

Development Application Report

Proposed McDonald's Restaurant and Car Wash

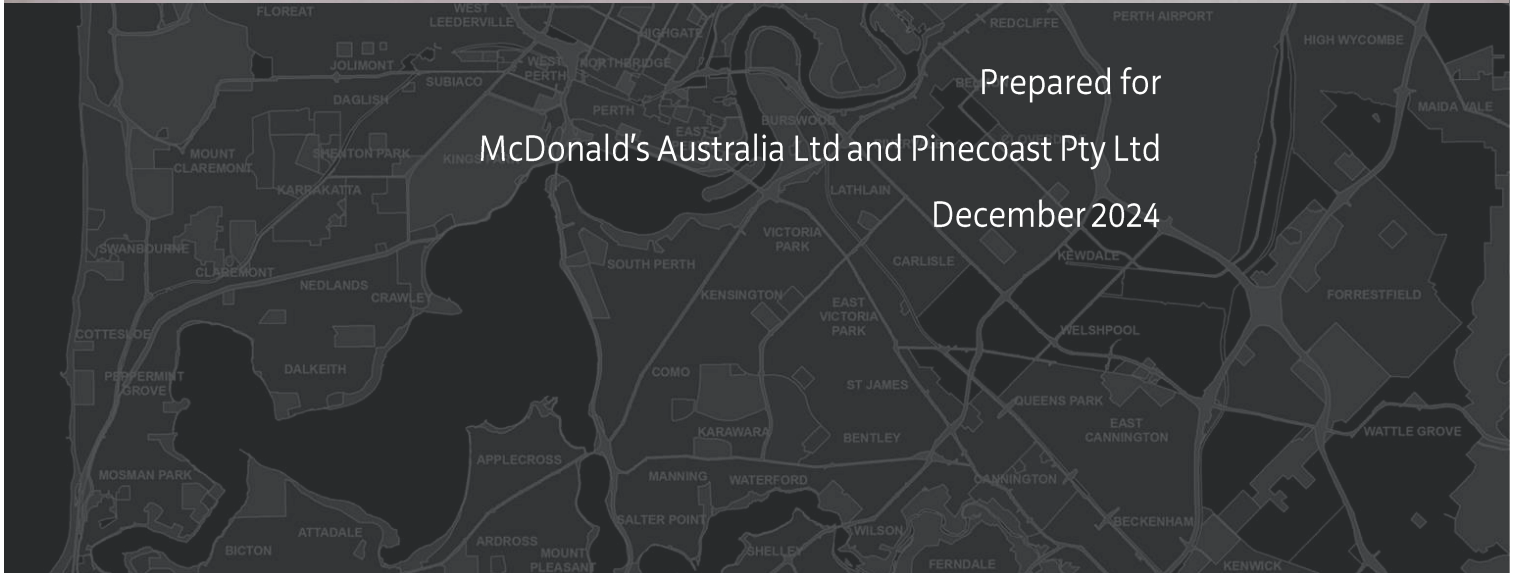
Lots 29 (14) and 28 (16) Canning Road, and Lot 3 (5) Heath Road
Kalamunda

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
McDonald's Australia Ltd and Pinecoast Pty Ltd
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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of McDonald’s Australia Ltd and Pinecoast Pty Ltd, the proponents of the proposed fast food outlet and car wash on Lots 29 (14) and 28 (16) Canning Road, and Lot 3 (5) Heath Road, Kalamunda (**subject site**).

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

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

This application seeks approval for the use and development of a fast food outlet and car wash on the subject site. The application includes associated signage, landscaping, access from Heath Road and the retention of two significant Marri trees.

Several pre-lodgement meetings have been held between project team representatives and the City of Kalamunda (**City**), in which various design iterations have been discussed and considered. Key themes include tree retention, site layout and design, 24/7 trade, the Canning Road frontage, and supporting technical inputs and reports.

The proposed development is appropriately situated within the retail centre of the Kalamunda Activity Centre and along a primary vehicular transport route. The proposal will activate the Kalamunda Activity Centre through development of a longstanding vacant site, and provide an additional dining and convenience offering to users in the precinct and the wider catchment.

The siting, layout and presentation of the proposed development has been carefully considered and designed to deliver a functional development, whilst preserving and protecting two significant Marri trees and providing an attractive and engaging frontage to Canning Road.

Planning Solutions respectfully requests the Metro Outer Development Assessment Panel grant approval to the development application.

1.2 Background

1.2.1 Preliminary engagement with City of Kalamunda

The project team has engaged extensively with the officers at the City of Kalamunda, meeting on several occasions throughout 2024. These discussions provided a platform to outline and consider the proposed development, address land use planning considerations, and refine the development design through multiple iterations and design reviews.

1.2.2 Design Review Panel

The proposal was presented to the City of Kalamunda’s Design Review Panel (**DRP**) on 26 August 2024. The proponent and project team has reviewed the **DRP** recommendations and considered changes to the proposal, where practical and having regard to the operational requirements of the respective businesses.

2 SITE DETAILS

2.1 Land Description

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

Table 1: Lot details

Lot	Diagram	Volume	Folio	Area (m ²)
29	40625	1480	17	1,012
28	40625	1480	16	1,014
3	6755	2075	201	2,023
Total Area				4,049

There are no encumbrances or notifications listed on the Certificate of Titles that affect the use or development of the subject site.

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

2.2 Location

2.2.1 Regional context

The subject site is located in the suburb of Kalamunda, within the City of Kalamunda. It is situated in the Kalamunda town centre, approximately 19km east of the Perth CBD. The site fronts Canning Road, a major transport route that transitions into Kalamunda Road to the north-west, providing a connection to Perth Airport and the inner south-eastern suburbs. To the south-east, Canning Road extends into the Perth Hills region.

2.2.2 Local context, land use and topography

The subject site is located at the intersection of Canning Road and Heath Road, within the Kalamunda town centre. The site features dual frontages to Canning Road, a major transit route, and Heath Road, a local access street. The subject site slopes approximately 2 metres from south to north.

Adjoining the site to the west is the Kalamunda Uniting Church, while to the south is the Canning Court residential complex. Further north along Canning Road, connecting the site to Haynes Road—the main street of the Kalamunda activity centre—is a mix of commercial tenancies, including an IGA supermarket and other retail uses.

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



Photograph 1: The subject site, viewed from the intersection of Heath Road and Canning Road



Photograph 2: Existing IGA supermarket and Canning Road streetscape to the north



Photograph 3: Adjacent retail uses and Canning Road streetscape to the south



Figure 1: Site aerial

2.2.3 Existing Trees and Vegetation

The subject site contains six trees including: a Moreton Bay fig, two Jacarandas, an English Oak, and two mature Marri trees. Refer to **Appendix 2** for the Arboricultural Assessment which provides an overview of the health and condition of the existing trees on the subject site.

The two Marri trees, estimated to be approximately 100–120 years old, have been identified as significant trees and landmarks on the subject site, and will be retained as part of the proposed development and carefully integrated into the landscape design.

