Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 5 March 2025; 9:30am
Meeting Number: MODAP/67
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/67 – 5 March 2025 – City of Swan

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 10 (236-244) and Lot 603 (274) Great Eastern Highway, Midland – Proposed Fast Food Outlet - Guzman Y Gomez (GYG) – DAP/24/02788
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – 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

ATTENDANCE

DAP Members

Francesca Lefante (Presiding Member)
Dale Page (Deputy Presiding Member)
Clayton Higham (Specialist Member)
Cr Jennifer Catalano (Local Government DAP Member, City of Swan)
Cr Charlie Zannino (Local Government DAP Member, City of Swan)

Minute Secretary

Laura Simmons (DAP Secretariat)

Officers in Attendance

Claire Ortlepp (DAP Secretariat)

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
2. **Apologies**
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PART B – CITY OF SWAN

1. Declarations of Due Consideration

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3. Form 1 DAP Applications

3.1 Lot 10 (236-244) and Lot 603 (274) Great Eastern Highway, Midland – Proposed Fast Food Outlet - Guzman Y Gomez (GYG) – DAP/24/02788

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lot 10 (236- 244) & Lot 603 (No.274) Great Eastern Highway, Midland – Proposed Fast Food Outlet - Guzman Y Gomez (GYG)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Planning Solutions
Owner:	Evolution Trustees Limited
Value of Development:	$3,000,000
Responsible Authority:	City of Swan
Authorising Officer:	Celina Chave, Coordinator Development Assessment & Appeals Statutory Planning
LG Reference:	DA-766/2024
DAP File No:	DAP-24/02788
Application Received Date:	07 Oct 2024
Report Due Date:	17 Feb 2025 (Extension of time granted due 24 February 2025)
Application Statutory Process Timeframe:	127 Days (90 days with an additional 37 days agreed upon)
Attachment(s):	1. Location Plan 2. Accompanying Plans: a. Survey Plan – Sheet 1, Rev 00 b. Location Plan – Sheet 2, Drawing A0.03, Rev A c. Overall Site Plan – Sheet 3, Drawing A0.04, Rev A d. Demolition Plan – Sheet 4, Drawing A0.05, Rev A e. Site Plan – Sheet 5, Drawing A1.00, Rev A f. Signage Plan – Sheet 6, Drawing A1.12, Rev A g. Signage Details – Sheet 7, Drawing A1.13, Rev A h. Ground Floor Plan – Sheet 8, Drawing A2.00, Rev A i. Red Line Plan – Sheet 9, Drawing A2.01, Rev A j. Roof Plan – Sheet 10, Drawing A2.09, Rev A k. External Elevation – Sheet 11, Drawing A3.00, Rev A l. External Elevation 2 – Sheet 12, Drawing A3.01, Rev A <u>Other reports not subject of approval</u>

	3. Landscape Design Report dated December 2024 4. Applicant's Development Application Report dated October 2024 5. Transport Impact Assessment prepared by WGA dated December 2024 6. Operational Waste Management Plan prepared by WGA dated December 2024 7. Applicant's Response to Design Review dated December 2024 8. Endorsed Design Review Panel Report dated July 2024 9. Endorsed Design Review Panel Report dated November 2024 10. Endorsed Design Review Panel Chair Review dated January 2025 11. Car Parking Survey Analysis prepared by WGA dated February 2025

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

Approve MODAP Application reference DAP/24/02788 and Accompanying Plans in accordance with Clause 68 of Schedule No.2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Clause 26 of the Metropolitan Region Scheme and Clause 10.3 of the City of Swan Local Planning Scheme No.17, subject to the following conditions:

1. This approval is for a 'Fast Food Outlet' as defined under the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without prior approval of the City of Swan.

2. The approved 'Fast Food Outlet' is to comply in all respects with the attached approved plans, as dated, marked and stamped. The plans approved as part of this application form part of the development approval issued.

3. **Prior to the lodgement of a building permit**, a Statement of Sustainability shall be submitted to the satisfaction of the City of Swan. The Statement of Sustainability shall address, but is not limited to, sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures (where applicable), harnessing of renewable energy sources, analysis of summer heat gain through windows and total water cycle management. The Statement of Sustainability is to be complied with for the duration of the construction of the development.

4. **Prior to occupation or use of the development**, the car parking bays must be provided on the lot in accordance with the approved plans. The design of vehicle parking and access must comply with AS/NZ 2890.1 (as amended). Accessible parking bays must comply with AS/NZ 2890.6 (as amended).

5. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.

6. Waste collection is to be limited to between 7.00am and 7.00pm - Monday to Saturday and between 9.00am and 7.00pm on Sundays and Public Holidays unless further evidence, to the satisfaction of the City of Swan is provided that compliance can be achieved with the *Environmental Protection (Noise) Regulations 1997* outside of those times.

7. The refuse bin area shall be in compliance with the City of Swan Health Local Law 2002 and shall be provided to the satisfaction of the City of Swan prior to the occupation of the development.

8. **Prior to the lodgement of a building permit**, an amended Operational Waste Management Plan must be submitted to and approved by the City of Swan. The plan must include the following details to the satisfaction and specification of the City of Swan:

    a) The location of bin storage areas and bin collection areas;
    b) The number, volume and type of bins, and the type of waste to be placed in the bins;
    c) Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
    d) Times and frequency of bin collections.
    e) Details on hazardous waste requires to be included in the management plan;
    f) Waste Sorted signage to be consistent with Western Australian messaging provision;
    g) General Waste Stream provision requires to be included.

    The Operational Waste Management Plan must be implemented at all times to the satisfaction of the City of Swan.

9. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets and adjoining properties to the satisfaction of the City of Swan.

10. **Prior to the lodgement of a building permit**, a detailed landscaping and reticulation plan for the subject site and/or road verge(s) must be submitted to, and approved to, the satisfaction of the City of Swan, and must include the following:

    a) The location, number and type of proposed trees and shrubs including planter and/or tree pit sizes and planting density;
    b) A permanent irrigation to the planting area to be proposed;
    c) All planting should be mulched to conserve water and supress weeds;
    d) All panting should be planted with the required setback from the road and public thoroughfare in accordance with the City's guidelines;
    e) Any lawns to be established;
    f) Any existing vegetation and/or landscaped areas to be retained;
    g) Any verge treatments; and

h) Evidence that the proposed landscaping will not, at maturity, negatively impact the development and adjoining properties.

11. The approved landscaping plan must be implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the City of Swan. Any species that fails to establish within the first two (2) planting seasons following implementation must be replaced in consultation with, and to the satisfaction of, the City of Swan.

12. The development shall be connected to the reticulated sewerage system.

13. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

14. No goods or materials being stored, either temporarily or permanently, in the parking or landscaping areas or within access driveways.

15. External lighting shall comply with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.

16. All stormwater must be contained and disposed of on-site at all times, to the satisfaction of the City of Swan.

17. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Swan.

18. **Prior to an occupancy permit being issued**, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either:

    a) Payment to the City of Swan a cash-in-lieu amount equal to the sum of the 1% contribution amount ($30,000). This must be paid to the City of Swan prior to the date specified in an invoice issued by the City of Swan, or prior to the issuance of an occupancy permit for the approved development, whichever occurs first; or

    b) Provision of Public Art on-site to a minimum value of the 1% contribution amount ($30,000). The following is required for the provision of Public Art on-site:

        i. the landowner or applicant on behalf of the landowner must seek approval from the City for a specific Public Art work including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP-1.10 and the *Developers' Handbook for Public Art* (as amended). The City of Swan may apply further conditions in regard to the proposed Public Art;

        ii. no part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City of Swan; and,

iii. the approved Public Art must be maintained in compliance with the approval granted by the City of Swan and any conditions thereof, to the satisfaction of the City of Swan.

19. Any additional development, which is not in accordance with the application (the subject of this approval) or any condition of approval, will require further approval of the City of Swan.

20. The maximum luminance level of the signs shall be in accordance with the requirements below at all times:

- During daytime, the maximum luminance levels shall be 6000 cd/m^2.
- During dusk/dawn, the maximum luminance levels shall be 600 cd/ m^2.
- During the night, the maximum luminance levels shall be 350 cd/ m^2.

21. The minimum dwell time for any advertisement shall be 20 seconds.

22. The sign must not flash, pulsate or chase.

23. The device must not contain fluorescent, reflective or retro-reflective colours or materials.

24. Suitable arrangements being made for the connection of the land to the comprehensive district drainage system at the landowner/developer's cost. The contribution amount is based on the additional roof area of 297m² to the satisfaction of the City of Swan in accordance with the City of Swan Local Planning Policy POL-C-040 Midland District Drainage Development Reserve Fund. This fee is to contribute towards the upgrade and supply of an adequate drainage service within the area. Payment must be made prior to the issuance of a building permit or prior to any work commencing on the site (at the earliest instance).

25. **Prior to the lodgement of a building permit,** Lots 10 and 603 shall be amalgamated into a single lot on a Certificate of Title. Amalgamation must occur prior to practical completion of the development.

26. **Prior to occupation or use of the development**, a minimum of six (6) bicycle spaces must be provided on site to the satisfaction of the City of Swan. The design and construction of the bicycle spaces must be in accordance with AS/NZ 2890.3:2015 Parking Facilities Part 3: Bicycle Parking.

27. **Prior to occupation or use of the development**, 15 vehicle parking bays must be provided on the lot in accordance with the approved plans. The design of vehicle parking and access must comply with AS/NZ 2890.1 (as amended). Accessible parking bays must comply with AS/NZ 2890.6 (as amended).

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.17

Local Planning Scheme - Zone/Reserve	Midland Strategic Regional Centre
Structure Plan/Precinct Plan	Midland Activity Centre Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Retail – Regional Shopping (Midland Gate)
Use Class and permissibility:	Fast Food Outlet – 'P' use
Lot Size:	14.3518 ha
Existing Land Use:	Shopping Centre
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Planning Solutions, on behalf of Evolution Trustees Limited have applied for the approval of a 'Fast Food Outlet' at Lot 10 (236- 244) & Lot 603 (No.274) Great Eastern Highway, Midland.

The proposal is for a 'Fast Food Outlet - 'Guzman Y Gomez' (GYG)' comprising a drive through component designed to accommodate 15 standard vehicles as well as various signage, imagery and branding. The 'Fast Food Outlet' is proposed to operate 24 hours per day, 7 days per week.

To accommodate the proposed building footprint and associated drive-thru alignment, the car parking layout of the existing shopping centre is proposed to be reconfigured resulting in the loss of 84 on-site car parking spaces, including the provision of one (1) ACROD shared parking space.

The development will span across two (2) lots (Lot 10 and Lot 603) and comprise the following:

- A 'Fast Food Outlet – GYG' building situated within the development site, comprising 297m² of gross floor area (GFA). Internally (237m^2), the 'Fast Food Outlet – GYG' comprises a dining area, sales, storage, kitchen and preparation areas and toilet and amenities.

- An alfresco area (60m^2) is provided along the eastern side of the 'Fast Food Outlet – GYG' building, facing Lloyd Street.

- Planter boxes enclose the alfresco area and accommodate landscaping.

- An enclosed plant and servicing area on the southern side of the building, with an adjacent loading bay for service vehicles.

- A dual lane drive-through entrance with ordering menus and speaker boxes along the southern side of the 'Fast Food Outlet – GYG' building (loading zone). The drive-through lane merges to the northern side of the building.

- Landscaping surrounds the drive-through lane to enhance the building's presentation internally within the development site and to the streetscape.

- Two canopies will extend from the western aspect of the building over the drive-through pay and pick-up bays.

- A direct pedestrian link connects the Lloyd Street.

- Loading zone adjacent to the western side of the 'Fast Food Outlet – GYG' building, adjacent to the drive through facility and the proposed internal servicing yard.

- Various signage associated with GYG's corporate imagery.

- A total of 15 parking bays are provided for the proposed GYG premises, with vehicle access proposed via one crossover onto internal roads that connect to Lloyd Street. Additionally, a direct pedestrian access is provided via Lloyd Street. The proposed drive-thru is capable of accommodating 13 vehicles.

Background:

The subject site is located at Lot 10 (236-244) and Lot 603 (No. 274) Great Eastern Highway, Midland, which is currently well-developed with the Midland Gate Shopping Centre. The land is zoned 'Midland Strategic Regional Centre' under the City of Swan Local Planning Scheme No. 17 (LPS17) and 'Central City Area' in the Metropolitan Region Scheme (MRS). The development site is subject to the Midland Activity Centre Structure Plan in which it is identified as 'Retail-Regional Shopping (Midland Gate)'.

The site is bound by Residential and Highway Service zoned land to the east, Metronet East Redevelopment (MRA) Midland Area zoned land to the west and south, and the Midland Strategic Regional Centre zone to the north.

The proposed development is over two green titled lots and it is owned by the same landowner. An amalgamation condition has been included in the recommended conditions.

The proposed development is located approximately 50m away from an identified landmark site which requires a prominent visual features (including buildings, elements of buildings or other attractions) that enhance definition and identification of the urban environment in accordance with the Midland Activity Centre Structure Plan.

Legislation and Policy:

<u>Legislation</u>

- *Planning & Development Act 2005*
- Metropolitan Region Scheme (MRS)
- *Planning and Development (Local Planning Schemes) Regulations 2015*

- *Planning and Development (Development Assessment Panels) Regulations 2011*
- City of Swan Local Planning Scheme No.17

State Government Policies

- State Planning Policy – 7.0 Design of the Built Environment
- State Planning Policy – 5.1 and use planning in the vicinity of Perth Airport

Structure Plans/Activity Centre Plans

- Midland Activity Centre Structure Plan

Local Policies

- POL-LP-1.10 - Provision of Public Art
- POL-LP-1.13 - Design Review
- POL-C-070 - Advertising Signs within Commercial and Industrial Zones
- POL-C-040 Midland District Drainage Development Reserve Fund

Consultation:

Public Consultation

No public consultation was undertaken for this proposal due to the proposed land use is permitted under the planning framework under the Midland Activity Centre Structure Plan.

Referrals/consultation with Government/Service Agencies

In accordance with the *Planning and Development Act 2005*, any application for development on land that abuts a regional road reservation must be referred to Main Roads WA (MRWA) and the Department of Planning, Lands and Heritage (DPLH) as applicable, to obtain transport planning-related comments and recommendations prior to planning approval.

Consequently, the statutory planning disposition mandates a referral to MRWA and DPLH, as the property abuts a Primary Regional Road (Great Eastern Highway) and an Other Regional Road (Lloyd Street), respectively.

MRWA reviewed the proposed development on 22 November 2024 and confirmed its support for the proposal, subject to the following conditions and advice note.

1. *All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.*

2. *The maximum luminance level of the signs shall be in accordance with the requirements below at all times:*

    - During daytime, the maximum luminance levels shall be 6000 cd/ m^2*.*
    - During dusk/dawn, the maximum luminance levels shall be 600 cd/m^2*.*
    - During the night, the maximum luminance levels shall be 350 cd/ m^2*.*

3. *The minimum dwell time for any advertisement shall be 20 seconds.*

4. *The sign must not flash, pulsate or chase.*

5. *The device must not contain fluorescent, reflective or retro-reflective colours or materials.*

Advice Note

a) *The operation of the proposed signs will be subject to a separate approval process. The applicant is advised that a formal application is to be submitted to Main Roads for assessment and approval. For application forms and supporting information about the procedure please refer to both Main Roads' Policy and Assessment Guidelines for Static Advertising Signs and Policy and Assessment Guidelines for Digital Advertising Signs which can be found on the Main Roads website.*

The DPLH reviewed the development plans and provided the following comments on 28 October 2024:

The Road Planning Team (IPP) of the Department of Planning, Lands and Heritage provides the following comments:

- *If in the City agrees that the development will generate over 100 trips during peak hour periods, it is recommended that a full supporting Transport Impact Assessment and intersection assessment to a 10-year horizon be provided for review to ensure that the surrounding road network can perform to the required standards;*

- *The proposed pylon and other signage should not interfere with sightlines, distract drivers, or have the potential to hinder the interpretation of or become confused with traffic signals or road signs. This position reflects the Commission's advertising on Reserved Land Policy D.C 5.4, paragraph 5.3.1. It is recommended that the type of sign, size, content, and location comply with all relevant by-laws and planning schemes made by Council;*

- *It is recommended that the submitted swept path analysis plans for heavy vehicles be verified to the satisfaction of the city.*

City Staff sought further advice from DPLH based on a revised set of plans, based on the advice of the Design Review Panel.

Subsequently, the DPLH provided the following comments on 22 January 2025:

"Although the Department has no objection to the proposal on ORR transport grounds in principle, it is recommended that the following be addressed prior to development approval:

- *The proposed southern roundabout access leg is located within close proximity to Lloyd Street and has potential for vehicles to queue back onto the ORR as a result of vehicular and pedestrian activity occurring within the site, particularly during peak periods.*

- *It is recommended that an assessment against relevant intersection spacing standards be provided, and discussions be undertaken between the Department and the City to explore the potential for alternative access options.*

- *It is recommended that parking requirements and swept path drawings be verified by the City".*

Design Review Panel Advice

In accordance with the City's Local Planning Policy POL-LP-1.13 - Design Review, the proposed 'Fast Food Outlet – GYG' was presented to the City of Swan's Design Review Panel (DRP) for review.

This proposal was presented to the Design Review Panel on 11 July 2024, 05 November 2024 and to Chair Review 17 January 2025. The panel had the following comments:

"The design is considered by the Panel to be an acceptable response to the 10 design principles of SPP7, subject to a couple of conditions in relation to Landscape and Sustainability".

Consequently, the disposition of both City Staff and the Panel are that it accords with the requirements of '*State Planning Policy 7.0 Design of the Built Environment'* subject to conditions relating to satisfying remnant concerns surrounding Landscape quality and Sustainability.

Planning Assessment:

Zoning and Use Class Permissibility

Under the City of Swan's Local Planning Scheme No. 17 (LPS17), the subject site is within the 'Midland Strategic Regional Centre' zone. The land is subject to an approved Midland Activity Centre Structure Plan, which identifies the subject land as zoned 'Retail-Regional Shopping (Midland Gate)'.

The use of the land for a 'Fast Food Outlet – GYG' which is defined under the City's scheme as "*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, but does not include a lunch bar"* is a 'P' (permissible) use within the 'Retail-Regional Shopping (Midland Gate)' zone.

This means the use is permitted under the Structure Plan, provided it complies with relevant development standards and the requirements of the Structure Plan.

The objectives of the 'Midland Strategic Regional Centre' zone, as listed under the City of Swan Local Planning Scheme No. 17 and the Midland Activity Centre Structure Plan, are as follows:

a) *Ensure development of the centre accords with the WA Planning Commission's Policy as it applies to activity centres;*

b) *Facilitate the creation of employment within the centre so as to reduce the demand for travel, and enhance the level of self-sufficiency within the subregion;*

c) *Promote the development of a wide range of commercial facilities and services including major offices, retailing and a mix of entertainment, recreation and community facilities to meet the needs of the sub-regional community;*

d) *Facilitate the complimentary development of housing so as to enhance the vibrancy of the centre, improve the viability of businesses and provide a wider choice of accommodation within the district;*

e) *Promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development;*

f) *Enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes;*

g) *Encourage mixed uses and complementary development within the centre so as to enhance the viability of business and the efficient use of facilities and services;*

h) *Ensure future development and re-development accords with activity centre design principles as referred to in State Planning Policy No. 4.2, providing an integrated, attractive, safe and vibrant focus for the community;*

i) *Ensure car parking and access facilities do not disrupt the continuity of development or reduce pedestrian connectivity within the centre;*

j) *Ensure development and re-development within the centre affords appropriate recognition of heritage values and the character of existing streetscapes, with reference to scale, form and design*

The proposed development is located within 200m of existing public transport and offers a range of transport options such as walking and cycling, which promotes a high degree of accessibility. Additionally, the proposal supports the creation of employment opportunities.

Therefore, City Staff consider the proposed development to be generally consistent with the objectives of the Midland Activity Centre Structure Plan, with further consideration required towards whether the proposal satisfies objective (i). Critically, the pertinent element in the assessment of this application is determining whether this 'Fast Food Outlet – GYG' will be to the detriment of vehicular access of the greater Shopping Centre and whether the loss of parking bays can be further impaired.

State Planning Policy 4.2 - Activity Centres:

The development also complies with the objectives of State Planning Policy 4.2 - Activity Centres, as it provides a fast-food outlet that services local needs and generates local employment. The proposed development does not unduly detract from the visual amenities of adjacent developments and promotes pedestrian integration through a site planning and built form, which are further addressed in the report.

Midland Activity Centre Plan:

The site is subject to a structure plan that applies to all development within the Midland Activity Centre (MAC). The structure plan identifies the property as within the Midland Gate Precinct.

The objective of the Midland Gate Precinct:

The Midland Gate Shopping Centre will continue to provide the bulk of interior focused retail space, including supermarkets, speciality stores and discount department stores. Approval for expansion to 75,000 square metres has been granted by the City of Swan and Western Australian Planning Commission. There is potential in the future to allow development of a full range department store, completing the spectrum of retail offer within Midland.

The Midland Gate Shopping Centre also contains restaurants and a limited amount of business services activity, such as banks, insurance and health services shop fronts. Future development of the Midland Gate Shopping Centre must ensure that the street environment is protected as a pedestrian friendly and safe environment. Built form should address the surrounding streets through active shop fronts, pedestrian scale and facade articulation, with the exception of Lloyd Street, which will be a busy traffic thoroughfare. Along the Lloyd Street interface, landscape planting should complement its intended character as a well treed boulevard.

The proposed development aligns with the intent of the precinct by providing a pedestrian-friendly design consistent with the neighbourhood character.

Clause 1.8 - General Development Standards

In accordance with the Midland Activity Centre Structure Plan, the development standards apply to all areas within the MAC to ensure that any proposed development aligns with its objectives. The scale of the building, being a single-storey commercial structure, is in keeping with the streetscape of Lloyd Street, which features a mix of single- and two-storey commercial buildings.

The proposed façade treatment, which includes glass windows, timber panels, artwork, and a mix of materials and colours, would enhance visual appeal. Given the nature of the business and its visibility from both Lloyd Street and Great Eastern Highway.

The proposed development is generally consistent with the objectives of the structure plan and complies with the general development provisions, except for Clause 1.8.3.6 (Car Parking Requirements) and Clause 1.8.3.17 (Landscaping).

Clause 1.8.3.6 Vehicle Parking and Access:

The car parking rates must be determined as specified in Table 3 of the Car Parking Standards to ensure that parking facilities do not dominate the surroundings and are integrated as an essential part of the site's design. According to Table 3, the proposed 'Fast Food Outlet – GYG' land use requires.

> *"1 bays per 10sqm gross lettable area plus 1 bay for 6 seats"*

Given that the total area of the proposed development is 297m² and there are 52 proposed seats, the development would require approximately 38.3 bays, which is rounded up to 39 bays.

However, the applicant is proposing only 30 car parking bays, comprising 15 on-site bays, 13 drive-thru bays, and 2 designated waiting bays, which results in an overall loss of 54 car parking bays for the shopping centre. The Applicant contends the proposal includes the following justification:

- *The applicant indicated that the proposed drive-thru accommodate up to 13 vehicles and additionally two (2) waiting bays are provided internally.*

- *The application has been supported by the Transport Impact Assessment and Car Parking Demand Assessment prepared by the WGA dated 20 December 2024 indicating that the proposed development is expected to pose negligible impacts to the safety / operations of the surrounding road network and intersections and will not place undue stress on the existing infrastructure.*

- *There are two bus stops on the Great Eastern Highway which is approximately 168m from the subject site and the buses are available in every 15 minutes.*

- *The proposal complies with WA Planning Manual – Non-Residential Car Parking Rates, as the proposal provides 15 car parking spaces in lieu of 6 car parking bays (1 space for 50 m^2 of public floorspace = 5.94 rounded up to highest).*

- *The broader shopping centre footprint provides approximately 3,059 car parking spaces across its on-site car parking areas. Therefore, the proposal represents a reduction of less than 3% of the overall provision. Further, an assessment of historical aerial imagery using Nearmap shows that there is ample availability across the existing car parking areas throughout the site, across a number of dates, particularly within the rooftop, south and multi-deck car parking areas.*

City Staff disposition that the provided justifications are considered acceptable as the applicant has submitted an additional available car parking survey for overall site and Traffic Impact Statement prepared by the qualified professional to support the proposal.

Car parking survey:

The applicant has submitted further car parking survey for the overall site and further contends the following:

- *Table 1 of the car parking survey details summary of existing south east car park utilisation during the peak hours. The assessment determines that the south-east car park accommodates a parking demand of up to 376 spaces, resulting in at least 38 vacant spaces across all observed periods. It is noted that on average 130 car parking spaces are vacant within the south-east car park at all times.*

- *With consideration of the parking demand and associated loss of parking attributable to the proposed GYG development, this would result in a demand*

for up to 19 car parking spaces being displaced during peak periods within the south-east car park, representing 0.62% of the overall parking provision of 3,059 spaces available across the broader site.

- *The rooftop car park is considered to provide equally convenient access to anchor tenants within the shopping centre such as Aldi, Coles and Kmart and represents an appropriate alternative to the south-east car park.*

- *The proposal would not unreasonably affect the existing operation of the car parking areas within the Midland Gate Shopping Centre, with sufficient parking opportunities available throughout the site.*

City Staff are satisfied with the above car parking survey analysis is acceptable and agrees that the proposal would not unduly impact the existing operation of the Midland Gate Shopping Centre as the analysis demonstrates the number of available vacant car parking bays with the different days and time.

Traffic and Access

The applicant's Traffic Impact Assessment (TIS) supports the proposed development and concludes with the following findings:

- *The site is proposed to be redeveloped to accommodate a 'Fast-Food Outlet' land use spanning 297*m^2 *across internal and external dining areas, with a capacity to accommodate up to 52 patrons.*

- *The proposal is capable of accommodating 15 vehicles on-site, comprising 2 formal waiting bay spaces and capacity to accommodate a further 13 vehicles within the drive-thru component.*

- *The proposal attracts a statutory requirement to provide 38 on-site car parking spaces in accordance with the requirements outlined within the Midland Activity Centre Structure Plan.*

- *Further, a loss of 46 car parking spaces is proposed within the development footprint, resulting in a car parking shortfall of 84 spaces requiring justification.*

- *As detailed in the Car Parking Demand Assessment presented by WGA, the proposed on-site car parking arrangements are considered acceptable and appropriate in this instance.*

- *The car park layout has been designed in accordance with the requirements and guidelines outlined in both local and national standards applicable in this instance.*

- *Swept path analysis has been conducted to demonstrate the appropriateness of the proposed site layout.*

- *The proposal is anticipated to generate up to 66 new vehicular movements during the critical peak demand period (combined inbound and outbound movements).*

- *The level of new traffic movements expected to be generated by the proposed development is expected to pose negligible impacts to the safety / operations of the surrounding road network and intersections.*

- *A total of six (6) bicycle parking spaces are proposed to be provided on-site, in excess of the requirements outlined within the Midland Activity Centre Structure Plan. These provisions are therefore considered acceptable and appropriate in this instance.*

- *Proposed on-site provisions for commercial vehicles are generally seen as meeting the requirements detailed in the applicable Australian Standards.*

City staff are satisfied with the findings of the TIS as it satisfactory addresses the following considerations and outcomes.

- TIS has undertaken various case studies of the existing 'Fast Food Outlet – GYG' within Western Australia and informed that it is expected that up to a total of 66 customers (both dine-in and drive-thru) would access the site in the peak hour, resulting in the following peak period movements associated with the site:
    - Inbound Movements: 66 veh/h.
    - Outbound Movements: 66 veh/h.

- The TIS has been assessed against the Austroads Guide to Traffic Management and SIDRA Intersection Analysis Results Summary which confirms that t all vehicles approaching the roundabout intersection from the south are not expected to queue back beyond proposed drive-thru exit, with all vehicles able to freely exit the drive-thru alignment.

Therefore, the City staff agrees that the proposed development is expected to have negligible impacts on the safety and operation of the surrounding road network and intersections, and will not place undue stress on existing infrastructure.

City staff consider that the parking shortfall may be deemed acceptable for the following reasons:

- Under Clause 1.8.3.6(f) of the MAC, the car parking rates specified in Table 3 may be reduced at the discretion of the local government where a reduced parking demand is justified through specific public transport access or alternative parking measures detailed in a site-specific parking management plan prepared by a suitably qualified professional.

    - City staff consider the submitted TIS findings to be acceptable.

    - The applicant's car parking survey analysis for the overall shopping centre indicates that there are 3,059 car parking bays on-site. The report concludes that the south-east car parking area consistently has at least 38 vacant bays, and there are extra parking bays available on the rooftop, which are conveniently accessible to users.

- The Midland Activity Centre Structure Plan pertains to the variation of minimum on-site parking requirements in relation to this development.

- Two bus stops, with buses arriving every 15 minutes, are located approximately 200m from the subject site on Great Eastern Highway.

- The proposal includes six bicycle bays within the subject site, which enhances and encourages alternative modes of accessibility.

Clause 1.8.3.7 Bicycle Parking

Building Type and Land Use	**Number and type of Bicycles Parking Facilities**	**Required number of bicycle parking facilities**	**Provided bicycle parking facilities**
Commercial buildings less than 500 square metres in floor area	Minimum 2 spaces	Proposed floor area – 297m^2	6 bicycle parking - *Complies*

Clause 1.8.3.17 Landscaping

The applicant has provided a Landscape Plan prepared by CaPA + M&S dated 20 December 2024. The provided Landscape Plan indicates the following key considerations:

- A native planting mix to the verge and within 6.5m setback line are being proposed in order to comply with City of Swan Midland verge planting requirements.

- Bike racks with feature aromatic planting and verdant planting mix to east of outdoor eating area with combination of WA natives and Mexican varieties are being proposed.

- Shared pedestrian zone crossing is included in the design.

- Additional 7 off trees canopies to carpark along pedestrian link for increased canopy coverage and landscape filter are proposed.

- ACROD in coloured concrete referencing brick with pathway network connecting to the road are proposed.

The disposition of City Staff with respect to the submitted Landscape Plan is acceptable, subject to minor amendments. It is recommended that, should the application be approved, a condition be included requiring the submission of a revised Landscape Plan to ensure compliance with the City's requirements.

Clause 1.9.2 Precinct Specific Development Requirements

In accordance to the Midland Activity Centre Structure Plan, all development within each of the precincts shall be developed according to Table 5. Development Standards and the associated provisions in this part.

	Middle Gate requirements	Proposed development	Comments
R-Code	R-AC0	N/A	N/A
Maximum Plot Ratio	No maximum plot ratio	N/A	N/A
Minimum Plot Ratio	No minimum	N/A	N/A
Maximum Building Height	2 to 6 storeys	Single storey	Complies
Maximum Boundary Wall Height	Five storeys and 17.5m	Single storey and maximum height is 6.3m	Complies
Maximum Boundary Wall Length	No limit	N/A	N/A
Street Setback (minimum)	Nil setback up to four storeys, then a 4m setback to upper floors	15.5m from the Lloyd Street	Complies
Side and rear Setback (minimum)	Nil	N/A	N/A

The proposed development complies with the precinct-specific development requirements and is considered to meet the built form requirements of the Midland Activity Centre Structure Plan.

Waste Services

The Applicant has provided an Operational Waste Management Plan which indicates that the proposed development is expected to generate an approximately 13,500 L per week of general waste and approximately 9,000 L per week of commingled recycling waste. This does not account for soft plastic and or cardboard separated and baled. A dedicated bin room is provided to cater for development-generated waste storage requirements. This room is to be located along the southern side of the tenancy. The three (3) 1,100L MGBs proposed to store general waste will need to be collected 4-5 times per week, on average. The two (2) 1,100L MGBs proposed to store commingled recycling waste will need to be collected 4-5 times per week, on average. An on-site loading bay capable of fully accommodating commercial vehicles up to an 8.8m Medium Rigid Vehicle in size is proposed.

The disposition of City Staff with respect to the submitted Operational Waste Management Plan is summarised as follows:

- The calculations for waste generation and capacity are acceptable with 4-5 collections weekly.

- Although food waste separation from the general waste stream is noted, no provisions for it are mentioned in the plan.

- The plan requires mention hazardous waste management and confirm whether the proposed development will handle any chemicals, batteries, or e-waste.

- It is recommended that the applicant use “Waste Sorted” signage to align with Western Australian messaging.

The disposition of City Staff with respect to the submitted Operational Waste Management Plan is acceptable, subject to minor amendments. It is recommended that, should the application be approved, a condition be included requiring the submission of a revised Operational Waste Management Plan to ensure compliance with the City’s requirements.

Local Planning Policy POL-C-070 - Advertising Signs within the Commercial and Industrial Zones

The City of Swan’s Local Planning Policy POL-C-070 Advertising Signs within Commercial and Industrial Zones applies to the development. The purpose of the policy is to effectively control advertising signs and contribute towards the development of well signed commercial and industrial precincts. The development proposes 12 pylon signs for the site, one (1) parapet roof sign and 12 wall signs. The proposed signage is considered appropriate in relation to the scale of the development proposed and does not provide an unnecessary proliferation of signage.

Additionally, Main Roads WA reviewed the proposed developments plans and recommended conditions that have been included as part of the recommended conditions.

Local Planning Policy POL-LP-1.10 - Provision of Public Art

In accordance with the City of Swan’s Local Planning Policy POL-LP-1.10 Provision of Public Art, the owner is liable to make a contribution to public art, either monetarily or through development on-site, should the development be approved.

The Policy aims to ensure that certain developments in excess of $2,520,000 construction cost will contribute toward public artworks that promote and recognise the identity of the local community. The intent of the Policy is to encourage owners to development public art on their property. As this is not always feasible however, the owner is granted discretion to make a monetary contribution towards public art instead.

The approximate cost of the proposed development as stated on the MRS Form 1 and DAP Form 1 is $3 million. The construction cost requires either a cash-in-lieu contribution of $30,000 (being 1% of the construction cost) of the provision of public art onsite (as approved by the City of Swan) to the value of $30,000. Should Public Art be constructed onsite, a Notification under Section 70A of the *Transfer of Land Act 1893* is required to be lodged on the Certificate of Title of the subject lot to advise future landowners of the need to maintain the Public Art.

POL-C-040 Midland District Drainage Development Reserve Fund

The City of Swan’s Local Planning Policy POL-C-040 Midland District Drainage Development Reserve Fund applies to the development as the subject property is within the Midland Drainage Contribution Zone. A $7.0619 per m^2 will be levied in the Midland District Drainage area generally at a similar rate adopted by the Water

Corporation for Gross Rental Value properties in the Perth Metropolitan Area. In accordance with the policy requirements, a contribution fee for an area of 297m^2 is applicable to this proposed development. It is recommended that, should the application be approved, a condition be included requiring a collection of the drainage contribution fee to ensure compliance with the City's requirements.

Conclusion:

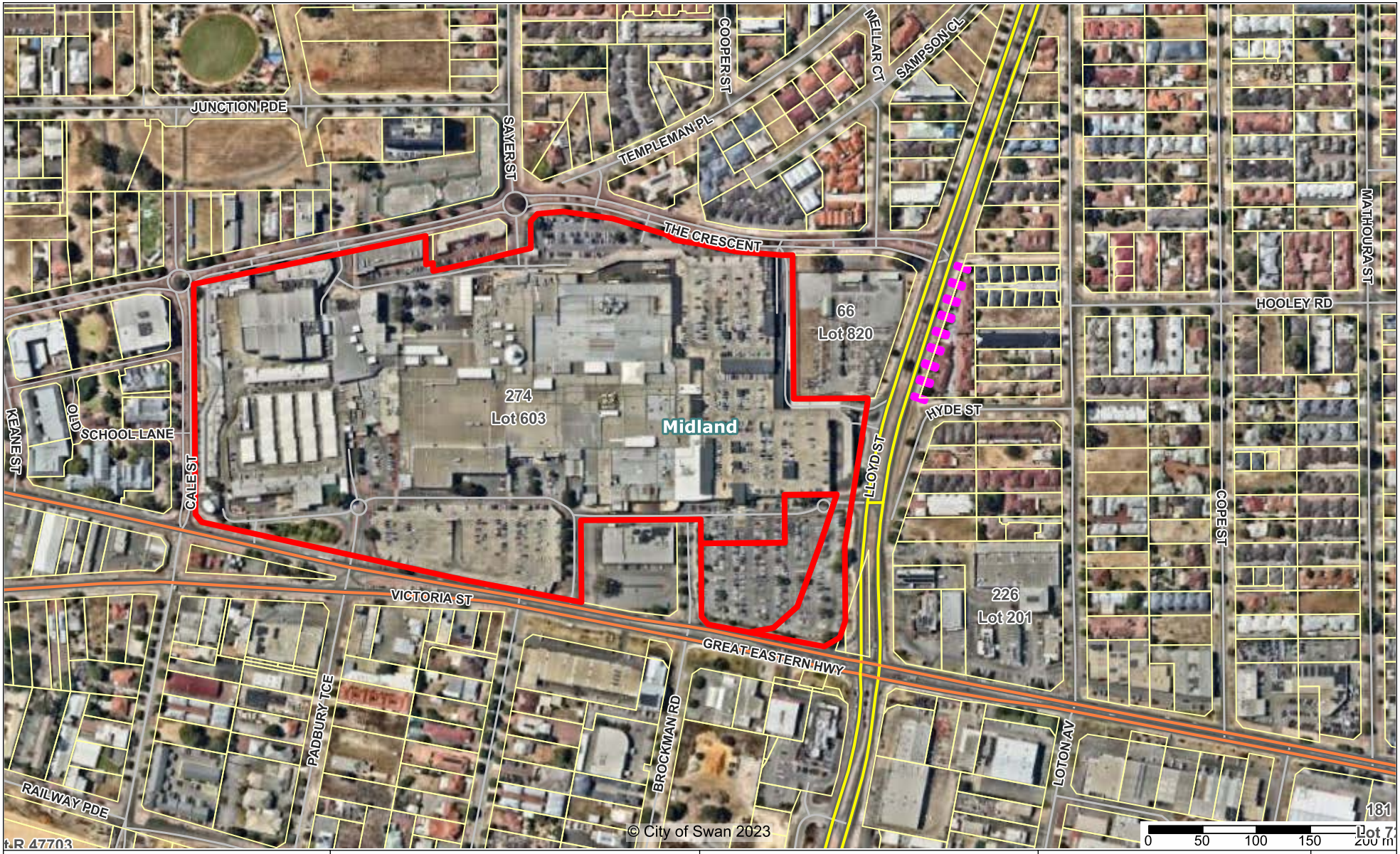
The City of Swan has received an application for a 'Fast Food Outlet – GYG' at Lot 10 (236- 244) & Lot 603 (No.274) Great Eastern Highway, Midland. The land use is a 'P' use which means that the use is permitted by the MAC provided the use complies with the most relevant development standards and the requirements of the State Government Policies and Local Government Policies.

The development is considered to accord with the LPS17 and the MAC. This is reinforced through the outcomes of the Design Review which concluded that the development meets the Design Principles of State Planning Policy 7.0 – Design of the Built Environment, subject to conditions.

The City of Swan is satisfied that the estimated traffic generated by the development can be accommodated within the existing road network with no material impact as demonstrated by the provided TIS.

Additionally, City Staff are satisfied with the car parking survey analysis being acceptable and agree that the proposal would not unduly impact the existing operation of the Midland Gate Shopping Centre.

It is recommended that the Metro Outer Development Assessment Panel approve the application, subject to conditions.



City of Swan

DISCLAIMER: Information shown here on is a composite of information from various different data sources. Users are warned that the information is provided by the City of Swan in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification with the original source.

24/02/2025

1:4514

N

LEGEND

- CADASTRAL BOUNDARY
- MAJOR CONTOUR (1.0m Intervals)
- MINOR CONTOUR (0.25m Intervals)
- LANE MARKINGS
- KERB - BOTTOM
- KERB - TOP
- FOOTPATH - EDGE
- PRAM RAMP
- BUILDING - EDGE
- ROOF LINE
- CONCRETE - EDGE
- GATE
- FENCE
- HANDRAIL
- WALL - BASE
- BANK - TOP
- TEMPORARY BENCHMARK
- CONTROL STATION
- PEG
- NATURAL SURFACE (SPOT HEIGHT)
- + FL — FLOOR LEVEL
- LITTER BIN
- BORE
- COLUMN - EDGE
- POST/BOLLARD
- SIGN - ONE POLE
- SIGN - MULTIPLE POLES
- STUMP/TRUNK
- TREE

BEFORE YOU DIG (BYDA)

- BYDA - WATER
- BYDA - SEWER

GAS

- VALVE

COMMUNICATIONS

- CONDUIT - UNDER GROUND
- PHONE BOOTH
- PIT CENTRE

ELECTRICAL

- CONDUIT - UNDER GROUND
- CABLE PIT EDGE
- CABLE PIT CENTRE
- DISTRIBUTION BOARD
- DOME/PILLAR
- EARTHING POINT
- LIGHT POLE POINT
- POWER POLE
- STAY/STRAINER POLE
- STAY WIRE ANCHOR

DRAINAGE

- PIPE - UNDER GROUND
- GULLY EDGE
- MANHOLE EDGE
- MANHOLE CENTRE
- PIPE INVERT LEVEL
- SOAKWELL CENTRE

SEWERAGE

- PIPE - UNDER GROUND
- MANHOLE - EDGE

WATER

- PIPE - UNDER GROUND
- HYDRANT (GROUND)
- HYDRANT (PILLAR)
- METER
- RETICULATION - CONTROL VALVE
- VALVE

UNDEFINED

- GENERIC LINE
- PIPE - UNDER GROUND
- VALVE

NOTES

This plan has been prepared for the client and should not be used for any other purpose unless authorised by VERIS.

Cadastral Boundaries extracted by Veris from Landgate's Shared Location Infromation Platform at Date of Survey. For accurate Boundaries of Lots, a Boundary Re-establishment Survey by a Licensed Surveyor is required.

