DA DRAWING LIST

Sheet Number	Sheet Issue Date	Sheet Name	Current Revision	Current Revision Date
DA000	15/11/17	COVER SHEET		
DA001	15/11/17	MASTER LEGENDS		
DA002	03/20/18	LOCALITY PLAN		
DA003	15/11/17	3D PERSPECTIVE		
DA004	15/11/17	3D PERSPECTIVE		
DA005	04/19/21	3D PERSPECTIVE		
DA007	15/11/17	EXISTING PHOTOS		
DA010	06/22/17	ACCESSIBLE PARKING SPACE DELINEATION		
DA101	03/19/18	EX/DEMO SITE PLAN		
DA102	12/01/21	PROPOSED SITE PLAN		
DA103	15/11/17	EXISTING FLOORPLAN		
DA104	15/11/17	PROPOSED FLOORPLAN		
DA105	11/18/20	PROPOSED LANDSCAPE PLAN		
DA201	11/10/21	ELEVATIONS		
DA202	11/10/21	ELEVATIONS		
DA203	11/10/21	ELEVATIONS		
DA204	11/10/21	ELEVATIONS		
DA205	05/14/18	EXTERNAL FINISHES SCHEDULE		
DA801	11/09/21	SIGNAGE PLAN		
DA802	10/17/14	SIGNAGE DETAILS		
DA803	10/17/14	SIGNAGE DETAILS		
DA804	11/11/21	SIGNAGE DETAILS		
DA805	06/13/14	COD UNIT SCOPE OF WORKS		
DA806	11/12/21	COD UNIT SIGNAGE		

MCDONALDS AUSTRALIA

McDONALDS WONTHAGGI

DA APPROVAL -MAR 2022

General Notes

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Client

McDonald's Australia Limited
ABN. 43 008 496 928
☎02 9875 6666
devgroup-aust@au.mcd.com

Project Manager

NDG NATIONAL DEVELOPMENT GROUP

Consultants

zonedesign
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t:03 9417 4272 f:03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au
abn.79 121 083 305

Project

McDONALDS WONTHAGGI

Location

CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

COVER PAGE

Project Number	Drawing Number	Issue
20190	DA000	

File Name C:\Users\Emma\Documents\DA_MCD Wonthaggi_Central_211126_R20_hayden@zonedesign.com.au.rvt

STANDARD ABBREVIATIONS

ABS	AUTOMATED BEVERAGE SYSTEM
AF	APRON FLASHING
AP	ACCESS PANEL
APS	AS PER SPECIFICATION
B	BOLLARD
B3	BOOTH BANQUETTE
BB	BUMP BAR
BC	BRUSH CABINET
BCP	BARGE CAPPING
BCT	BABY CHANGE TABLE
BD	BUNDY CLOCK
BG#	BOX GUTTER SIZE (W X H)
BGS	BOX GUTTER SUMP
BH	BROOM HOLDER
BIM.T	BLENDED ICE MACHINE
BIN.1	BIN TYPE 1
BJ	BUTT JOINT IN GLAZING
BLK	BLOCKWORK
BO	BAKERY OVEN
BT.A	BUN TROLLEY: WIDE LOAD
BUSC	BACK UP STORAGE CABINET
CD	CASH DRAWER
CCTV	CLOSED CIRCUIT TV MONITOR OR CAMERA
CG	COFFEE GRINDER
CH	COAT HOOK
CHD.2	CUP HOLDER DISPENSER - 2 CUP
CHD.4	CUP HOLDER DISPENSER - 4 CUP
CHG	CHANNEL GUARD
CIF	CENTRE ISLAND FRIDGE
CLAM.G3	CLAMSHELL GRILL
CM.1	COFFEE MACHINE
CM.2	MCCAFE COFFEE MACHINE
CMP	COMPUTER
CO2	CARBON DIOXIDE TANK
COND	MCCAFE CONDIMENT TRAY
COS	CHECK ON SITE
CP	PREFINISHED METAL CAPPING
CR	CRASH RAIL
CRG	CORNER GUARD
CT	CERAMIC TILE
CT.W	CONTACT TOASTER
CTB	COFFEE AND TEA BREWER
D	DOOR
DCD	DECOR CONSULTANT'S DOCUMENTS
DDS	DETERGENT DISPENSER SYSTEM
DF.12	DISPLAY FRIDGE - 1200MM - ANGLED BACK
DP#	DOWNPIPE SIZE
DP+S#	DOWNPIPE & SPREADER SIZE
DTP.#	DISPENSER: PAPER TOWEL TYPE #
DW	DISHWASHER
E	EMERGENCY LIGHT FITTING
EG	EAVES GUTTER
EMC	ELECTRICAL METERING CUBICLE
EX	EXHAUST GRILLE
FAC	FIRST AID CABINET
FB	FIRE BLANKET
FBS	FRY BAGGING STATION
FC	FIBRE CEMENT
FD	FRY DISPENSER
FE1	CO2 FIRE EXTINGUISHER
FE2	WET CHEMICAL FIRE EXTINGUISHER
FG	FIXED GLAZING
FHR	FIRE HOSE REEL
FILET.FM.4	HENNY PENNY PIE/FILET/CHICKEN STATION
FLH	FRY LID HOLDER
FRI.12	UNDER COUNTER MILK FRIDGE 1200MM
FSB	FROZEN SPARKLING BEVERAGE DISPENSER
FS.HP.4	HENNY PENNY PIE/FILET/CHICKEN STATION
FUR	FURRING
FW	FLOOR WASTE
G&G	GRAB & GO
GBD	GARBAGE BAG DISPENSER
GD	GLOVE DISPENSER
GR	GRABRAIL
H	HELIUM OUTLET
HB	HAND BASIN
HC	HOSECOCK
HD	HAND DRYER
HE	HELIUM TANK
HT.T	HEAT TREAT
IC	ISOLATOR CHASE
ICE-B570	ICE STORAGE BIN
ICE:i850	ICE MACHINE
IP	INSULATED PANEL
iT#	ITONA COMPUTER
LAM	LAMINATE
LP	LABEL PRINTER
MC	MECHANICAL CHASE
MCF	McFLURRY BLENDER
MI	MIRROR
MF	MEAT FREEZER
MFC	METAL FLASHING / CAPPING
MFY	MADE FOR YOU LINE
MJ	MOVEMENT JOINT
MO.1	MICROWAVE OVEN
MO.2	MICROWAVE OVEN
MS	MILD STEEL
MT	MUFFIN TOASTER TROLLEY
MWC	METAL WALL CLADDING
NOM	NOMINAL
OAT	OAT TABLE
OF	OVERFLASHING
OFP	OVERFLOW PIPE
OFS#	OVERFLOW SPITTER SIZE (W X H)
OHF	OVERHEAD FREEZER
OR	OVEN COOLING RACK
P	PALLET: 600X600
PC	PRESENTATION CART
PCS #	PEST CONTROL SYSTEM
PFC	POWER FACTOR CORRECTION SYSTEM
PH	PHONE
PPE	PPE HOLDER
PREP	PREPARATION TABLE
PS:NZ	PASS THROUGH NZ
PS:SHL	PASS THROUGH SHELF
PT	PAINT FINISH
R	CASH REGISTER
RA	RETURN AIR DIFFUSER
RCD	REFRIGERATION CONTRACTOR'S DOCUMENTS
REF	REFER TO...
RWT	RAIN WATER TANK
S1	LOOSE STOOL
SA	SUPPLY AIR DIFFUSER
SAFE	SAFE
SBD	SWITCHBOARD
SC	SCANNER
SD	SOAP DISPENSER
SF	SOAKER FLASHING
SHL	SHELVING
SHL:BOX	SHELVING BOX HOLDER
SHR	SHOWER
SHS	SQUARE HOLLOW SECTION
SK 1	SINK TYPE 1
SK 2	SINK TYPE 2
SK 3	3-BOWL SINK
SK 4	SINK TYPE 4
SK 5	SINK TYPE 5 - ROOF
STN	RECONSTITUTED STONE
T2	FIXED TABLE
TB:BS	TABLE BURGER STAGING
TGSI	TACTILE GROUND SURFACE INDICATOR
TP 1	TAPWARE TYPE 1 ACC
TP 2	TAPWARE TYPE 2
TPD1	TOILET PAPER DISPENSER (TORK JUMBO)
TPD2	TOILET PAPER DISPENSER (TORK MINI JUMBO) ** DDA CRITICAL ITEM
TR	TOE RECESS
TSR-M.AM	MUFFIN TOASTER
TSR.B.AJ	
TT	TOASTER TABLE
TY:LF	TROLLEY LOADED FRIES
TY:PT	TROLLEY PASS THROUGH
TY:TB	TROLLEY TOASTER & BUN TRAYS
TY:UHC	TROLLEY UHC
TY:UHC.1	TROLLEY UHC 1
UC	UNIVERSAL CHASE
W	WINDOW
WC	WATER CLOSET (TOILET SUITE)
UFC	UNFORMED CONCRETE
UFRZ	UPRIGHT FREEZER
UHC	UNIVERSAL HOLDING CABINET
UR	IFO 0.8L SENSOR URINAL
VM	VIDEO MONITOR
VWJ	VERTICAL WALL JOINER
WCA	WALL CAVITY
WC 1	WATER CLOSET
WC 2	ACCESSIBLE WATER CLOSET
WM	WASHING MACHINE
WMS	WALL METAL STUD

STANDARD SYMBOLS AND TAGS



DATUM POINT



SET OUT POINT



DOOR TAG
DOOR No WITHIN ROOM
ROOM NUMBER



WINDOW TAG
WINDOW No WITHIN ROOM
ROOM NUMBER



WALL TAG
WALL TYPE No



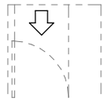
CEILING TAG
CEILING TYPE
HEIGHT TO UNDERSIDE ABOVE FFL



MATERIAL / FINISHES TAG
MATERIAL ABBREVIATION
MATERIAL TYPE CODE



SIGNAGE TAG
SIGNAGE CODE



DDA **DOOR CIRCULATION SPACE** INDICATED THUS.
ARROW INDICATES DIRECTION OF APPROACH

Revisions

Issue	Description	Date	Chk	Int

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Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t:03 9417 4272 f:03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

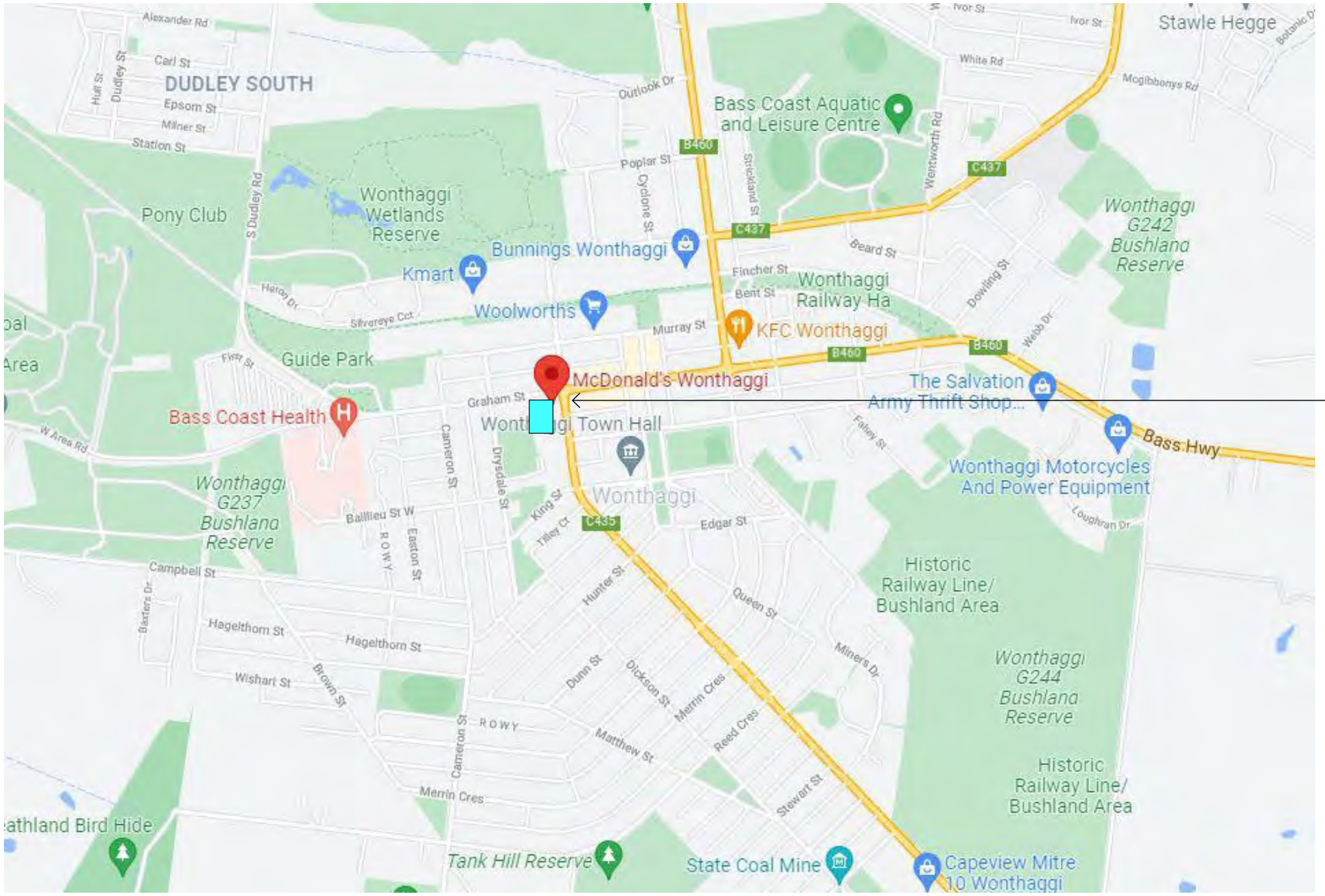
Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
1 : 100 @ A3	MOD_516

Drawing
MASTER LEGENDS

Project Number	Drawing Number	Issue
20190	DA001	



McDONALD's WONTHAGGI

1 LOCALITY PLAN
NTS

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Revisions

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Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t:03 9417 4272 f:03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

Scale	Series
NTS @ A3	MOD_516

Drawing
LOCALITY PLAN

Project Number	Drawing Number	Issue
20190	DA002	



1 3D View 2

Revisions

Issue	Description	Date	Chk	Int

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Client
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ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t03 9417 4272 f03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
@A3	MOD_516

Drawing
3D PERSPECTIVE

Project Number	Drawing Number	Issue
20190	DA003	



1 3D View 3

Revisions

Issue	Description	Date	Chk	Int

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Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t:03 9417 4272 f:03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
@ A3	MOD_516

Drawing
3D PERSPECTIVE

Project Number	Drawing Number	Issue
20190	DA004	



1 3D View 4

Revisions

Issue	Description	Date	Chk	Int

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Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
103 9417 4272 f 03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
@A3	MOD_516

Drawing
3D PERSPECTIVE

Project Number	Drawing Number	Issue
20190	DA005	



EXISTING AJOINING LOT



ENTRY PORTAL



EXISTING DRIVE THRU



FRONT BUILDING VIEW



EX. DRIVE THRU LANE



EX. DRIVE THRU LANE



EX. DRIVE THRU LANE EXIT

EXISTING PHOTOS

Revisions

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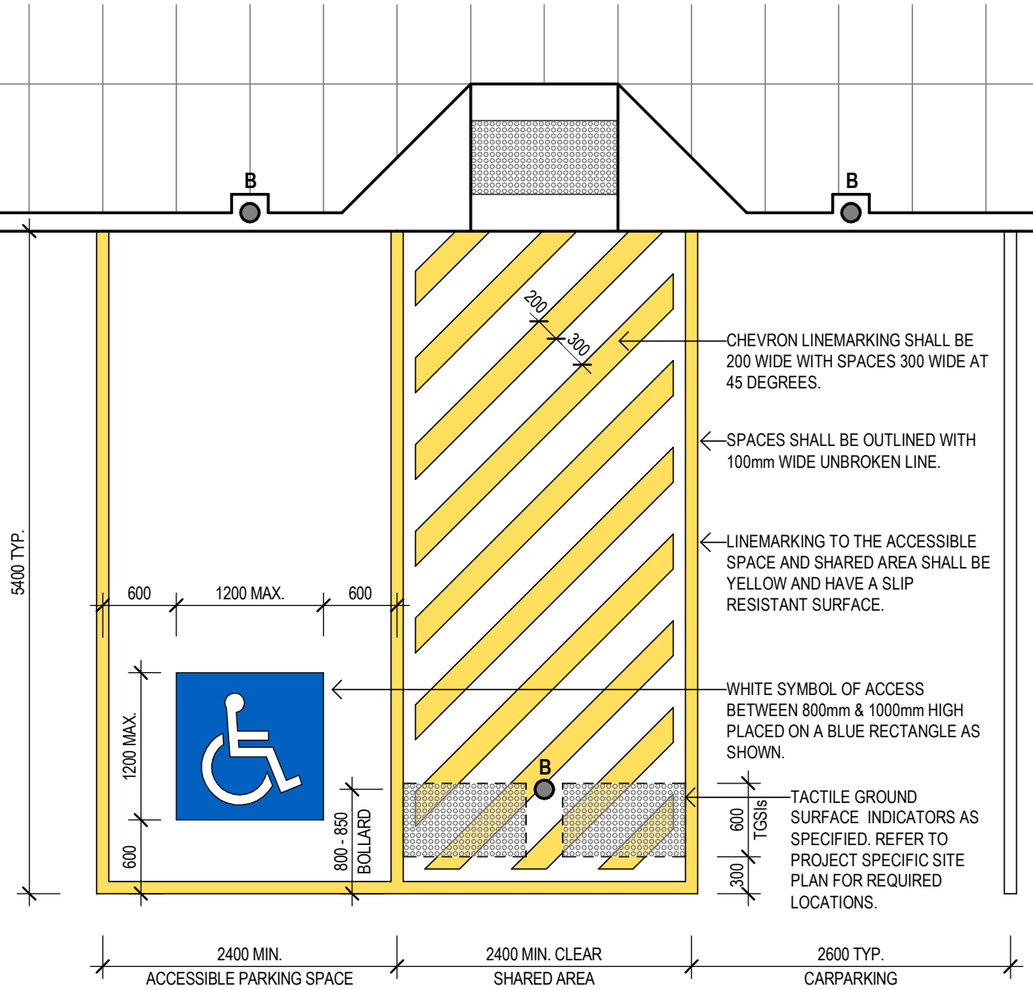
Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
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Scale	Series
@ A3	MOD_516

Drawing
EXISTING PHOTOS

Project Number	Drawing Number	Issue
20190	DA007	



1 ACCESSIBLE CARPARKING SPACE
1 : 50

Revisions

Issue	Description	Date	Chk	Int

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Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NATIONAL DEVELOPMENT GROUP

Architect
<Company>
<Address>
<Telephone>
<Website>

Consultants

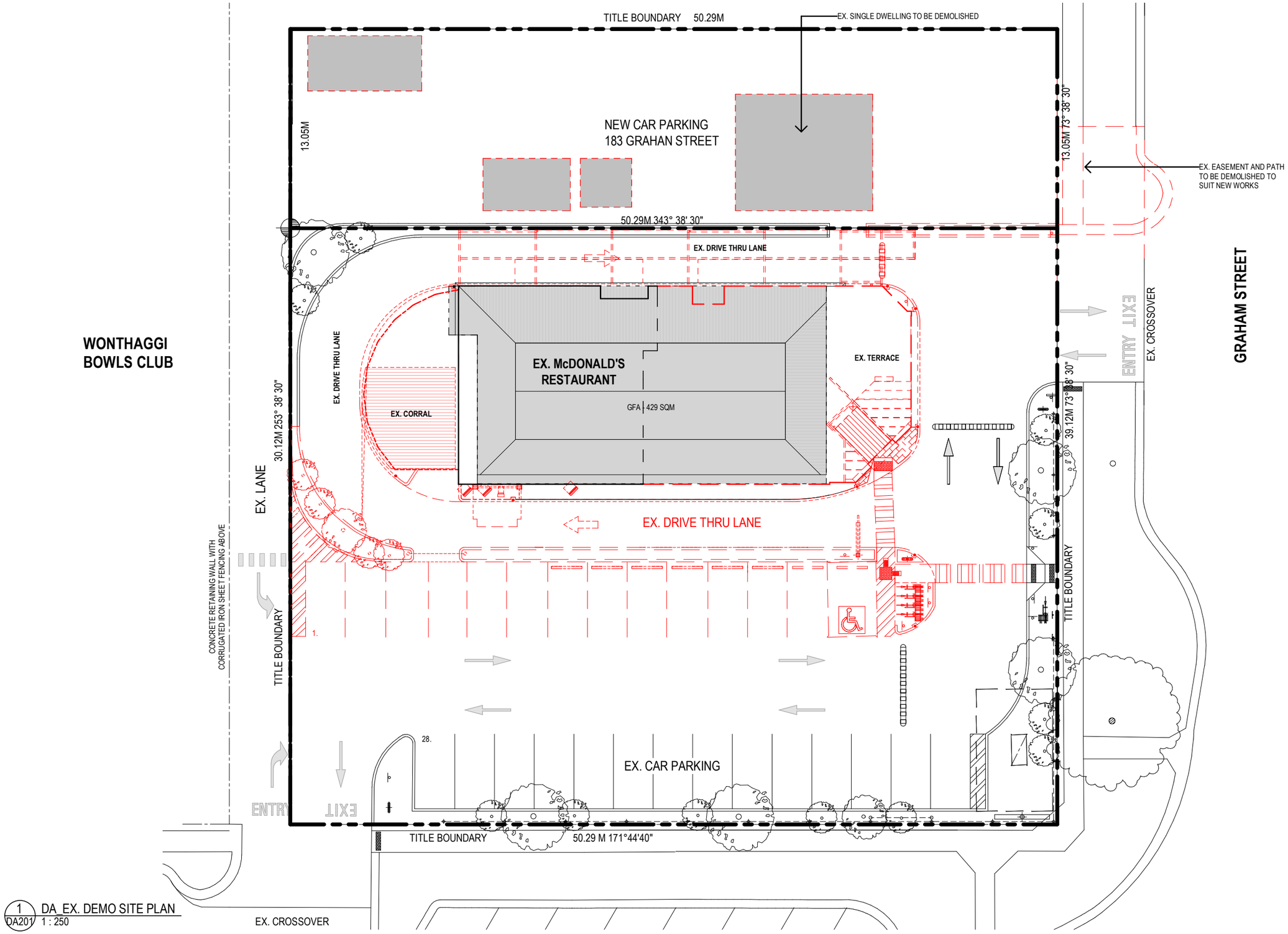
Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale: 1 : 50 @ A3
Series: MOD_517
Drawing: ACCESSIBLE PARKING SPACE DELINEATION
Project Number: 20190
Drawing Number: DA010
Issue:

File Name: C:\Users\Emma\Documents\DA_MCD Wonthaggi_Central_211126_R20_hayden@zonedesign.com.au.rvt



1 DA201 DA_EX. DEMO SITE PLAN
1 : 250

PRELIMINARY
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Revisions

Issue	Description	Date	Chk	Int

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ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t:03 9417 4272 f:03 9417 4288
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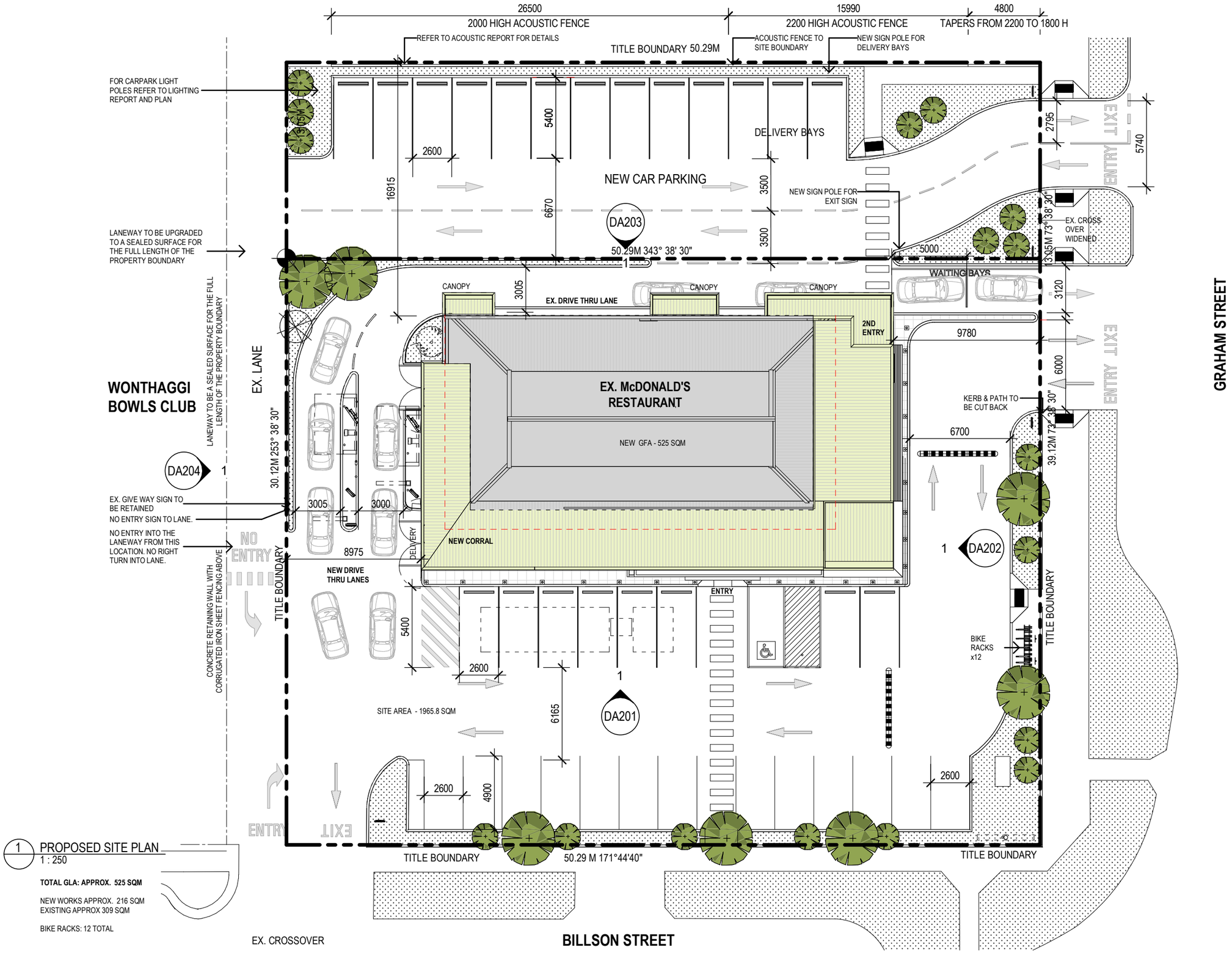
Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

Scale	Series
1 : 250 @ A3	MOD_516

Drawing
EX/DEMO SITE PLAN

Project Number	Drawing Number	Issue
20190	DA101	



1 PROPOSED SITE PLAN
1 : 250

TOTAL GLA: APPROX. 525 SQM

NEW WORKS APPROX. 216 SQM
EXISTING APPROX 309 SQM

BIKE RACKS: 12 TOTAL

Revisions				
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zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
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t:03 9417 4272 f:03 9417 4288
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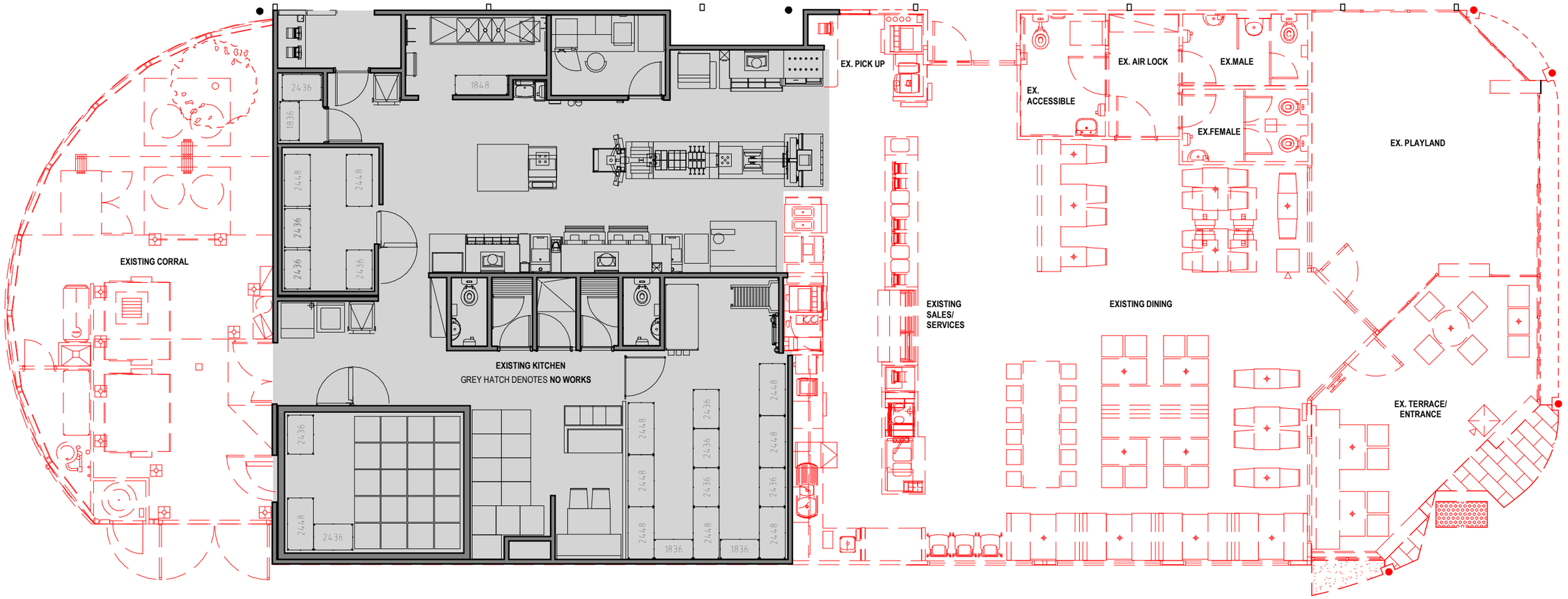
Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
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Scale	Series
1 : 250 @ A3	MOD_516

Drawing
PROPOSED SITE PLAN

Project Number	Drawing Number	Issue
20190	DA102	



1 DA201 EXISTING FLOORPLAN
1 : 100

PROPOSED SEATING TOTAL: 90 SEATS

FAMILY DINING: 70 SEATS
PARTY ROOM: 06 SEATS
McCAFE DINING : 14 SEATS

Revisions

Issue	Description	Date	Chk	Int

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Drawing Notes

HATCH DENOTES PROPOSED WORKS
RED DASH DENOTES DEMO
LIGHT GREY HATCH DENOTES NO WORKS
NEW WALL
RELOCATED ITEMS/JOINERY
EXISTING WALL

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
103 9417 4272 103 9417 4288
e: info@zonedesign.com.au
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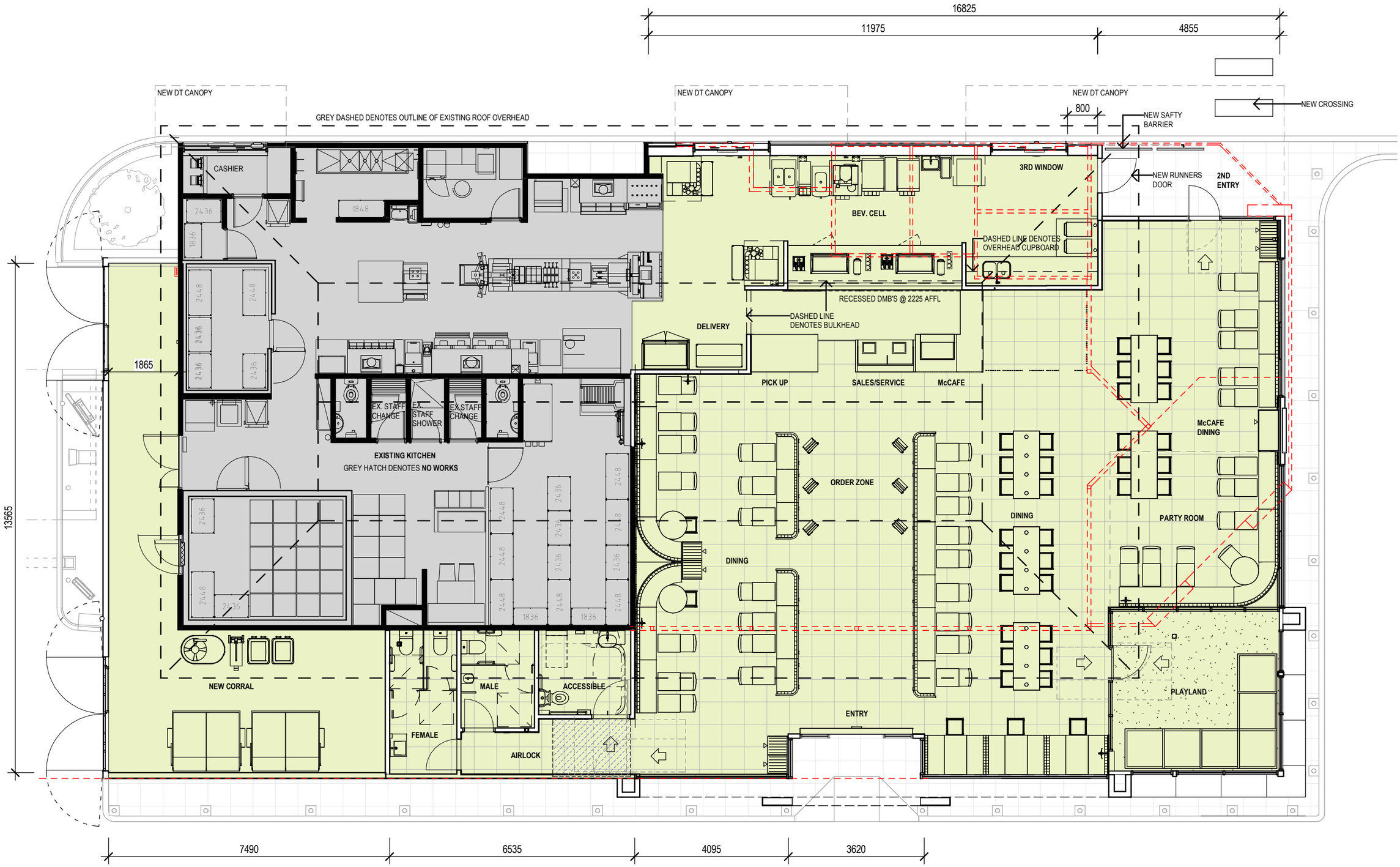
Location
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PRELIMINARY
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Scale	Series
As indicated @ A3	MOD_516

Drawing
EXISTING FLOORPLAN

Project Number	Drawing Number	Issue
20190	DA103	



1 DA201 PROPOSED PLAN
1 : 100

TOTAL GLA: APPROX. 496 SQM

NEW WORKS APPROX. 340 SQM
EXISTING APPROX 156 SQM

PROPOSED SEATING TOTAL: 119 SEATS

FAMILY DINING: 83 SEATS
PARTY ROOM: 14 SEATS
McCAFE DINING : 22 SEATS

Revisions

Issue	Description	Date	Chk	Int

General Notes

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Drawing Notes

HATCH DENOTES PROPOSED WORKS
RED DASH DENOTES DEMO
LIGHT GREY HATCH DENOTES NO WORKS
NEW WALL
RELOCATED ITEMS/JOINERY
EXISTING WALL

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t:03 9417 4272 f:03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
As indicated @ A3	MOD_516

Drawing
PROPOSED FLOORPLAN

Project Number	Drawing Number	Issue
20190	DA104	

WONTHAGGI
BOWLS CLUB



1 PROPOSED LANDSCAPE PLAN
DA201 1 : 250

LANDSCAPE NOTES:

IRRIGATION
If irrigation is to be installed, we recommend an automatic controller, such as Rainbird ESP or similar. Lateral lines should be PVC and HDPE combination, drip irrigation lines are to be Netafirm 'Techline' or similar, installed beneath mulch.
A qualified irrigation contractor should be engaged to design the system (including controller, valve and piping requirements) and to complete all irrigation works (trenching and conduit installation may be completed by the contractor).
Conduits to planters and garden beds are to be installed beneath paving, drainage outlet points are to be coordinated with the building storm water design.
Water and electrical connection points are to be coordinated with the building design and specified on the engineers drawings.
Upon completion, the system is to be tested and commissioned prior to hand-over, as-built drawings and manuals to be prepared and submitted.

DRAINAGE
Drainage for the development will be integrated and connected into the building stormwater design.
Proposed topping areas to be graded/drained to prevent water discharge into neighbouring properties.

PLANTING
Driveway trees to have lower limbs uplifted to maintain clear site lines and be positioned to ensure trunk is offset min. 600mm from kerb. Trees adjacent to driveway should incorporate structural soil mix within 2.0m radius under pavement.
Trees and shrubs shall be healthy nursery stock free from insects, diseases and weeds, the specified plant heights, and pot sizes are minimum. If plant material is unavailable in these sizes, larger stock must be used. Plant substitution is not acceptable.

GENERAL NOTES
This drawing is for Town Planning purposes only.
Do not scale from plan - contractor to verify all dimensions on site prior to commencing construction.
The plants used have low water requirements.
Native plant species selection chosen for environmental appropriateness and low maintenance/irrigation requirements.
Low growing shrub forms maintain sight lines and provide colour interest.
Neat architectural foliage to provide year-round green texture without ongoing maintenance (clipping, pruning) requirements.
Stone/pebble mulch nominated in garden beds to reduce maintenance and provide neat, high-end finish.

LEGEND

- Proposed Trees (refer to planting schedule)
- Proposed Shrubs (refer to planting schedule)
- Proposed Groundcovers (refer to planting schedule)
- Proposed Grasses (refer to planting schedule)
- Mulched Gardenbed (Mossrock 'Hogged Bark' or similar)
- Pedestrian Access (Tile Paved)
- Road / Carpark (Asphalt surface)
- Footpath (Concrete surface)
- Extent Of Works

INDICATIVE PLANTING IMAGES:



INDICATIVE PLANTING SCHEDULE:

CODE	BOTANIC NAME	COMMON NAME	SIZE (MATURITY)	RECOMMEND POT SIZE
TREES				
AF	*Agonis flexuosa*	Willow Myrtle	10 x 5	45Lt
AM	*Acacia melanoxylon*	Blackwood	12-15 x 5	45Lt
BM	*Banksia marginata*	Silver Banksia	8 x 3	45Lt
BS	*Bursaria spinosa*	Sweet Bursaria	3 x 2	45Lt
HD	*Hymenanthera centata*	Tree Violet	3 x 1.5	45Lt
SHRUBS				
Cg	*Correa Glabra*	Rock Correa	1.5 x 1.5	140mm
Go	*Goodenia ovata*	Hop Goodenia	1.0 x 2.0	140mm
Mv	*Myoporum viscosum*	Sticky Boobialla	2.0 x 1.0	140mm
WfA	*Westringia fruticosa 'Aussie Box'*	Coastal Rosemary	0.95 x 0.95	140mm
GRASSES & GROUNDCOVERS				
As	*Arthropodium strictum*	Chocolate Lily	0.6 x 0.6	140mm
Ca	*Chrysocephalum apiculatum 'Desert Flame'*	Yellow Buttons	0.3 x 0.5	140mm
Dr	*Dianella revoluta*	Pale-anther Flax Lily	0.5 x 0.5	140mm
Hv	*Hardenbergia violacea*	Purple Coral Pea	0.5 x 2.0	140mm
Ll	*Lomandra longifolia*	Spiny-head Mat Rush	0.7 x 0.6	140mm
Pl	*Poa labillardierei*	Tussock Grass	0.8 x 0.5	140mm
Tt	*Themeda triandra*	Kangaroo Grass	0.5 x 0.4	140mm

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Revisions

Issue	Description	Date	Chk	Int

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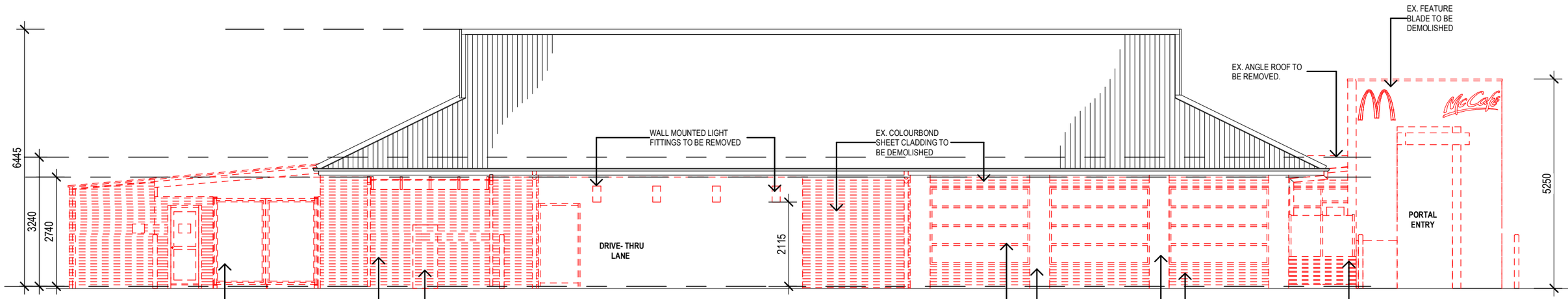
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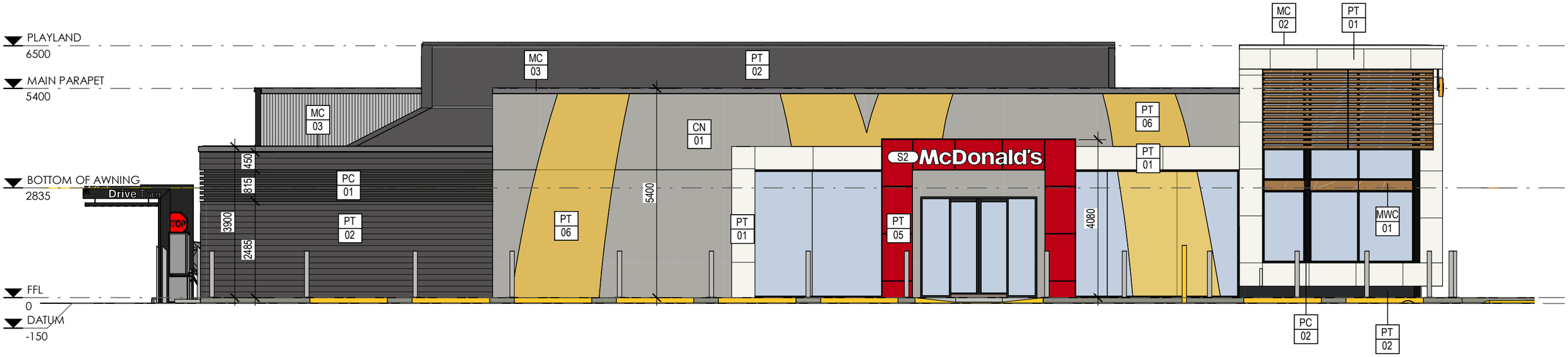
Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

Scale
As indicated @ A3
Series
MOD_516
Drawing
PROPOSED LANDSCAPE PLAN
Project Number
20190
Drawing Number
DA105
Issue



2 EXISTING EAST ELEVATION
1 : 100



1 DA102 PROPOSED EAST ELEVATION
1 : 100

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Revisions

Issue	Description	Date	Chk	Int

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devgroup-aust@au.mcd.com

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RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
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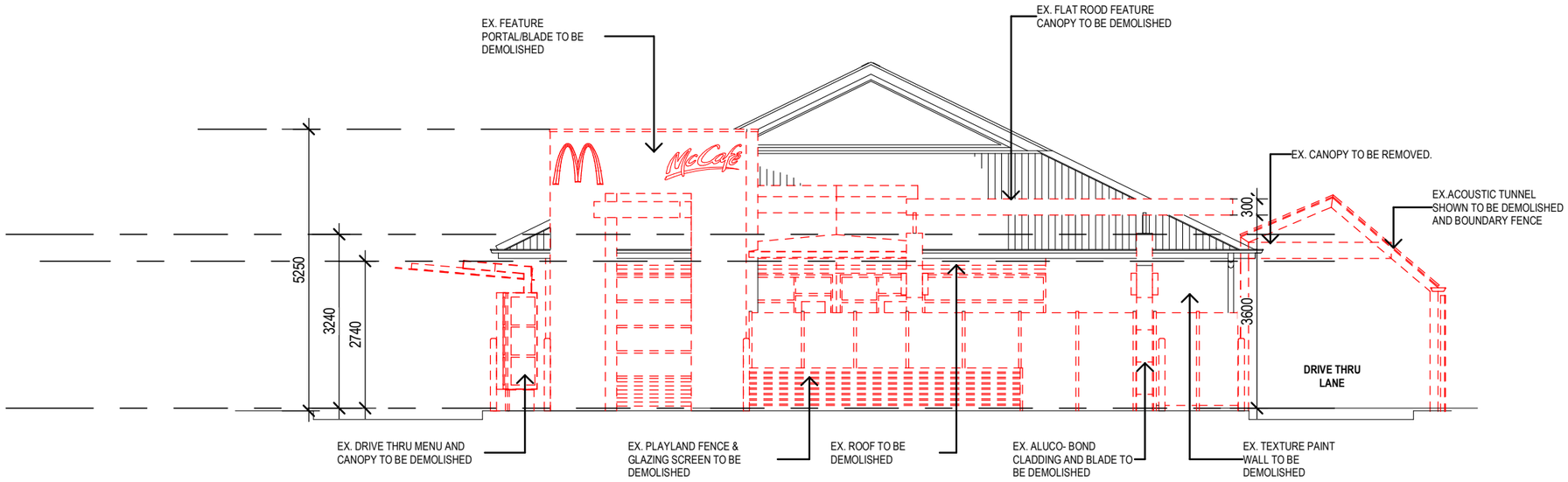
Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

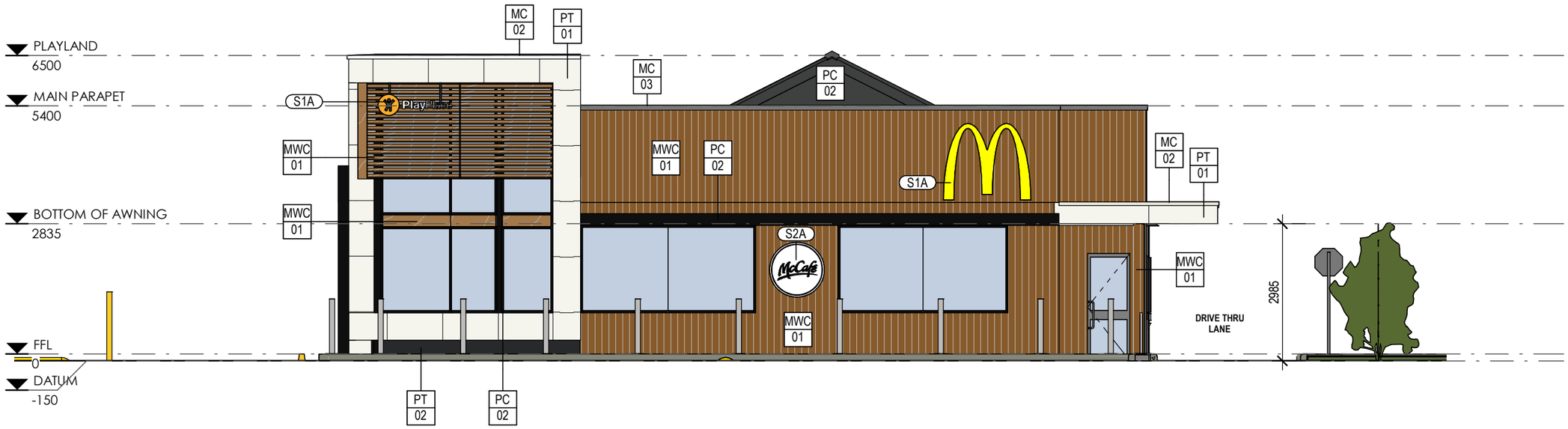
Scale	Series
1 : 100 @ A3	MOD_516

Drawing
ELEVATIONS

Project Number	Drawing Number	Issue
20190	DA201	



2 EXISTING NORTH ELEVATION
1 : 100



1 DA102 PROPOSED NORTH ELEVATION
1 : 100

Revisions

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zone design
RETAIL + HOSPITALITY + OFFICE
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South Melbourne, VIC 3205
t 03 9417 4272 f 03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

Scale
1 : 100 @ A3

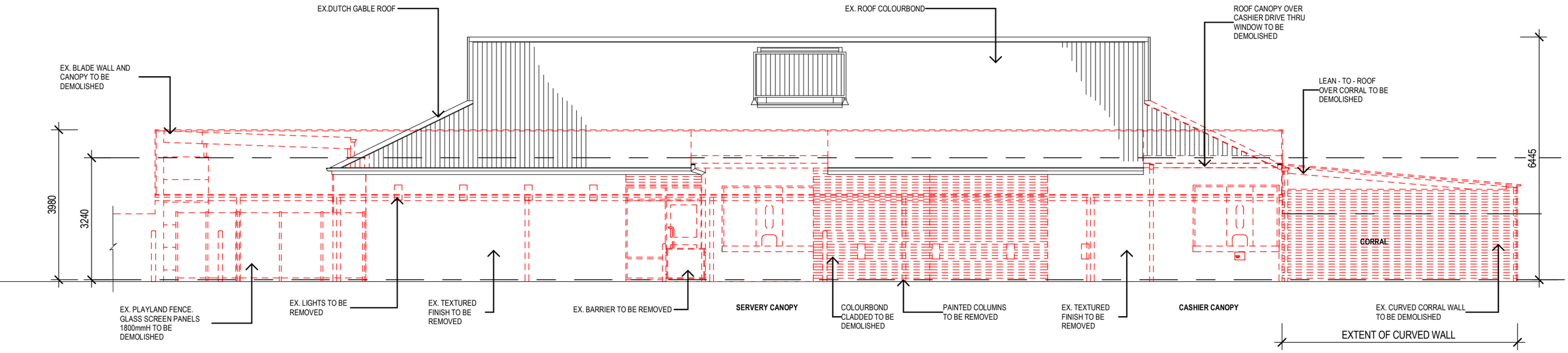
Series
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Drawing
ELEVATIONS

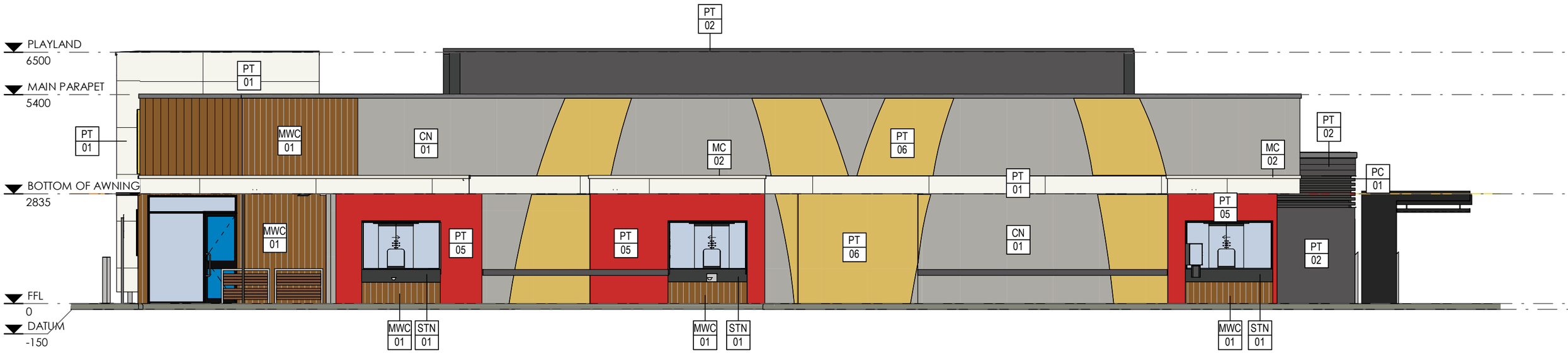
Project Number
20190

Drawing Number
DA202

Issue



2 EXISTING WEST ELEVATION
1 : 100



1 DA102 PROPOSED WEST ELEVATION
1 : 100

Revisions

Issue	Description	Date	Chk	Int

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devgroup-aust@au.mcd.com

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zone design
RETAIL + HOSPITALITY + OFFICE
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South Melbourne, VIC 3205
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Project
McDONALDS WONTHAGGI

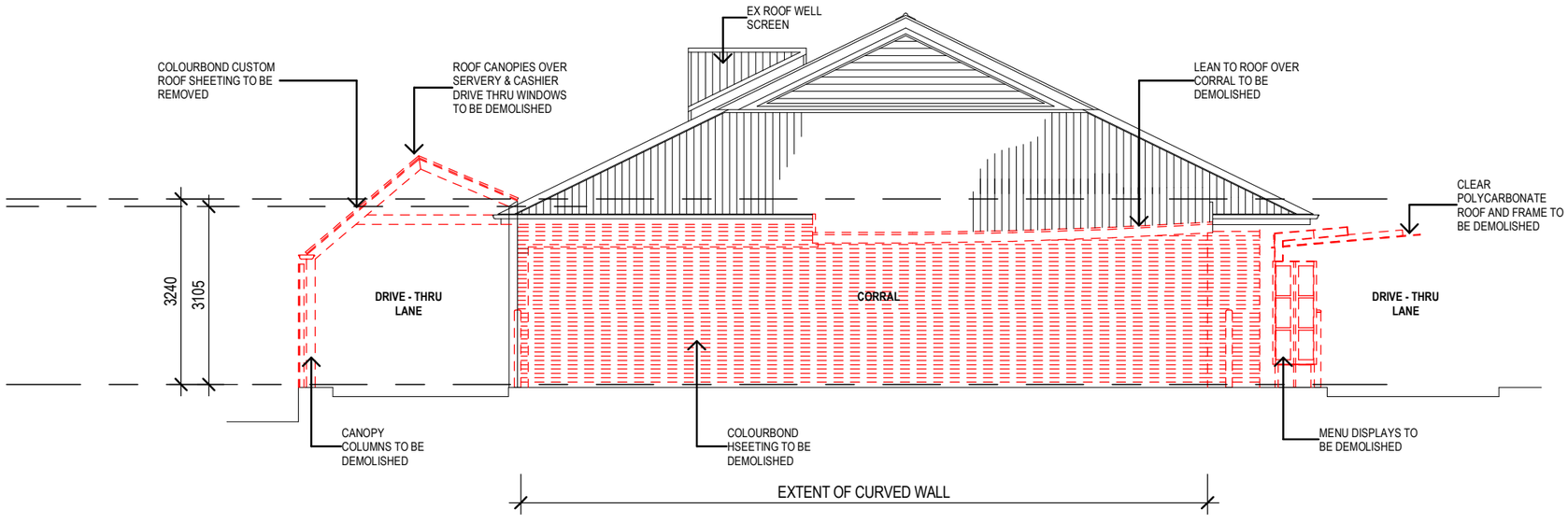
Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
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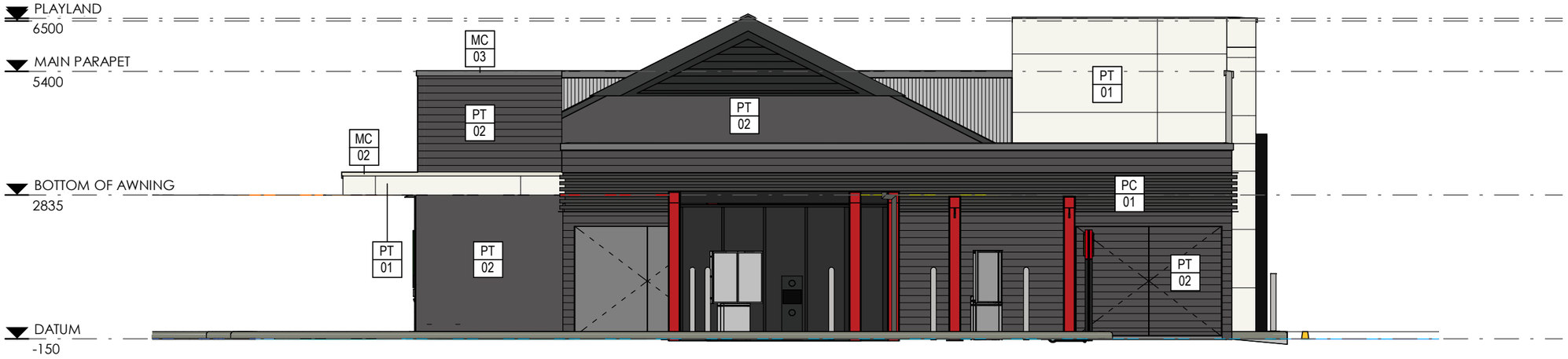
Scale	Series
1 : 100 @ A3	MOD_516

Drawing
ELEVATIONS

Project Number	Drawing Number	Issue
20190	DA203	



2 EXISTING SOUTH ELEVATION
1 : 100



NEW DRIVE THRU LANES

1 DA102 PROPOSED SOUTH ELEVATION
1 : 100

Revisions

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devgroup-aust@au.mcd.com

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zone design
RETAIL + HOSPITALITY + OFFICE
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Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
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Scale	Series
1 : 100 @ A3	MOD_516

Drawing
ELEVATIONS

Project Number	Drawing Number	Issue
20190	DA204	

EXTERNAL FINISHES SCHEDULE

CODE	No.	AREA	DESCRIPTION	MANUFACTURER	COLOUR	IMAGE
MC	02	PARAPET CAPPING	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	SURFMIST	
MC	03	PARAPET CAPPING	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	WOODLAND GREY	
MC	04	PARAPET CAPPING	PREFINISHED METAL CAPPING / FLASHING	COLORBOND	McDONALDS RED RGB Value: R189 G0 B22.	
MWC	01	MAIN BUILDING WALLS	TIMBER LOOK ALUMINIUM CLADDING SYSTEM USING KNOTWOOD 200mm CLADDING PROFILE	KNOTWOOD	LIGHT OAK	
PC	01	CORRAL BATTENS & ROOF ACCESS, ELEC. ROOM DOORS	POWDERCOAT FINISH	DULUX DURALLOY	MONUMENT SATIN (COLORBOND)	
PC	02	ALUMINIUM WINDOWS & DOOR FRAMES. REFER NOTE 1.	POWDERCOAT FINISH	DULUX DURALLOY	BLACK SATIN (NIGHT SKY) 19268	
PT	01	FASCIAS (RIBBON)	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	VIVID WHITE PW1H9	
PT	02	MAIN BUILDING WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	WAYWARD GREY PG1G8	
PT	05	BLADE WALL & DRIVETHRU WINDOWS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	McDONALDS RED RGB Value: R189 G0 B22.	
STN	01	DRIVETHRU WINDOW SILL & SURROUND	RECONSTITUTED STONE. REFER TO DECOR DOCUMENTS	REFER DECOR	REFER DECOR	
PT	06	MAIN BUILDING WALLS	PAINT FINISH. REFER SPECIFICATION FOR DETAILS ON PAINT TYPE & APPLICATION	DULUX	DANDELION YELLOW S16H8	
CN	01	MAIN BUILDING WALLS	PREFINISHED CONCRETE FINISH. REFER SPECIFICATION FOR DETAILS	BUILDER	CONCRETE	

Revisions

Issue | Description | Date | Chk | Int

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ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NATIONAL DEVELOPMENT GROUP

Architect
<Company>
<Address>
<Telephone>
<Website>

Consultants

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

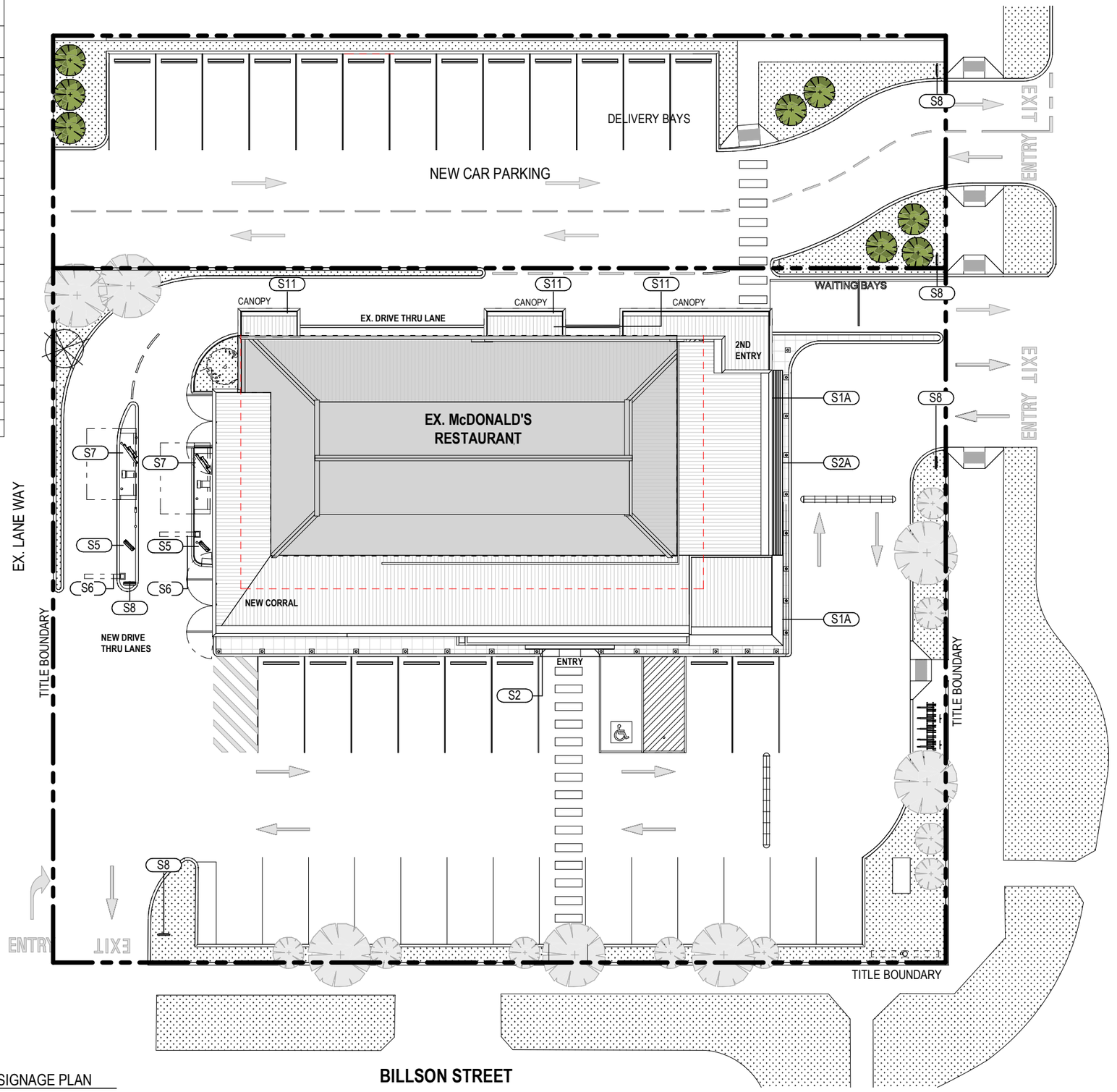
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Project Number: 20190
Drawing Number: DA205
Issue:

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SIGNAGE SCHEDULE

Tag	Description	Illuminated
	Stop Sign	No
	Bike Rack	
	Bike Rack	
	Stop Sign	No
	Stop Sign	No
S1A	"Golden Arches" Wall Sign	Yes
S2	"McDonald's" Wordmark Wall Sign	Yes
S2A	"McCafe" Button Sign	Yes
S5	Single Digital Presell Menuboard	Yes
S5	Single Digital Presell Menuboard	Yes
S6	Height Clearance Gantry Sign	Yes
S6	Height Clearance Gantry Sign	Yes
S7	Double Digital Menuboard	Yes
S7	Double Digital Menuboard	Yes
S8	Directional Sign - Blank	Yes
S8	Directional Sign - Drive Thru - Double Arrow	Yes
S8	Directional Sign - Drive Thru - Left Arrow	Yes
S8	Directional Sign - Entry	Yes
S8	Directional Sign - Thank You	Yes
S8	Directional Sign - Thank You	Yes
S11	Drive-Thru Information Sign "3. PICK UP HERE"	No
S11	Drive-Thru Information Sign "4. PICK UP HERE"	No

WONTHAGGI BOWLS CLUB



1 DA201 SITE SIGNAGE PLAN
1 : 250

PRELIMINARY
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Revisions

Issue	Description	Date	Chk	Int

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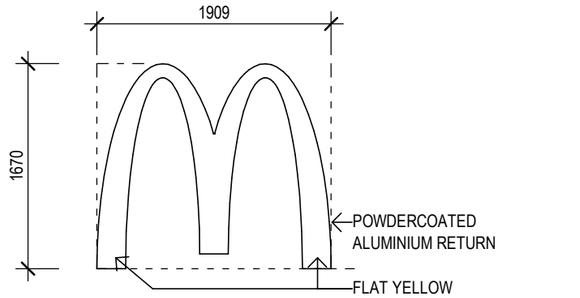
Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

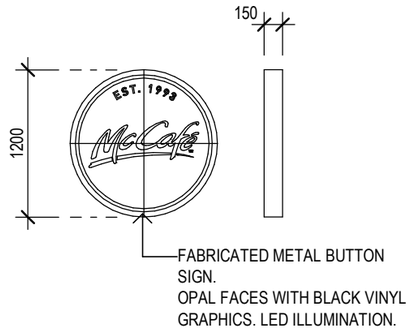
Scale	Series
1 : 250 @ A3	MOD_516

Drawing
SIGNAGE PLAN

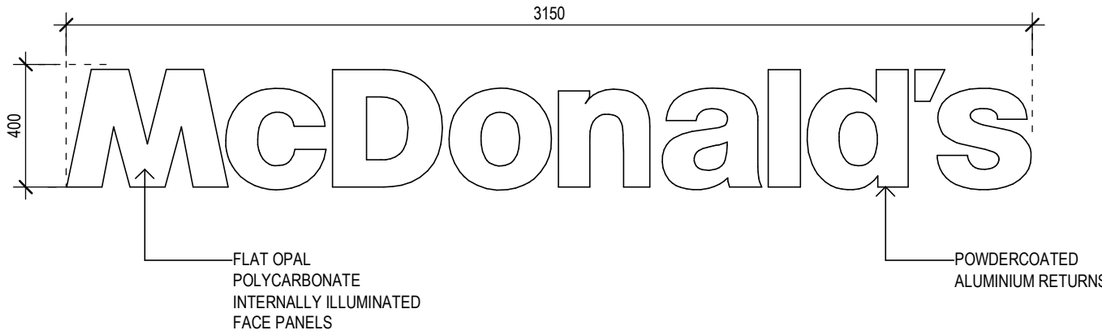
Project Number	Drawing Number	Issue
20190	DA801	



S1A S1A "GOLDEN ARCHES" WALL SIGN
1 : 50



S2A S2A McCAFE WALL SIGN
1 : 50



S2 S2 "McDONALDS'S" WORD MARK WALL SIGN
1 : 20

Revisions

Issue	Description	Date	Chk	Int

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Project
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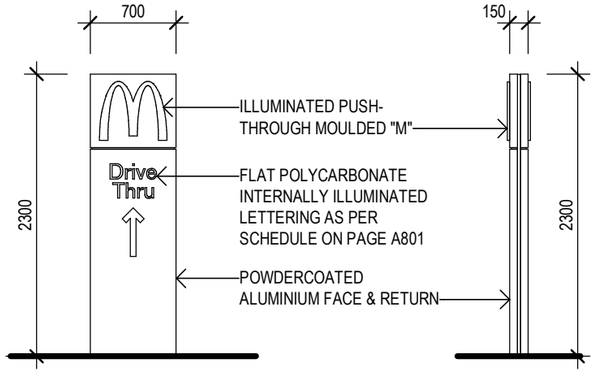
Location
CORNER BILLION & GRAHAM STREETS
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PRELIMINARY
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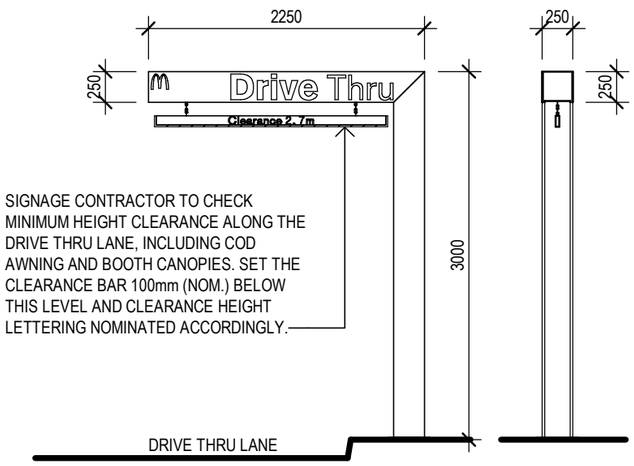
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As indicated @ A3	MOD_516

Drawing
SIGNAGE DETAILS

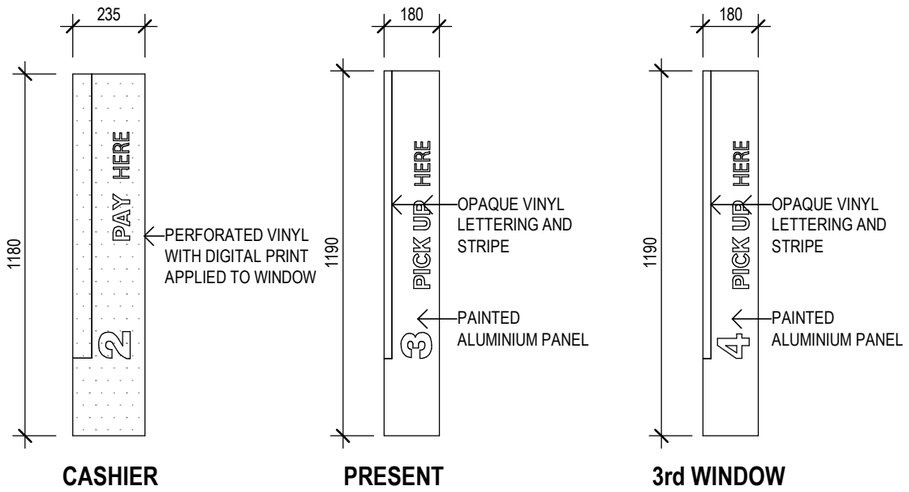
Project Number	Drawing Number	Issue
20190	DA802	



1 S8 DIRECTIONAL SIGN
1 : 50



3 S6 HEIGHT CLEARANCE GANTRY
1 : 50



2 S11 DRIVE THRU INFORMATION SIGNS
1 : 20

Revisions

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Project
McDONALDS WONTHAGGI

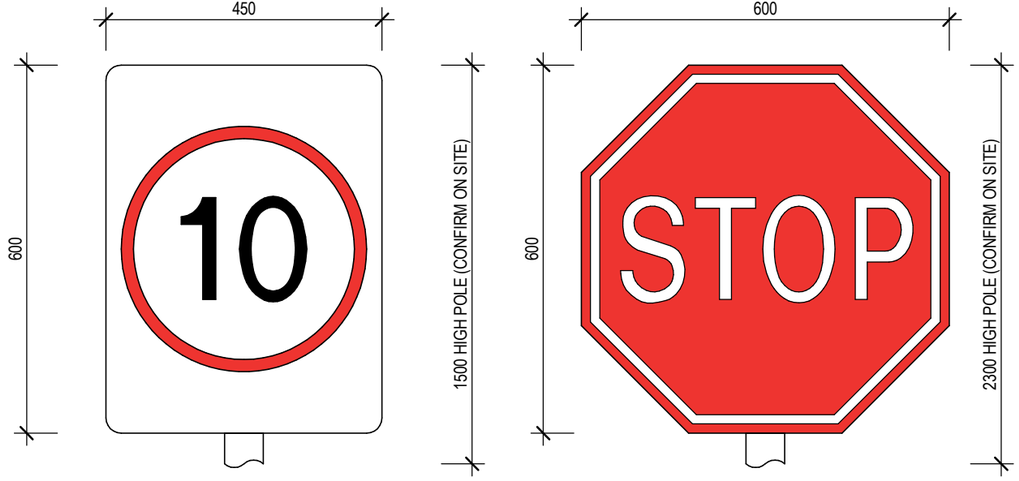
Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

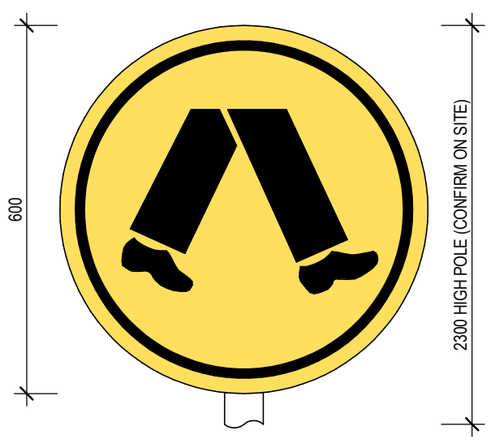
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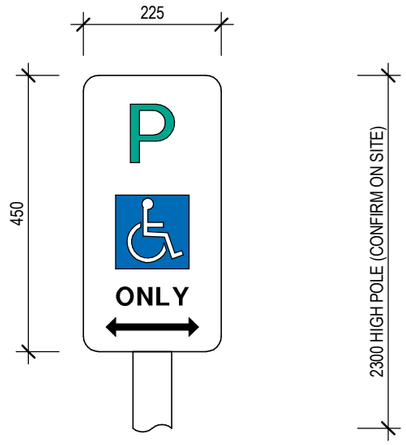
Scale	Series
As indicated @ A3	MOD_516

Drawing
SIGNAGE DETAILS

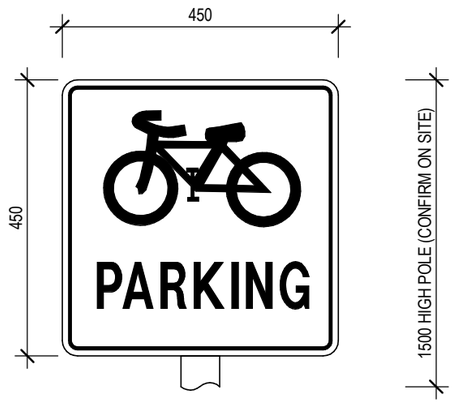
Project Number	Drawing Number	Issue
20190	DA803	











DEPENDING ON LOCATION WITHIN SITE, S9 SIGNAGE SHOULD BE SET A MINIMUM OF 2m ABOVE TOP OF KERB TO PREVENT OBSTRUCTION TO OCCASIONAL PEDESTRIANS, OR TO REDUCE INTERFERENCE FROM PARKED VEHICLES. IF THIS DOESN'T APPLY, SIGNAGE HEIGHTS SHALL BE SET AS NOTED.

1 S9 CAR PARK SIGNAGE
1 : 10

Revisions

Issue	Description	Date	Chk	Int

General Notes

Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.

Drawing Notes

Client
McDonald's Australia Limited
ABN. 43 008 496 928
☎ 02 9875 6666
devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

zone design
RETAIL + HOSPITALITY + OFFICE
Level 1, 51-57 Buckhurst Street,
South Melbourne, VIC 3205
t03 9417 4272 f03 9417 4288
e: info@zonedesign.com.au
w: www.zonedesign.com.au abn.79 121 083 305

Project
McDONALDS WONTHAGGI

Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

PRELIMINARY
NOT TO BE USED DURING CONSTRUCTION

Scale	Series
1 : 10 @ A3	MOD_516

Drawing
SIGNAGE DETAILS

Project Number	Drawing Number	Issue
20190	DA804	

COD UNIT SCOPE OF WORKS (SPECIFIC TO A NEW STORE)

THE NOTES BELOW REFER TO THE FOLLOWING PARTIES:
- BUILDER (OR THE BUILDER'S ELECTRICAL SUB-CONTRACTOR (E.S.C.)).
- CERTIFIED DELPHI COD CONTRACTOR.
- SIGNAGE CONTRACTOR.

WORKS BY BUILDER

1. PROVIDE CONDUITS OF NUMBER AND SIZES DESCRIBED BELOW, AND DRAW WIRES TO WEATHERPROOF JUNCTION BOXES WHERE SHOWN ON THE DRAWINGS OR DESCRIBED BELOW. ALL CONDUITS SHALL BE INSTALLED AT THE REQUIRED DEPTH IN ACCORDANCE WITH THE CURRENT EDITION OF ASNZS3000 WIRING RULES. ALL CONDUIT PENETRATIONS TO BE SEALED.

2. THE DELPHI COD UNIT INSTALLATION DOCUMENTATION REQUIRES PROVISION OF FOUR CONDUITS AND DRAW WIRES RUNNING FROM THE STORE TO EACH COD UNIT: 1 X 32mm CONDUIT FOR 240V POWER, 1 X 25mm CONDUIT FOR DATA AND IMS, 1 X 32mm CONDUIT FOR AUDIO, AND ONE TO THE BASE OF CANOPY COLUMN NEAR MENU BOARDS AT EACH COD; 1 X 25mm CONDUIT FOR DATA AND LV POWER TO IP CAMERA.

3. CONDUITS SHALL TERMINATE THROUGH THE TOP OF THE COD UNIT FOOTING IN A CLUSTER AS DETAILED (REFER DETAIL STD0035), AND TERMINATE WITHIN THE SURFACE MOUNTED JUNCTION BOXES AT A LOCATION WHICH WILL BE REASONABLY ACCESSIBLE TO THE COD CONTRACTOR AT A LATER DATE.

4. GENERALLY CONDUITS RUNNING BACK TO THE STORE SHALL RISE TO SURFACE MOUNTED JUNCTION BOXES VIA CONDUITS WITHIN THE WALL CAVITY.

5. SURFACE MOUNTED CONDUITS TO WALLS (E.G. CORRAL WALLS) SHALL BE SECURELY CONCEALED WITHIN A COLORBOND FINISH TOP-HAT SECTION COVER WHERE APPLICABLE.

6. GENERALLY ALLOW FOR AN INSPECTION ELBOW OR WEATHERPROOF JUNCTION BOX AT MAJOR CHANGES OF DIRECTION, OR AT INTERVALS OF FIVE BENDS/CORNERS.

7. BUILDER SHALL CONTACT THE SIGNAGE CONTRACTOR TO ARRANGE INSTALLATION OF NEW MENUBOARD AS NOTED ON THE DRAWINGS. PROVIDE 1 X 25mm DIA CONDUIT FOR POWER & 1 X 25mm DIA CONDUIT FOR DATA TO EACH NEW MENUBOARD LOCATION, AND ANY WEATHERPROOF JUNCTION BOXES REQUIRED BY THE SIGNAGE CONTRACTOR. INSTALL CABLE AND CONNECT POWER AT BOTH ENDS.

8. VEHICLE DETECTOR LOOPS SHALL BE PROVIDED WHERE INDICATED ON DRAWINGS. THE BUILDER SHALL SUPPLY AND INSTALL A 25mm DIA CONDUIT LOOPS CAST INTO THE PAVEMENT AS DETAILED.

9. THE BUILDER SHALL PROVIDE 1 X 25mm DIA CONDUIT ("L" SHAPED), RUNNING FROM THE COD UNIT TO THE VEHICLE DETECTOR LOOP, WITH A JUNCTION BOX BEHIND THE KERB.

10. PROVIDE A CONCRETE FOOTING FOR THE COD UNIT AND COD AWNING AS DETAILED ON THE DRAWINGS (LOCATING BOLTS SHALL BE CAST IN-SITU BY THE BUILDER).

11. THE BUILDER SHALL CONTACT THE COD CONTRACTOR TO ENSURE INSTALLATION OF THE COD UNIT AND SERVICES IS FULLY COORDINATED WITH THE BUILDING WORK.

12. PROVIDE PROTECTIVE BOLLARDS TO THE SHARED ZONE NEXT TO THE ACCESSIBLE PARKING SPACE, COD UNITS AND THE AWNINGS (IF APPLICABLE), WHERE INDICATED ON THE DRAWINGS.

13. THE BUILDER SHALL CONSTRUCT TIMBER EDGE BOARDS AS REQUIRED ON PROJECT SPECIFIC DETAILS TO RETAIN GROUND ON SLOPING SITES.

WORKS BY COD CONTRACTOR

1. SUPPLY AND INSTALL THE COD UNITS TO A LOCATION NOMINATED ON THE DRAWINGS.

2. RUN CABLES FOR POWER, DATA AND AUDIO THROUGH CONDUITS (PROVIDED BY E.S.C.) FROM THE COD UNITS TO THE STORE, AND CONNECT AT BOTH ENDS.

3. INSTALL CABLES TO THE AUDIO AND DATA CONDUITS AND RETICULATE WITHIN STORE AS REQUIRED TO CONNECT ALL APPLICABLE SYSTEMS.

4. INSTALL POWER TO THE COD POWER CONDUIT AND CONNECT TO A NEW DEDICATED SWITCHBOARD CIRCUIT.

5. THE COD CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING GOOD ANY PART OF THE BUILDING DAMAGED, RELOCATED OR OTHERWISE DISTURBED, AS A RESULT OF CABLE INSTALLATIONS, CONNECTIONS OR RETICULATION WITHIN THE BUILDING.

6. INSTALL THE CABLING FOR THE VEHICLE DETECTOR LOOP AND CONNECT AT BOTH ENDS, IN ALL CASES.

WORKS BY SIGNAGE CONTRACTOR

1. SUPPLY AND INSTALL MENUBOARDS AND CONNECT TO POWER CONDUIT BY BUILDER.

2. SUPPLY AND INSTALL AWNINGS OVER COD'S.

3. CONSTRUCT MENUBOARD FOOTINGS, UNLESS AN AWNING FOOTING HAS BEEN PROVIDED BY THE BUILDER WHICH MAKES PROVISION FOR THE MENUBOARDS. REFER TO PROJECT SPECIFIC DRAWINGS.

4. SUPPLY AND INSTALL "ORDER HERE" SIGNAGE. REFER DETAIL STD9010

Revisions

Issue Description Date Chk Int

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Drawing Notes

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ABN. 43 008 496 928
☎02 9875 6666
✉devgroup-aust@au.mcd.com

Project Manager
NDG NATIONAL DEVELOPMENT GROUP

Architect
Level 1, 51-57 Buckhurst Street(South
Melbourne, VIC 3205
T:(03) 9417 4272 F:(03) 9417 4288
www.zonedesign.com.au
zonedesign ABN 79 121 083 305

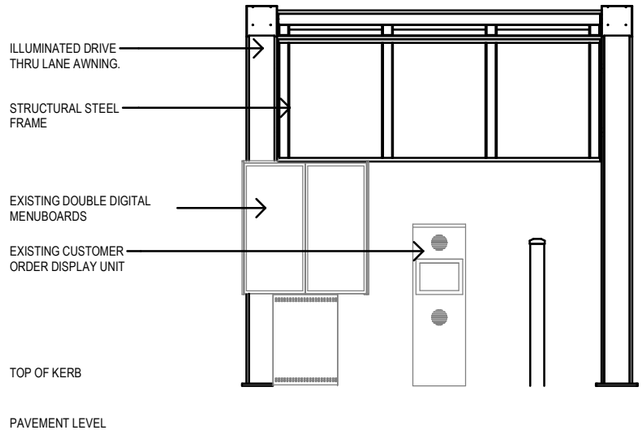
Consultants

Project
McDONALDS WONTHAGGI

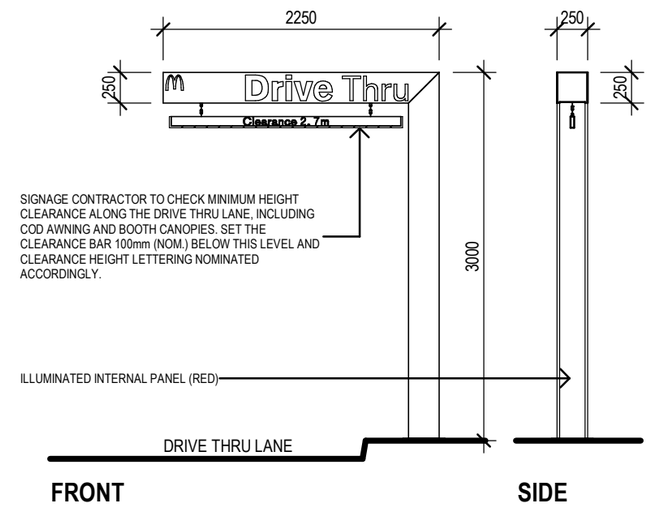
Location
CORNER BILLION & GRAHAM STREETS
WONTHAGGI VIC 3995

FOR CONSTRUCTION
FOR USE DURING CONSTRUCTION

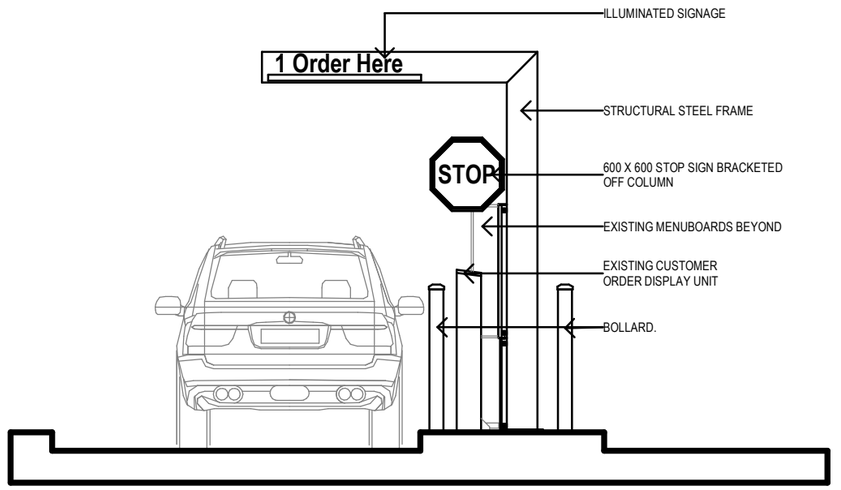
Scale @ A3
Series
Drawing
COD UNIT SCOPE OF WORKS
Project Number 20190
Drawing Number DA805
Issue



1 S7 SIDE ELEVATION DETAIL
1 : 50



3 GANTRY SIGN S6
1 : 50



2 S7 FRONT ELEVATION
1 : 50

Revisions

Issue	Description	Date	Chk	Int

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Project
McDONALDS WONTHAGGI

Location
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WONTHAGGI VIC 3995

Scale
1 : 50 @ A3

Series
MOD_516

Drawing
COD UNIT SIGNAGE

Project Number
20190

Drawing Number
DA806

Issue

13 October 2021

McDonald's Australia Limited
C/o Urbis
Olderfleet, Level 10
477 Collins Street
Melbourne VIC 3000

Attention: James Small

Dear James,

183 GRAHAM STREET, WONTHAGGI – REVIEW OF CAR PARK NOISE

An existing McDonald's restaurant is located at 181 Graham Street, Wonthaggi. An application to demolish the existing medical centre (at 183 Graham Street) adjacent to the restaurant to construct a car park associated with the restaurant has been lodged with Bass Coast Shire Council. An additional 17 car parking spaces are proposed to be provided as part of the development.

Bass Coast Shire Council has reviewed the application and issued an RFI which includes the following in relation to acoustics:

> *3. An amenity impact assessment prepared by a suitably qualified engineer prepared to assess the impact of the noise and light emanating from the proposed extended car park on the surrounding dwellings. This should include the recommendations to ensure that an appropriate level of internal amenity is achieved in the surrounding dwelling. This may be comprised of a noise impact assessment or acoustic report and relevant response relating to light emissions from the drive through.*

Clarity Acoustics Pty Ltd (CA) has been engaged by McDonald's Australia Limited to conduct a review of noise associated with the proposed car park to address the above requirements.

A glossary of acoustic terminology used in this report is provided in Appendix A.

1.0 PROJECT DESCRIPTION

1.1 Subject site

The existing McDonald's restaurant is located on the corner of Graham Street and Billson Street at 181 Graham Street in Wonthaggi. The proposed car park is to be located at 183 Graham Street (subject site) directly to the west of the existing restaurant.

The subject site and is bounded by:

- Graham Street directly to the north with dwellings beyond
- Dwellings on Graham Street directly to the west
- Wonthaggi Bowls Club to the south
- The existing McDonald's restaurant to the east with Billson Street beyond.

The subject site is located in a General Residential Zone 1 (GRZ1) with Public Use Zone 2 (Education) (PUZ2), Commercial 1 Zone (C1Z), Road Zone – Category 1 (RDZ1) and Road Zone – Category 2 (RDZ2) in the immediate environs. The relevant planning map for the subject site is provided in Appendix B.

The nearest noise sensitive receivers are dwellings on Graham Street to the north and west of the subject site.

1.2 Nearest affected residents

Table 1 provides details of the nearest affected receivers that have been considered in the following assessment.

Table 1 - Details of the nearest noise sensitive receivers

ID	Address	Description
R1	187 Graham Street	Single storey dwelling to the west of the subject site
R2	185 Graham Street	Single storey dwelling to the west of the subject site
R3	184 Graham Street	Single storey dwelling to the north of the subject site
R4	182 Graham Street	Single storey dwelling to the north of the subject site
R5	180 Graham Street	Single storey dwelling to the north of the subject site
R6	178 Graham Street	Single storey dwelling to the north of the subject site

An aerial photograph of the subject site and nearest affected receivers is provided in Figure 1.

Figure 1 - Aerial photograph of the subject site and surrounds (source: Google Earth)



1.3 Operating hours

The existing McDonald's restaurant operates between 0500-2300 hours, Monday to Thursday, between 0500 and midnight on Fridays, 1200-Midnight on Saturdays and between 1200-2300 hours on Sundays. It is understood that the proposed car park will operate consistent with the operating hours of the restaurant.

2.0 RELEVANT GUIDELINES AND LEGISLATION

The Environment Protection Regulations 2021 (S.R. No. 47/2021) set out the framework for noise from residential, commercial, industrial and trade premises as well as from indoor and outdoor entertainment venues and events in Victoria.

Regulation 117 of the Regulations outlines noise sources which should not be considered as part of an assessment of noise emitted from commercial, industrial and trade premises and includes voices and non-commercial vehicles.

As the operation of the proposed car park (including non-commercial vehicles and patron voices) is excluded from assessment under Victorian legislation, it is recommended that noise from the proposed car park be assessed against the NSW EPA sleep disturbance criterion which is common practice in the acoustic industry in Victoria.

The NSW EPA conducted a review of sleep disturbance studies the results of which are outlined in the NSW EPA's Road Noise Policy (RNP). The NSW EPA concluded that:

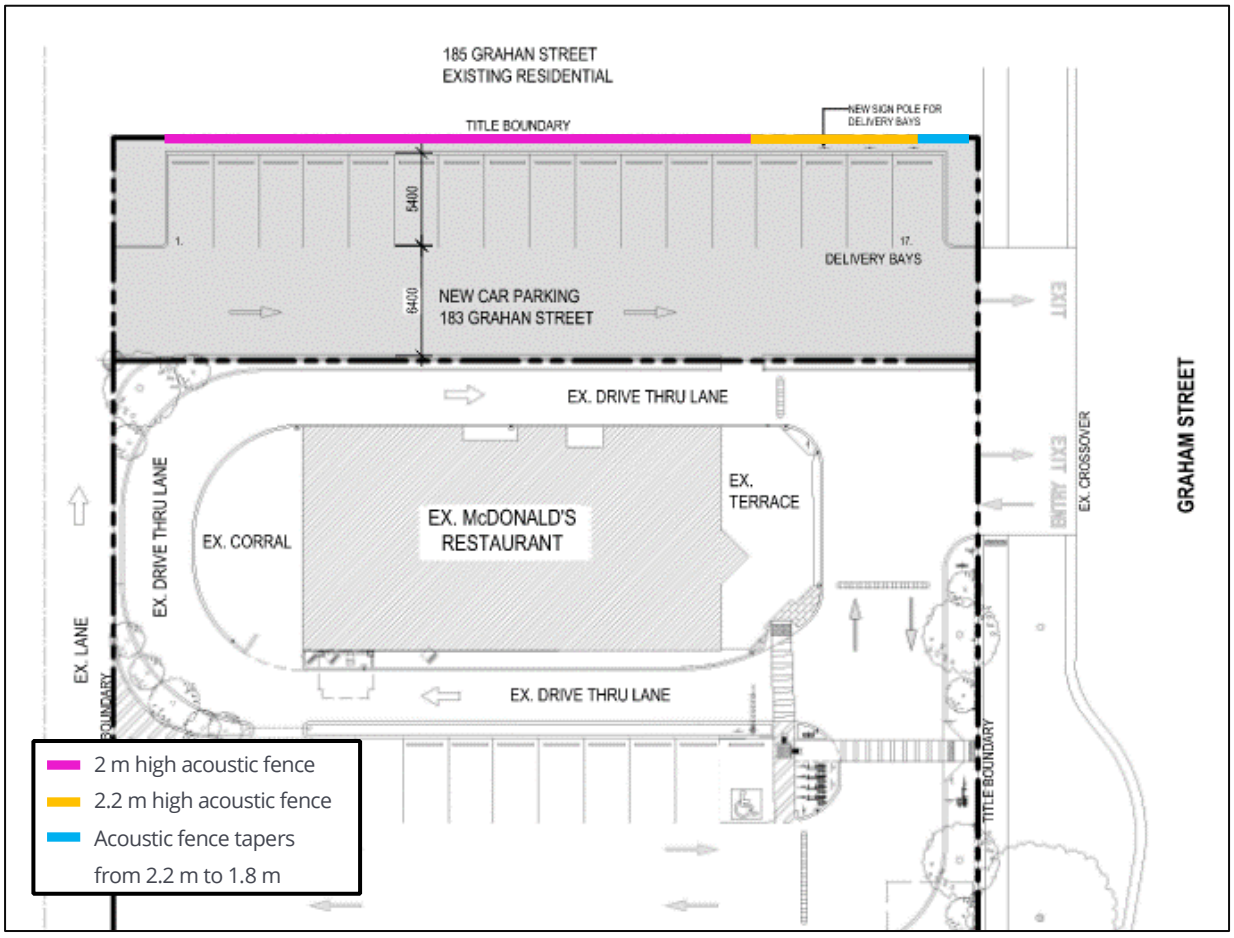
- *maximum internal noise levels below 50–55 dB L_{Amax} are unlikely to awaken people from sleep*
- *one or two noise events per night, with maximum internal noise levels of 65-70 dB L_{Amax} are not likely to affect health and wellbeing significantly.*

An open window provides an approximate noise reduction of 10-15 dB from outside to inside (refer to World Health Organisation guidelines and RNP), therefore, the proposed development should be designed such that night-time maximum noise levels from the use of the car park do not exceed 65 dB L_{Amax} outside an openable window of neighbouring residential properties.

3.0 RECOMMENDED NOISE CONTROLS

A 3-D noise model of the site and surrounding area has been created to predict noise from the subject site to neighbouring residential properties. Outcomes of the noise modelling indicate that an acoustic fence will be required to the western site boundary. The proposed fence will vary in height between 1.8 to 2.2 m. The required heights and extent of the proposed acoustic fence is indicated in Figure 2.

Figure 2 – Location and extent of proposed acoustic fence



To provide adequate noise attenuation the construction material of the proposed acoustic fence must have a minimum surface density of 12 kg/m^2 and be free from holes and gaps. Materials such as 9 mm thick fibre cement sheet, 25 mm thick plywood timber panelling, 12 mm thick Perspex or proprietary acoustic panels such as *ModularWalls AcoustiMax* panels or *Wallmark EVO* panels will achieve the required surface density. Any other approved material which meets the minimum surface density specification can also be used.

A typical acoustic fence detail is provided in Appendix C.

4.0 SLEEP DISTURBANCE ASSESSMENT

Noise from night time activity associated with the operation of the proposed car park has been assessed against the sleep disturbance criteria at the nearest affected dwellings in the following sections. A 3-D noise model of the subject site and surrounding area has been created to predict noise from the use of the car park during the night time period at the nearest affected dwellings. The effective noise level is calculated considering the following:

- Attenuation of noise provided by distance between source and receiver and any screening structures and the built form of the development
- Attenuation of noise provided by the recommended acoustic fence outlined in Section 3.0
- Reflections from built form, adjacent buildings, screening structures and the ground surface
- Source maximum sound power levels as outlined in Table 2
- The noise prediction methodology outlined in Appendix C.

The following sections provide, the source noise level data used in our predictions and compare the predicted noise levels from the use of the car park against the sleep disturbance criteria.

4.1 Source noise data

Typical night time noise associated with the use of the proposed car park will include car movements within the proposed car park, cars braking, doors closing and cars accelerating away from a stationary position. Noise from patrons talking in the car park also needs to be considered.

Table 2 provides the maximum sound power level data for anticipated noise sources associated with the proposed car park which has been used in this assessment.

Table 2 – Maximum sound power level of noise sources associated with the car park, dB L_w

Maximum noise level event, L_{max}	Octave band centre frequency							
	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	A
'Normal' car[1]	108	96	95	90	90	86	79	94
'Worst-case' car[1,2]	110	108	101	96	99	98	91	104
Vehicle pass by	104	95	88	88	89	85	79	93
Patron maximal shout	83	92	98	97	92	87	87	98

[1] Includes door closing and vehicle start up from stationary

[2] A 'worst-case' car includes a V8 or high-powered vehicle driving in an aggressive manner. This typically represents less than 5 % of cars accessing a site such as this.

4.2 Predicted noise levels

Predicted maximum noise levels from the use of the proposed car park during the night time period (i.e., between 0500-0700 hours and after 2200 hours) are provided in Table 3.

Table 3 – Predicted maximum noise levels from late night/early morning car park activity, dB L_{Amax}

Receiver	Normal Car	Worst case Car	Patron Voices	Car pass by	Compliance with 65 dB $L_{Amax?}$
187 Graham Street	49	60	55	48	**Yes**
185 Graham Street	57	65	63	52	**Yes**
184 Graham Street	53	63	57	51	**Yes**
182 Graham Street	55	64	57	53	**Yes**
180 Graham Street	55	64	57	53	**Yes**
178 Graham Street	53	62	56	51	**Yes**

It can be seen from Table 3 that noise from the use of the proposed car park during the night time period will comply with the sleep disturbance criterion of 65 dB L_{Amax} with the incorporation of the recommended acoustic fence to the western site boundary.

We trust the above information meets your requirements. If you have any queries or require any further information, please do not hesitate to contact us.

Yours faithfully



Anjali Chandhok

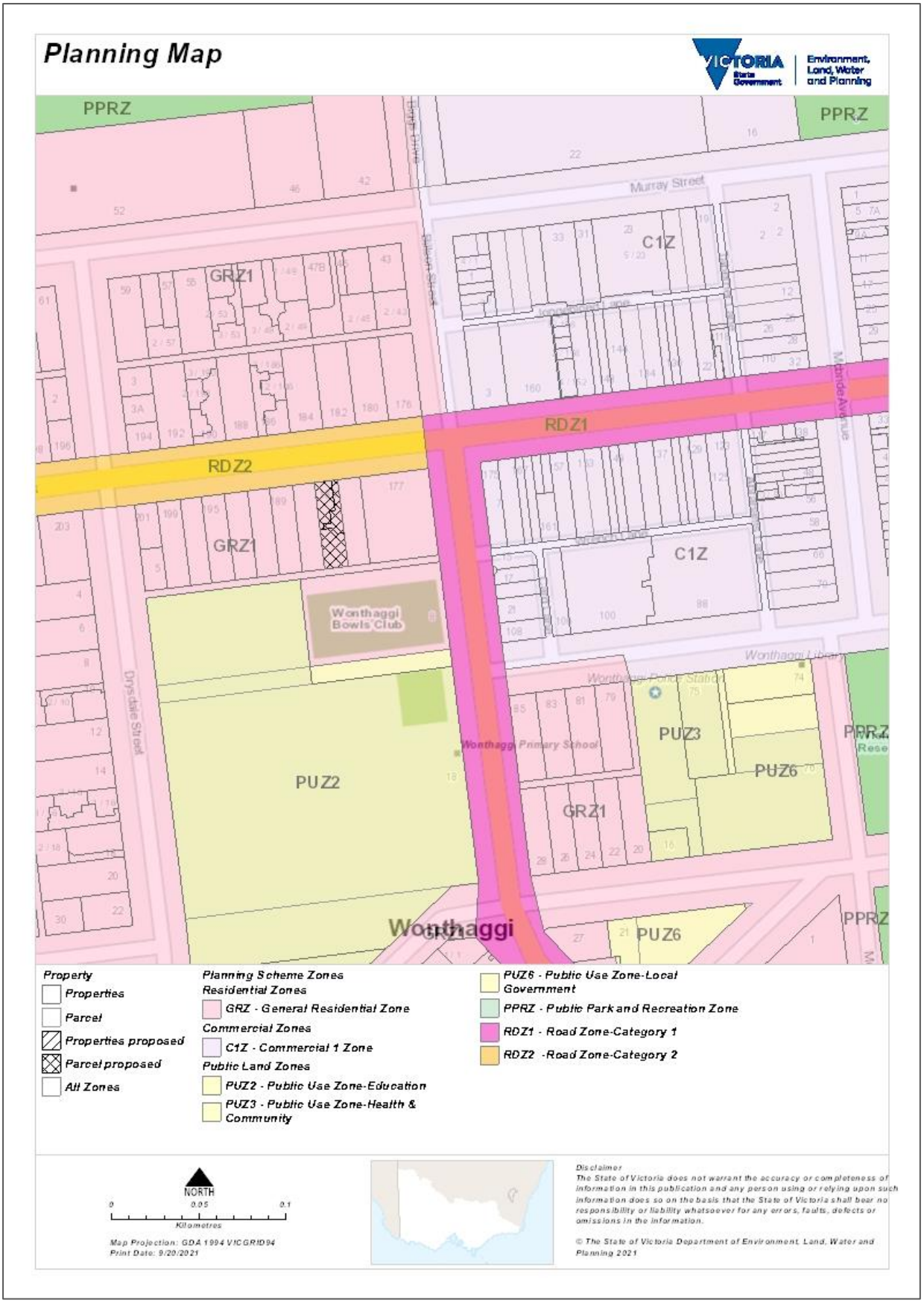
Associate Director

CLARITY ACOUSTICS PTY LTD

APPENDIX A GLOSSARY OF TERMINOLOGY

dB	Decibel (dB) a relative unit of measurement widely used in acoustics, electronics and communications. The dB is a logarithmic unit used to describe a ratio between the measured sound level and a reference or threshold level of 0 dB.
A-weighting	The A-weighting filter covers the full audio range - 20 Hz to 20 kHz and the shape is similar to the response of the human ear at lower levels. A-weighted measurements correlate well with the perceived loudness at low sound levels, as originally intended.
Hertz	Hertz (Hz) the unit of Frequency or Pitch of a sound. One hertz equals one cycle per second. 1 kHz = 1000 Hz, 2 kHz = 2000 Hz, etc.
L_{Amax}	The A-weighted maximum noise level. The highest sound level which occurs during the measurement period or a noise event.
L_{Aw}	Sound Power Level in decibels is ten times the logarithm of the ratio of the sound power (W) to the reference sound power (Wo) of 1 picowatt.

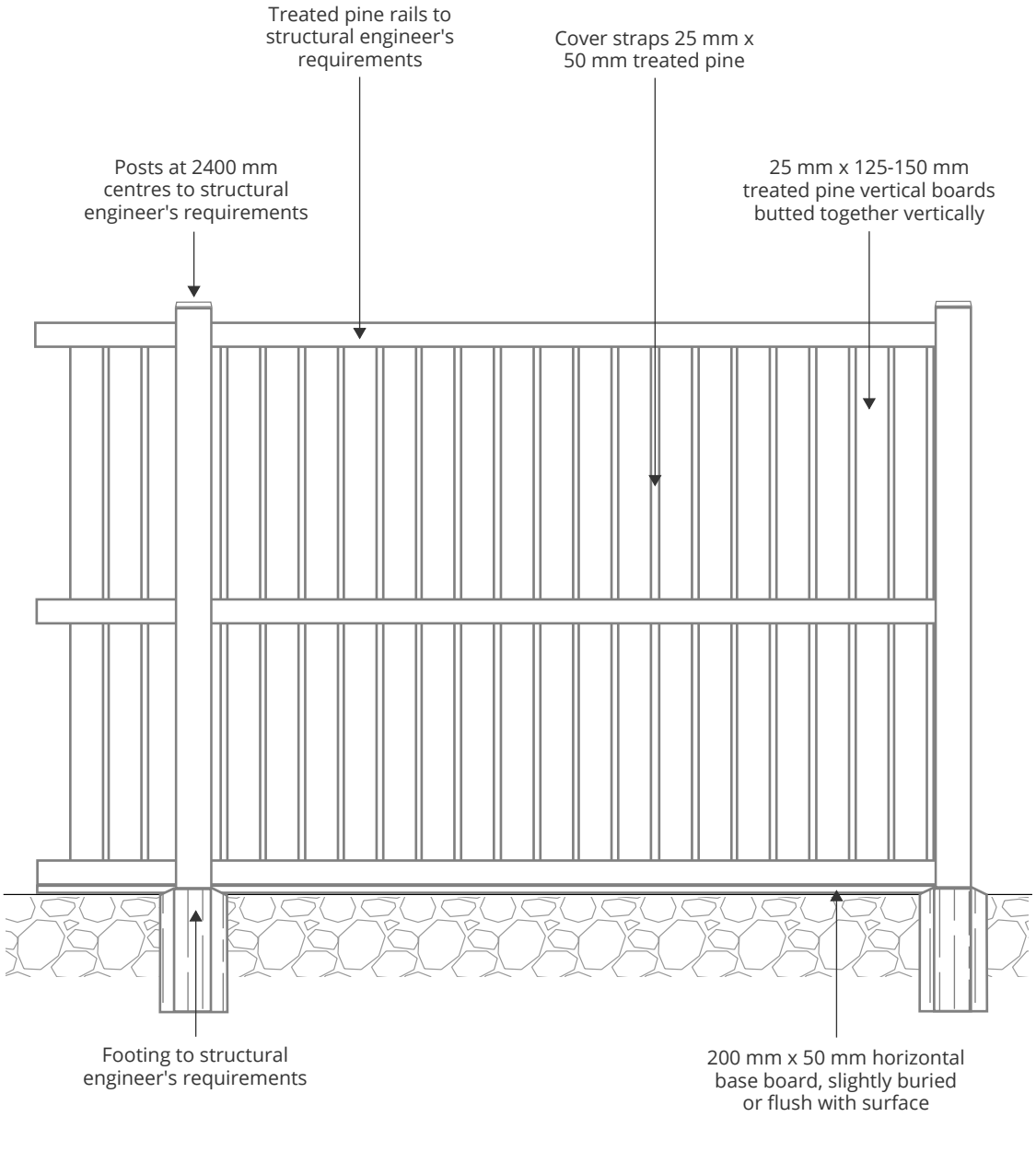
APPENDIX B PLANNING MAP



APPENDIX C TYPICAL ACOUSTIC FENCE DETAIL

TYPICAL ACOUSTIC FENCE SPECIFICATION

CLARITY ACOUSTICS



ELEVATION



SECTION

NOTES:
1. Drawing is not to scale.
2. Specification provided for indicative purposes only. Final specification will be based on individual requirements.
3. Fence, fastenings and footings should be designed by a suitably qualified structural engineer.

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APPENDIX D NOISE PREDICTION METHODOLOGY

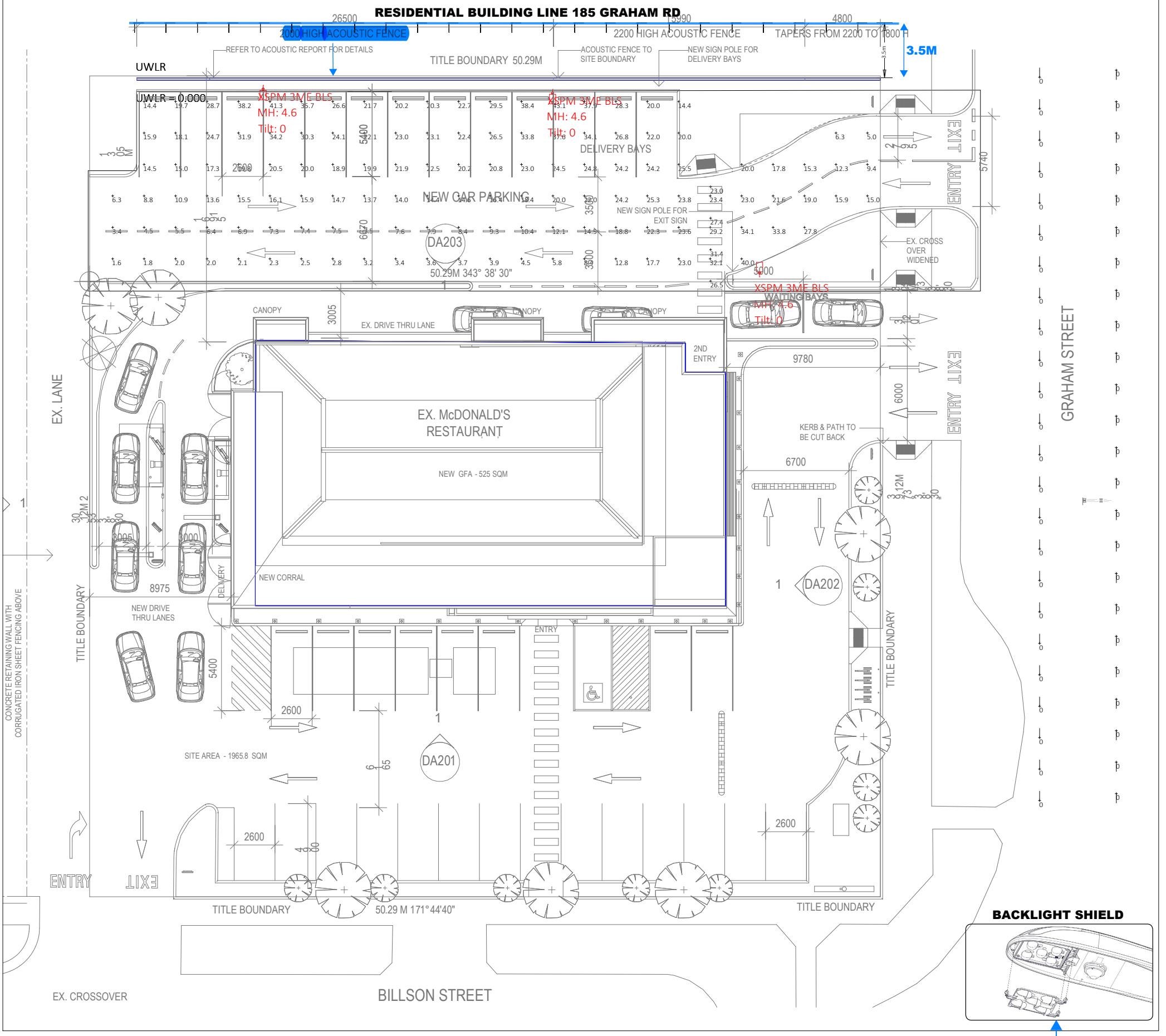
Predictions of noise from the subject site have been undertaken on the basis of:

- The sound emissions of noise sources associated with the development as outlined in Table 2
- A digital noise model of the site and surrounding environment
- International standard(s) used for the calculation of environmental noise propagation.

Details of the prediction methodology are summarised in Table 4 below.

Table 4 - Noise prediction methodology

Detail	Description
Software	Proprietary noise modelling software SoundPLAN v8.2
Method	International Standard ISO 9613-2:1996 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation* (ISO 9613-2).
Ground conditions	Ground factor of G = 0 i.e., 100 % hard ground
Atmospheric conditions	Temperature 10°C and relative humidity 70% This represents conditions which result in relatively low levels of atmospheric sound absorption
Receiver heights	1.5 m above finished floor level



BACKLIGHT SHIELD

Luminaire Schedule												
Symbol	Qty	Label	LLF	Arrangement	Mounting Height	Outreach Arm	Watts	Lumens	Description	UWLR	BUG Rating	Product Code
	3	XSPM 3ME BLS	0.800	Single	4.6	0.25	58	5464	ADLT CREE XSPM 3ME OPTIC 4000K c/w BLS	0.00	B1-U0-G2	XSPME023MEA40K_58W-BLS

Calculation Summary										
Label	CalcType	Units	Avg	Max	Min	Max/Avg	Min/Avg	Min/Max	PtSpcLr	PtSpcTb
New Carpark PC2 Eh	Illuminance	Lux	18.13	43.1	1.6	2.38	N.A.	N.A.	2	2
New Carpark PC2 EV1 (-90)	Illuminance	Lux	N.A.	5.2	1.0	N.A.	N.A.	N.A.	2	N.A.
New Carpark PC2 EV1 (90)	Illuminance	Lux	N.A.	6.5	1.1	N.A.	N.A.	N.A.	2	N.A.
New Carpark PCX	Illuminance	Lux	27.08	31.4	23.0	1.16	N.A.	N.A.	2	2
185 Graham St_Cd_Seg1	Obtrusive - Cd	N.A.	N.A.	115	0	N.A.	N.A.	N.A.	2	1
185 Graham St_Ill_Seg1	Obtrusive - Ill	Lux	N.A.	0.9	0.0	N.A.	N.A.	N.A.	2	1
ObtrusiveLight_TI_Graham St	Obtrusive - TI	%	N.A.	0	0	N.A.	N.A.	N.A.	2	0
ObtrusiveLight_TI_Graham St_1	Obtrusive - TI	%	N.A.	0	0	N.A.	N.A.	N.A.	2	0

1. THE LIGHT TECHNICAL PARAMETERS COMPLY WITH THE RECOMMENDATIONS OF AS/NZS 1158.3.1:2020
   CAT PC (Z) FOR OUTDOOR CARPARK
   CAT PC (X) FOR PEDESTIRAN CROSSING
2. THE OPTICS SELECTED FOR THIS DESIGN ARE IN ACCORDANCE WITH THE GLARE LIMITATIONS SET OUT IN TABLES 3.8 OF AS1158.3.1:2020.
   -2700cd ABSOLUTE FOR CARPARKS.
3. LIMITATION OF UPWARD WASTE LIGHT HAS BEEN ASSESSED AND ACHIEVED IN ACCORDANCE WITH TABLE 3.10 OF AS/NZS 1158.3.1:2020. 1% FOR SSL FOR PR|PP|PC SUB CATEGORIES
4. THE LIGHT LOSS FACTOR OF 0.80 IS BASED ON 1158.3.1:2020 TABLE 3.2 APPLICATION & MANUFACTURER DATA AS PER FOLLOWING EQUATION:
   LLF= LDD x LLD (1.02 x 0.91 x 0.86 = 0.80)
   BASED ON A 100,000 HR LAMP LIFE (20+ YEARS) OPERATING IN AT A 15 DEGREE AVERAGE AMBIENT TEMP 60 MONTH CLEANING CYCLE IN A URBAN ENVIRONMENT.
5. PHOTOMETRIC DATA WAS PROVIDED BY THE MANUFACTURER.
   SOFTWARE USED FOR CALCULATIONS IS AGI32-20.6
6. MOUNTING HEIGHT IS AS NOMINATED ON THE DRAWING.
7. CALCULATIONS ARE SUBJECT TO ACCURACIES AND TOLERANCES NOMINATED IN AUSTRALIAN AND NEW ZEALAND STANDARDS AS/NZS 3827.1:1998 AND AS/NZS 3827.2:1998.

DESIGN VERIFICATION.
Illumination results shown on this lighting design are based on project parameters provided to ADLTA used in conjunction with the luminaires information tested under laboratory conditions.Actual project conditions differing from these parameters may affect field results. The customer is responsible for verifying compliance with any applicable electrical, lighting, structural or energy code.

Obtrusive Light - Compliance Report

AS/NZS 4282:2019, A4 - High District Brightness, Curfew
Filename: MCDONALDS WONTHAGGI
1/12/2021 2:51:42 PM

Illuminance
Maximum Allowable Value: 5 Lux

Calculations Tested (1):

Calculation Label	Test Results	Max. Illum.
185 Graham St_Ill_Seg1	PASS	0.9

Luminous Intensity (Cd) At Vertical Planes
Maximum Allowable Value: 2500 Cd

Calculations Tested (1):

Calculation Label	Test Results
185 Graham St_Cd_Seg1	PASS

Threshold Increment (TI)
Maximum Allowable Value: 20 %

Calculations Tested (2):

Calculation Label	Adaptation Luminance	Test Results
ObtrusiveLight_TI_Graham St	5	PASS
ObtrusiveLight_TI_Graham St_1	5	PASS

Upward Waste Light Ratio (UWLR)
Maximum Allowable Value: 3.0 %

Calculated UWLR: 0.0 %
Test Results: PASS

XSPM Series
XSPM - LED Street/Area Luminaire

Advanced LIGHTING TECHNOLOGIES | CREE LIGHTING, A COMPANY OF IDEAL INDUSTRIES, INC.

Product Description
Designed from the ground up as a totally optimized LED street lighting system, XSPM maintains the familiar look of the traditional cobrahead design and delivers substantial energy savings while reducing maintenance time and costs. Equipped with our NanoOptic® Precision Delivery Grid™ optic, XSPM achieves better optical control than traditional street lighting fixtures and efficiently delivers white uniform light for safer-feeling communities. The luminaire is designed to mount directly to 76mm or 60mm outer dimension tenons or poles with a specific spigot (adjustable arm).
Applications: Roadway, parking lots, walkways and general area spaces.



Performance Summary
NanoOptic® Precision Delivery Grid™ optic
Efficacy: Up to 150 lm/W
Initial Colour consistency: 4 MacAdam steps
Limited Warranty†: Class 1 — 10 years on luminaire / 10 years on Colorfast DeltaGuard® finish
Class 2 — 5 years on luminaire / 10 years on Colorfast DeltaGuard® finish

PS Series
Crown-Weld® Square Straight Steel Poles

Product Description
Non-tapered square steel poles are supplied with a welded base with cover, four galvanized anchor bolts, masonite mounting template and pole cap (except tenon mount). Each anchor bolt is provided with two washers and two nuts. Steel pole base has slotted holes. Per National Electrical Code requirements, pole is standard with a 50mm x 150mm hand hole, located above the bottom of pole base. A #10-32 stainless-steel weld stud with grounding lug is located inside the pole, opposite the hand hole. A hand hole cover is supplied but shipped separately. In addition, 102mm x 8m and 102mm x 9m poles include an internal 8mm steel reinforced sleeve welded inside the bottom 600mm of the pole, as well as a reinforcement welded around the hand hole for added strength. The hand hole location on reinforced poles is 300mm above the bottom of the pole base.

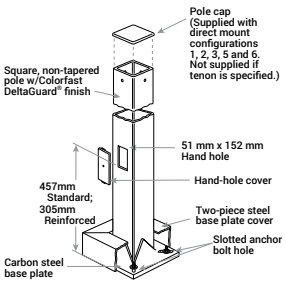


CONSTRUCTION & MATERIALS
- Square, non tapered pole of structural steel tubing (ASTM A 500) with a minimum yield of 46,00 p.s.i.
- Welded to a formed carbon steel base plate with a minimum yield strength of 36,000 p.s.i.
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion

REGULATORY & VOLUNTARY QUALIFICATIONS
- National Electrical Code Requirements
- UL Listed in US for electrical ground bonding
- CSA Certified in Canada for ground bonding and structural strength

LIMITED WARRANTY†
- 7 years on pole/7 years on Colorfast DeltaGuard® finish

†See http://lighting.cree.com/warranty for warranty terms



Accessories

See Brackets / Tenons Spec Sheet (available via ADLT.com.au)

REV	DATE	REVISION DESCRIPTION	Des By	Chk By
-	-	-	-	-

Advanced LIGHTING TECHNOLOGIES

DESIGNED by ADVANCED LIGHTING

MCDONALDS WONTHAGGI

CARPARK LIGHTING DESIGN & OBTRUSIVE LIGHT REPORT

DATE	SCALE	DESIGN No	DWG No	SHEET	Des By	Chk By
01/12/21	N.T.S		DA102	1/1	PR	DP

McDonald's Wonthaggi

Corner Billson & Graham Streets, Wonthaggi
Transport Impact Assessment



Prepared by: Stantec Australia Pty Ltd for McDonald's Australia Limited

on 03/03/2022

Reference: 301401296

Issue #: B

GTAconsultants now Stantec

McDonald's Wonthaggi

Corner Billson & Graham Streets, Wonthaggi
Transport Impact Assessment

Client: McDonald's Australia Limited

on 03/03/2022

Reference: 301401296

Issue #: B

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
B	03/03/2022	Final	Hans Gao	Colin Roche	David Graham	

GTA Report (VIC)

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1. INTRODUCTION

1.1. Background

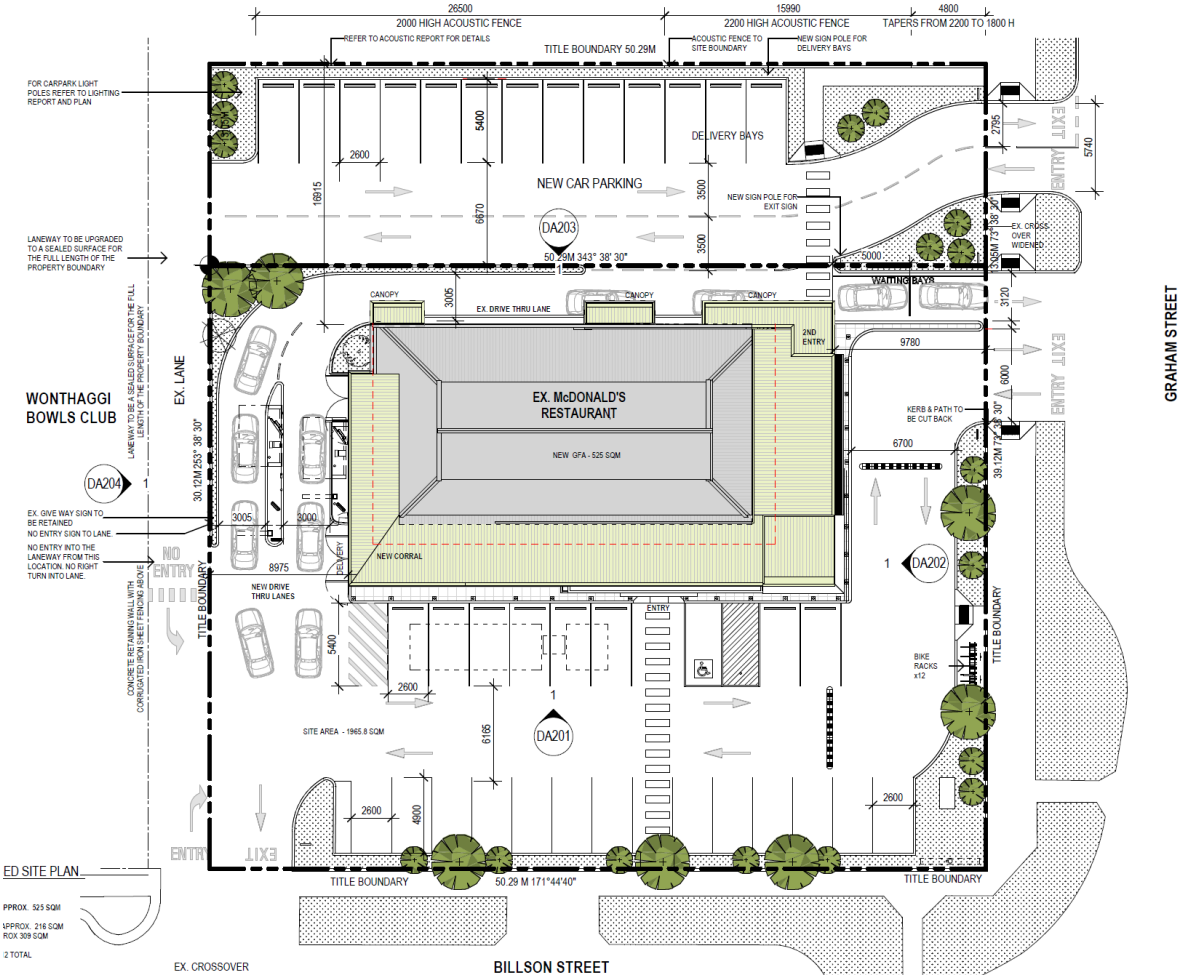
An amendment to a planning permit (No.210166) is currently being sought for a proposed expansion to the existing McDonald's convenience restaurant on land located at 177-183 Graham Street, Wonthaggi, on the southwest corner of Billson & Graham Streets.

Specifically, the proposed expansion includes the following components:

- demolition of an existing medical centre at 183 Graham Street to construct a car park to provide 13 additional on-site car parking spaces ('western car park') serving the existing McDonald's convenience restaurant land use. These additional car spaces will include three delivery bays. Following this expansion, the subject site will have a total of 35 car spaces (excluding the two waiting bays associated with the drive thru).
- installation of an additional drive thru lane.
- relocation of the existing crossover to provide access to 183 Graham Street from Graham Street to the west of the existing crossover.
- part-demolition and expansion of the existing McDonald's restaurant.
- changes to the existing car park ('eastern car park') and associated infrastructure.
- provision of 12 visitor bicycle parking spaces
- upgrading the existing rear laneway to have a sealed surface for the full length of the property boundary.

A plan of the proposed works is reproduced in Figure 1.1.

Figure 1.1: Architectural Plans of the Proposal



(Reproduced with permission from Zone Design)

GTA, now Stantec, was commissioned by McDonald's Australia Limited to undertake a transport impact assessment of the proposed development.

1.2. Purpose of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed expansion, including considerations of:

- the adequacy of the proposed bicycle parking and pedestrian arrangements in terms of supply and layout
- the adequacy of the proposed car parking provision
- the adequacy of the proposed car park layout
- the adequacy of the proposed arrangements for loading and waste collection
- the acceptability of the traffic impacts of the proposed expansion, including the need for mitigating road works and appropriate vehicular access.

1.3. References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by Zone Design, comprising of the drawing set for project number 20190 dated March 2022
- Relevant Clauses of the Bass Coast Planning Scheme
- Australian Standard / New Zealand Standard, Parking Facilities (AS2890)
- A desktop inspection of the subject site and its surrounds
- Other documents as nominated.

2. EXISTING CONDITIONS

2.1. Subject Site

The existing subject site has frontages of approximately 50m to Billson Street and 40m to Graham Street, with an overall site area of approximately 2000 sqm.

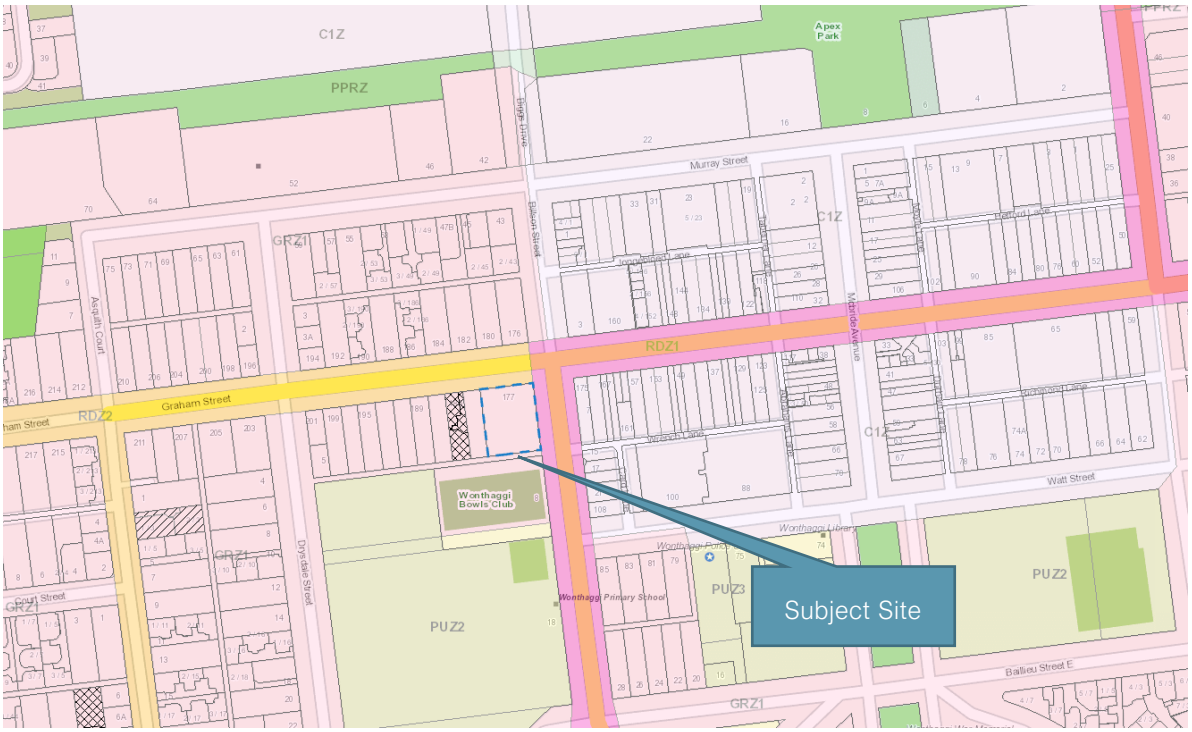
The proposed expansion will increase the subject site frontage to Graham Street to approximately 53m and increase the overall site area to approximately 2650sqm

The properties within the immediate vicinity of the site are predominately residential and retail in nature.

The site is located within a General Residential Zone (GRZ).

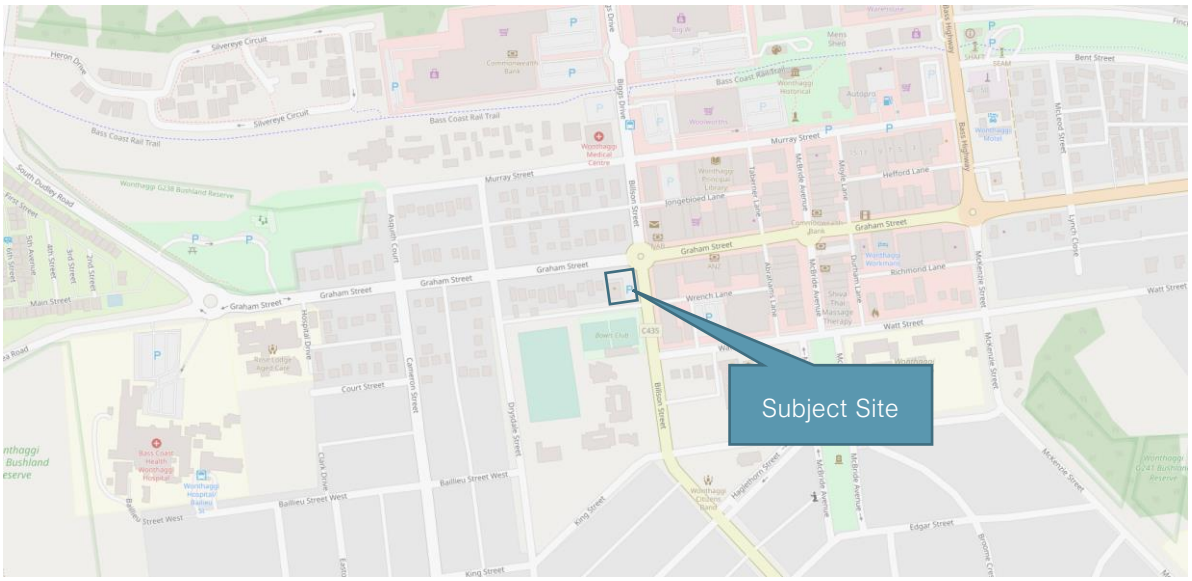
The land zoning and the subject site and surrounding environs are shown in Figure 2.1 and Figure 2.2.

Figure 2.1: Land Zoning Map



(Reproduced from VicPlan website)

Figure 2.2: Subject Site and its Environs



2.2. Road Network

The road network surrounding the subject site is summarised in Table 2.1 and shown in Figure 2.3 to Figure 2.10.

Table 2.1: Surrounding Road Network

Road Name	Road Classification	Authority	Alignment	Approx. Carriageway Width (m)	Parking	Daily Traffic Volume (approx.) [1]
Billson Street	Arterial Road (Transport Zone 2)	DoT	North – South	20m	Angled parking in both directions	5,900
Graham Street	Arterial Road (Transport Zone 3)	Council	East – West	20m	Angled parking in both directions	Not available
Drysdale Street	Local road	Council	North – South	8m	Parallel parking in southbound direction	Not available
Existing east-west Council laneway [2]	Local road	Council	East – West	4m	No parking	Not available

[1] Based on VicRoads arterial traffic volume data.
[2] Operates one-way eastbound

The key intersection in the vicinity of the subject site is the Graham Street / Billson Street intersection, which is a roundabout.

Figure 2.3: Billson Street (northbound)



Figure 2.4: Billson Street (southbound)



Figure 2.5: Graham Street (eastbound)



Figure 2.6: Graham Street (westbound)



Figure 2.7: Drysdale Street (northbound)



Figure 2.8: Drysdale Street (southbound)



Figure 2.9: Council laneway (eastbound)



Figure 2.10: Council laneway (westbound)



2.3. Active Travel Network

2.3.1. Pedestrian Infrastructure

Pedestrian paths are located as follows:

- To the north of the site, on Graham Street running east-west along the subject site's frontage
- To the east of the site, on Billson Street running north-south along the subject site's frontage

Pedestrian crossing points:

- Pedestrian crossings are provided on each approaching leg of the Billson Street / Graham Street roundabout.

2.3.2. Cycle Infrastructure

The Municipal Bicycle Network shows the network of existing and proposed on and off-road cycling corridors in Wonthaggi.

The proposed on-road cycling corridors in the vicinity of the study area are shown in Figure 2.11, and include:

- Billson Street
- Graham Street.

Figure 2.11: Wonthaggi Municipal Bicycle Network

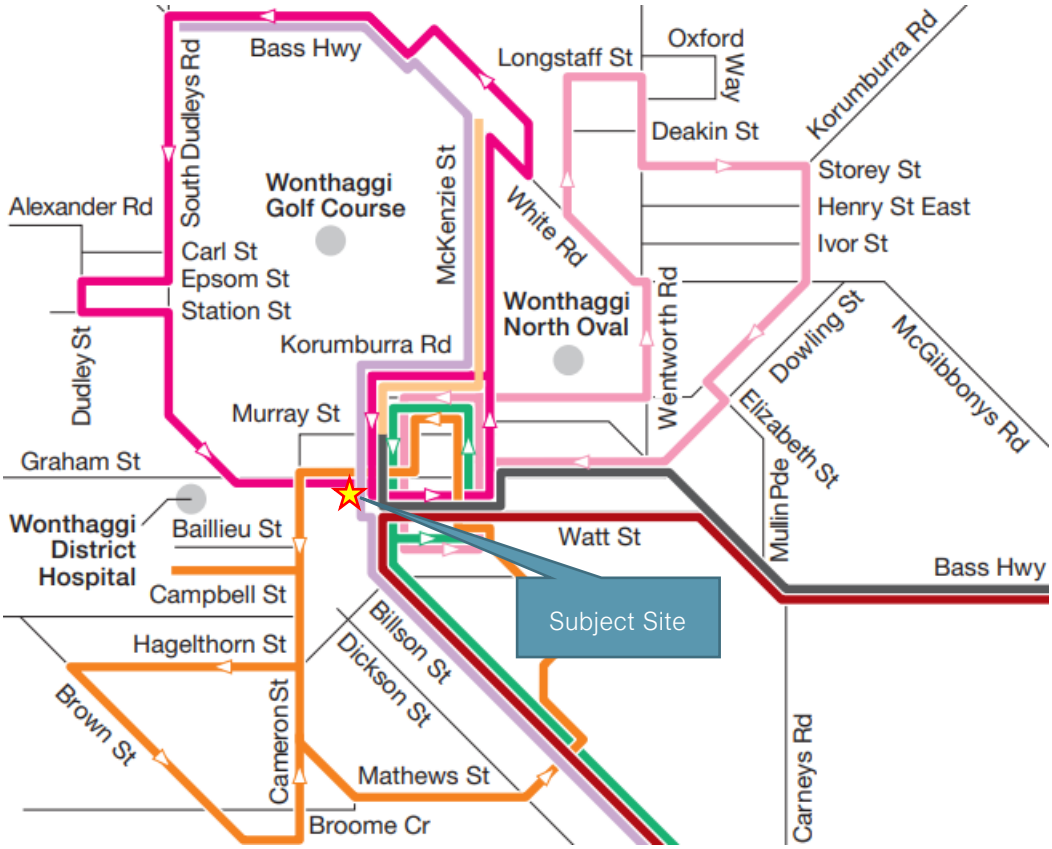


(Reproduced with permission from VicRoads)

2.4. Public Transport Network

Figure 2.12 shows the subject site in relation to existing public transport routes within its vicinity.

Figure 2.12: Public Transport Map



(Reproduced with permission from PTV)

There are ten bus routes which operate in close proximity to the subject site. Nine of these bus routes are accessed from the Wonthaggi Bus Interchange on Biggs Drive, which is located 200m from the subject site. In addition, the Dudley – Wonthaggi bus route can be accessed 300m to the west of the subject site.

In summary, the subject site is well serviced by public transport routes with consideration for its location in regional Victoria.

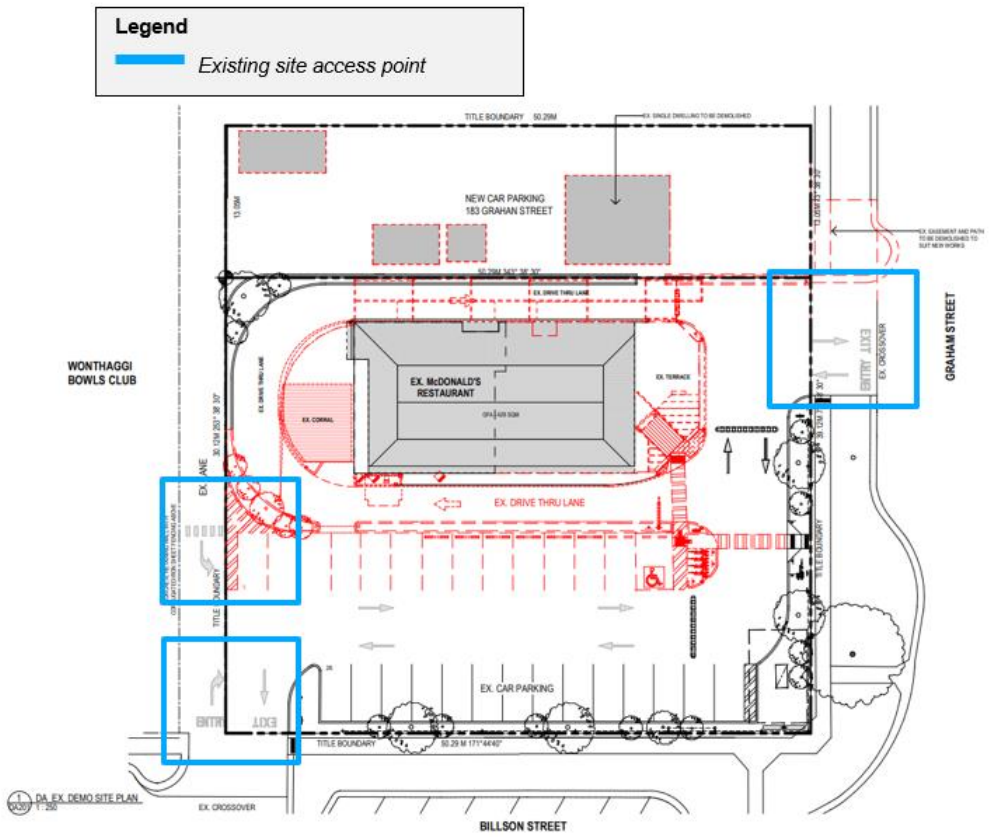
2.5. Existing Access

There are two existing access arrangements to the subject site:

- Double-width crossover from Graham Street
- Double-width crossover from Billson Street (shared with access to the existing Council laneway, which then connects through to Drysdale Street).

The existing access arrangements can be seen in Figure 2.13.

Figure 2.13: Existing Access Arrangements



(Reproduced with permission from Zone Design)

3. SUSTAINABLE TRANSPORT CONSIDERATIONS

3.1. Bicycle Parking & Associated Facilities

3.1.1. Statutory Bicycle Parking Requirements

Statutory requirements for the provision of bicycle parking are set out in Clause 52.34 of the Bass Coast Planning Scheme. Based on this, the statutory requirements for the provision of bicycle facilities for the proposed development are set out Table 3.1.

Table 3.1: Statutory Requirements for Bicycle Facilities

Land Use	Size	Statutory Rate		Statutory Requirement	
		Employee	Customer	Employee	Customer
Convenience Restaurant	235 sqm[1]	1 space per 25sqm of floor area available to the public	2 spaces	9 spaces	2 spaces
Total				**11 spaces**	

[1] Area available to the public, provided by Zone Design

Table 3.1 indicates that the proposal has a statutory bicycle parking requirement of 11 bicycle spaces, including 9 employee spaces and 2 customer spaces.

3.1.2. Proposed Bicycle Parking Provision

The proposed development will include 12 bicycle spaces, all of which will be accessible to both employees and customers. The spaces are proposed to be located along the north of the site fronting Graham Street.

The proposed supply of 12 bicycle parking spaces meets the overall statutory bicycle parking provision and meets the statutory requirements for visitor bicycle parking. However, these spaces don't strictly meet the spatial requirements for employee spaces as they are not secure, and hence a planning permit is sought for a reduction of employee bicycle parking.

Given the type of development, the employee bicycle parking requirement is considered high and likely employee bicycle parking demands will be far less, consistent with many other McDonald's restaurants in Victoria.

There is potential for employee bicycles to be stored securely within the corral area to meet any staff bicycle parking demands. Employees could also park their bicycles in the customer bicycle parking racks. This arrangement is consistent with most other McDonald's restaurants and is therefore considered appropriate to satisfy the likely low levels of employee bicycle parking demand.

3.1.3. Associated Facilities

In addition to the statutory requirement for bicycle parking, Clause 52.34 of the Bass Coast Planning Scheme requires 1 shower for the first 5 employee bicycle parking spaces and 1 shower for each subsequent 10 employee bicycle parking spaces (if 5 or more bicycle parking spaces are required).

Application of the above rates to the statutory employee bicycle parking requirement of 9 spaces indicates that the proposal also generates a statutory requirement of 1 change room / shower.

The proposal includes a provision of 2 change rooms and 1 shower, meeting the statutory requirement. It is noted that these facilities current exist at the subject site and no modifications to these are proposed.

3.2. Pedestrian Connectivity

The following pedestrian connectivity elements are proposed to be provided as part of the development:

- Pram ramps at the kerbs for both Graham Street crossovers
- A 1.5m wide zebra crossing connecting the western additional car parking to the McDonald's restaurant. This connection includes a pram ramp at the carpark kerb.
- A 1.5m wide zebra crossing connecting the eastern existing car parking to the McDonald's restaurant. This connection includes a pram ramp at the McDonald's restaurant kerb.

These proposed pedestrian connections link to the existing footpath network along the Graham Street and Billson Street site frontages.

4. CAR PARKING PROVISION

4.1. Statutory Car Parking Requirements

Statutory requirements for the provision of car parking are set out in Clause 52.06 of the Bass Coast Planning Scheme, with parking rates specified in Table 1 to Clause 52.06-5.

Having regard to the above, an assessment of the statutory parking requirements for the development proposal is set out in Table 4.1 below.

Table 4.1: Statutory Car Parking Requirements

Land Use	Size/No.	Statutory Rate	Statutory Parking Requirement
Convenience Restaurant	105 patrons [1]	0.3 spaces to each patron permitted	31 spaces

[1] The number of patrons within the McDonald's tenancy has been calculated as the total number of internal dining room seats. Party room seats are only used on an irregular basis with a booking and have therefore not been considered for determining the number of patrons.

The above assessment indicates that the development proposal has a minimum statutory car parking requirement of 31 spaces.

The proposed on-site parking provision of 35 spaces satisfies the statutory requirement, noting that this assessment conservatively excludes the waiting bays within the drive thru from the overall provision.

Therefore, the proposed provision for car parking is considered acceptable.

4.2. Disabled Car Parking Requirements

In addition to the statutory car parking requirements in the Planning Scheme, the Building Code of Australia (BCA) outlines requirements for the provision of car parking for people with disabilities. Parking spaces for people with disabilities can be included in the total number of spaces required by the Planning Scheme. An assessment of the BCA disabled car parking requirements for the development proposal is set out in Table 4.2.

Table 4.2: BCA Car Parking Requirements for People with Disabilities

Description	BCA Class	BCA Disabled Parking Requirement
Retail	Class 6	1 space for every 50 carparking spaces or part thereof.

Table 4.2 indicates that the development will generate a requirement to provide one disabled car parking space. One disabled car parking space will be provided at the eastern car parking area, meeting the BCA requirements.

5. CAR PARKING LAYOUT, VEHICLE ACCESS & CIRCULATION

5.1. Vehicle Access Arrangements

The proposed vehicle access arrangements for the two car parks are summarised as follows:

Existing eastern car park

- Two-way access from Graham Street via the existing 6m double-width crossover.
- Two-way access from Billson Street via the existing 8.5m double-width crossover.

Access will also be available from the Council laneway at the rear of the site. The vehicle access arrangements have not changed from the existing conditions detailed in Section 2.5.

Vehicles accessing the existing car park off Graham Street and Billson Street will not be able to access the new car park via the rear laneway (due to the one-way eastbound operation).

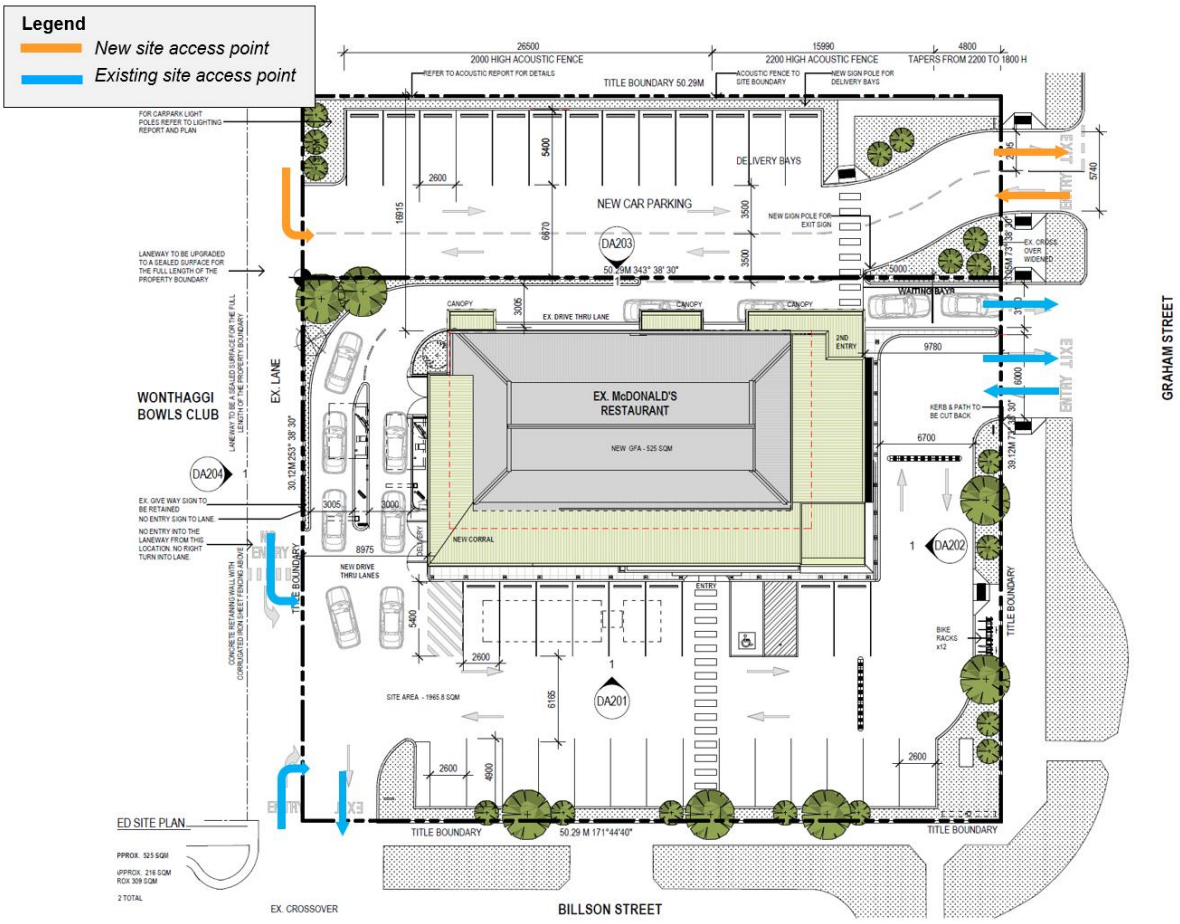
A 'no-entry' sign will be installed at the eastern end of the laneway to ensure vehicles do not travel in a western direction along the existing laneway.

Proposed western car park

- Two-way access from Graham Street via the proposed relocated 5.7m double-width crossover to the west of the existing Graham Street crossover. A vehicle swept path assessment has been completed which indicates that simultaneous movements are achievable between two 99th percentile (B99) vehicles at the proposed new western Graham Street access point. These swept path diagrams are provided in Appendix A of this report. A pedestrian visibility splay of 2.5m x 2.0m is also provided.
- One-way access from the existing Council laneway, as per existing conditions.

The proposed vehicle access arrangements are shown in Figure 5.1.

Figure 5.1: Proposed Vehicle Access Arrangements



5.2. Car Parking Layout

The proposed parking layout has been assessed in respect to the relevant Design Standards set out in Clause 52.06 of the Bass Coast Planning Scheme and AS2890.1:2004. A summary of the design and compliance for the car parking spaces is set out below.

Design Standard 2 – Car Parking Spaces

- Car parking spaces to the west of the McDonald's restaurant are proposed to be a minimum 5.4m long x 2.6m wide, controlled by wheel stops, accessed from a 6.6m wide aisle. These dimensions exceed the Planning Scheme requirements and are therefore acceptable.
- Car parking spaces to the east of the McDonald's restaurant are proposed to be accessed via a 5.9m aisle, with two sets of dimensions:
  - 5.4m long x 2.6m wide, controlled by wheel stops. This provision exceeds the Australia Standards minimum dimensions for User Class 3 and is therefore acceptable.
  - 4.9x long x 2.6m wide, over a low kerb. This provision exceeds the Australia Standards minimum dimensions for User Class 3 and is therefore acceptable.
- The disabled car parking space is proposed to be 5.4m long by 2.4m wide, adjacent to a 5.4m long by 2.4m wide shared area (containing a bollard). This provision satisfies the relevant Australian Standard and is therefore acceptable.

- The two drive-thru waiting bays located along the drive-thru lane are proposed to be 5m long by 3.1m wide. To demonstrate that vehicles can exit the drive-thru lane while the waiting bays are occupied, a vehicle swept path assessment has been completed which indicates that a 99th percentile (B99) vehicle can drive out of the drive-thru lane and exit via the proposed western crossover to Graham Street. This swept path diagram is provided in Appendix A of this report.

5.3. Drive Thru Operation

5.3.1. Operation

The drive-thru is proposed to contain four order points, one cashier point, two servery points and two waiting bays, with a minimum drive-thru accessway width of 3.0m. As such, this facility is considered appropriate for the proposed development to efficiently manage drive-thru traffic.

Swept path assessments have been undertaken to demonstrate that a 99th percentile vehicle (B99) can navigate all movements through the drive-thru with adequate clearance, assuming that a minor modification to the kerb and building is provided. For reference, the drive-thru swept path diagrams are presented in Appendix A.

5.3.2. Queuing

Guidance has been sought for the RTA NSW document 'Guide to Traffic Generating Developments (2002), which provides the following stipulation regarding drive-thru service:

- *'An exclusive area for queueing of cars for a drive through facility is required (queue length 5-12 cars from the pickup point). There should also be a minimum of four spaces queued from the ordering point."*

In addition, the RTA NSW document provides further information of the drive-thru recommendations specifically for McDonald's restaurants. This has been reproduced below:

- *McDonald's: The drive through capacity should be 10 car lengths. However, the queue should be able to extend to 12 car lengths without unreasonably disrupting car parking operations or extending onto the street for restaurants with single booths or potential high turnover".*

Having consideration to the above comments, the anticipated vehicle storage capacity has been shown within the drive-thru area for the proposed development utilising the B99 vehicle overlaid on the site layout (located in Appendix A of this report). This drawing illustrates that up to 12 vehicles can be located within the storage area back from the second servery point, without unreasonably disrupting car parking operations. There is also room for up to 4 vehicles to store back from the ordering points. These storage capacities meet the minimum requirements specified by the RTA NSW document for both the pickup and order points.

Furthermore, it is noted that the drive-thru will include dual drive-thru lanes and two servery points (along with two waiting bays). This therefore increases the capacity above the single drive-thru assumed within the RTA NSW document and allows for a significantly more efficient system.

Having regard to the above, the drive-thru design is considered satisfactory.

6. LOADING & WASTE COLLECTION

6.1. Statutory Requirements

Clause 65 of the Bass Coast Planning Scheme indicates that *"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: … The adequacy of loading and unloading facilities …".*

6.2. Proposed Loading & Waste Collection Arrangements

There is currently no dedicated on-site loading bay. Loading and waste collection occurs from within the car park.

Following the proposed development, loading and waste collection is proposed to occur from the area adjacent to the drive-thru entry. The proposal incorporates a dedicated area for bin storage located in the corral adjacent to the drive-thru order points. It is understood that bins will be collected from this area by a private waste collection contractor. Trucks will reverse next to the waste collection area and then drive forward to exit the site via Billson Street.

A swept path assessment has confirmed that the above movements can be undertaken satisfactorily by a 6.4m Small Rigid Vehicle (SRV) (see Appendix A of this report).

In addition, there will be three delivery bays to the west of the site to cater cars and vans undertaking home-delivery services.

7. TRAFFIC IMPACT

7.1. Traffic Generation

McDonald's convenience restaurants typically generate up to 150 vehicle movements in a peak hour. However, given the size of the existing restaurant and its location in a regional area, it is likely that is currently generates a lower volume of traffic than larger restaurants in suburban Melbourne.

The development involves a relatively minor increase in the size of the existing convenience restaurant, with the number of seats increasing from 84 seats to 105 seats (excluding the playroom). Therefore, the proposed development can be expected to generate in the order of 25% more traffic than the existing convenience restaurant. This is expected to result in the site generating traffic at closer to the typical volume of in the order of 150 vehicle movements in a peak hour.

The additional traffic represents approximately 1 additional movement every 2 minutes.

7.2. Traffic Impact

The additional traffic expected to be generated by the proposed expansion to the existing convenience restaurant is expected to have a minimal impact on the operation of the surrounding road network.

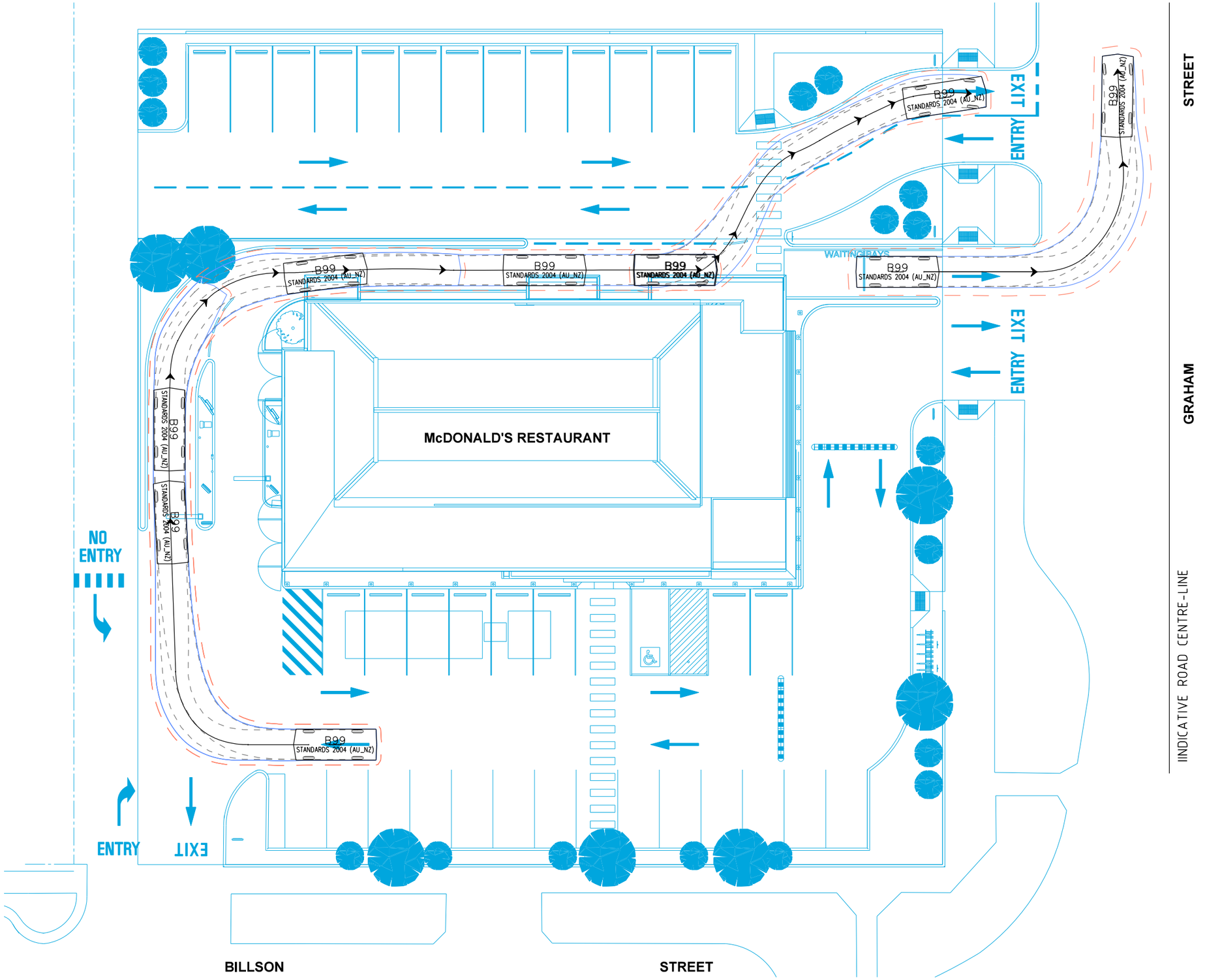
8. CONCLUSION

Based on the analysis and discussion presented within this report, the following conclusions are made:

- The proposed redevelopment generates a statutory car parking requirement of 31 car parking spaces.
- The proposed supply of 35 car parking spaces satisfies the statutory requirement and is therefore acceptable.
- The proposed redevelopment generates a statutory bicycle parking requirement of 11 bicycle spaces, comprising of 9 employee spaces and 2 customer spaces.
- It is proposed to provide 12 bicycle spaces as well as additional secure storage for staff bicycles within the corral area. There will also be one change room and two showers provided for staff. The proposed bicycle parking and facilities are considered to be appropriate to service the proposed development.
- The proposed parking layout is consistent with the dimensional requirements as set out in the Bass Coast Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.6:2009).
- CAD-based swept paths have been completed which confirm that key vehicle movements can be completed by the relevant design vehicles with adequate clearance through the proposed Graham Street access point, in/out of the delivery bays and through the drive-thru facility within the site.
- The additional traffic expected to be generated by the proposed convenience restaurant is expected to have a minimal impact on the operation of the surrounding road network

A.SWEPT PATH ASSESSMENT

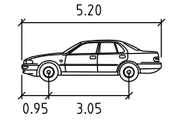
A



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



B99 6.3mR — metres

Width	: 1.94
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

PLOTTED BY : screali ON 2/03/2022 AT 2:57:38 PM

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS 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.

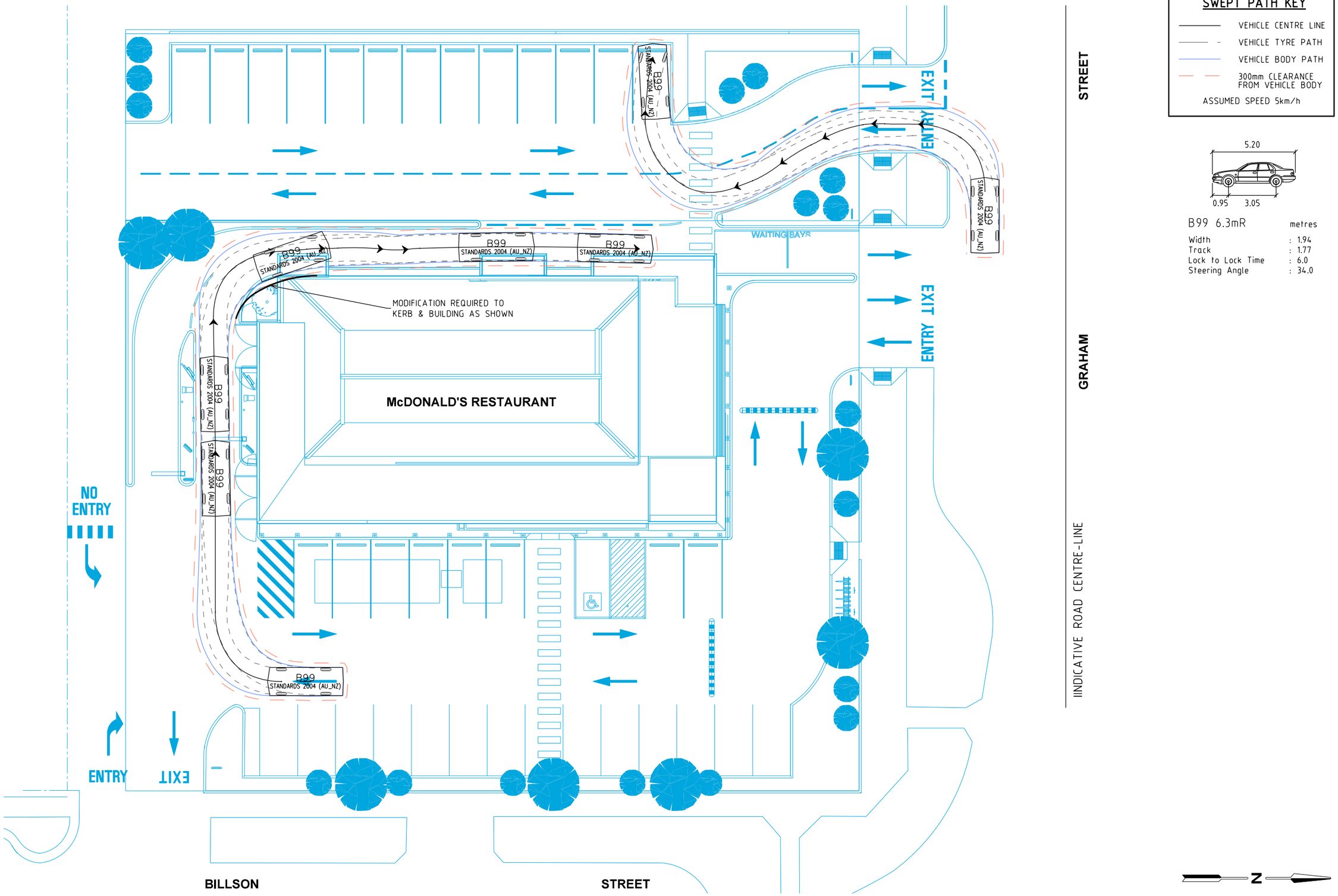
DESIGNED B. KLINKO	DESIGN CHECK C. ROCHE
APPROVED BY D. GRAHAM	DATE ISSUED 2 MARCH 2022

SCALE A3 — 0 2.5 5 — 1:250

CAD FILE NO. 301401296-01-P4.dgn

McDONALD'S WONTHAGGI
CNR GRAHAM ST / BILLSON ST, WONTHAGGI
SWEPT PATH ASSESSMENT

DRAWING NO. 301401296-01-01 SHEET 01 OF 04 ISSUE P4



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SCALE A3 0 2.5 5 1:250

CAD FILE NO. 301401296-01-P4.dgn

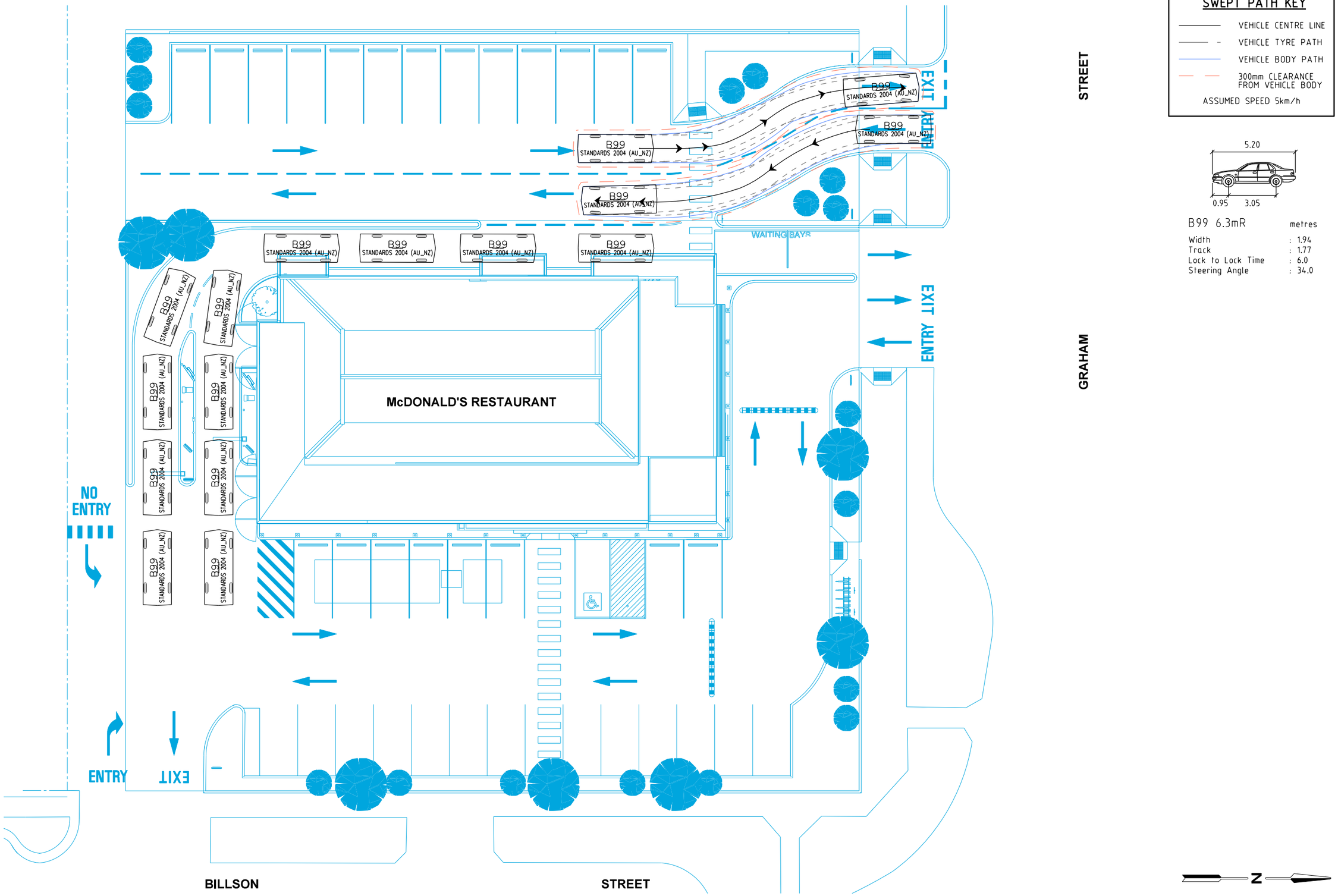
McDONALD'S WONTHAGGI

CNR GRAHAM ST / BILLSON ST, WONTHAGGI

SWEPT PATH ASSESSMENT

DRAWING NO. 301401296-01-02 SHEET 02 OF 04 ISSUE P4

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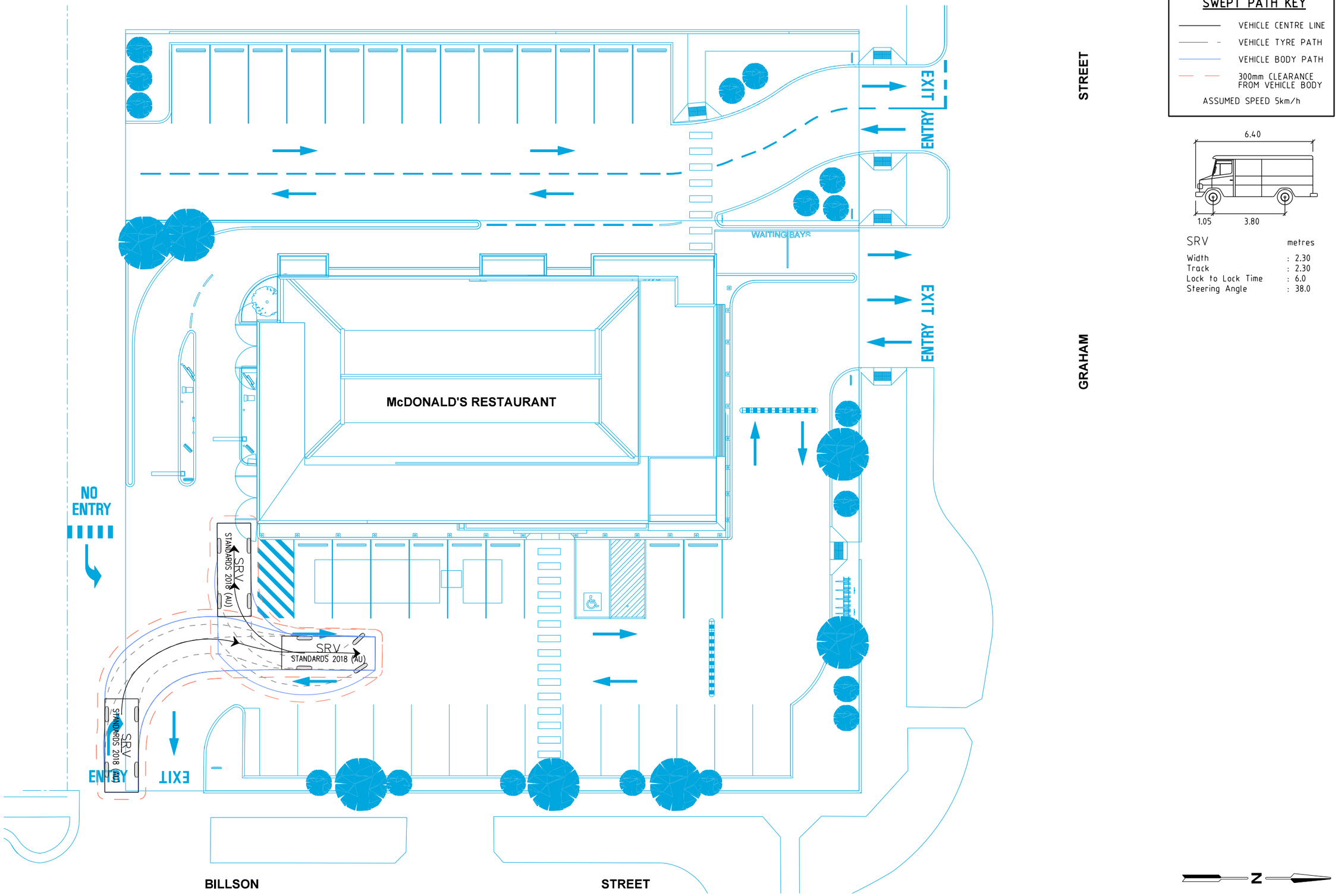
DESIGNED B. KLINKO	DESIGN CHECK C. ROCHE
APPROVED BY D. GRAHAM	DATE ISSUED 2 MARCH 2022

SCALE A3 0 2.5 5 1:250

CAD FILE NO. 301401296-01-P4.dgn

McDONALD'S WONTHAGGI
CNR GRAHAM ST / BILLSON ST, WONTHAGGI
SWEPT PATH ASSESSMENT

DRAWING NO. 301401296-01-03 SHEET 03 OF 04 ISSUE P4



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

SRV	metres
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

N

PLOTTED BY : screati ON 2/03/2022 AT 2:57:41 PM

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PRELIMINARY PLAN
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DESIGNED B. KLINKO	DESIGN CHECK C. ROCHE
APPROVED BY D. GRAHAM	DATE ISSUED 2 MARCH 2022

SCALE A3 — 0 2.5 5 — 1:250

CAD FILE NO. 301401296-01-P4.dgn

McDONALD'S WONTHAGGI
CNR GRAHAM ST / BILLSON ST, WONTHAGGI
SWEPT PATH ASSESSMENT

DRAWING NO. 301401296-01-04 SHEET 04 OF 04 ISSUE P4

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