- **Marri Tree 1:** This mature tree stands at 24m tall with a canopy spread of up to 12.6m and a diameter at breast height (DBH) of 1.62m. It is in good to fair health with a live canopy ratio of 50% and an estimated useful life expectancy (ULE) exceeding 50 years. The tree is experiencing minor stress, likely due to drought conditions and soil compaction, but retains structural integrity. Protective measures during construction will help ensure its resilience.
- **Marri Tree 2:** This mature tree is slightly smaller, standing at 22m tall with a canopy spread of 13.3m and a DBH of 1.14m. It is in good health with a live canopy ratio of 75% and an estimated ULE of over 50 years. The presence of organic matter beneath the tree has enriched the soil, contributing to its robust condition.

Refer to **Photographs 4 to 5** below.



Photograph 4: Existing Marri tree, centrally located on the subject site



Photograph 5: Existing Marri tree along the western boundary

3 PROPOSED DEVELOPMENT

3.1 Development Overview

This application seeks approval for the use and development of a McDonald’s restaurant and a car wash facility, including associated parking, access, landscaping, and signage on the subject site. The McDonald’s restaurant will operate 24 hours a day, seven days a week. The car wash facility is unmanned, comprising three auto wash bays, and will also operate 24 hours a day, seven days a week, subject to demand.

Specifically, the proposed development comprises:

- A McDonald’s restaurant building with a 380m² Gross Floor Area (GFA) and 280m² Net Lettable Area (NLA).
- Internal dining facilities and a dual-lane drive-through with ordering menus, speaker boxes, and a canopy along the eastern elevation, screened by landscaping, tree planting and built form.
- A servicing area to the east of the building, including a 4.5 wide loading bay for service vehicles.
- A car wash facility with three fully automated wash bays, each equipped with roller doors for noise and operational control and connected to a dedicated wastewater management system.
- Dog wash facility, bin store, oil separator enclosure, and plantroom containing an office and toilets adjoining the car wash facility.
- Various signage integrated into the building façade, consistent with McDonald’s branding, and a 6 metre high car wash pylon sign adjoining the westernmost crossover on Heath Road.
- 22 car parking bays for customers and staff, including two accessible parking bays and two wait bays, three dedicated vacuum bays adjacent to the car wash, as well as capacity for 14 vehicles within the McDonald’s drive-through.
- Retention and integration of two mature Marri trees as part of the site’s landscaping design.
- Landscaping along the Heath Road and Canning Road frontages, incorporating soft landscaping beds and shade trees to soften the interface with surrounding roads and enhance the site’s appearance.
- 2.1 metres high double skinned colorbond fences along the southern and western boundaries of the subject site.

Refer to **Appendix 3** for the Development and Signage Plans.

3.2 Site Layout

The site layout for the proposed McDonald’s restaurant and car wash has been carefully planned to integrate the natural and built environment, centring on the preservation and protection of two significant mature Marri trees. These trees and their associated tree protection zones (TPZ) and root protection zones (RPZ) have shaped the design, ensuring minimal disturbance while showcasing their ecological and visual significance.

The restaurant and car wash have been positioned to work harmoniously with the existing trees, creating a layout that balances the operational requirements of the businesses with tree preservation. Vehicle circulation, including dual drive-through lanes for the restaurant and a dedicated lane for the car wash, has been designed around the trees, avoiding intrusion into their protection zones. Parking is distributed along the site’s periphery, maximising space for pedestrian movement and landscaping while maintaining safe and efficient traffic flow.

Landscaping is a critical element of the layout, enhancing the site's aesthetic and ecological value. Native species, low hedging, and climber-covered screens are incorporated to provide visual interest, reinforcing the connection to the local environment, and providing an attractive interface with Heath and Canning Roads. The use of laterite gravel around the retained trees ensures root protection and complements the surrounding natural and built elements.

3.3 Tree Protection

An Arboricultural Management Report has been prepared to provide advice in relation the development’s design around the significant trees, and recommendations and measures to minimise any damage to the trees. The Arboricultural Management Report recommend protective measures, including:

- Adherence to Australian Standard AS4970-2009 for managing trees on development sites.
- Establishment of Tree Protection Zones (TPZs) of 15m and Structural Root Zones (SRZs) of 4.23m (Marri Tree 1) and 3.72m (Marri Tree 2).
- Implementation of excavation techniques to minimise root disturbance, supervised by a qualified arborist.
- Use of pathogen-free soil with a pH slightly acidic to neutral for landscaping to avoid additional stress to the trees.
- Pruning of deadwood and uplift of the canopy to a height of 4m for vehicle clearance, following AS4373-2007 standards.

Refer to **Appendix 4** for the Arboricultural Management Report.

3.4 Design Intent

Place Fabric were engaged to align the development proposal with the broader Kalamunda Activity Centre Plan (KACP) and integrate with the Main Street Precinct’s character. Their involvement has led to a site-responsive design that creates attractive frontages, building articulation, and a pedestrian-friendly streetscape. The design also responds to the requirements of Local Planning Policy 30 (LPP30), emphasising quality landscaping and frontage build-out to enhance the visual and functional appeal of the site.

Refer to **Appendix 5** for the Design Masterplan.

3.4.1 Canning Road frontage

The design reflects the intent of the Main Street 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 is the corner public seating area located at the intersection of Heath Road and Canning Road, providing a gathering space for patrons and community members. This area enhances activation at a prominent corner, creating vibrancy and a sense of place.

The material palette emphasises high-quality, locally inspired elements. Laterite stone walls and perforated metal screens introduce warmth and texture, while clear glazing along the building’s frontage maximises transparency and passive surveillance. Vertical greening, achieved through a custom arbour with climbers, adds softness and integration between the built form and landscaping. Red asphalt is used to demarcate pedestrian and vehicle zones, adding visual interest and ensuring clear wayfinding.

In addition, the corner public space provides an opportunity for an indicative public art installation, contributing to Kalamunda’s public art trail and reinforcing its sense of identity. This feature is designed to reflect the area’s local character and foster incidental social interactions.

Refer to **Figures 2 and 3** below for Canning Road frontage design and public realm.



Figure 2: Perspective view from Canning Road towards the south



Figure 3: Perspective view from Canning Road towards the west

3.4.2 Building materiality

The proposed McDonald’s restaurant and car wash facility incorporate materials and design elements that align with the distinct character of the Kalamunda town centre, creating a cohesive and visually appealing addition to the precinct. The design integrates a mix of traditional and modern elements, thoughtfully chosen to complement the area’s natural and built environment.

Key materiality and built form elements include:

- Pitched roof on the car wash: Drawing inspiration from the residential character of the surrounding housing and the adjoining Kalamunda Uniting Church, the pitched roof reflects local architectural forms.
- Use of brick and timber: These materials echo Kalamunda’s architectural heritage and introduce warmth and texture to the facades.
- Laterite stone and perforated metal: The inclusion of laterite in walls and planters adds an earthy, locally inspired aesthetic, while perforated metal screens provide a contemporary contrast.
- Earthy and dark colour palette: The colour scheme reinforces a connection to the natural setting, ensuring the development sits comfortably within its context.

The car wash facility is carefully designed with roller doors, which minimise noise and enhance visual integration with the restaurant. These functional elements maintain the overall aesthetic while ensuring the operation is unobtrusive to the surrounding area.

Public realm features, such as shaded seating enclaves, landscaped planters, and a custom arbour with vertical greening, enrich the pedestrian experience and soften the built form. These elements contribute to a welcoming, functional environment that aligns with the Main Street precinct's vision for a vibrant and pedestrian-friendly town centre.

The combination of materiality, thoughtful design, and public realm integration ensures the development enhances both the streetscape and the broader precinct.

Refer to **Figures 4 and 5** below for the respective restaurant and car wash designs.



Figure 4: Perspective view of the McDonald's restaurant



Figure 5: Perspective view of the car wash

3.5 Landscaping

The proposed landscaping for the development is designed to integrate existing mature trees, enhance the aesthetic appeal of the site, and provide functional benefits such as shade and visual screening. The landscaping plan has been designed in consideration of the Kalamunda Activity Centre - Landscape Master Plan.

Key features of the landscaping include:

- The two mature Marri trees, designated for retention, are central to the design and will be preserved in accordance with the arborist's recommendations. These trees, with an estimated age of 100–120 years, have significant ecological and amenity value. Protection measures include tree protection zones (TPZ) of 15m and root protection zones (RPZ) during and post-construction, using laterite gravel to minimise compaction and disturbance.
- The plan includes the addition of 10 new trees on the subject site. Species such as *Lagerstroemia indica* x *faurier* 'Red Magic' (Crepe Myrtle) and *Jacaranda mimosifolia* (Jacaranda) have been selected for their compatibility with the local landscape and aesthetic contribution.
- The design incorporates native and low-maintenance species such as *Callistemon viminalis* 'Little John', *Banksia nivea*, and *Anigozanthos manglesii* (Kangaroo Paw). These species ensure sightlines remain open for vehicle and pedestrian safety while adding biodiversity to the site.
- Elements such as seating enclaves with perforated mesh, laterite stone walls, and climbers between timber posts are incorporated to create inviting spaces for patrons. A tall hedge of *Syzygium australe* 'Pinnacle' and a low hedge of *Callistemon viminalis* 'Little John' will soften the built environment and provide screening where required.

This landscaping strategy balances functional, aesthetic, and environmental objectives, ensuring the development integrates seamlessly with its surroundings while preserving and enhancing local vegetation.

Refer to **Appendix 6** for the Landscape Concept Plan for further details.

3.6 Traffic and Access

The proposed development comprises two full movement crossovers on Heath Road to facilitate the safe and efficient distribution of traffic movements on the subject site. The site layout and building locations have been carefully designed to provide separation between the queuing areas and crossovers, ensuring minimal conflict between the users, deliveries and pedestrian movements.

The Transport Impact Assessment (TIA), prepared by Transcore, has assessed the proposed access, egress, traffic generation, impact on surrounding roads, and parking arrangements. The assessment considered the initial and 10-year impacts of the proposed development. This assessment confirms:

- The traffic generated by the development can be accommodated within the existing road network. Analysis shows that intersections, including Canning Road/Heath Road, will continue to operate effectively post-development.
- The Heath Road crossovers will function efficiently, with all movements operating at a high level of service in both the short and long term.
- The proposed McDonald's drive-through provides queuing space for 14 vehicles, which exceeds guidelines and ensures no overflow into other areas of the site or the public road network.
- The on-site parking provision of 22 bays, combined with drive-through queuing spaces and car wash queuing capacity, adequately meets the operational demands of the proposed uses. Internal circulation has been carefully designed to support safe and efficient vehicle movement.

- Deliveries and waste collection will generally occur outside peak traffic periods to avoid disruption. Adequate turning space for heavy vehicles has been incorporated, ensuring smooth manoeuvring without affecting other site users.

Refer **Appendix 7** for the Transport Impact Assessment.

3.7 Environmental Noise Assessment

An Environmental Noise Assessment (ENA) has been prepared by Lloyd George Acoustics to assess the noise impacts of the proposed McDonald’s restaurant and car wash development. The assessment considers both mechanical plant operations and activity-related noise sources such as vehicle movements, drive-through operations, and the automatic car wash bays. Key findings include:

- The assessment demonstrates compliance with the *Environmental Protection (Noise) Regulations 1997* at all nearby sensitive receptors during all operational scenarios, including night-time and Sunday peak periods.
- Noise modelling incorporates worst-case scenarios with simultaneous operation of all noise sources to ensure conservative compliance.
- Mitigation measures include:
 - Installation of a 1m-high Colorbond acoustic screen for rooftop condenser units.
 - Double-skinned Colorbond fencing with a minimum surface mass of 8 kg/m² atop retaining walls along the southern and western boundaries.
 - Automated roller doors on car wash bays to ensure compliance during operational use, achieving an acoustic performance of Rw 20 dB or greater.

The ENA confirms that with the above measures, which have been integrated into the development design (Refer to **Appendix 3** – Development Plans), the proposed development will not generate noise levels exceeding the assigned limits for the surrounding sensitive receptors and will comply with the *Environmental Protection (Noise) Regulations 1997*.

Refer to **Appendix 8** for the Environmental Noise Assessment.

3.8 Lighting

The proposed development incorporates lighting solutions designed to enhance safety, visibility, and functionality while minimising environmental impact. The lighting design has been assessed to align with AS/NZS4282:2023 standards for controlling the obtrusive effects of outdoor lighting and the WAPC’s Dark Sky and Astrotourism Position Statement.

Key features of the lighting design include:

- All lighting, including illuminated signage and area lights, adheres to luminance limits specified under AS/NZS4282:2023 for an A3 Environmental Zone. The design ensures minimal light spill and upward waste light, with a calculated upward waste light ratio (UWLR) of 0% for luminaires and 9.8% for signage, both of which meet compliance thresholds.
- LED luminaires have been selected for their high efficacy and energy savings. Smart lighting controls enable adaptive operation, including dimming during off-peak hours, further reducing energy consumption and environmental impact.
- Lighting fixtures have been strategically positioned and designed with full cutoff optics to prevent unnecessary light spill into surrounding areas, particularly residential zones and sensitive environments.
- The project employs 2700K warm white LEDs across all luminaires to reduce blue light emissions, improving visual comfort for users and minimising disruption to nocturnal wildlife.

- Illuminated signage has been carefully designed to comply with luminance limits of 250 cd/m², ensuring effective visibility without contributing to excessive light pollution. Signs have been mounted at lower heights and sized appropriately to balance functionality and compliance.

This lighting strategy not only ensures a functional and safe environment but also supports broader environmental and sustainability objectives, aligning with the WAPC's Dark Sky and Astrotourism Position Statement.

Refer to **Appendix 9** for the Lighting Assessment.

3.9 Signage

The proposed development incorporates signage that is seamlessly integrated into the building facade, eliminating the need for a freestanding pylon sign. This approach aligns with the principles of Local Planning Policy 30 (**Built Form Design Guidelines**) and the Kalamunda Activity Centre Plan (**KACP**), which emphasise active street frontages, high-quality urban design, and streetscape enhancement.

"Signage within the Main Street Precinct should be well integrated into the building facade, complement the architectural style, and be designed to enhance the visual interest of the streetscape without overwhelming the pedestrian scale." (LPP30, Section 3.9: Signage)

The signage design complements the contemporary architectural style of the building, as demonstrated in **Figure 6** below, and maintains visual continuity with the streetscape. By integrating wall signage and illuminated branding directly into the facade, the proposal avoids the visual clutter associated with standalone signs, ensuring a pedestrian-focused and visually engaging environment.



Figure 6: Perspective view of McDonald's signage integrated into the building design.

3.10 Stormwater Management

The stormwater management system for the proposed development has been designed by Pritchard Francis, in accordance with the City of Kalamunda's design requirements to store a 1 : 100 ARI stormwater event of critical duration.

Refer to **Appendix 10** for the Civil and Drainage Design.

3.11 Wastewater Management

The wastewater management system for the car wash ensures effective collection, treatment, and disposal of wash residues, aligning with environmental and operational standards. The facility will include three automatic wash bays, each with a 1,000-litre underground collection pit, connected in series. The combined wash residue from these pits will flow by gravity through a 100mm HDPE pipe into a 5,000-litre dirty water collection tank. This central collection system ensures efficient handling of wastewater from all bays.

A pump installed in the dirty water collection tank transfers the wash residue into an oil and water separator (OWS). The OWS efficiently separates oil from the wash residue. Recovered oil is stored in a designated tank and periodically collected by a licensed contractor for appropriate disposal. The treated wash residue, now free of oil and contaminants, will be safely discharged into the Water Corporation sewer system.

Refer to **Appendix 11** for the Wastewater Management Concept. Further details plans and designs will be undertaken at the detailed design stage.

3.12 Odour Management

The kitchen exhaust systems with the McDonald’s restaurant are designed to comply with AS1668.2-2012 and the National Construction Code (NCC 2022). Cooking odours are managed using advanced extraction systems, including grease filters and appropriately located exhaust discharge points, ensuring odours are diluted and dispersed away from surrounding properties.

3.13 Sustainability

The proposed development has been designed to incorporate several sustainable elements. These include:

- Recycled materials: The use of recycled brick and other recycled materials for the building construction.
- Solar power: A solar array system to provide power to the development.
- Renewable energy: Commitment to 0 gas usage and renewable energy supply from the grid.
- High-efficiency systems: Installation of a high-efficiency HVAC system and LED signage and lighting.
- Energy management: A building management system that controls HVAC, extract fans, lighting, and monitors water and electricity usage.
- Heat recovery: A heat recovery hot water system to enhance energy efficiency.
- Sustainable cladding: The use of Weathertex external cladding system, which has a better-than-net-zero carbon footprint.
- Recycled components: Recycled wheel stops and 80% recycled playland and soft fall materials.

Additionally, significant levels of landscaping are included, along with the retention of two significant, established Marri tees, to alleviate the heat island effect in the locality and provide a green vista in and around the subject site.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the *Metropolitan Region Scheme (MRS)*, the subject site is zoned Urban. The proposed development is consistent with the intent of the Urban zone and may be approved accordingly. The subject site abuts Canning Road to the east, reserved 'Other Regional Road' by the MRS.

4.2 State Planning Policies

4.2.1 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 (SPP 4.2) provides the framework for planning activity centres to ensure they function as vibrant, accessible hubs for economic, social, and community activity. The subject site is located within the Kalamunda Town Centre, classified as a District Centre under SPP 4.2. District Centres are designed to cater to the daily and weekly needs of their catchments through a mix of retail, services, and community uses.

SPP 4.2 identifies fast food outlets as desirable land uses within activity centres due to their ability to provide convenience, generate activity, and complement other uses. The policy also supports land uses that generate activity outside standard business hours, recognising the importance of fostering vibrancy during evenings and weekends and leveraging shared infrastructure like parking and public transport. The proposed McDonald’s restaurant with 24/7 operations aligns with these objectives.

The proposal is consistent with SPP 4.2 in the following ways:

- The McDonald’s restaurant provides a convenient food service consistent with the district centre’s role. Its round-the-clock operation contributes to activating the centre outside normal trading hours, supporting evening and weekend activity.
- Located in the Main Street Precinct, the development complements the existing mix of uses by adding vitality and providing a much-needed service. The car wash further enhances the site’s functionality, supporting the convenience-driven demands of the area.
- The development activates the streetscape through well-designed frontages along Heath and Canning Roads, 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 site is strategically located to take advantage of existing transport infrastructure and shared parking facilities. Its accessibility ensures the development can serve both local residents and visitors efficiently.

By incorporating a fast food outlet and car wash within the town centre, this proposal supports SPP 4.2’s emphasis on activity centres being places of vibrancy, convenience, and community engagement. The development strengthens the Kalamunda Town Centre’s role as a District Centre by enhancing its functionality, accessibility, and overall appeal.

4.2.2 State Planning Policy 7.0 – Design of the Built Environment

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

Refer to **Appendix 12** for the SPP7.0 detailed assessment.

4.3 Local Planning Scheme

4.3.1 Land use permissibility

The subject site is zoned 'Centre – DC1' under the City of Kalamunda Local Planning Scheme No. 3 (LPS3). The objectives of the Centre zone under LPS3 are as follows:

To designate land for future development as a town centre or activity centre.

To provide a basis for future detailed planning in accordance with the structure planning provisions of the Scheme or the Activity Centre State Planning Policy.

The subject site is located within the Kalamunda Activity Centre Plan (KACP) area and falls under the Main Street Precinct, where the zoning is designated as Centre (R-AC4). This designation encourages a mix of uses that activate the area, enhance the streetscape, and provide accessible services to the local and surrounding community.

The proposed development includes a 'Fast Food Outlet' and a 'Motor Vehicle Wash', which are defined in LPS3 as:

- "fast food outlet" means premises used for the preparation, sale and serving of food to customers in a form ready to be eaten without further preparation, primarily off the premises;
- "motor vehicle wash" means premises where the primary use is the washing of motor vehicles.

Under LPS3, the land use permissibility for the Centre zone is as follows:

- 'Fast food outlet' is classified as a 'P' (Permitted) use, meaning the use is permitted.
- 'Motor vehicle wash' is classified as a 'D' (Discretionary) use, meaning it is not permitted unless the local government exercises its discretion and grants development approval.

The Main Street Precinct within the KACP supports uses that activate the public realm, create pedestrian-friendly environments, and provide essential services to the community. The inclusion of both uses within the proposed development aligns with the precinct's objectives, supporting convenience, vibrancy, and accessibility within the Kalamunda Town Centre.

Accordingly, the proposed McDonald's restaurant and car wash are appropriate for the subject site and consistent with the objectives of LPS3.

4.3.2 Clause 5.18 – Tree & Vegetation Preservation

The proposed development complies with Clause 5.18 of LPS3 by prioritising the retention of native vegetation on-site. Specifically, two significant Marri trees (aged approximately 100–120 years) are preserved within the development. This aligns with the intent of the Scheme to protect native vegetation and enhance the natural environment. The following measures have been implemented:

- The site layout was carefully planned to incorporate the retention of the two Marri trees. The restaurant building and car wash facilities are positioned outside the protection zones of these trees to prevent damage to their root systems.
- Additional native species, such as Kangaroo Paw, *Dianella revoluta* – grass-like native plant, and *Callistemon* 'Little John,' are included in the landscaping design, further contributing to the ecological value of the site.

4.4 Kalamunda Activity Centre Plan

The Kalamunda Activity Centre Plan (KACP) is the primary planning framework guiding the development of the Kalamunda Town Centre, and provides specific design guidelines and development standards for the precinct. **Figure 7** below shows the subject site located within the Main Street Precinct, zoned Centre (R-AC4) and fronting Canning Road which is identified as Primary Vehicular Focus movement.

The vision for the Main Street Precinct is to create a vibrant, pedestrian-friendly environment that activates the public realm and integrates a mix of uses to enhance community interaction and economic activity. Key priorities include active frontages, high-quality public spaces, and design elements that connect the precinct's uses and users.

The proposed development aligns with the intent of the KACP by incorporating attractive and engaging street interfaces along Canning and Heath Roads, contributing to the precinct's vibrancy while accommodating retail and consumer activation at a strategic location within the town centre.

While the site is slightly disconnected from the future Main Street (Hayne Street) as envisioned by the KACP, its location on the southern edge of the town centre along a primary thoroughfare ensures it remains a critical part of the centre's activity and accessibility network. The proposal capitalises on its position by providing convenience services to both the local community and pass-through traffic.

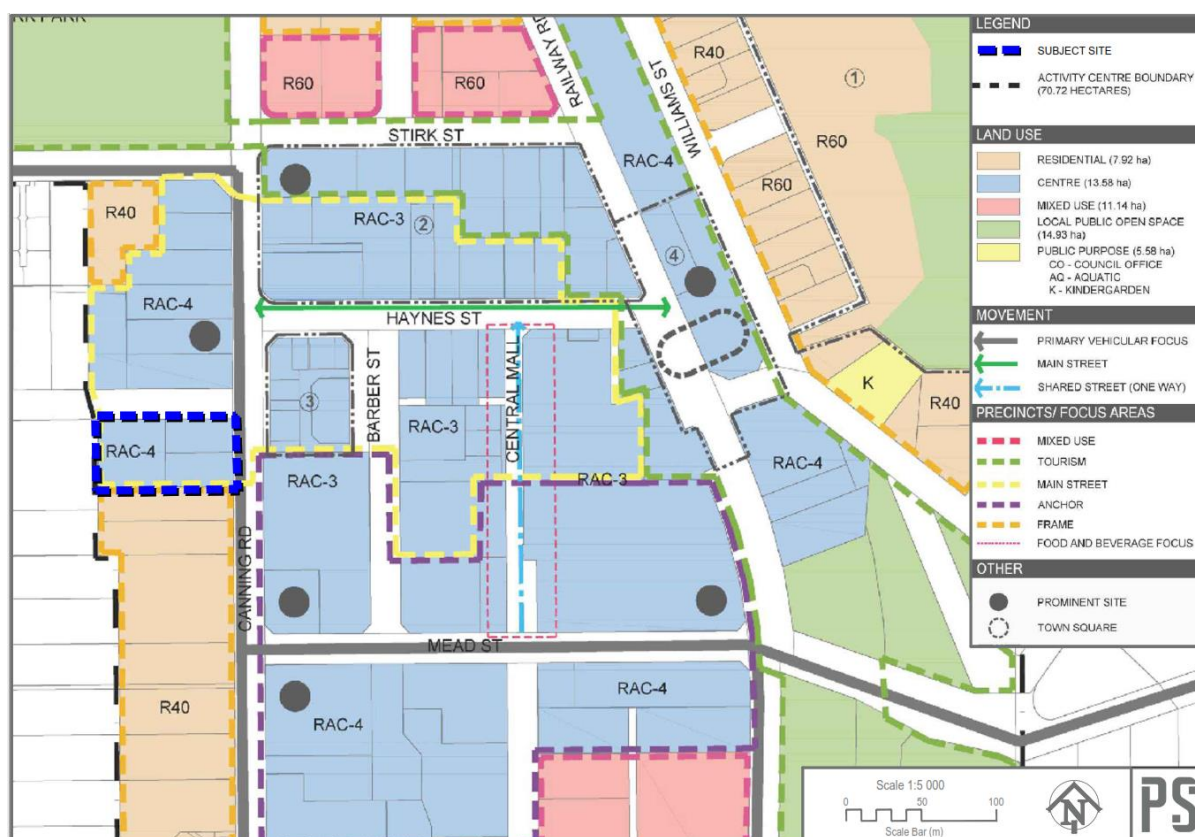


Figure 7: Subject site land use on KACP map

4.4.1 Main Street Precinct development standards and requirements

The Main Street Precinct includes specific requirements for built form, landscaping, and public realm integration. Key elements of the proposal that align with these standards include:

- Attractive frontages along Heath and Canning Roads with pedestrian pathways and a public seating area. These features enhance engagement with the streetscape and create a welcoming environment for visitors.
- High-quality landscaping, including the retention of significant Marri trees, softens the built form and reinforces the precinct’s pedestrian focus.
- Although separated from the dedicated Main Street (Hayne Street), the development ensures accessibility and integration with the broader precinct through well-designed vehicle and pedestrian connections.

The proposed McDonald’s restaurant and car wash meet the vision and design priorities of the Main Street Precinct, balancing the operational requirements of the businesses with the activation and enhancement of the public realm.

The City’s *Local Planning Policy 30 – Built Form Design Guidelines (LPP30)* supports the KACP by providing detailed design requirements and standards to ensure developments within the activity centre achieve the vision and objectives outlined in the KACP. For a detailed assessment against LPP30, refer to **section 4.5.1** below.

4.4.2 Car Parking

The City of Kalamunda Local Planning Scheme No. 3 (LPS3) and the Kalamunda Activity Centre Plan (KACP) guide the car parking requirements for developments within the activity centre. The proposed development includes a McDonald’s fast-food outlet and an automated car wash facility. **Table 2** below outlines the assessment of car parking requirements based on the applicable standards in LPS3.

Table 2: Car Parking Assessment

Land use	Parking standard	Proposed	Required car bays
Fast Food Outlet	10 bays per 100m ² NLA. Minimum of 6 bays (excluding the drive-through)	280m ² NLA	28 bays
Motor Vehicle Wash	At discretion of the City	3 auto wash bays 3 vacuum bays 1 staff member	1 bay for staff
Total Provided			22 bays (exc. queuing bays and vacuum bays)
Bays Required			29 bays

The proposed development provides 22 on-site parking bays, including two accessible bays, along with three dedicated vacuum bays for the car wash. Additionally, the McDonald’s development incorporates 14 drive-thru queuing spaces, which serve a substantial portion of its customer base and significantly reduce reliance on traditional parking bays during peak periods. The McDonald’s development will have access to the proposed parking areas across the subject site, which will be formalised through a reciprocal access easement.

While there is an ‘on-paper’ shortfall of seven bays under the LPS3 parking requirements, the proposed car parking supply is appropriate for the following reasons:

- Drive-thru capacity: The 14 drive-thru queuing bays effectively service a large proportion of McDonald’s patrons. This reduces the reliance on formal parking bays, particularly during peak trading periods.

- Kalamunda Activity Centre Plan (KACP): The KACP recommends a reduced parking rate of 4.5 spaces per 100m² for Shop / Retail uses, recognising the need to encourage sustainable transport and reduce excessive parking supply in activity centres. Under SPP4.2, fast food outlets are classified as Shop / Retail (PLUC 5). Applying this rate to the McDonald’s development (380m² GFA), only 17 bays would be required.

The combination of 22 on-site bays, 14 drive-thru queuing spaces, and reciprocal easements provides sufficient parking to meet the functional needs of the development while aligning with the parking requirements under the KACP. The variation to LPS3 is justified based on operational characteristics, sustainable transport principles, and compliance with the KACP parking requirements.

4.5 Local Planning Policies

4.5.1 Local Planning Policy 30 – KACP Built Form Design Guidelines

The City’s *Local Planning Policy 30 – KACP Built Form Design Guidelines* (the **Design Guidelines**) provides detailed built form and design guidance to support the vision of the Kalamunda Activity Centre Plan (KACP). It ensures developments within the activity centre achieve high-quality, pedestrian-friendly outcomes that respect the area’s unique character and natural environment.

The Design Guidelines address key design elements such as frontage standards, landscaping, materiality, and heritage considerations, aligning new developments with the KACP’s objectives for a vibrant and cohesive town centre.

Refer to **Table 3** below for an assessment of the proposed development against the Design Guidelines.

Table 3: Assessment against the KACP Design Guidelines Built Form Controls

Development Requirement		Proposed	Compliance
Built Form Controls – Frontage 3 <i>Moderate focus on activation at the ground level, typically on the periphery of retail main street precincts. This type is characterised by most buildings edging the footpath, modest amounts of clear glazing, frequent building entries, reasonable coverage of awnings, and easy access at grade.</i>			
Min. setback	Nil	Canning Road: Building setback 17.5m Canopy 3.24m Tower structure – nil setback Front setbacks balance functionality and urban design principles. The façade extension along Canning Road creates a strong street edge, enhancing visual activation and accessibility. The tower structure at a nil setback provides a prominent architectural feature, while the entrance setback accommodates drive-through operations without compromising pedestrian access. The canopy setback further integrates the building with the streetscape, offering shelter and a connection to the public realm. These design elements achieve an acceptable outcome aligned with the guidelines for Frontage 3.	Variation
Max. setback	0.5m		
Upper level setback	2.5m (above 3 rd storey)	N/A	N/A
Floor level	Footpath Level (+/- 0.5m)	Complies	✓

Development Requirement		Proposed	Compliance
Min. floor to floor height	4.2m	6.28m	✓
Min. clear glazing %	50%	Approx. 40%	Variation
Min. frontage Build-Out	60%	34%	Variation
Awnings	Minimum 80% coverage along the street frontage. Minimum depth: 2m. Height: 3m to 4.5m.	43% coverage along Canning Road frontage. 2m depth and 3m height.	Variation
Onsite parking	No parking between street and building	2 bays and 8 queuing bays proposed between street and building	Variation
Primary Pedestrian Access	Access must be from the public verge.	Pedestrian access via footpath from corner of Heath Road and Canning Road, adjacent to northern crossover.	Variation
Boundary wall height	As per R-Codes (R-AC4) Max. 2m	N/A	N/A
Side/rear setback	As per R-Codes (R-AC4) Rear 6m Side nil	Rear: nil setback Side: 6.2m	Variation
Building bulk	As per R-Codes (R-AC4) Plot ratio 1.2	0.15	✓
Building height	Maximum of 3 storeys (in accordance with the R-Codes Volume 2).	Maximum 2 storeys (7.2m)	✓

The application proposes variations to a number of built form controls of the Design Guidelines, however the overall development and design outcome is considered appropriate and meets the element objectives of the policy. Refer further justification below against the relevant policy elements:

Element 2.2 – Place Identity

The proposed development aligns with Kalamunda's unique identity as the "Home in the Forest."

- The façade incorporates locally inspired materials, including face brick, timber, laterite stone, and perforated metal. These materials are consistent with the area's character and provide a contemporary interpretation of historical elements without direct replication.
- Vertical and textural elements ensure a fine-grained rhythm and pedestrian-friendly scale, aligning with the Design Guidelines' objectives for street-level activation and visual interest.
- The earthy tones and material palette ensure compatibility with the natural and built environment, including the adjacent Kalamunda Uniting Church. The façade design reinforces the intended identity of the activity centre while contributing to the streetscape's vibrancy.

Element 2.7 – Corner Buildings

The proposal carefully addresses both Heath Road and Canning Road frontages.

- The McDonald's restaurant is strategically located to address the intersection of Heath Road and Canning Road, ensuring both frontages are activated. The design integrates with the streetscape while clearly defining the edges of this prominent intersection.

- The corner is emphasised through the inclusion of a tower structure and canopy, creating a distinctive architectural feature that enhances the site’s identity and assists with wayfinding.
- The corner incorporates a seating area, landscaping, and pedestrian pathways, which not only activate the public realm but also enhance the corner’s visual and functional appeal.
- The façade design employs a high-quality material palette and vertical elements to create visual interest and articulation along both frontages, reinforcing the importance of this intersection as a focal point within the activity centre.

4.5.1.1 2.8 – Side and Rear Setbacks

The proposal balances urban character and appropriate internal boundary treatment.

- The car wash facility has a nil setback to the rear boundary, which interfaces with the Kalamunda Uniting Church property. However, the church building itself is set back approximately 24 metres from this boundary, providing significant separation between the structures. This separation ensures the proposed setback does not negatively impact the amenity or character of the adjoining property.
- The proposed side setback of 6.2 metres exceeds the nil side setback standard under the R-Codes (R-AC4), contributing to a more detached streetscape character in line with the fringe area context. This additional space provides opportunities for landscaping and a transitional interface with adjacent properties.
- The design incorporates landscaping along the side boundary, softening the built form and enhancing the visual and environmental quality of the interface with neighbouring properties.

Element 2.9 – Response to Topography

The proposal appropriately addresses the site’s topography, achieving an integrated and functional design that works with the natural terrain.

- The subject site slopes approximately 2 metres from south to north. The design responds to this gradient with a balanced approach, incorporating a cut of less than 1 metre. This ensures minimal disruption to the existing terrain and avoids the need for extensive retaining walls.
- The finished floor levels for the development are designed to align with the existing topography, ensuring the ground floor levels remain at or slightly above the footpath. This approach achieves a seamless integration with the streetscape and universal access compliance for commercial uses.
- Minimal retaining is required due to the gentle slope. Where retaining is necessary, it is integrated with the overall building and landscape design, contributing to a cohesive outcome without large, obtrusive walls.
- The slope is utilised effectively, facilitating efficient drainage and a natural interface with surrounding properties and streets. This design avoids excessive earthworks and ensures that the site remains visually and functionally integrated with its surroundings.

Element 3.1 – Façade Design

The proposed development presents an attractive and contextually appropriate façade that aligns with the town centre’s character and history.

- Changes in building planes, such as recessed panels and alternating textures, create depth, shadow lines, and visual interest, reducing the perceived scale of the building.

- Integrated architectural features, including perforated metal screens, canopies, and shade structures, add depth, functionality, and shading to the façade.
- The façade employs a balanced palette of face brick, laterite stone, timber, and perforated metal, reflecting Kalamunda's character while offering a contemporary interpretation. Heavier materials, such as masonry, are used at the base, with lighter materials above.
- The building features a distinct base, middle, and top, with a strong masonry foundation, textured and glazed middle section, and light canopy elements at the top.
- Material changes occur along clear horizontal or vertical lines with shadow lines or trims, ensuring cohesion and avoiding a "pasted-on" look.
- The earthy tones and materials reflect Kalamunda's "Home in the Forest" identity, integrating seamlessly into the streetscape while contributing to its vibrancy.

Element 3.2 – Street Orientation

The proposed development maintains a positive and direct relationship with the streetscape, aligning with the objectives of the Design Guidelines.

- The building's orientation maintains a direct alignment with Canning Road, reinforcing the spatial definition of the street edge.
- The canopy and landscaping elements along Canning Road accommodate the minor slope of the site, ensuring a consistent and cohesive street presentation.
- Where a full street edge is not maintained, high-quality landscaping, including native trees and shrubs, softens the setback and enhances the pedestrian realm, creating an inviting outdoor "room" for the community.
- The corner of Canning and Heath Roads features public seating, landscaping, and opportunities for public art, contributing to a vibrant and pedestrian-friendly environment.

Element 3.8 – Awnings

The proposal incorporates structurally integrated awnings along Canning and Heath Roads, providing weather protection and enhancing pedestrian comfort. While the awning coverage along Canning Road is approximately 43% (a variation from the 80% requirement), it focuses on high-traffic pedestrian areas and is complemented by landscaping to enhance the streetscape. Constructed of durable, waterproof materials, the awnings align with the Design Guidelines, balancing functionality and aesthetics within the overall architectural design.

Element 4.1 – Car Parking Location

The proposal includes car parking and drive-through queuing bays located between the building and the street along Canning Road. However, this arrangement is driven by the operational requirements of the fast-food restaurant and car wash, both uses suitable for the site's location on a major transit route. The parking and queuing areas are screened with a landscaped strip featuring native plantings, softening the visual impact and contributing to the streetscape. The layout prioritises functionality while ensuring the design aligns with broader objectives for landscaping and pedestrian-friendly interfaces.

Element 4.4 – Bicycle Parking

The proposed development complies with the Design Guidelines in relation to bicycle parking:

- Two bicycle racks are provided, meeting the requirement of one space per 200m² of commercial floor space for the 380m² McDonald's restaurant.
- The car wash, while classified as commercial, does not require bicycle parking due to its vehicle-focused use.

The restaurant includes end-of-trip facilities comprising lockers, male and female showers, and secure changing rooms, supporting sustainable transport options for employees.

Element 5.1 – Tree Retention

The proposal retains two significant mature Marri trees on-site, reflecting Kalamunda's unique bushland character. These trees are preserved through a carefully considered site layout that accommodates their root zones while supporting the operational requirements of the development. The landscaping plan includes extensive native plantings that complement the retained trees, contributing to shade, privacy, and softening the built form's visual impact. Additional trees are introduced within deep soil zones to enhance the site's canopy and align with the broader objectives of maintaining a landscaped setting within the activity centre.

Element 5.2 – Soft Landscaping

The landscaping concept prioritises soft landscaping to enhance the site's amenity. Key features include:

- A diverse selection of native plant species such as Kangaroo Paw (*Anigozanthos*), Bottlebrush (*Callistemon*), and Grevilleas, which are drought-tolerant, low-maintenance, and support local biodiversity.
- The use of shade trees, including retained Marri trees, and new plantings along the site boundaries and within landscaped areas, creating visual appeal, summer shade, and ecological benefits.
- Strategic placement of landscaped beds along Canning Road and Heath Road to soften the built form and improve the streetscape's aesthetic quality.
- A design approach that ensures ease of maintenance, with plant species selected for their resilience to local conditions and minimal water requirements, aligning with water-sensitive urban design principles.

Overall, the proposal satisfies the design intent of the Kalamunda Activity Centre Built Form Design Guidelines. It balances operational requirements with aesthetic and environmental considerations, ensuring the development contributes positively to the character, functionality, and vibrancy of the locality.

4.5.2 Local Planning Policy 02 - Advertising Signage

The proposed signage for the McDonald's and associated car wash, as outlined in the development plans, has been considered against the standards in *Local Planning Policy 02 – Advertising Signage (LPP02)*. The signage includes a 6m high car wash pylon sign and various McDonald's signs.

The pylon sign meets the policy requirements concerning height and structure, including the 6m height limit. The proposed illumination complies with the policy by ensuring low levels of illumination and avoiding flashing or pulsating lights, thereby mitigating potential impacts on public safety and amenity.

The remaining signage integrates with the architectural design and maintains appropriate clearances, avoiding obstruction of sightlines for drivers and pedestrians. The design adheres to LPP02's intent to ensure signage does not adversely impact the locality's amenity while providing clear identification and wayfinding for site users.

4.5.3 Local Planning Policy 26 – Public Art Contributions

Local Planning Policy 26 – Public Art Contributions (LPP26) requires developments exceeding \$500,000 in estimated cost to contribute 1% of the development cost towards public art, up to a maximum of \$250,000.

A preliminary location for public art has been identified at the corner of Canning and Heath Roads, enhancing the public realm and aligning with the policy's objectives. Detailed planning for the public art will be undertaken at the detailed design stage, ensuring compliance with the City's guidelines and integration with the site's design and landscaping.

4.6 Clause 67 (2) Matters to be Considered

Clause 67 (2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 4** below for an assessment of the relevant matters.

Table 4: Deemed Provisions Clause 67 (2) Matters to be Considered

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;</i>	The proposal aligns with the aims and provisions of the City's Local Planning Scheme No. 3 (LPS3), including the intent of the Centre zone and the objectives of KACP.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	The development is consistent with the orderly and proper planning principles, considering the site's strategic location within the town centre and the provisions of the KACP. There are no proposed scheme amendments affecting this application.
(c) <i>any approved State planning policy</i>	The proposal is consistent with State Planning Policies, including SPP 4.2 (Activity Centres) and SPP 7.0 (Design of the Built Environment), as outlined in this report.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)</i>	There are no environmental protection policies that would affect the assessment of this application.
(e) <i>any policy of the Commission</i>	There are no policies of the Commission that would affect the assessment of this application.
(f) <i>any policy of the State</i>	The proposal is demonstrated to be consistent with policies of the State.
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission</i>	The proposal supports the City's Local Planning Strategy by delivering a commercial use that aligns with the intent for the activity centre.
(h) <i>any structure plan or local development plan that relates to the development</i>	The proposal is consistent with the provisions of the Kalamunda Activity Centre Plan (KACP) and its design guidelines for the Main Street Precinct.
(i) <i>any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015</i>	There are no scheme amendments or reviews that affect the proposal.

Matter to be considered	Provided
(m) <i>the compatibility of the development with its setting, including –</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposed development is compatible with the current and desired future character of the Kalamunda town centre as outlined in the Kalamunda Activity Centre Plan (KACP). Located within the Main Street Precinct, the development supports the vision for a vibrant, pedestrian-friendly environment. It integrates well with the surrounding urban fabric through its scale, orientation, and thoughtful design, reflecting the centre's commercial and community-focused character. The building height and massing are consistent with the precinct's development standards and maintain a human scale that ties into the character of the locality. The design incorporates high-quality materials such as laterite, face brick, and timber, which complement the architectural vernacular of Kalamunda, including the adjoining Kalamunda Uniting Church. Landscaping further enhances compatibility by softening the built form, improving the streetscape, and preserving the amenity of nearby properties. The retention of mature Marri trees and the inclusion of native plantings contribute to the site's integration into its surroundings while enhancing ecological value. The orientation of the building maximises engagement with Canning and Heath Roads, activating these key frontages while maintaining appropriate setbacks and buffers to adjoining properties. These elements ensure the development does not negatively impact the amenity of neighbouring land while contributing positively to the precinct's character and functionality.
(n) <i>the amenity of the locality including the following –</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	(i) Environmental impacts: 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 HVAC system. The retention of two mature Marri trees and extensive native landscaping reduces the heat island effect and contributes to local biodiversity. A dedicated wastewater management system for the car wash ensures appropriate handling of runoff, further supporting environmental sustainability. (ii) Character of the locality: The development aligns with the character of the Kalamunda town centre as envisioned in the Kalamunda Activity Centre Plan (KACP). It integrates seamlessly into the Main Street Precinct through its scale, materiality, and design, which reflect local architectural styles and heritage of the area. High-quality landscaping, public open space, and attractive frontages contribute to a vibrant and pedestrian-friendly streetscape, reinforcing the character and appeal of the locality. (iii) Social impacts: The development enhances the social fabric of the area by providing a family-friendly dining space and a welcoming corner public seating area. 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 Kalamunda town centre.

Matter to be considered	Provided
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	The proposed development makes extensive provision for landscaping, aligning with the City's requirements and the Kalamunda Activity Centre Plan. The landscaping design enhances the visual appeal, ecological value, and pedestrian experience of the site while prioritising the preservation of significant existing vegetation. Two mature Marri trees, estimated to be 100–120 years old, are retained as integral features of the landscaping plan. These trees are protected through designated tree protection zones (TPZs) and construction methodologies that minimise disturbance to their root systems. The landscaping plan incorporates approximately 916m² of landscaped beds featuring native and low-maintenance species. Native trees and plants along Canning Road and Heath Road provide shade, soften the built form, and enhance the streetscape. Public open spaces, including a shaded corner seating area, integrate with the landscaping, creating an inviting and functional environment for patrons and the community. These efforts ensure that landscaping contributes meaningfully to the site's amenity and environmental sustainability.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	The development is not situated within a flood prone area or bushfire prone area. No other natural hazards are likely to have any impact on the site.
(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i>	There is no actual or perceived threat to human safety proposed as part of this development application.
(s) <i>the adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	The proposed access, egress, and servicing arrangements, including two crossovers on Heath Road, reciprocal access easements, and internal driveways, ensure efficient and safe operations. Parking provisions, loading areas, and vehicle manoeuvring spaces meet the needs of the development, supported by 14 drive-through queuing spaces. Refer to the Transport Impact Assessment (Appendix 7) for further details.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	Refer Appendix 7 which demonstrates that the traffic generated by the proposed development can be accommodated within the existing road system.
(u) <i>the availability and adequacy for the development of the following –</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The site benefits from proximate public transport services, including the bus stop on Canning Road after Heath Road (Stop ID: 13835) located adjacent to the site, and the Kalamunda bus stop approximately 180 metres south-east, which is serviced by multiple bus routes. The site is fully serviced by public utilities, including water, electricity, and wastewater infrastructure, with no constraints identified. Waste management is supported by a designated servicing area with appropriate storage and collection facilities. Pedestrian pathways and two bicycle racks promote active transport, while universally accessible pathways, parking bays, and entry points ensure inclusivity for older individuals and those with disabilities.
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	There will be no loss of any community service or benefit resulting from the development.

5 CONCLUSION

The proposed development of a McDonald’s restaurant and car wash at the subject site aligns with the objectives of the Kalamunda Activity Centre Plan (KACP) and satisfies with the provisions of the City of Kalamunda Local Planning Scheme No. 3 (LPS3).

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

- The development is consistent with the ‘Centre’ zoning and the Main Street Precinct vision under the KACP, supporting a vibrant, accessible, and pedestrian-friendly environment that complements the precinct’s role as a key activity centre.
- The proposed fast food outlet and motor vehicle wash align with State Planning Policy 4.2 – Activity Centres (SPP4.2) as appropriate land uses for a District Centre, enhancing the site’s contribution to the local economy and community.
- 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 Canning and Heath Roads, combined with retained mature Marri trees and extensive native landscaping, 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 car wash.

Appendix 1:

Certificates of Title and Diagrams

Appendix 2: Arboricultural Assessment

Appendix 3: Development and Signage Plans

Appendix 4:

Arboricultural Management Report

Appendix 5: Design Masterplan

Appendix 6: Landscaping Concept Plan

Appendix 7: Transport Impact Assessment

Appendix 8: Environmental Noise Assessment

Appendix 9: Lighting Assessment

Appendix 10: Civil and Drainage Design

Appendix 11: Wastewater Management Concept

Appendix 12: SPP7.0 Assessment