pinjarra Road and/or Murray Street for the duration of the development.

11. All customer doors facing the Pinjarra Road and/or Murray Street frontage of the buildings must be kept unlocked and available for customer access during all hours when the subject premises is trading.

12. Street awnings must be provided to Pinjarra Road and Murray Street across the full width of the proposed buildings fronting Pinjarra Road and Murray Street at a minimum 2.5m wide, with lighting being provided under the street awnings.

13. Prior to the submission of a building permit application, the applicant must demonstrate to the satisfaction of the Local Government that ground floor glazing fronting Pinjarra Road and Murray Street has a minimum visible light transmission rate of at least 79% and a maximum visible reflectivity rate of 9% in order ensure that a commercial, interactive frontage is available to the development from Pinjarra Road and Murray Street. The glazing must thereafter be installed and maintained to the satisfaction of the Local Government, for the duration of the development.

14. Entries and window frontages facing the street of ground floor tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Pinjarra Road and Murray Street, for the duration of the development.

15. Prior to the submission of a building permit application design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Local Government. All piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters, other plant and bin storage areas must be integrated into the design of the building and located to minimise any visual and/or noise impact on the occupants of nearby properties and screened from view from the street.

Drainage

16. Prior to the submission of a building permit application, a drainage management plan is to be submitted and approved to the satisfaction of the Local Government. The drainage management plan must demonstrate an onsite stormwater drainage system with the capacity to contain a 1:100 year storm of a 24-hour duration. The approved drainage management plan shall be implemented during construction.

17. All stormwater and drainage run off to be contained on site or connected to a council stormwater legal point of discharge to the specification and satisfaction of the Local Government.

Landscaping

18. Prior to submission a building permit application, detailed Landscape Plans, including pedestrian connections to existing public path network, hard and soft landscape specifications, public artwork and reticulation details are to be submitted to and approved by the Local Government and Main Roads WA on the advice of the Heritage Council. The landscape plan is to include the area identified for the McDonalds Take Away Food Outlet.

19. Prior to occupation of the development, certification that all landscaping and reticulation has been established in accordance with the approved landscaping plans to Australian Standards shall be submitted to the Local Government.

20. The approved Landscaping Plans shall be implemented and adhered to at all times by the owners and/or managers of the development, to the satisfaction of the Local Government.

21. Trees, including those within the road reserve, must be retained (unless specifically identified for removal on the approved plans) and, during the construction period, measures for their retention must be taken in accordance with Australian Standard AS 4970—2009, Protection of trees on development sites. These measures are to be detailed in a vegetation retention management plan to the satisfaction of the Local Government.

Traffic, Access and Parking

22. Prior to the submission of a Building Permit application, the developer is to prepare and submit a revised Transport Impact Assessment to the satisfaction of the Local Government. The approved Transport Impact Assessment is to be implemented to the satisfaction of the Local Government prior to the occupation of the development.

23. Prior to the submission of a building permit application, preliminary road upgrade design plans (15% concept) are to be submitted to the requirements and satisfaction of the Local Government, for the following:
    a) the upgrade of Murray Street where it abuts the development site including full earthworks, carriageway, paving to the lot boundary, on-street parking bays, drainage infrastructure, street trees, underground power and all treatments including intersections, lighting, paving and kerbing.
    b) the upgrade of Pinjarra Road verge where it abuts the development site including full earthworks, paving to the lot boundary, drainage infrastructure, an additional crossing point to the Pinjarra Junction Shopping Centre, street trees and all treatments including intersections, lighting, paving and kerbing.

24. Prior to the occupation of the development, the applicant shall be responsible for the design, construction and upgrade of the Murray Street and Pinjarra Road referred to in condition 23, to the satisfaction of the Local Government.

25. The existing car bays in George Street are to be retained.

26. Prior to submission of a building permit application, the proposed car parking areas, vehicle access, universal access and bicycle bays are to be designed to the specifications of the Local Government, in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009), Off-street Commercial Vehicle Facilities (AS2890.2:2002) and Off-street carparking – Bicycles (AS2890.3), as applicable, unless otherwise approved, to the satisfaction of the Local Government.

27. Prior to occupation of the development, certification is required that all car parking spaces, access aisles, loading bays and bicycle parking spaces have been designed, constructed and marked in accordance with the approved parking plan to the specifications of the Shire of Murray and in accordance with the applicable Australian Standard (as above), to the satisfaction of the Local Government.

28. Prior to the occupation of the development, seven long term bicycle parking spaces and two short term bicycle parking spaces and associated end-of-trip facilities (one shower and one change room) shall be installed, retained in perpetuity and maintained for the life of the development, to the satisfaction of the Local Government.

29. Prior to the development first being occupied, the car parking area shall be provided with one shade tree for every four (4) car parking bays. The trees shall be located within tree wells and protected from damage by vehicles. Prior to planting, the species and height of the trees is to be approved by the Local Government. Once planted, the trees shall be maintained in a healthy condition at all times to the satisfaction of the Local Government.

30. Prior to the development first being occupied, the existing crossover(s) not required as part of this development shall be removed, the kerbline reinstated and the verge graded, stabilised and landscaped to the satisfaction of the Local Government.

31. All crossovers to be designed in a similar material to the adjacent footpath in a design that provides continuous at grade pedestrians access.

32. The vehicular access point to Pinjarra Road is to be designed and utilised for left in / left out traffic movements only**.** It is to be modified to the satisfaction of the Local Government and Main Roads Western Australia to:
    - Reduce the width of the left out movement.
    - Provide priority to pedestrian movements
    - Remove the island treatment
    - Set the “stop here” line internal to the site.

33. The vehicular access point to George Street a to be designed and utilised as a left out traffic movement only. It is to be modified to the satisfaction of the Local Government and Main Roads Western Australia to:
    - Reduce the width of the crossover to reflect it is a left out movement only.
    - Provide priority to pedestrian movements.
    - Set the “stop here” line internal to the site.

34. The median on Pinjarra Road is to be extended from the new crossover to the existing medians.

35. The median on George Street is to be extended from the new crossover to the existing median.

36. Prior to the occupation of the development the landowner/applicant is required to upgrade of pedestrian infrastructure at the Pinjarra Road/George Street signals to the satisfaction of Main Roads Western Australia.

37. No parking bays shall be obstructed in any way or used for purposed of storage.

Amenity

38. Prior to the occupation of the development, the Waste Management Plan prepared by Talis Consultants (date-stamped 29 October 2025) is to be updated to reflect the detailed design and submitted to and approved by the Local Government.

39. The approved Waste Management Plan shall be implemented and adhered to at all times by the owners and/or managers of the development, to the satisfaction of the Local Government.

40. The proposed bin store is to be screened to a height of at least 1.8m by a masonry, brick or other durable material as approved by the Local Government. The bin store is to be designed in accordance with the Shire of Murray Local Law.

41. Prior to the occupation of the development, the landowner is to provide a delivery/servicing management plan detailing the timing and frequency of deliveries, and how these are to be coordinated to mitigate any potential traffic and/or amenity related issues, inclusive of pedestrian safety, to the satisfaction of the Local Government. Deliveries are to be undertaken in accordance with

the approved delivery management plan for the life of the development, to the satisfaction of the Local Government.

42. Prior to submission of a building permit application, the applicant is to submit a Lighting Strategy, detailing external illumination of the development in accordance with AS4282:1997, AS1158.3.1, for approval by the Local Government.

43. The approved Lighting Strategy shall be implemented and adhered to at all times by the owners and/or managers of the development, to the satisfaction of the Local Government.

44. Prior to the occupation of the development, a final illumination report must be prepared which demonstrates to the satisfaction of the Local Government, that the completed development complies with the requirements of Australian Standard AS 4282—1997, Control of the obtrusive effects of outdoor lighting.

45. Floodlighting must not be illuminated after 10:00pm or before 7:00am on any day. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS 4282—1997, Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.

46. Prior to occupation of the development, a Shopping Trolley Management Plan is to be submitted to the satisfaction of the Local Government.

47. The approved Shopping Trolley Management Plan is to be implemented and adhered to at all times by the owners and/or managers of the development, to the satisfaction of the Local Government.

48. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the Local Government which demonstrates that the completed development. complies with the Environmental Protection (Noise) Regulations 1997. The Final Acoustic Assessment must include the following information:

    a) noise sources compared with the assigned noise levels as stated in the Environmental Protection (Noise) Regulations 1997, when the noise is received at the nearest “noise sensitive premises” and surrounding residential area;
    b) tonality, modulation and impulsiveness of noise sources; and
    c) confirmation of the implementation of noise attenuation measures.

    Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.

<u>Signage</u>

49. Prior to applying for a Building Permit, a Sign Strategy must be prepared to the satisfaction of the Local Government and it must thereafter be implemented for the duration of the development. The signage strategy shall include the deletion of/or redesign of the Aldi pylon sign to integrate it with built form.

50. The location and details of the sign(s) and any supporting structure, as shown on the approved plans, must not be altered without written consent from the Local Government.

51. The signs shall be maintained to a high state of repair at all times to the satisfaction of the Local Government.

Sustainability

52. Prior to the lodgement of a building permit application, a Green Star 'Designed' assessment from the Green Building Council of Australia (GBCA) demonstrating that the building's design has been assessed and is on track to achieve a minimum 4 Star Green Star Certified rating; OR, a Sustainable Design Assessment Report prepared by a practicing Green Star Accredited Professional (GSAP) as equivalence, is to be submitted to, and approved by the Local Government.

53. Prior to occupation, a Green Star 'Certified' rating with certification from the Green Building Council of Australia (GBCA) confirming the building's design and construction achieve a minimum 4 Star Green Star Certified rating; OR a Sustainable Design Assessment Report prepared by a practicing Green Star Accredited Professional (GSAP) as equivalence, is to be submitted to, and approved by the Local Government.

Public Art

54. Prior to the occupation of the development, the owner shall provide a revised estimated cost of development based upon the approved development and

    a) Contribute a monetary amount equal in value to one percent of the estimated development cost in accordance with the Pinjarra Town Centre Public Art Local Planning Policy, to the Shire of Murray for development of public art works and/or heritage works to enhance the public realm. Based on the revised estimated cost of the development. or

    b) Alternatively, the Local Government may waive the requirement for the public art/heritage work(s) monetary contribution in cases where the approved development incorporates public art work(s) to the same value specified above and the public art work(s) is located in a position clearly visible to the general public, either on the site of the development or within a crown reserve adjoining or near to the development site. Any such public artwork proposal is to be developed in accordance with the Pinjarra Town Centre Public Art Local Planning Policy and approved by the Local Government. Prior to occupation of the development, the public art proposal shall be implemented, and thereafter maintained for the life of the development, to the satisfaction of the Local Government.

Miscellaneous

55. Electrical installations are to be located above 10.1m AHD unless otherwise approved by the Local Government.

56. Retaining walls are to be provided where the angle of natural repose of the soil cannot be maintained along the southern boundary of the development site. A

fence is to be provided, sufficient to screen the development site from the adjoining lots to the south, except where a building has been constructed abutting the common site boundary.

57. The development must be connected to the reticulation sewer system.

PINJARRA ROAD

BUS STOP

CROSS OVER

EXISTING CROSSOVER TO BE REMOVED.

PORTION OF CONCRETE FOOTPATH TO BE REMOVED.

16500

PORTION OF EXISTING KERBING AND FOOTPATH TO REMOVED FOR NEW CROSSOVER.

LOT 1
(SP42347)
SAND

LOT 2
(SP42347)
SAND

LOT 3
(SP42347)

LOT 3
(D11201)

BRICK & TIN
BUILDING
FFL: 9.11

SAND/SCRUB

1.8M HIGH CYCLONE FENCE

LOT 50
(D51257)
SAND

LAWN

TRANSFORMER

LOT 4
(D15269)
SAND

PORTION OF EXISTING KERBING AND FOOTPATH BRICK PAVING TO REMOVED AND REPLACED WITH NEW.

LOT 2
(D11201)

EXISTING CROSSOVER TO BE REMOVED.

GEORGE STREET

MURRAY STREET

LOT 40
(DP223049)
SAND

LOT 31
(DP223049)
SAND

EXISTING STREET CAR BAY AND ADJACENT 3 BOLLARDS TO REMOVED.

CARBAY

EXISTING CROSSOVER TO BE MODIFIED AND PORTION OF FOOTPATH TO BE REMOVED.

EXISTING CROSSOVER TO BE MODIFIED.

EXISTING FENCING TO BE REMOVED AND REPLACED WITH NEW COLORBOND.

TBM - DECKSPIKE IN BITUMEN
RL: 8.14

LOT 39

LOT 32

LEGEND:

EXISTING DEVELOPMENT AREA TO BE CLEARED AND PREPARED IN ACCORDANCE WITH GEOTECHNICAL REPORT.

BRICK & TIN
BUILDING
FFL: 8.89

N

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REV	DATE	DESCRIPTION
1	12/11/25	AMENDED AS CLOUDED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing EXISTING SITE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-01
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 1

PINJARRA ROAD

PROPOSED 2m WIDE RED PAVED FOOTPATH WITH 2000mm LANDSCAPE BUFFER TO SIDE OF EXISTING MASONIC HALL.

PROPOSED KERBED MEDIAN IN ACCORDANCE WITH TRAFFIC ENGINEERING ADVICE.

3 BIKE RACKS FOR 6 BIKES.

PORTION OF PAVERS TO REMAIN.

LANDSCAPING AND VERGE IMPROVEMENT WORKS SUBJECT TO SHIRE AND/OR MAIN ROADS WA APPROVAL.

PROPOSED 6.5m WIDE LEFT - IN / LEFT - OUT CROSSOVER.

PORTION OF PAVERS TO REMAIN.

1280 SETBACK

2500 SETBACK

EXISTING MASONIC HALL
FFL = 9.11

PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.

LOT 50

ENTRY

TROLLEY BAY.

2 x DRIVE-THRU WAITING BAYS.

CURVED FEATURE STONE LOW HEIGHT PLANTER WALLS SEATING AREA.

PROPOSED CONCRETE FOOTPATH AND LANDSCAPE BUFFER TO REAR OF EXISTING MASONIC HALL.

PAVED FOOTPATH TO REMAIN.

NEW CONCRETE FOOTPATH CONNECTION FROM BUILDING EXIT.

PROPOSED ALDI STORE
GLA = 1,543 m²
NLA = 1,503 m²
FFL = 9.60

PED. CROSSING

RAISED PED. CROSSING

ONE WAY

-CONCRETE

CONTRASTING CONCRETE PEDESTRIAN CROSSING.

4 PARK BICYCLE PARKING AREA.

2.5m WIDE AWNING TO GEORGE STREET.

PROPOSED BOLLARD PROTECTION. 1500 CTS.

PROPOSED ALDI CARPARK
84 CAR BAYS

PROPOSED McDONALD'S CARPARK 35 CAR BAYS
-CONCRETE

RECIPROCAL BAYS

INTERNAL ROAD #2
-RECIPROCAL ACCESSWAY

SERVERY

ENTRY #1

PLAY PLACE

ENTRY #2

PROPOSED McDONALD'S RESTAURANT
GLA = 375m²
NLA = 275m²
FFL = 9.60

PROPOSED STEPS AND HANDRAIL ENTRY.

PAVED FOOTPATH TO REMAIN. MAKE GOOD CONCRETE KERBING FOLLOWING CROSSOVER REMOVAL.

MURRAY STREET

GEORGE STREET

EXISTING FOOTPATH TO REMAIN

CASHIER

BIN STORE

600mm HIGH BLOCKWORK RETAINING WALL.

LOADING BAY -CONCRETE

SCREENED BIN ENCLOSURE

PROPOSED PUMPS AND TANKS FOR FIRE FIGHTING SERVICE. SIZE AND FINAL DESIGN CONFIRMED DURING DETAILED DESIGN STAGE.

tank

pump

STAFF ONLY

PROPOSED McDONALD'S TRANSFORMER. SUBJECT TO WESTERN POWER DESIGN.

400A tx pad

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING WITH BRICK PAVED STENCILLING.

NO ENTRY

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER. INCREASED ENTRY RADIUS TO SUIT ALDI TRUCK DELIVERY PATH.

3.3m HIGH WALL/FENCING IN ACCORDANCE WITH ACOUSTIC REPORT.

1400 WIDE CONCRETE PEDESTRIAN FOOTPATH.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE AND LEFT-IN LEFT-OUT ONLY.

SOLID MEDIAN EXTENSION IN ACCORDANCE WITH TRAFFIC ENGINEERING ADVICE.

ORDER CANOPIES AND MENUBOARDS. REFER TO DRAWING DA10.

INTERNAL ROAD #1
-RECIPROCAL ACCESSWAY

PROPOSED TRAFFIC CONTROL MEASURE. SUBJECT TO DETAILED DESIGN.

600mm HIGH BLOCKWORK RETAINING WALL AND 1.8m HIGH COLORBOND FENCE IN ACCORDANCE WITH ACOUSTIC REPORT.

101.9

LOT 39

LOT 32

LEGEND:

- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
- NEW SOFT LANDSCAPING BEDS.
- NEW RED BRICK PAVING TO MATCH EXISTING.
- EXISTING RED BRICK PAVING TO REMAIN.

N

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REV	DATE	DESCRIPTION
1	15/10/25	AMENDED AS CLOUDED
2	02/12/25	AMENDED AS CLOUDED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-02
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 2

PINJARRA ROAD

PROPOSED 2m WIDE RED PAVED FOOTPATH WITH 2000mm LANDSCAPE BUFFER TO SIDE OF EXISTING MASONIC HALL.

PROPOSED KERBED MEDIAN IN ACCORDANCE WITH TRAFFIC ENGINEERING ADVICE.

3 BIKE RACKS FOR 6 BIKES.

PORTION OF PAVERS TO REMAIN.

LANDSCAPING AND VERGE IMPROVEMENT WORKS SUBJECT TO SHIRE AND/OR MAIN ROADS WA APPROVAL.

PROPOSED 6.5m WIDE LEFT - IN / LEFT - OUT CROSSOVER.

PORTION OF PAVERS TO REMAIN.

1280 SETBACK

2500 SETBACK

EXISTING MASONIC HALL
FFL = 9.11

PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.

LOT 50

ENTRY

TROLLEY BAY.

2 x DRIVE-THRU WAITING BAYS.

CURVED FEATURE STONE LOW HEIGHT PLANTER WALLS SEATING AREA.

NEW CONCRETE FOOTPATH CONNECTION FROM BUILDING EXIT.

PROPOSED CONCRETE FOOTPATH AND LANDSCAPE BUFFER TO REAR OF EXISTING MASONIC HALL.

PROPOSED ALDI STORE
GLA = 1,543 m²
NLA = 1,503 m²
FFL = 9.60

PROPOSED ALDI CARPARK
84 CAR BAYS

RAISED PED. CROSSING

INTERNAL ROAD #2
-RECIPROCAL ACCESSWAY

EXCLUDED

PAVED FOOTPATH TO REMAIN.

4 PARK BICYCLE PARKING AREA.

2.5m WIDE AWNING TO GEORGE STREET.

PROPOSED BOLLARD PROTECTION. 1500 CTS.

PROPOSED STEPS AND HANDRAIL ENTRY.

PAVED FOOTPATH TO REMAIN. MAKE GOOD CONCRETE KERBING FOLLOWING CROSSOVER REMOVAL.

MURRAY STREET

GEORGE STREET

EXISTING FOOTPATH TO REMAIN.

LOADING BAY -CONCRETE

SCREENED BIN ENCLOSURE.

NO ENTRY

600mm HIGH BLOCKWORK RETAINING WALL.

PROPOSED McDONALD'S TRANSFORMER. SUBJECT TO WESTERN POWER DESIGN.

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING WITH BRICK PAVED STENCILLING.

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER. INCREASED ENTRY RADIUS TO SUIT ALDI TRUCK DELIVERY PATH.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE AND LEFT-IN LEFT-OUT ONLY.

SOLID MEDIAN EXTENSION IN ACCORDANCE WITH TRAFFIC ENGINEERING ADVICE.

3.3m HIGH WALL/FENCING IN ACCORDANCE WITH ACOUSTIC REPORT.

1400 WIDE CONCRETE PEDESTRIAN FOOTPATH.

PROPOSED PUMPS AND TANKS FOR FIRE FIGHTING SERVICE. SIZE AND FINAL DESIGN CONFIRMED DURING DETAILED DESIGN STAGE.

tank

pump

STAFF ONLY

INTERNAL ROAD #1
-RECIPROCAL ACCESSWAY

RECIPROCAL BAYS

ORDER CANOPIES AND MENUBOARDS. REFER TO DRAWING DA10.

PROPOSED TRAFFIC CONTROL MEASURE. SUBJECT TO DETAILED DESIGN.

600mm HIGH BLOCKWORK RETAINING WALL AND 1.8m HIGH COLORBOND FENCE IN ACCORDANCE WITH ACOUSTIC REPORT.

LOT 39

LOT 32

LEGEND:

- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
- NEW SOFT LANDSCAPING BEDS.
- NEW RED BRICK PAVING TO MATCH EXISTING.
- EXISTING RED BRICK PAVING TO REMAIN.

N

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REV	DATE	DESCRIPTION
1	15/10/25	AMENDED AS CLOUDED
2	02/12/25	AMENDED AS CLOUDED

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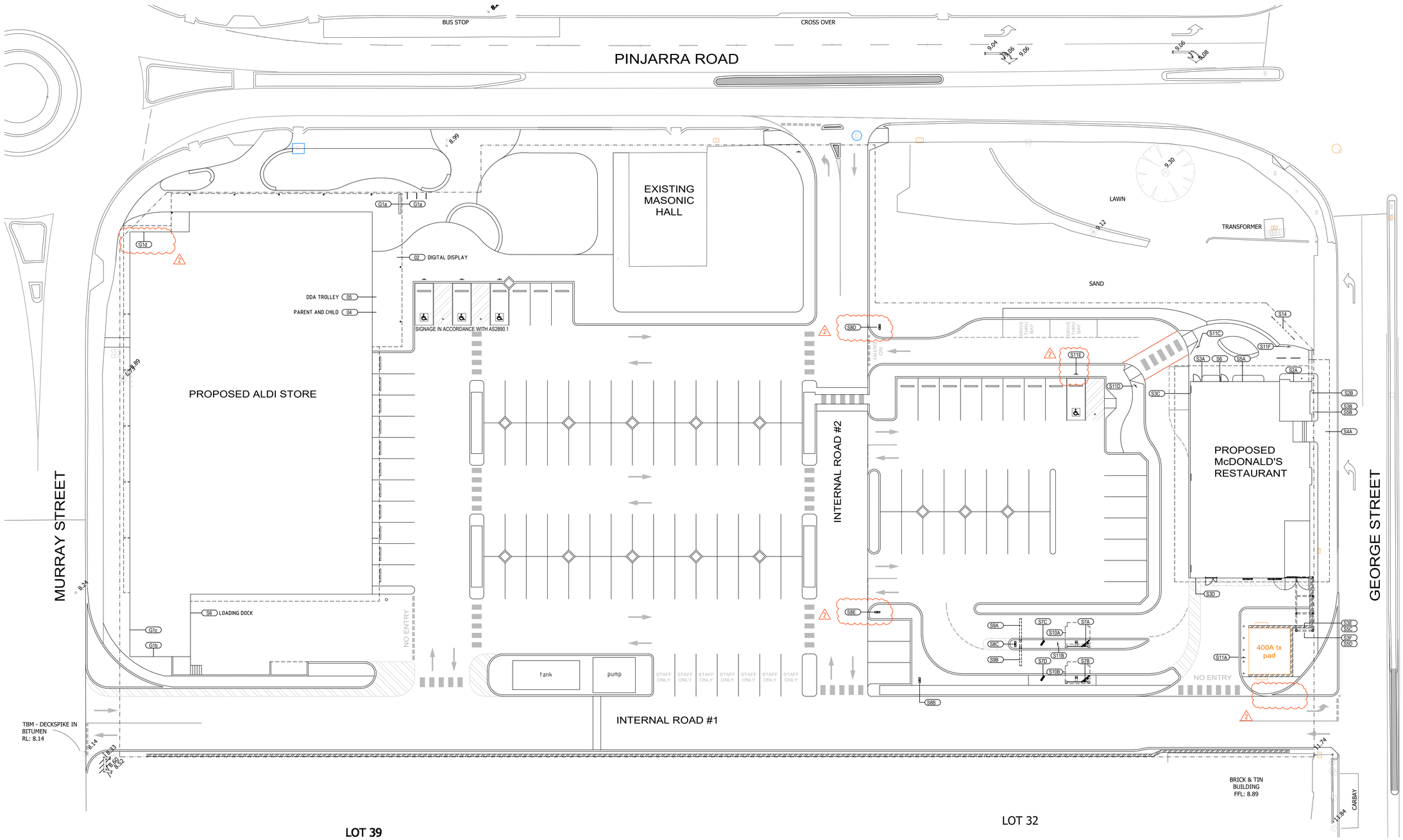
Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-02
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 2



McDONALD'S SIGNAGE SCHEDULE

Tag	Description	Illuminated
S2A	"Play Place" Wall Sign	Yes
S2B	"Play Place" Wall Sign	
S3A	Golden Arches Wall Sign	
S3B	Golden Arches Wall Sign	
S3C	Golden Arches Wall Sign	
S3D	Golden Arches Wall Sign	
S3E	Golden Arches Wall Sign	
S3F	Golden Arches Wall Sign	
S5A	"McCafe" Button Sign Ø1200mm	
S5B	"McCafe" Wall Sign	
S5C	"McCafe" Wall Sign	
S5D	"McCafe" Wall Sign	
S6	"McDelivery" Wall Sign (Double sided)	
S7A	Digital menuboard (Double)	
S7B	Digital menuboard (Double)	
S7C	Digital menuboard (Single)	
S7D	Digital menuboard (Single)	
S8B	Directional Sign (Double sided) Side 1 = "Drive Thru" with arrow Side 2 = "Drive Thru" with arrow	2
S8C	Directional Sign (Single sided) Side 1 = "Any Lane, Any Time"	
S8D	Directional Sign (Double sided) Side 1 = "No Entry" Side 2 = "Thank You"	
S8E	Directional Sign (Double sided) Side 1 = "Drive Thru" with arrow Side 2 = "Drive Thru" with arrow	2
S9A	Height Clearance Gantry Sign	
S9B	Height Clearance Gantry Sign	
S10A	Drive-Thru Information Sign *1. Order here*	
S10B	Drive-Thru Information Sign *1. Order here*	
S11A	No Pedestrian Access Sign	No
S11B	No Pedestrian Access Sign	
S11C	Pedestrian Caution Sign (Double Sided)	
S11D	Pedestrian Caution Sign (Double Sided)	
S11E	Accessible Parking Sign	
S11F	Bicycle Parking Sign	
S13A	Drive-Thru Information Sign *2. Pay Here*	
S13B	Drive-Thru Information Sign *3. Pick Up Here*	
S13C	Drive-Thru Information Sign *4. Pick Up Here*	
S14	Banner Sign	

2 Note: Crossover control signage to be installed, in accordance with Australian Standards, not noted on this drawing.

N

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REV	DATE	DESCRIPTION
1	26/08/25	AMENDED AS CLOUDED
2	15/10/25	AMENDED AS CLOUDED
3	02/12/25	CAR PARKING UPDATED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE SIGNAGE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-03
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 3

MURRAY STREET

04 DA-07

FOOTPATH

LANDSCAPE

LANDSCAPE

SIGN G1c

SIGN G1b

SIGN G1d

SWITCH

CHILLER

FREEZER

45325

1255

7465

WAREHOUSE
325m²

ACCESSIBLE WC

AMBULANT WC

SERVER

LOBBY

STAFF ROOM

OFFICE

LIQUOR

SIGN 06

COMPACTOR

LOADING DOCK

FOOTPATH

LANDSCAPE

FOOTPATH

DRIVEWAY

02 DA-07

8585

RETAIL
1100m²

48195

22810

2500

01 DA-07

8.97

8.97

PINJARRA ROAD

LANDSCAPE

AIRLOCK

LANDSCAPE

FORECOURT

SIGN 04

SIGN 05

SIGN 02

SIGN G1a

NO ENTRY

03 DA-07

CARPARK

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REV	DATE	DESCRIPTION
P1	14.05.25	PRELIMINARY ISSUE
P2	02.06.25	PRELIMINARY ISSUE
P3	04.06.25	PRELIMINARY ISSUE
P4	06.06.25	PRELIMINARY ISSUE
P5	13.06.25	PRELIMINARY ISSUE
P6	13.10.25	PRELIMINARY ISSUE
P7	24.10.25	PRELIMINARY ISSUE
P8	07.11.25	PRELIMINARY ISSUE

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED FLOOR PLAN

TOWN PLANNING

Job No	251677
Scale	1:100@A1
Date	APR 2025
Drawn	MJH

Drawing No. DA-04

Revision P8

MURRAY STREET

FOOTPATH

LANDSCAPE

LANDSCAPE

SWITCH

CHILLER

FREEZER

WAREHOUSE
325m²

ACCESSIBLE WC

AMBULANT WC

SERVER

LOBBY

STAFF ROOM

OFFICE

LIQUOR

6200

LANDSCAPE

FOOTPATH

PINJARRA ROAD

DRIVEWAY

FOOTPATH

COMPACTOR

LOADING DOCK

LIQUOR RETAIL AREA

8900

RETAIL
1100m²

8.97

8.97

LANDSCAPE

AIRLOCK

FORECOURT

NO ENTRY

CARPARK

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REV	DATE	DESCRIPTION
P1	14.05.25	PRELIMINARY ISSUE
P2	02.06.25	PRELIMINARY ISSUE
P3	04.06.25	PRELIMINARY ISSUE
P4	06.06.25	PRELIMINARY ISSUE
P5	13.06.25	PRELIMINARY ISSUE
P6	13.10.25	PRELIMINARY ISSUE
P7	23.10.25	PRELIMINARY ISSUE
P8	07.11.25	PRELIMINARY ISSUE

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing LIQUOR PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-05
Scale 1:100@A1	
Date APR 2025	
Drawn MJH	Revision P8

MURRAY STREET

FOOTPATH

COLORBOND SURFMIST ROOF SHEETING WITH MAX SOLAR ABSORBENCE 0.40

GABLE FEATURE

SUNSCREEN

ROOF ACCESS WALKWAY TO CODE

ROOF ACCESS HATCH

COLORBOND BOX GUTTER, SUMP, DOWN PIPE AND OVER FLOW TO ENGINEER'S DETAILS

LANDSCAPE

LANDSCAPE

SIGN G1c

SIGN G1b

PLANT

PLATFORM

SIGN G1d

SUNSCREEN

1015

2.5° FALL

LANDSCAPE

FOOTPATH

SCREEN WALL BELOW

SIGN 06

COMPACTOR

LOADING DOCK

COLORBOND EAVES GUTTER

DRIVEWAY

FOOTPATH

COLORBOND CAPPING

3500

2.0° FALL

ROOF

2.0° FALL

3500

2.5° FALL

BIN STORE BELOW

ZONE OF SOLAR PANELS FOR 99KW SYSTEM

LANDSCAPE

3500

LANDSCAPE

COLORBOND FLASHING

1.5° FALL

FORECOURT

NO ENTRY

SUNSCREEN

SUNSCREEN

COLORBOND FLASHING TO CODE

COLORBOND EAVES GUTTER

COLORBOND ROOF SHEETING

SIGN G1a

CARPARK

PINJARRA ROAD

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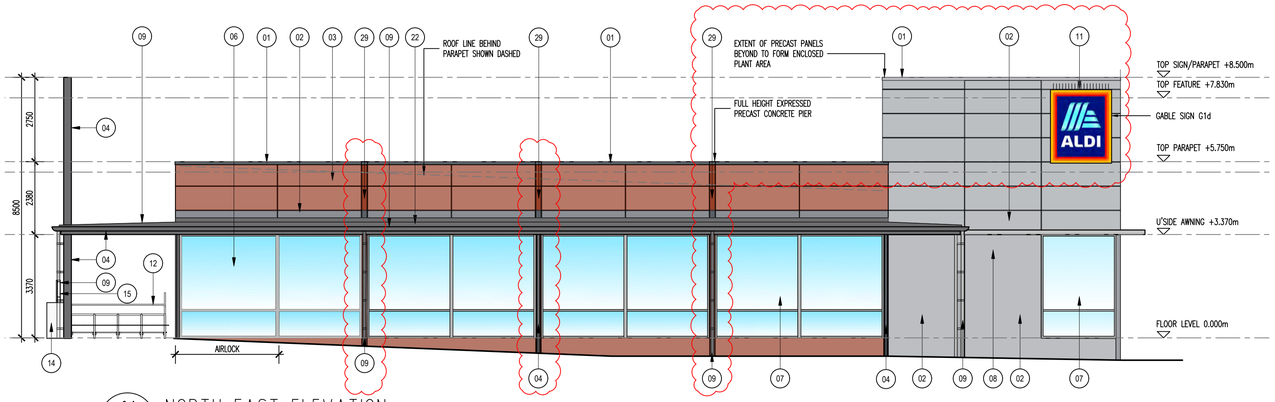
Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

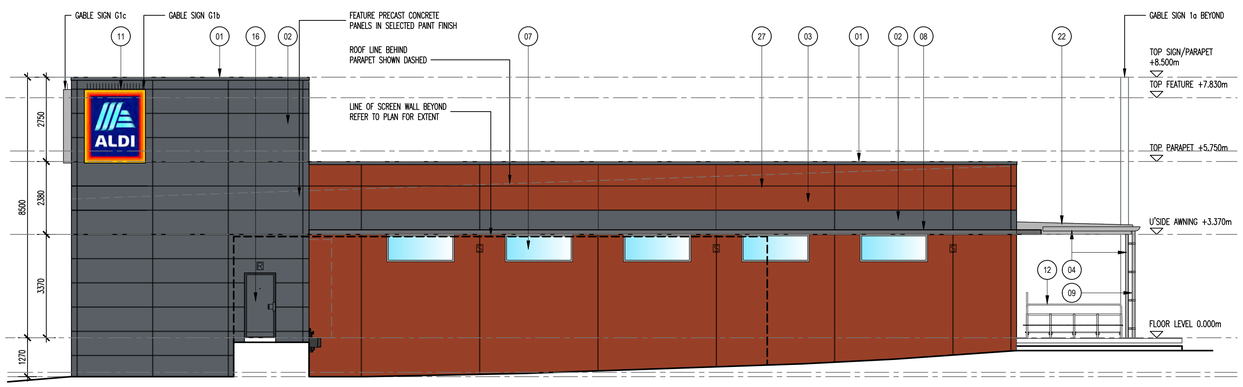
Drawing PROPOSED ROOF PLAN

TOWN PLANNING

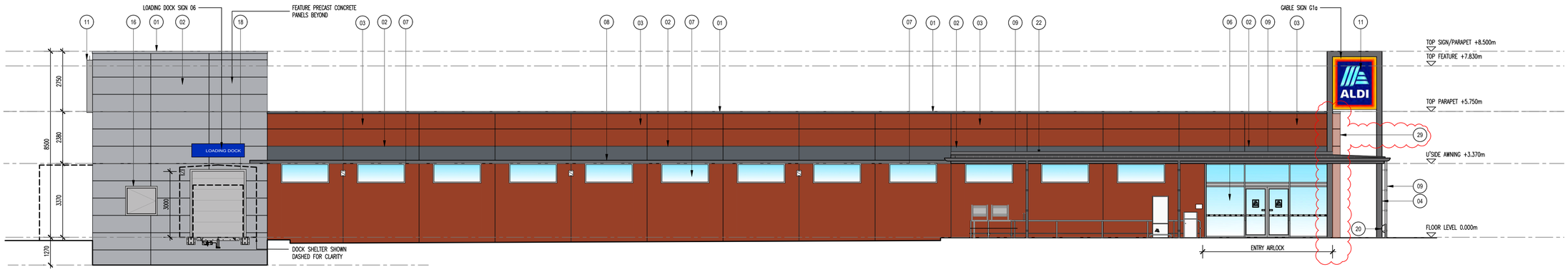
Job No 251677	Drawing No. DA-06
Scale 1:100@A1	
Date APR 2025	
Drawn MJH	Revision P8



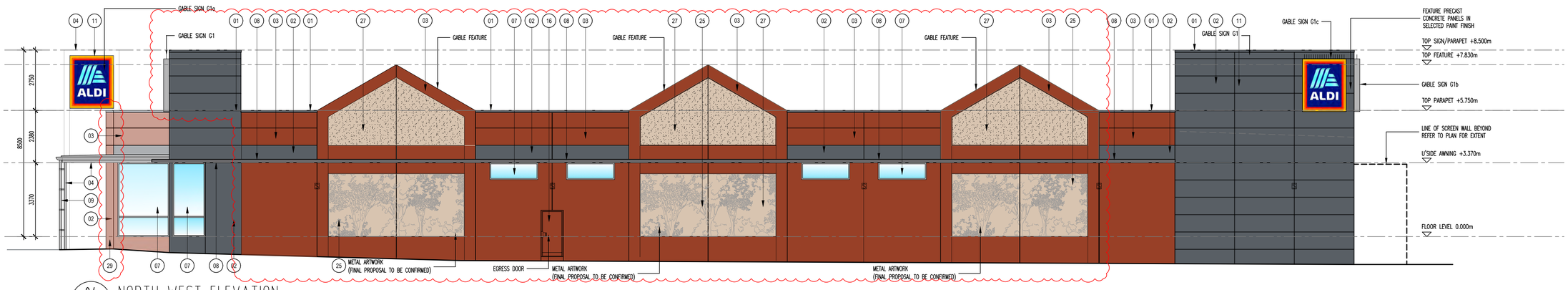
01 DA-04 NORTH EAST ELEVATION
1:100



02 DA-04 SOUTH WEST ELEVATION
1:100



03 DA-04 SOUTH EAST ELEVATION
1:100



04 DA-04 NORTH WEST ELEVATION
1:100

LEGEND:

- WALL MOUNTED LIGHT FIXTURE – REFER ELECTRICAL ENGINEER'S DETAILS
- WALL MOUNTED LIGHT FIXTURE – REFER ELECTRICAL ENGINEER'S DETAILS

NOTE:
REFER TO THE ELECTRICAL DOCUMENTS FOR DETAILS OF FITTINGS.
REFER TO EXTERNAL FINISHES SCHEDULE FOR COLOURS

MATERIAL LEGEND:

1. COLORBOND CAPPING
2. PRECAST RC PANEL PAINTED (COLOUR: DRIVE TIME)
3. PRECAST RC PANEL PAINTED (COLOUR: HERITAGE TERRA COTTA)
4. PAINTED STEEL
5. SHOPFRONT
   ALUMINIUM FRAMES – NATURAL ANODISED WITH CLEAR SAFETY GLASS (TO COMPLY WITH SECTION J OF BCA)
6. AIRLOCK
   ALUMINIUM FRAMES – NATURAL ANODISED WITH CLEAR SAFETY GLASS (TO COMPLY WITH SECTION J OF BCA)
7. WINDOWS
   ALUMINIUM FRAMES – NATURAL ANODISED WITH CLEAR SAFETY GLASS (TO COMPLY WITH SECTION J OF BCA)
8. SUN SHADE
9. COLORBOND DOWNPIPE AND EAVES GUTTER
10. COLORBOND ROOF SHEETING
11. ALDI ILLUMINATED SIGN
12. TROLLEY BAY
13. ROOF PLANT AND SCREENING, PAINT FINISH
14. BIN
15. DIGITAL POSTER BOX
16. DOOR AND FRAME, PAINTED FINISH TO MATCH ADJACENT PRECAST PANEL
17. ELECTRICAL INDICATOR SIGN
18. PANEL LIFT DOOR, POWDERCOATED FINISH
19. COMPACTOR DOOR, POWDERCOATED FINISH
20. BIKE RACK
21. ROOF ACCESS CAGED LADDER, PROPRIETARY ITEM
22. COLORBOND ROOF TO AWNING
23. COLORBOND PARAPET CLADDING
24. PLANT BARRIER
25. METAL ARTWORK, OVER PAINT FINISH (COLOUR: CLASSIC CREAM)
26. 3.0kL WATER TANK
27. TEXTURED PRECAST PANEL, PAINT FINISH (COLOUR: CLASSIC CREAM)
28. PAINT FINISH (COLOUR: HERITAGE TERRA COTTA)
29. FULL HEIGHT EXPRESSED PRECAST PIER, PAINT FINISH

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

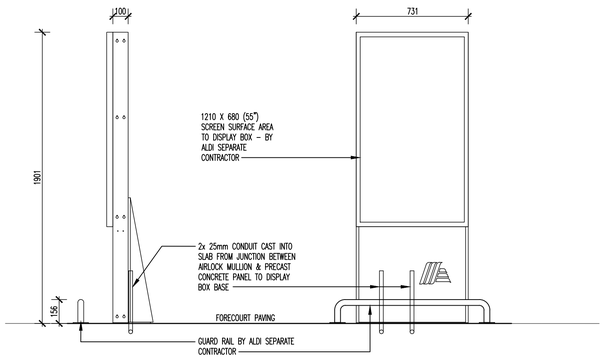
Drawing PROPOSED ELEVATIONS

TOWN PLANNING

Job No 251677	Drawing No. DA-07
Scale 1:100 @A1	
Date APR 2025	
Drawn DG	Revision P5

SIGN NUMBER G1a, G1b, G1c, G1d
SIGN TYPE 'G1'

SCALE 1:20
DESCRIPTION
WALL MOUNTED INTERNALLY
ILLUMINATED LIGHT BOX
2400 (h) x 2000 (w) x 266mm (d)
SINGLE SIDED WITH EXCEPTION OF
SIGN 01a THAT IS DOUBLE SIDED



SIGN NUMBER 02 SIGN
'DIGITAL DISPLAY BOARD'

SCALE 1:20
DESCRIPTION
ALDI STAINLESS STEEL DISPLAY BOX WITH 680
x 1210mm DIGITAL DISPLAY SCREEN.
730 (w) x 1901 (h) x 100mm (d)

3

SIGNAGE SCHEDULE				
SIGN TYPE	LOCATION	DIMENSIONS	INTERNALLY - ILLUMINATED	QTY
G1	1x EAST & WEST FACING, 1x EAST FACING, 1x SOUTH FACING	2000(w) x 2400(h) x 266mm(d)	YES	3
DIGITAL DISPLAY BOARD	ADJACENT TO ENTRY, NORTH FACING	730 (w) x 1901 (h) x 100mm (d)	YES	1
PARENT WITH CHILD TROLLEY BAY	TROLLEY BAY, NORTH FACING	600(w) x 490(h) x 4(d)mm approx.	NO	1
DISABLED TROLLEY BAY	TROLLEY BAY, NORTH FACING	600(w) x 490(h) x 4(d)mm approx.	NO	1
LOADING DOCK	LOADING DOCK, NORTH FACING	2400(w:) x 600(h) x 4(d)mm approx.	NO	1

* ILLUMINATED SIGN OPERATION TIMES:
6:30 AM - 930 PM

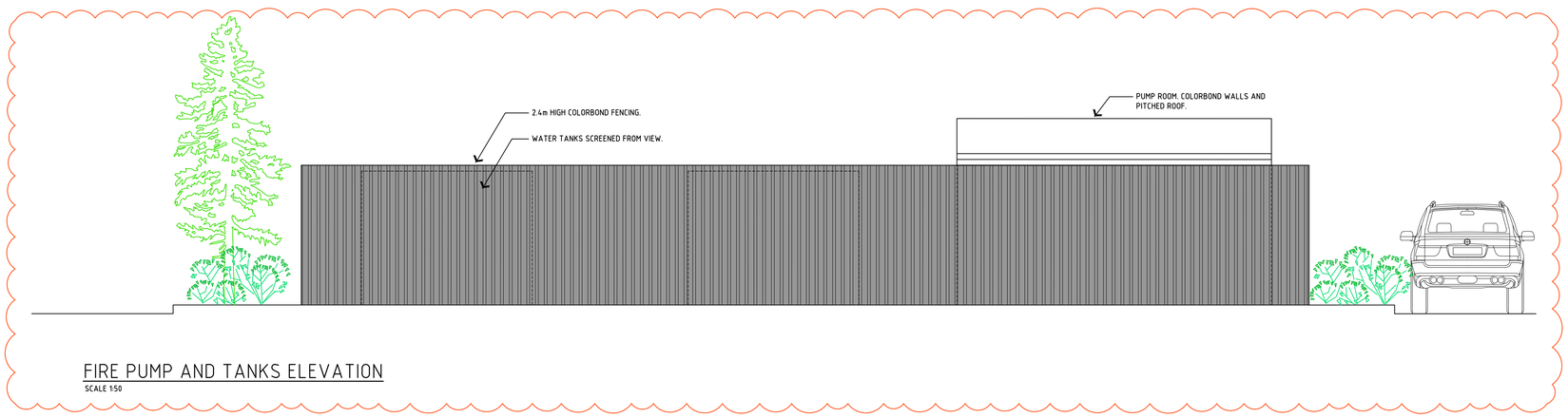
SIGN NUMBER 04
SIGN 'PARENT AND CHILD TROLLEY'

SCALE 1:20
DESCRIPTION
Size: 600(w) x 490(h) x 4(d)mm approx.
Face material: 4MM CNC cut White ACM
Graphics: Fully Digitally printed graphic on cast white film with compatible clear gloss over laminate. Graphic to be wrapped around edges 20mm

SIGN NUMBER 05 SIGN
'DDA TROLLEY BAY'

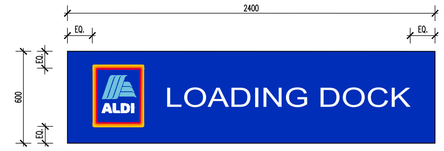
SCALE 1:20
DESCRIPTION
Size: 600(w) x 490(h) x 4(d)mm approx.
Face material: 4MM CNC cut White ACM
Graphics: Fully Digitally printed graphic on cast white film with compatible clear gloss over laminate. Graphic to be wrapped around edges 20mm

2



FIRE PUMP AND TANKS ELEVATION

SCALE 1:50



SIGN NUMBER 06
SIGN 'LOADING DOCK'

SCALE 1:20
DESCRIPTION
Size: 2400(w:) x 600(h) x 4(d)mm approx.
Face material: 4MM CNC cut White ACM
Graphics: Fully Digitally printed graphic on cast white film with compatible clear gloss over laminate. Graphic to be wrapped around edges 20mm

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REV	DATE	DESCRIPTION
P1	14.05.25	PRELIMINARY ISSUE
P2	02.09.25	PUMP AND TANK SCREENING WALL ADDED
P3	20.10.25	SIGNAGE PANEL REMOVED.

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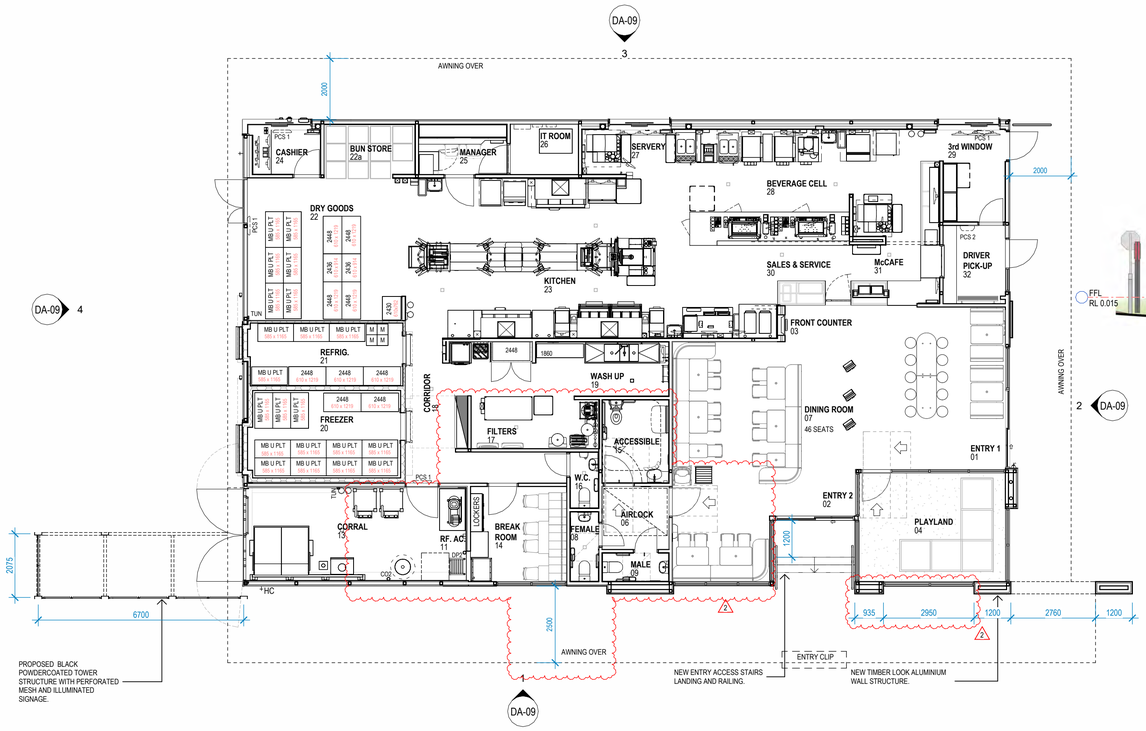
Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing SIGNAGE DETAILS

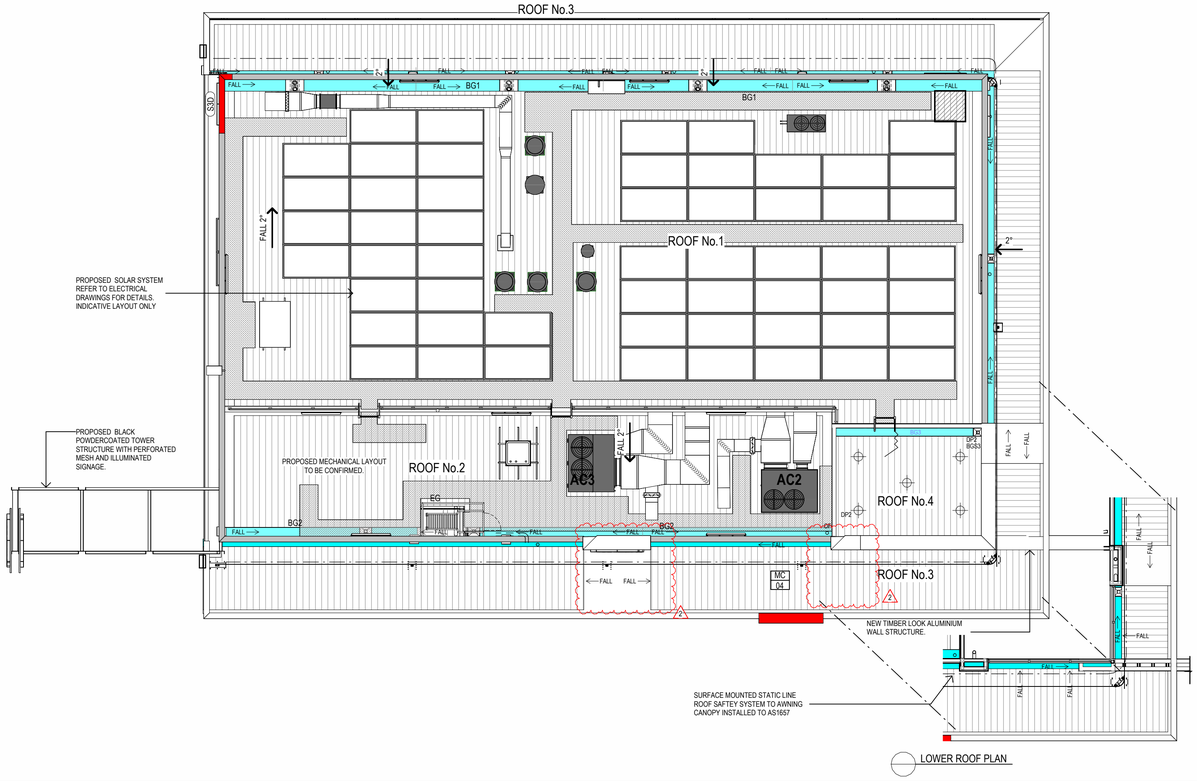
TOWN PLANNING

Job No 251677	Drawing No. DA-08
Scale 1:100@A1	
Date APR 2025	
Drawn MJH	Revision P3

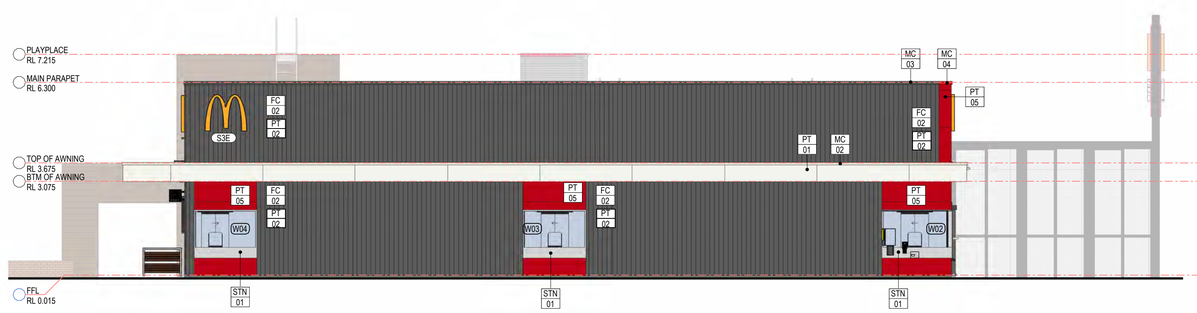


SIDE ELEVATION
1 : 100

FRONT ELEVATION
1 : 100



LOWER ROOF PLAN



DRIVETHRU ELEVATION
1 : 100

REAR ELEVATION
1 : 100

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REV	DATE	DESCRIPTION
0	JAN 2025	AMENDED DA AS CLOUDED
1	02/09/2025	AMENDED DA AS CLOUDED
2	14/10/2025	AMENDED DA AS CLOUDED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST.PINJARRA

Drawing McDONALD'S FLOORPLANS AND BUILDING ELEVATIONS

TOWN PLANNING

Job No	251677	Drawing No.	DA-09
Scale	1 : 100 @ A1		
Date	MAY 2025		
Drawn	NR	Revision	2

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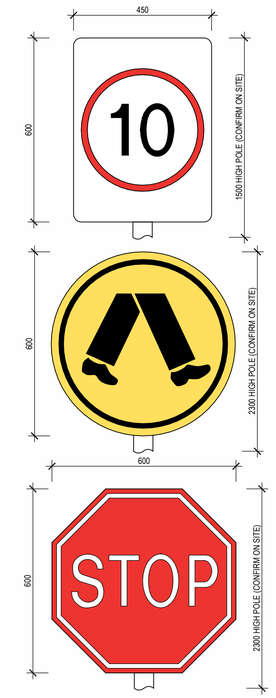
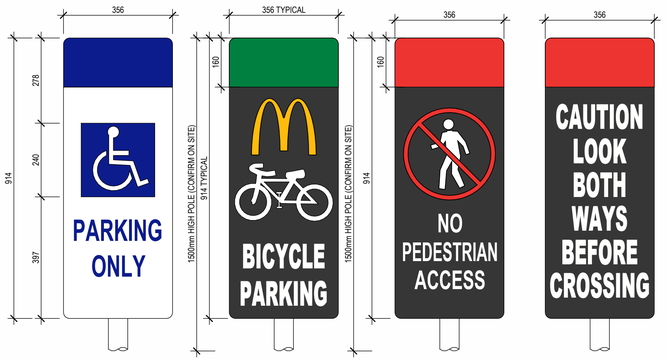
File Name: C:\Users\NR\AppData\Roaming\Autodesk\ADSK\Documents\0005 | McDONALDS BIDMOD 300 | PINJARRA | DA_REV_AcadR2018.rvt



DEPENDING ON LOCATION WITHIN SITE, S11 SIGNAGE SHOULD BE SET A MINIMUM OF 2m ABOVE TOP OF KERB TO PREVENT OBSTRUCTION TO OCCASIONAL PEDESTRIANS, OR TO REDUCE INTERFERENCE FROM PARKED VEHICLES. IF THIS DOESN'T APPLY, SIGNAGE HEIGHTS SHALL BE SET AS NOTED.



McDONALD's Signage Colours

McDonalds Gold PMS 1235 C 122 U CMYK 0.29.96.0 RGB 255.188.13 HEX FFBC0D	Green PMS 350 C CMYK 80.43.86.42 RGB 43.82.51 HEX 2B5233	Light Grey PMS Cool Gray 1C CMYK 0.0.0.8 RGB 247.247.247 HEX B69A81	Reflex Blue PMS Reflex Blue CMYK 100.96.13.9 RGB 0.22.137 HEX 001889
McDonalds Red PMS 2035 C CMYK 0.100.95.0 RGB 219.0.7 HEX DB0007	Charcoal PMS Cool Gray 11C CMYK 0.0.0.80 RGB 45.45.45 HEX 2D2D2D	Black PMS Black 6 C CMYK 82.71.59.75 RGB 16.24.32 HEX 101820	

EXTERNAL FINISHES SCHEDULE

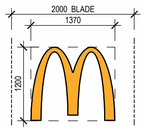
CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
BR	01	BUILDING WALLS AND FEATURE SCREEN WALL	RECYCLED BRICK	MIDLAND BRICK	SUBIACO RED COACH	
FC	02	MAIN BUILDING WALLS	WEATHERTEX VERTICAL WEATHERBOARDS	WEATHERTEX	WAYWARD GREY PG1G8	
MC	01	PARAPET CAPPING - ADJACENT TIMBER LOOK CLADDING (PLAYLAND)	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	JASPER	
MC	02	PARAPET CAPPING - AWNINGS	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	SURFMIST	
MC	03	PARAPET CAPPING - MAIN BUILDING WALLS	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	WOODLAND GREY	
MC	04	PARAPET CAPPING	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	MANOR RED	
MWC	01	PLAYPLACE & PARAPETS	TIMBER LOOK ALUMINIUM CLADDING SYSTEM USING KNOTWOOD 200mm CLADDING PROFILE	KNOTWOOD	KWILA	
MWC	02	ROOF WELL (INTERNAL PARAPET LINING)	CUSTOM ORB CORRUGATED STEEL RIVET FIXED VERTICALLY TO FRAMES	LYSAGHT	ZINCALUME	

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
PC	01	CORRAL BATTENS & ROOF ACCESS, ELEC. ROOM DOORS	POWDERCOAT FINISH	DULUX DURATEC ZEUS	LUNAR ECLIPSE SATIN (BLACK)	
PM	01	BLACK STEEL MESH BETWEEN BLACK STEEL POSTS ON SCREEN STRUCTURE	PERFORATED SCREEN MESH	ARROW METAL	PATTERN 449 SQUARE SHAPE WITH DIAGONAL PITCH	
PT	01	FASCIAS (RIBBON)	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	VIVID WHITE PW1H9	
PT	02	MAIN BUILDING WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	WAYWARD GREY PG1G8	
PT	05	BLADE WALL & DRIVETHRU WINDOWS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	HOTLIPS PB1F2	
RUB	02	ALUMINIUM WINDOWS & DOOR FRAMES. REFER NOTE 1.	POWDERCOAT FINISH	DULUX DURATEC ZEUS	LUNAR ECLIPSE SATIN (BLACK)	
STN	01	DRIVETHRU WINDOW SILL & SURROUND	RECONSTITUTED STONE. REFER TO DECOR DOCUMENTS	REFER DECOR	REFER DECOR	

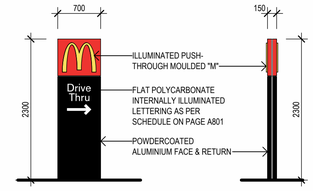
S2 PLAYPLACE
1 : 50

YELLOW LOGO WITH INDIVIDUAL POLYCARBONATE LETTERING FIXED TO FRAME. INTERNALLY ILLUMINATED. WHITE LETTERS.

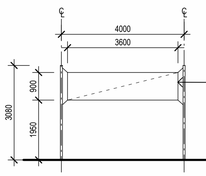


S3 WALL SIGN
1 : 50

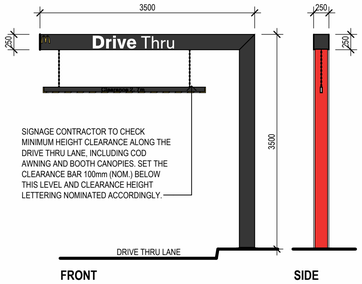
YELLOW FLAT FACE POLYCARBONATE LOGO. INTERNALLY ILLUMINATED. YELLOW LOGO



DIRECTIONAL SIGNAGES8
1 : 50



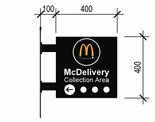
S14 - BANNERS
1 : 100



S9 HEIGHT CLEARANCE GANTRY
1 : 50

S5 McCAFE WALL BUTTON SIGN
1 : 50

FABRICATED METAL BUTTON SIGN. OPAL FACES WITH BLACK VINYL GRAPHICS. LED ILLUMINATION.

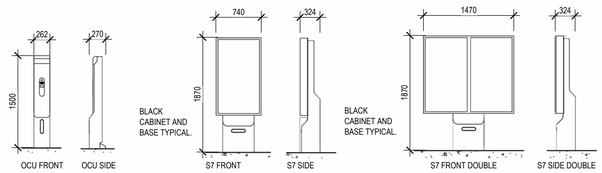


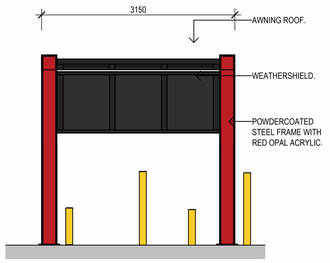
S6 McDELIVERY WALL SIGN
1 : 20

FABRICATED METAL SIGN. OPAL FACES WITH BLACK VINYL GRAPHICS. LED ILLUMINATION.

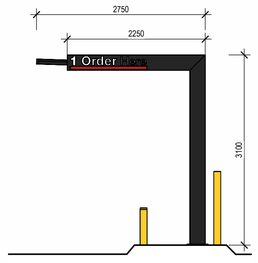
S4 CLIP SIGN
1 : 50

LED ILLUMINATED WORDMARK ONLY. RED CLIP TO BE CONSTRUCTED BY THE BUILDER..

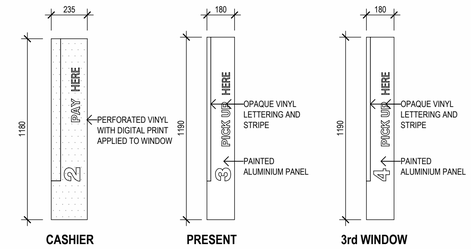




S10 ORDER CANOPY ELEVATION
1 : 50



S10 ORDER CANOPY SIDE
1 : 50



S13 DRIVE THRU INFORMATION SIGNS
1 : 20

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REV	DATE	DESCRIPTION
0	JAN 2025	AMENDED DA AS CLOUDED
1	26/08/2025	AMENDED AS CLOUDED
2	14/10/2025	AMENDED DA AS CLOUDED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST.PINJARRA

Drawing McDONALD'S SIGNAGE DETAILS

TOWN PLANNING

Job No	251677	Drawing No.	DA-10
Scale	As indicated @ A1		
Date	MAY 2025		
Drawn	NR	Revision	2

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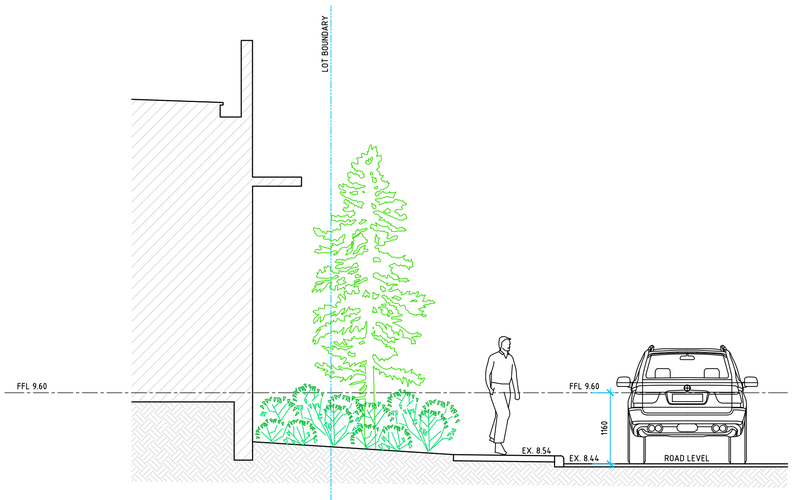
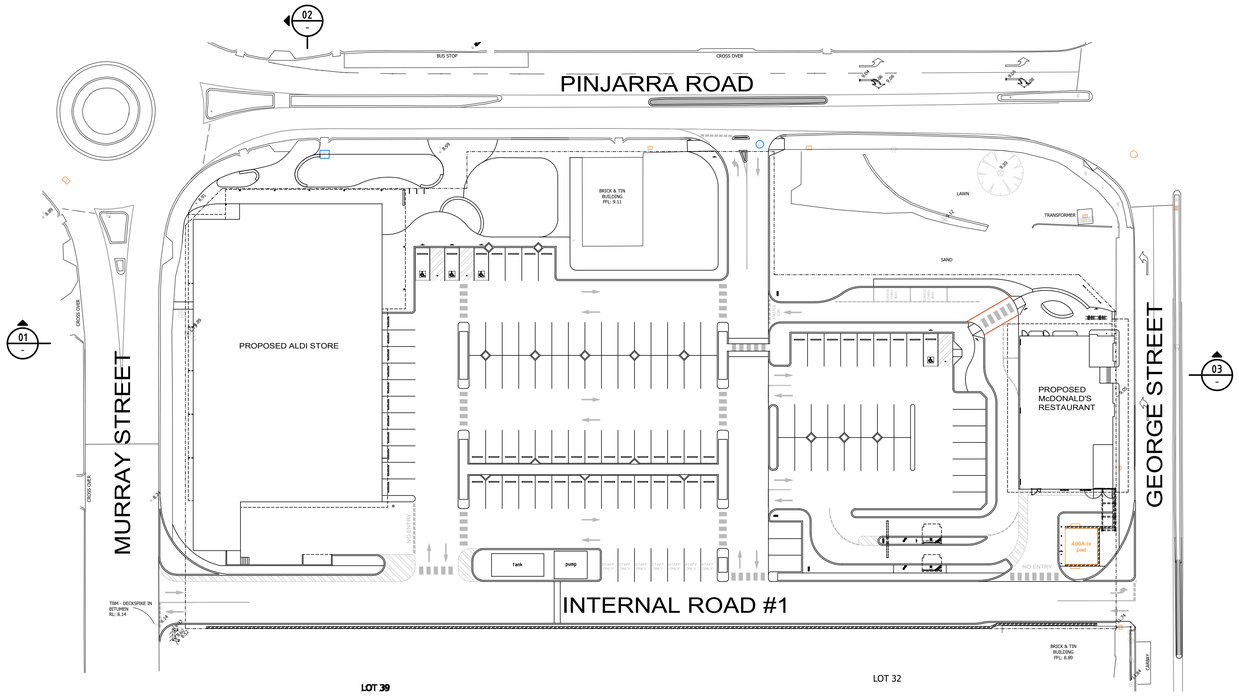
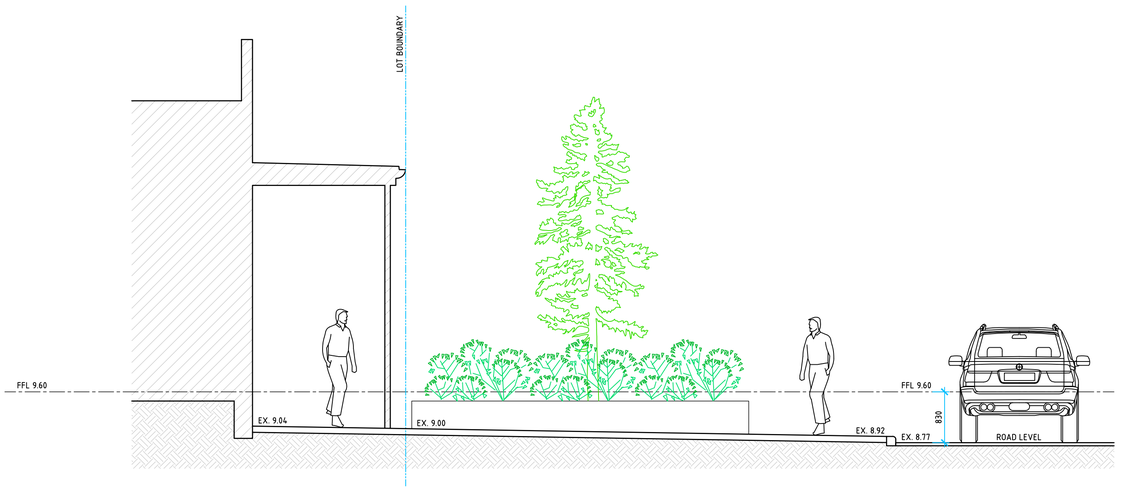
File Name: C:\Users\HA\AppData\Roaming\Documents\999_MCDONALDS\BOARDS\999_PINJARRA_LA_R21_4\zuaWMET.rvt



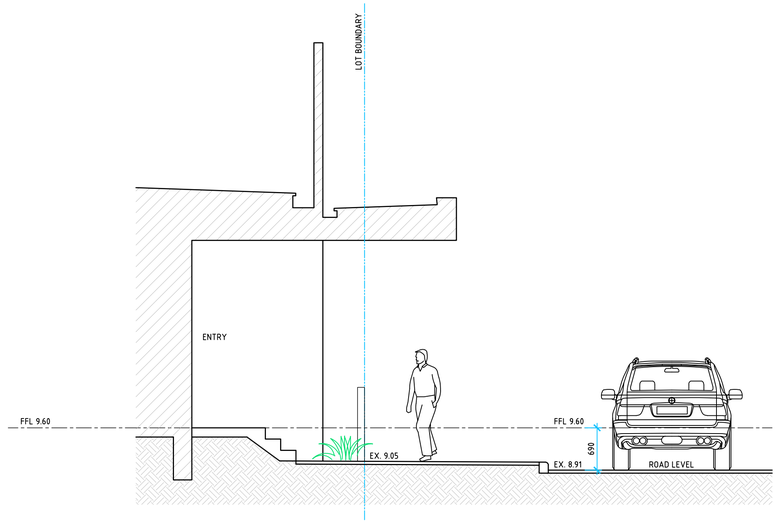
01 - MURRAY STREET
SCALE 1:50



SECTION KEY PLAN
SCALE 1:500



02 - PINJARRA ROAD
SCALE 1:50



03 - GEORGE STREET
SCALE 1:50

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REV	DATE	DESCRIPTION
1	02/09/25	AMENDED AS CLOUDED
2	07/11/25	SITE PLAN UPDATED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED STREET SECTIONS

TOWN PLANNING

Job No 251677	Drawing No. DA-11
Scale 1:50 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 2

Amendment 322 Assessment

Land Use		
Requirement	Comment	Compliance
Food Outlet with a Drive Through (X) Shop-Small (P) Liquor Store Small (P)	McDonalds is prohibited Others are highly desirable	No
Centre Zone Objectives		
To designate land for future development as an activity centre.	Noted	N/A
To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy	Noted the PSP has been prepared and is with the WAPC for approval	N/A
To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.	N/A no residential provided	N/A
To provide a focal point for accommodating a broad range of land uses to meet the community's district needs for goods and services, community facilities, entertainment and leisure, education, health and tourism, consistent with the centre's level of the activity centre hierarchy as outlined in the applicable State planning policy.	Commerical uses meet this objective	Yes
To provide for a pedestrian-dominant streetscape where the primary focus of activity is on the street, the public realm and public open spaces	Neither development contributes sufficiently to the street. The primary focus of McDonalds is vehicles. The Aldi building provides a dead frontage to Murray St and sets the building back so that awnings cannot be provided over adjacent footpaths	No
To provide a focus for integrated and well-designed high-density housing and mixed used development.	No housing proposed and it is not evident how it could be integrated	No

To provide for a diverse range of housing options to meet the needs of the community	No housing proposed and it is not evident how it could be integrated	No
To ensure walking, cycling and public transport access to and within the centre is prioritised whilst ensuring safe and efficient access for service vehicles	Neither development contributes sufficiently to the street. The primary focus of McDonalds is vehicles. The Aldi building provides a dead frontage to Murray St and sets the building back so that awnings cannot be provided over adjacent footpaths	No
To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.	A high landscaping outcome has been delivered	Yes
To provide a heritage and arts precinct for a relaxing and contemplative place on the banks of the Murray River with a strong landscape theme that provides a setting for Pinjarra's heritage assets and sensitively designed cultural facilities	Outside of the H&A precinct	N/A
To ensure development reflects the character and identity of Pinjarra	Aldi has made some efforts to respond to the character of Pinjarra. McDonalds have rolled out their standard suburban design	No
General provisions		
All ground floor uses within the Centre zone are to provide active frontages to the street generally in accordance with the Precinct structure Plan	Neither development meets the min requirement of the PSP for active frontages. Aldi doesn't provide any door to the street	No

Precinct Structure Plan Assessment		
1.7.2 Land Use		
Development Controls		
Requirement	Comment	Compliance
1. Land use permissibility for each precinct is to be consistent with the zonings and reservations detailed on the Structure Plan Map as defined under the corresponding classification under the Shire of Murray's Local Planning Scheme No.4.	**Aldi** The supermarket (shop) is a "P" Permitted Use	Yes
	McDonalds A Takeaway Food Outlet is currently a "P" Permitted use, however, draft A322 to LPS4 introduces a new land use being "Food Outlet with a Drive Through Facility". This new land use is a prohibited "X" use in the subject zone	No
2. Preferred land uses for each sub-precinct are outlined in the table below Mixed Use: • Shop-small, • Convenience Store, • Restaurant / Cafe, Art Gallery, Small Bar • Multiple Dwellings	**Aldi** The supermarket (shop) is a preferred use.	Yes
	McDonalds A "Food Outlet with a Drive Through Facility" is not a preferred use.	No
3. A shop-large is not to be established outside of the Core sub-precinct.	**Aldi** The proposal is located within the Core	N/A
	McDonalds The proposal is located within the Core	N/A
4. Residential land uses should not establish on the ground floor of buildings within the Core sub-precinct.	**Aldi** N/A	N/A
	McDonalds N/A	N/A
	Aldi The Shop does not include a drive through facility	Yes

5. Developments that contain drive-through facilities are not to be developed within the PSP Area.	**McDonalds** The proposal is reliant on a drive through facility	No
1.7.3 Building Height		
Development Controls		
Requirement	Comment	Compliance
1. Maximum building heights within the Structure Plan Area are specified on Plan 2.	Both proposals are single-storey meeting the 4 storey maximum building height.	Yes
2. A minimum building height of two storeys is required within the Core and Mixed-Use sub-precincts.	The development fails to meet the minimum 2 storey building height within the Core Precinct.	No
1.7.4 Landscape and Deep Soil		
Development Controls		
Requirement	Comment	Compliance
1. Retention of existing trees in the front and rear setback areas of a site that meet the following criteria: (a) healthy specimens with ongoing viability, and (b) species is not included on a State or local area weed register, and (c) height of at least 4m, and/or (d) trunk diameter of at least 100mm, measured 1m from the ground and/or (e) average canopy diameter of at least 4m.	N/A	N/A
2. The removal of existing trees in the front and rear setback area that meet any of the criteria in subclause 1 may only be permitted when: (a) It can be relocated to another portion of the site, or (b) Is supported by an arboriculture report, or	N/A	N/A

<table>
<tr>
<td>(c) It can be reasonably demonstrated to the satisfaction of the Shire that retention of the tree will adversely compromise the development potential of the site, impacting its ability to meet sub-precinct vision.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. 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.</td>
<td>Can be conditioned</td>
<td>Yes</td>
</tr>
<tr>
<td>4. Deep soil areas are provided in accordance with the table below:
<table>
<tr><th>MINIMUM DEEP SOIL</th><th>MINIMUM REQUIREMENT FOR TREES*</th></tr>
<tr><td rowspan="3">10%
OR
7% if existing tree(s) retained on site
(% site area)</td><td>1 medium tree and small trees to suit area</td></tr>
<tr><td>2 medium trees
OR
1 large tree** and small trees to suit area</td></tr>
<tr><td>1 large tree** and 1 medium tree for each additional 400m^2 in excess of 1000m^2
OR
1 large tree** for each additional 900m^2 in excess of 1000m^2 and</td></tr>
</table>
</td>
<td>Site = 10,029m^2
Deep Soil req= 1,003m^2
Min Tree req=
1 Large tree and 23 Small Trees or 10 large trees and small trees to suit area

Provided:
Deep Soil: 1,170m^2
5 Large
26 Med
43 Small</td>
<td>Yes</td>
</tr>
</table>

	small trees to suit area		
1.7.5.2 Bicycle Parking and End of Trip Facilities			
Development Controls			
Requirement		Comment	Compliance
1. Vehicular access is only to be taken from existing rear laneways to between McLarty Road and Congdon Avenue and between Havil Street and Forrest Street reduce the impact of vehicle crossovers and driveways on streetscape continuity and to provide flexible access options for higher density development.		N/A	N/A
2. 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.		Car parking is sleeved behind buildings	Yes
3. For all residential development the following applies: (a) Consolidated access is required with one crossover per lot. This also applies to lots that may be amalgamated, unless access is otherwise provided for on an approved Precinct Local Development Plan. (b) Visitor parking must be accommodated on-site.		N/A	N/A
4. Parking within the PSP shall be provided at the ratios specified below: "Parking for non-residential uses to be provided at a rate of 1 bay per 25m^2 NLA."		Aldi (1,503m^2 NLA) 60 bays required McDonalds (275m^2 NLA) 11 bays required Total 71	Yes 120 provided

5. Where an applicant proposes a development, which is required to provide car parking bays in accordance with this section, that person may, if agreed by the Shire, make a cash payment to the Shire in lieu of the provision of all or any of the required number of car parking spaces.	N/A	N/A
6. 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 crossovers per street frontage provided	Yes
7. Shared crossovers or reciprocal access between adjacent development to be provided where possible.	This can be provided for with a condition of approval	Yes
8. Vehicle crossovers should be single-lane width to minimise intrusion into the streetscape, and maximisation of verge landscape, except where under AS 2890 traffic volumes warrant a wider crossover	6.5 – 6.8m crossovers provided	No

1.7.5.2 Bicycle Parking and End of Trip Facilities		
Development Controls		
Requirement	Comment	Compliance
1. For residential development, bicycle parking and end of trip facilities shall be provided in accordance with SPP 7.3 - Residential Design Codes (Volume 1 or Volume 2).	N/A	N/A
2. For non-residential development, bicycle parking and end of trip facilities shall be provided in accordance with the tables below: Land Use | Minimum Short- | Minimum Secured	Aldi 2 short term 7 long term	20 provided

<table>
<tr><td>
<table>
<tr><td></td><td>Term Parking</td><td>Long-Term Parking</td></tr>
<tr><td>Retail</td><td>.15 spaces per 100m^2 NLA</td><td>.07 spaces per 100m^2 NLA</td></tr>
<tr><td>Food and Drink</td><td>.1 spaces per every five seats</td><td>.1 spaces per staff</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>McDonalds
5 Short Term
2 long term</td><td>Can be conditioned</td></tr>
<tr><td>
<table>
<tr><td>Number of Showers</td><td>Change Rooms</td></tr>
<tr><td>One shower following the first five (5) long-term parking spaces, plus an additional shower for each four (4) bicycle parking spaces thereafter</td><td>One change room or direct access to a communal change room per shower</td></tr>
</table>
</td><td>Aldi
One shower and one change room required</td><td>Can be conditioned</td></tr>
<tr><td colspan="3">1.7.7 Public Realm</td></tr>
<tr><td colspan="3">Development Controls</td></tr>
<tr><td>Requirement</td><td>Comment</td><td>Compliance</td></tr>
</table>

1. All development shall include the adjacent street verges in the development's overall landscape design.	Can be dealt with as a condition of approval.	Possible
2. Street trees shall be retained wherever possible, and new street trees should be planted wherever practical.	Can be dealt with as a condition of approval.	Possible
3. Where new street trees are proposed, they shall be of a species to the satisfaction of the Shire of Murray.	Can be dealt with as a condition of approval.	Possible
4. Other vegetation planted in the verge shall be of a type and height that does not obstruct sightlines at intersections and vehicle crossovers.	Can be dealt with as a condition of approval.	Possible
5. Where a verge contains an existing footpath, the footpath material shall be extended over any vehicle crossover.	Can be dealt with as a condition of approval.	Possible
6. Where there is no existing footpath, provision for one shall be provided for in the verge adjacent to the lot boundary.	Can be dealt with as a condition of approval.	Possible
7. Where a development is of scale that includes the establishment of a new street(s), the street(s) shall include street trees and a footpath on each side of the road to the satisfaction of the Shire of Murray.	N/A	N/A
8. Where publicly accessible spaces are provided within a development, they should incorporate trees or other forms of shade, seating, and lighting include a minimum	Can be dealt with as a condition of approval.	Possible

of 50% of the space as vegetated landscape.		
9. A public art contribution is required pursuant to the Shire's Local Planning Policy - Pinjarra Town Centre Public Art.	Can be dealt with as a condition of approval.	Possible
1.7.8 Flood Levels		
Development Controls		
Requirement	Comment	Compliance
1. All residential development for sites located within the Murray River Floodplain are to be constructed at a finished floor level of 150mm above the 1:100 ARI flood level.	N/A	N/A
2. 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.	**Aldi** FFL of 9.6 provided this is 300mm above the minimum flood level	No
	McDonalds FFL of 9.6.	Yes
1.7.9 Sustainability		
Objectives		
Development Controls		
Requirement	Comment	Compliance
1. 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	It is unclear if the development will meet a 4 Star Green Star equivalent rating from the Green Building Council of Australia's (GBCA) Green Star rating tool. The submitted sustainability strategy aims to achieve a 4.5 star NABERS rating.	Unknown

Australia's (GBCA) Green Star rating tool. A specialist sustainability consultant is to certify this rating has been achieved.	NABERS (National Australian Built Environment Rating System) and Green Star are both Australian building rating systems, but they focus on different aspects of sustainability. NABERS focuses on the operational performance of a building, evaluating its energy, water, waste, and indoor environmental quality after it's been built. Green Star, on the other hand, assesses the sustainability of the building's design and construction.	
2. For within the Core or Mixed-Use sub-precincts a sustainability strategy prepared by a specialist sustainability consultant is to accompany applications for development with a construction value of less than $2 million. The strategy is to demonstrate all reasonably practical sustainability initiatives will be incorporated in the development.	A sustainability strategy has been provided. It does provide some practical initiative that can be measured.	Unknown
Sub Precinct Requirements		
Intent		
Core Sub Precinct Intent	Comment	Compliance
The Core Sub-Precinct is the vibrant heart of the town, offering a diverse mix of retail, commercial, and community spaces that foster economic vitality and social connection. Designed to encourage walking, cycling, and public transport use, it features welcoming streetscapes with active frontages, human-scale built forms, and landscaping that reflects the town's rural heritage. This precinct will serve as a hub	The McDonald's is fundamentally inconsistent with this intent. The Aldi streetscape outcomes are inconstant with this intent	No

for daily life, cultural activity, and innovation, supporting a resilient, sustainable local economy		
1.8.1 Building Setbacks and Massing		
Objectives		
Development Controls		
Requirement	Comment	Compliance
1. Buildings must be constructed up to both the primary and secondary street boundaries, except for ground floor residential development within the Mixed-Use Precinct which may be setback between 3m and 4.5m.	**Aldi** The building is set back 2.74m from Pinjarra Road and 1.28m from Murray Street	No
	McDonald The building is set back <1m from George Street	Yes
2. Minor variations in street setbacks may be permitted for architectural features, such as recessed building entries or vertical recesses, provided they enhance the visual appeal of the street façade.	**Aldi** The Aldi setbacks are not minor	No
	McDonalds The building is set back <1m from George Street	Yes
3. Buildings should extend up to the side boundaries, except where a greater setback is necessary for rear access or unless adjacent to a place of heritage significance. In the case of a heritage site, a setback sufficient to maintain a clear line of site to the heritage building site with a minimum of two metres applies.	**Aldi** N/A	N/A
	McDonalds The building is set back between 10m and 4m from lot 50 Pinjarra Road	No
4. For residential development or residential component of development the side setbacks are as set out in State Planning Policy 7.3 –	N/A	N/A

Residential Design Codes (Volume 1 and Volume 2).		
5. If it is not possible to maintain a continuous building frontage along the entire street at street level, the building mass must focus on the most prominent street frontage and where available the street corner. Ancillary structures and landscaping should be used to extend and further define the street edge.	**Aldi** The Aldi sets its building back from the corner which is the most prominent street frontage	No
	McDonalds The McDonalds sets its building back from the side boundary which erodes the ability to deliver a contiguous hard edge to the street.	NO
6. Buildings may be constructed up to the rear lot boundary.	N/A	N/A
1.8.1.2 Street interface		
Objectives		
Development Controls		
Requirement	Comment	Compliance
1. Buildings must face and address adjacent streets and, where available, other public spaces.	**Aldi** Whilst the building presents to Pinjarra Road it turns its back to Murray St. No direct access provided from the street	No
	McDonalds The building addresses George St with windows and a door	Yes
2. Primary entrances must be clearly defined and oriented toward the primary street.	**Aldi** No direct access provided from the street	No
	McDonalds The building addresses George St with windows and a door	Yes
3. Buildings on corners are to be designed to emphasise	**Aldi**	No

and articulate the street corner.	The building fails to respond to the truncation resulting in awkward inconsistent setbacks	
	McDonalds N/A	N/A
4. Glazed openings should have vertical proportions and be set within solid, well-framed facades.	**Aldi** A wall of glass is presented to Pinjarra Road. Murray St has almost no glazing	No
	McDonalds The windows are vertically proportioned	Yes
5. At least 60% of the ground floor façade must consist of glazed windows or doors, with larger openings designed as vertically proportioned panes.	**Aldi** Pinjarra Road 82% Murray St 2.5%	No
	McDonalds George Street 42%	No
6. Ground-level openings facing streets or public spaces must be clear glazed, free from tinting, film, reflective materials or other visual obstructions.	Can be dealt with via condition of approval.	Yes
7. Blinds, security devices and roller shutters are not to be used on ground floor windows.	Can be dealt with via condition of approval.	Yes
8. Windows are to have a sill height between 450mm and 600mm.	No sill provided to windows	No
9. Doorways should be inset by at least 600mm from the rest of the façade.	**Aldi** Doorway not inset	No
	McDonalds Inset Approx 1.2m	Yes
10. Blank walls facing streets or public spaces must not exceed two meters in continuous length.	**Aldi** 50m of blank walls	No
	McDonalds 8m of blank wall	No
	Aldi	No

11. Entrances to buildings must be at grade with the footpaths.	No entrance to street	
	McDonalds Stepping required to entrance	No
12. Signage to be 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. Standalone signage such as pylon signs are not to be used within the PSP area.	Pylon signs have not been integrated into buildings. McDonalds has a vast amount of freestanding signs	No
1.8.1.4 Roof Forms		
Development Controls		
Requirement	Comment	Compliance
1. Roof forms must be pitched with feature gable ends and a minimum pitch of 25 degrees, unless concealed from adjacent streets and public spaces by a parapet.	Roof forms concealed by parapets	Yes
2. Skillion or curved roof forms are only permitted for ancillary elements, such as verandahs or outbuildings.	N/A	N/A
3. For pitched roofs, the structure must be exposed at the eaves, avoiding the use of flat eave soffits.	N/A	N/A
1.8.1.5 Weather Protection		
Development Controls		
Requirement	Comment	Compliance
1. Continuous weather protection must be provided along the entire ground-floor frontage of buildings facing the street, using either a colonnade or verandah.	**Aldi** Awning does not extend to the footpath	No
	McDonalds 2.5m wide awning provided	Yes

2. Upper-floor balconies overlooking streets or public thoroughfares are encouraged.	N/A	N/A
3. Colonnades and verandahs must have a minimum ground clearance of three meters.	**Aldi** 3.37m clearance	Yes
	McDonalds 3m clearance	Yes
4. The minimum depth of colonnades or verandahs must be 2.5 meters, clear of any structural elements.	**Aldi** Does not extend into the public realm Murray st awning is approx. 700mm	No
	McDonalds 2.5m provided	Yes
5. Balconies, colonnades, and verandahs must complement the building's architectural style and use materials and colours compatible with the overall design.	The awnings are well integrated into the design of the building	Yes
1.8.1.6 Diversity and Ground Floor Adaptability		
Development Controls		
Requirement	Comment	Compliance
1. All development located within Core and Mixed-Use sub-precincts, inclusive of residential development shall achieve minimum ground floor to first floor ceiling heights of 4.0m	**Aldi** - No Ceiling	Yes
	McDonalds – 3.6m ceiling	No
1.8.1.7 Building Character		
Development Controls		
Requirement	Comment	Compliance
1. Building form should be composed predominantly of simple rectangular plan forms that reflect Pinjarra's character.	Simple forms have been used McDonalds is reflect of existing suburban character	Partial
2. Larger developments shall be designed as a streetscape of elements with an expressed structural rhythm of between six to	The Aldi attempts this, however, it does it with art public art rather than windows and doors	No

nine metres, with a distinct change in architectural treatment at least every 40 metres of street elevation.		
3. New developments should be designed to complement the finer details of traditional Pinjarra buildings, without overly ornate or modernist features.	The response to local character is superficial and dependent on 'lookalike' materials. The exemplar material used in the Design Master plan is identical to that used for the Kalamunda McDonalds.	No
4. Architectural detailing and decorative elements should be simple and restrained, consistent with the traditions of country towns.	There is nothing that sets this supermarket apart from any other in the Perth outer suburbs	No
5. The use of horizontal banding to break up larger elevations and other architectural elements is encouraged.	The McDonalds fronting George St is broken up into horizontally with differing material sand a verandah.	Yes
6. Buildings shall present a fine-grained rhythm of structure and tenancies to the street, with large tenancies 'sleeved' by smaller tenancies.	The supermarket has not been successfully sleeved.	No
7. Walls facing a street or other public space are to be finished in red brick with light-coloured render or other complementary materials such as stone, timber, or metal cladding as secondary elements.	Light coloured render has been used for aldi in the main part, however dark elements used for the height additions McDonalds uses dark weatherboard	Partial
8. Roofs visible from the public domain are to be either light-coloured profiled metal roofing or terracotta clay tiles.	Roofs not visible	Yes

9. The use of timber for exposed structural elements, decorative detailing and window and door frames is encouraged.	The response to local character is superficial and dependent on 'lookalike' materials.	No
10. Excessive use of glass, plastic, or reflective surfaces and use of imitation materials should be avoided.	Excessive glass used for Pinjarra road frontage. Imitation materials such as timber look a like battens used.	No
11. Material colours should be warm and natural, light to medium tones, with white and cream colours used for highlighting horizontal elements and openings.	Light coloured render has been used. No light colours used to highlight openings	Partial
12. Darker colours must only be used in moderation to emphasise architectural elements.	Excessive dark colours for McDonalds and the height elements of Aldi coloured render has been used in part	No
13. For ground floor residential development within the Mixed-Use Precinct verandah must be provided that is at least 50% of a building's primary frontage, with a minimum width of four metres and minimum depth of 2.4 metres.	N/A	N/A
1.8.1.8 Service Areas, Plant, and Equipment		
Development Controls		
Requirement	Comment	Compliance
1. Loading docks and service areas within development sites shall be screened visually and acoustically from residential units.	Loading dockls are screened	Yes
2. Odour producing servicing elements (for example, waste compactus and storage) shall be suitably located or designed and treated in a manner that	Bin store can be conditioned to be enclosed	Yes

does not impose unacceptably on residential amenity in a mixed-use building.		
3. Extraction vents from odour producing uses shall be suitably located or designed and treated in a manner that does not impose unacceptably on residential amenity in a mixed-use building.	Can be dealt with via condition of approval.	Yes
4. Bin storage areas shall be screened from the street and provide a clear method for refuse disposal.	Can be dealt with via condition of approval.	Yes
5. TV antennae, satellite dishes and radio masts shall be located discretely and set back from the building edge to reduce visibility from ground level or screened.	Can be dealt with via condition of approval.	Yes
6. Roof and wall mounted air conditioning units are not permitted unless fully concealed from view. Where air conditioning units are located within balconies, they shall be screened from view in a manner that has regard for the overall design of the building. Noise impact to adjacent dwellings shall also be considered and managed.	Can be dealt with via condition of approval.	Yes
7. Service infrastructure, such as fire hydrants, is to be integrated into building design.	The Western Power substation is separate from built form and highly noticeable from George St	No

SPP7.0 - 10 Principles Assessment

1. Context and Character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	As part of the PSP development, a character analysis was undertaken for Pinjarra. The resulting character statement is *"Pinjarra town centre is a quintessential WA country town and one of the closest to Perth. The desirable character of the town centre is largely informed by the informal qualities of the main street, historic buildings, wide streets and the adjacency to the Murray River. The character of the town centre is reinforced by the adjacency of the heritage precinct to the north that somewhat overlaps with the town centre, and which has its own character statement."* The site is located within the town centre with frontage to three streets. The development fails to respond appropriately to at least two (Murray St and George St) and could be stronger to Pinjarra Road with the inclusion of a door and a more well considered response to window treatment and the height element. Aldi has made some efforts to respond to the character of the area by incorporation pitched gables, however, the use of corporate colours and generic window treatment limit the ability to integrate successfully. McDonalds is a typical store. Although exemplar Materiality & Character information has been provided it is noted that this uses generic examples also provided for in the Kalamunda McDonalds.
2. Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	Landscape has been identified as a strength of the proposal, however, this is an urban town centre location where excessive land scape is not desirable or appropriate. For instance, the provision of a parklets

	throughout erode the ability provide a contiguous hard edge. Additionally, the landscaped setback provided between the Aldi building and Murray Street is undesirable in this town centre location.
3. Built form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The buildings are single story this is a missed opportunity and below the requirements of the planning framework.
4. Functionality and build quality Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.	Both buildings are highly function from the standard operational requirements. This, however, this has resultant negative impacts on the streetscape.
5. Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	Drive through fast food is a fundamentally unsustainable form of development that entrenches car dependency.
6. Amenity Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.	The Aldi building fails to respond positively to the public realm by setting the building back, turning its back to the street, not providing awnings to the footpath.
7. Legibility Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.	The clumsy response to the corner, the extent of dead frontage to Murray Street and the lack of direct customer access erodes the legibility of the Aldi building. The McDonalds extent of dead frontage fronting George Street erodes the eligibility of the McDonalds building, however, this is offset by direct customer access.
8. Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The lack of active frontage to Murray Street fails to address CPTED principles.

9. Community Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.	The Aldi will deliver a much wanted shopping alternative in Pinjarra. The drive through McDonalds is a vehicle orientated development that will perpetuate vehicle reliance and the social and health issues associated.
10. Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	Both buildings use nationally recognisable form, materials and palettes. This erodes the ability to integrate successfully into the fabric of Pinjarra.

Pinjarra Activity Centre LPP Core Precinct Planning, Land Use and Development Guidelines Assessment

Preferred Land Uses	Comment	Compliance
Acceptable outcome		
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.	A shop is a preferred use A "Food Outlet with a Drive Through Facility" is not a preferred use.	Yes No
Preferred land uses at upper levels include: office, consulting rooms, serviced apartment, multiple dwelling, cinema/theatre, and educational establishment.	N/A	N/A
Development Scale and Intensity		
Acceptable outcome		
R-Code Density : R-AC0(b) / Minimum of R100 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 2 m side setback. Storeys above ground level are to be setback to allow for permeable balconies which contribute to the level of activity and facilitates passive surveillance of street		Yes
Building Height		
Acceptable outcome		

Minimum building height of two storeys or equivalent. Maximum height limits as per the Development Height Plan (refer Plan 2).	The development fails to meet the minimum 2 storey building height within the Core Precinct. Both proposals are single-storey meeting the 3 storey maximum building height.	No Yes
Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21st.	Yes	
Street Interface		
Acceptable outcome		
Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space. Minimum of 75% of ground floor commercial street frontage with a maximum sill height of 900mm and a minimum head height of 2400 mm above the adjacent footpath. Obscure or reflective glazing on ground floor is avoided	Aldi Pinjarra Road 82% Murray St 2.5% McDonalds George Street 42%	Yes Pinjarra No Murray No George St
Mandatory street setback of 0 m, with dedicated al- fresco areas, covered arcades, building lobbies and corner architectural articulation excepted. Building frontages constructed to both side boundaries at the frontage to streets or other public spaces.	**Aldi** The building is set back 2.74m from Pinjarra Road and 1.28m from Murray Street **McDonald** The building is set back <1m from George Street	No Yes
Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of building frontages.	**Aldi** 2.5 to Pinjarra 800mm to Murray **McDonald** 2.5m to George Street	No

Maximum 7.5m of glazed shop front between piers.	**Aldi** 6m to Pinjarra Road **McDonald** 3.1 to George Street	Yes
Entrance doors recessed by at least 1m from the street boundary. 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.	McDonalds recessed from street Aldi not recessed	Yes No
Minimum floor-to-floor height of 3.6m for the ground floor.	Aldi no ceiling McDonalds 3m	Yes No
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.	Aldi screens servicing area McDonald's WP substation and service area highly visible	Yes No
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.	Sleeved parking	Yes
Neighbour Interface		
Acceptable outcome		
Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage	Substantial setback to Masonic Hall	Yes

building is built to the common boundary.		
Minimum setback of 4m from the side boundary to any major opening or balcony of a dwelling facing the boundary.	Substantial setback residential	Yes
Fencing material as per the major wall material of the associated building.	N/A	N/A
Character and Identity		
Acceptable outcome	Aldi has made some efforts to respond to the character of the area by incorporation pitched gables, however, the use of corporate colours and generic window treatment limit the ability to integrate successfully. McDonalds is a typical store. Although exemplar Materiality & Character information has been provided it is noted that this uses generic examples also provided for in the Kalamunda McDonalds.	Partial
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. Preferred materials include: red brick, natural stone, painted render, timber, custom orb sheeting or similar, or a combination thereof. Preferred colours include muted natural tones, rather than primary colours.		

1% of the construction cost invested in public art or other architectural detail integrated into the development to the satisfaction of the decision maker.	Can be condition	Possible
Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.	Parapets used	Yes
Access and Parking		
Acceptable outcome		
Maximum of one crossover per street for any development. 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. Shared crossovers are encouraged between adjacent developments via an easement arrangement. Maximum crossover width is 6m. Visitor parking located with direct pedestrian access to the building entrance(s). Visitor parking may be located between the building and the front	One crossover to each street Crossovers provided to Pinjarra Road and Geroge St Crossover Widths between 6.5 and 6.8m N/A	Partial

boundary only where it can be demonstrated that on street parking is not safe or not permitted. Parking in garages are suitably screen from the street.		
Maximum car-parking provision of 2 bays per dwelling unless dwelling is less than 80 m^2, wherein a maximum of 1 bay per dwelling applies.	N/A	N/A
No on-site parking for residential visitors. Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.	N/A	N/A
Maximum car-parking provision of 2 bays per dwelling unless dwelling is less than 80 m^2, wherein a maximum of 1 bay per dwelling applies. No on-site parking for residential visitors. Cash in lieu of onsite parking is encouraged where opportunities		

for consolidated car parking areas are available.		
Non-residential uses at 3 bays per 100 m^2. Cash in lieu of onsite parking is encouraged where opportunities for consolidated car parking areas are available.	41.25 required 115 provided	Yes
Signage		
Acceptable outcome		
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. Under verandah signs which provide a minimum ground clearance of 2.4 metres.	Excessive freestanding signs	No
Maximum sign area of 10sqm. Maximum sign area of 2.5 m2 within 5m of the adjacent footpath and in any case where located on a window or door not exceed 30% of the glazed are of the each window or door.	Multiple signs larger than 2.5m^2 within 5m of the footpath	No
General Provisions		
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. Such facilities will only be	McDonalds provide a drive trough in the Core precinct	No

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.		
Applications for development approval that do not meet the requirements of the Policy should not be supported unless it can be adequately demonstrated that the proposal will not compromise the Objectives of the Policy and the urban form principles and the guiding principles in the Precinct Guidelines tables.	Noted	No
Development within the Policy area is to be connected to the reticulated sewerage network.	Can be conditioned	Possible
With the exclusion of development with a construction cost of less than $100,000, a 1% contribution of the cost of development proposed within the Policy area is to be provided by each development as a cash in lieu payment for investment in public art or by public art provided onsite in accordance with the Shire's Pinjarra Town Centre Public Art Local Planning Policy.	Can be conditioned	Possible
The decision maker is to require the developer to provide a proportional contribution toward the upgrade of roads within the Policy area to an urban main street standard, including road pavement, on street parking, roundabouts and intersection treatments, dual use paths or full	Can be conditioned	Possible

width paved verges, street trees and street furniture.		
Where applicable, subdivision or development approval should be subject to the landowner / developer funding the undergrounding of powerlines within road reserves adjoining the site.	Can be conditioned	Possible
To the extent necessary to improve pedestrian interaction between the building and street footpaths, the finished floor level of non-residential buildings may be reduced to the 1:100 ARI flood level.	Aldi is 300mm above the ARI flood level	No

LPS4 Assessment		
Part 2 Specific Objectives		
Objective	Comment	Compliance
to preserve and consolidate the individual identity of the urban settlements (villages) within the Scheme Area;	**Aldi** The supermarket (shop) is a highly desirable within the town centre core. Which design changes it can contribute to the identity of Pinjarra.	Yes
	McDonalds A Takeaway Food Outlet is incongruent with a town centre location. Its generic architectural design is not compatible with the character of Pinjarra.	No
to consolidate the central business district of the Pinjarra townsite and to improve accessibility to and car parking within it;	**Aldi** The supermarket (shop) is a highly desirable within the town centre core. Which design changes it can contribute to the identity of Pinjarra.	Yes
	McDonalds A Takeaway Food Outlet is a vehicle dependent land use incongruent with a town centre location.	No
3.3.2 In considering an application made pursuant to Sub-Clause 3.2.1, the Council shall have regard to the following matters:		
Matter	Comment	Compliance
e. the design and external appearance (including the exterior cladding) of any new building and its effect upon the amenity of existing buildings and the area generally;.	Both buildings fail to deliver active frontages in line with the requirements of the planning framework	No
Part 4 Reserved Land		
Requirement	Comment	Compliance
4.3 APPROVAL In giving its approval, the Council shall have regard to the ultimate purpose intended for the reserve and shall, in the case of land reserved for the purposes of a public authority,	The Major Highways reserve is no longer required for road widening and is proposed to be rezoned to Centre under A322	Yes

confer with that authority before giving its approval.		
Part 5 General Provisions		
Requirement	Comment	Compliance
7.1.2 Where no site requirements or development standard is prescribed in any particular case, the Council may, at its discretion, and having regard to the matters referred to in Sub-Clause 3.3.2, prescribe such site requirements or development standard, as it deems appropriate.	It is noted that 3.3.2e requires the design and external appearance (including the exterior cladding) of any new building and its effect upon the amenity of existing buildings and the area generally;. Both buildings fail to deliver active frontages in line with the requirements of the planning framework	No
7.3.1 (a)Car parking to be provided pursuant to the provisions of this Scheme shall be laid out and constructed generally in accordance with the layouts of parking bays and manoeuvring aisles shown in Figure I - Parking Layouts, except that where the angles of car parking vary from those shown, the Council may determine the width of the manoeuvring aisle which in no case shall be less than four metres.	Noted	Yes
(b) Car parking bays shall be capable of use independently of each other.	Can be	Yes
7.4.1 No open storage of goods, unserviceable vehicles or machinery shall be carried out within the front boundary setback area, which shall be used only for landscaping, car parking, servicing, loading and unloading, or where appropriate, and subject to approval of the Council, for trade display.	None proposed	Yes
7.4.2 All open storage areas shall be screened by landscaping, fencing or by other means acceptable to the Council, to ensure that storage areas are not exposed to view from nearby roads or other public places.	No open storage proposed	N/A

Control of Advertisements		
7.5.3.1 Without limiting the generality of the matters which may be taken into account when making decisions upon an application for planning approval to erect, place or display an advertisement, Council shall examine each such application in the light of the objectives of the Scheme and with particular reference to the character and amenity of the locality within which it is to be displayed, including its historic or landscape significance and traffic safety, and the amenity of the adjacent areas which may be effected.	The quantum of signage is excessive and erodes the character of the area. The free standing signs are not allowed under the PSP.	No
TABLE II - NON-RESIDENTIAL DEVELOPMENT STANDARDS		
Setbacks		
Requirement	Comment	Compliance
Shop and Takeaway Food outlet Nil from front side and read Where large scale development or re-development is proposed within this zone, the Council will require the provision of 10% landscaping and observance of setbacks as may be determined by Council in each case.	Complies	Yes
Site Coverage		
standard to be determined by Council		
Landscaping		
standard to be determined by Council Where large scale development or re-development is proposed within this zone, the Council will require the provision of 10% landscaping and observance of setbacks as may be determined by Council in each case.	10	
Carparking		
Shop 1 cps per 20 m2 gfa = 72	Provided115	Yes

Take away food outlet 1 cps per 4 seats & 1 cps per 5 m2 of waiting area. = 12		

General Development Provisions – Building Setbacks, Car Parking Standards LPP Assessment		
Setbacks		
Requirement	Comment	Compliance
Shop and Takeaway Food outlet 6 from 1.5 side 6 rear	Between nil and 2.27 street	No

Signs LPP Assessment		
Wall Signs		
Requirement	Comment	Compliance
Not to Exceed one sign per business per street frontage;	Multiple on street frontages	No
Extend laterally beyond either end of the wall or protrude above the top of the wall;	Complies	Yes
Exceed 2m2 in aggregate area on any one wall or 25% of the wall area	Many exceed $2m^2$	No
Aldi Pylon Signs		
Not have any part less than 2.75m, or more than 6m, above natural ground level immediately below the sign;	Aldi 8.5m high	No
maximum width of 2m measured horizontally across the face of the structure	Aldi 2m	Partial
Have a sign face area no greater than 4m2;	Aldi $4.8m^2$	No

be limited to one sign on each property, per street frontage;	One per street frontage	Yes
be at least 40m away from another pylon sign on either the same or adjacent site	125m separated	Yes
Be as far as practicable centrally located along the frontage of the lot and no closer than 3m to a side boundary;	More than 3m from side	Yes
Where multiple tenancies exist on the same site the pylon sign should, as far as practicable, be designed to service the multiple tenancies.	Individual pylons used	No
McDonalds Monolith Signs		
maximum height of 6.0m above ground level;	McDonalds 8.5	No
maximum width of 2m measured horizontally across the face of the structure;	McDonalds 3.1m	No
limited to one sign on each property, per street frontage;	One provided	No
be at least 40m away from another monolith sign on either the same or adjacent site	N/A	N/A
Be as far as practicable centrally located along the frontage of the lot and no closer than 3m to a side boundary;	More than 3m from side	Yes
Where multiple tenancies exist on the same site the pylon sign should, as far as practicable, be designed to service the multiple tenancies.	Individual monolith used	No
McDonalds Banner Signs		
A banner sign is a temporary sign made of lightweight, non-rigid material, such as cloth, canvas or similar fabric and attached on at least two points	McDonalds banner sign is permanent	No
Do not exceed dimensions of 1.0m by 3.0m; and	4m x 900mm	No

PS ref: 9128 | 9244

1414 November 2025

Chief Executive Officer
Shire of Murray
PO Box 21
Pinjarra WA 6208
Via email: Gregory.delahunty@murray.wa.gov.au

Attention: Greg Delahunty

Dear Greg,

MULTIPLE LOTS – PINJARRA ROAD, GEORGE STREET, AND MURRAY STREET, PINJARRA TOWN CENTRE
PROPOSED ALDI SUPERMARKET AND MCDONALD'S RESTAURANT
RESPONSE TO REQUEST FOR FURTHER INFORMATION

Planning Solutions acts on behalf of McDonald's Australia Limited and Aldi Stores, the proponents of the proposed development on 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**).

We refer to the request for further information (**RFI**) provided by the Shire of Murray (**Shire**), dated 24 October 2025, as well as the referral agency comments, provided on 15 October 2025.

The following letter tables and responds to the various comments and requests for additional information received. Additionally, the following documentation has been enclosed in this RFI response package:

- Updated Development Plans (**Appendix 1**);
- Updated Landscape Concept (**Appendix 2**);
- Updated Design Masterplan (**Appendix 3**);
- Proponent's DRP Response Table and Design Responses (**Appendix 4** and **Appendix 5**);
- Civil Memo responses **(Appendix 6**);
- Updated Transport Impact Assessment **(Appendix 7**);
- Updated Waste Management Plan (**Appendix 8**); and
- Responses to Public Submissions (**Appendix 9**).

1 UPDATED DEVELOPMENT PLANS

In response to the various matters raised in the City's RFI, DRP feedback, and agency submissions, the Development Plans have been amended to include the following key changes:

- Improved pedestrian circulation around the site, including:
  - Dedicated zebra crossings within the site; and
  - Coloured concrete paths which connect to all street boundaries of the site;
- Removal of parking bays and increased landscaping at the curtilage of the Masonic Hall;

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- Increased height and materiality to the Pinjarra Road/George Street corner, to provide a sense of entry and activation to this approach;
- Amendments to the McDonald's northern entrance, including additional landscaping and low walls for seating and public activation;
- Increased glazing and activation to the George Street elevation of the McDonald's building through minor internal realignments and adjustments to the integrated signage;
- Increased awning coverage to 2.5m depth along George Street, for the length of the McDonald's building;
- Amended swept path access to the McDonald's service area to address Main Roads WA concerns; and
- Traffic control measures and raised pedestrian paths to discourage rat-running and ensure a pedestrian friendly environment.

2 RFI RESPONSES

Following preliminary assessment of the application, the Shire has issued a letter which identifies matters requiring further consideration or clarification prior to determination. A response to the various matters is provided in **Table 1** below.

Table 1 - RFI responses

City Comment	Applicant Response
General	
Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces.	Refer to the updated plans provided in **Appendix 1**, which proposes red concrete for the internal pedestrian footpaths to contrast with the broader car parking surfaces.
Verge development concept to deliver paving of the verge from kerb to building in a red colour tone paver, this involves removing the existing concrete path on Murray Street & Pinjarra Road.	As outlined in the updated development plans, updated design masterplan and landscape concept, a mixture of colours and materiality is proposed within the Murray Street and Pinjarra Road verge to have break up the space, as opposed to using a single colour / material. This matter can also be addressed via a condition through a detailed landscape plan.
Relocate the transformer so that it is integrated with built form and is not visible from the street.	Western Power guidelines require that the transformer is accessible to a public street, with clear access for connection and maintenance. Several options have been considered for the transformer location as part of the master planning process. The following encumbrances are noted: • Pinjarra Road is not desirable due to the Masonic Hall and its associated view corridor. • It cannot be accommodated on Muray Street due to the spatial requirements of the Aldi supermarket. • The area to the north of McDonald's building is proposed to provide an activated entrance and public realm. Landscape screening to the transformer is proposed, to the allowable limits of Western Power.

City Comment	Applicant Response
Provide an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network and the remainder of the land identified within PLDP3 in the Pinjarra Precinct Structure Plan (PSP).	Refer to the updated site plan provided in **Appendix 1**, and the DRP Design Response in **Appendix 5**, which show the pedestrian connectivity across the site and integration with the existing street footpaths within the Town Centre.
Extend a pedestrian-orientated material over the entries to give preference to pedestrians.	Pedestrian paths have been provided across the site, including zebra crossings within the car parking area for pedestrian priority, and link directly to the building entries.
Demonstrate practical integration with lot 50 Pinjarra Road.	Integration options for Lot 50 Pinjarra Road were explored during earlier masterplan stages, including potential building and parking forms. This is demonstrated on page 7 of the updated design masterplan (**Appendix 3**).
Replace car bays immediately to the southern side of the Masonic Hall (10 bays) with landscaping to allow a sufficient curtilage around the Masonic Hall as a buffer.	Refer to the updated plans provided in **Appendix 1** and the updated Landscaping Concept (**Appendix 2**), showing the removal of the car parking bays and inclusion of additional landscaping the curtilage.
Provide additional pedestrian crossing infrastructure on Pinjarra Road near the Pinjarra Junction entrance.	Pinjarra Road includes pedestrian crossings at the Murray Street roundabout and George Street traffic lights. The Pinjarra Junction entrance is not level to the street and is adjacent to a bus stop, creating potential safety conflicts. Therefore, an additional crossing is not proposed and it is appropriate for pedestrian to use the existing, dedicated crossings. See **Appendix 7** for further traffic and safety commentary from Transcore.
Respond to the matters raised by the Design Review Panel (DRP), with the potential to referring the proposal back to the panel for further consideration.	Refer DRP responses provided in **Appendix 4**.
McDonald's	
Reposition McDonalds building so that it is adjacent to the side boundary of Lot 50 Pinjarra Road.	The proposed McDonald's building has been set back from the boundary of Lot 50 Pinjarra Road to accommodate a landscaped seating area and public realm elements at the entry to the building. This green space, as shown in the Development Plans (**Appendix 1**) and Landscape Concept (**Appendix 2**), enhances activation at the building entry and allows for future pedestrian integration with Lot 50 once developed.
Delete drive-through component.	The drive through is a material component of the permitted land use and McDonald's business. The design has undergone several iterations to improve the interface with the street, resulting in an active frontage that sleeves the drive-through. This is an appropriate design response for a town centre environment.
Reconfigure floor plan to increase internal dining floor space.	The proposed floor plan has been updated from the standard design to accommodate a direct entry to George Street. Planter wall seating is proposed at the northern entrance and will provide further seating opportunities.
Increase active frontage to George Street.	Refer to the updated plans provided in **Appendix 1**, which incorporate increased glazing to the George Street frontage. This has been achieved by reconfiguring the floor plan and providing glazing to the staff breakroom, and increasing glazing to the Play Space area by relocating the blade sign. A public art placeholder is proposed to the brickwork to soften the appearance and create further activation.

City Comment	Applicant Response
Take some guidance from the PSP in terms of building character - sills, roof form, fenestration.	The proposed McDonald's design integrates brick work and timber materiality into the elevations. These are not standard McDonald's design materials and have been proposed to align with the context and character of Pinjarra. These features align with the Draft Pinjarra Precinct Structure Plan (**Draft PSP**), as outlined in the Development Application Report.
Use place-based material palette to revise the materials and colours.	
Reduce the quantum of free-standing signs.	Signage has been integrated into the building design, with freestanding signs limited to directional purposes. All branding and tenancy signage is incorporated into awnings, walls, or integrated pylon features, ensuring clear identification without dominating the streetscape. A freestanding McDonald's pylon, as evident in the majority of sites in the Perth metropolitan areas, has not been proposed.
Relocate service area away from the street.	The service area is co-located with the transformer, which requires accessible placement under Western Power standards for maintenance and servicing. The service area location balances these access needs while being positioned away from pedestrian areas. It cannot reasonably be positioned anywhere else.
Provide awnings along George Street as per the PSP.	Refer to the updated plans provided in **Appendix 1**, which show a 2.5m awning proposed along the building frontage on George Street.
Delete Pylon sign.	The proposed pylon sign is integrated into the building design, providing clear identification for the tenancy while maintaining a cohesive streetscape appearance. As mentioned, a freestanding pylon has not been proposed as part of this application.
Reduce number of wall signs to Policy compliance.	The proposed wall signage is dispersed across the building and proportionate to the wall areas, ensuring no single element dominates. Signage is visible to both vehicle and pedestrian traffic, with placements at ground and first-floor levels.
Delete bollard protection from George Street frontage.	The building fronts a Primary Regional Road and includes significant glazing to activate the streetscape. To balance this visual permeability, bollards are a necessary safety measure.
Aldi	
Reconfigure to provide an active frontage (as per 1.8.1.2 of the PSP) to Murray Street, this can be achieved by either *a) flipping the internal back of house (as per the approved Supermarket in 2015) or* *b) sleeving the building with shopfronts as per the concept email provided on 22 August.*	Several layouts and orientations for the Aldi building were tested through the master planning process. For reasons previously advised, flipping the back of house is not workable for Aldi operations and sleeving the building with shopfronts is not sustainable or capable due to the proposed levels. As noted in the DRP minutes, achieving 100% street activation on Murray Street is unrealistic and the economic context of Pinjarra does warrant further retail shopfronts. The proposed development instead focuses activation along Pinjarra Road and George Street, including provision of an entry towards the Pinjarra Junction shopping centre for increased connectivity, nil setbacks, and pedestrian linkages that integrate with the broader footpath network. Built-form activation is also provided along Murray Street, including deep soil zones and tree planting. Further activation along Murray Street, including a nil setback or direct pedestrian access into the supermarket, is not feasible due to operational, access, and servicing requirements.
Push the building to a nil setback to street boundaries.	
Provide direct pedestrian access to Aldi (or specialty shopfronts) from Pinjarra Road and/or Murray Street.	

City Comment	Applicant Response
Review the treatment of the supermarket glazing to Pinjarra Road, taking guidance from the PSP.	Refer to the updated plans provided in **Appendix 1**, which show revised treatment to the Pinjarra Road elevation. This includes full-height expressed piers with a painted finish, breaking up the glazing and aligning with the locality's historical character, as recommended by the DRP.
Provide awnings along Pinjarra Road and Murray St as per the PSP.	A 2.5m deep awning has been provided along the Pinjarra Road frontage of the proposed supermarket, wrapping around the entry. It integrates with surrounding landscaping and activation areas without impacting solar access to planted areas. The increased setback ensures the awning remains visually unobtrusive, preserves sightlines to the historic Masonic Hall, and provides a shaded, pedestrian-friendly pathway. A minor eave has been included along the Murray Street frontage; however, no substantial awning is proposed due to the distance between the existing footpath, lot boundary and building, and levels difference. These conditions are illustrated in the Development Plans pack, including sectional drawings of the site's street frontages.
Take some guidance from the PSP in terms of building character - sills, roof form, fenestration.	The proposed supermarket design has been refined to include subtle architectural elements along the street frontages, such as piers and textured gables on Murray Street. These features are aligned with both the DRP comments and the Draft Pinjarra Precinct Structure Plan (**Draft PSP**) provisions, as outlined in the Development Application Report.
Review the architectural treatment of the Murray Street gables to establish a more meaningful contextual response this could involve increase depth of the gables and investigate recessing and banding.	
Relocate the rooftop plant enclosure to the Murray/Pinjarra corner to give more emphasis to a key intersection and the pedestrian entry rather than at the service vehicle entry. This will allow the deletion of the pylon sign by using architectural design with integrated signage that accentuates visibility and legibility rather than a stand-alone pylon sign.	Refer to the updated plans provided in **Appendix 1**, showing the increased materiality and height on the Murray Street and Pinjarra Road junction, as well as the integrated signage provided on the corner and street frontages.
Reduce finished floor level of Aldi to the 1:100 ARI flood level, or below with a suitable flood management plan response.	The finished floor levels of 9.6 m AHD for the proposal balance flood protection with planning priorities such as streetscape activation and site access. These levels comply with DWER guidance and provide a practical approach to flood risk while integrating with the urban context. Refer Civil Note prepared by Colliers in **Appendix 6.**
Sustainability	
Refine and improve the sustainability initiatives noting the detailed commentary provided in the DRP Minutes.	Refer to the DRP responses.
Investigate opportunity here to harvest rainwater from roof spaces into tanks for re-use for irrigation instead of diverting to stormwater drains. This will assist with managing stormwater in heavy rainfall events.	As outlined in the Civil Memo prepared by Colliers in **Appendix 6**, the provision of open swales and other bioretention methods are not achievable on the site. Accordingly, provision of a hydrocarbon interceptor has been proposed to provide a level of treatment to stormwater prior to discharge into the wider stormwater drainage system.
Investigate opportunity for overland vegetation pathways/swales for stormwater management within the carpark areas instead of using grates. See example of Coles in Byford.	
Traffic	
Review the Murray Street crossover with a view to improving pedestrian safety and orientation.	Refer to the updated plans provided in **Appendix 1**, showing a dedicated pedestrian pathway connecting to Murray Street.

City Comment	Applicant Response
Extend the median island on George Street to remove the proposed full-movement crossover and restrict the access to left-out only.	Refer to the updated plans provided in **Appendix 1**, showing the George Street crossover restricted to LILO access through provision of a solid median extension.
Install a LATM device (e.g. speed cushion or plateau) within the internal road network to discourage rat-running.	Refer to the updated plans provided in **Appendix 1**, showing: - A raised pedestrian crossing on the central accessway; and - A traffic control measure in the accessway between Murray Street and George Street.
Enforce the LILO on Pinjarra Road with a raised median linking the existing medians. This arrangement will not impede access to Lot 110 (Uniting Church), as U-turns can be made at the nearby Murray Street/Pinjarra Road roundabout.	Refer to the updated plans provided in **Appendix 1**, which show a raised median adjacent to the Pinjarra Road crossover. The proposed median restricts right turn movements at the proposed crossover. There is no planning nexus to require an extension of the median beyond the area of the proposed crossover (i.e. linking the existing median).
Update Traffic Impact Assessment as per the comments of Main Roads WA and include modelling of the signalised intersection of Pinjarra & George Street in response to the access recommendation of Main Roads WA.	Refer **Appendix 7** for an updated Transport Impact Assessment (**TIA**) and further traffic commentary from Transcore.
There is no pedestrian crossing at Traffic signals at intersection of George Street and Pinjarra Road (southbound). The inclusion of pedestrian crossings within the traffic signals at the intersection of Pinjarra Road and George Street will affect the signals cycle time. Any cycle time change to the traffic signals whether in response to the inclusion of pedestrian crossings or as a change in operation for traffic circulation leading to 2036, then the queue lengths will increase and impact the CBD street access.	Pedestrian crossing signals are already provided on the northern and western sides of the Pinjarra Road–George Street intersection, allowing safe crossing without altering signal cycle times. It is understood Main Roads WA has requested the proponent contribute to the pedestrian upgrades. Given the uncertainty regarding the process, timing and costs, the proponent agrees to make a one off contribution of $25,000.
Although the car park utilises wheel stops, the preference to improve walkability and reduce trip hazards is to widen the adjoining footpaths.	The pedestrian network has been further refined and is clearly defined through contrasting materials and colours. This enhances visibility of priority paths, while wheel stops offer a space-efficient solution to prevent vehicle encroachment.
Waste	
ALDI – Waste Management Plan denotes as Takeaway/Café which would likely be understating waste generation. Should be classified as a Supermarket	Refer to the updated Waste Management Plan prepared by Talis (**Appendix 8**), which outlines the waste requirements for Aldi based on current operational practices.
Lighting	
The report does not have a plan showing the horizontal illuminance plans for the entire site.	The Lighting Impact Assessment was prepared for the McDonald's component only, and demonstrates compliance of all external lighting across the 24/7 operations. As the Aldi store will operate from 8:30am to 8:00pm and not impact curfew periods, no additional lighting assessment is required. In addition, a standard condition can be imposed requiring all lighting to comply with the relevant Australian Standards.
For clarity the lighting report could give more information in relation to how it meets the Australian standards i.e. provide a table of showing design illuminance versus Australian standard design value	
For clarity the report should provide more information on how obtrusive light complies	

City Comment	Applicant Response
Drainage	
Revise the drainage strategy in accordance with ARR requirements and adopt a solution compatible with the site's geotechnical constraints, while providing a verifiable means of demonstrating compliance with stormwater discharge requirements.	As provided in the Civil Note prepared by Colliers (**Appendix 6**), geotechnical investigations identified clay near the surface, preventing in-situ drainage at reduced floor levels. Therefore, a slow-release discharge system has been adopted in line with the Stormwater Management Concept.
The outlet discharge is preferrable to connect to new drainage in Murray Street.	The proposed development will connect to the nearest stormwater drainage point. As there is no existing drainage asset on the eastern verge of Murray Street abutting the site, the connection is intended to progress as originally proposed. Refer Civil Note prepared by Colliers in **Appendix 6**.
The stormwater strategy should separate the roof discharge from the car park. It would be beneficial to include some water quality treatment for car park runoff.	Due to the difficulties with clearance levels for stormwater and drainage, it is proposed that a hydrocarbon interceptor be installed prior to the outlet discharge to ensure all stormwater is treated prior to discharge. Refer Civil Note prepared by Colliers in **Appendix 6**.

3 AGENCY SUBMISSIONS

Refer **Table 2** below for response to the topics raised in the agency submissions, as relevant.

Table 2 - Agency Submission Responses

Agency	Applicant Response
Department of Water and Environmental Regulations	Department of Water and Environmental Regulations (**DWER**) provided comments on various aspects of the proposal. Responses to the relevant items raised are provided below. **Contaminated Sites** DWER has confirmed the site is suitable for commercial development and does not require a contamination condition. We acknowledge the proposed advice notes. **Flood Management** The proposed finished floor levels of 9.6 m AHD for both the Aldi Supermarket and McDonald's Restaurant have been selected to balance flood protection with key planning priorities, particularly streetscape activation and site access. These levels align with DWER's floodplain guidance and reflect a considered approach to managing flood risk while supporting integration with the surrounding urban context. **Peel Harvey Coastal Plain Catchment** We note the site's location within the Peel-Harvey coastal plain catchment, and confirm the proposed development will be completed in accordance with the relevant provisions of *State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment*. This includes consideration for the existing Urban zone under the Metropolitan Region Scheme, as well as provision for reticulated sewerage in accordance with detailed design outcomes. **Stormwater Management** DWER recommends preparing a detailed stormwater management plan to accompany the Stormwater Management Concept, with the drainage system designed in line with the *Stormwater Management Manual* for industrial and commercial sites. These mattes can be addressed via conditions. **Noise Assessment / Odour Management** No technical review or comments were provided from DWER with regard to the provided Noise and Odour Management reports. We note the additional guidelines noted by DWER have been addressed in the submitted documentation to demonstrate compliance, as relevant.

Agency	Applicant Response
Department of Planning, Lands and Heritage	Department of Planning, Lands and Heritage (**DPLH**) supported the proposed subject to the provision of two conditions, including: • Removal of car bays immediately south of the Masonic Hall to provide additional curtilage; and • Preparation of a revised landscaping plan incorporating the expanded curtilage area. As provided above, an updated development plan and landscaping concept has been prepared incorporating the removal of the requested bays and additional curtilage and buffering to the Masonic Hall. These changes address DPLH's requests.
Main Roads Western Australia	Main Roads Western Australia (**MRWA**) provided comments from both its South West Region Planning Services Team and Network Operations Branch. Responses to each are outlined below. **South West Region Planning Team** The MRWA South West Regional Planning Team provided comments on access, traffic impacts and safety. As these matters are primarily traffic related, responses from Transcore have been included in **Appendix 7**. **Network Operations Branch** We acknowledge MRWA Network Operations Branch's comments on signage and the requested conditions. These matters can be addressed via conditions.
Department of Education	The Department of Education (**DOE**) provided comments on the proposed Take Away Food Outlet and its proximity to a nearby private educational facility, referencing the Draft Pinjarra Precinct Structure Plan (**Draft PSP**). The land use is classified as 'P' (permitted) under the Shire's Town Centre zoning and is therefore appropriate on the site.
Department of Health	Department of Health (**DOH**) provided comments aligned with DWER and DOE, and raised potential health impacts, including mosquito breeding risks. These matters are either: • Resolved (e.g. contaminated sites); • To be addressed through detailed design (e.g. water connections, drainage); or • Outside the scope of planning considerations (e.g. food safety under separate legislation). While DOH requested a Health Assessment condition, this is not a relevant planning consideration.
Water Corporation	We acknowledge Water Corporation's advice confirming reticulated water and sewerage are available at the site, subject to formal connections. Approval processes under separate legislation will be undertaken during the detailed design stage.
ATCO Gas	ATCO Gas raised no objection to the proposal and requested the inclusion of two advice notes in the determination.
Public Transport Authority	Public Transport Authority (**PTA**) raised no objection to the proposed development.

4 PUBLIC SUBMISSIONS

We are advised a total of 364 submissions were received during advertising between 1 October 2025 and 22 October 2025. Of the received submissions, the following breakdown was provided by the Shire:

- 330 in support and 13 in opposition to the proposed Aldi; and
- 272 in support and 55 in opposition to the proposed McDonald's.

The Shire provided a summary of the themes raised in the objections; it is noted that these comments were indicated as being focused on the proposed McDonald's development. Refer **Appendix 9** for the applicant's responses to the relevant planning themes, as provided by the Shire.

5 CONCLUSION

We trust the information provided addresses and resolves the City's request for further information. The proposed development has been thoroughly assessed against the applicable planning framework and is supported by detailed technical reporting. The design, and changes made through the City's review and DRP process, responds to key planning objectives, addresses agency and community feedback, and incorporates measures to ensure integration with the surrounding context.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

ISABELLE HOW
SENIOR PLANNER

Appendix 1 – Updated Development Plans

Appendix 2 – Updated Landscape Concept

Appendix 3 – Updated Design Masterplan

Appendix 4 – DRP Response Table

Appendix 5 – DRP Design Responses

Appendix 6 – Civil Engineer Memo

Appendix 7 – Updated Transport Impact Assessment

Appendix 8 – Updated Waste Management Plan

Appendix 9 – Responses to Advertising Submissions

Table 3 – Responses to Submission Themes

Advertising Theme	Applicant Response
Child and Community Safety • The proposed McDonald's is located within an already congested school traffic zone shared by Pinjarra Senior High School and St Joseph's Primary School. • Existing conditions include heavy bus and vehicle movement, industrial haulage traffic, and frequent "near misses" involving students crossing roads. • Adding a drive-through access point would significantly worsen congestion and heighten safety risks for children, pedestrians, and motorists.	As provided in the TIA (**Appendix 7**), the anticipated traffic from the proposed development is capable of being accommodated within the surrounding network while maintaining a satisfactory level of service. The McDonald's drive through has been sleeved behind the building, within the site, which removes the drive through access and egress points from direct interaction with the public road network.
Proximity to Schools and Student Welfare • The restaurant's immediate proximity to two schools creates a strong temptation for students to leave school grounds, undermining attendance and duty-of-care obligations. • Other schools located near McDonald's outlets (e.g., Comet Bay, Warnbro, Greenfields) have experienced truancy, anti-social behaviour, and operational disruptions. • Locating a fast-food outlet directly opposite school campuses would compromise the schools' ability to maintain student safety, supervision, and engagement.	The proposed Shop and Take Away Food Outlet land uses are P (permitted) "as of right" uses on the subject site and are desirable land uses with activity centres. In accordance with the DAP Making Good Decisions documentation, anti-social behaviour or managing student behaviour are not relevant planning considerations.
Social Equity and Student Wellbeing • Pinjarra Senior High School supports many disadvantaged students through programs such as Breakfast Club and an affordable canteen that promote access to nutritious food. • A nearby McDonald's would divert student spending, threaten the viability of these school-based supports, and reduce access to healthy food options for vulnerable students. • The issue is not opposition to McDonald's per se, but to its proposed location, which would have a detrimental impact on equity, wellbeing, and the safe, orderly functioning of the school community	As above.
Inappropriate location • Relocate to industrial area on Pinjarra Road	Not a relevant planning consideration. The land uses are permitted on the subject site.
Public Health and Nutrition • The Shire of Murray already records significantly higher obesity and chronic disease rates than the WA average. • Increasing access to fast food will likely exacerbate poor nutrition, obesity, and related health conditions, especially among children and young people. • Global research consistently links proximity to McDonald's and similar outlets with higher rates of overweight and obesity. • The proposal conflicts with the Shire's Public Health Plan (2021–2025) objectives to promote healthy eating and preventive health. • No health impact assessment provided	Not a relevant planning consideration. Broader health impacts, including dietary habits and buyer behaviour, are not regulated through planning controls.

Advertising Theme	Applicant Response
Impact on Local Economy and Existing Businesses • Will devastate existing small businesses in town.	Not a relevant planning consideration. The land uses are permitted on the subject site.
Crime and Youth Safety: • Statistically research shows that food places such as McDonalds, Hungry Jacks and KFC who are often open for 24 hours or very late in the evenings can be associated with higher crime rates. • Insufficient police presence to manage. • Personal safety fears for church goers.	In accordance with the DAP Making Good Decisions documentation, anti-social behaviour is not a relevant planning consideration. 24/7 and night time operations will contribute to passive surveillance in the town centre.
Traffic and Access • Conflict with school traffic (primary and secondary), St Augustine's Church, TransPerth bus stop and up to 800 large trucks a day • Will result in further congestion in town centre • Existing heavy congestion at Geroge St and Pinjarra Rd intersection • Queuing with the right in from George St • Access from George St should be left in left out only • Remove drive through bays in the carpark, preventing silliness with young drivers later in the evening. • Restricted delivery hours for heavy vehicles servicing the development to avoid school drop-off and pick-up times. • Traffic calming measures needed, such as speed humps or chicanes, particularly along George Street • Install of raised pedestrian crossings near school and parish access points to slow traffic and improve visibility • Crash history at the Pinjarra Road/George Street intersection already indicates a pattern of right-angle collisions, which could be exacerbated by increased traffic.	As provided in the TIA (**Appendix 7**), traffic generated by the proposed development can be accommodated within the surrounding network while maintaining an acceptable level of service and access. Refer to the updated development plans (**Appendix 1**), showing the amended George Street crossover with an extended solid median controlling access as Left-In, Left-Out. This avoids right-in queuing, and has been provided with adequate sightlines, per the completed traffic analysis in **Appendix 7**. Deliveries typically occur outside of peak operating times for both businesses to avoid impacts on the surrounding road network.

Capacity of Murray Street
• Upgrade warranted including:
  • Widen the carriageway
  • Extend existing/Install additional islands along the section of Murray Street adjacent the development
  • Install additional pedestrian safe haven opening/s along the southern most section of Murray Street development
  • Add appropriate line marking continuing for the length of the entire block
  • Improve rainwater drainage to the roadway
  • Resurface the roadway the entire length of the block
  • Street lighting
  • Footpath on both sides
  • No parking signs
	As provided in the TIA (**Appendix 7**), the anticipated traffic from the proposed development is capable of being accommodated within the surrounding network while maintaining a satisfactory level of service; including Murray Street.
	Management and upgrades to the wider town centre infrastructure fall outside the scope of this proposal. The development incorporates the required pedestrian network elements in and around the site, including traffic management medians on George Street and Pinjarra Road where required for traffic access management.

Advertising Theme	Applicant Response
Amenity Impacts • The cumulative impacts of traffic, noise, and visual dominance may reduce the overall amenity of the Pinjarra town centre. • The takeaway industry generates a significant amount of waste from single-use packaging, potentially impacting the immediate vicinity and surrounding access routes to and from the town centre (disposal out vehicle windows). • Waste bins and collection practices should not detract from the visual or environmental quality of the area • Night-time operations can attract crowds of youths increasing the risk of noise (including vehicle noise) and antisocial behaviour. • Fumes from ventilation systems and the presence of food waste can severely impact both the business, residential community and most importantly children attending the primary school directly opposite the proposed location. Repeated exposure to offensive odours can cause headaches, nausea, stress etc. Oduors can infiltrate homes and businesses forcing residents and staff to keep windows and doors closed even in warm weather, eroding quality of life. • Exterior lighting from both developments may affect the visibility and ambiance of the residents and the Masonic Hall, particularly at night. Mitigation Measures: Proper shielding and placement of lighting should be required to minimize intrusion.	The proposed development has been carefully designed to mitigate impacts on local amenity. Measures include: **Noise:** An Environmental Noise Assessment confirms compliance with the *Environmental Protection (Noise) Regulations 1997* during all operational hours. Noise from the drive-through and mechanical plant will remain within acceptable limits. **Waste:** A detailed Waste Management Plan includes regular collection schedules and litter patrols to maintain cleanliness within and around the site. Waste storage areas have been provided and integrated into the development, and are not visible from the street. **Anti-social behaviour:** Refer responses provided above. **Odour**: The proposed McDonald's kitchen exhaust system complies with NCC 2022 and the relevant Australian Standards. Each of the main appliances will be fitted with an exhaust hood connected to roof-mounted vertical discharge fans via sealed ducts, ensuring effective odour dispersion and no nuisance to surrounding properties. **Light**: A lighting assessment has been provided for the McDonald's tenancy, and demonstrates acceptable lighting management and design across the 24 hour operations.
Incompatible with Setting • McDonalds takes away from Pinjarra's country town feel • McDonalds development is incompatible with the heritage character of the town • McDonald's right in the middle of town will ruin the town's aesthetic and the small town feel of Pinjarra • Building colours clashing with central town 'heritage' look • Leave MacDonalds in the wider metropolitan area and preserve the uniqueness which makes Pinjarra special • This is not in keeping with the town's image and overall plan.	As provided in the DRP responses provided in **Appendix 4**, the proposed development has been designed with materials and design outcomes that are respectful and reflective of the character of the locality. This was also highlighted as a strength of the proposal by the Design Review Panel, which stated the "analysis demonstrates an understanding of the character of the locality" and "a colour and material palette that generally reflects the character of the place". As previously provided, the land uses are permitted on the site, and have been designed to reflect the character of the locality.
Heritage Impact • The proposed large-scale commercial structures may dominate the streetscape and diminish the prominence and aesthetic appreciation of the heritage building. • The development could alter the historical context of the Masonic Hall, negatively affecting its cultural significance. • The assessment should clearly demonstrate effective strategies to minimise adverse effects, such as landscaping buffers, building height restrictions, and sympathetic design elements.	The proposed development has been carefully designed around the Masonic Hall, to ensure suitable buffers and protection of views from the street towards the historical building. This response has also been improved, with an increased curtilage area along the rear of the hall, through the removal of parking bays and additional landscaping. Additionally, the materiality response has been improved along the Pinjarra Road frontage through the provision of pier details on the Aldi frontages to tie into the wider historical designs evident within Pinjarra.

Design Review Report

Pinjarra Road, George Street and Murray Street Proposed Supermarket and Restaurant

19 September 2025

Design Review Report		
Subject	**Pinjarra Road, George Street and Murray Street Proposed Supermarket and Restaurant**	
Date	19 September 2025	
Time	9:30am	
Location	City of South Perth	
Design Reviewers	Malcolm Mackay Matthew Dunstan Oliver Grimaldi	Acting Chair Panel Member Panel Member
Proponent	Marc Re	Planning Solutions
Project Team	Stephanie Voon Graham Taylor Todd Wood Brandon Prately Andrew Baranowski Andrew Jennings-Lowe James McClements Matthew Hardwick Radu Popescu Nathan Chisholm	Place Fabric Place Fabric McDonalds Australia Griffiths Architects PlanE Hindley RCFLP Architecturehq Aldi Harvis
Planning Authority	Shire of Murray Rod Peake Greg Delahunty	 Director Planning and Sustainability Manager Planning & Environment Services
Stakeholders	N/A	
Declarations	None	
Briefings		
Shire of Murray Project Team	Greg Delahunty Graham Taylor Andrew Baranowski	
Design Review Report endorsement		
Reviewer's signature	 Malcolm Mackay (Acting Chair)	

Introductory Comments		
Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Strengths of the Proposal		• Analysis demonstrates an understanding of the character of the locality and constraints such as the flood plain. • A positive contextual response regarding landscape. • Some effort to enable buildings that are often anti-urban (supermarket and drive-through food) respond to the adjacent streets (but with scope for improvement). • Some effort to respond to the character of the place through the architecture (but again with scope for improvement). • The ultimate outcome of a fringe of buildings around a central parking court is a logical master plan outcome. • The southern 'laneway' avoids the common impact of supermarket servicing as a street interface and reduces the need for truck turning and multiple crossovers. • Provision of a well-considered landscape design by a landscape professional. • A predominantly native planting palette. • 'Parklets' with the landscape concept that provide opportunities for causal use • The use of different paving materials to break up the pedestrian areas. • A reasonably generous tree provision. • A built form that is relatively modest in its context. • Use of taller elements to articulate the buildings. • Some attempt to 'dress' the Murray Street elevation. • Orientation of the supermarket to Pinjarra Road. • Site planning and building designs are broadly functional. • Details of external finishes have been provided. • A sustainability report has been provided. • An extensive provision for rooftop PV. • Provision of shade and shelter to key pedestrian areas, even if not over the public realm itself. • Good outlook from the staff room and office to the supermarket. • Provision of modest and usable landscape spaces to provide for casual and visual amenity. • Main entrances address the street. • Some passive surveillance of the public domain. • Provision of clearly marked pedestrian crossing points in logical locations. • Some provision of dedicated pedestrian routes with the car park. • Clear separation of truck movement and pedestrian movement. • Crossovers limited to one per street. • An increase in local services and within the town centre rather than the fringe. • A colour and material palette that generally reflects the character of the place.

		• Relatively modest signage for the supermarket that doesn't overwhelm the architecture or detract unreasonably from the place.
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) In a situation where a DA only seeks to deliver some of the anticipated development, the role of the master plan becomes very important and needs to deliver greater confidence in the ultimate outcome, even if it means being more aspirational. b) It would be useful to know more about the intent for the future use/expansion of the Masonic Hall. This should be, preferably, part of the DA. If not, it should be provided as vital supporting info for the DA. c) The Masonic Hall feels overly constrained by the (unknown) extension(s) and the car park – adequate curtilage is essential to being able to appreciate the heritage qualities. d) The fast-food outlet has limited active interface to street, with most of the street frontage being blank wall or service areas. Ideally, the restaurant component should be expanded and reorientated to the street. Failing this, there may be some opportunity to push the building back sufficient to line the street frontage with an al-fresco area. e) The fast -food outlet makes little concession to the character of the place regarding its material palette. f) The Murray Street interface is not ideal but is a better outcome than the presentation of loading docks to the street as per the shopping centre to the north, noting that, given the uses, 100% activation is unrealistic.
Recommendations		***1. Continue to refine the master plan to provide more detail on the elements that are not proposed in this stage of development.*** ***2. Provide an appropriate curtilage to the Masonic Hall.*** ***3. Review the placement and design of the fast-food outlet to establish a more active street interface.*** ***4. Establish a more place-based material palette for the fast-food outlet.*** ***5. Refer to Aesthetics for commentary on the Murray Street interface.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a) Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces, noting how material have been used to break up the expanse of paving in the pedestrian realm. b) The placement of the planting bed outside the supermarket results in duplication of pedestrian routes with the kerbside one being particularly narrow – consider extending the bed to the kerb to drive pedestrians closer to the buildings, enable more landscape, contribute to streetscape character and safety (i.e. slowing of vehicles as they approach the pedestrian crossing point).
Recommendations		***1. Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces.*** ***2. Review the extent of paving adjacent to Pinjarra Road.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

		a) The rooftop plant enclosure would be better located on the Murray/Pinjarra corner to give more emphasis to a key intersection. b) The glass curtain walling to the supermarket results in a modern wall of glass that is inconsistent with the scale and character of the place – consider breaking it up with piers and stall-risers to better capture the rhythm of the place. c) The placement of the transformer diminishes the adjacent streetscape. Establishing the east-west laneway as a gazetted laneway may enable it to be moved deeper into the site. d) If the transformer cannot be relocated, it needs to be concealed from the street in a manner that complements the streetscape.
Recommendations		***1. Relocate the rooftop plant enclosure to the Murray/Pinjarra corner to give more emphasis to a key intersection.*** ***2. Review the treatment of the supermarket glazing to Pinjarra Road.*** ***3. Review the placement and treatment of the transformer to reduce the impact on the streetscape.***
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a) The Panel acknowledges that the Shire does not support the drive-through component of the fast-food outlet in the context of a town centre. However, the Panel takes the view that this is a planning issue rather than a design issue. If there were to be a drive-through, locating it behind the building as proposed is far preferable than locating the drive-through component at the street interface as is too often the case.
Recommendations		**1. Continue to liaise with the Shire on the inclusion of the drive-through component to resolve the planning matter of the drive-through.**
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a) Whilst the sustainability report has 'good bones', it is predominantly industry standard. Consider how to raise the bar and commit to an aspirational level of certification. b) Sustainability extends to more than just about energy, water and carbon – consider all three pillars of sustainability to strengthen the narrative. c) It is noted that the proposed operators have declared corporate sustainability and net-zero carbon goals, and this commitment should follow through and be expressed in the development. d) Provide bike parking and EoT for staff. e) Avoid dark external colours, especially in large and exposed areas of wall. f) Ensure the use of light roofs with low solar absorbance. g) Reference the management of food waste in the WMP given the nature of the proposed supermarket and fast-food uses. h) Investigate further the use of less carbon intensive-materials, particularly in relation to the large extent of paved surfaces. i) Provide more information on EV charging provision and how managed in the electrical infrastructure. j) Avoid the use of gas if possible. k) Clarify/highlight the provision of visitor bike bays on the plans.

		l) Consider the use of rainwater collection for landscape given the scale of the site and the extent of hard surfaces.
Recommendations		**1. Refine and improve the sustainability report noting the detailed commentary provided above.**
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) Whist some effort has been made regarding the landscape treatment of the pedestrian realm, most of the site remains overly focussed on vehicle convenience rather than amenity of pedestrians. See further commentary under Legibility and Safety. b) Consider the impact of external lighting on adjoining properties.
Recommendations		***1. Continue to refine the site planning to ensure a better balance between pedestrian and vehicle users.*** ***2. Review the potential impact of external lighting on adjoining properties and develop a lighting strategy.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a) There is only a partial pedestrian network, especially when viewed in the broader context. Whilst pedestrian connectivity to the north is OK, pedestrian access for residents to the south and southeast (which is most of the Pinjarra townsite) is convoluted and risks pedestrians cutting through the loading and car park areas. b) Develop a whole-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network.
Recommendations		***1. Continue to refine the site planning to provide an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a) Noting the comments above, there are minimal safe pedestrian routes through the car park area - develop a whole-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network. b) The crossover to Murray Street appears excessive – review the necessity of a wide crossover and consider how the rollover area can be expressed in a pedestrian orientated manner. c) Extend a pedestrian-orientated material over the laneway entries to give preference to pedestrians.
Recommendations		***1. Continue to refine the site planning to provide an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network.*** ***2. Review the Murray Street crossover with a view to improving pedestrian safety pedestrian orientated manner.*** ***3. Extend a pedestrian-orientated material over the laneway entries to give preference to pedestrians.***

Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a) Confirm that the indicative artwork on the Murray Street elevation is intended to be the location for the public art contribution.
Recommendations		***1. Clarify the intent for public art.***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) Review the treatment of the floating gables on Murray Street which are overly flat in appearance. For example, consider supporting the gables on piers to ground them, and recessing the gable infill from the surrounding frame and using a lightweight infill with some texture and pattern. There are many historic precedents for gables with a richness of detail in Pinjarra that could be sensitively interpreted in a contemporary architectural manner. b) Clarify how the material palette relates to each proposed building. c) Review the material palette for the fast-food outlet to make it more responsive towards the place.
Recommendations		***1. Review the architectural treatment of the Murray Street gables to establish a more meaningful contextual response.*** ***2. Clarify the application of external materials.*** ***3. Review the material palette for the fast-food outlet to make it more responsive towards the place.***

Concluding Remarks

The Panel thanks the Applicant for the presentation and is broadly supportive of the design intent as evident in the extensive list of design strengths. However, there remain areas for improvement before the design has the full support of the Panel.

The Panel acknowledges that locating car-based uses in a traditional town centre environment is very difficult to do in a manner that enhances the urban qualities of place, unless a more intensive form of development involving grade separated parking, multiple levels, and a strong street interface art ground level. This form of development is expensive and Pinjarra, arguably, does not provide the economic context for such development at this stage.

Noting the above, the proposed master plan seeks to try as hard as it can to at least provide containment to the street edges and locate vehicles within the body of the site. This approach is commendable. However, it does depend on getting the detail right. It is these areas of detail that remain unresolved. In some cases, it's a matter of providing more information and commitments, in other cases it's a matter of refining the design, and the commentary from the Panel is offered in guidance. The Panel looks forward to seeing these matters resolved.

Finally, the Panel is sympathetic to the Shire's concerns regarding the establishment of a drive-through element in the town centre. The Panels' view is that town centres should be more about people than vehicles. However, the Panel's view is that land use is planning matter rather than design matter and the Shire has the planning expertise to advise on the acceptability of any given use.

Design Review progress			
	Supported		
	Pending further attention		
	Not yet supported		
	Yet to be addressed		
	DR1 19.9.25	*DR2*	*DR3*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

Applicant Responses to DRP comments

Principle		DRP Comment and Recommendation	Applicant Response
1. Context and Character		a) *In a situation where a DA only seeks to deliver some of the anticipated development, the role of the master plan becomes very important and needs to deliver greater confidence in the ultimate outcome, even if it means being more aspirational.* b) *It would be useful to know more about the intent for the future use/expansion of the Masonic Hall. This should be, preferably, part of the DA. If not, it should be provided as vital supporting info for the DA.* c) *The Masonic Hall feels overly constrained by the (unknown) extension(s) and the car park – adequate curtilage is essential to being able to appreciate the heritage qualities.* d) *The fast-food outlet has limited active interface to street, with most of the street frontage being blank wall or service areas. Ideally, the restaurant component should be expanded and reorientated to the street. Failing this, there may be some opportunity to push the building back sufficient to line the street frontage with anal-fresco area.* e) *The fast -food outlet makes little concession to the character of the place regarding its material palette.* f) *The Murray Street interface is not ideal but is a better outcome than the presentation of loading docks to the street as per the shopping centre to the north, noting that, given the uses, 100% activation is unrealistic*.	In response to the DRP recommendations, the applicant and their design team can convey as follows: • The masterplan has allowed for probable and desirable scenarios on parts of the site that are not within the remit of the applicant. • The MRWA site is a 'problematic'- site given the access constraints, hence the masterplan makes provision for vehicular access / egress from Pinjarra Road – from which this site can gain access. • It is presumed that any future development may not be able to meet the site's street boundaries at the levels of those boundaries, for the same reasons that the built form shown on the applicant's Development Application does not – ie due to prescribed flood prone zones and the resultant slab levels. • The design team made a master planning decision to set back the built form of Aldi and let the space between the built form and Pinjarra Road deal with both the level change (integrating public realm and landscaping) and to allow 'long vistas' to the Masonic Hall. • The design team assumed that the MRWA site might employ a similar approach, at least as far as the Pinjarra Road frontage might be concerned. • The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings).
		Recommendations ***1. Continue to refine the master plan to provide more detail on the elements that are not proposed in this stage of development.*** ***2. Provide an appropriate curtilage to the Masonic Hall.*** ***3. Review the placement and design of the fast-food outlet to establish a more active street interface.*** ***4. Establish a more place-based material palette for the fast-food outlet.*** ***5. Refer to Aesthetics for commentary on the Murray Street interface.***	• The design team has removed bays to increase the curtilage around the Masonic Hall. The owners of the Masonic Hall are contemplating a food and beverage tenancy and a new 'pavilion' alongside (as indicated on the masterplan). This has not been included in the DA due to the specific heritage matters that require consideration. The parking assessment in the DA report (Table 4) has regard to the potential future use of the Masonic Hall and demonstrates sufficient parking is provided on the site to accommodate all proposed uses. • The fast-food outlet remains, by necessity of its primary function, in the location as shown at DRP1, but numerous important changes have been made to the design in response to DRP comments which improve the building's interface with George Street, including the enhancement of the publicly accessible parklet; (refer to drawings). • Note the additional glazing to George Street, the redesigned parklet and the updated materiality/artwork.

Principle		DRP Comment and Recommendation	Applicant Response
2. Landscape Quality		*a) Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces, noting how material have been used to break up the expanse of paving in the pedestrian realm.* *b) The placement of the planting bed outside the supermarket results in duplication of pedestrian routes with the kerbside one being particularly narrow – consider extending the bed to the kerb to drive pedestrians closer to the buildings, enable more landscape, contribute to streetscape character and safety (i.e. slowing of vehicles as they approach the pedestrian crossing point).*	• The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings). • Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary. • The applicant wishes to retain the narrow street edge pavement as a safety measure for individuals who choose not to cross at the designated locations (at the intersections) and need somewhere to 'land' - but additional landscape has been provided (at the expense of pavemented areas) around the Masonic Hall.
		Recommendations ***1. Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces.*** ***2. Review the extent of paving adjacent to Pinjarra Road.***	
3. Built Form and Scale		*a) The rooftop plant enclosure would be better located on the Murray/Pinjarra corner to give more emphasis to a key intersection.* *b) The glass curtain walling to the supermarket results in a modern wall of glass that is inconsistent with the scale and character of the place – consider breaking it up with piers and stall-risers to better capture the rhythm of the place.* *c) The placement of the transformer diminishes the adjacent streetscape. Establishing the east-west laneway as a gazetted laneway may enable it to be moved deeper into the site.* *d) If the transformer cannot be relocated, it needs to be concealed from the street in a manner that complements the streetscape.*	• The Aldi rooftop plan needs to remain generally above the dock area (hence the screening elements); however the design team has, in response to the DRP commentary, redesigned the Murray Street façade and the corner of Murray Street and Pinjarra Road - to add height and 'architectural emphasis' in the latter location. • The Aldi façade treatment facing Pinjarra Road has been reviewed/updated; (refer to drawings). • Western Power requirements limits where the transformer can go, what can be placed in front of it (including landscaping) and how far it can be from the adjacent street. Notwithstanding this, the design team has made what modifications they can to address the DRP comments; (refer to drawings).
		Recommendations ***1. Relocate the rooftop plant enclosure to the Murray/Pinjarra corner to give more emphasis to a key intersection.*** ***2. Review the treatment of the supermarket glazing to Pinjarra Road.*** ***3. Review the placement and treatment of the transformer to reduce the impact on the streetscape.***	

Principle		DRP Comment and Recommendation	Applicant Response
4. Functionality and Build Quality		*a) The Panel acknowledges that the Shire does not support the drive-through component of the fast-food outlet in the context of a town centre. However, the Panel takes the view that this is a planning issue rather than a design issue. If there were to be a drive-through, locating it behind the building as proposed is far preferable than locating the drive-through component at the street interface as is too often the case.*	• As demonstrated through the master planning process, several design iterations of the fast food outlet were considered prior to lodgement of the DA. In response to the Shire's feedback, the fast food building was relocated to the street boundary, thereby sleeving the drive through.
		Recommendations ***1. Continue to liaise with the Shire on the inclusion of the drive-through component to resolve the planning matter of the drive-through.***	• The drive through is a material component of the land use and business. Sleeving of the drive through has been achieved and is an appropriate design response in the context of a town centre.
5. Sustainability		*a) Whilst the sustainability report has 'good bones', it is predominantly industry standard. Consider how to raise the bar and commit to an aspirational level of certification.* *b) Sustainability extends to more than just about energy, water and carbon – consider all three pillars of sustainability to strengthen the narrative.* *c) It is noted that the proposed operators have declared corporate sustainability and net-zero carbon goals, and this commitment should follow through and be expressed in the development.* *d) Provide bike parking and EoT for staff.* *e) Avoid dark external colours, especially in large and exposed areas of wall.* *f) Ensure the use of light roofs with low solar absorbance.* *g) Reference the management of food waste in the WMP given the nature of the proposed supermarket and fast-food uses.* *h) Investigate further the use of less carbon intensive-materials, particularly in relation to the large extent of paved surfaces.* *i) Provide more information on EV charging provision and how managed in the electrical infrastructure.* *j) Avoid the use of gas if possible.* *k) Clarify/highlight the provision of visitor bike bays on the plans.* *l) Consider the use of rainwater collection for landscape given the scale of the site and the extent of hard surfaces.*	The following additional sustainability measures are also proposed as part of this development, as provided in the sustainability reporting and related documentation: • Zero gas usage across both buildings; • Roof top solar panels for both buildings; • High efficiency HVAC system for both buildings, including provision for MEPS-compliant air cooled systems and control of fresh air supply based on occupancy using CO2 sensors to avoid unnecessary energy use; • Provision for LED signage and lighting, with provision for power density limits for the relevant building class; • Heat recovery hot water system for the McDonald's kitchen; • McDonald's Weathertex external cladding system – natural material comprising 97% hardwood and 3% paraffin wax; • Built form outcomes and design to meet or exceed NCC 2022 Part J4-5 standards, including increased roof and floor insulation outcomes to reduce energy loss (Aldi); • Reuseable pallets and trays for all Aldi deliveries; and • Provision of significant levels of shade and planting across the area, to provide natural cooling and activation opportunities to the wider site.
		Recommendations ***1. Refine and improve the sustainability report noting the detailed commentary provided above.***	• In addition to what is reported, Aldi & McDonalds have their own global charter around sustainability initiatives.

Principle		DRP Comment and Recommendation	Applicant Response
6. Amenity		*a) Whist some effort has been made regarding the landscape treatment of the pedestrian realm, most of the site remains overly focussed on vehicle convenience rather than amenity of pedestrians. See further commentary under Legibility and Safety.* *b) Consider the impact of external lighting on adjoining properties.*	• The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings). • Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary. • All lighting will be designed to meet or exceed relevant Australian Standards, and the layout of carpark lighting will be mindful of light spill to adjacent properties. • A Lighting Impact Assessment was submitted with the DA and confirms the proposed lighting associated with the 24/7 fast food outlet complied with the relevant Australian Standards.
		Recommendations ***1. Continue to refine the site planning to ensure a better balance between pedestrian and vehicle users.*** ***2. Review the potential impact of external lighting on adjoining properties and develop a lighting strategy.***	
7. Legibility		*a) There is only a partial pedestrian network, especially when viewed in the broader context. Whilst pedestrian connectivity to the north is OK, pedestrian access for residents to the south and southeast (which is most of the Pinjarra townsite) is convoluted and risks pedestrians cutting through the loading and car park areas.* *b) Develop a whole-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network.*	• The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings). • Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary.
		Recommendations ***1. Continue to refine the site planning to provide an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network.***	
8. Safety		*a) Noting the comments above, there are minimal safe pedestrian routes through the car park area - develop a whole-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network.* *b) The crossover to Murray Street appears excessive – review the necessity of a wide crossover and consider how the rollover area can be expressed in a pedestrian orientated manner.* *c) Extend a pedestrian-orientated material over the laneway entries to give preference to pedestrians.*	• The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings). • Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary. • The Murray Street crossover has been designed to accommodate the large truck movement, but the design team has modified the way the pavement areas work – to delineate safe walk zones. • The applicant proposes (for safety reasons) not to express the crossovers as 'zebra-crossings,' as these crossovers' primary function is to allow vehicles to enter and exit, and, as such, the pedestrian needs to show awareness when crossing.

Principle		DRP Comment and Recommendation	Applicant Response
		Recommendations ***1. Continue to refine the site planning to provide an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network.*** ***2. Review the Murray Street crossover with a view to improving pedestrian safety pedestrian orientated manner.*** ***3. Extend a pedestrian-orientated material over the laneway entries to give preference to pedestrians.***	
9. Community		*a) Confirm that the indicative artwork on the Murray Street elevation is intended to be the location for the public art contribution.*	• The public art shown (as stylistic placeholders) will be in the locations shown and is intended to be for the public art contribution. • Subject to the opinions of the (still to be) nominated artist(s), these locations may change or be reorientated, but the intention will prevail. • In addition, a public art element has been added to the George Street elevation of the fast-food outlet to provide further interest.
		Recommendations ***1. Clarify the intent for public art.***	
10. Aesthetics		*a) Review the treatment of the floating gables on Murray Street which are overly flat in appearance. For example, consider supporting the gables on piers to ground them, and recessing the gable infill from the surrounding frame and using a lightweight infill with some texture and pattern. There are many historic precedents for gables with a richness of detail in Pinjarra that could be sensitively interpreted in a contemporary architectural manner.* *b) Clarify how the material palette relates to each proposed building.* *c) Review the material palette for the fast-food outlet to make it more responsive towards the place.*	• In response to the DRP commentary, the design team has redesigned the Murray Street façade and the corner of Murray Street and Pinjarra Road - to add texture and depth to the gable elements and height for 'architectural emphasis' in the latter location; (refer to drawings). • The materials palette for both Aldi and McDonalds is, whilst mindful of context, still bound by global design standards that are moderately prescriptive, for various obvious reasons pertaining to brand awareness. • Both global brands have offered up non-complaint solutions as far as their respective style guides are concerned, but further refinements have been made since DRP1; (refer to drawings).
		Recommendations ***1. Review the architectural treatment of the Murray Street gables to establish a more meaningful contextual response.*** ***2. Clarify the application of external materials.*** ***3. Review the material palette for the fast-food outlet to make it more responsive towards the place.***	• The fast-food outlet has incorporated a material palette that responds to the built context of Pinjarra, including face brick and timber elements throughout the built form and public parklet. • Note also the incorporation of public art.

Pinjarra Aldi & McDonalds

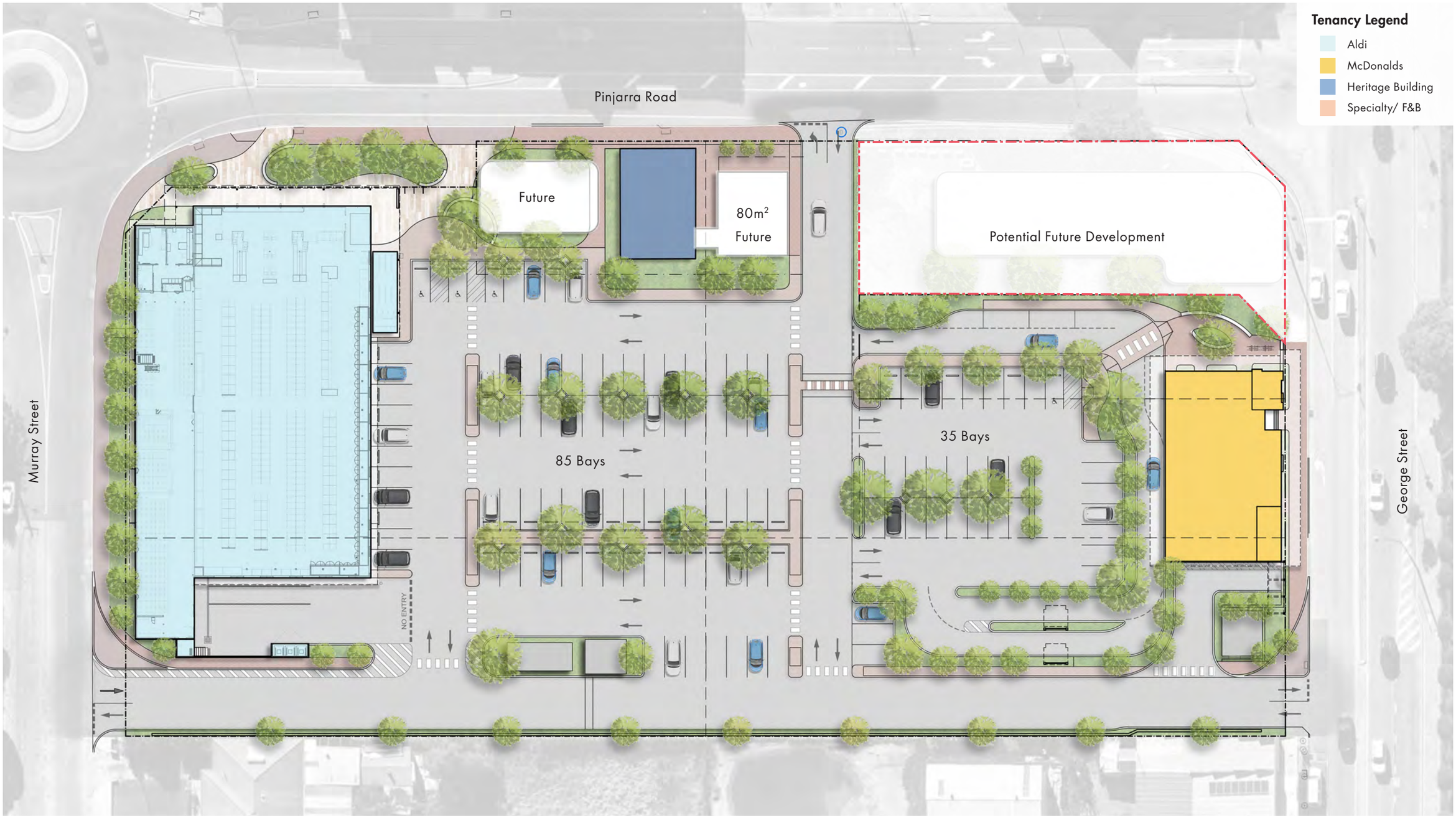
Design Review Panel Response

Shire of Murray

Rev A

11 2025

Masterplan


Tenancy Legend
Aldi
McDonalds
Heritage Building
Specialty/ F&B
Pinjarra Road
Future
80m²
Future
Potential Future Development
85 Bays
35 Bays
NO ENTRY
Murray Street
George Street

Principle 1: Context & Character

DRP Comments

Comment:

The Masonic Hall feels overly constrained by the (unknown) extension(s) and the car park – adequate curtilage is essential to being able to appreciate the heritage qualities.

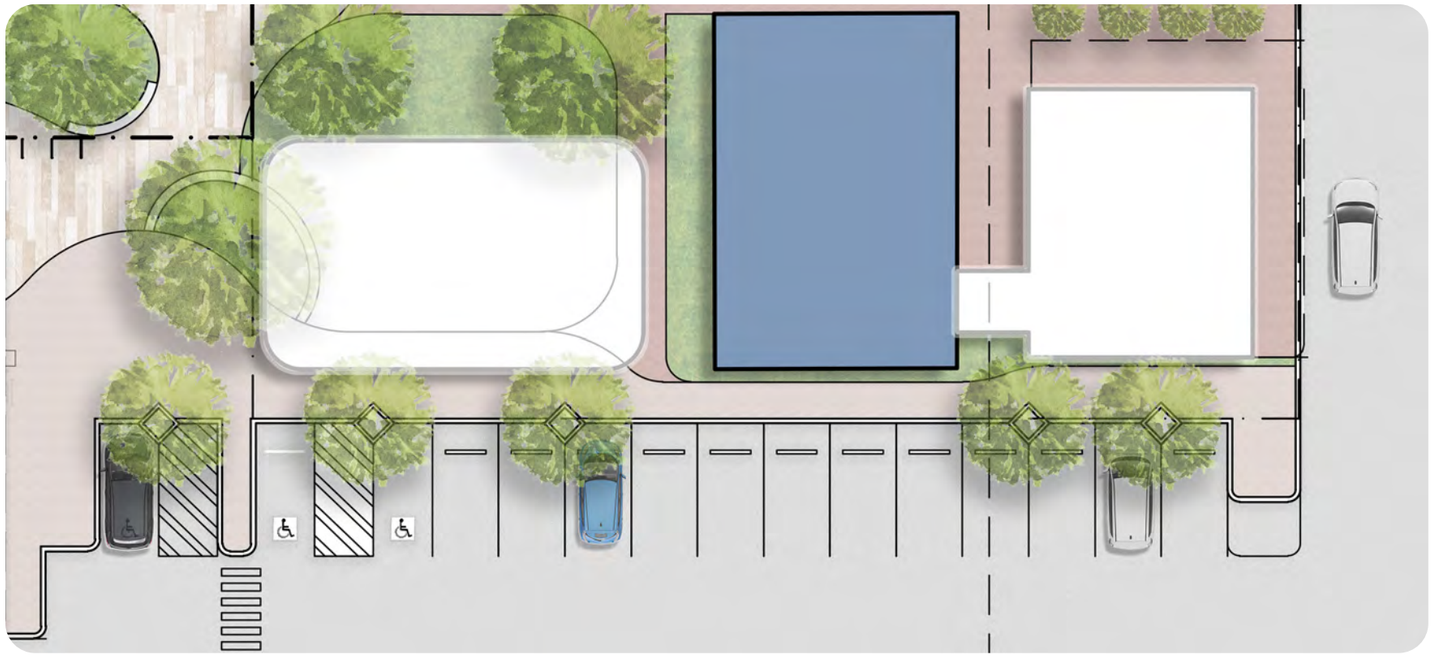
Recommendation:

Provide an appropriate curtilage to the Masonic Hall.

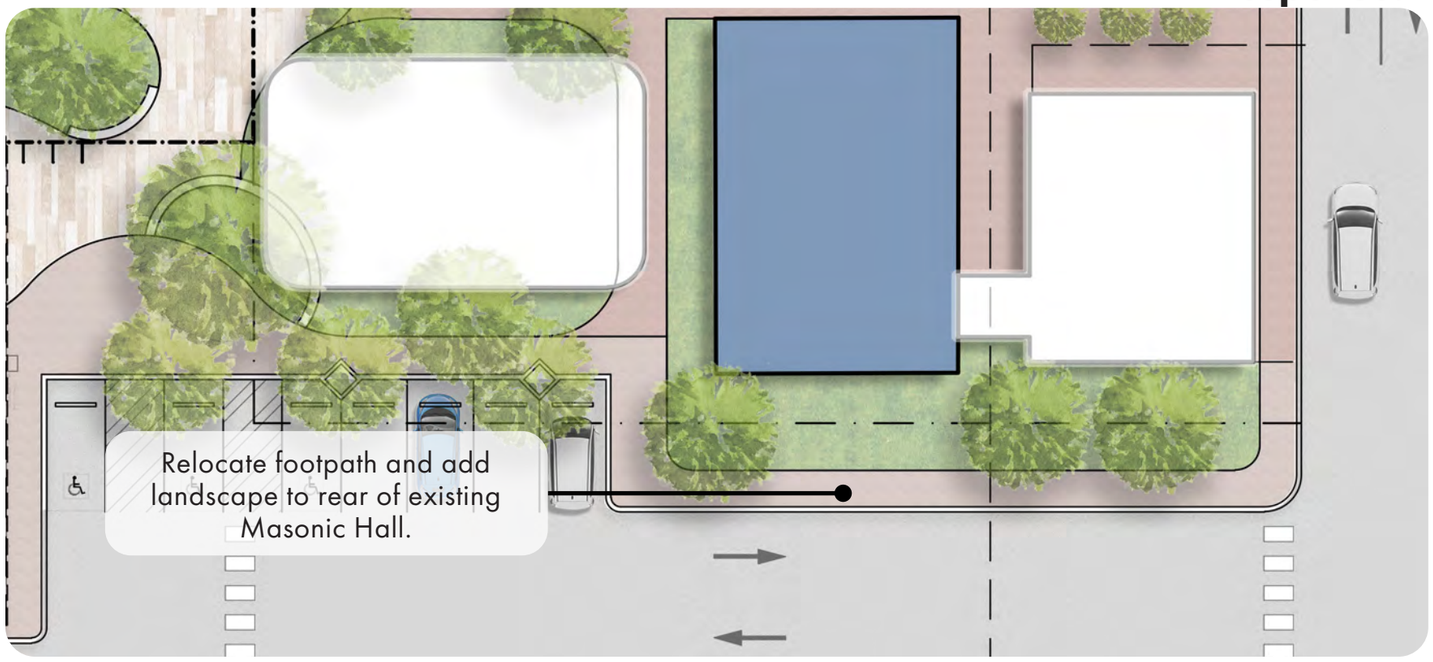
Response:

The design team has removed bays to increase the curtilage around the Masonic Hall.

DRP01:



Response:



Principle 1: Context & Character

DRP Comments

Comment:

The fast-food outlet has limited active interface to street, with most of the street frontage being blank wall or service areas. Ideally, the restaurant component should be expanded and reorientated to the street. Failing this, there may be some opportunity to push the building back sufficient to line the street frontage with anal-fresco area.

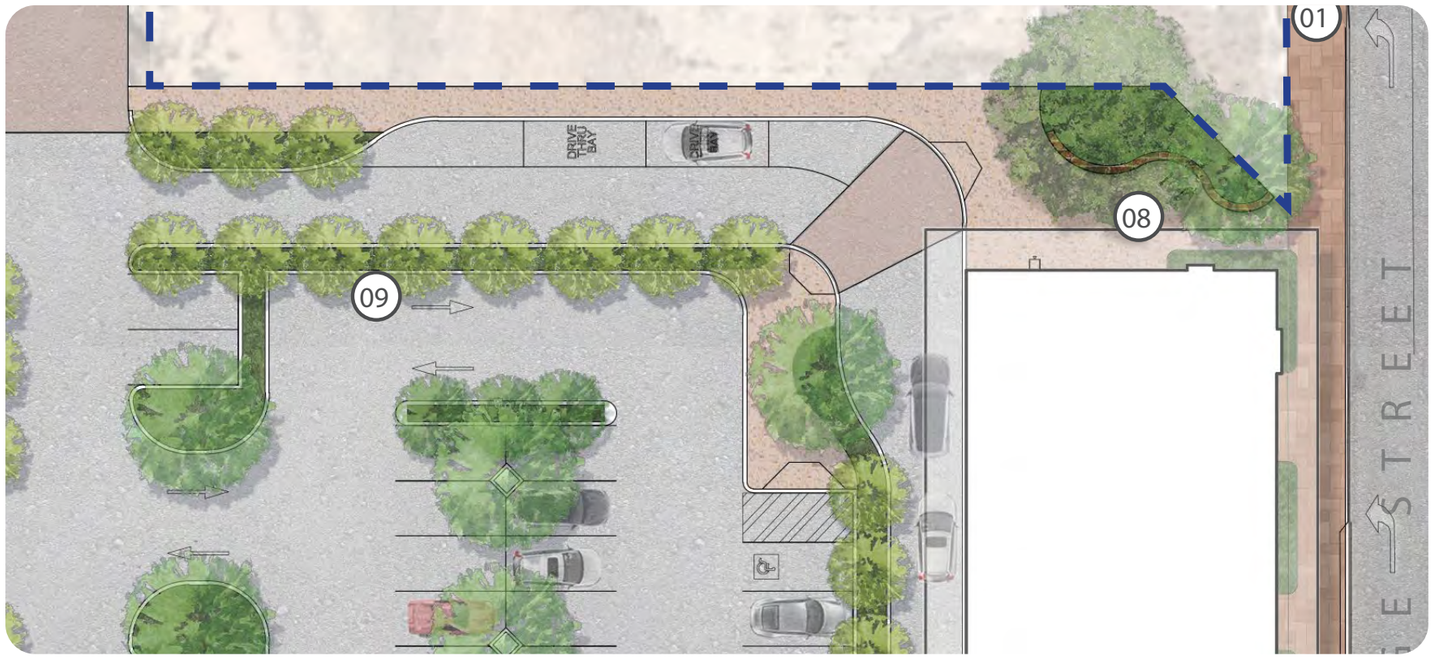
Recommendation:

Review the placement and design of the fast-food outlet to establish a more active street interface.

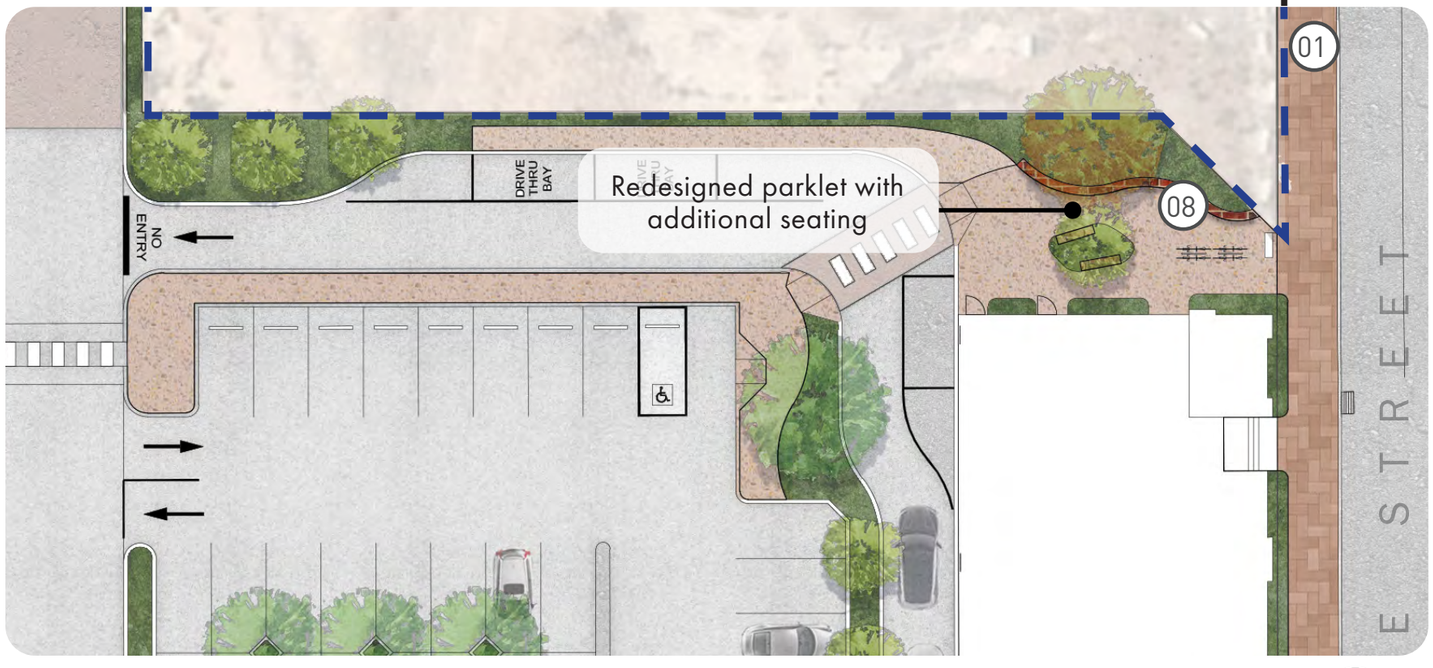
Response:

The fast-food outlet remains, by necessity of its primary function, in the location as shown at DRP1, but numerous important changes have been made to the design in response to DRP comments which improve the building's interface with George Street, including the enhancement of the publicly accessible parklet; (refer to drawings).

DRP01:



Response:



Principle 1: Context & Character

DRP Comments

Comment:

The fast -food outlet makes little concession to the character of the place regarding its material palette.

Recommendation:

Establish a more place-based material palette for the fast-food outlet.

Response:

Note the additional glazing to George Street, the redesigned parklet and the updated materiality/artwork.

DRP01:

Response:

Principle 3: Built Form & Scale

DRP Comments

Comment:

The rooftop plant enclosure would be better located on the Murray/Pinjarra corner to give more emphasis to a key intersection.

Recommendation:

Relocate the rooftop plant enclosure to the Murray/Pinjarra corner to give more emphasis to a key intersection.

Response:

The Aldi rooftop plan needs to remain generally above the dock area (hence the screening elements); however the design team has, in response to the DRP commentary, redesigned the Murray Street facade and the corner of Murray Street and Pinjarra Road - to add height and 'architectural emphasis' in the latter location.

DRP01:

Response:

Principle 3: Built Form & Scale

DRP Comments

Comment:

The glass curtain walling to the supermarket results in a modern wall of glass that is inconsistent with the scale and character of the place - consider breaking it up with piers and stall risers to better capture the rhythm of the place.

Recommendation:

Review the treatment of the supermarket glazing to Pinjarra Road.

Response:

The Aldi facade treatment facing Pinjarra Road has been reviewed/updated; (refer to drawings).

DRP01:

Response:

Principle 3: Built Form & Scale

DRP Comments

Comment:

The placement of the transformer diminishes the adjacent streetscape. Establishing the east-west laneway as a gazetted laneway may enable it to be moved deeper into the site.

Recommendation:

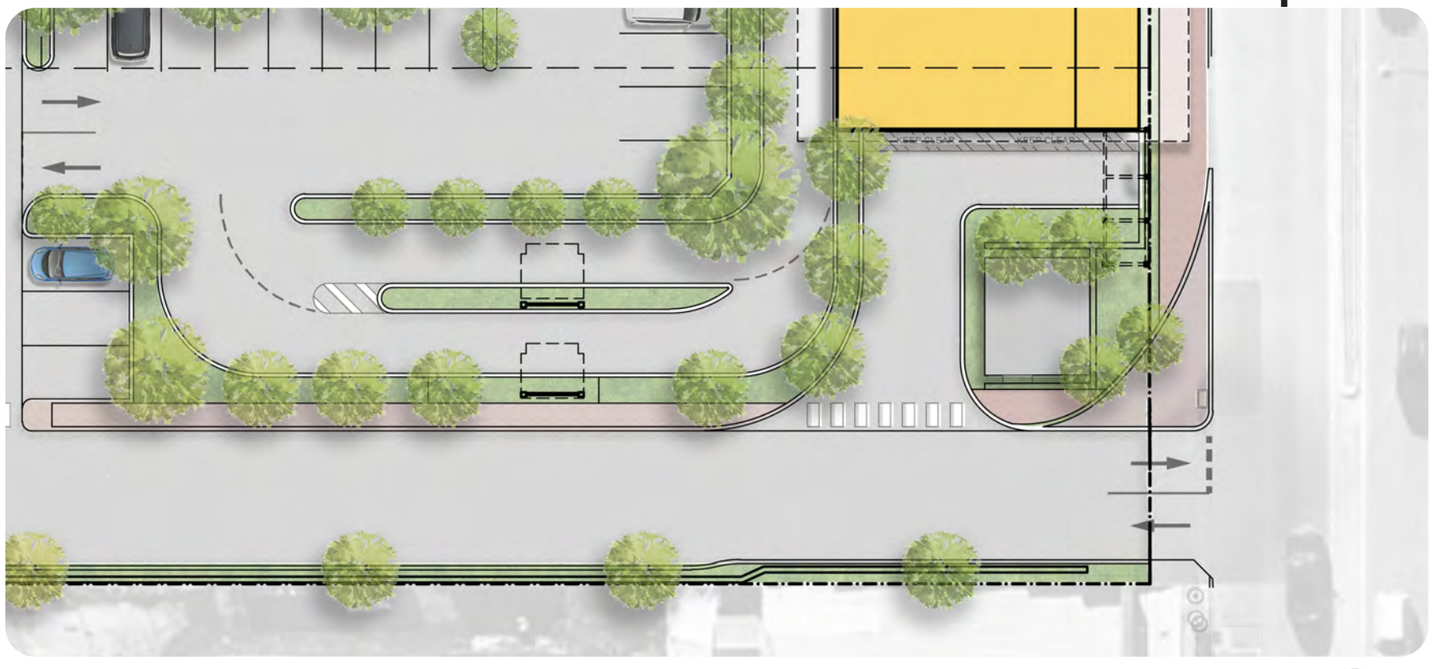
Review the placement and treatment of the transformer to reduce the impact on the streetscape.

Response:

Western Power requirements limits where the transformer can go, what can be placed in front of it (including landscaping) and how far it can be from the adjacent street. Notwithstanding this, the design team has made what modifications they can to address the DRP comments; (refer to drawings).

DRP01:

Response:



Principle 4: Functionality & Build Quality

DRP Comments

Comment:

The Panel acknowledges that the Shire does not support the drive-through component of the fast-food outlet in the context of a town centre. However, the Panel takes the view that this is a planning issue rather than a design issue. If there were to be a drive-through, locating it behind the building as proposed is far preferable than locating the drive-through component at the street interface as is too often the case.

Recommendation:

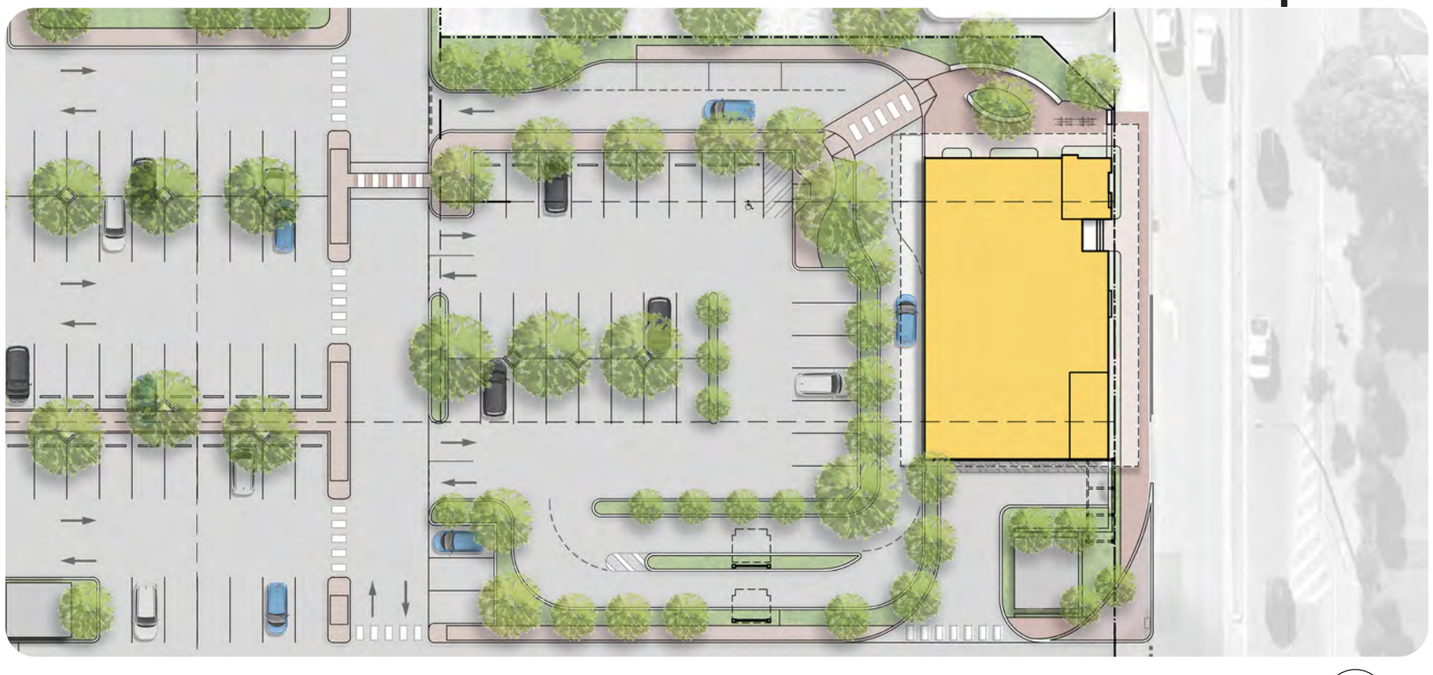
Continue to liaise with the Shire on the inclusion of the drive-through component to resolve the planning matter of the drive-through.

Response:

The drive through is a material component of the land use and business. Sleeving of the drive through has been achieved and is an appropriate design response in the context of a town centre.

DRP01:

Response:



Principle 5: Sustainability

DRP Comments

Comment:

Whilst the sustainability report has 'good bones,' it is predominantly industry standard. Consider how to raise the bar and commit to an aspirational level of certification.

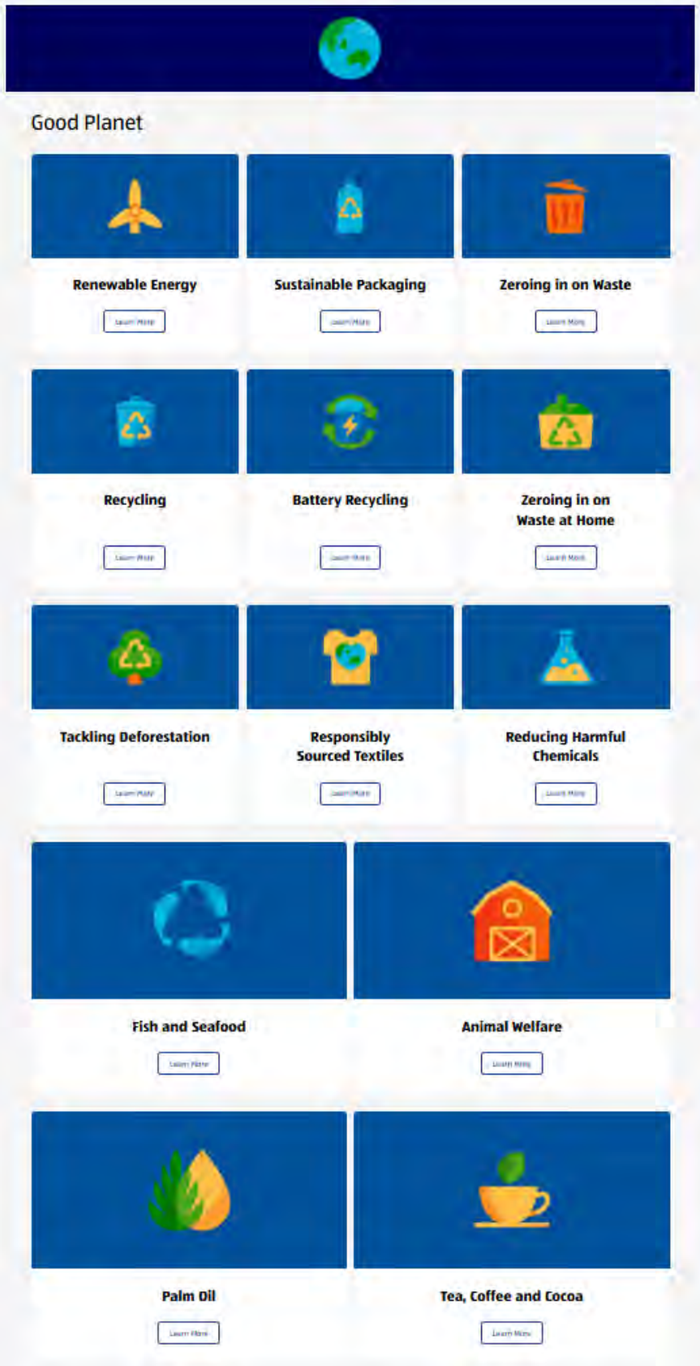
Recommendation:

Refine and improve the sustainability report noting the detailed commentary provided above.

Response:

In addition to what is reported, Aldi and McDonald's have their own global charter around sustainability initiatives.

Aldi Sustainability Initiatives:



Principle 6: Amenity

DRP Comments

Comment:

Whilst some effort has been made regarding the landscape treatment of the pedestrian realm, most of the site remains overly focused on vehicle convenience rather than amenity of pedestrians. See further commentary under Legibility and Safety.

Recommendation:

Continue to refine the site planning to ensure a better balance between pedestrian and vehicle users.

Recommendation:

The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings).

Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary.

DRP01:

Response:

Principle 7: Legibility

DRP Comments

Comment:

Develop a while-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network.

Recommendation:

Continue to refine the site planning to prove an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network.

Response:

The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings).

Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary.

DRP01:

Response:

Principle 8: Safety

DRP Comments

Comment:

Noting the comments above, there are minimal safe pedestrian routes through the car park area - develop a whole-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network.

Recommendation:

Continue to refine the site planning to provide an integrated whole-of-site pedestrian network and demonstrate connectivity with the surrounding pedestrian network.

Recommendation:

The design team has modified the carpark arrangement and pedestrian access routes extensively in response to the DRP comments; (refer to drawings).

Most importantly, the carpark has been reshaped to include more safe walk routes in response to DRP commentary.

DRP01:

Response:

Principle 9: Community

DRP Comments

Comment:

Confirm that the indicative artwork on the Murray Street elevation is intended to be the location for the public art contribution.

Recommendation:

Clarify the intent for public art.

Response:

The public art shown (as stylistic placeholders) will be in the locations shown and is intended to be for the public art contribution.

Subject to the opinions of the (still to be) nominated artists(s), these locations may change or be reorientated, but the intention will prevail.

In addition, a public art element has been added to the George Street elevation of the fast-food outlet to provide further interest.

DRP01:

Response:

Principle 10: Aesthetics

DRP Comments

Comment:

Review the treatment of the floating gables on Murray Street which are overly flat in appearance. For example, consider supporting the gables on piers to ground them, and recessing the gable infill from the surrounding frame and using a lightweight infill with some texture and pattern. There are many historic precedents for gables with a richness of detail in Pinjarra that could be sensitively interpreted in a contemporary architectural manner.

Recommendation:

Review the architectural treatment of the Murray Street gables to establish a more meaningful contextual response.

Response:

In response to the DRP commentary, the design team has redesigned the Murray Street facade and the corner of the Murray Street and Pinjarra Road - to add texture and depth to the gable elements and height for 'architectural emphasis' in the latter location; (refer to updated drawings).

The materials palette for both Aldi and McDonald's is, whilst mindful of context, still bound by global design standard that are moderately prescriptive, for various obvious reasons pertaining to brand awareness.

Both global brands have offered up non-complaint solutions as far as their respective style guides are concerned, but further refinements have been made since DRP1; (refer to updated drawings).

DRP01:

Response:

Principle 10: Aesthetics

DRP Comments

Comment:

Review the material palette for the fast-food outlet to make it more responsive towards the place.

Recommendation:

Review the material palette for the fast-food outlet to make it more responsive towards the place.

Recommendation:

The fast-food outlet has incorporated a material palette that responds to the built context of Pinjarra, including face brick and timber elements throughout the built form and public parklet.

Note also the incorporation of public art.

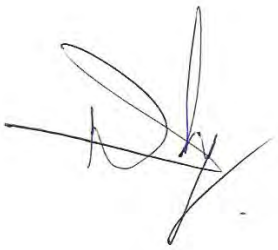
DRP01:

Response:

Design Review Report – Chair review

Pinjarra Road, George Street and Murray Street Proposed Supermarket and Restaurant

19 November 2025

Design Review Report		
Subject	**Pinjarra Road, George Street and Murray Street Proposed Supermarket and Restaurant**	
Date	19 November 2025	
Time	N/A	
Location	N/A	
Design Reviewers	Malcolm Mackay	Acting Chair
Proponent	Mt Bross Pty Ltd	
Project Team	Place Fabric	
Declarations	None	
Briefings		
Relevant Authorities Project Team		
Design Review Report endorsement		
Reviewer's signature	 Malcolm Mackay (Acting Chair)	

Introductory Comments		
Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Strengths of the Proposal		• Analysis demonstrates an understanding of the character of the locality and constraints such as the flood plain. • A positive contextual response regarding landscape. • Some effort to enable buildings that are often anti-urban (supermarket and drive-through food) respond to the adjacent streets (but with scope for improvement). • Some effort to respond to the character of the place through the architecture (but again with scope for improvement). • The ultimate outcome of a fringe of buildings around a central parking court is a logical master plan outcome. • The southern 'laneway' avoids the common impact of supermarket servicing as a street interface and reduces the need for truck turning and multiple crossovers. • Provision of a well-considered landscape design by a landscape professional. • A predominantly native planting palette. • 'Parklets' with the landscape concept that provide opportunities for causal use • The use of different paving materials to break up the pedestrian areas. • A reasonably generous tree provision. • A built form that is relatively modest in its context. • Use of taller elements to articulate the buildings. • Some attempt to 'dress' the Murray Street elevation. • Orientation of the supermarket to Pinjarra Road. • Site planning and building designs are broadly functional. • Details of external finishes have been provided. • A sustainability report has been provided. • An extensive provision for rooftop PV. • Provision of shade and shelter to key pedestrian areas, even if not over the public realm itself. • Good outlook from the staff room and office to the supermarket. • Provision of modest and usable landscape spaces to provide for casual and visual amenity. • Main entrances address the street. • Some passive surveillance of the public domain. • Provision of clearly marked pedestrian crossing points in logical locations. • Some provision of dedicated pedestrian routes with the car park. • Clear separation of truck movement and pedestrian movement. • Crossovers limited to one per street. • An increase in local services and within the town centre rather than the fringe. • A colour and material palette that generally reflects the character of the place.

		• Relatively modest signage for the supermarket that doesn't overwhelm the architecture or detract unreasonably from the place.
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) In a situation where a DA only seeks to deliver some of the anticipated development, the role of the master plan becomes very important and needs to deliver greater confidence in the ultimate outcome, even if it means being more aspirational. In this respect, it would be useful to know more about the intent for the future use/expansion of the Masonic Hall. This should be, preferably, part of the DA. If not, it should be provided as vital supporting info for the DA. Likewise, the master plan should provide guidance and act as a 'statement of intent' for the MRWA site to demonstrate how it should be developed to complement the development and the town as a whole b) The changes to the design of the fast-food outlet have improved the interface to street, with less of the street frontage being blank wall or service areas. However, in the context of the whole of the George Street frontage, it remains a disappointing response to a main street context. c) The fast-food outlet makes some concession to the character of the place regarding its material palette, but any benefit is negated by the building form and extensive signage. In this respect, it remains an 'anywhere' building rather than a Pinjarra building. It is also noted that there are examples around the world where this brand of outlet has been far more responsive to place. d) The Murray Street interface is not ideal but is a better outcome than the presentation of loading docks to the street as per the shopping centre to the north, noting that, given the uses, 100% activation is unrealistic. However, the gable forms remain clumsily detailed and read as a 'cartoon' pastiche of the traditional gable forms found within the town centre.
Recommendations		***1. Continue to refine the master plan to provide more guidance for the elements that are not proposed in this stage of development, which will also help to refine the appropriate curtilage to the Masonic Hall.*** ***2. Continue to refine the design of the fast-food outlet to establish a more cohesive, longer and stronger street interface that can complement the increased activation with better integration of the norther parklet edge and screening of the service area and transformer through a combination of built and landscape elements.*** ***3. Take a more holistic approach to the design of the fast-food outlet that integrates the material palette with architectural forms and details that respond to Pinjarra's sense of place rather than just applying brick and timber to a typical suburban model.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a) Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces, noting how material have been used to break up the expanse of paving in the pedestrian realm.
Recommendations		***1. Use different materials to help 'explain' the car park and vehicle circulation areas and break up the large extent of hard surfaces.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

		a) Whilst the rationale for the rooftop plant enclosure is acknowledged, the raised parapet on the Murray/Pinjarra corner is clumsy, underwhelming, and fails to contribute to the character of the place in such a key location. The architecture of this corner needs to be carefully considered rather than merely being an attempt to 'tick the box' as a response to the DRP's comment. It is also noted that the elevations in Appendix 1 and the renders in Appendix 5 are inconsistent. b) Whilst the inclusion of the skinny piers in the glass curtain walling to the supermarket is a slight improvement, the net result remains a modern wall of glass that is inconsistent with the scale and character of the place – consider increasing the width of the piers and stall-risers to better capture the rhythm of the place and provide more architecture and less glass. c) Whilst the Panel acknowledges WP constraints on the placement of the transformer it will diminish the adjacent streetscape without adequate screening. The screening should be seen as an opportunity to integrate the transformer site into the overall street response to George Street.
Recommendations		***1. Review the Murray/Pinjarra corner to give more emphasis to a key intersection and in a manner that provides a meaningful welcome to a historic town centre.*** ***2. Review the treatment of the supermarket frontage to Pinjarra Road to establish a ratio of solid to glass that better reflects the character of the place.*** ***3. Review the treatment of the transformer to reduce the impact on the streetscape and to better integrate it into a more holistic architectural and landscape response to the whole of the George Street frontage.***
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a) The Panel acknowledges that the Shire does not support the drive-through component of the fast-food outlet in the context of a town centre. However, the Panel takes the view that this is a planning issue rather than a design issue. If there were to be a drive-through, locating it behind the building as proposed is far preferable than locating the drive-through component at the street interface as is too often the case.
Recommendations		**1. Continue to liaise with the Shire on the inclusion of the drive-through component to resolve the planning matter of the drive-through.**
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a) Sustainability extends to more than just about energy, water and carbon – consider all three pillars of sustainability to strengthen the narrative. b) It is noted that the proposed operators have declared corporate sustainability and net-zero carbon goals, and this commitment should follow through and be expressed in the development and referenced in the sustainability strategy. c) Whilst the additional commitment are acknowledged, they need to be included in the sustainability strategy. d) Provide bike parking and EoT for staff. e) Avoid dark external colours, especially in large and exposed areas of wall. f) Ensure the use of light roofs with low solar absorbance. g) Reference the management of food waste in the WMP given the nature of the proposed supermarket and fast-food uses. h) Investigate further the use of less carbon intensive-materials, particularly in

		relation to the large extent of paved surfaces. i) Provide more information on EV charging provision and how managed in the electrical infrastructure. j) Clarify/highlight the provision of visitor bike bays on the plans. k) Consider the use of rainwater collection for landscape given the scale of the site and the extent of hard surfaces.
Recommendations		**1. Refine and improve the sustainability report noting the detailed commentary provided above.**
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) Whist some effort has been made regarding the landscape treatment of the pedestrian realm, most of the site remains overly focussed on vehicle convenience rather than amenity of pedestrians. See further commentary under Legibility and Safety. b) Consider the impact of external lighting on adjoining properties from all lighting sources, not just the fast-food outlet.
Recommendations		***1. Continue to refine the site planning to ensure a better balance between pedestrian and vehicle users.*** ***2. Review the potential impact of external lighting on adjoining properties from the entire development (not just the fast-food element) and develop an overarching lighting strategy, noting that there is far more to lighting from a design perspective than mere compliance with Australian Standards.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a) Whilst the improvements to the pedestrian network within the site are acknowledged, they are not yet set within the context of the surrounding pedestrian network. Most notably, pedestrian access for residents to the south and southeast (which is most of the Pinjarra townsite) is convoluted and risks pedestrians cutting through the loading and car park areas. b) Develop a whole-of-site pedestrian network demonstrating connectivity with the surrounding pedestrian network.
Recommendations		***1. Consider, improve and illustrate connectivity with the surrounding pedestrian network.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a) The crossover to Murray Street appears excessive – review the necessity of a wide crossover and consider how the rollover area can be expressed in a pedestrian orientated manner. b) Extend a pedestrian-orientated material over the laneway entries to give preference to pedestrians. In this respect, it should be noted that drivers are legally required to give way to pedestrians who are crossing or about to cross. A design solution that seeks to provide priority to vehicles over pedestrians is a fundamentally poor design outcome.
Recommendations		***1. Review the Murray Street crossover with a view to improving pedestrian***

		safety in a pedestrian orientated manner. ***2. Extend a pedestrian-orientated material over the laneway entries to give preference to pedestrians.***
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a) None.
Recommendations		***1. None, noting that it is assumed that any recommendation for approval will contain a standard condition regarding public art.***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) Review the treatment of the floating gables on Murray Street which are overly flat in appearance. For example, consider supporting the gables on piers to ground them, and recessing the gable infill from the surrounding frame and using a lightweight infill with texture or pattern and architectural detail that draws inspiration from the many historic precedents for gables with a richness of detail in Pinjarra that could be sensitively interpreted in a contemporary architectural manner. b) Whilst the material palette for the fast-food outlet is broadly appropriate to the place, any benefit is negated by the building form and extensive signage. In this respect, it remains an 'anywhere' building rather than a Pinjarra building. It is also noted that there are examples around the world where this brand of outlet has been far more responsive to place.
Recommendations		***1. Review the architectural treatment of the Murray Street gables to establish a more meaningful contextual response.*** ***2. Take a more holistic approach to the design of the fast-food outlet that integrates the material palette with architectural forms and details that respond to Pinjarra's sense of place rather than just applying brick and timber to a typical suburban model.***

Concluding Remarks

The Panel thanks the Applicant for the presentation and remains broadly supportive of the design intent as evident in the extensive list of design strengths. However, the design changes made in response to the previous DRP meeting are underwhelming. The overall impression is one of making minimal changes to 'tick the box' in respect to the DRP's comments, rather than making meaningful improvements to the design. As a result, the changes made from DR1 are insufficient to 'move the dial' and the DRP remains unable to fully support the design as an acceptable response to the SPP7 design principles.

The Panel acknowledges that locating car-based uses in a traditional town centre environment is very difficult to do in a manner that enhances the urban qualities of place, unless a more intensive form of development involving grade separated parking, multiple levels, and a strong street interface art ground level. This form of development is expensive and Pinjarra, arguably, does not provide the economic context for such development at this stage.

Noting the above, the proposed master plan seeks to try as hard as it can to at least provide containment to the street edges and locate vehicles within the body of the site. This approach is commendable. However, it does depend on getting the detail right. It is these areas of detail that remain unresolved. Whilst more information and commitments have been provided, the design still required further refinement. As such, more detailed and specific commentary from the Panel is offered this time to provide additional assistance.

Finally, the Panel is sympathetic to the Shire's concerns regarding the establishment of a drive-through element in the town centre. The Panels' view is that town centres should be more about people than vehicles. However, the Panel's view is that land use is planning matter rather than design matter and the Shire has the planning expertise to advise on the acceptability of any given use.

Design Review progress

	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DR1 19.9.25	*Chair review 19.11.25*	
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

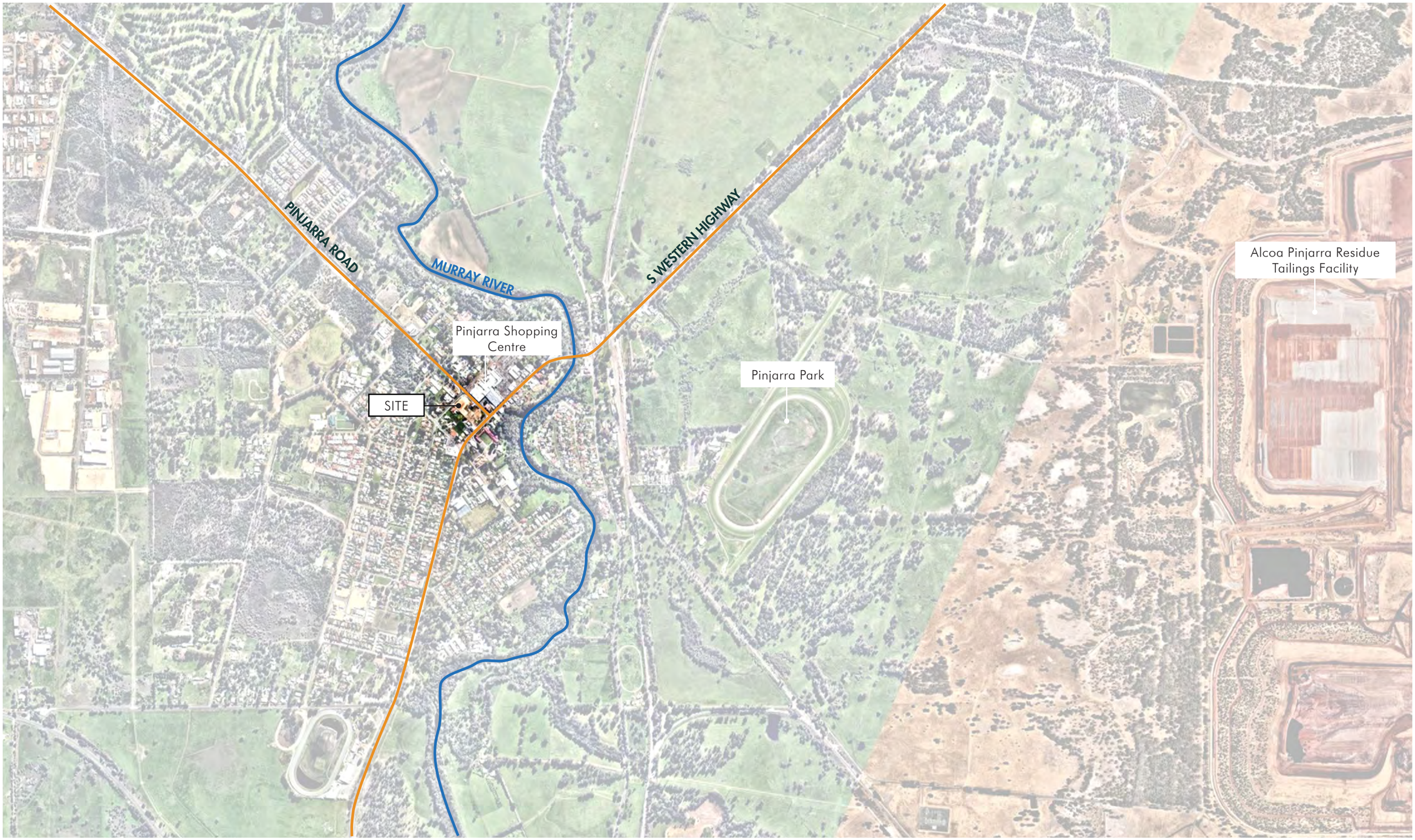
McDonalds & Aldi, Pinjarra

Masterplan

placefabric.

Rev R

11 2025



Pinjarra Context

Pg 2 Rev R

McDonalds & Aldi, Pinjarra 2442 11 2025

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Site Context

Pg 3 Rev R

McDonalds & Aldi, Pinjarra 2442 11 2025

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View A- Pinjarra Uniting Church

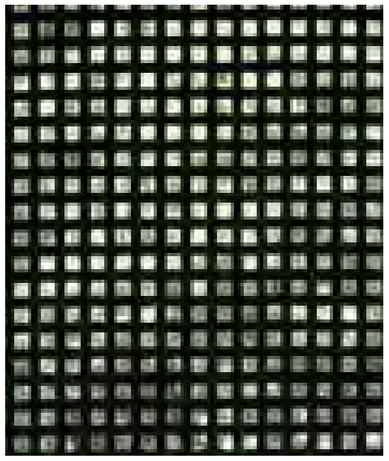
View B- Masonic Hall

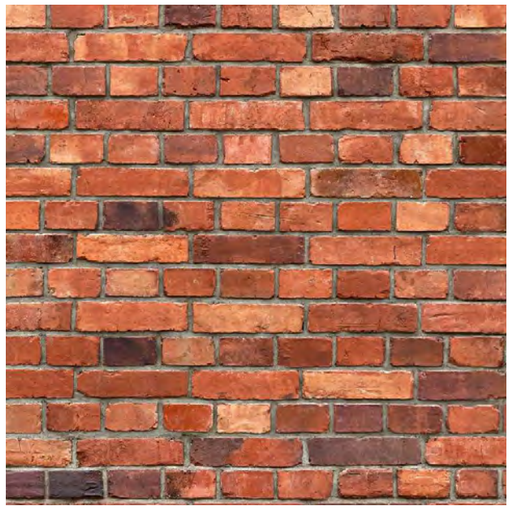
View C- Jarra Infusion Cafe

View D- Post Office, Court House & Police Station

YCRC

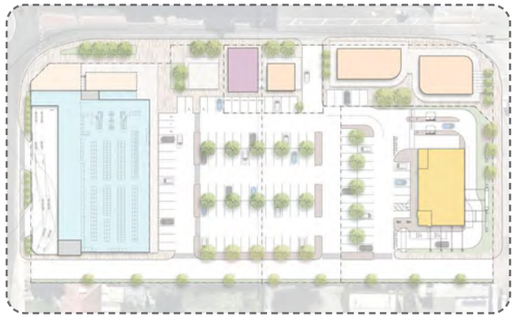
COURT HOUSE
Police





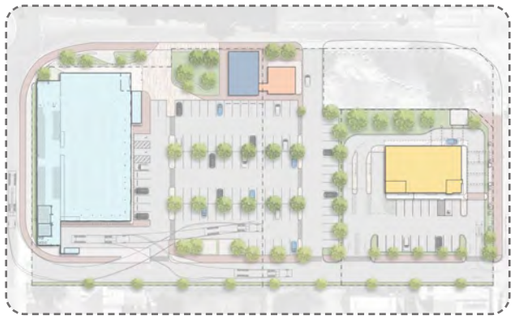
Site Context

place fabric.



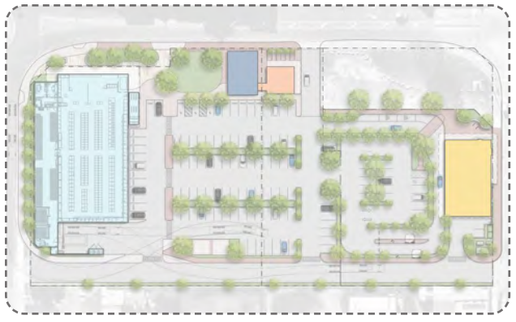
Masterplan Rev C

Masterplan Rev A



Masterplan Rev E

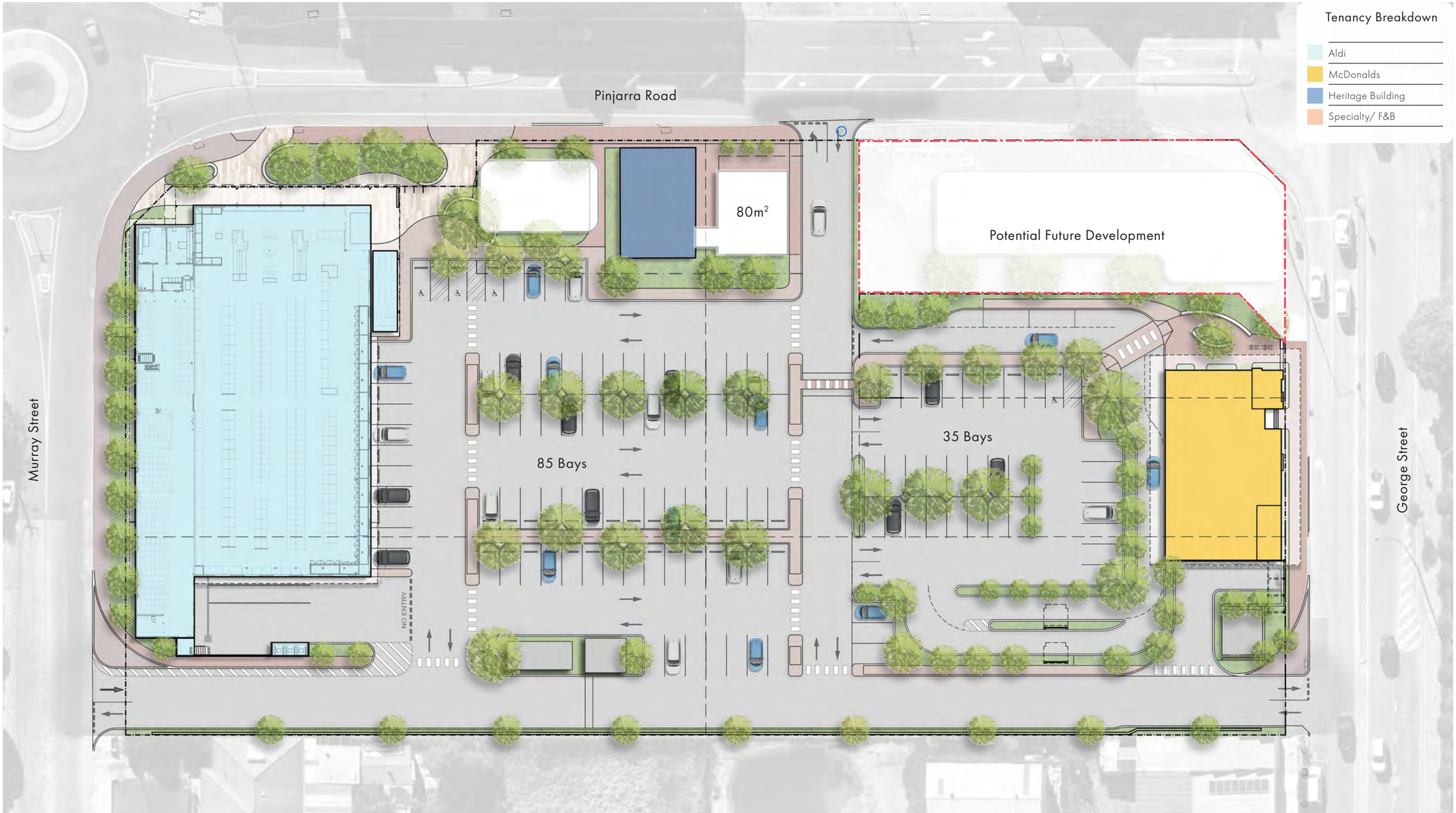
Masterplan Rev R



Masterplan Rev J

NOTE: Plans & elevations shown for Aldi and McDonalds are prepared by their own architects, with Place Fabric performing an advisory role only

Masterplan Iterations



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Scale 1:500 @ A3

0 5 10 15 20 25

Proposed Masterplan

Pg 8 Rev R

McDonalds & Aldi, Pinjarra 2442 11 2025

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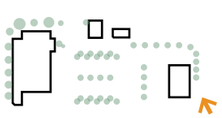

3D Render

	Pg 9	Rev R
McDonalds & Aldi, Pinjarra	2442	11 2025

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3D Render

Pg 10 Rev R

McDonalds & Aldi, Pinjarra 2442 11 2025

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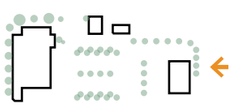
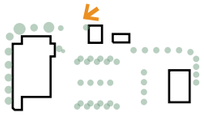


3D Render

	Pg 11	Rev R
McDonalds & Aldi, Pinjarra	2442	11 2025

place fabric.



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3D Render

Pg 12 Rev R

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3D Render

Pg 13 Rev R

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3D Render

Pg 14 Rev R

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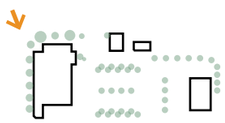

3D Render

Pg 15 Rev R

McDonalds & Aldi, Pinjarra 2442 11 2025

place fabric

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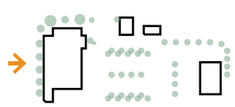

3D Render

McDonalds & Aldi, Pinjarra | Pg 16 | 2442 | Rev R | 11 2025

place fabric.

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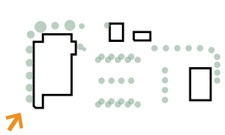

3D Render

Pg 17 Rev R

McDonalds & Aldi, Pinjarra 2442 11 2025

place fabric.

Proposed North Elevation

Proposed South Elevation

Scale 1:500 @ A3

0 5 10 15 20 25

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North & South Site Elevations

Pg 18 Rev R

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Proposed West Elevation

Proposed East Elevation

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Scale 1:250 @ A3

0 5 10 15

West & East Site Elevations

	Pg 19	Rev R
McDonalds & Aldi, Pinjarra	2442	11 2025

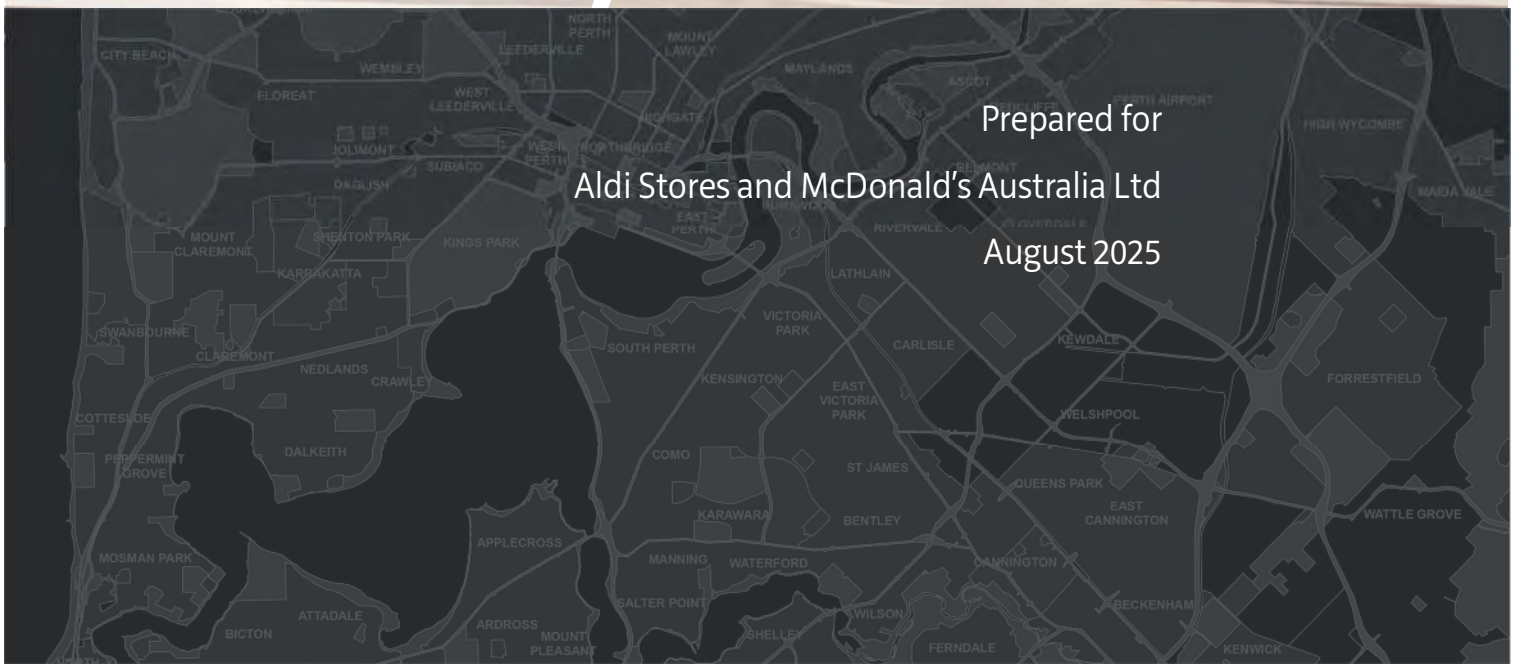
place fabric.

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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Project Details

Job number	9128 / 9244	
Client	McDonald's Australia Ltd, Aldi Stores	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architect Design Traffic Civil Landscape Bushfire Acoustic Sustainability Waste Heritage Light Odour	Planning Solutions Hindley and Associates, Architecture HQ Place Fabric Transcore Colliers Plan E Western Environmental Lloyd George Acoustics Emergen Talis Consultants Griffiths Architects Rubidium Light EMP

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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	• Approval of a Liquor store • Consistency of works component with development requirements	
Key statutory instruments	*Planning Schemes* • *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* • *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* • *Floodplain Management Policy* (**Floodplain Policy**) *Local planning policies* • *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	• *Draft Scheme Amendment No. 322* (**SA322**) • *Draft Pinjarra Precinct Structure Plan* (D**raft 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)	• Main Roads WA – under PRS • Heritage Council – under *Heritage Act 2018* • Department of Water and Environmental Regulation - under *Floodplain Management Policy*	

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 1,918m^2, 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 3,230m^2 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.

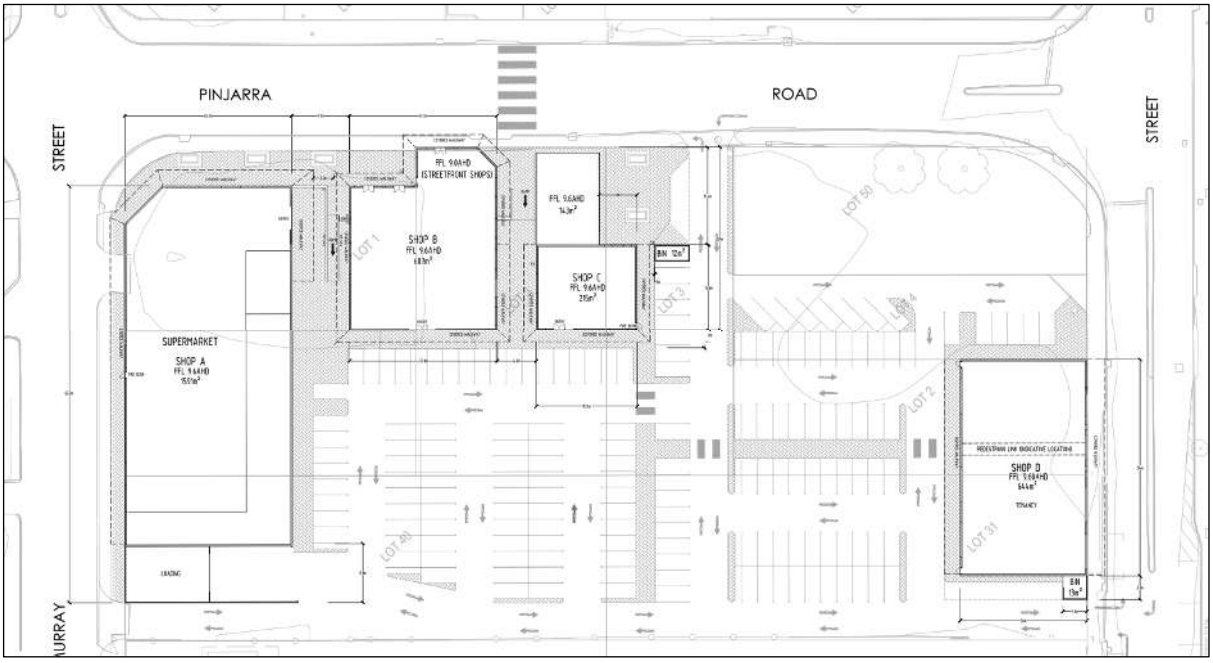

Figure 1: Extract of development plans approved on 11 June 2015

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.

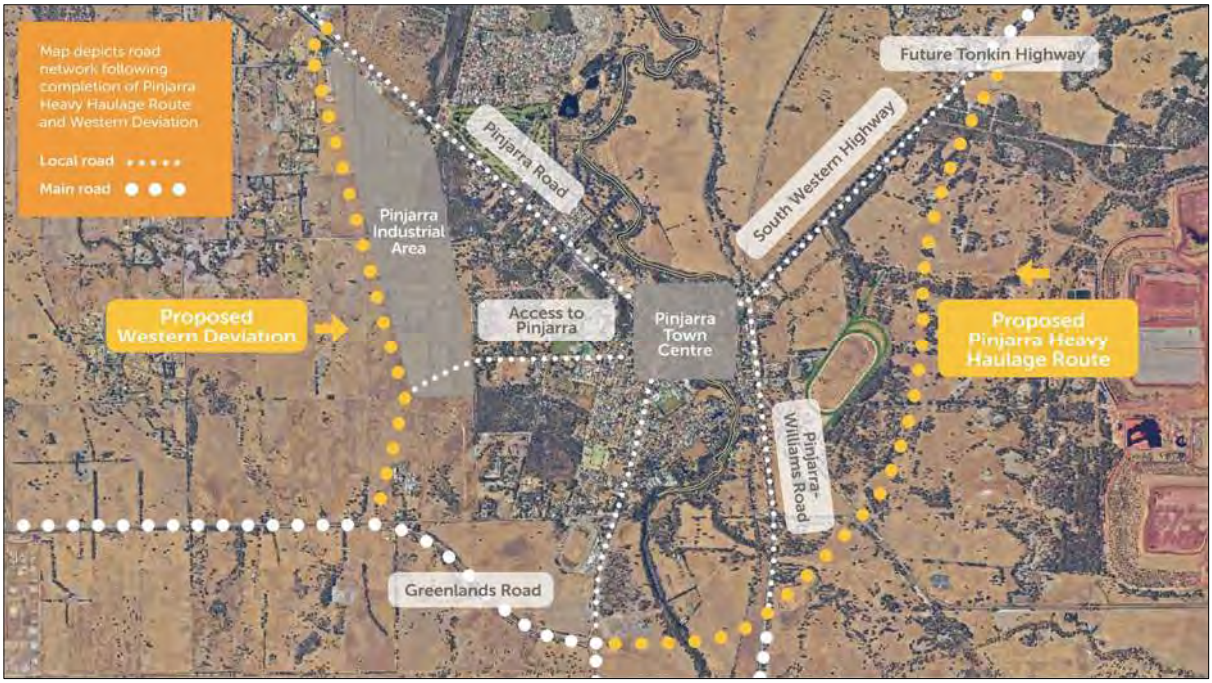

Figure 2: Concept plan showing route of proposed deviation (Shire of Murray, 2024)

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.

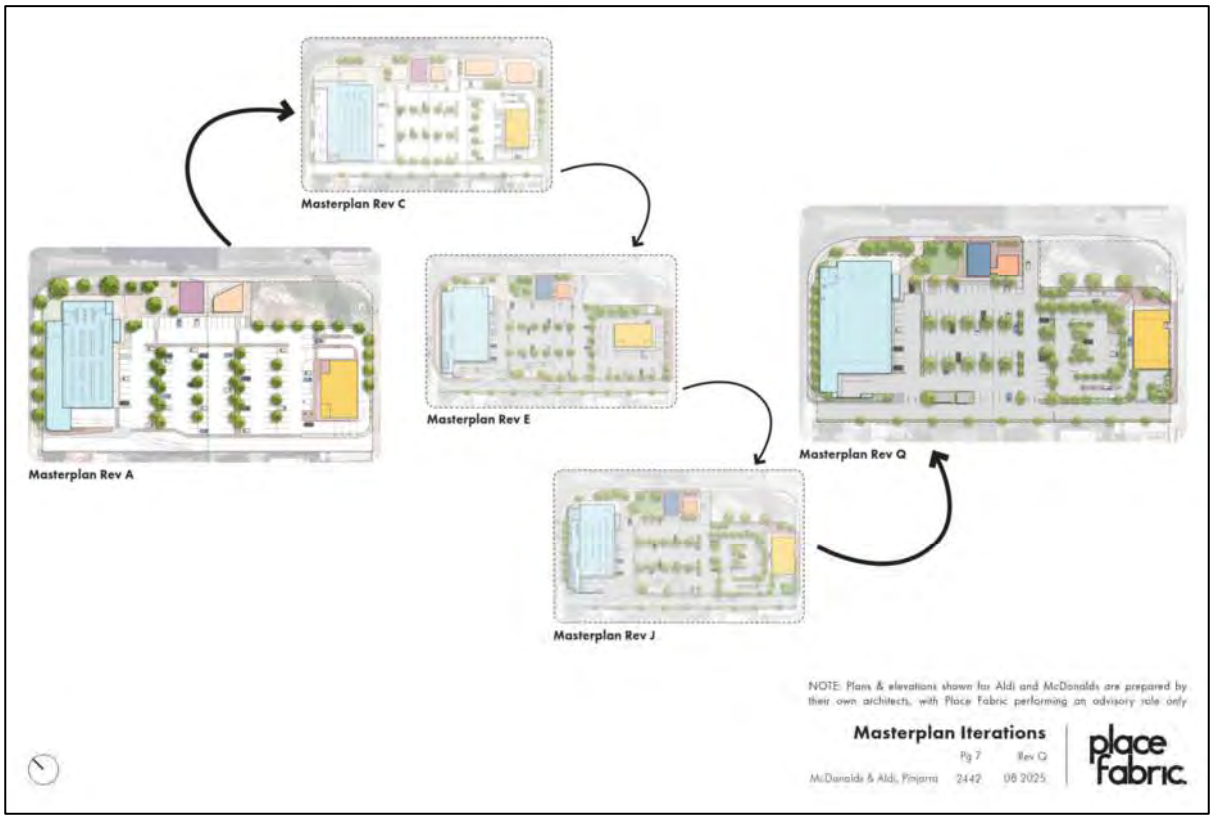

Figure 3: Extract of Masterplan showing design iterations

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 (m^2)	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.

Figure 4: Contaminated Sites Database Mapping

3.2 Location

3.2.1 Local context

The subject site is located within the municipality of the Shire of Murray, within the Pinjarra Town Centre Area, approximately 82km south of the Perth CBD. The subject site is connected to the wider metropolitan area via Pinjarra Road and South Western Highway (George Street). The subject site is bounded by Murray Street to the north, Pinjarra Road to the east, George Street to the south and existing residential and commercial lots to the west. The Pinjarra Junction Shopping Centre is located directly across Pinjarra Road fronting the subject site.

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

The subject site contains four existing crossovers, with one located on Murray Street, one on Pinjarra Road and two on George Street.

3.2.2 Topography and flood levels

The topography of the subject site is characterised by a variation of approximately 1.1m across the site, between RL9.6 and RL8.5.

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 1,543m^2 (GFA) Aldi supermarket located along the Murray Street frontage, including:
    - Single accessway through the airlock at the north-eastern corner of the building;
  - 1,100m^2 of retail floor area, including 55m^2 of liquor store area;
  - Back of house areas including 323m^2 storage space, a staff room, UWC, and office;
    - A dedicated loading bay, located to the southern side of the supermarket building;
  - A 375m^2 (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 10m^2 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 234m^2 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 deisgn

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.

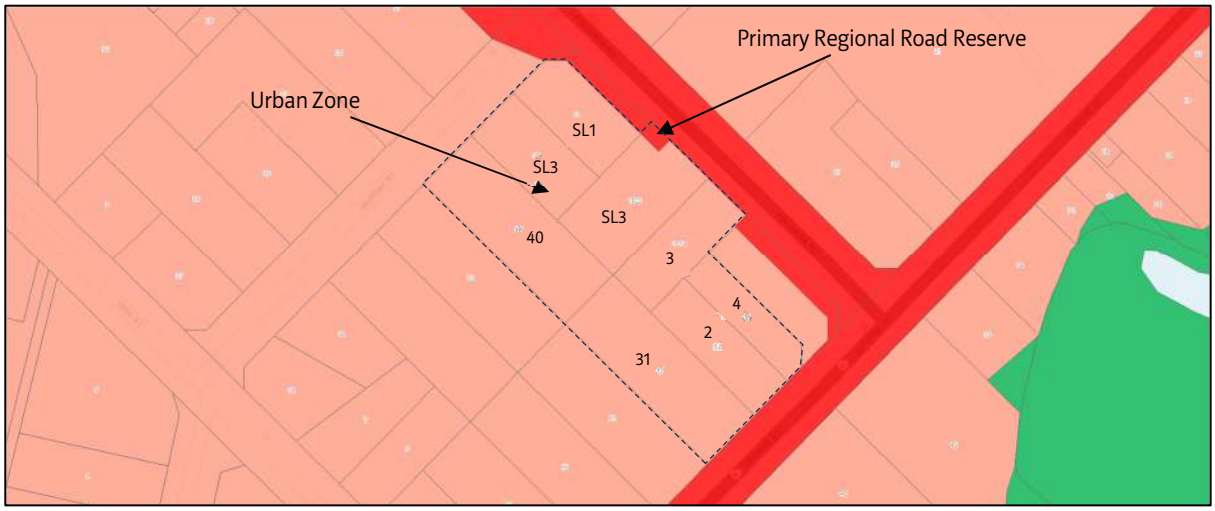

Figure 11: PRS zoning

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.

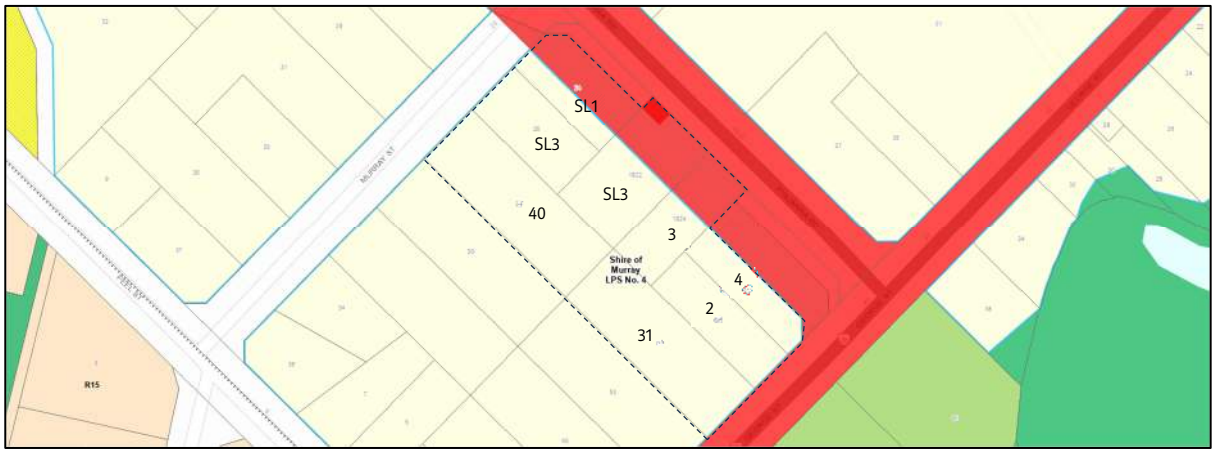

Figure 12: LPS4 zoning

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		
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.	Dedicated loading bays are provided on site for both commercial tenancies.	✓
In general, the Council will seek to ensure that most servicing vehicles are able to enter and leave a street in a forward direction.	All vehicles are able to enter and exit the subject site in a forward direction.	✓
7.3.3 Landscaping		
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.	Refer **Attachment 3** for a copy of the Landscaping Plan prepared by Plan E.	✓
7.3.4 Treatment of driveways and parking areas		
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.	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 20m² GFA*	1,487.8m²	74.4	103
Liquor Store	*1 car parking space per 20m² GFA*	55.2m²	2.8	-
Take Away Food Outlet	*1 car parking space per 4 seats and 1 car parking space per 5m² of waiting area*	60 seats + 10m² waiting area	17	15*
Café/Restaurant	*1 car parking space per 4 seats and 1 car parking space per 5m² of waiting area*	*Assume* 50 seats + 10m² 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 10,000m^2 NLA threshold for additional Category A floorspace.

The proposed development includes 1,783m^2 NLA of shop/retail floorspace – well below the 10,000m^2 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		
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.	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		
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.	*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		
Minimum building height of two storeys or equivalent.	*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
Buildings enabling sun on the footpath on the opposite side of the street at 12pm Jun 21st.	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 21st each year.	✓
Street Interface		
Ground floor tenancies adjacent to a street or other public space with the primary pedestrian access from that street or public space.	*Aldi* – 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. *McDonald's* – The proposed building incorporates an entrance directly off George Street.	Variation
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.	*McDonald's* – Levels based on NGL, with sill height less than 900mm (0.6m stair access on George Street). Minimum head height is approximately 3m. *Aldi* - 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)	✓
Obscure or reflective glazing on ground floor is avoided.	Obscure and reflective glazing is not proposed for the tenancies.	✓
Mandatory street setback of 0m, with dedicated alfresco areas, covered arcades, building lobbies and corner architectural articulation excepted	*Aldi* (Pinjarra Road) – 2.5m to site boundary *Aldi* (Murray Street) -1.28m to site boundary *McDonald's* (George Street) – nil setback	Variation
Building frontages constructed to both side boundaries at the frontage to streets or other public spaces.	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.	✓
Canopy, awning or arcade cover of at least 2.8m depth over the adjacent footpath for the full length of building frontages.	McDonald's: average awning 2m (max 3m at George Street entrance). Aldi: 2.5m awning to Pinjarra Road frontage.	Variation
Maximum 7.5m of glazed shop front between piers.	*McDonald's* – All individual windows are less than 3m wide. *Adli* – Windows have a maximum width of 3m across the development.	✓
Entrance doors recessed by at least 1m from the street boundary.	All proposed entrances are recessed by a minimum of 1m from the street boundary.	✓
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.	Entrances are provided at grade where possible, with stepped access provided at the McDonald's George Steet entry due to levels and flood protection requirements.	✓
Minimum floor-to-floor height of 3.6m for the ground floor.	The McDonalds 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).	✓
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.	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
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.	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		
Minimum setback of 2m to boundaries shared with heritage buildings unless the heritage building is built to the common boundary.	The proposed buildings are separated by more than 2m from the historical Masonic Hall on the subject site.	✓
Fencing material as per the major wall material of the associated building.	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		
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.	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. 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. 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.	✓
Preferred materials include: red brick, natural stone, painted render, timber, custom orb sheeting or similar, or a combination thereof.		✓
Preferred colours include muted natural tones, rather than primary colours.		✓
Preferred roof forms include: pitched roofs of at least 25 degrees, unless hidden from view from the adjacent street by a parapet.		✓
Access and Parking		
Maximum of one crossover per street for any development.	One crossover per street frontage proposed	✓
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.	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.	✓
Shared crossovers are encouraged between adjacent developments via an easement arrangement.	Easement arrangements will be completed in accordance with a development approval and subdivision process, as required.	✓
Maximum crossover width is 6m.	Murray Street – 6.5m George Street – 6.5m Pinjarra Road – 6.2m	Variation

Acceptable Outcome	Assessment	Compliance
Visitor parking located with direct pedestrian access to the building entrance(s).	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.	✓
Non-residential uses at 3 bays per 100 m²	Total building area: 1,923m2 (375m² + 1,543m²) Requirement of 57.69 bays. Proposed bays: 118 bays	✓
Signage		
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.	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.	✓
Under verandah signs which provide a minimum ground clearance of 2.4 metres.	All verandah signage is on-awning signage and provides a ground clearance of greater than 2.4m	✓
Additional requirements		
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. *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.*	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.

<u>Primary pedestrian access from street or public space</u>

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.	*McDonald's* – 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. *Aldi* – 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. *(continued)*		
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 0.4m2 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. *(continued)*	*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 2m^2.
- Aldi pylon sign exceeds the maximum height by 2.5m (8.5m in total) and the face area by 0.8m^2.

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 4.8m^2 and 6m^2 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		
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.	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.	✓
Development is to be designed to: Not imitate, replicate or mimic the heritage architecture.	The proposed development includes façade artwork and large expanses of glazing which distinguish it from the heritage architecture.	✓
Development is to be designed to: Not overwhelm or dominate heritage places or other development within a heritage area.	The proposed development is set further back from Pinjarra Road, providing a sense of prominence to the Masonic Hall.	✓
Development is to be designed to: Preserve views to significant elevations, the features and setting of the heritage place or heritage area.		✓
General Development Provisions		
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.	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.	✓
Development is not to adversely affect, damage or destroy the cultural heritage significance of a heritage place or heritage area.	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 McDonal'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 it's 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/m^2; 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/m^2.

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 1,170m^2, which is approximately 11.7% the site area. Further, the proposed trees provide a total canopy cover of 1,398.5m^2 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 LILO 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.

Appendix 1:
Certificates of Title and Deposited Plans

Appendix 2:
Development Plans

Appendix 3:
Landscaping Concept

Appendix 4:
Design Masterplan

Appendix 5:
SPP7.0 Design Statement

Appendix 6:
BAL Assessment Report

Appendix 7:
Acoustic Assessment

Appendix 8:
Stormwater Management Concept

Appendix 9:
Transport Impact Assessment

Appendix 10:
Heritage Impact Statement

Appendix 11:
Waste Management Report

Appendix 12:
Sustainability Statement

Appendix 13:
Lighting Impact Assessment

Appendix 14:
Odour Management Plan

Appendix 15:
Contaminated Site – Basic Record

WESTERN ENVIRONMENTAL

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Bushfire Attack Level (BAL) Assessment Report

Site details	
Address: Lots 2, 3, 4, 31 & 40 Murray Street	
Suburb: Pinjarra	**State:** Western Australia
Local Government Area: Shire of Murray	
Description of Building Works: Commercial Development - McDonald's Restaurant and Aldi Supermarket	

Report details			
Project number	A25.017	**Report version**	1
Assessment date	8/05/2025	**Report date**	9/06/2025
Author	Beau Eaton	**Review**	Dylan Wray (L2 BPAD 44656)

Purpose

This Bushfire Attack Level (BAL) assessment has been undertaken to determine whether *State Planning Policy 3.7 – Bushfire* (SPP 3.7; WAPC, 2024) applies to the proposed commercial development at Lots 2, 3, 4, 31 & 40 Murray Street, Pinjarra (the subject site). SPP 3.7 only applies to commercial development where the habitable buildings are subject to a radiant heat exposure exceeding 29kW/m^2 (BAL-29) in a reticulated water area or where the radiant heat exposure exceeds BAL-LOW in a non-reticulated water area.

Site Assessment and Site Plan

A site assessment was undertaken on 8/05/2025 for the purpose of determining the BAL in accordance with *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (AS 3959:2018; SA, 2018) Simplified Procedure (Method 1). An overview of the subject site and the proposed development is presented in Figure 1.

Vegetation Classification

All vegetation within 100 m of the subject site was classified in accordance with Clause 2.2.3 of AS 3959: 2018. Each distinguishable vegetation class with the potential to determine the BAL is identified in Table 1 and presented in Figure 2.

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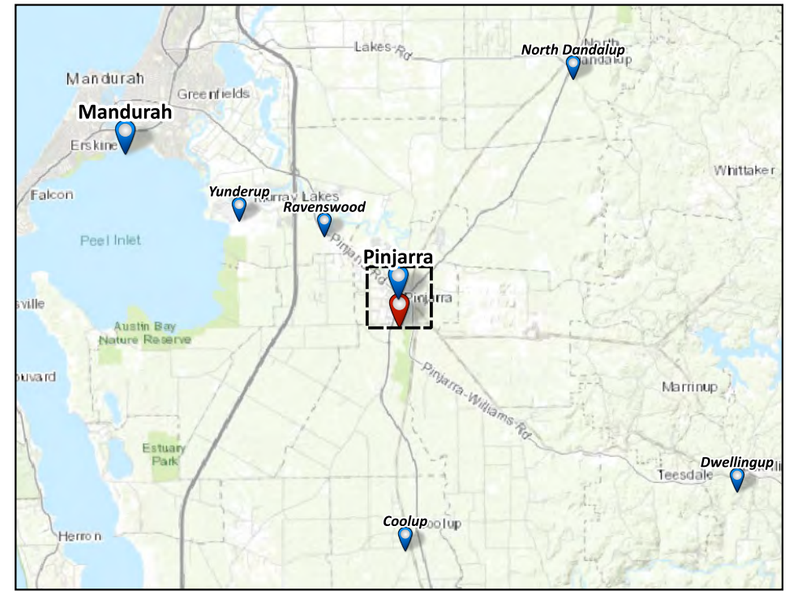

Figure 1: Site Overview

N

0 30 60 90 120 m

PROJECT/REPORT NAME	Bushfire Attack Level Assessment Lot 2, 3, 4, 31 & 40 Murray Street, Pinjarra
SCALE	1:2,400
SHEET SIZE	A3 COLOUR
CLIENT	Aldi Stores and McDonald's Australia Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.017
VERSION	0
DATA SOURCE	Nearmap (31st March 2025)
DRAWN BY / REVIEWED BY	SM/BE
DATE	9/6/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Subject building
- Infrastructure / Parking

No	Description	Drawn	Approved	Date
A	Original issue	SM	BE	9/6/2025

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

WESTERN ENVIRONMENTAL

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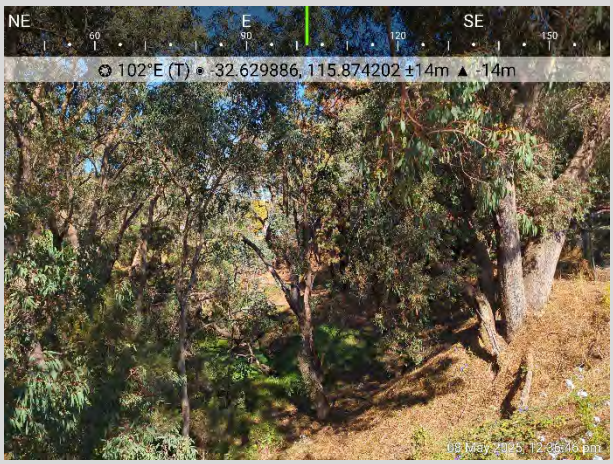
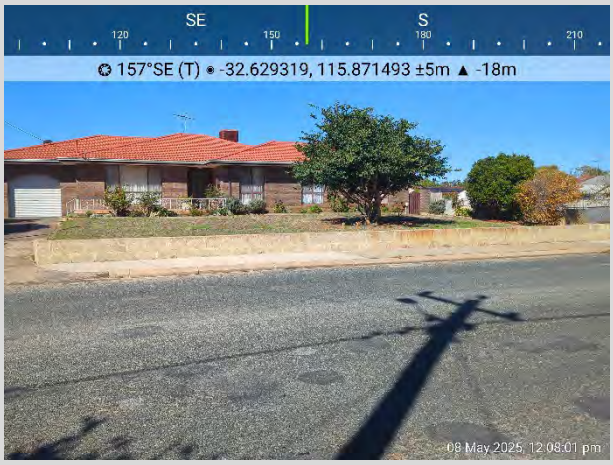
Table 1: Vegetation Classification

Plot 1	Class A Forest
Photo 1 Trees up to 25 m in height with an overstorey canopy cover exceeding 30%. The understorey is multi-tiered and contains a mixture of shrubs and grasses. The slope under this vegetation was assessed to be downslope 10 - 15 degrees.	
Plot 1	**Class A Forest**
Photo 2 Trees up to 25 m in height with an overstorey canopy cover exceeding 30%. The understorey is multi-tiered and contains a mixture of shrubs and grasses. The slope under this vegetation was assessed to be downslope 10 - 15 degrees.	
Plot 2	**Class G Grassland**
Photo 3 Unmanaged grassland vegetation exceeding (or with the potential to exceed) an average height of 100 mm**.** The slope under this vegetation was assessed to be upslope/flat.	

Plot 2	Class G Grassland
Photo 4 Unmanaged grassland vegetation exceeding (or with the potential to exceed) an average height of 100 mm**.** The slope under this vegetation was assessed to be upslope/flat.	
Plot 2	**Class G Grassland**
Photo 5 (Background) Unmanaged grassland vegetation exceeding (or with the potential to exceed) an average height of 100 mm. Photos were difficult to obtain for this area due to access restriction across private properties. The slope under this vegetation was assessed to be upslope/flat.	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 6 Non-vegetated area comprising footpaths, roads, car parks, and buildings. These non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Plot 3	Excluded - clause 2.2.3.2 (e)
Photo 7 Residential buildings, roads and footpaths. These non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	
Plot 3 / Plot 4	**Excluded - clause 2.2.3.2 (e) & (f)**
Photo 8 Courts, buildings, and maintained sports oval at St Joseph's Primary School. These low-threat and non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) and (f) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 9 A single row of trees used as a windbreak or screen. This vegetation is regarded as low-threat and has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	

Plot 4	Excluded - clause 2.2.3.2 (f)
Photo 10 A single row of trees used as a windbreak or screen and managed grass. This vegetation is regarded as low-threat and has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	

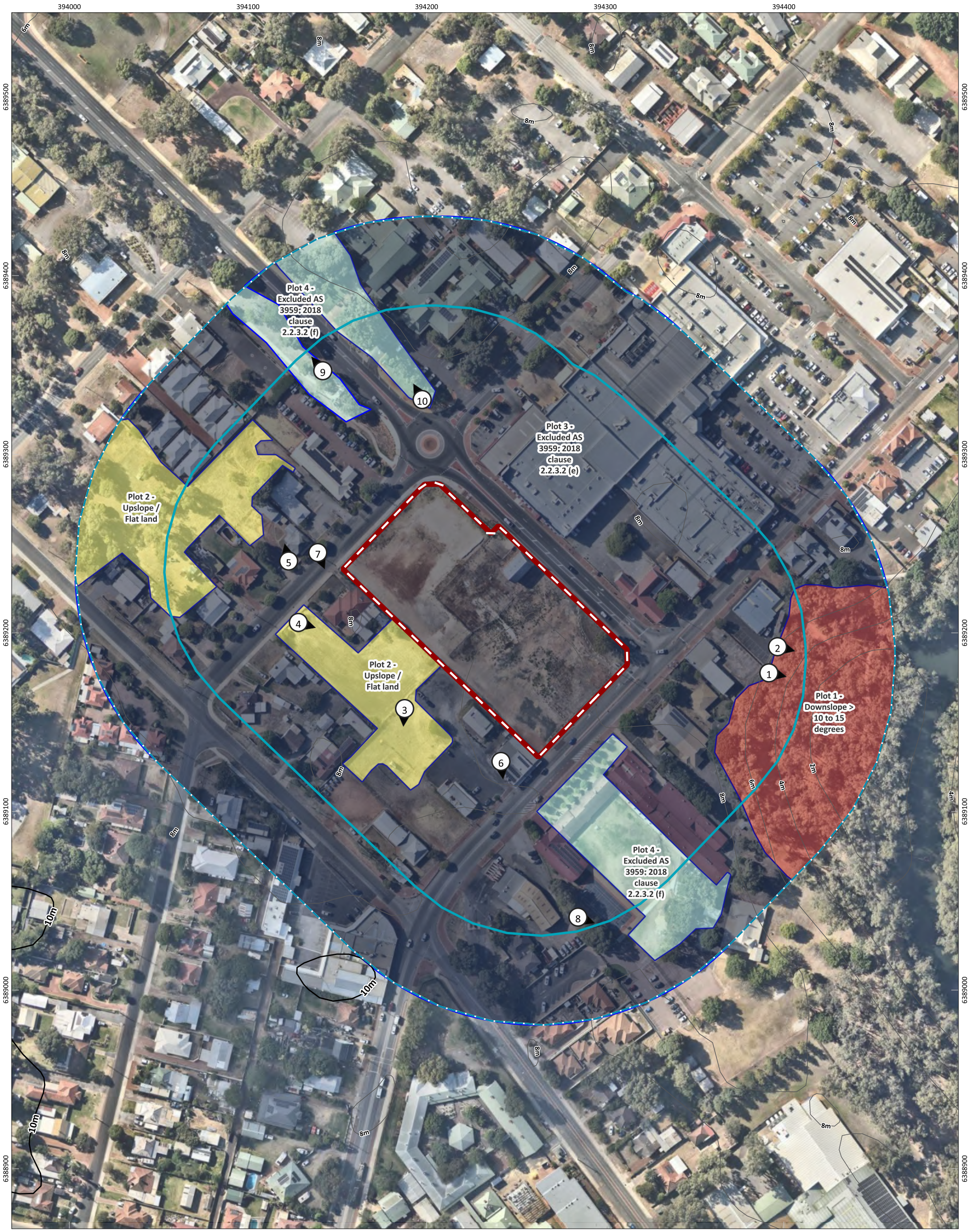


Figure 2: Vegetation Classification

0 15 30 45 60 m

N

SCALE: 1:2,000	SHEET SIZE: A3 COLOUR
PROJECT/REPORT NAME: Bushfire Attack Level Assessment Lot 2, 3, 4, 31 & 40 Murray Street, Pinjarra	
CLIENT: Aldi Stores and McDonald's Australia Ltd	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.017 / VERSION: 0
DATA SOURCE: Nearmap (31st March 2025)	DRAWN BY / REVIEWED BY: SM/BE / DATE: 9/6/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Photos

2 metre contours (DPIRD-072)

- 2m
- 10m

Vegetation Classification

- Class A - Forest
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

No	Description	Drawn	Approved	Date
A	Original issue	SM	BE	9/6/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

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Relevant Fire Danger Index

The Fire Danger Index for this site has been determined in accordance with Table 2.1 of AS 3959: 2018 and is presented in Table 2.

Table 2: Fire Danger Index (FDI)

Relevant Fire Danger Index			
FDI 40 ☐ *Table 2.4.5*	FDI 50 ☐ *Table 2.4.4*	FDI 80 ✓ *Table 2.4.3*	FDI 100 ☐ *Table 2.4.2*

Potential Bushfire Impacts

The potential bushfire impact to the proposed development from each of the identified vegetation plots are identified below in Table 3.

Table 3: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class A Forest	Downslope >10 to 15 degrees	<33	33-<42	42-<56	56-<73	73-<100
2	Class G Grassland	All upslopes and flat land (0 degrees)	<6	6-<8	8-<12	12-<17	17-<50
3	Excluded - clause 2.2.3.2 (e)	-	No separation distances required - BAL-LOW				
4	Excluded - clause 2.2.3.2 (f)	-	No separation distances required - BAL-LOW				

Determined Bushfire Attack Level (BAL)

The determined Bushfire Attack Level (highest BAL) for the proposed development has been determined in accordance with Clause 2.2.6 of AS 3959: 2018 using the relevant data from the site assessment shown in Figure 2 and Table 3. The proposed habitable buildings are all subject to a radiant heat impact not exceeding 29kW/m^2 (BAL-29), as shown on the BAL Contour Map in Figure 3 and summarised in Table 4.

Table 4: BAL Assessment Summary

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance (m)	BAL Rating
McDonald's Restaurant	Plot 1	70.8	BAL-19
Aldi Supermarket	Plot 2	22	BAL-12.5

Summary

In accordance with Section 1.2 of SPP 3.7, commercial development within a reticulated water area which is subject to BAL-29 or below does not trigger the need for an assessment against SPP 3.7. Accordingly, a Bushfire Management Plan is not considered necessary to support the development application.

Assessment Validity

The BAL rating is based on the information current at the date of this document and is valid for 12 months.

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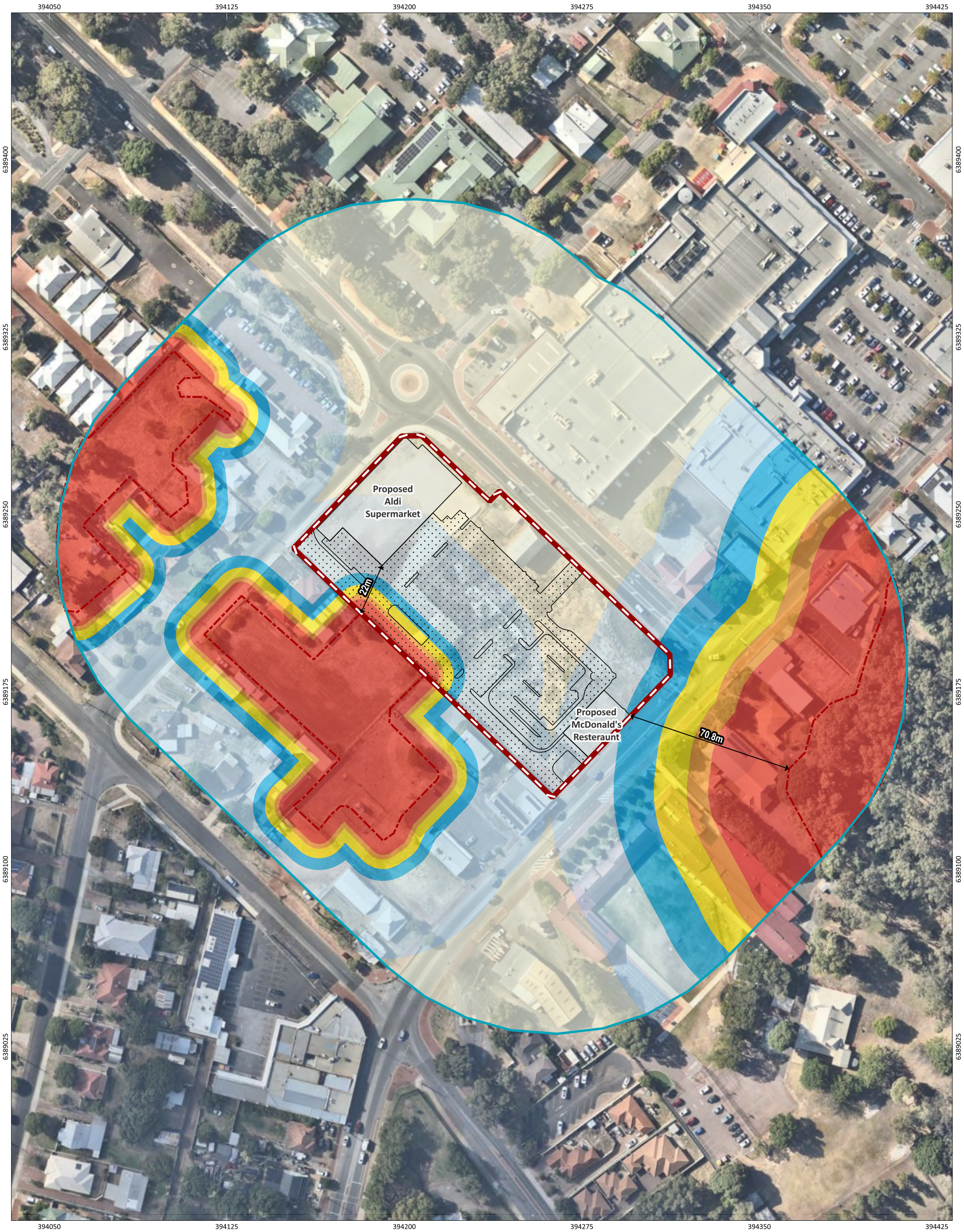

Figure 3: Bushfire Attack Level (BAL) Contours

0 10 20 30 40 m
N

SCALE: 1:1,500	SHEET SIZE: A3 COLOUR
PROJECT/REPORT NAME: Bushfire Attack Level Assessment Lot 2, 3, 4, 31 & 40 Murray Street, Pinjarra	
CLIENT: Aldi Stores and McDonald's Australia Ltd	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.017 / VERSION: 0
DATA SOURCE: Nearmap (31st March 2025)	DRAWN BY / REVIEWED BY: SM/BE / DATE: 9/6/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Lots
- Subject building
- Infrastructure / Parking
- Bushfire Hazard Interface

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

No	Description	Drawn	Approved	Date
A	Original issue	SM	BE	9/6/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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Appendix A
Additional Information / Advisory Notes

This assessment was undertaken as per AS 3959: 2018. It is important that the current version of AS 3959, is consulted for construction purposes.

This BAL rating is based on the information current at the date of this letter and is valid for 12 months from the date of this letter.

Bushfire Attack Level (BAL) as set out in the Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas (AS 3959), as referenced in the Building Code of Australia.

Bushfire Attack Level (BAL)	Classified vegetation within 100 m of the site and radiant heat flux exposure thresholds	Description of predicted bush fire attack and levels of exposure	Construction Section as per AS 3959
BAL-LOW		There is insufficient risk to warrant specific construction requirements.	4
BAL-12.5	≤12.5 kW/m^2	Ember attack	3 and 5
BAL-19	>12.5 kW/m^2 ≤19 kW/m^2	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux.	3 and 6
BAL-29	>19 kW/m^2 ≤29 kW/m^2	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux	3 and 7
BAL-40	>29 kW/m^2 ≤40 kW/m^2	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux with the increased likelihood of exposure to flames.	3 and 8
BAL-FZ	>40 kW/m^2	Direct exposure to flames from fire front in addition to radiant heat flux and ember attack	3 and 9

Source: "*AS 3959: 2018 Construction of buildings in bushfire-prone areas*" published by Standards Australia, Sydney.

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Environmental Noise Assessment - Aldi Store & McDonald's

Various Lots, Pinjarra Town Centre

Reference: 25019844-01

Prepared for:
Aldi Stores & McDonald's Australia Ltd

Reference: 25019844-01

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
10-Jun-25	0	Issued to Client	Matt Nolan	Terry George

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Aldi Stores & McDonald's Australia Ltd to undertake an environmental noise assessment for a proposed Aldi Store & McDonald's Restaurant to be located at Various Lots, Pinjarra Town Centre. 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 *Environmental Protection (Noise) Regulations 1997*.

The assessment has demonstrated compliance with the assigned levels provided the following:

- 3.3-metre high fence along the south and west side of the Aldi Loading Bay; and
- 1.8-metre high fence included along the south boundary (measured from the higher side).

This fencing is to be free of any gaps and have a minimum surface mass of 8 kg/m^2. Such material includes brick, limestone or double sheeted *Colorbond*.

The mechanical plant sources were based on file data and manufacturer specifications provided from previous projects. Once the mechanical plant has been designed and selected, the noise levels should be reviewed prior to Building Permit to ensure compliance is achieved.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Aldi Stores & McDonald's Australia Ltd to undertake an environmental noise assessment for a proposed Aldi Store & McDonald's Restaurant to be located at Various Lots, Pinjarra Town Centre - refer *Figure 1-1*. The proposed Aldi Store will operate between 8.30am and 8.00pm, while the McDonald's will operate 24 hours a day. Both will operate 7 days a week, with deliveries potentially occurring during any time.

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

With regard to noise emissions, consideration is 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 *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

*"**7. Prescribed standard for noise emissions***

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as either 7 dB or 9 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+7 dB IF (noise sensitive premises further than 100m of George Street) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	52	62	72
	0900 to 1900 hours Sunday and public holidays (Sunday)	47	57	72
	1900 to 2200 hours all days (Evening)	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	42	52	62
+9 dB IF (noise sensitive premises within 100m of George Street) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	54	64	74
	0900 to 1900 hours Sunday and public holidays (Sunday)	49	59	74
	1900 to 2200 hours all days (Evening)	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	44	54	64
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed in this area. However, vehicle noise in the McDonald's drive-through area has been considered assessable in this report due to the lanes being solely for ordering purposes and not road access. Vehicle door closing noise and delivery truck condensing units also require assessment, as these do not form part of the propulsion or braking systems.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.0* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of meteorological conditions. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey residential buildings are modelled with a height of 3.5 metres and commercial buildings are modelled with a height of 4.0 metres, with receivers 1.4 metres above ground.

The south boundary of the site includes a 600mm retaining wall, with the adjacent residences situated on the lower side. On top of the wall includes a solid 1.8 metre fence. Fencing along the west and south side of the

Aldi Loading Bay is noted as being 3.3 metres high. This fencing is to be free of any gaps and have a minimum surface mass of 8 kg/m^2. Such material includes brick, limestone or double sheeted *Colorbond*.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Red dots represent point sources in the noise model (mechanical plant, idling cars, speaker noise and refrigerated delivery trucks) with the pink polygons representing car doors.

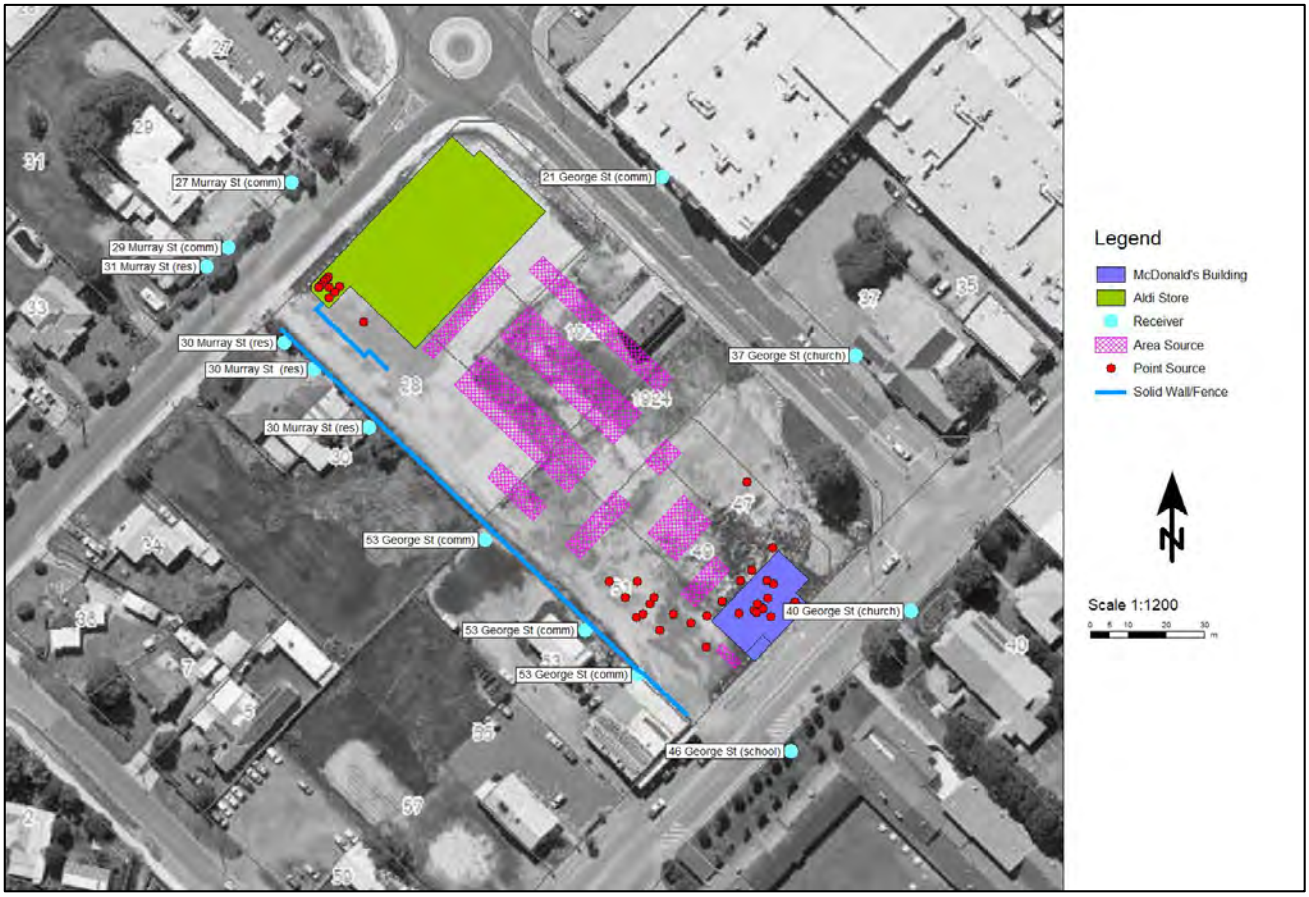

Figure 3-1: Overview of Noise Model

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads and car parks, and 0.5 (50%) elsewhere, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Closing Car Door – L_{Amax}	71	74	77	81	80	78	72	61	**84**
Aldi Store									
1x Exhaust Fan – Fantech CE566D – L_{A10}	-	83	83	77	69	66	64	62	**67**
3x Actron Air PCG300L/R Rooftop (high) – L_{A10}	-	74	76	76	75	74	69	66	**78**
5x Condenser WRC335BEC Axitop – L_{A10}	-	82	81	79	75	70	64	58	**77**
Large Refrigerated Truck delivery – L_{A1}	65	68	88	92	97	97	91	80	**101**
McDonald's Restaurant									
Condenser Package MAC90RP – L_{A10}	88	87	85	81	76	70	64	59	**82**
AC-1 Actron PKY960T Low Speed – L_{A10}	-	84	78	75	73	69	60	54	**78**
AC-1 Actron PKY960T High Speed – L_{A10}	-	89	83	80	78	74	64	60	**83**
AC-2 and AC-3 Actron PCG340 Package Low Speed – L_{A10}	-	75	74	73	71	67	65	60	**76**
AC-2 and AC-3 Actron PCG340 Package Unit High Speed – L_{A10}	-	78	78	77	75	71	69	64	**80**
AC-4 Actron PCA233U Package Unit Low Speed – L_{A10}	-	71	71	70	67	62	61	56	**69**
AC-4 Actron PCA233U Package Unit High Speed – L_{A10}	-	76	75	74	71	66	65	60	**71**
Fan 1 Fantech TCE354, Toilet – L_{A10}	80	78	74	71	62	64	63	53	**73**
Fan 2 Fantech CGD354, Fry EF – L_{A10}	80	78	74	71	62	64	63	53	**73**
Fan 3 Fantech CGD354, Fillet EF – L_{A10}	80	78	74	71	62	64	63	53	**73**
Fan 4 Fantech CGD404, Grille EF – L_{A10}	83	81	77	74	65	67	66	56	**76**
Fan 5 Fantech CE192V, Wash-up EF – L_{A10}	78	77	68	65	60	58	56	52	**68**
Fan 6 Fantech CE406D, IT Room EF – L_{A10}	78	77	68	65	60	58	56	52	**68**
Car Idling/moving slowly – L_{A10}	81	78	74	72	74	74	67	64	**79**

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Small Refrigerated Truck delivery – L_{A1}	100	91	87	88	83	81	79	75	**90**
Drive-Through Speaker – L_{A1}	62	64	66	77	80	73	57	42	**82**

The following is noted in relation to *Table 3-2*:

- Mechanical plant noise sources were based on file data and manufacturer specifications provided from previous projects. All mechanical plant has been located on the roof of the buildings at a height of 0.5 metres for exhaust fans and 1.0 metre for condensers and refrigeration plant. Low speed noise levels were used during the night period as per *Table 3-2*.
- Mechanical plant is assumed to operate for more than 10% of a representative assessment period and therefore the L_{A10} parameter is applicable.
- 6 to 14 cars idling in the drive-through were modelled as point sources located 0.5 metres above ground, depending on the calculation scenario.
- The refrigerated delivery trucks were modelled as a point source located 2.0 metres above ground in the Aldi and McDonald's loading bays.
- The car door noise is modelled as an area source 1.0 metres above ground, with the results showing the total sound power located in the 'worst-case' location for each receiver.
- The drive-through speakers are modelled as a point source located 1.0 metre above ground.

4. RESULTS

Aldi operations between 8.30am to 9.00am on a Sunday would fall within the night period. Therefore, the noise levels were predicted for the following critical scenarios:

- Night L_{A10} Noise – Includes six cars idling in the drive-through and mechanical plant (McDonald's plant operating on low speed mode).
- Night L_{A1} Noise – Includes fourteen cars idling in the drive-through, speaker noise and delivery trucks in the Aldi and McDonald's loading bays.
- Sunday Day L_{A10} Noise – Includes fourteen cars idling in the drive-through, and mechanical plant (McDonald's plant operating at high speeds).
- Night L_{Amax} Noise – Includes noise from car doors.

4.1. Night L_{A10} Noise

The results for the Night L_{A10} Noise Scenario are provided in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor. The noise from vehicles alone would not be considered tonal due to the number of vehicles and variation in engine sounds over a representative period, or when combined with mechanical plant noise, therefore no adjustments have been applied.

Table 4-1: Night L_{A10} Noise Predicted and Assessed Levels, dB(A)

Receiver	Cars Idling	Mechanical Plant	Predicted Total	Night-Time Assigned Level	Assessment
*30 Murray St (residence)	33	37	**38**	**44**	*Complies*
31 Murray St (residence)	37	38	**41**	**42**	*Complies*
46 George St (school)	45	40	**46**	**44**	*+2 dB*
37 George St (church)	43	36	**44**	**44**	*Complies*
21 George St (commercial)	40	33	**41**	**60**	*Complies*
27 Murray St (commercial)	24	39	**40**	**60**	*Complies*
29 Murray St (commercial)	36	39	**41**	**60**	*Complies*
40 George St (church)	32	39	**40**	**44**	*Complies*
*53 George St (commercial)	42	38	**43**	**60**	*Complies*

*The highest noise level from predictions at multiple receivers were used in the assessment

The nearby school will not operate during the night period. Therefore, noise from six idling cars and mechanical plant operating at low speeds is predicted to comply at all nearest receivers during the critical night period.

Figure 4-1 Night Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

=	42
=	47
=	52
=	57
=	62

Legend

- McDonald's Building
- Aldi Store
- Receiver
- Point Source
- Solid Wall/Fence

N

Scale 1:1200

0 5 10 20 30 m

Project No: 25019844
Consultant: MN
Date: 10/06/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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4.2. Night L_{A1} Noise

The results for the Night L_{A1} Noise Scenario are provided in *Table 4-2* which includes noise from idling cars, speaker noise and a delivery truck in the Aldi and McDonald's loading bays. It is assessed against the night-time L_{A1} assigned level due to the shorter duration of this noise source. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

Table 4-2: Night L_{A1} Noise Predicted and Assessed Levels, dB(A)

Receiver	Aldi Refrig. Deliveries	McDonald's Refrig Deliveries	Idling Cars	Speaker Noise	Predicted Total	Night-Time Assigned Level	Assessment
*30 Murray St (residence)	54	35	37	26	54	**54**	*Complies*
31 Murray St (residence)	50	38	40	29	50	**52**	*Complies*
46 George St (school)	52	51	49	40	56	**54**	*+2 dB*
37 George St (church)	33	36	47	39	48	**54**	*Complies*
21 George St (commercial)	32	40	44	35	46	**75**	*Complies*
27 Murray St (commercial)	39	25	25	15	40	**75**	*Complies*
29 Murray St (commercial)	39	38	39	31	44	**75**	*Complies*
40 George St (church)	48	39	41	22	49	**54**	*Complies*
*53 George St (commercial)	51	45	46	35	52	**75**	*Complies*

*The highest noise level from predictions at multiple receivers were used in the assessment

The nearby school will not operate during the night period. Therefore, noise from the L_{A1} sources during the night period is predicted to comply at all nearest receivers during the critical night period.

Figure 4-2 Night Noise Contour Plot (1.4m AGL), dB L_{A1}

Predicted Noise level

=	52
=	57
=	62
=	67
=	72

Legend

- McDonald's Building
- Aldi Store
- Receiver
- Point Source
- Solid Wall/Fence

N

Scale 1:1200

0 5 10 20 30 m

Project No: 25019844
Consultant: MN
Date: 10/06/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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4.3. Sunday Day L_{A10} Noise

The results for the Sunday Day L_{A10} Noise Scenario are provided in *Table 4-3* which includes noise from fourteen idling cars and the mechanical plant operating at high speeds. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

Table 4-3: Sunday Day L_{A10} Noise Predicted and Assessed Levels, dB(A)

Receiver	Cars Idling	Mechanical Plant	Predicted Total	Sunday Day Assigned Level	Assessment
*30 Murray St (residence)	37	37	40	**49**	*Complies*
31 Murray St (residence)	40	38	42	**47**	*Complies*
46 George St (school)	49	42	50	**49**	*+1 dB*
37 George St (church)	47	38	47	**49**	*Complies*
21 George St (commercial)	44	35	44	**60**	*Complies*
27 Murray St (commercial)	28	39	40	**60**	*Complies*
29 Murray St (commercial)	39	39	42	**60**	*Complies*
40 George St (church)	41	41	44	**49**	*Complies*
*53 George St (commercial)	46	40	47	**60**	*Complies*

*The highest noise level from predictions at multiple receivers were used in the assessment

The nearby school will not operate on a Sunday. Therefore, noise from fourteen idling cars and mechanical plant operating at high speeds is predicted to comply between 9.00am and 7.00pm on a Sunday.

Figure 4-3 Sunday Day Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 47
	= 52
	= 57
	= 62
	= 67

Legend

- McDonald's Building
- Aldi Store
- Receiver
- Point Source
- Solid Wall/Fence

N

Scale 1:1200

0 5 10 20 30 m

Project No: 25019844
Consultant: MN
Date: 10/06/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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4.4. Night L_{Amax} Noise

The results for the Night L_{Amax} Noise Scenario are provided in *Table 4-4.* A noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources.

Table 4-4: Night L_{Amax} Noise Predicted and Assessed Levels, dB(A)

Receiver	Car Door	Total Adjusted	Night-Time Assigned Level	Assessment
*30 Murray St (residence)	38	**48**	**64**	*Complies*
31 Murray St (residence)	40	**50**	**62**	*Complies*
46 George St (school)	49	**59**	**64**	*Complies*
37 George St (church)	42	**52**	**64**	*Complies*
21 George St (commercial)	46	**56**	**80**	*Complies*
27 Murray St (commercial)	30	**40**	**80**	*Complies*
29 Murray St (commercial)	39	**49**	**80**	*Complies*
40 George St (church)	42	**52**	**64**	*Complies*
*53 George St (commercial)	43	**53**	**80**	*Complies*

*The highest noise level from predictions at multiple receivers were used in the assessment

Noise from car doors are predicted to comply at all nearest receivers during the critical night period.

Figure 4-4 Night Noise Contour Plot (1.4m AGL), dB L_{Amax}

Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- McDonald's Building
- Aldi Store
- Receiver
- Car Door Area
- Solid Wall/Fence

N

Scale 1:1200

0 5 10 20 30 m

Project No: 25019844
Consultant: MN
Date: 10/06/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0

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5. CONCLUSION

The assessment has demonstrated compliance with the assigned levels as determined in accordance with the *Environmental Protection (Noise) Regulations 1997* provided the following:

- 3.3-metre high fence along the south and west side of the Aldi Loading Bay; and
- 1.8-metre high fence included along the south boundary (measured from the higher side).

This fencing is to be free of any gaps and have a minimum surface mass of 8 kg/m^2. Such material includes brick, limestone or double sheeted *Colorbond*.

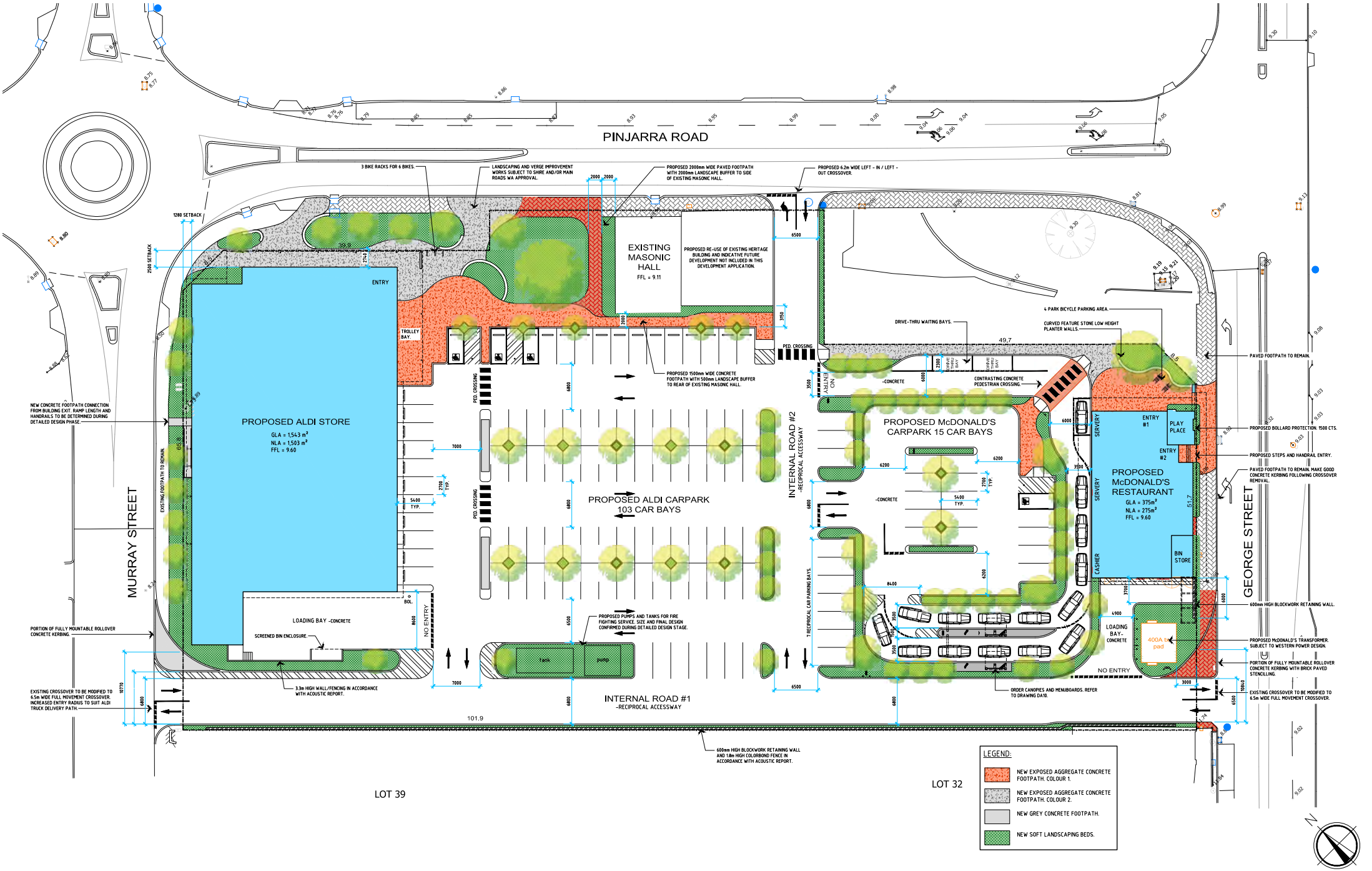
The mechanical plant sources were based on file data and manufacturer specifications provided from previous projects. Once the mechanical plant has been designed and selected, the noise levels should be reviewed prior to Building Permit to ensure compliance is achieved.

Regulation 14A provides requirements for the collection of waste, stating that this activity can be exempt from having to comply with *Regulation 7* prescribed standards, provided it is undertaken between 7am and 7pm Mondays to Saturdays and undertaken in the quietest reasonable manner. Collection outside of these hours will require a separate noise management plan.

To further minimise noise impacts, the following are provided for best practice:

- Turn engines off during deliveries;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

Appendix A – Development Plans



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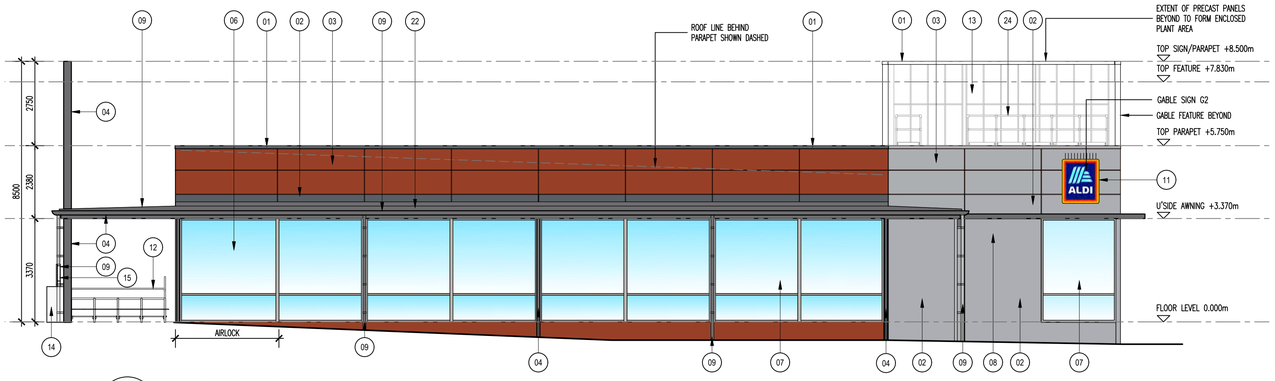
Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-02
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 0



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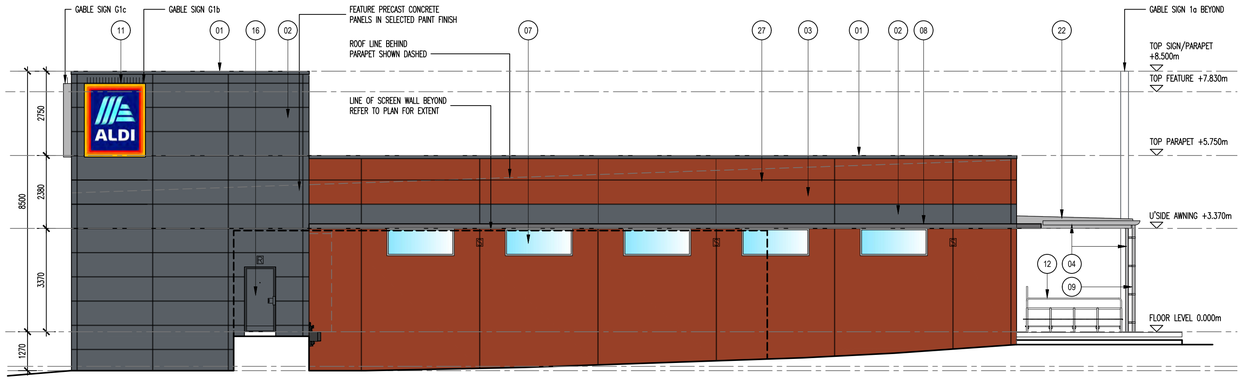

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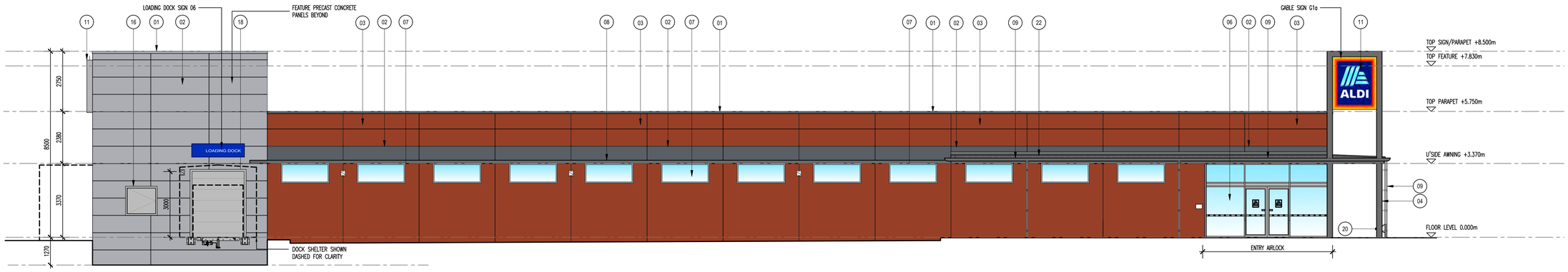

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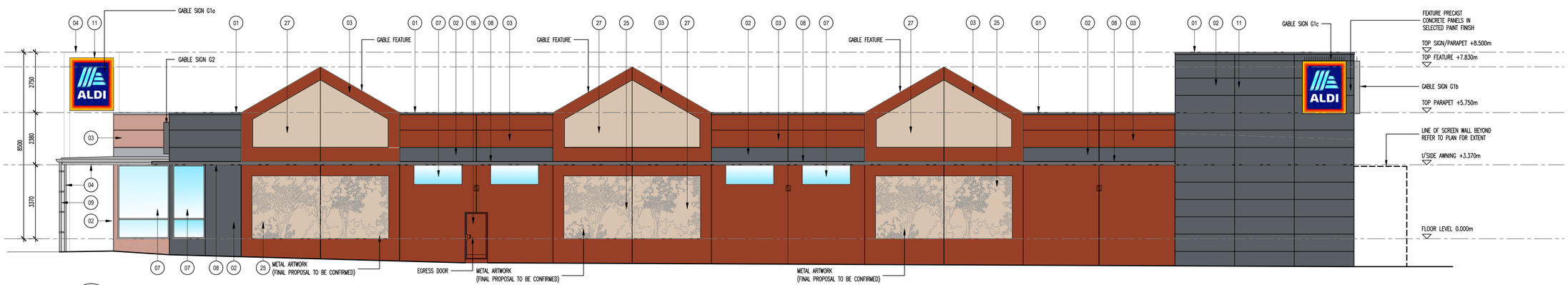

04 DA-04 NORTH WEST ELEVATION
1:100

LEGEND:

- WALL MOUNTED LIGHT FIXTURE – REFER ELECTRICAL ENGINEER'S DETAILS
- WALL MOUNTED LIGHT FIXTURE – REFER ELECTRICAL ENGINEER'S DETAILS

NOTE:
REFER TO THE ELECTRICAL DOCUMENTS FOR DETAILS OF FITTINGS.
REFER TO EXTERNAL FINISHES SCHEDULE FOR COLOURS

MATERIAL LEGEND:

1. COLORBOND CAPPING
2. PRECAST RC PANEL PAINTED (COLOUR: DRIVE TIME)
3. PRECAST RC PANEL PAINTED (COLOUR: HERITAGE TERRA COTTA)
4. PAINTED STEEL
5. SHOPFRONT
   ALUMINIUM FRAMES – NATURAL ANODISED WITH CLEAR SAFETY GLASS (TO COMPLY WITH SECTION J OF BCA)
6. AIRLOCK
   ALUMINIUM FRAMES – NATURAL ANODISED WITH CLEAR SAFETY GLASS (TO COMPLY WITH SECTION J OF BCA)
7. WINDOWS
   ALUMINIUM FRAMES – NATURAL ANODISED WITH CLEAR SAFETY GLASS (TO COMPLY WITH SECTION J OF BCA)
8. SUN SHADE
9. COLORBOND DOWNPIPE AND EAVES GUTTER
10. COLORBOND ROOF SHEETING
11. ALDI ILLUMINATED SIGN
12. TROLLEY BAY
13. ROOF PLANT AND SCREENING, 9mm C.F.C. LINING, PAINT FINISH
14. BIN
15. DIGITAL POSTER BOX
16. DOOR AND FRAME, PAINTED FINISH TO MATCH ADJACENT PRECAST PANEL
17. ELECTRICAL INDICATOR SIGN
18. PANEL LIFT DOOR, POWDERCOATED FINISH
19. COMPACTOR DOOR, POWDERCOATED FINISH
20. BIKE RACK
21. ROOF ACCESS CAGED LADDER, PROPRIETARY ITEM
22. COLORBOND ROOF TO AWNING
23. COLORBOND PARAPET CLADDING
24. PLANT BARRIER
25. METAL ARTWORK
26. 3.0kL WATER TANK
27. PAINT FINISH (COLOUR: CLASSIC CREAM)
28. PAINT FINISH (COLOUR: HERITAGE TERRA COTTA)

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P1	14.05.25	PRELIMINARY ISSUE
P2	02.06.25	PRELIMINARY ISSUE
P3	04.06.25	PRELIMINARY ISSUE
P4	13.06.25	PRELIMINARY ISSUE

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED ELEVATIONS

TOWN PLANNING

Job No 251677	Drawing No. DA-07
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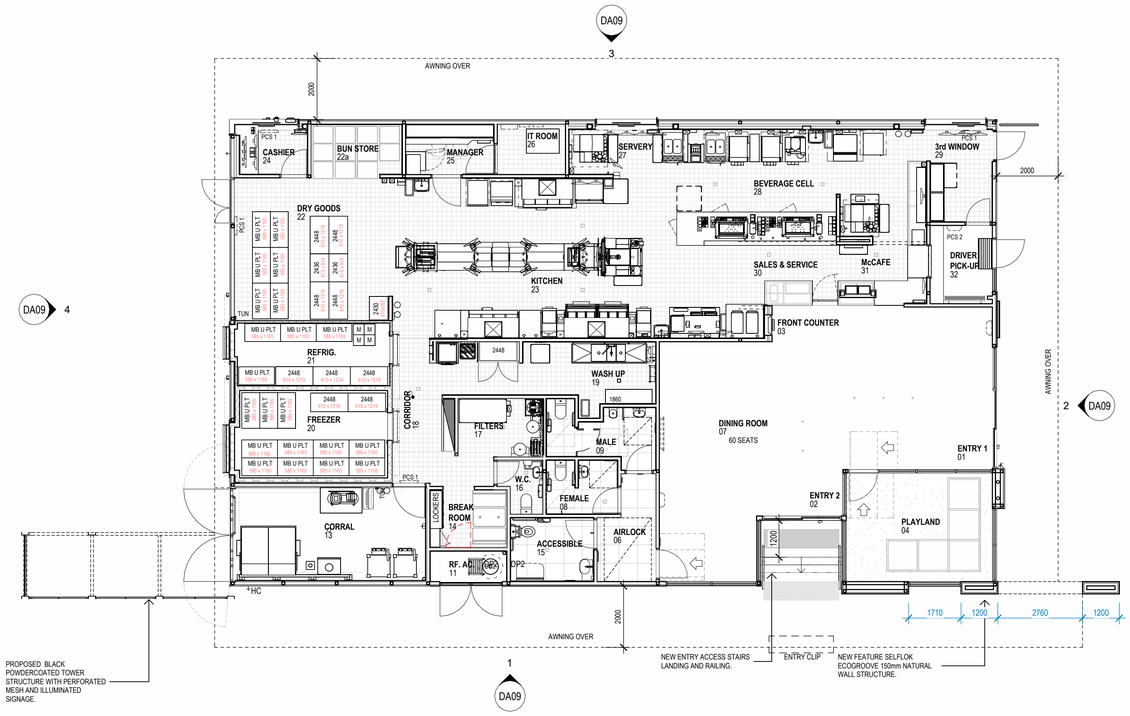
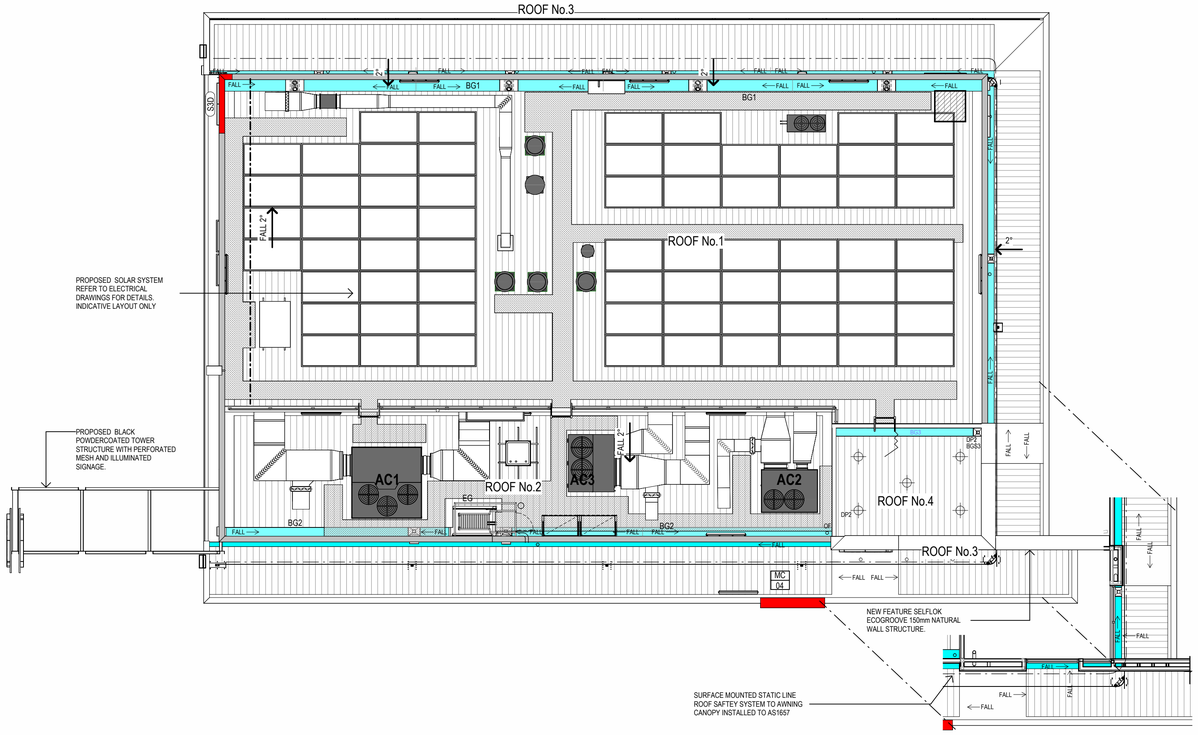
Date APR 2025	
Drawn DG	Revision P4

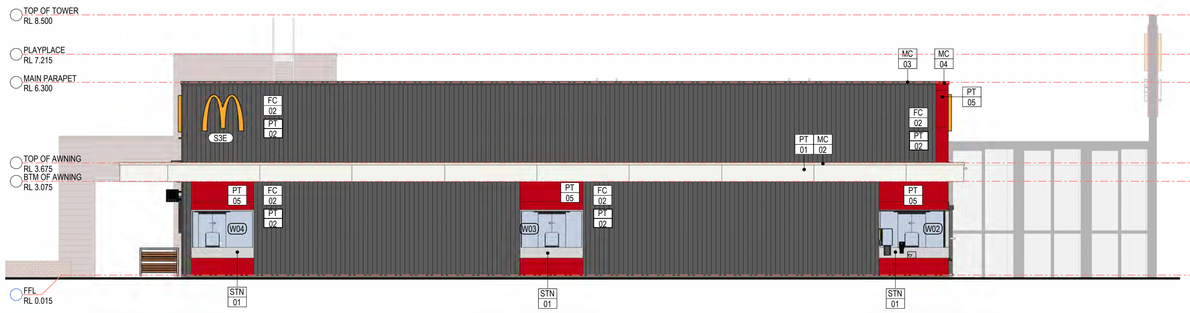


SIDE ELEVATION
1 : 100

FRONT ELEVATION
1 : 100



LOWER ROOF PLAN



DRIVETHRU ELEVATION
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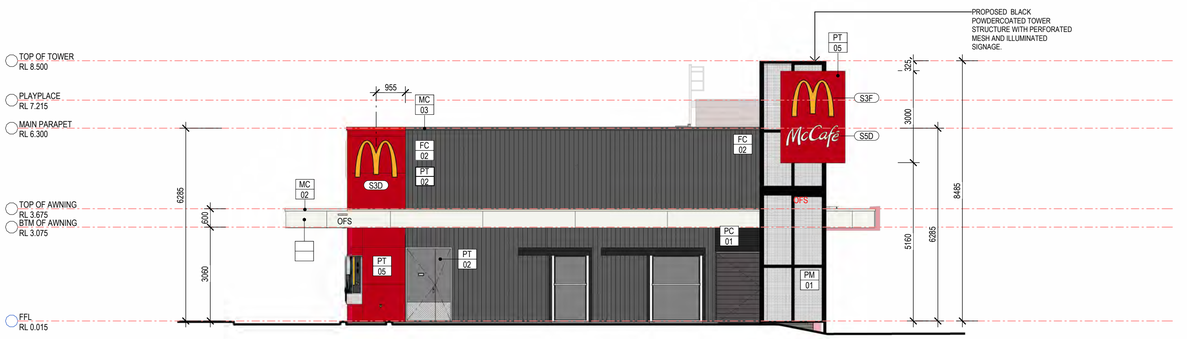

REAR ELEVATION
1 : 100

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST.PINJARRA

Drawing McDONALD'S FLOORPLANS AND BUILDING ELEVATIONS

TOWN PLANNING

Job No	251677	**Drawing No.**	DA09
Scale	1 : 100 @ A1		
Date	MAY 2025		
Drawn	NR	Revision	0

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File Name: C:\Users\NR\AMcdonalds\Perth\DrawOne - Hindley & Associates Pty Ltd\Documents\3693 McDONALDS BUNBURY\3693_PINJARRA_DA_R24_rcvd.pln

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type A}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type B}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for a major road (> 15,000 vpd) within 450m

= 6 for a major road within 100m

The nearest noise sensitive premises have been grouped as follows:

- Within 100m of George Street:
  - 30 Murray St (residential);
  - 46 George St (school);
  - 37 George St (church);
  - 40 George St (church).
- Further than 100m of George Street:
  - 31 Murray St (residential).

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
All noise sensitive premises	Type A - Industrial and Utility	0	0
	Type B – Commercial	83	39

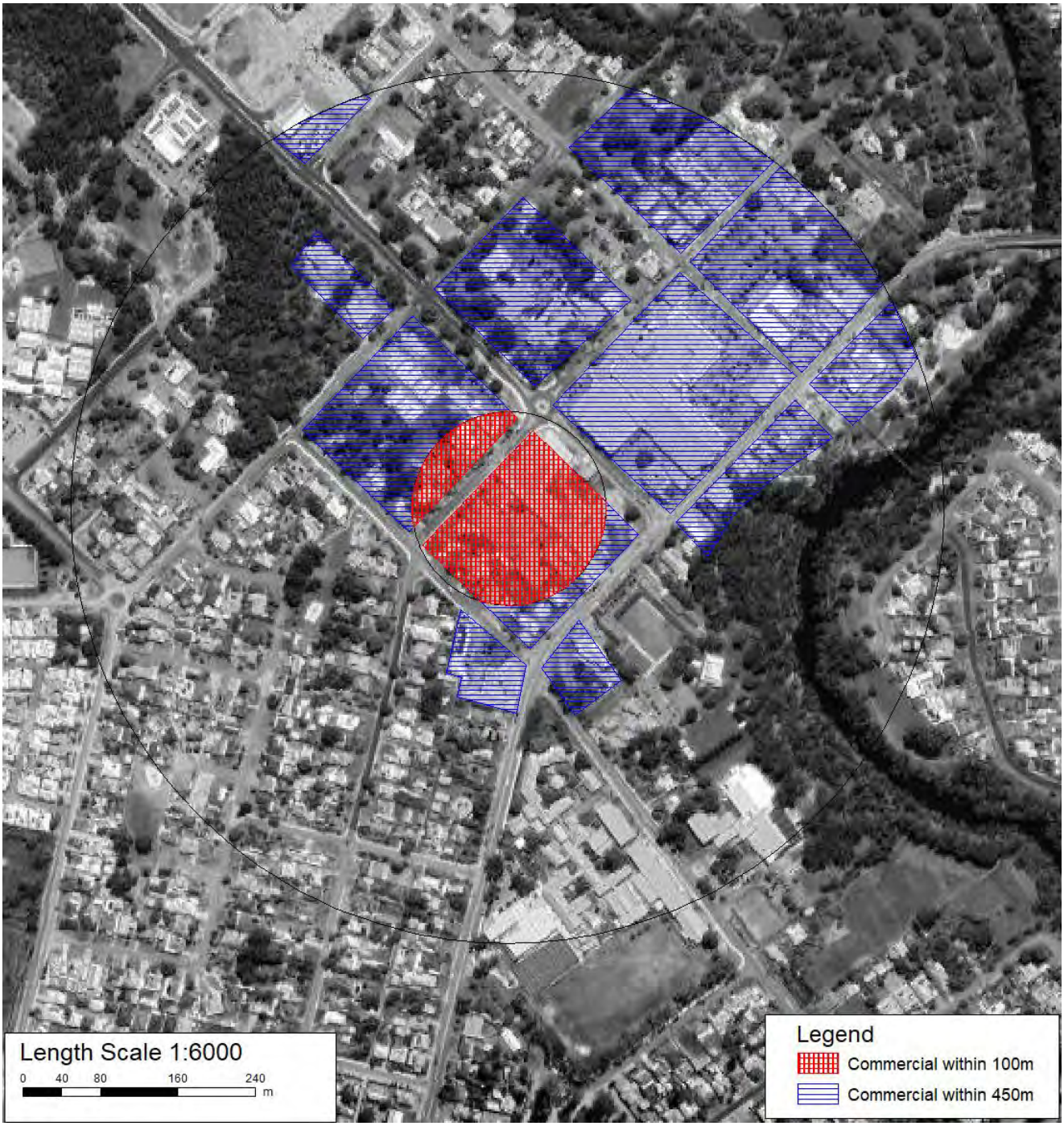


Figure B-1: Land Types within 100m and 450m Radii

From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-2* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Noise sensitive premises within 100m of George Street	-	Pinjarra Road (11,751 2021/22 #15024) & George Street (9,245 2021/22 #15022)	-
Noise sensitive premises further than 100m of George Street	-	Pinjarra Road (11,751 2021/22 #15024)	-

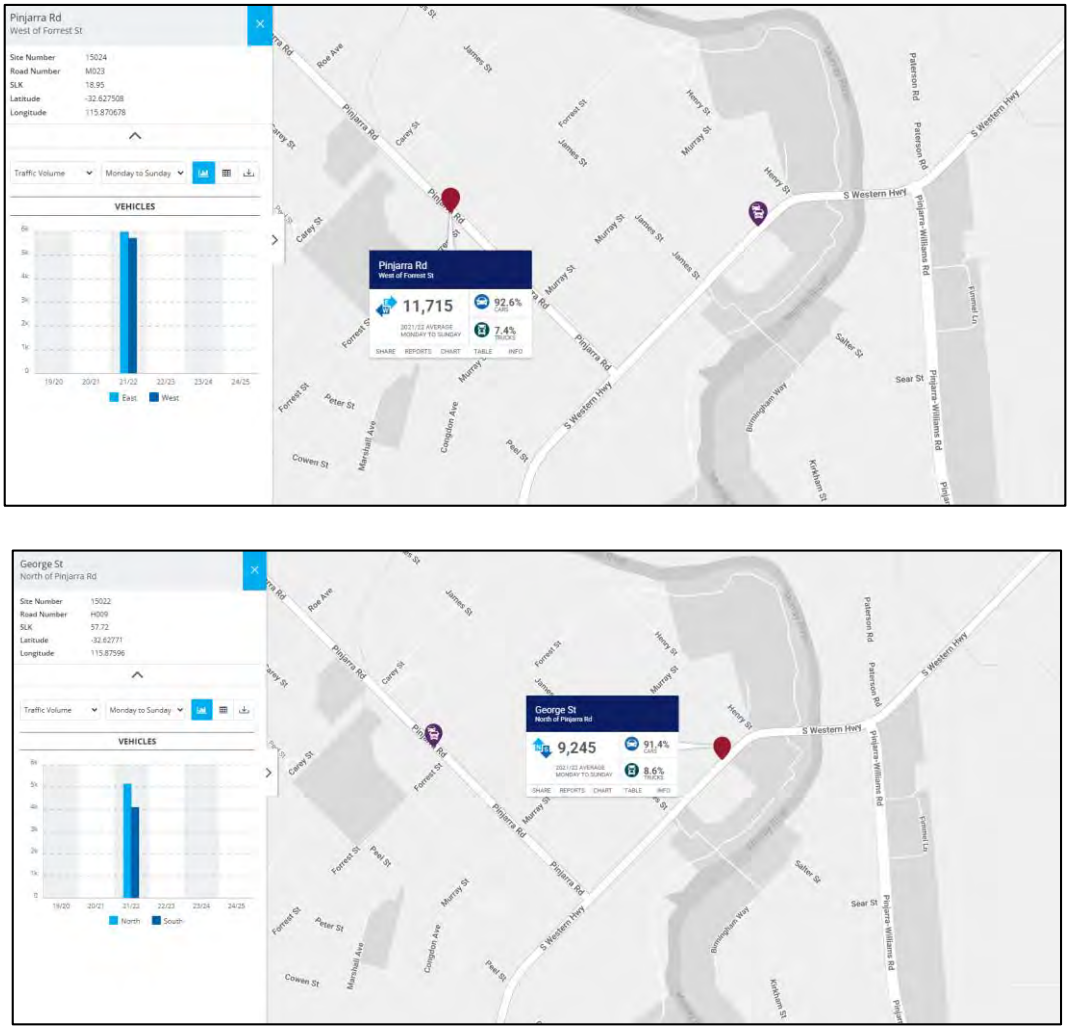


Figure B-2: MRWA Published Traffic Data

Table B-3 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-3: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Noise sensitive premises within 100m of George Street	0	5.4	4.0	**9**
Noise sensitive premises further than 100m of George Street	0	5.4	2.0	**7**

The influencing factor calculated in *Table B-3* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

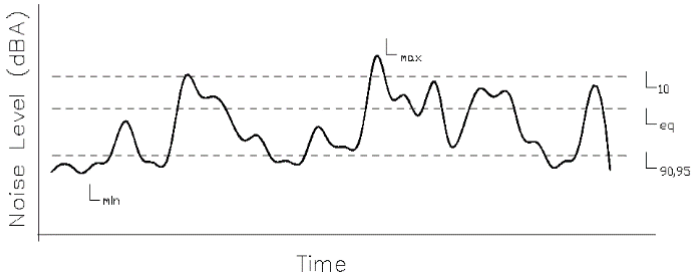
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

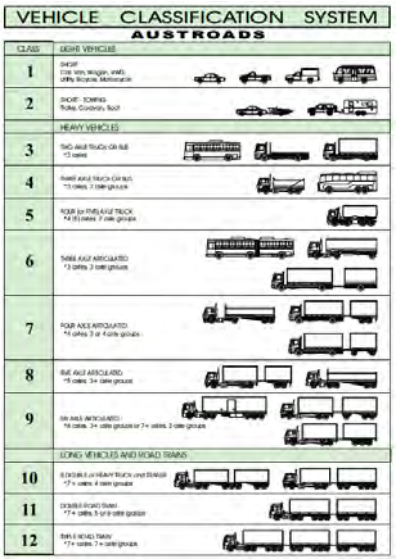
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

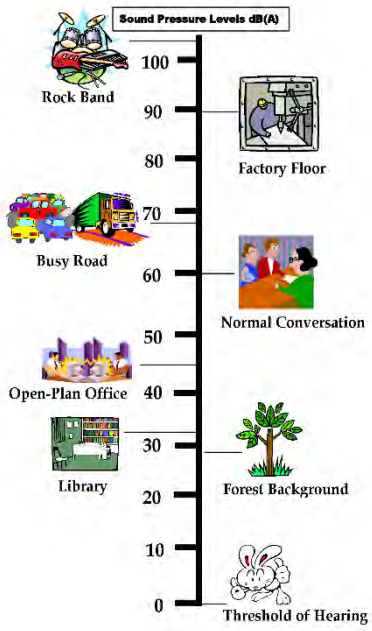
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



Job No. 25135

Proposed Development
Pinjarra Masonic Hall, Pinjarra

Heritage Impact Statement

Prepared for Planning Solutions

June 2025

Griffiths Architects

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Cover: North elevation of the Pinjarra Masonic Hall as viewed from Pinjarra Road. Griffiths Architects, 2017.

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Introduction

This Heritage Impact Statement (HIS) relates to the proposed development to the site of the *Pinjarra Masonic Hall* in Pinjarra, Western Australia. The HIS forms part of the development application to the Shire of Murray.

The site is occupied by a brick and corrugated iron building formerly used as a hall. The *Pinjarra 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.

The proposed works relate to the development of the larger vacant site upon which the hall sits for a supermarket and food outlet to the west and east of the masonic hall respectively. The subdivision of the site will form part of a a separate application.

The proposed works will be assessed against the heritage values identified in the Statement of Significance for the *Pinjarra Masonic Hall, Pinjarra* to consider the impact that these works will have on the existing site and its heritage values.

Summary

The heritage values identified in the Statement of Significance 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 it's presentation and relationship with Pinjarra Road remaining unchanged. The proposed landscaping areas to the west and open space (pending future development) to the east, allow for the visibility of the Hall's secondary and tertiary elevations, and to maintain it's presence on the site. The landscaping also seeks to provide a buffer zone from proposed hard landscaping, inclusive of pavers and bitumen.

The proposed development seeks to develop a site which has sat vacant for an extended period. The development and increased use of the site will result in increased passive surveillance, foster sympathetic use and promote increased interaction with the hall.

Location

The subject site is located at 1922 Pinjarra Road in Pinjarra, Western Australia. In its immediate context, the Hall building is located on a large lot which has been mostly vacant for some time. The Masonic Hall fronts Pinjarra Road, faces a substantial shopping centre across Pinjarra Road north, and residential areas to the south, St Augustine's Catholic Church and St Joseph's Primary School across George Street to the east, and a medical centre across Murray Street to the west.

Figure 01: Location Plan, Pinjarra Masonic Lodge, Pinjarra. Subject site heritage listed curtilage shown red. Outline of hall building shown blue. Landgate, 2025.

Heritage Listings

The Pinjarra Masonic Hall is included on the following heritage lists;

- State Register of Heritage Places – Place No. 1758 – Registered 05 January 2001
- Shire of Murray Municipal Inventory – included 29 August 2013 – Category A
- Classified by the National Trust – 14 December 1998

The Masonic Hall is also included in the Shire of Murray Municipal Heritage Inventory as part of the Pinjarra Heritage Precinct, which has a Category A classification.

Background

The following historic background is drawn from the Assessment Documentation included in the Stage Register of Heritage Places registry entry for the Pinjarra Masonic Hall.

The years between 1850 and 1918 saw the establishment and significant development of the Pinjarra Townsite. The arrival of the railway in 1893, in conjunction with the gold boom in Western Australia and the emergence of significant industries in the region - such as agriculture, farming and timber - resulted in many public facilities being erected in the town in response to the growing demands of the community. The buildings, which appeared during this period, include the Courthouse (1888), Post Office (1896), School (1896), Mechanics Institute (1897), Road Board Office (c1900), Police Station (c1900), as well as hotels, shops and churches. Masonic Hall, Pinjarra also fits into this period of development, being constructed in 1903/04.

Although Freemasonry in Western Australia dates back to the early 1840s, control of all Lodges originally came under the control of the Grand Lodge of England. It was not until 27 February 1900 that a Sovereign Grand Lodge of Western Australia was officially formed and declared.

Soon after the Grand Lodge of Western Australia was officially declared, a group of men in the Murray region - led by John Pollard McLarty, John McNab, Alfred Thomas and William Warwick - began planning the formation of their own the building of their Masonic Hall in Pinjarra. In the meantime, they met in the Mechanics' Institute.

In July 1903, Mr John Crothers, of Crothers and Hodd (contractors), entered into a contract with the prospective Murray Lodge members for the erection of Masonic Hall, Pinjarra, which was proposed to be '...a fine brick building, up to date in every way'. In August 1903, Pinjarra Town Lot 42 was purchased by McLarty, McNab, Thomas and Warwick as joint tenants, from the Diocesan Trustees of the Church of England for a cost of £55. The members of the Murray Lodge were very keen to have a hall erected, even before their warrant from the Grand Lodge had been officially issued:

> The Murray Lodge is to be erected at Pinjarra, where a number of enthusiastic brethren reside. So energetic are the members of the Murray Lodge that they have completed a Masonic Hall before applying for their warrant from the Grand Lodge of Western Australia. The Wor. Master-Designate of the Murray Lodge is Bro. J P McLarty.

On 8 November 1903, the foundation stone of Masonic Hall, Pinjarra was laid by Hon. Bro. Edward McLarty (brother of John Pollard). McLarty was a member of the legislative Council at the time. The Hall was constituted and consecrated on 15 April 1904 by the Grand Master, the Hon. J W. Hackett, LLD, with the assistance of Bro. Rev. Edward Clairs, PGC, and henceforth identified as Murray Lodge 69. Jarrahdale Lodge No. 49, established in 1901, was the sponsor Lodge. After the official ceremony, a banquet was held at the nearby Exchange Hotel.

Other Masonic halls to be built during the Federation Period (1890-1915) in regional areas, and which still exist, include Bunbury (c1892), Geraldton (c1892), Kalgoorlie (1899), Cue (1899), Jarrahdale (1901 - relocated to Mundijong in 1947), Boulder (1902), Wagin (1907), Gnowangerup (1910), and Yarloop, built just outside the period (1928).

The first Wor. Master of Murray Lodge 69, John Pollard McLarty, was the son of John and Mary McLarty who were amongst the first settlers in the Pinjarra region, moving to the area soon after they arrived in Western Australia in 1839. The McLarty family was to have a great influence on the development of Pinjarra, and their original homestead, Blythewood (just 4 kilometres out of the town centre), was a major focus for the community of Pinjarra, operating at various times as a hotel and inn, farm and post office.

John Pollard McLarty, who farmed beef and wheat in the Pinjarra region, extended the pastoral activities of the McLarty family by establishing a major pastoral station in the Kimberley in 1881, the station being called Liveringa. As well as being involved in the Murray Lodge, John Pollard was actively involved in other areas of the civic life of Pinjarra and also entered Parliament. In 1895, he joined the Public Works Department as supervisor and engineer.

John Pollard's brother, Edward, built the now historic homesteads, Liveringa (c1885) and Edenvale (1888) in the Pinjarra townsite. Like his brother, Edward McLarty was involved in the civic life of Pinjarra, being elected on the Murray Roads Board (1877), the Murray District Board of Education, the Murray Farmer's Association and the Pinjarra Common Lands Board. Edward was also to enter State politics, becoming the member for the South-West Province in 1894.

Although there was much enthusiasm for the new Lodge, in March 1906 a motion was proposed that '...owing to non-attendance of brethren a ballot be taken to decide if the Lodge shall go into recess for twelve months commencing from June 1906.' The reason for the non-attendance was apparently due to the regular late running time of trains, which at this time was the main means of transport. Although the motion was lost and the Lodge did not go into recess, the problem with the trains was still being noted in the minutes up to 1911.

On 8 January 1909, a Lodge of Sorrow was held in memory of their founding Wor. Master John Pollard McLarty, which was preceded by a march of brethren in full regalia to Edward McLarty's residence, Edenvale, and then on to the funeral. W. Bro. John McKay took over from McLarty as the Wor. Master. With the death of Alfred Edward Thomas in July 1911, the land containing Lot 42 was transferred to Murray Lodge 69, the trustees being named as John McKay, Frank Christmas and James Brown.

In 1920, Kingsley Fairbridge, the founder of the Fairbridge Farm School, was initiated into Murray Lodge 69.

Despite the early problems of attendances at meetings owing to transport problems, Murray Lodge 69 steadily grew in strength. Within the first 30 years, the outstanding debt on the hall and regalia had all been paid back, allowing the lodge to engage in improvements to the hall from time to time, as well as add more furniture. Being debt free also enabled the lodge to purchase the adjoining block of land, Lot 41, in 1936 for £50. As for Lot 42, the trustees for the Lodge were McKay and Christmas but, with the retirement of Brown in 1936, Hobart Tuckey became the third trustee and joint tenant.

In 1949, the Murray Lodge, began hosting the Masonic Christmas party for the children of the Fairbridge Farm School. In 1952, Mandurah Lodge No. 262 joined Murray in hosting this annual event.

Over the first 50 years, 276 brethren had been initiated in the lodge, and at their Jubilee Celebrations membership numbered 120.

In the 1980s, an asbestos sheeting addition was erected at the rear of the hall to provide additional kitchen and dining facilities. In the mid 1990s, all external walls of the original red brick hall were painted cream.

In 1995, Masonic Hall, Pinjarra was listed in the Peel Region's Municipal Inventory. The Pinjarra Heritage Precinct Planning Study, prepared in 1996, also included Masonic Hall, Pinjarra in the Schedule of Heritage Places in the Town Centre. This study recommended that the Shire consult with the owners with a view to ensuring the conservation and protection of the hall as a landmark on the western approach to the town.

Owing to lowering membership numbers, Murray Lodge 69 integrated with the Mandurah Lodge 262 and a new combined lodge building at Furnissdale commenced construction in 1998.

In 1998, the National Trust assessed Masonic Hall, Pinjarra and, as a result of their assessment, the hall was classified on 14 December 1998.

Physical Description

The following physical description is drawn from the Assessment Documentation included in the Stage Register of Heritage Places registry for the Pinjarra Masonic Hall.

Masonic Hall, Pinjarra, is a single-storey brick, stucco and corrugated iron building in Federation Gothic Style and erected in 1903.

Masonic Hall, Pinjarra, is located on Pinjarra Road, a short distance from the main road, George Street, and between it and Murray Street. The main section of development in Pinjarra is centred on George Street and McLarty Road. Most of the historic buildings in the town centre are located along George Street or close to it. Masonic Hall, Pinjarra, is on the edge of what might be described as the historic town core.

Pinjarra Road in the area of Masonic Hall, Pinjarra, is relatively open land and the area immediately around the lodge and which forms part of its title is undeveloped.

Masonic Hall, Pinjarra, is a free standing single-storey building set on the south side of Pinjarra Road, located on the edge of the road reserve. Pinjarra Road is a two-way pair bitumenised road, which has no street trees or footpath on its south side. The kerb is semi-mountable and the road level has accreted to the point where the bottom step of the lodge entry is well below road level. The building is set on comparatively level ground.

The Hall is a single storey solid brick construction building based on a rectangular plan with a gabled form roof. The main entry is facing Pinjarra Road, and is a gabled front with a centrally located door set within an archivault and flanking lancet windows. Over the door and almost in line with the wall plate line, the symbol of set square and dividers and the date A.D. 1903 are formed in stucco in bas relief. A troifoil shaped vent is set in the gable and the louvre itself is made of metal. The front wall of the building is constructed of tuck-pointed Flemish bond brickwork and the quoins to the corners, windows and archivaulted portico are made of stucco. A stucco finished plinth is almost buried below ground level. All of this masonry has been painted. There is a thick stucco coping along the full length of the parapet. The windows are lancet shaped with two course headers in the arches, and with the rectangular section set with a four pane fixed light and the two pointed arch section with a two pane awning light.

There are two steps up to the front doors, which are replacement flush doors. There is a raised panel transom over the front door and a small pane fixed light over the transom. Either side of the door there are two engaged columns with acanthus leaf capitals with moulded imposts, then extending from the imposts is the archivault with its decorative architrave comprising palmettes motifs in relief. There is a marble foundation stone set to the left of the entry doors.

The two side elevations of the Hall section are simple expressions. Modifications to the north west elevation have caused its roof line to differ from the original lines, with the loss of the gablets along the mid roof line. The side elevations are composed of four bays organized around the four lancet windows. These walls are constructed in English garden wall bond. The windows match the front windows. There is a sheerline gutter with rectangular downpipes along the eaves. There are several cast iron grilles and some clay brick grilles at the low level. The parapet extends beyond the wall plane and is corbelled out a full brick beyond it. The end of this capping is a pedimented block with a flat border and a picked face rendered panel within the border. The roof is finished with painted corrugated galvanized iron. The south east elevation has three louvred gablets and its opposite elevation has had them removed. Both elevations have 's' shaped fish plates to accommodate tie rods. There is some displaced brickwork at high level on both long elevations.

The original building is a rectangular plan room with a raised dais around three walls. The room has a door leading into the social room and the pair of doors leading to the street. The latter are not in use. The floor is made of 5" (125mm) timber, which in most instances is overlaid with carpet. The floor in the centre of the room is covered with vinyl with an inlaid pattern and this is set in a 2:1 rectangular proportion panel.

The walls are plastered and painted with a light grey dado and white paint over the dado. The windows and the old main entry doors have blue curtains fixed over them. There is a series of five tie rods across the short span of the space. The ceiling is laid in a gently curving profile and the lining is Lysaght custom orb profile galvanized iron which is lightly coloured. The colouring allows the branding on the sheets to be read. There is a small profile cove cornice. There are 4 ceiling vents, which have been covered with egg crate grilles. The lighting is predominantly suspended fluorescent batten holders, but there is one incandescent fitting with a simple shade over the door which connects to the hall.

Since the preparation of the assessment documentation conservation works to the exterior of the hall have been completed that removed the framed and fibro clad additions to the rear of the hall that were of little significance, removed all the paint to the external walls, repointed the brickwork, and re-roofed the hall in short length, galvanised sheeting.

Proposed Works

Demolition/Removal

- Removal of all site fencing around masonic hall building.
- General clearing of site as required to facilitate works.

Proposed Works

- Construction of an Aldi Supermarket to the west of the lot towards Murray Street.
- Construction of a McDonald's Restaurant to the east of the lot towards George Street.
- Construction of a 103 bay car park servicing Aldi located to the area south of the Masonic Hall.
- Construction of a 15 bay car park and drive through servicing McDonald's located west of the restaurant.
- Construction of 3 new vehicular crossovers, providing access to Murray Street, George Street and Pinjarra Road respectively.
- Landscaping works to areas adjacent to the Masonic Hall.

The proposed works do not directly involve the Masonic Hall building. The works are predominately located to the large vacant areas of the lot which surround the Masonic Hall, some of which is included within the listed heritage curtilage.

The proposal comprises the construction of an Aldi Supermarket and a McDonald's restaurant located toward the east and west ends of the overall lot respectively. Car parking areas are proposed for the central area of the lot, behind the Masonic Hall to service these new developments.

The proposed aisle width of the Aldi car parking area has been reduced to 6.8m to allow for a 2m buffer area to the rear of the Masonic Hall, allowing for pedestrian access and to better protect heritage fabric.

The Masonic Hall will remain dominant in its setting as it was previously, with it's presentation and relationship with Pinjarra Road remaining unchanged. The proposed landscaping areas to the west and open space (pending future development) to the east, allow for the visibility of the Hall's secondary and tertiary elevations, and maintain its presence on the site. The landscaping provides a buffer zone from proposed hard landscaping, inclusive of pavers and bitumen.

The heritage values identified in the Statement of Significance for the *Pinjarra Masonic Hall* will remain largely unimpaired by the proposal. The proposed works predominantly occur outside of the registered heritage curtilage, and do not have direct physical impact on the Masonic Hall.

The proposal develops a site which has been vacant from c2011. The development and increased use of the site will result in increased passive surveillance, foster sympathetic use and promote increased interaction with the hall.

Statement of Significance

In this assessment, the proposed works are measured against the heritage values drawn from the Statement of Significance for the Pinjarra Masonic Hall. These statements are drawn from the place's Register Entry and are as follows;

> Masonic Hall, Pinjarra, a single-storey brick and corrugated iron building in Federation Gothic Style, erected in 1903, with later utilitarian additions constructed in timber frame, clad in asbestos cement, with a painted corrugated iron roof, has cultural heritage significance for the following reasons:
>
> > the original 1903 Hall building is a fine Federation Gothic style structure with a particularly well resolved entrance portico, comprising engaged acanthus capital columns and archivault with palmette motif decorative architrave;
> >
> > the place is one of a small number, or possibly the only, Federation Gothic style Lodge Hall building in Western Australia and is therefore rare;
> >
> > the place is a landmark on the Murray Road or western approach to Pinjarra;
> >
> > the place reflects the establishment and growth of Pinjarra and the Shire of Murray and indicates the development of supporting cultural and social institutions that were the product of the growth of one of the State's earliest country towns;
> >
> > the place is associated with the McLarty family, who were prominent in the history of Pinjarra, the Shire of Murray and the State;
> >
> > the place has been an integral part of the social and cultural life of the members of the Lodge, who have made important contributions to the Pinjarra community;
> >
> > the place contributes to the core of recognisable historic buildings in Pinjarra, which give it its principal character; and,
> >
> > the place is representative of the Freemasons movement in Western Australia and is one of the more substantial Federation period Lodge Halls in the south west of the State.
>
> The timber framed and fibro-clad additions to the rear are of little cultural heritage significance and the plant material in the grounds is of little or no cultural heritage significance.

The latter additions have since been removed, so their mention within the Statement of Significance is no longer applicable.

Conservation Policy

A Conservation Management Plan (CMP) for the Pinjarra Masonic Hall was prepared by Considine & Griffiths Architects in 2004. This section of the report discusses the conservation policies which are applicable to the proposed works. Where there are no relevant policies, good conservation practice is to accord with Australia ICOMOS Burra Charter principles guides practice.

> *Policy 14 – Masonic Hall, Pinjarra (fmr) acts as a visual landmark on Murray Road to mark the entry of visitors to the town of Pinjarra via the western approach. It remains to be one of the core recognizable historic buildings in the town, which attributes to the town's principal character. Its continued conservation is important to provide historic context for the town of Pinjarra. The place charts the establishment and socio-economic growth of Pinjarra as one of the State's earliest country towns and the Shire of Murray. There should be no further encroachment on the views to the place from surrounding development.*

The proposed works are in line with this policy. The Aldi Supermarket is set back from the corner of Pinjarra Road and Murray Street to maintain the visual prominence and legibility of the Masonic Hall when viewed on approach from the west.

> *Policy 29 – Further site development should maintain the principal view corridors to the north and west of Masonic Hall, Pinjarra (fmr).*

The proposed works maintain the view corridors and have no impact on this value. The works are in line with this policy.

> *Policy 30 – Further development should allow a significant amount of open ground to the west of the original lodge to be retained for the maintenance of an appropriate setting.*

The proposed works seek to provide landscaping to the area west of the Masonic Hall as noted in the policy. The landscaping provides a buffer zone around the Hall to assist in protecting the heritage fabric, as well has retaining the visual prominence and legibility of building elevations within its setting.

Impacts and Mitigation

In this section, the proposed works are assessed against the heritage values identified in the Statements of Significance to consider the impact that these works may have on the existing site and heritage values. Where applicable, a mitigation strategy is recommended to reduce negative impacts on identified heritage values.

Pinjarra Masonic Hall

Heritage Values	Impact Analysis	Mitigation
The original 1903 Hall building is a fine Federation Gothic style structure with a particularly well resolved entrance portico, comprising engaged acanthus capital columns and archivault with palmette motif decorative architrave.	This value is not impacted by the proposed works.	No mitigation required.
The place is one of a small number, or possibly the only, Federation Gothic style Lodge Hall building in Western Australia and is therefore rare.	This value is not impacted by the proposed works.	No mitigation required.
The place is a landmark on the Murray Road or western approach to Pinjarra.	This value is not impacted by the proposed works. The proposed supermarket is set back from the corner.	No mitigation required.
The place reflects the establishment and growth of Pinjarra and the Shire of Murray and indicates the development of supporting cultural and social institutions that were the product of the growth of one of the State's earliest country towns.	This value is not impacted by the proposed works.	No mitigation required.
The place is associated with the McLarty family, who were prominent in the history of Pinjarra, the Shire of Murray and the State.	This historic value is not impacted by the proposed works.	No mitigation required.
The place has been an integral part of the social and cultural life of the members of the Lodge, who have made important contributions to the Pinjarra community.	This social and historic value is not impacted by the proposed works.	No mitigation required.
The place contributes to the core of recognisable historic buildings in Pinjarra, which give it its principal character.	This value is not impacted by the proposed works.	No mitigation required.
the place is representative of the Freemasons movement in Western Australia and is one of the more substantial Federation period Lodge Halls in the south west of the State	This value is not impacted by the proposed works.	No mitigation required.

Photographs

Photograph 01: View looking across Pinjarra Road towards the north elevation of the Pinjarra Masonic Hall. Site fencing around the hall is proposed to be removed. Griffiths Architects, December 2017.

Photograph 02: View looking towards the west elevation of the Pinjarra Masonic Hall. Landscaping is proposed to the area visible in the foreground. Griffiths Architects, December 2017.

Photograph 03: View looking towards the east elevation of the Pinjarra Masonic Hall. Proposed future works to the area shown in the foreground are not included in this submission. Griffiths Architects, December 2017.

Photograph 04: View looking towards the south (rear) elevation of the Pinjarra Masonic Hall. Scars of former latter addition visible following removal. Griffiths Architects, December 2017.

Photograph 05: View looking towards the south (rear) elevation of the Pinjarra Masonic Hall. Scars of former latter addition visible following removal. Griffiths Architects, December 2017.

Photograph 06: Internal view looking towards the south (rear) access door. There are no works proposed to the internal areas of the Hall. Griffiths Architects, December 2017.

Photograph 07: Internal view looking towards the front access door. There are no works proposed to the internal areas of the Hall. Griffiths Architects, December 2017.

Photograph 08: Internal view showing the existing condition of the hall. There are no works proposed to the internal areas of the Hall. Griffiths Architects, December 2017.

Conclusion

The heritage values identified in the Statement of Significance 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 it's presentation and relationship with Pinjarra Road remaining unchanged. The proposed landscaping areas to the west and open space (pending future development) to the east, allow for the visibility of the Hall's secondary and tertiary elevations, and to maintain it's presence on the site. The landscaping also seeks to provide a buffer zone from proposed hard landscaping, inclusive of pavers and bitumen.

The proposed development seeks to develop a site which has sat vacant for an extended period. The development and increased use of the site will result in increased passive surveillance, foster sympathetic use and promote increased interaction with the hall.

References

Architectural drawings completed by Architecture HQ, dated June 2025.

Architectural drawings completed by Hindley and Associates, dated June 2025.

Considine & Griffiths Architects, 2004. Masonic Hall, Pinjarra (fmr) – Conservation Management Plan.

Heritage Council of Western Australia. 2001. Register of Heritage Places: *Pinjarra Masonic Hall* – Assessment Documentation.

Heritage Council of Western Australia. 2001. Register of Heritage Places: *Pinjarra Masonic Hall* – Register Entry.

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SUSTAINABILITY STATEMENT

MCDONALDS & ALDI - PINJARRA

PREPARED BY
AKHIL MOHAN

Project: 131904
Published date.
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EMERGEN

DOCUMENT HISTORY AND REVISION DETAILS

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1 INTRODUCTION

This Sustainability Statement has been prepared for Hindley and Associates Pty Ltd and Planning Solutions to develop and document the sustainability initiatives for the proposed McDonalds & ALDI at Lot 2, 3, 4, 31 & 40 Murray Street, Pinjarra, WA.

Figure 1 Proposed McDonalds & Aldi - Pinjarra

1.1 Summary

The sustainability initiatives identified for the project in liaison with the project team are documented in the table below.

Table 1:ESD Initiatives

ITEM	MCDONALDS	ALDI
Effective Building Fabric	• Roof- Roof sheeting with 50mm Anticon and R2.1 Continuous insulation. • External Wall - External cladding+ R2.5 with Stud Framing + Gypsum Plasterboard • Efficient Glazing – U4.3 SHGC0.45 The building incorporates an overhead awning that effectively shields windows and façades from direct summer sunlight, significantly reducing solar heat gain during peak sun hours. This passive design feature helps maintain cooler indoor temperatures and lessens the reliance on mechanical cooling systems, thereby enhancing energy efficiency. Glazing with a Solar Heat Gain Coefficient (SHGC) of 0.45 helps to minimise heat gain through the windows during warmer months.	Joinery Board Low Level To Retail, No Stud / Lining to Warehouse, Plasterboard to Amenities – Aldi stores will be JV3 modelled under NCC Section J. The building incorporates an overhead awning that effectively shields windows and façades from direct summer sunlight, significantly reducing solar heat gain during peak sun hours. This passive design feature helps maintain cooler indoor temperatures and lessens the reliance on mechanical cooling systems, thereby enhancing energy efficiency.
Renewable Energy	Proposed 25 kW Rooftop Solar PV system. On-site solar photovoltaic (PV) systems offer a number of benefits,	Proposed 99 kW Rooftop Solar PV system. On-site solar photovoltaic (PV) systems offer a number of benefits, including

	including reducing energy costs, mitigating environmental impacts, enhancing energy security, and contributing to a sustainable energy future.	reducing energy costs, mitigating environmental impacts, enhancing energy security, and contributing to a sustainable energy future.
Water Efficient Sanitary Fixtures & Fittings	All fixtures and water-using appliances installed within the project's scope will at a minimum, meet the following WELS ratings. • Public Male and Female taps – 6 star • Public Accessible toilet tap - 4 star • Staff toilet tap – 5 star • Urinals – 6 star • Toilets – 4 star	All fixtures and water-using appliances installed within the project's scope will at a minimum, meet the following WELS ratings. • Public Male and Female taps – 6 star • Public Accessible toilet tap - 4 star • Staff toilet tap – 5 star • Urinals – 6 star • Toilets – 4 star
Construction & Demolition Waste	At least **80%** of construction and demolition waste will be diverted from landfill by the Builder.	At least **80%** of construction and demolition waste will be diverted from landfill by the Builder.
Sustainable Materials	Materials (concrete, steel, engineered wood etc) with low carbon credentials and recycled content will be prioritised. Materials with Environmental Product Declarations (EPD) will be prioritised.	Materials (concrete, steel, engineered wood etc) with low carbon credentials and recycled content will be prioritised. Materials with Environmental Product Declarations (EPD) will be prioritised.
Artificial Lighting	Efficient LED Lighting will be provided. Lighting within the building will have Colour Rendering Index (CRI) 85 or higher.	Efficient LED Lighting will be provided. Lighting within the building will have Colour Rendering Index (CRI) 85 or higher.
Low VOC Finishes	Finishes (paints, adhesives, sealants) with low VOC will be specified.	Finishes (paints, adhesives, sealants) with low VOC will be specified.
Efficient Landscape Irrigation	• All Garden Beds to be irrigated. A Sub-Mulch Drip System for all Garden Beds and Recessed Sprinklers for Turf Areas. • Controller to be Automatic System with Rain Sensor.	• All Garden Beds to be irrigated. A Sub-Mulch Drip System for all Garden Beds and Recessed Sprinklers for Turf Areas. • Controller to be Automatic System with Rain Sensor.

2 OVERVIEW OF SUSTAINABILITY INITIATIVES

2.1 Efficient Thermal Envelope

The following table outlines the proposed building fabric details.

Table 2 - Proposed Building Specification

BUILDING	DESCRIPTION
MCDONALDS	Roof sheeting with 50mm Anticon and R2.1 Continuous ceiling insulation. External cladding+ R2.5 with Stud Framing + Gypsum Plasterboard U4.3 SHGC0.45
ALDI	Joinery Board Low Level To Retail, No Stud / Lining to Warehouse, Plasterboard to Amenities – Aldi stores will be JV3 modelled under NCC Section J.

Figure 2 Awnings - Elevation View

The building incorporates an overhead awning that effectively shields windows and façades from direct summer sunlight, significantly reducing solar heat gain during peak sun hours. This passive design feature helps maintain cooler indoor temperatures and decreases the reliance on mechanical cooling systems, thereby enhancing energy efficiency. Glazing for McDonalds with a Solar Heat Gain Coefficient (SHGC) of 0.45 helps to minimise heat gain through the windows during warmer months.

2.2 Renewable Energy

The installation of a **25kW** rooftop solar photovoltaic (PV) system is proposed for the McDonalds building. The installation of a **99kW** rooftop solar photovoltaic (PV) system is proposed for the ALDI building.

On-site solar PV systems offer a wide range of benefits. Firstly, they significantly reduce operational energy costs by generating clean, renewable electricity directly from sunlight, lowering dependence on grid-supplied power. This reduction in grid energy use not only cuts costs but also helps minimise greenhouse gas emissions, supporting broader environmental and climate goals.

Figure 3 Proposed 25 kW Rooftop Solar PV - McDonalds

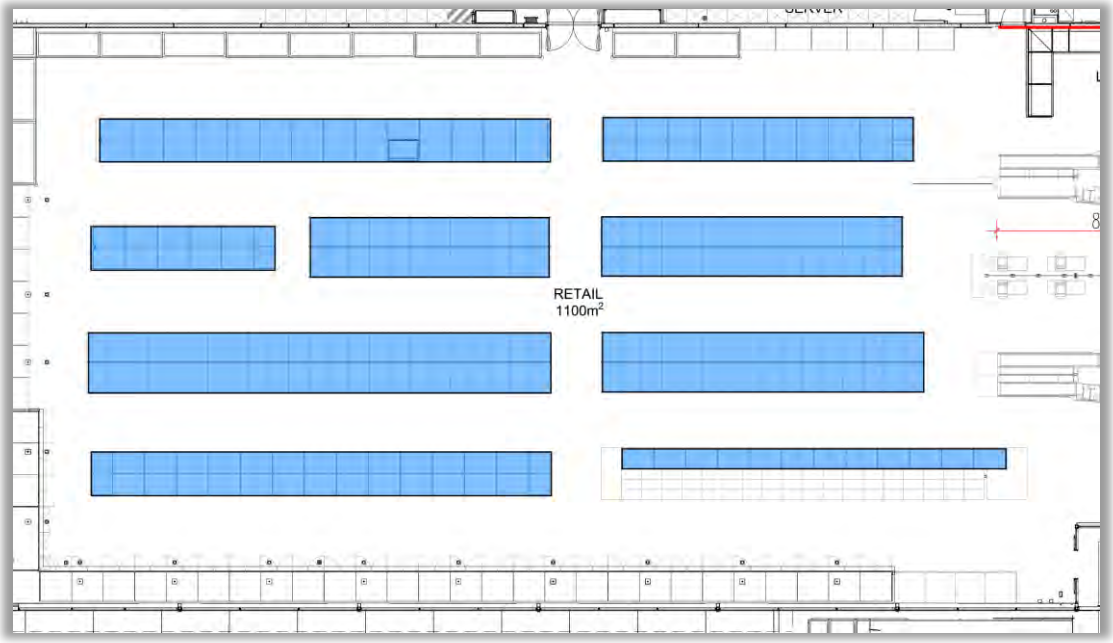

Figure 4 Proposed 99 kW Rooftop Solar PV - ALDI

2.3 Water Efficient Sanitary Fixtures & Fittings

One way to prioritise water conservation is by installing water efficient fixtures in buildings. Benefits include:

- Reduce impact of building on the environment
- Reduced water bill
- Less energy required to heat and transport the water

The following WELS rating is nominated for the Sanitary Fixtures for McDonalds and ALDI.

Table 3 Sanitary Fixtures – WELS Rating

SANITARY FIXTURE	WELS RATING
Public Male & Female Taps	6 star
Public Accessible Toilet Tap	4 star
Staff Toilets Tap	5 star
Urinals	6 star
Toilets	4 star

2.4 Construction Waste

At least **80%** of construction waste generated on-site will be diverted from landfill by the Builder through effective waste management practices. Construction waste will predominantly be separated into two main streams: one for steel and aluminium, and another for general waste. This streamlined approach facilitates efficient sorting and maximises recovery rates for recyclable materials.

2.5 Sustainable Materials

The project will prioritise the use of materials that possess low carbon credentials and a high proportion of recycled content to minimise the building's embodied carbon footprint. This includes materials such as low-carbon concrete mixes and recycled or responsibly sourced steel. Recycled bricks are proposed as shown in Figure 5.

In addition, preference will be given to products that are supported by third-party verified Environmental Product Declarations (EPDs), which provide transparent, credible information on the environmental impact of materials across their life cycle.

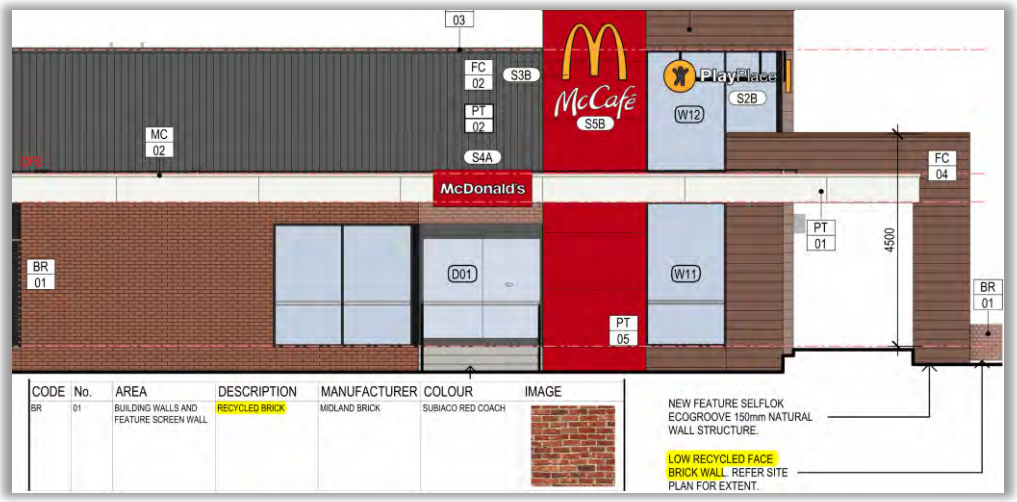

Figure 5 Recycled Bricks – McDonalds

2.6 Artificial Lighting

Lighting within the building will meet the following requirements:

- LED Lighting.
- Colour Rendering Index (CRI) 85 or higher.

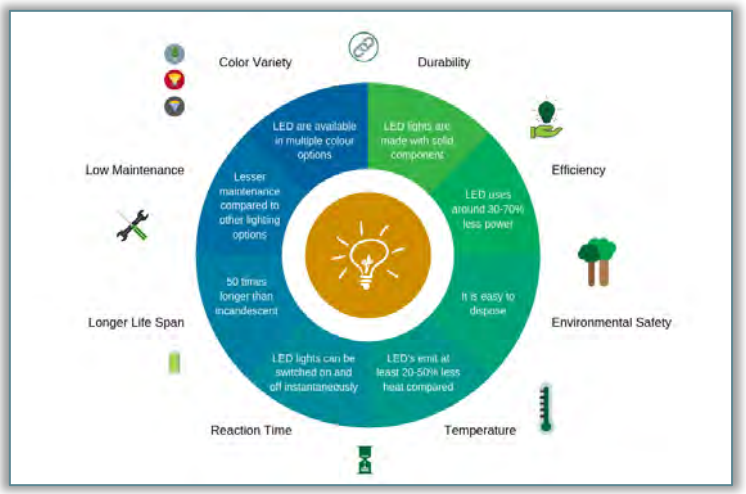

Figure 6 Benefits of LED Lighting (Source: https://www.hornsbyelectric.com.au/benefits-of-led-lighting/)

The widespread adoption of light-emitting diodes (LEDs) has significantly contributed to the decline in lighting expenses in recent times. Traditional incandescent and halogen bulbs are gradually being replaced in the Australian market by LED alternatives. Benefits include:

- Compared to halogen bulbs, LEDs consume approximately 75% less energy.
- LEDs have a lifespan 5 to 10 times longer, significantly minimizing replacement expenses.
- Because of its durability, volume of discarded bulbs in landfills is minimised.

2.7 Low TVOC Finishes

All internally applied paint products will meet the Total Volatile Organic Compounds (TVOC) contents as per table below.

Table 4 TVOC Limits

PRODUCT TYPE/SUB-CATEGORY	MAX TVOC CONTENT (G/L)
Walls and ceilings – interior gloss	75
Walls and ceilings – interior semi-gloss	16
Walls and ceilings – interior low sheen	16
Walls and ceilings – interior flat washable	16
Ceilings – interior flat	14
Trim – gloss, semi-gloss, satin, varnishes and wood stains	75

Timber and binding primers	30
Latex primer for galvanized iron and zincalume	60
Inter latex undercoat	65
Interior Sealer	65
One and Two pack Performance Coatings for floors	140
Any solvent-based coatings whose purpose is not covered in table	200

Using low VOC (volatile organic compounds) products offers numerous benefits, primarily by enhancing indoor air quality and promoting better health. These products release fewer harmful chemicals, reducing the risk of respiratory issues, headaches, dizziness, and long-term health problems. Additionally, low VOC products typically have a milder odour, improving comfort for occupants.

2.8 Efficient Landscape Irrigation

Water-efficient landscaping refers to techniques and strategies aimed at conserving water while maintaining aesthetically pleasing and functional outdoor spaces. This is important in Western Australia due to its semi-arid climate conditions, which often result in water scarcity. Key strategies include:

- All garden beds will be equipped with an efficient irrigation system to ensure optimal water distribution and plant health. A **sub-mulch drip irrigation system** will be installed for all garden beds, delivering water directly to the root zone beneath the mulch layer.
- **Turf areas** will be irrigated using **recessed sprinklers**, which provide even coverage and retract below the surface when not in use, maintaining safety and aesthetics.
- The entire irrigation system will be managed by an **automatic controller**. A **rain sensor** will be integrated into the system to prevent overwatering by pausing irrigation during and after rainfall.

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Proposed McDonalds Development

Pinjarra Road
Pinjarra WA

Technical Report

rubidium light

Version	Author/Reviewer	Date	Description of changes
V1	Scott Forbes	20/05/2025	Draft for Comment

Prepared by

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About Rubidium Light

Rubidium Light is a specialist lighting design consultancy that works with stakeholders across many areas of development from concept to final construction.

Rubidium Light has been operating since 2011 and brings together an in-depth knowledge of lighting and its application in technically difficult lighting solutions.

Rubidium Light prides itself on its ability to react quickly and in a cost-effective manner to provide outcomes both responsible and cost effective to its clients and the environment.

Prepared for:
McDonald's Australia

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INTRODUCTION

Rubidium Light was engaged by Planning Solutions to undertake an external lighting design and Lighting Impact Assessment on the external lighting for the proposed McDonald's at Pinjarra WA. The objective of this assessment is to quantify the possible adverse effects of light from the proposed lighting in accordance with procedures as outlined AS/NZS4282-2023 *Control of the Obtrusive Effects of Outdoor Lighting* and Australian Government Civil Aviation Safety Authority Part 139 Manual of Standards 2019.

DEFINITIONS

Luminous flux
The Measure of the quantity of light. For a lamp or luminaire, it normally refers to the total light emitted irrespective of the direction in which it is distributed. Unit: lumen (lm)

Luminous intensity
The concentration of luminous flux emitted in a specified direction. Unit: candela (cd)

Luminance
The physical quantity corresponding to the brightness of a surface (e.g., a lamp, luminaire, sky or reflecting material) in a specified direction. It is the luminous intensity of an area of the surface divided by that area. Unit: candela per square meter (cd/m²)

Illumination
A general expression for the quantity of light arriving at a surface. The physical measure of illumination is illuminance.

Illuminance
The luminous flux arriving at a surface divided by the area of the illuminated surface. Unit: lux (lx)

Reflectance
The ratio of the total luminous flux reflected from a surface to the total luminous flux which arrives at the surface. Usually expressed as a decimal in the range of 0 to 1 but may also be expressed as a percentage.

Glare
The discomfort or impairment of vision experienced when parts of the field of view (e.g., lamps, luminaires, sky) are excessively bright in relation to the general surroundings.

Luminaire
Equipment which houses the light source and directs the light in the desired directions. It includes items necessary for fixing, protecting, and operating the light source.

Threshold increment (TI)
The measure of disability glare expressed as the percentage increase in contrast required between an object and its background for it to be seen equally well with a source of glare present. Higher values of TI correspond to a greater disability glare.

Astronomical Twilight
Astronomical twilight is defined as when the geometric centre of the Sun is between 18° and 12° below the horizon.

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SITE DESCRIPTION

The property on which the proposed lighting is to be installed is part of a larger development bounded by Pinjarra Road, George Street and Murray Street, Pinjarra WA. The balance of the development is an ALDI supermarket and it is not part of this assessment.

Other development surrounding the site is predominantly commercial in nature, with some residences Murray Street.

OPERATION

The lighting scheme has been evaluated for non-curfew and curfew operation, that is to say 24 hours operation.

No curfew time has been nominated, however the default curfew hours from AS/NZS4282 are 11pm to 6am. This will be subject to council approval.

PROPOSED LIGHTING

All lights used in the proposed scheme are flat-glass with zero upward-waste-light.

Carparks and associated elements comply with AS/NZS1158.3.1:2020 for sub-categories PC1, PCD and PCX.

Illuminated signage has also been included in the assessment.

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RELEVANT GUIDELINES AND STANDARDS

The proposed exterior lighting is reviewed against the requirements of the following standards to ensure compliance and reduce the adverse effects of lighting at night to road users, aircraft (if in the vicinity of aerodromes) and the surrounding environment.

AS/NZS 4282:2023 *Control of the obtrusive effects of outdoor lighting*

5.2.1. Environmental Zones

This document outlines Environmental Zones to which the proposed lighting will be evaluated based on the location of the proposed lighting relative to its surrounding environment.

Excerpt from Standard Table 3.1 Environmental Zone

Zones	Description	Examples
A0	Intrinsically Dark	UNESCO Starlight Reserve. IDA: Dark Sky Parks, Reserves or Sanctuaries Major optical observatories Other accreditations for dark sky places for example astrotourism, heritage value, astronomical importance, wildlife/ecosystem protection Lighting for safe access may be required
A1	Dark	Relatively uninhabited rural areas (including terrestrial, marine, aquatic and coastal areas) Generally roadways without streetlighting through rural areas
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas Generally roadways without streetlighting through suburban, rural or semi-rural areas other than intersections
A3	Medium district brightness	Suburban areas in towns and cities Generally roadways with streetlighting through suburban, rural or semi-rural areas
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas Industrial and Port areas Transport Interchanges
TV	High district brightness	Vicinity of major sport and event stadiums during TV broadcasts

The proposed lighting is evaluated under the requirements of **A4**

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5.2.2. Maximum Values of Light Technical Parameters

Excerpt from Standard Table 3.2 Maximum Values of Light Technical Parameters (including to lit surfaces illuminated signs).

Zones	Vertical illuminance levels (Ev) Lx		Threshold increment (TI)		Sky glow
	Non-curfew	Curfew	%	Default adaptation level (Lad)	Upward light ratio
A0	0[a]	0.0	N/A	N/A	0.00
A1	2	0.1	20%	0.1	0.00
A2	5	1	20%	0.2[b]	0.01
A3	10	2	20%	1	0.02
A4	25	5	20%	5	0.03
TV	N/A	N/A	20%	10	0.08

NOTES:

a For A0, E_v shall be as close to zero as practicable without impacting safety considerations.

b For an internally illuminated sign in a A2 zone, L_{ad} ≤0.25 cd/m^2

Excerpt from Standard Section 3.3.3.4 *Control of upward waste light*

Digital signs shall have ULR_L of ≤ 0.45

5.2.3. Maximum Average Luminance of Surfaces (cd/m²)

Excerpt from Standard Table 3.4 Maximum Average Luminance of Surfaces (cd/m²)

Application conditions	Environmental zones				
	A0	A1	A2	A3	A4
See Clause 3.3.3	0.1	50	150	250	350

As the proposed signs are located within an A4 Environmental Zone, the resulting luminance limit shall be 350cd/m^2.

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5.3. Australian Government Civil Aviation Safety Authority Part 139 (Aerodromes) Manual of Standards 2019

This guide outlines the requirements of upward spill light within 6000m of an aerodrome. This requirement ensures no light sources interfere with the take-off and landing operations of aircraft.

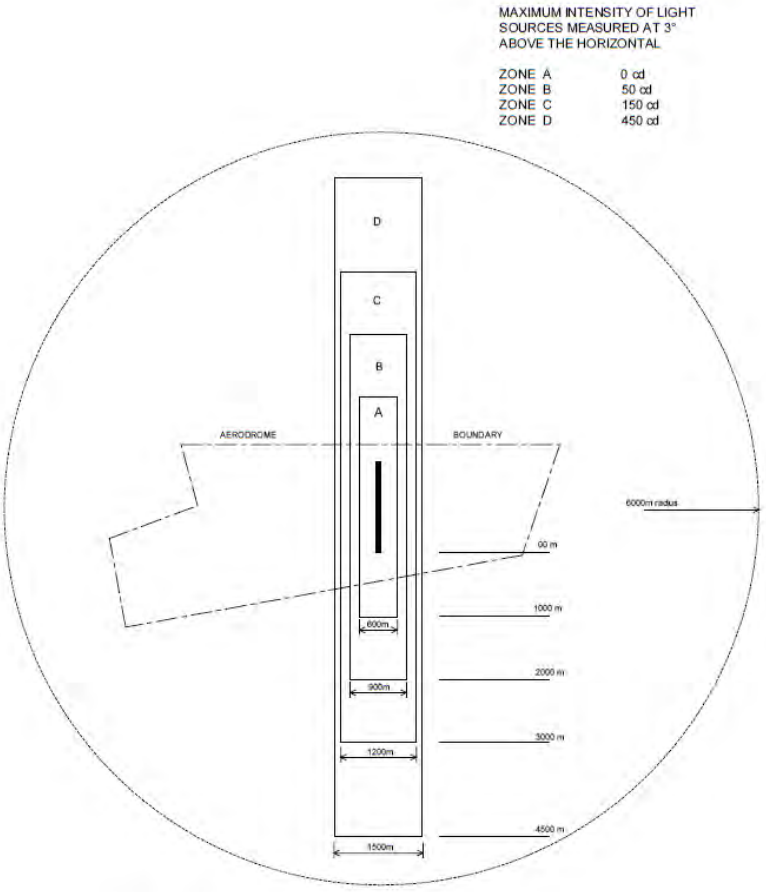

Figure 9.21-1: Maximum lighting intensities

As the proposed site location is not with a 6000m radius of an aerodrome this requirement **does not apply**.

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5.2. Combined Relevant Maximum Values of Light Technical Parameters

Below is a summary of the combined Maximum Value of Light Technical Parameter at which the proposed lighting will be evaluated for its surrounding environmental conditions and time of day.

Zones	Vertical illuminance levels (Ev) Lx		Threshold increment (TI)		Sky glow Upward light ratio
	Non-curfew	Curfew	%	Default adaptation level (Lad)	%
A4	25	5	20%	1	50% (including signs)

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6.1 Sky glow Upward Light Ratio

Analysis of the lighting model shows that the proposed lighting (excluding illuminated signs) achieves 0% of Upward Light Ratio.

Analysis of the illuminated signs shows that the UWLR is 12.9% which is less than the allowed 50%.

COMPLIANT

6.2 Threshold Increment

Threshold Increment has been evaluated using computer modelling with AGI32 version 21.2.0.61 software. All relevant travel directions towards to the site have been evaluated has been analysed as per the method outlines in AS/NZS4282-2023 at an adaptation luminance of 1 applied.

COMPLIANT

6.3 Vertical illuminance Levels

Residences were evaluated as per the method outlines in AS/NZS4282-2023 for a A4 zone non-curfew and curfew.

COMPLIANT

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CERTIFICATION

The exterior lighting and illuminated signage for the proposed development, is compliant with all relevant standards if installed in accordance with the designs shown on the drawing set MCD02539-E01 dated 20/05/2025.

Scott Forbes MIES RLP #2715
Principal Lighting Engineer
Rubidium Light

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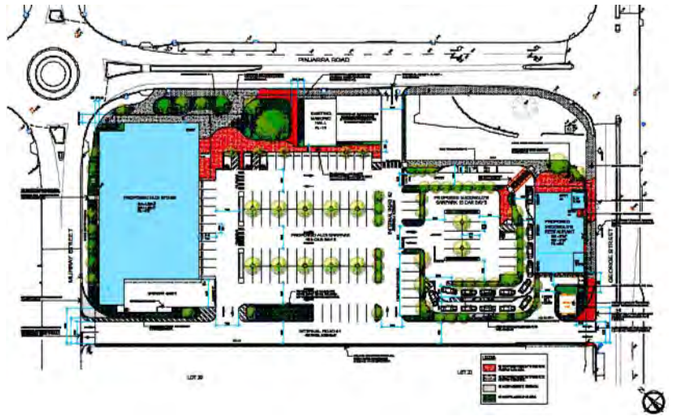
PROPOSED MCDONALDS
PINJARRA
WA

NOT FOR CONSTRUCTION
ISSUED FOR TENDER PURPOSES ONLY



SITE PLAN
SCALE: N.T.S.

LOCALITY PLAN
SCALE: N.T.S.

GENERAL LIGHTING NOTES:

1. THE PROPOSED LIGHTING SCHEME MEETS OR EXCEEDS THE REQUIREMENTS OF AS/NZS1158.3.1:2020 FOR SUBCATEGORY PC1, PCD AND PCX.
2. UNLESS NOTED OTHERWISE, THE VALUES SHOWN ARE HORIZONTAL MAINTENANCE ILLUMINANCE ON AN OPEN UNOBSTRUCTED PLANE AT GRADE.
3. ALL LUMINAIRE DATA IS SUPPLIED BY MANUFACTURER.
4. DESIGN SOFTWARE USED AGI32 V22
5. ALL CALCULATIONS AND RESULTS PROVIDED ARE SUBJECT TO TOLERANCES IN ACCORDANCE WITH AS/NZS3827.1-1998 AND AS.NZS3827.2-1998 *LIGHTING SYSTEM PERFORMANCE AND ACCURACY TOLERANCES*.
6. FOR CLARITY, ONLY HORIZONTAL ILLUMINANCE PLANES ARE SHOWN.
7. THE NUMBER OF FITTINGS SHOWN, AND THE TYPE OF FITTINGS ARE THE MINIMUM REQUIRED AND ADDITIONAL FITTINGS MAY BE NECESSARY IN THE FINAL COORDINATION.

LIGHTING SYSTEM MAINTENANCE

THE COMBINED LIGHT-LOSS FACTOR APPLIED TO THESE CALCULATIONS IS BASED ON:

8. 72 MONTHS CLEANING INTERVAL OF LUMINAIRES IN A URBAN POLLUTION SUB-CATEGORY ENVIRONMENT.
9. IP6X LUMINAIRE
10. 20 YEAR DESIGN LIFE.
11. SPOT REPLACEMENT OF FAILED LIGHT SOURCES.

OBTRUSIVE LIGHTING ANALYSIS

12. COMPLIANCE WITH AS/NZS4282-2023 IS DEMONSTRATED FOR AN A3 ENVIRONMENTAL ZONE FOR NON-CURFEW AND CURFEW OPERATION (i.e. 24 HOURS)
13. ALL OBTRUSIVE LIGHT ANALYSIS IS EVALUATED AT INITIAL FLUX.

Drawing List

Drawing Number	Sheet Number	Revision	Title
MCD02539-E01	1	A	Title Page
MCD02539-E01	2	A	General Arrangement
MCD02539-E01	3	A	Obstrusive Light Analysis

LIGHTING CERTIFICATION

LIGHTING CERTIFIED TO COMPLY WITH:

AS/NZS1158.3.1:2020 SUB-CATEGORY PC1, PCD AND PCX, AND

AS/NZS4282-2023 FOR AN A4 ENVIRONMENTAL ZONE FOR NON-CURFEW AND CURFEW OPERATION (i.e. 24 HOURS).

* INSTALLATION MUST COMPLY WITH AS3000.
* ALL LUMINAIRE DATA HAS BEEN SUPPLIED BY MANUFACTURER.

PROPOSED MCDONALDS

MIES RLP No. 2715

Rev.	Date	Drn.	Description	Chkd.
0	20/05/2025	SAF	ISSUED FOR APPROVAL	
A	10/06/2025	SAF	REVISED BASEPLAN	

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Project:
PROPOSED MCDONALDS
PINJARRA
WA

Title:
ELECTRICAL SERVICES
LIGHTING SYSTEMS
TITLE PAGE

Drawn:	Checked:	Date:	Scale:
SAF	TD	10/06/2025	NTS

Drawing No. MCD02539-E01A-1
Rev A
Size A3

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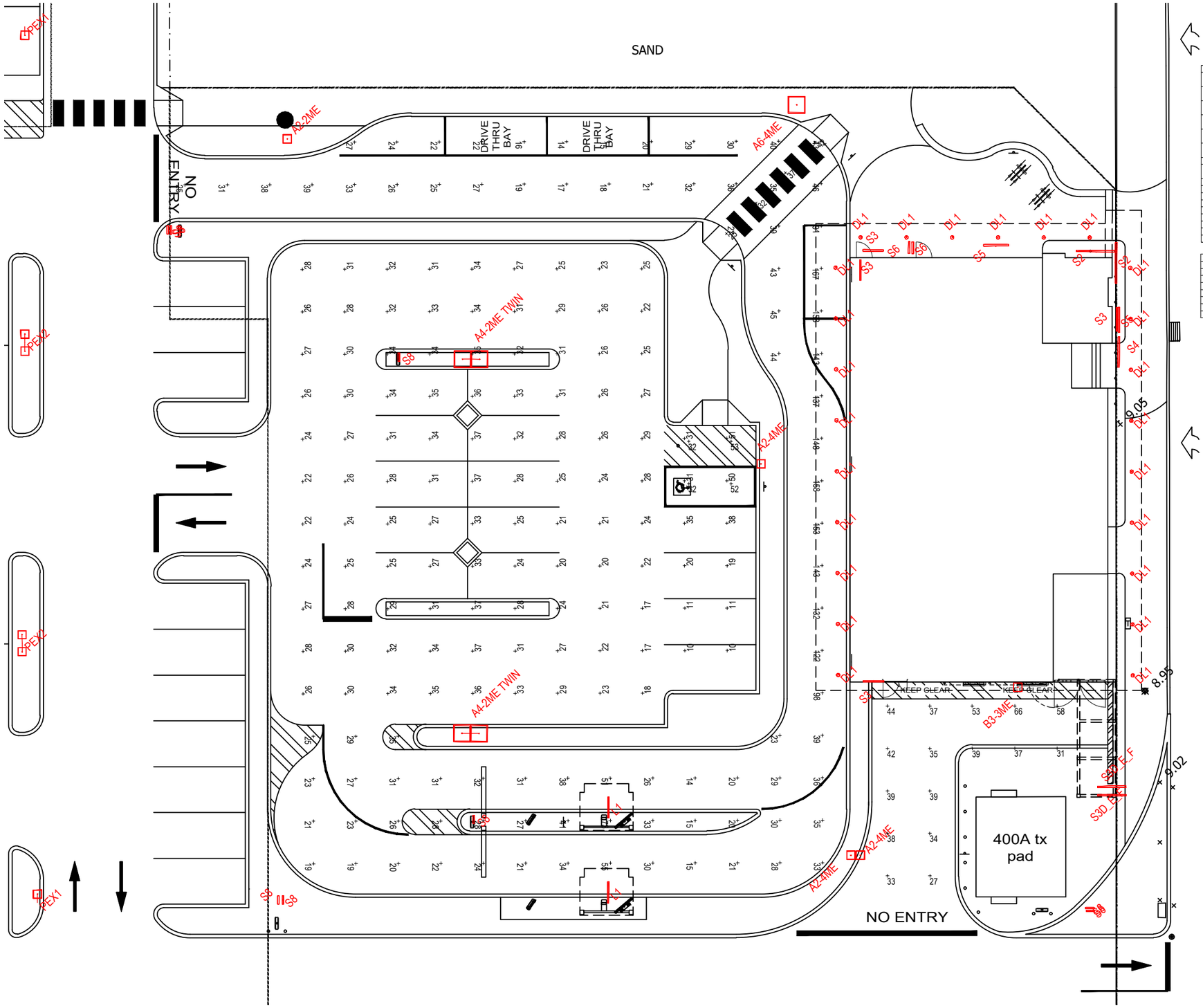

Luminaire Schedule

Symbol	Qty	Label	Description	LLF	Luminaire Lumens	Luminaire Watts	Filename
	1	A2-2ME	47W LED AREA LIGHT ON 6m POLE - ADLT XSPSM-D-HT-2ME-SL-40K7-UL-SV-N	0.800	4193	46.15	XSPSM-D-HT-2ME-SL-40K7-UL-SV-N w_XA-SPR3BLS_PL12759-001B.ies
	3	A2-4ME	47W LED AREA LIGHT ON 6m POLE - ADLT XSPSM-D-HT-4ME-SL-40K7-UL-SV-N_PL12485-001B.ies	0.800	5256	47.28	XSPSM-D-HT-4ME-SL-40K7-UL-SV-N_ PL12485-001B.ies
	2	A4-2ME TWIN	1WIN 69W LED AREA LIGHT ON 8m POLE - ADLT XSPSM-D-HT-2ME-8L-40K7-Ux-SV-N	0.800	7775	69	XSPSM-D-HT-2ME-8L-40K7-Ux-SV-N_ CONFIGURED.ies
	1	A6-4ME	94W LED AREA LIGHT ON 6m POLE ADLT XSPE024MEE40K_94W	0.800	11387	94	XSPE024MEE40K_94W-PL11703-032.IES
	1	B3-3ME	67W LED AREA LIGHT ON AWNING ABOVE XSPSM-D-HT-3ME-8L-40K7-UL-SV-N	0.800	7723	66.29	XSPSM-D-HT-3ME-8L-40K7-UL-SV-N_ PL12434-001B.ies
	24	DL1	25W DOWNLIGHT IN SOFFIT	0.800	2755	27	DR-5-28C120T-4000K.IES
	2	L1	DARKON HIP IP67_118E_NA_BLK_OV_HE_350mA_3000K CRI90 18W 3000K LED SURFACE-MOUNTED PROFILE BLACK	0.800	1619	18.3	HIP IP67_118E_NA_WHT_OV_HE_ 350mA_3000K CRI90.IES
	2	PEX1	ALDI - WE-EF 9m POLE	0.800	10307	96	108-1079.ies
	2	PEX2	ALDI WE-EF DOUBLE OUTREACH 9m POLE	0.800	10307	96	108-1079.ies
	2	S2	SIGN PLAYPLACE 2400 x 690	0.800	891	26.6321	PP-6X6-28590 4000K.IES
	4	S3	SIGN GOLDEN ARCH WALL 1370 x 1200mm	0.800	642	26.6321	PP-6X6-28590 4000K.IES
	2	S3D_E_F	SIGN GOLDEN ARCH LOGO 1910 x 1670mm	0.800	1248	26.6321	PP-6X6-28590 4000K.IES
	1	S4	ENTRY CLIP 1811 x 221	0.800	615	26.6321	PP-6X6-28590 4000K.IES
	2	S5	McCAFE BLADE 1492 x 700	0.800	934	26.6321	PP-6X6-28590 4000K.IES
	2	S6	McCAFE BLADE 700 x 700	0.800	654	26.6321	PP-6X6-28590 4000K.IES
	8	S8	SIGN DIRECTIONAL	0.800	46	26.6321	PP-6X6-28590 4000K.IES

Calculation Summary

Label	CalcType	Avg	Max	Min	Max/Avg
CARPARK Eh	Illuminance	28.0	51	10	1.8
CARPARK Ev1	Illuminance	21.8	33	13	N.A.
CARPARK Ev2	Illuminance	22.6	34	13	N.A.
DOCK	Illuminance	40.8	66	27	1.6
DRIVE-THROUGH Eh	Illuminance	43.8	167	14	3.8
PCD BAY	Illuminance	42.3	53	32	1.3
PX1	Illuminance	34.0	42	25	1.2

Rev.	Date	Drn.	Description	Chkd.
0	20/05/2025	SAF	ISSUED FOR APPROVAL	
A	10/06/2025	SAF	REVISED BASEPLAN	

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Project:
PROPOSED MCDONALDS
PINJARRA
WA

Title:
ELECTRICAL SERVICES
LIGHTING SYSTEMS
GENERAL ARRANGEMENT

Drawn:	Checked:	Date:	Scale:
SAF	TD	10/06/2025	NTS
Drawing No.		Rev	Size
MCD02539-E01A-2		A	A3

Rubidium Light
A 30/8 Riverland Drive
Loganholme QLD 4129
E admin@rubidiumlight.com.au

rubidium light

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ISSUED FOR TENDER PURPOSES ONLY

Obtrusive Light - Compliance Report

AS/NZS 4282:2023, A4 - High District Brightness, Curfew
Filename: MCD02539 - 1
20/05/2025 9:52:56 AM

Illuminance

Maximum Allowable Value: 5 Lux

Calculations Tested (4):

Calculation Label	Test Results	Max. Illum.
REL BDY MURRAY ST_Ill_Seg1	PASS	0.0
REL BDY MURRAY ST_Ill_Seg2	PASS	0.0
REL BDY MURRAY ST_Ill_Seg3	PASS	0.0
REL BDY 30 MURRAY ST_Ill_Seg1	PASS	2.0

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 2500 Cd

Calculations Tested (4):

Calculation Label	Test Results
REL BDY MURRAY ST_Cd_Seg1	PASS
REL BDY MURRAY ST_Cd_Seg2	PASS
REL BDY MURRAY ST_Cd_Seg3	PASS
REL BDY 30 MURRAY ST_Cd_Seg1	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (3):

Calculation Label	Adaptation Luminance	Test Results
THRESHOLD INCREMENT 1	5	PASS
THRESHOLD INCREMENT 2	5	PASS
THRESHOLD INCREMENT 3	5	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 50.0 % (includes signs)

Calculated UWLR: 12.9 %
Test Results: PASS

Rev.	Date	Drn.	Description	Chkd.
0	20/05/2025	SAF	ISSUED FOR APPROVAL	
A	10/06/2025	SAF	REVISED BASEPLAN	

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Project:
PROPOSED MCDONALDS
PINJARRA
WA

Title:
ELECTRICAL SERVICES
LIGHTING SYSTEMS
OBTRUSIVE

Drawn: SAF
Checked: TD
Date: 10/06/2025
Scale: NTS
Drawing No. MCD02539-E01A-3
Rev A
Size A3

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Rb rubidium light

EMP | CONSULTING

ENGINEERING | DESIGN | MANAGEMENT

Reference: EMPC-2953-L1

26th May 2025

Attention: To Whom It May Concern,

RE: McDONALD'S NATIONAL STANDARD BIO MOD 380 RESTAURANTS – LOT 2, 3, 4, 31 & 41 MURRAY STREET, PINJARRA – KITCHEN EXHAUST SYSTEM DESIGN COMPLIANCE CERTIFICATE

We hereby certify that the kitchen exhaust systems documented for the standalone McDonald's restaurant in Pinjarra (WA) comply with the Deemed-to-Satisfy requirements of the NCC2022, and the relevant referenced Australian Standards, including AS1668.2-2012 (Amdt 1&2) requirements for the exhaust air discharges.

The following is the list of the relevant mechanical services Standard Template drawings and Specification document which will be adopted for this restaurant.

Mechanical Services Drawings (Refer attached):

Drawing No.	Title	Revision
M000	COVER SHEET	G
M001	LEGEND & GENERAL NOTES	A
M002	EQUIPMENT SCHEDULES	B
M100	MECHANICAL LAYOUT	G
M101	MECHANICAL LAYOUT OPTIONS	G
M200	MECHANICAL ROOF PLAN	E
M201	MECHANICAL ROOF PLAN OPTIONS	E
M300	SECTION SHEET 1	D
M301	SECTION SHEET 2	D
M302	SECTION SHEET 3	D
M303	SECTION SHEET 4	D
M400	MECHANICAL DETAILS – SHEET 1	C

Mechanical Services Specification Document:

Document No.	Title	Revision
380.1	Mechanical Services Specification	F

AS1668.2 requires the points of discharge of the kitchen exhaust fans for this building to be at least 6m away from any outside air intake (natural ventilation openings or mechanical ventilation intakes), property boundaries and the boundary to a public street.
AS1668.2 also requires the extracted air from the kitchen hoods for this building to be discharged vertically and at minimum 5 m/s velocity.

The kitchen exhaust systems documented for this building will be based on the attached McDonald's Standard Template drawings and Specifications (as listed above) and will comply with the above requirements of AS1668.2-12.

The kitchen exhaust discharge points in this site are located;

- approximately 31m away from the site boundary with lot 32 located on the south west side of the proposed McDonald's building,
- approximately 8.6m away from the site boundary on George Street,
- approximately 24m away from the site boundary on Pinjarra Road,
- approximately 138m away from the site boundary on Murray Street, and
- approximately 106m away from the proposed ALDI building on the same lot.

The above complies with the minimum 6m separation requirement of AS1668.2, with three of the above distances being significantly over the minimum requirements. This will provide more than adequate distance for dilution of the odours discharged through the kitchen exhaust fans and will ensure no nuisance caused to the neighbouring properties.
Approximate location of the kitchen exhaust discharge points are marked on the attached site plan.

Furthermore, it is to be noted that the three main cooking appliances (two deep fat fryers and one clam-shell grill) are each provided with an exhaust hood which extracts cooking fumes through sealed sheetmetal ducts to the roof mounted vertical discharge kitchen exhaust fans. Each hood is fitted with washable baffle type grease filters which will be regularly cleaned. In addition, hoods may also be fitted with disposable filters (Shepherd Filters) with a filter media able to capture up to 98% of airborne grease before it enters the extraction system (Refer attached).

Any general waste produced by the restaurant will be placed in garbage bags, sealed, and deposited in an 1100L bin for general rubbish until pick up, as required. The bin store area itself is naturally ventilated to reduce the build-up of odours.

Please do not hesitate to contact the undersigned if you require further information.

Kind Regards,

Shirin Haghighi

Senior Mechanical Engineer (B.Eng. MIEAust MAIRAH)
P: (08) 9201 1919
E: shirin@empconsulting.com.au

PINJARRA ROAD

3 BIKE RACKS FOR 6 BIKES.

LANDSCAPING AND VERGE IMPROVEMENT WORKS SUBJECT TO SHIRE AND/OR MAIN ROADS WA APPROVAL.

PROPOSED 2000mm WIDE PAVED FOOTPATH WITH 2000mm LANDSCAPE BUFFER TO SIDE OF EXISTING MASONIC HALL.

PROPOSED 6.2m WIDE LEFT - IN / LEFT - OUT CROSSOVER.

1280 SETBACK

2500 SETBACK

EXISTING MASONIC HALL
FFL = 9.11

PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.

ENTRY

TROLLEY BAY.

PROPOSED 1500mm WIDE CONCRETE FOOTPATH WITH 500mm LANDSCAPE BUFFER TO REAR OF EXISTING MASONIC HALL.

PED. CROSSING

NEW CONCRETE FOOTPATH CONNECTION FROM BUILDING EXIT. RAMP LENGTH AND HANDRAILS TO BE DETERMINED DURING DETAILED DESIGN PHASE.

PROPOSED ALDI STORE
GLA = 1,543 m²
NLA = 1,503 m²
FFL = 9.60

EXISTING FOOTPATH TO REMAIN.

MURRAY STREET

PROPOSED ALDI CARPARK
103 CAR BAYS
138114.58 mm

INTERNAL ROAD #1
-RECIPROCAL ACCESSWAY

LOADING BAY -CONCRETE

SCREENED BIN ENCLOSURE.

NO ENTRY

BOL.

PROPOSED PUMPS AND TANKS FOR FIRE FIGHTING SERVICE. SIZE AND FINAL DESIGN CONFIRMED DURING DETAILED DESIGN STAGE.

tank

pump

3.3m HIGH WALL/FENCING IN ACCORDANCE WITH ACOUSTIC REPORT.

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER. INCREASED ENTRY RADIUS TO SUIT ALDI TRUCK DELIVERY PATH.

101.9

600mm HIGH BLOCKWORK RETAINING WALL AND 1.8m HIGH COLORBOND FENCE IN ACCORDANCE WITH ACOUSTIC REPORT.

LOT 39

KITCHEN EXHAUST FANS

4 PARK BICYCLE PARKING AREA

DRIVE-THRU WAITING BAYS.

CURVED FEATURE STONE LOW HEIGHT PLANTER WALLS.

CONTRASTING CONCRETE PEDESTRIAN CROSSING.

PROPOSED McDONALD'S CARPARK 15 CAR BAYS

INTERNAL ROAD #2
-RECIPROCAL ACCESSWAY

7 RECIPROCAL CAR PARKING BAYS.

SERVERY

CASHIER

PROPOSED McDONALD'S RESTAURANT
9610.46 mm
GLA = 375m²
NLA = 275m²
FFL = 9.60

24290.35 mm²

ENTRY #1

PLAY PLACE

ENTRY #2

BIN STORE

9402.72 mm

LOADING BAY - CONCRETE

400A tx pad

ORDER CANOPIES AND MENUBOARDS. REFER TO DRAWING DA10.

NO ENTRY

PAVED FOOTPATH TO REMAIN.

PROPOSED BOLLARD PROTECTION. 1500 CTS.

PROPOSED STEPS AND HANDRAIL ENTRY.

PAVED FOOTPATH TO REMAIN. MAKE GOOD CONCRETE KERBING FOLLOWING CROSSOVER REMOVAL.

GEORGE STREET

600mm HIGH BLOCKWORK RETAINING WALL.

PROPOSED McDONALD'S TRANSFORMER. SUBJECT TO WESTERN POWER DESIGN.

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING WITH BRICK PAVED STENCILLING.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER.

LOT 32

LEGEND:

- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
- NEW GREY CONCRETE FOOTPATH.
- NEW SOFT LANDSCAPING BEDS.

N

Contractor to verify all dimensions on site prior to commencing work or ordering any materials. Do not scale drawings, use figured dimensions only. Inform architect of any conflict between site conditions and documents.Architectural documents are to be read in conjunction with all relevant conultants drawings. Technical drawings are to be read in conjunction with appropriate sections of technical specification.
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REV	DATE	DESCRIPTION

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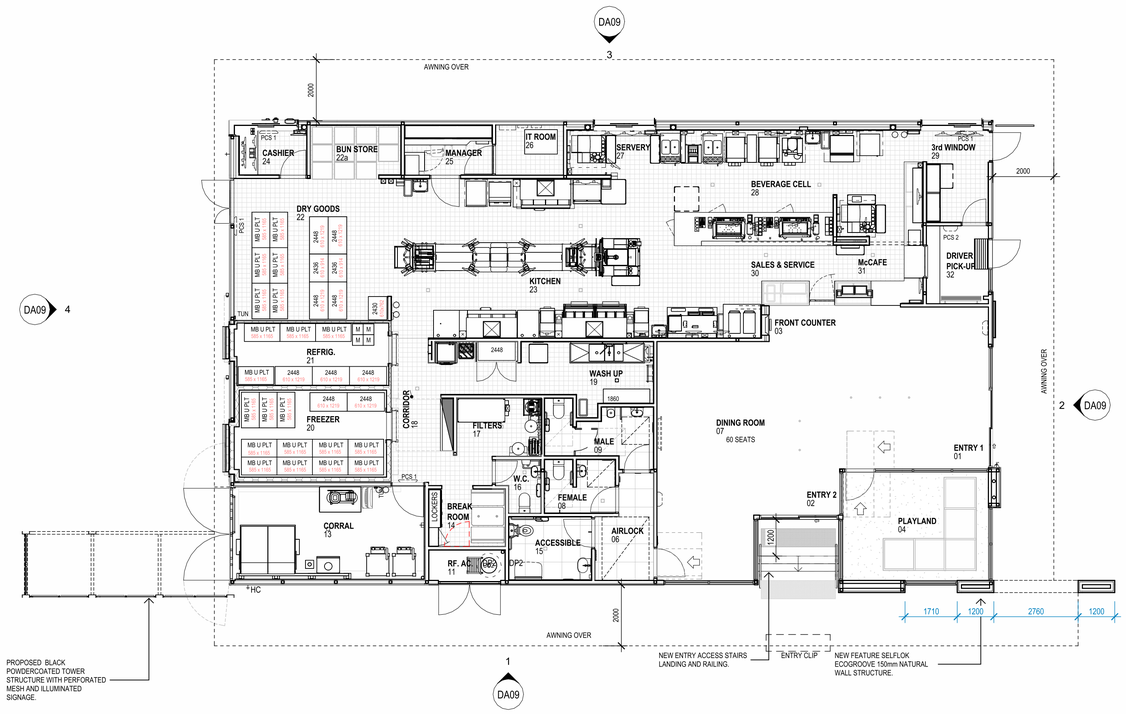
Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE PLAN

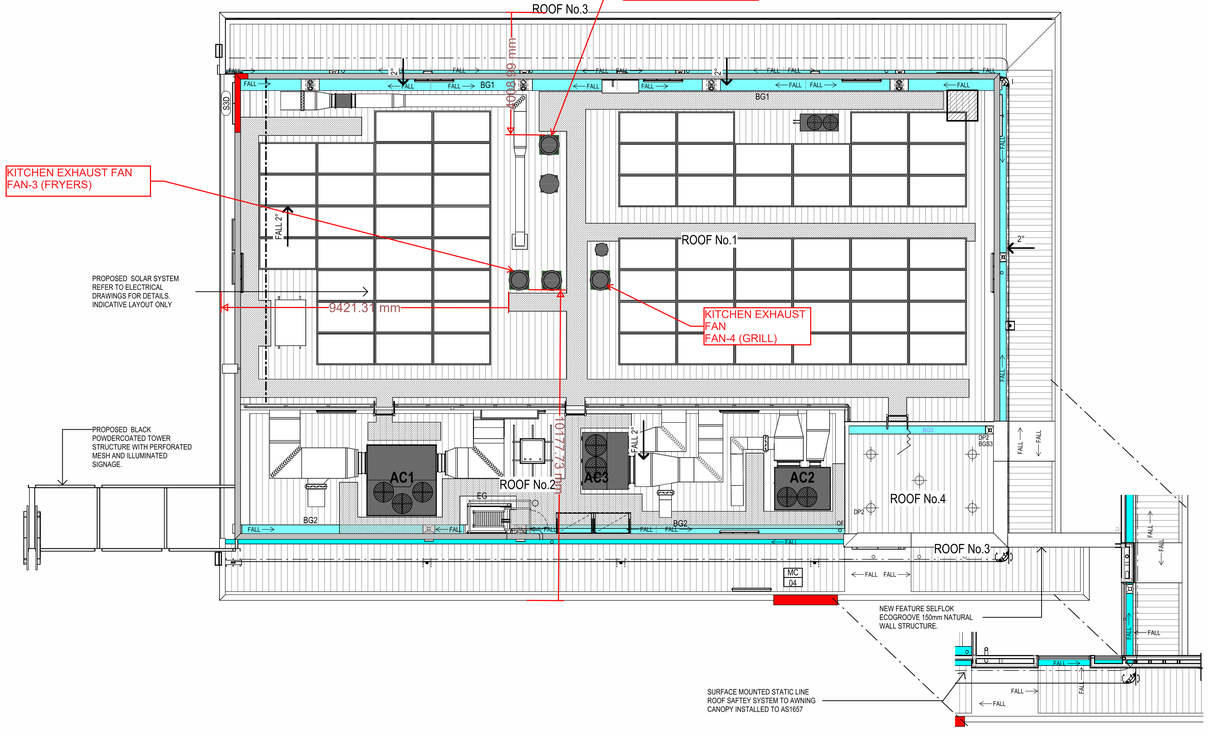
TOWN PLANNING

Job No 251677	Drawing No. DA-02
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 0

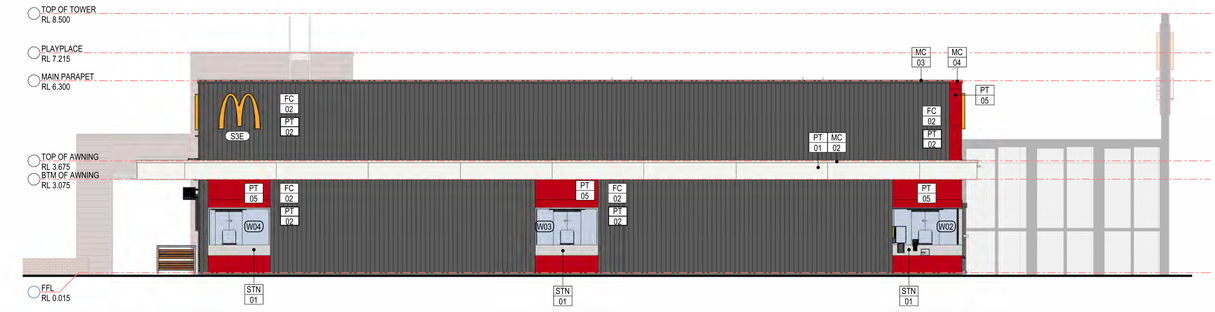


SIDE ELEVATION
1 : 100

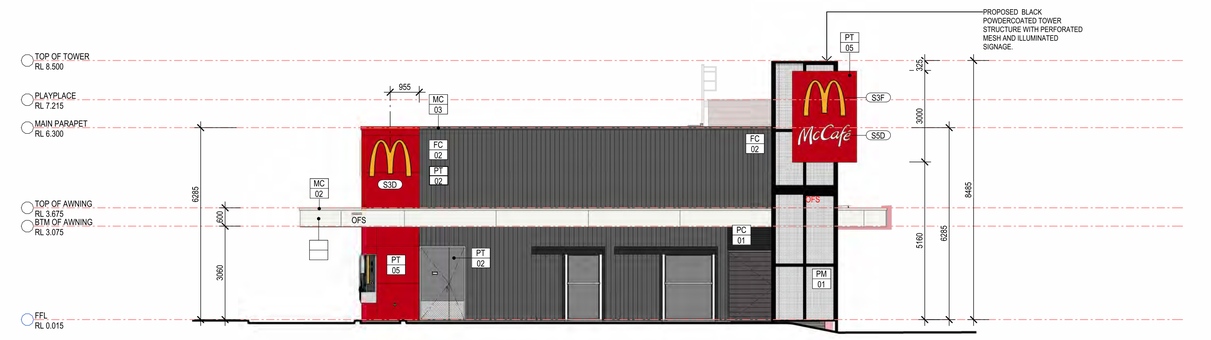
FRONT ELEVATION
1 : 100



LOWER ROOF PLAN



DRIVETHRU ELEVATION
1 : 100



REAR ELEVATION
1 : 100

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REV	DATE	DESCRIPTION
0	JAN 2025	AMENDED DA AS CLOUDED

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Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST.PINJARRA

Drawing McDONALD'S FLOORPLANS AND BUILDING ELEVATIONS

TOWN PLANNING

Job No	251677	Drawing No.	DA09
Scale	1 : 100 @ A1		
Date	MAY 2025		
Drawn	NR	Revision	0

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File Name: C:\Users\HA\Hindley&Associates Pty Ltd\Documents\2025 McDONALDS\251677 - McDONALDS PINJARRA_DA_R24_mod25MAY25.rvt

McDONALDS STANDARD DOCUMENTS
BIO MOD 380

MECHANICAL SERVICES

DRAWING LIST		
NO.	DRAWING TITLE	Current Revision
M000	COVER SHEET	G
M001	LEGEND & GENERAL NOTES	A
M002	EQUIPMENT SCHEDULES	B
M100	MECHANICAL LAYOUT	G
M101	MECHANICAL LAYOUT OPTIONS	G
M200	MECHANICAL ROOF PLAN	E
M201	ROOF LAYOUT OPTIONS	E
M300	SECTION SHEET 1	D
M301	SECTION SHEET 2	D
M302	SECTION SHEET 3	D
M303	SECTION SHEET 4	D
M400	MECHANICAL DETAILS - SHEET 1	C

NOTES FOR USERS OF THIS REVIT MODEL -

The following design variations have been modelled within different worksets and view templates, allowing users to choose the required option by turning these on/off per view and sheet.
Once design options/variations are determined, remove the redundant options and these notes from the model.

1. AC-3 Location options :
   In the roof well adjacent other Package units or over the Beverage Cell area.

2. AC-1 Variations :
   With Economy Cycle or Without Economy Cycle.

3. Makeup Air System to Hoods :
   With an In-Line Fan (FAN-7) or With an Indirect Evaporative Cooler Unit (IEC-1)

Revisions

Issue	Description	Date	Chk	Int
G	REVISED AS CLOUDED	14.03.2024		
F	REVISED AS CLOUDED	30.11.2023		
E	REVISED AS CLOUDED, BACKGROUND UPDATED	04.09.2023		
D	REVISED AS CLOUDED	01.05.2023		
C	REVISED AS CLOUDED	15.02.2023		
B	REVISED AS CLOUDED	02/02/2023		
A	FIRST RELEASE	17/08/2022		

General Notes

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Drawing Notes

THESE DRAWINGS ARE STANDARD TEMPLATE DESIGN DRAWINGS, PRODUCED BASED ON SPECIFIC OUTDOOR DESIGN CONDITIONS AND BUILDING ORIENTATION. CONSULTING ENGINEERS ARE REQUIRED TO CARRY OUT SYSTEMS' DETAIL DESIGN FOR ANY INDIVIDUAL RESTAURANT AND MODIFY THESE DRAWINGS TO SUIT SITE SPECIFIC PARAMETERS.

North

Client

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NATIONAL DEVELOPMENT GROUP

Architect

Consultant

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
ENTER ADDRESS
VIA PROJECT INFORMATION

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
@A3	BIO MOD 380

Drawing
COVER SHEET

Project Number	Drawing Number	Issue
2488	M000	G

LEGEND

- SIDE BLOW AIR TERMINAL
- 4-WAY SUPPLY DIFFUSER
- 3 WAY SUPPLY DIFFUSER
- JET DIFFUSER
- LINEAR SLOT DIFFUSER/LINEAR BAR GRILLE
- RETURN/EXHAUST/TRANSFER GRILLE
- SPIGOT
- FILTER
- MANUAL VOLUME CONTROL DAMPER
- CEILING ACCESS PANEL (BY BUILDER) (A / P)

- BARE SHEET METAL DUCT
- EXTERNALLY INSULATED SHEET METAL DUCT (R-VALUES TO THE NCC2019)
- INTERNALLY INSULATED SHEET METAL DUCT. (R-VALUES TO THE NCC2019)
- INSULATED ACOUSTIC FLEXIBLE DUCT
- UNINSULATED FLEXIBLE DUCT (EXHAUST DUCTS)
- TURNING VANES
- MAIN SWITCH BOARD
- CONTROL PANEL
- WS — VALVED COLD WATER SUPPLY (BY HSC)
- C — ACTRON AIR GROUP CONTROLLER
- T — TEMPERATURE SENSOR IN DUCT
- T — TEMPERATURE SENSOR IN ROOM
- TH — THERMOSTAT
- UC — DOOR UNDERCUT (BY BUILDER)
- SD / SU — DUCT SET DOWN / SET UP
- TD — TUNDISH (HSC)

ABBREVIATIONS

E	EXHAUST
E/A	EXHAUST AIR
MSB	MAIN SWITCH BOARD
O/A	OUTSIDE AIR
R/A	RETURN AIR
S/A	SUPPLY AIR
S	SUPPLY
ESC	ELECTRICAL SUB-CONTRACTOR
MSC	MECHANICAL SUB-CONTRACTOR
KES	KITCHEN EQUIPMENT SUPPLIER
HSC	HYDRAULIC SUB-CONTRACTOR
GSS	GALVANISED STEEL SHEET

TAGS

- AC.X — EQUIPMENT TAG
- XX / Flow — GRILLE TAG

GENERAL NOTES

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION DOCUMENT, ARCHITECTURAL AND OTHER SERVICES DRAWINGS.
2. ALL DIMENSIONS ARE IN MM, UNLESS OTHERWISE NOTED.
3. ALL DUCTWORK SIZES INDICATE CLEAR AIRWAY DIMENSIONS.
4. FINAL LOCATION OF ALL WALL MOUNTED CONTROLLERS, DEVICES, AND INSTRUMENTS TO BE COORDINATED WITH THE EQUIPMENT & FURNTURE LAYOUT, AND BE APPROVED BY THE SUPERINTENDENT.
5. PROVIDE MANUAL VOLUME CONTROL DAMPERS FOR AIR BALANCING AS REQUIRED, WHETHER SHOWN ON THE DRAWING OR NOT.
6. MECHANICAL SUB-CONTRACTOR TO COORDINATE WITH THE STRUCTURAL DETAILER TO MODIFY TRUSS WEBS TO SUIT DUCTWORK LAYOUT.
7. PIPE CONDENSATE DRAIN FROM AIR CONDITIONING UNITS TO THE TUNDISH PROVIDED BY THE H.S.C. COORDINATE WITH THE HYDRAULIC SUB-CONTRACTOR ON THE EXACT LOCATION OF THE TUNDISH.
8. PIPE THE DRAIN FROM EACH KITCHEN EXHAUST FAN TO THE TUNDISH PROVIDED BY THE H.S.C.
9. PROVIDE MAGNEHELIC GAUGE ACROSS ALL FILTER BOXES.
10. HEAVY DUTY FLEXIBLE CONNECTIONS TO BE FITTED WHERE RIGID DUCTS CONNECT TO THE EQUIPMENT.
11. PROVDE GSS SUN SHIELD OVER THE FLEXIBLE CONNECTIONS EXPOSED TO THE SUN.
12. PROVIDE HINGED, GASKETTED AND INSULATED ACCESS PANEL FOR EACH FILTER BANK.
13. ALL AIR CONDITIONING SUPPLY, RETURN, AND TRANSFER GRILLES TO BE PROVIDED WITH INTERNALLY INSULATED CUSHION HEADS. R-VALUES OF SUPPLY AND RETURN AIR CUSHION BOXES TO BE EQUAL TO THE CONNECTING DUCT. CUSHION HEADS OVER TRANSFER GRILLES TO BE INTERNALLY LINED WITH 25mm ACOUSTIC INSULATION.
14. ALL DIFFUSER AND GRILLE CUSHION BOXES TO BE SUPPORTED FROM BUILDING STRUCTURE VIA FOUR(4) THREADED DROP RODS ATTACHED TO CORNERS OF THE PLENUM. HANGING VIA DROP RODS INSERTED INTO THE CUSHION BOXES IS NOT ACCEPTABLE, EXCEPT FOR THE EXHAUST AND TRANSFER AIR GRILLES PLENUMS.
15. FANS TO BE ISOLATED FROM THEIR UPSTAND WITH VIBRATION ISOLATION PADS.
16. EXHAUST DUCTS BETWEEN CANOPY HOODS AND FANS TO BE RUN VERTICALLY WITH NO BENDS. WHERE THIS IS NOT POSSIBLE DUE TO CLASH WITH BUILDING STRUCTURE, PROVIDE AN OFFSET IN THE DUCT ROUTE WITH THE USE OF RADIUS BENDS. PROVIDE AN ACCESS PANEL ON THE DUCT BETWEEN THE TWO BENDS TO AS4254.2. COORDINATE WITH BUILDER FOR THE LOCATION OF THE REQUIRED ACCESS PANELS ON THE CEILING.
17. ALL AIR CONDITIONING UNITS TO BE MOUNTED ON GALVANISED STEEL SUPPORTING STRUCTURE VIA VIBRATION ISOLATION MOUNTS.
18. IN-LINE FANS TO BE MOUNTED ON GALVANISED STEEL SUPPORTING STRUCTURE VIA VIBRATION ISOLATION MOUNTS.

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Revisions

Issue	Description	Date	Chk	Int
A	FIRST RELEASE	17/08/2022		

General Notes

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Architect

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
ENTER ADDRESS
VIA PROJECT INFORMATION

Scale	Series
@A3	BIO MOD 380

Drawing
LEGEND & GENERAL NOTES

Project Number	Drawing Number	Issue
2488	M001	A

AIR GRILLES SCHEDULE

RH	DESCRIPTION	NOMINAL SIZE	NECK SIZE (mm)	MODEL NUMBER	FINISH
	<varies>			<varies>	<varies>
A1	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	250x250	LFD41	STD WHITE
A2	4 WAY BLOW LOUVRED FACE DIFFUSER	300x300	150x150	LFD41	STD WHITE
A3	4 WAY BLOW LOUVRED FACE DIFFUSER	300x300	150x150	LFD41	STD WHITE
A4	4 WAY BLOW LOUVRED FACE DIFFUSER	400x400	200x200	LFD41	STD WHITE
A5	2 WAY BLOW LOUVRED FACE DIFFUSER	450x450	300x300	LFD25	STD WHITE
A6	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	350x350	LFD41	STD WHITE
A7	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	400x400	LFD41	STD WHITE
A8	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	400x400	LFD41	STD WHITE
A9	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	350x350	LFD41	STD WHITE
A10	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	400x400	LFD41	STD WHITE
A11	3 WAY BLOW LOUVRED FACE DIFFUSER	600x600	400x400	LFD31	STD WHITE
A12	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	400x400	LFD41	STD WHITE
A13	4 WAY BLOW LOUVRED FACE DIFFUSER	300x300	150x150	LFD41	STD WHITE
A14	4 WAY BLOW LOUVRED FACE DIFFUSER	300x300	150x150	LFD41	STD WHITE
A15	4 WAY BLOW LOUVRED FACE DIFFUSER	300x300	150x150	LFD41	STD WHITE
A16	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	350x350	LFD41	STD WHITE
A17	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	450x450	LFD41	STD WHITE
A18	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	450x450	LFD41	STD WHITE
A19	4 WAY BLOW LOUVRED FACE DIFFUSER	600x600	450x450	LFD41	STD WHITE
A20	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	300x300	LFD41	STD WHITE
A21	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	250x250	LFD41	BLACK
A22	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	250x250	LFD41	BLACK
A23	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	250x250	LFD41	BLACK
A24	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	250x250	LFD41	BLACK
A25	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	200x200	LFD41	BLACK
A26	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	200x200	LFD41	BLACK
A27	4 WAY BLOW LOUVRED FACE DIFFUSER	450x450	250x250	LFD41	BLACK
A28					
C1	HALF CHEVRON GRILLE	900x600		RC3AR45	STD WHITE
C2	HALF CHEVRON GRILLE	900x600		RC3AR45	STD WHITE
C3	HALF CHEVRON GRILLE	900x600		RC3AR45	STD WHITE
C4	HALF CHEVRON GRILLE	350x300		RC3AR45	STD WHITE
C5	HALF CHEVRON GRILLE	350x300		RC3AR45	STD WHITE
C6	HALF CHEVRON GRILLE	600x350		RC3AR45	STD WHITE
C7	HALF CHEVRON GRILLE	600x350		RC3AR45	STD WHITE
C8	HALF CHEVRON GRILLE	850x600		RC3AR45	BLACK
C9	HALF CHEVRON GRILLE	850x600		RC3AR45	BLACK
C10	HALF CHEVRON GRILLE	850x600		RC3AR45	STD WHITE
C11	HALF CHEVRON GRILLE	850x600		RC3AR45	STD WHITE
C12	HALF CHEVRON GRILLE	700x700		RC3AR45	BLACK
C13	HALF CHEVRON GRILLE	600x750		RC3AR45	BLACK
C14	HALF CHEVRON GRILLE	250x250		RC3AR45	BLACK
C15	HALF CHEVRON GRILLE	200x200		RC3AR45	BLACK
C16	HALF CHEVRON GRILLE	200x200		RC3AR45	BLACK
C17	HALF CHEVRON GRILLE	200x200		RC3AR45	BLACK
C18	HALF CHEVRON GRILLE	200x200		RC3AR45	BLACK
C19	HALF CHEVRON GRILLE	500x300		RC3AR45	BLACK
C20	HALF CHEVRON GRILLE	500x300		RC3AR45	BLACK
C21	HALF CHEVRON GRILLE	350x350		RC3AR45	STD WHITE
C22	HALF CHEVRON GRILLE	400x400		RC3AR45	STD WHITE
G1	LINEAR SLOT DIFFUSER - 25mm	900Lx3 slot		RCLS325	BLACK
G2	LINEAR SLOT DIFFUSER - 25mm	900Lx3 slot		RCLS325	BLACK
G3	LINEAR SLOT DIFFUSER - 25mm	900Lx3 slot		RCLS325	BLACK
G4	LINEAR SLOT DIFFUSER - 25mm	350/900Lx3 slot		RCLS325	BLACK
S1	JET DIFFUSER	350 dia		HOLYOAKE JD350	BLACK
S2	JET DIFFUSER	350 dia		HOLYOAKE JD350	BLACK

NOTE: COLOUR OF GRILLES IN TOILETS TO MATCH CEILING COLOUR.

NOTE:
1. INDICATED STATIC PRESSURES ARE ESTIMATED FOR CLEAN FILTERS
2. IT ROOM EXHAUST FAN TO COME COMPLETE WITH A THERMOSTAT FAN CONTROLLER EQUAL TO "FANTECH TFC6".
3. DE-SUPERHEATER & PUMP TO BE FITTED TO LEAD COMPRESSOR BY ACTRON AIR.
4. JET DIFFUSERS (S1 & S2) TO BE SET TO DIFFUSE MODE.
5. KITCHEN CANOPY HOODS TO BE SUPPLIED AND INSTALLED BY K.E.S. CANOPY HOODS EXHAUST AIR FLOW RATES ARE AS ADVISED BY THE K.E.S.
6. ALL DIFFUSERS & GRILLES TO BE PROVIDED WITH SIDE ENTRY CUSHION BOXES WITH THE SPIGOT SIZE MATCHING FLEXIBLE DUCT SIZE IN ACCORDANCE WITH THE FLEXIBLE DUCTS SCHEDULE. TOP ENTRY PLENUMS ARE ONLY APPROVED IN THE BACK OF HOUSE WHERE SPACE IS LIMITED. PROVDE BUTTERFLY DAMPER AT EACH SPIGOT FOR AIR BALANCING.
7. ALL DIFFUSERS & GRILLES TO BE OF REMOVABLE CORE TYPE.
8. ALL EXHAUST FANS, EXCLUDING FAN-2, FAN-3 AND FAN-4, TO BE PROVIDED WITH BACKDRAFT SHUTTERS.
9. ALL FANS WITH SINGLE PHASE MOTORS TO BE PROVIDED WITH SPEED CONTROLLERS.
10. COORDINATE THE COLOUR OF ALL THE DIFFUSERS & GRILLES WITH THE ARCHITECT PRIOR TO PROCUREMENT.

FAN SCHEDULE - AC1 WITHOUT ECONOMY CYCLE

UNIT No.	APPLICATION	FLOW RATE (L/s)	ESTIMATED E.S.P (Pa)	Model	POWER (kW)	FLA (A)	NUMBER OF PHASES	WEIGHT (kG)
FAN-1	TOILET EXHAUST	200	* 170.0	CE314V / TCE314 (FOR WA STORES)	0.120	0.62	1	8
FAN-2	FRY EXHAUST	430	270.0	CGD354M-MM	0.550	1.63	3	85
FAN-3	FILLET EXHAUST	430	270.0	CGD354M-MM	0.550	1.63	3	85
FAN-4	GRILL EXHAUST	550	270.0	CGD404M-MM	0.550	1.63	3	90
FAN-5	WASH-UP EXHAUST	150	120.0	CEEC25D	0.160	1.39	1	6
FAN-6	IT ROOM	200	100.0	CE356V	0.070	0.32	1	20
FAN-7	MAKEUP AIR TO CANOPY HOODS	520	175.0	PUE354ER	0.370	1.85	1	24

* INCLUDES 35Pa PRESSURE DROP ACROSS THE NON-RETURN DAMPER.

FAN SCHEDULE - AC1 WITH ECONOMY CYCLE

UNIT No.	APPLICATION	FLOW RATE (L/s)	ESTIMATED E.S.P (Pa)	Model	POWER (kW)	FLA (A)	NUMBER OF PHASES	WEIGHT (kG)
FAN-1	TOILET EXHAUST	200	* 170.0	CE314V / TCE314 (FOR WA STORES)	0.120	0.62	1	8
FAN-2	FRY EXHAUST	430	270.0	CGD354M-MM	0.550	1.63	3	85
FAN-3	FILLET EXHAUST	430	270.0	CGD354M-MM	0.550	1.63	3	85
FAN-4	GRILL EXHAUST	550	270.0	CGD404M-MM	0.550	1.63	3	90
FAN-5	WASH-UP EXHAUST	150	120.0	CEEC25D	0.160	1.39	1	6
FAN-6	IT ROOM	200	100.0	CE356V	0.070	0.32	1	20
FAN-7	MAKEUP AIR TO CANOPY HOODS	520	175.0	PUE354ER	0.370	1.85	1	24
FAN-8	RELIEF AIR FAN	2320	70.0	AP0636AP10/24	0.410	1.21	3	45

* INCLUDES 35Pa PRESSURE DROP ACROSS THE NON-RETURN DAMPER.

INDIRECT EVAPORATIVE COOLER SCHEDULE (USE WHERE APPLICABLE)

UNIT No.	SUPPLY AIR (L/s)	AMBIENT (°CDB/°CWB	ESTIMATED E.S.P (Pa)	Model	POWER (kW)	FLA (A)	NUMBER OF PHASES	WATER SUPPLY	WEIGHT (kG)	DRAIN FLOW RATE (L/min)
IEC-1	600	36.6/23.2	170	SEELEY INTERNATIONAL CW-H10	1.5	4.9	3	20L/min@100kPa-800kPa	350	15

NOTES:
1. THIS SCHEDULE HAS BEEN PROVIDED ONLY AS A SAMPLE AND GUIDE. CONSULTING ENGINEER TO MODIFY OR REMOVE TO SUIT THE REQUIREMENTS OF EACH SITE. REFER THE SPECIFICATION DOCUMENT FOR FURTHER DETAIL ON THIS UNIT.
2. SUPPLY AIR FLOW RATE NOMINATED AT 600L/s ASSUMING O/A FLOW RATE TO AC1 IS REDUCED TO 400L/s. CONSULTING ENGINEER TO REVISE THIS AIRFLOW RATE AS AND IF REQUIRED. ENSURING AIR BALANCE IN THE KITCHEN & BUILDING IS MAINTAINED AS PER THE GENERAL DESIGN INTENT.

AC UNIT SCHEDULE

UNIT No.	AREA SERVING	SUPPLY AIR (L/s)	OUTSIDE AIR (L/s)	TOTAL COOLING / SENSIBLE COOLING	AIR ON COIL (°CDB)	AIR ON COIL (°CWB)	AMBIENT (°CDB/°CWB)	ESTIMATED EXTERNAL STATIC PRESSURE (Pa)	ACTRON AIR MODEL	WEIGHT	NUMBER OF PHASES	FULL LOAD AMPS
AC 1	KITCHEN	2800	480	45kW / 40kW	25.5 °C	17.3 °C	34.5/20.5	250	PKY620-LSST (SEE NOTE 3)	980	3	53.9
AC 2	DINING & PLAYLAND	1500	430	24kW / 22.3kW	27.0 °C	18.0 °C	34.5/20.5	220	PKV290T-L	420	3	25
AC 3	BEVERAGE CELL	1700	350	28kW / 26kW	26.0 °C	17.0 °C	34.5/20.5	240	PCG340-R	520	3	36.1

FLEXIBLE DUCT SCHEDULE (U.O.N.)

AIR VOLUME (L/S)	DUCT DIAMETER (mm)
<20 L/S	Ø150
20-45 L/S	Ø150
46-80 L/S	Ø200
81-150 L/S	Ø250
151-220 L/S	Ø300
221-330 L/S	Ø350
331-460 L/S	Ø400
461-600 L/S	Ø450
601-800 L/S	Ø500
801-1100 L/S	Ø550

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Revisions

Issue	Description	Date	Chk	Int
B	REVISED AS CLOUDED	02/02/2023		
A	FIRST RELEASE	17/08/2022		

General Notes

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Drawing Notes

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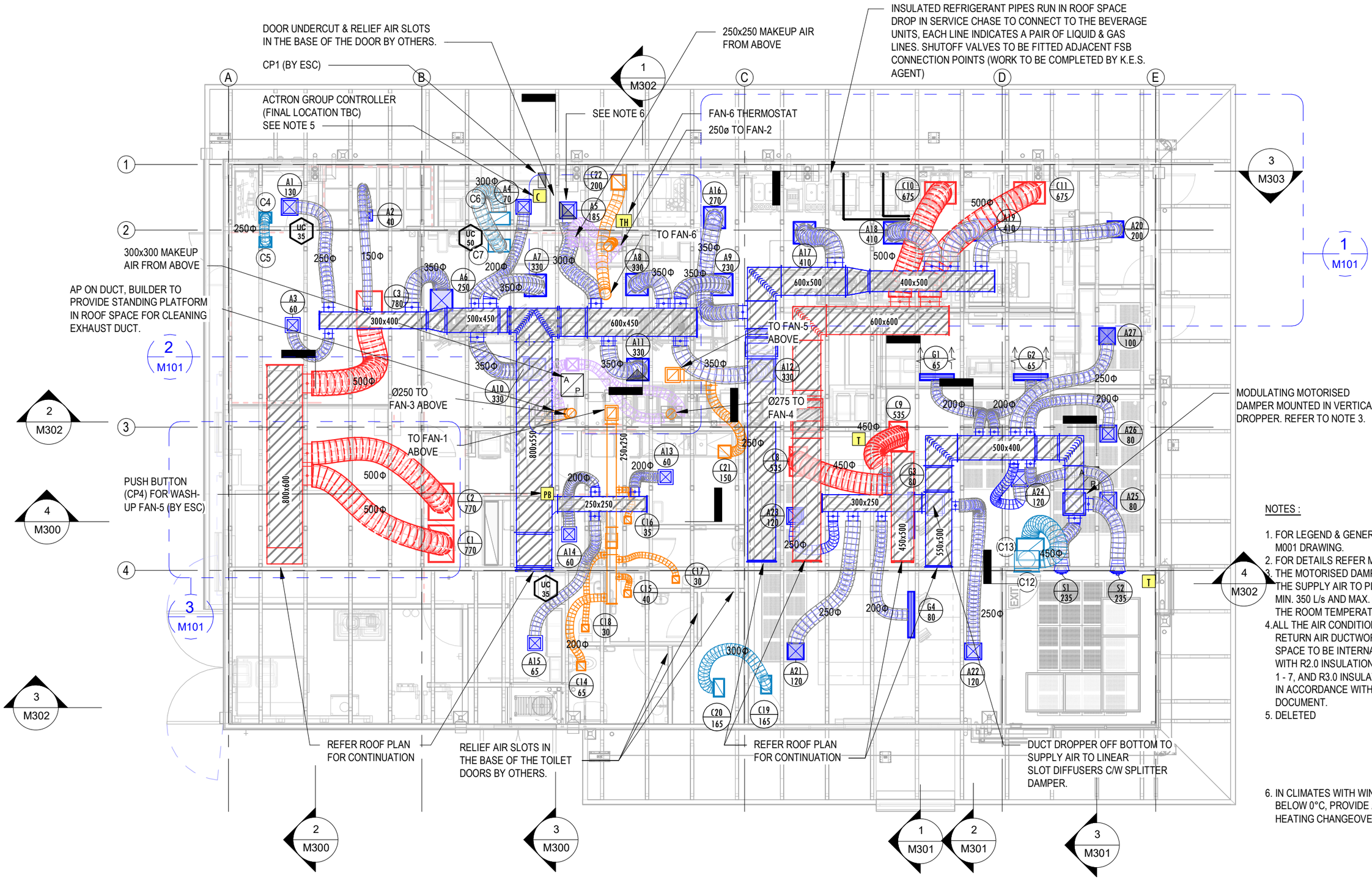
Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
ENTER ADDRESS
VIA PROJECT INFORMATION

Scale: @A3
Series: BIO MOD 380
Drawing: EQUIPMENT SCHEDULES
Project Number: 2488
Drawing Number: M002
Issue: B



NOTES :

1. FOR LEGEND & GENERAL NOTES REFER M001 DRAWING.
2. FOR DETAILS REFER M400.
3. THE MOTORISED DAMPER TO MODULATE THE SUPPLY AIR TO PLAYLAND BETWEEN MIN. 350 L/s AND MAX. 500 L/s TO MAINTAIN THE ROOM TEMPERATURE.
4. ALL THE AIR CONDITIONING SUPPLY AND RETURN AIR DUCTWORK IN THE ROOF SPACE TO BE INTERNALLY INSULATED WITH R2.0 INSULATION FOR CLIMATE ZONES 1 - 7, AND R3.0 INSULATION FOR CLIMATE ZONE 8 IN ACCORDANCE WITH THE SPECIFICATION DOCUMENT.
5. DELETED
6. IN CLIMATES WITH WINTER DESIGN TEMPERATURE BELOW 0°C, PROVIDE A VAV DIFFUSER WITH COOLING/ HEATING CHANGEOVER CONTROLS.

Revisions

Issue	Description	Date	Chk	Int
G	BACKGROUND UPDATED	14.03.2024		
F	BACKGROUND UPDATED & REVISED AS CLOUDED	30.11.2023		
E	REVISED AS CLOUDED, BACKGROUND UPDATED	04.09.2023		
D	BACKGROUND UPDATED	01.05.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		

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2. THE AIR DIFFUSION LAYOUT INDICATED ON THIS DRAWING FOR FRONT OF HOUSE IS BASED ON A SPECIFIC INTERIOR DESIGN AND IS INDICATIVE OF DESIGN PURPOSE. CONSULTING ENGINEERS ARE REQUIRED TO MAKE NECESSARY ADJUSTMENTS AND/OR REDESIGN TO SUIT THE INTERIOR DESIGN PACKAGE OF EACH RESTAURANT.

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
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VIA PROJECT INFORMATION

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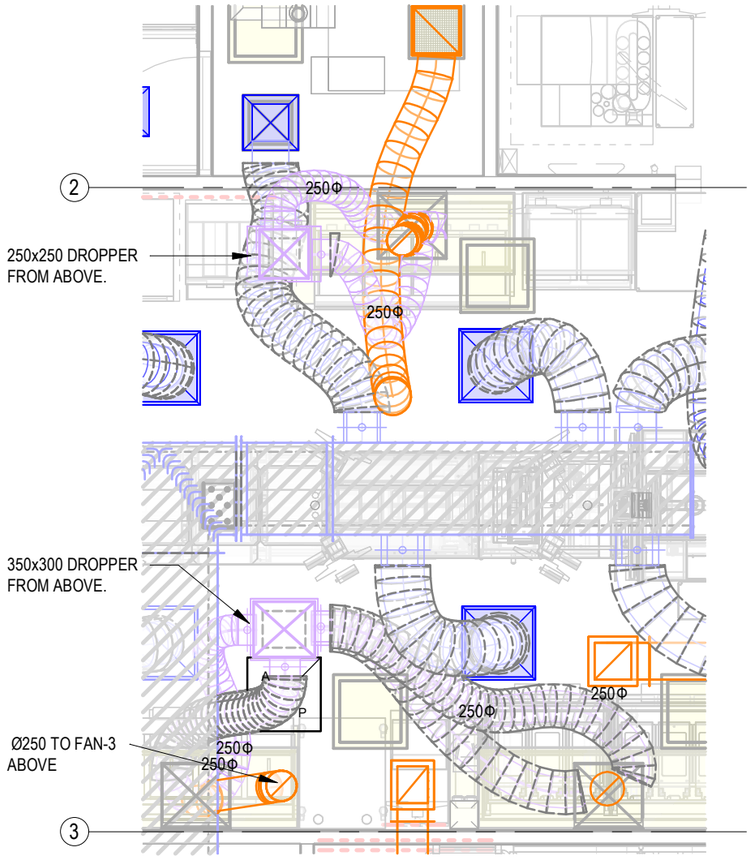
Scale	Series
1:100@A3	BIO MOD 380

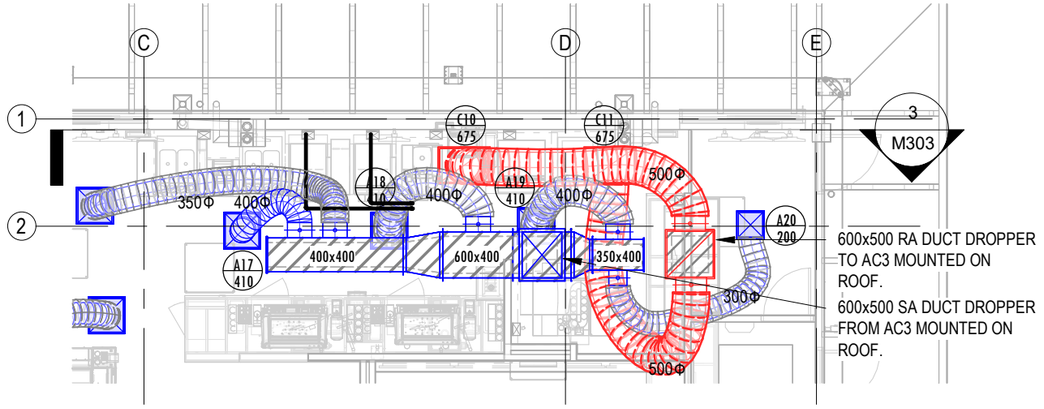
Drawing
MECHANICAL LAYOUT

Project Number	Drawing Number	Issue
2488	M100	G



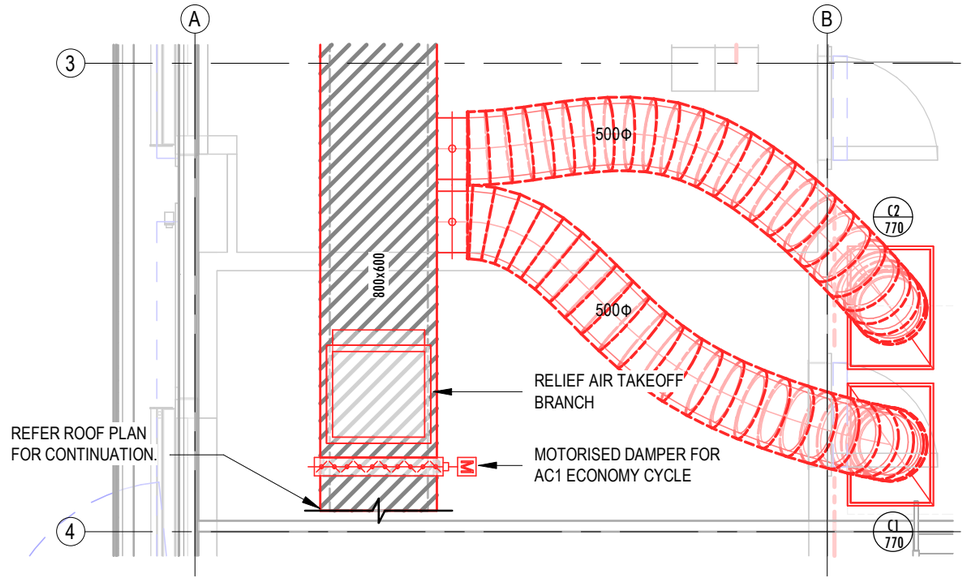
2 OPTION - INDIRECT EVAP COOLER LAYOUT

1 : 50



1 OPTION - AC3 OVER BEV CELL LAYOUT

1 : 100



3 OPTION - AC1 WITH ECONOMY LAYOUT

1 : 50

Revisions				
G	BACKGROUND UPDATED	14.03.2024		
F	BACKGROUND UPDATED & REVISED AS CLOUDED	30.11.2023		
E	REVISED AS CLOUDED, BACKGROUND UPDATED	04.09.2023		
D	BACKGROUND UPDATED	01.05.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
Issue	Description	Date	Chk	Int

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2. THE AIR DIFFUSION LAYOUT INDICATED ON THIS DRAWING FOR FRONT OF HOUSE IS BASED ON A SPECIFIC INTERIOR DESIGN AND IS INDICATIVE OF DESIGN PURPOSE. CONSULTING ENGINEERS ARE REQUIRED TO MAKE NECESSARY ADJUSTMENTS AND/OR REDESIGN TO SUIT THE INTERIOR DESIGN PACKAGE OF EACH RESTAURANT.

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
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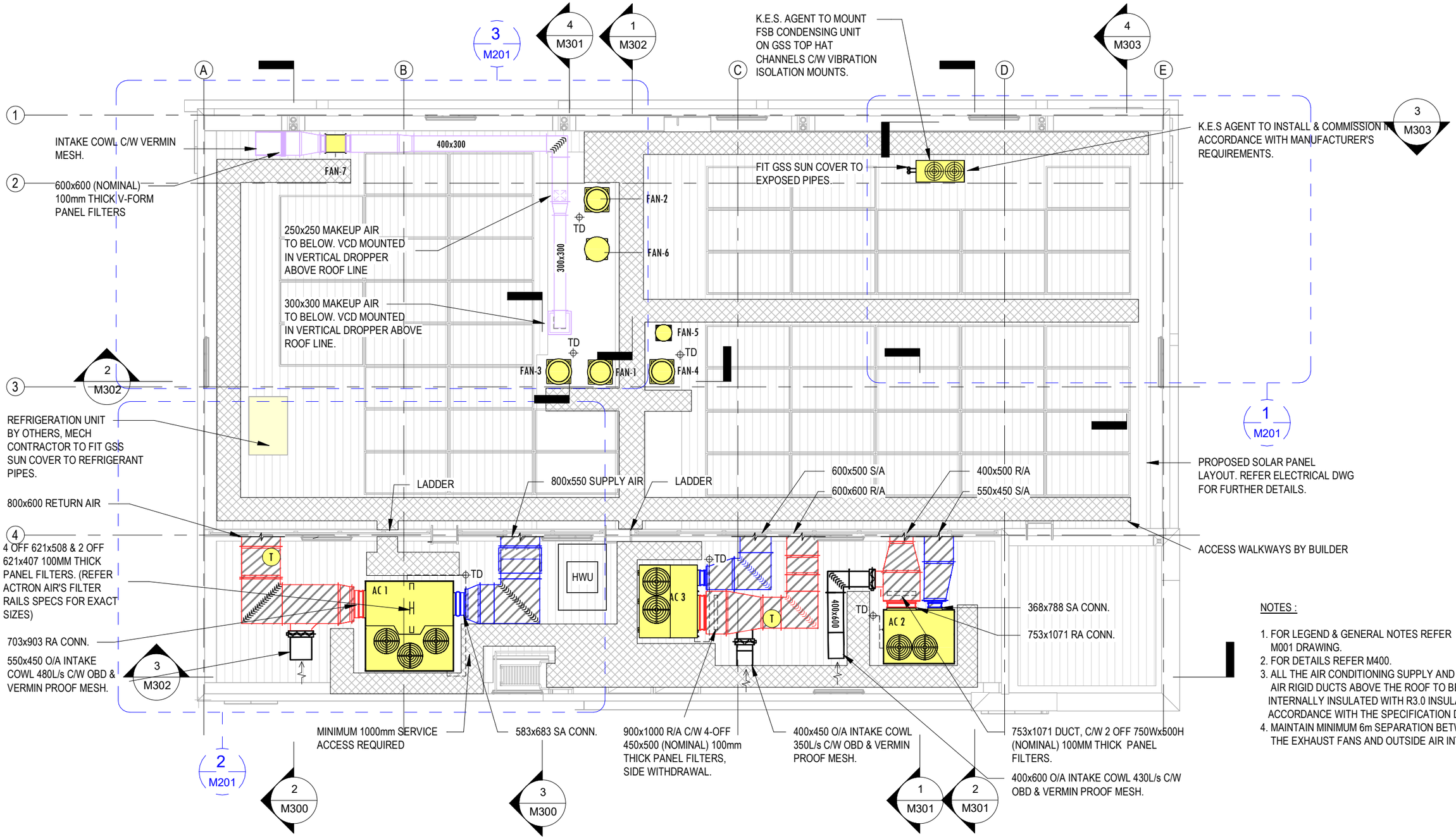
Scale	Series
1:100@A3	BIO MOD 380

Drawing
MECHANICAL LAYOUT OPTIONS

Project Number	Drawing Number	Issue
2488	M101	G



NOTES :

1. FOR LEGEND & GENERAL NOTES REFER M001 DRAWING.
2. FOR DETAILS REFER M400.
3. ALL THE AIR CONDITIONING SUPPLY AND RETURN AIR RIGID DUCTS ABOVE THE ROOF TO BE INTERNALLY INSULATED WITH R3.0 INSULATION IN ACCORDANCE WITH THE SPECIFICATION DOCUMENT.
4. MAINTAIN MINIMUM 6m SEPARATION BETWEEN ALL THE EXHAUST FANS AND OUTSIDE AIR INTAKES.

Revisions

Issue	Description	Date	Chk	Int
E	BACKGROUND UPDATED	04.09.2023		
D	BACKGROUND UPDATED	01.05.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
B	ARCHITECTURAL BACKGROUND UPDATED	02/02/2023		
A	FIRST RELEASE	17/08/2022		

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Project
McDONALD'S STANDARD DOCUMENTS BIO MOD 380

Location
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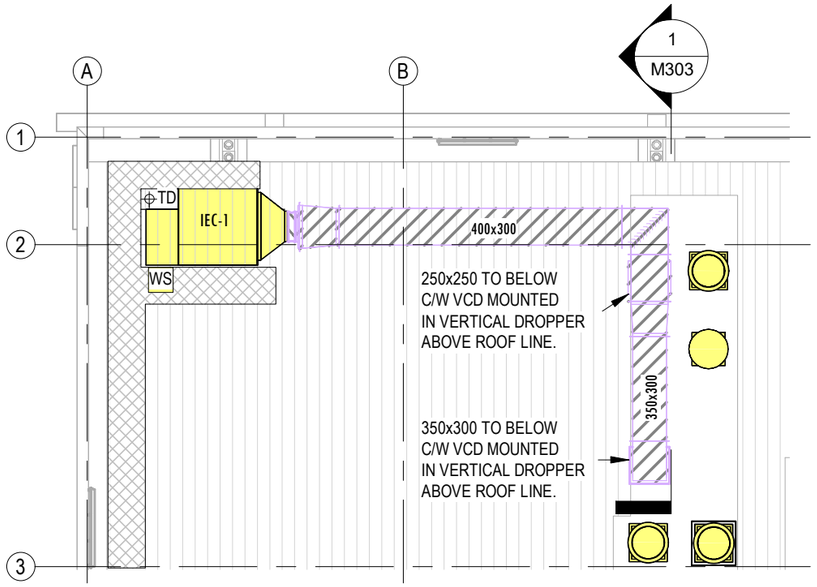
Scale	Series
1:100@A3	BIO MOD 380

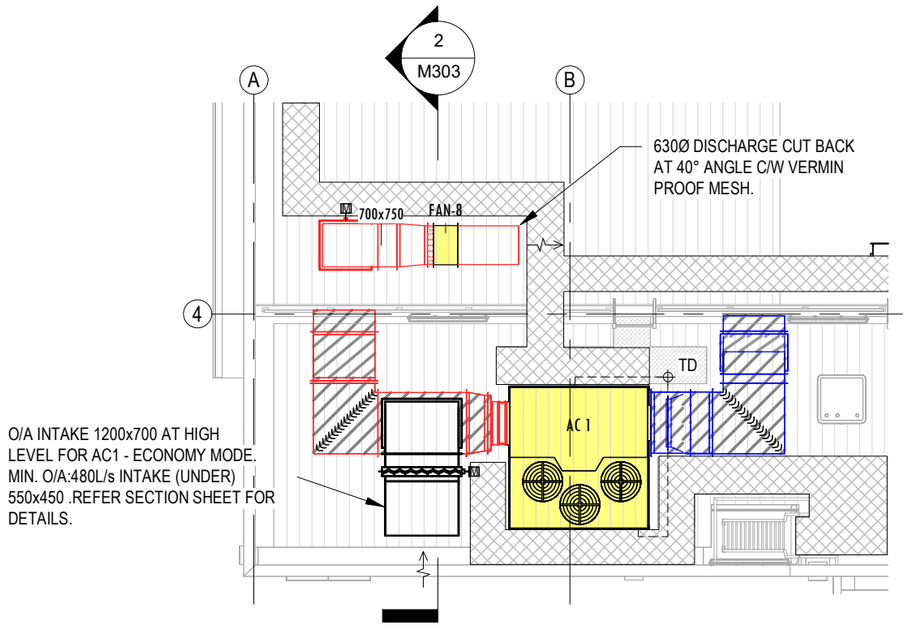
Drawing
MECHANICAL ROOF PLAN

Project Number	Drawing Number	Issue
2488	M200	E



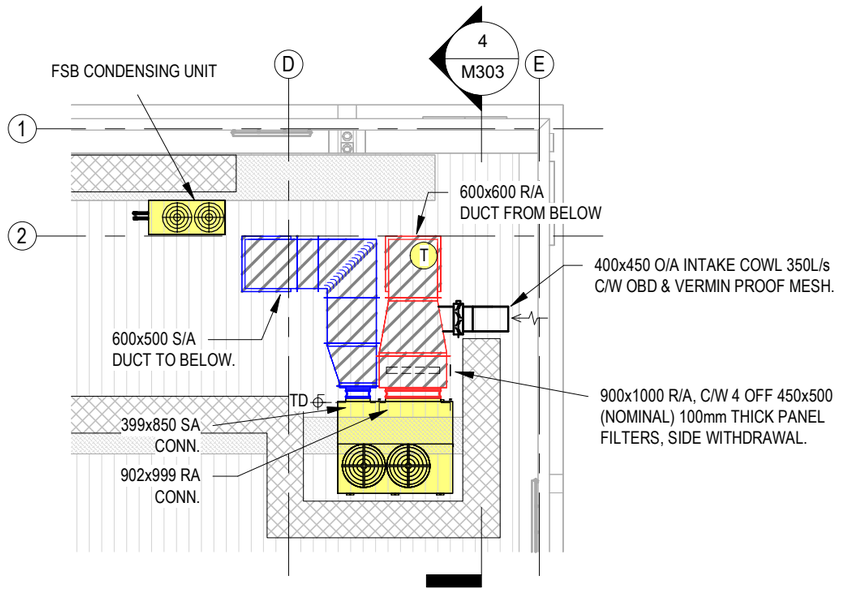
3 OPTION - INDIRECT EVAP COOLER (IEC)

1 : 100



2 OPTION - AC1 WITH ECONOMY MODE

1 : 100



1 OPTION - AC3 OVER BEV CELL

1 : 100

NOTE: THIS OPTION ONLY TO BE USED UPON GAINING APPROVAL FROM THE ARCHITECT ENSURING THE UNIT IS ADEQUATELY SCREENED FROM THE VIEW. THIS MAY NOT BE USED ON SITES THAT ARE LOWER THEN THE SUROUNDING LANDSCAPE.

PRELIMINARY
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Revisions

Issue	Description	Date	Chk	Int
E	BACKGROUND UPDATED	04.09.2023		
D	BACKGROUND UPDATED	01.05.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
B	ARCHITECTURAL BACKGROUND UPDATED	02/02/2023		
A	FIRST RELEASE	17/08/2022		

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
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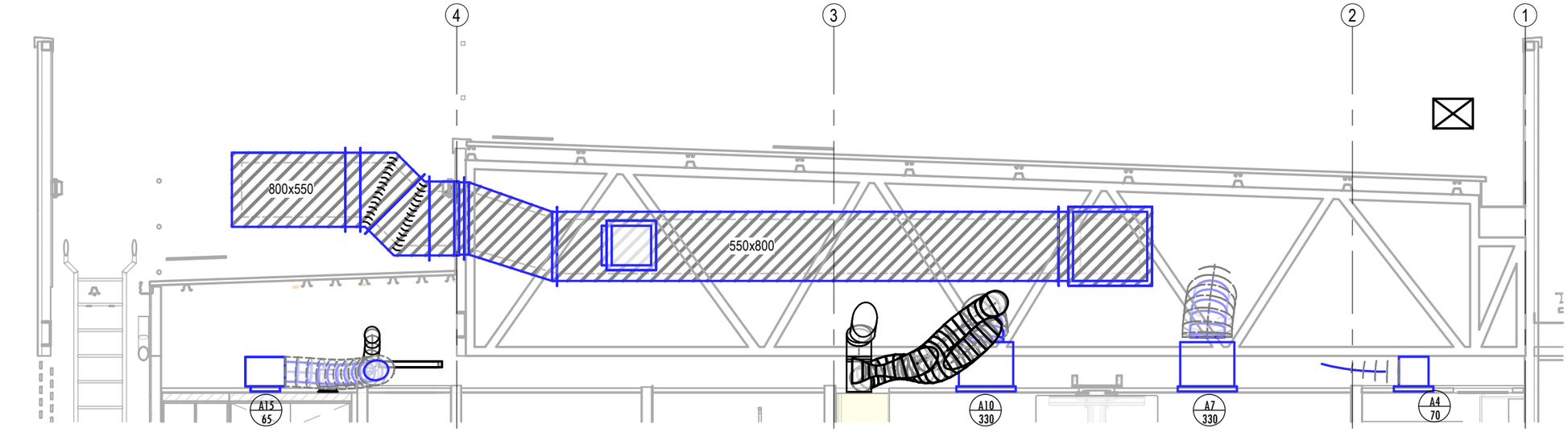
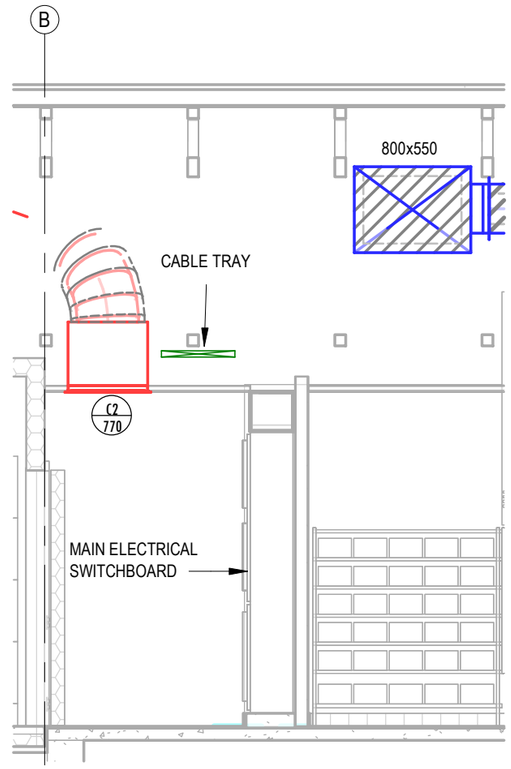
VIA PROJECT INFORMATION

Scale: @A3
Series: BIO MOD 380
Drawing: ROOF LAYOUT OPTIONS
Project Number: 2488
Drawing Number: M201
Issue: E



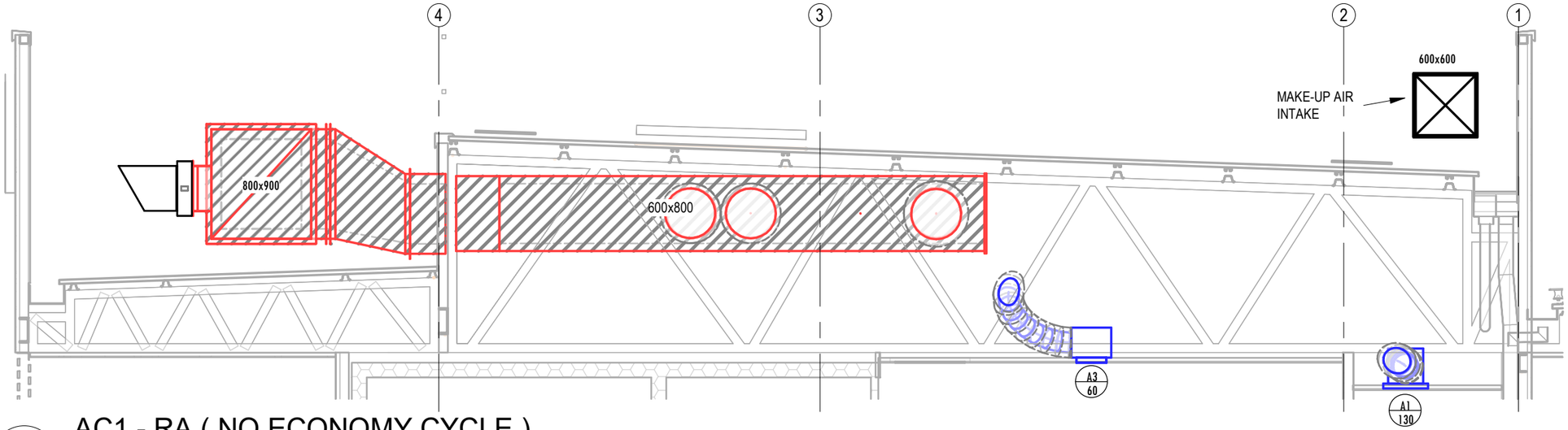
3 AC1 - SA

1 : 50



4 MSB SECTION

1 : 50



2 AC1 - RA (NO ECONOMY CYCLE)

1 : 50

Revisions				
D	BACKGROUND UPDATED	04.09.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
B	ARCHITECTURAL BACKGROUND UPDATED	02/02/2023		
A	FIRST RELEASE	17/08/2022		
Issue	Description	Date	Chk	Int

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Project

McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location

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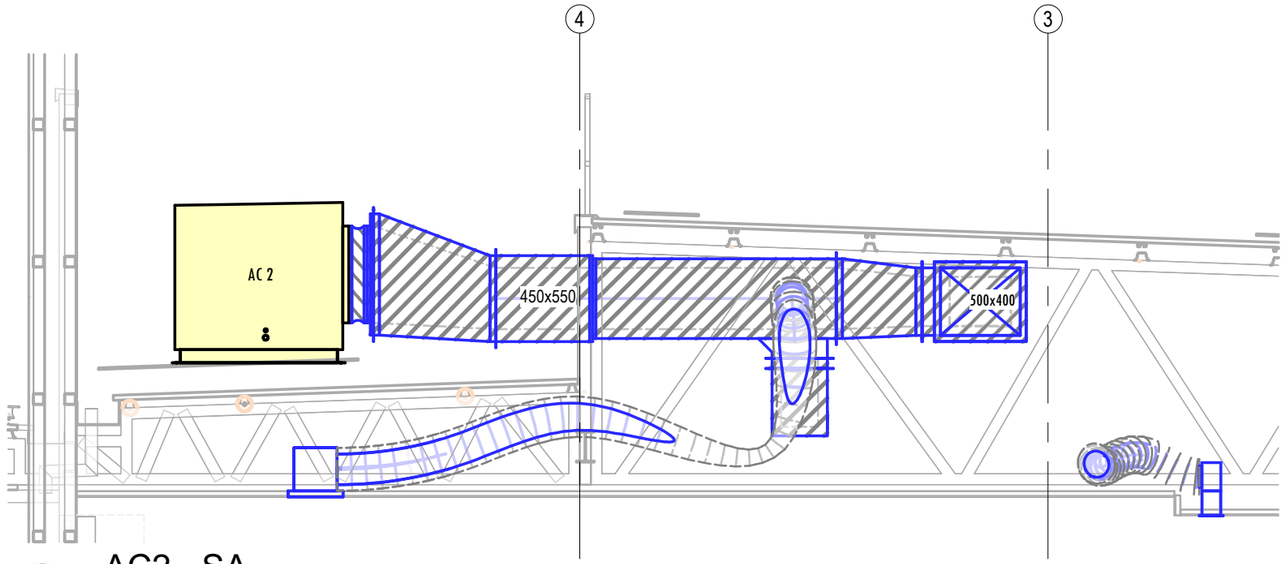
Scale	Series
@A3	BIO MOD 380

Drawing

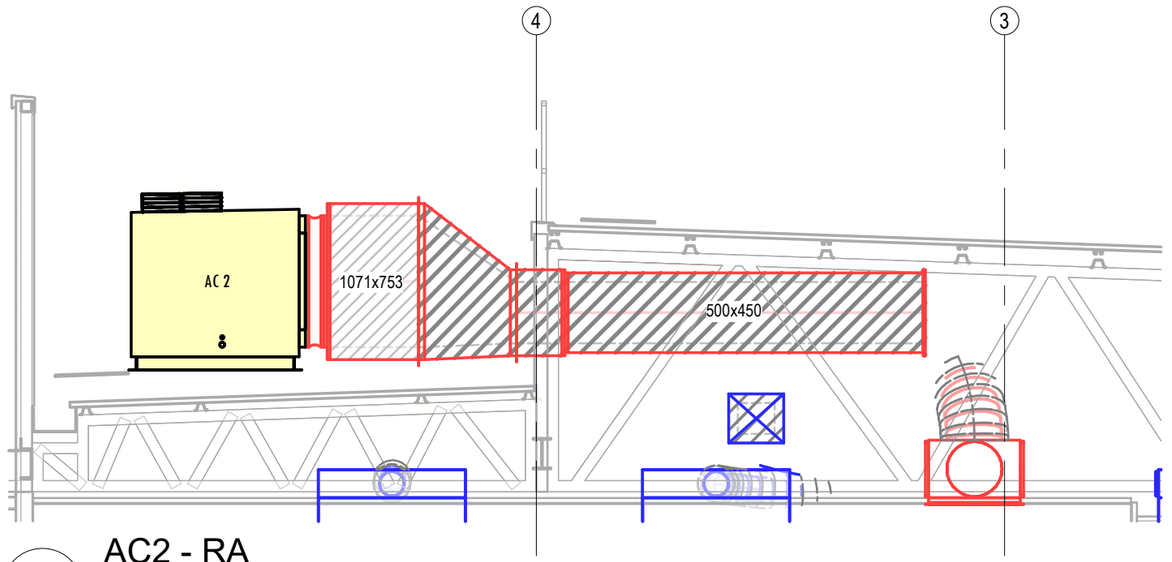
SECTION SHEET 1

Project Number	Drawing Number	Issue
2488	M300	D



2 AC2 - SA

1 : 50



1 AC2 - RA

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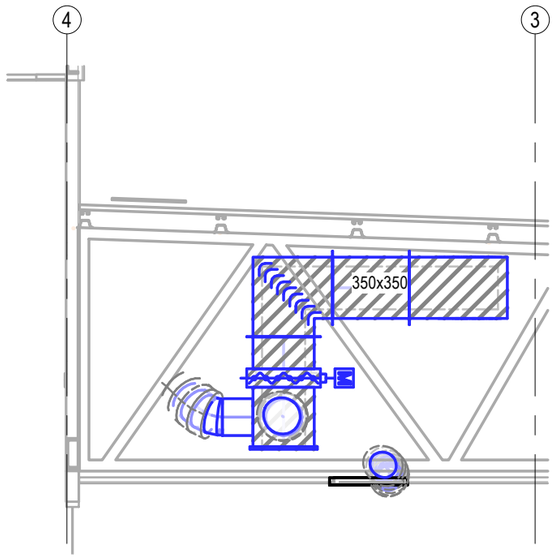
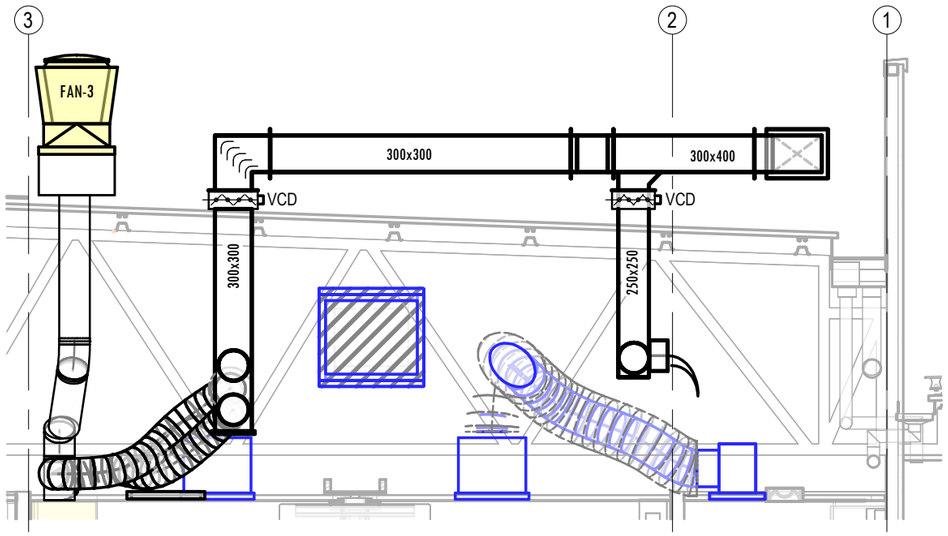


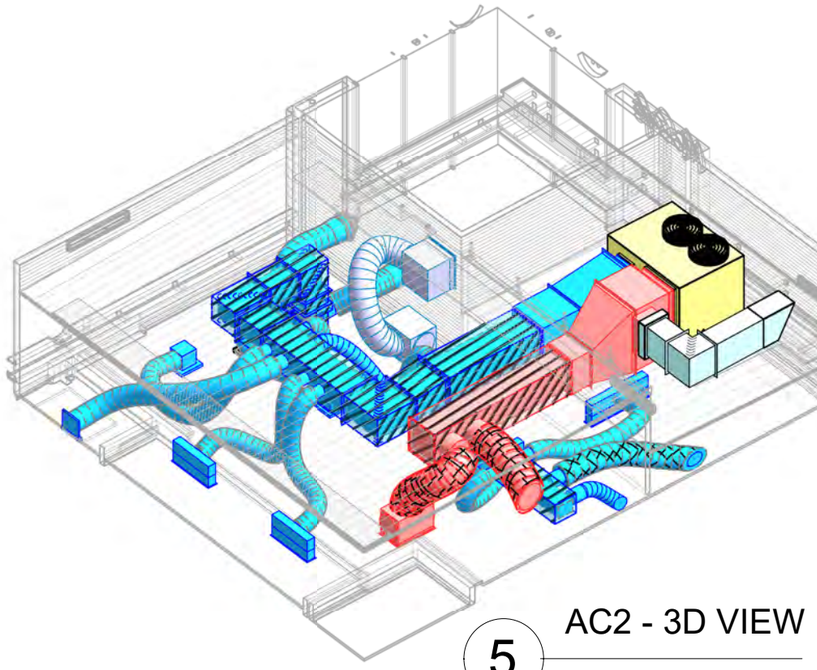
3 PLAYLAND DROPPER

1 : 50



4 SECTION - MAKE-UP AIR SYSTEM

1 : 50



5 AC2 - 3D VIEW

Revisions

Issue	Description	Date	Chk	Int
D	BACKGROUND UPDATED	04.09.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
B	ARCHITECTURAL BACKGROUND UPDATED	02/02/2023		
A	FIRST RELEASE	17/08/2022		

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North

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Architect

Consultant

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
ENTER ADDRESS
VIA PROJECT INFORMATION

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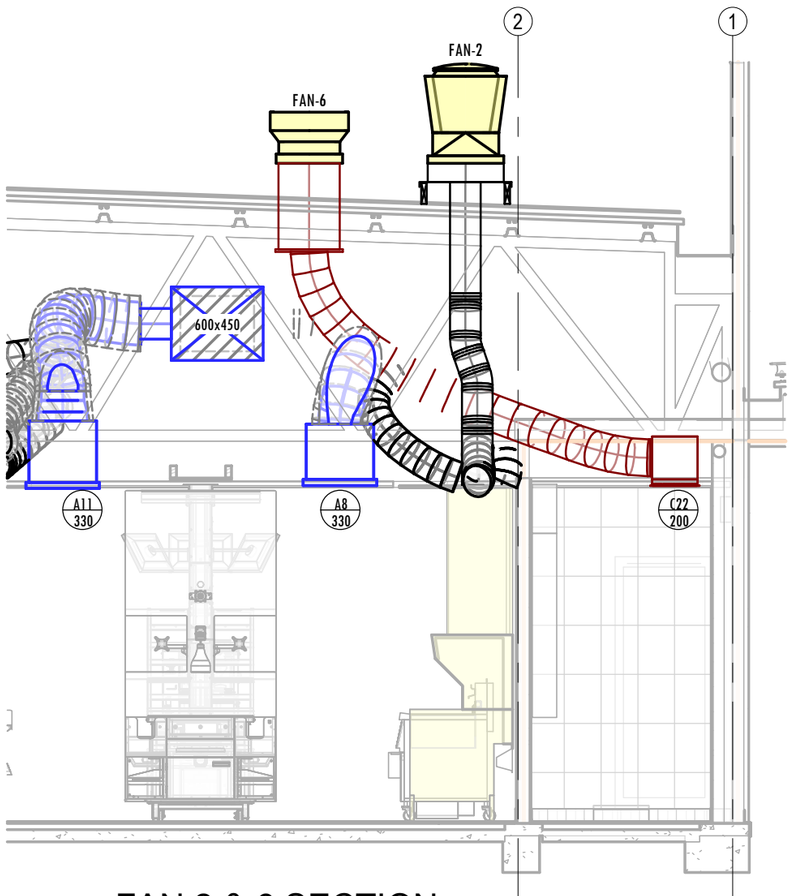
Scale	Series
@A3	BIO MOD 380

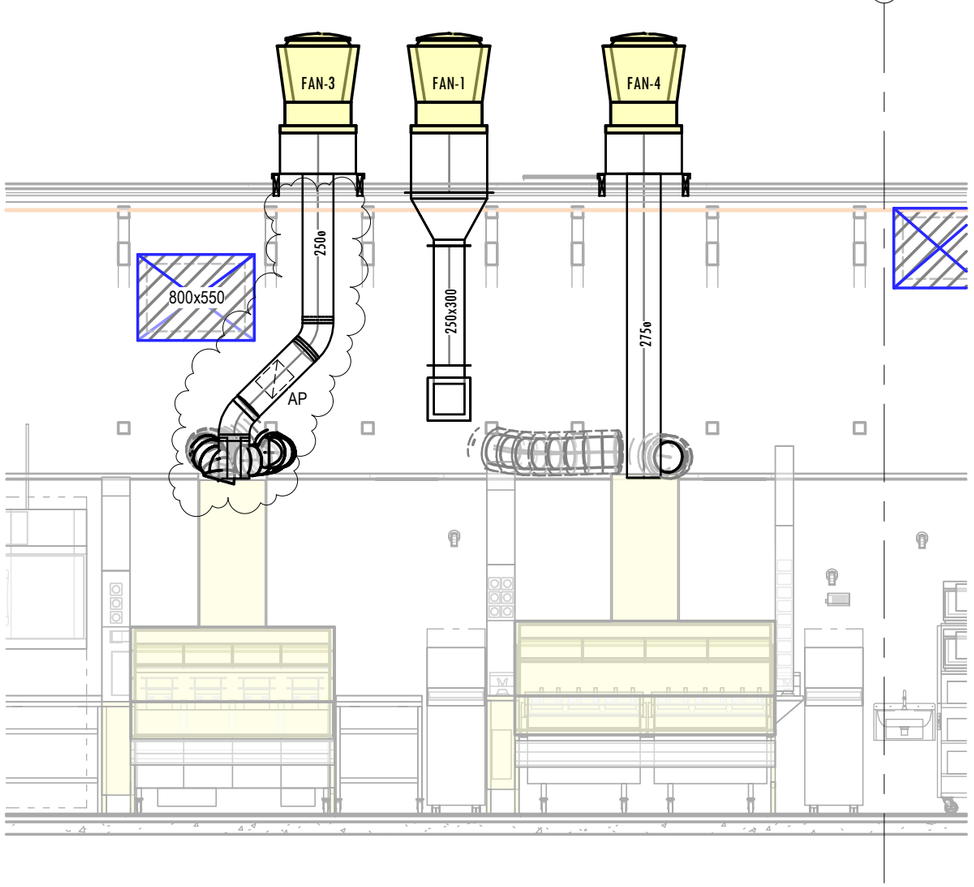
Drawing
SECTION SHEET 2

Project Number	Drawing Number	Issue
2488	M301	D



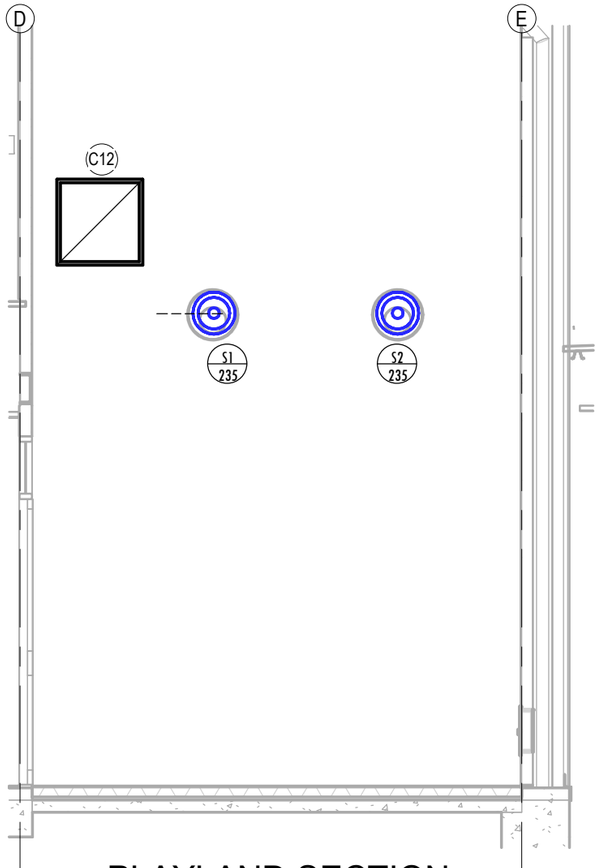
1 FAN 2 & 6 SECTION

1 : 50



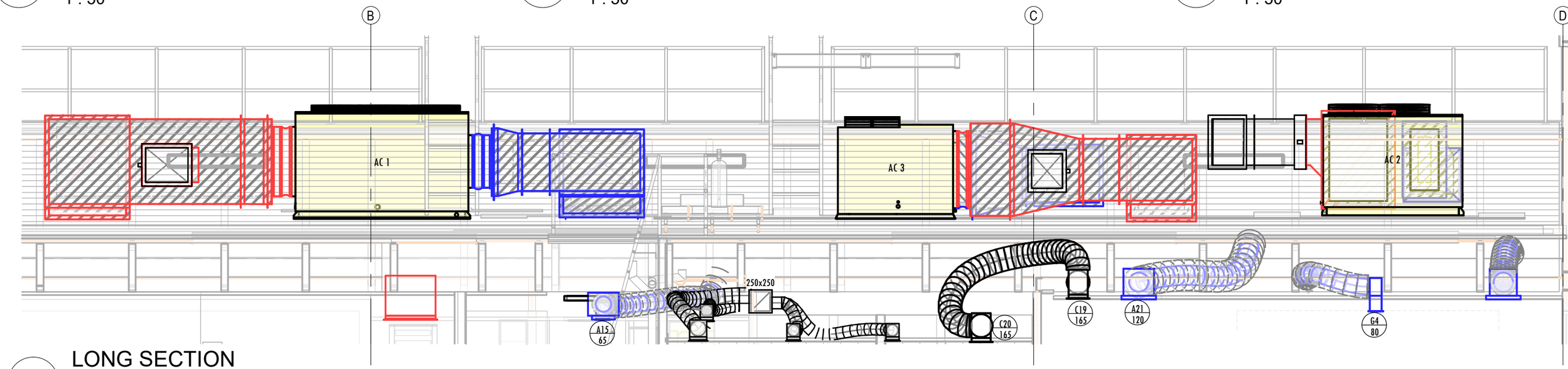
2 FANS 1,3 & 4 SECTION

1 : 50



4 PLAYLAND SECTION

1 : 50



3 LONG SECTION

1 : 50

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Revisions

Issue	Description	Date	Chk	Int
D	REVISED AS CLOUDED, BACKGROUND UPDATED	04.09.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
B	ARCHITECTURAL BACKGROUND UPDATED	02/02/2023		
A	FIRST RELEASE	17/08/2022		

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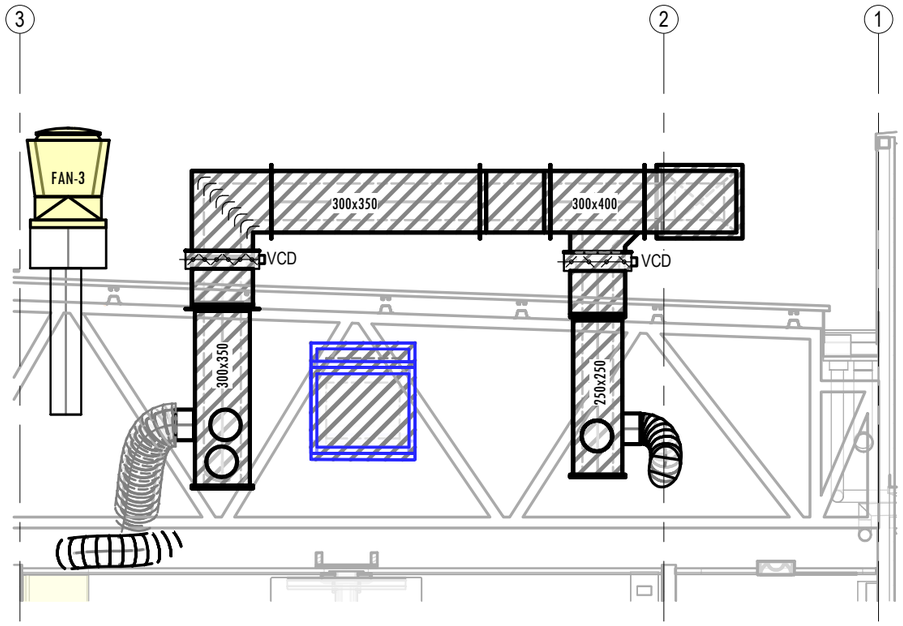
Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
ENTER ADDRESS
VIA PROJECT INFORMATION

Scale	Series
@A3	BIO MOD 380

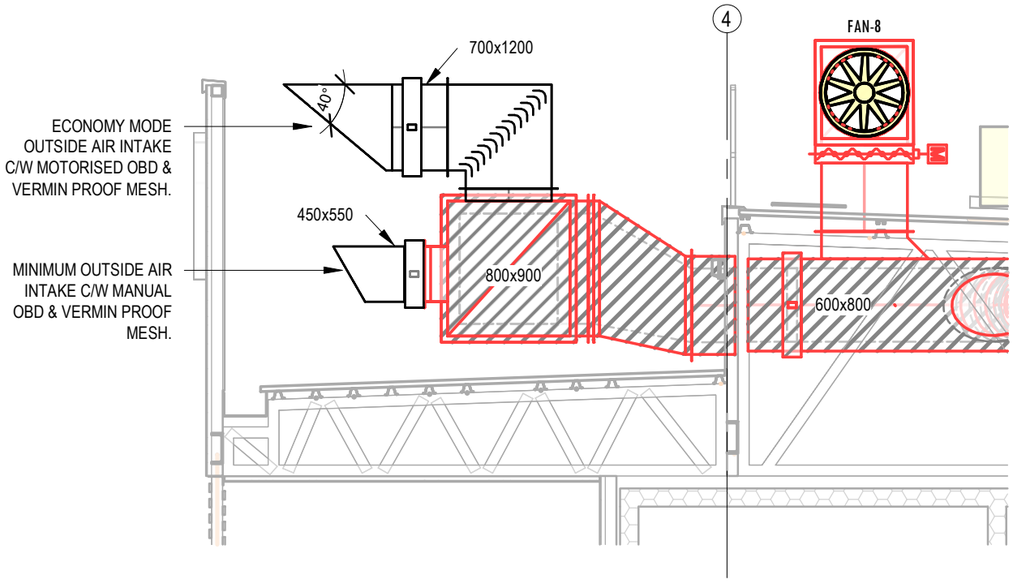
Drawing
SECTION SHEET 3

Project Number	Drawing Number	Issue
2488	M302	D



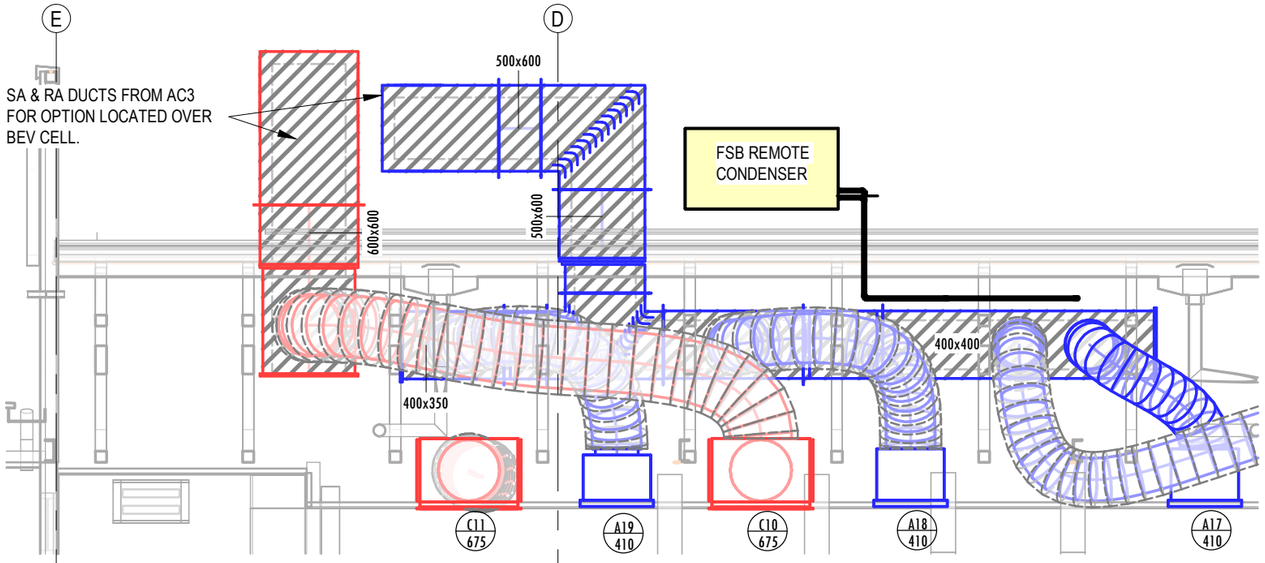
1 SECTION - IEC OPTION

1 : 50



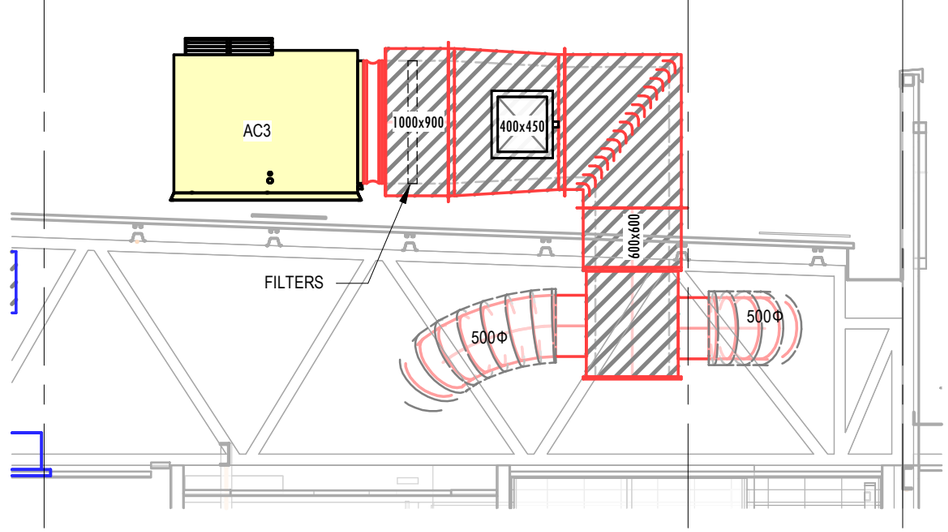
2 SECTION - AC1 WITH ECONOMY MODE

1 : 50



3 SECTION - AC3 OVER BEV CELL

1 : 50



4 AC3 - RA (UNIT OVER BEV CELL)

1 : 50

Revisions				
D	BACKGROUND UPDATED	04.09.2023		
C	ARCHITECTURAL BACKGROUND UPDATED	15.02.2023		
B	ARCHITECTURAL BACKGROUND UPDATED	02/02/2023		
A	FIRST RELEASE	17/08/2022		
Issue	Description	Date	Chk	Int

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Project

McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location

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VIA PROJECT INFORMATION

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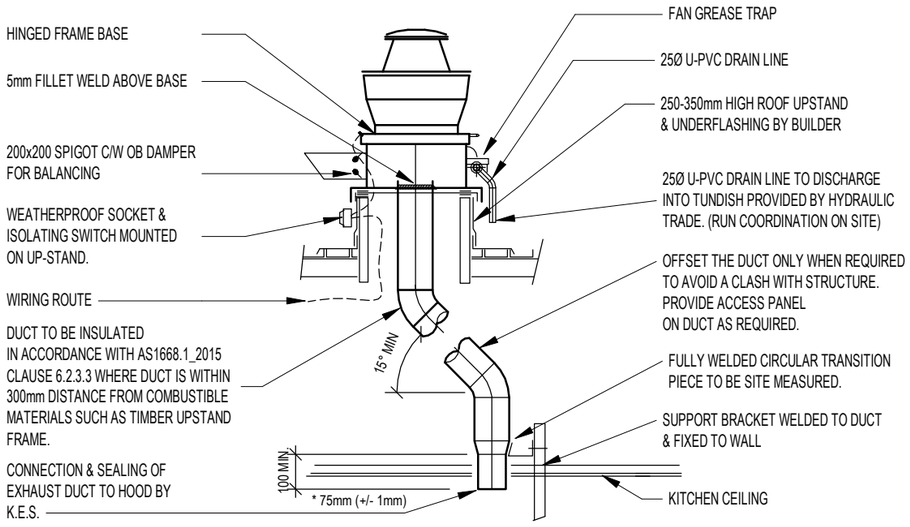
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
@A3	BIO MOD 380

Drawing

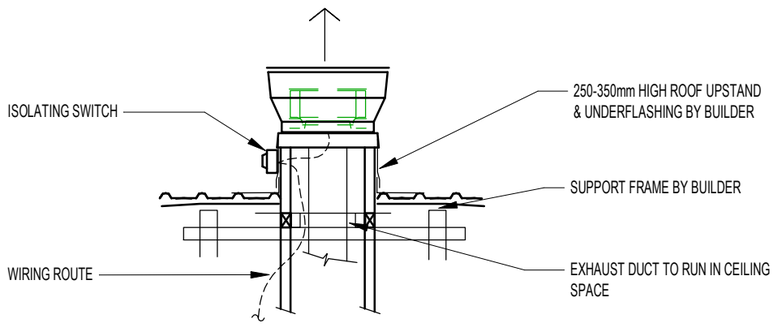
SECTION SHEET 4

Project Number	Drawing Number	Issue
2488	M303	D



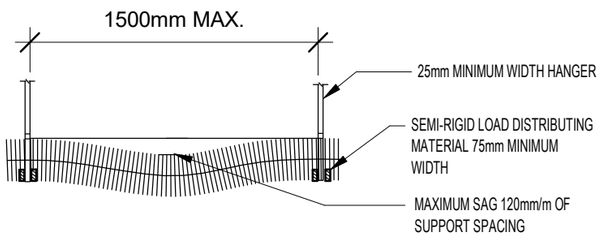
1 KITCHEN EXAUST FAN DETAIL

(SHOWN FOR CGD SERIES)



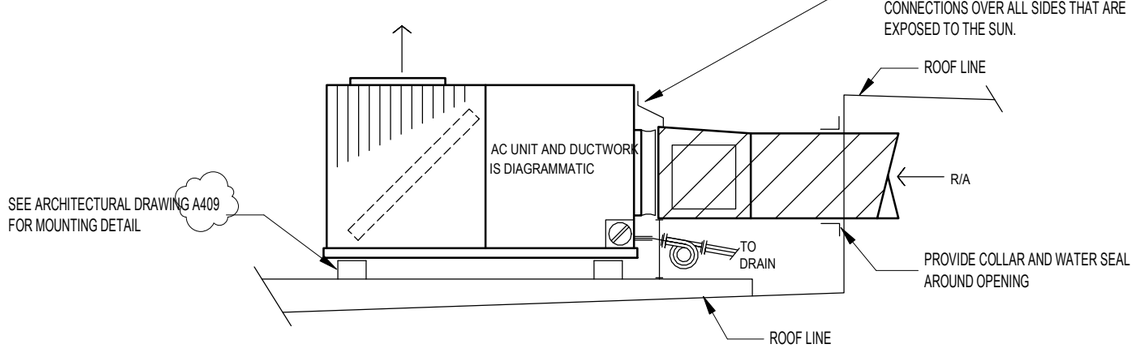
3 TYPICAL ROOF MOUNTED FANS

NTS EXCLUDING KITCHEN EXHAUST FANS



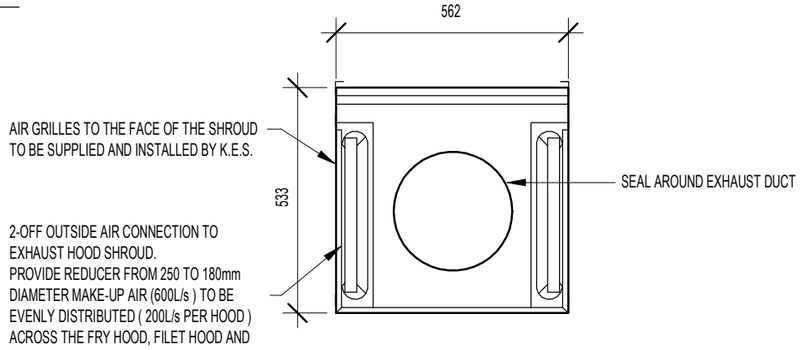
6 FLEXIBLE DUCT MOUNTING DETAIL

NTS



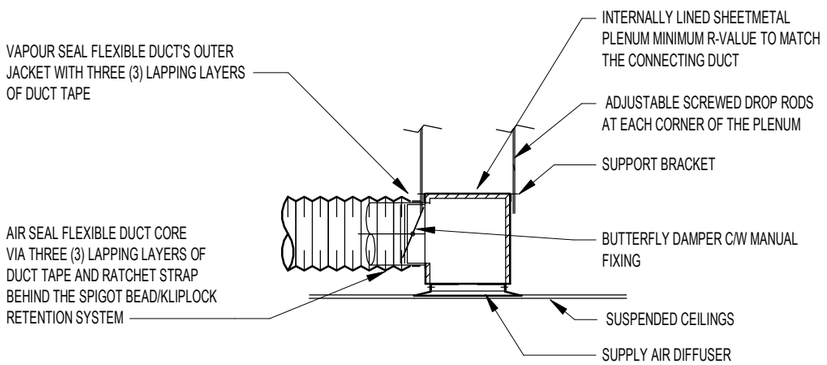
2 ROOF TOP PACKAGE UNITS

NTS



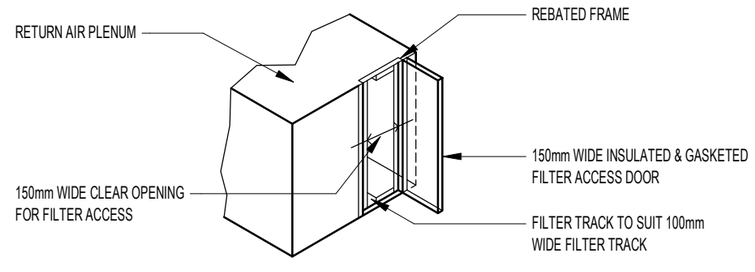
4 OUTSIDE AIR CONNECTION TO KITCHEN EXHAUST SHROUD

NTS (FOR FRY HOOD, FILET HOOD & GRILL HOOD)



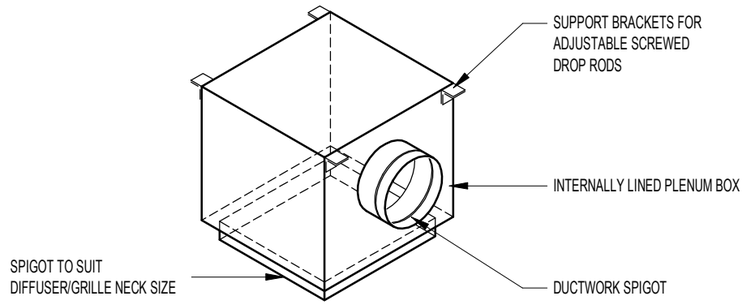
7 SUPPLY AIR DIFFUSER

NTS



5 RETURN AIR FILTER DETAIL

NTS (WHERE INSTALLED IN DUCTWORK)



8 SUPPLY & RETURN AIR GRILLE PLENUM BOX

NTS

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Revisions

Issue	Description	Date	Chk	Int
C	REVISED AS CLOUDED, BACKGROUND UPDATED	04.09.2023		
B	REVISED AS CLOUDED	01.05.2023		
A	FIRST RELEASE	17/08/2022		

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Project
McDONALD'S STANDARD DOCUMENTS
BIO MOD 380

Location
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VIA PROJECT INFORMATION

Scale: @A3
Series: BIO MOD 380
Drawing: MECHANICAL DETAILS - SHEET 1
Project Number: 2488
Drawing Number: M400
Issue: C

SHEPHERD FILTERS
"PROTECTING YOUR HOOD"
WWW.SHEPHERDFILTERS.COM

KITCHEN EXHAUST GREASE SOLUTION

SHEPHERD FILTERS is pleased to submit a general information proposal for its **disposable kitchen grease filters**, which help those in the foodservice industry better manage grease within kitchen exhaust systems. We will consider the shortcomings and risks of the current system and thereafter, provide the appropriate solution and benefits that Shepherd Filters offer.

Shepherd Filters are helping small, medium and large restaurant operations, hotels & resorts and fast food chains all over the world to save money and reduce their fire risk with an easy-to-use system.

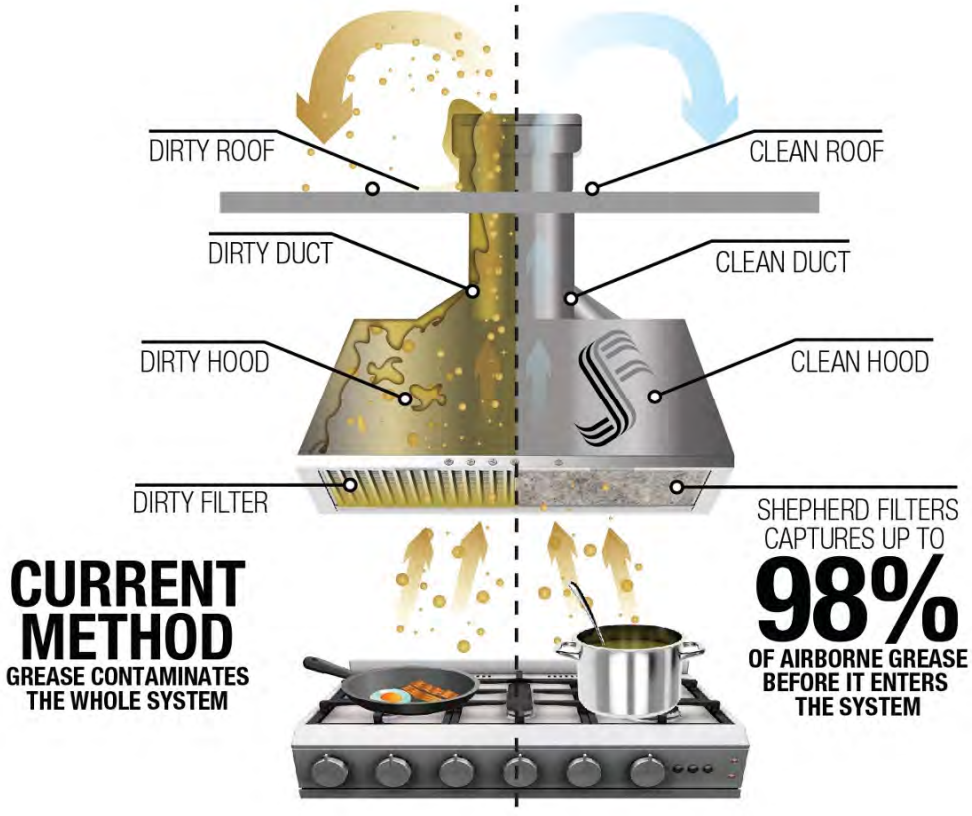
ASK YOURSELF THESE IMPORTANT QUESTIONS

Would you like to make sure you aren't wasting money on kitchen grease filter cleaning and exhaust cleaning if there is a better way?

Does filter cleaning happen enough or too frequently (we know some filters need more cleaning than others, so why do them all at the same rate)?

How clean is your kitchen exhaust, has the duct been cleaned according to standards?

Are you covered by insurance in the event of a fire?



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PROBLEMS IDENTIFIED WITH CURRENT KITCHEN GREASE EXHAUST MAINTENANCE

1.0 KITCHEN GREASE FILTER PURPOSE & PROBLEMS

The kitchen grease filter is the first line of defense to protect the kitchen exhaust system in preventing grease accumulation and the subsequent risk of fire. New standards now often require UL1046 approved frames to act as a flame barrier and current honeycomb/mesh filters do not comply. Countries like the USA and UK have banned their use.

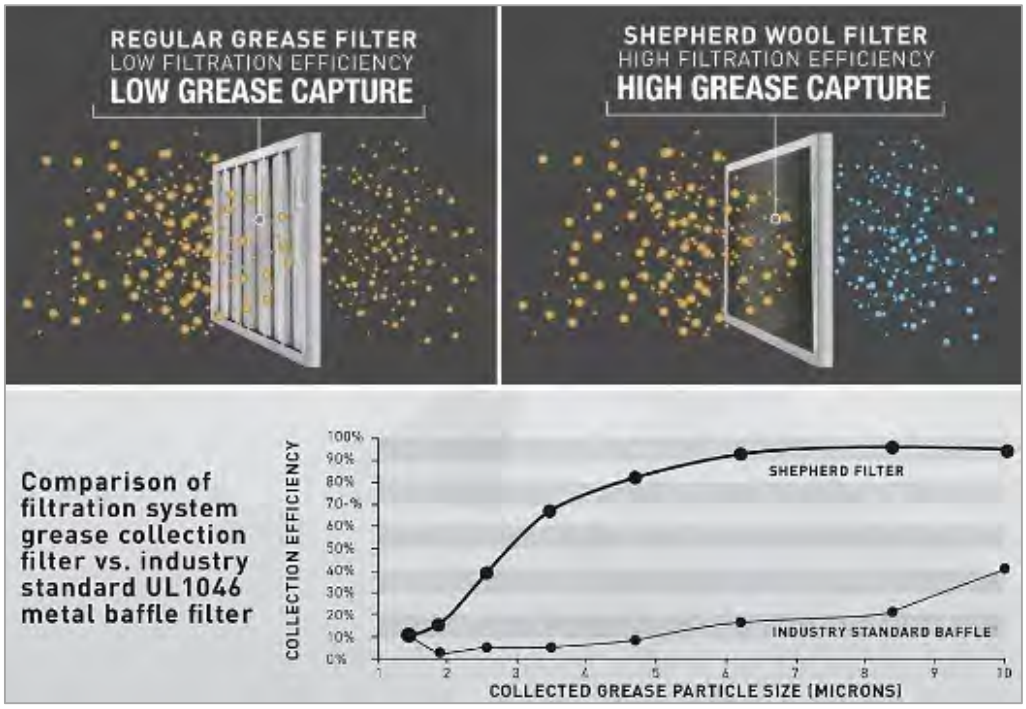
Moreover, current metal kitchen filters only stop between 20-40% of the airborne grease, allowing the rest to pass through into the hood/canopy, duct and fan. This results in ongoing frequent costly cleans.

1.0 A DISPOSABLE KITCHEN GREASE FILTER SOLUTION

Shepherd Filters wool filter media provides the best solution by capturing up to an impressive 98% of airborne grease before it enters your kitchen exhaust system, equating to a cleaner system, year-round. These disposable filters significantly reduce the need to clean filter frames. The amount of grease entering your kitchen exhaust system is also greatly reduced.

Our special stainless steel Shepherd Filter frames are easy to use and come with the peace of mind that they are:

- ✓ UL1046 flame barrier tested
- ✓ Airflow tested & certified; and
- ✓ HACCP approved



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2.0 PROBLEMS WITH CLEANING KITCHEN GREASE FILTERS

A frequent and ongoing problem that can be costly, disruptive and cumbersome. Food Safety and Australian Standard 1851 states these must be cleaned regularly.

Cleaning filters using a filter exchange company:

- Some filters are exchanged too frequently when they don't need to be, whereas others are not exchanged often enough
- Filter exchange companies often arrive during service times, which can be disruptive
- In addition to this exchange service, in-house staff sometimes even need to wash filters in between exchanges

Cleaning filters in-house:

- Time consuming and costly in terms of labour
- A waste of water and unnecessary exposure to unpleasant chemicals
- Environmentally unfriendly
- Can lead to frequent dishwasher breakdowns
- Not done well

2.0 OUR EFFICIENT, FASTER DISPOSABLE FILTER SOLUTION

Shepherd Filters offer a time and money-saving solution in comparison. Our filters are easy for staff to change and are disposed in the regular waste bin within minutes.

- 100% naturally fire-retardant wool
- 100% disposable and biodegradable and therefore environmentally friendly
- Only change the filters that need changing
- Change our filters before you turn equipment on or at end of day clean down, and you will never be disrupted again

Filters only take seconds to change, minutes a week.

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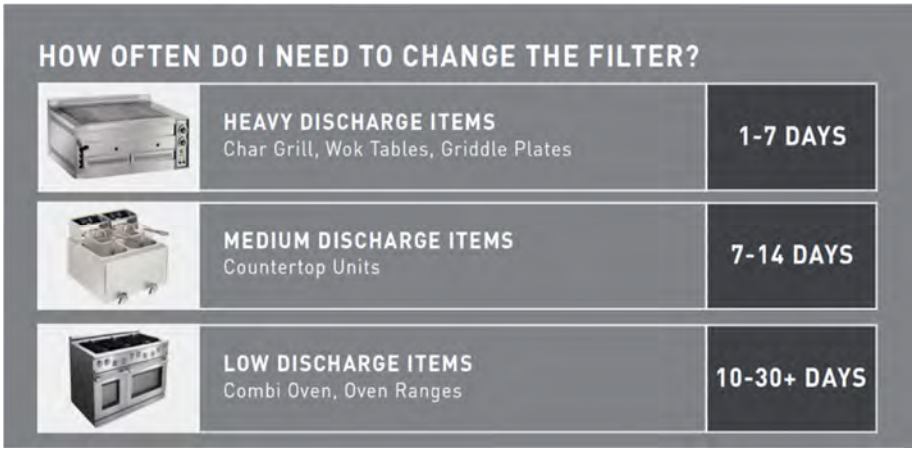
HOW OFTEN DO WE NEED TO CHANGE THE FILTERS?

Frequency may vary based on hours of operation (i.e. breakfast, lunch and dinner or just lunch and dinner), types of cooking and the equipment being used (i.e. grill, fryer, combi).



The images below offer a more precise guide based on your circumstances. We provide this filter change guide to all new installs, which is placed on the kitchen wall for your reference:

BELOW IS AN EXAMPLE OF FILTERS ABOVE GRILLS/HOTPLATES ON THE LEFT:

NOTICE THE DIFFERENCE COMPARED TO THE FRYERS AND OVENS ON THE RIGHT.

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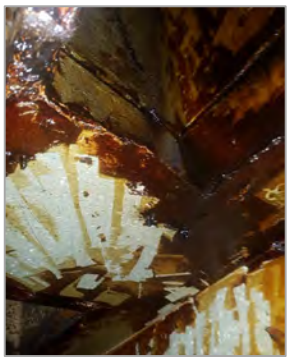
3.0 CANOPY, HOOD AND DUCT CLEANING PROBLEMS

Australian Standards 1851 states that hood and canopy cleaning is to be checked for excessive grease accumulation monthly (at a minimum) and six to twelve months for the duct and fan, depending on your insurance policy requirements. It's messy, disruptive and some kitchen exhaust systems are dirty again just one month after a clean when using traditional filters. Any excess build-up will put a store at risk for a fire and can quickly build up in between cleans.

Many find this costly and it is important to check the work is done/cleaned properly as the responsibility can still be on the restaurant. Certificates issued by cleaning contractors with clauses or fine print can make the certificate worthless in the event of a fire and insurance companies may void the claim. Shepherd Filters frequently inspects kitchen exhausts after scheduled cleans and finds either:

- A sub-standard clean has occurred; or
- Not all areas of the system were cleaned by service companies due to poor access.

Here are true examples when inspecting systems just days after a clean:



3.0 CANOPY, HOOD AND DUCT SOLUTION

Shepherd Filters stop you having to guess when your system is dirty. A clean system protected by the Shepherd Filters Solution means you can greatly reduce the extensive hood, canopy and duct cleaning required, which will see you save for years. A simple mini spot inspection and clean only when required is all you will need to do. The images below show the inside of a hood that remains very clean and any grease accumulation has been drastically reduced:

SHEPHERD FILTERS CUSTOMER AFTER 4 MONTHS

SHEPHERD FILTERS CUSTOMER AFTER 2 YEARS

4.0 FILTER TRACK GREASE PROBLEMS

Another ongoing and messy task that is often overlooked or not fulfilled by filter exchange companies or staff. AS1851 states that tracks/gutters are to be checked monthly. Left untouched, it also poses a fire risk.

4.0 REDUCED GREASE FILTER TRACKS SOLUTION

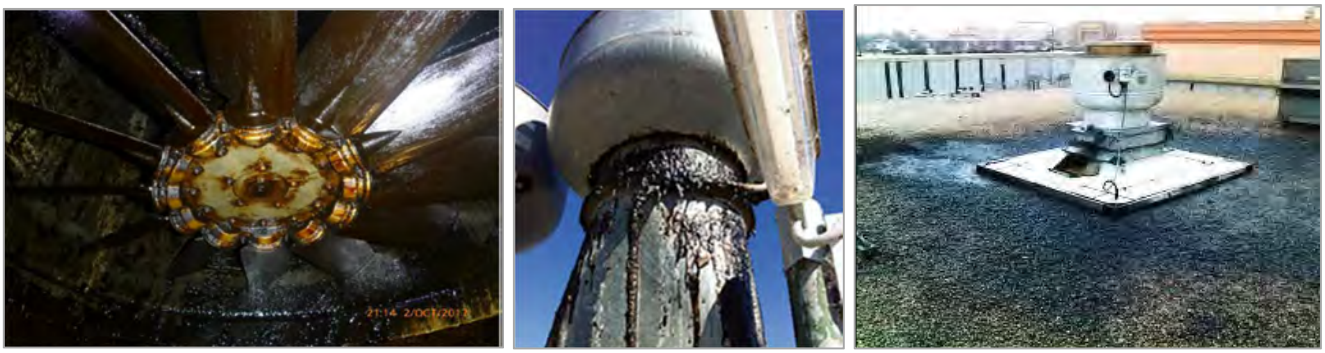
Shepherd Filters hold the grease within the wool sheet, reducing the amount of grease draining into the tracks and in turn, reduces labour costs. Below are true examples:

WITHOUT SHEPHERD FILTERS

WITH SHEPHERD FILTERS

5.0 FAN/ROOF GREASE PROBLEMS

Grease accumulation on a fan can build up very quickly and go unnoticed, causing unbalanced fans and excessive loading and affect airflow. This also can result in a fan's premature failure.



Shepherd filters recently had a client that found out his kitchen exhaust system had never been cleaned properly, resulting in failure. After the fan was replaced, proper cleaning of the entire system was carried out and the loss of income due to his restaurant shutdown cost him over $30,000 which was not covered by insurance.

5.0 CLEAN FAN/ROOF GREASE SOLUTION

Due to Shepherd Filters greatly reducing grease by up to 98% grease from entering your kitchen exhaust system, the fan will not only stay cleaner, it will also extend its lifespan and improve the balance of airflow throughout your entire system. Rooftop and equipment i.e. HVAC coils, return air units etc. will not require the same frequency of cleaning and maintenance due to grease.

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6.0 FIRE RISK PROBLEM

Insurance is for when a fire occurs, it can surely be agreed that preventing a fire is the overall objective for anyone. Sometimes there is a potential fire risk even weeks after a duct clean due to grease accumulation in between cleans or sub-standard cleans in general. Kitchen exhaust fires due to grease build-up leads to insurance companies rejecting claims to rebuild or never covering the loss of income.

We have seen many fires affect restaurants, many of which never recover due to the amount of time and energy spent on fixing the damage caused, letting go of staff and lost income.

6.0 FIRE RISK REDUCTION SOLUTION

Shepherd Filters reduce the risk of grease build-up between cleans. This keeps your chance of fire spreading down and any fire suppression systems can function and perform properly. Sleep well knowing that grease build-up is not an issue you have to deal with.

STAY COMPLIANT AND CLEANING COSTS REDUCED AND INSURANCE IS VALID

A flawed system involves guessing whether a system really does require cleaning and when it doesn't. What is too much and what is not enough? Moreover, one shouldn't have to check the cleaner's work was thorough and to standard! Cheaper also isn't always the best but don't waste your money either.

SHEPHERD FILTERS APPROVALS

Shepherd Filters certifications/approvals include:

- Australian Standards AS1668.0E6 Kitchen Exhaust Hoods incorporating Grease Removal Devices
- NFPA 96 Standard for Ventilation Control and Fire Protection of Commercial Cooking Operations
- UL Standard 1046 for Grease Filters for Exhaust Ducts
- HACCP Approval; and
- Members of the International Kitchen Exhaust Cleaning Association (IKECA)

SHEPHERD FILTERS

"PROTECTING YOUR HOOD"

WWW.SHEPHERDFILTERS.COM

OUR HAPPY CUSTOMERS

"Thank you for our Shepherd Filters system. It was really easy for me to change the filter sheets and your installation support has been wonderful. I was concerned about the state of our ducting, so now having a clean system is very important to me as a business owner, and the grease being captured shows the filters are doing their job."

Owner Café 389 Scarborough

"We have found Shepherd Filters to be stopping grease from entering our kitchen exhaust system. As an engineer of a large hotel I value the importance of peace of mind, knowing our system is protected. We recommend Shepherd Filters as a preventative maintenance solution for kitchen exhaust systems. Our staff have found the filters quick and easy to change without disruptions to service times."

Director of Engineering, Marriott Hotel

"We have installed Shepherd Filters to many of our Kitchens in the Convention Centre and have been thrilled with the performance and the ease of changing them out. The exhaust ducts remain almost grease free and we have cut right down on the frequency of our duct cleaning. The Staff at Shepherd Filters were easy to deal with and the training provided to our F&B chefs and stewards was very clear, precise and helpful."

Building Services Manager, Brisbane Convention & Exhibition Centre

"The Copthorne Hotel in Wellington was having issues with kitchen duct cleaning and was taken aback with the costs involved in keeping the hood, ducting and fan clean. We knew there had to be a better way. Using Shepherd Filters kitchen grease filters, we found the three-monthly kitchen duct cleans could be extended to half-yearly and the half-yearly could be extended to an annual clean. Over time, the duct cleans have been dramatically reduced, which is saving the hotel an immense amount of money. The restaurant does an average 300 to 400 meals a day for breakfast, lunch and dinner. The other benefits the head chef has noticed is in the noise level reduction within the kitchen, which the dining public were previously exposed to. As this is in the back kitchen, the noise levels have dropped quite dramatically. In the past, duct cleaners have set off the fire alarms in the middle of night, which created a huge headache for the hotel as it resulted in the evacuation of guests. With the requirement for duct cleans reduced, false alarms are a thing of the past. Very happy!"

Exec. Chef/F&B Manager, Copthorne Hotel, Wellington, NZ

SHEPHERD FILTERS
"PROTECTING YOUR HOOD"
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SHEPHERD FILTERS SUMMARY OF BENEFITS

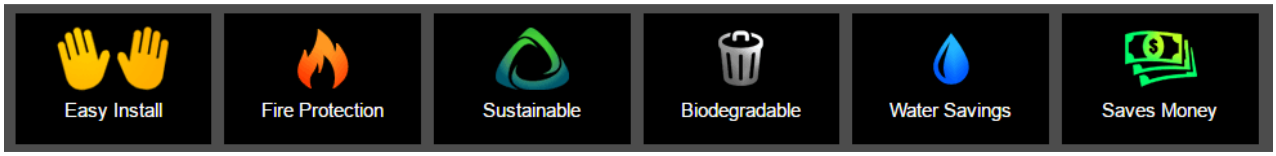
The Shepherd Filters solution would dramatically reduce the amount of grease entering your kitchen exhaust systems. You will have a cleaner, better operating and safer kitchen exhaust system, daily.

- SAVE ON COSTLY FILTER & DUCT CLEANING!
- A cleaner kitchen exhaust system 365 days a year greatly reduces your risk of fire
- Fast and easy to install in minutes, replace sheets as needed saving staff time
- Stopping up to 98% of grease entering the kitchen exhaust system, compared to 20-40% of normal metal kitchen filters
- Meet the new Australian Standards
- HACCP approved
- Won *"Best New Hospitality Product"* at Fine Foods Australia 2017
- Made from 100% Australian Wool, supporting Australian farmers and disabled workers
- Help the environment
- Quick and easy to change, your staff will appreciate the improvement in their daily routines.

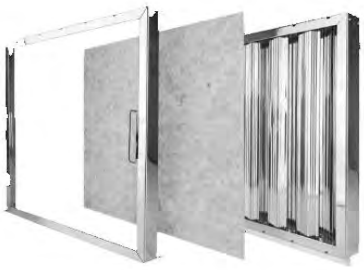
We provide full support in getting the product installed and train your staff accordingly as to how and when to change a wool filter media via an easy to understand schedule guide, featured on the kitchen wall.

EMAIL US TODAY

hello@shepherdfilters.com.au



SHEPHERD FILTERS



Specification Sheet

FRAME SIZE (H X W) (mm)	(INCH)	SF FILTER FITS
254 X 395 X 50	10 X 16 X 2	SF 350 X 550
254 X 495 X 50	10 X 20 X 2	SF 350 X 550
295 X 495 X 50	12 X 20 X 2	SF 350 X 550
330 X 495 X 50	13 X 20 X 2	SF 350 X 550
380 X 455 X 50	15 X 18 X 2	SF 450 X 550
395 X 395 X 50	16 X 16 X 2	SF 450 X 450
395 X 495 X 50	16 X 20 X 2	SF 450 X 550
395 X 622 X 50	16 X 25 X 2	SF 450 X 650
495 X 495 X 50	20 X 20 X 2	SF 550 X 550
495 X 595 X 50	20 X 23 X 2	SF 550 X 650
495 X 622 X 50	20 X 25 X 2	SF 550 X 650
595 X 595 X 50	23 X 23 X 2	SF 650 X 650

Stainless Steel Frame #403 100% Wool Biodegradable and Environmentally Friendly

FILTER FRAME WITH WOOL

495 X 495mm

AIRFLOW

%	50%	100%	150%
M/S	0.7	1.5	2.25
M3/S	0.17	0.36	0.55
CFM	360	780	1170

STATIC PRESSURE

PA (PASCALS)	42	55	67

Contaminated Sites Act 2003
Basic Summary of Records Search Response

Report generated at 02:09:11PM, 02/07/2024

Receipt No:	
ID No:	*49349*

Search Results

This response relates to a search request received for:

50 Pinjarra Rd
Pinjarra, WA, 6208

This parcel belongs to a site that contains 1 parcel(s).

According to Department of Water and Environmental Regulation records, this land has been reported as a known or suspected contaminated site.

Address	50 Pinjarra Rd Pinjarra, WA, 6208
Lot on Plan Address	Lot 50 On Diagram 51257
Parcel Status	**Classification:** 09/06/2016 - *Remediated for restricted use* **Nature and Extent of Contamination:** The fuel additive methyl tertiary-butyl ether is present in groundwater beneath the site. **Restrictions on Use:** 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. **Reason for Classification:** This site was reported to the Department of Environment Regulation (DER) under section 11 of the 'Contaminated Sites Act 2003' (the Act), which commenced on 1 December 2006. The site was previously classified under section 13 of the Act based on information submitted to DER by January 2014. The site has been classified again under section 13 of the Act to reflect additional technical information submitted to DER by May 2016. Lot 50 Pinjarra Road (the site) was initially reported due to the migration of hydrocarbon-contaminated groundwater from the adjacent land at Lot 4 George Street, which has been classified separately under the Act. This site was historically used as part of a service station. This site was specifically used as a road access to the service station. The service station operated for approximately 32 years, from 1969 to 2001, along with Lot 4 and Lot 2 George Street (adjoins Lot 4). Service stations are land uses that have the potential to cause contamination, as specified in the guideline 'Assessment and

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Contaminated Sites Act 2003
Basic Summary of Records Search Response

Report generated at 02:09:11PM, 02/07/2024

management of contaminated sites' (DER, 2014).

Contamination assessments were carried out on this site between 2011 and 2015 to assess the site's suitability for continued commercial/industrial land use.

Soil investigations, carried out between October and December 2011 following decommissioning works, and in May 2012 following further excavation of the tank pit, found that no potential contaminants were detected within the soils of the site exceeding Ecological Investigation Levels and Health-based Investigation Levels for commercial and industrial sites, as published in 'Assessment Levels for Soil, Sediment and Water' (Department of Environment and Conservation, 2010), which were the relevant assessment criteria at the time.

A limited soil investigation, carried out in October 2014 along the north-eastern border of the site, found that no potential contaminants were detected within the soils of the site exceeding the relevant Ecological Investigation Levels, Ecological Screening Levels and/or soil Health Screening Levels for vapour intrusion on commercial/industrial land in the 'National Environment Protection (Assessment of Site Contamination) Measure 1999' (the NEPM).

Active groundwater remediation attempts, comprising the addition of ground safe decontaminants into existing on-site groundwater monitoring wells, were carried out on three occasions between June and July 2012. However, groundwater investigations carried out between July 2012 and April 2013 following these remedial attempts, found that hydrocarbons (such as from petrol and diesel) remained present in groundwater.

Between October 2014 and August 2015, further groundwater remedial attempts via monitored natural attenuation were undertaken. The last three groundwater monitoring events indicated that the majority of hydrocarbon compounds had naturally attenuated in groundwater and did not exceeded relevant groundwater Health Screening Levels for vapour intrusion on commercial/industrial land in the NEPM and/or assessment levels for non-potable use of groundwater, as published in the 'Assessment and management of contaminated sites' (DER 2014). However, the fuel additive methyl tertiary-butyl ether (MTBE) was detected in groundwater during the last four groundwater monitoring events carried out between October 2014 and August 2015. MTBE was found in groundwater at concentrations exceeding non-potable use of groundwater, as published in the 'Assessment and management of contaminated sites' (DER 2014).

Headspace gas monitoring in existing groundwater monitoring wells was also carried out in December 2015. Results indicated that there was no potential explosive risk.

The investigations and remedial works were the subject of an independent review by an accredited contaminated sites auditor who provided a Mandatory Auditor's Report (MAR) dated May 2016. The MAR recommended that the site is suitable for commercial/industrial land use and groundwater abstraction is restricted. DER accepts the findings of the MAR.

As the site is contaminated and has been remediated such that it is suitable for commercial/industrial land use, but may not be suitable for a more sensitive land use, the site is classified as 'remediated for restricted use'.

DER, in consultation with the Department of Health, has classified this site based on the information available to DER at the time of classification. It is acknowledged that the contamination status of the site may have changed since the information was collated and/or submitted to DER, and as such, the usefulness of this information may be limited.

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Contaminated Sites Act 2003
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	Other Relevant Information: Based on the available information, contamination present on this site has originated from the adjacent land at Lot 4 George Street, which has been classified separately under the CS Act. As such, DER considers this site meets the definition of an "affected site" as specified in Part 1, Section 3 of the Act. Under the Act, the person responsible for the remediation of a source site is also responsible for remediation of any related affected sites. Where the land is part of a transaction - sale, mortgagee or lease agreement, the land owners MUST PROVIDE WRITTEN DISCLOSURE (on the prescribed Form 6) of the site's status to any potential owner, mortgagee (e.g financial institutions) or lessee at least 14 days before the completion of the transaction. A copy of the disclosure must also be forwarded to DER. **Action Required:** Please refer to the Restrictions on Use applicable to the site.
Certificate of Title Memorial	Under the Contaminated Sites Act 2003, this site has been classified as "remediated for restricted use". For further information on the contamination status of this site, please contact Contaminated Sites at the Department of Environment Regulation.
Current Regulatory Notice Issued	**Type of Regulatory Notice:** *Nil* **Date Issued:** *Nil*
General	No other information relating to this parcel.

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This Summary of Records has been prepared by Department of Water and Environmental Regulation (DWER) as a requirement of the Contaminated Sites Act 2003. DWER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DWER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.

PINJARRA TOWN CENTRE

landscape concept

June 2025 [E]

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LANDSCAPE ARCHITECTS

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01 EXISTING SITE CONTEXT

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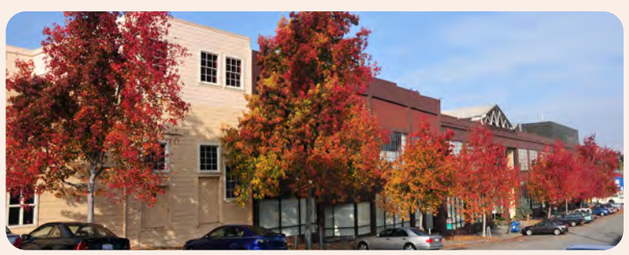
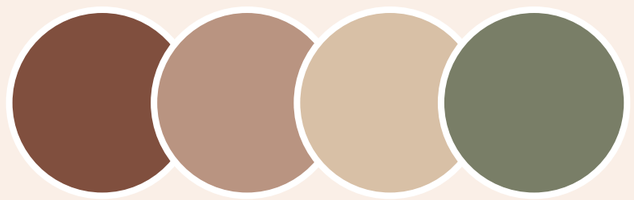
02 NARRATIVE + THEMING
LANDSCAPE IMAGERY





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03 LANDSCAPE CONCEPT PLAN

LEGEND

01 Existing footpath to George Street, Pinjarra Road and Murray Street retained. Landscape opportunity to enhance streetscape with irrigated tree planting.

02 Community Forecourt Opportunity to Pinjarra Road frontage : High quality paving, integrated seating and furniture, raised planters, seating walls, boulders, clear sightlines and significant trees (seasonal colour).

03 Irrigated turf passive recreation area adjacent Pinjarra Road to facilitate views and open sightlines into development from main arterial road - create a visual connection to the existing Library and heritage landscapes within the Town Centre.

04 Significant walled landscape opportunity terminating end of main view corridor through carpark - WA Native Floral Display garden with seating / waiting opportunities in proximity to main ALDI Entry, and tree to provide shade.

05 Significant shade trees (tall and sculptural) to define Pinjarra Road edge and provide legibility and orientation opportunity.

06 Integrated Art opportunity to Community Plaza and landscape elements abutting future development.

07 Paved driveway threshold to identify pedestrian movement into 'Community Forecourt / Urban Plaza / Heritage precinct' and assist in slowing vehicle movement through the site.

08 McDonald's Entry Forecourt Plaza and Community Space with seating wall, garden bed, bike racks and significant tree(s) for shade.

09 Hedge and tree planting to McDonald's carpark surrounds to identify the area as a 'slow traffic zone' and provide cooling opportunities to road islands and medians. Rows of narrow trees remniscent of windbreaks within pastoral land.

10 Carpark Shade Trees in structural soil : Tall upright tree form, to maintain sightlines.

11 Art Opportunity to Screening / Wall element to rear of ALDI development.

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0 5 10 15 25m

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04 | PLANTING PALETTE

Hemiandra pungens

Grevillea thelemanniana 'Green Gem'

Acacia saligna prostrate

Lomandra 'Lime Tuff'

Lomandra 'Katrinus'

Westringia 'Aussie Box'

Trachelospermum jasminoides

Callistemon 'Great Balls of Fire'

Anigozanthos 'Everlasting Red'

Dianella 'Streetscape'

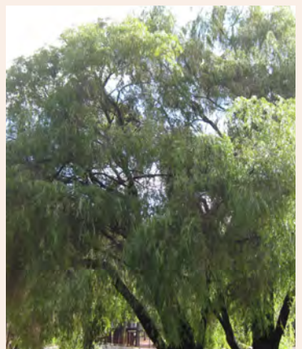
Acmena 'Allyn Magic'

Hibbertia scandens

Callistemon 'Better John'

Calothamnus quadrifidus prostrate

Pyrus nivalis
SNOW PEAR
MATURE SIZE: 8 X 5 M



Agonis flexuosa
WILLOW PEPPERMINT
MATURE SIZE: 8 X 6 M

Ulmus 'Inspire'
UPRIGHT CHINESE ELM
MATURE SIZE: 8 X 3 M

Ulmus 'Red Emperor'
RED EMPEROR CHINESE ELM
MATURE SIZE: 8 X 7 M

Corymbia calophylla rosea
PINK FLOWERING MARRI
MATURE SIZE: 15 X 8 M

Callistemon 'Kings Park Special'
KINGS PARK SPECIAL BOTTLEBRUSH
MATURE SIZE: 5 X 4 M

Lophostemon confertus
QLD BOX
MATURE SIZE: 15 X 9 M

Tristaniopsis laurina 'luscious'
WATER GUM / KANOOKA
MATURE SIZE: 8 X 4M

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05 TREE CANOPY AND SOIL CALCULATIONS

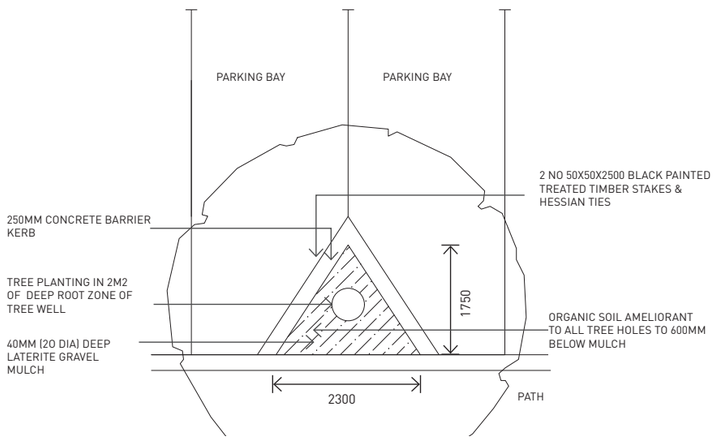
Tree Size	Proposed Trees (No.)	Mature Canopy (m^2)	Total canopy cover (m^2)
Large (8m DIA +)	1	Corymbia calophylla 50	50
Medium (5m DIA +)	10	Ulmus 'Red Emperor' 38 Pyrus nivalis 20 Agonis flexuosa 28	228 20 84
Small (3m DIA +)	47	Tristianopsis laurina 12.5 Callistemon Kings Park 12.5 Ulmus 'Inspire' 7	225 200 91
		Total canopy cover	**898 m2**

LANDSCAPE ZONE	IRRIGATED GARDEN BED	IRRIGATED TURF
Pinjarra Road frontage	163 m^2	170 m2
Murray Street frontage	189 m^2	n / a
ALDI Carpark	157 m^2	n / a
Mc'Donalds Carpark	365 m^2	n / a

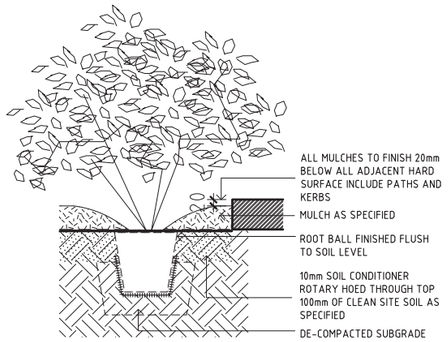
INDICATIVE LANDSCAPE DETAILS

LANDSCAPE NOTES:

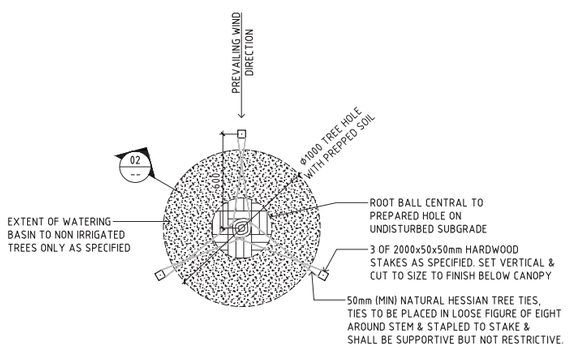
- Permanent irrigation to all garden beds, turf grassing and tree planting.
- General garden bed plant density to be 4 plants per 1 m2.
- Soil ameliorant to garden bed, turf and planting to be C-Wise Horticulture only.
- Organic mulch to be coarse hardwood only.
- Structural soil proposed for tree within diamond car park areas.



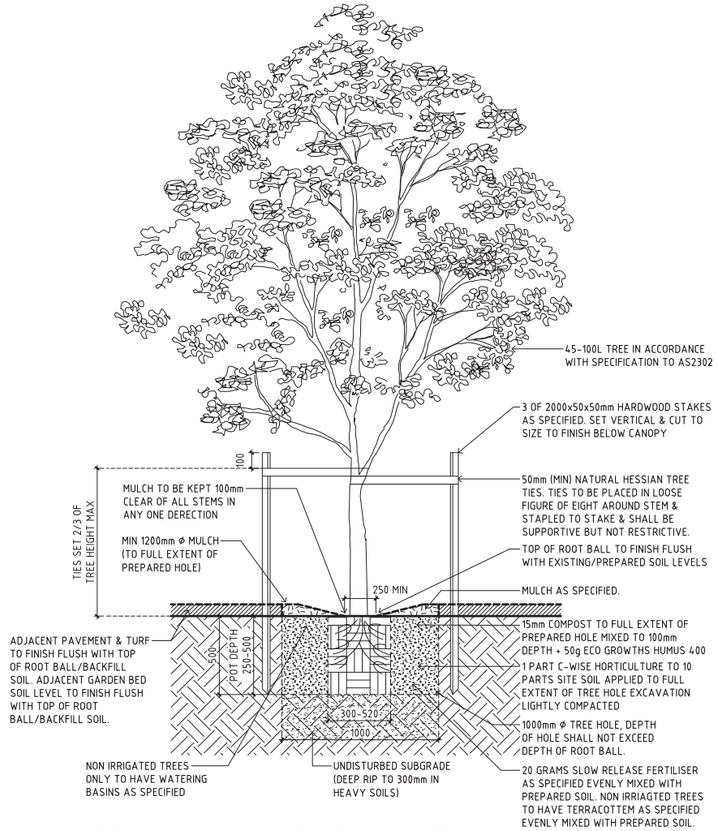
TYPICAL DETAIL 02 : INDICATIVE TREE WELL IN CARPARK, NOT TO S CALE



TYPICAL DETAIL 01 : SHRUB PLANTING, NOT TO SCALE



TYPICAL DETAIL 03 : 45 - 100 LTR TREE PLANTING PLAN, NOT TO SCALE



TYPICAL DETAIL 04 : 45 - 100 LTR TREE PLANTING SECTION, NOT TO SCALE

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25-109.1

14 November 2025

Isabelle How
Planning Solutions
Level 1, 251 St Georges Terrace
PERTH WA 6000

Dear Isabelle

McDonalds and ALDI Pinjarra – Civil Memo

Colliers have prepared the following responses to the Shire of Murray 'Request For Further Information' correspondence dated 24 October 2025

Comment	Response
ALDI Reduce finished floor level of Aldi to the 1:100 ARI flood level, or below with a suitable flood management plan response.	DWER have stated the estimated 1 in 100 Annual Exceedance Probability (AEP) flood levels for the Aldi site is RL 9.30m AHD. A floor level of same (RL 9.30m AHD) will give 0mm freeboard to the 1 in 100 AEP flood levels. DWER recommended a minimum of 500mm above the adjacent 1 in 100 AEP flood level. This would place the Aldi FFL at 9.80m AHD. The proposed Aldi FFL of 9.60m is therefore a compromise and is therefore still recommended.
<u>Drainage</u> Revise the drainage strategy in accordance with ARR requirements and adopt a solution compatible with the site's geotechnical constraints, while providing a verifiable means of demonstrating compliance with stormwater discharge requirements.	A geotechnical investigation for the development site has been conducted by RedOHMS, in consultation with WANT Geotechnics. The geotechnical report notes that the site comprises of a shallow FILL (SAND) with CLAY located in close proximity to the natural surface. The Clay was encountered at: ■ TP#01 – RL 8.50m AHD ■ TP#04 – RL 8.40m AHD ■ TP#05 – RL 8.35m AHD ■ TP#07 – RL 8.90m AHD ■ TP#12 – RL 7.95m AHD ■ TP#13 – RL 7.95m AHD ■ TP#15 – RL 8.40m AHD ■ TP#18 – RL 8.65m AHD Whilst the Shire has a desire to implement reduced finished floor levels (ALDI at RL 9.30m AHD and McDonalds at RL 9.60m AHD), these levels provide minimal clearance to the in-situ clay material which does not facilitate sufficient clearance to attain stormwater infiltration via soakwells or underground detention cells. Due to the relationship of the pavement levels to the in-situ clay, a slow-release discharge arrangement at pre-development flow rates to the road reserve network has been proposed.

	Pre-development flow has been calculated for the 5 ARI (20% AEP) stormwater event of 6-minute duration. Detailed calculations have been provided within the Civil Development Application.
Comment	**Response**
Drainage The outlet discharge is preferrable to connect to new drainage in Murray Street.	We acknowledge the Shire's desire to discharge the stormwater to Murray Street in lieu of the current proposal (Pinjarra Road), however Colliers note that the Shire of Murray does not have any stormwater drainage assets within the eastern verge of Murray Street abutting the development site. A connection has been proposed on the closest available connection point, which is on Pinjarra Road.
Drainage The stormwater strategy should separate the roof discharge from the car park. It would be beneficial to include some water quality treatment for car park runoff.	We acknowledge the Shire's desire to separate the 'clean' roof stormwater from the 'dirty' stormwater generated on the carpark. As open swales with bioretention properties is unachievable with the proposed site plan, nor can bioretention media be provided below ground due to the in-situ clay, we propose that a hydrocarbon interceptor be installed prior to the outlet discharge to ensure all stormwater (roof and carpark) is treated prior to discharge.

Please contact our office should you require further information.

Yours sincerely

JAMIE DE PALMA
Director – Built Form
Perth

Engineering a better future for over 20 years!

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

Proposed Aldi Store and McDonald's

Revised Transport Impact Assessment

PREPARED FOR:
Aldi Stores and McDonald's Australia Pty Ltd

November 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
M Rasouli	r01	B Bordbar	15/06/2025	Draft
M Rasouli	r01a	B Bordbar	24/06/2025	Final
M Rasouli	r01b	B Bordbar	13/11/2025	Revised Final

File name: t24.321.mr.r01b

Author: Mohammad Rasouli

Project manager: Mohammad Rasouli

Client: Aldi Stores and McDonald's Australia Pty Ltd

Project: Proposed Aldi Store and McDonald’s

Document revision: r01b

Project number: t24.321

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1 Introduction and Background

This Revised Transport Impact Assessment (RTIA) has been prepared by Transcore in relation to the proposed Aldi Store and McDonald's restaurant to be located Multiple Lots – Pinjarra Road, George Street and Murray Street in Pinjarra Town Centre.

The subject site is bound by Pinjarra Road to the north east, Murray Street to the north west, George Street to the south east and existing retail shops to the south west as shown in **Figure 1**.

The subject site is primarily vacant, featuring an existing heritage building, the Masonic Hall, along Pinjarra Road. The potential future use of this heritage building and any future development plans related to it are not part of this Development Application.

Transcore prepared a TIA for the proposed Development Application (DA) in June 2025. Following the submission of the DA, Main Roads WA and the Shire provided a number of traffic related comments. Following a meeting in Main Roads office in Bunbury, this RTIA is prepared and aims to address Main Roads relevant comment as the Shire's comments simply reiterates Main Roads comments. Specifically, this RTIA will address:

- Revised crossover designs with George Street and Pinjarra Road crossovers both operating as left in/left out.
- Sight line assessment for the George Street crossover.
- Revised traffic distribution with George Street crossover being left in/left out.
- Revised SIDRA Network analysis with 3% background traffic growth.
- Provision of responses to Main Roads comments in tabular format (Appendix D).

Figure 1: Site location

2 Development Proposal

A copy of the proposed development plan is included in **Appendix A**.

The proposed development includes the construction of an Aldi Store and McDonald's restaurant comprising the following elements:

- An Aldi Store with approximately 1,503m^2 NLA including a liquor store at the northwestern part of the site.
- A McDonald's restaurant with drive through facility and approximately 375m^2 GLA at the northeastern part of the site.
- A service bay for the McDonald's restaurant.
- A service bay for the proposed Aldi Store; and,
- A total of 120 (85 + 35) parking bays including 4 ACROD bays on site plus two wait bays and 15 drive through queueing space for the McDonald's restaurant.

Access/egress to/from the proposed development is proposed by the following crossovers (refer **Figure 2**):

- A new left in/ left out crossover on Pinjarra Road centrally located between Murray Street and George Street (passenger vehicles only).;
- An existing crossover on George Street about 60m from the stop line at the signalised intersection of Pinjarra Road/ George Street converted to left in left out (passenger vehicles only and Aldi service vehicles turning left out); and,
- An existing full movement crossover on Murray Street about 60m from the roundabout intersection of Murray Street/ Pinjarra Road.

The left in/left out nature of the Pinjarra Road and George Street crossovers will be reinforced by the proposed centre medians.

Deliveries and waste collections will be accommodated within the development site. Pedestrians will access the development via the existing paths on all abutting roads.

Turn path analysis has been conducted for a 19m semi-trailer, as well as 10.0m service vehicle servicing the proposed development. The analysis shows that the service vehicles can enter and exit the development satisfactorily. The turn path analyses for the proposed development are provided in **Appendix B**.

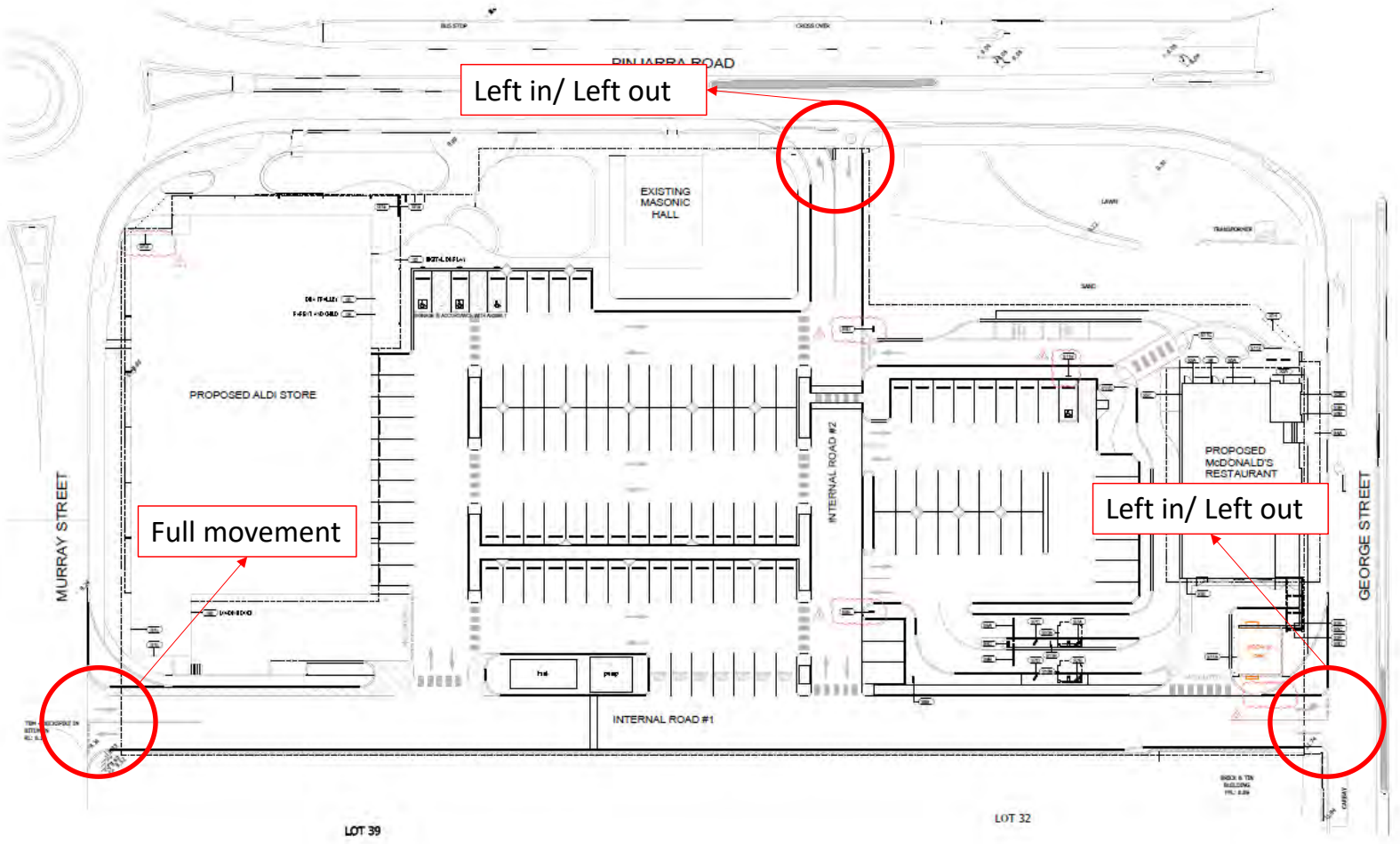


Figure 2: Location of proposed crossovers

3 Existing Situation

3.1 Existing Land Use

As shown in **Figure 1**, the subject site is currently largely vacant. An existing heritage building, the Masonic Hall, exists along Pinjarra Road but it is not part of this development.

3.2 Existing Road Network

The location of the subject site in the Peel Region Scheme is provided in **Figure 3**.

Figure 3: Location of the site within Peel Region Scheme

Pinjarra Road, forming the northeastern boundary of the subject site is classified as a *Primary Regional Road* and operates under a 50 km/h speed limit. The road is constructed with a single 3.5m traffic lane in the northwest bound direction and two 3.5m lanes in southeast bound direction, with a 2m-wide painted median in front of the subject site, as shown in **Figure 4**. Pinjarra Road forms a roundabout intersection with Murray Street to the northwest, and a signalised intersection with George Street to the southeast.

Figure 4. Southeast-bound view along Pinjarra Road

George Street, forming the southeastern boundary of the subject site, is classified as a *Primary Regional Road* and operates under a 50 km/h speed limit with the timed 40 km/h school speed zone. The road is constructed with 4 lanes of traffic fronting the subject site, with a narrow 1m-wide solid median in front of the subject site. The median stops short of the existing subject site crossover. A 2.5m shared path is in place along this road fronting the subject site (refer **Figure 5**).

Figure 5: Northeastern bound view on George Street

Murray Street, forming the northwestern boundary of the subject site, is classified as an *Access Road* in Main Roads WA Road hierarchy map and operates under a 50 km/h speed limit and a 2.5m shared path fronting the subject site (refer **Figure 6**).

Figure 6: Murray Street northeast bound view

3.3 Existing Traffic Volume on Roads

The data obtained from Main Roads WA website are shown in Figure 7.

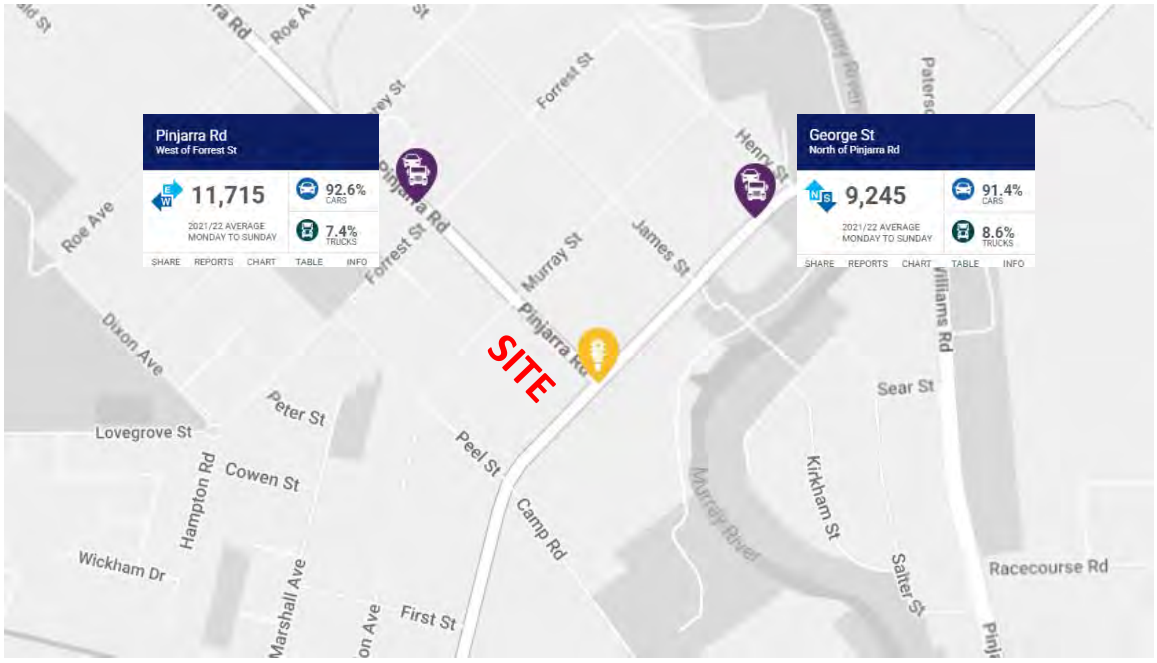


Figure 7: Main Roads WA traffic map data at the vicinity of the site

Transcore organised a video traffic survey at the roundabout intersection of Pinjarra Road/ Murray Steet for Friday 2nd May and Saturday 3rd May 2025. Transcore also obtained the latest SCATS data at the signalised intersection of Pinjarra Road/ George Street. The peak hour traffic volumes at the intersections are illustrated in Figure 8.

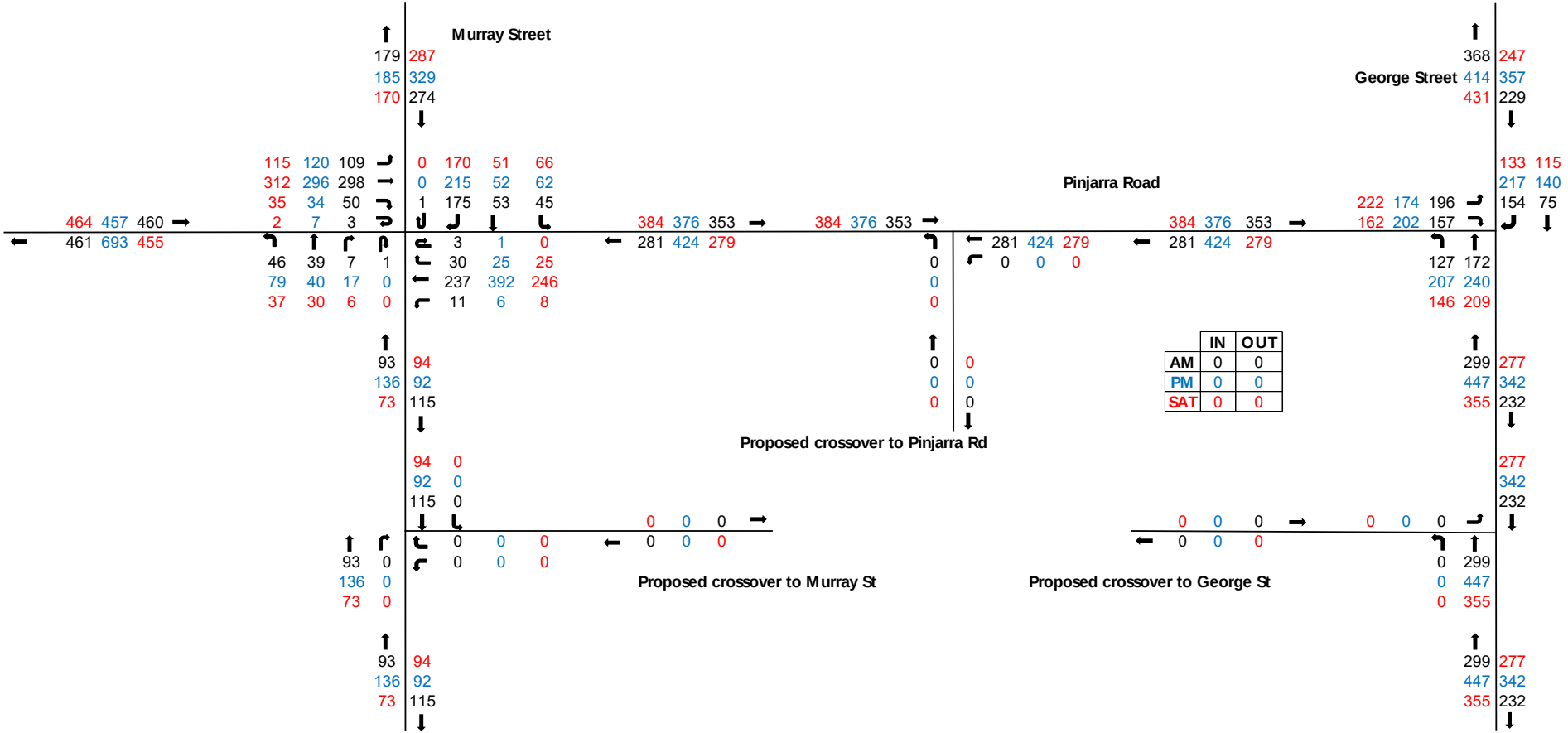


Figure 8: Existing traffic volumes, AM, PM and Saturday mid-day peak hours

3.4 Crash Records

Information available on Main Roads WA website indicates that 18 crashes were recorded at the below intersections during the five-year period ending December 2024 (refer **Table 1)**.

- Pinjarra Road/ George Street; and,
- Pinjarra Road/ Murray Street.

At the Pinjarra Road / George Street intersection, there were a total of 11 crashes reported. This includes 2 major property damage only (PDO) incidents, 5 minor PDO incidents, and 3 medical incidents. The nature of the crashes reveals a number of right-angle collisions (totalling 6). Additionally, there were 5 rear-end collisions.

The Pinjarra Road / Murray Street intersection recorded a total of 7 crashes. This included 1 major PDO incident, 2 minor PDO incidents, and 3 medical incidents. Similar to the first intersection, there were 6 right-angle crashes. Notably, there were no rear-end collisions reported at this intersection.

Table 1: Detailed crash history (Source: Main Roads Website)

LOCATION	Total	PDO MAJOR	PDO MINOR	MEDICAL	RIGHT ANGLE	REAR END
Pinjarra Road/ George Street	11	2	5	3	6	5
Pinjarra Road/ Murray Street	7	1	2	3	6	0

3.5 Public Transport Access

As shown in **Figure 9**, the closest existing Transperth bus route to the subject site is route 600 and 605 which provides connection to Mandurah Station. The nearest bus stop is located on Pinjarra Road fronting the subject site.

Figure 9: Existing public transport

3.6 Pedestrian and Cyclist Facilities

Pedestrian and cyclist can access the site using the existing 2.5m wide shared paths on the abutting roads.

4 Provision for Service Vehicles

The largest vehicle expected to use the site is a 19.0 m semi-trailer, which will be used by Aldi for deliveries.

A 19.0 m semi-trailer would access Aldi's loading bay via the Murray Street crossover, turning left to enter the site. The semi-trailer would then reverse into the loading bay using the available space within the parking aisle. Upon completing unloading, the semi-trailer would exit the site in forward gear via the George Street crossover. The turn paths for entry and exit of the 19.0 m semi-trailer are illustrated in Sk29 and Sk30 in **Appendix B**.

The proposed McDonald's restaurant would be serviced by a 10.0m service vehicle, which would enter via the crossover on Murray Street, and then reverse into the loading bay. Upon completing loading/unloading the service vehicle would exit the site in forward gear through the crossover on Murray Street, as shown in Sk31 and Sk32 in **Appendix B**.

Additionally, turn path analysis undertaken for a B99 passenger vehicle indicates satisfactory movements at George Street crossover and satisfactory entry, circulation, and exit within the proposed McDonald's drive through lanes, as illustrated in Sk33 and Sk34 in **Appendix B**.

5 Traffic Assessment

5.1 Assessment Period

Due to the nature of the development, it is expected that the highest demand on the local road network capacity will be experienced during the combined peak hour business activity of the development and the peak commuter traffic activity during the weekday morning and afternoon peak periods as well as Saturday mid-day peak hour.

The assessment year for post development scenario is assumed to be 2027 (opening year) with 10-years post development is assumed to be 2037.

5.2 Trip Generation

The traffic volumes anticipated to be generated by the proposed McDonald's restaurant have been estimated using trip generation rates derived from the ITE *Trip Generation Manual (11th Edition*). The NSW Government document Guide to Transport Impact Assessment (2024) was used to establish the applicable traffic generation rates for the proposed Aldi Store (Supermarket trip rates within the formula for the shopping centre trip generation). It should be noted that the liquor store is part of the Aldi Store and its traffic generation is included in the Aldi trip generation estimation.

Table 2 summarises the daily and peak hour trip generation of the proposed development.

Table 3 shows the passing and non-passing trade components of the trip generation.

The ITE *Trip Generation Handbook (3rd Edition)* provides additional information on internal trips within a mixed-use development. Based on the information provided it is estimated that approximately 10% of the trips visiting the proposed development would be internal trips (cross trade) within the proposed development.

Accordingly, it is estimated that the proposed development would generate approximately 3,240 trips per regular weekday with approximately 250vph in AM, 306vph in PM weekday peak hours and 437vph in Saturday mid-day peak hour (both inbound and outbound).

Table 2: Trip generation of the proposed development

Land use	Quantity	Daily Rate	AM peak	SAT peak	PM peak	Cross Trade	Daily Trips	AM Trip	SAT Trip	PM Trip	AM		SAT		PM	
											IN	OUT	IN	OUT	IN	OUT
Fast food outlet with drive through	375	5.03	0.48	0.59	0.36	0.10	1698	162	201	120	81	81	100	101	60	60
Supermarket (ALDI)	1543	1.11	0.06	0.170	0.134	0.10	1541	87	236	186	44	43	118	118	93	93
Total traffic							3240	250	437	306	125	125	218	219	153	153

Table 3: Passing trade and non-passing trade component of the trip generation

Passing Trade Component

		AM		Sat-PM		PM	
	Daily Trips	IN	OUT	IN	OUT	IN	OUT
50%	849	41	41	50	50	30	30
36%	555	16	16	42	43	33	34
	1404	**57**	**57**	**92**	**93**	**63**	**64**

Primary Trips Component

	AM		Sat-PM		PM	
Daily Trips	IN	OUT	IN	OUT	IN	OUT
849	40	40	50	51	30	30
986	28	27	76	75	60	59
1836	**68**	**68**	**126**	**126**	**90**	**89**

5.3 Trip Distribution

The distribution of trips for the proposed development has been estimated based on the distribution of surrounding residential areas and the catchment area of the proposed development.

The resulting modelled traffic distribution of the proposed development is summarised in Table 4.

Table 4: Traffic distribution

Route/Approach	Primary Trips	Pass-by Trips
George Street (north)	20%	0%
George Street (south)	20%	20%
Muray Street (north)	20%	10%
Muray Street (south)	10%	10%
Pinjarra Road (west)	30%	60%

The traffic movements generated by the proposed development have been manually assigned to the adjacent road network and the resulting traffic movements generated by this development are shown in Figure 10. The negative number in this figure reflects the impact of the pass by trips on background traffic.

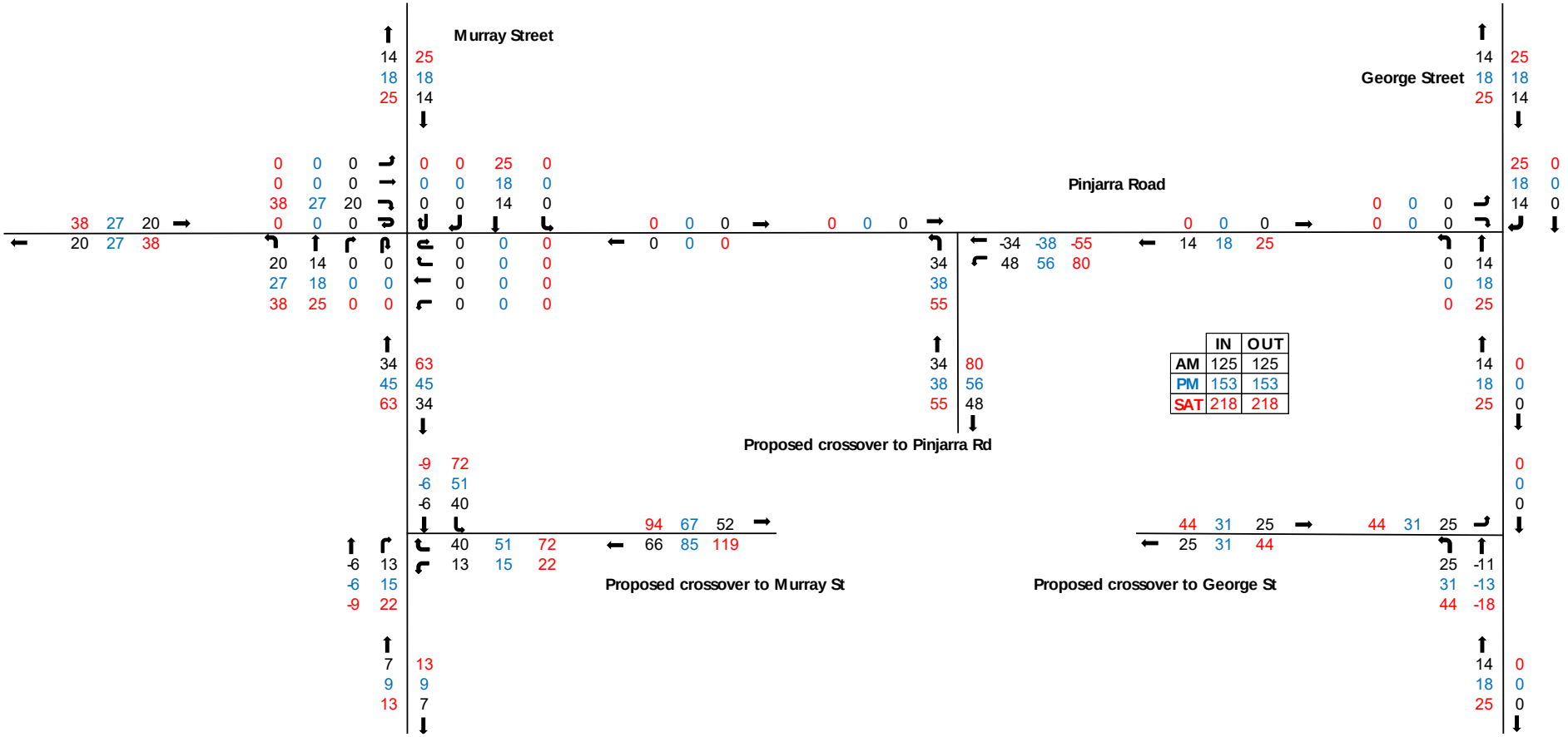


Figure 10: Proposed development traffic, AM, PM and Saturday mid-day peak hours

5.4 Traffic Flow

Future year base traffic flows on abutting roads have been estimated by factoring up the current traffic flows by applying a compound growth rate of 3% per year.

Figure 11 and **Figure 12** illustrate projected traffic on abutting roads plus development traffic in 2027 and 2037 respectively.

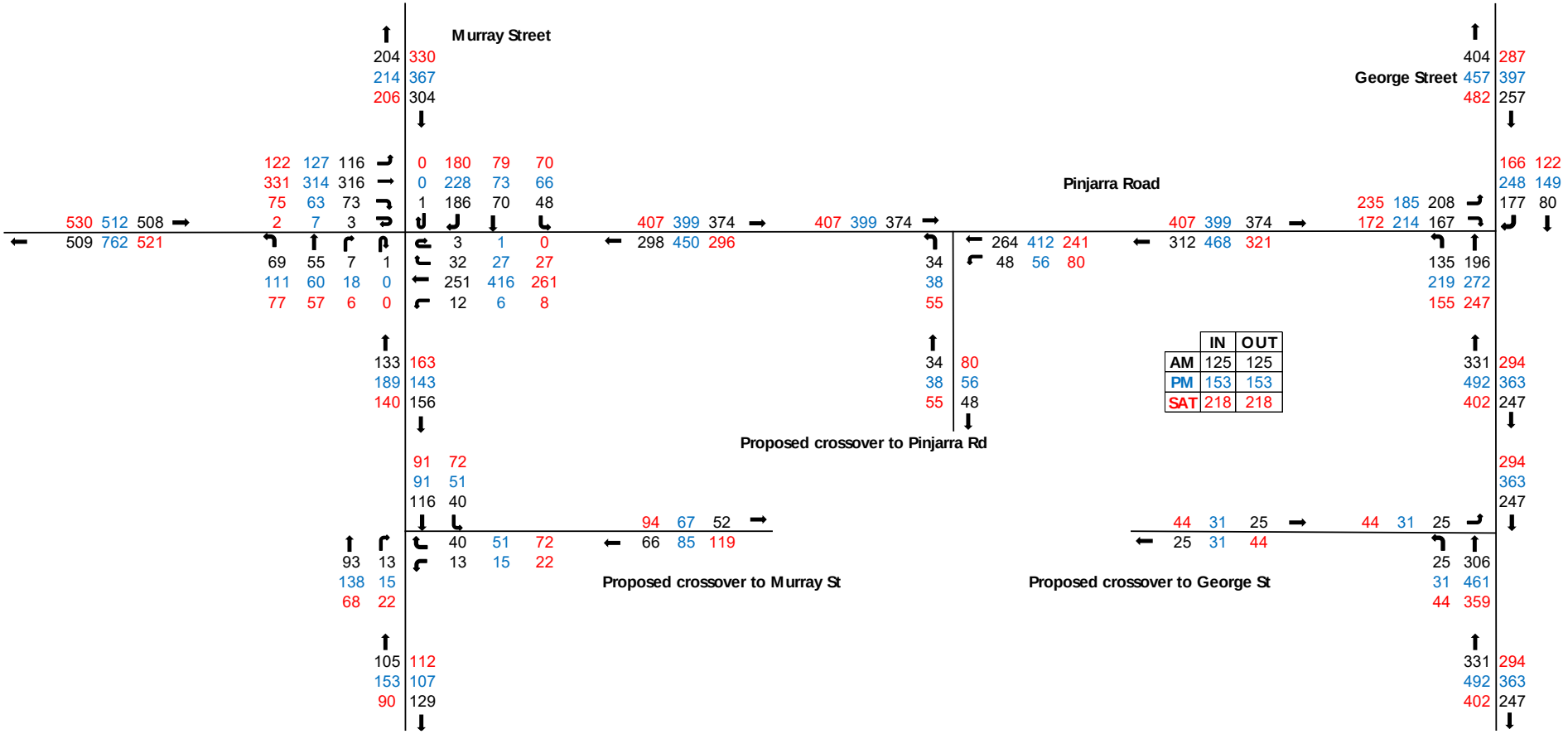


Figure 11: 2027 traffic volumes, AM, PM and Saturday mid-day peak hours

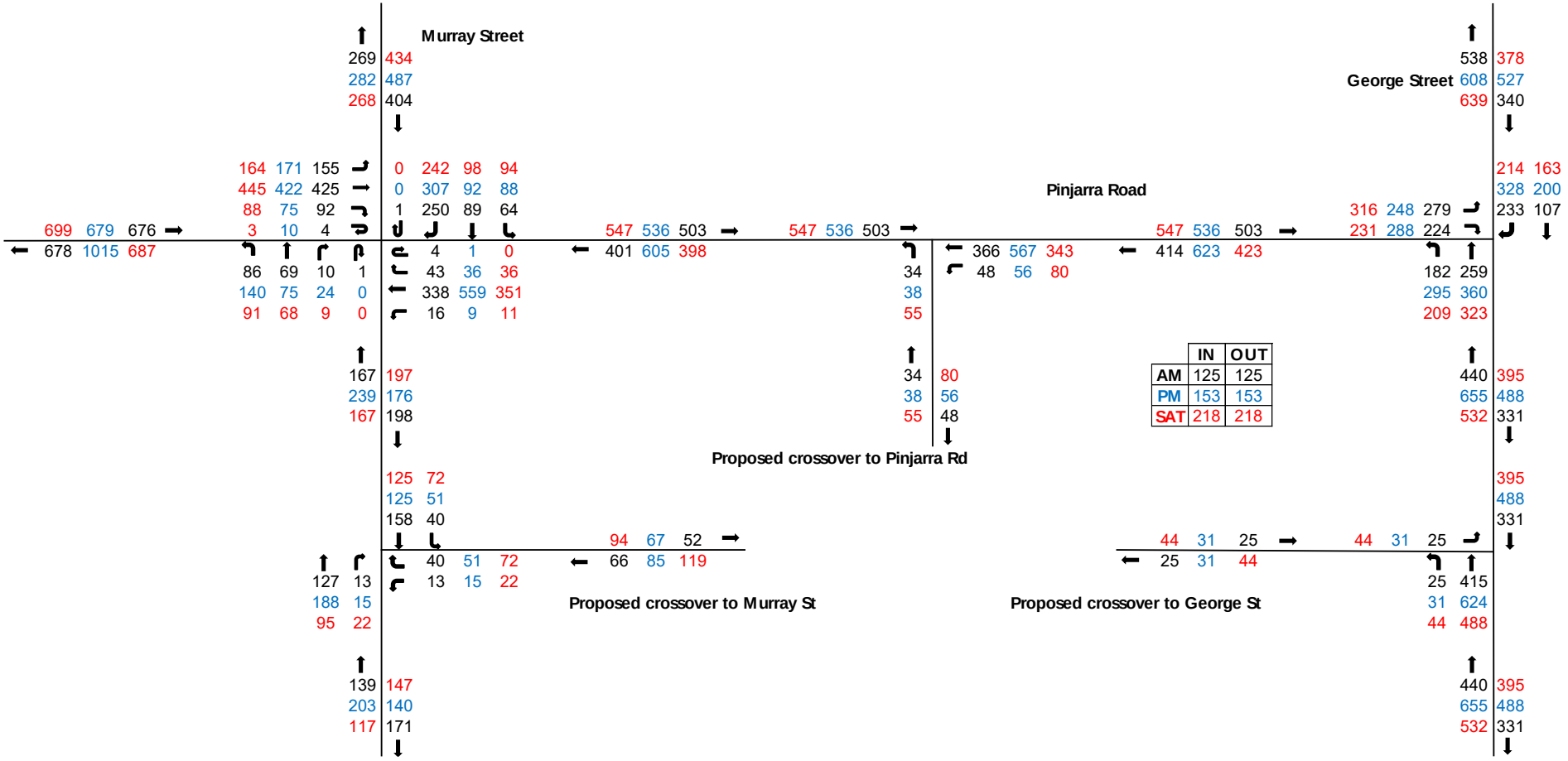


Figure 12: 2037 traffic volumes, AM, PM and Saturday mid-day peak hours

5.5 Analysis of Local Intersections & Crossovers

The development crossover on Pinjarra Road, George Street and Murray Street as well as intersections of Pinjarra Road with George Street and Murray Street have been analysed in SIDRA Network computer software package, for existing, 2027 and 2037 peak hours.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

Figure 13 illustrates the network layout modelled in SIDRA for year 2027 and 2037 with full development of the site.

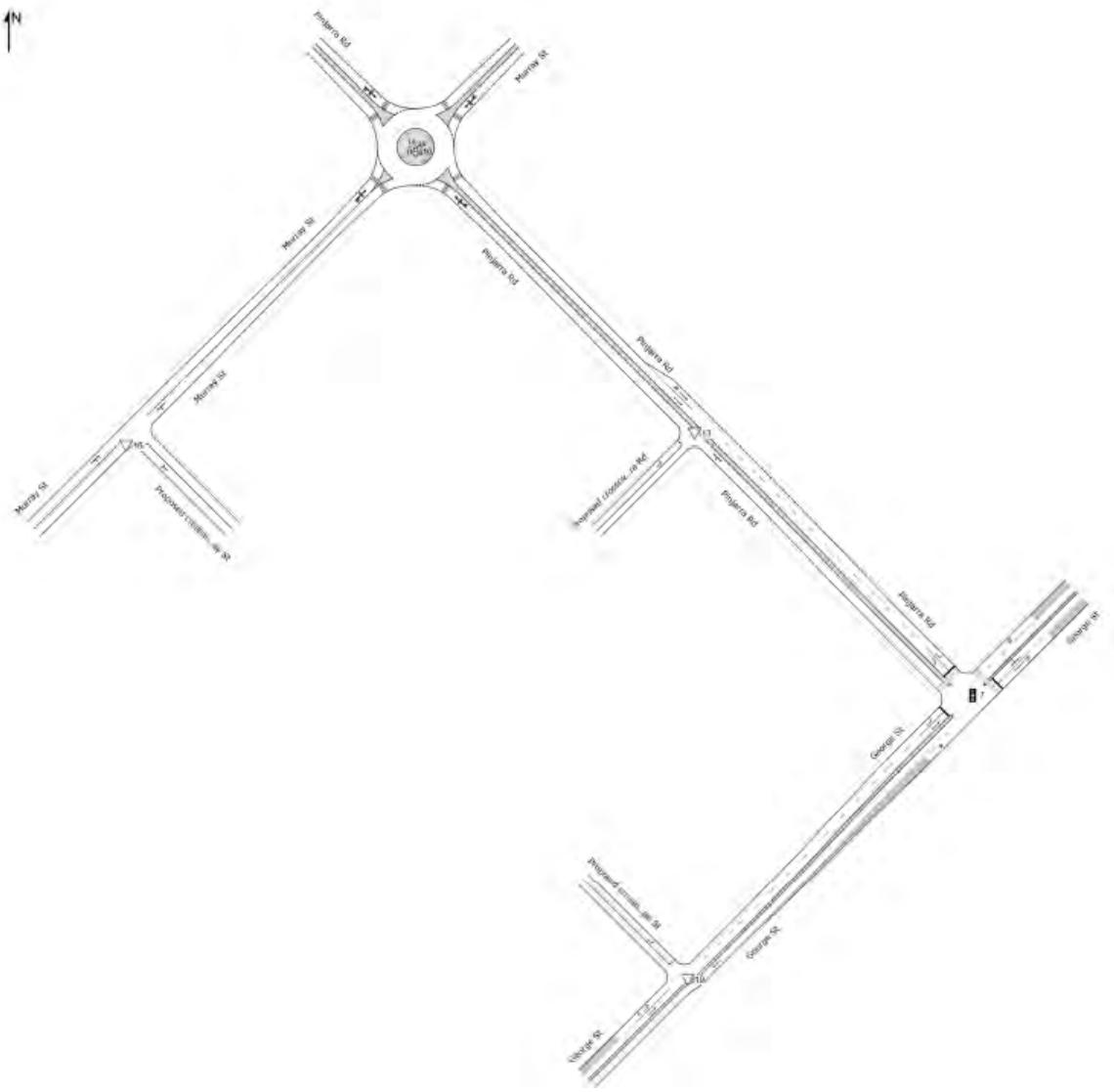


Figure 13: SIDRA network layout

The SIDRA analysis has been undertaken in accordance with current MRWA operational modelling guidelines including separate input of different classes of heavy vehicles and the parameters specified by MRWA for those vehicle classes.

The results of the SIDRA analysis are summarised in **Appendix C**.

Signalised intersection of Pinjarra Road/George Street

The SIDRA analysis for the Pinjarra Road/George Street intersection shows that this intersection currently operates satisfactorily and within capacity with overall LOS B or C for all assessed peak hours. In 2027 with development traffic and background traffic growth, the signalised intersection would continue to operate with levels of service B and C during the assessed peak hours. The analysis reported average delays mostly under 27 seconds and manageable queues, indicating generally smooth traffic flow. By 2037, the intersection is reported to sustain acceptable service levels overall (LoS of C), however,

certain movements are reported with longer delays and increased queue lengths as anticipated.

Roundabout intersection of Pinjarra Road/Murray Street

The SIDRA analysis for the Pinjarra Road/Murray Street roundabout intersection indicates that this intersection currently operates satisfactorily and within capacity with overall LOS A for all assessed peak hours. In 2027 and with the additional traffic from the development and growth in background traffic the intersection is reported to continue to operate efficiently during the peak hours, achieving LOS of A for all assessed peak hours. Average vehicle delays are generally reported about 7 seconds, with maximum queue lengths remaining below 35 meters, which indicates smooth traffic flow and minimal congestion.

For year 2037, the roundabout is projected to operate with an LOS of A or B . Although some approaches are reported to entail slightly longer delays and increased queue lengths compared to 2027, these are within manageable levels.

Overall, the roundabout is projected to sustain a strong level of performance, ensuring consistent and efficient traffic movements during the peak periods.

Development crossovers

The SIDRA analysis shows that in 2027 and 2037, the crossovers will operate efficiently during peak periods, consistently achieving LOS A for all assessed peak hours.

Average vehicle delays are generally low, mostly under 2 seconds, with minimum queue lengths (one vehicle), supporting smooth and efficient traffic flow and minimal congestion.

5.5.1 Network Operation

Relevant SIDRA network outputs were reviewed for the modelled peak hours to assess the operation of the proposed development crossovers and the nearby intersections as an integrated network.

As detailed in **Figure 14**, which represents the critical weekday PM peak hour, occasional queueing is anticipated from the signalised intersection and roundabout back to the crossovers. However, these queues are expected to clear quickly and will not impact the operational performance of the crossovers, particularly as these crossovers are proposed as left in/left out.

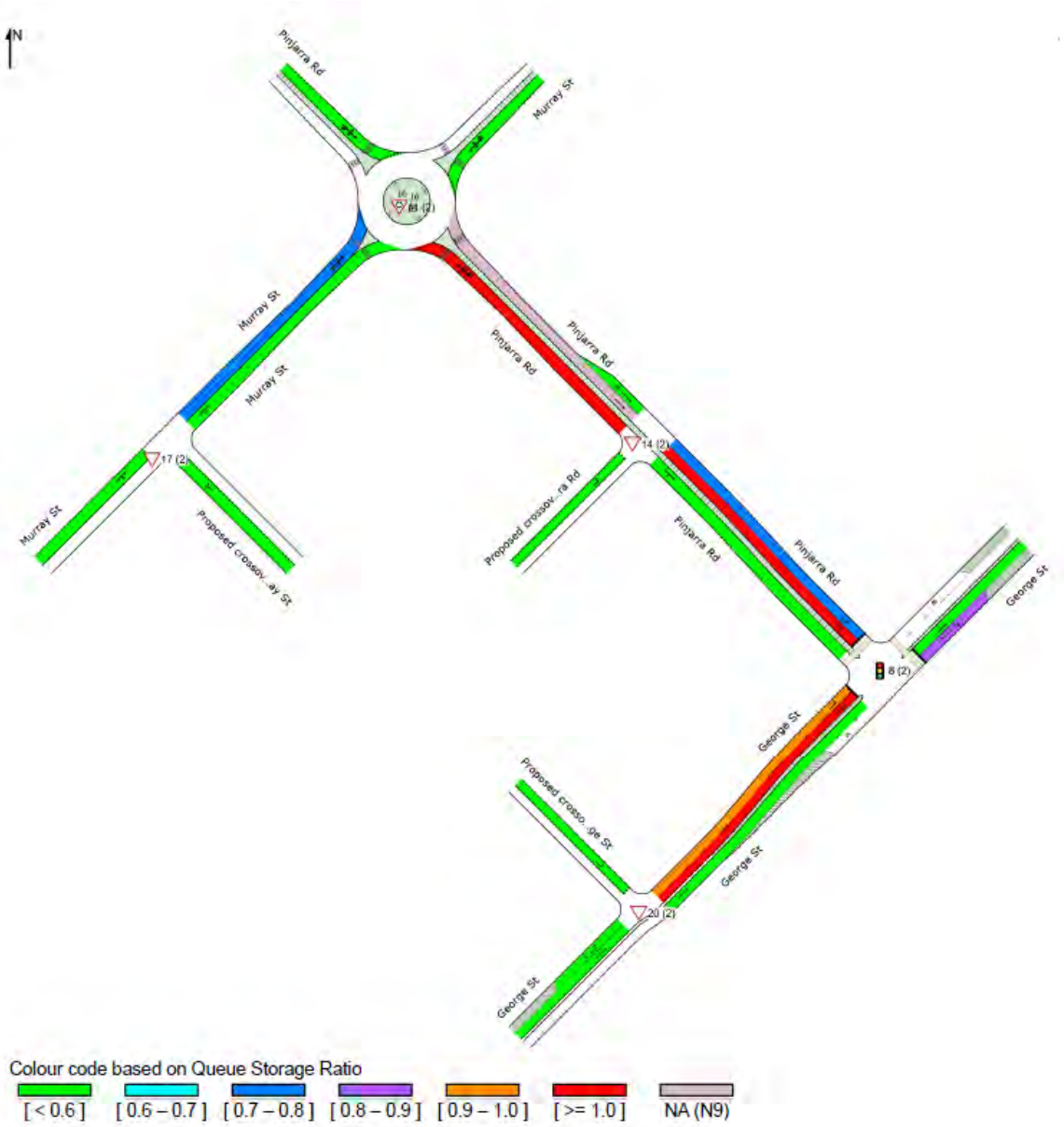


Figure 14: 2037 Queue Storage Ratio (Percentile) – Critical Weekday PM peak hour

5.6 Impact on Surrounding Roads and Neighbouring Areas

The WAPC Transport Impact Assessment Guidelines (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed development will not increase traffic on any lanes of the surrounding road network by more than 100 vehicles per hour. Therefore, the development will not elevate traffic flows at or above the WAPC threshold on most surrounding roads, negating the need for further detailed analysis.

5.7 Traffic Noise and Vibration

The WAPC's *State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning* requires assessment of noise impact on noise-sensitive developments when a road carries more than 20,000vpd in an urban area or 5,000vpd in a rural area.

The traffic generation of the proposed development will be around 3,240vpd and will not increase the traffic flows on any surrounding roads to anywhere near the abovementioned traffic thresholds, so no noise impacts on surrounding areas are anticipated.

5.8 Road Safety

Sight line assessment for commercial driveway in accordance with AS 2890.1 was undertaken for the George Street crossover. This assessment shows that one of the two on-street parking bays on George Street immediately to the south of crossover will need to be removed to facilitate sight line under the awning of the adjacent building. Please refer to SK27 in **Appendix B.**

Other potential safety issues identified by Main Roads are addressed by the revised Pinjarra Road and George Street crossovers and the revised SIDRA analysis.

6 Parking Assessment

Table II of LPS4 outlines the car parking standards for non-residential land uses. Refer **Table 5** below for an assessment of the proposed development against the LPS4 car parking provisions.

Table 5: 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	85
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	35*
		Total	95	120*

* Excludes two wait bays and drive through queuing bays

As outlined above, the proposed development provides a surplus of 25 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 potential 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 6** below.

Table 6: LPS4 Future Car Parking Assessment including Potential Future Use of Masonic Hall as Café/Restaurant

Land Use	LPS4 Parking Requirement	Proposed	Required Bays	Proposed Bays
Shop	*1 car parking space per 20m² GFA*	1,487.8m²	74.4	85
Liquor Store	*1 car parking space per 20m² GFA*	55.2m²	2.8	-
Take Away Food Outlet	*1 car parking space per 4 seats and 1 car parking space per 5m² of waiting area*	60 seats + 10m² waiting area	17	35*
Café/Restaurant	*1 car parking space per 4 seats and 1 car parking space per 5m² of waiting area*	*Assume* 50 seats + 10m² waiting area	14.5	-
		Total	109	120*

* 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 potential future use and/or development of the Masonic Hall site.

.

7 Queue Analysis

NSW Guidelines:

Section 5.8.1 of the New South Wales *Guide to Traffic Generating Developments* deals with the parking requirements for drive-in, take-away food outlets. This clause states that:

"An exclusive area for queuing of cars for a drive through is required (queue length of 5 to 12 cars measured from pick up point). There should also be a minimum of four car spaces for cars queued from the ordering point."

The proposed McDonald's proposes a two-lane drive through facility with two Customer Order Booths (COB). This facility merges into a single lane for payment and pickup. The proposed drive through facility entails provision of at least 15 car queuing capacity within the drive through facility including a combined queuing space for at least six cars at the COBs.

Accordingly, the proposed drive through facility meets and exceeds the NSW guide's recommended drive through queuing area provisions.

8 Public Transport Access

The existing bus services in this area have been noted in Section 3.5 of this report and will provide a satisfactory level of public transport accessibility to the site.

9 Pedestrian and Cyclist Access

The existing pedestrian facilities in this area have been noted in Section 3.6 of this report.

The Perth and Peel Long-Term Cycle Network is illustrated in **Figure 15** highlights the strategic importance of cycling infrastructure in the region. Within this network, Pinjarra Road is designated as a Primary route, while George Street is classified as a Secondary route. Both of these routes are adjacent to the proposed development, emphasizing their significance in promoting sustainable transportation options.

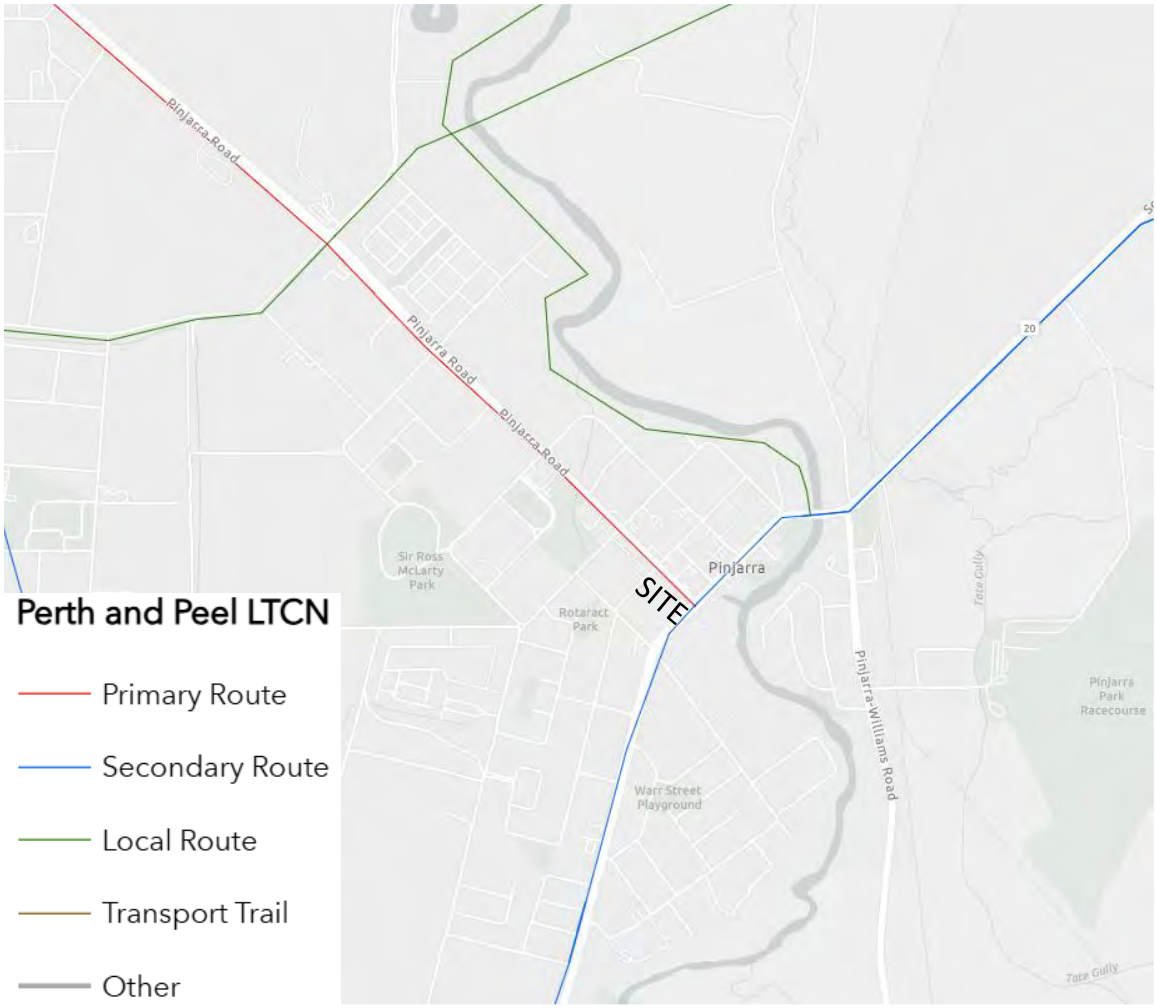


Figure 15: Extract from the Perth and Peel Long-Term Cycle Network (Department of Transport)

10 Conclusions

This Transport Impact Assessment (TIA) has been prepared by Transcore in relation to the proposed Aldi Store and McDonald's restaurant to be located at Multiple Lots – Pinjarra Road, George Street and Murray Street in Pinjarra Town Centre.

The subject site is primarily vacant, featuring an existing heritage building, the Masonic Hall, along Pinjarra Road. The potential future use of this heritage building and any future development plans related to it are not part of this Development Application.

The largest heavy vehicle expected to use the site is a 19.0m semi-trailer. Turn path analysis undertaken for a 19.0m semi-trailer, 10.0m service vehicle and B99 passenger vehicle demonstrates satisfactory entry, egress, and circulation within the site.

Access to and from the proposed development will be facilitated by new left-in/left-out crossovers on Pinjarra Road and George. The enforcement of left in-left out configuration is achieved by centre medians. Additionally, the development will be served by an existing full-movement crossovers on Murray Street.

The SIDRA Network analysis shows that the nearby intersections and proposed development crossovers would operate satisfactorily with good level of service and minimum delays and queues during the post development and 10 years post development scenarios.

The subject site has good connectivity to pedestrian footpaths, bicycle paths, and public transport networks in the surrounding area.

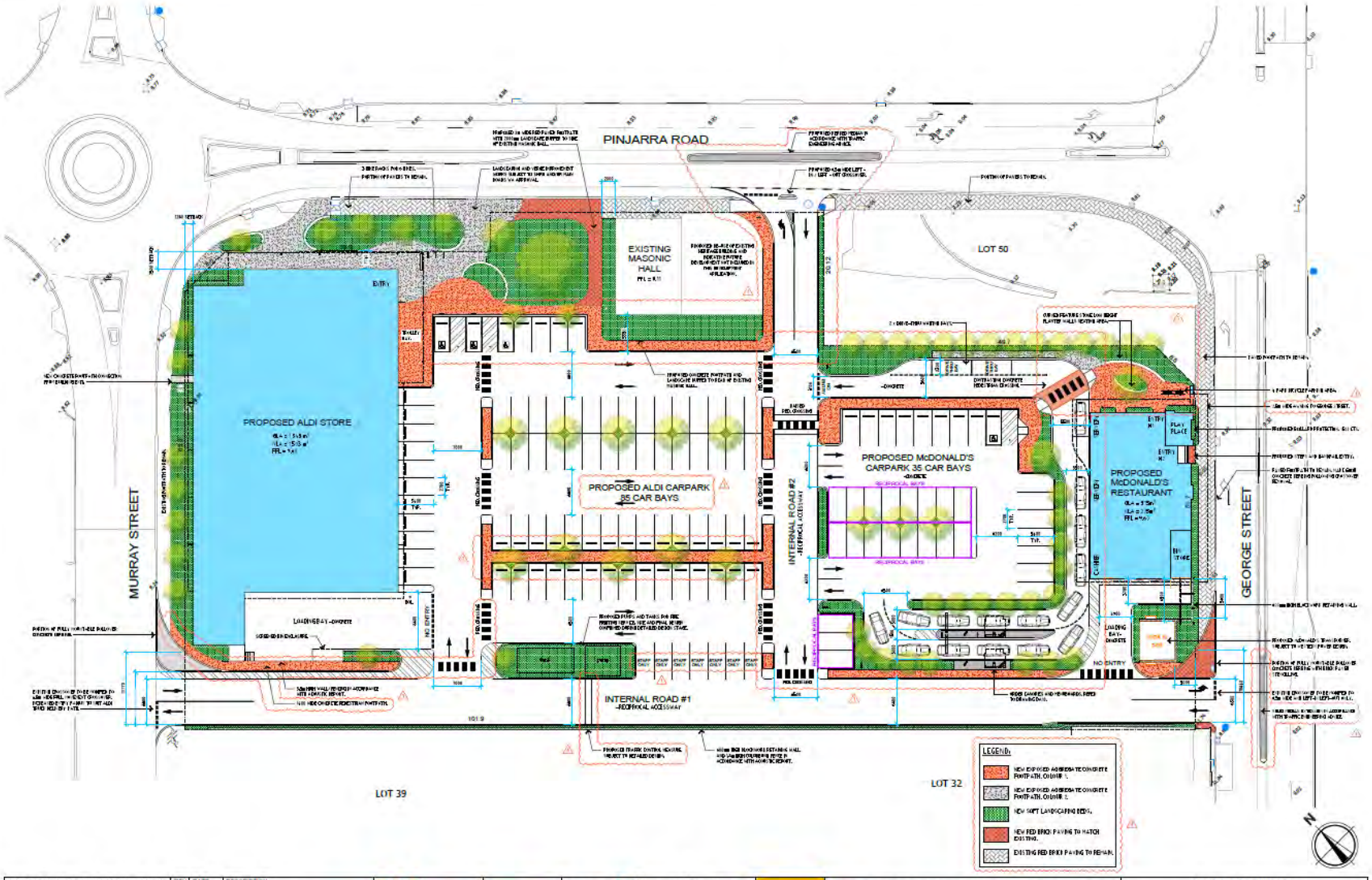
In conclusion, the findings of this Transport Impact Assessment support the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN

transcore

Engineering a better future for over 20 years!



REV	DATE	DESCRIPTION
1	15/10/25	AMENDED AS CLOUDED

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ALDI

Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-02
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 1

Appendix B

TURN PATH ANALYSIS

Engineering a better future for over 20 years!

McDonald's and Aldi Development Proposal Pinjarra Town Centre

Austroads 2023: 19m Semi-Trailer

Aldi's Loading Bay Entry

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.321.sk29

12/11/2025

Scale: 1:500 @ A3

transcore

McDonald's and Aldi Development Proposal Pinjarra Town Centre

Austroads 2023: 19m Semi-Trailer

Aldi's Loading Bay Exit

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.321.sk30

12/11/2025

Scale: 1:500 @ A3

transcore

McDonald's and Aldi Development Proposal Pinjarra Town Centre

10m Service Vehicle

McDonald's Loading Bay Entry

LEGEND

Vehicle Body

Wheel Path

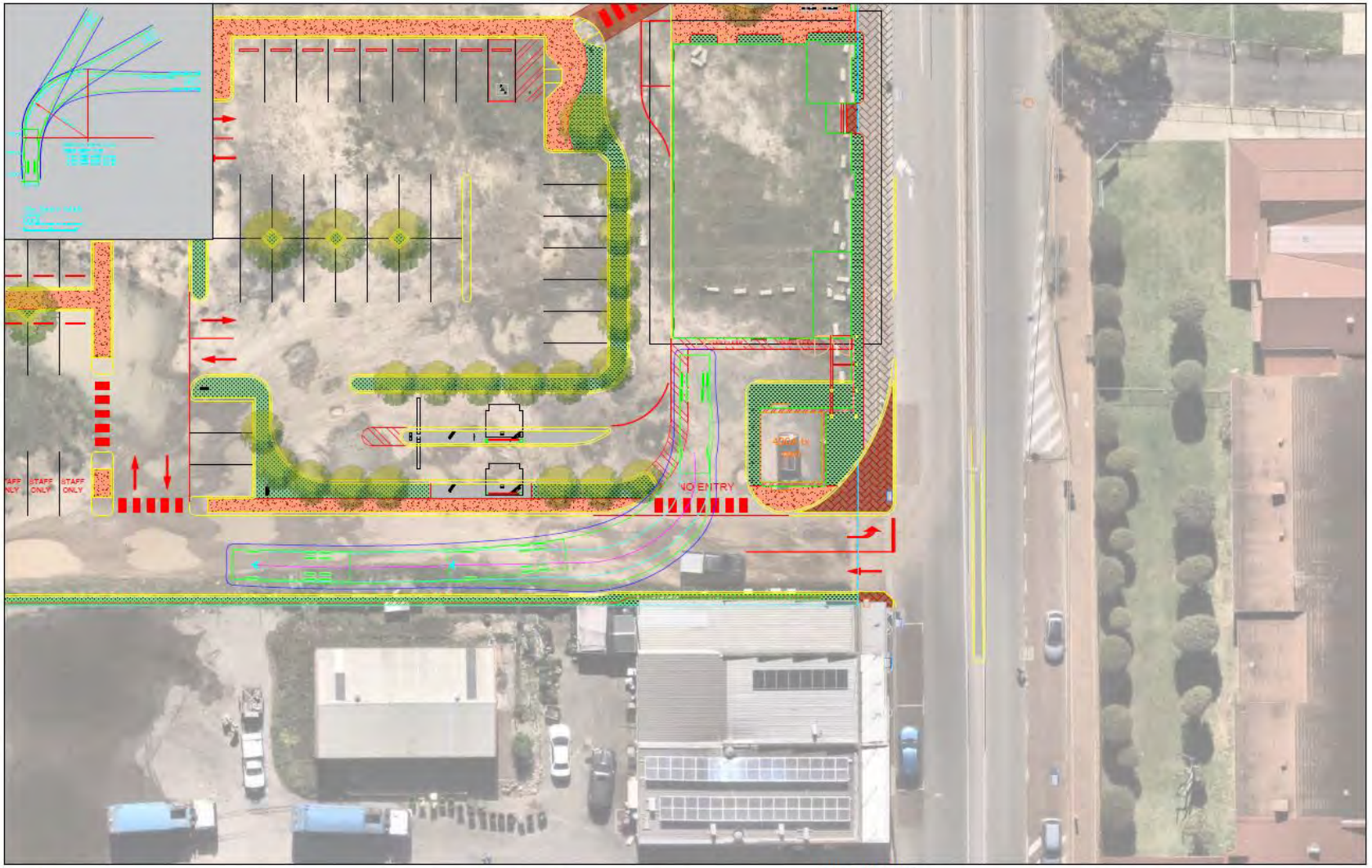
500mm Clearance

t24.321.sk31

12/11/2025

Scale: 1:300 @ A3

transcore



McDonald's and Aldi Development Proposal Pinjarra Town Centre

10m Service Vehicle

McDonald's Loading Bay Exit

LEGEND

Vehicle Body

Wheel Path

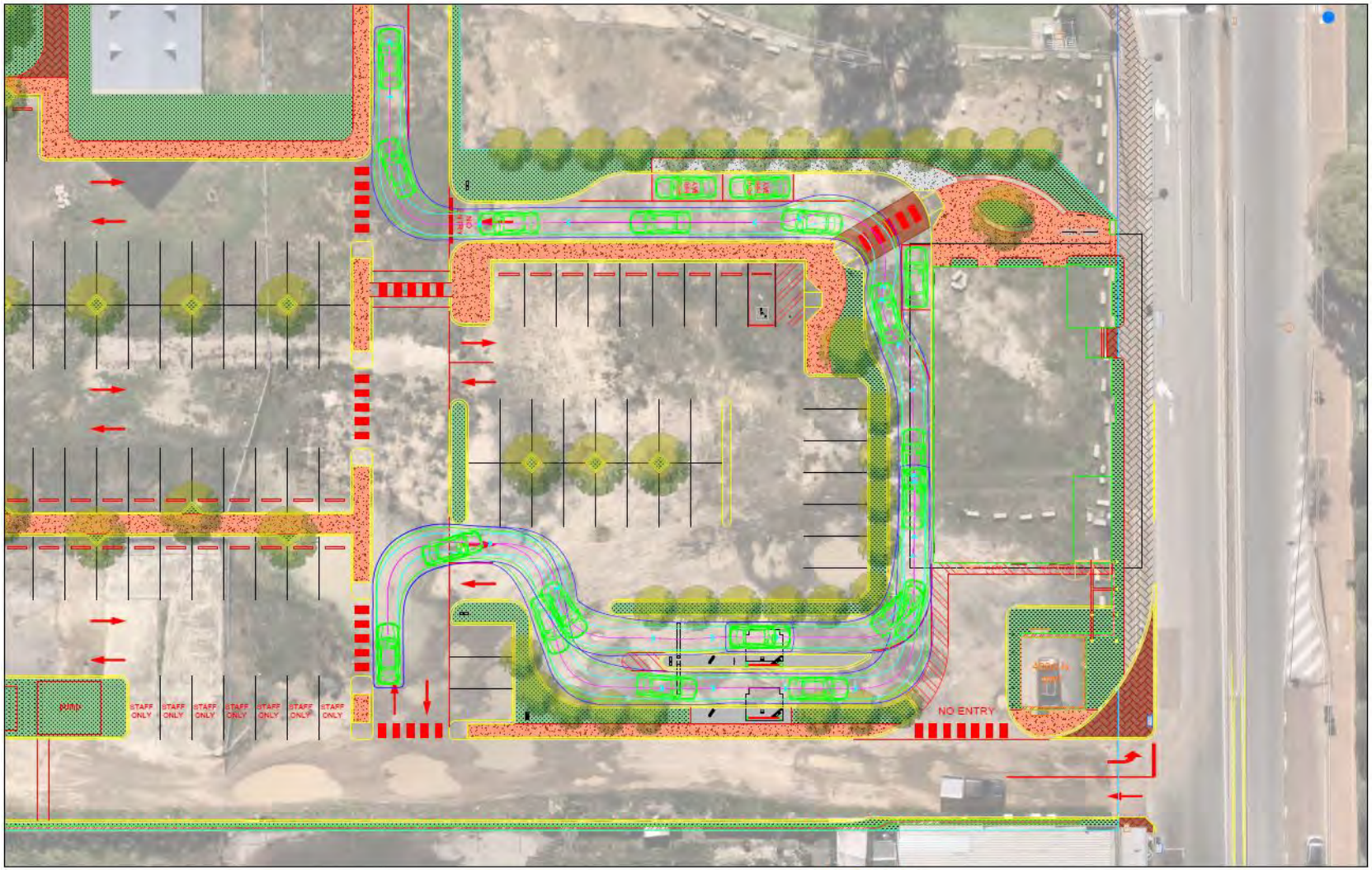
500mm Clearance

t24.321.sk32

12/11/2025

Scale: 1:300 @ A3

transcore



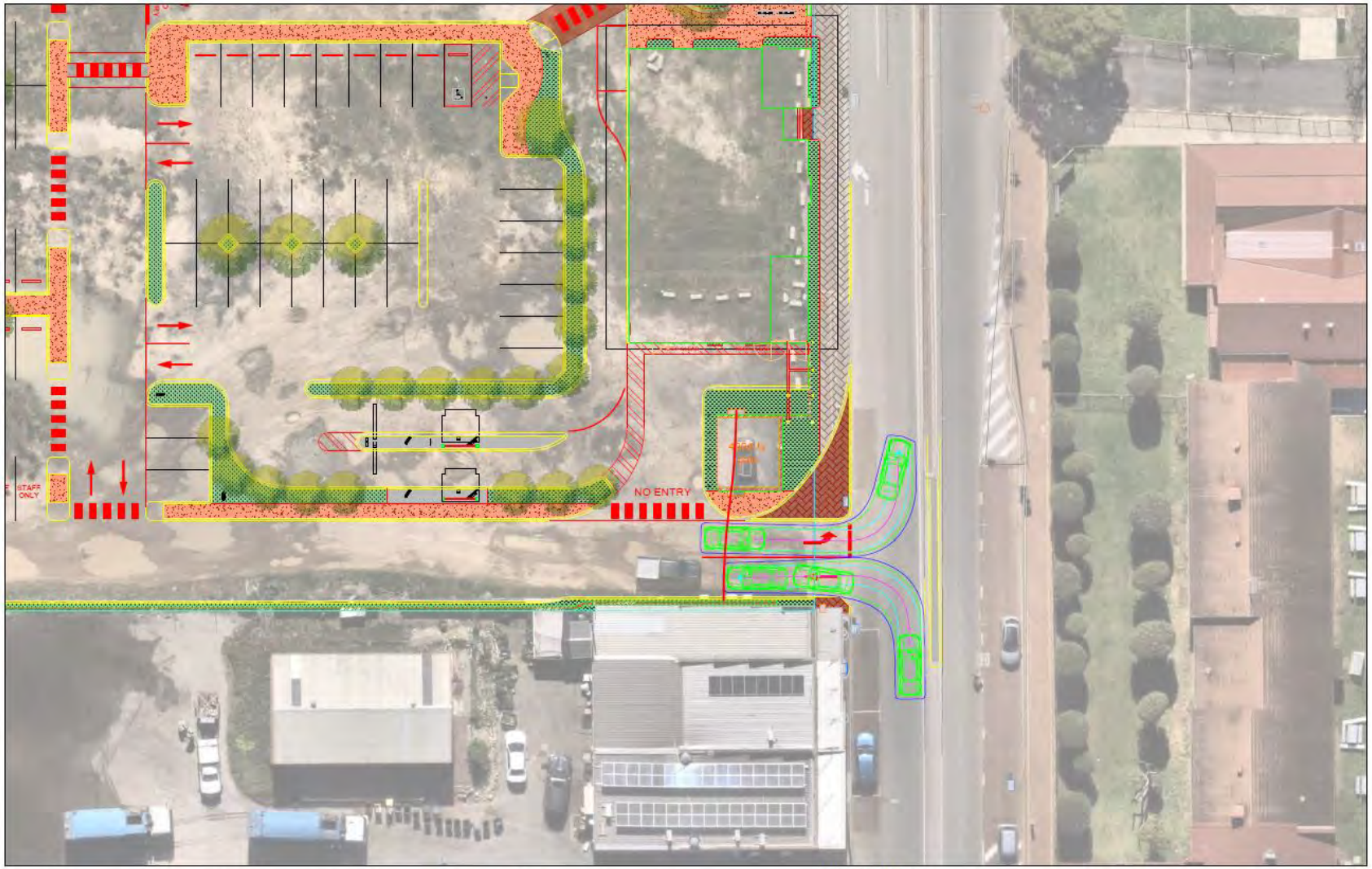
McDonald's and Aldi Development Proposal Pinjarra Town Centre

Austroads 2023: B99 Passenger Car
McDonald's Drive Through Circulation

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.321.sk33
12/11/2025
Scale: 1:300 @ A3

transcore



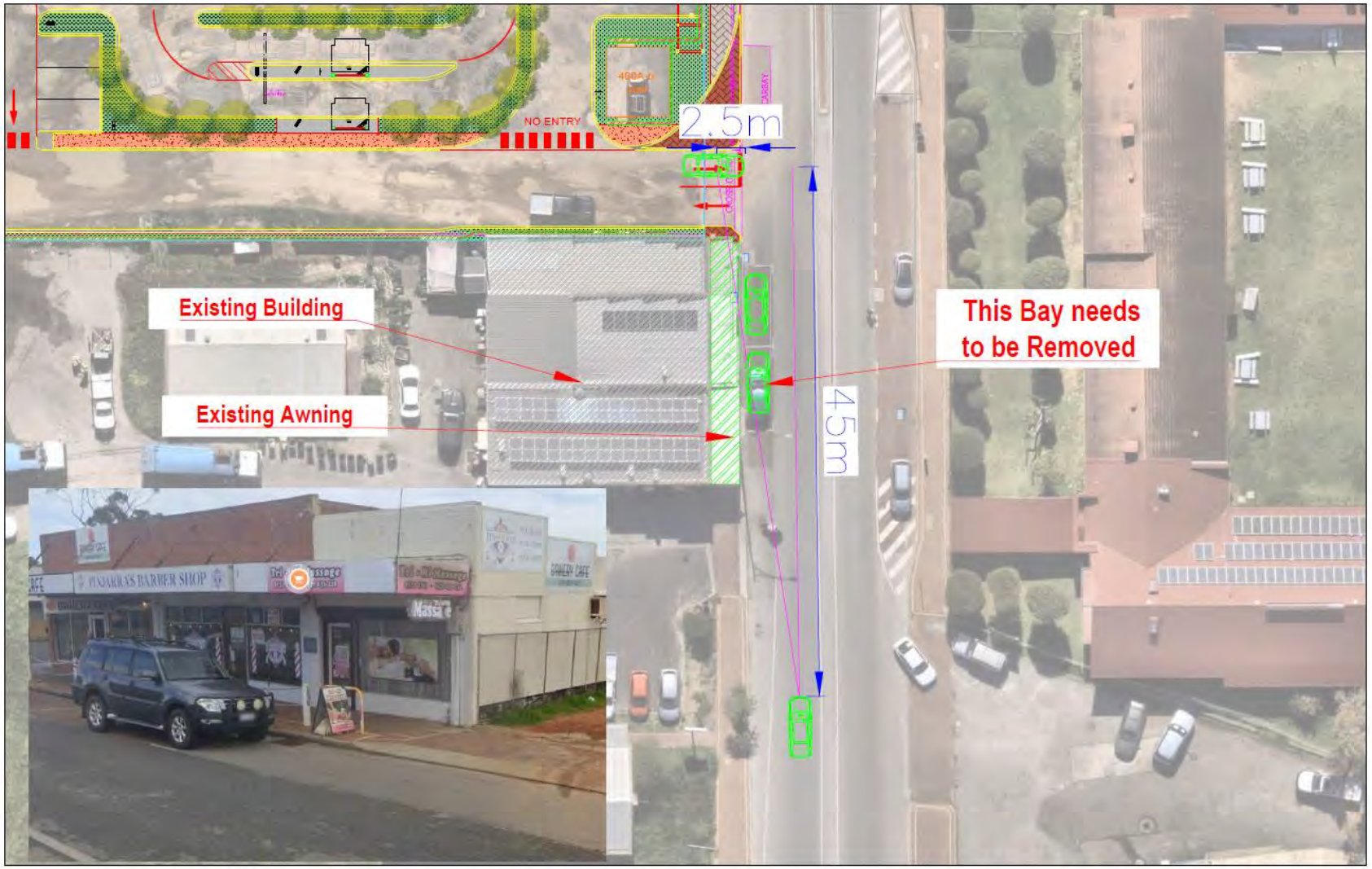
McDonald's and Aldi Development Proposal Pinjarra Town Centre

Austroads 2023: B99 Passenger Car
Simultaneous Turns at George Street Crossover

LEGEND
Vehicle Body
Wheel Path
300mm Clearance

t24.321.sk34
12/11/2025
Scale: 1:300 @ A3

transcore



McDonald's and Aldi Development Proposal Pinjarra Town Centre

Australian Standard2890.1: Sight Distance at Access Driveway Exits

Frontage Road Speed: 50 km/h

t24.321.sk27

11/11/2025

Scale: 1:300 @ A3

Appendix C

SIDRA ANALYSIS

Engineering a better future for over 20 years!

Existing

MOVEMENT SUMMARY

Site: [1] Pinjarra Rd & George St - Existing - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 66.0 seconds (Site User-Given Phase Times)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	79	11.4	79	11.4	0.082	7.5	LOS A	1.2	9.8	0.48	0.38	0.48	40.7
26	R2	All MCs	162	11.4	162	11.4	*0.545	31.3	LOS C	5.0	42.3	0.96	0.79	0.96	24.0
Approach			241	11.4	241	11.4	0.545	23.5	LOS C	5.0	42.3	0.80	0.66	0.80	30.0
NorthWest: Pinjarra Rd															
27	L2	All MCs	206	10.4	206	10.4	0.232	14.1	LOS B	3.6	29.2	0.57	0.70	0.57	33.2
29	R2	All MCs	165	10.4	165	10.4	*0.383	27.1	LOS C	4.5	37.1	0.87	0.78	0.87	30.7
Approach			372	10.4	372	10.4	0.383	19.9	LOS B	4.5	37.1	0.70	0.74	0.70	32.0
SouthWest: George St															
30	L2	All MCs	134	9.1	134	9.1	0.128	9.8	LOS A	1.7	14.0	0.42	0.65	0.42	39.7
5	T1	All MCs	181	9.1	181	9.1	*0.365	22.0	LOS C	4.8	39.3	0.84	0.73	0.84	35.1
Approach			315	9.1	315	9.1	0.365	16.8	LOS B	4.8	39.3	0.66	0.69	0.66	36.3
All Vehicles			927	10.2	927	10.2	0.545	19.8	LOS B	5.0	42.3	0.71	0.70	0.71	33.0

MOVEMENT SUMMARY

Site: [4] Pinjarra Rd & Murray St - Existing - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	12	7.5	12	7.5	0.306	5.2	LOS A	1.6	12.8	0.44	0.56	0.44	16.4
2	T1	All MCs	249	7.5	249	7.5	0.306	5.2	LOS A	1.6	12.8	0.44	0.56	0.44	43.7
3	R2	All MCs	32	7.5	32	7.5	0.306	9.3	LOS A	1.6	12.8	0.44	0.56	0.44	42.9
3u	U	All MCs	3	7.5	3	7.5	0.306	11.0	LOS B	1.6	12.8	0.44	0.56	0.44	33.5
Approach			296	7.5	296	7.5	0.306	5.7	LOS A	1.6	12.8	0.44	0.56	0.44	42.6
NorthEast: Murray St															
4	L2	All MCs	47	9.1	47	9.1	0.320	5.9	LOS A	1.9	15.5	0.62	0.65	0.62	40.9
5	T1	All MCs	56	9.1	56	9.1	0.320	5.9	LOS A	1.9	15.5	0.62	0.65	0.62	27.7
6	R2	All MCs	184	9.1	184	9.1	0.320	10.0	LOS B	1.9	15.5	0.62	0.65	0.62	43.8
6u	U	All MCs	1	9.1	1	9.1	0.320	11.7	LOS B	1.9	15.5	0.62	0.65	0.62	43.8
Approach			288	9.1	288	9.1	0.320	8.5	LOS A	1.9	15.5	0.62	0.65	0.62	40.4
NorthWest: Pinjarra Rd															
7	L2	All MCs	115	10.4	115	10.4	0.376	3.8	LOS A	2.7	21.7	0.33	0.42	0.33	45.9
8	T1	All MCs	314	10.4	314	10.4	0.376	3.8	LOS A	2.7	21.7	0.33	0.42	0.33	44.0
9	R2	All MCs	53	10.4	53	10.4	0.376	7.9	LOS A	2.7	21.7	0.33	0.42	0.33	28.2
9u	U	All MCs	3	10.4	3	10.4	0.376	9.6	LOS A	2.7	21.7	0.33	0.42	0.33	45.6
Approach			484	10.4	484	10.4	0.376	4.3	LOS A	2.7	21.7	0.33	0.42	0.33	42.3
SouthWest: Murray St															
10	L2	All MCs	48	9.1	48	9.1	0.114	5.8	LOS A	0.7	5.3	0.60	0.58	0.60	42.3
11	T1	All MCs	41	9.1	41	9.1	0.114	5.8	LOS A	0.7	5.3	0.60	0.58	0.60	42.7
12	R2	All MCs	7	9.1	7	9.1	0.114	9.9	LOS A	0.7	5.3	0.60	0.58	0.60	24.4
12u	U	All MCs	1	9.1	1	9.1	0.114	11.6	LOS B	0.7	5.3	0.60	0.58	0.60	11.6
Approach			98	9.1	98	9.1	0.114	6.2	LOS A	0.7	5.3	0.60	0.58	0.60	41.8
All Vehicles			1166	9.2	1166	9.2	0.376	5.8	LOS A	2.7	21.7	0.45	0.52	0.45	41.7

MOVEMENT SUMMARY

Site: [2] Pinjarra Rd & George St - Existing - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 74.0 seconds (Site User-Given Phase Times)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	147	11.4	147	11.4	0.141	10.2	LOS B	2.3	19.1	0.45	0.37	0.45	40.9
26	R2	All MCs	228	11.4	228	11.4	*0.739	39.6	LOS D	8.5	72.2	0.99	0.92	1.14	22.5
Approach			376	11.4	376	11.4	0.739	28.1	LOS C	8.5	72.2	0.78	0.70	0.87	29.0
NorthWest: Pinjarra Rd															
27	L2	All MCs	183	10.4	183	10.4	0.207	15.3	LOS B	3.5	28.7	0.56	0.70	0.56	32.7
29	R2	All MCs	213	10.4	213	10.4	*0.552	32.7	LOS C	7.0	57.4	0.93	0.81	0.93	28.6
Approach			396	10.4	396	10.4	0.552	24.7	LOS C	7.0	57.4	0.76	0.76	0.76	30.4
SouthWest: George St															
30	L2	All MCs	218	9.1	218	9.1	0.214	11.2	LOS B	3.4	28.1	0.46	0.68	0.46	38.5
5	T1	All MCs	253	9.1	253	9.1	*0.472	23.9	LOS C	7.5	62.0	0.86	0.75	0.86	34.5
Approach			471	9.1	471	9.1	0.472	18.1	LOS B	7.5	62.0	0.67	0.72	0.67	35.6
All Vehicles			1242	10.2	1242	10.2	0.739	23.2	LOS C	8.5	72.2	0.73	0.73	0.76	31.8

MOVEMENT SUMMARY

Site: [5] Pinjarra Rd & Murray St - Existing - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	6	7.5	6	7.5	0.473	5.8	LOS A	3.0	23.4	0.52	0.60	0.52	16.2
2	T1	All MCs	413	7.5	413	7.5	0.473	5.8	LOS A	3.0	23.4	0.52	0.60	0.52	43.5
3	R2	All MCs	26	7.5	26	7.5	0.473	9.9	LOS A	3.0	23.4	0.52	0.60	0.52	42.7
3u	U	All MCs	1	7.5	1	7.5	0.473	11.6	LOS B	3.0	23.4	0.52	0.60	0.52	33.0
Approach			446	7.5	446	7.5	0.473	6.1	LOS A	3.0	23.4	0.52	0.60	0.52	43.1
NorthEast: Murray St															
4	L2	All MCs	65	9.1	65	9.1	0.384	6.0	LOS A	2.5	19.5	0.64	0.66	0.64	40.7
5	T1	All MCs	55	9.1	55	9.1	0.384	6.0	LOS A	2.5	19.5	0.64	0.66	0.64	27.7
6	R2	All MCs	226	9.1	226	9.1	0.384	10.1	LOS B	2.5	19.5	0.64	0.66	0.64	43.7
6u	U	All MCs	1	9.1	1	9.1	0.384	11.9	LOS B	2.5	19.5	0.64	0.66	0.64	43.7
Approach			347	9.1	347	9.1	0.384	8.7	LOS A	2.5	19.5	0.64	0.66	0.64	40.8
NorthWest: Pinjarra Rd															
7	L2	All MCs	126	10.4	126	10.4	0.378	3.8	LOS A	2.8	22.5	0.35	0.42	0.35	45.9
8	T1	All MCs	312	10.4	312	10.4	0.378	3.8	LOS A	2.8	22.5	0.35	0.42	0.35	43.9
9	R2	All MCs	36	10.4	36	10.4	0.378	7.9	LOS A	2.8	22.5	0.35	0.42	0.35	28.1
9u	U	All MCs	7	10.4	7	10.4	0.378	9.6	LOS A	2.8	22.5	0.35	0.42	0.35	45.5
Approach			481	10.4	481	10.4	0.378	4.2	LOS A	2.8	22.5	0.35	0.42	0.35	43.1
SouthWest: Murray St															
10	L2	All MCs	83	9.1	83	9.1	0.203	8.0	LOS A	1.4	11.0	0.76	0.67	0.76	40.4
11	T1	All MCs	42	9.1	42	9.1	0.203	8.1	LOS A	1.4	11.0	0.76	0.67	0.76	40.8
12	R2	All MCs	18	9.1	18	9.1	0.203	12.1	LOS B	1.4	11.0	0.76	0.67	0.76	20.3
12u	U	All MCs	1	9.1	1	9.1	0.203	13.9	LOS B	1.4	11.0	0.76	0.67	0.76	11.0
Approach			144	9.1	144	9.1	0.203	8.6	LOS A	1.4	11.0	0.76	0.67	0.76	39.5
All Vehicles			1419	9.0	1419	9.0	0.473	6.3	LOS A	3.0	23.4	0.52	0.56	0.52	42.1

MOVEMENT SUMMARY

Site: [3] Pinjarra Rd & George St - Existing - SAT (Existing)
Network: [3] SAT (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 65.0 seconds (Site User-Given Phase Times)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	121	11.4	121	11.4	0.445	7.8	LOS A	4.3	36.3	0.53	0.43	0.53	40.0
26	R2	All MCs	140	11.4	140	11.4	*0.445	30.0	LOS C	4.3	36.3	0.92	0.78	0.92	24.7
Approach			261	11.4	261	11.4	0.445	19.7	LOS B	4.3	36.3	0.74	0.62	0.74	32.5
NorthWest: Pinjarra Rd															
27	L2	All MCs	234	10.4	234	10.4	0.252	13.3	LOS B	3.9	31.5	0.55	0.70	0.55	33.6
29	R2	All MCs	171	10.4	171	10.4	*0.389	26.6	LOS C	4.6	37.6	0.87	0.78	0.87	30.9
Approach			404	10.4	404	10.4	0.389	18.9	LOS B	4.6	37.6	0.68	0.73	0.68	32.4
SouthWest: George St															
30	L2	All MCs	154	9.1	154	9.1	0.152	10.4	LOS B	2.1	17.0	0.45	0.66	0.45	39.2
5	T1	All MCs	220	9.1	220	9.1	*0.488	23.9	LOS C	6.1	50.3	0.89	0.77	0.89	34.5
Approach			374	9.1	374	9.1	0.488	18.4	LOS B	6.1	50.3	0.71	0.72	0.71	35.6
All Vehicles			1039	10.2	1039	10.2	0.488	18.9	LOS B	6.1	50.3	0.71	0.70	0.71	33.6

MOVEMENT SUMMARY

Site: [6] Pinjarra Rd & Murray St - Existing - SAT (Existing)
Network: [3] SAT (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	8	7.5	8	7.5	0.299	5.0	LOS A	1.6	12.5	0.43	0.54	0.43	16.4
2	T1	All MCs	259	7.5	259	7.5	0.299	5.0	LOS A	1.6	12.5	0.43	0.54	0.43	43.9
3	R2	All MCs	26	7.5	26	7.5	0.299	9.1	LOS A	1.6	12.5	0.43	0.54	0.43	43.0
3u	U	All MCs	1	7.5	1	7.5	0.299	10.9	LOS B	1.6	12.5	0.43	0.54	0.43	33.8
Approach			295	7.5	295	7.5	0.299	5.4	LOS A	1.6	12.5	0.43	0.54	0.43	43.0
NorthEast: Murray St															
4	L2	All MCs	69	9.1	69	9.1	0.334	5.9	LOS A	2.0	16.2	0.61	0.65	0.61	41.0
5	T1	All MCs	54	9.1	54	9.1	0.334	5.9	LOS A	2.0	16.2	0.61	0.65	0.61	27.8
6	R2	All MCs	179	9.1	179	9.1	0.334	10.0	LOS B	2.0	16.2	0.61	0.65	0.61	43.9
6u	U	All MCs	1	9.1	1	9.1	0.334	11.7	LOS B	2.0	16.2	0.61	0.65	0.61	43.9
Approach			303	9.1	303	9.1	0.334	8.3	LOS A	2.0	16.2	0.61	0.65	0.61	40.5
NorthWest: Pinjarra Rd															
7	L2	All MCs	121	10.4	121	10.4	0.367	3.6	LOS A	2.6	21.1	0.28	0.40	0.28	46.1
8	T1	All MCs	328	10.4	328	10.4	0.367	3.6	LOS A	2.6	21.1	0.28	0.40	0.28	44.3
9	R2	All MCs	37	10.4	37	10.4	0.367	7.7	LOS A	2.6	21.1	0.28	0.40	0.28	28.3
9u	U	All MCs	2	10.4	2	10.4	0.367	9.5	LOS A	2.6	21.1	0.28	0.40	0.28	45.7
Approach			488	10.4	488	10.4	0.367	4.0	LOS A	2.6	21.1	0.28	0.40	0.28	43.3
SouthWest: Murray St															
10	L2	All MCs	39	9.1	39	9.1	0.090	5.7	LOS A	0.5	4.1	0.59	0.58	0.59	42.4
11	T1	All MCs	32	9.1	32	9.1	0.090	5.7	LOS A	0.5	4.1	0.59	0.58	0.59	42.8
12	R2	All MCs	6	9.1	6	9.1	0.090	9.8	LOS A	0.5	4.1	0.59	0.58	0.59	24.5
12u	U	All MCs	1	9.1	1	9.1	0.090	11.5	LOS B	0.5	4.1	0.59	0.58	0.59	11.6
Approach			78	9.1	78	9.1	0.090	6.1	LOS A	0.5	4.1	0.59	0.58	0.59	41.8
All Vehicles			1164	9.2	1164	9.2	0.367	5.6	LOS A	2.6	21.1	0.43	0.51	0.43	42.3

2027

MOVEMENT SUMMARY

Site: [19] Proposed crossover to George St - 2027 - AM (2027)

Network: [4] AM (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
5	T1	All MCs	260	11.5	260	11.5	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			260	11.5	260	11.5	0.152	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Proposed crossover to George St															
7	L2	All MCs	26	2.0	26	2.0	0.023	1.2	LOS A	0.1	0.6	0.38	0.23	0.38	16.1
Approach			26	2.0	26	2.0	0.023	1.2	LOS A	0.1	0.6	0.38	0.23	0.38	16.1
SouthWest: George St															
10	L2	All MCs	26	2.0	26	2.0	0.015	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.4
11	T1	All MCs	322	9.1	322	9.1	0.187	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			348	8.6	348	8.6	0.187	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.3
All Vehicles			635	9.5	635	9.5	0.187	0.3	NA	0.1	0.6	0.02	0.03	0.02	49.3

MOVEMENT SUMMARY

Site: [7] Pinjarra Rd & George St - 2027 - AM (2027)
Network: [4] AM (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 66.0 seconds (Site User-Given Phase Times)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	84	11.4	84	11.4	0.087	7.5	LOS A	1.2	10.5	0.49	0.39	0.49	34.6
26	R2	All MCs	186	11.4	186	11.4	*0.626	32.2	LOS C	5.9	50.2	0.97	0.84	1.03	23.7
Approach			271	11.4	271	11.4	0.626	24.6	LOS C	5.9	50.2	0.82	0.70	0.86	26.3
NorthWest: Pinjarra Rd															
27	L2	All MCs	219	10.4	219	10.4	0.246	13.6	LOS B	3.8	31.3	0.57	0.70	0.57	31.8
29	R2	All MCs	176	10.4	176	10.4	*0.407	26.7	LOS C	4.9	39.7	0.87	0.78	0.87	8.1
Approach			395	10.4	395	10.4	0.407	19.4	LOS B	4.9	39.7	0.71	0.74	0.71	25.1
SouthWest: George St															
30	L2	All MCs	142	9.1	142	9.1	0.136	9.4	LOS A	1.8	14.9	0.42	0.65	0.42	18.3
5	T1	All MCs	206	9.1	206	9.1	*0.416	22.2	LOS C	5.5	45.5	0.86	0.74	0.86	28.5
Approach			348	9.1	348	9.1	0.416	17.0	LOS B	5.5	45.5	0.68	0.70	0.68	27.3
All Vehicles			1014	10.2	1014	10.2	0.626	20.0	LOS B	5.9	50.2	0.73	0.72	0.74	26.2

MOVEMENT SUMMARY

Site: [10] Pinjarra Rd & Murray St - 2027 - AM (2027)
Network: [4] AM (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	13	7.5	13	7.5	0.342	5.6	LOS A	2.2	17.2	0.63	0.58	0.63	26.6
2	T1	All MCs	264	7.5	264	7.5	0.342	5.7	LOS A	2.2	17.2	0.63	0.58	0.63	42.4
3	R2	All MCs	34	7.5	34	7.5	0.342	9.7	LOS A	2.2	17.2	0.63	0.58	0.63	41.5
3u	U	All MCs	3	7.5	3	7.5	0.342	11.5	LOS B	2.2	17.2	0.63	0.58	0.63	26.6
Approach			314	7.5	314	7.5	0.342	6.2	LOS A	2.2	17.2	0.63	0.58	0.63	42.1
NorthEast: Murray St															
4	L2	All MCs	51	9.1	51	9.1	0.373	6.4	LOS A	2.4	18.9	0.67	0.67	0.67	40.6
5	T1	All MCs	74	9.1	74	9.1	0.373	6.4	LOS A	2.4	18.9	0.67	0.67	0.67	40.6
6	R2	All MCs	196	9.1	196	9.1	0.373	10.5	LOS B	2.4	18.9	0.67	0.67	0.67	43.6
6u	U	All MCs	1	9.1	1	9.1	0.373	12.2	LOS B	2.4	18.9	0.67	0.67	0.67	43.6
Approach			321	9.1	321	9.1	0.373	8.9	LOS A	2.4	18.9	0.67	0.67	0.67	42.8
NorthWest: Pinjarra Rd															
7	L2	All MCs	122	10.4	122	10.4	0.427	4.0	LOS A	3.2	25.4	0.39	0.44	0.39	45.7
8	T1	All MCs	333	10.4	333	10.4	0.427	4.0	LOS A	3.2	25.4	0.39	0.44	0.39	43.6
9	R2	All MCs	77	10.4	77	10.4	0.427	8.0	LOS A	3.2	25.4	0.39	0.44	0.39	43.6
9u	U	All MCs	3	10.4	3	10.4	0.427	9.8	LOS A	3.2	25.4	0.39	0.44	0.39	45.3
Approach			535	10.4	535	10.4	0.427	4.6	LOS A	3.2	25.4	0.39	0.44	0.39	44.3
SouthWest: Murray St															
10	L2	All MCs	73	9.1	73	9.1	0.172	6.0	LOS A	1.0	7.7	0.63	0.62	0.63	42.2
11	T1	All MCs	58	9.1	58	9.1	0.172	6.1	LOS A	1.0	7.7	0.63	0.62	0.63	42.6
12	R2	All MCs	7	9.1	7	9.1	0.172	10.1	LOS B	1.0	7.7	0.63	0.62	0.63	24.0
12u	U	All MCs	1	9.1	1	9.1	0.172	11.9	LOS B	1.0	7.7	0.63	0.62	0.63	24.0
Approach			139	9.1	139	9.1	0.172	6.3	LOS A	1.0	7.7	0.63	0.62	0.63	42.1
All Vehicles			1308	9.2	1308	9.2	0.427	6.2	LOS A	3.2	25.4	0.54	0.55	0.54	43.2

MOVEMENT SUMMARY

Site: [16] Proposed crossover to Murray St - 2027 - AM (2027)

Network: [4] AM (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Proposed crossover to Murray St															
7	L2	All MCs	14	2.0	14	2.0	0.052	0.4	LOS A	0.2	1.3	0.28	0.21	0.28	42.3
9	R2	All MCs	42	2.0	42	2.0	0.052	1.4	LOS A	0.2	1.3	0.28	0.21	0.28	16.3
Approach			56	2.0	56	2.0	0.052	1.1	LOS A	0.2	1.3	0.28	0.21	0.28	33.7
NorthEast: Murray St															
10	L2	All MCs	42	2.0	42	2.0	0.089	4.3	LOS A	0.0	0.0	0.00	0.14	0.00	36.5
11	T1	All MCs	122	9.1	122	9.1	0.089	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	48.6
Approach			164	7.3	164	7.3	0.089	1.1	NA	0.0	0.0	0.00	0.14	0.00	47.7
SouthWest: Murray St															
5	T1	All MCs	98	9.1	98	9.1	0.062	0.1	LOS A	0.1	0.7	0.08	0.10	0.08	48.8
6	R2	All MCs	14	2.0	14	2.0	0.062	5.1	LOS A	0.1	0.7	0.08	0.10	0.08	46.2
Approach			112	8.2	112	8.2	0.062	0.7	NA	0.1	0.7	0.08	0.10	0.08	48.4
All Vehicles			332	6.7	332	6.7	0.089	1.0	NA	0.2	1.3	0.07	0.14	0.07	46.8

MOVEMENT SUMMARY

Site: [13] Proposed crossover to Pinjarra Rd - 2027 - AM (2027)

Network: [4] AM (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
10	L2	All MCs	51	2.0	51	2.0	0.176	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	22.2
11	T1	All MCs	278	7.5	278	7.5	0.176	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	43.8
Approach			328	6.7	328	6.7	0.176	0.6	NA	0.0	0.0	0.00	0.08	0.00	36.9
NorthWest: Pinjarra Rd															
5	T1	All MCs	394	10.4	394	10.4	0.112	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach			394	10.4	394	10.4	0.112	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
SouthWest: Proposed crossover to Pinjarra Rd															
7	L2	All MCs	36	2.0	36	2.0	0.028	1.0	LOS A	0.1	1.0	0.35	0.19	0.35	16.4
Approach			36	2.0	36	2.0	0.028	1.0	LOS A	0.1	1.0	0.35	0.19	0.35	16.4
All Vehicles			758	8.4	758	8.4	0.176	0.3	NA	0.1	1.0	0.02	0.05	0.02	42.4

MOVEMENT SUMMARY

Site: [20] Proposed crossover to George St - 2027 - PM (2027)

Network: [5] PM (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
5	T1	All MCs	382	11.5	382	11.5	0.223	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			382	11.5	382	11.5	0.223	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Proposed crossover to George St															
7	L2	All MCs	33	2.0	33	2.0	0.034	2.1	LOS A	0.1	0.9	0.48	0.36	0.48	15.1
Approach			33	2.0	33	2.0	0.034	2.1	LOS A	0.1	0.9	0.48	0.36	0.48	15.1
SouthWest: George St															
10	L2	All MCs	33	2.0	33	2.0	0.019	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.4
11	T1	All MCs	485	9.1	485	9.1	0.282	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			518	8.7	518	8.7	0.282	0.4	NA	0.0	0.0	0.00	0.03	0.00	49.4
All Vehicles			933	9.6	933	9.6	0.282	0.3	NA	0.1	0.9	0.02	0.03	0.02	49.3

MOVEMENT SUMMARY

Site: [8] Pinjarra Rd & George St - 2027 - PM (2027)
Network: [5] PM (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 74.0 seconds (Site User-Given Phase Times)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	157	11.4	157	11.4	0.150	14.0	LOS B	2.4	20.5	0.46	0.38	0.46	35.0
26	R2	All MCs	261	11.4	261	11.4	*0.894	55.1	LOS E	11.8	99.8	1.00	1.15	1.48	19.7
Approach			418	11.4	418	11.4	0.894	39.7	LOS D	11.8	99.8	0.80	0.86	1.09	21.7
NorthWest: Pinjarra Rd															
27	L2	All MCs	195	10.4	195	10.4	0.221	14.8	LOS B	3.8	30.7	0.57	0.70	0.57	31.3
29	R2	All MCs	225	10.4	225	10.4	*0.585	32.4	LOS C	7.5	61.4	0.94	0.81	0.94	6.8
Approach			420	10.4	420	10.4	0.585	24.2	LOS C	7.5	61.4	0.77	0.76	0.77	21.6
SouthWest: George St															
30	L2	All MCs	231	9.1	231	9.1	0.226	10.9	LOS B	3.6	30.0	0.47	0.68	0.47	16.7
5	T1	All MCs	286	9.1	286	9.1	*0.535	24.3	LOS C	8.7	72.0	0.88	0.77	0.88	27.7
Approach			517	9.1	517	9.1	0.535	18.3	LOS B	8.7	72.0	0.70	0.73	0.70	26.1
All Vehicles			1355	10.2	1355	10.2	0.894	26.8	LOS C	11.8	99.8	0.75	0.78	0.84	23.0

MOVEMENT SUMMARY

Site: [11] Pinjarra Rd & Murray St - 2027 - PM (2027)
Network: [5] PM (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	6	7.5	6	7.5	0.539	7.2	LOS A	4.5	35.1	0.77	0.68	0.83	24.4
2	T1	All MCs	438	7.5	438	7.5	0.539	7.2	LOS A	4.5	35.1	0.77	0.68	0.83	41.4
3	R2	All MCs	28	7.5	28	7.5	0.539	11.3	LOS B	4.5	35.1	0.77	0.68	0.83	40.5
3u	U	All MCs	1	7.5	1	7.5	0.539	13.0	LOS B	4.5	35.1	0.77	0.68	0.83	24.4
Approach			474	7.5	474	7.5	0.539	7.5	LOS A	4.5	35.1	0.77	0.68	0.83	41.2
NorthEast: Murray St															
4	L2	All MCs	69	9.1	69	9.1	0.451	6.7	LOS A	3.1	24.6	0.72	0.69	0.72	40.3
5	T1	All MCs	77	9.1	77	9.1	0.451	6.7	LOS A	3.1	24.6	0.72	0.69	0.72	40.3
6	R2	All MCs	240	9.1	240	9.1	0.451	10.8	LOS B	3.1	24.6	0.72	0.69	0.72	43.4
6u	U	All MCs	1	9.1	1	9.1	0.451	12.5	LOS B	3.1	24.6	0.72	0.69	0.72	43.4
Approach			387	9.1	387	9.1	0.451	9.3	LOS A	3.1	24.6	0.72	0.69	0.72	42.6
NorthWest: Pinjarra Rd															
7	L2	All MCs	134	10.4	134	10.4	0.439	4.0	LOS A	3.4	27.4	0.43	0.45	0.43	45.6
8	T1	All MCs	331	10.4	331	10.4	0.439	4.0	LOS A	3.4	27.4	0.43	0.45	0.43	43.4
9	R2	All MCs	66	10.4	66	10.4	0.439	8.1	LOS A	3.4	27.4	0.43	0.45	0.43	43.4
9u	U	All MCs	7	10.4	7	10.4	0.439	9.9	LOS A	3.4	27.4	0.43	0.45	0.43	45.2
Approach			538	10.4	538	10.4	0.439	4.6	LOS A	3.4	27.4	0.43	0.45	0.43	44.3
SouthWest: Murray St															
10	L2	All MCs	117	9.1	117	9.1	0.317	8.5	LOS A	2.1	16.3	0.82	0.73	0.82	40.1
11	T1	All MCs	63	9.1	63	9.1	0.317	8.5	LOS A	2.1	16.3	0.82	0.73	0.82	40.5
12	R2	All MCs	19	9.1	19	9.1	0.317	12.6	LOS B	2.1	16.3	0.82	0.73	0.82	19.8
12u	U	All MCs	1	9.1	1	9.1	0.317	14.3	LOS B	2.1	16.3	0.82	0.73	0.82	19.8
Approach			200	9.1	200	9.1	0.317	8.9	LOS A	2.1	16.3	0.82	0.73	0.82	39.6
All Vehicles			1599	9.1	1599	9.1	0.539	7.1	LOS A	4.5	35.1	0.65	0.61	0.67	42.4

MOVEMENT SUMMARY

Site: [17] Proposed crossover to Murray St- 2027 - PM (2027)
Network: [5] PM (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Proposed crossover to Murray St															
7	L2	All MCs	16	2.0	16	2.0	0.066	0.3	LOS A	0.2	1.7	0.29	0.21	0.29	42.3
9	R2	All MCs	54	2.0	54	2.0	0.066	1.5	LOS A	0.2	1.7	0.29	0.21	0.29	16.3
Approach			69	2.0	69	2.0	0.066	1.2	LOS A	0.2	1.7	0.29	0.21	0.29	33.0
NorthEast: Murray St															
10	L2	All MCs	54	2.0	54	2.0	0.081	4.3	LOS A	0.0	0.0	0.00	0.20	0.00	34.8
11	T1	All MCs	96	9.1	96	9.1	0.081	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	48.1
Approach			149	6.6	149	6.6	0.081	1.6	NA	0.0	0.0	0.00	0.20	0.00	46.6
SouthWest: Murray St															
5	T1	All MCs	145	9.1	145	9.1	0.089	0.1	LOS A	0.1	0.9	0.06	0.08	0.06	49.0
6	R2	All MCs	16	2.0	16	2.0	0.089	5.1	LOS A	0.1	0.9	0.06	0.08	0.06	46.5
Approach			161	8.4	161	8.4	0.089	0.6	NA	0.1	0.9	0.06	0.08	0.06	48.7
All Vehicles			380	6.5	380	6.5	0.089	1.1	NA	0.2	1.7	0.08	0.15	0.08	46.4

MOVEMENT SUMMARY

Site: [14] Proposed crossover to Pinjarra Rd - 2027 - PM (2027)
Network: [5] PM (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
10	L2	All MCs	59	2.0	59	2.0	0.264	4.1	LOS A	0.0	0.0	0.00	0.07	0.00	22.4
11	T1	All MCs	434	7.5	434	7.5	0.264	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	45.0
Approach			493	6.8	493	6.8	0.264	0.5	NA	0.0	0.0	0.00	0.07	0.00	39.1
NorthWest: Pinjarra Rd															
5	T1	All MCs	420	10.4	420	10.4	0.129	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			420	10.4	420	10.4	0.129	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
SouthWest: Proposed crossover to Pinjarra Rd															
7	L2	All MCs	40	2.0	40	2.0	0.037	1.7	LOS A	0.2	1.2	0.45	0.29	0.45	15.6
Approach			40	2.0	40	2.0	0.037	1.7	LOS A	0.2	1.2	0.45	0.29	0.45	15.6
All Vehicles			953	8.2	953	8.2	0.264	0.3	NA	0.2	1.2	0.02	0.05	0.02	42.6

MOVEMENT SUMMARY

Site: [21] Proposed crossover to George St - 2027 - SAT (2027)

Network: [6] SAT (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
5	T1	All MCs	309	11.5	309	11.5	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			309	11.5	309	11.5	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Proposed crossover to George St															
7	L2	All MCs	46	2.0	46	2.0	0.042	1.5	LOS A	0.2	1.2	0.42	0.29	0.42	15.8
Approach			46	2.0	46	2.0	0.042	1.5	LOS A	0.2	1.2	0.42	0.29	0.42	15.8
SouthWest: George St															
10	L2	All MCs	46	2.0	46	2.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.4
11	T1	All MCs	378	9.1	378	9.1	0.219	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			424	8.3	424	8.3	0.219	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.1
All Vehicles			780	9.2	780	9.2	0.219	0.4	NA	0.2	1.2	0.03	0.05	0.03	49.0

MOVEMENT SUMMARY

Site: [9] Pinjarra Rd & George St - 2027 - SAT (2027)

Network: [6] SAT (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 65.0 seconds (Site User-Given Phase Times)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	128	11.4	128	11.4	0.135	7.9	LOS A	2.0	16.6	0.51	0.41	0.51	34.4
26	R2	All MCs	175	11.4	175	11.4	*0.534	29.8	LOS C	5.2	44.1	0.94	0.79	0.94	24.5
Approach			303	11.4	303	11.4	0.534	20.5	LOS C	5.2	44.1	0.76	0.63	0.76	27.9
NorthWest: Pinjarra Rd															
27	L2	All MCs	247	10.4	247	10.4	0.267	12.9	LOS B	4.1	33.7	0.56	0.70	0.56	32.2
29	R2	All MCs	181	10.4	181	10.4	*0.413	26.2	LOS C	4.9	40.2	0.87	0.78	0.87	8.2
Approach			428	10.4	428	10.4	0.413	18.5	LOS B	4.9	40.2	0.69	0.74	0.69	25.9
SouthWest: George St															
30	L2	All MCs	163	9.1	163	9.1	0.162	10.0	LOS B	2.2	18.2	0.45	0.66	0.45	17.6
5	T1	All MCs	260	9.1	260	9.1	*0.577	24.4	LOS C	7.4	61.2	0.92	0.79	0.92	27.7
Approach			423	9.1	423	9.1	0.577	18.9	LOS B	7.4	61.2	0.74	0.74	0.74	26.5
All Vehicles			1155	10.2	1155	10.2	0.577	19.2	LOS B	7.4	61.2	0.73	0.71	0.73	26.7

MOVEMENT SUMMARY

Site: [12] Pinjarra Rd & Murray St - 2027 - SAT (2027)
Network: [6] SAT (2027)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	8	7.5	8	7.5	0.342	5.7	LOS A	2.2	17.3	0.63	0.58	0.63	26.7
2	T1	All MCs	275	7.5	275	7.5	0.342	5.7	LOS A	2.2	17.3	0.63	0.58	0.63	42.4
3	R2	All MCs	28	7.5	28	7.5	0.342	9.8	LOS A	2.2	17.3	0.63	0.58	0.63	41.6
3u	U	All MCs	1	7.5	1	7.5	0.342	11.5	LOS B	2.2	17.3	0.63	0.58	0.63	26.7
Approach			313	7.5	313	7.5	0.342	6.1	LOS A	2.2	17.3	0.63	0.58	0.63	42.2
NorthEast: Murray St															
4	L2	All MCs	74	9.1	74	9.1	0.408	6.6	LOS A	2.7	21.2	0.70	0.68	0.70	40.6
5	T1	All MCs	83	9.1	83	9.1	0.408	6.6	LOS A	2.7	21.2	0.70	0.68	0.70	40.6
6	R2	All MCs	189	9.1	189	9.1	0.408	10.7	LOS B	2.7	21.2	0.70	0.68	0.70	43.6
6u	U	All MCs	1	9.1	1	9.1	0.408	12.4	LOS B	2.7	21.2	0.70	0.68	0.70	43.6
Approach			347	9.1	347	9.1	0.408	8.9	LOS A	2.7	21.2	0.70	0.68	0.70	42.7
NorthWest: Pinjarra Rd															
7	L2	All MCs	128	10.4	128	10.4	0.441	3.9	LOS A	3.4	27.0	0.39	0.44	0.39	45.7
8	T1	All MCs	348	10.4	348	10.4	0.441	3.9	LOS A	3.4	27.0	0.39	0.44	0.39	43.6
9	R2	All MCs	79	10.4	79	10.4	0.441	8.0	LOS A	3.4	27.0	0.39	0.44	0.39	43.6
9u	U	All MCs	2	10.4	2	10.4	0.441	9.8	LOS A	3.4	27.0	0.39	0.44	0.39	45.3
Approach			558	10.4	558	10.4	0.441	4.5	LOS A	3.4	27.0	0.39	0.44	0.39	44.4
SouthWest: Murray St															
10	L2	All MCs	81	9.1	81	9.1	0.184	6.0	LOS A	1.0	8.3	0.64	0.62	0.64	42.2
11	T1	All MCs	60	9.1	60	9.1	0.184	6.1	LOS A	1.0	8.3	0.64	0.62	0.64	42.6
12	R2	All MCs	6	9.1	6	9.1	0.184	10.1	LOS B	1.0	8.3	0.64	0.62	0.64	24.0
12u	U	All MCs	1	9.1	1	9.1	0.184	11.9	LOS B	1.0	8.3	0.64	0.62	0.64	24.0
Approach			148	9.1	148	9.1	0.184	6.3	LOS A	1.0	8.3	0.64	0.62	0.64	42.2
All Vehicles			1366	9.3	1366	9.3	0.441	6.2	LOS A	3.4	27.0	0.55	0.55	0.55	43.2

MOVEMENT SUMMARY

Site: [18] Proposed crossover to Murray St - 2027 - SAT (2027)

Network: [6] SAT (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Proposed crossover to Murray St															
7	L2	All MCs	23	2.0	23	2.0	0.090	0.3	LOS A	0.3	2.4	0.27	0.20	0.27	42.4
9	R2	All MCs	76	2.0	76	2.0	0.090	1.3	LOS A	0.3	2.4	0.27	0.20	0.27	16.5
Approach			99	2.0	99	2.0	0.090	1.1	LOS A	0.3	2.4	0.27	0.20	0.27	33.4
NorthEast: Murray St															
10	L2	All MCs	76	2.0	76	2.0	0.093	4.3	LOS A	0.0	0.0	0.00	0.24	0.00	33.6
11	T1	All MCs	96	9.1	96	9.1	0.093	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	47.7
Approach			172	6.0	172	6.0	0.093	1.9	NA	0.0	0.0	0.00	0.24	0.00	45.5
SouthWest: Murray St															
5	T1	All MCs	72	9.1	72	9.1	0.054	0.2	LOS A	0.1	1.2	0.15	0.19	0.15	47.7
6	R2	All MCs	23	2.0	23	2.0	0.054	5.2	LOS A	0.1	1.2	0.15	0.19	0.15	45.3
Approach			95	7.4	95	7.4	0.054	1.4	NA	0.1	1.2	0.15	0.19	0.15	47.0
All Vehicles			365	5.3	365	5.3	0.093	1.6	NA	0.3	2.4	0.11	0.21	0.11	44.2

MOVEMENT SUMMARY

Site: [15] Proposed crossover to Pinjarra Rd - 2027 - SAT (2027)

Network: [6] SAT (2027)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
10	L2	All MCs	84	2.0	84	2.0	0.181	4.1	LOS A	0.0	0.0	0.00	0.14	0.00	21.7
11	T1	All MCs	254	7.5	254	7.5	0.181	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	40.8
Approach			338	6.1	338	6.1	0.181	1.0	NA	0.0	0.0	0.00	0.14	0.00	32.2
NorthWest: Pinjarra Rd															
5	T1	All MCs	428	10.4	428	10.4	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			428	10.4	428	10.4	0.122	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
SouthWest: Proposed crossover to Pinjarra Rd															
7	L2	All MCs	58	2.0	58	2.0	0.045	0.9	LOS A	0.2	1.5	0.34	0.18	0.34	16.5
Approach			58	2.0	58	2.0	0.045	0.9	LOS A	0.2	1.5	0.34	0.18	0.34	16.5
All Vehicles			824	8.1	824	8.1	0.181	0.5	NA	0.2	1.5	0.02	0.07	0.02	39.3

2037

MOVEMENT SUMMARY

Site: [7 (2)] Pinjarra Rd & George St - 2037 - AM (2037)
Network: [7] AM (2037)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	113	11.4	113	11.4	0.125	8.5	LOS A	1.7	14.2	0.54	0.43	0.54	34.2
26	R2	All MCs	245	11.4	245	11.4	*0.726	30.7	LOS C	7.5	63.0	0.99	0.92	1.14	24.2
Approach			358	11.4	358	11.4	0.726	23.7	LOS C	7.5	63.0	0.84	0.77	0.95	26.6
NorthWest: Pinjarra Rd															
27	L2	All MCs	294	10.4	294	10.4	0.301	11.6	LOS B	4.4	35.8	0.54	0.70	0.54	32.9
29	R2	All MCs	236	10.4	236	10.4	*0.512	24.6	LOS C	6.1	49.5	0.89	0.80	0.89	8.6
Approach			529	10.4	529	10.4	0.512	17.4	LOS B	6.1	49.5	0.70	0.74	0.70	26.2
SouthWest: George St															
30	L2	All MCs	192	9.1	192	9.1	0.197	10.4	LOS B	2.6	21.4	0.49	0.68	0.49	17.2
5	T1	All MCs	273	9.1	273	9.1	*0.727	27.6	LOS C	8.2	67.5	0.98	0.91	1.12	26.6
Approach			464	9.1	464	9.1	0.727	20.5	LOS C	8.2	67.5	0.78	0.81	0.86	25.4
All Vehicles			1352	10.2	1352	10.2	0.727	20.1	LOS C	8.2	67.5	0.76	0.77	0.82	26.1

MOVEMENT SUMMARY

Site: [10 (2)] Pinjarra Rd & Murray St - 2037 - AM (2037)
Network: [7] AM (2037)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	17	7.5	17	7.5	0.520	7.8	LOS A	4.3	33.5	0.80	0.72	0.88	23.7
2	T1	All MCs	356	7.5	356	7.5	0.520	7.8	LOS A	4.3	33.5	0.80	0.72	0.88	40.9
3	R2	All MCs	45	7.5	45	7.5	0.520	11.9	LOS B	4.3	33.5	0.80	0.72	0.88	40.1
3u	U	All MCs	4	7.5	4	7.5	0.520	13.6	LOS B	4.3	33.5	0.80	0.72	0.88	23.7
Approach			422	7.5	422	7.5	0.520	8.3	LOS A	4.3	33.5	0.80	0.72	0.88	40.6
NorthEast: Murray St															
4	L2	All MCs	67	9.1	67	9.1	0.578	10.4	LOS B	5.2	41.7	0.87	0.86	1.06	37.5
5	T1	All MCs	94	9.1	94	9.1	0.578	10.4	LOS B	5.2	41.7	0.87	0.86	1.06	37.5
6	R2	All MCs	263	9.1	263	9.1	0.578	14.5	LOS B	5.2	41.7	0.87	0.86	1.06	41.7
6u	U	All MCs	1	9.1	1	9.1	0.578	16.2	LOS B	5.2	41.7	0.87	0.86	1.06	41.7
Approach			425	9.1	425	9.1	0.578	12.9	LOS B	5.2	41.7	0.87	0.86	1.06	40.6
NorthWest: Pinjarra Rd															
7	L2	All MCs	163	10.4	163	10.4	0.587	4.5	LOS A	5.4	43.1	0.55	0.48	0.55	45.3
8	T1	All MCs	447	10.4	447	10.4	0.587	4.5	LOS A	5.4	43.1	0.55	0.48	0.55	42.8
9	R2	All MCs	97	10.4	97	10.4	0.587	8.6	LOS A	5.4	43.1	0.55	0.48	0.55	42.8
9u	U	All MCs	4	10.4	4	10.4	0.587	10.3	LOS B	5.4	43.1	0.55	0.48	0.55	44.9
Approach			712	10.4	712	10.4	0.587	5.1	LOS A	5.4	43.1	0.55	0.48	0.55	43.7
SouthWest: Murray St															
10	L2	All MCs	91	9.1	91	9.1	0.263	7.8	LOS A	1.6	13.1	0.77	0.70	0.77	40.8
11	T1	All MCs	73	9.1	73	9.1	0.263	7.9	LOS A	1.6	13.1	0.77	0.70	0.77	41.1
12	R2	All MCs	11	9.1	11	9.1	0.263	11.9	LOS B	1.6	13.1	0.77	0.70	0.77	21.0
12u	U	All MCs	1	9.1	1	9.1	0.263	13.7	LOS B	1.6	13.1	0.77	0.70	0.77	21.0
Approach			175	9.1	175	9.1	0.263	8.1	LOS A	1.6	13.1	0.77	0.70	0.77	40.5
All Vehicles			1734	9.2	1734	9.2	0.587	8.1	LOS A	5.4	43.1	0.71	0.66	0.78	41.8

MOVEMENT SUMMARY

Site: [19 (2)] Proposed crossover to George St - 2037 - AM (2037)

Network: [7] AM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
5	T1	All MCs	348	11.5	348	11.5	0.203	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			348	11.5	348	11.5	0.203	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Proposed crossover to George St															
7	L2	All MCs	26	2.0	26	2.0	0.026	1.8	LOS A	0.1	0.7	0.45	0.32	0.45	15.6
Approach			26	2.0	26	2.0	0.026	1.8	LOS A	0.1	0.7	0.45	0.32	0.45	15.6
SouthWest: George St															
10	L2	All MCs	26	2.0	26	2.0	0.015	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.4
11	T1	All MCs	437	9.1	437	9.1	0.253	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			463	8.7	463	8.7	0.253	0.4	NA	0.0	0.0	0.00	0.03	0.00	49.4
All Vehicles			838	9.7	838	9.7	0.253	0.3	NA	0.1	0.7	0.01	0.03	0.01	49.4

MOVEMENT SUMMARY

Site: [16 (2)] Proposed crossover to Murray St - 2037 - AM (2037)

Network: [7] AM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Proposed crossover to Murray St															
7	L2	All MCs	14	2.0	14	2.0	0.056	0.6	LOS A	0.2	1.4	0.34	0.26	0.34	42.1
9	R2	All MCs	42	2.0	42	2.0	0.056	1.8	LOS A	0.2	1.4	0.34	0.26	0.34	15.9
Approach			56	2.0	56	2.0	0.056	1.5	LOS A	0.2	1.4	0.34	0.26	0.34	33.3
NorthEast: Murray St															
10	L2	All MCs	42	2.0	42	2.0	0.113	4.3	LOS A	0.0	0.0	0.00	0.11	0.00	37.5
11	T1	All MCs	166	9.1	166	9.1	0.113	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	48.9
Approach			208	7.7	208	7.7	0.113	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.3
SouthWest: Murray St															
5	T1	All MCs	134	9.1	134	9.1	0.082	0.1	LOS A	0.1	0.8	0.07	0.09	0.07	49.0
6	R2	All MCs	14	2.0	14	2.0	0.082	5.3	LOS A	0.1	0.8	0.07	0.09	0.07	46.4
Approach			147	8.4	147	8.4	0.082	0.6	NA	0.1	0.8	0.07	0.09	0.07	48.7
All Vehicles			412	7.2	412	7.2	0.113	0.9	NA	0.2	1.4	0.07	0.12	0.07	47.4

MOVEMENT SUMMARY

Site: [13 (2)] Proposed crossover to Pinjarra Rd - 2037 - AM (2037)

Network: [7] AM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
10	L2	All MCs	51	2.0	51	2.0	0.233	4.1	LOS A	0.0	0.0	0.00	0.06	0.00	22.5
11	T1	All MCs	385	7.5	385	7.5	0.233	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	45.1
Approach			436	6.9	436	6.9	0.233	0.5	NA	0.0	0.0	0.00	0.06	0.00	39.3
NorthWest: Pinjarra Rd															
5	T1	All MCs	529	10.4	529	10.4	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			529	10.4	529	10.4	0.150	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
SouthWest: Proposed crossover to Pinjarra Rd															
7	L2	All MCs	36	2.0	36	2.0	0.031	1.5	LOS A	0.1	1.1	0.42	0.26	0.42	15.8
Approach			36	2.0	36	2.0	0.031	1.5	LOS A	0.1	1.1	0.42	0.26	0.42	15.8
All Vehicles			1001	8.6	1001	8.6	0.233	0.3	NA	0.1	1.1	0.02	0.04	0.02	43.9

MOVEMENT SUMMARY

Site: [8 (2)] Pinjarra Rd & George St - 2037 - PM (2037)

Network: [8] PM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	211	11.4	211	11.4	0.190	18.0	LOS B	3.3	27.9	0.43	0.37	0.43	35.3
26	R2	All MCs	345	11.4	345	11.4	*0.871	55.3	LOS E	16.0	135.5	1.00	1.06	1.33	20.6
Approach			556	11.4	556	11.4	0.871	41.2	LOS D	16.0	135.5	0.78	0.80	0.99	21.3
NorthWest: Pinjarra Rd															
27	L2	All MCs	261	10.4	261	10.4	0.260	13.3	LOS B	4.8	39.4	0.51	0.69	0.51	32.2
29	R2	All MCs	303	10.4	303	10.4	*0.875	47.8	LOS D	13.9[N8]	113.2[N8]	1.00	1.04	1.35	4.8
Approach			564	10.4	564	10.4	0.875	31.8	LOS C	13.9[N8]	113.2[N8]	0.77	0.88	0.96	18.8
SouthWest: George St															
30	L2	All MCs	311	9.1	311	9.1	0.355	15.9	LOS B	7.0	57.5	0.61	0.73	0.61	12.8
5	T1	All MCs	379	9.1	379	9.1	*0.875	42.6	LOS D	17.2[N8]	141.4[N8]	1.00	1.10	1.31	22.3
Approach			689	9.1	689	9.1	0.875	30.5	LOS C	17.2[N8]	141.4[N8]	0.83	0.94	0.99	20.8
All Vehicles			1809	10.2	1809	10.2	0.875	34.2	LOS C	17.2[N8]	141.4[N8]	0.80	0.88	0.98	20.5

MOVEMENT SUMMARY

Site: [11 (2)] Pinjarra Rd & Murray St - 2037 - PM (2037)
Network: [8] PM (2037)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	9	7.5	9	7.5	0.842	18.4	LOS B	14.0	110.2	1.00	1.19	1.68	14.9
2	T1	All MCs	588	7.5	588	7.5	0.842	18.4	LOS B	14.0	110.2	1.00	1.19	1.68	34.6
3	R2	All MCs	38	7.5	38	7.5	0.842	22.5	LOS C	14.0	110.2	1.00	1.19	1.68	34.0
3u	U	All MCs	1	7.5	1	7.5	0.842	24.2	LOS C	14.0	110.2	1.00	1.19	1.68	14.9
Approach			637	7.5	637	7.5	0.842	18.7	LOS B	14.0	110.2	1.00	1.19	1.68	34.4
NorthEast: Murray St															
4	L2	All MCs	93	9.1	93	9.1	0.703	13.3	LOS B	8.1	64.2	0.95	0.97	1.32	35.4
5	T1	All MCs	97	9.1	97	9.1	0.703	13.3	LOS B	8.1	64.2	0.95	0.97	1.32	35.4
6	R2	All MCs	323	9.1	323	9.1	0.703	17.4	LOS B	8.1	64.2	0.95	0.97	1.32	40.3
6u	U	All MCs	1	9.1	1	9.1	0.703	19.2	LOS B	8.1	64.2	0.95	0.97	1.32	40.3
Approach			514	9.1	514	9.1	0.703	15.9	LOS B	8.1	64.2	0.95	0.97	1.32	39.1
NorthWest: Pinjarra Rd															
7	L2	All MCs	180	10.4	180	10.4	0.604	4.6	LOS A	5.9	47.1	0.60	0.50	0.60	45.1
8	T1	All MCs	444	10.4	444	10.4	0.604	4.6	LOS A	5.9	47.1	0.60	0.50	0.60	42.6
9	R2	All MCs	79	10.4	79	10.4	0.604	8.7	LOS A	5.9	47.1	0.60	0.50	0.60	42.6
9u	U	All MCs	11	10.4	11	10.4	0.604	10.4	LOS B	5.9	47.1	0.60	0.50	0.60	44.8
Approach			714	10.4	714	10.4	0.604	5.1	LOS A	5.9	47.1	0.60	0.50	0.60	43.6
SouthWest: Murray St															
10	L2	All MCs	147	9.1	147	9.1	0.586	19.5	LOS B	5.5	43.4	1.00	1.02	1.37	33.1
11	T1	All MCs	79	9.1	79	9.1	0.586	19.6	LOS B	5.5	43.4	1.00	1.02	1.37	33.4
12	R2	All MCs	25	9.1	25	9.1	0.586	23.6	LOS C	5.5	43.4	1.00	1.02	1.37	11.3
12u	U	All MCs	1	9.1	1	9.1	0.586	25.4	LOS C	5.5	43.4	1.00	1.02	1.37	11.3
Approach			253	9.1	253	9.1	0.586	20.0	LOS B	5.5	43.4	1.00	1.02	1.37	32.2
All Vehicles			2117	9.1	2117	9.1	0.842	13.6	LOS B	14.0	110.2	0.85	0.89	1.19	38.2

MOVEMENT SUMMARY

Site: [20 (2)] Proposed crossover to George St - 2037 - PM (2037)

Network: [8] PM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
5	T1	All MCs	514	11.5	514	11.5	0.300	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach			514	11.5	514	11.5	0.300	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.8
NorthWest: Proposed crossover to George St															
7	L2	All MCs	33	2.0	33	2.0	0.045	3.4	LOS A	0.2	1.2	0.56	0.49	0.56	13.0
Approach			33	2.0	33	2.0	0.045	3.4	LOS A	0.2	1.2	0.56	0.49	0.56	13.0
SouthWest: George St															
10	L2	All MCs	33	2.0	33	2.0	0.019	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.4
11	T1	All MCs	657	9.1	657	9.1	0.386	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach			689	8.8	689	8.8	0.386	0.4	NA	0.0	0.0	0.00	0.03	0.00	49.4
All Vehicles			1236	9.7	1236	9.7	0.386	0.3	NA	0.2	1.2	0.01	0.03	0.01	49.4

MOVEMENT SUMMARY

Site: [17 (2)] Proposed crossover to Murray St - 2037 - PM (2037)

Network: [8] PM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Proposed crossover to Murray St															
7	L2	All MCs	16	2.0	16	2.0	0.072	0.4	LOS A	0.2	1.8	0.34	0.27	0.34	42.0
9	R2	All MCs	54	2.0	54	2.0	0.072	2.0	LOS A	0.2	1.8	0.34	0.27	0.34	15.7
Approach			69	2.0	69	2.0	0.072	1.6	LOS A	0.2	1.8	0.34	0.27	0.34	32.5
NorthEast: Murray St															
10	L2	All MCs	54	2.0	54	2.0	0.100	4.3	LOS A	0.0	0.0	0.00	0.16	0.00	35.9
11	T1	All MCs	132	9.1	132	9.1	0.100	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	48.4
Approach			185	7.0	185	7.0	0.100	1.3	NA	0.0	0.0	0.00	0.16	0.00	47.4
SouthWest: Murray St															
5	T1	All MCs	198	9.1	198	9.1	0.118	0.1	LOS A	0.1	0.9	0.05	0.07	0.05	49.2
6	R2	All MCs	16	2.0	16	2.0	0.118	5.3	LOS A	0.1	0.9	0.05	0.07	0.05	46.6
Approach			214	8.6	214	8.6	0.118	0.5	NA	0.1	0.9	0.05	0.07	0.05	49.0
All Vehicles			468	7.0	468	7.0	0.118	1.0	NA	0.2	1.8	0.08	0.13	0.08	47.1

MOVEMENT SUMMARY

Site: [14 (2)] Proposed crossover to Pinjarra Rd - 2037 - PM (2037)

Network: [8] PM (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
10	L2	All MCs	59	2.0	59	2.0	0.409	4.1	LOS A	0.0	0.0	0.00	0.05	0.00	22.6
11	T1	All MCs	597	7.5	597	7.5	0.409	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	46.0
Approach			656	7.0	656	7.0	0.409	0.4	NA	0.0	0.0	0.00	0.05	0.00	41.1
NorthWest: Pinjarra Rd															
5	T1	All MCs	564	10.4	564	10.4	0.160	0.0	LOS A	-[N7]	-[N7]	0.00	0.00	0.00	49.9
Approach			564	10.4	564	10.4	0.160	0.0	NA	-[N7]	-[N7]	0.00	0.00	0.00	49.9
SouthWest: Proposed crossover to Pinjarra Rd															
7	L2	All MCs	40	2.0	40	2.0	0.052	2.7	LOS A	0.2	1.5	0.54	0.41	0.54	14.0
Approach			40	2.0	40	2.0	0.052	2.7	LOS A	0.2	1.5	0.54	0.41	0.54	14.0
All Vehicles			1260	8.4	1260	8.4	0.409	0.3	NA	-[N7]	-[N7]	0.02	0.04	0.02	43.9

MOVEMENT SUMMARY

Site: [9 (2)] Pinjarra Rd & George St - 2037 - SAT (2037)
Network: [9] SAT (2037)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
11	T1	All MCs	172	11.4	172	11.4	0.190	8.7	LOS A	2.7	22.5	0.56	0.46	0.56	34.0
26	R2	All MCs	225	11.4	225	11.4	*0.788	34.1	LOS C	7.3	61.6	1.00	1.00	1.28	23.1
Approach			397	11.4	397	11.4	0.788	23.1	LOS C	7.3	61.6	0.81	0.77	0.97	26.9
NorthWest: Pinjarra Rd															
27	L2	All MCs	333	10.4	333	10.4	0.361	13.3	LOS B	5.5	45.2	0.60	0.72	0.60	32.2
29	R2	All MCs	243	10.4	243	10.4	*0.528	24.7	LOS C	6.3	51.3	0.90	0.80	0.90	8.6
Approach			576	10.4	576	10.4	0.528	18.1	LOS B	6.3	51.3	0.73	0.76	0.73	26.2
SouthWest: George St															
30	L2	All MCs	220	9.1	220	9.1	0.215	9.5	LOS A	2.8	23.0	0.46	0.67	0.46	18.2
5	T1	All MCs	340	9.1	340	9.1	*0.788	28.3	LOS C	10.6	87.7	0.99	0.98	1.20	26.3
Approach			560	9.1	560	9.1	0.788	20.9	LOS C	10.6	87.7	0.78	0.86	0.91	25.4
All Vehicles			1533	10.2	1533	10.2	0.788	20.4	LOS C	10.6	87.7	0.77	0.80	0.85	26.1

MOVEMENT SUMMARY

Site: [12 (2)] Pinjarra Rd & Murray St - 2037 - SAT (2037)
Network: [9] SAT (2037)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
1	L2	All MCs	12	7.5	12	7.5	0.517	7.7	LOS A	4.2	33.3	0.80	0.72	0.88	23.9
2	T1	All MCs	369	7.5	369	7.5	0.517	7.7	LOS A	4.2	33.3	0.80	0.72	0.88	41.0
3	R2	All MCs	38	7.5	38	7.5	0.517	11.8	LOS B	4.2	33.3	0.80	0.72	0.88	40.2
3u	U	All MCs	1	7.5	1	7.5	0.517	13.5	LOS B	4.2	33.3	0.80	0.72	0.88	23.9
Approach			420	7.5	420	7.5	0.517	8.1	LOS A	4.2	33.3	0.80	0.72	0.88	40.8
NorthEast: Murray St															
4	L2	All MCs	99	9.1	99	9.1	0.629	11.6	LOS B	6.2	49.7	0.90	0.90	1.17	36.7
5	T1	All MCs	103	9.1	103	9.1	0.629	11.7	LOS B	6.2	49.7	0.90	0.90	1.17	36.7
6	R2	All MCs	255	9.1	255	9.1	0.629	15.7	LOS B	6.2	49.7	0.90	0.90	1.17	41.2
6u	U	All MCs	1	9.1	1	9.1	0.629	17.5	LOS B	6.2	49.7	0.90	0.90	1.17	41.2
Approach			458	9.1	458	9.1	0.629	13.9	LOS B	6.2	49.7	0.90	0.90	1.17	39.8
NorthWest: Pinjarra Rd															
7	L2	All MCs	173	10.4	173	10.4	0.596	4.4	LOS A	5.7	45.4	0.54	0.47	0.54	45.3
8	T1	All MCs	468	10.4	468	10.4	0.596	4.4	LOS A	5.7	45.4	0.54	0.47	0.54	42.9
9	R2	All MCs	93	10.4	93	10.4	0.596	8.5	LOS A	5.7	45.4	0.54	0.47	0.54	42.9
9u	U	All MCs	3	10.4	3	10.4	0.596	10.2	LOS B	5.7	45.4	0.54	0.47	0.54	45.0
Approach			737	10.4	737	10.4	0.596	4.9	LOS A	5.7	45.4	0.54	0.47	0.54	43.8
SouthWest: Murray St															
10	L2	All MCs	96	9.1	96	9.1	0.266	7.8	LOS A	1.7	13.3	0.77	0.70	0.77	40.8
11	T1	All MCs	72	9.1	72	9.1	0.266	7.8	LOS A	1.7	13.3	0.77	0.70	0.77	41.2
12	R2	All MCs	9	9.1	9	9.1	0.266	11.9	LOS B	1.7	13.3	0.77	0.70	0.77	21.0
12u	U	All MCs	1	9.1	1	9.1	0.266	13.6	LOS B	1.7	13.3	0.77	0.70	0.77	21.0
Approach			178	9.1	178	9.1	0.266	8.1	LOS A	1.7	13.3	0.77	0.70	0.77	40.6
All Vehicles			1793	9.3	1793	9.3	0.629	8.3	LOS A	6.2	49.7	0.71	0.66	0.80	41.6

MOVEMENT SUMMARY

Site: [21 (2)] Proposed crossover to George St - 2037 - SAT (2037)

Network: [9] SAT (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
NorthEast: George St															
5	T1	All MCs	416	11.5	416	11.5	0.242	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			416	11.5	416	11.5	0.242	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
NorthWest: Proposed crossover to George St															
7	L2	All MCs	46	2.0	46	2.0	0.051	2.3	LOS A	0.2	1.4	0.50	0.40	0.50	14.7
Approach			46	2.0	46	2.0	0.051	2.3	LOS A	0.2	1.4	0.50	0.40	0.50	14.7
SouthWest: George St															
10	L2	All MCs	46	2.0	46	2.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	43.4
11	T1	All MCs	514	9.1	514	9.1	0.298	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
Approach			560	8.5	560	8.5	0.298	0.5	NA	0.0	0.0	0.00	0.04	0.00	49.2
All Vehicles			1022	9.4	1022	9.4	0.298	0.4	NA	0.2	1.4	0.02	0.04	0.02	49.1

MOVEMENT SUMMARY

Site: [18 (2)] Proposed crossover to Murray St - 2037 - SAT (2037)

Network: [9] SAT (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Proposed crossover to Murray St															
7	L2	All MCs	23	2.0	23	2.0	0.095	0.4	LOS A	0.3	2.5	0.31	0.25	0.31	42.2
9	R2	All MCs	76	2.0	76	2.0	0.095	1.6	LOS A	0.3	2.5	0.31	0.25	0.31	16.0
Approach			99	2.0	99	2.0	0.095	1.3	LOS A	0.3	2.5	0.31	0.25	0.31	33.1
NorthEast: Murray St															
10	L2	All MCs	76	2.0	76	2.0	0.112	4.3	LOS A	0.0	0.0	0.00	0.20	0.00	34.7
11	T1	All MCs	132	9.1	132	9.1	0.112	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	48.0
Approach			207	6.5	207	6.5	0.112	1.6	NA	0.0	0.0	0.00	0.20	0.00	46.5
SouthWest: Murray St															
5	T1	All MCs	100	9.1	100	9.1	0.070	0.2	LOS A	0.2	1.3	0.14	0.16	0.14	48.1
6	R2	All MCs	23	2.0	23	2.0	0.070	5.3	LOS A	0.2	1.3	0.14	0.16	0.14	45.6
Approach			123	7.8	123	7.8	0.070	1.2	NA	0.2	1.3	0.14	0.16	0.14	47.6
All Vehicles			429	5.8	429	5.8	0.112	1.4	NA	0.3	2.5	0.11	0.20	0.11	45.2

MOVEMENT SUMMARY

Site: [15 (2)] Proposed crossover to Pinjarra Rd - 2037 - SAT (2037)

Network: [9] SAT (2037)

Output produced by SIDRA INTERSECTION Version: 10.0.6.236

Existing AM
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
SouthEast: Pinjarra Rd															
10	L2	All MCs	84	2.0	84	2.0	0.238	4.1	LOS A	0.0	0.0	0.00	0.10	0.00	22.0
11	T1	All MCs	361	7.5	361	7.5	0.238	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	42.6
Approach			445	6.5	445	6.5	0.238	0.8	NA	0.0	0.0	0.00	0.10	0.00	35.0
NorthWest: Pinjarra Rd															
5	T1	All MCs	576	10.4	576	10.4	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			576	10.4	576	10.4	0.164	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
SouthWest: Proposed crossover to Pinjarra Rd															
7	L2	All MCs	58	2.0	58	2.0	0.050	1.4	LOS A	0.2	1.7	0.41	0.26	0.41	15.9
Approach			58	2.0	58	2.0	0.050	1.4	LOS A	0.2	1.7	0.41	0.26	0.41	15.9
All Vehicles			1079	8.3	1079	8.3	0.238	0.4	NA	0.2	1.7	0.02	0.06	0.02	41.3

Appendix D

RESPONSES TO MAIN ROADS COMMENTS

Engineering a better future for over 20 years!

Lot 2, 3, 4, 31 and 41 Murray Street, Pinjarra – Proposed ALDI Store and McDonalds – Responses to Main Roads WA's comments (Email of 3rd October 2025 to Shire)

12 November 2025

	Main Roads WA's Comments	Transcore's Response
1a	Setback and Pedestrian Considerations: The Shire's request for a nil setback to George Street (South Western Highway) for the McDonald's building supports pedestrian-focused development. However, given the proximity of both a primary school opposite the site and a high school approximately 250 m south, pedestrian demand for crossing George Street is expected to increase significantly. Recommendation: Require the developer to contribute to pedestrian upgrades at the Pinjarra Road/George Street signalised intersection. This may include provision of full pedestrian phasing to improve safety and accessibility.	It is disagreed that the proposed development brings about the need for pedestrian crossing improvements at the signalised intersection. However, in acknowledgement that the development will benefit from any such upgrade, the Proponents have agreed to contribute a fair and equitable fixed sum to such an upgrade due to uncertainties of details, costs and timeframe involved.
2a	Surrounding Land Use and Road Zoning: Section 3.2.1 does not acknowledge the presence of a private primary school directly opposite the site on George Street, nor the adjacent commercial buildings.	Noted.
3a	Vehicular Access and Internal Road Network George Street Access: The proposed full-movement access is located downstream of traffic signals and within a merge zone for southbound traffic. This presents safety risks if right-turn movements are permitted. The access is also opposite an existing bus bay, which PTA intends to embay and complement with a northbound bay across the proposed driveway. Vehicles in the northbound left-turn lane may queue back and obstruct the access road, while right-turning vehicles into the site may block southbound traffic. Crossing into the painted island and travelling through the bus bay would contravene Regulation 119(2) of the Road Traffic Code 2000, which prohibits driving in a painted island unless permitted. Sightlines for vehicles entering from the northbound lane are also restricted by existing buildings,	The Proponents have agreed to convert the George Street crossover to left-in/left-out by extending the centre median. This crossover will only cater for passenger vehicles and Aldi's service vehicles that only turn left out. Also, one of the on-street parking bays immediately south of the crossover is proposed to be removed to facilitate the required sightline. The revised crossover design is shown in the revised development plan included in the revised TIA.

	increasing the risk of conflict with oncoming traffic. In addition, the internal road layout has potential to become a rat-run, allowing vehicles to bypass the George Street/Pinjarra Road signals via the left-in movement from George Street. Recommendation: Extend the median island on George Street to remove the proposed full-movement crossover and restrict the access to left-out only. Consider removing nearby on-street parking to improve visibility and safety.	
3b	Pinjarra Road Access: The proposed left-in/left-out (LILO) access, when combined with the full-movement access on George Street, may encourage rat-running through the internal road network. The design also lacks physical measures to prevent right turns from Pinjarra Road into the site, which may cause congestion and reduce network efficiency. This concern is heightened by the Shire's stated intention (2013 discussions) to reduce Pinjarra Road to one eastbound lane. Recommendation: Install a LATM device (e.g. speed cushion or plateau) within the internal road network to discourage rat-running. Enforce the LILO on Pinjarra Road with a raised median linking the existing medians. This arrangement will not impede access to Lot 110 (Uniting Church), as U-turns can be made at the nearby Murray Street/Pinjarra Road roundabout.	The Proponents have agreed to extend the proposed centre median so that the existing crossover of the church on the northern side is also converted to left-in/left-out. The revised crossover design is shown in the revised development plan included in the revised TIA. The Proponents do not agree to extend the centre median along the entire length of this section of Pinjarra Road, as the extended median provide some refuge for pedestrians who wish to cross Pinjarra Road in front of the bus stop. It is agreed to install a LATM device within the internal development driveway to discourage rat-running.
3c	Murray Street Access: The proposed full-movement access is acceptable. However, the straight-through internal road could still encourage rat-running. Recommendation: Install a LATM device (e.g. speed cushion or plateau) within the internal road network to discourage rat-running.	It is agreed to install a LATM device within the internal development driveway to discourage rat-running.
4a	Service Vehicle Movements: The proposed layout may require reconfiguration to address safety and sightline issues. Appendix B shows the 19m vehicle path crossing into oncoming lanes when entering the internal service road from Murray Street and when exiting to George Street. The 12.5m vehicle path also crosses fully	The relevant Australian Standards permits service vehicles to use the entire pavement of a crossover/driveway to enter and exit a development. This is because any lane correct movement of large service vehicles such as 19m semi-trailer will require a significantly wide

	into the oncoming lane when entering from George Street. This creates a risk of vehicle conflict at the George Street access, where sightlines are already restricted by adjacent development. In addition, the 12.5m path crosses existing on-road parking bays, creating potential conflict where vehicles park outside marked bays. Recommendation: i. Restrict the George Street access to left-out only to eliminate right-turn conflicts and reduce safety risks from limited sightlines. Or consider conversion to a service vehicle only access. ii. Remove existing on-street parking improve sightlines to the south.	crossover which is not practical nor sustainable. It should also be noted that the ALDI semi-trailers only access the site a few times during the week and outside the peak periods or even after hours in order to minimise any traffic conflicts. As a result of the sightline assessment undertaken at George Street crossover and documented in the revised TIA, it is recommended to remove the southern parking bay of the two on-street bays immediately to the south of this crossover.
5a	Safety and Site Interface: The proposal may encourage loitering near the signalised intersection, increasing conflict risk between vehicles and vulnerable road users. Recommendation: Provide a low wall or fencing to separate the site from the pedestrian walkway and discourage loitering.	This recommendation is disagreed with as it is not suitable in a town centre environment.
6a	Freight and Network Considerations: The unresolved status of the Pinjarra Bypass means that heavy and commuter traffic to and from Boddington and Dwellingup must continue to pass through the signalised intersection. Both Pinjarra Road and George Street are part of the Oversize/Overmass (OSOM) network. Even after the bypass is constructed, freight volumes will not be fully diverted due to existing RAV and High Wide Load route designations.	Noted.
7a	Traffic Impact Assessment (TIA) Review: Road Speeds & Configuration: Section 3.2 incorrectly states that George Street (SWH) is zoned at 60 km/h. It is currently zoned at 50 km/h, with a timed 40 km/h school zone. George Street also operates as three lanes (two northbound, one southbound). Pinjarra Road is likewise incorrectly stated as 60 km/h; it is zoned at 50 km/h.	It is noted that the current speed limits on George Street and Pinjarra Road are 50 km/h however, the SIDRA analysis used the correct speed limits. The revised TIA will state the correct speed limits.
7b	Assessment Year: Section 5.1 should assume a minimum 18-month construction period, making the earliest opening year 2028. Post-development analysis years should be adjusted to 2038–2040.	It is agreed to change the post development timeframe to 2027 and the 10-year post development timeframe to 2037. The revised SIDRA analysis

		documented in the revised TIA is based on these timeframes.
7c	Trip Generation: The estimated trip generation appears low compared to reference documents. The NSW Transport 2018 Analysis Report for small suburban shopping centres references 21.9 peak hour vehicle trips per 100 m^2 GLFA. The SA/VIC ALDI sites referenced in the DPTI report show 15.3 peak hour vehicle trips per 100 m^2 GLFA. The NSW Transport 2016 Analysis Report for fast food outlets references 183 PM peak hour trips for McDonald's sites. These figures suggest the current estimates may significantly understate actual trip generation.	The trip generation adopted for the ALDI Store is that stipulated in both 2014 and 2024 New South Wales Guidelines. The adopted trip rates are those stipulated for a supermarket in the formula for a shopping centre. The adopted trip rates for McDonalds are from ITE 11.
7d	Passing Trade: The assumed passing trade proportion (>40%) is high, and unsupported by evidence. The SA/VIC ALDI sites report references 30% passing trade, and the Austroads Guide to Traffic Management Part 12 references 28% undiverted passing trade for shopping centres (3,000–20,000m^2) and 35% for fast food outlets.	The passing trade percentages were sourced from the ITE Trip Generation Handbook (3rd Edition).
7e	The 2% compound growth rate used for existing traffic is inaccurate. Main Roads data indicates the current growth rate is 3%.	The revised SIDRA analysis documented in the revised TIA adopts a 3% background traffic growth.
7f. i	The George Street/Pinjarra Road intersection is reported as having "manageable queues," but further SIDRA analysis may be required, particularly for the northbound left-turn lane on George Street, which is likely to queue into the through lane. Right-turn movements from Access 3 onto George Street are also reported as having no queues, which appears unrealistic during peak periods and may lead to unsafe manoeuvres.	The revised SIDRA analysis with 3% traffic growth still results in satisfactory intersection performance.
7f. ii	The Pinjarra/Murray roundabout is expected to be the most impacted. Despite the TIA showing good levels of service (A/B), Main Roads' internal review indicates WA roundabouts often underperform compared with SIDRA defaults. Sensitivity testing using an environmental factor of 1.2 suggests potential for severe congestion, with eastbound right-turn volumes from Murray blocking northbound through traffic on Pinjarra Road, potentially backing up to the signalised intersection.	The default environmental factor should not be altered in accordance with the current Main Roads WA Operational Modelling Guidelines. The revised SIDRA analysis with 3% traffic growth results in satisfactory intersection performance.

7g	Pedestrian Crossing Design: High pedestrian volumes are expected between the development and Pinjarra Village shopping centre.	At the meeting at Main Roads office in Bunbury on 10th November 2025, it was agreed that no additional pedestrian crossing along this section of Pinjarra Road is warranted.
7h	Contradiction in Traffic Volumes: Section 5.6 states the development will not generate more than 100 vehicles/hour, but Table 2 (p. 11) shows 125–427 vehicles/hour during peak periods.	Section 5.6 states that "*the proposed development will not increase traffic on any lanes of the surrounding road network by more than 100 vehicles per hour*". Please refer to Figure 10 in the revised TIA.
7i	Road Safety: Section 5.8 identifies no safety issues, which is inconsistent with earlier risks identified, including increased pedestrian activity near McDonald's, sightline obstructions, potential conflicts with the PTA bus bay, unmanaged right turns from Pinjarra Road, and the limitations of SIDRA as a safety assessment tool.	The potential safety issues identified by Main Roads are addressed by the revised Pinjarra Road and George Street crossover designs and the revised SIDRA analysis.
8	Flooding and Stormwater Management	The drainage strategy will be addressed by the project civil engineer.

Waste Management Plan

Lot 2, 3, 4, 31 & 40 Murray Street

Prepared for Aldi Stores Pty Ltd and McDonalds

29 October 2025

Project Number: WMP25040 & WMP25041

DOCUMENT CONTROL					
Version	**Description**	**Date**	**Author**	**Reviewer**	**Approver**
1.0	First Approved Release	23/05/2025	EB	RH	RH
2.0	Second Approved Release	06/06/2025	EB	RH	RH
3.0	Third Approved Release	29/10/2025	JL	RH	AB

Approval for Release

Name	**Position**	**File Reference**
Ann Brouwer	Project Manager – Waste Management Plan Lead (WA)	WMP25040-02_Waste Management Plan_3.0
Signature		

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Executive Summary

Aldi Stores Pty Ltd and McDonalds are seeking development approval for the proposed commercial development located at 1924 Pinjarra Road (the Proposal).

To satisfy the conditions of the development application the Shire of Murray (the Shire) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Shire's requirements.

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas/Loading Dock for the storage of waste, based on estimated waste generation volumes, knowledge of existing facilities and suitable configuration of bins, and collection of waste can be completed from the Proposal.

A summary of the bin size, numbers, collection frequency and collection methods are provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size	Number of Bins	Collection Frequency	Collection	Collection Vehicle
ALDI Bin Storage Area/Loading Dock						
Refuse	-	1.5m^3	1	Up to seven times each week	Private Contractor	Front Lift
Recycling	-	40m^3	1	As Required	Private Contractor	Hook Lift
McDonalds Bin Storage Area						
Refuse	3,990	1,100L	1	Up to Four times each week	Private Contractor	Rear Lift
Recycling	3,990	1,100L	1	Up to Four times each week	Private Contractor	Rear Lift

A private contractor will collect refuse and recyclables from the ALDI supermarket onsite directly from the ALDI Bin Storage Area, in line with existing ALDI servicing arrangements. Refuse will be collected using a front lift vehicle and recyclables will be collected using a hook lift collection vehicle. The refuse bins will be ferried to and from the Bin Storage Area and the front of the loading dock to facilitate the clearances of the front lift collection vehicle during servicing. The private waste contractor will deliver a replacement skip bin for the cardboard compactor and remove the filled skip from the site for servicing, as required.

The private contractor's waste collection vehicles will enter and exit the Proposal in forward gear.

A private contractor will collect refuse and recyclables from the McDonalds restaurant onsite, directly from the McDonalds Bin Storage Area. The private contractor's rear lift waste collection vehicle will enter and exit the Proposal in forward gear.

Building management will oversee the relevant aspects of waste management at the Proposal.

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Appendices

APPENDIX A Example ALDI Supermarket Waste Management Plan

APPENDIX B Example McDonalds Waste Management Plan

1 Introduction

Aldi Stores Pty Ltd and McDonalds are seeking development approval for the proposed commercial development located at 1924 Pinjarra Road (the Proposal).

To satisfy the conditions of the development application the Shire of Murray (the Shire) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the Shire's requirements.

The Proposal is bordered by Murray Street to the north, Pinjarra Road to the east, George Street to the south and commercial properties to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area/Loading Dock, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m^2) of the commercial tenancies at the Proposal. The Proposal consists of the following:

ALDI Supermarket

- Retail Space – 1,100m^2; and
- Warehouse and Office – 323m^2; and

McDonald's Restaurant

- McDonalds Restaurant – 380m^2.

The proposed ALDI Supermarket manages waste through its own internal processes governed by national waste collection contracts. An example of waste management procedures under this contract is provided in APPENDIX A.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Melbourne Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
McDonalds Restaurant	Takeaway/Café	150L/100m^2/day	150L/100m^2/day

Please note that waste generation rates for the ALDI Retail Space/Warehouse and Office are assumed from existing tenant operations and national waste collection agreements and have therefore not been included in this waste assessment and the following sections.

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for the McDonald's Restaurant are shown in Table 2-2. It is estimated that 3,990L of refuse and 3,990L of recyclables will be generated each week.

Table 2-2: Estimated Waste Generation – McDonald's Restaurant

Commercial Tenancies	Area (m^2)	Waste Generation Rate (L/100m^2/day)	Waste Generation (L/week)
Refuse			
McDonalds Restaurant	380	150	3,990
		Total	**3,990**
Recyclables			
McDonalds Restaurant	380	150	3,990
		Total	**3,990**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Areas/Loading Dock discussed in the following sub-sections.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

3.1 Internal Transfer of Waste

The Proposal may have additional internal bins to facilitate the separate disposal of refuse and recycling within each commercial tenancy. The bins will be transferred by staff/cleaners to the attached Bin Storage Area/Loading Dock and be deposited into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to customers.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist customers, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bins Sizes			
	240L	660L	1,100L	3.0m^3
Depth	0.730	0.780	1.070	1.505
Width	0.585	1.260	1.240	1.805
Height	1.060	1.200	1.330	1.225

Reference: SULO and Veolia Bin Specification Data Sheets and SITA Front Lift Collection Specification Data Sheet

3.3 Bin Storage Area Size

3.3.1 ALDI Bin Storage Area

To ensure sufficient area is available for storage of the bins, the amount of bins and equipment required for the ALDI Bin Storage Area was modelled utilising the tenants existing knowledge of current operational ALDI facilities and the ALDI Waste Management Plan provided in APPENDIX A.

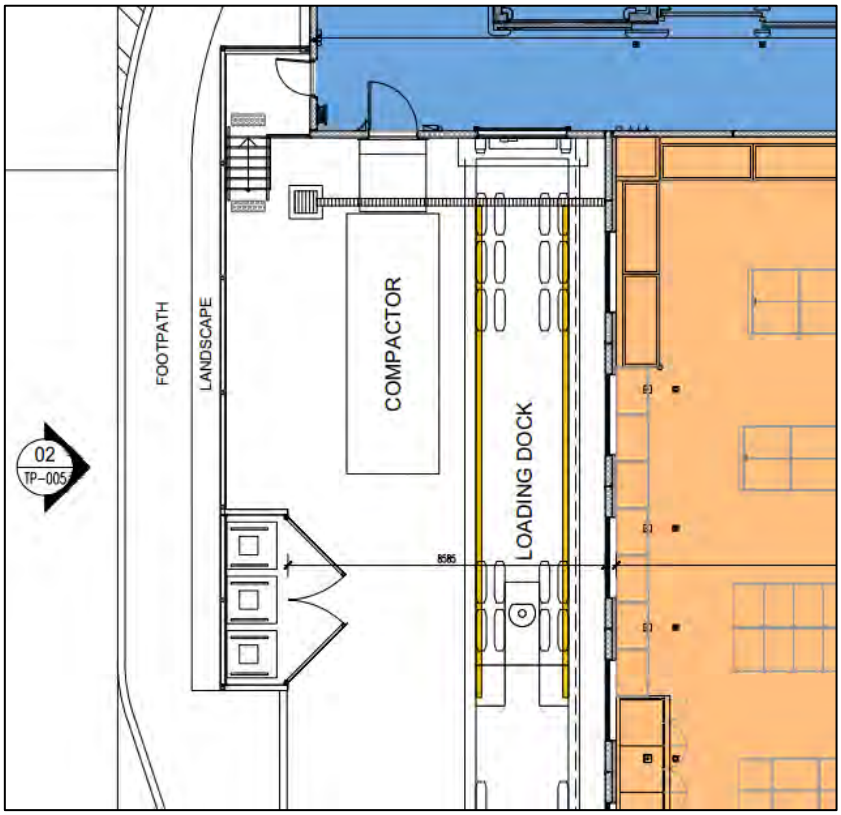
Based on waste collection methods provided in APPENDIX A, the ALDI Bin Storage Area/Loading Dock has been sized to accommodate:

- One 1.5m^3 bins for refuse, collected up to seven times each week; and
- One 40m^3 compactor skip bin for recyclables, collected in line with ALDIs current procedures.

The configuration of these bins within the Bin Storage Areas are shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the

maximum requirements assuming up to seven collections each week of refuse, and recyclables collected as required.

Diagram 1: ALDI Bin Storage Area



3.3.2 McDonalds Bin Storage Area

To ensure sufficient area is available for storage of the bins, the amount of bins required for the McDonalds Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables up to four times each week.

Based on the results shown in Table 3-2 the Bin Storage Areas has been sized to accommodate:

- One 1,100L bin for refuse; and
- One 1,100L bin for recyclables.

Table 3-2: Bin Requirements for McDonalds Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	660L	1,100L	3.0m^3
Refuse	3,990	5	2	1	1
Recycling	3,990	5	2	1	1

An example configuration of these bins within a Bin Storage Areas are shown Diagram 2. This example is based on a similar waste management plan described further in APPENDIX B. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 2 represents the maximum requirements assuming four collections each week of refuse and recyclables.

Diagram 2: McDonalds Bin Storage Area

3.4 Bin Storage Area Design

The design of the Bin Storage Areas will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Areas;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Areas self-closing and vermin proof;
- Doors to the Bin Storage Areas are wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Areas/Loading Dock will be monitored by Building Management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

4.1 ALDI Supermarket

A private waste collection contractor will service the ALDI Supermarket building and provide the tenancy with one 1.5m^3 bin for refuse and one 40m^3 cardboard compactor for recyclable paper and cardboard, refer APPENDIX A.

The private contractor will collect refuse up to seven times each week utilising a front lift waste collection vehicle and recyclable paper and cardboard as required using a hook lift collection vehicle, in line with existing ALDI servicing arrangements or as determined by a qualified ALDI building manager.

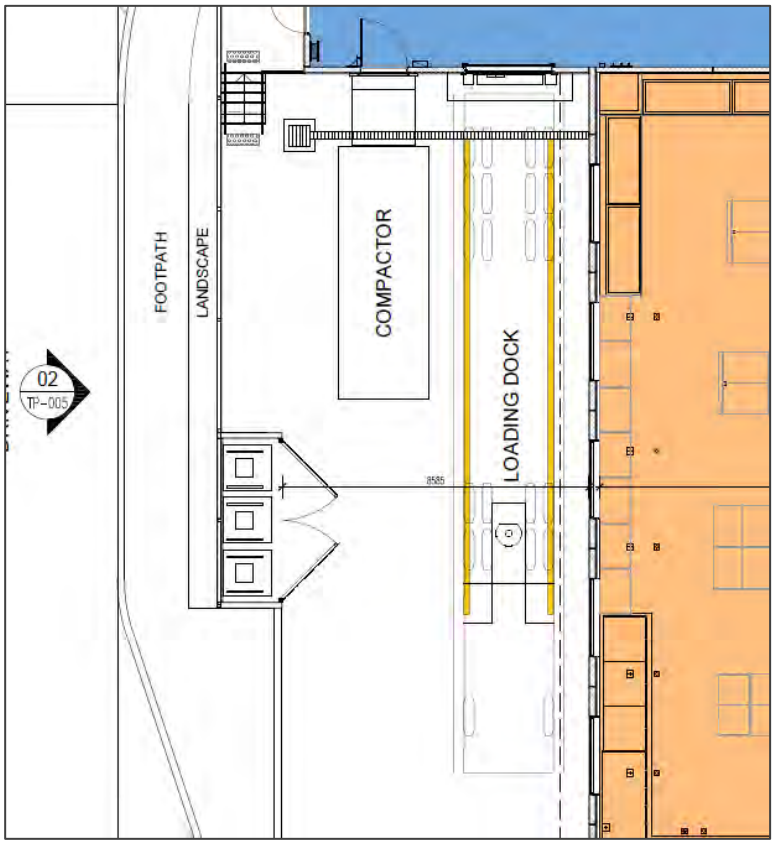
The private contractor's waste collection vehicle will service the bins onsite by pulling up directly into the Loading Dock, shown in Diagram 3.

The refuse bin will be ferried to and from the Bin Storage Area and the front of the Loading Dock to facilitate the clearances of the collection vehicle during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

The private waste contractor will deliver a replacement skip bin for the cardboard compactor and remove the filled skip from the site for servicing, as required.

Once servicing is complete the private contractor's waste collection vehicle will exit in a forward motion, moving with traffic flow.

Diagram 3: ALDI Supermarket Bin Storage Location



4.2 McDonalds Restaurant

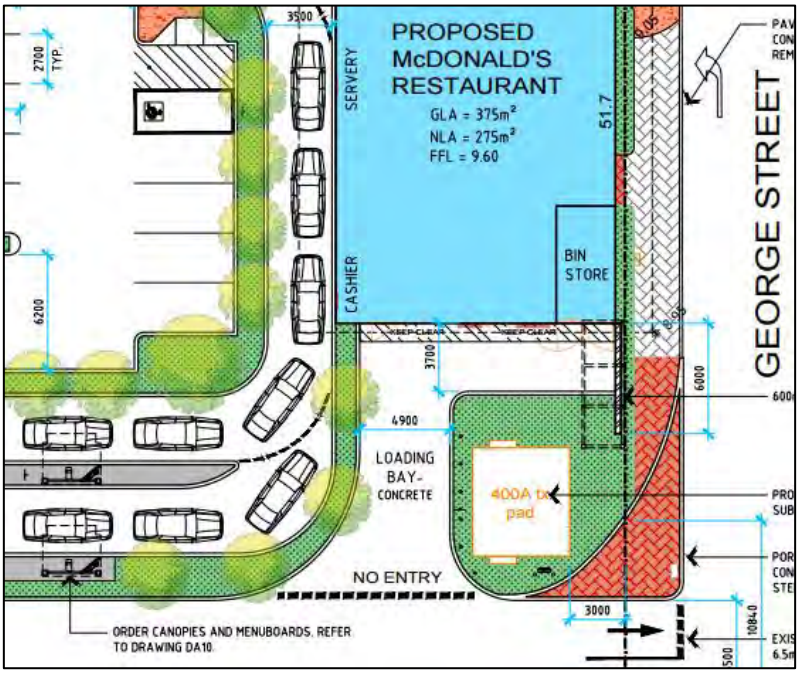
A private waste collection contractor will service the McDonalds Restaurant and provide the tenancy with one 1,100L bin for refuse and one 1,100L bin for recyclables.

The private contractor will collect refuse up to four each week and recyclables up to four each week utilising a rear lift waste collection vehicle.

The private contractor's waste collection vehicle will service the bins onsite, directly from the Bin Storage Area, the location is shown in Diagram 4. The private contractor will pull up directly adjacent to the Bin Storage Area for servicing and the contractor's staff will ferry bins to and from the waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's waste collection vehicle will exit the Proposal in a forward motion, moving with traffic flow.

Diagram 4: McDonalds Bin Storage Location



4.3 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an 'as required' basis.

Adequate space may be allocated throughout the Proposal for placement of containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Areas. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;

- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Specialty waste collection will be monitored by each building manager who will organise their transport to the appropriate waste facility, as required.

Additionally, grease traps/containers may be provided for grease and used cooking oil, if required. Grease traps would be provided in the commercial tenancy's kitchen(s) and used cooking oil containers would typically be kept within the Bin Storage Areas. Grease traps/used cooking oil containers may be installed in the kitchen/Bin Storage Areas at a later date, if required.

5 Waste Management

Building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas/Loading Dock for the storage of refuse and recyclables based on the estimated waste generation volumes, knowledge of existing facilities and suitable configuration of bins.

The above is achieved using:

ALDI Bin Storage Area:

- One 1.5m^3 bin for refuse, collected up to seven times each week; and
- One 40m^3 compactor skip bin for recyclables, collected as required in line with ALDIs current procedures.

McDonalds Bin Storage Area:

- One 1,100L bin for refuse, collected up to four times each week; and
- One 1,100L bin for recyclables, collected up to four times each week.

A private contractor will collect refuse and recyclables from the ALDI supermarket onsite directly from the ALDI Bin Storage Area, in line with existing ALDI servicing arrangements. Refuse will be collected using a front lift vehicle and recyclables will be collected using a hook lift collection vehicle. The refuse bins will be ferried to and from the Bin Storage Area and the front of the loading dock to facilitate the clearances of the front lift collection vehicle during servicing. The private waste contractor will deliver a replacement skip bin for the cardboard compactor and remove the filled skip from the site for servicing, as required.

The private contractor's waste collection vehicles will enter and exit the Proposal in forward gear.

A private contractor will collect refuse and recyclables from the McDonalds restaurant onsite, directly from the McDonalds Bin Storage Area. The private contractor's rear lift waste collection vehicle will enter and exit the Proposal in forward gear.

Building management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

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LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Easement
- Reserve

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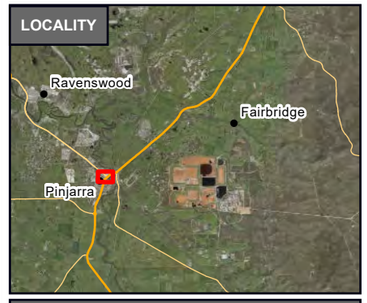
LOCALITY



km
0 5 10 15 20

LOCALITY

Lot 2, 3, 4, 31 & 40 Murray Street
Pinjarra WA 6208

Aldi Stores C/- JKT Real Estate
Hindley & Associates Pty Ltd

N
m
0 10 20 30 40

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:1,000

Prepared: A Barley	Date: 30/04/2025
Reviewed: D Patel	Revision: A
Project: WMP25040/41	

talis consultants

Figure 01

Data source: Roads, Cadastre - Landgate, 2025. Imagery: Nearmap, 2025.

APPENDIX A

Example ALDI Supermarket Waste Management Plan

WASTE MANAGEMENT PLAN

NEDLANDS

AUGUST 2024

ALDI STORES

ABOUT ALDI

With a network of more than 9000 stores, ALDI is a leader in the international grocery industry, serving Europe, USA and Australia.
While ALDI has been operating internationally for over 50 years, the first Australian store opened its door in January 2001 and Australia now has over 500 Stores operating in the country.

The majority of products sold by ALDI Stores includes exclusive brands owned by ALDI. There are three main product ranges including;

1. Core Range — The main grocery lines include food, beverages, personal care and cleaning products. These products are generally sourced centrally for all stores across Australia.
2. Fresh Produce - products such as bread, milk, fruit and vegetables are mostly sourced locally in each region.
3. Special Buys - products that appear for only one or two weeks each year linked to a season or a theme. This range predominantly includes non-food general merchandise as well as seasonally relevant specialty foods.

ALDI has a constant focus on working as efficiently as possible, reducing their overheads and passing on savings to customers. ALDI also supports Australian growers and producers and works closely to nurture these relationships.

ALDI WASTE MANAGEMENT PLAN

INTRODUCTION

ALDI's Philosophy is that all people, wherever they live should have the opportunity to buy fantastic everyday groceries of the highest quality at the lowest possible price.

This is partly achieved through the distribution and presentation of the products in store. ALDI's products are delivered to the store on reusable plastic pallets, bottle trays, produce baskets, milk dollies and bread trays and are generally presented within the store on these pallets, trays, boxes etc. ALDI has a stated commitment to environmental sustainability and therefore waste management reduction.

ALDI is proud to be a signatory to the 'Australian Packaging Covenant' and is committed to reducing its environmental impacts.

WASTE GENERATED

The model of presenting products on pallets, trays etc minimizes the need for packaging and significantly reduces the amount of waste generated on site. Given that there is no on-site preparation of food, waste is also reduced.
There are three types of waste generated within an ALDI Store and they are removed from site as follows:

1. General — Waste disposed of in the general/waste bin is limited to waste generated by staff on their lunch breaks (food packaging) and office-based waste. These products are placed in a 1.5m3 bin and are collected every 5-7 days by ALDI's nominated garbage contractor. The collection will be managed at ALDI's request at specified times. The bins are fully contained and equipped with a hinged lid and contained in the Bin Enclosure in the loading dock. Each bin is located within a secure enclosure as per the attached photo below.

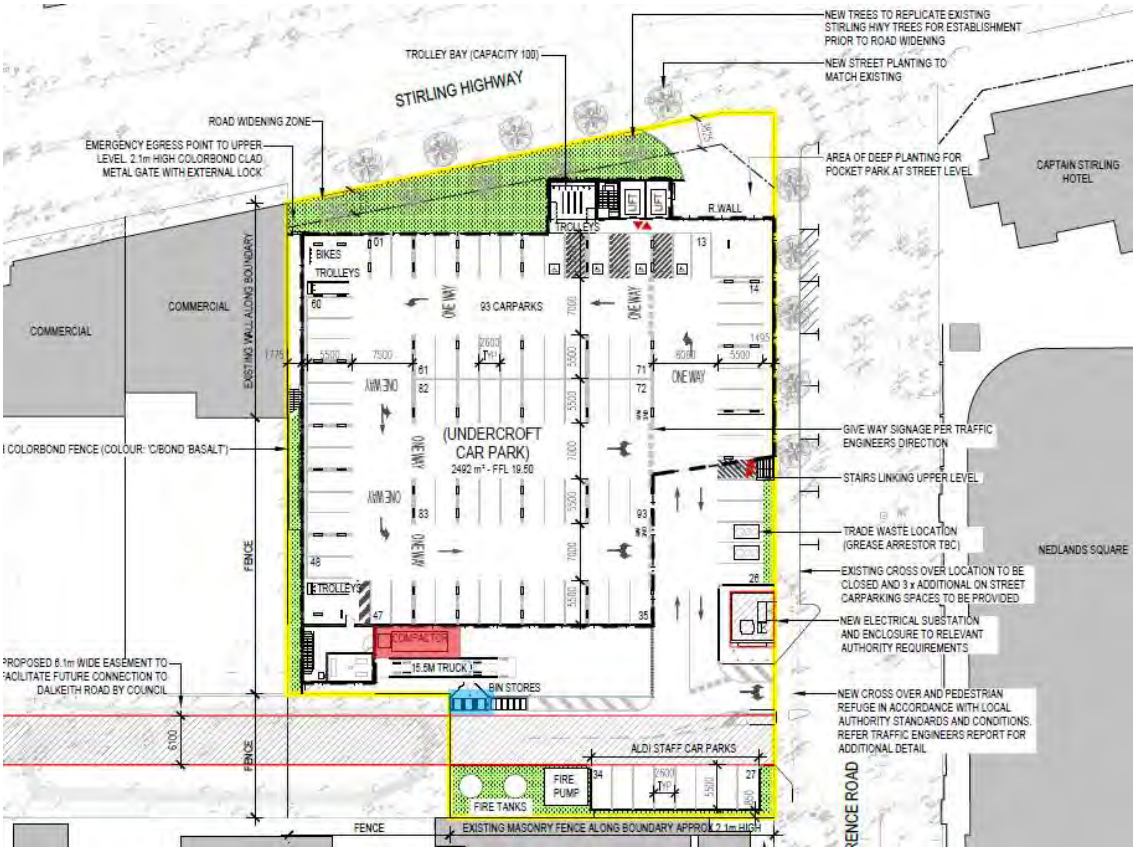
2. Cardboard and Paper — This store has a 40 cubic metre cardboard compactor provided as standard. The transportable compactor is connected to the back of house (BOH) area store via a chute, allowing for easy access to manage cardboard and paper waste as it is produced in the store. Typically, the compactor bin is collected from the store every 2 or 3 weeks with the waste sent for recycling.

3. Empty pallets, bottle trays, milk dollies, produce baskets and some plastic (pallet wrapping etc) once used are collected from the store by the ALDI delivery truck (following a delivery) and returned to the ALDI distribution centre for reuse/ recycling. The used bread trays are collected by the bread truck and returned to their warehouse for reuse.

ALDI uses a new generation reusable plastic crate that allows for fresh produce to be delivered directly to the shop floors. This crate allows for products to be packed directly on farm/ factory before being delivered to the distribution centre and then on to the stores. This reduces the amount of repacking and speeds up the process. The crate has a reduced fold down height by 25mm allowing for 29% more crates to fit into truck than previous generation crates have allowed resulting in fewer truck movements.

VOLUMES OF WASTE GENERATED

To ensure the diversion of waste from landfill, separation of waste will occur at the store and be undertaken by the ALDI Store staff, all of whom are trained to do so. Empirical evidence from a typical ALDI Store suggests that approximately 5.0m3 of general waste and 3 to 4 tonnes of cardboard packaging are created each week. General waste is collected by a nominated ALDI contractor, who must adhere to the WA State Government legislation relating to being a transporter of waste.



LOCATION OF WASTE MANAGEMENT FACILITIES AND EQUIPMENT

As shown on the above plan, the main waste management facilities are located externally to the store in the loading dock area

In order to facilitate an effective waste management service, provision must be made to address general garbage disposal together with recyclable materials and cardboard resources. As a result, each store will have one (1) x 1.5m3 bin for general waste and (1) x 40 cubic metre cardboard compactor for recyclable paper and cardboard. The bin enclosure is a dedicated bin enclosure (photo 1 shows a typical design).

Photo 1 – Typical ALDI bin enclosure.

Photo 2 – Typical cardboard compactor provision.

CLEARANCE FREQUENCIES & TIMES

It is estimated that the ALDI store will produce 5.0m^3 of general and 3-4 tonnes of cardboard waste per week. Typically, a compactor will be collected every 2 to 3 weeks and general waste bins will be emptied every 5-7 days.

General waste bin will be emptied by a front lift vehicle, which will park in the loading dock area to load. The bin will be rolled from the bin enclosure and moved in front of the loading dock door in order to facilitate the clearances. The collection frequency will be subject to the volume of waste generated and collection times will typically be between 7:00am and 8:00pm Monday to Friday. Should a weekend collection be required it is most likely that these services will be between 9:00a m to 8:00pm.

ENVIRONMENTAL CONSIDERATIONS

The general waste bin for an ALDI store is located in the bin enclosure, which is roofed. The ground slab is graded with falls to a drain. A tap is provided within the enclosure to assist with cleaning. Bins are stored with the lids closed, coupled with the frequency of collections and natural air dispersion factors, fugitive odour emissions are not considered to be an issue for the immediate environment at this development. However, noting the above ALDI does engage an external contractor to clean and sanitise the bins on a regular basis.

Noise emissions from both the ALDI delivery trucks and garbage collection trucks will comply with Environmental Protection Authority requirements.

FOOD DONATIONS

ALDI proudly donates food that can no longer be sold (due to use by dates etc) to a variety of charities, including Foodbank, OzHarvest and Second Bite. These companies collect the fresh food daily from the ALDI Store loading dock during trading hours and provide the food to charities supporting disadvantaged people living in at-risk communities.

ALDI ENVIRONMENTAL ENDORSEMENTS & IMPLEMENTATIONS

Since ALDI Stores commenced operations in Australia in 2001, the company has introduced a range of initiatives that have allowed the environmental impacts of its packaging to be minimised.

- In June 2010, ALDI became the first company to join Planet Ark's Carbon reduction Label (CRL) Program in Australia. The CRL informs customers of the total carbon footprint of a product, from raw material and manufacturing right through to disposal or recycling of the packaging. The label assists people to understand how they can reduce their own carbon footprint.

- ALDI, with support of Planet Ark, became the first supermarket in Australia to offer a free recycling service for household batteries in every store and combat the amount of battery waste ending up in landfill. The program allows ALDI customers to simply drop used household batteries, including AA, AAA, C, D and 9V into recycling bins located in their local store.

- ALDI is a participant in the Standardized Packaging Recyclability Labelling Reference Group (SPRLRG) governed by the Australian Food and Grocery Council (AFGC). The purpose of the SPRLRG is to reach agreement on a standardized packaging recyclability logo and label system to be used on Australian packaging.

- We have announced the national phase out of our reusable 15c plastic bag and the introduction of a paper bag alternative, which is now available in all stores. The paper bags are Forest Stewardship Council (FSC) certified and 100 per cent recyclable. ALDI is saying goodbye to single-use and problematic plastics. We have removed tableware such as plastic bowls, plates, cutlery, and cups from our shelves. By no longer selling plastic tableware, we have been able to save 322 tonnes of plastic from landfill each year. In place of plastic products, we have introduced a new range of plates and bowls that are made entirely of sugar cane, as well as cutlery made from birchwood.

- ALDI has also prioritised the reduction or replacement of difficult to recycle black plastic packaging. Status at the end of 2022: we have removed 55.3% of black plastic packaging across our range. ALDI has also removed all microbeads from our entire beauty product range.

- ALDI has never provided free-of-charge plastic carrier bags. Our reusable plastic bag, The Le Bag Recycle, is 80% recycled plastic, 60% of which is pallet wrap from ALDI warehouses. By not providing single-use carrier bags, we have saved an estimated 9.4 billion plastic bags from entering the market.

- Our everyday range of standard batteries are now packaged in paper instead of plastic. That is approximately seventeen tonnes of plastic waste avoided each year.

- Our flow-wrap mince packaging trial has produced a 70% reduction in plastic packaging for ALDI Jindurra Station mince. This packaging was a Finalist for the 2023 Design Innovation of the Year Award by the Australian Institute of Packaging.

- In December 2021, we became the first Australian supermarket to begin replacing plastic straws on drink cartons, with paper versions. ALDI is currently in the process of rolling out juice boxes that have a paper straw, resulting in the removal of more than 40 million plastic straws a year. The roll-out to all products is due to be complete by mid-2022.

- Our cotton buds have also switched from a plastic to a paper stem. By making the change from plastic to paper, we are avoiding 357 million plastic stems from ending up in landfill each year.

- Following collaboration with our suppliers, all Styrofoam noodle cup packaging will be phased out by late-2023, with production of new paper-based cups already underway.

- ALDI's master artwork information guidelines continue to promote responsible disposal of packaging including the Tidyman logo/ Mobius loop on all products.

- ALDI has eliminated the use of Styrofoam boxes and packaging throughout its entire range. ALDI has also partnered with an asset recovery agent to re-use or recycle all damaged specials that would have otherwise gone to landfill. A recent six-month trial diverted 150 tonnes of waste from landfill.

- 100% of ALDI's toilet tissue, paper towels, facial tissues and paper napkins come from responsibly managed sources.

- ALDI continues to not offer free plastic bags to its shoppers. ALDI encourages its customers to bring their own shopping bags, or alternatively, they can purchase a reusable bag from the store. ALDI's heavy-duty plastic bags are made from 85% recycled materials.

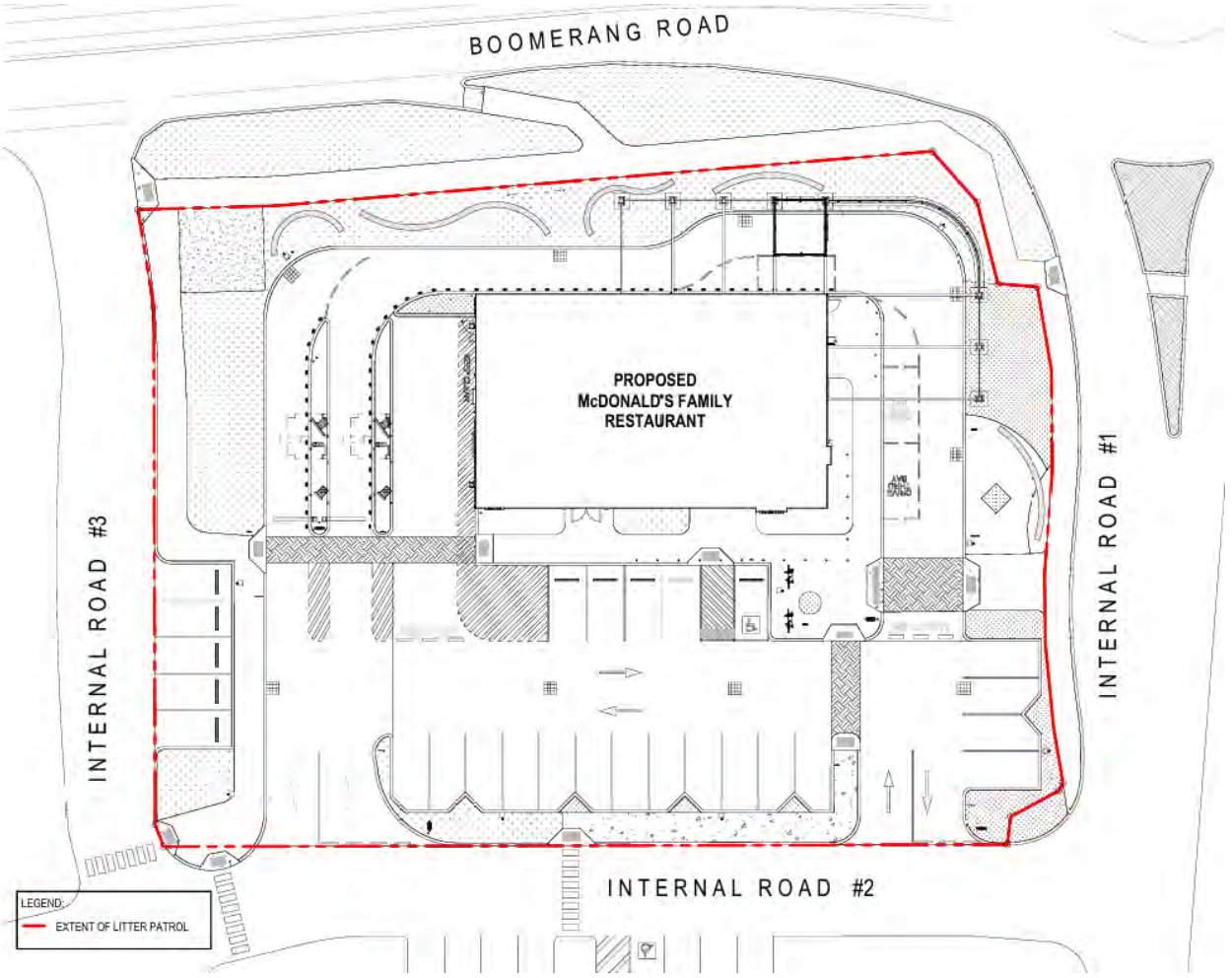
APPENDIX B

Example McDonalds Waste Management Plan

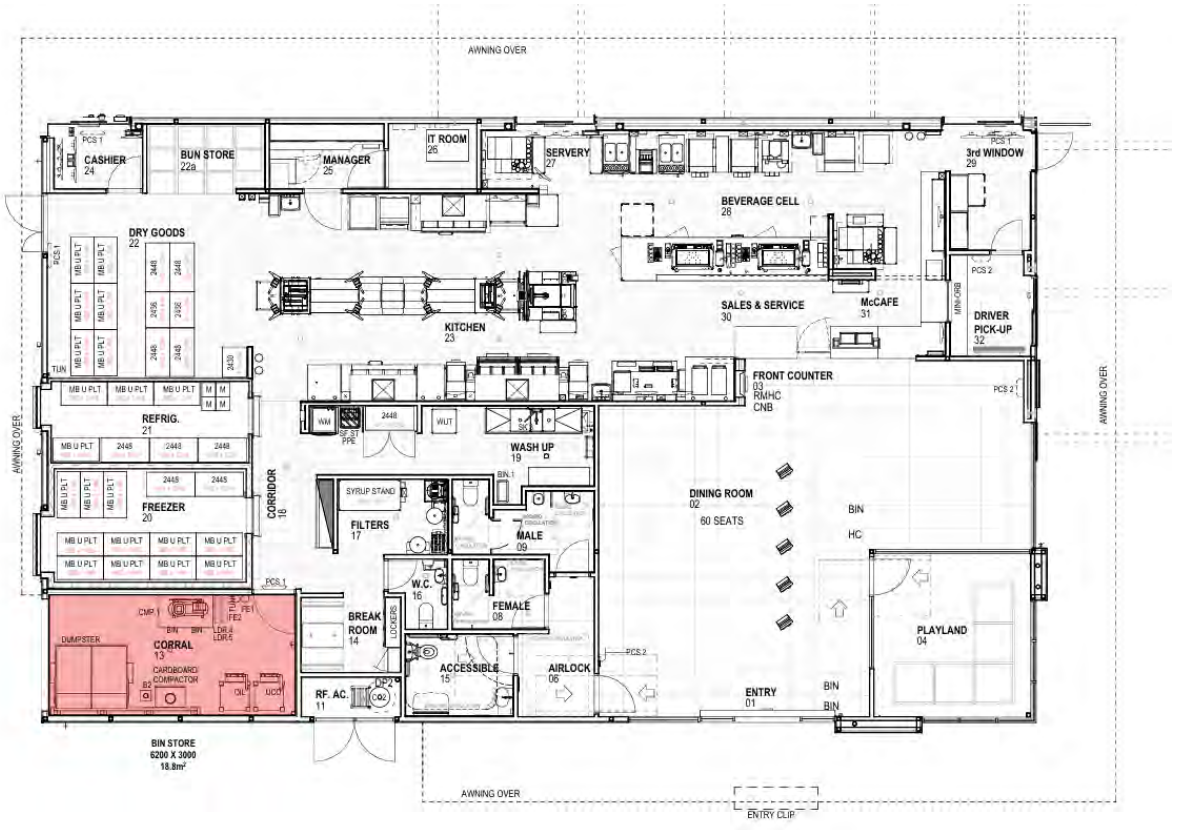
McDONALD'S BULLSBROOK
WASTE MANAGEMENT PLAN

1. General waste produced will be placed in garbage bags, sealed and deposited in an 1100L bin for general rubbish.
2. Boxes and/or recycling waste will be deposited in an 1100L bin marked as recycling only.
3. All staff bins are in the corral (bin room) at the rear of the restaurant. There is a roof over the bin store area protecting it from additional stormwater.
4. Bins will typically be emptied two times per week by *SUEZ*. The cleaning of the 1100L bins is a process completed by *SUEZ*.
5. The concrete bin room floor is graded to a floor waste connected to sewer and contains a tap for cleaning spills. The bin room is cleaned, and pressure washed twice a week. Spot checks are completed throughout the day, and additional sweeping and hosing down of the floor is completed in the event of a spillage.
6. All waste collections will be conducted between the hours of 7.00am to 7.00pm.
7. Waste cooking oil is stored in sealed containers and will be collected by an accredited contractor and disposed of in an appropriate manner each month.
8. Eight (8) waste bins are provided in appropriate locations to control litter both inside and outside the restaurant. These waste bins will be checked and emptied on a regular basis by our staff into the main bin.
9. The main bin utilizes vehicular collection during prescribed hours. The procedure involved is specific collection times agreed with the nominated waste contractor. The collection times are programmed to occur at 11.00am weekdays and will always be within the prescribed times imposed by the permit; namely between not before 7.00am and not after 7.00pm.
10. The times of collection are dependent upon the trading patterns of the restaurant, as are the numbers of collections required, and will be set once the restaurant is trading to ensure minimum disruption. The driver of the waste management vehicle (WMV) contacts the restaurant to alert them that the WMV is in proximity prior to entering the site. As the WMV enters the site, our staff open the corral gates and prepare to manoeuvre the bin into the loading bay. The WMV then lifts and empties the bin, which is maneuvered back to the corral by our staff as the WMV leaves the site. It is expected the collection will take less than 90 seconds. The operation is always supervised by our staff.
11. McDonald's standard operating procedures continually strive to reduce waste and maximise the use of recyclable materials. Food products, general rubbish, paper, and cardboard is compacted and collated separately from the waste.
12. No recycling bins are available for customers within the dining area. McDonald's have trialed these, however they proved ineffective as customers would mix general waste into recycling.
13. All dining room bins are cleaned daily.
14. Litter patrols will be completed around the site (within the boundaries of the lot) daily between 6am and 6pm by the McDonald's Shift Manager. The maintenance contractor will also perform perimeter litter patrols every Monday and Friday morning.

Site Plan



Floor Plan



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Geology Mapping

Colliers has utilised the Department of Mines, Industry Regulation and Safety 1:50,000 geological mapping series, Pinjarra map. The site geology is likely to comprise of SAND (S10), summarised as:

- Thin Bassendean Sand (S8) over Guildford formation (Qpb / Qpa)
- High Permeability.
- Low slope stability.
- Medium to High bearing capacity.

Geotechnical Investigation

Five test pits undertaken with variable results, including FILL SAND, Gravelly Sandy CLAY, Sandy CLAY, and CLAY sandy, as summarised below

Groundwater

The Department of Water and Environmental Regulation (DWER) indicates that:

- Historical maximum groundwater is likely to be encountered at RL 7.20m AHD in the north-western corner (adjacent ALDI), and RL 5.30m AHD in the south-eastern corner (adjacent McDonalds), with groundwater grading in a westerly direction towards the Murray River.
- The existing surface of the proposed McDonald's site is in the order of RL 9.00m AHD.

Based on these maximum groundwater levels, groundwater is likely to be present within 2.0 – 3.0m of the surface.

Groundwater was not encountered during the geotechnical investigation, however perched groundwater would be expected after rainfall events.

Infiltration

Infiltration tests were undertaken at five locations, as summarised below.

Test Pit #01
Natural Surface = RL 9.10m
FILL SAND (0.6m) = RL 8.50m
Sandy CLAY (1.3m) = RL 7.80m
Termination at RL 7.80m
No Groundwater encountered

Test Pit #04
Natural Surface = RL 8.70m
FILL SAND (0.3m) = RL 8.40m
CLAY (2.0m) = RL 6.70m
Termination at RL 6.70m
No Groundwater encountered

Test Pit #05
Natural Surface = RL 8.65m
FILL SAND (0.3m) = RL 8.35m
CLAY (1.5m) = RL 7.15m
Termination at RL 7.15m
No Groundwater encountered

Test Pit #12
Natural Surface = RL 8.75m
FILL SAND (0.8m) = RL 7.95m
CLAY (2.0m) = RL 6.75m
Termination at RL 6.75m
No Groundwater encountered

Test Pit #12
At 0.50m (RL 8.25m) in SAND = 21.0 m/day
At 1.00m (RL 7.75m) in CLAY = 0.2 m/day

Test Pit #13
Natural Surface = RL 8.75m
SAND (0.8m) = RL 7.95m
Termination at RL 7.95m
No Groundwater encountered

Test Pit #13
At 0.50m (RL 8.25m) in SAND = 8.4 m/day

Test Pit #15
Natural Surface = RL 9.00m
FILL SAND (0.6m) = RL 8.40m
Sandy CLAY (2.0m) = RL 7.00m
Termination at RL 7.00m
No Groundwater encountered

Test Pit #15
At 0.50m (RL 8.50m) in SAND = 19.6 m/day
At 1.00m (RL 8.00m) in CLAY = 0.06 m/day

Test Pit #7
Natural Surface = RL 9.10m
FILL SAND (0.2m) = RL 8.90m
FILL SAND clayey (0.6m) = RL 8.50m
CLAY (1.5m) = RL 7.60m
Termination at RL 7.60m
No Groundwater encountered

Test Pit #10
Natural Surface = RL 8.95m
FILL Sandy GRAVEL (0.2m) = RL 8.75m
FILL SAND (0.5m) = RL 8.45m
SAND (1.7m) = RL 7.25m
Clayey SAND (2.0m) = RL 6.95m
Termination at RL 6.95m
No Groundwater encountered

Test Pit #18
Natural Surface = RL 8.95m
FILL GRAVEL (0.3m) = RL 8.65m
CLAY (2.0m) = RL 6.95m
Termination at RL 6.95m
No Groundwater encountered

Test Pit #18
At 0.50m (RL 8.45m) in CLAY = 1.3 m/day
At 1.00m (RL 7.95m) in CLAY = 0.1 m/day

Test Pit #20
Natural Surface = RL 8.95m
FILL SAND (0.5m) = RL 8.45m
CLAY (2.0m) = RL 6.95m
Termination at RL 6.95m
No Groundwater encountered

Test Pit #20
At 0.50m (RL 8.45m) in CLAY = 0.1 m/day

PROPOSED ALDI STORE
PROPOSED ALDI CARPARK 103 CAR BAYS
PROPOSED McDONALD'S RESTAURANT
GLA = 375m²
NLA = 275m²
FFL = 9.60
McDONALD'S CARPARK 15 CAR BAYS
EXISTING MASONIC HALL
FFL = 9.11
PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.
LOT 1 (SP42347)
LOT 2 (SP42347)
LOT 3 (D112012)
LOT 4 (DP223)
LOT 4 (D15269)
LOT 50 (D51257)
LOT 31 (D112012)
LOT 39
LOT 32
INTERNAL ROAD #1 -RECIPROCAL ACCESSWAY
INTERNAL ROAD #2 -RECIPROCAL ACCESSWAY
PINJARRA STREET
MURRAY STREET
GEORGE STREET
1280 SETBACK
ENTRY
TROLLEY BAY.
PED. CROSSING
LANDSCAPING AND VERGE IMPROVEMENT WORKS SUBJECT TO SHIRE AND/OR MAIN ROADS WA APPROVAL.
NEW CONCRETE FOOTPATH CONNECTION FROM BUILDING EXIT. RAMP LENGTH AND HANDRAILS TO BE DETERMINED DURING DETAILED DESIGN PHASE.
EXISTING FOOTPATH TO REMAIN
PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING.
EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER. INCREASED ENTRY RADIUS TO SUIT ALDI TRUCK DELIVERY PATH.
LOADING BAY -CONCRETE
SCREENED BIN ENCLOSURE.
3.3m HIGH WALL/FENCING IN ACCORDANCE WITH ACOUSTIC REPORT.
1.8m HIGH CYCLONE FENCE.
PROPOSED PUMPS AND TANKS FOR FIRE FIGHTING SERVICE. SIZE AND FINAL DESIGN CONFIRMED DURING DETAILED DESIGN STAGE.
600mm HIGH BLOCKWORK RETAINING WALL AND 1.8m HIGH COLORBOND FENCE IN ACCORDANCE WITH ACOUSTIC REPORT.
DRIVE-THRU WAITING BAYS
CONTRASTING CONCRETE PEDESTRIAN CROSSING.
4 PARK BICYCLE PARKING AREA.
CURVED FEATURE STONE LOW HEIGHT PLANTER WALLS.
PAVED FOOTPATH TO REMAIN
ENTRY #1
ENTRY #2
SERVERY
CASHIER
BIN STORE
LOADING BAY- CONCRETE
400A ts pad
NO ENTRY
ORDER CANOPIES AND MENUBOARDS. REFER TO DRAWING DA10.
EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER.
PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING WITH BRICK PAVED EDGING.
BRICK & TIN BUILDING FFL: 8.89
LAWN
TRANSFORMER
SAND
SANDY SCRUB
CONCRETE
DECKSPIKAN BITUMEN RL: 8.14

LEGEND:
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
- NEW GREY CONCRETE FOOTPATH.
- NEW SOFT LANDSCAPING BEDS.

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

CLIENT : McDonalds + ALDI
PROJECT : Pinjarra Fast Food
TITLE : 25109-C8-DG-02
REVISION : A
DATE : 11 June 2025

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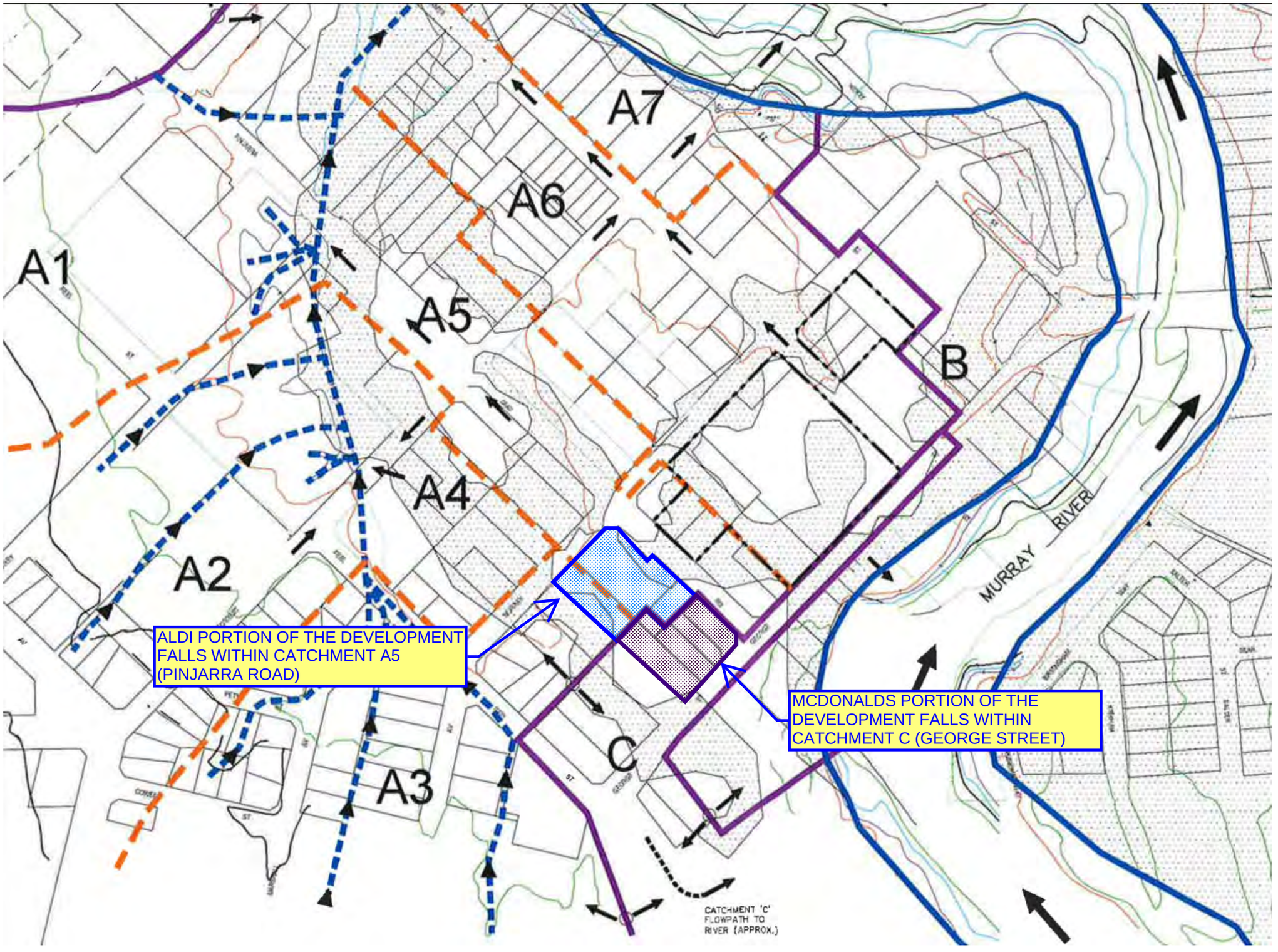
Project PROPOSED ALDI STORE & McDONALD'S
LOT 2, 3, 4, 31 & 41 MURRAY ST. PINJARRA

Drawing PROPOSED SITE PLAN

TOWN PLANNING

Job No 251677	Drawing No. DA-02
Scale 1:250 @ A1	
Date MAY 2025	
Drawn AJJ	Revision 0



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Colliers

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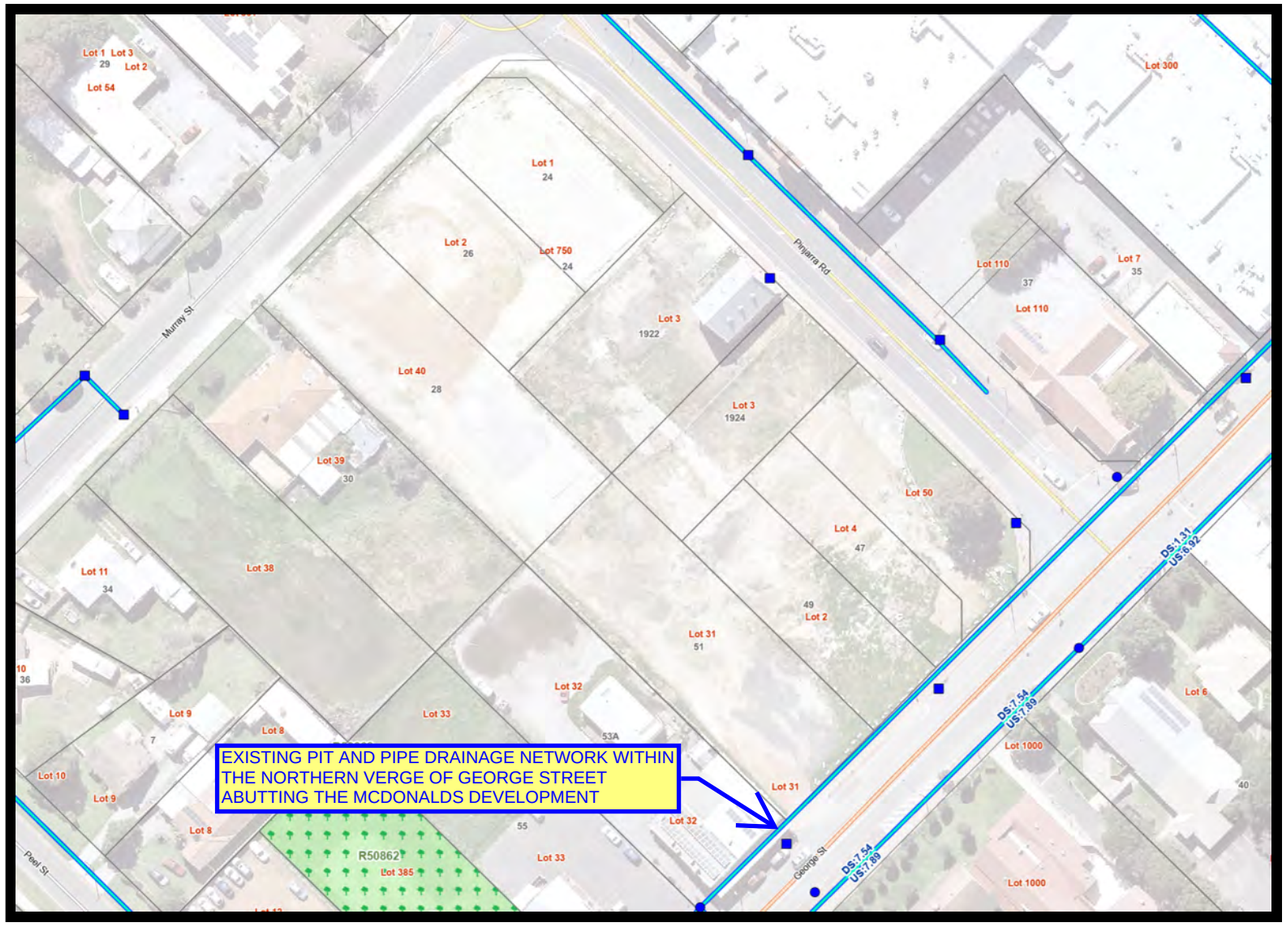

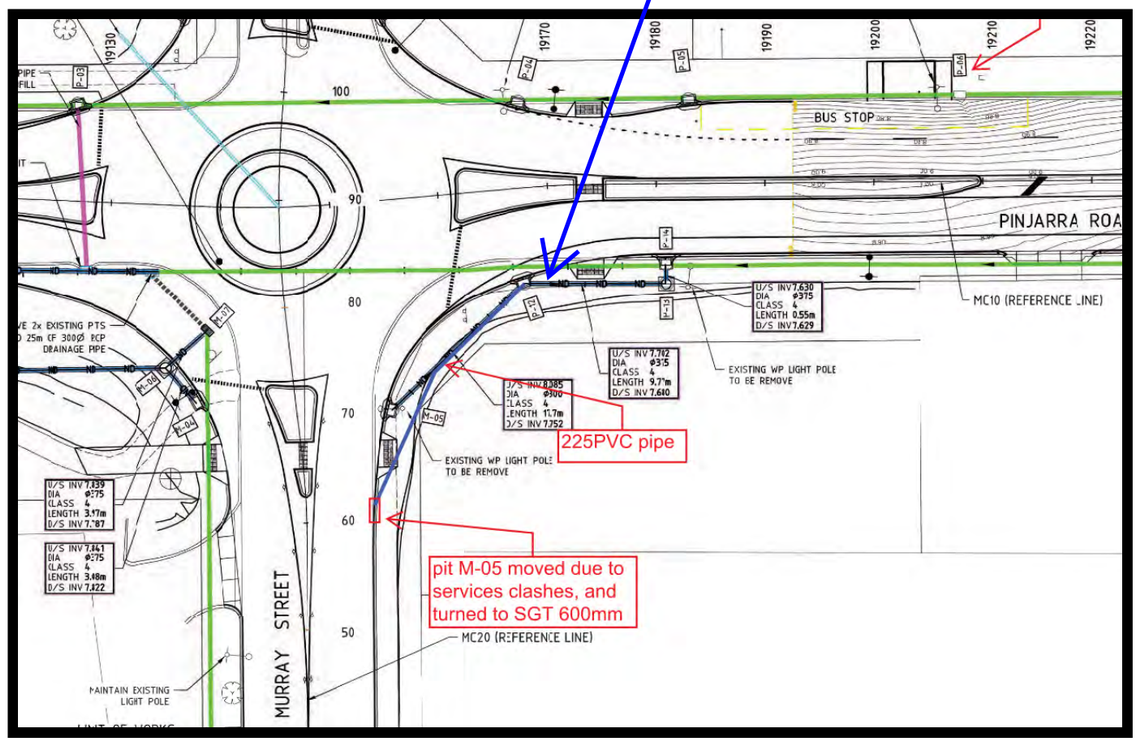

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PINJARRA ROAD

PINJARRA ROAD

BUS STOP

CROSS OVER

3 BIKE RACKS FOR 6 BIKES.

LANDSCAPING AND VERGE IMPROVEMENT WORKS SUBJECT TO SHIRE AND/OR MAIN ROADS WA APPROVAL.

PROPOSED 2000mm WIDE PAVED FOOTPATH WITH 2000mm LANDSCAPE BUFFER TO SIDE OF EXISTING MASONIC HALL.

PROPOSED (2) ACCESS - IN / LEFT - OUT CROSSOVER

1280 SETBACK

2500 SETBACK

EXISTING MASONIC HALL
FFL: 9.11

PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.

LOT 1 (SP42347)

ENTRY

TROLLEY BAY

SAND

PROPOSED 1500mm WIDE CONCRETE FOOTPATH WITH 500mm LANDSCAPE BUFFER TO REAR OF EXISTING MASONIC HALL

7,489.24 sq.m

LOT 3 (DP212017)

INTERNAL ROAD #2
RECIPROCAL ACCESSWAY

LOT 50 (DP51257)

LAWN

TRANSFORMER

DRIVE-THRU WAITING BAYS

4 PARK BICYCLE PARKING AREA.

CURVED FEATURE STONE LOW HEIGHT PLANTER WALLS.

PAVED FOOTPATH TO REMAIN.

PROPOSED ALDI STORE
GLA = 1543 m²
NLA = 1503 m²
FFL = 9.60

LOT 2 (SP42347)

PROPOSED McDONALD'S CARPARK 15 CAR BAYS

PROPOSED BOLLARD PROTECTION 1500 CTS.

PROPOSED STEPS AND HANDRAIL ENTRY.

PAVED FOOTPATH TO REMAIN, MAKE GOOD CONCRETE KERBING FOLLOWING CROSSOVER REMOVAL.

PROPOSED ALDI CARPARK 103 CAR BAYS

2,916.54 Sq m

PROPOSED McDONALD'S RESTAURANT
GLA = 176m²
NLA = 275m²
FFL = 9.60

ALDI PRE DEVELOPMENT CATCHMENT AREA

MCDONALDS PRE DEVELOPMENT CATCHMENT AREA

LOT 40 (DP223045)

LOADING BAY - CONCRETE

SCREENED BIN ENCLOSURE

3.3m HIGH WALL/FENCING IN ACCORDANCE WITH ACOUSTIC REPORT

PROPOSED PUMPS AND TANKS FOR FIRE FIGHTING SERVICE, SIZE AND FINAL DESIGN CONFIRMED DURING DETAILED DESIGN STAGE

INTERNAL ROAD #1
RECIPROCAL ACCESSWAY

600mm HIGH BLOCKWORK RETAINING WALL AND 1.8m HIGH COLORBOND FENCE IN ACCORDANCE WITH ACOUSTIC REPORT.

NEW CONCRETE FOOTPATH CONNECTION FROM BUILDING EXIT. RAMP LENGTH AND HANDRAILS TO BE DETERMINED DURING DETAILED DESIGN PHASE.

PORTION OF FULLY MOUNTABLE RollOVER CONCRETE KERBING

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER. INCREASED ENTRY RADIUS TO SUIT ALDI TRUCK DELIVERY PATH

EXISTING FOOTPATH TO REMAIN

MURRAY STREET

GEORGE STREET

600mm HIGH BLOCKWORK RETAINING WALL.

PROPOSED McDONALD'S TRANSFORMER. SUBJECT TO WESTERN POWER DESIGN.

PORTION OF FULLY MOUNTABLE RollOVER CONCRETE KERBING WITH BRICK PAVED STENCILLING.

EXISTING CROSSOVER TO BE MODIFIED TO 6.4m WIDE FULL MOVEMENT CROSSOVER.

LOT 39

LOT 32

BRICK & TIN BUILDING FFL: 8.89

LEGEND:

- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
- NEW GREY CONCRETE FOOTPATH.
- NEW SOFT LANDSCAPING BEDS.

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Colliers

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TOWN PLANNING

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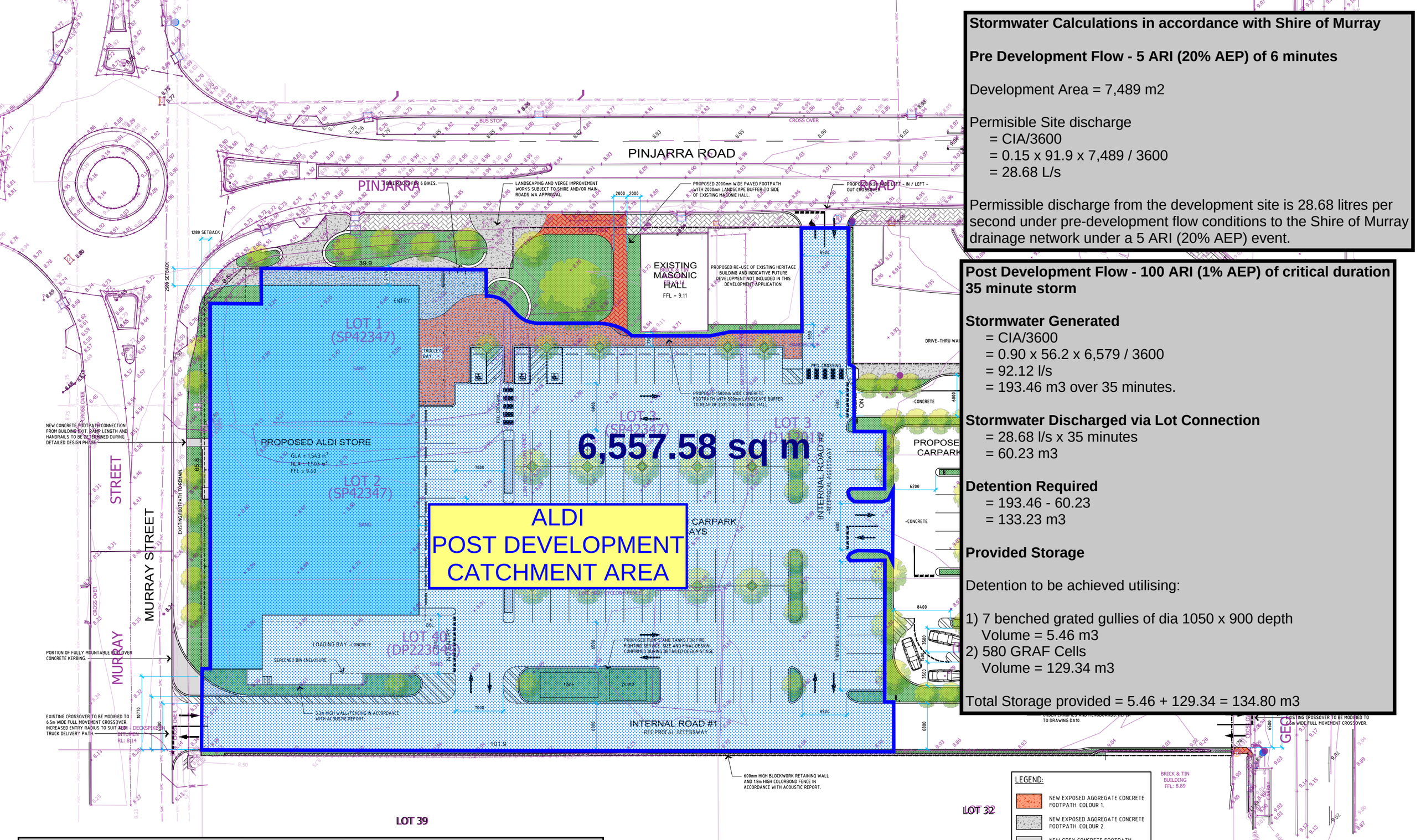

Stormwater Calculations in accordance with Shire of Murray

Pre Development Flow - 5 ARI (20% AEP) of 6 minutes

Development Area = 7,489 m2

Permisible Site discharge
= CIA/3600
= 0.15 x 91.9 x 7,489 / 3600
= 28.68 L/s

Permissible discharge from the development site is 28.68 litres per second under pre-development flow conditions to the Shire of Murray drainage network under a 5 ARI (20% AEP) event.

Post Development Flow - 100 ARI (1% AEP) of critical duration 35 minute storm

Stormwater Generated
= CIA/3600
= 0.90 x 56.2 x 6,579 / 3600
= 92.12 l/s
= 193.46 m3 over 35 minutes.

Stormwater Discharged via Lot Connection
= 28.68 l/s x 35 minutes
= 60.23 m3

Detention Required
= 193.46 - 60.23
= 133.23 m3

Provided Storage

Detention to be achieved utilising:

1) 7 benched grated gullies of dia 1050 x 900 depth
Volume = 5.46 m3
2) 580 GRAF Cells
Volume = 129.34 m3

Total Storage provided = 5.46 + 129.34 = 134.80 m3

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Colliers

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Stormwater Calculations in accordance with Shire of Murray

Pre Development Flow - 5 ARI (20% AEP) of 6 minutes

Development Area = 2,917 m2

Permisible Site discharge
= CIA/3600
= 0.15 x 91.9 x 2,917 / 3600
= 11.17 L/s

Permissible discharge from the development site is 11.17 litres per second under pre-development flow conditions to the Shire of Murray drainage network under a 5 ARI (20% AEP) event.

Post Development Flow - 100 ARI (1% AEP) of critical duration 35 minute storm

Stormwater Generated
= CIA/3600
= 0.90 x 56.2 x 2,512 / 3600
= 35.94 l/s
= 74.11 m3 over 35 minutes.

Stormwater Discharged via Lot Connection
= 11.17 l/s x 35 minutes
= 23.46 m3

Detention Required
= 74.11 - 23.46
= 50.65 m3

Provided Storage

Detention to be achieved utilising:

1) 7 benched grated gullies of dia 1050 x 900 depth
Volume = 5.46 m3
2) 210 GRAF Cells
Volume = 46.83 m3

Total Storage provided = 5.46 + 46.83 = 52.29 m3

PINJARRA ROAD

EXISTING MASONIC HALL
FFL = 9.11

PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.

LOT 50 (D51257)

LOT 3 (SP42347)

LOT 3 (D11201)

PROPOSED ALDI CARPARK
103 CAR BAYS

INTERNAL ROAD #1
-RECIPROCAL ACCESSWAY

INTERNAL ROAD #2
-RECIPROCAL ACCESSWAY

MCDONALDS
POST DEVELOPMENT
CATCHMENT AREA

2,512.87 sq m

PROPOSED McDONALD'S RESTAURANT
M.A. = 375m²
M.A. = 275m²
FFL = 9.60

GEORGE STREET

LOT 39

LOT 32

LEGEND:
NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
NEW GREY CONCRETE FOOTPATH.
NEW SOFT LANDSCAPING BEDS.

BRICK & TIN BUILDING FFL: 8.89

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

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PROJECT : Pinjarra Fast Food
TITLE : 25109-C8-DG-02
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PINJARRA ROAD

PROPOSED ALDI STORE
GLA = 1,543 m²
NLA = 1,503 m²
FFL = 9.60

FFL 9.60

LOT 1 (SP42347)

LOT 2 (SP42347)

LOT 3 (SP42347)

LOT 3 (D1201)

LOT 50 (D51257)

LOT 4 (D1201)

LOT 31 (DP223049)

LOT 39

LOT 32

EXISTING MASONIC HALL
FFL = 9.11

PROPOSED ALDI CARPARK
103 CAR BAYS

PROPOSED McDONALD'S CARPARK 15 CAR BAYS

PROPOSED McDONALD'S RESTAURANT
GLA = 375m²
NLA = 275m²
FFL = 9.60

INTERNAL ROAD
-RECIPROCAL ACCESSWAY

MURRAY STREET

GEORGE STREET

LEGEND:
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
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PINJARRA ROAD

BUS STOP

CROSS OVER

EXISTING SIDE ENTRY PIT

BIKE RACK FOR 6 BIKES.

LANDSCAPING AND VERGE IMPROVEMENT WORKS SUBJECT TO SHIRE AND/OR MAIN ROADS WA APPROVAL.

DISCHARGE TO THE PINJARRA ROAD DRAINAGE NETWORK AT PRE-DEVELOPMENT FLOW RATES. ORIFICE PLATE TO BE IMPLEMENTED TO RESTRICT FLOW TO 28.68 LITRES PER SECOND.

EXISTING DRAINAGE MANHOLE. EXISTING INVERT LEVEL TO BE CONFIRMED.

EXISTING GRATED GULLY

1280 SETBACK

2500 SETBACK

EXISTING MASONIC HALL
FFL = 9.11

PROPOSED RE-USE OF EXISTING HERITAGE BUILDING AND INDICATIVE FUTURE DEVELOPMENT/NOT INCLUDED IN THIS DEVELOPMENT APPLICATION.

LOT 1 (SP42347)

ENTRY

TROLLEY BAY.

SAND

LOT 50 (D51257)

DRIVE-THRU WAITING BAYS

4 PARK BICYCLE PARKING AREA.

CURVED FEATURE STONE LOW HEIGHT PLANTER WALLS.

PAVED FOOTPATH TO REMAIN

LAWN

TRANSFORMER

PROPOSED 1500mm WIDE CONCRETE FOOTPATH WITH 500mm LANDSCAPE BUFFER TO REAR OF EXISTING MASONIC HALL

GRAF DETENTION
73 X 8 = 584 CELLS

1.8M HIGH CYCLONE FENCE

PED. CROSSING

LOT 3 (SP42347)

LOT 3 (D112...)

CELL INVERT 7.60

CELL INVERT 7.30

INTERNAL ROAD #2
-RECIPROCAL ACCESSWAY

7 RECIPROCAL CAR PARKING BAYS.

CONTRASTING CONCRETE PEDESTRIAN CROSSING.

LOT 4 (D15269)

PROPOSED McDONALD'S CARPARK 15 CAR BAYS

PROPOSED ALDI STORE
GLA = 1,543 m²
NLA = 1,503 m²
FFL = 9.60

NEW CONCRETE FOOTPATH CONNECTION FROM BUILDING EXIT. RAMP LENGTH AND HANDRAILS TO BE DETERMINED DURING DETAILED DESIGN PHASE.

LOT 2 (SP42347)

ALDI SUPERMARKET TO DISCHARGE TO THE PIT AND PIPE DRAINAGE NETWORK DISCHARGING TO THE GRAF CELL.

PROPOSED ALDI CARPARK 103 CAR BAYS

SERVERY

ENTRY #1

PLAY PLACE

ENTRY #2

PROPOSED McDONALD'S RESTAURANT

MCDONALDS SUPERMARKET TO DISCHARGE TO THE PIT AND PIPE DRAINAGE NETWORK DISCHARGING TO THE GRAF CELL.

BIN STORE

PROPOSED ROLL AD PROTECTION. 1500 CTS.

EXISTING GRATED GULLY

PROPOSED STEPS AND HANDRAIL ENTRY.

PAVED FOOTPATH TO REMAIN. MAKE GOOD CONCRETE KERBING FOLLOWING CROSSOVER REMOVAL.

MURRAY STREET

GEORGE STREET

EXISTING FOOTPATH TO REMAIN

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING.

LOADING BAY -CONCRETE

LOADING DOCK PUMP STATION

SCREENED

RISING MAIN FROM THE RECESSED LOADING DOCK TO THE ELEVATED CARPARK DRAINAGE NETWORK

PROPOSED PUMPS AND TANKS FOR FIRE FIGHTING SERVICE. SIZE AND FINAL DESIGN CONFIRMED DURING DETAILED DESIGN STAGE.

tank

pump

DISCHARGE TO LOADING DOCK PUMP STATION

3.3m HIGH WALL/FENCING IN ACCORDANCE WITH ACOUSTIC REPORT.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER. INCREASED ENTRY RADIUS TO SUIT ALDI TRUCK DELIVERY PATH.

DECKSPIKE BITUMEN RL: 8.14

INTERNAL ROAD #1
-RECIPROCAL ACCESSWAY

600mm HIGH BLOCKWORK RETAINING WALL AND 1.8m HIGH COLORBOND FENCE IN ACCORDANCE WITH ACOUSTIC REPORT.

LOT 39

LOT 31 (D112...)

LOT 32

NO ENTRY

ORDER CANOPIES AND MENUBOARDS. REFER TO DRAWING DA10.

GRAF DETENTION
42 X 5 = 210 CELLS

BRICK & TIN BUILDING
FFL: 8.89

600mm HIGH BLOCKWORK RETAINING WALL.

PROPOSED McDONALD'S TRANSFORMER. SUBJECT TO WESTERN POWER DESIGN.

400A ts pad

PORTION OF FULLY MOUNTABLE ROLLOVER CONCRETE KERBING WITH BRICK PAVED ENCILLING.

EXISTING CROSSOVER TO BE MODIFIED TO 6.5m WIDE FULL MOVEMENT CROSSOVER.

DISCHARGE TO THE GEORGE STREET DRAINAGE NETWORK AT PRE-DEVELOPMENT FLOW RATES. ORIFICE PLATE TO BE IMPLEMENTED TO RESTRICT FLOW TO 11.17 LITRES PER SECOND.

EXISTING GRATED GULLY. EXISTING INVERT LEVEL TO BE CONFIRMED.

LEGEND:

- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 1.
- NEW EXPOSED AGGREGATE CONCRETE FOOTPATH. COLOUR 2.
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- NEW SOFT LANDSCAPING BEDS.

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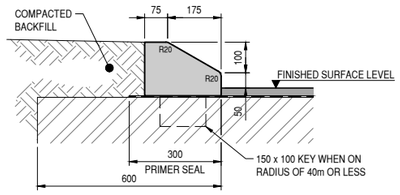


TYPICAL KERB DETAIL - SEMI-MOUNTABLE

SCALE 1:10 0m 200mm 400mm

NOTE: ALL RADII ARE 20mm U.S.O.

ACCESIBLE PARKING SPACE NOTES

SPACE IDENTIFICATION

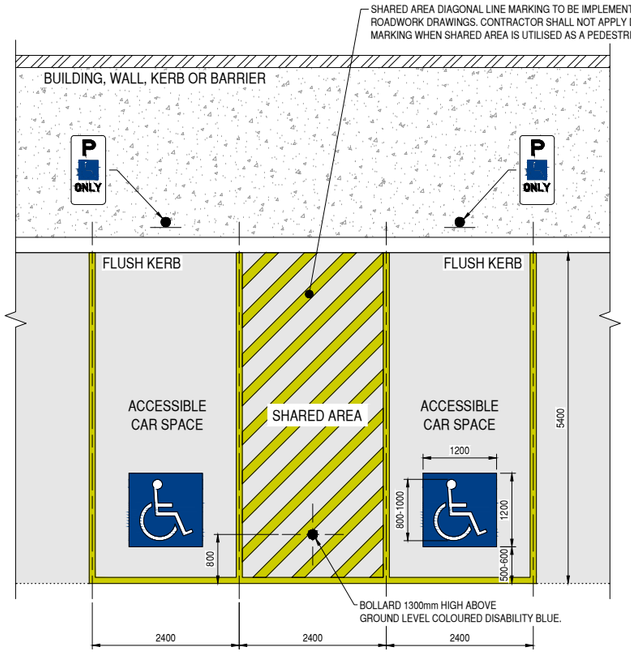
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS1428.1 BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500mm AND 600mm FROM ITS ENTRY POINT AS ILLUSTRATED.

SPACE DELINEATION

PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

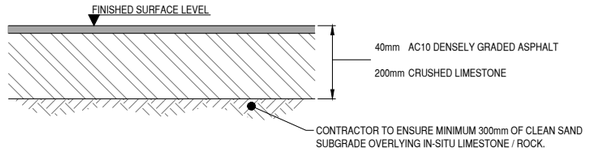
PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING:
   - 1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:
   - 2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
   - 2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150mm WIDE WITH SPACES 300mm BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45° TO THE SIDE OF THE SPACE.
   - 2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
   - 2.4. ALL LINEMARKING MUST BE NON SLIP.
3. BOLLARDS:
   - 3.1. MINIMUM HEIGHT 1300mm.
   - 3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING.



PERPENDICULAR ACCESSIBLE CAR PARKING SPACES

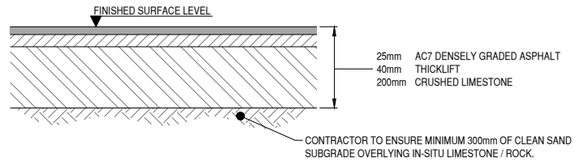
SCALE 1:50 0m 1m 2m



TYPICAL CARPARK PAVEMENT DETAIL

SCALE 1:10 0m 200mm 400mm

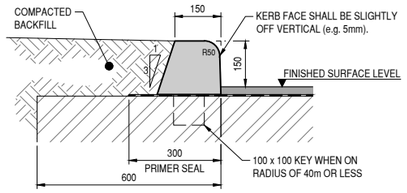
NOTE:
THE CONTRACTOR SHALL CONSTRUCT PAVEMENT IN ACCORDANCE WITH AS2150 AND CIVIL SPECIFICATIONS AND DETAILS



HEAVY DUTY ROAD PAVEMENT DETAIL

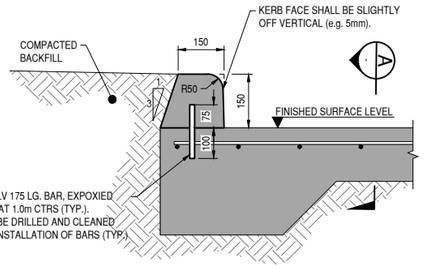
SCALE 1:10 0m 200mm 400mm

NOTE:
THE CONTRACTOR SHALL CONSTRUCT PAVEMENT IN ACCORDANCE WITH AS2150 AND CIVIL SPECIFICATIONS AND DETAILS



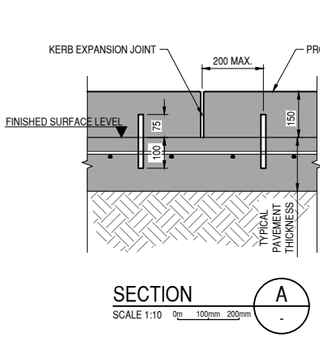
TYPICAL KERB DETAIL - BARRIER

SCALE 1:10 0m 200mm 400mm



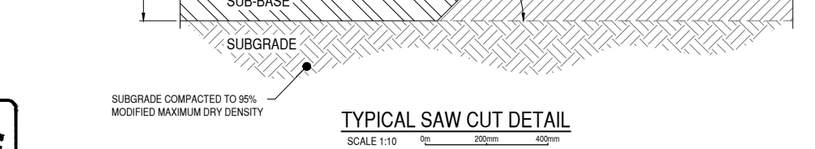
TYPICAL BARRIER KERB ON CONCRETE DRILLED PIN DETAIL

SCALE 1:10 0m 200mm 400mm



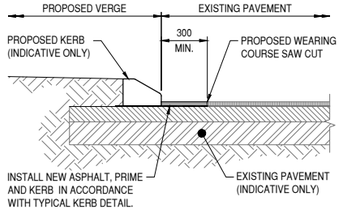
SECTION A

SCALE 1:10 0m 100mm 200mm



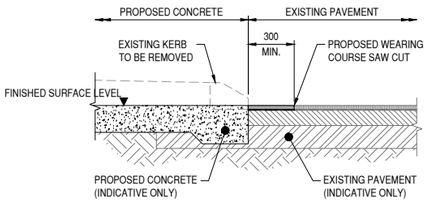
TYPICAL SAW CUT DETAIL

SCALE 1:10 0m 200mm 400mm



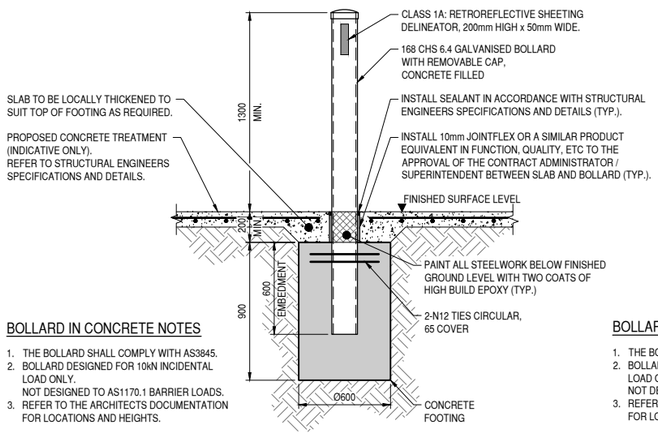
NEW KERB INSTALLATION ALONG EXISTING SEALED PAVEMENT

SCALE 1:20 0m 400mm 800mm



NEW CONCRETE CONNECTION TO EXISTING SEALED PAVEMENT

SCALE 1:20 0m 400mm 800mm

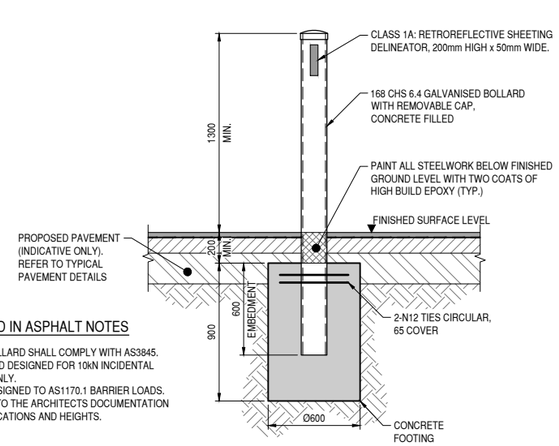


BOLLARD IN CONCRETE NOTES

1. THE BOLLARD SHALL COMPLY WITH AS3845.
2. BOLLARD DESIGNED FOR 10kN INCIDENTAL LOAD ONLY. NOT DESIGNED TO AS1170.1 BARRIER LOADS.
3. REFER TO THE ARCHITECTS DOCUMENTATION FOR LOCATIONS AND HEIGHTS.

TYPICAL BOLLARD IN CONCRETE PAVEMENT DETAIL

SCALE 1:20 0m 400mm 800mm

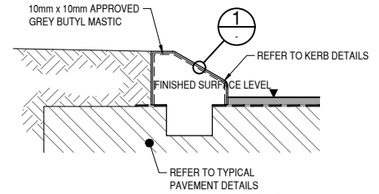


BOLLARD IN ASPHALT NOTES

1. THE BOLLARD SHALL COMPLY WITH AS3845.
2. BOLLARD DESIGNED FOR 10kN INCIDENTAL LOAD ONLY. NOT DESIGNED TO AS1170.1 BARRIER LOADS.
3. REFER TO THE ARCHITECTS DOCUMENTATION FOR LOCATIONS AND HEIGHTS.

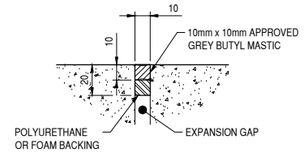
TYPICAL BOLLARD IN ASPHALT PAVEMENT DETAIL

SCALE 1:20 0m 400mm 800mm



SECTION A

SCALE 1:10 0m 100mm 200mm

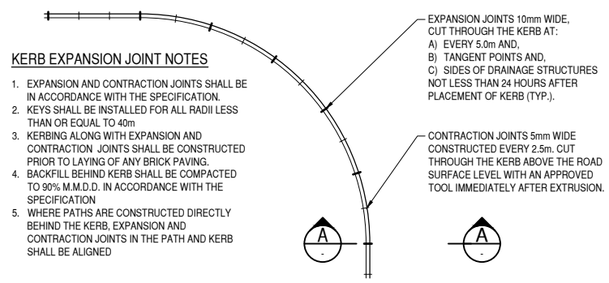


DETAIL 1

SCALE 1:2 0m 20mm 40mm

KERB EXPANSION JOINT NOTES

1. EXPANSION AND CONTRACTION JOINTS SHALL BE IN ACCORDANCE WITH THE SPECIFICATION.
2. KEYS SHALL BE INSTALLED FOR ALL RADII LESS THAN OR EQUAL TO 40m
3. KERBING ALONG WITH EXPANSION AND CONTRACTION JOINTS SHALL BE CONSTRUCTED PRIOR TO LAYING OF ANY BRICK PAVING.
4. BACKFILL BEHIND KERB SHALL BE COMPACTED TO 90% M.M.D.D. IN ACCORDANCE WITH THE SPECIFICATION
5. WHERE PATHS ARE CONSTRUCTED DIRECTLY BEHIND THE KERB, EXPANSION AND CONTRACTION JOINTS IN THE PATH AND KERB SHALL BE ALIGNED

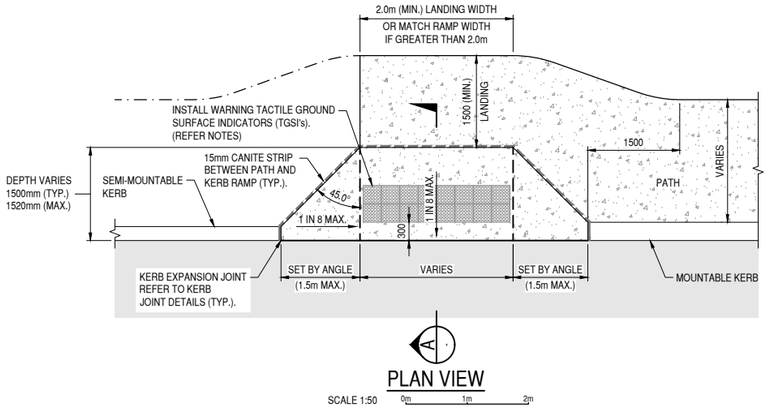


KERB EXPANSION JOINT AND CRACK CONTROL DETAILS

SCALE 1:200 0m 4m 8m

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

CLIENT	: McDonalds + ALDI
PROJECT	: Pinjarra Fast Food
TITLE	: 25109-C8-DG-02
REVISION	: A
DATE	: 11 June 2025

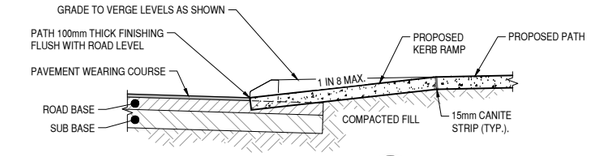


PLAN VIEW

SCALE 1:50 0m 1m 2m

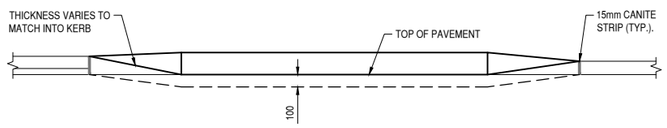
KERB RAMP NOTES

1. ALL CONCRETE TO BE A MINIMUM OF 25MPa, 20mm AGGREGATE AND A MAXIMUM SLUMP OF 80mm, FROM AN APPROVED PRE-MIX BATCH PLANT
2. MINIMUM THICKNESS - 100mm.
3. BEDDING - SAND, 50mm MINIMUM.
4. FINISH - BROOMED TO NON-SKID FINISH PARALLEL TO LINE OF KERB WITH TOOLED EDGES
5. EXPANSION JOINTS - "JOINTFLEX" OR SIMILAR APPROVED
6. TACTILE GROUND SURFACE INDICATORS (TGSI's) SHALL BE IN ACCORDANCE WITH AS1428.1 AND AS1428.4.
7. CONTRACTOR TO INSTALL 2x ROWS OF TERRACOTTA WARNING TGSI's (ADHESIVE TYPE) FOR FULL WIDTH OF CONCRETE KERB RAMP.
8. WARNING TGSI's ARE NOT TO BE CUT. CONTRACTOR SHALL SELECT SUITABLE SIZE TO EXTEND ACROSS FULL WIDTH OF KERB RAMP (EXCLUDING SPLAYS).
9. WHERE THE KERB RAMP IS CONSTRUCTED USING BLOCK PAVERS, THE CONTRACTOR SHALL INSTALL TGSI PAVERS IN A CONTRASTING COLOUR CONFORMING WITH AS1428.4 LUMINANCE REQUIREMENTS.



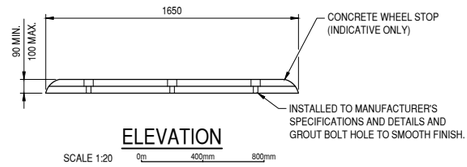
SECTION

SCALE 1:25 0m 250mm 500mm



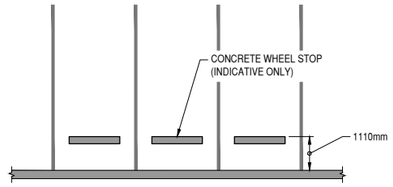
FRONT ELEVATION

SCALE 1:25 0m 0.5m 1.0m



ELEVATION

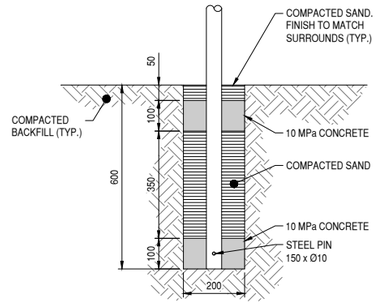
SCALE 1:20 0m 400mm 800mm



PLAN VIEW

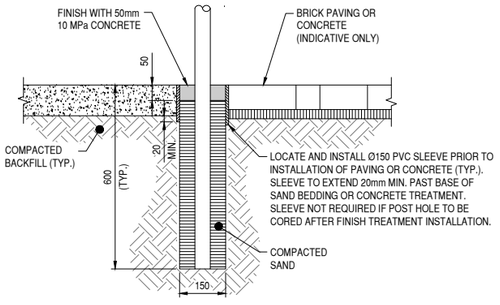
SCALE 1:100 0m 2m 4m

TYPICAL WHEEL STOP DETAIL - CONCRETE



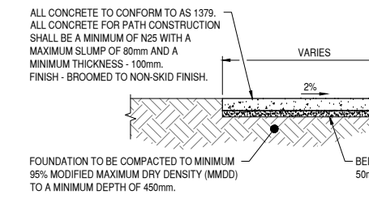
FOOTING DETAIL

GENERAL / VERGE



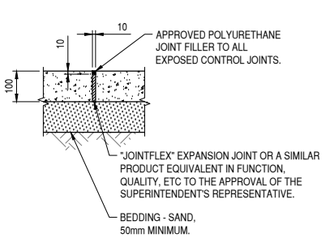
FOOTING DETAIL

TRAFFIC ISLAND, PATH OR OTHER PAVED / SURFACED AREA



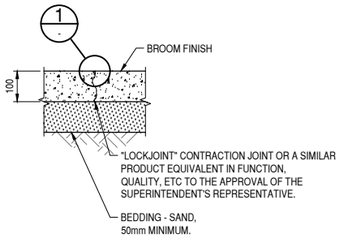
CONCRETE PATH SECTION

SCALE 1:25 0m 0.5m 1.0m



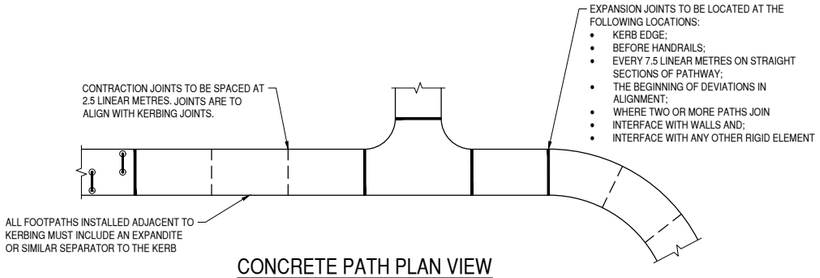
EXPANSION JOINT

SCALE 1:10 0m 200mm 400mm



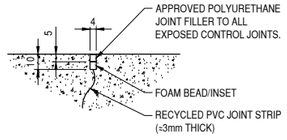
CONTRACTION JOINT

SCALE 1:10 0m 200mm 400mm



CONCRETE PATH PLAN VIEW

SCALE 1:100 0m 2m 4m



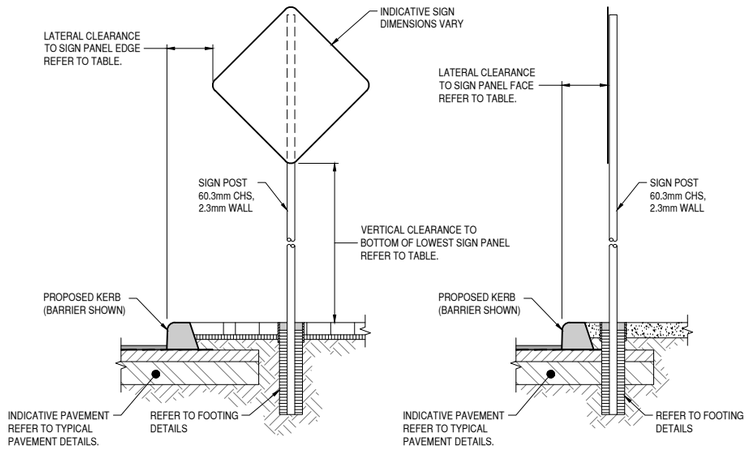
DETAIL 1

SCALE 1:2 0m 20mm 40mm

SIGN PANEL LATERAL CLEARANCE	
KERB TYPE	MIN. CLEARANCE (mm)
BARRIER KERB	300
SEMI-MOUNTABLE KERB	500
MOUNTABLE KERB	500
UNKERBED	2000

SIGN PANEL VERTICAL CLEARANCE	
DESIGN SCENARIO	MIN. CLEARANCE (mm)
LOCATED IN UNPAVED VERGE - FROM VERGE LEVEL - FROM PAVEMENT LEVEL	 2000 2200
WHEN OVER HANGING OR LOCATED WITHIN FOOTWAY	2500

NOTES
1. LOCAL AUTHORITY OR CLIENT SPECIFICATIONS AND DETAILS TAKE PRECEDENCE.
2. DETAIL FOR USE IN WIND REGIONS 'A' AND 'B' ONLY.
FOOTINGS FOR WIND REGIONS 'C' AND 'D' SHALL BE STRUCTURALLY ENGINEERED.
3. SIGN INSTALLATION SHALL COMPLY WITH AS2890 SERIES AND AS1742 SERIES
4. IF LOCATED WITHIN ROAD RESERVE, SIGN INSTALLATION SHALL COMPLY WITH MAIN ROADS W.A. SPECIFICATIONS AND DETAILS.



TYPICAL ROAD SIGN CLEARANCE AND FOOTING DETAILS

SCALE 1:10 0m 200mm 400mm

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Colliers

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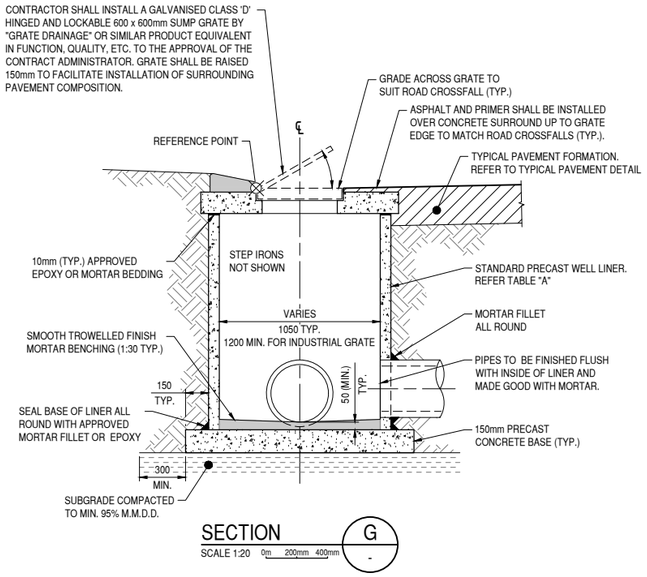
PROJECT : Pinjarra Fast Food
TITLE : 25109-C8-DG-02
REVISION : A
DATE : 11 June 2025

STORMWATER PIT NOTES

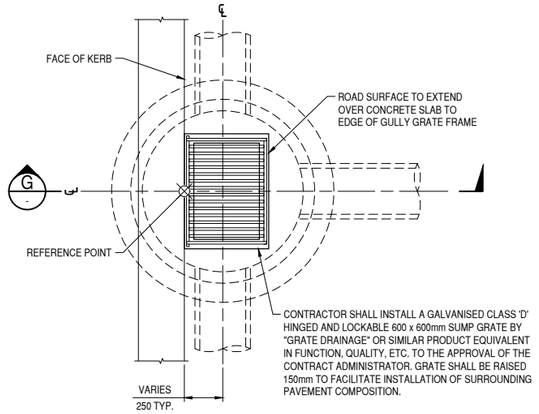
1. ALL IN-SITU CONCRETE SHALL BE CLASS N32 IN ACCORDANCE WITH AS1379.
2. ALL IN-SITU CONCRETE CORNERS SHALL HAVE A 20mm CHAMFER UNLESS OTHERWISE NOTED.
3. CEMENT MORTAR SHALL CONSIST OF ONE PART CEMENT AND THREE PARTS SAND.
4. SL81 REINFORCEMENT SHALL CONFORM WITH HARD DRAWN FABRIC TO AS4671.
5. MINIMUM CLEAR COVER TO REINFORCEMENT SHALL BE 50mm.
6. THE LINER SHALL BE REINFORCED CONCRETE MANUFACTURED TO AS4058.
7. THE MAXIMUM INLET/OUTLET PIPE OUTSIDE DIAMETER SHALL BE LESS THAN 60% OF THE LINER INTERNAL DIAMETER.
8. MINIMUM OF 40% OF LINER SHALL REMAIN IN ANY HORIZONTAL PLANE.
9. MINIMUM INTERNAL LINER SPACE OF 200mm BETWEEN PUNCHED/CUT HOLES.
10. HOLES TO BE CUT/PUNCHED ON ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
11. THE LINER SHALL HAVE EQUIVALENT PROPERTIES AND REINFORCEMENT OF CLASS 2 R.C.P. EXCEPT THAT THE REINFORCEMENT SHALL BE CIRCULAR.
12. FOR STRUCTURES DEEPER THAN 1000mm, STEP IRONS OR PREFABRICATED GALVANISED STEEL LADDER SHALL BE FITTED. THE LADDER SHALL BE FIXED WITH STAINLESS STEEL MASONARY ANCHORS IN ACCORDANCE WITH AS1657.
13. ORIENTATE STEP IRONS OR LADDER TO ENABLE EASY ACCESS AND TO FACE ONCOMING TRAFFIC.
14. COVERS SHALL BE CLASS 'D' TO AS3996.

TABLE A
DRAINAGE PIT LINER SIZE

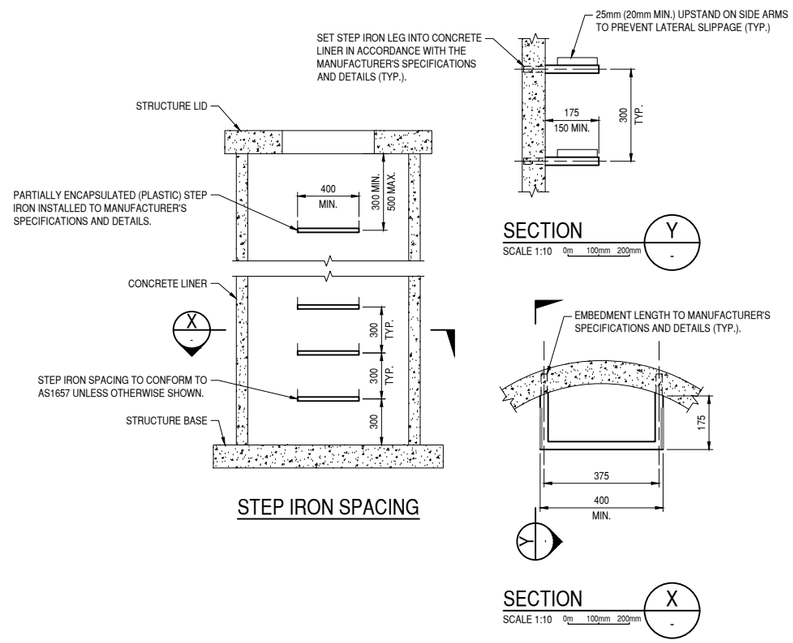
NOM. LINER SIZE (mm)	PIPE SIZE MAX. (mm)	LINER TYPE
Ø1050	Ø450	CONCRETE
Ø1200	Ø600	CONCRETE
Ø1500	Ø750	CONCRETE
Ø1800	Ø900	CONCRETE
Ø2250	Ø1050	CONCRETE
N/A	N/A	CUSTOM
FOR PIPES Ø1200 AND LARGER INSTALL A CUSTOM CHAMBER TO SUIT.		



SECTION G
SCALE 1:20 0m 200mm 400mm



PLAN

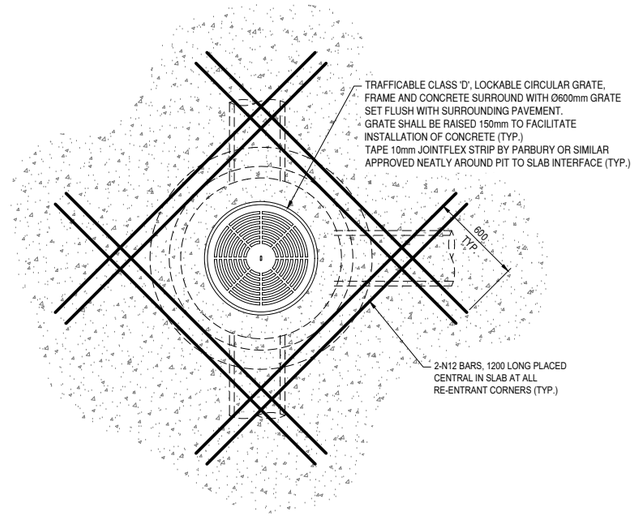


SECTION Y
SCALE 1:10 0m 100mm 200mm

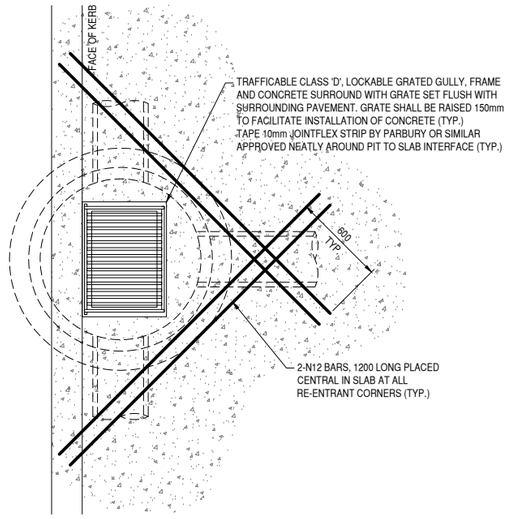
SECTION X
SCALE 1:10 0m 100mm 200mm

STEP IRON SPACING

TYPICAL STORMWATER PIT STEP IRON DETAIL
PARTIALLY ENCAPSULATED FOR CONCRETE STRUCTURE
SCALE 1:20 0m 400mm 800mm
NOTE:
STEP IRONS SHALL CONFORM WITH AS1657 AND THE CIVIL SPECIFICATIONS AND DETAILS



TYPICAL CAST-IN SLAB STORMWATER PIT RE-ENTRANT BAR DETAIL - ROUND
SCALE 1:20 0m 400mm 800mm



TYPICAL CAST-IN SLAB STORMWATER PIT RE-ENTRANT BAR DETAIL FOR GRATES TO EDGE OF HARDSTAND
SCALE 1:20 0m 400mm 800mm

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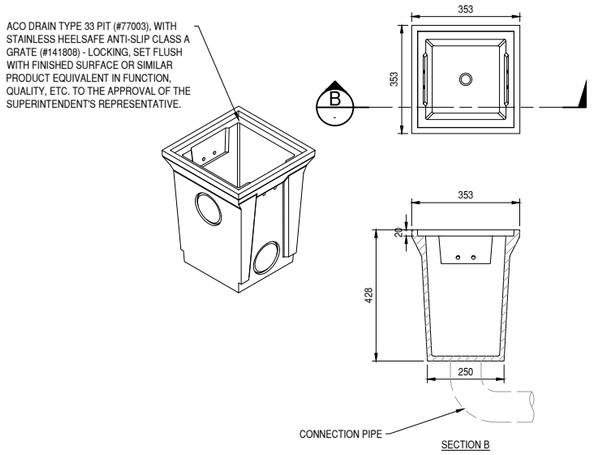
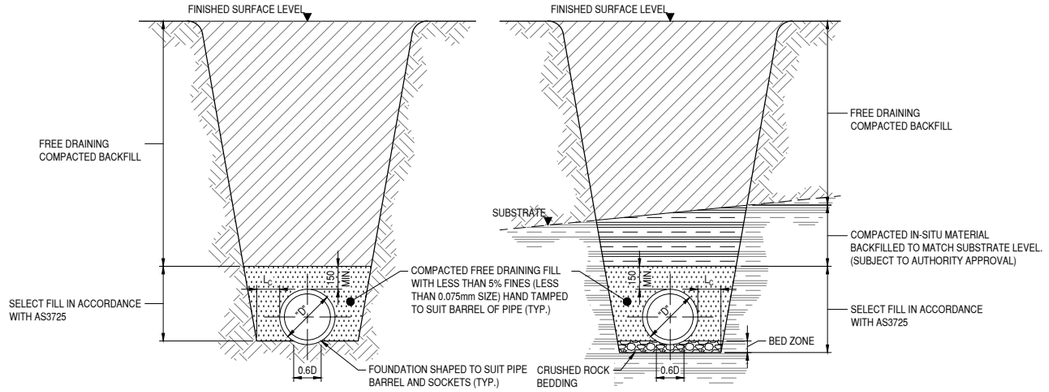


TYPICAL HEELSAFE COLLECTION PIT

SCALE 1:10 0m 200mm 400mm



DRY CONDITIONS WET CONDITIONS

TYPICAL CONCRETE PIPE TRENCH DETAILS (SUPPORT TYPE "U")

SCALE 1:20 0m 400mm 800mm

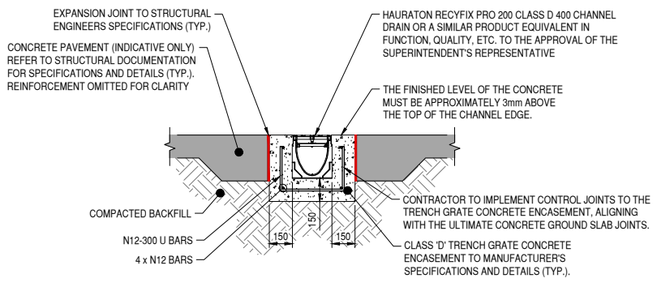
MINIMUM BED ZONE DEPTHS	
SUPPORT TYPE	DEPTH (mm)
U	75
H / HS ≤ Ø1500	100
H / HS > Ø1500	150

MINIMUM SIDE CLEARANCE "L_C" (D/6 or L_C, WHICHEVER IS GREATER)	
PIPE DIAMETER	L_C
≤600	150
>600 - ≤1200	200
>1200	D/6

NOTE:
THE MINIMUM Lc VALUES SHALL ONLY BE USED WHERE NECESSARY COMPACTION VALUES CAN BE ASSURED.

TRENCH DETAIL NOTES

1. ALL PIPE TRENCHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS3725 - DESIGN FOR INSTALLATION OF BURIED CONCRETE PIPES. SHOULD DISCREPANCIES EXIST, AS3725 TAKES PRECEDENCE.
2. DRY CONDITIONS SHALL BE SAND SOIL WHERE THE MAXIMUM PREDICTED GROUND WATER LEVEL (G.W.L.) IS A MINIMUM 300mm BELOW PIPE INVERT.
3. WET CONDITIONS SHALL BE CONSIDERED AS BEING IN ROCK, CLAY OR SAND WHERE THE MAXIMUM PREDICTED G.W.L. IS HIGHER THAN 300mm BELOW PIPE INVERT.
4. BEDDING CONDITION SHALL BE CARRIED PAST ALL MANHOLES, GULLIES & OTHER DRAINAGE STRUCTURES DOWNSTREAM.
5. WHERE PIPES HAVE PROTRUDING SOCKETS, SUITABLE RECESSES SHALL BE PROVIDED IN THE SUPPORTING MATERIALS TO ENSURE THAT THE PIPES DO NOT BEAR ON THE SOCKETS (TYP.)

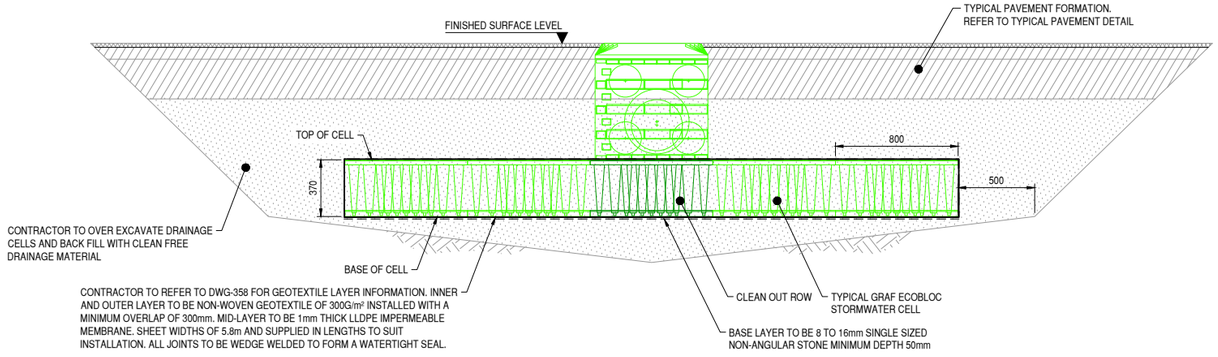


TRENCH GRATE TO CONCRETE PAVEMENT HAUNCH TO TOP

SCALE 1:20 0m 400mm 800mm

NOTES

1. TRENCH GRATE CONCRETE ENCASEMENT TO MANUFACTURER'S SPECIFICATIONS AND DETAILS (TYP.).
2. THE FINISHED LEVEL OF THE CHANNEL EDGE MUST BE SET APPROXIMATELY 3mm BELOW THE SURROUNDING SURFACE.



TYPICAL GRAF ECOBLOC SMART STORMWATER CELL

SCALE 1:50 0m 1m 2m

BEFORE YOU DIG www.byda.com.au Zero Damage - Zero Harm

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT : McDonalds + ALDI
PROJECT : Pinjarra Fast Food
TITLE : 25109-C8-DG-02
REVISION : A
DATE : 11 June 2025

25-109.1

14 November 2025

Isabelle How
Planning Solutions
Level 1, 251 St Georges Terrace
PERTH WA 6000

Dear Isabelle

McDonalds and ALDI Pinjarra – Civil Memo

Colliers have prepared the following responses to the Shire of Murray 'Request For Further Information' correspondence dated 24 October 2025

Comment	Response
ALDI Reduce finished floor level of Aldi to the 1:100 ARI flood level, or below with a suitable flood management plan response.	DWER have stated the estimated 1 in 100 Annual Exceedance Probability (AEP) flood levels for the Aldi site is RL 9.30m AHD. A floor level of same (RL 9.30m AHD) will give 0mm freeboard to the 1 in 100 AEP flood levels. DWER recommended a minimum of 500mm above the adjacent 1 in 100 AEP flood level. This would place the Aldi FFL at 9.80m AHD. The proposed Aldi FFL of 9.60m is therefore a compromise and is therefore still recommended.
<u>Drainage</u> Revise the drainage strategy in accordance with ARR requirements and adopt a solution compatible with the site's geotechnical constraints, while providing a verifiable means of demonstrating compliance with stormwater discharge requirements.	A geotechnical investigation for the development site has been conducted by RedOHMS, in consultation with WANT Geotechnics. The geotechnical report notes that the site comprises of a shallow FILL (SAND) with CLAY located in close proximity to the natural surface. The Clay was encountered at: ■ TP#01 – RL 8.50m AHD ■ TP#04 – RL 8.40m AHD ■ TP#05 – RL 8.35m AHD ■ TP#07 – RL 8.90m AHD ■ TP#12 – RL 7.95m AHD ■ TP#13 – RL 7.95m AHD ■ TP#15 – RL 8.40m AHD ■ TP#18 – RL 8.65m AHD Whilst the Shire has a desire to implement reduced finished floor levels (ALDI at RL 9.30m AHD and McDonalds at RL 9.60m AHD), these levels provide minimal clearance to the in-situ clay material which does not facilitate sufficient clearance to attain stormwater infiltration via soakwells or underground detention cells. Due to the relationship of the pavement levels to the in-situ clay, a slow-release discharge arrangement at pre-development flow rates to the road reserve network has been proposed.

	Pre-development flow has been calculated for the 5 ARI (20% AEP) stormwater event of 6-minute duration. Detailed calculations have been provided within the Civil Development Application.
Comment	**Response**
Drainage The outlet discharge is preferrable to connect to new drainage in Murray Street.	We acknowledge the Shire's desire to discharge the stormwater to Murray Street in lieu of the current proposal (Pinjarra Road), however Colliers note that the Shire of Murray does not have any stormwater drainage assets within the eastern verge of Murray Street abutting the development site. A connection has been proposed on the closest available connection point, which is on Pinjarra Road.
Drainage The stormwater strategy should separate the roof discharge from the car park. It would be beneficial to include some water quality treatment for car park runoff.	We acknowledge the Shire's desire to separate the 'clean' roof stormwater from the 'dirty' stormwater generated on the carpark. As open swales with bioretention properties is unachievable with the proposed site plan, nor can bioretention media be provided below ground due to the in-situ clay, we propose that a hydrocarbon interceptor be installed prior to the outlet discharge to ensure all stormwater (roof and carpark) is treated prior to discharge.

Please contact our office should you require further information.

Yours sincerely

JAMIE DE PALMA
Director – Built Form
Perth

Agency Referrals
P239/2025 – McDonalds and Aldi
Schedule of Submissions

No.	Submitter	Submission
1	ATCO Gas eservices@atco.com OO25/27177	ATCO Gas Australia (ATCO) has **no objection** to the proposed application, based on the information and plan provided. Advice notes: • Anyone proposing to carry out construction or excavation works must contact *'Before You Dig Australia'* (*www.byda.com.au*) to determine the location of buried gas infrastructure. Refer to ATCO document *AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure* https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html • Proposed construction and excavation works need to be managed in accordance with the ATCO document *Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24* https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html Please accept this email as ATCO's written response.
2	Water Corporation building.services@watercorporation.com.au OO25/27897	**Water** Reticulated water is currently available to the subject area. There are currently 4 x 20mm meters onsite. The applicant will be responsible for funding any costs of a water connection (meter) and make payment of the appropriate fees and charges and/or applicable Standard Infrastructure Contributions attributed to the nominated size and flow rate of the connection/s required.

		The requirement for a new and/or additional fire service connection (meter) will incur additional costs, attributed to the nominated size of the connection/s required. These connections will also be subject to an agreement at the time of application. A water connection may result in the installation of a backflow protection device. The applicant must consult a suitably qualified licensed plumbing contractor or hydraulic consultant to assess the developments requirements. The cost of the installation and ongoing testing and maintenance is the responsibility of the lot owner. **Wastewater** Reticulated sewerage is currently available to the subject area. All sewer main extensions, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. It should be noted that existing sewerage mains are located within the subject land on LOT 50. . Any portion of the proposed development which is in close proximity to this reticulated sewer mains may require structural piles to protect the sewer main in accordance to our technical guidelines. These will be required to be submitted at time of building approval. Piling design for sewer main protection shall be designed by a suitably qualified practicing professional engineer who has appropriate structural engineering experience, and is a holder of our current design standards. **Approval for works** Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines. **Building Approval Application** The applicant is required to submit a Commercial Application by using our online portal BuilderNet. Attachments required for approval will include: • • Final construction site & architectural floor plans • • Engineer certified piling detail plans • • Hydraulic Plans – Water & Wastewater • Trade Waste Application Form - Application forms (watercorporation.com.au) • Trade Waste Supplement Form (Restaurant)

		The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact our Enquiries Officer. **Approval for works** Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines. **Building Approval Application** The applicant is required to submit a Commercial Application by using our online portal BuilderNet. Attachments required for approval will include: • Final construction site & architectural floor plans • Engineer certified piling detail plans • Hydraulic Plans – Water & Wastewater • Trade Waste Application Form - Application forms (watercorporation.com.au) • Trade Waste Supplement Form (Restaurant) The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact our Enquiries Officer.
3	Public transport Authority wapcreferrals@pta.wa.gov.au D25/35994	Thank you for your email dated 18 August 2025, the Public Transport Authority (PTA) has no objection to the above proposal. Recommended to include an advice note on the determination advising the developer of unmarked bus stop in George Street and to consult with the PTA TransRegional@pta.wa.gov.au

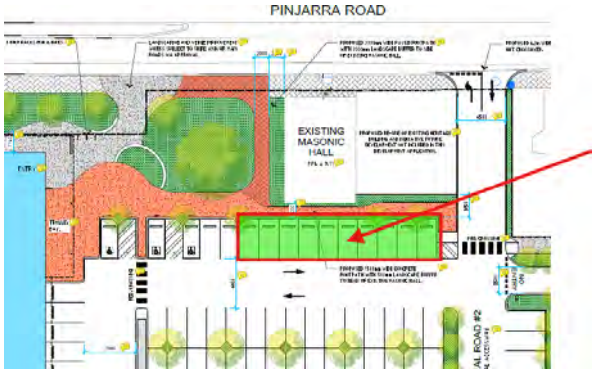
4	Department of Education Ikmal.Ahmad@education.wa.edu.au D25/36499	As the subject site is not located near any public school sites, the Department has no comment on the potential impact that the proposed development may have on public schools. However, it is noted that there is a private educational establishment (St Joseph's Catholic Primary School) located directly across George Street from the subject site. As schools are deemed to be sensitive land uses, careful consideration is to be given to the future land uses which may operate in close proximity to school sites. There are certain land uses which are not considered to be compatible near school sites and have the potential to impact on the health and safety of students and amenity of schools. These land uses include, but are not limited to, fast food outlets, service stations and liquor licensing premises. Of relevance, fast food outlets can lead to students developing unhealthy diets and obesity which are the leading risk factors for death, disease and disability in Western Australia. The WA Government's Sustainable Health Review, April 2019, has recognised these issues and has recommended, amongst other things, prioritising 'changes to planning laws to limit unhealthy food outlets and to support access to healthy food options, including near schools'. It is noted that the subject site is located within the 'Core Precinct' identified on the draft Shire of Murray's draft Pinjarra Precinct Structure Plan (PSP). The PSP includes land use provisions where 'developments containing drive-through facilities are not to be developed within the PSP area.' Accordingly, supporting the proposed McDonald's restaurant would undermine the intent of the PSP.
5.	Department of Health EHD.ExecutiveSupport@health.wa.gov.au D25/37444	**DoH position** Do not support – reasons provided below, i.e. additional reports, studies, plans or other information that should be provided to determine public health risk / legislative compliance.
		1. Water supply and wastewater disposal Connection to drinking water and sewage services provided by a licensed service provider is required. Any non-drinking water (i.e., water that is not intended or suitable for drinking) must be managed to ensure it cannot be confused with or contaminate the drinking water supply. This requires satisfactory labelling of non-drinking water taps and, depending on system configuration suitable backflow prevention arrangements in accordance with Australian/New Zealand Standards AS3500 – Plumbing and Drainage.

		2. Amenity – medical entomology The Shire of Murray is a member of the Peel Mosquito Contiguous Local Authority Group (CLAG), which undertakes an extensive program of health-driven mosquito monitoring and management in conjunction with the Department of Health. Despite considerable efforts to manage mosquitoes and mosquito-borne disease in the Peel Region, there continues to be a significant number of cases of Ross River virus (RRV) and Barmah Forest virus (BFV) disease and adverse impacts on amenity during the spring and summer months of most years. The Department of Health recommends that the proponent ensures the proposed site works and infrastructure do not create additional mosquito breeding habitat as follows: • Changes to topography resulting from earthworks must prevent run-off from creating surface ponding as it may become mosquito breeding habitat • Water tanks and other water-holding containers must be sealed or screened to prevent mosquito access and breeding • On-site infrastructure and constructed water bodies must be located, designed and maintained so they do not create or contribute to mosquito breeding.
		3. Contaminated sites The site has been classified as *Remediated for restricted use* as recorded on DWER's Contaminated Sites database (*Contaminated Sites Act 2003)* due to methyl tertiary-butyl ether (MTBE) present in groundwater. Between October 2014 and August 2015, groundwater monitoring events indicated that the majority of hydrocarbon compounds had naturally attenuated in groundwater and did not exceed relevant groundwater Health Screening Levels for vapour intrusion on commercial/industrial land. Methyl tertiary-butyl was however found in groundwater at concentrations exceeding non-potable use of groundwater. Due to the commercial nature of the development, the development fits within the restrictions of use noting prohibition of groundwater abstraction. Noting the shallow depth to groundwater at the site, further assessment may be required by the proponent to support deep basements or excavations that may intercept groundwater.
		4. Public Health risks

		It is recognised that residential properties are located on Murray Street, and one lies immediately on the boundary of the proposed development at 30 Murray Street, Pinjarra. The DoH notes while the following development is for commercial uses the McDonalds will operate at a 24-hour capacity, seven-days-a-week which may result in exposure of residents to noise, light and traffic disturbances causing potential health impacts. The proponent has provided a Lighting Impact Assessment, Acoustic Assessment and Transport Impact Assessment. It is recommended that the proponent continues to engage in ongoing monitoring, reporting and stakeholder engagement to mitigate any potential amenity impacts that may arise from noise, light, and traffic disturbances. The management of odour from the facility will depend on the effectiveness of the proposed Waste Management Report & Odour Management Plan. DoH is mindful that whilst odour alone may not result in any physical health impacts or risks, exposure to persistent nuisance odours often causes individual and community stress and anxiety, which may give rise to physical illness. The site lies within the Murray River floodplain and the impacts and public health risks from flooding, now and into the future will need to be additionally assessed and managed.
		5. Food safety Any handling of food intended for sale, or sale of food at this facility will need to comply with the *Food Act 2008*, Food Regulations 2009 and any relevant standards of the Australia New Zealand Food Standards Code. This includes the requirement to notify or register the food business under the *Food Act 2008* with the appropriate enforcement agency (local government where the business is located) prior to commencing operating. More information on starting a food business can be found at https://www.health.wa.gov.au/Articles/S_T/Starting-a-food-business-in-WA
		6. Healthy Food Environments and Amenity The environments in which people live and work have a significant influence on their food choices, the healthiness of their diet, and their health. There is a substantial and growing body of evidence on this issue, which the Department most recently summarised in Evidence brief: food, built environments and obesity. The Evidence Brief documents the detrimental effect that unhealthy food environments have on consumer purchasing behaviour and over-consumption of nutrient-poor products, which ultimately drives rates of obesity and diet-related chronic disease. It also identifies that proximity to a fast food outlet is associated with an increased frequency of secondary school students purchasing discretionary foods.

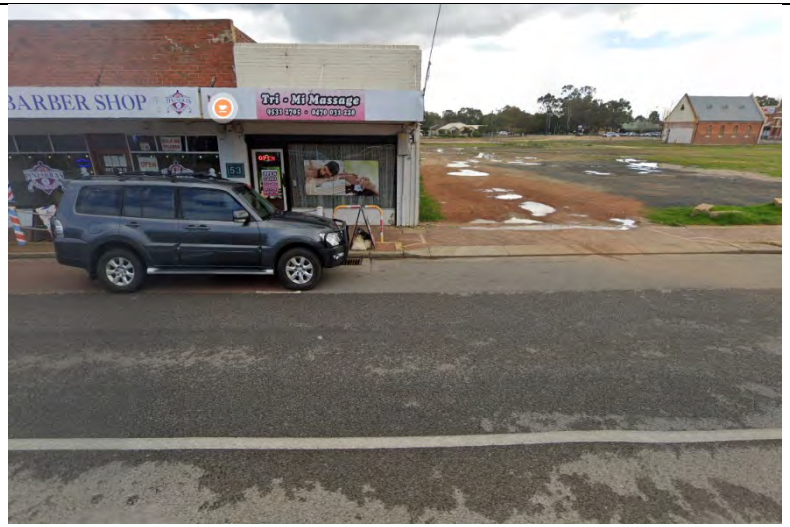
		The DoH notes that the entry of McDonalds Restaurant directly faces the entrance of the St Josephs Primary School with less than 30m from entry points. There is an estimated 200m walk between the entry to McDonalds Restaurant to the Pinjarra Senior High School. The DoH recognises the efforts of the Shire in developing their Public Health Plan 2021 – 2025. As identified in the Key Focus Area 2: Healthy Places & Spaces strategy 2.04 Future development the actions the Local Government will take include: • Incorporate Health Impact Assessment into the local planning framework. • Consider health opportunities in planning decisions, policies and strategies, including walkability, active transport and liveability. The DoH commends the Shires Murray Region Health and Social Needs Analysis, and notes that the analysis highlights the high burden of disease due to lifestyle factors and long-term health conditions. DoH also notes that one of the Shires objectives is "harnessing preventative health programs and initiatives to address key public health issues and lifestyle risk factors, including physical activity, nutrition and alcohol consumption". It does not appear that a health impact assessment has been undertaken by the proponent in accordance with the Shires Public Health Plan. Consequently, the proposed development is inconsistent with the Shires own position on public health objectives. The DoH notes that the Shire is currently progressing the seriously-entertained Scheme Amendment No.322, in particular the prohibition of Food Outlet with Drive-through Facility and restriction of liquor stores to a maximum net lettable area of not more than 300m2, and supports the Shires position.
		Recommended Conditions and/or Advice Note The proponent should submit a health impact assessment in accordance with the Shires Public Health Plan and consider in detail the social impacts of the development. This should take into consideration the following evidence: • Evidence brief: food, built environments and obesity. • Reduce the number of fast-food outlets allowed to open close to schools and homes - Cancer Council WA • Fast Food Outlets Messaging Guide — Common Cause Australia

		Further consideration of the potential public health risks including but not limited to, the need for the drive-through component, proposed 24-hour operations and visibility to the primary school should be considered in the context of the Shires vision and proposed suitable uses for the site as well as their public health plan**.**
6.	Department of Planning Lands and Heritage (Heritage) Chloe.Parkinson@dplh.wa.gov.au D25/37553	The proposal has been considered in the context of the identified cultural heritage significance of Masonic Hall, Pinjarra
		Findings • *Masonic Hall, Pinjarra* has cultural heritage significance as it contributes to the core of recognisable historic buildings in Pinjarra, which give it its principal character. It reflects the establishment and growth of Pinjarra and the Shire of Murray and indicates the development of supporting cultural and social institutions that were the product of the growth of one of the State's earliest country towns and of the district. • The referral is for the proposed development of the large vacant site, upon which the *Masonic Hall* sits, for a supermarket and food outlet. • There are no proposed development works to the *Masonic Hall* itself. • A subdivision application for the site will be submitted at a later date. This will also require a heritage agreement for the *Masonic Hall*. • The Aldi and the McDonalds are both large buildings, and together with the all the proposed carparking, has the potential of overbearing the *Masonic Hall*. Sufficient space is required around the entire *Masonic Hall* so as to not overwhelm and impact significant views and vistas. • The proposed curtilage to the south side of the hall is insufficient for the *Masonic Hall* to be successfully activated and there are impacts to views of the place. A greater curtilage is needed, and this can be achieved by removing the 10 parking spaces directly adjacent to the hall. • The Transport Impact Assessment identifies that there is an excess of parking even when considering the activation of the *Masonic Hall*. The reduction of parking by 10 spaces will not impact the parking requirements of the development but, will have a positive impact on the external space of the *Masonic Hall*

		• The *Masonic Hall* is directly adjacent to Pinjarra Rd. Parking bays directly behind Hall will severely impact its potential for future activation. • The proposal will have a moderate adverse impact on the cultural heritage significance of *Masonic Hall, Pinjarra* however could have a positive impact on the *Hall* by generating a potential activation of the place.
		Advice The proposal, in accordance with the plans submitted, is supported subject to the following conditions: 1. The car bays immediately to the southern side of the *Masonic Hall* (10 bays) are to beremoved to allow a sufficient curtilage around the *Masonic Hall* as a buffer. This willassist in the potential activation of the *Hall* and reduce the visual impact of the proposeddevelopment on the *Hall*.  2. A revised landscaping planting plan is to incorporate the additional curtilage area. This is to be provided to the satisfaction of the Director, Historic Heritage Conservation prior to the application for a Building Permit.
7.	Main Roads	Main Roads has reviewed the proposed development in detail and provides the following comments regarding access arrangements, traffic impacts, pedestrian safety, service vehicle movements, and stormwater management.

	swrplanning@mainroads.wa.gov.au D25/38574	Additional comments from our Network Operations branch regarding the signage components only, are attached for your reference. While the development incorporates pedestrian-focused planning principles, several critical concerns have been identified that require further consideration and design modifications. These include unsafe access arrangements on George Street and Pinjarra Road, the potential for rat-running through the internal road network, underestimated traffic volumes and trip generation, and a drainage strategy that is unsuitable for the site and inconsistent with current Australian Rainfall and Runoff (ARR) guidelines. Addressing these issues will be essential to ensure the development aligns with Main Roads' policies and does not adversely impact the safety, efficiency, and resilience of the surrounding road network. **1. Setback and Pedestrian Considerations** **a.** The Shire's request for a nil setback to George Street (South Western Highway) for the McDonald's building supports pedestrian-focused development. However, given the proximity of both a primary school opposite the site and a high school approximately 250 m south, pedestrian demand for crossing George Street is expected to increase significantly. • **Recommendation:** Require the developer to contribute to pedestrian upgrades at the Pinjarra Road/George Street signalised intersection. This may include provision of full pedestrian phasing to improve safety and accessibility. **2. Surrounding Land Use and Road Zoning** **a.** Section 3.2.1 does not acknowledge the presence of a private primary school directly opposite the site on George Street, nor the adjacent commercial buildings. **3. Vehicular Access and Internal Road Network** **a.** **George Street Access:** The proposed full-movement access is located downstream of traffic signals and within a merge zone for southbound traffic. This presents safety risks if right-turn movements are permitted. The access is also opposite an existing bus bay, which PTA intends to embay and complement with a northbound bay across the proposed driveway. Vehicles in the northbound left-turn lane may queue back and obstruct the access road, while right-turning vehicles into the site may block southbound traffic. Crossing into the painted island and travelling through the bus bay would contravene Regulation 119(2) of the Road Traffic Code 2000, which prohibits driving in a painted island unless permitted. Sightlines for vehicles entering from the northbound lane are also restricted by existing buildings, increasing the risk of conflict with oncoming traffic. In

		addition, the internal road layout has potential to become a rat-run, allowing vehicles to bypass the George Street/Pinjarra Road signals via the left-in movement from George Street. • **Recommendation:** Extend the median island on George Street to remove the proposed full-movement crossover and restrict the access to left-out only. Consider removing nearby on-street parking to improve visibility and safety. **b. Pinjarra Road Access:** The proposed left-in/left-out (LILO) access, when combined with the full-movement access on George Street, may encourage rat-running through the internal road network. The design also lacks physical measures to prevent right turns from Pinjarra Road into the site, which may cause congestion and reduce network efficiency. This concern is heightened by the Shire's stated intention (2013 discussions) to reduce Pinjarra Road to one eastbound lane. • **Recommendation:** Install a LATM device (e.g. speed cushion or plateau) within the internal road network to discourage rat-running. Enforce the LILO on Pinjarra Road with a raised median linking the existing medians. This arrangement will not impede access to Lot 110 (Uniting Church), as U-turns can be made at the nearby Murray Street/Pinjarra Road roundabout. **c. Murray Street Access:** The proposed full-movement access is acceptable. However, the straight-through internal road could still encourage rat-running. • **Recommendation:** Install a LATM device (e.g. speed cushion or plateau) within the internal road network to discourage rat-running. **4. Service Vehicle Movements** **a.** The proposed layout may require reconfiguration to address safety and sightline issues. Appendix B shows the 19m vehicle path crossing into oncoming lanes when entering the internal service road from Murray Street and when exiting to George Street. The 12.5m vehicle path also crosses fully into the oncoming lane when entering from George Street. This creates a risk of vehicle conflict at the George Street access, where sightlines are already restricted by adjacent development. In addition, the 12.5m path crosses existing on-road parking bays, creating potential conflict where vehicles park outside marked bays (see photo below). • **Recommendation:** : i. Restrict the George Street access to left-out only to eliminate right-turn conflicts and reduce safety risks from limited sightlines. Or consider conversion to a service vehicle only access. ii. Remove existing on-street parking improve sightlines to the south.



5. Safety and Site Interface

a. The proposal may encourage loitering near the signalised intersection, increasing conflict risk between vehicles and vulnerable road users.

- **Recommendation:** Provide a low wall or fencing to separate the site from the pedestrian walkway and discourage loitering.

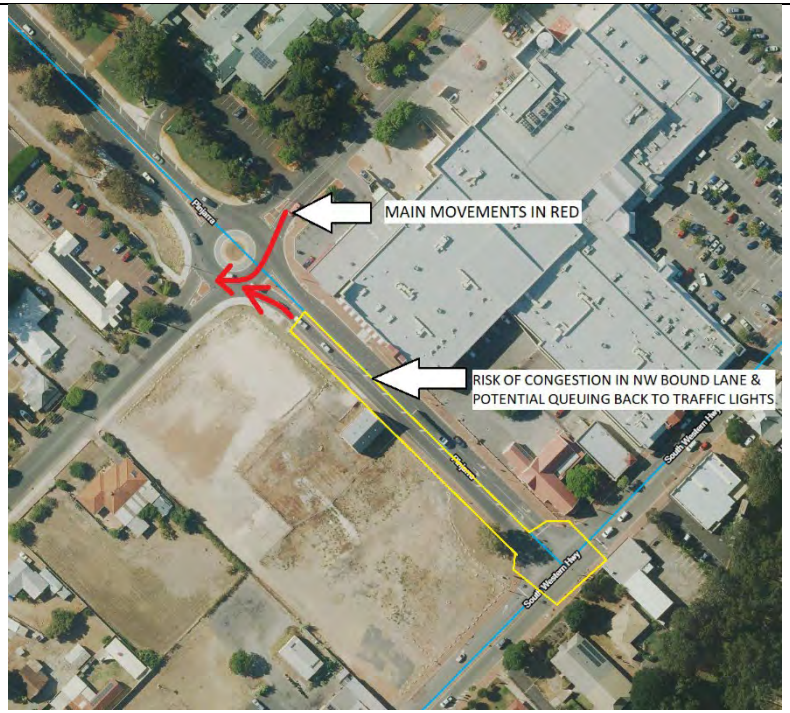
6. Freight and Network Considerations

a. The unresolved status of the Pinjarra Bypass means that heavy and commuter traffic to and from Boddington and Dwellingup must continue to pass through the signalised intersection. Both Pinjarra Road and George Street are part of the Oversize/Overmass (OSOM) network. Even after the bypass is constructed, freight volumes will not be fully diverted due to existing RAV and High Wide Load route designations.

7. Traffic Impact Assessment (TIA) Review

a. **Road Speeds & Configuration:** Section 3.2 incorrectly states that George Street (SWH) is zoned at 60 km/h. It is currently zoned at 50 km/h, with a timed 40 km/h school zone. George Street also operates as three lanes (two northbound, one southbound). Pinjarra Road is likewise incorrectly stated as 60 km/h; it is zoned at 50 km/h.

		b. Assessment Year: Section 5.1 should assume a minimum 18-month construction period, making the earliest opening year 2028. Post-development analysis years should be adjusted to 2038–2040. **c. Trip Generation:** The estimated trip generation appears low compared to reference documents. The NSW Transport 2018 Analysis Report for small suburban shopping centres references 21.9 peak hour vehicle trips per 100 m^2 GLFA. The SA/VIC ALDI sites referenced in the DPTI report show 15.3 peak hour vehicle trips per 100 m^2 GLFA. The NSW Transport 2016 Analysis Report for fast food outlets references 183 PM peak hour trips for McDonald's sites. These figures suggest the current estimates may significantly understate actual trip generation. **Recommendation:** Provide a revised assessment using comparable land uses and supported by references. **d. Passing Trade:** The assumed passing trade proportion (>40%) is high, and unsupported by evidence. The SA/VIC ALDI sites report references 30% passing trade, and the Austroads Guide to Traffic Management Part 12 references 28% undiverted passing trade for shopping centres (3,000–20,000 m^2) and 35% for fast food outlets. **Recommendation:** Provide a revised passing trade percentage with appropriate justification. **e. Growth Rate:** The 2% compound growth rate used for existing traffic is inaccurate. Main Roads data indicates the current growth rate is 3%. **f. Intersection Analysis:** i. The George Street/Pinjarra Road intersection is reported as having "manageable queues," but further SIDRA analysis may be required, particularly for the northbound left-turn lane on George Street, which is likely to queue into the through lane. Right-turn movements from Access 3 onto George Street are also reported as having no queues, which appears unrealistic during peak periods and may lead to unsafe manoeuvres. ii. The Pinjarra/Murray roundabout is expected to be the most impacted. Despite the TIA showing good levels of service (A/B), Main Roads' internal review indicates WA roundabouts often underperform compared with SIDRA defaults. Sensitivity testing using an environmental factor of 1.2 suggests potential for severe congestion, with eastbound right-turn volumes from Murray blocking northbound through traffic on Pinjarra Road, potentially backing up to the signalised intersection (see below). **Recommendation:** Re-run the SIDRA analysis using a realistic environmental factor to assess impacts of allowing left-out movement onto Pinjarra Road. This should be completed once trip generation and passing trade assumptions are corrected.



g. **Pedestrian Crossing Design:** High pedestrian volumes are expected between the development and Pinjarra Village shopping centre.
   - **Recommendation:** Provide additional pedestrian crossing infrastructure on Pinjarra Road near the Pinjarra Village entrance.

h. **Contradiction in Traffic Volumes:** Section 5.6 states the development will not generate more than 100 vehicles/hour, but Table 2 (p. 11) shows 125–427 vehicles/hour during peak periods.

i. **Road Safety:** Section 5.8 identifies no safety issues, which is inconsistent with earlier risks identified, including increased pedestrian activity near McDonald's, sightline obstructions, potential conflicts with the PTA bus bay, unmanaged right turns from Pinjarra Road, and the limitations of SIDRA as a safety assessment tool.

8. Flooding and Stormwater Management

		a. Section 7.7.2 indicates the development may obstruct the 1% AEP flow path from the Murray River, with potential to exacerbate flooding elsewhere. **b.** The proposed reliance on subsurface storage is also problematic. Such systems cannot be readily verified to demonstrate that stormwater outflow will not increase for events up to the 10% AEP. The site conditions are unsuitable: the high groundwater table restricts available storage capacity, and very low soil conductivity reduces infiltration potential, increasing the risk of prolonged saturation or uncontrolled overflow. **c.** The drainage design has been prepared using the Rational Method, which is outdated and inconsistent with current Australian Rainfall and Runoff (ARR) guidelines. • **Recommendation**: Revise the drainage strategy in accordance with ARR requirements and adopt a solution compatible with the site's geotechnical constraints, while providing a verifiable means of demonstrating compliance with stormwater discharge requirements.
8	DWER prod-crm-eo@dwer.wa.gov.au D25/39379	The Department has identified that the development application for the proposed Aldi Supermarket and McDonald's Restaurant in the Pinjarra Town Centre has the potential for impact on environment and water resource values and management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed. **Issue** Contaminated Site. **Advice** Please refer to attached response "2025 Sept - Development Planning Advice – Letter – Lots 2, 4 and 50 George Street, Pinjarra: DMO7533 and Others". *(Contaminated Sites - Attached separately at end) **Issue** Flood Management **Advice** The Department provides guidance for development on floodplains to help minimise flood risk and potential damage. According to the Murray River Flood Study, these lots are subject to flooding during major river flows. The estimated 1 in 100 Annual Exceedance Probability (AEP) flood levels are as follows: • **Aldi Supermarket**: 9.3 m AHD • **McDonald's Restaurant**: 9.6 m AHD

		In line with our floodplain management strategy, development on these lots is considered acceptable with respect to major flooding. However, we recommend a **minimum habitable floor level of 500 mm above the adjacent 1 in 100 AEP flood level** to ensure adequate flood protection. This accounts for factors such as wind, wave action, and local flood level variations. The attached development plan proposes finished floor levels of 9.6 m AHD for both buildings. This provides: • **Aldi Supermarket**: 0.3 m freeboard • **McDonald's Restaurant**: 0 m freeboard The Department acknowledge that the Department's recommended minimum floor level may impact other planning considerations (e.g., access, privacy, streetscape integration). Should the Shire of Murray identify such issues, a reduced freeboard of **0.15 m** may be considered. This would equate to: • **Aldi Supermarket**: 9.45 m AHD • **McDonald's Restaurant**: 9.75 m AHD If the Shire supports development below our recommended minimum, we advise that **all electrical installations be located above**: • **Aldi Supermarket**: 9.8 m AHD • **McDonald's Restaurant**: 10.1 m AHD Please note that failure to adhere to these recommendations may increase the risk of flood damage. This advice pertains to major flooding only; other planning matters, including environmental and ecological considerations, may also need to be addressed. Additionally, this advice does not account for local stormwater drainage. **Issue** Peel Harvey Coastal Plain Catchment **Advice** The subject area is located within the Peel-Harvey coastal plain catchment and provisions of *State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment*, *Draft State Planning Policy 2.9 – Planning for Water* and *Environmental Protection (Peel Inlet – Harvey Estuary) Policy 1992* apply. **Issue** Stormwater Management **Advice**

		The Department recommends that a stormwater management plan be prepared to accompany the Appendix 8 Stormwater Management Concept drawings, and that it be submitted for approval to the Shire of Murray. It is recommended that the drainage system is designed, constructed and managed as per the *Stormwater Management Manual including Chapter 7 Non-structural controls*, s2.2.10 Stormwater management on industrial and commercial sites and the *Decision process for stormwater management in WA* (DWER 2017). **Issue** Noise Assessment **Advice** The Department has been identified that the package contained an "Environmental Noise Assessment for Aldi Store and McDonald's various lots in Pinjarra Town Centre (Reference 25019844-01). The Department's preferred avenue to support local government's consideration for acoustic reports is via the local Environmental Health officer (EHO). EHOs have an understanding of environmental noise through their qualification and training and are well placed to advise on acoustic consideration for development proposals. The Department's Environmental Noize team provide advice to EHO's across the state, including assisting them in reviewing acoustic reports. Can you please confirm in writing by return email, whether the Shire of Murray's EHO will assess this report, and seek advice from the Environmental Noise team as required, or whether there is a specific need for the Department to undertake a technical review of this report and provide formal advice? If a technical review is required, and due to available resources, please be advised that this may take up to eight (8) weeks or longer for more complex reports. **Issue** Odour Management **Advice** The Department has been identified that the package contained an Odour Management Report by EMP Consulting for the proposed McDonald's operations. Can you please confirm in writing by return email whether the Shire of Murray would like the Department to undertake a technical review of this report. Please note that it is recommended that air quality assessments be prepared according to the to the relevant guidelines available on our website including, *Air Quality*

		Modelling Guidance Notes, Guideline: Odour Emissions, and *A guideline for managing the impacts of dust and associated contaminants from land development sites remediation and other related activities*. There is also a Draft Guideline: Air Emissions and a Draft Guideline: Fugitive Dust Emissions, which are not published but may contain useful guidance information. The Western Australian Environment Protection Authority *Guidance for the Assessment of Environmental Factors - Separation Distances between Industrial and Sensitive Land Uses No. 3* provides recommendations for separation distances to avoid issues arising from land use incompatibility. The Department generally recommends not encroaching within these distances. The Department recommends that scientific studies are generally unsuitable by themselves for the purposes of defining an appropriate separation distance for a specific site. This is because scientific studies are not intended as a definitive measure of the incompatibility of land uses and there can be significant uncertainty in the accuracy of scientific assessments. It is particularly difficult to quantify emissions and impacts of odour or fugitive dust. Consequently, proposals by the proponent to undertake these odour or fugitive dust studies, as evidence to justify a separation distance or to show the absence of unreasonable impacts, are not supported. Air quality assessments that do not comply with these guidelines may require additional information which could extend the review timeframe. If a technical review is required, please be advised that this may take up to eight (8) weeks or longer for more complex reports. Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses and/or approvals. In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed. *Contaminated Sites As per the requirements under section 58(6)(b) of the *Contaminated Sites Act 2003* (CS Act), advice is required as to the suitability of the land for the proposed development. The department understands that the proposed development comprises of an Aldi Supermarket, McDonald's fast food outlet, associated car parking, landscaping and access on Lots 1, 2 and 40 Murray Street, Lot 3 Pinjarra Road, and Lots 2, 4, 31 George Street, Pinjarra (the site). Lots 1, 2 and 40 Murray Street, Lot 3 Pinjarra Road, and Lot 31 George Street, Pinjarra, have not been reported to the department as a known or suspected contaminated site and the department holds no records relating to contamination

		for these lots. Aerial photographs indicate that buildings have been present on the land that have been demolished and that the land is currently mostly vacant. Lot 2 and Lot 4 George Street have been classified under the CS Act. Lot 50, which is adjacent to Lot 4, has also been classified, noting that this lot is outside of the proposed development area. Lots 2, 4 and 50 George Street were historically used as a service station site which operated for approximately 32 years, between 1969 to 2001. This is a land use that has the potential to cause contamination, as specified in the guideline 'Assessment and management of contaminated sites' (Department of Water and Environmental Regulation, 2021). Further details about the current status of the classified lots are provided below. Lot 2 on Diagram 11201 Lot 2 was classified as *decontaminated* on 10 December 2012 following decommissioning of service station infrastructure, remedial excavations and validation. Following remediation, the site was found suitable for all land uses. The department does not hold information in relation to how Lot 2 has been used following the decommissioning of the service station, although aerial photographs indicate that the site has remained largely vacant. Lot 4 on Diagram 15269 Lot 4 was classified as *remediated for restricted use* on 5 February 2014 following decommissioning of service station infrastructure, remedial excavations and validation. Hydrocarbon-impacts (such as from petrol and diesel) remained in groundwater above the adopted non-potable use guidelines. The investigations and remediation were subject to a Mandatory Auditor's Report (MAR) and the lot was found to be suitable for continued commercial land use, provided groundwater abstraction was restricted. Lot 50 on Diagram 51257 Lot 50 was historically used as road access to the adjacent service station and hydrocarbons (such as from petrol and diesel) were found to have migrated from the adjacent former service station to impact groundwater below this lot. Lot 50 was classified as *remediated for restricted use* on 9 June 2016. The fuel additive methyl tertiary-butyl ether (MTBE) remained present in groundwater at concentrations exceeding the non-potable use of groundwater guidelines. The investigations and remediation were subject to a MAR and the lot was found to be suitable for continued commercial land use, provided that groundwater abstraction was restricted. Based on available information, the site is considered suitable for the proposed commercial development. Therefore, the department has no objection to the proposed development of the site and recommends that the approval should not include a contamination condition.

		However, given the risks associated with residential groundwater contamination on Lot 2 and 4 George Street, the department recommends that the following advice note be applied to any approval granted by the Shire of Murray: **Advice** Due to the potential to encounter contaminated groundwater below Lot 2 and Lot 4 during construction works, an appropriate management plan should be prepared to address the risks associated with potential exposure of construction workers to impacted groundwater. Other than for analytical testing or remediation, groundwater abstraction is not permitted on Lot 2 and Lot 4 George Street because of the nature and extent of groundwater contamination. It is recommended that an unexpected finds protocol is recommended for the whole site. Acid sulfate soil risk mapping shows that the lots encompassed by the development application area lie within an area identified as having a moderate to low risk of acid sulfate soils occurring within three metres of the natural soil surface, but high to moderate risk of acid sulfate soils beyond three metres below the natural soil surface. As the proposed development is unlikely to disturb acid sulfate soils, the department advises that an acid sulfate soils condition is not considered necessary in this instance.
9	MRWA Second Submission D25/48600	Following a review of the amended DA and TIA, Main Roads advises that the amended proposal and associated documentation have not addressed fundamental concerns raised with the development. The design matters outlined below requires further review in order to receive Main Roads support and subsequent agreement to access/work on the network. **George Street Access** The proposed George Street access continues to present several unresolved issues relating to sightlines, internal service vehicle movements, and vehicle turn movements onto George Street; • Left-out movements for semi-trailers remain non-compliant due to encroachment into the oncoming access lane (of traffic entering the development) and reduced vehicle sightlines onto George Street to the south, caused by existing development (built form) on adjoining Lot 32. Should the swept path be readjusted to depict a lane-correct movement and the current driveway/crossover width remains unchanged, then it appears likely that the left-out movement would conflict with the extended central median, which is not considered acceptable. We talk • Service vehicle access to the McDonald's loading bay remains a significant safety issue, as the manoeuvre requires vehicles to block the access road. When combined with reduced sightlines from the existing

		development on Lot 32 and the proposed retention of left-in access, this creates an unnecessary safety risk is accentuated. • The passenger vehicle turn template/swept path has been positioned in the extreme/far right position of the George Street through-lane to avoid encroachment into the exiting lane. This is an unlikely real-situation manoeuvre and unlikely to be expected by motorists. This is considered unrealistic as vehicles would ordinarily approach from the centre position of the through-lane or from the left, particularly as the existing parking bays (shown as needing removal) currently sit in this location. It is understood that the Shire is not generally supportive of any on-street parking being impacted/removed to accommodate access for the development. • Similarly, and noting the potential use of the LILO by as of right vehicles, insufficient manoeuvring space exist on George Street for a left-in movement for semi-trailers as this movement would be impeded by the hard median. • The sightline drawing for exiting vehicles is deficient. The driver position should be shown 3 metres (minimum) to 5 metres (desirable) back from the hold line, noting that SSD requirements are 62 m (with a 2.5 s reaction time; SISD = 104 m). It appears that both on-street parking bays along the Lot 32 frontage requires to be removed to achieve any meaningful sightlines. The current drawings shows only one bay (northern bay) is required to be removed to achieve adequate sight distance, however, the northern bay is also required to be removed to improve the vehicle swept path into the access way. These figures indicate that a design speed of 50km/h has been adopted. Desirably we would allow for posted + 10km/h. The speed zone is 50km/h from just north of Pinjarra Road intersection. • The proposed median island on George Street will require further engineering refinement and coordination with Main Roads to determine the appropriate extent required to prevent non-compliant turning manoeuvres. For the reasons outlined above, Main Roads supports the Shire's proposal for the George Street access to operate as a left-out only, which will also address the Shire's concerns about potential rat-running between George Street, Pinjarra Road, and Murray Street. Main Roads requests that the design be amended to address the issues listed above.
		Pinjarra Road Crossover The Pinjarra Road access also contains a number of issues relating to its design and location;

		• The left-in kerb radius is too tight and would not be traversable by as-of-right vehicles. Its proximity to the Lot 50 boundary means the internal access road will need to be shifted northwest to accommodate these movements. Main Roads suggests relocating the access closer to the Masonic Hall to support future internal service roads and parking for the precinct, enabling buildings to frame the external edges of the block. • Main Roads supports the Shire's requirement to extend the central median on Pinjarra Road to connect to the existing medians, as this will physically prevent unsafe U-turn movements when entering or exiting the site. This will also facilitate a more centrally aligned north – south accessway for the planning precinct down to Peel Street discussed at the recent meeting with the proponent. • Main Roads is not supportive of any private 3rd Party landscaping within the Pinjarra Road Control of Access (adjacent to Aldi), as per the Shire of Murray Verge Maintenance Agreement. Main Roads requests that the design be amended to address the above matters.
		Traffic Modelling A review of the traffic analysis raises the following ongoing concerns; • Underestimation of volumes and congestion on the George Street northern approach. Our own SIDRA review using recent SCATS data indicates that this leg is at risk of significant congestion within the longer term planning timeframe of 20 years. Any queuing on George Street will be worsened by the development. • The traffic distribution within the development may not be realistic. There is the potential that the George Street access will have greater utilisation than the Murray Street access. A minor redistribution of 20 trips to George Street notably worsens the queuing on the George Street northern approach in the future. • Solutions that encourage long term redistribution of the potential southbound traffic away from the George Street intersection will be beneficial such as a connection through to Peel Street. • The split approach movements on Pinjarra Road will need to be retained to ensure an acceptable LOS for the signals.
		Pedestrian Considerations

		We note that several pedestrian-related issues remain outstanding. • The Shire indicated that a pedestrian preference had been established for the entry points; however, this does not appear to extend to the crossovers, which currently do not incorporate any pedestrian-preferential treatments. • At the meeting held on 10 November 2025, Main Roads advised that the applicant would be responsible for the full upgrade of pedestrian infrastructure at the Pinjarra Road/George Street signals. The applicant noted that a potential cost-sharing arrangement with the Shire had been discussed, but no further information has been received. The nominal contribution amount proposed in the amended DA is not accepted. Main Roads' advises that the proposed development is the driver for the need for the pedestrian infrastructure at the present point in time, and is bringing forward the need for this infrastructure requirement (which currently unplanned for in our improvements program), and, as such should fund the full cost of the pedestrian upgrades at the Pinjarra Road/George Street signalised intersection.
		Additional Comments • Main Roads has no objections to the proposed bollards in front of the McDonald's entry at the Pinjarra Road/George Street intersection, provided they comply with Specification 605. • The proposed nil/zero setbacks to the Pinjarra Road frontage for the future development at the Masonic Hall site may constrain future road expansion and/or is likely to limit the Shire's ability to implement alternative transport options (Rapid Bus Transit, light rail, tram etc.) in accordance with the Shire's draft overarching strategic planning framework (Pinjarra District Structure Plan & Pinjarra Precinct Structure Plan). • Whilst Main Roads notes the intent of local planning objectives to achieve certain town centre and urban design outcomes, these objectives should not prejudice and/or compromise conventional road access and traffic safety design standards and guidelines. In this regard, it is noted that the development is proposed on a large greenfields site and, as such, has the ability to meet both urban design, road access design and safety requirements. Main Roads' principal concern is to maintain an acceptable level of traffic safety and efficiency on the primary regional roads network surrounding the site.

10	Heritage Council Second Submission D25/48767	The proposal has been considered in the context of the identified cultural heritage significance of *Masonic Hall, Pinjarra,* and the following advice is given: **Findings** • *Masonic Hall, Pinjarra* has cultural heritage significance as it contributes to the core of recognisable historic buildings in Pinjarra, which give it its principal character. It reflects the establishment and growth of Pinjarra and the Shire of Murray and indicates the development of supporting cultural and social institutions Suthat were the product of the growth of one of the State's earliest country towns and of the district •The referral is for the revised proposed development of the large vacant site upon whichthe *Masonic Hall* sits for a supermarket and food outlet to the west and east of the hallrespectively. •There are no proposed works to the *Masonic Hall* itself. •A subdivision application for the site has been submitted but will need to be revised toalign with a supported DA. This will also require a heritage agreement for the *MasonicHall*. •The proposed Aldi and McDonalds are both large buildings, together with the all theproposed carparking, they have the potential to dominate the Hall. Sufficient spaceneeds to be allowed around the entire *Masonic Hall* so not to be overwhelmed andimpact significant views and vistas. •The original DA (P1758 – 52779) proposed a 2 m curtilage to the south side of the of thehall. This was insufficient to allow the use of *Masonic Hall* to be successfully activatedand would impact the views of the place. •The amended DA (dwg DA-02 Rev 2 (02.12.2025) DA-03 Rev 3 (02.12.2025)) nowincludes a distance of 7.5 m minimum from the rear of the *Masonic Hall* to the carparkand the parking removed. As a result, impacts of the development on the *Masonic Hall*have been reduced, and future development to the rear of the *Masonic Hall* is possible. •The amended DA shows a future development area alongside the north-east elevationof the *Masonic Hall*. Any future extension would need to be to the rear and south-eastcorner of the building and not impose on the main Pinjarra Road façade. The greenlandscaped space to the rear of the Hall needs to be considered as an area of futuredevelopment for the *Masonic Hall*. •The proposal will have a moderate adverse impact on the cultural heritage significanceof *Masonic Hall, Pinjarra* however could have a positive impact on the Hall by generatinga potential activation use of the place.
		The proposal, in accordance with the plans submitted, is supported subject to the following conditions:

Shire of Murray

		1.A landscaping plan including, but not limited to; the location of signage, lighting, planting, EV charging stations, transformer units and rubbish bins is to be provided to the satisfaction of the Director, Historic Heritage Conservation prior to the application for a Building Permit. 2.Appropriate measures are to be put in place prior to and during construction to protect *Masonic Hall* including a program of monitoring any structural movement and potential vibration impacts. These measures are to be included in the Construction Management Plan, and the Plan is to be submitted to the satisfaction of the Director, Historic Heritage Conservation prior to the application for a Building Permit.

Proposal – P239/2025 – McDonalds and Aldi
Summary of Submissions

No.	Summary of Submission	Record No.
1	I support this development of mcdonalds and Aldi as it will give our youth more job opportunities and help Pinjarra grow.	D25/38097
2	I vote for Aldi	D25/38110
3	It would be fantastic to have them both in pinjarra	D25/38111
4	This email is to support building Aldi and McDonald's in Pinjarra.	D25/38118
5	I would like to acknowledge my support for the proposed Aldi supermarket in Pinjarra. I am a shire of Murray resident and endorse this for more local jobs and increased options for grocery shopping.	D25/38160
6	Yes i think it's a great idea. I hope it goes ahead soon and not years away.	D25/38161
7	I fully endorse the addition of Aldi to Pinjarra as there is currently very limited grocery options. I feel the position of McDonals directly opposite a primary and secondary school is poor. Would one option exist to only approve Aldi? Or an alternative location away from the schools?	D25/38162
8	I do believe and like the idea of our little town growing. The proposed site in question I think is wrong. There would be to much congestion on Pinjarra Road and George Street during holiday periods and public holidays.	D25/38164
9	Please give me a Maccas. What a great opportunity for are young people in terms of jobs. And boost our towns economy. I'm a 14 year old who is looking for a job and i think that this would be a great first job.	D25/38165
10	In support of proposal. Prefer Hungry Jacks though.	D25/38168 &
11	As a new resident to Pinjarra, I wanted to offer my excitement and support for the proposed Aldi (and Woolworths) for Pinjarra. My son is autistic, so he can only eat certain foods and certain brands.	D25/38241

	It has been a difficult adjustment for us trying to locate our prefered products with only a Coles in town. I've had to juggle driving into Mandurah and doing bulk shops at the Aldi and Woolworths for specific items. But I do want to offer a point of concern. Currently, I've noticed the pricing at Coles to be very reasonable, and since moving into the area, our weekly shop has dropped by $150. Contrary to general perception, I've noticed where there are competing shopping destinations (ie Coles, Woolworths, and Aldi), prices tend to go up, rather than down. If one supermarket can get away with charging higher, the others will soon raise their price to match. So if there's a way to oversee this, I feel it would be vital to preserve the integrity of the town. However, I can imagine that would be difficult with privately owned entities.	
12	As a business owner, home owner and ratepayer I believe this will be beneficial to the town as a whole. Some small businesses may need to adapt to the changes but I believe it will draw more people to Pinjarra instead of mandurah to shop and for takeaway. More of a police presence will be required if mcdonald's is to be 24 hours though. More monitoring of truancy of school students will be required. Bring it on.	D25/38437
13	I am very supportive of the ALDI and Mcdonalds proposed development. It is preferable to waste grounds and will bring more jobs, increase business and a higher profile to Pinjarra. Very supportive	D25/38569
14	I think this is a great idea. As a young mum with a daughter (due in 6 weeks) my husband and I both worked DIDO for mine sites in the south area for Alcoa. We both agree that it is vital that Pinjarra undertakes more development for jobs, children venues & more important competitive grocery options other than Cole's. Cole's is super expensive at times and would be good to have another option. McDonald's again would be great for a children's play area, catch up with other mums & families. Pinjarra is so dated and deserves to have a few more venues that will help modernise, expand & create jobs for more people and locals!! Pinjarra rocks!!	D25/38623
15	This is amazing! We can not wait for Aldi and McDonalds. Future employment opportunities for our youth. Completion to keep prices down with Coles. Accessible fast food options.	D25/28624
16	Please re consider putting a fast food drive through in our beautiful town, Pinjarra has an unique charm and should promote small business and try to replicate a Dwellingup or fremantle vibe. I think its born from a lazy idea, for corporate money, and will not bring anything good to our community. Its going to be a real shame to make pinjarra like another development, no heart, just convince.	D25/38625
17	Pinjarra has potential, it has charm and a beautiful small town vibe. We need to think what we want it to be as it continues to grow. Do you seriously think a mcdonalds represents the potential of this town? Or is this just a cash grab. Because i think that is pathetic. We should foster the growth of local businesses or at the very least HEALTHY food businesses. Teenagers already go into school with energy drinks and lollies, apparently the town wants mcdonalds to be the latest addition to theirs and all of our unhealthy dieting habits. I would strongly recommend changing mcdonalds out for a healthier option. Ask yourself what good does it do? It makes us all unhealthier. The building is visually unpleasant. We would be prioritising corporate business over local. Please reconsider this for the sake of the future of this town.	D25/38626

18	I fully endorse the proposal to erect an Aldi store and McDonalds. Having a competitor to Coles is long overdue and Aldi will give residents of the Murray Shire and visitors choice from Coles. I, and many of my friends, would very much appreciate an Aldi store	D25/38627
19	All for this, well done.	D25/38628
20	Big yes for Aldi. Will be good to have something in that vacant area because it's a bit of an eye sore at the moment.	D25/38630
21	I/We are not opposed to development on the suggested area although have concerns about McDonald's, being at that location. • Even though there is a odor management plan, we all know there will be a smell as its fast food and by nature of the business it will give of smells that aren't always favorable • In a very tightly congested area of traffic I can't see it being a good traffic flow and undoubtedly cause issue at some point, may not be so bad if there was a bypass around Pinjarra, but that seems to be mothballed again. • McDonald's and similar business are on the news all the time as a meeting place for violence, lets just NOT let this happen by never giving it an opportunity • I agree it would mean jobs but there is other locations better suited. I suggest crn of Phillips and Pinjarra rd (its for Sale) • Lastly but I'm sure there would be more if I had time to think about all the detail that we entrust our local government to take of is: what ever happened to the obesity problem in children and there was to be "no fast food outlets in close proximity to schools"??? I seem to remember a issue on the news recently involving McDonald's in Perth on exactly this. Surely we are smart enough now not to have to involve Current Affair etc. of something that can be fixed before it even starts. I reiterate there is a property for sale on the edge of town that would be more suitable. The area is already a hub for fast food. Don't just let Maccas get away with having a monopoly just because they have cash. • My suggestion would be a bigger Aldi store with perhaps some specialty shops. • And to finish off with our concerns, we are one of the few that actually resides on this block, and have done for nearly 33 years **as a ratepayer**, so I believe we should have opportunity to be a voice that is listened to.	D25/38723
22	Thank you for opportunity to comment, exciting news for the town. Wonderful that location being developed as it has long been a less impressive approach to the town centre. I fully support.	D25/38724
23	I just wanted to show my support for the proposal to develop the waste land opposite Pinjarra junction. Being a relatively new resident to the area I have seen and heard many travellers passing through looking to have a drive through facility for food, which we do not currently have. Looking at a McDonalds food outlet would encourage more people to stop and whilst doing so just nip into Pinjarra junction to do a little shopping, thus increasing foot traffic. This can only be a positive. Secondly having Aldi to join the other food providers is a big positive, this increases the choice, competition and consumer satisfaction, especially given the current economic conditions.	D25/38761

	Pinjarra is a beautiful developing town and given that we are a through town for so many people, I think if it can appeal to a broader demographic audience then it's a positive all round.	
24	No McDonalds. Pinjarra doesn't need McDonald's! It'll bring riff raff and congestion to our beautiful town!! Also would be great!	D25/38814
25	I fully support this development - another supermarket will bring competition and hopefully better prices and better service at both venues.	D25/38820
26	I'm very happy for this to go forward and think it's a great idea. More families are moving down here and we need more job opportunities for our teenagers here in Pinjarra.	D25/39003
27	in favour of, but would like to see as much heritage design as possible in keeping with Masonic Hall Precinct – not limestone blocks please	D25/39032
28	Agree	D25/39095
29	Full support of this. We need more local jobs for people in town Coles constantly runs out of lines, management don't listen to any feedback, having further options for residents can only Improve service levels to the town and give variety to be less reliant on going to Mandurah for food shops. Very limited take away options in town, local chicken treat that sat in town always served raw chicken everytime we went, so again competition is key to service levels improving	D25/39110
30	This is a fantastic idea an Aldi is desperately needed in Pinjarra. I love how your plan has also included the original town hall into the garden keeping some of the towns original charm and character. The people of Pinjarra definitely need this as soon as possible it will bring some much needed competition to the local Coles and will be a great asset to our town. This project should be a priority as it is desperately needed.	D25/39280
31	I am writing to submit my concerns regarding the proposed McDonald's and Aldi development at Murray/George Streets, Pinjarra (DA P239/2025). While I recognise the potential economic benefits of new commercial development, several aspects of the application raise concerns, particularly regarding the heritage-listed Masonic Hall and the broader environmental and social context. 1. Heritage Impact The Heritage Impact Assessment highlights that the Masonic Hall is a Federation Gothic-style building of historical significance, with strong links to the early history of Pinjarra and the McLarty family. Key concerns include: • Visual Impact: The proposed large-scale commercial structures may dominate the streetscape and diminish the prominence and aesthetic appreciation of the heritage building. • Contextual Integrity: The development could alter the historical context of the Masonic Hall, negatively affecting its cultural significance. • Mitigation Measures: The assessment should clearly demonstrate effective strategies to minimise adverse effects, such as landscaping buffers, building height restrictions, and sympathetic design elements. Additional heritage-related questions and clarifications: • Who currently owns the Masonic Lodge, and does this ownership extend beyond the existing building envelope? • What commitments, if any, has the owner made regarding the retention or partial retention of the building? • Does the owner propose to carry out upgrades in accordance with present-day building standards?	D25/39283

- Would the owner be open to discussions on potential relocation of the hall if this were deemed appropriate by heritage and planning authorities?

I urge the Shire to ensure that any approval protects the visual and historical integrity of the Masonic Hall and that these ownership and preservation matters are clearly addressed before proceeding.

2. Traffic and Access (Transport Impact Assessment)
The Transport Impact Assessment identifies increased traffic flows and potential congestion. Additional concerns include:

- Proximity to Schools: The proposed McDonald's is located close to two of the three Pinjarra schools. This raises serious concerns regarding student safety, increased pedestrian crossings, and potential traffic conflicts during peak school hours.
- Pedestrian Safety: High traffic volumes could compromise pedestrian access to the heritage site and school areas.
- Impact on Surrounding Streets: Existing traffic patterns may be disrupted, increasing risk and reducing the amenity of the area surrounding the Masonic Hall.
- Parking and Access: Adequate planning is needed to prevent vehicles from encroaching on heritage-related spaces.
- CBD Bypass Coordination: It is recommended that Stage One of the Pinjarra CBD Bypass be completed and operational before the proposed centre commences operation. This would significantly reduce the risk of traffic conflict and congestion around the development and nearby school zones.

3. Noise and Acoustic Impacts (Acoustic Report)

- Noise Pollution: The operation of McDonald's, including drive-thru traffic, deliveries, and HVAC systems, may increase noise levels near the Masonic Hall.
- Impact on Amenity: Elevated noise could diminish the experience of visitors to the heritage site and surrounding areas.

4. Lighting Impact (Lighting Assessment)

- Light Spill: Exterior lighting from both developments may affect the visibility and ambiance of the Masonic Hall, particularly at night.
- Mitigation Measures: Proper shielding and placement of lighting should be required to minimize intrusion.

5. Odour and Waste Management

- Odour Control: The Odour Management Plan must ensure that food-related odours from McDonald's do not impact neighbouring properties or heritage spaces.
- Waste Storage: Waste bins and collection practices should not detract from the visual or environmental quality of the area.

6. Sustainability and Environmental Considerations
While the Sustainability Statement indicates some environmental management measures, additional focus should be given to:

- Energy and Water Efficiency: Ensuring development aligns with best practices without compromising heritage aesthetics.
- Landscaping and Green Space: Retaining or enhancing natural buffers to protect the heritage site.

	7. General Concerns • Heritage Preservation: The Masonic Hall is privately owned but maintained as a heritage asset. Any development nearby must not compromise its integrity or restrict the owner's ability to maintain and use the building. • Community Amenity: The cumulative impacts of traffic, noise, and visual dominance may reduce the overall amenity of the Pinjarra town centre. Conclusion While the proposed development may bring commercial benefits, it must not compromise the heritage values, environmental quality, or community amenity of Pinjarra. I request that the Shire: 1. Requires stricter mitigation measures for heritage, noise, lighting, and traffic impacts. 2. Ensures ongoing consultation with the owners of the Masonic Hall and heritage specialists. 3. Assesses alternatives for building placement, height, and design to minimize negative impacts on the streetscape and heritage precinct. 4. Reviews the proposal's proximity to local schools in relation to safety and community welfare. 5. Coordinates the timing of development approval with the completion of Stage One of the Pinjarra CBD Bypass to avoid unnecessary congestion and safety risks. I appreciate the opportunity to provide feedback and urge careful consideration of these concerns before granting approval.	
32	Love the idea of an Aldi in Pinjarra would also like to see a Woolworths. It is about time Pinjarra and surrounding towns had more choice of where to shop. Not to sure if the McDonalds is a good idea apart from giving local kids more chance of getting part time jobs. I don't think the town needs this kind of take away food. Anyway once again is great news about Aldi 👏👏	D25/39495
33	Really pleased to see that Aldi will be coming to Pinjarra as I often go to Mandurah. Although I don't have McDonald's I'm sure that the community will be happy.	D25/39611
34	This needs to go ahead. It will bring jobs, alternative food outside of Coles and hopefully attract more shops into the existing shopping center. The shire also needs to step in and do something about the lack of shops in the shopping center. There are no downsides to this proposal However, i would also add some long vehicle parking along murray st if possible for caravans or even establish 1 big carpark all the way from Peel St to the proposed carpark for aldi and mcdonalds that would run behind the Chinese restraunt, church etc etc. This would benefit these establishments as well. Even go so far as removing all the street parking along George St to Crn Camp Rd and Peel St It would provide additional parking for parents as well for Joeys.	D25/39653
35	I am concerned about the location of McDonalds which will be adjacent to 2 schools. We as,a nation are needing to promote healthy nutrition for our up and coming populations. Te access of this large food chain to the schools will definitely have an effect on the children that will frequent the fast food chain.	D25/39702

	This fast food chain will impact on the already existing fast food outlets The location. will definitely impact the traffic flow in this area. We need to keep a rural atmosphere like Kalamunda. A lot of architectural thought has gone into the expansion of ths prestigious shire. We have a great opportunity to make the development of Pinjarra an outstanding green community with architectural beauty in public space and buildings. I love Pinjarra and see a magnificent future. We need to ve wise with our future. WA.	
36	Please please go ahead!! Pinjarra needs this, south Yunderup is a dead zone, so much more is needed for area, so many people agree and want and need this to go ahead, population is expanding and infrastructure needs to progress with it	D25/39705
37	As a property owner within the Pinjarra town centre I FULLY endorse the application for a Aldi supermarket & McDonalds. YAY...👏🎉 It's about time! We in Pinjarra have waited a long time for these businesses … & listening to other home owners & residences they will be a very popular welcome to Pinjarra. Personally …I drive to Mandurah to do my shopping at Aldi because their prices are cheaper & I know people from Nth Dandalup do also. Competition is healthy. Mundaring Shire have Aldi, Coles & Woolworths & again .. it's long overdue for Murray Shire to consider the towns of Nth Dandalup, Dwellingup, Coolup & Waroona who will also benefit from these businesses.	D25/39758
38	Very supportive of the proposal	D25/39782
39	This is a sound plan which will benefit all with job opportunities which is very much needed in The Shire. At the moment we have one choice for grocery shopping in Pinjarra and many people including myself travel to Mandurah to access the ALDI store which is very popular and has been proven that they sell quality food and other products at a cheaper price, personally I believe an ALDI store with enhance Pinjarra and its surrounding communities and will be fervently utilised. A McDonalds will not only provide an entry level for junior employees by providing a safe and sound employment opportunity but create another place to grab a fast meal at a reasonably low cost. Whether you love or hate McDonalds it does have a place for many and with the nearest stores being in Byford and Mandurah to me its a wise consideration for a new addition to our lacking choice for take out.	D25/39893
40	Yes i am sure it would be so great having an Aldi store and Mcdonalds on the land shown in the photo. It would be so great as it would be good to have competition with Coles. Coles has had the monopoly for too long and there prices go up all the time. I hope Aldi are given the chance to be here in Pinjarra.	D25/39947
41	To the Shire of Murray	D25/39988

	As Principal of St Joseph's Catholic Primary School in Pinjarra, I wish to formally express concerns regarding the proposed McDonald's and Aldi developments fronting Pinjarra Road, George Street and Murray Street. While we recognise the potential economic benefits of these developments, we are particularly concerned about the traffic and pedestrian safety implications for our school community and the elderly parishioners of St Augustine's Catholic Parish, both of which are located very near to the proposed site. Additionally, the inclusion of a fast-food outlet in close proximity to two schools raises serious public health concerns. **Key Concerns:** • Increased traffic volumes during peak school hours (8:00–9:00am and 2:30–3:30pm), which may compromise the safety of young children and families accessing the school. • Additional traffic during weekend Mass times, particularly Saturday evening Mass at 6:00pm and Sunday morning Mass at 10:00am. These services are attended by many elderly parishioners and the increased traffic and drive-through activity may pose risks to their safety and comfort when accessing the parish. • Drive-through operations and extended trading hours, particularly for McDonald's, may result in higher traffic flow and congestion on George Street. • The driveways into the development are very close to school and parish access points which raises concerns about visibility, queueing and turning movements. • Crash history at the Pinjarra Road/George Street intersection already indicates a pattern of right-angle collisions, which could be exacerbated by increased traffic. **Suggested Traffic Safety Measures:** 1. Installation of raised pedestrian crossings near school and parish access points to slow traffic and improve visibility. 2. Dedicated school crossing guards or traffic wardens during peak times to assist families and parishioners. 3. Improved pedestrian infrastructure, including widened footpaths, tactile paving and additional lighting near the school and parish. 4. Traffic calming measures, such as speed humps or chicanes, particularly along George Street. 5. Construction of a roundabout at the intersection of George Street and Camp Road to reduce vehicle speeds, improve traffic flow and reduce congestion during peak school hours. 6. Restricted delivery hours for heavy vehicles servicing the development to avoid school drop-off and pick-up times. 7. Real-time traffic monitoring and review post-development to assess actual impact and adjust mitigation strategies as needed.	

	Health Concerns Regarding Fast Food Outlet Proximity to Schools: The proposed McDonald's outlet raises serious public health concerns due to its close proximity to two schools. The availability and marketing of unhealthy food options near educational settings has been shown to negatively influence children's dietary habits and increase the risk of obesity. This issue has been recognised at the state level, with a petition tabled in the WA Legislative Assembly calling for changes to planning laws to limit unhealthy food outlets near schools. The petition, supported by the Cancer Council WA, urges the government to prioritise children's health over commercial interests, referencing Recommendation 2a of the Sustainable Health Review. We respectfully request that these concerns be considered as part of the planning and approval process. Our priority is to ensure the safety and wellbeing of our students, families and parishioners, and we welcome further consultation to support a balanced and community-focused outcome.	
42	I am writing to express my strong, unequivocal support for the proposed development application to construct and operate an Aldi supermarket in Pinjarra. This submission represents the shared enthusiasm of many residents who recognize the significant economic and social benefits this development will bring to our community. This will provide direct, tangible relief to household budgets in Pinjarra, which is particularly vital given current pressures on the cost of living. Once operational, the store will provide a range of stable, local retail employment opportunities for residents, including permanent, part-time, and casual roles, providing much-needed career pathways for our youth and local workforce. Furthermore, the store will act as a retail anchor, drawing more shoppers from surrounding areas, which will inevitably lead to increased foot traffic for existing businesses in Pinjarra's commercial centre. The proposed Aldi supermarket is not merely another grocery store; it is an investment in our community's financial well-being, employment prospects, and long-term vibrancy. I urge the Shire of Murray to approve the development application promptly, recognizing the overwhelmingly positive impact this development will have on promoting competition, creating jobs, and offering essential cost-of-living relief to the residents of Pinjarra.	D25/40133
43	I think it would be better for the younger kids to get jobs	D25/40134
44	I'm thrilled to hear about the new Aldi Shopping Centre it is an excellent addition for Pinjarra to have more options for quality products and affordable prices right in our community. Looking forward to shopping there soon. Additionally, it will be built in the right spot congratulations to the Planner. No more long rides to Mandurah (saves Petrol) and the money stays in Pinjarra.	D25/40252
45	Yes please go ahead with this build. Will create more jobs for locals and more choices for supermarkets.	D25/40301
46	I am supportive of all aspects of the proposed development. Above all else, it will bring a large number of jobs to the region especially for young people. It is a great opportunity for the town to grow.	D25/40411

47	This is wonderful news for our community! The shire of Murray is such a beautiful place to live. With the amount of people now living here, a proposed Aldi, McDonald's & the Woolworths creates job opportunities & also cuts on everyone having to travel into Mandurah! :)	D25/40412
48	I support Aldi and McDonald's coming to Pinjarra it's a great opportunity for jobs	D25/40414
49	This town needs an ALDI. Take one look at the Pinjarra Commhnity Group on Facebook and you'll see how much we are all desperate to see an ALDI come to town. Also MacDonald's would be great for a night when we don't want to cook for the kids. It also gives the young ones a place to work which the town is in need of. Keeps them off the streets and gives them a path to building a career and entering the workforce. We need this!	D25/40415
50	Very happy to see this development happening in Pinjarra. We have only been living in the shire of Murray since May and are already considering moving due to lack of amenities close by.	D25/40417
51	I am in support of McDonald's and ALDI in Pinjarra	D25/40418
52	I think this would be an excellent addition to pinjarra.	D25/40419
53	I am in support of Aldi and McDonald's.	D25/40420
54	Such a fantastic thing to hear that this is proposed for the community. Everyone is so very excited to have an Aldi especially	D25/40421
55	I support Mcdonald and Aldi to be built in Pinjarra	D25/40423
56	Completely supportive of this it makes the area more appealing for families, more investors will have confidence to invest in the area, I had a teenage daughter and she will soon be looking for work and these entry level positions are perfect.	D25/40422
57	I support the Aldi shopping centre and MacDonalds drive thru 100% great for the community providing jobs and more options for locals in choice of supermarket / food	D25/40424
58	I think both macca's and aldi is a great idea! So many job opportunities, especially for the teens	D25/40425
59	I'm all for an ALDI and the employment opportunities it'll bring to the area. I am however against a McDonald's in the area, especially with it being as close to the high school as it will be.	D25/40426
60	I support the application for an Aldi and McDonalds store	D25/40427
61	Great opportunity for young youth employment having Aldi and McDonalds. Murray Shire needs to stay proactive and think about the future. All the elderly citizens have lived the way they wanted for along time. They will be the ones that won't want change. This is a great opportunity as Pinjarra will continue on growing if the Shire allows businesses to come here and grow at the same time.	D25/40428

62	I agree to having a Aldi and McDonalds being built in Pinjarra, due to future employment for local residents. plus with all the tourist that frequently pass through Pinjarra or visit the area due to all local functions that are held in the area. I believe, both businesses with help all other businesses in the area. It will bring more people in. plus help the locals that live here.	D25/40429
63	I fully support the plan to allow Aldi and McDonald's to be built and trade in Pinjarra.	D25/40436
64	I support both Aldi and McDonald's in Pinjarra	D25/40439
65	I support the proposed development. It's important to allow growth and support employment opportunities for locals. It also brings in competition for Coles.	D25/40441
66	I support the proposed Aldi Supermarket and McDonald's being built in Pinjarra. it will be great to have more options and jobs for the young local people.	D25/40442
67	I support aldi and McDonalds coming to town. Will open up a lot more jobs for young people	D25/40444
68	I have lived in this town all my life and this would be a great addition to Pinjarra as will create more employment in the area as there is limited employment within the town for youths and adults Also having another grocery store in town will give residents a choice of where they shop as we are limited. With the cost of living we need to be able to have choice. Some people dont like travelling to mandurah to be able to have the choice to shop at different outlets.With having 1 grocery store we have no choice in this town. A MacDonald's would be a good addition to Pinjarra as well due to employment opportunity for people and a change in the food outlets we have here.	D25/40445
69	I think it is a good investment to bring Aldi and McDonalds to our town. Not only will it bring jobs to our town but also diversity. We won't have any diversity currently for grocery shopping in Pinjarra, Coles has for many years had the monopoly and the store has declined since I moved here. There are currently 5 options as a takeaway spread between town and then heading towards Mandurah. If we don't diversify the town will slowly die as not many are willing to move out here as there will s not enough variety or value for money.	D25/40447
70	I support the proposed development of the Aldi and McDonalds being built in pinjarra. Please plant large trees in the carparks for shade and to keep the town beautiful	D25/40448
71	I support both the aldi and MacDonald s Applications as I feel having also will give another shopping business locally and will benefit town members giving them more options to where they purchase from . Macdonalds while I feel that we don't need takeaway options I do us a parent understand that this will create more job opportunities for the younger generation. I also understand that the town is growing and with that comes changes .	D25/40449
72	I fully support the Aldi and McDonald's proposal for Pinjarra. This will supply jobs and attractions for passing traffic/travellers.	D25/40450
73	I support the development and cannot wait, what a fabulous development this will be for the town	D25/40451
74	Aldi would be an excellent addition to our local area. We currently travel to Mandurah or Halls Head to do our weekly shop at Aldi due to the cheaper groceries available and their consistency in produce. In this day and age families are forced to shop around for the best prices. We would much rather put money back into our local supermarkets rather than travel elsewhere.	D25/40452

75	I support the development of an Aldi and MacDonalds in Pinjarra.	D25/40454
76	I am in full support of an Aldi and MvDonalds coming to pinjara to give more options to families and more jobs to locals. Would also love to see a store like a best and less.	D25/40456
77	I'm in favour for an ALdi, McDonald's and also a Woolworths Pinjarra needs more competition than what we have currently in the current shopping centre	D25/40457
78	I think building the ALDI and McDonald's is a great idea. It opens up opportunities for teenage kids to have well-respected jobs. It gives more back to the town in relation We don't just have the one shopping Centre. There's some competition I think overall it is a very positive thing to happen to the town.	D25/40460
79	I approve Aldi and Macdonalds in Pinjarra	D25/40461
80	Very much in support. Will bring more opportunities for young people to gain employment and move into the workforce.	D25/40462
81	I support the proposed Aldi and McDonalds.	D2540464
82	With the growing population I think this would be a good idea with all the young families and to give the teenagers job opportunities	D25/40465
83	I support the Aldi and McDonald's proposal for Pinjarra	D25/40466
84	No McDonalds, there are enough fast food and unhealthy options in town currently. Yes to Aldi	D25/40467
85	I am supportive of the Aldi supermarket & drive through McDonald's	D25/40469
86	Yes please!!!! I super support the planned Aldi & McDonald	D25/40472
87	I am so supportive of infrastructure being built with it bringing both new opportunities for employment and a little competitive spirit to the Coles thats in town now. This will not be a negative to pinjarra..but a definite positive. Thanks!	D25/40474
88	I think this would only be of benefit to the region. It's a no brainer and needs to happen.	D25/40475
89	I believe having Aldi and McDonalds in Pinjarra would be wonderful additions to the town. The proposal will activate land that is currently under-utilised, expanding the town centre to align with growth and providing much needed - local job opportunities.	D25/40476
90	I think it's wonderful addition to a growing town and community, it will boost jobs in this area and create friendly competition with local Cole's shops and create variety for shoppers. I drive to Mandurah to access my Aldi products every week and it would be lovely to drive 3 mins down the road instead!	D25/40477
91	I think this is great progress for the area the surrounding suburbs are expanding quickly, I am all for this development and it would be a shame for it to not go ahead like the proposed Woolworths development. This town has to move forward and not let the minority dictate what happens in the town .	D25/40478
92	Please bring Aldi and McDonald's will definitely help with jobs and more variety	D25/40480
93	Yes I support this development.	D25/40481
94	I'm supportive of the Aldi/McDonalds Proposal. Some more shopping options are welcomed by our family and having something meaningful done with the vacant land would be good too.	D25/40482

95	Be great to have Aldi and McDonalds . Good employment opportunities for locals .	D25/40483
96	In support! Would be very keen to see this be approved	D25/40486
97	I welcome aldi and MacDonalds coming to Pinjarra	D25/40487
98	I fully support the development of Aldi and McDonalds in the town centre, for competition for Coles and to develop the eyesore that is currently there.	D25/40488
99	I am in support of the new proposed Aldi and drive through McDonald's at the corner of Pinjarra rd/ Murray St, Pinjarra. I believe it will bring employment opportunities for our youth in both stores. I also believe it will be good for our economy and healthy competition for the Coles store.	D25/40491
100	Aldi would be great for resident in Pinjarra.	D25/40494
101	Im excited to see the future of Pinjarra expanding!	D25/40495
102	For Aldi + McDonald's	D25/40499
103	I support the mc Donald's and aldi build	D25/40500
104	Fantastic idea for the town Employment not having to drive to Mandurah keeping business in the town and competition for Coles might make them think about their lack of services Fully in Support	D25/40501
105	I am excited for Aldi and McDonald's. Great to have choices in town.	D25/40502
106	I am definitely all for the development of aldi but I think a macdonalds is not the right restaurant for the beautiful town of pinjarra. I know sizzler isn't around any more but if you want to bring families and money to this town, then something where I can take my family to have a nice meal would be great. (A pub is not a family dinner setting)	
107	We definately need another supermarket. And a good fast food option is always a bonus.	D25/40504
108	Would like to have Aldi and Makkah in Pinjarra.	D25/40506
109	I believe it will be a great opportunity for some of the young people to be able to have job availability. Aldi would be a nice change in the area. Not the biggest lover of Macca's, but it would be nice to have a fast food option	D25/40507
110	Yes to Aldi and MacDonald's	D25/40508
111	I think this will be a welcome development in the vision that is is the future of Pinjarra I think this will bring many opportunities and conveniences to the community My only concern is increased traffic in the area but I'm sure an easy fix would be speed bumps to the surrounding streets to minimise speeding	D25/40510

	risks with increased road and foot traffic around. All in all very positive about the shires positive efforts to develop Pinjarra into a centre of thriving lifestyle	
112	I would really appreciate an Aldi store in Pinjarra making shopping more competitive and making it easier for me and the community to live within our means.	D25/40511
113	Great that we are getting an Aldi, please bring it to completion asap. I don't feel like we need a McDonalds though. Maybe a Bakers Delight or similar would be better.	D25/40512
114	I would like to see other grocery chains open in the Murray shire, Aldi would be fantastic also fast food it will give local youth and residents more choices and employment opportunities.	D25/40513
115	Great idea. Much needed. Build asap	D25/40514
116	I think it would be fabulous to have another option for shopping. I love shopping at Aldi but find it a trek to go into Mandurah or Halls Head to do so.	D25/40515
117	I think aldi and mcdonalds will be a great addition to Pinjarra town with our rapidly growing population. It will also serve residents from north dandalup to waroona. Will be a much needed addition to our limited town. Progresson and growth is needed.	D25/40516
118	I always have to travel to Mandurah for Aldi or McDonald's. It would be very convenient to have it in pinjarra as pinjarra is my local which i come to daily & would love an Aldi and McDonald's. Especially with the growing community & south yunderup (Austin lakes) growing so rapidly it would be very popular.	D25/40517
119	Great opportunity for local employment for our kids since coles hardly has anyone on checkouts anymore.	D25/40518
120	I am in support for both submissions- Aldi and Maccas I believe these business will benefit the communities growth and create job opportunities a cross all age groups	D25/40519
121	Supporting Aldi and McDonald's in the area!	D25/40520
122	I am supportive of the application for Aldi supermarket and MacDonalds drive through in Pinjarra. I believe it is a step forward for the town and will provide new services and employment opportunities for residents.	D25/40521
123	I don't support MacDonalds being in Pinjarra. We have enough problems with our community's health and, while it might provide job opportunities for some of our kids, it will just be another place that school students go during the day instead of being at school. Also, the 'Golden Arches' will be the first thing that people will see as they enter town - so much effort has gone into making our townscape beautiful and inviting, we'll end up just being like everywhere else.	D25/40522
124	Fully support the development	D25/40523
125	I support McDonalds and Aldi to be built in Pinjarra. It will bring jobs for our youth.	D25/40524
126	I am in favour of Aldi and Mc Donalds i think it will create more jobs for the community and more options for shopping instead of having to drive to Mandurah.	D25/40526

127	All for the Aldi plan but a school K12 or university would be great also	D25/40527
128	I think it's a great idea. Sick of only having one supermarket in town	D25/40528
129	I support both aldi and McDonald's	D25/40529
130	Any new developments that provide employment prospects as well as diversity will be a progressive enhancement within our community	D25/40530
131	I hope we allow these businesses to come to Pinjarra, this will provide much needed work for our youth. And some much needed competition for Coles.	D25/40531
132	I fully agree with all points made by Hayley Cheptanaru and would like to add support to her statement. see submission No.136 below.	D25/40532
133	I am supportive of the Aldi supermarket and McDonald's drive thru	D25/40534
134	I support this, I feel it will be a great addition to the area, a good use of the land and offer jobs to kids in the area	D25/40535
135	I think it's a fantastic idea . Great for jobs especially kids getting into the work force . There's limited fast food out this way so maccas I think will be a great addition. I'd love an Aldi here to get some variety and some value food options without going into Mandurah .	D25/40537
136	I strongly support the proposed development of McDonald's and Aldi in Pinjarra, as it represents a significant and positive step forward for our growing community. Key reasons for support include - Local Employment: - Creates valuable local jobs across a range of skill levels. - Provides opportunities for young people seeking their first jobs and families wanting work close to home. Community Convenience & Economic Benefits: - Offers affordable grocery and dining options locally, reducing reliance on Mandurah. - Keeps more spending within the local economy. - Aldi will increase competition (alongside the proposed Woolworths development) and help reduce the cost of living. - McDonald's provides a modern, family-friendly and alcohol-free meeting place for residents and visitors.	D25/40538

	Smart Land Use & Visual Appeal: - Activates a block that has sat vacant and under-utilised for many years. - Enhances the town's visual appeal and creates a welcoming first impression for tourists and visitors. Catalyst for Future Investment: - The inclusion of two nationally recognised brands will attract further business interest and investment confidence in Pinjarra. Sustainability & Reduced Travel: - By providing essential services locally, residents can make fewer trips to other towns, reducing travel-related emissions. Regional & Economic Growth: - Attracts passing traffic from the South Western Highway, boosting overall economic activity. - Supports and complements other local enterprises. - Aligns with the Shire's growth and revitalisation goals, contributing to a vibrant and sustainable future for Pinjarra. In summary, this development will transform an idle block of land in the heart of town into a valuable community asset that delivers long-term economic, social, and environmental benefits. It is a practical and forward-thinking investment in Pinjarra's future.	
137	The plans look fantastic. Having an Aldi and fast food outlet would improve the area and also bring in more job opportunities for the locals. Whilst improving the overall appearance of pinjarra.	D25/40539
138	Yes please to Aldi Competition a long time coming to Pinjarra. As a pensioner, I really can't afford Coles prices, but have no choice without travelling. MacDonalds? don't think we really need any more food outlets. That's one area where we DO have choices.	D25/40540
139	I support Aldi and McDonald's and woolworths when it all comes it will bring plenty of jobs for the young teens and will help with growth	D25/40541
140	I am very supportive of an Aldi store although there are already 17 places to buy cooked food in Pinjarra not including fuel stations and we really do not need another one especially so close to the school . I read a report that stated Pinjarra has the most overweight residents for a country town in Wa , Maccas will only encourage this , what about having something that is healthier and also caters for dietry requirements	D25/40542

141	Absolutely support both Aldi & MacDonalds to the area. We the community NEED this!! Creating jobs and another supermarket and a fast food place. Pinjarra has needed this for years. Its growing and Pinjarra needs to grow with the times.	D25/40543
142	I definitely think we should get a maccas drive through and aldi .. we should have got them a long time ago	D25/40544
143	Yes I fully support the new building application for Aldi and McDonald's and think it will be great for employment and great for the town. Hopefully more to come	D25/40545
144	Yes I would appreciate an Aldi and McDonald's in the Pinjarra region	D25/40547
145	It would be good for some more fast food options. Chicken treat is all we have so i am keen for a mcdonalds. I dont really like aldi though so can leave that one out	D25/40548
146	Sounds great. The food options are lacking in pinjarra. Aldi will be great competition for Coles too.	D25/40549
147	I'm in full support of the development of Aldi and McDonalds in Pinjarra. These will be a great asset to the area.	D25/40550
148	i'm excited for this new change in our community and hope that it happens very soon!	D25/40551
149	Fully support both businesses.	D25/40552
150	Yes, I'm all for Maccas and Aldi.	D25/40553
151	I am very supportive of the plan for an Aldi and Macdonalds.	D25/40554
152	I am in favour of the new development because i believe that a McDonald's would help bring more people to our town and encourage travellers, especially from Perth and Bunbury, to stop and have a look around, stimulating our economy. I also believe that an Aldi would be beneficial by providing extra completion to Coles to ensure that our residents have more options, and aren't taken advantage of by big business. Their cheap prices will also help with cost of living, which is an important issue in our town.	D25/40555
153	I am in full support of an Aldi and McDonald's coming to pinjarra. It is about time we have some progression in this town when it comes to supermarkets and food options	D25/40556
154	I am in support for Aldi to Pinjarra! Would be an amazing investment for the town/area	D25/40557
155	Would definitely be better for the town, more shopping choices	D25/40558
156	I support the proposed McDonald's and Aldi	D25/40559
157	Yes I definitely would love to see an Aldi and Macca's here in Pinjarra	D25/40560
158	I think the aldi and McDonald's that are planned will be amazing for the town in terms of help will job openings as well as more affordable shopping choices for everyone	D25/40561
159	Aldi and mcdonalds would be amazing for our shire. My kids always ask to go to mcdonalds but its too far away. More choice in supermarkets would be very welcome as im not big on coles. Shire needs more options more jobs and more people coming into town to spend money. Busier town might get more empty stores in the mall filled.	D25/40563

160	I support the proposal for a Aldi store and MacDonald store. I think it will create jobs and provide some alternative choices for residents, also allowing the town to prosper. I was born in pinjarra and lived here my whole life and are sick of having to drive to Mandurah for alternatives. Time for change and choices.	D25/40564
161	I am in favour of the proposed Aldi and McDonald's in Pinjarra	D25/40565
162	Very excited for an aldi to be in the shire of Murray region.	D2540567
163	I think this is an excellent idea and would benefit the growth to the town. I think having different options for groceries is great and avoids us having to go to Mandurah. Another take away option is also good. I am all for this development.	D25/40568
164	This is a great idea and will bring in opportunities for the teens to work in our community and to have a decent food store (Aldi) with good affordable pricing for young families	D25/40569
165	Will be good for local teens/ unemployed adults to get working, Also may bring the town alive at night as it is dead come 7pm	D25/40570
166	I am in favour of the proposed development of Aldi and McDonald's. It will bring much needed competition to the current shopping choices Also boosting employment to our younger workers	D25/40571
167	I support McDonalds and Aldi coming to Pinjarra	D25/40572
168	I support having an aldi in our community i believe it will be good for the area but would prefer hungry jack's instead of McDonald's	D25/40573
169	Please do not allow the rotten, poisonous excuse for food known as McDonald's to come to our town. Pinjarra has a nice array of locally owned and run food outlets that will have their livelihoods threatened by the likes of a chain restaurant like McDonald's whose food is borderline poison. The more of these establishments that we allow to open in this town, the closer we get to our small town of pinjarra not being as we know it anymore and just another product of the suburban sprawl.	D25/40574
170	With Pinjarra being the closest place to shop, having aldi and McDonald's in town would be fantastic and would mean I would be able to spend more time and money in town rather then having to travel to Mandurah for more variety when doing household shopping/errands.	D25/40575
171	i think this is an amazing idea to have and will bring people from waroona and surrounding areas into pinjarra and it will definitely do well especially the mcdonalds	D25/40576
172	Yes for Macca's and Aldi pinjarra needs this	D25/40577
173	I am supportive of Aldi and McDonald's	D25/40578
174	I am supportive of the aldi supermarket and mcdonald's drive thru	D25/40579
175	It's a great idea. We need another food shop and fast food, great for the locals and provide more job opportunities	D25/40580
176	A positive for the community. We need more options without having to travel to Mandurah. Let's keep more money in our town and help provide employment opportunities as well. The town is growing and our facilities and infrastructure need to grow as well.	D25/40581
177	Very excited at the prospect of new Aldi in town. Nil concerns about the placement of it on proposed plans. Ambivalent regarding McDonalds: Pros - very good job opportunities for young workers, guaranteed business long term (unlike vacant rooms in the Junction). Concerns- littering, building colours clashing with central town 'heritage' look, and safety of children crossing road in from of St Joseph's. Could	D25/40582

	another children's crossing be installed at Kim's bakery/ new development site. Overall happy with the proposed plans, would add a children's crossing from St Joseph's to development site.	
178	I support the development of Aldi and McDonalds in Pinjarra, to support growth in local employment opportunities.	D25/40583
179	I am supportive of Aldi and McDonald's	D25/40584
180	I am supportive for Aldi shop and McDonald drive thru. We want Pinjarra to grow. More shops will bring more people .	D25/40585
181	My family think this is fantastic! Great to have the Aldi coming, would love more shopping options in town.	D25/40586
182	I think it's a great opportunity to show how the rapidly growing town is moving forward with the future. It opens some competitiveness with stores, employment opportunities and one appeal to a very sad empty looking block on the Main Street. Completely FOR the Aldi and McDonald's opportunity.	D25/40587
183	I am in FULL support for the planned Aldi and McDonalds site	D25/40588
184	I welcome Aldi to come to Pinjarra. The population of Pinjarra is expanding. We need more than one supermarket to fulfil the needs. Also, Aldi would add some varieties to the locals. However, I strongly disagree to have McDonald as not only is it an image of unhealthy diet, but it also kills local food businesses like cafes. I also think what Pinjarra needs is a Youth hub. I am not sure if that space is big enough, but we do need a youth hub so that teenagers have somewhere safe to hang out and ideally some organisations would organise activities for local kids	D25/40589
185	I absolutely support the McDonald's and aldi devlopment, I would love to spend my money locally instead of having to drive into Mandurah.	D25/40590
186	I am supportive of the Aldi and McDonald's being built in Pinjarra	D25/40591
187	Fully approved for the Aldi- Mc Donald's to be built in pinjarra. Would also love a Woolies and Hungry Jacks too please!	D25/40592
188	I do not believe that this will be beneficial to our town. A McDonald's in this area will not fit with the country heritage feel and look that Pinjarra has always represented. People visit this area for the cafes, bakery's and the few diverse pub establishments that we have. Adding a McDonald's here would most definitely take a large customer base away from the established takeaway venues. A more sensible and aesthetic pleasing location would be the vacant land at the western side of Ravenswood which would service those residents in the growing estates. I believe there could be better use for this location.	D25/40593
189	What a fantastic addition to the town!	D25/40594
190	I support aldi and McDonalds and it having a drive through. It will give more job opportunities 2 local people.	D25/40596
191	I am supportive of the Aldi supermarket and Mcdonald's drive through	D25/40595
192	Iam in full support for ALDI and MacDonald's. It will bring more growth and employment to area.	D25/40597
193	I fully support the plan to allow Aldi and McDonald's to be built and trade in Pinjarra.	D25/40599

194	Im so excited to have my favourite supermarket and take away option in pinjarra. Will save me alot of travel time having it on our door stop. Cant wait for building to begin! Thank you thank you thank you	D25/40600
195	I would love to see Aldi and McDonalds in Pinjarra. I think it will be great for the town and bring more people into the town.	D25/40601
196	I am in full support of aldi and McDonalds	D25/40602
197	I am in support of the Aldi and McDonalds development in Pinjarra.	D25/40603
198	I think the Aldi is a good idea, however as one of the most unhealthy towns in WA, a McDonalds is not in the best health interests of the town, especially so close to the high school. The added litter that comes with McDonalds would be an issue also.	D25/40604
199	I am supportive of the new Aldi but not the McDonalds. Surely we can find something better than McDonalds	D25/40605
200	We would really love to have a nearby Aldi and McDonalds	D25/40608
201	I am supportive of the aldi and mcdonalds drive through in pinjarra	D25/40609
202	I'm I. Support of the new shops in pinjarra. Competition for Coles and new shopper are all positives for the xommunity	D25/40610
203	Yes we need Aldi and McDonalds, Coles need more competition to improve their services. Having more business in a small town will create jobs for locals	D25/40611
204	We don't need these businesses in a country town. Support the the lovely food shops like the baker ect If people Want maccas go to Perth	D25/40612
205	I support the proposal for the plans to bring Aldi and McDonald's to Pinjarra. The town desperately needs other new businesses to compliment the current sparse selection on offer. New job opportunities will arise and much needed revenue will benefit the town. Please let this happen. We need the town to thrive, not disintegrate.	D25/40613
206	Aldi will be a great addition to the area, offering low cost options for the many families who are low income earners. Both Aldi and McDonalds will offer employment, especially for youth. The proposed location is a great place within easy access for the residents and for youth who may gain employment there. The drive through McDonalds will be accessible for those traveling along the highway, bringing tourists into the town.	D25/40614
207	I support of the development of the new aldi supermarket and mcdonald's drive through in Pinjarra. I think a second grocery option is great and that the McDonalds will provide employment opportunities for the younger people which is much neeeded.	D25/40615
208	I am in support of the Aldi store. We deserve more options than just Coles. However, I do not support having MacDonalds in our historic town. The success of our existing cafes and eateries should be our priority. MacDonalds does not offer anything worthwhile to the fabric of Pinjarra. Only unhealthy food, and an even unhealthier hangout for our youth. Our youth deserve better, too. Please leave MacDonalds in the wider metropolitan area and preserve the uniqueness which makes Pinjarra special.	D25/40616
209	While I am in favour of an alternative supermarket in the town I am opposed to a McDonald's restaurant. I feel that this is not in keeping with the town's image and overall plan. I believe a drive through fast food outlet will bring litter and undesirable loitering during night hours	D25/40617

210	I support this development. This will provide a more competitive market for the town and provide greater job opportunities for the region.	D25/40619
211	I agree having an Aldi so we do have some competition in town but I don't great agree with having a McDonald's. There is one in Mandurah and Pinjarra is starting to feel like it's lost its country feeling if this is proposed.	D25/40620
212	100% approve ... will be an awesome addition to Pinjarra , cant wait 👍	D25/40621
213	I think it is a wonderful idea that will provide jobs, parking and more food options in Pinjarra. Also a good resting spot for people passing through.	D25/40622
214	I am in full support of the proposed Aldi in Pinjarra.	D25/40623
215	Yes to Aldi and maccas just needs a car wash	D25/40625
216	I support Aldi coming to Pinjarra	D25/40626
217	Great idea having Aldi and MacDonalds Pinjarra	D25/40628
218	Positive feedback for both proposals and believe that this is a great opportunity for the community	D25/40629
219	I am supportive of the Aldi and MacDonalds being in pinjarra	D25/40630
220	This is the best news aldi will help families on a lower income with the budgeting food shop. I absolutely love this idea as will help teens with needing work	D25/40631
221	I would love to have these two business in town good for people to get employment more competitive	D25/40632
222	Any new businesses in town are welcome More compatision is always welcome Jobs for our young people	D25/40633
223	I support the proposal for an Aldi and McDonald's to be built in Pinjarra	D25/40634
224	It would be great to have another supermarket as an option to shop in, and to be making use of the vacant block.	D25/40635
225	I am supportive of Aldi supermarket, but not of McDonalds	D25/40636
226	Support the Aldi store development	D25/40637
227	I am in support of this development as more restaurants in the area will encourage more dining out and a new option for a supermarket will encourage competition with the existing Coles and Aldi is an excellent option as a lower cost grocery store which benefits the community in terms of the cost of living crisis. Additionally, the establishments will create more job opportunities closer to home, especially for young people.	D25/40638
228	While I support the Aldi and the space being developed, we do not want a McDonalds in our lovely town. The rubbish that comes with these fast food businesses will all end up in the river. The high school students, so many of them obese, already flood the shops every morning and afternoon to buy copious amounts of lollies and chips. We need more nice restaurants or cafes or a small business hub, not fast food.	D25/40639
229	I am supportive of Aldi and McDonald's coming to Pinjarra I think it will create jobs for the young people and offer more choices for residents saving the trip into Mandurah	D25/40642
230	Yes Aldi NO McDonalds bad for local businesses and will destroy the town	D25/40643

231	I am in support of the proposed McDonald's and Aldi. I think the few businesses we have in the area take advantage of us because they know we have no other option and new businesses will force them to compete for our patronage again. I also think both will introduce more much needed local jobs so less of us have to travel long distances to make a living. I'm particularly excited about the Aldi because of the affordable grocery shopping options instead of just Coles or IGA in Austin Lakes.	D25/40644
232	Fully support Aldi and McDonald's in Pinjarra	D25/40645
233	I am fully supportive of the establishment of a McDonald's & an Aldi in Pinjarra.	D25/40646
234	it will be very very handy for pinjarra as there's lots of kids and family's here now looking for jobs and also family's that can't afford to shop at cole's as it's so expensive ALDI would be great for most family's even my own, maccas would be everyone's go to as we only have chicken treat and there's so many kids dropping out of school with no work available for them saves people not going on centerlink definitely build maccas and ALDI	D25/40647
235	I fully support this development and look forward to it being finished	D25/40648
236	Fully supportive of the proposed Aldi and McDonalds. This will be great for growth and employment in the area.	D25/40649
237	I support the proposed building of an Aldi and McDonalds in Pinjarra's about time	D25/40650
238	I support an Aldi and Maccas. But can you please ensure there is enough parking and traffic flow as it is a very busy intersection. Good for competition with Cole's and a growing Pinjarra town, employment opportunities etc…	D25/40651
239	we would be very happy to have an Aldi store here in Pinjarra.	D25/40652
240	I fully support the proposal of bringing an Aldi and McDonald's to Pinjarra. To have a grocery competitor in the area will make it much easier on low income house holds to afford essential items without having to travel out of the area. The positive impact in relation to employment for our growing community of young people will be fantastic to see.	D25/40653
241	I am really excited about an Aldi and McDonalds potentially coming to Pinjarra. More jobs and more places to buy food and groceries is definitely what our town needs. My only concern is the McDonalds being opposite from the school. It would be better to swap Aldi and McDonalds so that the fast food outlet isn't right outside St Joseph's. I'm sure there is a reason the way it is though	D25/40654
242	I am in aggreance for Aldi and McDonalds coming to Pinjarra. I think that this is great for growth and for the future in Pinjarra.	D25/40655
243	I am supportive of the aldi supermarket and mcdonald's drive thru!	D25/40656
244	I support the proposed Aldi and McDonald's in Pinjarra	D25/40657
245	Fully support a Aldi and MacDonalds store being brought to Pinjarra	D25/40658
246	Great opportunity for new jobs being brought to the area plus extra places to shop and eat	D25/40659
247	Fully support this development.	D25/40660
248	I am very excited for an aldi to go a head I'm not a fan of McDonald's but my daughter is so she will be very happy. I give my 💯 approval for both projects to go a head	D25/40662

249	Yes please … this would be a great asset to the town … both Aldi and McDonalds. You want the town to move with the times, then this is what is needed	D25/40663
250	Fully support Aldi and McDonalds. The town and surrounds, including sth yunderup and ravenswood are growing at a very fast rate and need an Aldi locally in our Shire. It will also create employment. Mcdonalds we could do without however near the high school and kim bakery	D25/40664
251	I am in full support on the growth of Pinjarra and the additions of the Aldi and Mcdonalds	D25/40665
252	Love that we are expanding our shire, very excited however just a few things ive considered. Im Little nervous about the traffic situation between the schools and shops now add these 2. I think we need to consider a round about at the intersection near the highschool and fuel station as there will be alot more traffic going around that area . And possibly a crosswalk button to cross between the 2 shopping centres	D25/40666
253	Absolutely support the proposal - only concern is the entry opposite the school - at school times that could get dangerous with kids crossing to maccas and extra traffic. Otherwise I can't wait. Please rush this thru - with cost of living aldi is so much cheaper and we need options	D25/40667
254	Great for the community, employment opportunities. More competition for Coles. More choice	D25/40668
255	Full support.	D25/40669
256	I am supportive of the development of the land, I think it is a great idea to put an Aldi in the area. Not only will it create more jobs but also help with those who struggle with the cost of living as Aldi is often a little easier on the old bank account. However putting a McDonald's doesn't feel like the right choice for the town. It will have a significant impact on the local cafes and restaurants who will lose business to the big franchise and being a close country community we want to see small and local businesses thrive. It will also create more traffic and noise (environmental concerns are some of our concerns), and considering that trucks and heavy vehicles use George street on a daily basis to access south western highway I feel like it will cause more incidents and do more bad than good. The cons definitely out way the pros when it comes to developing a McDonalds. My suggestion is to open the space for local developers to encourage more local businesses to operate, still allowing more jobs while keeping that old Pinjarra charm.	D25/40670
257	I think it will give the town more opinions	D25/40671
258	I would love to have Aldi and McDonalds in Pinjarra. It brings jobs and more options into the community. Great idea	D25/40673
259	I am supportive of the Aldo and MacDonald's development	D25/40674
260	I'm supportive of both the Aldi and McDonald's. Provides more opportunities for shopping and jobs in the area	D25/40675
261	I am in support of the Aldi and MacDonald drive thru for Pinjarra (would prefer to have HJ's though as I like their burgers better)	D25/40676

262	I am happy and support the opportunity for a McDonald's and Aldi in Pinjarra. It will bring much needed competition throughout the town..I work close by and am part of my community. I believe it will bring many people into town to shop, and therefore more dollars spent in our region, helping our families , shire and our communities as a whole. I also am happy about the employment opportunities available for my 3 children, 2 of which will be able to approach the business to start their careers. Congratulations Murray Shire 👏 I hope this incredible opportunity comes to fruition.	D25/40677
263	Would be awesome .. Im an Aldi shopper & having Macdonalds is something different to choose & obviously more jobs 😀	D25/40678
264	Fantastic for the community and love seeing the town finally progress. I've lived here my whole life. The more supermarkets the better and love that we will finally have a drive thru fast food place. Let's hope it happens fast.	D25/40679
265	I feel that the Aldi and MacDonalds being built in the Pinjarra area will be beneficial to the area. It will bring more job opportunities to the area and in regards to Aldi will bring some competition to Cole's	D25/40680
266	I support growth in the community with aldi and a fast food outlet eg mcdonalds or hungry jacks.	D25/40681
267	I support the construction of Aldi and Maccas	D25/40682
268	We absolutely need Aldo and McDonald's, there is limited food outlets and supermarkets in Pinjarra	D25/40683
269	Great for the town I support all topics that are for comment.	D25/40684
270	I'm all for this development. It will bring jobs to the community for the teenagers around looking for work.	D25/40685
271	The proposed Aldi supermarket and McDonalds take away will offer great employment opportunities for the community which is important and nessasery. It is extremely hard to find a job within pinjarra so the new jobs that these proposed businesses will bring is neessasery.	D25/40686
272	We definitely need this Aldi and McDonalds In Pinjarra Coles just does not care about shoppers anymore . The opportunities this will bring.	D25/40687
273	I support the Aldi and McDonalds proposal for Pinjarra.	D25/40688
274	I'm an ex-resident but still work in Pinjarra so am there everyday. Although I'm not a fan of McDonalds, I am a big fan of Aldi. To have another option for food shopping in Pinjarra would be awesome. The monopoly Coles have is not great for variety and competition. I feel Coles doesn't give the variety needed and Aldi would be a fantastic addition to shopping experiences and options in Pinjarra	D25/40689
275	An ALDI store would be a very welcome addition in Pinjarra. Residents currently have to drive into Mandurah for ALDI. Great competition for local supermarkets!	D25/40690
276	I am in full support of the proposed Aldi and McDonald's. development. It will bring much needed jobs particularly for our young people. Offer options for shopping for locals and tourist.	D25/40691
277	Excellent employment opportunities for our younger community. It'll force coles to be competitive and lower prices. Our town needs more outlets for our growing town	D25/40693
278	I support the development of the Aldi complex in Pinjarra. Competition can only improve services available to residents	D25/40694

279	I fully support the proposal for Aldi and McDonalds. Healthy competition is needed for this town. Plus the employment opportunities would be amazing!	D25/40696
280	I agree to the Aldi and McDonald's in Pinjarra	D25/40697
281	I am supportive of the application of development for an Aldi supermarket and McDonald's drive through	D25/40698
282	While I'm not fussed on a McDonalds take away I think aldi would be beneficial	D25/40699
283	I am supportive of Aldi and the McDonalds drive through, It is a positive way to create jobs in the area.	D25/40700
284	Definitely would love both business, I shop at Aldi weekly and would be nice not to have to drive into Mandurah to do it. Will create more jobs for locals and also more cost effective for families so we don't only have Coles to shop at.	D25/40701
285	Please give this development serious consideration we need this so much.	D25/40702
286	I honestly think it's a great idea to have a McDonald drive thru and an Aldi I think it's going to be great for pinjarra	D25/40705
287	I believe it will bring more jobs and people to the area	D25/40708
288	This will be amazing to pinjarra and grow! It will also bring more jobs for the youth	D25/40709
289	I am supportive of the proposed Aldi and MacDonald's plans for Pinjarra	D25/40710
290	100% support this development, more employment for the region and this will also promote additional growth with majors coming to Pinjarra. Hoping Woolworths is approved too!	D25/40712
291	The new development would be beneficial for Pinjarra, especially working in the Junction I believe that McDonald's and Aldi would be great not only for the locals but also for bringing more people into town rather than travelling to Mandurah for grocery options. It would also benifit the surrounding businesses and provide more jobs for the youth in the area.	D25/40713
292	I support the application for the development of an Aldi store as proposed in the Pinjarra townsite	D25/40715
293	Please build aldi and maccas Aldi is great and with the cost of living going through the roof cheaper groceries would be a godsend and maybe if we had maccas the cost of take out would become a bit more competitive in town coz it costs bloody 50/70 to get take out it's crazy	D25/40724
294	I would be very happy to see the options for take away and grocery shopping increase, its something the down has desperately needed. Yes to Aldi and McDonalds and other options in the future.	D25/40757
295	I have been a local resident of Pinjarra for over 14 years and am the mother of two young men (17 and 19), who have grown up in Pinjarra. We are active community members, involved in local church groups and sporting groups. As such, we are invested in the future of our region, including the health and wellbeing not only of our own family, but of other residents. Personally, I would love to see the Shire of Murray, and Pinjarra in particular, continue to grow, whilst maintaining the strength it holds as a close-knit country community, where people seek the best outcome for the community as a whole. Regarding the proposed development application for a McDonalds and an Aldi supermarket on various lots in Pinjarra, fronting Murray Street, George Street, and Pinjarra Road, I wholeheartedly support the development of an Aldi supermarket but oppose the development of a McDonalds.	D25/40757

	In regards to Aldi, this is an excellent alternative for residents to increase access to affordable grocery items. Given that in 2021/2022 over 50% of Shire of Murray households were classified as low-income1, and the demographic profile of the Shire of Murray include higher rates of those receiving aged pensions and unemployment benefits1, and a higher rate of single parent families2, access to lower priced groceries in a time of rising cost of living will be a benefit to the community, especially in a location that is easily accessible. When it comes to the development of a McDonalds, I have concerns over the impact to the community, across a range of areas, primarily the impact on the health of local community members, and the flow on affect to existing local businesses, although there are also concerns over the proximity to local schools, and the impact of increased rubbish to our native wildlife and waterways. The Shire of Murray Health and Social Needs Analysis3 found that residents in this shire have a higher risk of obesity and correlating health issues. Statistics reported include the fact that within the Shire of Murray, “51.8% of adults live with obesity, compared with 34.5% in WA”3. Alongside this, “37% of Murray residents have a long-term health issue, compared to 30% in Greater Perth”3. One of the key factors in the rising rates of obesity and the burden of disease are lifestyle factors, of which Shire of Murray residents have a higher prevalence of, including “29 per cent eating fast food weekly”.3 It is well documented that obesity and poor nutrition also contribute to the development of more serious health issues, such as type 2 diabetes, heart disease, and can worsen mental health.4 Given that Shire of Murray residents already have a higher prevalence of long-term health issues (“37% of Murray residents have a long-term health issue, compared to 30% in Greater Perth”3), alongside a reduced capacity to access necessary health care (“only 35.3% of respondents could always get access to health care when needed”3), the increased access to fast food via McDonalds will only exacerbate this. The correlation between access to fast food, and access to McDonalds specifically, and rising obesity rates has been well documented across the world. Numerous studies have been done to show this link, as demonstrated in the following: Alhéritière et al found: “a very strong correlation between the number of McDonald's restaurants and the proportion of overweight individuals in the 44 countries”.5 Reuter et al found: “A strong correlation between the prevalence of overweight and obesity and the number of McDonald restaurants was found for Brazilian children and was most important within the group of youngest children”.6 In the UK, Burgoine et al found: “Exposure to takeaway food outlets in home, work, and commuting environments combined was associated with marginally higher consumption of takeaway food, greater body mass index, and greater odds of obesity. Government strategies to promote healthier diets through planning restrictions for takeaway food could be most effective…”.7 Given the proposed developments proximity to local schools, the increased risk specifically for children and young people is a concern. Cancer Council NSW’s Nutrition Program Manager, Clare Hughes states that an “Increasing numbers of children are regularly eating fast food, contributing to unhealthy eating habits and weight gain. The habits kids develop when they’re young stay with them for life, and once children are overweight, they are more likely to be overweight or obese as adults, putting them at increased risk of 13 different types of cancer later in life”.8 In 2022, Megan Belot, the president of the Rural Doctors Association of Australia believed that the expansion of McDonalds into rural and regional Australia was not a positive outcome for rural populations already at an increased risk of obesity, stating that “It’s nice to think that there’s going to be more jobs and opportunities for our younger people to work in a place like McDonald’s, but realistically we don’t need fast food in our smaller rural communities”.9	

	If there needs to be a fast-food option, there are other healthier alternatives that could be encouraged or explored, which will provide the economic benefits with the reduced risk for health burden. Also, these would be options that do not directly compete with existing business (such as not having a cafe included like McDonalds) would be a positive benefit for the community. Deakin University's food environment research arm suggests healthier alternatives include chains such as Zambrero, Grill'd, Mad Mex, Sumo Salad, and Nandos.10 All of which offer takeaway options which are not currently on offer within the townsite of Pinjarra, thereby not directly competing with existing businesses and expanding the options for residents. Also, if a McDonalds must be built within the Shire of Murray, surely a more appropriate location for this would be further out of Pinjarra, as per the existing Chicken Treat on Pinjarra Road, where it is not as easily accessible to school children. The proposed development is within 18 metres of a local primary school and less than 500 metres from the local high school, and in the line of frequent paths of travel of school children. This has implications for the health and wellbeing of the children and youth of Pinjarra and the Shire of Murray, but also has safety implications, with the increased level of traffic flow in the area, in and out of drive through. Despite the plans suggesting that this impact will be minimal, I would argue that the reality will be different. Any increase in traffic flow, or increase in attempts to enter or exit those streets during the before and after school hours, when there are many children and young people in cars and on foot or bicycle, will create a situation with a higher risk of harm for pedestrians, cyclists, and drivers and passengers. Having this located out of town, whilst still contributing to a decline in overall health and well-being of residents, will reduce the safety impact, impact on traffic flow, and to a lesser degree will hopefully reduce the negative impact on local existing businesses. Along with the connection between McDonalds and rising rates of obesity and increasing risk of burden of disease, and the negative impact on local existing businesses, the development of a McDonalds is not in line with the key focus areas of the Shire of Murray, as outlined in the 2021-2025 Public Health Plan.11 Key focus areas in the Public Health Plan include: 1.07 - Improved Nutrition. This includes the Shire's commitment to promoting healthy eating, and supporting endeavours to encourage good nutrition. 2.04 - Future Development. This focus area includes the suggestion to incorporate a Health Impact Assessment into the local planning framework. I am unsure as to whether this was formally adopted or not, however no health impact assessment for the current proposed development has been provided, and as such, the impact on the health and wellbeing of residents of the Shire of Murray has not been addressed by the developers. Should this be sought, it would be helpful to have Aldi and McDonalds assessed separately, as one will likely have a positive benefit, and one a negative effect. Assessed as one, the negative impact of McDonalds specifically is likely to be counterbalanced by the positive effect of Aldi, and thereby not properly presented. The third focus area is relevant in multiple ways. Key Focus Area 3: Healthy Partnerships includes collaborative partnerships, (with a focus on collaborating with business, government and service providers, local business and economy, and building towards a healthy future), and developing a sustainable local economy (through support for local businesses). However, the significant strategy in this focus area is 3.05. The Shire of Murray has committed to demonstrate strong leadership and good governance in strategy 3.05, stating they will "Provide strong leadership through good governance to ensure public health is considered in operational and strategic decisions".11 Alongside this, a key recommendation in the 2023 Murray Region Health and Social Needs Analysis1 is recommendation vi: "harnessing preventative health programs and initiatives to address key public health issues and lifestyle risk factors, including physical activity, nutrition and alcohol consumption". By removing the addition of a McDonalds in the proposed development, the Shire of Murray will be adhering to the Key Focus Strategy 3.05, and	

	recommendation vi, in showing strong leadership and good governance, working towards supporting the health of residents of the Shire of Murray, leading to improved health outcomes and reduction of risk factors. I urge the Shire of Murray to stand by their commitment to improve the health and well-being of residents of the Shire, and to consider the implications for the health of local residents, alongside the impact for local existing businesses, and decline the approval of the McDonalds part of this development. Thank you for taking the time to read and consider the points raised in my submission. References and links are included below should you wish to read them. References: 1. Shire of Murray, 2023, Murray Region Health and Social Needs Analysis https://www.murray.wa.gov.au/documents/217/murray-health-and-social-needs-analysis 2. Australian Bureau of Statistics, 2021 Census data, Shire of Murray https://abs.gov.au/census/find-census-data/quickstats/2021/LGA56230 3. Shire of Murray, 2024, Health report confirms gap. News Report https://www.murray.wa.gov.au/news/health-report-confirms-gap/10172 4. Department of Health, Disability and Ageing, About overweight and obesity https://www.health.gov.au/topics/overweight-and-obesity/about 5. Alhéritière, A., Montois, S., Galinski, M., Tazarourte, K., Lapostolle, F.; (2013); Worldwide relation between the number of McDonald's restaurants and the prevalence of obesity; Journal of Internal Medicine; J Intern Med; Volume 274; Issue 6; SN: 0954-6820; https://doi.org/10.1111/joim.12126 ; pp.610-611 https://onlinelibrary.wiley.com/doi/10.1111/joim.12126 6. Reuter PG, Afonso Barbosa Saraiva L, Weisslinger L, De Stefano C, Adnet F, Lapostolle F. Young children are the main victims of fast food induced obesity in Brazil. PLoS One. 2019 Oct 22;14(10):e0224140. doi: 10.1371/journal.pone.0224140. PMID: 31639147; PMCID: PMC6804984. https://pmc.ncbi.nlm.nih.gov/articles/PMC6804984/ 7. Burgoine T, Forouhi N G, Griffin S J, Wareham N J, Monsivais P. Associations between exposure to takeaway food outlets, takeaway food consumption, and body weight in Cambridgeshire, UK: population based, cross sectional study BMJ 2014; 348 :g1464 doi:10.1136/bmj.g1464 https://www.bmj.com/content/348/bmj.g1464 8. Wendy Watson, Cambridge Core Blog, 13 September 2019, “Kids’ fast food meals no healthier despite high rates of childhood obesity: new	

	research” https://www.cambridge.org/core/blog/2019/09/13/kids-fast-food-meals-no-healthier-despite-high-rates-of-childhood-obesity-new-research/ 9. The Guardian, 2022, “McDonald’s push into regional Australia angers health experts amid warnings of ‘food deserts’” https://www.theguardian.com/australia-news/2022/feb/13/mcdonalds-push-into-regional-australia-angers-health-experts-amid-warnings-of-food-deserts 10. Deakin University. Australia’s Food Environment Dashboard [Internet]. “Fast Food Chains”, Melbourne (AU): Deakin University; 2025. Available from: https://foodenvironmentdashboard.com.au/fast-food-chains/ 11. Shire of Murray - Public Health Plan 2021-2025 https://www.murray.wa.gov.au/documents/265/public-health-plan	
296	I very much support an Aldi in Pinjarra but not a McDonalds. There are a lot of small businesses that provide food and drink like Kim’s Bakery and they are struggling enough as it is. With McDonalds in town those small businesses will suffer and may have to close. Small businesses cannot compete with the low prices of fast food.	D25/40758
297	Anyone who dosent want a aldi in pinjarra is a twit don't like the idea of a McDonald's so close to town	D25/40768
298	Looking forward to seeing more variety in shopping prospects and the development of my job opportunities for the community.	D25/40773
299	Agree for aldi and mcdonalds	D25/40774
300	I would 100% like for these to happen it would save a lot of time out of my day just not having to travel back and forwards from mandurah. Pinjarra needs a good change and something new you can still keep the heritage of buildings while building new developments around the area. You have my vote to go ahead	D25/40780
301	Yes I support an Aldi and McDonalds being built in Pinjarra	D25/40781
302	Would love to see another supermarket in Pinjarra, it's long overdue! The additional competition can only help with cost of living. I also have teenage children and more local opportunities for them to find a part time job would be more than welcome.	D25/40797
303	I think Aldi and McDonalds is a great thing for our town. Will boost jobs especially for our younger generation. Coles needs some competition the store isn’t well stoked and some prices are ridiculous. All in all a good positive for our town!	D25/40802
304	I give full support to the proposed McDonalds and Aldi setting up in Pinjarra	D25/40812
305	I support the development	D25/40813
306	I do think pinarra could benefit greatly with a Aldi store in the proposed location. As for McDonalds it’s not something I would like to see it doesn’t encourage healthy eating for one they usually contribute to more litter around there location and it takes away from Pinjarras small tidy but modern day country town feel. It would also take a lot of business away from smaller locally owned businesses which pinjarra would benefit a lot more from and needs more of them.	D25/40816

	Look at small towns down south the small shops and variety of them brigs in more tourists than McDonalds. How about a Pinjarra farmers market like Bunbury a crooked carrot like myalup that's what we need	
307	I am fully supportive of both Mcdonalds and Aldi being built. It will give more locals especially the young jobs for after school hours etc.	D25/40824
308	I support an Aldi and MacDonalds coming to town. I think its great gor young people getting jobs in town. My only concern is there going to be enough parking and how congested it might become to have both companies on this site. For congestion i would prefer looking at sites a little further out of town.	D25/40830
309	I agree for the go ahead of Aldi	D25/40832
310	Myself and my family are for the idea of Aldi and McDonald's going up in Pinjarra. Pinjarra is a growing community that requires more opportunities for youth in employment which is what these businesses will bring. Also, Pinjarra requires more affordable on the go food for people that don't have the ability to cook at home every night due to extra curricular activities for their children and sporting commitments. Not all fast food is bad food, I believe the good outweighs the bad and I hope more people vote a yes for this development	D25/40833
311	I support this new development. The Aldi will provide better options for residents and competition to Coles. The McDonalds will provide employment for the youth in the community and Pinjarra needs more food options to support all demographics.	D25/40837
312	I am supportive of the proposed Aldi and McDonald's development. We need more variety of supermarkets and takeaway food.	D25/40838
313	Yes I'm happy for Aldi and Mcdonalds	D25/40839
314	Aldi would be great. Big no to Macdonalds we have enough junk food here and it would affect local business such as bakery's and fish and chip shop to name a few. Not worth it for the few local jobs it might offer against the damage it might course. Lots of people asking on the Ravenswood site for a local farmers market fresh food grown locally help farmers in our community	D25/40840
315	It isn't good for small local businesses..already small local businesses are struggling alot to pay their expenses..	D25/40852
316	I think getting a McDonald's and aldi is a fantastic idea it would give so many more job opportunities for our kids and having a cheaper option like aldi would be fantastic for struggling families thankyou	D25/40853
317	I am in FULL support of an Aldi and a McDonald's drive through in Pinjarra. We need it.	D25/40855
318	Fully support a macdonalds and Aldi being built in pinjarra, great job opportunities, would be great to see this in ravenswood too	D25/40857
319	Happy with the Aldi and Mcdonalds just concerned with location due to increase in traffic in the proposed area. Will be great for local youth to get more employment opportunities. Concerned about mcdonalds rubbish littered everywhere but thats a people problem not the franchise.	D25/40858
320	I think both Aldi and McDonalds would be a great idea. Jobs creation and mor3 sevives to bring outsiders into the community	D25/40859
321	I support both stores as it will be good growth for town, more jobs hopefully for local people. We are lacking in food choices in town.	D25/40860
322	Can't wait to get an Aldi and Mc Donald's. Good competition, more choice and job opportunities	D25/40861
323	Yes I am in support of an Aldi and McDonalds in Pinjarra	D25/40862
324	Love the idea, Giving more job opportunities for young and older workforce. More affordable produce with Aldi, great competition to existing big brands of Kmart and Coles.	D25/40863

	Development is a positive, money coming into our community is a great thing. Add in new jobs and training opportunities and I'm all for it. I would have couple of suggestions 1. No drive through bays in the carpark, preventing silliness with young drivers later in the evening. 2. Limited playground access at MacDonald again you remove the temptation for you ones bored to cause a hiccup. 3. Well lite with street lights. 4. Is also suggest to include Local schools and the community in the construction of the gardens, maybe even a bush tucker area or a tile mural that our local kids are involved in. With this involvement our young people have a connection and will take pride and care for the area. Maybe even tap into the high school for murals on the sides of the buildings. Again connection with the buildings and area, with positive results around lowing graffiti and vandalism when students and families feel connected.	
325	I am supportive of the aldi supermarket and mcdonald's ! It will bring more employment opportunities for pinjarra.	D25/40865
326	I love the idea of aldi and McDonalds in Pinjarra, Coles cannot keep up with the demand, and the quality is poor. And these both will create more jobs for the locals.	D25/40866
327	I am in support of the proposed plans for Aldi and McDonald's and I believe it will bring a wider variety of commerce to the area which will provide jobs particularly for the younger generation who aren't necessarily able to travel to Mandurah for work. This will also rejuvenate the area and potentially bring further investment in the future	D25/40868
328	Fully in support of the proposed Aldi development! Great work!	D25/40869
329	Big no to MacDonald Not good for local small family business in town and MacDonald business will eat so many small businesses in Pinjarra's! Already hard to run business in pinjarra and MacDonald make it more hard ! Plsssssss No MacDonald in Pinjarra	D25/40874
330	I am extremely satisfied and encourage the development for Aldi and macdonalds	D25/40894
331	At a time when Murray Shire has one of the worst obesity rates to the state, I'm not sure building a McDonald's restaurant across the road from two schools is a good idea. I don't support the proposal	D25/40956
332	In favour of Aldi and McDonalds for Pinjarra to improve job opportunities in the area	D25/40957
333	would love to have healthy competition and more job opportunities brought in by the proposed	D25/40963
334	What a wonderful opportunity to increase employment prospects for our young people	D25/40966
335	I think the Aldi and McDonald's will be perfect for the town it will create more jobs for people and I have to say I hate driving to Mandurah to go to Aldi it will mean more money is being spend in Pinjarra just what out town needs As for the McDonalds it would be good aswell we don't have the biggest range of easy takeaway in town very convenient You have my vote for both it's a big yes	D25/40973
336	Yes	D25/40978

337	Please accept this email as a formal objection to the development of a McDonald's fast-food outlet at the proposed location on George Street in Pinjarra. There are several reasons for this objection, which are briefly outlined as follows. ***1. Child and community safety*** Pinjarra Senior High School is located adjacent to the proposed development site on George Street, and St Joseph's Primary School is directly opposite. There is significant traffic movement around the school sites at the beginning and end of the school day, including on Camp Road, McLarty Road and Pinjarra Road, with approximately 16 busses, multiple private/parent vehicles, staff vehicles and pedestrian traffic already creating congestion and a high level of risk to road safety at this 'bottle neck' part of the road. Add to this the industrial traffic that uses George Street and McLarty Road as a heavy haulage route to Greenlands Road and South West Highway and it is clear that this section of the road is already hazardous. To add an entry point for a drive- through facility would significantly add to the volume of traffic in the immediate area, additional congestion and risk to all vehicles and pedestrians using this arterial roadway. Children cross the road assisted by a crossing guard in peak times, but not all follow the safety protocols and 'near misses' are common. It is also frequently the case that no traffic warden is available, so the road crossing is sometimes entirely unsupervised, increasing the already high level of risk. It is a fair assumption that the number of children who would cross the road to go to the McDonalds restaurant would amplify this issue. This is not something the school can reasonably manage – nor should staff be expected to - under our *Duty of Care For Public School Students Policy* and guidelines. ***2. Proximity to schools*** One of the Department of Education priorities is student attendance. This is mandated within the *Student Attendance in Public Schools Policy*, which requires students to attend school and remain on site for the duration of the school day to maximise opportunities for engagement and learning. Student attendance is a legal requirement and underpins our capacity to meet the requirements of the aforementioned *Duty of Care For Public School Students Policy.* It is well known in the community that students who 'truant' by leaving site without permission during the school day often create a nuisance for local businesses and community members while also missing lessons and being exposed to risk as unsupervised minors. As indicated by the map in the Development Application, the proposed McDonalds restaurant would be located very close to both Pinjarra Senior High School and St Joseph's Primary School; within easy walking distance for students. This would be a major temptation for students, which could increase rates of truancy, undermine schools' capacity to maintain Duty of Care and potentially create disruption for the McDonalds management should anti-social behaviour be demonstrated. There are multiple examples of such issues in locations where McDonalds restaurants have been located near schools. Impacts on attendance and engagement have been detrimental. The McDonalds stores near Comet Bay College in Secret Harbour, Warnbro Community High School in Warnbro and Greenfields Primary School in Mandurah have each had the same issues with managing students in store, before, during and after school hours, and have had to take measures such as closing the store at key times to	D25/40990

	prevent unwanted student patronage. Unfortunately, in Pinjarra, this has already been a pattern at other businesses in the Pinjarra Junction Shopping Centre, so the precedent is set for significant escalation of this problem should a McDonalds restaurant open across the road from not one but two schools in Pinjarra. If a McDonalds store is seen as a progressive development for Pinjarra, it would be sensible to locate it at a distance from schools that would preclude students being able to walk there from the school site, and away from the locations where school busses deliver students to school to prevent them getting off the bus and going to McDonalds rather than coming in to school on time. Getting students to attend school, to engage and participate in learning and to maintain rigorous standards of safety and wellbeing are challenging enough in our community context, without the added distraction of a fast-food store across the road from the school. To locate the McDonalds restaurant in such close proximity would significantly compromise the safe and orderly operation of Pinjarra Senior High School. ***3. Social Equity*** Pinjarra Senior High School has an ICSEA of 954 (decile 7). We serve a community where issues such as poverty, transience, homelessness and family dysfunction are evident and impactful on student wellbeing. To support student wellbeing, particularly for those experiencing social disadvantage, the school provides programs such as Breakfast Club and access to a school canteen, to make sure that students can access healthy food on the school site. The development of a McDonalds restaurant would inevitably draw student 'business' away from these enterprises, meaning that capacity to maintain services may be threatened, become unviable and consequently unavailable. This would significantly impact those students without the financial means to patronise McDonalds. As a school, we have worked really hard over the past few years to develop partnerships and sponsorships with food suppliers to ensure that students can access food at school, be it a free breakfast or nutritious, reasonably priced canteen items. To have that access limited or eradicated by external 'competition' challenges our moral purpose as a school. Again, the concept of the restaurant operating in the town is not the point of objection; just that fact that the proposed location would have a huge and detrimental impact on the core business of the school; keeping our students on site, safe, engaged in learning and pastorally supported to ensure holistic wellbeing. Thank you for your consideration of this submission	
338	I am supportive of a Aldi in Pinjarra and would open new opportunities	D25/41099
339	I support both Aldi, McDonald's and Woolworths being built in Pinjarra	D25/41100
340	NO Mc Donalds this town does not need a fast food store. Do not allow this to happen to our town A aldi store would provide more shopping options for families	D25/41101
341	I fully support the application for aldi and macdonalds in Pinjarra	D25/41102
342	We will be very happy to see an Adli here in Pinjarra, it is time that there was some competition to Coles	D25/41103
343	It will create more traffic, it will make the town less healthy, it will effect the school kids across the road, it will attract the wrong demographic, it will kill other small businesses and it's definitely not the look Pinjarra needs any more of. Let's change the way this town is perceived	D25/41104

344	Yes! Let's do it! Sounds good, different Attached photo of our last shop at aldi mandurah	D25/41105
345	I would love both Aldi and McDonalds, it would help the kids and locals with jobs. Plus it'll allow for diversity of food options and greater savings to everyday living	D25/41106
346	I write on behalf of the St Augustines Catholic Parish Pinjarra as chairperson. At our last meeting WED 8 OCT 2025 it was agreed that I write to you to raise a number of concerns and objections to the proposed development by Aldi and McDonalds for Lot 2 (49) George St Pinjarra [P239/2025]. St Augustines Church and adjacent St Josephs Catholic Primary school are directly affected by the proposed siting of McDonalds Restaurant as these are located directly opposite. Once completed the restaurant and its carpark will affect traffic safety, property safety, urban civility, litter, and personal safety of the church and the school. 1. Traffic safety: Increased flow of entry and exit traffic into George St will create danger and disruption for access to St Augustines Church and share driveway with St Josephs. A re-siting to have access only from Pinjarra Rd is a solution. A better alternative would be broker a swap of the two developments so that Aldi are located like other food shops to be visible from traffic passing through the town along South West Highway. A specific problem is the issue of George St serving as a highly active area for school drop-offs and pick-ups as well as school and transperth bus terminal stops. Primary and secondary students and families already have near misses and minor motor vehicle accidents on George St at school drop-off times. There will be elevated danger from traffic accidents due to increased foot traffic to and from McDonalds given how close the site is to the schools. It would be much safer to have a McDonalds at a mainly drive through location off Pinjarra Rd such as other fast foods in West Pinjarra. 2. Property safety The joint development of almost shared carpark between McDonalds and Aldi creates an urban space for youth and families to meet and interact. While this can be a positive it also carries risks related to distracting youth from school attendance/school meals and increased out of regular business hours vandalism, graffiti and antisocial behaviour. St Augustines and St Josephs have been targeted by vandals in the past. Increasing social interaction around a new hub in the large "street view obstructed" car park area between Aldi and McDonalds will be a very likely launching pad for illegal activity related to substance use. The solution to this would be for a highly visible from George St Car park with the McDonalds building moved to the centre of the lot and the boundary with Aldi. 3. Urban civility Further to the last point, McDonalds car parks serve a valuable role as a drop off and pick up point for varied social activities - children moving to and from 2 schools on George St, School Bus Terminals on George St, children moving between split families, young people interacting with their peers, students running truant from school. The parish would ask for the Shire to consider how to address these issues that will become	D25/41109

	focused by having a McDonalds at this location and the need for a youth and community development focus to drive urban civility. Were the McDonalds to be located at a location in West Pinjarra adjacent to industrial lots this would reduce the impact of poor behaviour on the church, schools, and other central Pinjarra residents and businesses. 4. Litter St Augustines Church and St Josephs collect daily litter from bypassing car and foot traffic. Increasing activity by having a McDonalds will greatly increase this. 5. Personal safety fears St Augustines caters to mainly older persons as church goers. There is a fear from some in this group about the impact on their personal safety when attending church on Saturday nights or Sunday mornings from the McDonalds development. It is worth noting some of these persons already use the currently undeveloped location to park their vehicles to attend church services. I hope our concerns and genuine objections related directly to the planned development lead to both: 1. reconsideration and adjustment of the applications by the proponents 2. required modifications being set prior to development being able to proceed by the Shire Council. With much care and regard Gerard Marque Raymond Chairperson St Augustines Pinjarra Parish Council Committee	
347	Would love to have a Aldi and McDonalds be great opportunity to have alternative products rather than going into mandurah Great opportunity for people wishing murray to have employment opportunities 100% back this submission	D25/41110
348	I am the Safe Guarding officer at St Augustine's Church. I am VERY concerned with the increase of the traffic for this development. Prefer no access on George Street. DANGER for children with increased traffic for crossing George St. ALSO not in favour of GAST FOOD McDonalds where primary school students are encouraged.	D25/41293
349	I support the the Aldi and MacDonalds proposal. Both Aldi and MacDonalds offer career opportunities for young people / something our area with an increasing number of families need. The v people of Murray also deserve the right to choose an alternative to the duopoly of Cokes and Woolworths. Both these organisations have positive sustainability plans and support local charities , While fast food has been kept out of Pinjarra for years, it is inevitable that it will come and if we are going to have fast food I would prefer it to be Macdonalds over any other. You only need to shop in any Aldi store and you will find that they employ people who genuinely show an interest in their customers albeit a brief	D25/41293

	interaction at the checkout. For some older customers this might be the only personal interaction they have all day and it puts a smile on your face	
350	I think it will be great for the community and create a heap of job opportunities for adults and young adults	D25/41294
351	I think it should be turned into bushland/playground	D25/41295
352	As a long-term resident of Pinjarra, 30 years, I welcome the addition of an ALDI and McDonald's to Pinjarra. However, I am deeply concerned about the current planned location. The planned location will increase the already heavy traffic congestion on George Street and Pinjarra Road. St Joseph School, St Augustine's Church and a school bus stops are directly across the road from the proposed development. Parents parking to allow their children to disembark for school adds further to congestion and chaos. Before and after school both Primary and High School students are using both footpaths. Research has shown that children don't have the capacity to detect the distance and speed of moving vehicles until they attain the age of 12 years. Students are too busy socialising with their friends or talking on their mobile phones and often cross the road without looking or taking oncoming traffic into consideration. I am sure the increase of congestion will result in vehicle collisions increasing dramatically. It will only be a matter of time before a student is severely injured or killed. There already insufficient vehicle parking bays behind the church so many of the congregation are forced to use all the street parking. At the conclusion of the service the congregation need to depart using George Street as the exit, further adding to traffic congestion. During the week there is a high volume of heavy haulage vehicles along with the occasional huge over-width vehicle passing through the intersection. This proposed development should have been refused or considered for an alternative location away from this major intersection, prior to the proposal reaching the public comment stage.	D25/41337
353	I agree for those business to be Pinjarra	D25/41409
354	I agree to have these business to come into Shire of Murray	D25841411

355	In regards to the application received for the proposed development of a McDonald's and an Aldi supermarket in Pinjarra, I remain unopposed and welcoming of the positive aspects in relation to an Aldi supermarket being built. On the other hand, I strongly believe the negative aspects will outweigh any good in regards to a McDonald's being built in Pinjarra. The bad health implications for many, especially our younger residents, with having McDonald's in close proximity will be numerous in future (& no, it's not as simple as, "well just don't buy it then"). Not to mention the societal impact of building a McDonald's locally for the people who are disruptive to "hang out" at. I believe our beautiful town would flourish in a better way if we provided healthier alternatives for both reasons. Is the Shire able to approach or request tender for Sushia, Grill'd, Zambreros or another food establishment such as a restaurant/cafe that would be far more beneficial in the long run? Any of these would also employ local youth to assist unemployment. A lot of people have been hankering for an explosion in growth for this town and may wish otherwise down the track, as I realise progress is important & due to population, but so too the crime will increase. I guess it's about striking a balance as best as possible	D25/41492
356	While it is good to see movement on the development of this site, I strongly object to the current proposed location of MacDonalds for several reasons. The location of MacDonald's directly opposite a primary school and in close proximity to the high school only serves to promote "junk food", targeted toward a section of our community susceptible to persuasion. With over 25% of children aged between 5 & 15 years classed as overweight or obese "Health and wellbeing of children in Western Australia 2022" it is incumbent on local government to limit child exposure to corporate exploitation. Also, the location of MacDonalds in such a prime position is incompatible with the heritage streetscape of the town center. An alternative location would be on Pinjarra Rd near garages and similar businesses. The proposed right and left entry on to George St, will exacerbate the already high-volume traffic flow and have an adverse impact on St Josephs Primary school. Higher risk of accidents particularly at drop off and pick up times and higher footfall from high school students. With town bypass plans currently on hold and unlikely to proceed until into 2030, the current traffic management proposal with relation to this development is untenable. Other impacts of a 24/7 fast-food operations include: -Increase in rubbish. The takeaway industry generates a significant amount of waste from single-use packaging, potentially impacting the immediate vicinity and surrounding access routes to and from the town center (disposal out vehicle windows). -Night-time operations can attract crowds of youths increasing the risk of noise (including vehicle noise) and antisocial behaviour. -Odour nuisance. Fumes from ventilation systems and the presence of food waste can severely impact both the business, residential community and most importantly children attending the primary school directly opposite the proposed location. Repeated exposure to offensive odours can cause headaches, nausea, stress etc. Oduors can infiltrate homes and businesses forcing residents and staff to keep windows and doors closed even in warm weather, eroding quality of life. In summary, the proposed 24/7 MacDonalds development is incompatible with the heritage character of the town and will generate negative impacts on the surrounding community, particularly concerning the wellbeing of schoolchildren. Positioning a MacDonalds directly opposite a primary school undermines efforts to promote healthy lifestyles and combat childhood obesity. I implore the shire to reconsider this proposal revisit the traffic management plan and explore other more suitable locations for MacDonalds.	D25/41527

357	I think the Aldi would be essential to the sustainability of the shire. The cost of living is increasingly hard for people. Aldi is the only place I shop now as I cannot afford to shop at any other supermarket due to the prices. I therefore have to travel down to Mandurah and am no longer shopping in my local shops. This would be better for the environment to reduce the fuel usage and also be easier to access where I frequently travel. The McDonald would be a great addition as there are limited 24 hour places to eat for shift and long worker like myself going out later for quick and cheap convenient food places. Although hungry jacks is my preferred fast food place. McDonald is my favourite for hot drinks which is what I would use more in this area. Both would be ideal.	D25/41528
358	The proposed development of McDonalds and Aldi provides for some problematic issues road users will experience when driving along George Street. The construction of the Pinjarra bypass road has effectively been shelved for the interim with state government and federal government funding directed to other projects while further consultation occurs. The traffic impact report and the development proposal both cite the construction of the bypass road by the state government in their reports giving the impression that trucks using the George Street won't impact their development. As MRWA will have ultimate comment on the crossover access location at George Street it's imperative that council engineers carefully assess the full turning access proposed along George Street. The area during school peak times is at best, a dangerous situation. The construction of a fast food facility will encourage young persons to cross a road with many cars, congestion at school times and buses servicing the schools, the development site need to address this it is irresponsible to not. The development proposal would have merit if/when the bypass is constructed however in the interim young people who take risks crossing in front of traffic to visit the site is worrisome. The road report does little to address the congestion of vehicles turning right into the site from the south bound lane that would hold up traffic when large trucks and vehicles during school times. The site until the bypass is constructed should be a left in and left out only situation as is the case with the Pinjarra Junction Shopping Centre 80m down the road. Traffic using the section of George Street fronting the development site is used by many heavy haulage vehicles and is noted on the RAV network. A full turning access on George Street therefore should not be supported. Citing other towns like Byford, MRWA have not supported development sites along SW Hwy having full turning access and the Shire of SJ doesn't support that either. While council can't stop developments its important that local community is adversely impacted by a development where fronting a primary school and within 60m of a High school and not include that in its development application, it is at best not a desirable location.	D25/41529
359	As the Property Owner of Unit 1 and 2, 29 Murray Street the proposed development has raised several questions directly relating to the impact the development will have on Murray Street, the existing business operators and their clients, pedestrians/mobility scooters and road users, and not unreasonably, the private householders to the south of the development. My concerns are listed below. **1. Additional trafic on Murray Street between Pinjarra Road and Peel Street.** Since the roundabout was completed in December 2023 there has been a significant increase in through trafic along Murray	D25/41558

Shire of Murray

	Street; multiple School buses twice a day, trucks of varying sizes including those with trailers, private vehicles towing trailers including caravans and boats and private cars. A lot of trafic can be seen entering Murray Street from Peel Street to the east (of McLarty Road) and then turning onto Pinjarra Road travelling west as a way of bypassing the trafic lights and the same in the reverse direction. **Request SOM:** • Widen the roadway to provision for increased large vehicle trafic (trucks) • Extend existing/Install additional trafic islands along the section of Murray Street adjacent the development • Install additional pedestrian safe haven opening/s along the southern most section of Murray Street development • Add appropriate line marking continuing for the length of the entire block • Improve rainwater drainage to the roadway • Resurface the roadway the entire length of the block The roadway has not been resurfaced in the 9+ years I have owned the property, with only minor pothole repair being done (rather poorly at that) in the past few months. See image 1 and 1A below of roadway surface at 29 Murray Street, taken 8 March 2024 and 15 October 2025 respectively. Image 1 Image 1A During very heavy rain periods the street struggles to drain the water away, which would create a driving danger to the expected increased trafic movements. A video taken several years ago can be provided showing localised flooding of the roadway that took more than an hour to clear.	

2.Street parking on Murray Street between Pinjarra Road and Peel Street.

At present there is no formal parking notices for street parking along the block between Pinjarra Road and Peel Street.

Vehicles park on the roadside between the two business driveways of 27 and 29 Murray Street throughout the (business) day, which causes visibility issues for both pedestrians and vehicles attempting to enter/exit both premises. Vehicles of all sizes including those towing trailers/caravans presently park on the eastern side of the street whilst people access the various nearby business (including the shopping centre), creating increased driving hazards with passing oncoming trafic along Murray Street in either direction.

See image 2 below showing driveway clearance not respected by street parked vehicle, taken 7 October 2025. This is typical of the concern raised.

Image 2

Request SOM:

- Sign posts on verge and painted markings on the roadway on Murray Street from the Pinjarra Road intersection to past the proposed entry into the development as "No Parking/No Standing" to eliminate bottlenecks/visibility blind spots to trafic/pedestrians.
- Similar provision for approved roadside parking along the remainder of the block to reduce the impact other vehicles parking along Murray Street (to avoid using the proposed car parks) will have on the residents accessing their own property driveways.

3 Footpath accessibility to (medical) businesses on the western side of Murray Street.

At present, the footpath on the southern side of Pinjarra Road ends at the intersection of Murray Street near the driveway access to Pinjarra Doctors (27 Murray Street) and recommences on the eastern side of Murray Street along Pinjarra Road or south along Murray Street to Peel Street.

At present there is no safe route for pedestrians/mobility scooters entering Murray Street from the southwestern side of the Pinjarra Road intersection (Mandurah side) and travelling to the two businesses situated on the western side of Murray Street without first crossing Murray Street heading towards George Street side (at the roundabout) then re-crossing Murray Street further south to access the businesses on the western side of Murray Street, .

Request SOM:

- Extend the footpath from Pinjarra Road/Murray Street intersection along the western side of Murray Street to at least the driveway of 29 Murray Street (to allow pedestrians safe passage to both 27 and 29 Murray Street premises), preferably for the remainder of the block to the corner where it can meet the existing footpaths on Peel Street.

4. Lighting and street lighting

Additional nighttime activity around the development will add to the amount of light pollution on Murray Street (as well as noise) from vehicles.

Safety for pedestrians/mobility scooters travelling in the area on Murray Street should be a concern, as well as how much light the development will cast of that may afect the immediately adjacent residents, particularly with users of the takeaway business that presumably will operate quite late into the evening.

Request SOM:

- Ensure additional street lighting is installed along Murray Street for the expected increased pedestrian trafic accessing both proposed businesses after dark, like that on George Street/McLarty Road at present.

2. Noise from increased vehicle presence, increased people presence, outdoor speakers and other marketing reasons used by either/both developments.

Whilst not a major concern during working hours on weekdays due to ambient noise already experienced, what measures both businesses intend to implement to decrease the impact possible external speakers will have on the surrounding businesses/residents.

Request SOM:

- Place strict guidelines on time/volume limits for external speakers used by either business, particularly from the

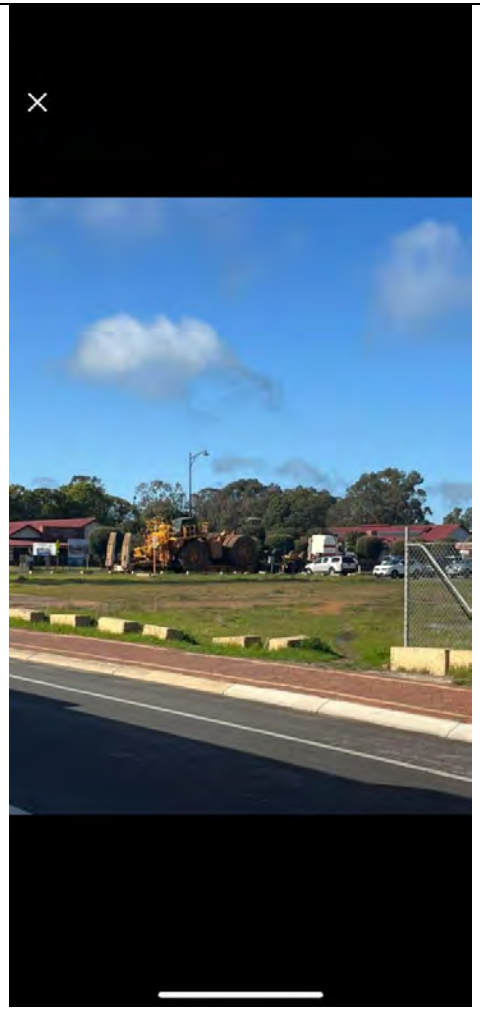
	takeaway business. With adjacent neighbours on Murray Street being residential houses (noting the other immediate neighbours comprise a Primary School, several churches and street front businesses on both George Street and Murray Street) the volume of any external speakers should be monitored/limited within certain time parameters to ensure it does not afect/cause upset to any of the neighbouring premises regardless of the type. I support the proposed development for the future benefits it will bring the Town Centre of Pinjarra, however I have localised concerns with the immediate surrounds on Murray Street, as noted above.A duplication of the improvements undertaken along Murray Street north of Pinjarra Road to James Street would not be unreasonable, at least in respect to the pedestrian accessibility to both sides of Murray Street, with direct alignment to businesses on both sides of the street as a minimum; vehicle control/parking measures and streetscape beautification to both sides of Murray Street.	

360	I am writing to express concerns and state my case AGAINST a McDonalds at the proposed location of Lot 2 (49) George Street Pinjarra for the following reasons: - It will have a negative impact on traffic at an already very busy location. The proposed location is directly opposite a primary school and very close to a high school and there are children regularly crossing the road especially at peak times and adding a McDonalds drive-through into the mix is putting the safety of the children who have to cross this road to get to school at further risk. - This location of this McDonalds will negatively effect small businesses and ruin the appearance of the main street in Pinjarra. - Allowing a McDonalds directly opposite 2 schools is going to have detrimental effects on the children's health and wellbeing from a dietary point of view. I have attached a photograph and a description of an incident that occurred around Monday the 13th of October at the proposed location. The image shows a large truck, several cars and pedestrians at 49 george st and describes high school students cutting across the road between the traffic. The image is in relation to the town bypass but I believe it also supports the case AGAINST a McDonalds in this location. I am not completely opposed to a McDonalds in Pinjarra if that is truely what the residents want but this is not the right location. Somewhere on Pinjarra Rd, heading north out of the town centre closer to the industrial area would be a much more suitable location.	D25/41651

Shire of Murray

	this photo was taken at 8:40am school drop off time. The truck was stopped in the Main Street for quite a while, blocking the entry to one school and high school students cutting across the road in between the pilot and trucks. The traffic was banked up back past the shire building. The town bypass is much needed and well overdue. I have no faith that we will see it anytime soon with this state government though. 	

Shire of Murray



361	I am writing to state my case AGAINST the proposed McDonald's. That area of pinjarra is heavy with traffic especially in school times. It is right at a traffic light which will also cause more delays with heavier traffic. It is right opposite a primary school and close to the high school. The kids will more than likely be purchasing McDonald's at an increased rate having a negative impact on the health of kids in the area. Pinjarra has a country charm about it and I feel a big eye sore like McDonald's right in the middle of town will ruin our aesthetic and the small town feel of Pinjarra. There are many food small businesses in town which will be negatively affected by McDonalds. I am not against having it in town but potentially in a different location like up near the service station/ crocs.	D25/41653
362	I write today to express my concern regarding the Development Application for McDonalds and Aldi in Pinjarra as outlined as a public notice on the Shire of Murray website. I have been a resident in the Shire of Murray for most of my life – I have grown up, worked, lived, volunteered and supported our community and as a new mother I'm worried about the **McDonalds in particular** for the following reasons: 1) I make reference to the Murray Health Future documentation published 01/01/2023 on the Shire of Murray website which outlines that 37 per cent (likely more now) of "Murray residents have a long-term health condition compared to 30 per cent on Greater Perth. 83 per cent of adults are overweight (vs 66 per cent) in WA, 23 per cent have high blood pressure (vs 17 per cent in WA) and 14.8 per cent have high or very high psychological distress (vs 10.4 per cent in WA)." – These figures are concerning and I expect these percentages to actually be worse two to three years later now that we're in 2025, nearly 2026. I believe approving a McDonalds in our town centre (or very close to it) will only see these figures climb and will therefore be detrimental to the health of residents and our community. 2) Traffic and Congestion: I don't have school-aged children yet. My daughter is only 14 months old but I anticipate sending her to St Joseph's in Pinjarra when the time comes. It's been increasingly noticeable as time goes on and as the population grows in the Shire of Murray the heavy congestion and traffic visible, particularly in these areas and particularly at school drop-off and pick-up times. In addition to these pick-up and drop-off times there is not a suitable pedestrian crossing for parents and children to get to school safely. Our only pedestrian crossings are at either end of the town which isn't practical for the location of the school. I also would like to refer to the intersection at Camp Road x George Street. This isn't an easy route to take when turning from Camp Road onto George Street at any time of the day let alone during periods of heavier traffic. Concerns should be noted regarding the ebb and flow of traffic for people attempting to access a drive-thru while there are pedestrians and heavy traffic congestion	D25/41689

	throughout the day every day. 3) Crime and Youth Safety: Statistically research shows that food places such as McDonalds, Hungry Jacks and KFC who are often open for 24 hours or very late in the evenings can be associated with higher crime rates. I'm not suggesting this is going to happen – but I am suggesting it has the potential to negatively impact a community by providing a space for people 24 hours a day, 7 days a week. At the moment, we're still relatively small town – we don't have a police station manned for 24 hours a day and ambulances now often have to come from much farther due to scarce resources, ramping and hospital pressures. Ultimately, I believe there are higher priorities that need to be considered before McDonalds arrives. I thank you very much for taking the time to read my submission and trust that you will consider my concerns.	
363	Oh please 🙏 bring aldi to pinjarra we so need it. Along with other competition. This town is growing so fast that we need to move with the times and grow with the expansion. More jobs for our locals too. Bring on all fast food and infrastructure to this amazing town.	D25/42261
364	My query is in regard to ENTRY and EXIT from Pinjarra Road. 1. Will traffic on Pinjarra Road be able to turn right into parking area and turn right into Pinjarra Road (towards traffic lights) when existing. 2.Similarly will traffic in George Street be able to turn right (across oncoming traffic) into McDonalds and turn right (away from traffic lights) across traffic. 3. Also what will be located on what appears to be vacant land on the corner of George St and Pinjarra Rd – (adjacent to the traffic lights)	

Shire of Murray

Appendix 9 – Responses to Advertising Submissions

Table 3 – Responses to Submission Themes

Advertising Theme	Applicant Response
Child and Community Safety • The proposed McDonald's is located within an already congested school traffic zone shared by Pinjarra Senior High School and St Joseph's Primary School. • Existing conditions include heavy bus and vehicle movement, industrial haulage traffic, and frequent "near misses" involving students crossing roads. • Adding a drive-through access point would significantly worsen congestion and heighten safety risks for children, pedestrians, and motorists.	As provided in the TIA (**Appendix 7**), the anticipated traffic from the proposed development is capable of being accommodated within the surrounding network while maintaining a satisfactory level of service. The McDonald's drive through has been sleeved behind the building, within the site, which removes the drive through access and egress points from direct interaction with the public road network.
Proximity to Schools and Student Welfare • The restaurant's immediate proximity to two schools creates a strong temptation for students to leave school grounds, undermining attendance and duty-of-care obligations. • Other schools located near McDonald's outlets (e.g., Comet Bay, Warnbro, Greenfields) have experienced truancy, anti-social behaviour, and operational disruptions. • Locating a fast-food outlet directly opposite school campuses would compromise the schools' ability to maintain student safety, supervision, and engagement.	The proposed Shop and Take Away Food Outlet land uses are P (permitted) "as of right" uses on the subject site and are desirable land uses with activity centres. In accordance with the DAP Making Good Decisions documentation, anti-social behaviour or managing student behaviour are not relevant planning considerations.
Social Equity and Student Wellbeing • Pinjarra Senior High School supports many disadvantaged students through programs such as Breakfast Club and an affordable canteen that promote access to nutritious food. • A nearby McDonald's would divert student spending, threaten the viability of these school-based supports, and reduce access to healthy food options for vulnerable students. • The issue is not opposition to McDonald's per se, but to its proposed location, which would have a detrimental impact on equity, wellbeing, and the safe, orderly functioning of the school community	As above.
Inappropriate location • Relocate to industrial area on Pinjarra Road	Not a relevant planning consideration. The land uses are permitted on the subject site.
Public Health and Nutrition • The Shire of Murray already records significantly higher obesity and chronic disease rates than the WA average. • Increasing access to fast food will likely exacerbate poor nutrition, obesity, and related health conditions, especially among children and young people. • Global research consistently links proximity to McDonald's and similar outlets with higher rates of overweight and obesity. • The proposal conflicts with the Shire's Public Health Plan (2021–2025) objectives to promote healthy eating and preventive health. • No health impact assessment provided	Not a relevant planning consideration. Broader health impacts, including dietary habits and buyer behaviour, are not regulated through planning controls.

Advertising Theme	Applicant Response
Impact on Local Economy and Existing Businesses • Will devastate existing small businesses in town.	Not a relevant planning consideration. The land uses are permitted on the subject site.
Crime and Youth Safety: • Statistically research shows that food places such as McDonalds, Hungry Jacks and KFC who are often open for 24 hours or very late in the evenings can be associated with higher crime rates. • Insufficient police presence to manage. • Personal safety fears for church goers.	In accordance with the DAP Making Good Decisions documentation, anti-social behaviour is not a relevant planning consideration. 24/7 and night time operations will contribute to passive surveillance in the town centre.
Traffic and Access • Conflict with school traffic (primary and secondary), St Augustine's Church, TransPerth bus stop and up to 800 large trucks a day • Will result in further congestion in town centre • Existing heavy congestion at Geroge St and Pinjarra Rd intersection • Queuing with the right in from George St • Access from George St should be left in left out only • Remove drive through bays in the carpark, preventing silliness with young drivers later in the evening. • Restricted delivery hours for heavy vehicles servicing the development to avoid school drop-off and pick-up times. • Traffic calming measures needed, such as speed humps or chicanes, particularly along George Street • Install of raised pedestrian crossings near school and parish access points to slow traffic and improve visibility • Crash history at the Pinjarra Road/George Street intersection already indicates a pattern of right-angle collisions, which could be exacerbated by increased traffic.	As provided in the TIA (**Appendix 7**), traffic generated by the proposed development can be accommodated within the surrounding network while maintaining an acceptable level of service and access. Refer to the updated development plans (**Appendix 1**), showing the amended George Street crossover with an extended solid median controlling access as Left-In, Left-Out. This avoids right-in queuing, and has been provided with adequate sightlines, per the completed traffic analysis in **Appendix 7**. Deliveries typically occur outside of peak operating times for both businesses to avoid impacts on the surrounding road network.

Capacity of Murray Street
• Upgrade warranted including:
  • Widen the carriageway
  • Extend existing/Install additional islands along the section of Murray Street adjacent the development
  • Install additional pedestrian safe haven opening/s along the southern most section of Murray Street development
  • Add appropriate line marking continuing for the length of the entire block
  • Improve rainwater drainage to the roadway
  • Resurface the roadway the entire length of the block
  • Street lighting
  • Footpath on both sides
  • No parking signs
	As provided in the TIA (**Appendix 7**), the anticipated traffic from the proposed development is capable of being accommodated within the surrounding network while maintaining a satisfactory level of service; including Murray Street.
	Management and upgrades to the wider town centre infrastructure fall outside the scope of this proposal. The development incorporates the required pedestrian network elements in and around the site, including traffic management medians on George Street and Pinjarra Road where required for traffic access management.

Advertising Theme	Applicant Response
Amenity Impacts • The cumulative impacts of traffic, noise, and visual dominance may reduce the overall amenity of the Pinjarra town centre. • The takeaway industry generates a significant amount of waste from single-use packaging, potentially impacting the immediate vicinity and surrounding access routes to and from the town centre (disposal out vehicle windows). • Waste bins and collection practices should not detract from the visual or environmental quality of the area • Night-time operations can attract crowds of youths increasing the risk of noise (including vehicle noise) and antisocial behaviour. • Fumes from ventilation systems and the presence of food waste can severely impact both the business, residential community and most importantly children attending the primary school directly opposite the proposed location. Repeated exposure to offensive odours can cause headaches, nausea, stress etc. Oduors can infiltrate homes and businesses forcing residents and staff to keep windows and doors closed even in warm weather, eroding quality of life. • Exterior lighting from both developments may affect the visibility and ambiance of the residents and the Masonic Hall, particularly at night. Mitigation Measures: Proper shielding and placement of lighting should be required to minimize intrusion.	The proposed development has been carefully designed to mitigate impacts on local amenity. Measures include: **Noise:** An Environmental Noise Assessment confirms compliance with the *Environmental Protection (Noise) Regulations 1997* during all operational hours. Noise from the drive-through and mechanical plant will remain within acceptable limits. **Waste:** A detailed Waste Management Plan includes regular collection schedules and litter patrols to maintain cleanliness within and around the site. Waste storage areas have been provided and integrated into the development, and are not visible from the street. **Anti-social behaviour:** Refer responses provided above. **Odour**: The proposed McDonald's kitchen exhaust system complies with NCC 2022 and the relevant Australian Standards. Each of the main appliances will be fitted with an exhaust hood connected to roof-mounted vertical discharge fans via sealed ducts, ensuring effective odour dispersion and no nuisance to surrounding properties. **Light**: A lighting assessment has been provided for the McDonald's tenancy, and demonstrates acceptable lighting management and design across the 24 hour operations.
Incompatible with Setting • McDonalds takes away from Pinjarra's country town feel • McDonalds development is incompatible with the heritage character of the town • McDonald's right in the middle of town will ruin the town's aesthetic and the small town feel of Pinjarra • Building colours clashing with central town 'heritage' look • Leave MacDonalds in the wider metropolitan area and preserve the uniqueness which makes Pinjarra special • This is not in keeping with the town's image and overall plan.	As provided in the DRP responses provided in **Appendix 4**, the proposed development has been designed with materials and design outcomes that are respectful and reflective of the character of the locality. This was also highlighted as a strength of the proposal by the Design Review Panel, which stated the "analysis demonstrates an understanding of the character of the locality" and "a colour and material palette that generally reflects the character of the place". As previously provided, the land uses are permitted on the site, and have been designed to reflect the character of the locality.
Heritage Impact • The proposed large-scale commercial structures may dominate the streetscape and diminish the prominence and aesthetic appreciation of the heritage building. • The development could alter the historical context of the Masonic Hall, negatively affecting its cultural significance. • The assessment should clearly demonstrate effective strategies to minimise adverse effects, such as landscaping buffers, building height restrictions, and sympathetic design elements.	The proposed development has been carefully designed around the Masonic Hall, to ensure suitable buffers and protection of views from the street towards the historical building. This response has also been improved, with an increased curtilage area along the rear of the hall, through the removal of parking bays and additional landscaping. Additionally, the materiality response has been improved along the Pinjarra Road frontage through the provision of pier details on the Aldi frontages to tie into the wider historical designs evident within Pinjarra.

Government of **Western Australia**
Development Assessment Panels

LG Ref: P247/2017
DAP Ref: DAP/17/01333
Enquiries: (08) 6551 9919

Mr Jon Burgess
Burgess Design Group
PO Box 8779,
Perth Business Centre WA 6849

Dear Mr Burgess

METRO SOUTH-WEST JDAP - SHIRE OF MURRAY - DAP APPLICATION - P247/2017 - DETERMINATION

Property Location:	Lot 3 (1922) Pinjarra Road, Pinjarra
Application Details:	Proposed Liquor Store and Associated Car Parking Area

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the Shire of Murray on 29 November 2017 for the above-mentioned development.

This application was considered by the Metro South-West JDAP at its meeting held on 4 April 2018, where in accordance with the provisions of the Shire of Murray Town Planning Scheme No. 4, it was resolved to **refuse** the application as per the attached notice of determination.

Please be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the reasons for refusal, please contact Mr Rhys Bloxsidge on behalf of the Shire of Murray on 9531 7732.

Yours sincerely,

DAP Secretariat

9 April 2018

Encl. DAP Determination Notice
Refused Plans

Cc: Mr Rhys Bloxsidge
Shire of Murray

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

Shire of Murray Town Planning Scheme No. 4

Metro South-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lot 3 (1922) Pinjarra Road, Pinjarra
Application Details: Proposed Liquor Store and Associated Car Parking Area

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **refused** on 4 April 2018, subject to the following:

1. **Refuse** DAP Application reference DAP/17/01333 and the accompanying plans dated 16 March 2018 (site plan reference COL PIN 6-05b-07, elevation plan reference COL PIN 6-05b-08, floor plan reference COL PIN 6-05b-06, in accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the Shire of Murray Town Planning Scheme No. 4 for the following reasons:

Reasons

1. The proposed service and passenger vehicle access, egress and manoeuvrability arrangements of the site are manifestly inadequate as:

    - The three point turns needed to be undertaken by service and passenger vehicles at the rear of the site in order to access the loading dock and drive through component would cause conflict with pedestrian movements from the rear car park to the building, vehicles attempting to exit the car park and vehicles attempting to access the car park. This conflict would be further exacerbated if vehicles were stacked behind the drive through component, which has limited stacking capacity;

    - Vehicles exiting the drive through component to access Pinjarra Road would conflict with vehicles entering the site;

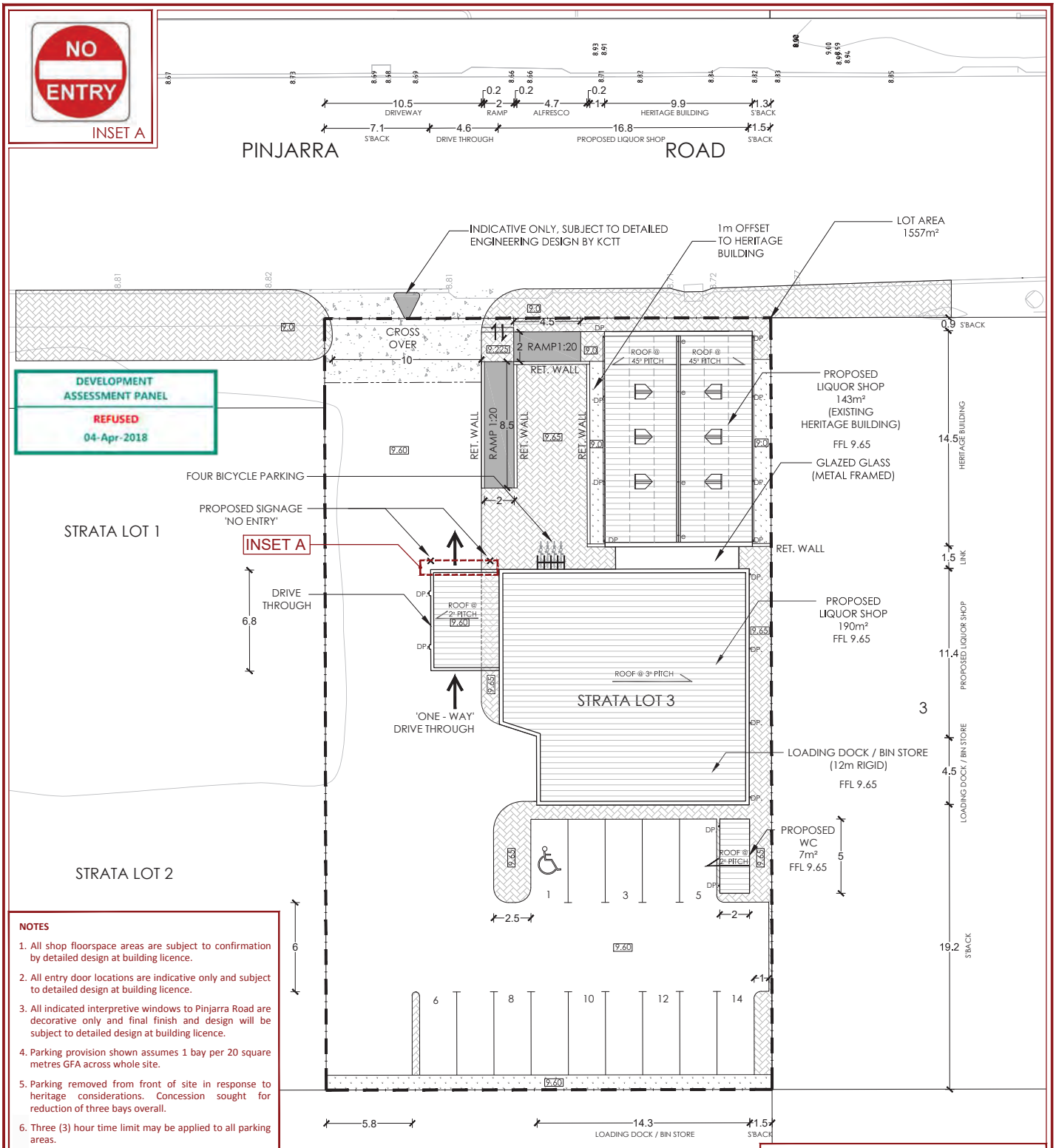
    - The crossover design permits a right turn in movement from Pinjarra Road, which is considered unsafe given that Pinjarra Road is a four lane, high volume environment. The right in movement will require a vehicle to travel across two traffic lanes to access the site, which is considered unsafe in a high volume environment. The safety of the right in movement will be compounded should westbound traffic cause vehicles to stack behind the vehicle attempting to turn into the site, increasing the risk for a rear end incident.

2. The drive-through component of the proposed liquor store is not consistent with the objectives and principles of the Shire's draft Pinjarra Town Centre Revitalisation Strategy and Activity Centre Plan, the Pinjarra Town Centre Precincts Local Planning Policy, draft Pinjarra Activity Centre Local Planning Policy, Liveable Neighbourhoods and State Planning Policy 4.2 Activity Centres for Perth and Peel in particular in that it discourages

walkability and encourages the use of vehicle trips within a town centre environment.

3. The proposed crossover to the site is inconsistent with the amenity of the area (which includes future character) in that it compromises the future planned location of the pedestrian linkage between Pinjarra Junction Shopping Centre and the commercially-zoned landholdings to the south of Pinjarra Road that include the subject site.

4. The proposed access to Pinjarra Road is inconsistent with the objectives and requirement of Development Control Policy 5.1 Regional Roads (Vehicular Access) as its location has not been rationalised or planned to address traffic flow or safety in the area.



NOTES

1. All shop floorspace areas are subject to confirmation by detailed design at building licence.
2. All entry door locations are indicative only and subject to detailed design at building licence.
3. All indicated interpretive windows to Pinjarra Road are decorative only and final finish and design will be subject to detailed design at building licence.
4. Parking provision shown assumes 1 bay per 20 square metres GFA across whole site.
5. Parking removed from front of site in response to heritage considerations. Concession sought for reduction of three bays overall.
6. Three (3) hour time limit may be applied to all parking areas.
7. Fencing and retaining to site as required.
8. Complete all outstanding heritage works as outlined in the Griffiths Architects Heritage Impact Statement dated December 2017.
9. Conservation works to the hall to utilise the original composition and finish, and shall not include any cement products.
10. Originally the lodge had a jarrah boarded floor with a stepped podium on the east, west and south sides. By the time the present owners acquired the place the step had been removed and the floor made flat with a particle board finish. All that remains of the historic floor is the stumps, bearers and joists. The existing floor level is set below the flood level requirement.

    The proposal in this application is to leave the present floor structure in place and to provide maintenance access to it, then to bring a steel framed floor structure through the remaining timber structure to achieve the required levels and to fit new boards and quads to the steel substructure.

    Further information to be submitted regarding the proposed steel floor structure and impact on the existing floor, walls and doors prior to the application for a building permit.

DATE OF PLAN: 16 MARCH, 2018

LEGEND

9.25 Proposed Site Levels (All levels refer to AHD, Australia Height Datum)

CAR PARKING SCHEDULE

FLOOR SPACE	AREA	REQUIRED @ 20m²/BAY	PROVIDED	
HERITAGE BUILDING	143m²	7.15	DISABLED	1
LIQUOR SHOP	190m²	9.85	STANDARD	13
TOILET	7m²			
TOTAL	340m²	17 BAYS	14 BAYS	

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NORTH

SCALE 1:250 (A3)

SITE PLAN - DA
PROPOSED COMMERCIAL DEVELOPMENT
STRATA LOT 3 PINJARRA ROAD
SHIRE OF MURRAY

BURGESS DESIGN GROUP TOWN PLANNING + URBAN DESIGN
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Plan No: COL PIN 6-05b-07 Client: STROUD STREET PTY LTD
Date: 16.03.18 Planner: JB

MATERIALS & COLOUR SCHEDULE

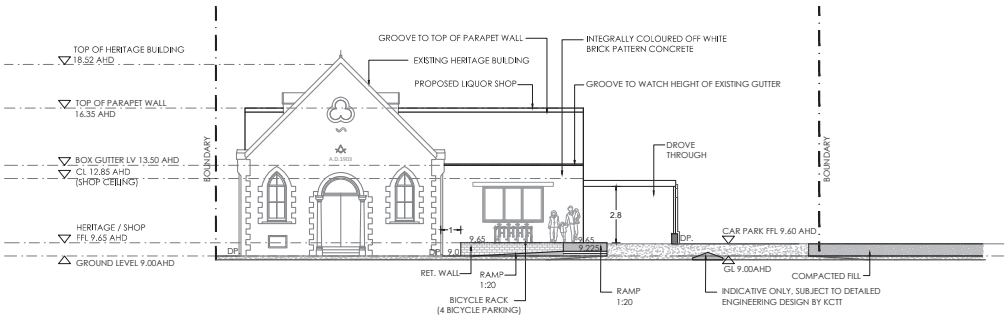
The materials and colours for the Stroud Street Pty Ltd Liquor Shop have been selected to match existing heritage themes within the town centre.

Materials

Concrete panels;
Iron roof and verandahs;
Glazing (transparent & reflective).

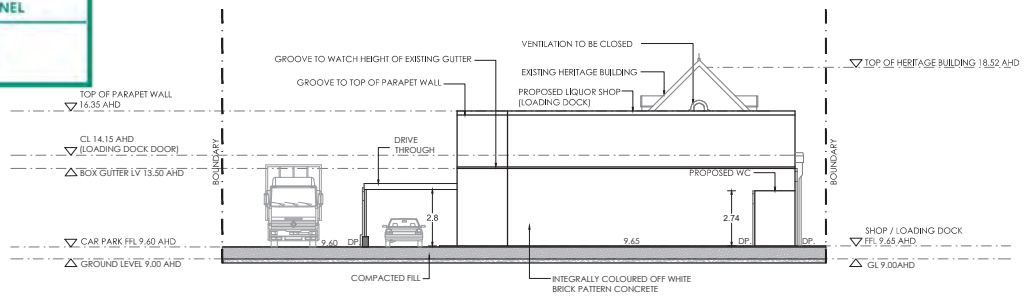
Colours

Light colouring for concrete panels.

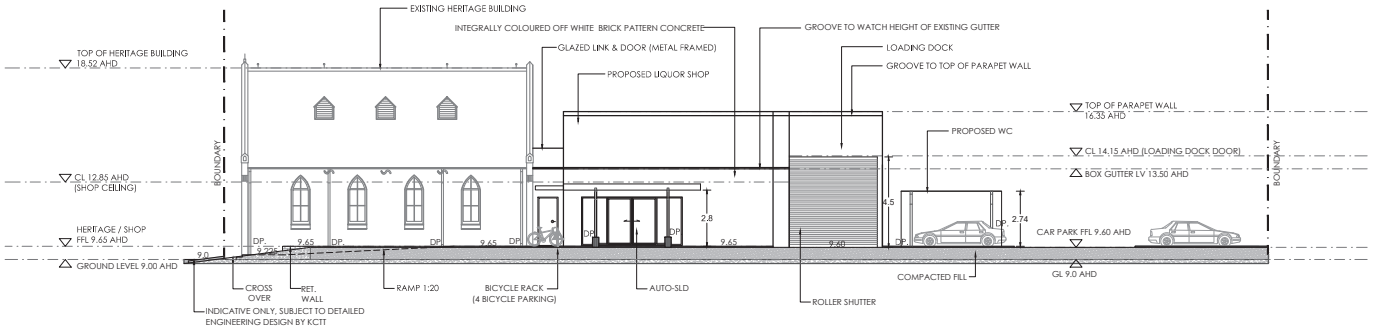


PINJARRA ROAD ELEVATION (NORTH)

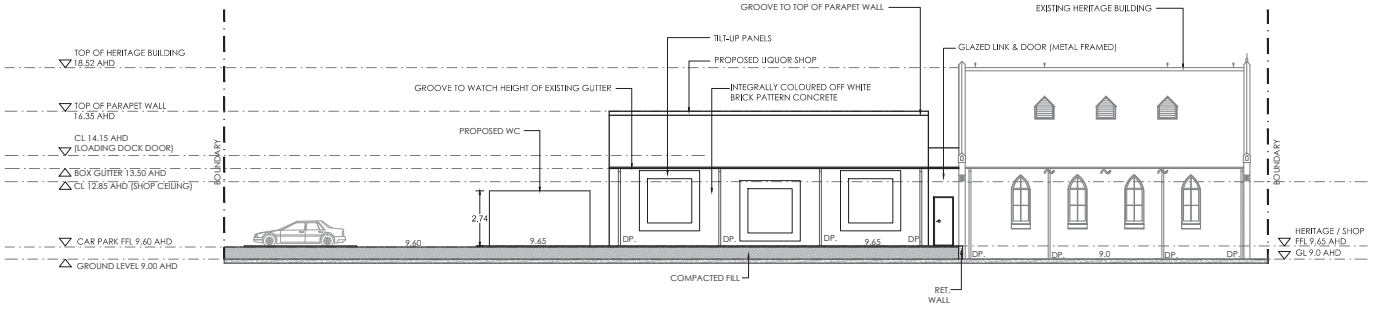
DEVELOPMENT ASSESSMENT PANEL
REFUSED
04-Apr-2018



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

DATE OF PLAN: 16 MARCH, 2018

NOTE: EXISTING HERITAGE DOME CEILING TO BE RETAINED

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0 2.5 5 7.5 10m
SCALE 1:250 (A3)

ELEVATIONS - DA
PROPOSED COMMERCIAL DEVELOPMENT
STRATA LOT 3 PINJARRA ROAD
SHIRE OF MURRAY

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Plan No: COL PIN 6-05b-08 Client: STROUD STREET PTY LTD
Date: 16.03.18 Planner: JB

INSET A SCALE 1:250

PINJARRA ROAD

DEVELOPMENT ASSESSMENT PANEL
REFUSED
04-Apr-2018

INDICATIVE ONLY, SUBJECT TO DETAILED ENGINEERING DESIGN BY KCTT

CROSS OVER

RAMP1:20

RET. WALL

RAMP 1:20

PROPOSED LIQUOR SHOP 143m² (EXISTING HERITAGE BUILDING)
FFL 9.65

GLAZED GLASS (METAL FRAMED)

FOUR BICYCLE PARKING

PROPOSED SIGNAGE 'NO ENTRY'

STRATA LOT 1

INSET A

16.33

DRIVE THROUGH

3.2

Auto-sld

10.85

PROPOSED LIQUOR SHOP 190m²
FFL 9.65

ROOF LINE ABOVE

'ONE - WAY' DRIVE THROUGH

STRATA LOT 3

ROLLER SHUTTER

3

LOADING DOCK / BIN STORE (12m RIGID)
FFL 9.65

PROPOSED WC 7m²
FFL 9.65

STRATA LOT 2

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DATE OF PLAN: 16 MARCH, 2018

NORTH
0 2.5 5 7.5 10m
SCALE 1:250 (A3)

FLOOR PLAN - DA
PROPOSED COMMERCIAL DEVELOPMENT
STRATA LOT 3 PINJARRA ROAD
SHIRE OF MURRAY

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Plan No: COL PIN 6-05b-06 Client: STROUD STREET PTY LTD
Date: 16.03.18 Planner: JB

Applicant Responses

To:	Shire of Murray	**From:**	Planning Solutions
Attention:	Greg Delahunty	**Job No:**	9182 | 9244
Copy to:		**Date:**	9 December 2025
Subject:	**Pinjarra Town Centre – Proposed Aldi & McDonald's** Applicant Responses to Main Roads WA and Shire Engineering Comments		

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RESPONSES TO SHIRE OF MURRAY ENGINEERING COMMENTS

Table 1 - Applicant Responses to Shire of Murray Engineering Comments

Comment	Response
Vehicle swept paths	
The vehicle swept path analysis supporting the development application for service delivery vehicles including 19m semi-trailer and 10m truck movements cannot be performed lane correct, meaning the swept path must cross into the opposing lane to perform its manoeuvre.	**Transcore comment:** Lane correct movements are not general practice for large vehicles and, in accordance with the Australian Standards and Traffic Code 2000, are permitted for service vehicles.
This is a concern for 19m semi-trailer access from Murray Street and exit for George Street, prompting consideration whether George Street should be a left-out only. The swept path on the 10m truck is close to the building of the neighbouring property 53 George Street raising concerns of property damage from errant vehicle movements.	**Transcore comment:** The 10m service vehicle does not exit onto George Street. The turn path analysis for 19m semi-trailer show no impact on the neighbouring property. **Planning Solutions comment:** A 600mm retaining wall and 1.8m high colorbond fence are proposed along the southern boundary, which will assist in protecting the adjoining building.
Traffic & Pedestrian Safety	
The revised TIA has included a speed cushion or speed hump to reduce potential for rat-running traffic movements from George Street to Murray Street. This treatment needs an additional two strategically located speed cushions to ensure the traffic management treatment prohibits the rat-running.	The applicant agrees in principle to provide two additional speed cushions along with the southern internal accessway. This matter can be addressed through a condition of development approval.
Traffic Network	
The TIA based trip generation rates for a Saturday considering morning, noon and afternoon analysis on the road network. The Shire is concerned that the TIA did not also consider weekday peak traffic periods to check the effect on the local road network particularly the intersection of George & Pinjarra Road. The reason for this is because Pinjarra Road & George Street experience higher peak traffic volumes during the week in principal relating to generation of vehicles from business and school activity.	**Transcore comment:** Both the original TIA and revised TIA undertook traffic modelling and analysis for both weekday AM and PM peak hours and Saturday peak hour.
It is recommended a revised TIA consider analysis based on background traffic data in the peak weekday traffic.	**Transcore comment:** Please refer to the response above. This has already been done and documented in the original and the revised TIA.

Road upgrades	
Murray Street needs to be upgraded to a suitable standard servicing a commercial development within the Pinjarra town centre including pavement reconstruction, drainage, street lighting, underground power and footpath and verge landscaping.	The service vehicles and customer vehicles proposed to access the proposed development are 'as of right' vehicles' on Murray Street and do not trigger the need to upgrade Murray Street to the extent requested by the Shire.
Drainage	
An updated stormwater management plan is required with connections to Murray Street and George Street. The applicant will need to construct new drainage in Murray Street to connect to existing network.	**Colliers comment:** The current civil concept depicts the proposed Aldi lot discharging to Pinjarra Road, whilst the McDonalds lot discharges to George Street. The applicant agrees in principle for the proposed Aldi lot to discharge to Murray Street, whilst retaining the current proposed FFL. This matter can be addressed in a detail stormwater management plan as a condition of development approval, if approved.
Other information needs to be provided also including:	
Geotechnical information not provided in support of the drainage proposal confirming the level of groundwater.	**Colliers comment:** The geotechnical report was undertaken in March 2025. The level of the groundwater is not the key design constraint, but rather the level of the underlying CLAY. Groundwater was not encountered due to the timing of the geotechnical investigation. This matter can be addressed in a detail stormwater management plan as a condition of development approval, if approved.
Need confirmation of groundwater levels and whether the proposed stormwater detention method can operate with high groundwater.	**Colliers comment:** The stormwater detention solution does not rely on infiltration due to the likely perched groundwater and the proximity of the clay. The calculations provided within the Civil Development Application clearly illustrate a pre to post stormwater detention solution with a slow release of the stormwater to the Shire's drainage network.
The outlet discharge is preferrable to connect to new drainage in Murray Street. Aldi should upgrade Murray Street and provide drainage connection.	The applicant agrees in principle for the proposed Aldi lot to discharge to Murray Street.
The stormwater strategy should separate the roof discharge from the car park. It would be beneficial to include some water quality treatment for car park runoff.	This matter can be addressed in a detail stormwater management plan as a condition of development approval, if approved.

RESPONSE TO MRWA COMMENTS

Table 2 - Applicant Response to MRWA Comments

Comment	Response
George Street Access	
The proposed George Street access continues to present several unresolved issues relating to sightlines, internal service vehicle movements, and vehicle turn movements onto George Street;	

Left-out movements for semi-trailers remain non-compliant due to encroachment into the oncoming access lane (of traffic entering the development) and reduced vehicle sightlines onto George Street to the south, caused by existing development (built form) on adjoining Lot 32. Should the swept path be readjusted to depict a lane-correct movement and the current driveway/crossover width remains unchanged, then it appears likely that the left-out movement would conflict with the extended central median, which is not considered acceptable.	**Transcore comment:** As stated in the previous responses to the comments semi-trailers do not need to turn left lane correct as this will result in significantly large crossovers. This situation is the same at all crossovers and intersections within commercial developments with large proportion of large heavy vehicles. As stated previously, such a movement is also legal in accordance with Traffic Code 2000. The sight line analysis undertaken and documented in the Revised TIA demonstrates that the existing sight line issue can be addressed by removing one on-street bay on George Street. As evident from the turn path analysis in the revised TIA, the left-out movement of the semi-trailer does not conflict with the proposed extended median. **Planning Solutions comment:** Widening the crossover to facilitate lane correct movements will result in an inferior planning outcome for pedestrians on George Street and the wider town centre. It is common for crossover widths to be rationalised in town centre environments.
Service vehicle access to the McDonald's loading bay remains a significant safety issue, as the manoeuvre requires vehicles to block the access road. When combined with reduced sightlines from the existing development on Lot 32 and the proposed retention of left-in access, this creates an unnecessary safety risk is accentuated.	**Transcore comment:** The servicing of McDonald's will occur outside of peak operating hours, and any blockage is no more than 5 seconds. Please refer to the comment above regarding the sightline. This matter can be further addressed through a condition of development approval requiring a Delivery Management Plan.
The passenger vehicle turn template/swept path has been positioned in the extreme/far right position of the George Street through-lane to avoid encroachment into the exiting lane. This is an unlikely real-situation manoeuvre and unlikely to be expected by motorists. This is considered unrealistic as vehicles would ordinarily approach from the centre position of the through-lane or from the left, particularly as the existing parking bays (shown as needing removal) currently sit in this location. It is understood that the Shire is not generally supportive of any on-street parking being impacted/removed to accommodate access for the development	**Transcore comment:** This is realistic because of the existing on-street parking bays on George Street. Northbound vehicles can only travel in the far-right position on George Street.
Similarly, and noting the potential use of the LILO by as of right vehicles, insufficient manoeuvring space exist on George Street for a left-in movement for semi-trailers as this movement would be impeded by the hard median.	**Transcore comment:** As outlined in the Revised TIA, left in movements are only for light vehicles. There is no reason for large vehicles to turn left from George Street into the crossover.
The sightline drawing for exiting vehicles is deficient. The driver position should be shown 3 metres (minimum) to 5 metres (desirable) back from the hold line, noting that SSD requirements are 62 m (with a 2.5 s reaction time; SISD = 104 m). It appears that both on-street parking bays along the Lot 32 frontage requires to be removed to achieve any meaningful sightlines. The current drawings shows only one bay (northern bay) is required to be removed to achieve adequate sight distance, however, the northern bay is also required to be removed to improve the vehicle swept path into the access way.	**Transcore comment:** As the subject location is a driveway and not a public road intersection, the correct reference document for the sight line analysis is AS 2890.1 and not Austroads guidelines. This is stated in the revised TIA and on the sight line assessment plan. As a result, the sight line drawing is correct and appropriate. Also, as clearly stated in the revised TIA and on the drawing to achieve the sight line, only one parking bay needs to be removed.

These figures indicate that a design speed of 50km/h has been adopted. Desirably we would allow for posted + 10km/h. The speed zone is 50km/h from just north of Pinjarra Road intersection.	**Transcore comment:** The speed zone at this location on George Street is 50 km/h. AS 2890.1 sight distance table 3.2 is based on frontage speed and not design speed.
The proposed median island on George Street will require further engineering refinement and coordination with Main Roads to determine the appropriate extent required to prevent non-compliant turning manoeuvres.	Noted.
Pinjarra Road Crossover	
The Pinjarra Road access also contains a number of issues relating to its design and location; Main Roads requests that the design be amended to address the below matters.	
The left-in kerb radius is too tight and would not be traversable by as-of-right vehicles. Its proximity to the Lot 50 boundary means the internal access road will need to be shifted northwest to accommodate these movements. Main Roads suggests relocating the access closer to the Masonic Hall to support future internal service roads and parking for the precinct, enabling buildings to frame the external edges of the block.	**Transcore comment:** The Pinjarra Road crossover is designed for light vehicles only and is not intended to be used by any service vehicles. **Planning Solutions comment:** Relocating the crossover closer to Masonic Hall is not desirable and will impact heritage considerations.
Main Roads supports the Shire's requirement to extend the central median on Pinjarra Road to connect to the existing medians, as this will physically prevent unsafe U-turn movements when entering or exiting the site. This will also facilitate a more centrally aligned north – south accessway for the planning precinct down to Peel Street discussed at the recent meeting with the proponent.	The applicant considers this requirement, whilst potentially desirable for the Shire's perspective, extends beyond the reasonable scope of the application. A raised median adjacent to the proposed crossover was provided as part of the RFI response, which satisfactorily addressed the traffic related concern in connection with the proposal.
Main Roads is not supportive of any private 3rd Party landscaping within the Pinjarra Road Control of Access (adjacent to Aldi), as per the Shire of Murray Verge Maintenance Agreement.	High quality landscaping is desirable given the town centre context of the site and proposal.
Traffic Modelling	
A review of the traffic analysis raises the following ongoing concerns;	
Underestimation of volumes and congestion on the George Street northern approach. Our own SIDRA review using recent SCATS data indicates that this leg is at risk of significant congestion within the longer term planning timeframe of 20 years. Any queuing on George Street will be worsened by the development.	**Transcore comment:** Transcore has used the traffic signal SCATS data from Main Roads website. Transcore has added the development plan with its traffic estimated by the guidelines recommended and supported by WAPC guidelines. Transcore also adopted the 3% annual traffic growth requested by Main Roads. So, the suggestion of under estimation of volumes by Main Roads is not correct. Any timeframe beyond the 10 years post development timeframe is not relevant to the proposed development, in accordance with WAPC guidelines. Satisfactory traffic signal operation at the intersection of two Primary Regional Roads in the longer term is the responsibility of Main Roads and not this development.

The traffic distribution within the development may not be realistic. There is the potential that the George Street access will have greater utilisation than the Murray Street access. A minor redistribution of 20 trips to George Street notably worsens the queuing on the George Street northern approach in the future.	**Transcore comment:** The traffic distribution adopted in the revised TIA was the same as the original TIA. Main Roads did not have any comments on the traffic distribution as per email of 3rd October 2025 and this item was also not raised or discussed at the meeting at Main Roads on the 10 November 2025. Regardless, the distribution adopted by Transcore is appropriate.
Solutions that encourage long term redistribution of the potential southbound traffic away from the George Street intersection will be beneficial such as a connection through to Peel Street.	**Transcore comment:** The development George Street crossover is left in/left out only and development traffic cannot turn right towards the south on George Street. The vast majority of development southbound traffic is distributed to Murray Street onto Peel Street. Therefore, Main Roads suggestion has not considered the traffic distribution documented in the revised TIA nor has considered that a connection to Peel Street will be across other private land.
The split approach movements on Pinjarra Road will need to be retained to ensure an acceptable LOS for the signals.	**Transcore comment:** The future phasing is adopted by SIDRA to result in optimum performance.
Pedestrian Considerations	
We note that several pedestrian-related issues remain outstanding.	
The Shire indicated that a pedestrian preference had been established for the entry points; however, this does not appear to extend to the crossovers, which currently do not incorporate any pedestrian-preferential treatments.	**Transcore comment:** The revised development plan shows comprehensive pedestrian network for the development, with all buildings accessible to the street.
At the meeting held on 10 November 2025, Main Roads advised that the applicant would be responsible for the full upgrade of pedestrian infrastructure at the Pinjarra Road/George Street signals. The applicant noted that a potential cost-sharing arrangement with the Shire had been discussed, but no further information has been received. The nominal contribution amount proposed in the amended DA is not accepted.	**Transcore comment:** The applicant disagreed and continues to disagree with bearing the full cost of upgrading the pedestrian facilities at the existing traffic signals. Given the uncertainty regarding the process, timing and costs, the proponent agrees to make a one off contribution of $25,000.
Main Roads' advises that the proposed development is the driver for the need for the pedestrian infrastructure at the present point in time, and is bringing forward the need for this infrastructure requirement (which currently unplanned for in our improvements program), and, as such should fund the full cost of the pedestrian upgrades at the Pinjarra Road/George Street signalised intersection.	The applicant disagrees that the full cost of the upgrades should be borne by the proponent. The upgrades will benefit the wider town centre, including Main Roads WA owned land at the intersection.
Additional Comments	
Main Roads has no objections to the proposed bollards in front of the McDonald's entry at the Pinjarra Road/George Street intersection, provided they comply with Specification 605.	Noted.
The proposed nil/zero setbacks to the Pinjarra Road frontage for the future development at the Masonic Hall site may constrain future road expansion and/or is likely to limit the Shire's ability to implement alternative transport options (Rapid Bus Transit, light rail, tram etc.) in accordance with the Shire's draft overarching strategic planning framework (Pinjarra District Structure Plan & Pinjarra Precinct Structure Plan).	The future development is not part of this application. Once or if an application is made in the future, it will be subject to the standard review and assessment.

Whilst Main Roads notes the intent of local planning objectives to achieve certain town centre and urban design outcomes, these objectives should not prejudice and/or compromise conventional road access and traffic safety design standards and guidelines. In this regard, it is noted that the development is proposed on a large greenfields site and, as such, has the ability to meet both urban design, road access design and safety requirements. Main Roads' principal concern is to maintain an acceptable level of traffic safety and efficiency on the primary regional roads network surrounding the site.	It is the applicant's view that the proposed development achieves an appropriate balance between land use, urban design and traffic safety outcomes.

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure