

STATEMENT OF ENVIRONMENTAL EFFECTS

**Alterations to Warriewood McDonald's
2 Vuko Place, Warriewood NSW 2102**

Prepared for:

McDonald's Australia Ltd
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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with McDonald's Australia Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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1 Introduction

SLR Consulting Australia Pty Ltd (SLR) have prepared this Statement of Environmental Effects (SEE) on behalf of McDonald's Australia Limited (McDonald's) for the proposed alterations at the Warriewood McDonald's operation located at 2 Vuko Place, Warriewood NSW 2102.

This SEE describes the site, its environment, and provides an assessment of the proposal in terms of the matters for consideration under Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979).

This SEE should be read in conjunction with the supporting information, reports and drawings located in the appendices to this report.

1.1 McDonald's Australia and the Community

There are approximately 1020 McDonald's operations Australia wide, the vast majority of which are either owned or operated by members of the local business community. McDonald's Australia serves approximately 1.2 million people a day and provides job opportunities for over 115,000 people Australia wide.

McDonald's Australia is a well-known and respected company across Australia, known for its food product, well trained staff and new and improved designs. Since 2002, McDonald's Australia has implemented a number of alternative healthy eating options and choices.

McDonald's Australia not only provides employment opportunities and food and service, they also work closely with and support a number of charities and local groups. This is mainly through major sponsorship, supporting local teams, providing educational, environmental, artistic and sporting programs and charity work (i.e. Ronald McDonald House charity, 'Clean up Australia Day').

2 The Site and Surrounds

The site is located at 2 Vuko Place, Warriewood and is legally identified as Lot 5, DP737137. The site is located at the intersection of Pittwater Road and Warriewood Road and has an approximate area of 8,909m². An existing McDonald's operation with dual lane drive-thru, on-site car parking and landscaping currently occupies the site as well as a Kiddiewinks childcare centre.

Vehicular access to the site is provided via an entry driveway on Warriewood Road and an exit driveway to Vuko Place. The McDonalds operation is substantially setback from all road frontages. The site is surrounded by a mixture of developments including commercial, residential and public recreation land uses.

A mixed-use commercial building is located to the west of the site, and additional mixed use developments are located to the south of the site. Public recreation land is located to the south east of the site and residential land uses are located to the north of the site across Warriewood Road and to the east across Pittwater Road.

Figure 1 and **Figure 2** indicates the site and its immediate surrounds.

Figure 1 Site Aerial (Source: Six Maps)



Figure 2 Cadastral Plan (Source: Six Maps)



3 Proposal

This section of the report provides a detailed description of the proposed alterations to the existing McDonald's operation.

3.1 Elements of the Proposed Development

The DA seeks approval for:

- Internal demolition works, including partial demolition of internal layout, including fixtures and fittings, internal walls, existing door, and terrace ceiling.
- External demolition works, including partial demolition of existing kerb on the western boundary and the existing window on the northern elevation.
- Removal of existing line marking for pedestrian crossing and the accessible parking space.
- Reinstate new line marking for pedestrian crossing and one (1) accessible parking space as per Australian Standards.
- Construction of new external hardstand area, kerbs and pedestrian pathway on the western boundary.
- Construction of a new delivery room door and window to northern elevation.
- Internal reconfiguration including a new beverage cell, new delivery room and new services and sales area, including the relocation of machines and equipment.
- Installation of new McDelivery wall sign to northern elevation and decals to the internal face of the new door.
- Other minor works as specified on the Architectural Plans at **Appendix A**.

No changes are proposed to the general parking, access, drive-thru and service arrangements at the site. The proposed works result in no change to the existing GFA or seating capacity of the operation. Refer to the Architectural Plans prepared by Webber Architects at **Appendix A** for full details of the proposal.

3.2 Operation Matters

The primary purpose of the proposal is to improve the efficiency of the existing McDonald's operation, which will in turn enhance service to the customers of Warriewood McDonald's. The works will provide a more efficient and convenient service for delivery partners from the store.

Overall, the proposal will provide more efficient service to customers of the Warriewood McDonald's. Operational practises such as waste management, operational hours and staff numbers will not be affected by this proposal. The McDonald's operation will continue to trade during the construction works, where possible.

3.3 External Materials and Finishes

The proposed external alterations will be of high quality and complementary to the existing McDonald's building and surrounding land uses. The external façade colours and materials will be chosen to match existing colours and materials on site.

3.4 Parking and Access

The line marking of the two (2) accessible spaces and adjacent car parking spaces are to be removed and replaced in accordance with Australian Standards.

There are no further changes proposed to the existing car parking and access points on site. Drive-thru and parking capacity remains unchanged under this proposal. Discussion on car parking requirements in accordance with the updated seating numbers are discussed further in **Section 5.1**.

3.5 Landscaping

There is no change proposed to existing landscaping on site. Any landscaping that is inadvertently altered or damaged during construction will be reinstated.

3.6 Signage

The proposal includes the installation of one new 'McDelivery' wall sign and 'McDelivery' decals added to the new proposed door on the northern elevation. New signage is consistent with McDonald's branding and colouring.

All other business identification signage on site will remain unchanged. Refer to the Architectural Plans at **Appendix A** for further signage details, including signage location and illumination details.

3.7 Stormwater

Stormwater management arrangements on site will remain as per existing arrangements. The proposed works will not impact the existing stormwater network on site.

4 Legislation and Planning Controls

The following legislation, Environmental Planning Instruments (EPIs) and Development Control Plan (DCP) are relevant to the proposed application and have been addressed below:

- Environmental Planning and Assessment Act 1979;
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- Pittwater Local Environmental Plan (LEP 2014); and
- Pittwater 21 Development Control Plan (DCP).

4.1 Environmental Planning and Assessment Act 1979 (EP&A Act 1979)

The proposal is subject to the provision of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979). Section 4.15 of the EP&A Act 1979 provides criteria which a consent authority is to take into consideration, where relevant, when considering a DA. An assessment of the subject DA, in accordance with the relevant matters prescribed under Section 4.15(1), is provided within this SEE.

4.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

This policy provides a consistent planning regime for transport and infrastructure provisions across NSW, along with providing for consultation with relevant public authorities during the assessment process.

Clause 2.118 Development with frontage to classified road

This clause outlines the requirements for development with frontage to a classified road. The site has frontage to Pittwater Road (a state classified road) to the east, separated by landscaped area zone RE1.

The objectives of Clause 2.118 of SEPP Transport and Infrastructure are:

- to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and*
- to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.*

The authority must be satisfied of the following matters prior to determining an application for development with frontage to a classified road:

- where practicable, vehicular access to the land is provided by a road other than the classified road, and*
- the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - the design of the vehicular access to the land, or*
 - the emission of smoke or dust from the development, or*
 - the nature, volume or frequency of vehicles using the classified road to gain access to the land,*

The changes to the existing McDonald's operation are minor in nature and will not affect the safety, efficiency, or ongoing operation of Pittwater Road. The site does not have direct frontage to Pittwater Road. Existing access to the site is provided via Warriewood Road and Vuko Place and no changes are proposed to the existing driveway access point and no increase in traffic generation is expected from the proposal.

Clause 2.122 Traffic-Generating Development

1. *This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves:*
 - (a) *new premises of the relevant size or capacity, or*
 - (b) *an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.*
2. *In this clause, relevant size or capacity means:*
 - (a) *in relation to development on a site that has direct vehicular or pedestrian access to any road—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3, or*
 - (b) *in relation to development on a site that has direct vehicular or pedestrian access to a classified road or to a road that connects to a classified road where the access (measured along the alignment of the connecting road) is within 90m of the connection—the size or capacity specified opposite that development in Column 3 of the Table to Schedule 3.*

The proposed works do not result in an increase to GFA, nor is there an increase to seating capacity. As such, referral to Transport for NSW (TfNSW) is unlikely to be required under Clause 1(b) and 2(a) above.

4.3 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 Advertising and Signage

The proposal includes the installation of one new business identification sign on the north elevation. The sign is consistent with McDonald's branding and colouring. It is considered that signage changes proposed continue to be consistent with the requirements outlined within SEPP as detailed below.

Clause 3.6 of SEPP (Advertising and Signage) states the following:

"A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

- a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and*
- b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1."*

It is considered that the proposed signage will continue to satisfy the relevant criteria as described in Clause 3.6. The assessment criteria in Schedule 5 of the SEPP relates to matters for consideration such as character of the area, amenity of residential areas, views and vistas, streetscape, setting and landscape, site and building, associated, illumination, and safety.

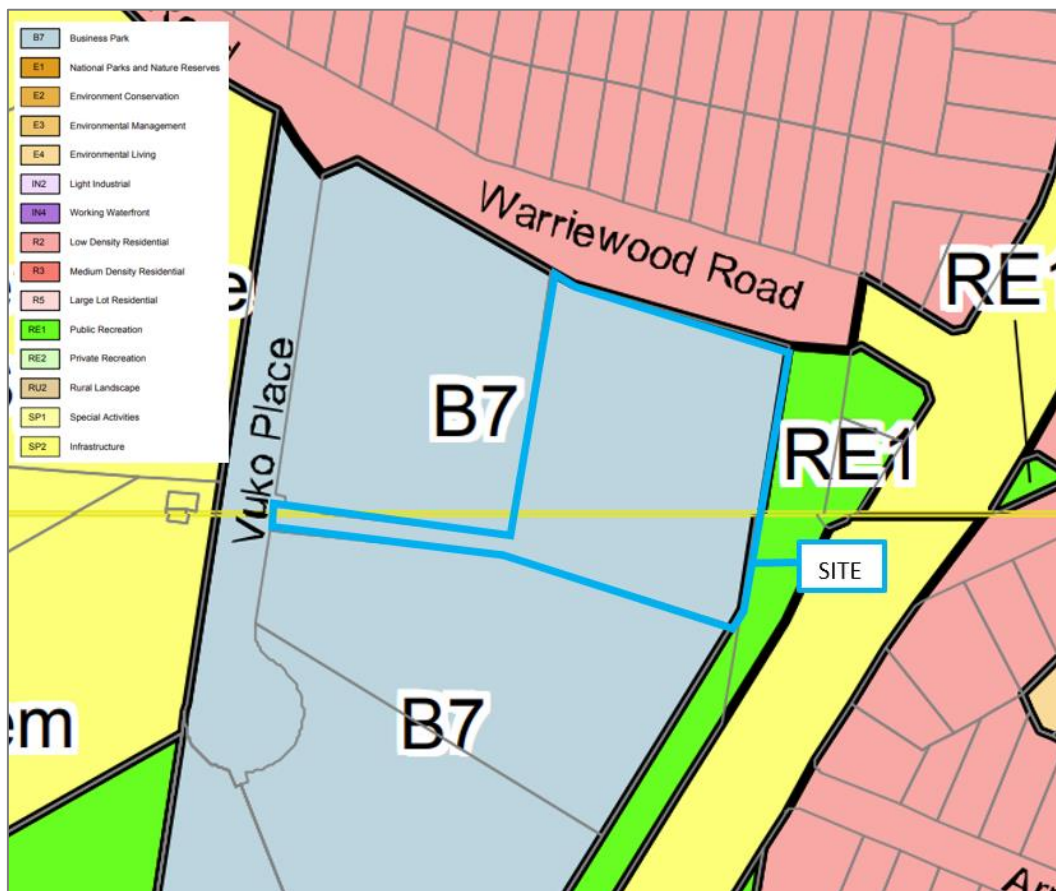
The proposed sign has been assessed against the provisions of SEPP (Industry and Employment). Noting the minor nature of the proposed sign, the proposal remains compatible with the streetscape, surrounding area and is sympathetic to the built form of the area. Furthermore, the signs will not compromise traffic safety for cars travelling along Warriewood Road.

A detailed assessment of the proposal against the Schedule 5 Assessment Criteria is provided at **Appendix C**.

4.4 Pittwater Local Environmental Plan 2014 (LEP)

Under the Pittwater Local Environmental Plan (LEP) 2011 the site is identified as being in a B7 Business Park zone. Refer to **Figure 3** for an excerpt of the LEP 2014 land zoning map.

Figure 3 Land Zoning Map Extract from Pittwater LEP (LZN_018 and LZN_019)



Zone B7 Business Park

1 Objectives of zone

- To provide a range of office and light industrial uses.
- To encourage employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To provide healthy, attractive, functional and safe business areas.

2 Permitted without consent

Nil

3 Permitted with consent

Boat building and repair facilities; Centre-based child care facilities; Community facilities; Depots; Environmental protection works; Funeral homes; Garden centres; Hardware and building supplies; Horticulture; Industrial retail outlets; Industrial training facilities; Kiosks; Light industries; Mortuaries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Recreation areas; Recreation facilities (indoor); Research stations; Respite day care centres; Restaurants or cafes; Roads; Service stations; Signage; Storage premises; Take away food and drink premises; Tank-based aquaculture; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Warehouse or distribution centres; Wholesale supplies

4 Prohibited

Pond-based aquaculture; Any other development not specified in item 2 or 3

The proposal does not alter the approved land use at the site which is defined as a take away food and drink premises.

Clause 4.3 Height of Buildings

The prescribed maximum height of building limit for the site is 11m, according to LEP 2014. The proposed works will not alter the existing approved building height.

Clause 4.4 Floor Space Ratio

The prescribed floor space ratio for the site is 1:1, according to LEP 2014. The site will maintain compliance with the FSR standard.

Clause 5.10 Heritage Conservation

The subject site is not identified as containing a heritage item or located within a Heritage Conservation Area as prescribed under Schedule 5 of the LEP 2015, nor is it situated within close proximity to a local or State significant heritage item(s).

4.5 Pittwater 21 Development Control Plan (DCP)

The proposed application has been assessed against the Pittwater 21 DCP and found to be generally compliant with the relevant sections of the DCP. Sections of the DCP applicable to the proposal include:

- *Part B – General Controls*
- *Part C – Development Type Controls*
 - *C2 Design Criteria for Business Development*

An assessment of the development controls has been undertaken at the table of compliance at **Appendix B** of this SEE.

5 Assessment of Planning Issues

The following is an assessment of the environmental effects of the proposed development as described in the preceding sections of this report. The assessment considers only those matters under Section 4.15(1) of the EP&A Act 1979 that are relevant to the proposal.

5.1 Traffic, Access, Queuing and Parking

Traffic, Access, and Queueing

There are no proposed changes to the existing vehicle access and egress arrangements.

No traffic generation or traffic concerns are expected to be created as a result of the proposed works.

Parking

Car parking line marking will be reinstated in accordance with Australian Standards as shown on the plans.

There is no change proposed to the existing number of car parking spaces available on site.

5.2 Visual Impact

The proposed alterations have been architecturally designed and reflect the modern McDonald's design specifications. The selected materials and finishes are sympathetic to the existing building and its surroundings. It is considered that the amendments will make a positive contribution to the built form of the area and the visual appearance of the McDonald's operation.

Existing and proposed elevations are included in the Architectural Plans at **Appendix A**.

5.3 Bushfire

The site is partially identified to be located within bushfire prone land, specific, a Vegetation Buffer Zone.

Figure 4 Bushfire Prone Land Map Extract (Source: ePlanning Spatial Viewer)



This is applicable to the western portion of the site in which the existing McDonald's building and car parking is not located. The proposed works are not considered to increase bushfire risk to the site.

5.4 Stormwater

The proposed works comprise no changes to the extent of impermeable surface, existing levels or to the existing stormwater drainage system. Stormwater management on site will remain compliant with that already approved at the site.

5.5 Social and Economic Impacts

The proposal will result in continued positive social and economic impact in the local area and an overall upgrade to the facility to bring the operation in line with current McDonald's nationally. The operation will continue to generate employment opportunities and provide a convenient, accessible, and reliable food outlet to satisfy the demands of a range of local residents, workers and tourists who visit the site and surrounding areas.

5.6 Noise, Odour and Waste

Noise

The proposal is unlikely to result in an increase in noise generation at the site. The changes will not increase the capacity of the operation nor change the approved operational procedures of the site (e.g. deliveries and waste collection). Additional traffic generation is not expected, therefore an increase in noise emissions from the operation is not expected.

In terms of construction noise, it is expected that the noise emissions will not adversely affect nearby properties. Use of equipment during construction will be managed in accordance with the relevant NSW Construction Noise Guidelines.

Odour

The proposal will have no increased impact on the odours associated with cooking and waste storage on the premises.

Waste

There are no proposed changes to the existing operational waste generated on site. Waste generated during the demolition and construction phase of the development will be disposed of appropriately, as outlined in the Waste Management Plan (WMP) included at **Appendix D**.

5.7 Safety and Security

McDonald's will continue to promote safety and security at the site through company management procedures which deal with such matters as the amenity of the neighbourhood, lighting, surveillance equipment, vandalism, noise, anti-social behaviour, and security. It is not expected that the proposal will have any impact on safety of staff or patrons.

6 Conclusion

The proposed development consists of building improvements to the existing Warriewood McDonald's premises located at 2 Vuko Place, Warriewood NSW 2102. The primary purpose of the works is to rationalise the internal arrangement of the building, while also upgrading part of the existing façade and bringing the accessible parking space to current Australian Standards.

The impacts are considered minimal and will not result in any major changes to the operation of the existing McDonald's. The proposed works are beneficial to the operation as it will provide for a better service and experience provided for customers.

As demonstrated in the preceding sections of this report, the proposal meets all relevant legislation, plans and policy and presents no variations to any development standard contained within LEP 2011. The proposal is satisfactory in terms of design, amenity, visual impact, and traffic and parking. Furthermore, McDonald's will continue to employ the existing management and safety procedures to ensure a safe, efficient, and pleasant environment in which to work and visit.

Through the proposal's merits and in the absence of any significant adverse environmental impacts, the DA is considered to be in the public interest and recommended for Council's support subject to standard conditions of consent.

Yours sincerely



Grace Moses
Project Consultant – Planning

Appendices

Appendix A – Architectural Plans

Appendix B – DCP 21 Compliance Table

Appendix C – SEPP (Industry and Employment) – Assessment Criteria

Appendix D – Waste Management Plan

APPENDIX A

ARCHITECTURAL PLANS

Webber Architects

APPENDIX B

DCP COMPLIANCE TABLE

SLR Consulting Australia Pty Ltd

Table 1 Pittwater 21 Development Control Plan – Compliance Table

Control	Requirement	Comment	Compliance
Section B General Controls			
B3 Hazard Controls			
B3.2 Bushfire Hazard	All development is to be designed and constructed so as to manage risk due to the effects of bushfire throughout the life of the development. Development land to which this control applies must comply with the requirements of: Planning for Bushfire Protection (2006) Australian Standard AS 3959:2009 - Construction of a building in a bushfire-prone area	The site is partially located within Bushfire Prone Land in the western portion of the site. The proposed works involve minor alterations to the existing building on site. The works will not increase bushfire risk to the site.	Y
B6 Off-Street Car Parking Requirements	On-Site Car Parking Facilities The design of all parking areas shall be in accordance with the current edition of the following Australian Standards: • Australian Standard AS/NZS 2890.-12004: Parking Facilities Part 1: Off Street Car Parking; • Australian Standard AS/NZS 2890.2-2002: Parking Facilities – Part 2: Off-Street Commercial Vehicle Facilities; • Australian Standard AS/NZS 2890.3-1993: Parking Facilities Part 3: Bicycle Parking Facilities; and • Australian Standard AS/NZS 2890.6-2009: Parking Facilities – Part 6: Off-Street Parking for People with Disabilities except as qualified in this control.	Designated car parking spaces for persons with a disability will be provided on site, in accordance with Australian Standards. The accessible parking spaces will be reinstated in accordance with Australian Standards. Remaining car parking dimensions and car parking numbers on site will remain unchanged.	Y
B8 Site Works Management			
B8.3 Construction and Demolition – Waste Minimisation	Waste materials generated through demolition, excavation and construction works is to be minimised by reuse on-site, recycling, or disposal at an appropriate waste facility.	A Waste Management Plan has been prepared for this application, refer to Appendix D.	Y
C2 Design Criteria for Business Development			

Control	Requirement	Comment	Compliance
C2.9 Waste and Recycling Facilities	All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan	A Waste Management Plan has been prepared for this application, refer to Appendix D .	Y
C2.11 Signage	Signage shall meet the following criteria: Wall sign (painted onto a wall of a building or attached to the wall of a building, not being a sign elsewhere listed in this table) i. shall not extend laterally beyond the wall of the building upon which it is attached; ii. shall not cover any window or architectural projections; iii. shall not have a signage area greater than 4.5sq m; iv. where illuminated, shall not be less than 2.6m above the ground; and v. shall not project more than 300mm from the wall.	The wall sign will not extend laterally beyond the wall. The wall sign will not cover windows or architectural projections. Is not greater than 4.5sqm. Signage is not less than 2.6m above the ground. The sign projects approximately 500mm from the wall. The sign is located below the existing awing and is not visible from the public domain, nor will it impact pedestrian or vehicle safety.	Y

APPENDIX C

SEPP (INDUSTRY AND EMPLOYMENT) – SCHEDULE 5 ASSESSMENT CRITERIA

SLR Consulting Australia Pty Ltd

Table 2 State Environmental Planning Policy (Industry and Employment) 2021 – Schedule 5 Assessment

Assessment Criteria		Comment	Compliance
1) Character of the area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Proposed sign is compatible with the scale of the building and is consistent with the scale of signage on surrounding premises.	Y
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposal is consistent with outdoor advertising in the area.	Y
2) Special areas	Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed sign does not detract from any environmentally sensitive areas. The site is not located within a heritage conservation area and is not located in proximity to any heritage items.	Y
3) Views and vistas	Does the proposal obscure or compromise important views?	The proposed building sign does not obscure or compromises any important views.	Y
	Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed sign will not dominate the skyline or reduce the quality of vistas.	Y
	Does the proposal respect the viewing rights of other advertisers?	The proposed sign does not obscure any other advertising.	Y
4) Streetscape, setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposal is appropriate in scale for the setting given the existing nature of the area.	Y
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed sign is not visible from the street therefore not impacting the existing streetscape or setting.	Y
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal includes a minor increase of one sign on site. The signage does not result in visual clutter.	Y
	Does the proposal screen unsightliness?	The proposal does not screen unsightliness.	N/A

Assessment Criteria		Comment	Compliance
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed sign does not protrude above the building.	Y
	Does the proposal require ongoing vegetation management?	No.	Y
5) Site and building	Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The sign has been designed to be compatible with the built form and existing site characteristics.	Y
	Does the proposal respect important features of the site or building, or both?	The proposed sign does not detract from important features of the building or site.	Y
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed sign is consistent with the McDonald's branding and modern store design.	Y
6) Associated devices and logos with advertisements and advertising structures	Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	No.	Y
7) Illumination	Would illumination result in unacceptable glare?	The sign does not result in unacceptable glare.	Y
	Would illumination affect safety for pedestrians, vehicles or aircraft?	The sign illumination will not affect safety for pedestrians, vehicles or aircraft.	Y
	Would illumination detract from the amenity of any residence or other form of accommodation?	The sign illumination will not detract from the amenity of any residence or accommodation.	Y
	Can the intensity of the illumination be adjusted, if necessary?	Illumination can be adjusted in necessary.	Y
	Is the illumination subject to a curfew?	The sign will only be illuminated during business operating hours.	Y
8) Safety	Would the proposal reduce the safety for any public road?	The proposed signage will not affect road safety.	Y
	Would the proposal reduce the safety for pedestrians or cyclists?	Signs will not affect pedestrians or cyclists.	Y
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Sightlines are not affected by the proposal as signage is located on the building.	Y

APPENDIX D

WASTE MANAGEMENT PLAN

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