Subsurface utilities included on this plan or marked up on site have been remotely located by ground penetrating radar (GPR) or Electromagnetic Induction (EMI) techniques. This data has been cross-referenced against Before You Dig Australia (BYDA), third party records and surface features to identify the service type.
Due care and diligence has been taken to locate and identify subsurface utilities and features contained within the survey scope for type, position and depth.
Remote detection technologies and third-party reference information cannot guarantee the accuracy of subsurface utility information contained in this drawing.
Subsurface utilities in this drawing are classed as "non-validated" unless specifically labelled otherwise.
The AS5488-2013 standard provides a framework for the classification of subsurface utility location including requirements and quality levels for represented data.
Quality level classifications reflect the precision and accuracy of utility location and the associated attributes or metadata information.
There are for four (4) quality levels D, C, B & A.
A single utility can have multiple classifications for each point along the length of the utility.

- Quality Level D is the lowest level and is generally attributed to existing records of unknown quality.
- Quality Level C is based on surface feature correlation or interpretation of existing records and site features
- Quality Level B provides subsurface feature location in 3 dimensions and is typically achieved by utilising electronic remote detection techniques such as Ground Penetrating Radar or other Electronic Utility Location techniques.
- Quality Level A is the highest level and requires positive confirmation of the location and attributes of subsurface utility to an absolute position with a precision of ±50mm. This is typically only achievable by directly surveying the exposed utility either at the time of installation or after it has been exposed by pothole excavation.

This is an overview of the quality level classifications.
Please refer to Australian Standard AS5488-2013 Classification of Subsurface Utility Information for the comprehensive explanation of each quality level classification.

Due to overwriting some levels may be switched off for this plot only.

Levels are based on AHD.

This note is an integral part of this plan.



SCALE 1:750

5 0 5 10 15 20 25 30 35 40

ALL DISTANCES ARE IN METRES

Rev.	Date	Description	Surveyor	Drawn	Approved
00	24/04/24	APPROVED AND ISSUED	RB	MLB	RM

veris

WESTERN AUSTRALIA
T 08 6241 3333

www.veris.com.au
veris.wa@veris.com.au

Client: APP Group

Surveyed By:	RB	Survey Date:	22/04/2024
Drawn By:	MLB	Drawn Date:	24/04/2024
Approved By:	RM		
Scale (A3):	1:750		
Hor Datum:	GDA2020 MGA Zn50		
Vert Datum:	AHD (Based on SSM BELLEVUE47T1)		

DIGITAL GROUND SURVEY AND SUBSURFACE UTILITY INVESTIGATION

MIDLAND GATE SHOPPING CENTRE

CARPARK ADJ. TO LLOYD ST & GREAT EASTERN HWY

Job No	Item No	Plan No	Rev
637664	001	001	00

Sheet 01 of 01

ISO 9001
ISO 14001
ISO 45001
BUREAU VERITAS Certification

Data File:

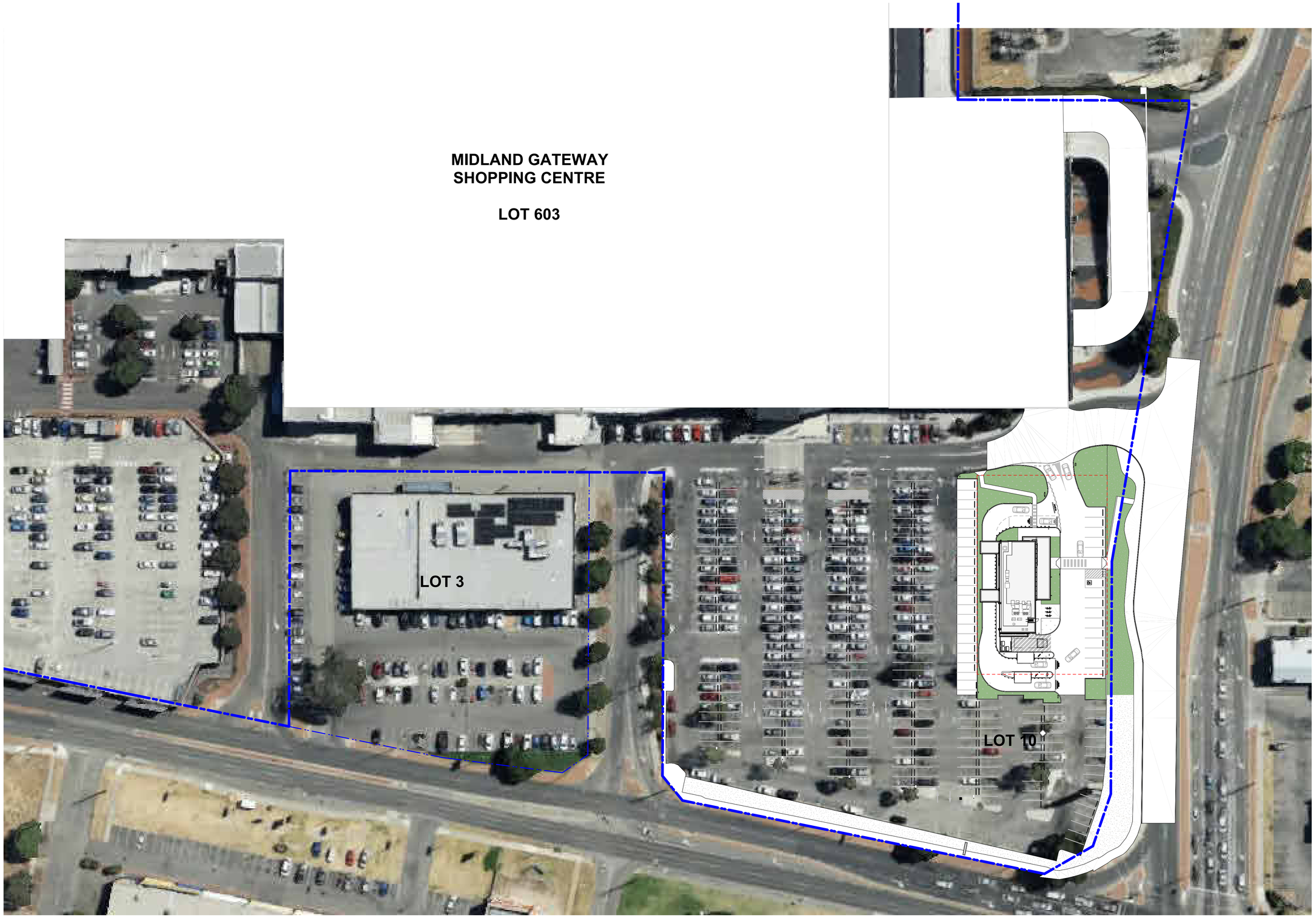
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Path: M:\01_ Projects Current\24050_GYG MIDLAND_WA\5_consultants\5.2 land survey\01_Survey IN_April 29 2024\637664-001-001-00_flat_A3 L_EXPORT.dwg

Document Set ID: 10403677
Version: 2, Version Date: 24/12/2024

MIDLAND GATEWAY
SHOPPING CENTRE

LOT 603



1 Location Plan
1 : 500

N

DEVELOPMENT APPLICATION

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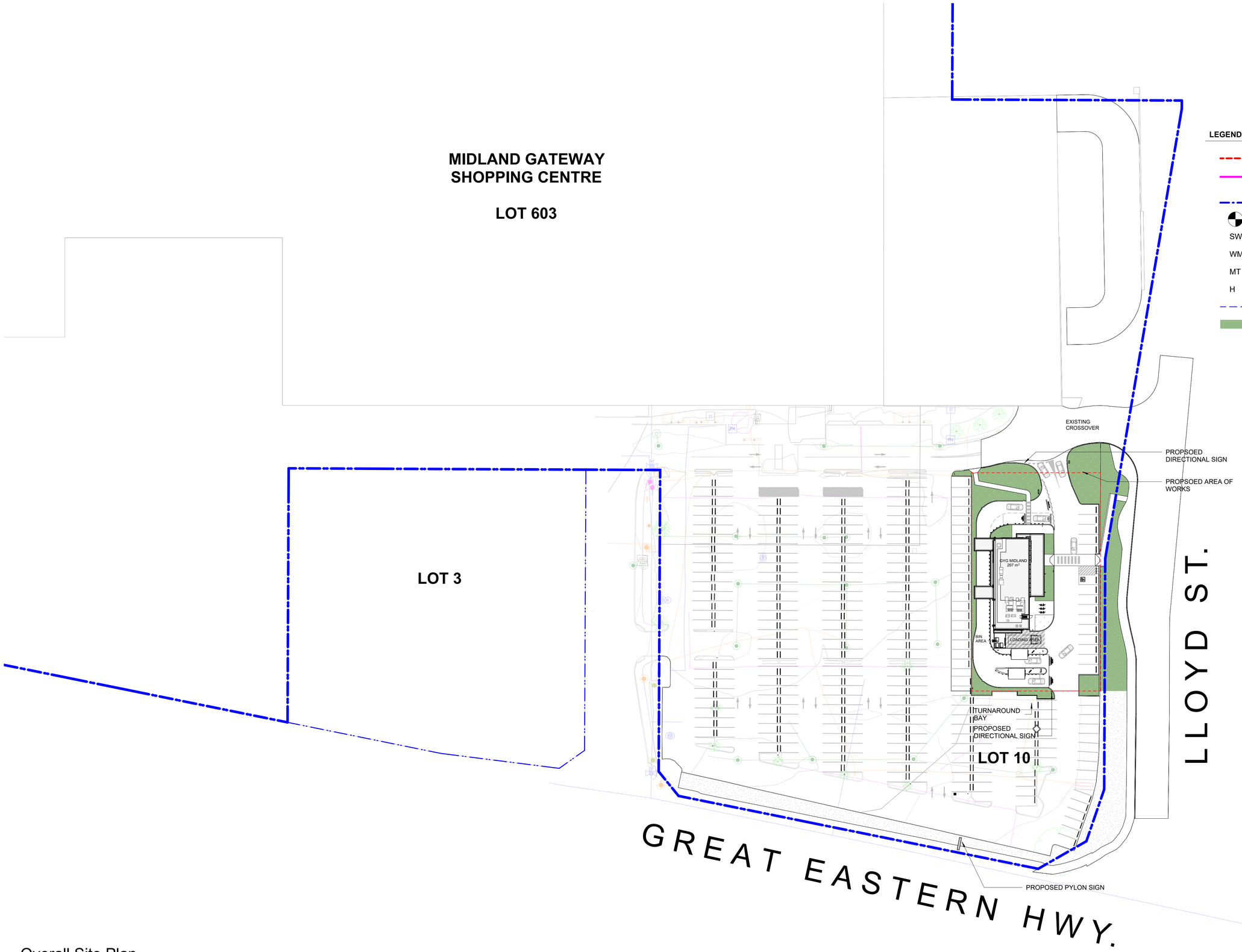
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e: info@mandsarchitects.com.au
a: PO Box 8084 Fremantle 6160
p: (08) 9316 0531
w: www.mandsarchitecture.com.au

Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Location Plan
Designed	M&S
Drawn	M&S
Project no	24050
Scale	1 : 500 @ A1
Drawing no	A0.03
Rev	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

MIDLAND GATEWAY SHOPPING CENTRE

LOT 603



LEGEND:

- AREA OF GYG WORKS
- BUILDERS 1800 mm HIGH CONSTRUCTION FENCING LOCATION (CHAIN WIRE FENCE). TBC
- EXISTING SITE BOUNDARY
- SITE SETOUT POINT
- SW STORM WATER
- WM WATER METER
- MT METER
- H HYDRANT
- MERGE LINE MARKINGS
- LANDSCAPING

1 Overall Site Plan
1 : 500

N

DEVELOPMENT APPLICATION

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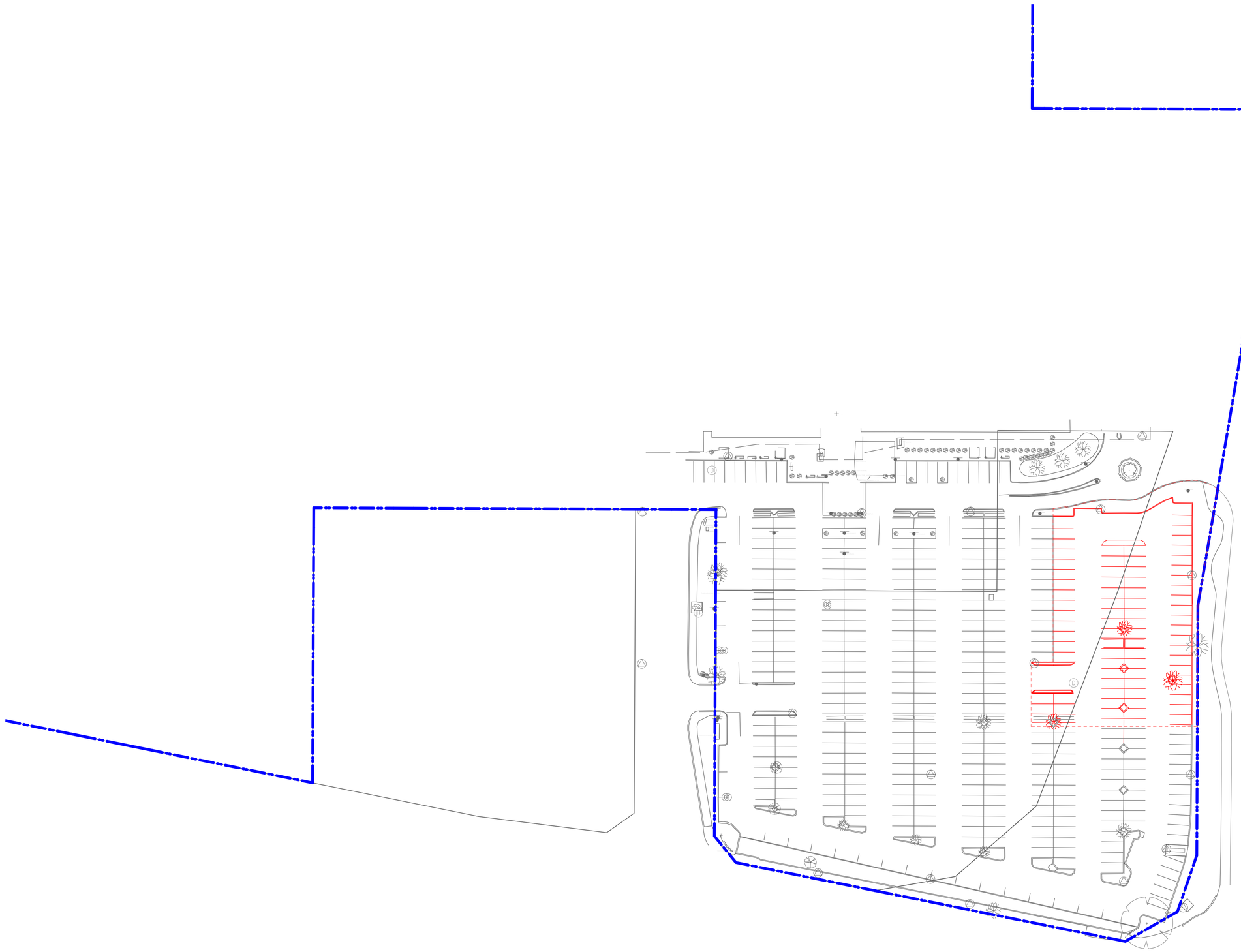
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a: PO Box 8084 Fremantle 6160
p: (08) 9316 0531
w: www.mandsarchitecture.com.au

Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Overall Site Plan
Designed	M&S
Drawn	M&S
Project no	24050
Scale	As indicated @ A1
Drawing no	A0.04
Rev	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



1 Demolition Plan
1 : 500

DEMOLITION NOTES

D.N1 PARKING BAYS INDICATED TO BE REMOVED

D.N2 LINE MARKINGS TO BE MADE GOOD & ADJUSTEDFOR NEW SITE LAYOUT

D.N3 CURRENT CAR PARK PAVING / ASPHALT TO BE MADE GOOD FOR NEW SITE LAYOUT

D.N4 CURRENT PARKING BAYS LINES TO BE REPAINTED AND MADE GOOD.
PARKING BAY SIZES TO MATCH NEW BAY SIZES.

DEMOLITION

N

DEVELOPMENT APPLICATION

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e: info@mandsarchitects.com.au
a: PO Box 8084 Fremantle 6160
p: (08) 9316 0531
w: www.mandsarchitecture.com.au

Project: GYG Midland
Client: GUZMAN Y GOMEZ
Drawing Title: Demolition Plan
Designed: M&S
Drawn: M&S
Project no: 24050
Scale: As indicated @ A1
Drawing no: A0.05
Rev: A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

LLOYD ST.

VERGE PLANTING
RL 15.12
RL 15.12
15180
RED CONCRETE
RL 14.43
RL 14.28
2850 2700 2700 2700 2700 3200 2400 2645 2655 2700 2700 2700 2700 2700 2700 2700 2700 4515
15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
6466
BITUMEN
LEVEL PEDESTRIAN PATHWAY
RL 14.28
RL 14.43
A3.01 2
A3.01 1
A3.00 3
B1 B2 B3
9183
DIRECTIONAL SIGN
1649 3500 1800 3540
AWNING OVER
DRIVE THRU LANE 02
DRIVE THRU LANE 01
AWNING ON
WAITING BAY
5600
1 A4.02
DIRECTIONAL SIGN
A3.00 4
RAISED FOOTPATH
1200
WAITING BAY
3222 3042
6000
2 A4.02
6264
GYG MIDLAND
297 m²
F.F.L : 14.43
LOADING AREA
A3.00 5
BITUMEN
PROPOSED LOCATION FOR GREASE TRAP
BIN AREA
CONCRETE
3597
A A4.00
B A4.00
D A4.01
2 A3.00
C A4.01
CONCRETE
EXISTING CAR BAYS

1 Site Plan
1 : 100

GUZMAN Y GOMEZ™ Mexican Kitchen

GENERAL NOTES:

PARKING BAYS TO BE A MINIMUM TYP. 2600mm WIDE X 5400mm DEEP.

INSTALL WHEEL STOPS ON CARPARKS ADJOINING FOOTPATHS , LANDSCAPING BEDS OR WHERE NECESSARY TO PROTECT BUILDING/SIGNAGE.

THE TOP OF DRIVE THRU LANE SHALL BE 20mm BELOW F.F.L AT THE DRIVE THRU WINDOWS.
SLOPE KERBS AWAY FROM WINDOWS.

PROVIDE ACCESSIBLE PARKING SPACE PLUS SETDOWN AREA BESIDE TO MEET AUSTRALIAN STANDARDS REQUIREMENTS. LOCATE ADJOINING THE MAIN BUILDING ENTRY AND INCLUDE PAINTED LOGO & APPROPRIATE SIGNAGE.

A SMOOTH TRANSITION IS REQUIRED AT THE INTERSECTION OF INTERNAL FLOOR AND KERB.

ALL LINE MARKINGS, ARROWS ETC. ARE TO BE IN WHITE LINEMARKING PAINT SUITABLE FOR THE PURPOSE. DRIVE THRU CONTROL ZONE AND ACCESSIBLE PARKING SPACE TO BE YELLOW LINEMARKING PAINT SUITABLE FOR THE PURPOSE.

ALL GYG DRIVE THRU, AND CONCRETE WALKWAYS TO BE BLACK OXIDE CONCRETE.

MINIMUM 2-WAY AISLE WIDTH TO BE 6400mm

ALL TGSI MARKINGS ARE TO BE WHITE TO ACHIEVE LUMINANCE CONTRAST RATINGS ACCORDING TO AS1428.4

LEGEND:

EXISTING LOT BOUNDARY

SW STORM WATER
WM WATER METER
MT METER
H HYDRANT
CLEAR TRAFFIC ZONES
DT RUMBLE DOTS
PEDESTRIAN CROSSINGS
LANDSCAPING

AREAS:

DEVELOPMENT SITE AREA : **2460.6 m²**

INTERNAL AREA: 237m²
EXTERNAL AREA: 60m²

TOTAL AREA: 297m²

LANDSCAPING AREAS: 647.3m²

DEVELOPMENT APPLICATION

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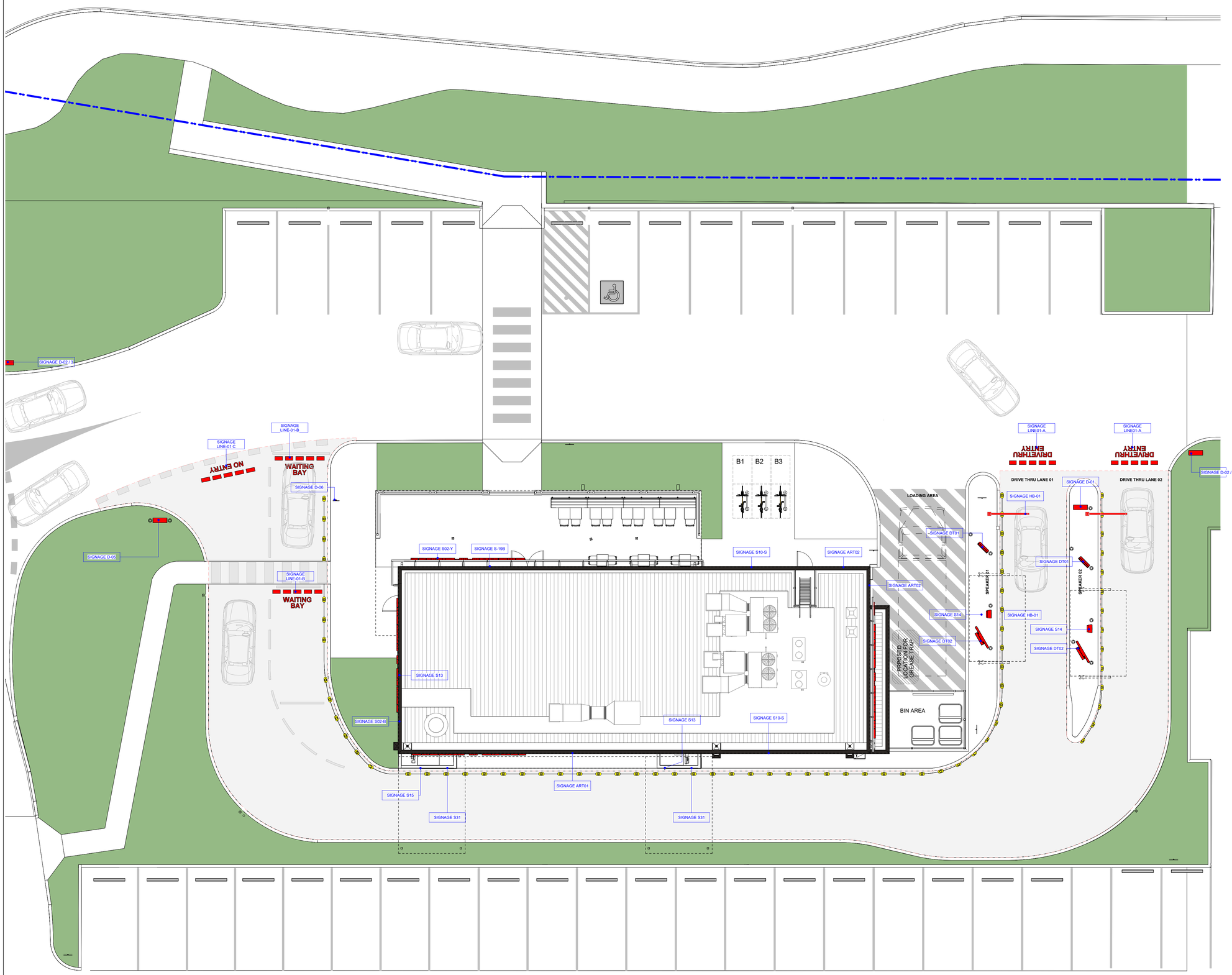
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Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Site Plan
Designed	M&S
Drawn	M&S
Project no	24050
Scale	1 : 100 @ A1
Drawing no	A1.00
Rev	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



Signage Plan

1 : 100

GUZMAN Y GOMEZ™ Mexican Kitchen

GENERAL NOTES:

REFER TO A1.10 & A1.11 FOR PEDESTRIAN / ACCESS SIGNAGE TO SITE

CORNER BLADE TO INCORPORATE SIGNAGE 3 & 4A ON BOTH SIDES OF THE BLADE.

SHEET IS ONLY FOR REFERENCE , REFER TO FITOUT PACKAGE DETAILS GYG's SIGNAGE SCHEDULE

Sign DT01 : SINGLE SCREEN DIGITAL MENU UNIT

COATES SINGLE SCREEN UNIT , SERIES 8 O1 46" ODMB SINGLE UNIT. TO BE IN GYG BLACK FINISH.REFER TO DRAWINGS FOR DIMENSIONS / DETAILS. REFER TO MANUFACTURER FOR POWER AND DATA CABLING DETAILS.

Sign DT02 : DOUBLE SCREEN DIGITAL MENU UNIT

COATES DOUBLE SCREEN UNIT , SERIES 8 O1 46" ODMB DOUBLE UNIT. TO BE IN GYG BLACK FINISH.REFER TO DRAWINGS FOR DIMENSIONS / DETAILS. REFER TO MANUFACTURER FOR POWER AND DATA CABLING DETAILS.

SIGNAGE ART 01 : GYG DT ART / MURAL

ART WORK TO DT . TO BE LOCATED BETWEEN DT WINDOWS. ART TO BE VINYL INSTALLED ON EXTERNAL OF BUILDING. EXACT ART TBC BY GYG.

DEVELOPMENT APPLICATION

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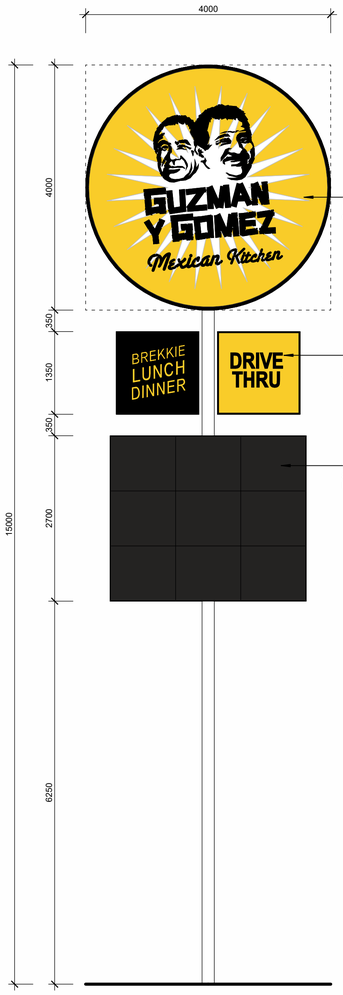
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Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Signage Plan
Designed	M&S
Drawn	M&S
Project no	24050
Scale	As indicated @ A1
Drawing no	A1.12
Rev	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



SIGNAGE DP-15 : PYLON SIGN
B + C

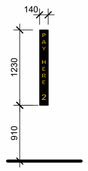
SIGNAGE S02-Y: YELLOW GYG LETTERSET 6000W x1100H
A

6.0m WALL SIGN "GUZMAN Y GOMEZ" & "MEXICAN KITCHEN" ILLUMINATED LETTERING.

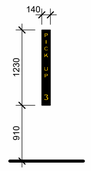


SIGNAGE S02-B: BLACK GYG LETTERSET 6000W x1100H
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6.0m WALL SIGN "GUZMAN Y GOMEZ" & "MEXICAN KITCHEN" ILLUMINATED LETTERING.



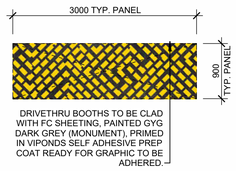
SIGNAGE S15: VERTICAL PAY SIGN



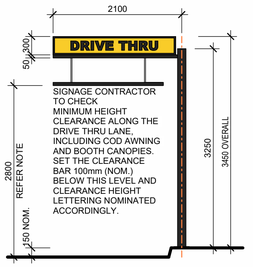
SIGNAGE S16: VERTICAL PICKUP SIGN



SIGNAGE S19-B: DELIVERY WINDOW GRAPHIC ILLUMINATED. 910mm X330mm
A



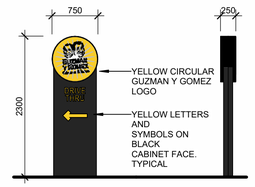
SIGNAGE S31: DT WINDOW TAPE GRAPHIC



SIGNAGE HB-01& HB-02: STANDARD HEIGHT BAR
NOTE: ONLY DT LANE 1 TO HAVE ROTATING BAR **HB-02**
A + C



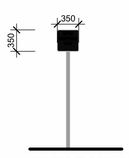
SIGNAGES D-01 :STANDARD DT ENTRY SIGN
A + C



SIGNAGE D-02 & D-03: STANDARD DIRECTIONAL SIGN
A + C



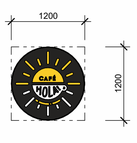
SIGNAGES D-05: STANDARD DT EXIT SIGN
A + C



SIGNAGE D-06: DT WAITING SIGN
C



SIGNAGE S06: GYG CIRCULAR ILLUMINATED SIGN
A



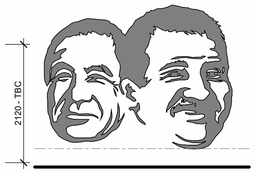
SIGNAGE S08: CAFE HOLA CIRCULAR ILLUMINATED SIGN
A



SIGNAGE S10-SPLIT: MENU OFFERINGS



SIGNAGE S11-SPLIT: GYG MEALS



SIGNAGE S13: GYG FACES (STENCILED)



SIGNAGE S14: SPEAKER / ORDER POINT
B + C



Signage LINE01-A

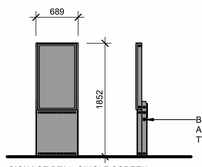


Signage LINE01-B

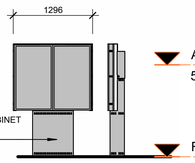


Signage LINE01-C

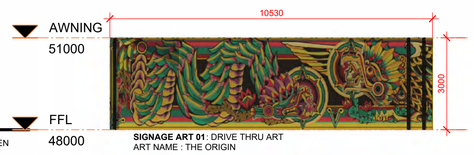
SIGNAGE LINE01: TYPICAL LINE MARKINGS



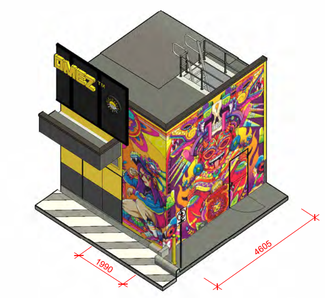
SIGNAGE DT01: SINGLE SCREEN MENU
B + C



SIGNAGE DT02: SINGLE SCREEN MENU
B + C



SIGNAGE ART 01: DRIVE THRU ART
ART NAME : THE ORIGIN



SIGNAGE ART 02: FRONT ENTRY
ART NAME : TBC

LEGEND:

- **A** POWER + SUPPORT
- **B** POWER + DATA
- **C** FOOTINGS REQUIRED

GENERAL NOTES:

POWER, DATA, SUPPORT AND FOOTINGS TO BE ALLOWED FOR AND ORGANISED BY BASEBUILD CONTRACOR

REFER TO FITOUT PACKAGE DETAILS AND GYG'S SIGNAGE SCHEDULE

PREPARATION FOR GRAPHIC FILMS

ITEM: SELF ADHESIVE PREPCOAT BY 'VIPONDS'

FINISH: SEMI GLOSS

LOCATION: WALL PREP LAYER TO ALL EXTERNAL WALLS WHERE GRAPHICS ARE TO BE APPLIED

NOTES: INSTALL AS PER MANUFACTURERS INSTALLATION REQUIREMENTS

DEVELOPMENT APPLICATION

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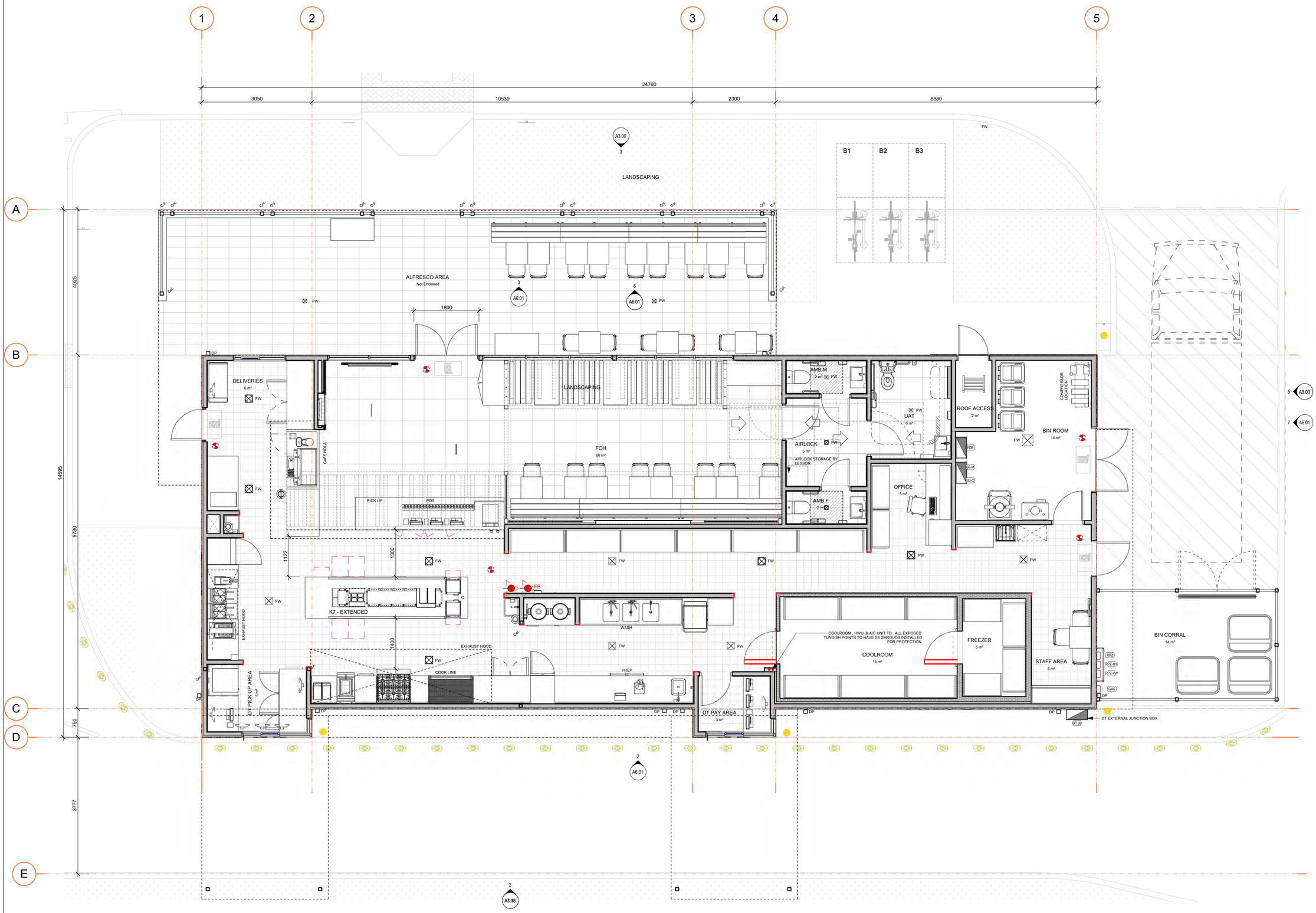
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a: PO Box 8084 Fremantle 6160
p: (08) 9316 0531
w: www.mandsarchitecture.com.au

Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Signage Details
Designed	M&S
Drawn	M&S
Project no	24050
Scale	As indicated @A1
Drawing no	A1.13
Rev	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



1 Ground Floor Plan

1 : 50

EMERGENCY LEGEND:

- EXIT SIGN.
- WALL MOUNTED FIRE BLANKET
- RECESSED EMERGENCY FITTING
- FIRE EXTINGUISHER SELECTION AND LOCATION TO AS2444 AND FRV GUIDLINES

  a) 2A:20B:E dry chemical extinguisher adjacent to emergency services switchboard (between 2-20 metres from switchboard).

  b) 40B:E dry chemical extinguisher adjacent to exit from kitchen area.

  c) 80B:E dry chemical extinguisher (between 2-4m from deep fryer).

LEGEND:

FW	FLOOR WASTE
OF	OVERFLOW RELIEF
Col.	COLUMN
DP	DOWNPIPE
RL	RELATIVE LEVEL
SSL	STRUCTURAL SLAB LEVEL
Bol.	BOLLARD
OH	OVERHEAD
POS	POINT OF SALE

1. ALL STUD WALLS ARE 90mm UNLESS NOTED OTHERWISE.
2. ONLY STUD WALL FRAMING & BASE FINISH HAVE BEEN SHOWN ON THIS PLAN. FINAL FINISHES ARE ADDITIONAL.
3. REFER TO TOILET AREA PLAN FOR CRITICAL DDA DIMENSIONS.
4. PROVIDE ADDITIONAL FRAMING WITHIN FRAMED WALLS AS NECESSARY TO SUPPORT BASINS, HWU, OVERHEAD WALL MOUNTED SHELVING AND OTHER ACESSORIES AS REQUIRED.
5. EXTERNAL WALLS ARE TO BE INSULATED AS PER 'SECTION J REPORT
6. THERMAL WRAP AS SPECIFIED AROUND EXTERNAL FACE OF ALL STUD FRAMING AND STRUCTURE.
7. INSULATION AT WALLS IS TO CONTINUE TO LEVEL OF ROOFING INSULATION. THE INSULATION ABOVE CEILING LEVEL SHALL BE INSULATION WITH R-VALUE TO 'SECTION J REQUIREMENTS.' CREATE A FULLY INSULATED BUILDING ENVELOPE WITHOUT VOIDS, I.E. WALL INSULATION AND ROOF INSULATION TO OVERLAP AND BE TAPED TOGETHER. USE WIRE MESH TO SUPPORT INSULATION WITHIN STUD FRAMING ABOVE CEILING HEIGHT IF REQ.
8. ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH CONSULTANT DRAWINGS

DEVELOPMENT APPLICATION

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a: PO Box 8084 Fremantle 6160
p: (08) 9316 0531
w: www.mandsarchitecture.com.au

Project: GYG Midland

Client: GUZMAN Y GOMEZ

Drawing Title: Ground Floor Plan

Designed: M&S

Drawn: M&S

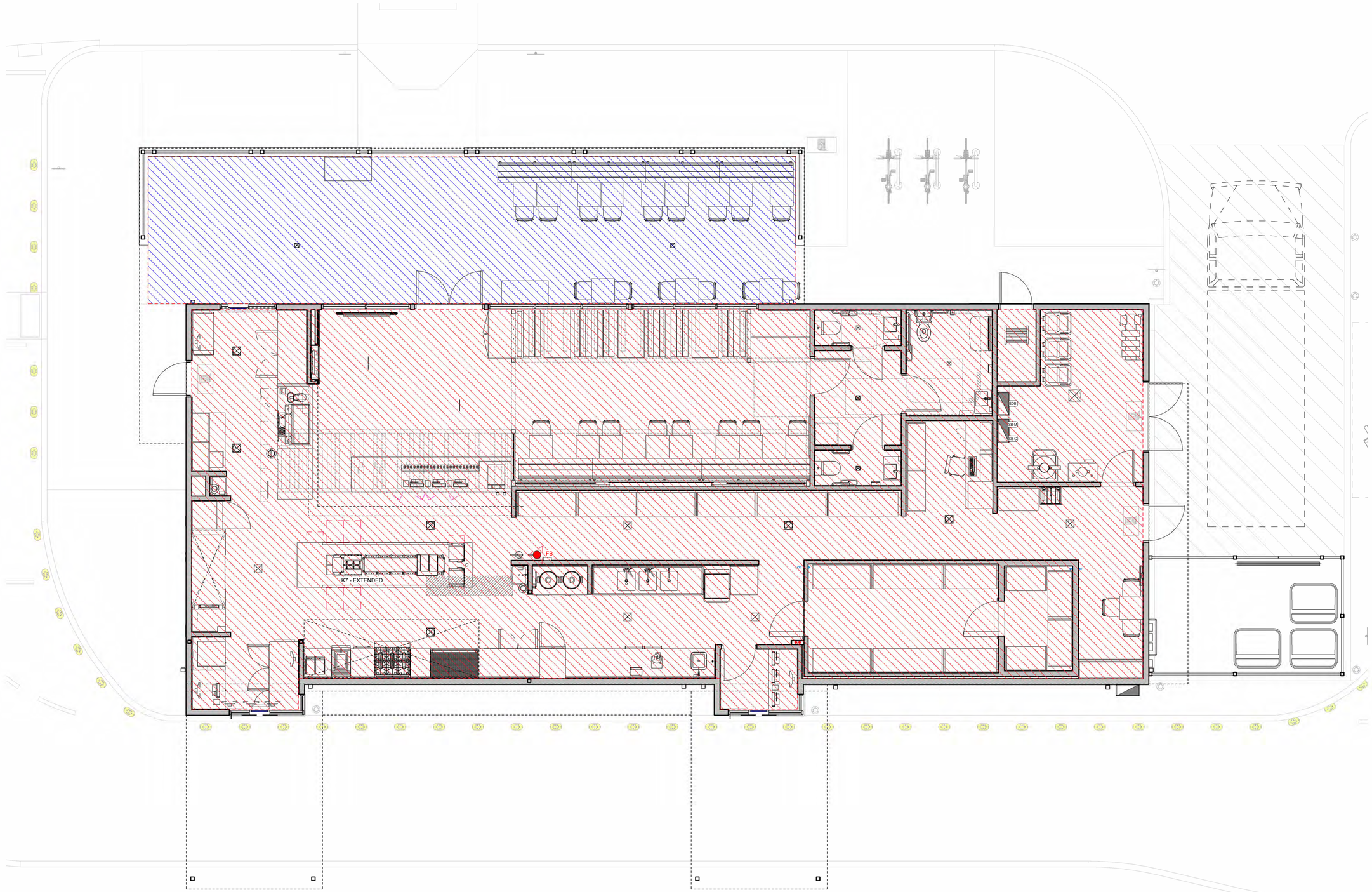
Project no: 24050

Scale: As indicated @ A1

Drawing no: A2.00

Rev: A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



EXTERNAL AREA: 58m²
INTERNAL AREA: 297m²

1 Red Line Plan
1 : 50

DEVELOPMENT APPLICATION

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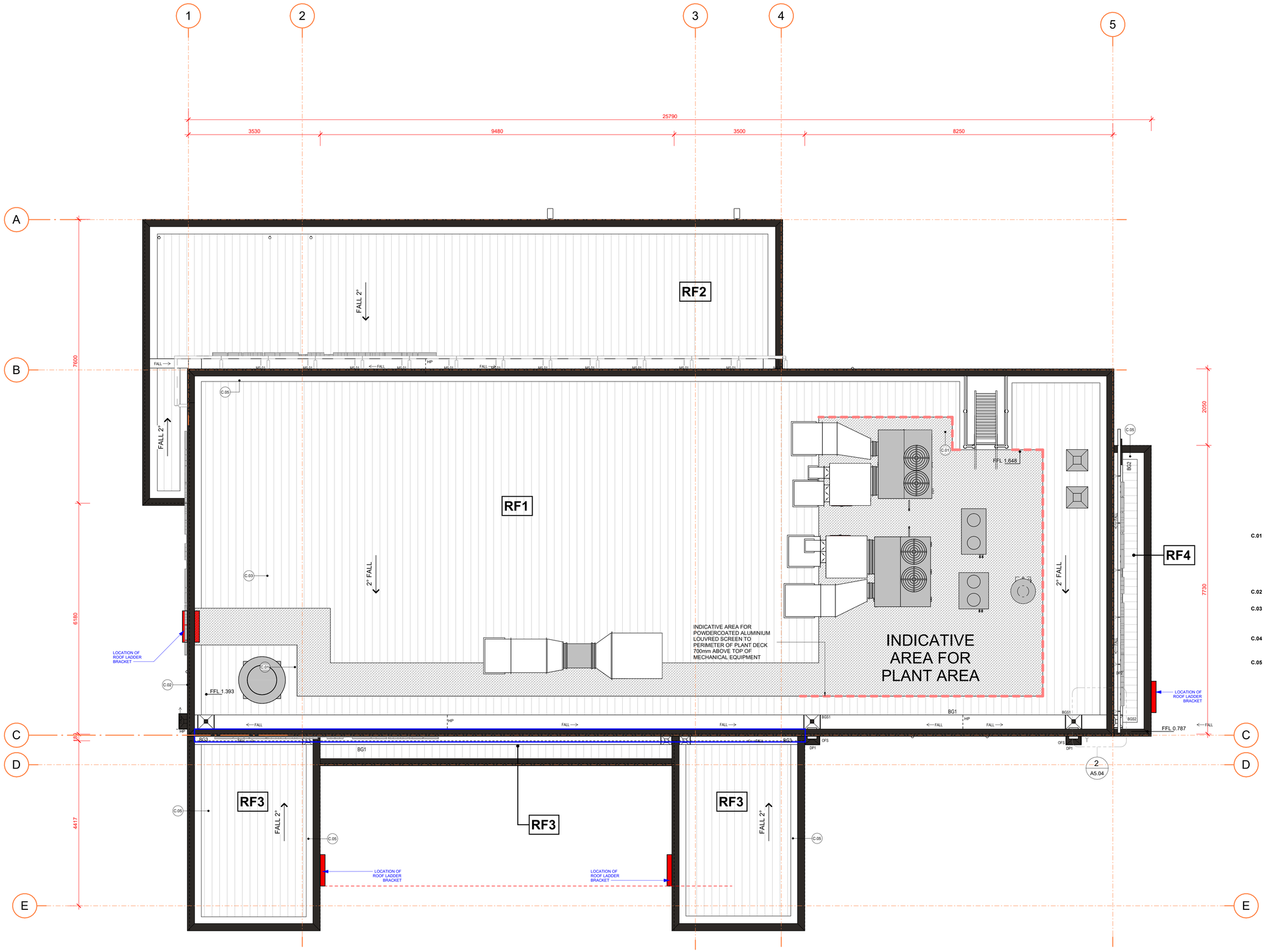
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w: www.mandsarchitecture.com.au

Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Red Line Plan
Designed	M&S
Drawn	M&S
Project no	24050
Scale	1 : 50 @ A1
Drawing no	A2.01
Rev	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



1 Roof Plan
1 : 50

LEGEND:

RF1	MAIN ROOF
RF2	ALFRESCO ROOF + DT EXIT / RUNNER DOOR CANOPY ROOF
RF3	DT CANOPY ROOF
RF4	LOADING AREA CANOPY
BG1	BOX GUTTER 450W x 250H
BG2	BOX GUTTER 350W x 150H
BG3	BOX GUTTER 300W x 150H
HP	GUTTER HIGH POINT
BGS1	SUMP TO FULL WIDTH OF BOX GUTTER X 450 LG. OFFSET DOWNPIPE
BGS2	SUMP TO FULL WIDTH OF BOX GUTTER X 400 LG
DP1	450W x 300H (+ NOM. 100 TAPER AT BASE) x 250D RAINHEAD WITH 100mm DOWNPIPE CONNECTION. RAINHEAD TO HAVE 300W x 50D SLOT OVERFLOW. TOP OF SLOT TO BE 100mm FROM TOP OF RAINHEAD.
DP2	DOWNPIPE 100mm X 100mm
OFS	OVERFLOW SPITTER 300W X 50H
MS01	75X75 EA MESH FRAME 1 (1250mmW x 2500mmH). EXPANDED MESH TO BE WELDED TO FRAME , POWDERCOAT FINISH.
MS02	75X75 EA MESH FRAME 2 (820mmW x 2500mmH). EXPANDED MESH TO BE WELDED TO FRAME , POWDERCOAT FINISH.
MS03	75X75 EA MESH FRAME 2 (838mmW x 1500mmH). EXPANDED MESH TO BE WELDED TO FRAME , POWDERCOAT FINISH.

GENERAL NOTES :

ALL VISIBLE DRAINAGE FIXTURES TO MAIN BUILDING TO BE FINISHED IN MONUMENT.

BUILDER TO ENSURE ALL DOWNPIPES (& OVERFLOW PIPES IF APPLICABLE) ARE FITTED WITH LEAFGUARD / LEAF DOME FILTERS.

REFER TO A2.04 FOR ROOF TYPES & DETAILS

CONSTRUCTION NOTES :

C.01 THE BUILDER SHALL ENGAGE SAFE MASTER Pty Ltd OR SIMILAR APPROVED ROOF ACCESS SYSTEM PROVIDER TO DESIGN, CONSTRUCT AND CERTIFY THE ROOF SAFETY ACCESS SYSTEM. SUPPLIER TO PROVIDE, INSTALL AND CERTIFY THE LADDER BRACKETS, DROPLINE CABLES, STAINLESS STEEL ANCHOR POINTS, WALKWAYS, WARNING SIGNS ETC AS NECESSARY TO COMPLETE THE SYSTEM. PROVIDE SAFETY SIGNS AND CERTIFY THE SYSTEM AS REQUIRED BY AS 1657 AND OTHER RELEVANT STANDARDS.

C.02 INTERNAL WALLS OF PARAPETS TO BE MINI ORB (TO MATCH ROOFING COLOUR) ON SARKING ON TOP HATS, REFER TO SECTION DETAILS.

C.03 THE BUILDER IS TO ALLOW FOR THE DESIGN, INSTALLATION, CERTIFICATION, CONSTRUCTION, AND INSTALLATION OF THE PLANT DECK THAT IS DESIGNED TO CARRY THE LOAD OF THE MECHANICAL ROOF EQUIPMENT AS PER MECHANICAL SPECIFICATIONS & DRAWINGS.

C.04 THE MECHANICAL EQUIPMENT AND PENETRATION LOCATIONS ARE DIAGRAMMATIC ONLY. REFER TO MECHANICAL DRAWINGS FOR LOCATIONS AND CLEARANCE REQUIREMENTS.

C.05 ALL FLASHING & CAPPING TO BE COLORBOND "SHALE GREY"

DEVELOPMENT APPLICATION

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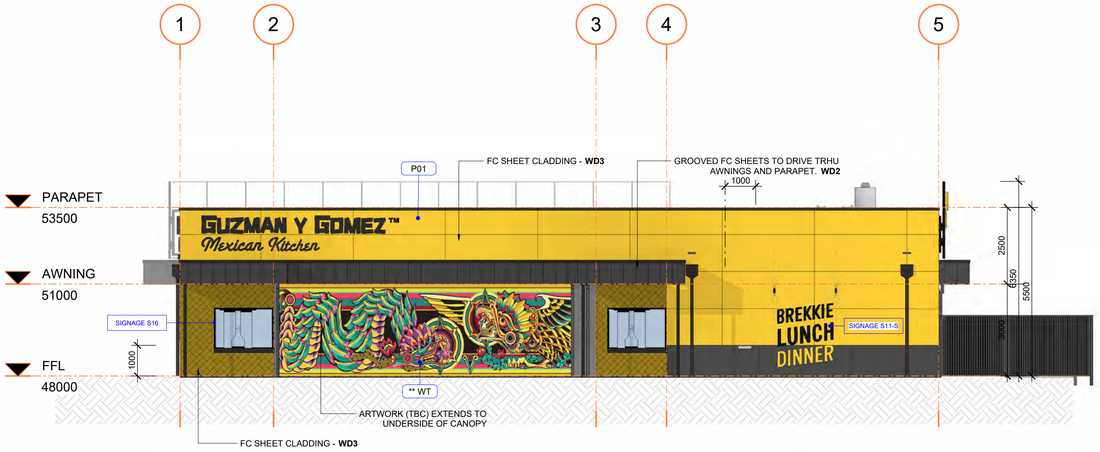
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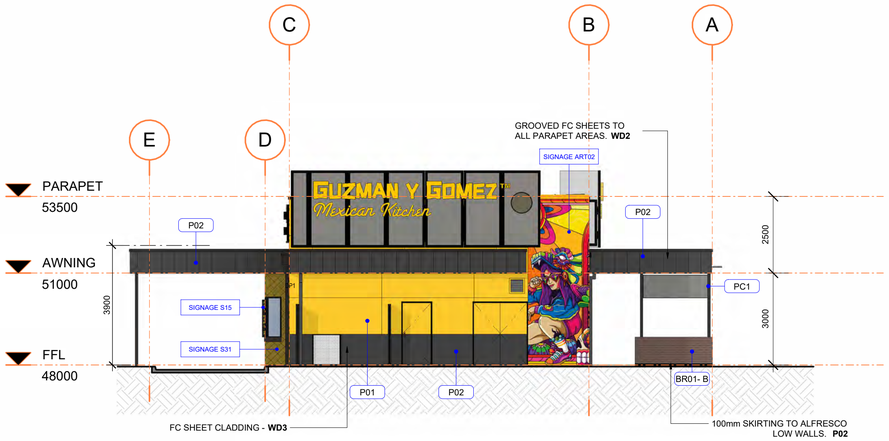
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Project	GYG Midland
Client	GUZMAN Y GOMEZ
Drawing Title	Roof Plan
Designed	M&S
Drawn	M&S
Project no	24050
Scale	As indicated @ A1
Drawing no	A2.09
Rev	A

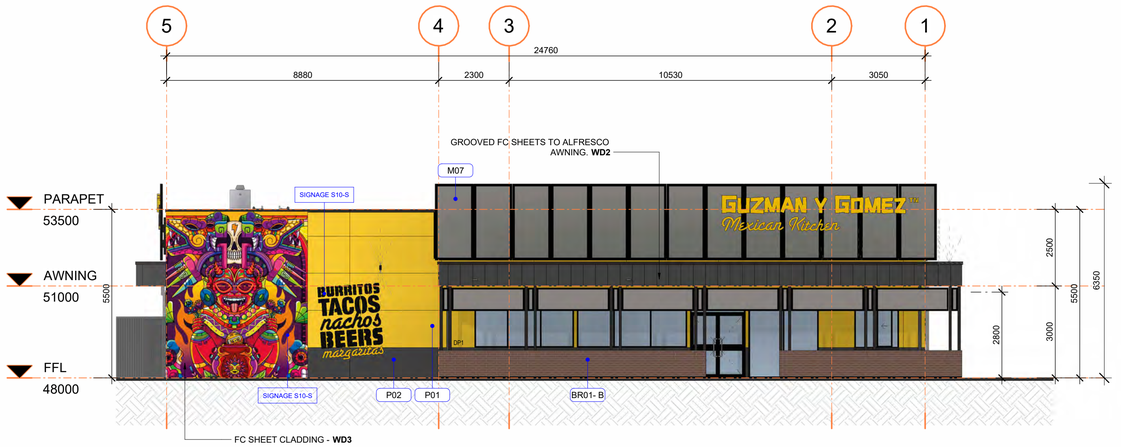
Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



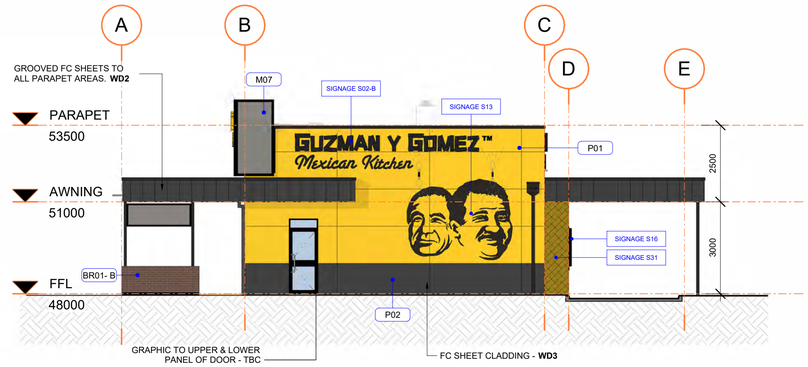
1 WEST ELEVATION
1 : 100



2 SOUTH ELEVATION
1 : 100



3 EAST ELEVATION
1 : 100



4 NORTH ELEVATION
1 : 100

PAINT	**P01** /GYG YELLOW	**P02** /DARK GREY	**P03** /GYG BLACK	CLADDING	**WD1** /TIMBER-LOOK ALUMINIUM	**WD2** /GROOVED FC SHEETING -PAINTED	**WD3** /FC SHEET - PAINTED	OTHER	**M07**/ EXPANDED MESH	BRICK	**BR01-B** /RECYCLED BRICK

DEVELOPMENT APPLICATION

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w: www.mandsarchitecture.com.au

Project: GYG Midland
Client: GUZMAN Y GOMEZ
Drawing Title: External Elevations

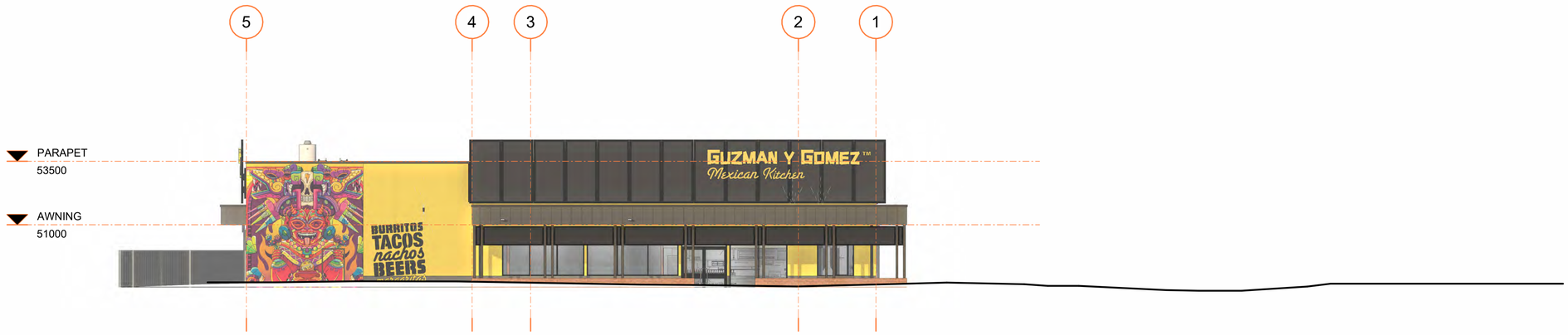
Designed	Drawn	Project no	Scale	Drawing no	Rev
M&S	M&S	24050	As indicated @ A1	A3.00	A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



1 EASTERN ELEVATION

1 : 100



2 EASTERN ELEVATION: LLOYD ST.

1 : 100

PAINT	**P01** /GYG YELLOW	**P02** /DARK GREY	**P03** /GYG BLACK	CLADDING	**WD1** /TIMBER-LOOK ALUMINIUM	**WD2** /GROOVED FC SHEETING -PAINTED	**WD3** /FC SHEET - PAINTED	OTHER	**M07**/ EXPANDED MESH	BRICK	**BR01-B** /RECYCLED BRICK

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Project: GYG Midland
Client: GUZMAN Y GOMEZ
Drawing Title: External Elevations 2
Designed: M&S
Drawn: M&S
Project no: 24050
Scale: As indicated @ A1
Drawing no: A3.01
Rev: A

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

Schematic Design

Guzman Y Gomez
Midland Gate
Lloyd St, Great Eastern Hwy
Midland, WA
20.12.2024

Landscape

CaPA

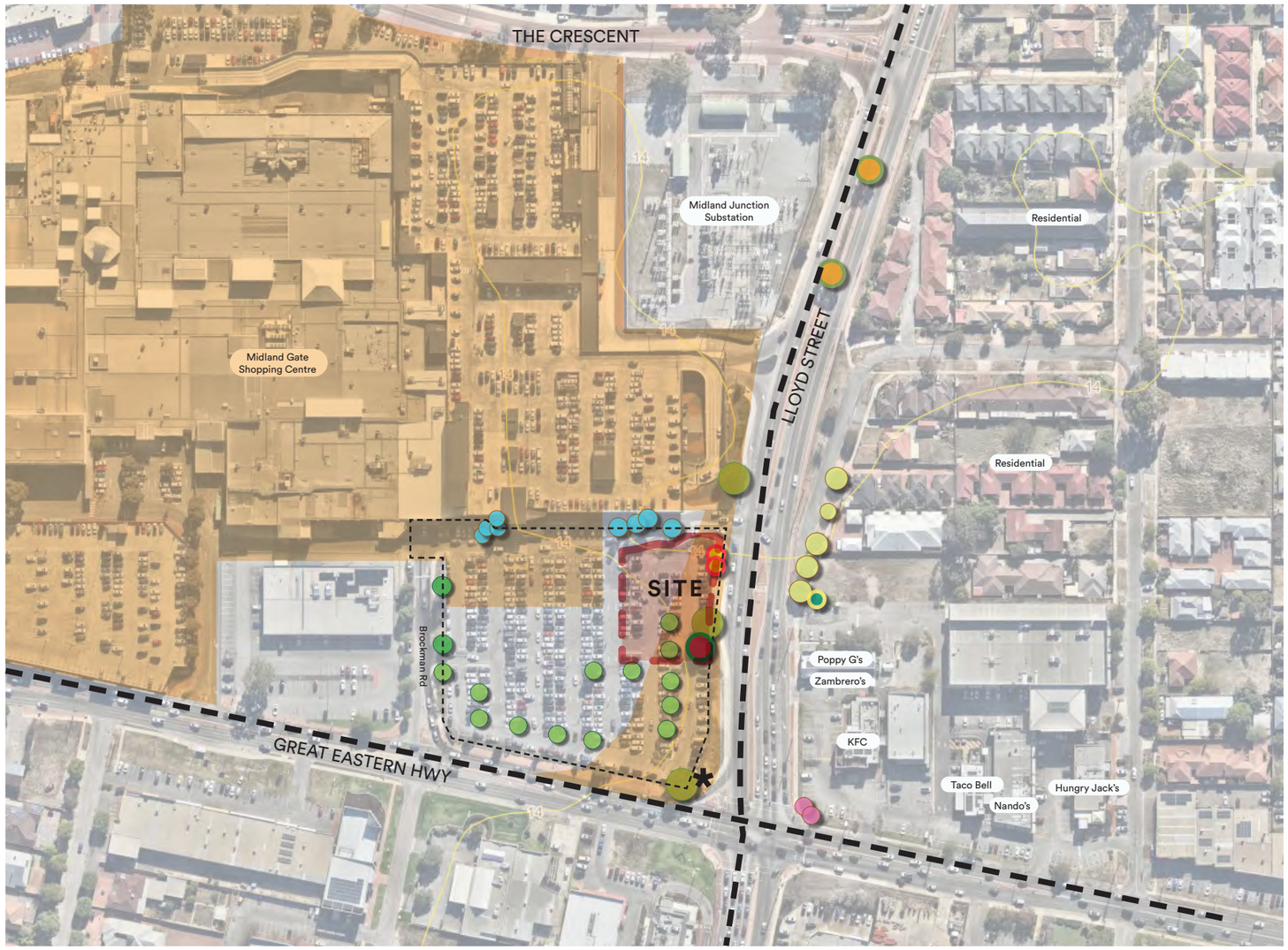
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Architecture

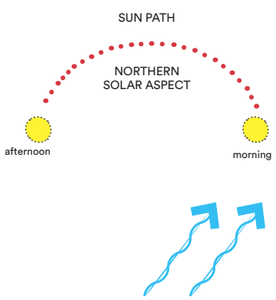
M&S

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

SITE CONTEXT
_existing trees streetscape



SUN PATH



afternoon south-westerly winds

SITE INFORMATION

Land area	2,494m2
Total Carpark Land Area	1.94ha
Local authority	City of Swan
Local authority Scheme	Midland Activity Centre Plan
Zone	Local Reserve - Local Road, Midland Strategic Regional Centre

LEGEND

- SITE LOCATION / SUBJECT AREA
- MIDLAND GATE ZONE
- CARPARK BOUNDARY
- LANDMARK SITE AND SIGNIFICANT CORNER



Corymbia maculata 'Spotted Gum'

Eucalyptus leucoxylon

Platanus acerifolia 'London Plane Tree' Deciduous

Eucalyptus cladocalyx nana 'Sugar Gum'

Lophostemon confertus 'Queensland Box Tree'

Melaleuca quinquenervia 'Paperbark'

Waterhousea floribunda

Eucalyptus tricarpa 'Ironbark'

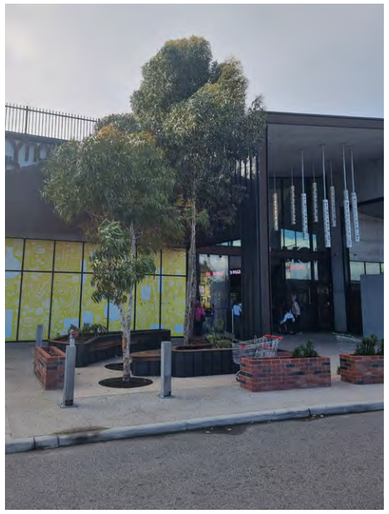
Archontopheonix cunninghamiana 'Picabeen Palm'

Erythrina 'Coral Tree'

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



VIEW 1_Midland gate carpark Spotted Gum trees



VIEW 2_Sugar Gum trees along main entrance



VIEW 3_Vehicle entrance from Lloyd St with Sugar Gum's in view



VIEW 4_Lloyd St looking north towards London Plane verge tree



VIEW 5_Lloyd Street & Great Eastern Hwy Intersection looking south



VIEW 6_Midland gate carpark London Plane trees along Lloyd St



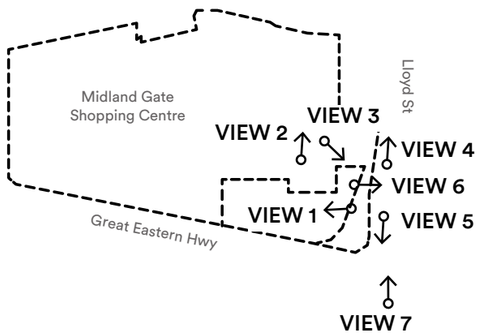
VIEW 7_Significant corner Lloyd Street & Great Eastern Hwy Intersection looking north with London Plane tree in sight



Midland gate carpark trees Spotted Gums



Commercial tenancies to the east along predominantly service orientated Lloyd St



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view from street

- Provide a generous layered landscape interface to street and commercial tenancy, whilst maintaining adequate visibility of advertised signage.

- Provide pedestrian connections to Lloyd street.

- Provide a more sympathetic landscape outlook from alfresco area.

- Increase tree canopy to carpark and design to thrive.

- Echo endemic plantings of place, whilst reflecting a Mexican vibrancy aligned with it's commercial offering.

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CARPARK ENTRY_ LLOYD ST



KEY

LANDSCAPE_VERGE AREA

1. Native planting mix to the verge and within 6.5m setback line. Compliance with City of Midland verge planting requirements. Refer to softscape planting mix
2. Existing verge tree

LANDSCAPE_ENTRY AREA

3. Small tree plantings with raised canopies allowing for visibility (*Eucalyptus forrestiana*)
4. Feature native shrub filter planting (*Banksia attenuata, Beaufortia elegans)*

CARPARK PEDESTRIAN LINK

5. Shared pedestrian zone crossing
6. ACROD in coloured concrete referencing brick with pathway network connecting to the road.
7. Endemic legacy tree for site; *Eucalyptus rudis* (Flooded Gum) Tree is a replacement to existing Erythrina (Coal Tree) which is highly shot hole borer susceptible and an endemic tree more appropriate.

ALFRESCO AREA

8. Verdant planting mix to east of outdoor eating area. Combination of WA natives and Mexican varieties. Refer to softscape planting mix

9. Bike racks with feature aromatic planting (Michelia Alba trees)
   .

LANDSCAPE FILTER

10. Additional 7 off trees (Eucalyptus Caesia) canopies to carpark along pedestrian link for increased canopy coverage and landscape filter.
11. Structural soil under new path and carbays dashed. Refer to information enclosed.

CENTRE LINK

12. Native planting mix as per landscape entry with small tree plantings (*Eucalyptus cladocalyx nana 'Sugar Gum'*) as per adjacent trees at centre (Refer to softscape planting mix)



Item 7_ Endemic legacy tree for site; *Eucalyptus rudis* (Flooded Gum) Tree is a replacement to existing Erythrina (Coal Tree) which is highly shot hole borer susceptible and an endemic tree more appropriate.

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legacy trees

Eucalyptus rudis (flooded gum)
8-12m h x 4m w
100L
qty: 1



small trees

Eucalyptus forrestiana 'Fuchsia Gum'
6m h x 5m w
75L
qty: 3



Eucalyptus caesia 'Gungunnu Gungurru'
8m h x 5m w
75L
qty: 7



Eucalyptus cladocalyx nana 'Sugar Gum'
7m h x 3m w
75L
qty: 1



fragrant trees

Michelia Alba
3m h x 3m w
In planter will not reach full maturity
300L
qty: 1

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native shrub mix (4 plants per m2)

Banksia attenuata (dwarf from)
1-1.5 h x 2m w



Olearia axillaris 'Ghost Town'
0.7m h x 1m w
14cm



Grevillea 'Spirit of Anzac'
2m h x 1.5m w
14cm



Grevillea 'Woolly Bear Hero'
0.3m h x 1.5m w
14cm

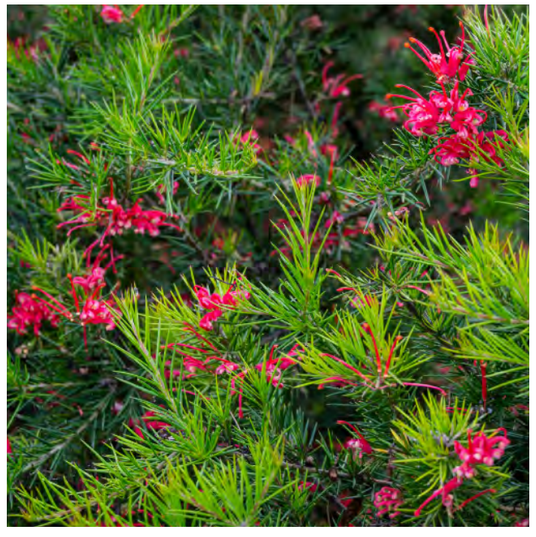


verge ground mix (4 plants per m2)

Ficinia nodosa 'Knotted Club Rush'
1m h x 2m w
14cm



Grevillea crithmifolia prostrate
0.5m h x 4m w
14cm



Grevillea 'Gin Gin Gem'
0.3m h x 2m w
14cm



Eremophila 'Kalbarri Carpet'
0.2m h x 2m w
14cm

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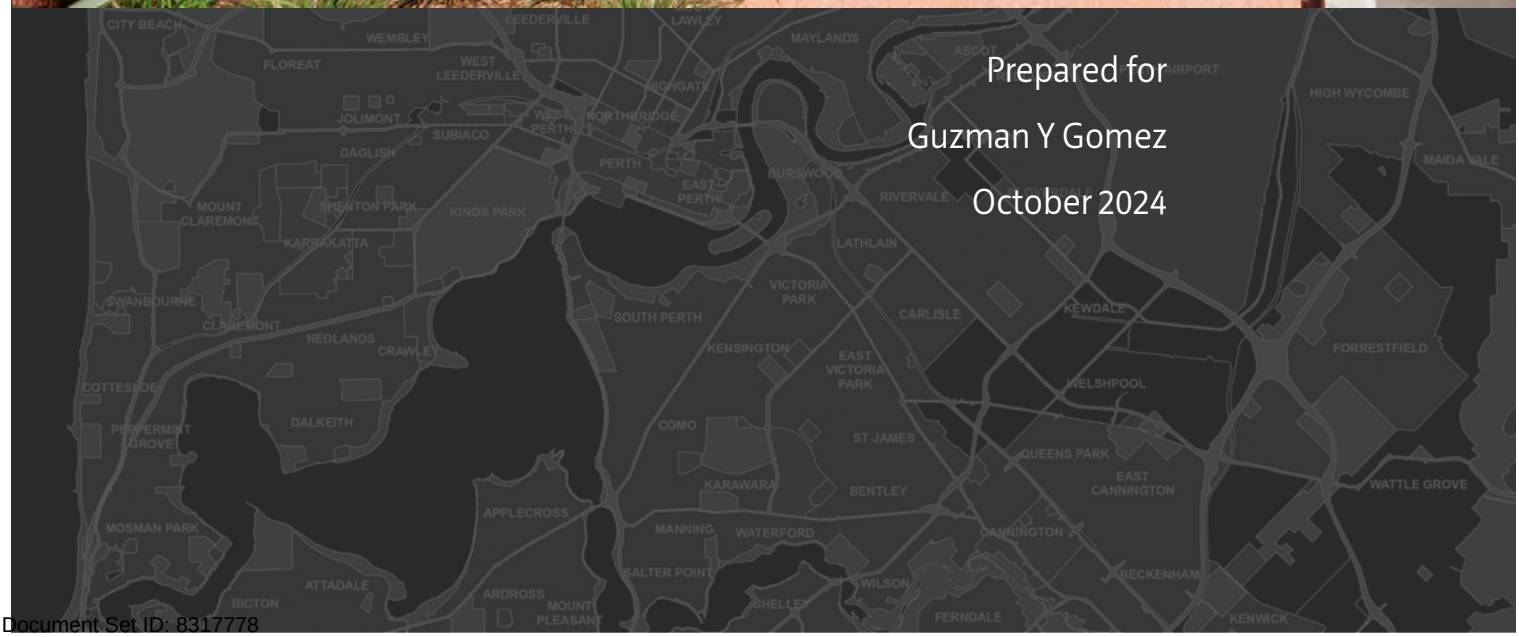
Development Application Report

Guzman Y Gomez Fast Food Outlet

Lot 10 (236-244) and Lot 603 (274) Great Eastern Highway, Midland

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS





Prepared for

Guzman Y Gomez

October 2024

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Direct all enquiries to:

Planning Solutions
Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: planningsolutions.com.au

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Project Details

Job number	8960	
Client	Guzman Y Gomez	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architecture, Drafting and Design Traffic Engineering Landscaping Architecture Waste Management Surveying	Planning Solutions M&S Architects WGA Carrier and Postmus Architects WGA Veris

Document Control

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Figures

Figure 1 – Aerial of the subject site, development site and surrounds

Figure 2 –Perspective of the proposal

Figure 3 - Perspective of the proposal

Figure 4 – Perspective of the proposal

Figure 5 – Landscaping palette (trees)

Figure 6 – Landscaping palette (ground cover)

Figure 7 – Extract of Local Planning Scheme No.17 Map

Figure 8 – Extract of Midland Activity Centre Structure Plan map

Appendices

Appendix 1: Certificates of Title

Appendix 2: Design Review Panel feedback responses

Appendix 3: Development Plans

Appendix 4: Landscape Plan

Appendix 5: Transport Impact Statement

Appendix 6: Waste Management Plan

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Guzman Y Gomez (**GYG**), the proponent of the proposed drive-through fast food outlet on Lot 10 (236-244) and Lot 603 (274) Great Eastern Highway, Midland (**subject site**).

The proposed development is located at the south eastern corner of the Midland Gate Shopping Centre car park (**development site**). For the purposes of clarity and readability of this report, the proposed development is located within the development 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.

The proposal involves the development and use of a GYG fast food outlet, comprising a restaurant and drive-through facility on the development site, providing a convenient service to the surrounding locality and travelling public. The application includes associated signage, landscaping and a reconfiguration of car parking.

The proposed development is appropriately situated within the Midland Gate Shopping Centre as a strategic regional centre, and will provide an additional dining and convenience offering to users in the precinct and the wider catchment.

The proposed development incorporates a site-specific design that is tailored to the context of the locality. The restaurant building incorporates a variety of architectural elements which departs from GYG's standard building design to respond to the context of the locality and its location in the subject site, as part of Midland Gate.

Planning Solutions respectfully requests the Metro Outer Development Assessment Panel (**DAP**) grants approval to the proposed GYG restaurant and drive-through facility.

1.2 Pre-lodgement Consultation

Representatives of Planning Solutions, GYG and M&S Architects undertook pre-lodgement consultation with the City of Swan (**City**) to discuss the development proposal, obtain feedback on various concept plans, and confirm matters to be addressed through the development application. The feedback and suggestions provided by the City have been considered in the development plans submitted with this application, where applicable.

Section 4 of this development application report provides a detailed summary of the proposed development, including design, built form and landscaping of the GYG fast food outlet and development site.

1.3 Design Review Panel

The preliminary design package was presented to the City's Design Review Panel (**DRP**) on 11 June 2024. The development plans have been modified in response to some feedback received from the DRP, most notably the relocation of the development site northwards. A response to the feedback received and specific recommendations from the DRP is contained in **Appendix 2**.

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2 SITE DETAILS

2.1 Land description

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

Table 1 - Lot details

Lot	Deposited Plan / Diagram	Volume	Folio	Area (m²)
10	Diagram 50412	2203	623	7,605
603	Deposited Plan 44021	2651	491	135,921

The proposed GYG Fast Food Outlet is located within the south eastern aspect of the subject site, to the north of the Great Eastern Highway and Lloyd Street intersection (**development site**). The development site only comprises an area of approximately 2,460m^2.

A review of the Certificates of Title and Deposited Plan reveals no notifications, easements or encumbrances affect the development site.

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

2.2 Location

2.2.1 Regional context

The subject site is in the municipality of the City of Swan and is located approximately 18km north-east of the Perth city centre. The subject site is located within the Midland Activity Centre as part of the Midland Gate Shopping Centre, which is one of ten strategic activity centres in the metropolitan area. The wider Midland Activity Centre is an established commercial precinct comprising the subject site and a variety of predominately commercial and retail developments.

The subject site has frontage to Great Eastern Highway to the south, and Lloyd Street to the east, which link the subject site to the wider Perth metropolitan region.

2.2.2 Local context, land use and topography

The subject site contains the Midland Gate Shopping Centre which is a substantial land parcel bound by The Crescent to the north, Great Eastern Highway to the south, Lloyd Street to the east and Cale Street to the west. The Midland Gate shopping centre is the largest and most iconic retail development within the Midland city area, and contains a wide range of retail, food, entertainment, personal services and customer focussed office uses.

Within the context of the subject site, the proposed GYG fast food outlet will be located in the south eastern aspect, within an area of existing open air, at-grade car parking.

Refer to **Figure 1** below for an aerial depicting the subject site, development site and surrounds, and to **Photographs 1-3** below.

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Figure 1 – Aerial photograph of the subject site, development site and surrounds (*Nearmap, 2024*)



Photograph 1 – The development site, as viewed from within the subject site, facing north

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Photograph 2 – The development area and verge, as viewed from Lloyd Street, facing north west



Photograph 3 – Existing access to the subject site via the Lloyd Street crossover, facing west

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3 PROPOSED DEVELOPMENT

3.1 Development Summary

This application seeks development approval for the use and development of a GYG fast food outlet on the development site. The proposal includes a high-quality, contemporary and functional built form, with associated internal access, car parking, signage and landscaping.

The proposed GYG fast food outlet will be orientated and designed in a manner which addresses Lloyd Street and the eastern entrance to the shopping centre. The development also activates and presents attractively to the existing car park. The development has been positioned to have minimal impact on the existing car parking access aisles and car parking, and provide built form and enhanced landscaping and pedestrian connections at the Lloyd Street frontage. The location does not impact on existing vehicle access from the local road network to the subject site.

The overall development will result in a modern and attractive built form which will contribute positively to the streetscape, reducing the amount of line marked parking bays on bitumen, and provide opportunities for patrons to enjoy the amenities of the facility within a comfortable alfresco seating area. Specifically, the proposed development comprises:

- A GYG restaurant building situated within the development site, comprising 297m² of gross floor area (**GFA**). Internally (237m²), the restaurant comprises a dining area, sales, storage, kitchen and preparation areas and toilet and amenities.
- A 24-seat alfresco area (60m²) is provided along the western side of the restaurant building, addressing the internal accessway. Planter boxes enclose the alfresco area and accommodate landscaping.
- An enclosed plant and servicing area on the northern side of the building, with an adjacent loading bay for service vehicles.
- A dual lane drive-through entrance with ordering menus and speaker boxes along the northern side of the restaurant building (loading zone). The drive-through lane merges to the eastern side of the building facing Lloyd Street. Landscaping surrounds the drive-through lane to enhance the building's presentation internally within the development site and to the streetscape.
- Two canopies will extend from the eastern aspect of the building over the drive-through pay and pick-up bays.
- An internal pedestrian link connecting the building entrance to the surrounding pedestrian footpath network along Lloyd Street at the building's northern aspect and a pedestrian link to the western car parking area.
- Loading zone adjacent to the northern side of the restaurant building, adjacent to the drive through facility and the proposed internal servicing yard.
- Various signage associated with GYG's corporate imagery.
- 11 line marked car parking bays for customers and staff of the new GYG development, including one universal access bay. Existing shopping centre car bays will also be available for use.

The proposed fast food outlet will operate 24 hours a day, 7 days per week, and will generally accommodate up to 10 staff at any one time. A maximum of 14 staff may be required for peak periods.

Refer to **Appendix 3** for a copy of the Development Plans prepared by M&S Architects and to **Figures 2, 3 and 4** below for renders of the proposed GYG fast foot outlet.

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Figure 2 – Render of the proposed GYG Midland Fast Food Outlet, facing north west, as viewed from Lloyd Street



Figure 3 – Render of the proposed GYG Midland Fast Food Outlet, facing east, as viewed from within the car park

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3.2 Built form

The proposed GYG restaurant building incorporates a range of architectural design features which depart from the traditional GYG format and provide an attractive, contemporary and functional built form to the streetscape, with negligible disruption to the existing layout and operation of the Midland Gate car park.



Figure 4 – Render of the proposed GYG Midland Fast Food Outlet, facing south east, as viewed from the proposed footpath

The following key design features have been incorporated as part of the proposed development:

- An attractively designed restaurant which incorporates GYG's branding and colour palette (dark grey, yellow and black), artwork and styles. This includes seating and table facilities within the restaurant front alfresco area, increasing opportunities for activity.
- A combination of varied materials and finished, including brickwork, mesh, artwork and building articulation through the provision of external canopies which address Lloyd Street, providing an attractive façade.
- Mesh elements extending above the building roof line, which provides an element of verticality to the proposed building.
- Attractive landscaping a low level brick wall facing Lloyd Street, softening the built form and providing visual interest.

Refer to **Appendix 3** for a copy of the Development Plans prepared by M&S Architects.

3.3 Landscaping

The proposed development will incorporate landscaping along the Lloyd Street boundary and within the subject site, allowing for the provision of approximately 355m^2 of new landscaping area, which equates to approximately 16% of the total development area. Several new trees for the shading of the car parking area are also proposed. Substantial landscaping is provided, which is concentrated in areas which provide the greatest amenity benefit, being along the Lloyd Street frontage and adjacent to the internal road. Refer to **Figures 5 and 6** for the proposed planting palettes. A detailed landscaping plan can be provided to the City as an appropriately worded condition of development approval.

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Figure 5 – Proposed tree planting palette (extract from Landscape Plan prepared by Carrier and Postmus Architects)

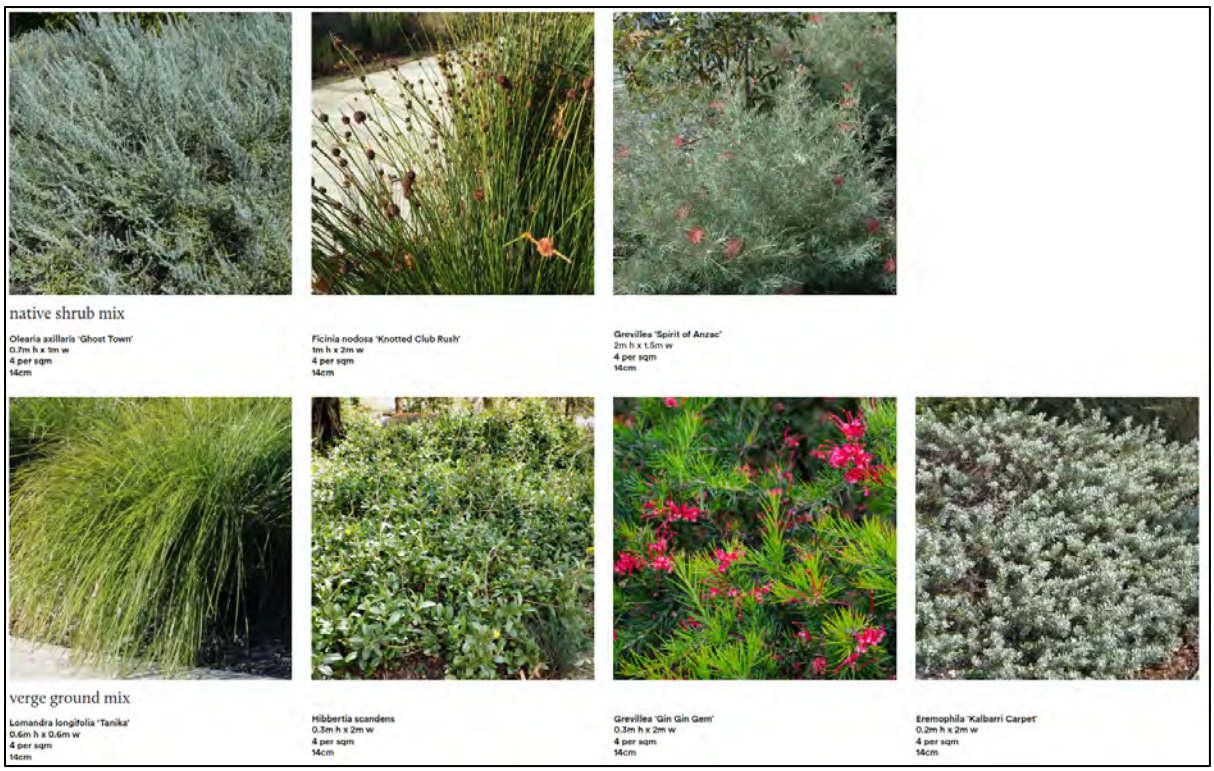


Figure 6 – Proposed ground planting palette (extract from Landscape Plan prepared by Carrier and Postmus Architects)

Refer to **Appendix 4** for a copy of the Landscape Plan prepared by Carrier and Postmus Architects.

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3.4 Access and Transport

The development site will continue to use the shopping centre's full-movement crossover access to Lloyd Street and the existing access points to Great Eastern Highway. No modifications to the existing crossovers are proposed as part of this application. The proposed development does not result in any significant changes to the existing access arrangements or flow of vehicles. The movement network will be clearly articulated to drivers by line marking and directional signage.

An integral component to the GYG Fast Food Outlet is the drive-through facility which conveniently serves food to customers without the need to exit their vehicle. The proposed drive-through facility will cater for the high frequency of traffic travelling along Great Eastern Highway and Lloyd Street. It will also cater for existing patrons of the shopping centre, who may already be driving to the shopping centre for other services.

The proposed drive-through facility is supported by Transport Impact Statement (**TIS**). A summary of the TIS is provided below, with the investigation concluding that:

- The proposed on-site car parking arrangements are considered acceptable and appropriate.
- The car park layout has been designed in accordance with the requirements and guidelines outlined in both local and national standards.
- Swept path analysis has been conducted to demonstrate the appropriateness of the site layout and access to critical car parking spaces.
- The proposal is anticipated to generate up to 89 new vehicular movements during the critical peak demand period (combined inbound and outbound movements).
- The level of new traffic movements expected to be generated by the proposed development is expected to pose negligible impacts to the safety / operations of the surrounding road network and intersections.
- Proposed on-site provisions for commercial vehicles are generally seen as meeting the requirements detailed in the applicable Australian Standard.

In summary, WGA consider that the proposed development will not result in any negative impact on the surrounding road network. Refer **Appendix 5** for a copy of the Transport Impact Statement prepared by WGA.

3.5 Waste and servicing

A Waste Management Plan (**WMP**) has been prepared by WGA in support of the proposed development. Waste collection of refuse and recycling will be collected at the northern side of the retail building, within the proposed loading bay.

The WMP demonstrates that the proposed development makes sufficient provision for general waste, and recyclable waste based on the estimated waste generation. Service and waste collection vehicles will access the development outside the peak operating hours of the business, resulting in minimal conflicts between customers and service vehicles, in accordance with best practice operation.

The service vehicles and waste collection trucks will enter the subject site, circulate the internal shopping centre car park to the development site, and access the loading bay in reverse gear. The site will be serviced by 12.5m rigid trucks. Turn path analysis confirms satisfactory vehicle movements within the development site for this size truck.

Refer to **Appendix 6** for the Waste Management Plan prepared by WGA.

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3.6 Signage

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

- One 15m Pylon sign, located fronting Great Eastern Highway to the south of the development area, with a 4m illuminated circular 'Guzman Y Gomez' logo at the top of the pylon. Two 1.35m x 1.35m illuminated sign boxes with 'Brekkie Lunch Dinner' and 'Drive Thru' imagery and one 2.7m x 2.7m digital sign below.
- A 10.53m x 3m area for public art, located between the payment and pickup windows in the drive through facility.
- An area indicated for public art, adjoining the drive through entrance, with dimensions of 4.8m x 3m on the western elevation of the building and 1.99m x 3m on the northern elevation of the building.
- Two yellow 6m x 1.2m 'Guzman Y Gomez Mexican Kitchen' sign, affixed to the western and northern elevations of the building with illuminated lettering.
- A black 6m x 1.2m 'Guzman Y Gomez Mexican Kitchen' sign, affixed to the eastern elevation of the building with illuminated lettering.
- A 2.15m x 2.48m 'Burritos Tacos Nachos Beers Mararitas' non-illuminated sign, affixed to the western elevation of the building in close proximity to the drive through entrance.
- A 1.85m x 2.12m 'Brekkie Lunch Dinner' non-illuminated sign, affixed to the eastern elevation of the building.
- Two 1.6m x 1.6m circular illuminated signs with GYG branding, affixed to the eastern elevation and southern elevations at their corner.
- One 1.2m x 1.2m circular illuminated 'Café Hola' signs, affixed to the southern elevation at the eastern corner.
- A 2.1m x 0.3m 'Drive Thru' sign, located at the entrance of the drive through facility.
- Various directional signage to ensure efficient operation of the drive through facility.

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

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4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

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

The development site fronts Lloyd Street at its eastern aspect, which is reserved 'Other Regional Roads' under the MRS. No changes to existing access arrangements from the road network are proposed as part of this application. No works are proposed within any road reserved. The subject site is not affected by land reserved by the MRS.

In respect of Clause 32 of the MRS, the subject site is located within the Midland Strategic Centre as identified in *State Planning Policy 4.2 - Activity Centres* (**SPP 4.2**). A development application is considered a major development if the net additional floorspace for a Category A activity centre use (or uses) is greater than the thresholds in Table 1 of SPP4.2, being 10,000m^2.

The proposed GYG Fast Food Outlet and its 297m^2 gross lettable area is not classified as 'major development' and is therefore not required to be referred to the WAPC for a separate determination. Furthermore, the proposed development is generally consistent with the provisions of the Midland Activity Centre Structure Plan, addressed in the subsequent sections of this submission.

4.2 State Planning Policies

4.2.1 State Planning Policy No. 4.2 Activity Centres

State Planning Policy 4.2 Activity Centres specifies broad planning requirements for the planning and development of new activity centres and the redevelopment of existing centres.

Midland is classified as a 'Strategic Centre' in the Activity Centres Hierarchy of SPP4.2. As outlined within Table 3 of SPP4.2, Strategic Centres are defined as:

> *Strategic centres are the main regional and sub-regional activity centres. They are multi-purpose centres that provide a diversity of uses and are the main focus for housing and employment growth outside the Capital City. These centres provide the full range of economic and community services necessary for the communities in their catchments and wider region. These centres are expected to service substantial populations, providing health, community and social services, be well-served by public transport and provide opportunities for business agglomeration.*

Strategic centres focus on servicing the daily and weekly needs of residents, providing services, facilities, and job opportunities that reflect local needs. SPP4.2 identifies fast food outlets as a desired land use within strategic centres.

The proposed fast food outlet will provide a convenient service to the local community and enhance the Bullsbrook town centre by supplementing existing retail spaces. The design emphasises the street, enhancing the public realm with passive surveillance and attractive landscaping, contributing to the safety and amenity of the streetscape.

The proposed development will support the Midland Strategic Centre as it expands upon the existing services offered and provides employment opportunities for residents of the surrounding area.

The proposed development is therefore consistent with SPP4.2, warranting approval.

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4.2.2 State Planning Policy No. 7 – Design of the Built Environment

State Planning Policy No.7.0 – Design of the Built Environment (**SPP 7.0**) elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. Refer to **Table 2** below for an assessment against the ten design principles of SPP7.0.

Table 2 – Assessment against the Design Principles of SPP 7.0

Design Element		Design Outcome
1.	***Context and character*** *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The proposed development is consistent with the surrounding area, which can be described as a commercial precinct, comprising the Midland Gate shopping centre and various fast foot outlets and service commercial developments fronting Great Eastern Highway. The proposal seeks to create a connection with the built heritage of the Midland Railway Workshops, with the implementation of brickwork and steel mesh. Native landscaping is also proposed to reference the natural context and character of Midland.
2.	***Landscape quality*** *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	Approximately 643m^2 of soft landscaping is proposed to frame the proposed built form and enhance the Lloyd Street streetscape. Several trees are also proposed, which provide shade to the existing car parking area. Refer to the proposed landscape plan.
3.	***Built form and scale*** *Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The proposed development offers Guzman Y Gomez's high-quality build seen in many locations throughout Australia and is consistent with the scale expected for a fast food outlet within a strategic activity centre. The proposal seeks to deliver an active use in an expansive existing car parking area with little activation. The planning framework, specifically the MACSP doesn't require a two storey built form to be provided to Lloyd Street. The development proposes the use of timber and brick elements to articulated built form, resulting in an interesting built form outcome, with native landscaping softening and creating a contrast to the built form.
4.	***Functionality and build quality*** *Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.*	The development has been designed with existing traffic flow and pedestrian connectivity in mind. Access for pedestrians is prioritised through the car parking area and is provided to the surrounding footpath network. The alfresco is well located at the building entrance, resulting in a functional development. The drive through is located east of the building, fronting Lloyd Street.
5.	***Sustainability*** *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development proposes a number of key sustainability initiatives such as: • The use of high efficiency water and lighting fittings throughout. • Implementation of recycled building materials, such as brickwork. • Provision of bicycle parking facilities for guests and staff to encourage alternate means of transport. • Use of refuse compactors to improve efficiency of waste management. • Waterwise landscaping species.
6.	***Amenity***	The proposed development represents the use an enhancement of an expansive existing car parking area and will improve activation and interest at the Lloyd Street frontage.

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Design Element		Design Outcome
	Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	The development plans and concept landscape design illustrates improved pedestrian amenity and access, with a new footpath proposed from Lloyd Street and a new internal footpath connecting to the southern Midland Gate Shopping Centre entry. The alfresco canopy provides shade and shelter for GYG customers and pedestrians, with landscaping providing an attractive setting. The development provides efficient and safe access from the surrounding car parking area and street, provides substantial areas of new landscaping and provides facilities for the use of bicycles as an alternative means of access.
7.	***Legibility*** *Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.*	The alfresco and canopy (western elevation) provides a legible and recognizable entrance to the facility. The design and layout is legible from the drivers perspective, give the development transitions quite seamlessly into the existing car park. Limited modified to existing access aisles and medians / kerbing are required. The use of the existing shopping centre crossover to Lloyd Street assists with this. Signage is proposed throughout the surrounding car parking area to improve wayfinding and marked pedestrian crossings are provided for safe and efficient access.
8.	***Safety*** *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development will provide passive surveillance to the surrounding area and marked pedestrian crossings are provided for safe and efficient access. The proposal significantly activates the existing portion of car parking fronting Lloyd Street.
9.	***Community*** *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*	The restaurant itself provides a comfortable environment for the gathering of the local community. The GYG brand is involved in many community programs and initiatives throughout the country and represents a net gain for the Midland community.
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.*	The GYG build out, demonstrated across Australia, offers an exemplary aesthetic through the use of varied building articulation and varied materials and colours. Artwork is proposed externally and is supported via areas of significant landscaping.

As demonstrated above, the proposed development adequately addresses the design principles of SPP7.0 and therefore warrants support.

4.3 City of Swan Local Planning Scheme No. 17

The City of Swan Local Planning Scheme No.17 (**LPS17**) applies to the subject site. LPS17 is supplemented by the 'Deemed Provisions' in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015.* Where a deemed provision is inconsistent with a provision of LPS17, the deemed provision prevails to the extent of the inconsistency.

4.3.1 Zoning and zone objectives

The subject site is zoned 'Midland Strategic Regional Centre' the provisions of LPS17. Refer to **Figure 7** below.

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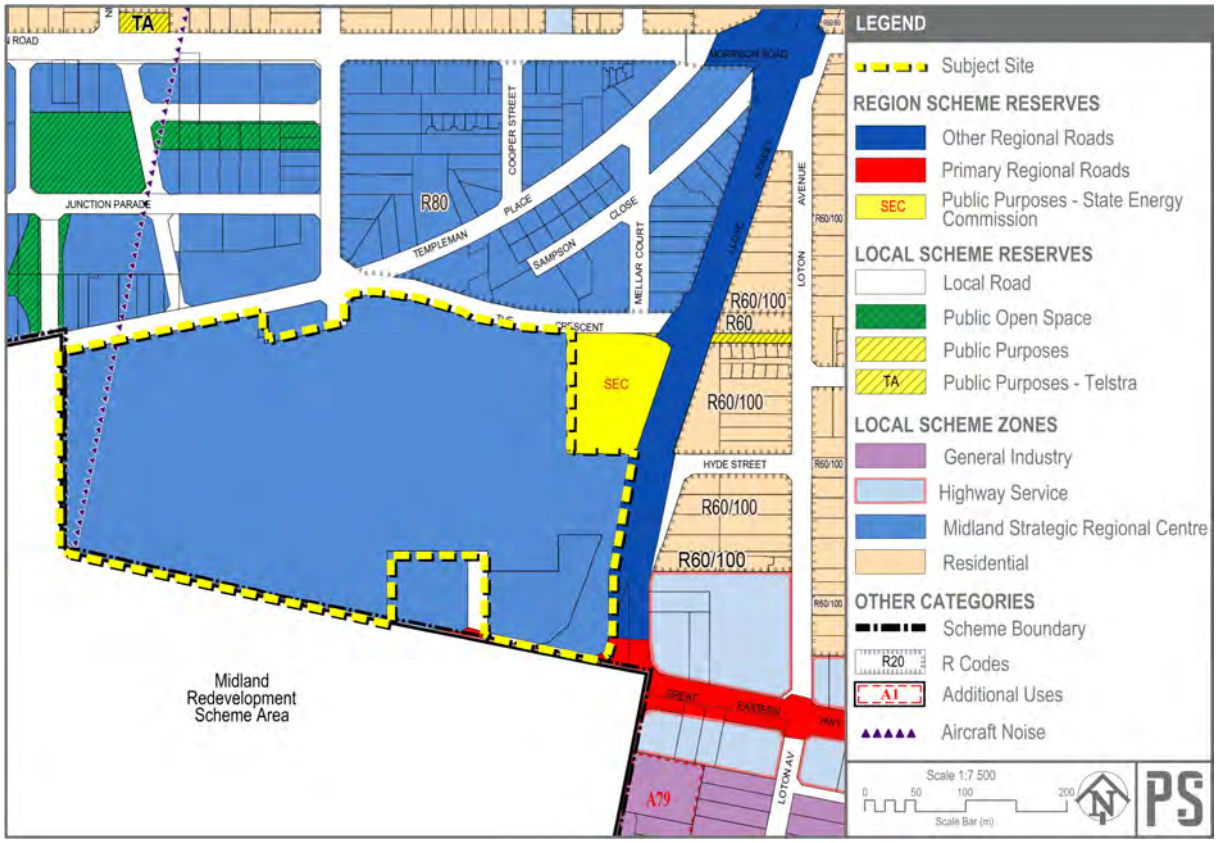


Figure 7 – Extract of LPS17 zoning map

The relevant objectives of the Midland Strategic Regional Centre zone are to:

- *Ensure development of the centre accords with the WA Planning Commission's Policy as it applies to activity centres.*
- *Facilitate the creation of employment within the centre so as to reduce the demand for travel and enhance the level of self-sufficiency within the subregion.*
- *Promote the development of a wide range of commercial facilities and services including major offices, retailing and a mix of entertainment, recreation and community facilities to meet the needs of the sub-regional community.*
- *Promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development.*
- *Enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes.*
- *Encourage mixed uses and complementary development within the centre so as to enhance the viability of business and the efficient use of facilities and services.*
- *Ensure future development and re-development accords with activity centre design principles as referred to in State Planning Policy No. 4.2, providing an integrated, attractive, safe and vibrant focus for the community.*
- *Ensure car parking and access facilities do not disrupt the continuity of development or reduce pedestrian connectivity within the centre.*
- *Ensure development and re-development within the centre affords appropriate recognition of heritage values and the character of existing streetscapes, with reference to scale, form and design.*

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The proposed development is consistent with the objectives for the following reasons:

- The proposed development is consistent with SPP4.2, as demonstrated above, with a Fast Food Outlet being an entirely appropriate land use.
- Employment opportunities will be created through the proposed development, given a car parking area will be activated and will build upon the existing offerings of the wider area. This improves vibrancy of the activity centre.
- The development provides an enhanced presence to Lloyd Street as compared to the existing car parking and offers opportunities for greater pedestrian accessibility from the Midland Gate Shopping Centre to the surrounding road network.
- The development is of appropriate scale and location, offering a higher level of built form than is usually proposed for similar developments.
- The Fast Food Outlet land use is permitted within the zone, as discussed below.

The proposed development is consistent with the objectives of the Midland Strategic Regional Centre zone, warranting approval.

4.3.2 Land use permissibility

The proposed development is best described as the 'Fast Food Outlet' land use, which is defined under the provisions of LPS17 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, but does not include a lunch bar.*

LPS17 defers land use permissibility to the relevant Local Structure Plan for land zoned 'Midland strategic regional centre', which is the Midland Activity Centre Structure Plan (**MACSP**).

Pursuant to the provisions of the MACSP, the subject site is designated as within the Midland Gate precinct. The Fast Food Outlet land use is a 'P' (Permitted) land use in the Midland Gate precinct, meaning it is permitted provided the use complies with the relevant development standards and the requirements of the Scheme.

4.3.3 Development standards and requirements

The development standards and requirements are also deferred to the relevant Local Structure Plan for land zoned 'Midland Strategic Regional Centre'. Further consideration is provided in **Section4.4** below.

4.3.4 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 3** below for an assessment of the relevant matters.

Table 3 – Matters to be considered assessment.

Matter to be considered	Provided
(a) 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;	Refer to Section 4.3.
(c) any approved State planning policy	Refer to Section 4.2.
(g) any local planning policy for the Scheme area;	Refer to Section 4.5.

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Matter to be considered	Provided
(h) any structure plan or local development plan that relates to the development	The Midland Activity Centre Structure Plan applies to the subject site, refer to Section 4.4 for a detailed assessment of the structure plan provisions.
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) 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;*	The proposed fast food outlet development is well positioned in an existing commercial precinct, benefiting from advantageous access to a key throughfare (Lloyd Street) via existing shopping access arrangements. The relevant local structure plan sets out the intent for the precinct, with the proposed development being consistent with this intent. Additionally, the proposed built form is consistent with surrounding existing developments and is consistent with the relevant planning provisions, demonstrating compatibility with the surrounding area. A plethora of fast food outlets are located within 200m of the development site.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposed development activates and underutilized car parking area, providing a focal point for the entrance to the Midland Gate shopping centre. The proposed development will not have any undue impacts of the environment given it is co-located with existing commercial businesses and is therefore consistent with the character of the locality. Additionally, the proposed development is expected to have positive social impacts on the surrounding locality through the provision of additional employment opportunities through construction and operation. Passive surveillance to the car park and Lloyd Street is also enhanced.
(p) 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;	The development proposes approximately 16% of the development area as soft landscaping, including the provision of several additional shade trees to the car parking area. Landscaping has been utilised along key building frontages to improve the subject sites presentation to the surrounding road network. Existing trees are also proposed for preservation. Two trees require removal.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	Traffic reporting, prepared in support of the proposed development, demonstrates minimal impact to the surrounding road network and internal accessways. Swept paths also confirm adequate accessibility and parking for both passenger and servicing vehicles.
(t) 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;	Traffic reporting, prepared in support of the proposed development, demonstrates minimal impact to the surrounding road network. Refer to the TIS.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The subject site benefits from advantageous access to existing high frequency public transport routes along both Great Eastern Highway and Lloyd Street. Additionally, the Midland Train Station is within walking distance of the development area. Waste storage and servicing is proposed via the internal servicing area and the adjacent loading bay. Accessibility will be provided in accordance with the relevant Australian Standards.

As demonstrated, the proposed development is generally consistent with the relevant matters to be considered under Clause 67(2) of the Deemed Provisions and therefore warrants support.

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4.4 Midland Activity Centre Structure Plan

The Midland Activity Centre Structure Plan (**MACSP**) applies to the subject site and the wider Midland Activity Centre, and is intended to guide and facilitate the development of Midland's City Centre. The MACSP identifies the subject site as within the 'Midland Gate Precinct' and also identifies a landmark site to the south of the development site, at the intersection of Lloyd Street and Great Eastern Highway.

The southern boundary of the development site is located approximately 50m north of the indicative landmark development symbol. The separation distance does not preclude or prejudice from the landmark site accommodating a meaningful development in the future.

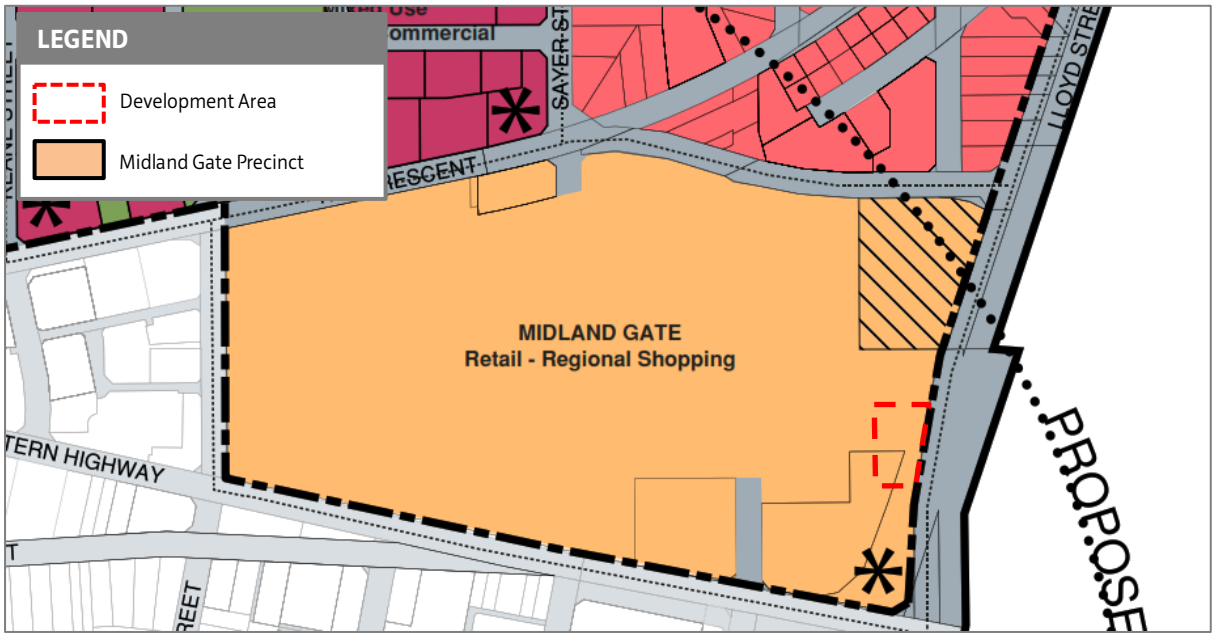


Figure 8 – Extract of MACSP map

Clause 1. 9.1.6 of the MACSP states that:

> *Future development of the Midland Gate Shopping Centre must ensure that the street environment is protected as a pedestrian friendly and safe environment. Built form should address the surrounding streets through active shop fronts, pedestrian scale and facade articulation, with the exception of Lloyd Street, which will be a busy traffic thoroughfare. Along the Lloyd Street interface, landscape planting should complement its intended character as a well treed boulevard.*

The proposed development has considered this vision. Although with a drive through component and not a regular active shop front, the GYG fast food outlet addresses and provides an increased level of activation Lloyd Street, compared to the existing car parking. The building is designed to a pedestrian scale and provides enhanced pedestrian connections and landscaping. However, it is noted that Lloyd Street is intended as a busy traffic throughfare and tree lined boulevard. The proposal has been designed with this in mind and is considered suitable in consideration of this vision.

4.4.1 Structure Plan requirements

Section 1.8.3 of the MACSP provides a series of general development standards, which apply to all areas within the structure plan. **Table 4** below provides an assessment of the relevant general development standards.

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Table 4 – MACSP general development standards assessment

Development standard	Provided / Comment	Compliance
1.8.3.1 Street Interface		
Development within the Structure Plan will establish a positive relationship to the street and public spaces, including the delivery of active edges at specific locations consistent with Map 6. Active Edges have the following characteristics: *i. Areas of greatest activity and interest, and public placed to front onto public streets, priority pedestrian routes and public places;* *ii. Ground floor building articulation maximising the relationship with the street through extensive areas of windows frequent doors and limited blank walls;* *iii. Narrow frontage buildings providing opportunities for more frequent and mixed-uses;* *iv. Pedestrian awnings for weather protection; and* *v. Uses visible from the outside, or spilling onto the street.*	The development proposes activation to Lloyd Street by developing an existing car parking area with a high quality built form, landscaping and enhanced pedestrian access. Limited areas of blank wall are proposed through the inclusion of built form articulation and artwork. The building is set back from Lloyd Street to accommodate the drive through component, which is not does conducive to the provision of a pedestrian awning. Instead, an awning is proposed over the outdoor alfresco area for weather protection. The proposed use will be visible from the street and softened by enhanced native landscaping.	✓
1.8.3.2 Building Entrances		
A minimum of one entrance to a building shall be clearly visible and directly accessible from a street or pedestrian mall.	The proposed building entrance faces the car parking area (facing west). This is considered acceptable given Lloyd Street is a relatively harsh and car dominated environment with little relief offered for pedestrians. A new pedestrian access is proposed from Lloyd Street, at the northern aspect of the development site.	**Variation**
18.3.6 Vehicle Parking and Access		
At-grade parking areas shall include a minimum 2 metre wide natural landscaping strip along all street boundaries and shall be visually attractive from the street and other public spaces	A 0.8m wide landscape strip is proposed between the drive through and the Lloyd Street lot boundary. The landscaping strip widens and narrows at various sections. This is considered acceptable given the portion of the Lloyd Street verge adjoining the development site that is proposed to be landscaped. The landscaping strip presents as much wider to Lloyd Street, which results in the desired aesthetic.	**Variation**
Car parking bays shall be provided on-site in accordance with the rates specified in Table 3. Car Parking Standards, provided that any parking shortfall shall be provided as cash in lieu.	Refer to Section **0** for a detailed car parking assessment.	**Refer to Section 4.3.2**
Car Parking rates as specified in Table 3. Car Parking Standards may be reduced at the discretion of the local government where reduced car parking demand is justified through specific public transport access or other alternative parking measures in a site specific parking management plan, prepared by a suitably qualified professional.	Refer to Section **0** for a detailed parking assessment.	**Refer to Section 4.3.2**
1.8.3.7 Bicycle Parking		

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Development standard	Provided / Comment	Compliance
Employee/long-term bicycle parking facilities shall include a lockable, sheltered enclosure where the cyclist is able to store a bicycle throughout the day	The secure storage of employee bicycles can be facilitated through the internal storage room.	✓
Visitor/short-term bicycle parking shall include bicycle rails or racks to which bicycle frames or wheels can be locked.	Visitor / short term bicycle parking is proposed to the west of the GYG building, providing space for six bicycles to be securely stored.	✓
Development shall be provided with end of trip facilities in accordance with the following minimum standards. *Commercial buildings less than 500 square metres in floor area – Minimum 2 spaces.*	The proposed development is less than 500m2 in floor area and therefore is not required to provide end of trip facilities. Three bicycle parking spaces are proposed at the western aspect of the building, near the entrance.	✓
1.8.3.10 Bulk and Scale		
Architectural design shall ensure variation in building plane, as well as materials, colours and textures to reduce the overall bulk and scale of any development	The proposed built form includes the use of varying colours, materials and built form articulation to reduce the overall bulk of the development. In any case, as a single storey building, the proposed development doesn't result in excessive bulk or scale. Areas of blank walls have been minimised.	✓
Development shall be designed to incorporate articulation of building elements to break up the mass and scale of large developments.		
Any street façade of development shall be designed to promote surveillance of the street through good visual connection between public and private spaces and shall include windows, doors and balconies at upper levels.	A high level of activity is proposed to the eastern Lloyd Street frontage which promotes passive surveillance from both customers and staff.	✓
1.8.3.11 Building Height		
Building heights shall be consistent with Table 5. Development Standards. *The maximum building height may be increased consistent with allowances provided for in Table 5. Development Standards*	The development proposes a general single storey scale building (maximum height of 6.35m) with a vertical timber tower element on the corner. We note the Minimum Wall Height requirements (at street interface) do not apply to Lloyd Street.	✓
1.8.3.14 Material and Finishes		
Architectural design shall ensure variation in building plane, as well as materials, colours and textures to reduce the overall bulk and scale of any development.	The proposed development incorporates several materials and articulation measures on all facades to ensure an appropriate scale and visual interest. Refer to the colours and materials schedule provided on the elevation drawings. External cladding includes timber look aluminum, grooved and painted FC sheeting. Expanded mesh and recycled brick is also proposed.	✓
All external finishes of a building shall be constructed of high quality materials, including but not limited to masonry, timber or glass.	All external materials will be constructed of high quality materials and finishes, consistent with GYG restaurants throughout Australia.	✓
External walls shall be provided with an articulated or detailed finish.	External walls are articulated using timber paneling, glazing or cladding to provide visual interest.	✓
Extensive blank walls, facades and featureless glazing which are visible from any part of a street or public space shall not be permitted.	The development does not propose any extensive blank facades.	✓

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Development standard	Provided / Comment	Compliance
A window in an external wall of a building which faces north, east or west shall be protected from direct summer sun.	Canopies are provided to windows facing east or west, ensuring protection from the sun as required.	✓
1.8.3.16 Building Service Areas		
Storage area for refuse and recyclable material must be provided on site and the area must not be visible from any street.	Bins will be stored within the proposed enclosed servicing area at the northern aspect of the building and will therefore not be visible externally.	✓
Facilities and manoeuvring areas for the loading and off-loading of service and delivery vehicles shall be provided on site, unless the local government has exercised its discretion and allowed alternative arrangements that vary this provision.	The development proposes a loading bay adjacent to the servicing yard. The TIS and WMP prepared in support of the development demonstrates the appropriate sized vehicles can maneuver within the loading bay as required.	✓
1.8.3.17 Landscaping		
Uncovered car parking at ground level shall be provided with one shade tree per four car parking bays	The concept landscape plan depicts a ratio of at least one tree per four car parking bays, for the parking bays immediately west of the GYG building.	✓

Section 1.9.2 of the MACSP also sets out additional precinct specific development requirements. **Table 5** below provides an assessment of the relevant requirements applicable to the Midland Gate precinct.

Table 5 – Midland Gate precinct requirements

Development standard	Provided / Comment	Compliance
Minimum wall height (at street interface) *6.5 meters* ***Maximum Building Height*** *2 to 6 storeys*	The development proposes a general single storey scale building (maximum height of 6.35m) with a vertical timber tower element on the corner. We note the Minimum Wall Height requirements (at street interface) do not apply to Lloyd Street.	✓
Maximum Boundary Wall Height *5 storeys or 17.5m*	No applicable – no boundary walls are proposed.	**N/A**
Street setback *Nil up to four storeys*	The proposed building is set back from Lloyd Street to allow for the drive through facility to function in the most efficient and safe manner possible for the subject site. Additional building mass is provided to the drive though canopies to provide a presence at the street. The proposed setback is considered suitable in the context of the Midland Gate Shopping Centre and the fact that the planning framework doesn't require a minimum Nil setback.	✓

The proposed development is consistent with the Midland Gate Precinct requirements of the MACSP, warranting support.

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4.4.2 Car parking

The development site is located within the southeastern aspect of the existing Midland Gate Shopping Centre open air, at-grade car park. The location of the development site contains 73 existing 90-degree car parking bays and associated access aisles. Accordingly, the development of the GYG Fast Food Outlet requires the removal of existing car parking bays to accommodate the building footprint and drive through component. The proposal includes 12 car parking bays within the development site. Accordingly, a net loss of 61 car parking bays will result from the proposed development.

The City's Local Planning Policy POL-TP-129 Vehicle Parking Standards provides car parking rates for various land uses, however, the following assessment has been provided against the provisions of the MASCP. The provisions of the MASCP are specific to the subject site and the parking rate for a 'Fast Food Outlet' within the MACSP is the relevant parking rate for the purposes of this application. **Table 6** below provides a car parking assessment.

Table 6 – Parking assessment

Land Use	Parking ratio	Variable	Required car bays	Provided car bays
Fast Food Outlet	*1 bay per 10sqm gross lettable area plus 1 bay for 6 seats*	297m^2 GLA 52 seats	30 parking bays 8.6 (9) parking bays	26 bays within and immediate adjacent to development site (12 bays within defined development site boundary) 14 bays within the drive through facility.
			Total	**40 bays provided, 39 required**

The proposed development comprises 297m^2 of GLA and 52 seats, requiring 39 car parking bays. The proposal provides 12 formalised car bays as part of the development site, with additional existing car parking bays adjacent to the development site for use by GYG customers, if required. The drive-through component of the development provides sufficient space to accommodate 14 cars. Accordingly, the development can be seen to provide 40 car parking bays. The development site proposes a surplus of one (1) car parking bay to cater for the proposed GYG Fast Food Outlet.

The development site currently contains 73 car bays. Therefore, the proposed development results in a net loss of 61 formalised parking bays. This reduction in parking bays is considered appropriate because:

1. The net loss of 61 bays equates to approximately 1.9% of the overall parking provision of the Midland Gate shopping centre, which has approximately 3,059 existing car parking bays.
2. The easternmost aspect of the existing car parking within the development site is generally underutilised. The development site is located more than 50m from the southern Midland Gate shopping centre entrance. The car parking bays being removed are generally occupied less, given their location away from the shopping centre entrance and the existing lack of pedestrian connections through the car park to the shopping centre entrance.
3. The car parking bays within the development site aren't explicitly allocated for GYG use and can be used by regular shopping centre patrons. GYG can also use other existing bays if required.
4. The GYG drive through is expected to reduce reliance on the use of the formalised parking bays within the car park by GYG customers.
5. Existing shopping centre patrons, who are already parking at the shopping centre, are likely to walk to the GYG facility, which provides enhanced pedestrian connections to the shopping centre.
6. The reduction in open air car parking is seen as an enhancement of the development site, with a contemporary built form and attractive landscaping areas proposed, as opposed to the existing line marked bitumen.
7. The TIS prepared by WGA confirms the proposed parking scenario is satisfactory.

The proposed car parking is appropriate, warranting support.

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4.4.3 WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel

The WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel (**planning manual**) was presented to the WAPC on 11 September 2024 for final approval. The parking rates are based on accessibility, employment type and spacing of uses. The parking rates across 14 local government areas in the Perth and Peel regions have been used to inform the proposed rates, to address the overprovision of parking and contribute to the more efficient use of land. The planning manual includes the following parking rate for the Fast Food Outlet land use:

Minimum: 1 space per 50m^2 of public floorspace.

Maximum: 1 space per 10m^2 of public floorspace.

An assessment against this parking rate is provided in the following table:

Table 6: Assessment against the WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel

Minimum requirement	Variable	Calculated parking requirement
Fast Food Outlet *1 space per 50m^2 of public floorspace*	Approx. 131m^2 of public floorspace is proposed.	3 bays required.
	Total minimum number of bays required	**3 bays.**
	Total number of bays provided	**40 bays.**
	Total parking surplus	**+37 bays**

This assessment demonstrates the minimum parking requirements recommended by the DPLH generates a **significant surplus**. If the maximum rate was applied, 14 bays would be required, meaning the proposal is suitability within the maximum. The car parking is entirely suitable when considered against the *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel.*

4.5 Local Planning Policies

4.5.1 Local Planning Policy LP-1-10 Provision of Public Art

The City's *Local Planning Policy 1.10 – Provision of Public Art* (**LPP1.10**) applies to development with an estimated cost exceeding $2 million and requires the provision of public art or cash-in-lieu to a value equivalent of a minimum of 1% of the estimated cost of development.

The proposed development will implement on site public art through the artwork depicted on the building and elevations. This requirement can be addressed through an appropriately worded condition of development approval.

4.5.2 Local Planning Policy 70 Advertising signs within Commercial and Industrial Zones

Local Planning Policy 70 Advertising signs within Commercial and Industrial Zones (**LPP70**) applies to all development that proposes advertising signage and is developed to manage the potential number and impact on the public realm.

Given the subject site is not zoned Commercial, an assessment against the provisions of LPP70 has not been provided. The proposed signage is consistent with GYG's corporate branding and is entirely appropriate for a fast food outlet within the strategic activity centre, being Midland Gate.

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5 CONCLUSION

This application seeks approval to develop a Guzman Y Gomez fast food outlet with associated drive-through facility, car parking, landscaping and signage on a portion of the Midland Gate Shopping Centre site. The proposed development is appropriately situated within a site which is zoned Midland Strategic Regional Centre and conveniently located in proximity to Great Eastern Highway, a major state road generally characterised by commercial, retail and vehicle-orientated businesses. These businesses rely heavily on high volumes of passing motorists.

The proposal will enhance and activate the Lloyd Street streetscape by delivering a high-quality built form outcome which is site-specific to the locality, replacing an existing car parking area.

In summary, the proposal appropriately responds to the relevant aspects of the planning framework and warrants the City's support and approval from the DAP for the following reasons:

- The development is designed to a high standard, and will result in a positive built form outcome for the site. This facility is considered to be a flagship restaurant for GYG in Western Australia, and creates a clearly identifiable development at the entrance of the Midland Activity Centre.
- The proposed development is generally consistent with the requirements of the relevant state and local planning frameworks, including SPP4.2.
- The proposed GYG restaurant has received 'in-principle' support from the City from a land use perspective, subject to appropriate design. The City's DRP recommendations have been considered as part of the proposed development plans.
- The proposed drive-through facility is supported by a Transport Impact Statement which demonstrates the capacity of the drive-through lane is sufficient to cater for expected vehicular traffic during peak periods.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed development in the context of the locality and existing land use. Accordingly, we respectfully request the DAP approves the proposed development.

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Guzman Y Gomez Pty Ltd

GYG Midland

TRAFFIC IMPACT STATEMENT

WGA241154

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20 December 2024



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Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	28/08/2024	DRAFT	JM	JB	MV
B	03/10/2024	FINAL	JM	JB	MV
C	20/12/2024	FINAL - AMENDED	JM	MV	MV

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1 INTRODUCTION

1.1 General

WGA has been engaged by Guzman y Gomez Pty Ltd (GYG) to prepare a Transport Impact Statement to accompany a Development Application (DA).

The application seeks approval to permit a fast-food outlet situated within Midland Gate Shopping Centre located at 274 Great Eastern Highway, Midland.

1.2 Development Application History

WGA understands that a proposal to construct a fast-food outlet within the existing Midland Gate Shopping Centre was previously submitted to a State Design Review Panel (DRP).

The previous proposal intended to leverage the existing site access points provided by the broader shopping centre and access the subject site through existing car parking areas. This proposal was previously assessed within previous WGA's previous Traffic Impact Statement report (WGA241154-RP-TT-0001 Rev B).

Upon review of the application, it is understood that the Panel was not supportive of the proposed arrangement and subsequently provided a recommended site layout, which has generally been adopted.

The revised arrangement intends to access the site via the internal roundabout intersection located immediately adjacent to the Lloyd Street frontage. To accommodate vehicular access to the site, it is proposed to construct a southern leg to the roundabout.

Consequently, the following updated Traffic Impact Statement report seeks to assess the DRP recommended layout and demonstrate its appropriateness for a traffic, parking and safety perspective.

1.3 Documentation Referenced

In preparing this assessment, the following documentation has been referenced:

- Development Application plans prepared by Matthews & Scavalli Architects dated 19 December 2024.
- City of Swan Local Planning Policy Vehicle Parking Standards (POL-TP-129).
- Midland Activity Centre Structure Plan.
- Western Australian Planning Commission (WAPC) Transport Assessment Guidelines:
  - Transport Impact Assessment Guidelines Volume 1: Introduction and General Guidance.
  - Transport Impact Assessment Guidelines Volume 4: Individual Developments.
  - Transport Impact Assessment Guidelines Volume 5: Technical Guidance.
- Australian Standard for Parking Facilities Part 1: Off-street Car Parking (AS2890.1 – 2004).
- Australian Standard for Parking Facilities Part 2: Off-street Commercial Vehicle Facilities (AS2890.2).
- Australian Standard for Parking Facilities Part 6: Off-street Parking for People with Disabilities (AS2890.6 – 2022).
- Austroads Guide to Traffic Management (AGTM) Part 12: Integrated Transport Assessments for Developments.
- 'Trip Generation and Parking Demand Surveys of Fast-Food Outlets: Analysis Report' prepared by Bitzios Consulting dated 13 September 2016.
- Nearmap aerial imagery and Google Streetview, as required.

1.4 Assessment Guidelines

The Department of Planning in conjunction with the Western Australian Planning Commission (WAPC) provides guidance to assist land use planners and transport planning professionals to undertake and assess transport impact assessments of land use development proposals.

These TIA guidelines bring together relevant technical standards and policies in order to consistently and comprehensively assess the level of impact development will have on the transport network, whilst keeping in line with state planning policies and practises.

Specifically, Section 4.2 of *Volume 1: Introduction and General Guidance* provides the following guidance with regards to the level of assessment required, with reference to the relevant section within the following report detailed in *italics*:

- Individual developments which are calculated to generate up to 100 vehicle trips within the site generated peak hour are considered to represent a moderate impact.

  Refer to Section 6.1.

- Fast food restaurants up to 250 sqm gross floor area and generating up to 100 vehicle trips in the peak hour are considered to represent a moderate impact.

  Refer to Section 4.1 and Section 6.1.

Therefore with consideration of the guidance outlined above and within the relevant Transport Impact Assessment Guidelines, the following **Transport Impact Statement** has been prepared to accompany the DA submission.

2 SITE CONTEXT

2.1 Subject Site

The subject site is located within the south-eastern corner of the Midland Gate Shopping Centre and is currently occupied by on-site car parking servicing the centre.

Midland Gate Shopping Centre is generally bounded by Great Eastern Highway to the south, Lloyd Street to the east, The Crescent to the north and Cale Street to the west. The location of the subject site in the context of the surrounding environs is shown in Figure 2.1.



Figure 2.1: Surrounding Road Network and Environs

The subject site is generally rectangular in shape, with an approximate 60 metre frontage to Lloyd Street. The broader shopping centre site is generally surrounded by a mixture of residential and commercial uses.

2.2 Existing Land Use

The subject site is currently occupied by an at-grade car parking area servicing the broader shopping centre.

A review of the existing car parking provisions indicates that approximately 81 car parking spaces are provided on the subject site itself.

2.3 Planning Zone

The subject site is located in a Central City Area and is illustrated in Figure 2.2, which shows it in its regional context within the Metropolitan Region Scheme.

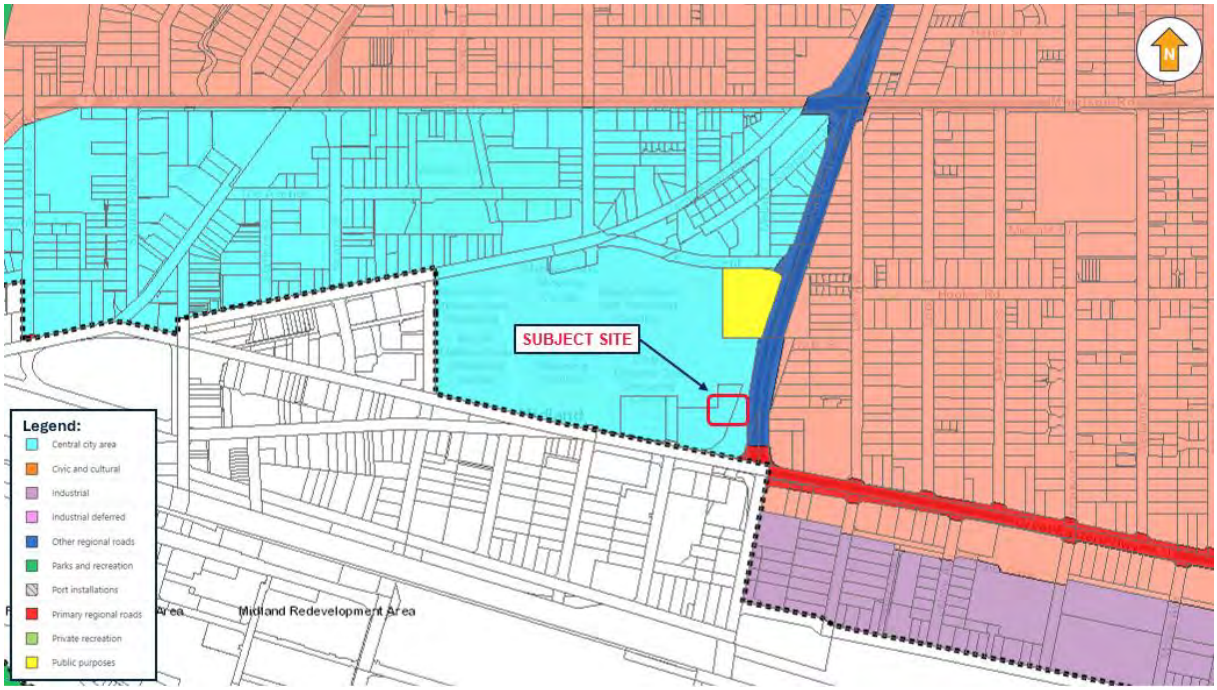


Figure 2.2: Planning Zones

Along the site frontage, Great Eastern Highway is designated as a 'Primary Regional Road' and Lloyd Street is nominated as an 'Other Regional Road' under the provisions of the Metropolitan Region Scheme. A summary of the classifications is as follows:

Primary Regional Road:	Roads of regional significance in the planned road network and are declared under the Mains Road Act 1930.
Other Regional Road:	Roads of regional significance in the planned network for which planning responsibilities are shared by WAPC and local governments.

3 EXISTING SITUATION

3.1 Existing Site Use, Access and Parking

As previously noted, the subject site is currently occupied by approximately 81 at-grade car parking spaces, with approximately 3,059 car parking spaces provided across the broader shopping centre.

Vehicular access to the site is provided via an internal access road, with access to the broader shopping centre provided via an unsignalised intersection with Lloyd Street along the eastern boundary and a number of left in/left out accesses along the Great Eastern Highway frontage.

A further access is provided to the western frontage via the signalised intersection of Great Eastern Highway and Padbury Terrace. An overview of the site access points relevant to the subject site is shown in Figure 3.1.

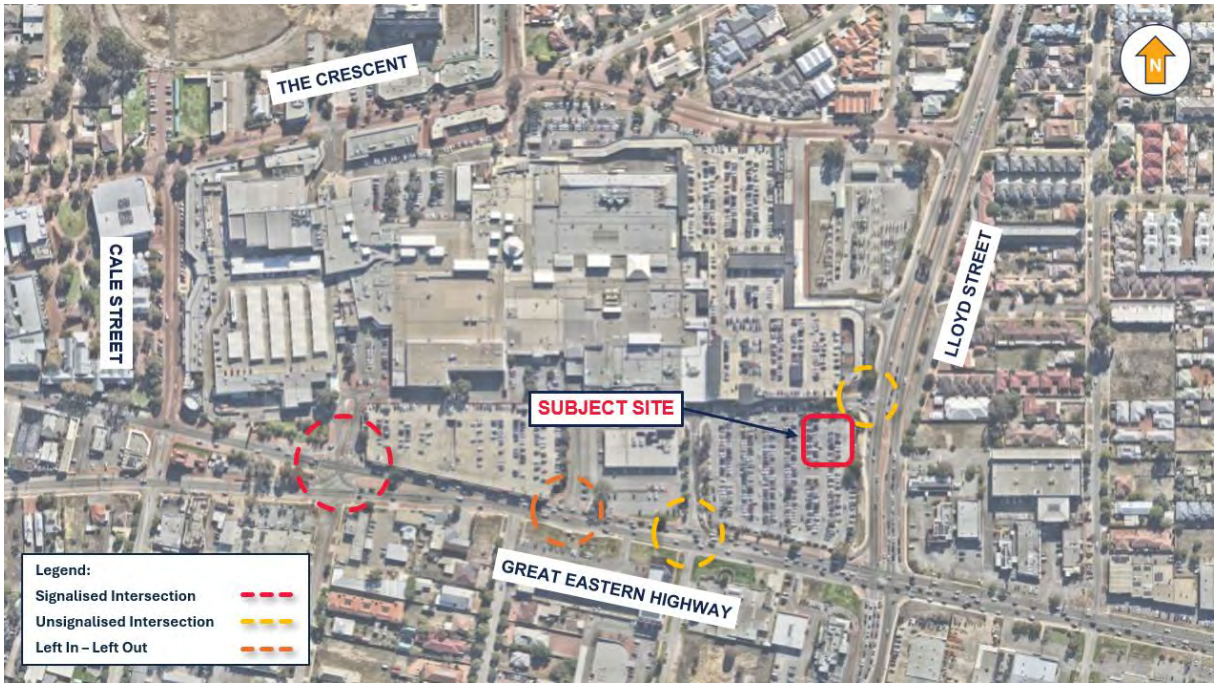


Figure 3.1: Site Access Intersections

3.2 Road Network

3.2.1 Great Eastern Highway

Great Eastern Highway is classified as a Primary Distributor road and is generally aligned in an east-west direction along the site frontage and extends from Coolgardie in the east and Guildford in the west.

A posted speed limit of 60km/h applies to Great Eastern Highway along the site frontage with sealed pedestrian footpaths provided on both sides of the carriageway. No on-street parking is provided within the vicinity of the site.

Great Eastern Highway generally provides two (2) traffic lanes in each direction and is generally separated by a central median kerb. Views of the typical Great Eastern Highway arrangement are shown in Figure 3.2 and Figure 3.3.



Figure 3.2: Great Eastern Highway Facing West from Site Access

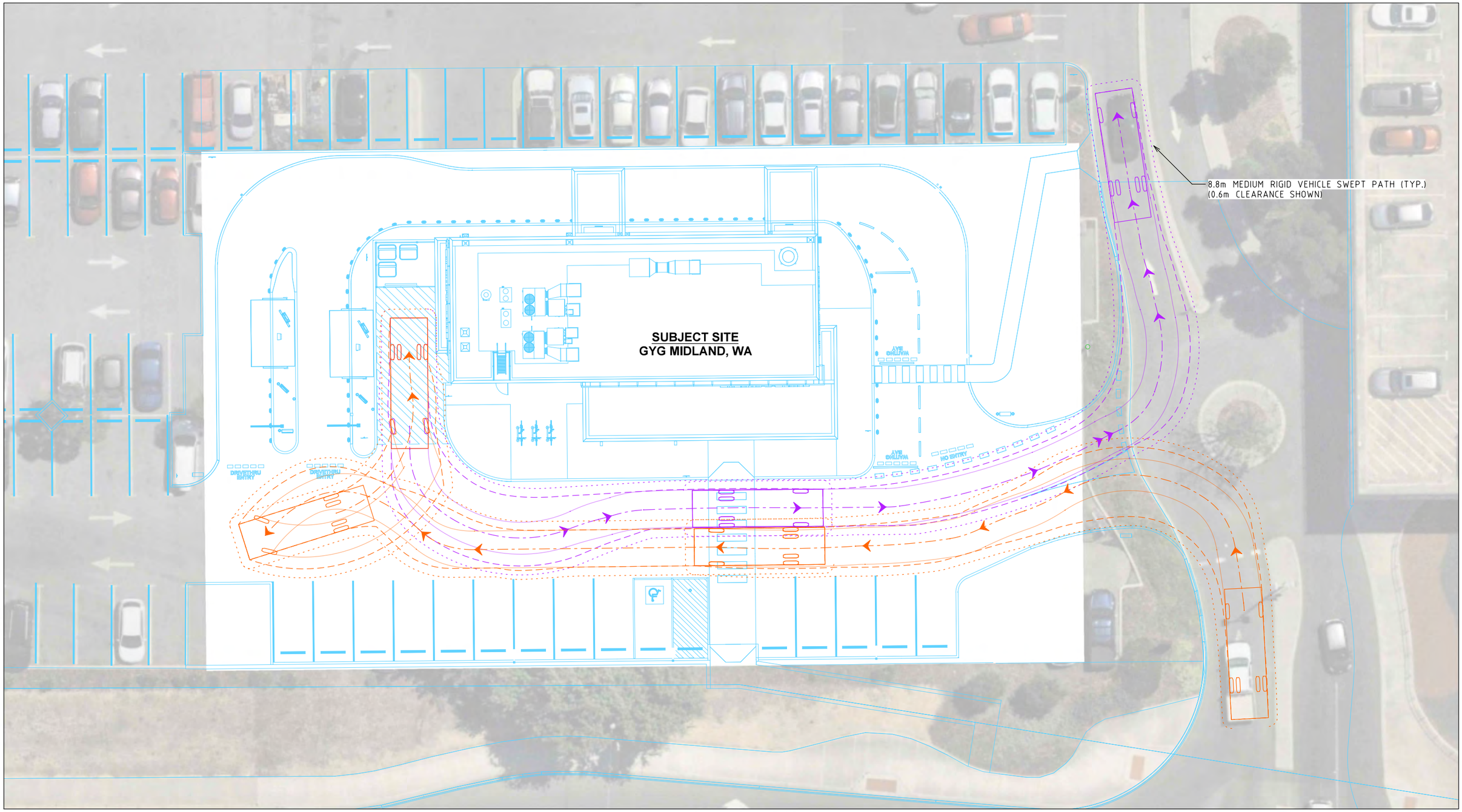


Figure 3.3: Great Eastern Highway Facing East Towards Lloyd Street

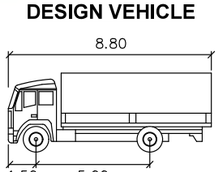
APPENDIX A
SWEPT PATH ANALYSIS



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Version: 2, Version Date: 24/12/2024



DESIGN VEHICLE



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Lock to Lock Time	: 6.0
Steering Angle	: 34.0

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WGA

GYG MIDLAND
LLOYD STREET, MIDLAND WA
SWEPT PATH ANALYSIS
MRV ACCESS MANOEUVRES

DOCUMENT NUMBER
Job Number | Sheet No. | Rev.

Design G.K | Drawn G.K | WGA241154-SK-TT-1002 | A

FOR FURTHER INFORMATION CONTACT:

Manuel Vezzaro
Senior Waste Engineer

T 03 9696 9522
E mvezzaro@wga.com.au

WGA.COM.AU
WGANZ.CO.NZ

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

3.2.2 Lloyd Street

Lloyd Street is classified as a Distributor A road and is aligned in a north-south direction along the eastern boundary of the broader shopping centre site.

In the vicinity of the site, Lloyd Street comprises and two (2) traffic lanes in each direction across its divided carriageway. A posted speed limit of 60km/h applies to Lloyd Street in the vicinity of the site.

Views of Lloyd Street adjacent the subject site is shown in Figure 3.4 and Figure 3.5.



Figure 3.4: Lloyd Street Facing North from Great Eastern Highway



Figure 3.5: Lloyd Street Facing North Towards Site Access

3.3 Sustainable Transport

3.3.1 Public Transport

The site has excellent access to public transport services, with bus stops located at the site frontage on Great Eastern Highway and a number of routes servicing nearby areas and providing direct connection to nearby Midland Railway Station.

Figure 3.6 illustrates the surrounding public transport services within close vicinity of the subject site. Relevant public transport services have been summarised in Table 3.1.



Figure 3.6: Overview of Public Transport Services

Table 3.1: Summary of Public Transport Services

SERVICE	ROUTE	DESCRIPTION	NEAREST STOP	APPROX. WALKING DISTANCE & TIME
Bus	277	Midland Station to High Wycombe Station	Great Eastern Hwy	350m ~ 5 mins
	278			
	307	Kalamunda Bus Station to Midland Station		
	320	Craig Street to Midland Station		
	321	Statham Street to Midland Station		
	328	Midland Station to Hawke Avenue		
Train	-	Midland Line	Midland Railway Station	1.1km ~ 16 mins

4 DEVELOPMENT PROPOSAL

4.1 General

The proposal seeks to permit the construction of a fast-food outlet located within the car parking area located to the immediate south of the broader Midland Gate Shopping Centre. The proposal comprises approximately 297 sqm across internal and external alfresco dining areas.

The tenancy will be serviced by a dual-entry lane drive-thru facility and proposes to accommodate a total of 52 seats across internal and external seating areas. An extract of the proposed site layout is shown in Figure 4.1.

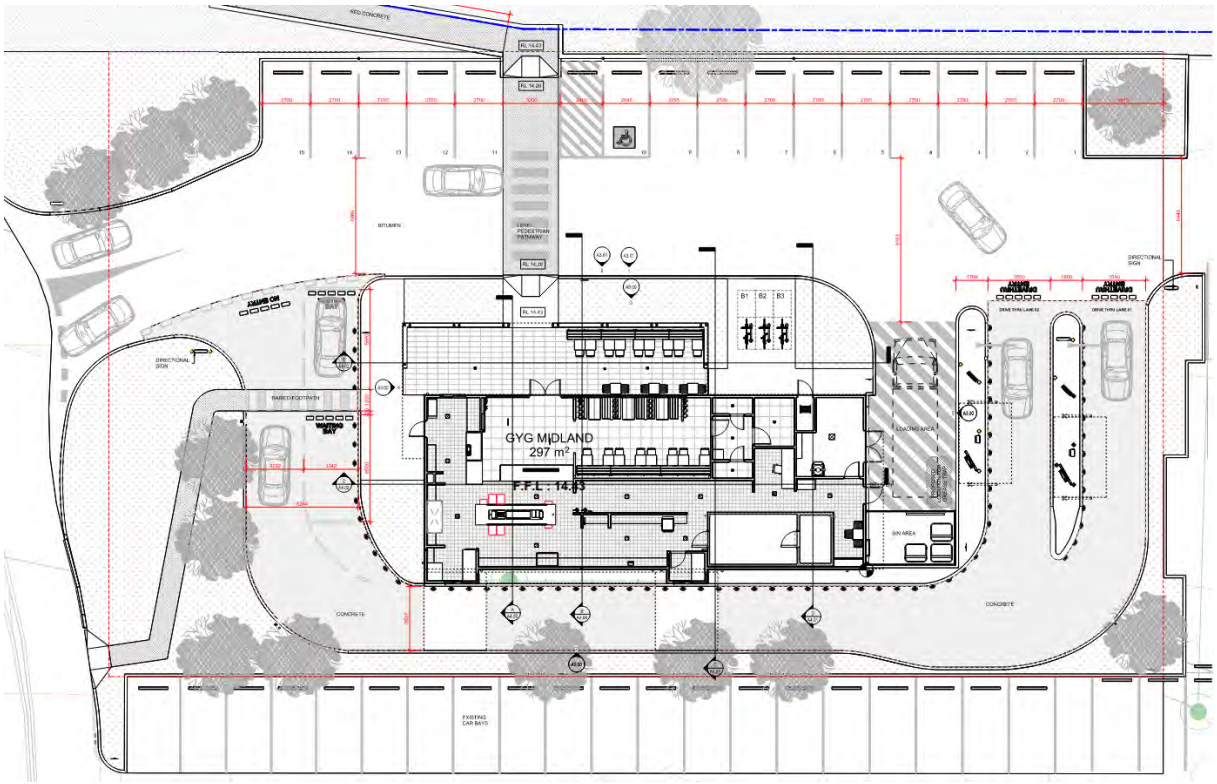


Figure 4.1: Extract - Proposed Site Layout Plan

4.2 Car Parking

To accommodate the proposed building footprint and associated drive-thru alignment, the existing car parking layout will be required to be reconfigured resulting in the loss of 64 on-site car parking spaces, including the provision of one (1) shared space associated with a proposed ACROD car space. Three (3) additional car parking spaces are proposed to be provided as a result of the closure of an existing car parking aisle.

Additionally, the proposed drive-thru alignment is capable of accommodating 13 vehicles, with a further two (2) waiting bays provided internal to the site, representing a net loss in the order of 46 on-site car parking spaces from the overall provision of existing on-site car parking within the broader Midland Gate Shopping Centre site.

4.3 Access Arrangements

To provide safe and efficient access to the site, it is proposed to modify the existing internal roundabout shown in Figure 4.2 to provide direct access to the development site.



Figure 4.2: Existing Roundabout Proximate to Lloyd Street

A Concept Layout Plan detailing the proposed modifications to the roundabout intersection has been prepared by WGA and is included within Appendix A.

Given the high occurrence of multi-purpose trips anticipated to be generated by the proposal, it is expected that access to the site will also be achieved via the existing site access points to Great Eastern Highway as illustrated in Figure 4.3.

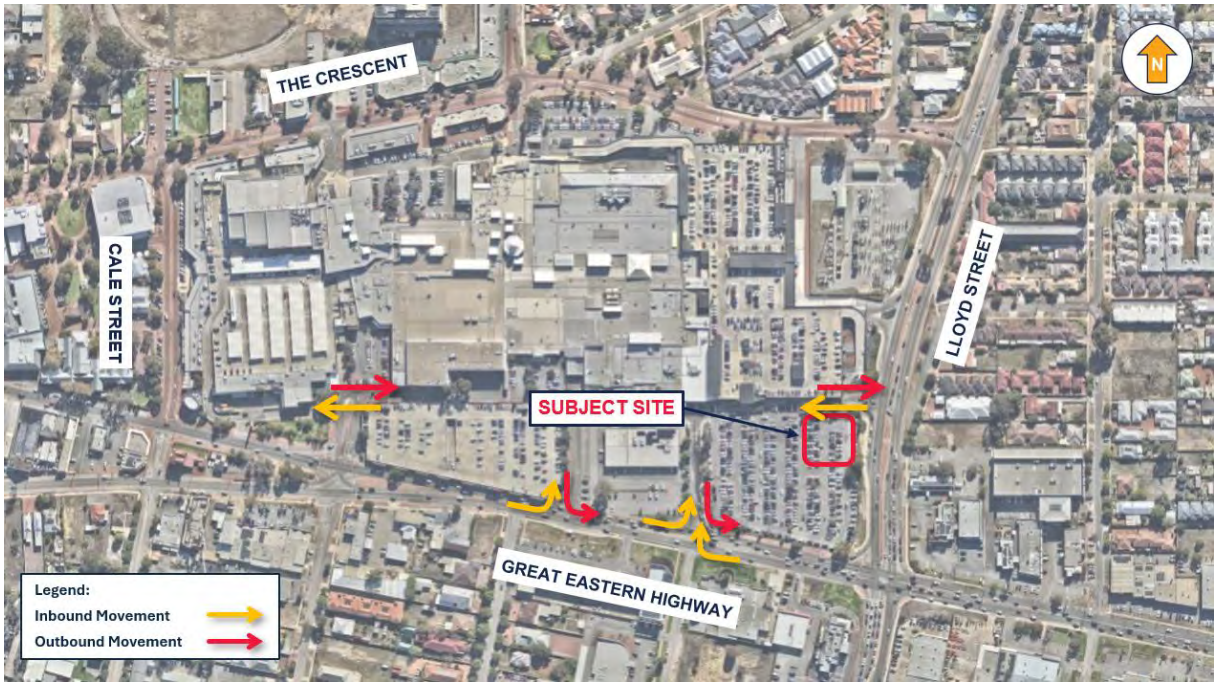


Figure 4.3: Existing Site Access Arrangements

4.4 Bicycle Parking

Development plans indicate that three (3) horizontal, ground-mounted hoops capable of accommodating six (6) bicycle parking spaces are provided at the tenancy entrance for visitors and staff.

4.5 Loading & Waste Collection

An on-site loading bay capable of fully accommodating commercial vehicles up to an 8.8m Medium Rigid Vehicle in size is proposed to be provided to the north of the proposed building footprint.

The loading vehicle access manoeuvres are illustrated in the relevant swept path sketches attached within Appendix B to this assessment.

5 CAR PARKING CONSIDERATIONS

5.1 Statutory Car Parking Requirements

The City of Swan Local Planning Policy Vehicle Parking Standards (POL-TP-129) provides guidance to ensure that adequate provisions are made for the parking of vehicles.

However, given the location of the subject site within the Midland Activity Centre, the proposal has been assessed against the requirements outlined within the Midland Activity Centre Structure Plan.

Therefore, with consideration of the rates outlined within Table 3 of the Midland Activity Centre Structure Plan, the statutory car parking requirements attributed to the proposed fast food outlet development are outlined in Table 5.1.

Table 5.1: Statutory Car Parking Requirements – Midland Activity Centre Structure Plan

USE	AREA	MINIMUM PARKING PROVISION	REQUIRED NO. OF SPACES
Fast Food	297 sqm 52 seats	1 bay per 10sqm gross lettable area, *plus* 1 bay for 6 seats	38 spaces

As shown in Table 5.1, the proposed development attracts a car parking requirement of 38 car parking spaces.

A total of three (3) additional car parking spaces are proposed to be provided, with the drive-thru component capable of accommodating a further 15 vehicles for a total provision for 18 vehicles. Therefore, the proposal results in a shortfall of 84[1] on-site car parking spaces associated with the shopping centre.

Consequently, a Car Parking Demand Assessment has been prepared for the responsible authority to consider the appropriateness of the proposed post-development parking provisions.

5.2 Car Parking Demand Assessment

5.2.1 Likelihood of Multi-purpose Trips

The statutory car parking rates outlined within the Midland Activity Centre Structure Plan stipulates that the car parking rates specified within Table 3 of the Structure Plan may be reduced at the discretion of the local government where reduced car parking demand is justified through specific public transport access or other alternative parking measures in a site specific parking management plan.

Given the surrounding public transport services (outlined within Section 3.3.1) and the site's location within the broader Midland Gate Shopping Centre, it is anticipated that a portion of trips to the subject site will be combined with an existing trip to the broader site and is therefore not expected to generate an additional parking demand associated with the new use.

[1] Net loss of 84 spaces = 46 total spaces being removed (when accounting for 64 existing spaces and a total of 18 proposed post-development) + 38 statutorily required.

The Transport for NSW (TfNSW) *Guide to Transport Impact Assessment* builds on the latest national guidance for assessing transport impacts and network management, provided in Austroads Guide to Traffic Management and is widely accepted as the industry standard resource for land use trip generation. The GTIA document supersedes the *previous Guide to Traffic Generation Developments V2.2* prepared by Roads and Maritime Services (RMS).

A study[2] by Bitzios Consulting was commissioned by Roads and Maritime Services (RMS), NSW to undertake a traffic generation and parking demand analysis of fast-food outlets to determine their likely trip and parking generation characteristics and is referenced within the *Guide to Transport Impact Assessment*.

Comprehensive surveys were undertaken across an extensive range of stores and locations, including quantifying the percentage of customers as a result of walk-in passing trade. These results are considered to represent patronage that has occurred as a result of a linked trip to a nearby destination (e.g. visiting a neighbouring store before attending the site) and therefore do not generate a unique trip or associated parking demand.

With this noted, the Bitzios case study data has been reviewed where it has been determined that across all sites, 40% of all surveyed patrons on foot (i.e. not drive-thru) responded that they had visited the stored on their way to somewhere else (i.e. the patronage formed part of a multi-purpose trip).

5.2.2 Empirical Assessment

To determine a suitable comparison to quantify the likely car parking demand generated by the proposal, the trip generation of each of the surveyed franchises outlined within the case study data commissioned by RMS NSW has been compared against the typical GYG trip generation (discussed further in Section 6.2.1) and outlined within Table 5.2.

Table 5.2: Trip Generation of Comparable Fast Food Outlets

RESTAURANT	PM NETWORK PEAK TRIP GENERATION
Hungry Jack's	61 vehicles
KFC	73 vehicles
McDonald's	183 vehicles
Oporto	41 vehicles
Red Rooster	35 vehicles
Guzman Y Gomez	**66 vehicles**

A review of the trip generation outlined in Table 5.2 suggests that GYG generally exhibits a similar traffic generation rate to a typical KFC outlet, therefore it is considered that KFC is a suitable comparison to inform an assessment of the likely car parking demand generated by a GYG site.

Consequently, a summary of the maximum number of vehicles recorded across a number of metropolitan KFC locations is detailed in Table 5.3.

[2] 'Trip Generation and Parking Demand Surveys of Fast Food Outlets: Analysis Report' by Bitzios Consulting for NSW RMS dated 13 September 2016

Table 5.3: Maximum Parking Demand for Similar KFC Developments

SITE	TENANCY AREA	MAX. PARKING DEMAND	PARKING DEMAND RATE
Asquith	140 sqm	8 vehicles	5.7 spaces per 100 sqm
Earlwood	220 sqm	6 vehicles	2.7 spaces per 100 sqm
Granville	280 sqm	9 vehicles	3.2 spaces per 100 sqm
Frenchs Forrest	330 sqm	12 vehicles	3.6 spaces per 100 sqm
Average	**242.5 sqm**	**8.75 vehicles**	**3.6 spaces per 100 sqm**

Application of the average parking demand rate calculated in Table 5.3 to the proposed GYG floor area of 297 sqm suggests that demand for up to 11 vehicles can be expected during peak periods.

5.2.3 WA Planning Manual – Non-Residential Car Parking Rates

The WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel was presented to the WAPC on 11 September 2024 for final approval. The parking rates are based on accessibility, employment type and spacing of uses.

The parking rates across 14 local government areas in the Perth and Peel regions have been used to inform the proposed rates and to address the overprovision of parking and contribute to the more efficient use of land.

Application of the rates outlined within the WA Planning Manual are outlined in Table 5.4.

Table 5.4: Statutory Car Parking Requirements – WA Planning Manual

USE	AREA	MINIMUM PARKING RATE	MINIMUM PARKING PROVISION
Fast Food	131 sqm	1 space for 50 sqm of public floorspace	3 spaces

Table 5.4 demonstrates that the proposal generates a surplus when compared to the minimum requirements outlined within the WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel and is therefore considered suitable in this instance.

5.2.4 Availability of Off-Street Car Parking Within the Existing Site

It is noted that the broader shopping centre footprint provides approximately 3,059 car parking spaces across its on-site car parking areas. Therefore, the proposal represents a reduction of less than 3% of the overall provision.

Further, an assessment of historical aerial imagery using Nearmap shows that there is ample availability across the existing car parking areas throughout the site, across a number of dates, particularly within the rooftop, south and multi-deck car parking areas as shown in Figure 5.1.

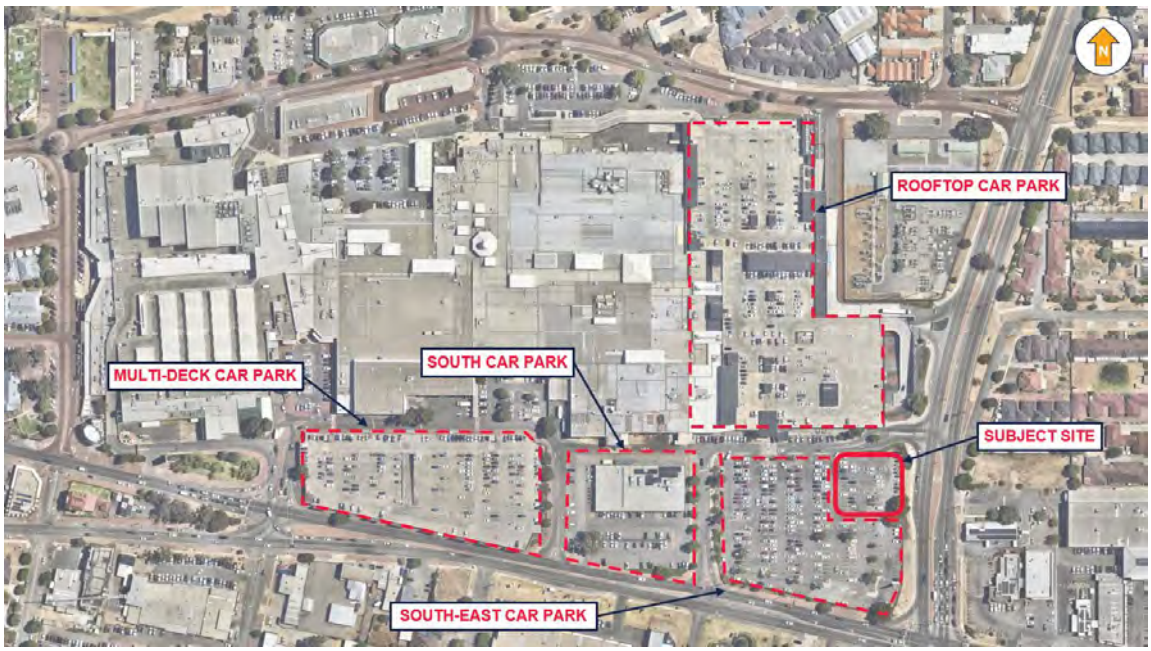


Figure 5.1: Existing Car Parking Utilisation

It is therefore noted that there would not be expected to be a significant displacement of existing parking demand, with it considered acceptable and appropriate that the existing car parking supply within the broader shopping centre be leveraged to accommodate this negligible demand.

5.2.5 Appropriateness of Proposed Parking Provision

Based on the preceding assessment, the high occurrence of multi-purpose trips anticipated for the development within the context of the broader shopping centre is expected to result in a reduced car parking demand compared to that nominated by the applicable statutory requirements.

The proposed car parking provision is therefore considered suitable and able to accommodate the peak parking demands anticipated to be generated by the development, with any displaced *existing* demand able to be accommodated by the surrounding car parking areas within the site.

5.3 Car Parking Design & Layout

Upon reviewing the submission requirements specified under the relevant statutory requirements, WGA is of the view that:

- No changes are proposed to the existing shopping centre vehicular access arrangements from the surrounding road network under this Development Application.
- All proposed on-site car parking spaces and associated aisle widths proposed as part of this development application have been designed in excess of the requirements specified within Australian Standard for Parking Facilities Part 1: Off-street Car Parking (AS2890.1 – 2004), with the following arrangement typically adopted:
  - **Car space length:** 5.4m.
  - **Car space width:** 2.7m.
  - **Aisle width:** 6.5m.
- Accessible parking spaces have been designed in accordance with Australian Standard for Parking Facilities Part 6: Off-street Parking for People with Disabilities (AS2890.6 – 2022).
- Swept path analysis undertaken by WGA and attached within Appendix B have been prepared to demonstrate the following:
  - B99 vehicle accessing the subject site.
  - B99 vehicle manoeuvring along proposed drive-thru alignment.
  - 8.8m MRV vehicle (Medium Rigid Vehicle) access / egress movements to the proposed loading bay.

6 TRAFFIC CONSIDERATIONS

6.1 Existing Traffic Conditions

To gain an understanding of the prevailing traffic conditions at the roundabout intersection within the Midland Gate Shopping Centre, WGA commissioned Matrix Traffic Surveys to undertake turning movement count surveys across the critical Friday evening and Saturday midday periods on the 6th and 7th of December 2024, respectively.

A review of the surveyed traffic volumes suggests that the existing roundabout intersection peaks between 11:00am and 12:00pm on a Saturday, with the surveyed peak hour traffic volumes illustrated within Figure 6.1.



Figure 6.1: Surveyed 2024 Saturday Peak Traffic Volumes (11:00am – 12:00pm)

6.2 Traffic Generation

6.2.1 Site-Generated Traffic

To determine the likely store characteristics, information has been provided by GYG for existing convenience restaurants with associated drive-thru facilities located throughout Western Australia, which are expected to be representative of the anticipated store operations.

Data provided by GYG has been analysed to determine the drive-thru demand ranges relating to the following sites, with comprehensive survey data included within Appendix C:

- GYG Carousel.
- GYG Malaga.
- GYG Ascot.
- GYG Canning Vale.
- GYG Haynes.
- GYG Warnbro.

These restaurants typically experience peak drive-thru demand on Fridays and Saturdays across the following periods with the site generated peak periods outlined below. It is noted that comparable demands were noted during lunchtime and evening trade periods.

Midday Peak:	12:00pm – 1:00pm.
Evening Peak	6:00pm – 7:00pm.

Peak demands during the above identified midday and evening peak hour periods range from between 29 and 33 customers per hour. This equates to a range of between 58 to 66 vehicle movements experienced by these sites in totality (being a combination of inbound and outbound vehicles) associated with drive-thru traffic only.

Upon review of various case study data held on file, it is expected that up to 50% of customers elect to dine-in, as opposed to utilising the drive-thru service. Accordingly, it is expected that up to a total of 66 customers (both dine-in and drive-thru) would access the site in the peak hour, resulting in the following peak period movements associated with the site:

Inbound Movements:	66 veh/h.
Outbound Movements:	66 veh/h.

6.2.2 Composition of Site-Generated Traffic

Austroads Guide to Traffic Management (AGTM) Part 12: Integrated Transport Assessments for Developments states that vehicular movements generated by a site consists of a variety of trip types including:

- **New trips:** Trips attracted to the development and without the development would not have been made.
- **Diverted drop-in trips:** A linked trip from an origin to a destination that has made a significant network diversion to use the new development.
- **Undiverted drop-in trips:** A linked trip from an origin to a destination that has previously passed the development site. It is also referred to as a pass-by trip and the new development as an intermediate stop on a trip that is made from an origin to a destination.

Commentary 8 of AGTM Part 12 provides a commentary on linked trips that states at the local level, undiverted drop-in trips to developments on roads of regional significance can be regarded as already on the local network.

As discussed previously, the case study data commissioned by RMS NSW surveyed a number of characteristics across an extensive range of stores and locations and sought to determine the typical traffic generation and parking demand characteristics of fast-food outlets.

Detailed trip generation and car parking data was recorded across 26 sites in seven (7) different NSW metropolitan and regional areas for the following fast food outlet brands:

- McDonalds
- KFC
- Hungry Jack's
- Red Rooster
- Oporto

A total of 92 days of surveys were undertaken across metropolitan and regional areas, with a wide range of data collected including the number of site entry and exit points, AM & PM peak traffic volumes of frontage roads, drive-through lane capacity, on-site parking availability (including bikes), number of waiting bays and number of ordering booths.

A review of the results outlined in Bitzios' study suggests that across each of the outlets listed above, an average drive-through passing trade of 50% was recorded, with results of up to 85% reported on certain days at some locations.

It is therefore considered that 50% of traffic movements generated by the development would be a result of passing trade, consistent with the case study data commissioned by RMS NSW. This takes into consideration the fact that it is expected that a significant portion of patronage will be generated in the form of customers who have frequented the broader Midland Gate Shopping Centre site either prior to or after attending the restaurant.

Accordingly, in the subsequent assessment of the anticipated post-development conditions outlined within Section 6.4, a reduction factor of 50% has been applied to the calculated traffic volumes at the modified roundabout intersection, as this component is likely to represent an undiverted drop-in trip.

6.2.3 Resultant Net Increase in Traffic Generation

The reduction factor outlined in Section 6.2.2 has been applied to the site generated traffic volumes discussed in Section 6.2.1 to determine the number of new and diverted trips generated by the development (i.e. not including undiverted trips already on the network).

The subsequent number of peak period vehicular movements (across both drive-thru and walk-in customers) anticipated to be generated by the proposal is summarised below:

Inbound Movements:	33 veh/h.
Outbound Movements:	33 veh/h.

6.3 Traffic Distribution

The directional distribution and assignment of traffic generated by the proposed development is expected to primarily be influenced by the proximity of the subject site to the site access from Lloyd Street.

Consequently, it is expected that traffic movements generated by the proposal would elect to access the site directly from Lloyd Street. Additionally, with consideration of the full-directional access to Lloyd Street, it is expected that all site generated vehicular movements would also choose to exit to Lloyd Street.

Figure 6.2 has been prepared to illustrate the projected site generated peak hour vehicular movements at the proposed site access intersection, with the anticipated post-development traffic volumes outlined within Figure 6.3.

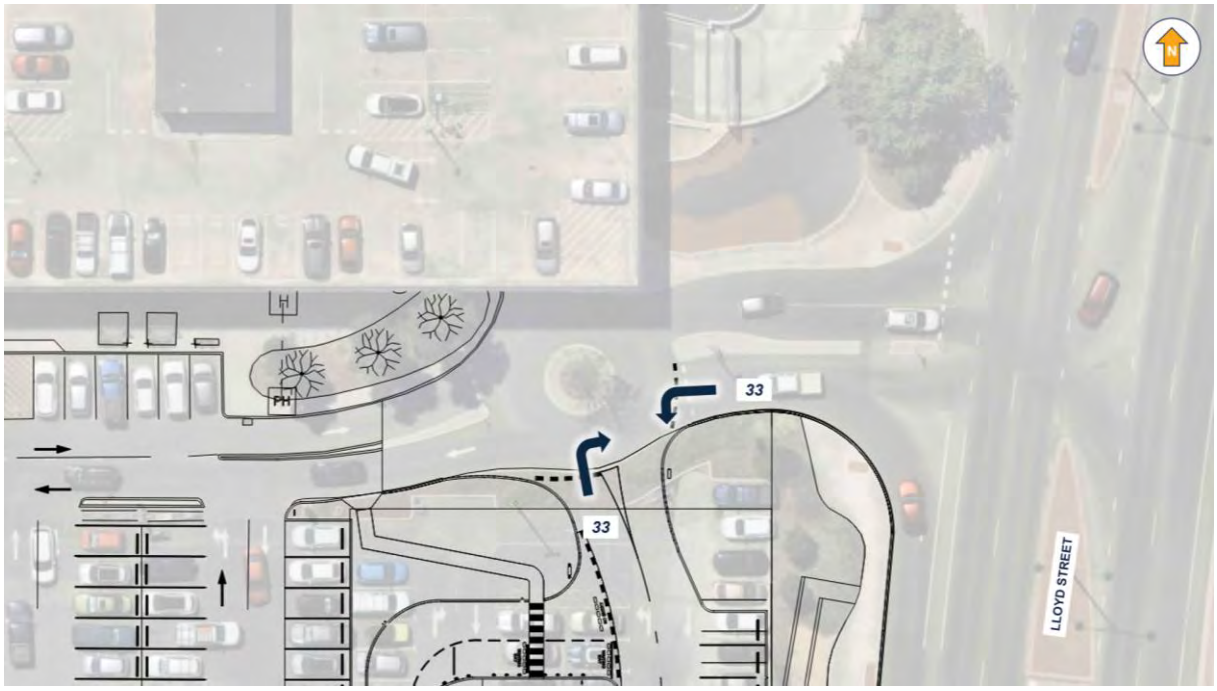


Figure 6.2: Site Generated Peak Period Movements – Saturday Peak

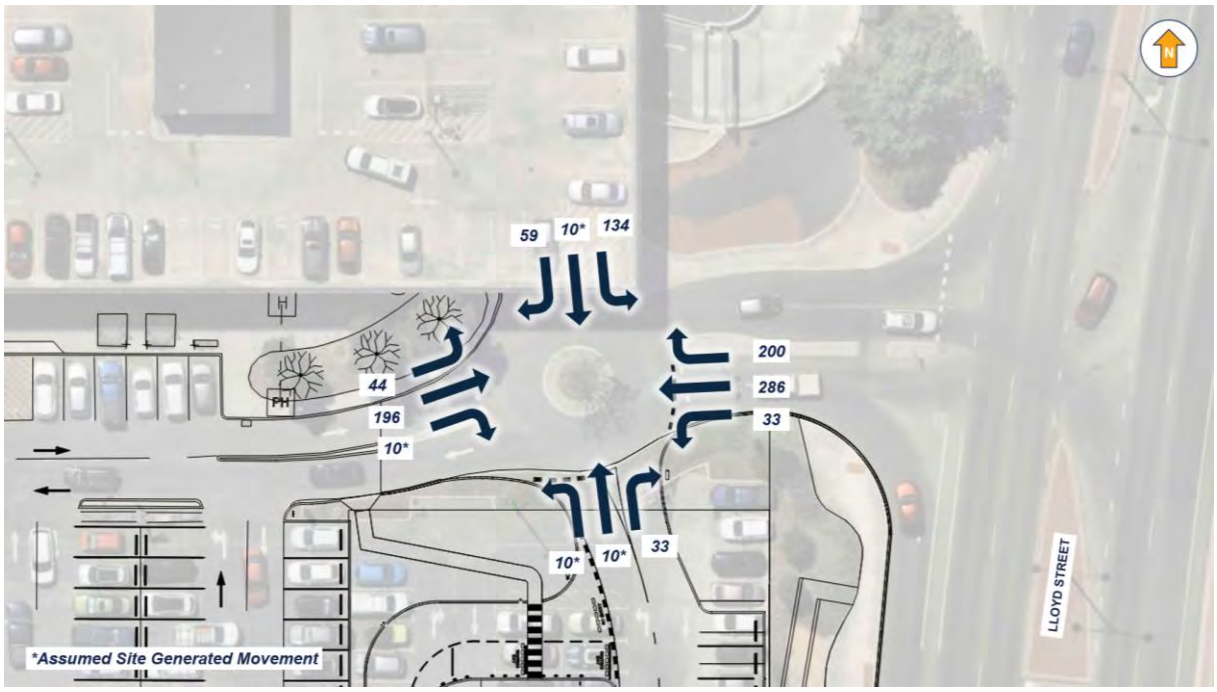


Figure 6.3: Post-Development Peak Period Movements - Saturday Peak

Whilst it is expected that vehicles accessing the site will primarily do so directly from Lloyd Street, for the purposes of this assessment it has been conservatively assumed that a nominal 10 vehicles per hour will also access the site to / from the west and north.

6.4 Post Development Traffic Conditions

6.4.1 General

WGA has undertaken an assessment of both the existing and post-development conditions of the roundabout intersection using SIDRA Intersection 9.0 modelling software.

SIDRA Intersection 9.0 is a computer-based modelling tool that allows for the capacity of an intersection or a number of intersections to be analysed in terms of a range of parameters, as described below.

The most commonly used measure of intersection performance is Degree of Saturation (D.o.S), which is the ratio of the volume of traffic observed making a particular movement compared to the maximum capacity for that movement. Various degrees of saturation and their rating are shown in Table 6.1.

Table 6.1: Rating of Degress of Saturation

DEGREE OF SATURATION (D.O.S)	RATING
Up to 0.6	Excellent
0.6 to 0.7	Very Good
0.7 to 0.8	Good
0.8 to 0.9	Fair
0.9 to 1.0	Poor
Above 1.0	Very Poor

It is considered acceptable for some critical movements in an intersection to operate with a D.o.S up to 0.95 during peak periods, reflecting actual conditions in a significant proportion of suburban signalised intersections. Beyond a D.o.S of 0.95 queuing and delays begin to increase disproportionately.

Additionally, Austroads Guide to Traffic Management Part 3: Transport Study and Analysis Methods refers to target 'practical degrees of saturation' for a number of intersection configurations, as follows:

- Signals: 0.90
- Roundabouts: 0.85
- Unsignalised Intersections: 0.80

95th Percentile (95%ile) Queue represents that maximum queue length, in metres, that can be expected in 95% of observed queue lengths in the peak hour.

Average Delay is the delay time, in seconds, which can be expected over all vehicles making a particular movement in the peak hour.

The proposed site access intersection has been modelled as illustrated in Figure 6.4, with the results of the SIDRA analysis detailed within Table 6.2.

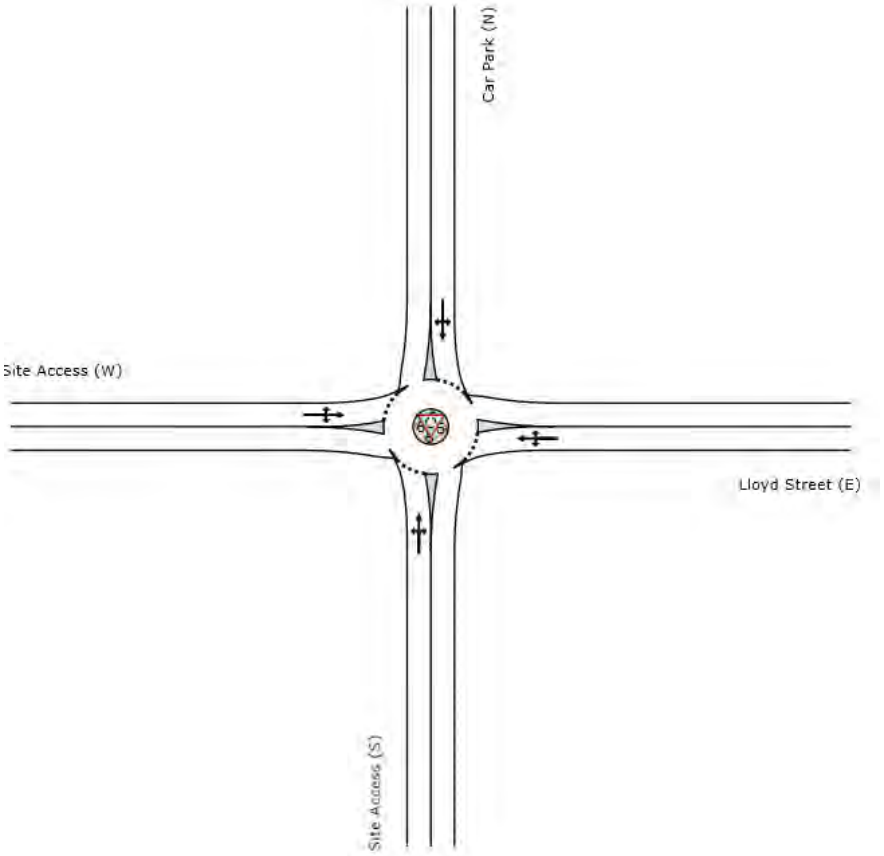


Figure 6.4: Modelled Intersection Arrangement

Table 6.2: SIDRA Intersection Analysis Results Summary – Saturday Peak

APPROACH	EXISTING CONDITIONS			POST-DEVELOPMENT		
	D.o.S	AVERAGE DELAY (s)	95TH %ILE QUEUE (m)	D.o.S	AVERAGE DELAY (s)	95TH %ILE QUEUE (m)
Proposed Site Access (S)	-	-	-	0.08	8	3
Lloyd Street (E)	0.39	0	21	0.43	1	23
Multi-Deck Car Park (N)	0.20	1	8	0.22	2	9
Shopping Centre Access (W)	0.25	2	10	0.26	2	11

6.5 Anticipated Traffic Impacts

As detailed previously, a total of 66 additional combined inbound and outbound vehicle movements are expected to be generated by the new tenant post-development. This equates to approximately one (1) additional inbound or outbound vehicle movement approximately every 60 seconds (on average), only at times of anticipated peak drive-thru demand.

As detailed within Section 6.4, this level of traffic is anticipated to have negligible impact on the existing operation of the roundabout intersection, with site generated vehicular movements able to safely and efficiently access the site.

Importantly, it is also noted that all vehicles approaching the roundabout intersection from the south are not expected to queue back beyond proposed drive-thru exit, with all vehicles able to freely exit the drive-thru alignment.

Furthermore, the relatively minor traffic volumes generated by the proposal are expected to be readily accommodated by the surrounding road network and adjacent intersections, with negligible impacts to their respective operation.

6.6 Queuing Implications

As detailed in sketch WGA241154-SK-TT-1001_A attached as Appendix B to this assessment, the proposed site layout makes allowance for no less than 12 vehicles to be stored on site between the commencement of the drive-thru facility (clear of the internal circulation aisle) and the nominated pick-up window.

Based on our experience with comparable GYG drive-thru sites, maximum queues generated by the proposed development are expected to be wholly contained within the nominated drive-thru facility at all times. Queues are not expected to impact on the function of the site's access points, or on-site car parking facilities for that matter.

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7 OTHER CONSIDERATIONS

7.1 Bicycle Parking

Table 4 of the Midland Activity Centre Structure Plan provides guidance on the required number of bicycle parking spaces for a number of building types and land uses, and states that for commercial buildings less than 500sqm in floor area, a minimum of two (2) spaces is required.

As outlined previously in Section 4.4, it is proposed to provide three (3) ground-mounted hoops capable of accommodating six (6) bicycle parking spaces. Therefore, the proposed provision exceeds the requirements outlined within the Midland Activity Centre Structure Plan and are considered appropriate.

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8 SUMMARY & CONCLUSIONS

This Traffic Impact Statement (TIS) report has been prepared in support of the proposed development within the existing Midland Gate Shopping Centre located at 274 Great Eastern Highway, Midland.

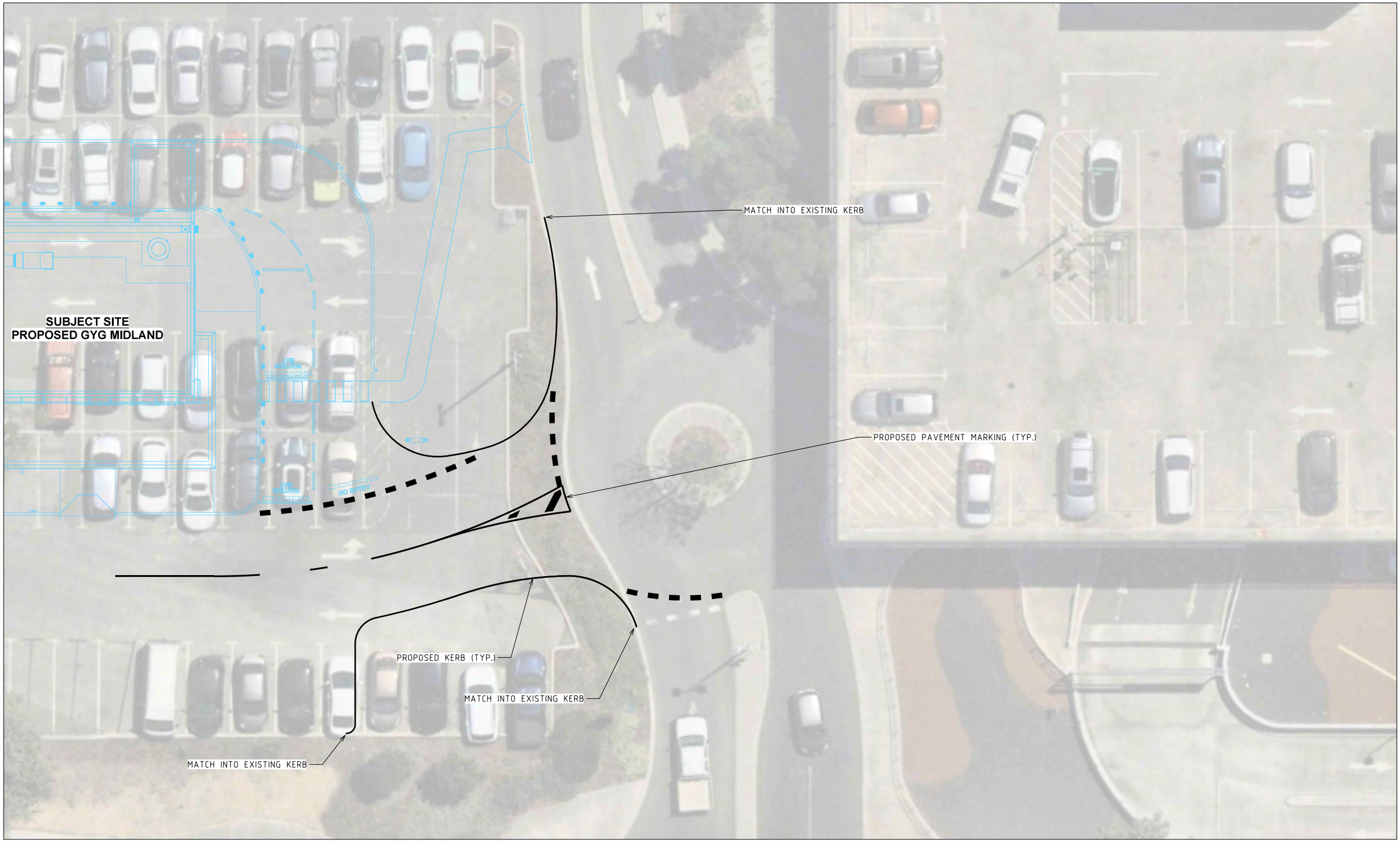
Based on the discussions and analysis outlined within this report the following key conclusions are derived:

- The site is proposed to be redeveloped to accommodate a fast-food outlet land use spanning 297 sqm across internal and external dining areas, with a capacity to accommodate up to 52 patrons.
- The proposal is capable of accommodating 18 vehicles on-site, comprising 3 formal car parking spaces and capacity to accommodate a further 15 vehicles within the drive-thru component.
- The proposal attracts a statutory requirement to provide 38 on-site car parking spaces in accordance with the requirements outlined within the Midland Activity Centre Structure Plan. Further, a loss of 46 car parking spaces is proposed within the development footprint, resulting in a car parking shortfall of 84 spaces requiring justification.
- As detailed in the Car Parking Demand Assessment presented by WGA, the proposed on-site car parking arrangements are considered acceptable and appropriate in this instance.
- The car park layout has been designed in accordance with the requirements and guidelines outlined in both local and national standards applicable in this instance.
- Swept path analysis has been conducted to demonstrate the appropriateness of the proposed site layout.
- The proposal is anticipated to generate up to 66 new vehicular movements during the critical peak demand period (combined inbound and outbound movements).
- The level of new traffic movements expected to be generated by the proposed development is expected to pose negligible impacts to the safety / operations of the surrounding road network and intersections.
- A total of six (6) bicycle parking spaces are proposed to be provided on-site, in excess of the requirements outlined within the Midland Activity Centre Structure Plan. These provisions are therefore considered acceptable and appropriate in this instance.
- Proposed on-site provisions for commercial vehicles are generally seen as meeting the requirements detailed in the applicable Australian Standards.

APPENDIX A
CONCEPT LAYOUT PLAN



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ME1800ONE ONE CALL SERVICE INC
FREE CALL 1100
CALL BEFORE YOU DIG

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WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.
NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DISCLAIMER:

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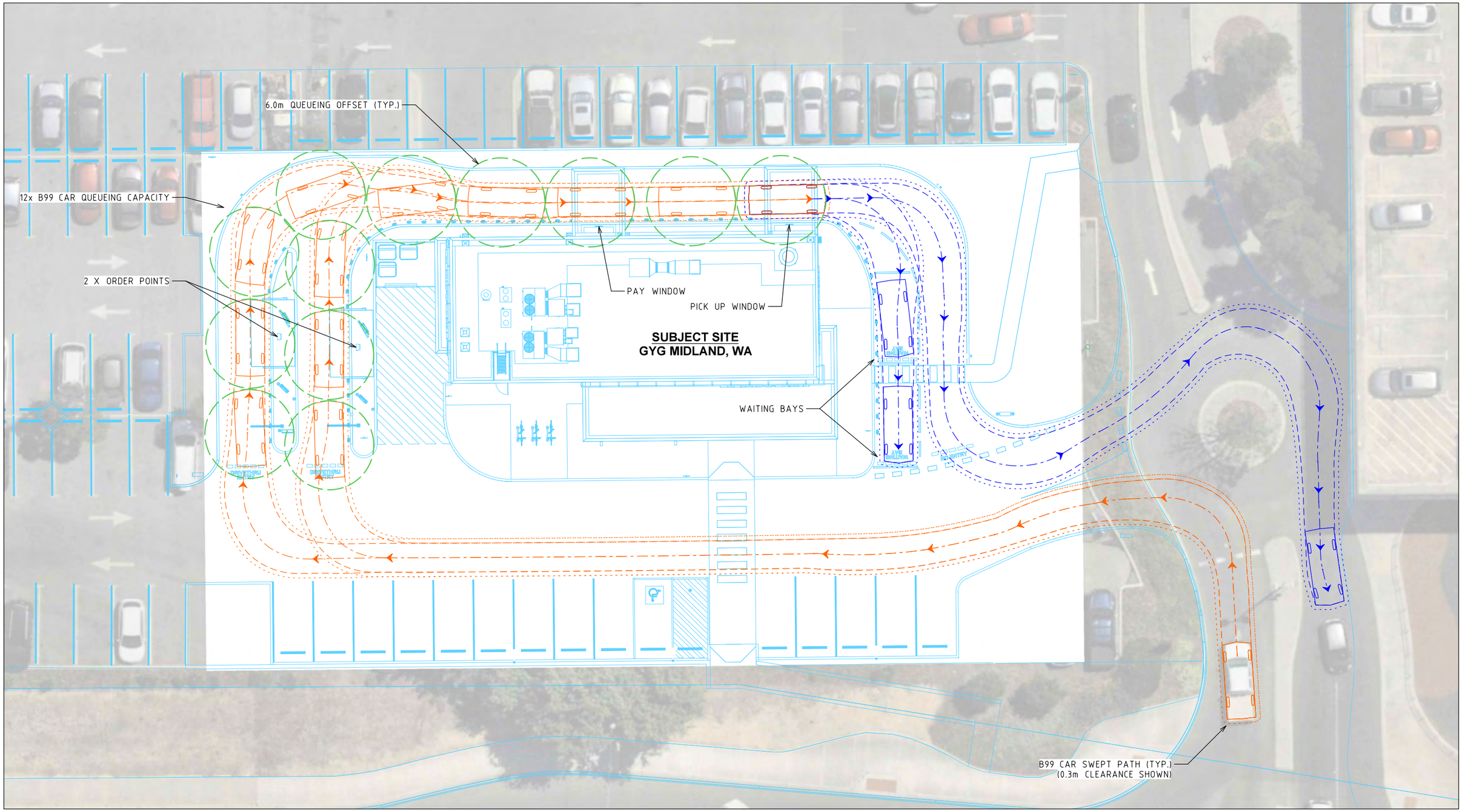
GYG MIDLAND
LLOYD STREET, MIDLAND WA
CONCEPT LAYOUT
PROPOSED ROUNDABOUT MODIFICATION ©

DOCUMENT NUMBER
Job Number Sheet No. Rev.
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Version: 2, Version Date: 24/12/2024

APPENDIX B
SWEPT PATH DIAGRAMS

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024



DESIGN VEHICLE



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

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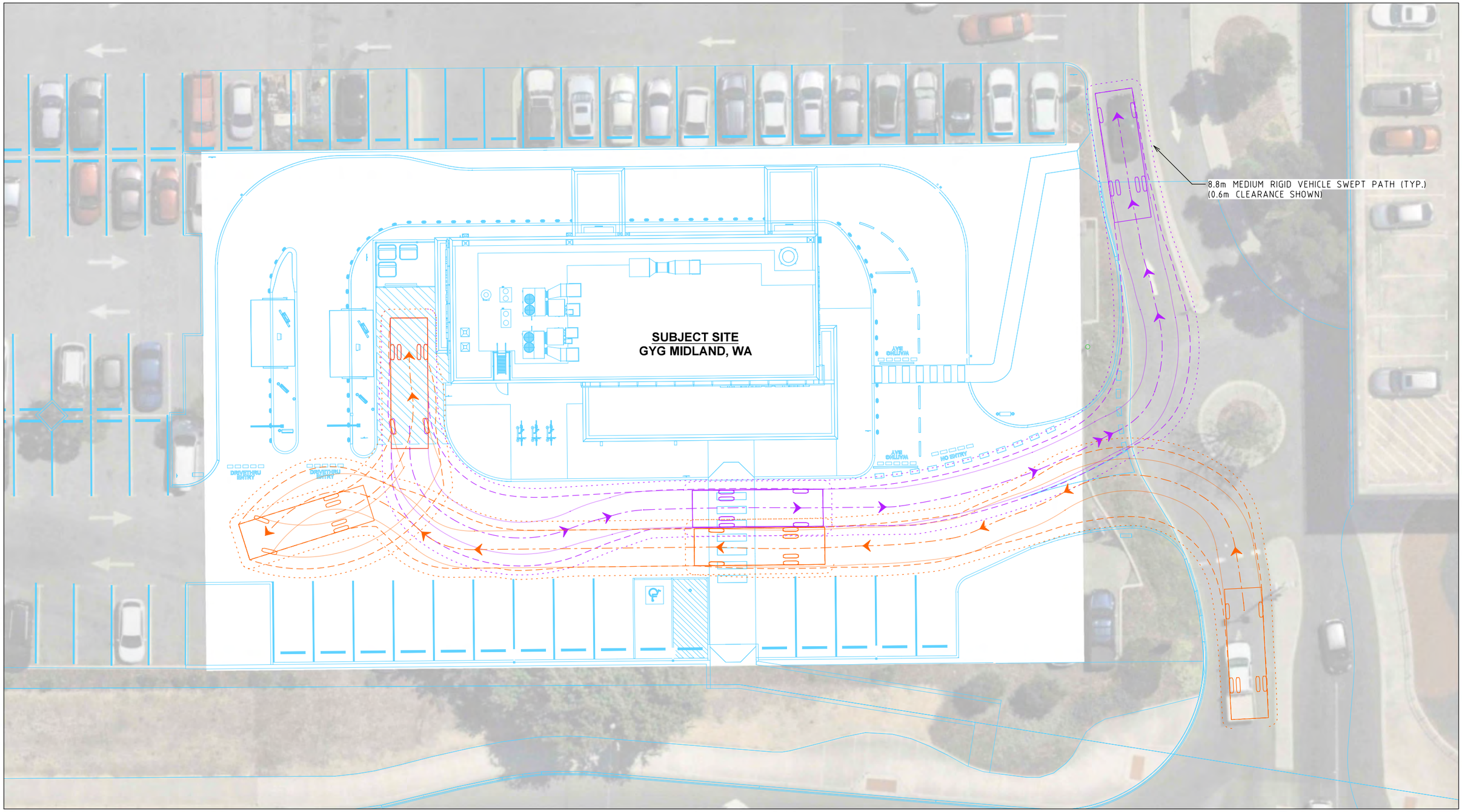
GYG MIDLAND
LLOYD STREET, MIDLAND WA
SWEPT PATH ANALYSIS
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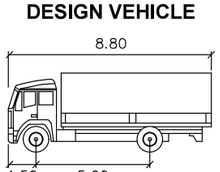
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DESIGN VEHICLE



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

When sheet printed full size, the scale bar is 50mm.

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SWEPT PATH ANALYSIS
MRV ACCESS MANOEUVRES

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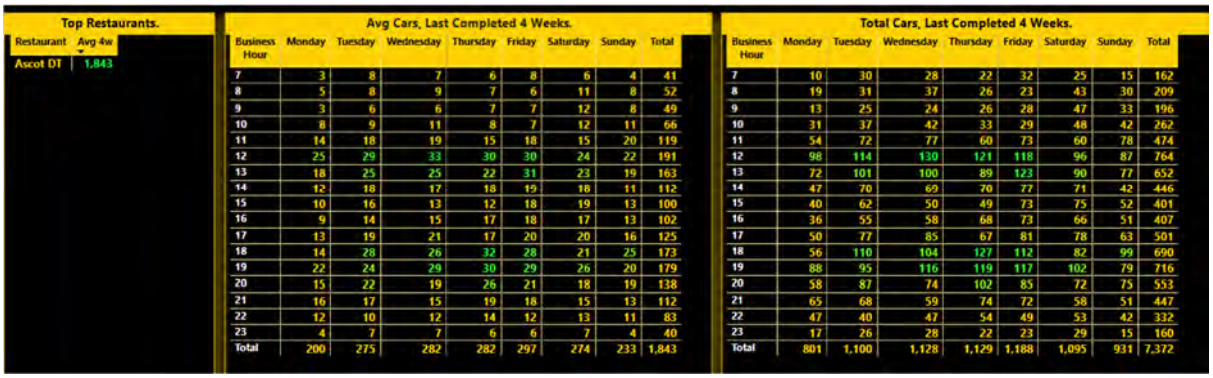
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APPENDIX C
COMPARABLE GYG TRAFFIC GENERATION DATA



Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

Ascot



Top Restaurants.

Restaurant	Avg 4w
Ascot DT	1,843

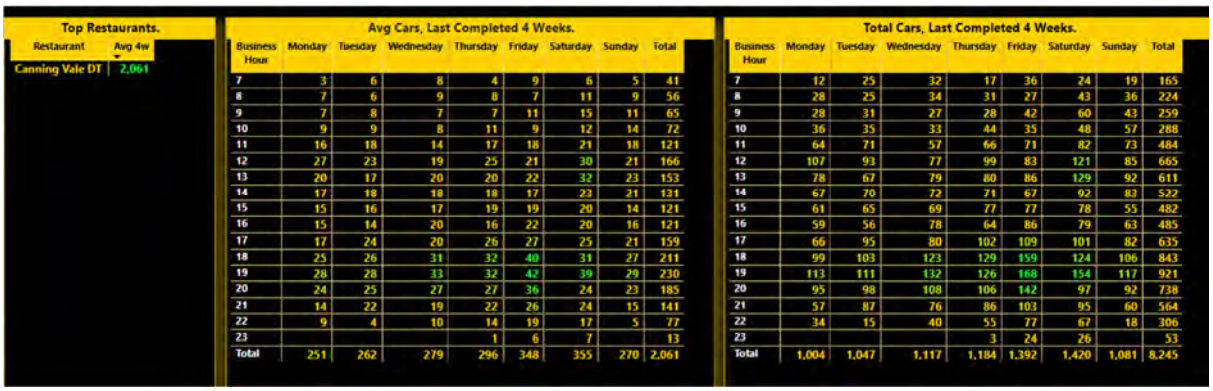
Avg Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	3	8	7	6	8	6	4	41
8	5	8	9	7	6	11	8	52
9	3	6	6	7	7	12	8	49
10	8	9	11	8	7	12	11	66
11	14	18	19	15	18	15	20	119
12	25	29	33	30	30	24	22	191
13	18	25	25	22	31	23	19	163
14	12	18	17	18	19	18	11	112
15	10	16	13	12	18	19	13	100
16	9	14	15	17	18	17	13	102
17	13	19	21	17	20	20	16	125
18	14	28	26	32	28	21	25	173
19	22	24	29	30	29	26	20	179
20	15	22	19	26	21	18	19	138
21	16	17	15	19	18	15	13	112
22	12	10	12	14	12	13	11	83
23	4	7	7	6	6	7	4	40
Total	200	275	282	282	297	274	233	1,843

Total Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	10	30	28	22	32	25	15	162
8	19	31	37	26	23	43	30	209
9	13	25	24	26	28	47	33	196
10	31	37	42	33	29	48	42	262
11	54	72	77	60	73	60	78	474
12	98	114	130	121	118	96	87	764
13	72	101	100	89	123	90	77	652
14	47	70	69	70	77	71	42	446
15	40	62	50	49	73	75	52	401
16	36	55	58	68	73	66	51	407
17	50	77	85	67	81	78	63	501
18	56	110	104	127	112	82	99	690
19	88	95	116	119	117	102	79	716
20	58	87	74	102	85	72	75	553
21	65	68	59	74	72	58	51	447
22	47	40	47	54	49	53	42	332
23	17	26	28	22	23	29	15	160
Total	801	1,100	1,128	1,129	1,188	1,095	931	7,372

Canning Vale



Top Restaurants.

Restaurant	Avg 4w
Canning Vale DT	2,061

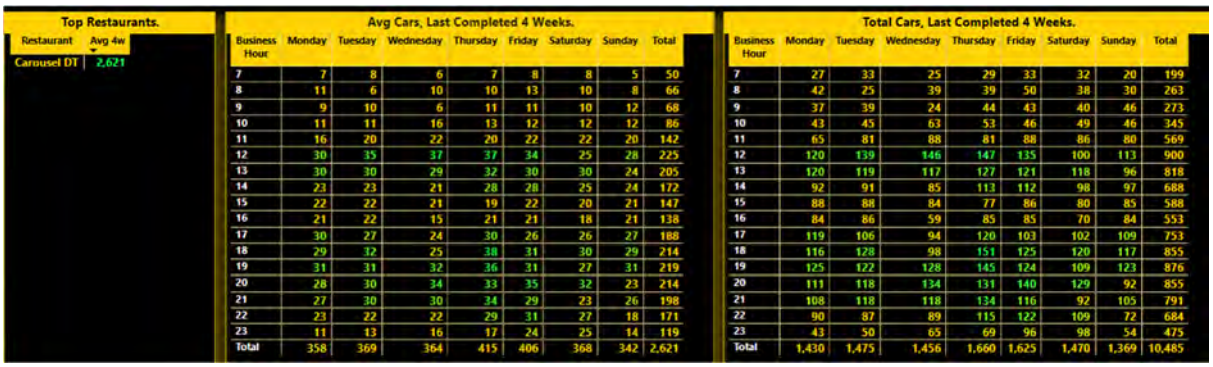
Avg Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	3	6	8	4	9	6	5	41
8	7	6	9	8	7	11	9	56
9	7	8	7	7	11	15	11	65
10	9	9	8	11	9	12	14	72
11	16	18	14	17	18	21	18	121
12	27	23	19	25	21	30	21	166
13	20	17	20	20	22	32	23	153
14	17	18	18	18	17	23	21	131
15	15	16	17	19	19	20	14	121
16	15	14	20	16	22	20	16	121
17	17	24	20	26	27	25	21	159
18	25	26	31	32	40	31	27	211
19	28	28	33	32	42	39	29	230
20	24	25	27	27	36	24	23	185
21	14	22	19	22	26	24	15	141
22	9	4	10	14	19	17	5	77
23				1	6	7		13
Total	251	262	279	296	348	355	270	2,061

Total Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	12	25	32	17	36	24	19	165
8	28	25	34	31	27	43	36	224
9	28	31	27	28	42	60	43	259
10	36	35	33	44	35	48	57	288
11	64	71	57	66	71	82	73	484
12	107	93	77	99	83	121	85	665
13	78	67	79	80	86	129	92	611
14	67	70	72	71	67	92	83	522
15	61	65	69	77	77	78	55	482
16	59	56	78	64	86	79	63	485
17	66	95	80	102	109	101	82	635
18	99	103	123	129	159	124	106	843
19	113	111	132	126	168	154	117	921
20	95	98	108	106	142	97	92	738
21	57	87	76	86	103	95	60	564
22	34	15	40	55	77	67	18	306
23				3	24	26		53
Total	1,004	1,047	1,117	1,184	1,392	1,420	1,081	8,245

Carousel



Top Restaurants.

Restaurant	Avg 4w
Carousel DT	2,621

Avg Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	7	8	6	7	8	8	5	50
8	11	6	10	10	13	10	8	66
9	9	10	6	11	11	10	12	68
10	11	11	16	13	12	12	12	86
11	16	20	22	20	22	22	20	142
12	30	35	37	37	34	25	28	225
13	30	30	29	32	30	30	24	205
14	23	23	21	28	28	25	24	172
15	22	22	21	19	22	20	21	147
16	21	22	15	21	21	18	21	138
17	30	27	24	30	26	26	27	188
18	29	32	25	38	31	30	29	214
19	31	31	32	36	31	27	31	219
20	28	30	34	33	35	32	23	214
21	27	30	30	34	29	23	26	198
22	23	22	22	29	31	27	18	171
23	11	13	16	17	24	25	14	119
Total	358	369	364	415	406	368	342	2,621

Total Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	27	33	25	29	33	32	20	199
8	42	25	39	39	50	38	30	263
9	37	39	24	44	43	40	46	273
10	43	45	63	53	46	49	46	345
11	65	81	88	81	88	86	80	569
12	120	139	146	147	135	100	113	900
13	120	119	117	127	121	118	96	818
14	92	91	85	113	112	98	97	688
15	88	88	84	77	86	80	85	588
16	84	86	59	85	85	70	84	553
17	119	106	94	120	103	102	109	753
18	116	128	98	151	125	120	117	855
19	125	122	128	145	124	109	123	876
20	111	118	134	131	140	129	92	855
21	108	118	118	134	116	92	105	791
22	90	87	89	115	122	109	72	684
23	43	50	65	69	96	98	54	475
Total	1,430	1,475	1,456	1,660	1,625	1,470	1,369	10,485

Haynes

Top Restaurants.

Restaurant	Avg 4w
Haynes DT	1,394

Avg Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	4	4	6	5	6	5	3	33
8	10	8	9	8	10	10	7	61
9	6	8	5	6	7	10	9	50
10	7	7	9	8	10	10	8	58
11	15	15	18	16	13	13	15	104
12	20	20	22	19	19	19	18	137
13	17	16	16	21	19	19	15	123
14	12	11	11	16	15	16	19	98
15	11	11	13	13	12	13	10	83
16	10	13	14	11	13	14	14	87
17	13	12	14	16	17	20	15	106
18	20	16	23	23	26	21	14	142
19	16	18	21	25	20	18	16	133
20	16	13	16	22	19	13	10	109
21	10	9	8	15	12	9	9	71
Total	185	179	204	222	216	209	180	1,394

Total Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
7	15	17	22	20	23	20	13	130
8	38	31	36	31	40	39	29	244
9	23	30	20	24	27	41	35	200
10	26	26	34	33	40	41	33	233
11	58	58	71	65	52	53	59	416
12	81	79	88	74	76	76	72	546
13	68	64	65	83	75	77	58	490
14	49	42	42	62	61	62	75	393
15	45	43	53	52	47	51	39	330
16	38	52	57	43	50	54	55	349
17	52	48	54	65	67	79	60	425
18	79	63	91	93	103	84	56	569
19	62	73	85	98	78	73	62	531
20	65	53	64	86	76	53	38	435
21	39	37	33	58	48	34	34	283
Total	738	716	815	887	863	837	718	5,574

Malaga

Top Restaurants.

Restaurant	Avg 4w
Malaga DT	2,341

Avg Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
6	2	1	3	3	2	1	1	11
7	9	12	15	13	12	5	8	74
8	11	14	11	15	13	10	9	81
9	13	13	11	12	11	13	13	87
10	11	12	15	13	17	14	12	93
11	20	21	23	25	24	20	19	151
12	35	34	33	35	41	30	26	234
13	30	26	28	26	29	26	20	184
14	19	18	21	20	22	21	26	146
15	17	20	19	18	20	17	16	127
16	18	16	15	15	20	19	23	125
17	22	21	22	23	27	28	21	164
18	26	25	30	30	38	26	26	200
19	26	26	25	34	30	26	26	193
20	24	21	25	31	24	22	22	168
21	20	24	16	21	22	18	17	137
22	10	20	15	16	13	15	12	101
23	12	10	10	8	10	12	8	68
Total	324	332	337	356	373	319	301	2,341

Total Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
6	7	2	10	11	6	4	2	42
7	35	48	61	53	47	20	32	296
8	45	54	42	58	53	38	34	324
9	53	53	45	47	45	51	52	346
10	44	46	59	52	69	54	46	370
11	80	82	93	100	94	79	74	602
12	139	137	132	138	165	118	105	934
13	121	103	110	104	115	104	79	736
14	77	72	83	79	88	83	103	585
15	68	80	77	73	78	67	63	506
16	73	65	61	59	78	74	90	500
17	87	85	88	92	108	112	83	655
18	103	100	118	120	152	104	103	800
19	105	102	101	137	119	105	102	771
20	95	83	100	122	95	88	89	672
21	78	96	65	85	88	70	67	549
22	41	79	61	63	52	59	47	402
23	46	40	40	30	38	46	33	273
Total	1,297	1,327	1,346	1,423	1,490	1,276	1,204	9,363

Warnbro

Top Restaurants.

Restaurant	Avg 4w
Warnbro DT	1,652

Avg Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
6	3	5	5	6	6	2	3	29
7	9	7	11	9	8	9	6	59
8	11	11	11	12	11	11	8	75
9	8	11	7	8	13	17	13	76
10	9	9	8	6	12	14	14	71
11	16	12	16	17	21	16	16	114
12	23	19	20	20	26	21	23	151
13	21	19	16	19	20	19	20	133
14	15	10	15	14	16	16	18	102
15	12	14	15	13	15	16	12	96
16	11	10	13	15	14	13	14	88
17	19	20	16	26	27	25	16	148
18	23	23	26	25	32	26	23	178
19	20	16	23	24	27	24	21	156
20	12	15	19	21	18	14	15	112
21	9	9	13	10	13	9	6	67
Total	217	208	232	242	278	249	226	1,652

Total Cars, Last Completed 4 Weeks.

Business Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
6	10	19	20	22	24	9	10	114
7	35	28	42	36	32	36	25	234
8	45	43	43	49	45	44	30	299
9	32	45	26	33	51	67	51	305
10	34	37	30	24	46	57	55	283
11	63	48	65	67	85	63	63	454
12	90	75	81	79	104	84	92	605
13	84	76	65	74	81	74	78	532
14	58	39	58	55	63	63	70	406
15	47	56	61	50	59	62	49	384
16	44	38	51	59	55	50	56	353
17	74	78	65	102	106	100	65	590
18	92	91	104	100	129	102	93	711
19	80	65	91	97	108	96	85	622
20	47	58	75	83	70	54	60	447
21	34	36	50	39	52	34	23	268
Total	869	832	927	969	1,110	995	905	6,607

FOR FURTHER INFORMATION CONTACT:

Manuel Vezarro
Senior Traffic Engineer

T +61 3 9696 9522
M 0466 580 696
E mvezzaro@wga.com.au

WGA.COM.AU
WGANZ.CO.NZ

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Adenanthos cuneatus ‘Coral carpet’
0.3m h x 2m w
14cm



Westringia fruticosa ‘Smokey’
1m h x 0.8m w
14cm



Dianella ‘Tas Red’
0.5m h x 0.5m w
14cm

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alfresco planter (4 plants per m2)

Dianella ‘Tas Red’ and Revoluta mix
0.5m h x 0.5m w
14cm



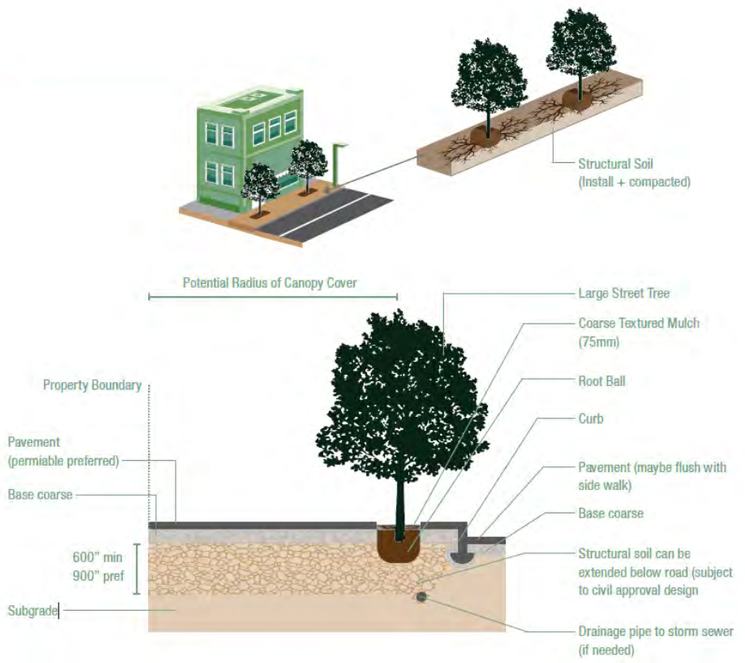
Ruellia (Mexican petunia)
1m h x 0.5m w
1 per sqm. Will naturalise an best contained
14cm



Agave El Miradores
1m h x 1m w
5 off. 12lt



Zamia furfuracea (Mexican Cycad)
1m h x 1m w
5 off. 12lt





STRUCTURAL SOIL

Structural soil is often used in carparks where tree openings for drainage and root growth above ground is limited. Structural soil provides high strength growing medium suitable for large street streets whilst providing an engineered surface suitable for paving.

This allows for optimal full canopy development without restricting root growth in carparked areas.

In this instance structural soil will prove beneficial to the project where trees can thrive within the carpark whilst maintaining the functionality of the space and providing additional amenity.

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Guzman Y Gomez Pty Ltd

GYG Midland

OPERATIONAL WASTE MANAGEMENT PLAN

WGA241154

WGA241154-RP-WM-0001_C

20 December 2024

Document Set ID: 8415673
Version: 2, Version Date: 24/12/2024

Revision History

REV	DATE	ISSUE	ORIGINATOR	CHECKER	APPROVER
A	28/08/2024	DRAFT	JR	JB	MV
B	04/10/2024	FINAL	JR	JB	MV
C	20/12/2024	FINAL - AMENDED	JR	MV	MV

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Appendix A Swept Path Analysis

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1 INTRODUCTION

1.1 General

WGA have been engaged by Guzman y Gomez to prepare an Operational Waste Management Plan (WMP) to accompany a Development Application (DA). The application seeks approval to permit a fast-food outlet situated within Midland Gate Shopping Centre located at 274 Great Eastern Highway, Midland.

This WMP covers operational waste management considerations for the development only. Consequently, detailed considerations relating to demolition/construction waste management are excluded from the scope of this assessment.

The assumptions adopted in order to inform the following assessments are listed throughout this plan.

1.2 Development Application History

WGA understands that the proposal to construct a fast-food outlet within the existing Midland Gate Shopping Centre was previously submitted to a Design Review Panel (DRP).

The previous proposal intended to leverage the existing site access points provided by the broader shopping centre and access the subject site through existing car parking areas. This proposal was previously addressed within WGA's previous Operational Waste Management Plan (WGA241154-RP-WM-0001 Rev B).

Upon review of the application, the Panel was not supportive of the proposed arrangement and subsequently provided a recommended site layout, which has generally been adopted.

The revised arrangement intends to access the site via the internal roundabout intersection located immediately adjacent to the Lloyd Street frontage. To accommodate vehicular access to the site, it is proposed to construct a southern leg to the roundabout.

Consequently, this revised Operational Waste Management Plan seeks to address the revised site layout recommended during the DRP process.

1.3 Documentation Referenced

In preparing this assessment, the following documentation has been referenced:

- Development plans prepared by Matthews & Scavalli Architects dated 19 December 2024.
- WA Waste Authority's 'Waste Avoidance and Resource Recovery Strategy 2030'.
- Western Australian Local Government Association's (WALGA) 'Commercial and Industrial Waste Management Plan Guidelines'.
- Any other technical information as referenced and relied on throughout this Plan.
- Nearmap aerial imagery and Google Streetview, as required.

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1.4 Included Within This Report

The subsequent sections of this WMP include details regarding:

- Land use.
- Waste generation.
- Waste systems.
- Bin quality, size and colour.
- Collection frequency and location.
- Bin storage rooms and areas.
- Collection strategy.
- Collection contractor.
- Signage.
- Educational material.
- Additional waste requirements.

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2 PROPOSED DEVELOPMENT

2.1 General

The proposal seeks to permit the construction of a fast-food outlet located within the car parking area located to the immediate south of the broader Midland Gate Shopping Centre. The proposal comprises approximately 297 sqm across internal and external alfresco dining areas.

The tenancy will be serviced by a dual-entry lane drive-thru facility and proposes to accommodate a total of 52 seats across internal and external seating areas. An extract of the proposed site layout is shown in Figure 2.1.

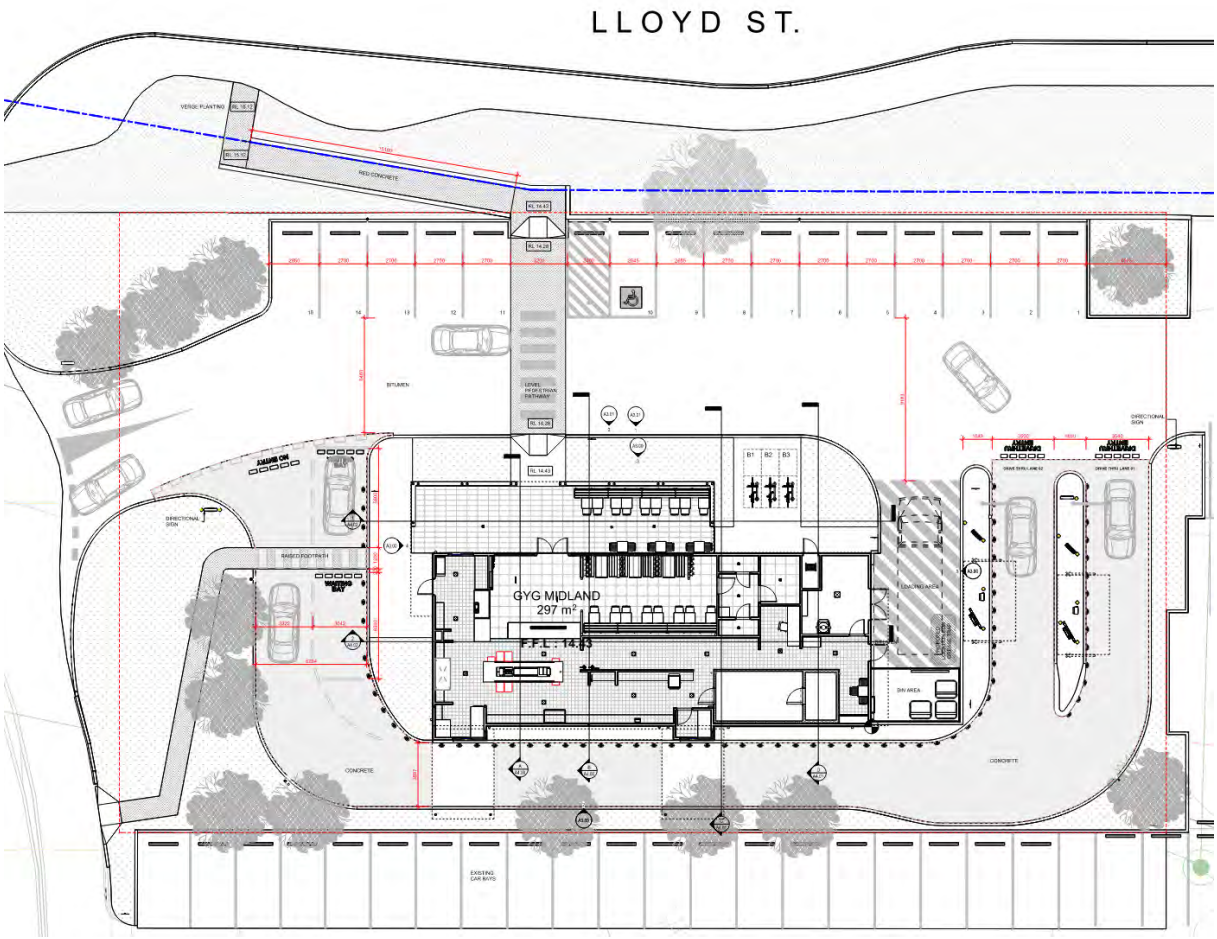


Figure 2.1: Extract - Proposed Site Layout Plan

2.2 Loading Provisions

An on-site loading bay capable of fully accommodating commercial vehicles up to an 8.8m Medium Rigid Vehicle in size (in this instance, representing a standard rear-lift waste collection truck) is proposed to be provided to the immediate south of the building footprint.

Details relating to proposed waste vehicle access and collection arrangement are discussed within Section 3.4.5.

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3 WASTE MANAGEMENT

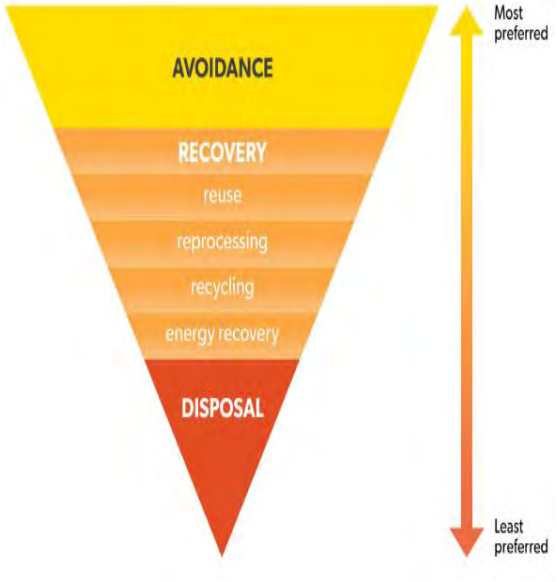
3.1 Objectives of This Waste Management Plan

The primary objectives of this WMP are to:

- Identify all potential waste streams likely to be generated on site.
- Provide a description of how waste is likely to be stored, handled, processed and disposed of, or reused and recycled.

3.2 Waste Management Hierarchy & Better Practice

The WA Waste Authority's 'Waste Avoidance and Resource Recovery Strategy 2030' describes waste management hierarchy in Western Australia as shown within Figure 3.1.



Waste avoidance – prevention or reduction of waste generation

Recovery – Extracting materials or energy from a waste stream through re use, recycling or recovering energy from waste

Reuse – Using a material or item again

Reprocessing – Using an item or material that might otherwise become waste during the manufacturing or remanufacturing process

Recycling – Waste is collected, sorted, processed (including composting), and converted into raw materials to be used in the production of new products

Energy Recovery – Extracting energy from a waste stream through re-use, reprocessing, recycling, or recovering energy from waste

Disposal – Discharge of waste into environment, either into landfill or another disposal route

Figure 3.1: Waste Hierarchy "Waste Avoidance and Resource Recovery Strategy 2030"

In relation to the above hierarchy, the term 'better practice' refers to practices and approaches that are considered by the Waste Authority to be outcomes-focused, effective and high performing, which have been identified based on evidence and benchmarking against jurisdictions.

Better practice waste management systems for commercial developments may incorporate any, or all, of the following:

- **Garbage** (landfill waste) services to manage residual wastes, being those not collected by a dedicated recycling, glass, organics, etc. collection service.
- **Recycling** services to manage recyclable materials within classifiable streams. These materials may vary from development to development, but generally cover paper, glass bottles / jars, cardboard, plastic film, metals (i.e. aluminium / steel cans) and recyclable containers.
- **Bulky** ('hard') waste services to manage bulky items, such as furniture and fit-out materials.
- **Specialty** waste services, such as electrical waste ('e-waste').

Better practice waste management systems are effective and safe. Tenants and cleaners can use them with ease and collection contractors can easily service them. The design, installation and ongoing management of better practice systems encourages tenants and cleaners to use the services appropriately. This increases participation in waste management which helps to minimise waste generation, increase resource recovery and reduce contamination of recyclables and organics.

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3.3 Anticipated Waste Generation

3.3.1 Primary Waste Streams

The Western Australian Local Government Association's (WALGA) 'Commercial and Industrial Waste Management Plan Guidelines' provides guidance on waste generation rates across a number of land use types.

Notwithstanding, WGA have been informed by GYG that their premises across Australia are typically provided with garbage (general waste) and commingled recycling waste storage bins. The following volumes of uncompacted waste are generated across the busiest GYG premises throughout Australia on an average basis:

- Approximately 13,500 L per week of general waste.
- Approximately 9,000 L per week of commingled recycling waste. This does not account for soft plastic and or cardboard separated and baled.

It is noted that the above volume estimates do not account for waste generated from specialised operations performed by the tenant. Notwithstanding the above, as will be detailed in the following sections of this plan, provisions have also been made for the disposal of used cooking oil.

Whilst future operations of the proposed development cannot be quantified at present time, it is the tenant's intention to ensure that comfortable[a] waste storage provisions are provided on-site for the purposes of ensuring staff and patron amenity is not compromised. As such, the above waste generation rates and collection strategy will be adopted for this development.

3.3.2 Food Organics

Acknowledging the operating nature of the proposed development, a considerable amount of organic waste is likely to be generated (approximately 45% of the general waste component is estimated to be made up of food waste).

Consequently, consideration should be given to the segregation of food waste from general waste. Where possible, arrangements could be considered for the physical separation of these streams by revising bin allocations as required.

[a] Noting the adopted waste generation rates are greater than those specified for a 'restaurant' use within the WALGA 'Commercial and Industrial Waste Management Plan Guidelines'

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3.4 Waste Storage Requirements

3.4.1 Bin Composition & Collection Frequency

The breakdown of proposed bin compositions and collection frequency intended to be provided to service the development is listed in Table 3.1.

Table 3.1: Bin Composition and Collection Frequency

WASTE STREAM	WEEKLY WASTE GENERATION	BIN SIZE	NUMBER OF BINS	NUMBER OF COLLECTIONS / WEEK	WEEKLY BIN CAPACITY
General	13,500 L	1,100 L	3	4[b]-5	13,200 – 16,500 L
Commingled Recycling	9,000 L	1,100 L	2	4[b]-5	8,800 - 11,000 L

3.4.2 Waste Bins

Typical bin dimensions for the nominated bin types are shown in Table 3.2, courtesy of the Western Australian Local Government Association's (WALGA 'Commercial and Industrial Waste Management Plan Guidelines'.

Table 3.2: Bin Dimensions

WASTE STREAM	BIN TYPE	WIDTH	DEPTH	HEIGHT
Garbage & Commingled Recycling	1,100L	1.37m	1.245m	1.470m

A private bin collection arrangement is proposed. Accordingly, bin colours can be adopted from options provided in AS4123.7 (should the tenant wish) and labelled accordingly to identify the waste generator and site address.

3.4.3 Waste Storage Area

Waste bins are to be stored within a designated bin room, designed to be in accordance with the Australia New Zealand Food Standards Code – Standard 3.2.3. The proposed bin storage room is to be positioned internally to the site and towards the northern side of the building as shown in Figure 3.2 (generally prepared to scale).

The discrete bin room location will not detract from the visual amenity of the site and its surroundings, nor cause disruptions to on-site operations. Conversely, it has been specifically located adjacent to the covered area to allow for easy and efficient transfer of bins to / from the waste collection vehicle.

It is noted that the indicative waste vehicle loading area allows for over 2.5m clearance to the bin room building footprint to allow for the manoeuvring of bins. This is consistent with the loading position shown in swept path analysis in Appendix A and does not impact the adjacent car parking aisle.

[b] It is expected that in some instances one reduced collection per week would be required, noting this would equate to a theoretical weekly capacity to process 13,200 L/week for garbage and 8,800 L/week for commingled recycling (being 300 L and 200 L short of the average weekly waste generation projections respectively).

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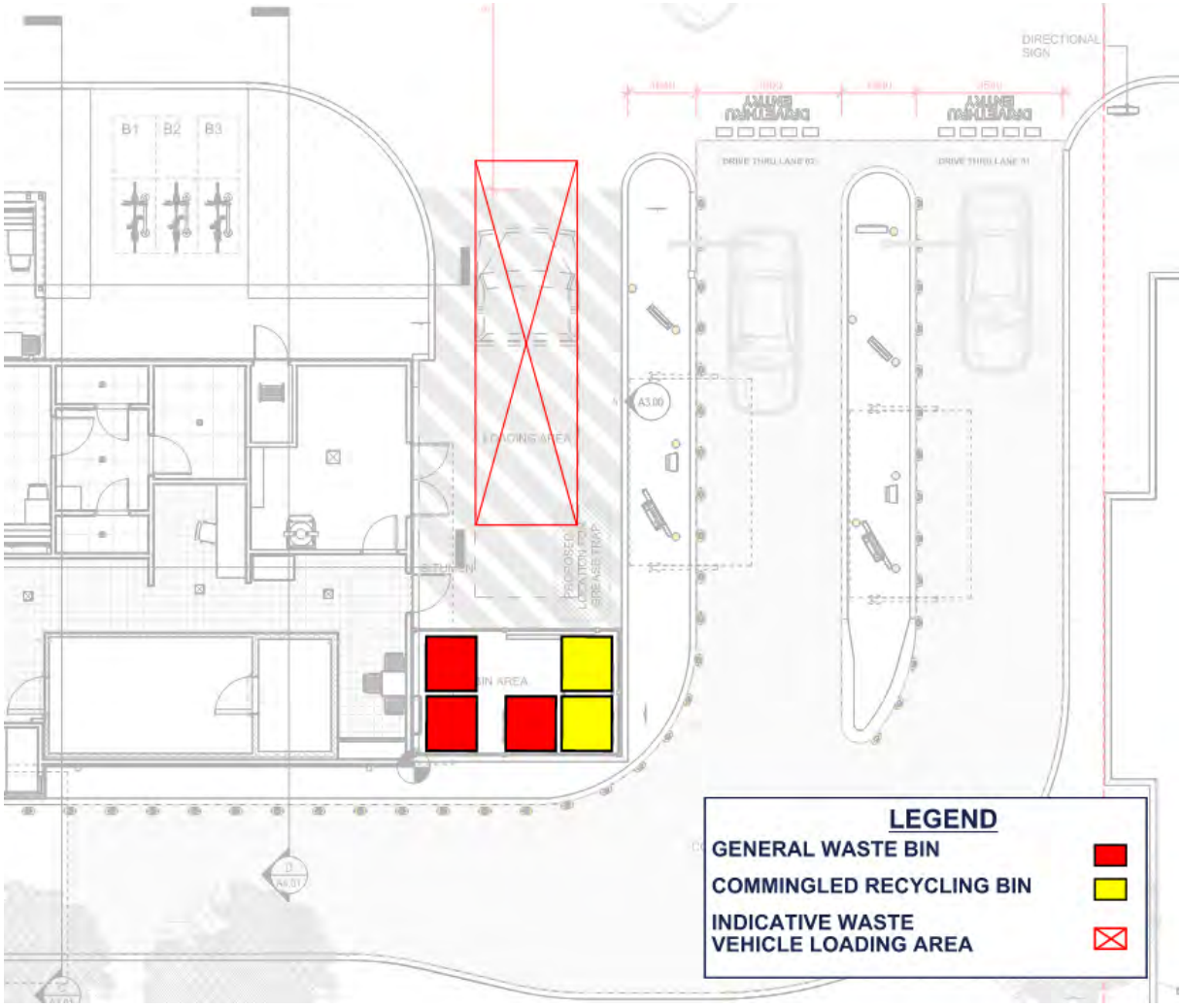


Figure 3.2: Proposed Bin Room Layout

Based on the provided plans, the proposed bin room layout has approximate internal dimensions of 2.95m wide and 4.95m long, totalling an area of 14.6 sqm.

The adequacy of proposed storage arrangements is assessed in Table 3.3.

Table 3.3: Storage Space Requirements

WASTE STREAM	STORAGE SPACE REQUIRED	STORAGE SPACE PROVIDED
Garbage	5.1 m^2	
Commingled Recycling	3.4 m^2	
TOTAL	**8.5 m^2 (excluding circulation area)**	**14.6 m^2 (including circulation area)**

3.4.4 Waste Disposal

The tenant will be responsible for arranging the transportation of waste from internal receptacles to the designated bin room.

Garbage shall be placed within tied plastic bags prior to being transferred to the designated waste bin. Cardboard shall be flattened and recycling containers un-capped, drained, and rinsed prior to disposal into the commingled recycling bin provided. It is noted that bagged recycling is not permitted.

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3.4.5 Waste Collection Strategy

Waste shall be collected within the subject site footprint, with a private waste collection contractor to be engaged.

A swept path analysis diagram provided as Appendix A to this plan confirms that the development plans make adequate provision for appropriate access and manoeuvring for vehicles up to an 8.8m Medium Rigid Vehicle in size, expected to adequately represent a standard rear-lift waste collection vehicle.

it is recommended that waste collection be scheduled to occur strictly outside of typical site operating periods, in order minimise potential conflicts between waste and passenger vehicles. The nominated contractor will transfer bins between the bin store and the collection vehicle, unload and return bins to the bin store before egressing the site.

These procedures are expected to ensure protection against damage, theft and unauthorised access to the both the bins and storage area. It is expected that the tenant will arrange for adequate access to the on-site bin store for the collection contractor. The tenant shall be responsible for managing the waste system and for developing and implementing adequate safe operating procedures.

It is noted that the proposed bin room layout allows for independent manoeuvring of waste streams for collection. Nevertheless, there is adequate space within the loading area for temporary storage of an 1,100 bin during collection to allow for the transfer and or rotation of bins.

3.4.6 Amenity Management

3.4.6.1 Washing, Ventilation and Vermin-Prevention Measures

The tenant shall maintain, wash, sanitise/deodorise and arrange vermin prevention measures for their bins and bin room as required. The design of the bin room and enclosure allow for adequate space for washing and circulation. The bin room is to be fitted with an appropriate tap, drainage and ventilation to provide ease of cleaning.

It is noted that enclosed waste rooms should be designed in accordance with the ventilation requirements of the Building Code of Australia and Australian Standard 1668.2.

3.4.6.2 Surface Finishes

The surfaces of the bin room are to be constructed for purpose in accordance with the Australia New Zealand Food Standards Code – Standard 3.2.3. The floor surfaces are to be:

- Able to be effectively cleaned.
- Be unable to absorb grease, food particles or water.
- Be laid so that there is no ponding of water.

The bin room walls and ceiling surfaces are to be:

- Sealed to prevent entry of dirt, dust and pests.
- Unable to absorb grease, food particles or water.
- Able to be easily cleaned.

3.4.6.3 Noise Reduction Measures

The hours of waste collection shall be as specified in Council's local laws and / or in accordance with the Western Australian Environmental Protection (noise) regulations, 1997 control guidelines. This includes:

- Eliminating the need for collection vehicles to reverse.
- Proposing collection times which ensure the least amount of disturbances to neighbours.

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3.4.6.4 Stormwater Pollution Prevention

To prevent stormwater pollution, the tenant will be required to:

- Ensure all waste is disposed into bins.
- Ensure garbage and commingled recycling items are secured so they can't blow away.
- Keep bins closed to prevent animals from searching through waste.
- Make sure any bin spillage is cleaned up using dry absorbent materials (such as sand, sawdust or paper towel, as required).

3.5 Other Waste Streams

3.5.1 Hard Waste & Miscellaneous Items

It is expected that the tenant will arrange for the disposal of hard waste and other miscellaneous waste items as required, with a private contractor to be engaged for an agreed cost.

Hard waste will be transported to the proposed on-site loading bay immediately prior to the private contractor's scheduled arrival period.

3.5.2 Used Cooking Oil

WGA have been advised by the future tenant that approximately 40-50 L of used cooking oil is expected to be required to be disposed of every 7-10 days, on average.

It is expected that the future tenant will arrange for the removal of used cooking oil on an as needed basis. This will be carried out by a specialist waste contractor and disposed of in accordance with the relevant environmental regulations.

3.5.3 Garden Waste

Tenants are typically responsible for engaging a private contractor to maintain all landscaped areas on their site.

In this instance, however, we expect that the appointed contractor currently maintaining the overall shopping centre development may be directly responsible for the same-day disposal of any garden waste requiring removal located on the subject tenancy. This is expected to be negotiated between the landlord and tenant

3.5.4 Large Packaging

Generally, packaging can be broken up to fit within the commingled recycling bin provided to the tenant.

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3.6 Signage

Regardless of the type of development, signage and education are critical to assist with promoting the intended waste management system.

Signage and education are important as they:

- Inform cleaners, tenants and other users of the system why it is important to recycle (raise awareness and perceived importance of resource recovery and the environment).
- Provide clear instructions on how to recycle using the services provided.
- Education and communication must be regular and ongoing. The main signage aspects to consider are:
  - General waste and commingled recycling bins must be clearly and correctly labelled at all times.
  - Waste storage areas must have clear signage instructing cleaners and tenants how to correctly separate various waste streams being collected.
  - Should it be required, the location of, and directions to, waste storage areas must be well signposted, with directional signs, arrows or lines on the floor showing the most direct routes for cleaners and tenants.
  - All hazards or potential dangers associated with the waste facilities should be clearly identified, especially those linked to compaction or other waste handling equipment.
  - Emergency contact information should be displayed in the event there are any issues with the waste and recycling systems / services in the building.

Waste drop-off areas and bins will be clearly marked and signed with the appropriate signage, as compliant with AS 4123.7-2006. Example waste signage is not provided by The City of Swan or WALGA, and as such reference is made to the nearby City of Rockingham waste signage for guidance, as shown in Figure 3.3 and Figure 3.4.



Figure 3.3: Example General Waste Signage



Figure 3.4: Example Commingled Recycling Signage

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3.7 Key Contact Information

3.7.1 Council

• City of Swan	Ph: (08) 9267 9267

3.7.2 Key Suppliers / Contractors

• Cleanaway - Private Waste Collector	Ph: 13 13 39
• Veolia - Private Waste Collector	Ph: 132 955
• JJ Richards & Sons Pty Ltd - Bin supplier / Private Waste Collector	Ph: 1300 971 325

3.7.3 Other Useful Contact

• EPA WA	Ph: +61 8 6364 7000

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4 CONCLUSIONS

This operational Waste Management Plan (WMP) has been prepared to assess the waste management-related implications of the proposed fast-food outlet within the existing Midland Gate Shopping Centre, located at 274 Great Eastern Highway, Midland.

As part of the preceding assessment:

- All potential waste streams likely to be generated on site have been identified.
- Descriptions relating to how waste is likely to be stored, handled, processed and disposed of, or reused and recycled have been provided.

Based on the discussions and analysis outlined within this report, the following key conclusions are derived:

- The site is proposed to be redeveloped to accommodate a fast-food outlet land use spanning 297 sqm across internal and external dining areas, with a capacity to accommodate up to 52 patrons.
- Based on comparable GYG developments, the proposed tenancy is expected to generate:
  - Approximately 13,500 L per week of general waste.
  - Approximately 9,000 L per week of commingled recycling waste. This does not account for soft plastic and or cardboard separated and baled.
- A dedicated bin room is provided to cater for development-generated waste storage requirements. This room is to be located along the southern side of the tenancy.
- The three (3) 1,100L MGBs proposed to store general waste will need to be collected 4-5 times per week, on average.
- The two (2) 1,100L MGBs proposed to store commingled recycling waste will need to be collected 4-5 times per week, on average.
- An on-site loading bay capable of fully accommodating commercial vehicles up to an 8.8m Medium Rigid Vehicle in size (in this instance, representing a standard rear-lift waste collection truck) is proposed to be provided to the immediate north of the building footprint. The appropriateness of this loading bay has been tested and confirmed by swept path analysis, with outputs provided in Appendix A.

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5 LIMITATIONS

This Waste Management Plan is intended to inform and accompany a Development Application.

It is our expectation that the tenant will adjust the recommended strategy to respond to actual operational conditions, should these fail to be in line with those observed at comparable premises. These adjustments could include, but are not limited to, increasing the number of bins and or increasing the collection frequency - subject to Council approval.

To this end, Subject to Council request, changes in legal requirements, changes in the development's needs and / or waste patterns (waste streams, volumes or distributions), or to address unforeseen operational issues, the tenant shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity / streams / collection frequency).
- Re-education of users / staff.
- Revision of the services provided by the waste collector(s)
- Any necessary statutory approval(s).

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PS ref: 8960

23 December 2024

City of Swan
2 Midland Square
Midland, WA 6056

Attention: Chay Rajkumar – Planning Officer, Statutory Planning

Dear Madam,

LOT 10 (236-244) AND LOT 603 (274) GREAT EASTERN HIGHWAY, MIDLAND
PROPOSED GYG FAST FOOD OUTLET
AMENDED PROPOSAL SUBMISSION

Planning Solutions acts on behalf of Guzman Y Gomez (**GYG**), the proponent of the proposed drive-through fast food outlet on Lot 10 (236-244) and Lot 603 (274) Great Eastern Highway, Midland (**subject site**).

The development proposal was presented to the City of Swan's Design Review Panel (**DRP**) for a second review (post lodgement) on 5 November 2024. The DRP raised concerns in relation to the orientation of the proposed development and recommended an 'acceptable alternative' layout.

The proponent has reviewed and considered the alternative layout recommended by the DRP and, subject to minor modifications, has agreed to amend the development proposal. Please find enclosed:

1. Amended Development Plans.
2. Amended Landscape Schematic Design.
3. Amended Transport Impact Statement.
4. Amended Waste Management Plan.

The abovementioned Landscape Schematic Design, Transport Impact Statement and Waste Management Plan have all been updated to align with the Amended Development Plans.

DRP Recommendation and Amended Proposal

The Design Review Report for the DRP meeting held on 5 November 2024 raised concerns with the development proposal generally relating to the building orientation, presentation to Lloyd Street and pedestrian connections.

In the Concluding Remarks section of Design Review Report, the DRP recommended an 'acceptable alternative' layout which, from a design perspective, suggests re-orientating the restaurant building to Lloyd Street and sleeving the drive through behind the building. Refer to **Figure 1** below for the DRP recommended layout and associated commentary.

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

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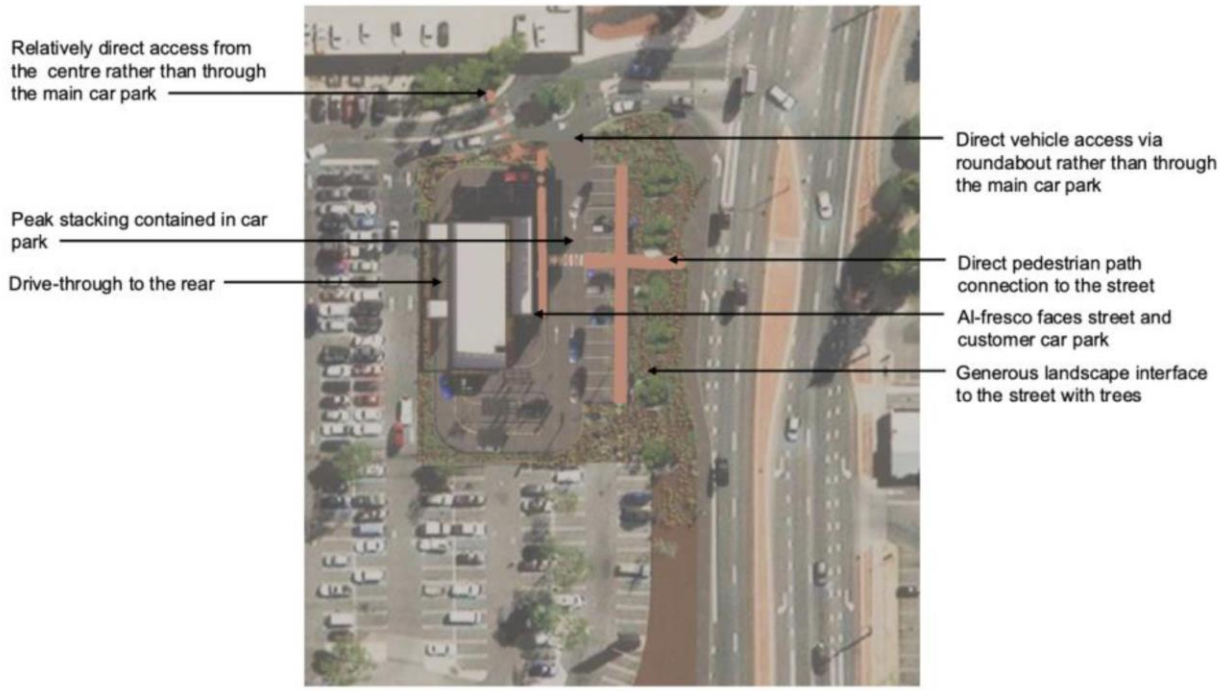


Figure 1 – DRP recommended layout

The proponent and project team have reviewed the alternative layout recommended by the DRP, and supports the proposed internal access arrangements and re-orientation and setback of the development. However, the following concerns were raised and required further review:

- The setback of the drive through egress lane to the roundabout, and minimal queuing capacity for vehicles entering the roundabout from the proposed development area.
- The substantial removal of car parking to the west of the proposed development and proposed closure of the internal accessway to the southern car park.

The proponent and project team met with City's planning officers and traffic engineers on 2 December 2024 to discuss the above concerns and modifications to the DRP's recommended layout. The following modifications were discussed and agreed:

- Shifting the pad site development further south to allow greater separation from the internal roundabout to the drive through egress lane.
- Creating an opening and connection to the southern car park area to allow better distribution and circulation of traffic.
- Maintaining the existing car parking alignment and mitigating the loss of parking bays.

The above modifications are reflected in the Amended Development Plans and Amended Landscape Schematic Design. The modifications appropriately address the DRP's recommendations, whilst providing a safe and functional layout from a traffic engineering perspective.

Transport Impact Statement

The application was referred to the Department of Planning, Lands and Heritage (**DPLH**) for comment. In their initial comments, DPLH queried the level of assessment undertaken and whether a Transport Impact Assessment should have been submitted with the application.

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The Transport Impact Statement (**TIS**), prepared by WGA, has been updated to include surveyed traffic volumes of the existing internal roundabout, traffic generation comparisons of existing GYG restaurants in Perth, and SIDRA analysis of the internal roundabout for pre and post development periods.

The updated TIS indicates the proposal is anticipated to generate up to 66 new vehicular movements during the critical peak demand period. Accordingly, the proposal will have a moderate impact and a TIS level of assessment is appropriate.

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

Yours faithfully,

Marc Re

MARC RE
PRINCIPAL

241223 8960 letter to City of Swan - amended proposal submission

Document Set ID: 8415673
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Design Review Report

Location/Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **Tuesday 11 June 2024**
Meeting Time: **1 pm**

Item 1 – Fast Food Outlet – GYG – Lot 10 (No.236-244) & Lot 603 (No.274) Great Eastern Highway, Midland – DRP -13/2024 – Concept – 1st DRP Meeting

Design Review Report	
Subject	Item 1 – Fast Food Outlet – GYG – Lot 10 (No.236-244) & Lot 603 (No.274) Great Eastern Highway, Midland
Design Reviewers	Brett Wood-Gush – Acting Chairperson (Insight Urbanism)
	Stephen Carrick – Panel Member (Stephen Carrick Architects)
	Peter Damen - Panel Member (Level 5 Design)
	Wayne Dufty – Panel Member (DNA Architects)
Proponent & Project Team	Andre Scavalli – Matthews & Scavalli Architects Damien Caraher – Matthews & Scavalli Architects Oliver Basson – Planning Solutions Donna Edmiston – Guzman y Gomez
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) The context analysis highlighted the car-based context on the other corners and the current extent of parking and noted the existence of trees. **Areas for improvement** b) There was little discussion on the intended future of the area under the Activity Centre Plan. c) Clarify how the land titles have been considered. d) The area is expected to be developed with street-front uses of at least two stories. Mid- to high-rise development is permitted, and a strong landmark development is expected on the corner. In this

		respect, a pad site in a car park does not fit the intended Activity Centre Plan, contribute to urban consolidation or support the centre's development. e) Removing parking from a centre below the required parking levels hampers the potential for other more urban street-fronted uses. f) A fast food proposal with driveways, blank walls service compounds is an unfortunate gateway at the main access point to the centre. g) The space on the corner is compromised and unlikely to facilitate a landmark outcome. h) The space on the north side is compromised and locks parking on the street front. i) The building unacceptably turns its back on the adjacent streetscape. Streetscape should be a primary consideration. j) The context analysis focuses on the highway service precincts rather than exploring more ways to complement Midland's nationally significant built heritage and regional uniqueness. ***Recommendations*** ***1. The proposal should be supported by a master plan for this sub-precinct that demonstrates the delivery of a greater continuity of street frontage.*** ***2. Provide a convincing indication of how the landmark corner will be created.*** ***3. Clarify how the land titles have been considered.*** ***4. Take an urban approach to the design, minimising driveways, compounds and blank facades.*** ***5. Locate the building to support future consolidation of the street front.*** ***6. Ensure the building addresses the street directly.*** ***7. Demonstrate how the form will appear/ function as a two-storey building.*** ***8. Revisit the context analysis and respond through the lenses of walkability and good urban design rather than mere functionality and traffic movement.*** ***9. Demonstrate how the best of the Midland character is expressed in the design.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) The inclusion of some landscape strips, some tree planting and some planter boxes show some early

		consideration of the landscape. **Areas for improvement** b) It is noted the proposal is conceptual and detail limited. c) Including a landscape architect in the future design process would improve outcomes. d) The on-site landscape appears to be narrow landscape strips in a hostile environment, planting in leftover spaces and trees planted in car bays. Functionality and viability are questionable. e) Trees and landscape in the street reserve would assist in integrating development. Protection of the existing verge tree is important. f) Asphalt remains the predominant landscape element. To break the monotony, consider introducing additional materials for parking bays, service zones, and pedestrian crossings. g) Some landscape strips appear to form a barrier to pedestrians. h) Carefully consider landscape to ensure robust ground cover, view lines at mid-storey and shade canopy at upper storey. i) The inclusion of a landscapes alfresco area is welcome. This should relate to the street but is facing into the car park. There is some concern the landscape in the planter boxes will fail. ***Recommendations*** ***1. Following better urban planning of the proposal - review how landscape can become an integral part of the design rather than space filler.*** ***2. Introduce different paving treatments that can help explain the ground plain (movement, parking, pedestrians, services, etc) and break up the expanse of asphalt.*** ***3. Introduce a comprehensive, connected, and legible pedestrian pathway with minimal vehicle/pedestrian conflict points.*** ***4. Develop a landscape strategy for ground cover mid-storey and shade canopy.*** ***5. Further develop the al-fresco area as a street front feature.***
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.*
Comments and Recommendation		**Strengths** a) The proposal seeks to deliver an active use in an area with little activation.

		Areas for improvement b) The built form does little to engage with the street and establishes a moat of cars between the building and the street, which is an unacceptable urban design outcome. c) The built form does nothing to articulate either street corner. d) The built form leaves many areas blank and exposed. The design and landscape appear to do little to provide high-quality visual interest appropriate to the centre. ***Recommendations*** ***1. Move and reorientate the building to establish a direct relationship between the building and the street.*** ***2. Elevate the design to deliver a high-quality urban outcome. A proposal that lets the highway service style development jump the road is not appropriate.*** ***3. Use the western end of the centre (Cale Street) as a reference point for the quality of design and streetscape presence expected*.***
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.*
Comments and Recommendation		**Strengths** a) The dining and alfresco areas are well-related. **Areas for improvement** b) The box design does little to provide the necessary built-form functionality and quality in terms of shade and reduced heat island effect etc. c) While the plan may be indicative, there appears to be a very low amenity level for workers. The extent of windows, shelter over doors, and changing areas appears limited. d) Despite the scale of the development, dining and social appear limited, suggesting and focusing on drive-through. This further undermines any argument for locating the proposal in the Activity Centre. e) Parking and access issues have not been addressed in detail. ***Recommendations*** ***1. Provide detailed and rational parking and access strategy.***

		2. Demonstrate a stronger response to functionality and quality beyond attracting and serving drive-through users.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) Initial commitments are provided. **Areas for improvement** b) The use is symptomatic of poor urban sustainability – being a 'fast' building type with limited capacity for reuse, overly land consumptive for a food outlet, and encourages car use, etc. c) Given the above inherent lack of sustainability, the proposal needs to work much harder on those sustainability initiatives that can be incorporated to help offset the lack of sustainability inherent in the use. d) Consider carbon footprint reduction in building and operation. Managing the heat island effect, generating power, serving EV mobility, and other sustainability initiatives must be considered. e) There needs to be a convincing sustainability strategy with firm commitments. ***Recommendations*** ***1. Develop a comprehensive sustainability strategy across design and operation.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) Including an alfresco canopy for pedestrian shade and shelter has merit. **Areas for improvement** b) There is little other discernible amenity provided by the design that goes beyond mere functionality. c) The level of pedestrian amenity within and adjacent to the site is very poor and unacceptable. d) The relationship to the street is poor e) There appears to be no plan to improve the adjacent verge or provide tree planting. ***Recommendations*** ***1. Establish a clear and comprehensive connected pedestrian network with dedicated paths, shade and shelter, distinguished crossing points,***

		passive surveillance and visual interest, which connects seamlessly with the rest of the centre. ***2. Improve amenity for all users and staff.***
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.*
Comments and Recommendation		**Strengths** a) The design is relatively legible from a driver's perspective. b) The South and West have pedestrian areas against the development. **Areas for improvement** c) The design is largely illegible from a pedestrian perspective – the entry door does not face the street or centre access driveway and there is no pedestrian connectivity to the footpath to the rest of the centre or the adjacent car park. d) The building provides no shade or shelter to the adjacent footpath in the street. e) The design provides little appropriate visual interest to the adjacent public realm. ***Recommendations*** ***1. Reorientate the building to face the street with pedestrian access directly from the street.*** ***2. Establish a clear and comprehensive connected pedestrian network with dedicated paths, shade and shelter, distinguished crossing points, passive surveillance and visual interest, which connects seamlessly with the rest of the centre.*** ***3. Provide shade and shelter to the adjacent footpath in the street.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Comments and Recommendation		**Strengths** a) The use introduces some additional surveillance for the area. **Areas for improvement** b) There is minimal consideration of pedestrian movement and safety at crossing points is week. Pedestrians should be the prime consideration in the site planning. c) Check sightlines at proposed pedestrian crossing points. ***Recommendations***

		1. Establish a clear and comprehensive connected pedestrian network with dedicated paths, shade and shelter, distinguished crossing points, passive surveillance and visual interest, which connects seamlessly with the rest of the centre. ***2. Minimise the number of pedestrian/vehicle conflict points within the site.*** ***3. Use a material change and elevated ground level to demarcate pedestrian crossing points.***
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.*
Comments and Recommendation		**Strengths** a) The alfresco provides a space that enables dining outdoors. **Areas for improvement** b) Alfresco dining should face the street. c) There are no other discernible community benefits arising from the design (as opposed to arising from the use). d) Any positive contribution to the public realm is negligible. ***Recommendations*** ***1. Move and reorientate the building to establish a direct relationship between the building and the public realm.*** ***2. Include a formal landscaped al-fresco area.***
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.*
Comments and Recommendation		**Strengths** a) The appearance of the building is strongly associated with the use and leaves little doubt as to what the building is. **Areas for improvement** b) It is acknowledged that the building is a standard design for 'Anywhereville'. However, there is an expectation that the building aesthetics should contribute to a sense of place rather than solely expressing the operator. c) Consider how the standard design can be modified in its appearance to reflect the intended characteristics of the place and the best of Midland. d) In turning its back to the public realm, the building

		does not provide sufficient visual interest to be inviting or engaging. e) Develop a strategy for simple, effective signage and wayfinding. A clutter of advertising areas, direction signs, order points, service compounds, and bollards needs to be avoided. f) Check whether public art is required and, if so, identify the proposed strategy. ***Recommendations*** 1. ***Review how the standard design template can be adapted to contribute meaningfully to the identified character and sense of place.*** 2. ***Move and reorientate the building enable greater visual interest to the public realm.*** 3. ***Develop the place-making and art strategy.***

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Yet to be addressed			
	DRP Meeting 1 11/06/24 Concept	***DRP Meeting 2***	***DRP Meeting 3***	***DRP Meeting 4***
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**				

Concluding Remarks
It could be easily assumed that because fast food outlets are so common in the suburban environment, that such ubiquity equates to acceptability. Whilst that may be the case from a social perspective, the DRP's role is to consider the design and to consider it through the prism of the 10 design principles of SPP7. The DRP also need to consider the proposed site on the site of a Strategic Regional Centre with a strong Activity Centre Plan. As such, the proposal needs to be considered in the same way that every other design proposal is considered, being a 'fast-food does not confer special privilege. Viewed through the prism of SPP7, the design is largely unsatisfactory and unsupportable. There are many shortcomings which need to be addressed, as highlighted in the report above. However, the five fundamental issues are the compromise to future consolidation of the centre, the low intensity of development on a strategic site, the poor relationship to the street, the negligible consideration of pedestrian movement, amenities and safety and the lack of any discernible effort to contribute to the local sense of place. The Panel supports a diversity of dining experiences but cannot support a development that lets highway service-style development jump the road and undermine the consolidation of the Midland Centre.
Is the proposal required to go back to a future Design Review Panel Meeting? Please tick one of the following: √ **Yes – future full panel design review** ☐ **No – future chair review only** ☐ **No – supported – no further review required** **Is the proposal supported?** Please tick one of the following: ☐ **Yes - Supported** ☐ **Yes - Supported – pending further attention and/or conditions to be imposed** √ **No - Not yet supported**

Design Review Report endorsement & DRP Recommendation	Brett Wood-Gush DRP (Acting) Chair

Design Review Report

Location/Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **Tuesday 5th November 2024**
Meeting Time: **2:30pm**

Item 2 – GYG Midland Gate–Lot 10 (no.236-244) & Lot 603 (No.274) Great Eastern Highway MIDLAND– DRP-13/2024 & DA-766/2024- DRP Meeting Post DA

Design Review Report	
Subject	GYG Midland Gate–Lot 10 (no.236-244) & Lot 603 (No.274) Great Eastern Highway MIDLAND
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Brett Wood-Gush – Deputy Chairperson (Insight Urbanism)
	Wayne Dufty – Panel Member (DNA Architects)
	Simon Venturi - Panel Member (Noma Pty Ltd)
Proponent & Project Team	Andre Scavalli – Matthews & Scavalli Architects Damien Caraher – Matthews & Scavalli Architects Oliver Basson – Planning Solutions Donna Edmiston – Guzman y Gomez Steve Postmus - CAPA
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) The context analysis highlighted the car-based context on the other corners and the current extent of parking and noted the existence of trees. b) Moving the building northwards has provided greater potential for a landmark corner building to the south. **Areas for improvement** c) The design attempts to interpretate the letter of the Activity Centre Plan rather than intent of the ACP, to justify a lesser design outcome – more consideration needs to be given to the intent. The ACP describes

		a clear overall intent for the centre interfaces through objectives and is supported by statements of expectations of a boulevard-style outcome for Lloyd Street. Regardless of the ACP provisions, the principles of SPP 7.0 also applies. d) A fast-food proposal with a street-front drive-through, blank walls, and service compounds is a unacceptable gateway at the main access point to the overall centre. e) The building unacceptably turns its back on the adjacent streetscape. Streetscape should be a primary consideration – the Ascot example is a good precedent insofar as the restaurant and al-fresco face the street and the drive-through is to the rear. f) The context analysis focuses on the highway service precincts rather than exploring more ways to complement Midland's nationally significant built heritage and regional uniqueness. ***Recommendations*** ***1. The proposal should be supported by an indicative master plan for this sub-precinct that demonstrates the delivery of street activation, and the desired landmark corner anticipated by the planning framework.*** ***2. Locate/reorientate the building to support future consolidation and activation of the street front.*** ***3. Ensure the building addresses the street to increase streetscape interactivity.*** ***4. Revisit the context analysis and respond through the lenses of walkability and good urban design rather than mere functionality and traffic movement.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) The inclusion of a landscape concept by a landscape professional is commendable. b) The incorporation of native planting is good. c) The green frame to the north and east of the building is good in principle but not at the expense of pedestrian connectivity. d) There is a discrepancy between the landscape and architectural renders – the landscape plans show more promise. It is assumed this takes precedence. **Areas for improvement** e) The viability of the trees in the half diamonds is questionable, as is the thin landscape strip to the south.

Commented [BW1]: If we mention the ACP I believe it would be useful to be quite specific. Use can be seen to be a planning debate, hence, I haven't commented on use definitions.

		f) Asphalt remains the predominant landscape element. To break the monotony, consider introducing additional materials for parking bays, service zones, and pedestrian crossings. g) The verge landscape forms a barrier to pedestrians. h) The inclusion of a landscapes alfresco area is welcome. However, this should relate to the street but is facing into the car park. i) Undertake a paving audit to reduce paving only to what is necessary and enable more vegetated areas. j) The enhanced verge is supported but the absence of trees is disappointing and does not support the ACP stated boulevard outcome. Tree planting is essential to a boulevard-style outcome. k) Show the site boundary on the plans to distinguish how much of the landscape is on site and how much is in the street verge. l) The metal framework is an opportunity to support climbing plants for more shade and visual interest on the building facades. ***Recommendations*** ***1. Review the viability of trees within car-parking areas.*** ***2. Introduce different paving treatments that can help explain the ground plain (movement, parking, pedestrians, services, etc) and break up the expanse of asphalt.*** ***3. Enable direct pedestrian connectivity between the street and the building.*** ***4. Review the extent of hard surfaces in favour of more vegetation.*** ***5. Show the site boundary on plans.*** ***6. Further develop the al-fresco area as a well-landscaped street-front feature.*** ***7. Introduce street trees.*** ***8. Explore how the double columns and steel frame could support climbers.***
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.*
Comments and Recommendation		**Strengths** a) The proposal seeks to deliver an active use in an area with little activation. **Areas for improvement** b) The proposal is an imposed solution insofar as there is no evidence of testing of forms, location or orientation of the building.

		c) The built form does little to engage with the street and establishes a moat of cars between the building and the street, which is an unacceptable urban design outcome. ***Recommendations*** ***1. Provide alternative site configurations with analysis of the relative pros and cons.*** ***2. Reorientate the building to establish a direct relationship between the building and the street.***
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.*
Comments and Recommendation		**Strengths** a) The internal and dining and alfresco areas are well-related. **Areas for improvement** b) It is acknowledged that the island mentality of pad sites results in an inherent design challenge with greater need for active interfaces and nowhere to hide utilitarian functions – however, these issues still need to be addressed. c) While the plan may be indicative, there appears to be a low amenity level for workers. d) Demonstrate through needs analysis the required capacity for car parking and queuing capacity. e) The site planning is very inefficient with long and convoluted vehicle and pedestrian routes for customers. ***Recommendations*** ***f) Demonstrate through a needs analysis the required capacity for car parking and queuing.*** ***g) Review the building location and orientation to enable less land devoted to circulation.***
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) Some initial commitments are provided, much of which are operational in nature. **Areas for improvement** b) The use is symptomatic of poor urban sustainability being a car-based building type with limited capacity for reuse, which means that the proposal needs to work much harder on those sustainability

		initiatives that can be incorporated to help offset the lack of sustainability inherent in the use. c) Consider the carbon footprint reduction in both the building and operation. Whilst the operational initiatives are a good component of the sustainability narrative, managing the heat island effect, generating power, serving EV mobility, and other sustainability initiatives related to the building must be considered. d) There needs to be a convincing sustainability strategy with firm commitments. ***Recommendations*** ***1. Develop a comprehensive sustainability strategy across both the design (built form) and operational aspects of the proposal.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) Including an alfresco canopy for pedestrian shade and shelter has merit. **Areas for improvement** b) The level of pedestrian amenity within and adjacent to the site is very poor, particularly in the public realm. c) The relationship to the street with the building separated from the street by a moat of cars and a moat of landscape is unacceptable. ***Recommendations*** ***1. Establish an acceptable level of amenity (visual interest, shade, shelter, perception of security, etc) in the adjacent streetscape.***
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.*
Comments and Recommendation		**Strengths** a) The design is relatively legible from a driver's perspective, although the route remains overly long and convoluted and directs traffic through the shopping centre car park. b) The provision of a footpath connection to the main centre is an improvement, even if it is an unpleasant and convoluted pedestrian journey. **Areas for improvement**

		c) The design is largely illegible from a pedestrian perspective – the entry door does not face the street and the pathway from the main centre is convoluted and through a car park. d) Review the site planning to take advantage of a direct vehicle route into and out of the site via the existing roundabout. e) Provide more graphic explanation of the pedestrian linkages from the surrounding area, noting that whilst most customer will arrive by cars, not all customers will. ***Recommendations*** ***1. Reorientate the building to face the street with pedestrian access directly from the street.*** ***2. Reorientate the building to enable use of the existing roundabout for access and egress.*** ***3. Establish a clear and comprehensive connected pedestrian network with dedicated paths, shade and shelter, distinguished crossing points, passive surveillance and visual interest, which connects seamlessly with the rest of the centre.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behavior and use.*
Comments and Recommendation		**Strengths** a) The use introduces some potential for passive surveillance for the immediate area. **Areas for improvement** b) There is minimal consideration of pedestrian movement, and safety at crossing points is weak – consider elevating the pedestrian crossing points and differentiating through material selection. c) Pedestrians should be the prime consideration in the site planning. Check sightlines at proposed pedestrian crossing points. ***Recommendations*** ***1. Establish a clear and comprehensive connected pedestrian network with dedicated paths, shade and shelter, distinguished crossing points, passive surveillance and visual interest, which connects seamlessly with the street and the rest of the centre.*** ***2. Minimise the number of pedestrian/vehicle conflict points within the site.*** ***3. Use a material change and elevated ground level to demarcate pedestrian crossing points.***

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.*
Comments and Recommendation		**Strengths** a) The al fresco provides a space that enables dining outdoors. b) The intent for a large art piece is good. However, it is questionable whether it qualifies as public art under Percent for Art policy objectives. **Areas for improvement** a) The al fresco dining should face the street. b) Any positive contribution to the public realm remains negligible. c) Check whether there is a public art requirement. If so, review the art proposal against the City's guidelines for eligibility. If not, there is no impediment to a discretionary art piece. Either way, an art piece is supported – however, one-off works of art, designed specifically for the site and hand painted by artists are generally encouraged. ***Recommendations*** ***1. Reorientate the building to establish a direct relationship between the building and the public realm.*** ***2. Review the need for, and parameters around the provision of 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.*
Comments and Recommendation		**Strengths** a) The appearance of the building is strongly associated with the use and leaves little doubt as to what the building is. b) The use of brickwork and metal screening is supported in principle. c) The design provides some visual interest to the adjacent public realm and acknowledgement of the sense of place via the brickwork and the double columns and metal screening details. d) metal screening. e) The double columns are a good element derived from the local context and should be continued on the al fresco side of the building. **Areas for improvement**

		f) In turning its back to the public realm, the building does not provide sufficient visual interest to be inviting or engaging. g) Develop a strategy for simple, effective signage and wayfinding. A clutter of advertising areas, direction signs, order points, service compounds, and bollards needs to be avoided. h) The use of brickwork only on the low perimeter wall is a superficial veneer and should be better integrated into the overall building design. i) Whilst some effort has been made on 'dressing' the long elevations, the short elevations remain overly blank. ***Recommendations*** ***1. Review how the standard design template can be adapted to contribute meaningfully to the identified character and sense of place.*** ***2. Reorientate the building to enable both greater visual interest and pedestrian access to the public realm.*** ***3. Better integrate the use of brickwork into the overall design.*** ***4. Consider the visual impact of any signage beyond that on the building itself.*** ***5. Continue the use of the double columns on the al-fresco side of the building.*** ***6. Give further consideration to the articulation of the end elevations.***

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Yet to be addressed			
	DRP Meeting 1 11/06/24 Concept	***DRP Meeting 2 5/11/24 Post DA***	***DRP Meeting 3***	***DRP Meeting 4***
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**				

Concluding Remarks

The Panel thanks the Applicant for returning to the DRP and acknowledges that some improvement has been made, predominantly through the inclusion of landscape input. However, the changes are insufficient to yet warrant support from the DRP.

The Panel accepts that fast food is an acceptable use for the site and that the planning framework has more flexibility on built form than elsewhere in the centre. Additionally, the Panel accepts that a drive-through component is reasonable provided it does not diminish the streetscape or pedestrian amenity in the street. Whilst, from an urban design perspective, the ideal relationship to the street is a building interface with the drive-through behind and the parking behind that (as per the Ascot GYG). However, the Panel acknowledges that this is not ideal from an operational perspective with pedestrians from the car park having to cross over the drive-through.

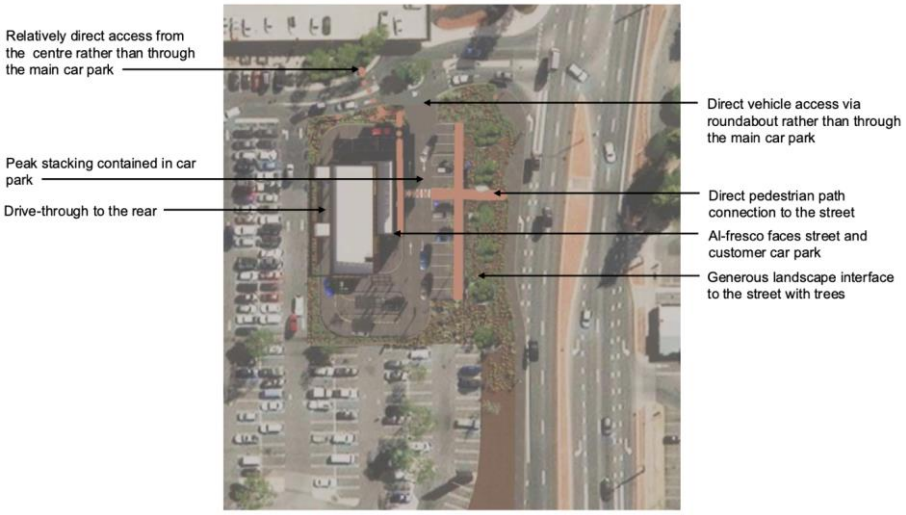
Given the flexibility in the ACP along the Lloyd Street frontage, an acceptable alternative would be to place the car parking to the street (albeit with a generous landscape interface) and turn the building to present the entrance and alfresco to the car park and the street and locate the drive through to the rear. This configuration would provide activation of the street and enable better and more efficient vehicle and pedestrian movement. A sketch illustrating this alternative is appended to this design report.

It is noted that there is a common misconception that buildings should be placed as close to the street as possible, even if they turn their back on the street. However, the Panel's view is that visual and active engagement with the street is paramount, even if that involves a greater setback, which in this case also enables the site to better contribute to the notion of Lloyd Street as a landscaped boulevard.

Is the proposal required to go back to a future Design Review Panel Meeting?
Please tick one of the following:
√ **Yes – future full panel design review**
☐ **No – future chair review only**
☐ **No – supported – no further review required**

Is the proposal supported?
Please tick one of the following:
☐ **Yes - Supported**
☐ **Yes - Supported – pending further attention and/or conditions to be imposed**
√ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	Malcolm Mackay – Chairperson



Attached sketch – refer to concluding remarks

Design Review Panel
Chair Review Report

Chair Review Date: Friday 17 January 2025

Item: GYG Midland Gate – Lot 10 (No.236-244) & Lot 603 (No.274) Great Eastern Highway MIDLAND – DRP-13/2024 & DA-766/2024

Design Review Report	
Item Reviewed by Chairperson	GYG Midland Gate – Lot 10 (No.236-244) & Lot 603 (No.272) Great Eastern Highway MIDLAND
Chairperson undertaking the Review	**Malcolm Mackay - Chairperson (Mackay Urban Design)**

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		Strengths • The context analysis highlighted the car-based context on the other corners and the current extent of parking and noted the existence of trees. • Moving the building northwards has provided greater potential for a landmark corner building to the south. **Areas for improvement** • The context analysis focussed on the highway service precincts rather than exploring more ways to complement Midland's nationally significant built heritage and regional uniqueness. However, it is noted that the use of brick and metal detailing goes some way to reflecting the sense of place. ***Recommendations*** ***1. Ideally, the proposal should be supported by an indicative master plan that demonstrates that the desired landmark corner anticipated by the planning framework is not precluded by the proposal.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable*

		system, within a broader ecological context.
		Strengths • The inclusion of a landscape concept by a landscape professional is commendable. • The incorporation of native planting is good. • The green frame to the north and east of the building is supported. • The planting palette is supported, and the inclusion of Mexican plants is a creative bonus. • Pedestrian movement through the building curtilage has been considered. • The use of contrasting material to highlight pedestrian crossing points is positive. • The generosity of planting adjacent to the al fresco area is supported. **Areas for improvement** • The enhanced verge is supported but the limited number of trees remains disappointing and does not support the ACP stated boulevard outcome. Tree planting is essential to a boulevard-style outcome. • The metal framework offers the opportunity to support climbing plants for more shade and visual interest on the building facades. ***Recommendations*** ***1. Introduce additional street trees to support the boulevard concept and provide shade and shelter to pedestrians. Alternatively, the City may wish to cover this with a condition of approval.*** ***2. Consider using the double columns and steel frame to support climbers.***
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.*
		Strengths • The proposal seeks to deliver an active use in an area with little activation. • The height and massing is consistent with the proposed use. • The orientation of the building towards the street, presenting the front door, the dining area, and the al fresco area towards the public realm is a significant improvement. **Areas for improvement** • None ***Recommendations*** **1. None.**

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.*
		Strengths • The design appears to be functional and fit for purpose. • The internal and dining and alfresco areas are well-related. • The vehicle movements and parking on the site appear to be fictional, aided by use of the existing roundabout. • The connectivity with the car park to the south enables greater flexibility of vehicle movement. • The inclusion of a Traffic Impact Study and a Waste Management Plan support the functionality. **Areas for improvement** • None ***Recommendations*** **1. None.**
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		Strengths • Some initial commitments are provided, much of which are operational in nature. **Areas for improvement** • The use is symptomatic of poor urban sustainability being a car-based building type with limited capacity for reuse, which means that the proposal needs to work much harder on those sustainability initiatives that can be incorporated to help offset the lack of sustainability inherent in the use. • Consider the carbon footprint reduction in both the building and operation. Whilst the operational initiatives are a good component of the sustainability narrative, managing the heat island effect, generating power, serving EV mobility, and other sustainability initiatives related to the building must be considered. • There needs to be a convincing sustainability strategy with firm commitments. ***Recommendations*** • ***Develop a comprehensive sustainability strategy across both the design (built form) and operational aspects of the proposal. Whilst it is preferred that this work is done prior to consideration by decision makers, it is something that could otherwise be conditioned***

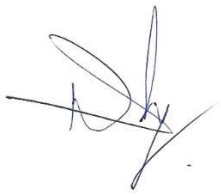
		by the City in any recommendation for approval.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		Strengths • The provision of a relatively generous al fresco area that faces the street is supported. • The inclusion of more landscape improves the overall amenity of the place. • Pedestrian connectivity has been better considered. **Areas for improvement** • More street trees would provide more shade and shelter for pedestrians in the adjacent public realm. ***Recommendations*** • **Consider the introduction of additional street trees to support the boulevard concept and provide shade and shelter to pedestrians – refer to Principle 2.**
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.*
		Strengths • The design is legible from a driver's perspective. • The provision of a footpath connection to the main centre and to the street is positive. • The clockwise drive-through circulation is logical. • The driveway connection to the south provides for greater choice of vehicle movement. • The main entrance to the building is evident on approach from the street. • The use of the existing roundabout improves legibility (and safety) for drivers. **Areas for improvement** • None. ***Recommendations*** ***1. None.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		Strengths • The orientation of the building to the street enables passive surveillance of both the street and the car park.

		• Differentiating pedestrian crossings with different materials reinforces awareness of them – further consideration could be given at the detailed design stage to raising the crossings too. • The reorientation of the building has created fewer vehicle/pedestrian conflict points. **Areas for improvement** • Pedestrians should be the prime consideration in the site planning. Check sightlines at proposed pedestrian crossing points. ***Recommendations*** ***1. Use a material change and elevated ground level to demarcate pedestrian crossing points.***
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.*
		Strengths • The al fresco enables outdoor dining with a clear visual relationship to the public domain. • The intent for a large art piece is good. However, see commentary below. **Areas for improvement** • Check whether there is a public art requirement. If so, review the art proposal against the City's guidelines for eligibility. If not, there is no impediment to a discretionary art piece. Either way, an art piece is supported – however, one-off works of art, designed specifically for the site and hand painted by artists are generally encouraged. ***Recommendations*** ***1. Review the need for, and the parameters around the provision of 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.*
		Strengths • The appearance of the building is strongly associated with the use and leaves little doubt as to what the building is. • The use of brickwork and metal screening is supported and is incorporated into the most prominent elevation. • The design provides some visual interest to the adjacent public realm and acknowledgement of the sense of place via the brickwork and the

		double columns and metal screening details. • metal screening. • The double columns are a good element derived from the local context and are well located with the al fresco on the side of the building that faces the street. **Areas for improvement** • Whilst some effort has been made on 'dressing' the long elevations, the short elevations remain overly blank. However, it should be noted that they don't address the public realm and as a standalone building, it needs to be considered in the round rather than a set of elevations. ***Recommendations*** ***1. None.***

Design Review progress					
	Supported				
	Pending further attention				
	Not yet supported				
	Yet to be addressed				
		DRP Meeting 1 11/06/24 Concept	***DRP Meeting 2 5/11/24 Post DA***	***DRP Meeting 3 17/1/25 Chair review***	
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**					

Concluding Remarks
The Panel thanks the Applicant for reviewing the previous advice from the DRP. The resulting changes, particularly the reorientation of the building, have made a significant improvement to the design. Interestingly, one major design move has simultaneously resolved a myriad of design failings. The Panel notes that whilst the proposed design is not a great urban design outcome, it is a use and a form that is anticipated by the local planning framework in this location. The Panel also accepts that development does not always have to be of a form and scale that reinforces the edge of an urban street. In this context, the proposed design manages to acceptably balance its functionality and its contextual response, to deliver a design that is a better-than-average version of what it is. Consequently, the design is considered by the Panel to be an acceptable response to the 10 design principles of SPP7, subject to a couple of conditions in relation to Landscape and Sustainability.
Is the proposal required to go back to a future Design Review Panel Meeting? Please tick one of the following: ☐ **Yes – future full panel design review** ☐ **No – future chair review only** √ **No – supported – no further review required** **Is the proposal supported?** Please tick one of the following: ☐ **Yes - Supported** √ **Yes - Supported – pending further attention and/or conditions to be imposed** ☐ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 Malcolm Mackay DRP Chairperson

Level 6, 312 St Kilda Road
Southbank VIC 3006
E: melbourne@wga.com.au
P: +61 (0)3 9696 9522
WGAVIC Pty Ltd
ABN: 59 127 466 997
WGA.COM.AU

Guzman y Gomez
Level 2, 64-76 Kippax Street
Surry Hills NSW 2010
Attention: Donna Edmiston

17 February 2025
Project #: WGA241154
Doc. WGA241154-LT-TT-0001_C
E: donna.edmiston@gyg.com.au

Dear Donna,

MIDLAND GATE SHOPPING CENTRE - 274 GREAT EASTERN HIGHWAY, MIDLAND
PROPOSED GYG DEVELOPMENT | REVIEW OF CAR PARKING CONSIDERATIONS
TRAFFIC ENGINEERING ASSESSMENT

1. INTRODUCTION

It is proposed to construct a Guzman y Gomez (GYG) tenancy within the existing at-grade car parking area of Midland Gate Shopping Centre located at 274 Great Eastern Highway, Midland.

WGA understands that City of Swan have raised a number of queries relating to the existing utilisation of the at-grade car park and the potential impacts to the car parking supply at Midland Gate Shopping Centre associated with the proposal.

Consequently, WGA has undertaken a further assessment to determine the likely impact on car parking across the broader site, comprising the following:

- Identification of the existing number of car parking spaces available within the at-grade car park situated within the south-east corner of the site.
- Determine the existing utilisation of the at-grade car park across a number of dates.
- Determine the likely impact the displaced car parking demand (if any) would have on the car parking operations across the broader shopping centre site.

2. EXISTING SOUTH-EAST CAR PARK CHARACTERSTICS

2.1 Existing Car Parking Supply

A review of Nearmap aerial imagery suggests that the at-grade car park within the south-east corner of the Midland Gate Shopping Centre comprises 406 car parking spaces, including eight (8) ACROD car parking spaces and associated shared areas.

2.2 Existing Car Parking Conditions

A further review of Nearmap aerial imagery has been undertaken over a number of key dates to determine the current utilisation of car parking within the study area, with a summary of the observed car parking occupancy detailed in Table 1.

Table 1: Summary of Existing South-East Car Park Utilisation

DATE	SOUTH-EAST CAR PARK			PERCENTAGE OCCUPIED
	SUPPLY	OCCUPIED	VACANT	
Wednesday 18 January 2023	406 spaces	278	136	68%
Thursday 7 September 2023		203	211	50%
Saturday 14 October 2023		337	77	83%
Friday 8 December 2023		372	42	92%
Monday 5 February 2024		255	159	63%
Wednesday 10 April 2024		189	225	47%
Saturday 1 June 2024		376	38	93%
Monday 2 September 2024		216	198	53%
Wednesday 18 September 2024		327	87	81%
AVERAGE	**406 spaces**	**284**	**130**	**70%**

The car parking occupancy outlined in Table 1 suggests that during peak periods, such as Fridays and Saturdays, the south-east car park accommodates a parking demand of up to 376 spaces, resulting in at least 38 vacant spaces across all observed periods. It is noted that on average 130 car parking spaces are vacant within the south-east car park at all times.

The car parking occupancy outlined in Table 1 is considered to be an accurate representation of the peak car park utilisation, as the time in which the aerial images were captured aligns well with the peak visitation times recorded by Google Maps. Google uses aggregated and anonymized data from users to determine how busy locations are during different times of day, with peak visitation to Midland Gate Shopping Centre typically occurring around midday each day throughout the week.

A review of the Nearmap aerial imagery reveals that the photos obtained on the dates outlined above were generally taken between 10:00am and 12:00pm, therefore the occupancy rates are considered to be reflective of peak centre operations.

3. CAR PARKING CONSIDERATIONS

3.1 Post-Development Conditions

To accommodate the proposed building footprint and associated drive-thru alignment, the existing car parking layout will be required to be reconfigured, resulting in a net loss of 46 car parking spaces from the overall provision of on-site car parking within the Midland Gate Shopping Centre.

Application of case study data outlined within '*Trip Generation and Parking Demand Surveys of Fast-Food Outlets: Analysis Report*' prepared by Bitzios Consulting for similar fast-food restaurants results in an anticipated car parking demand of up to 11 vehicles during peak periods. It is noted that this represents a conservative estimate as it does not account for the likelihood of multi-purpose or linked trips whereby customers would visit the subject site as part of a larger overall trip to the centre.

Nonetheless, with consideration of the modified car parking layout and the projected car parking demand associated with the GYG tenancy, the proposal would be expected to result in a reduction in available parking in the order of 57 car parking spaces during peak periods.

3.2 Impact on Existing Operations

During the observed site generated peak periods, there are at least 38 vacant car parking spaces available within the south-east car parking area as outlined in Table 1.

With consideration of the parking demand and associated loss of parking attributable to the proposed GYG development, this would result in a demand for up to 19 car parking spaces being displaced during peak periods within the south-east car park, representing 0.62% of the overall parking provision of 3,059 spaces available across the broader site.

A review of parking availability throughout the broader centre has been undertaken, which identifies that across the dates listed in Table 1, a considerable number of vacant parking were present within the rooftop car parking area located nearby the south-east car park.

The rooftop car park is considered to provide equally convenient access to anchor tenants within the shopping centre such as Aldi, Coles and Kmart and represents an appropriate alternative to the south-east car park.

It is therefore considered that the displaced peak period parking demand of 19 spaces would be able to be accommodated throughout the remaining car parking areas of the site, with the rooftop car park providing convenient access via the centre via two (2) escalators servicing the rooftop.

4. SUMMARY AND CONCLUSION

Based on the preceding assessment, it is expected that parking demand for up to 19 vehicles is expected to be displaced during the critical midday peak periods, with a review of recent aerial imagery suggesting that there currently a number of underutilised car parking areas located nearby which present as viable and convenient alternative.

It is therefore considered that the proposal would not unreasonably affect the existing operation of the car parking areas within the Midland Gate Shopping Centre, with sufficient parking opportunities available throughout the site.

Should any congestion issues within the south-east car park be identified, it would be recommended to implement signage within the shopping centre car parking areas to notify visitors of the ample supply of vacant car parking spaces across the broader Midland Gate Shopping Centre.

Should you have any queries relating to this matter please contact our office.

Yours sincerely,



Jake Miller
Senior Traffic Engineer
WALLBRIDGE GILBERT AZTEC

Appendix A Observed Car Park Occupancy

APPENDIX A
OBSERVED CAR PARK OCCUPANCY



Figure 1: Wednesday 18 January 2023 (11:19am)

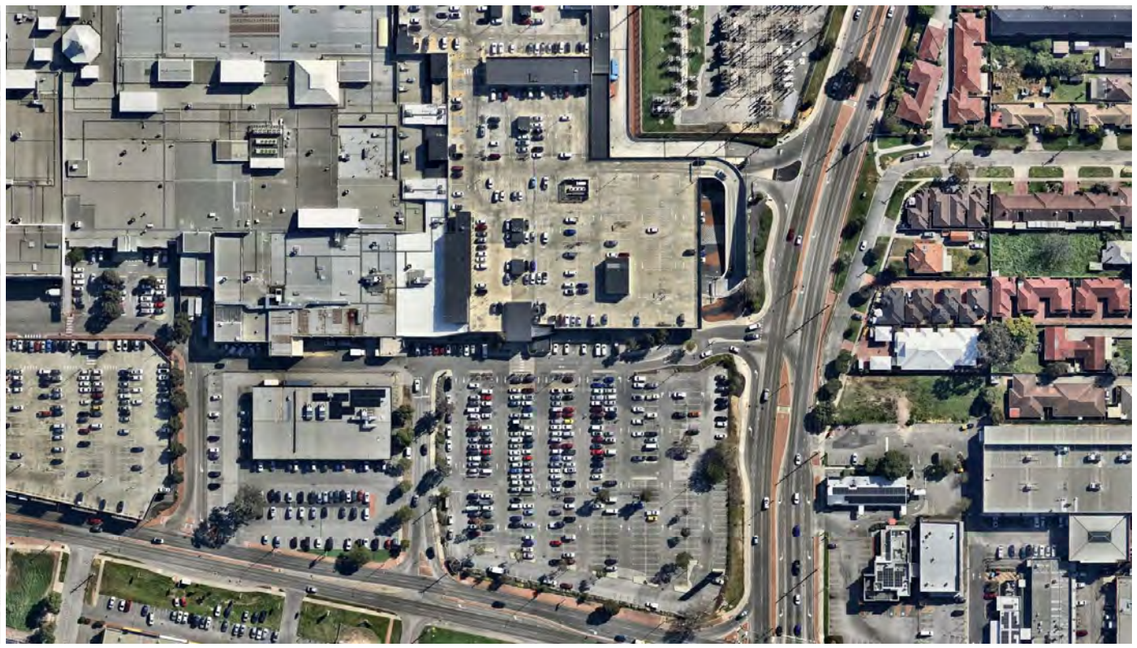


Figure 2: Thursday 7 September 2023 (9:34am)

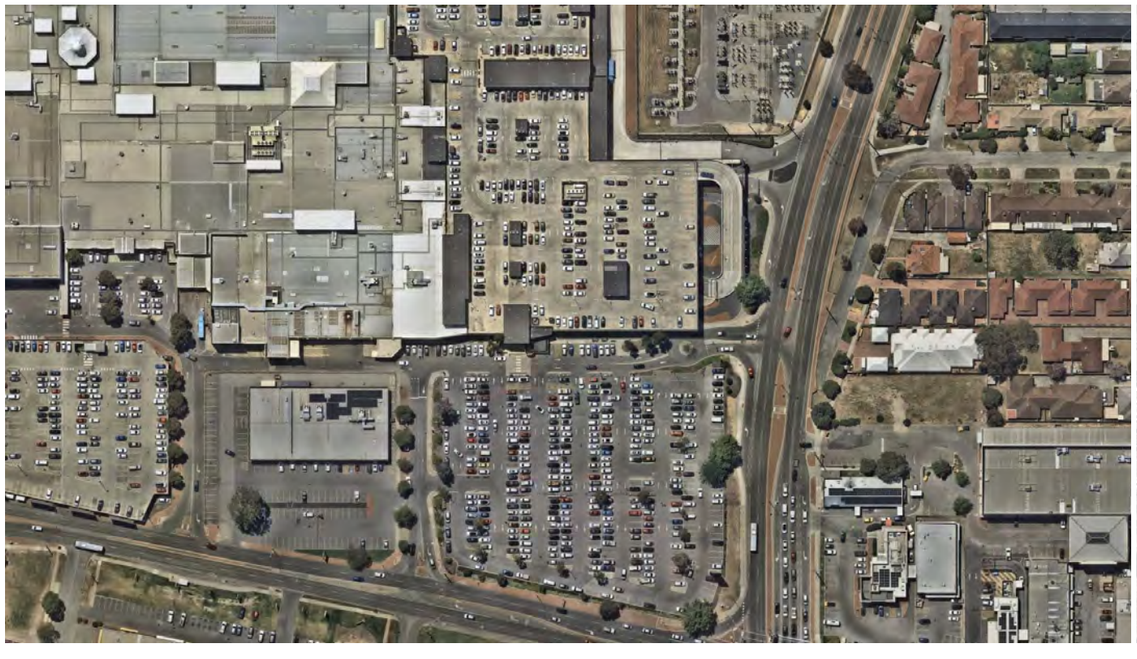


Figure 3: Saturday 14 October 2023 (1:07pm)

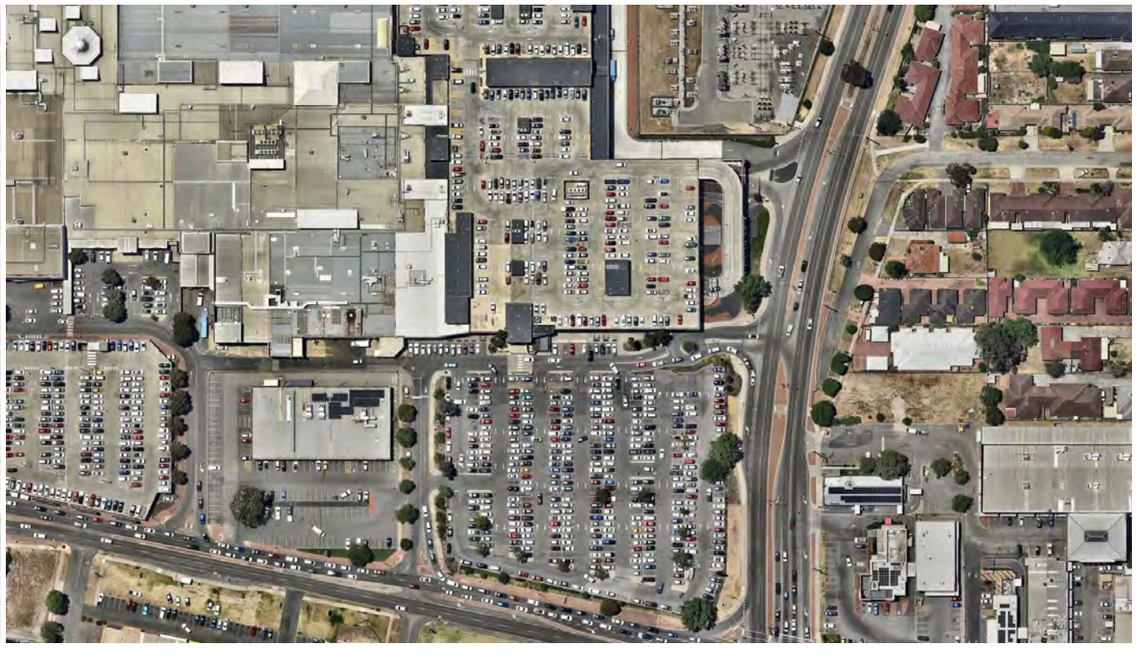


Figure 4: Friday 8 December 2023 (12:46pm)



Figure 5: Monday 5 February 2024 (10:12am)

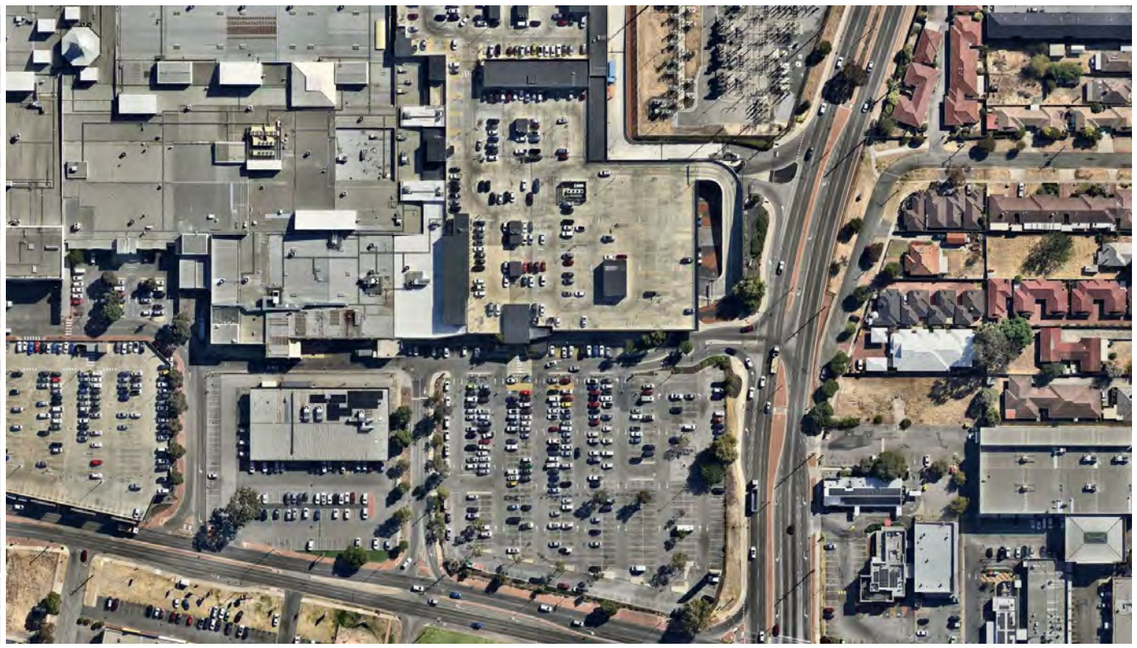


Figure 6: Wednesday 10 April 2024 (9:47am)

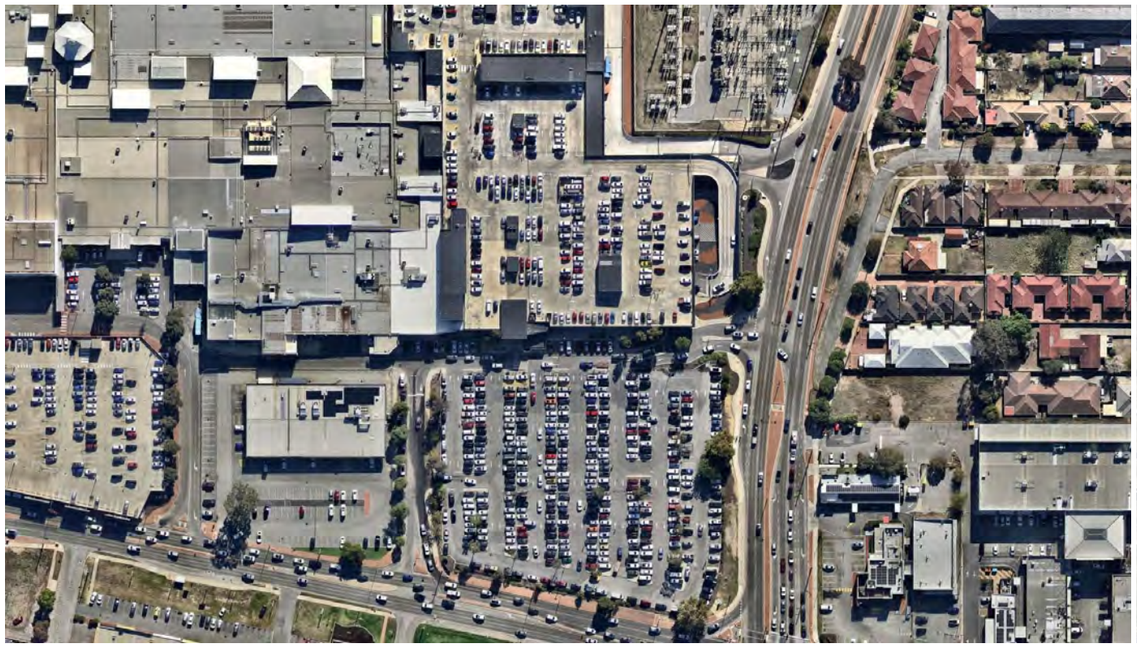


Figure 7: Saturday 1 June 2024 (11:17am)

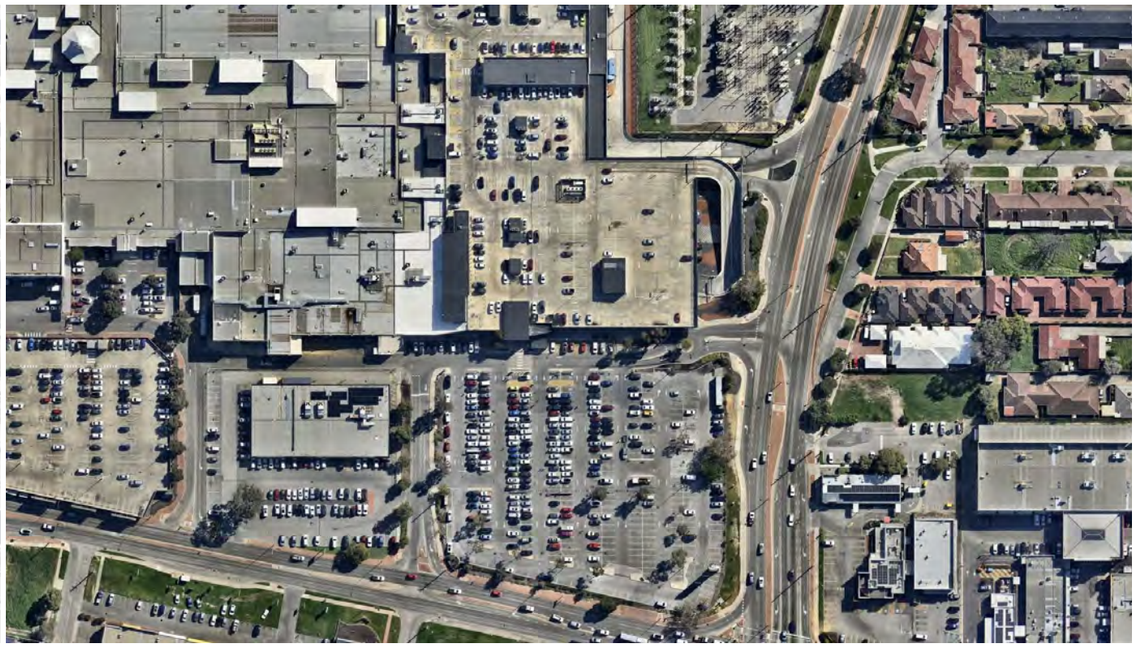


Figure 8: Monday 2 September 2024 (9:40am)



Figure 9: Wednesday 18 September 2024 (11:05am)

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure