

CJ204 - 08/02 PROPOSED MULLALOO BEACH VILLAGE MIXED USE DEVELOPMENT: LOT 100 (NO 10) OCEANSIDE PROMENADE, MULLALOO – [02089]

WARD - Whitfords

PURPOSE

To report on the outcomes of public advertising for the proposed redevelopment and the assessment of the Development Application for the proposed Mullaloo Beach Village – Lot 100 (No.10) Oceanside Promenade, Mullaloo.

EXECUTIVE SUMMARY

During 2001, the tavern was sold and new owners sought to redevelop the site. Dialogue with Perrine and Birch Architects commenced shortly thereafter, and plans for redevelopment, including a mix of commercial and tavern uses, with residential apartments above, was developed.

The proposal has been the subject of public advertising. Awareness is very high among nearby landowners and local community groups. During the public submission period, individual submissions and two petitions containing a total of 131 signatures were received objecting to the development, including concerns about the height and bulk of the development, impact upon views, and the adequacy of proposed parking arrangements.

The architect has revisited the proposal in recognition of the concerns and has developed amendments to the parking layout in an attempt to mitigate those concerns. The parking layout has been amended, and one level of decked parking has been removed, with a new below ground basement introduced. Floorspace has also been reduced to lower parking demand.

A petition (in favour of the proposal) has been lodged by the proponents (containing 1775 signatures).

The proposal represents an opportunity to provide an increased range of services, in a new contemporary styled building for residents and visitors. The plan capitalises on the location of the site, and its ability to link with recreational uses on the adjacent Tom Simpson Park.

The proposal has been assessed against the provisions of District Planning Scheme 2 (DPS2) and draft amendment 10 to the DPS (which deals with the desired form of local centres). It is recommended that the proposal be approved.

BACKGROUND

Suburb/Location:	Lot 100 Oceanside Promenade Mullaloo
Applicant:	Perrine and Birch Architects
Owner:	Rennet Pty Ltd
Zoning:	DPS: Commercial
	MRS: Urban

Strategic Plan:

The City's Strategic Plan has a Vision, as follows:

"... create local neighbourhood precincts which have;

- Their own distinctive character, identity and community spirit
- Easy access to high quality local services
- Neighbourhood design that encourages walking, cycling jogging – where its easy to get around and enjoy a healthy lifestyle"

Existing Tavern

The subject lot was heavily earthworked, and was cut to facilitate the tavern development. Retaining walls of up to 9m in height at the rear of the site support the residential lots to the east. The existing building is approximately 12 metres in height taken from Oceanside Promenade. Function rooms are located within to the Tavern. Car parking is currently provided in a two storey decked arrangement on the North side of the tavern building, with the lower level at Oceanside Promenade level and the upper level at the tavern floor level.

Thirty four (34) car bays are located directly opposite the tavern on public land. These car bays were funded by the owners of the tavern site. Although the bays were privately funded, the bays are available for use by the general public and tavern users. These bays are included in the calculation of the overall provision of car parking for the redevelopment.

DETAILS

Statutory Provisions

The provisions of DPS2 apply. In addition, draft amendment 10 to the DPS is also relevant and is discussed under the comment section of this report.

Zoning permissible uses and floor space provision

The proposal incorporates the following land uses and floor space allocation. Note that revised figures are provided to show changes made in recognition of resident concerns regarding the scale of the activities (and the demand for car parking).

Use Class	permissibility	Jan 2002 Devt Appn.	July 2002 amendments
Tavern (1125 m ² existing)	D	560m ² standing/seated	553.7m ² standing/seated
Retail	P	100m ²	100m ²
Retail-bottle shop/ convenience store	P	215m ²	215m ²
Restaurant	P	166.5m ²	100m ²
Restaurant-kitchen	"	71.4m ²	80m ²
Restaurant-store	"	47m ²	n/a
Office	P	126.5m ²	85m ²
Residential Building (short stay apartments)	D	10 units	10 units (901m ²)
Multiple dwellings	D	5 units	5 units (706m ²)

(Note 'D' refers to a Discretionary Use, being a use that is not permitted but to which Council may grant its approval, while 'P' refers to a Permitted Use)

Applicant's Submission

The applicant lodged a Development Application for the redevelopment on 20 December 2001. The proposal is to demolish the existing tavern and to create a new 5 storey development when viewed from Oceanside Promenade, plus basement. Three levels of carparking are proposed at the rear of the site. This proposal entails cutting into the site with the nett effect that a total height will be equivalent to the existing 2 storey homes on Oceanside Promenade which are to the north of the development site, and built at the natural ground level.

The proposal consists of the following elements:

- Office, restaurant and retail at street level.
- Tavern on first floor.
- Five (5) multiple dwellings above tavern level.
- Ten (10) residential (short stay apartments) above tavern.
- The current tavern has a floor area of 1125 m² with a licenced area of 972 m²
- The new tavern would have a licenced area of 983m².
- Apartments will be managed in-house by the tavern operators or may involve a specific apartment operator.
- The external walls are to be either rendered brick or pre cast concrete, which will be painted.
- An additional basement has been provided for carparking.
- Total of 155 carbays provided made up of 121 on site & 34 on the opposite side of road.
- To determine parking requirements for this development, Sinclair Knight Merz and Perrine & Birch have applied the City of Joondalup "Land Use Probable Occupancy Matrix" (attached). The matrix demonstrates that there are 4 times in the week where the parking deficit is between 1.2% and 23.8% and these periods fall in the evening when the adjacent public facilities and car parks are in very low usage.
- The maximum height of the building above Oceanside Promenade is 16.8m. The height of the building above the highest fence at the rear is approximately 6.3m.
- New stairs are being provided for the access to the residential uses and basement car park. Pedestrian access will be secure to specific uses, particularly the residential parts of the development.

An acoustic noise report, traffic and safety report, carparking survey and waste management report have been provided. The applicant has also provided information on the car parking Policy of the Town of Vincent for information on how another Council assesses the provision of parking for mixed use developments.

Public Consultation:

The strategy undertaken in respect to consultation was as follows:

- The original plans (submitted on 20 December 2001) were advertised for public comment and aspects of the design were altered in response. Modified plans dated 17 May, 5 June, 25 June, 3 July and 19 July 2002 have been submitted. The modified plans indicate an additional basement level for 60 cars, reduction in floor space for various uses and reduction in height to the top most car deck. The proposed alfresco component on the street verge has been completely deleted. It is to be noted that the revised plans were not further advertised, however they have been made available for public viewing contrary to newspaper report by individuals that the City was not allowing anyone to view the revised plans.
- Adjoining and affected landowners were contact in writing, two signs were placed on site and newspaper advertisements were placed in the local community newspaper (The Joondalup Times). The advertising period was initially for a period of 21 days. This was further extended by another 14 days to a total of 35 days.
- There were also numerous onsite meetings held at various times between members of the community, individual landowners, ratepayer representatives, the Elected Members and staff.
- The tavern owners and architects have also had open dialogue with members of the community and landowners in respect of the above proposal.

The following numbers of submissions were received:

- 1 petition and 32 individual submissions in support of the proposal (The petition and 27 individual submissions were lodged by the proponent)
- 2 petitions and 444 individual submissions objecting to the proposal.

The main reasons submitted by supporters are as follows:

- the development will enhance the area and will attract new level of clientele
- at the moment the current set up attracts anti-social behaviour
- the development will improve lifestyle
- the existing building is an eyesore
- the development is a positive outcome for suburb and local community
- the proposal is aesthetically designed
- prolonged development of Mullaloo foreshore is overdue and new development is seen as a step forward to regeneration of Mullaloo area while respecting and reinforcing the family oriented nature of the area.

The issues and concerns raised in the objections are as follows:

Bulk and scale

- Proposal is out of scale with existing development in the Mullaloo area. Style and nature inconsistent with community expectations. The proposal, which is 5 storeys tall, is not supported on beachfront area.

Carparking deficiency.

- Carparking has not been provided in accordance with District Planning Scheme No2. Requirements. Shortfall of 136 carbays. Carparking relies on public parking indicating lack of site area of the proposal.
- The claim that beach goers parking in the tavern carpark and vice versa is misleading.

Setback discretions.

- The proposal does not comply with the required building setbacks from adjoining property boundaries and will cause a negative and adverse impact on neighbouring residents.
- Landscaping of front verge not possible.
- The proposal relies on discretionary powers for approval.

Safety and security.

- There will be danger to pedestrians having to walk past an outdoor dining area.
- The proposal will be a possible health and safety hazard to neighbours and the public in relation to noise, privacy, carparking, traffic, fire, and rubbish cooking odours.
- The security of the area is compromised.
- There will be overlooking into adjoining lots.

Loss of views.

- There will be loss of views due to the height of the buildings. Residents living at the back of the tavern would have to face a carpark and the associated noise, carbon monoxide and unpleasant smells associated with a multi storey carpark.

Amenity.

- The proposal would affect privacy of adjoining residential lots.
- The site is surrounded by residential development and the proposal is detrimental to the area.
- The location of the bottle shop and opening facing bedroom of on the adjoining lot and the associated vehicular traffic. Balconies or opening facing the adjoining lots to be screened off.

Others

- Change to mixed use development and residential not acceptable.
- Non compliance with Building Code of Australia requirements.
- Introduction of short stay apartment convenience store, dwellings will cause a decline to locally established business.
- Loss of land values.
- Would cast a shadow on adjoining lots due to height of proposal

Applicant's Comments

The following summarised information and justification has been provided in relation to the concerns raised in the objections:

“Bulk and scale: The references are not in context to the commercial zoning of the site. The side is steep and creates an opportunity for a terraced style development. It is to be noted that a three storey level could have been constructed at the upper level of site.

Car Parking: The car parking surveys and the reciprocity matrix submitted justifies car parking provided for development.

Safety and Security: Most comments are generalised. All aspect of noise, odours, traffic, and privacy would be complied in respect to statutory requirements. Security would be enhanced rather than compromised as suggested.

Loss of Views: Views are an issue relating to a few affected parties. The development site has no height restrictions. The highest level of carpark is at natural ground level of the site.

Amenity: The design has taken into consideration overlooking and the issue of amenity has been addressed. The site has been historically zoned for commercial use.

Others: The statements of non-compliance with Building Code of Australia requirements reflect arbitrary and misleading statements. The BCA forms part of the building licence assessment. It is considered that land values will be enhanced.

Petition of Support: The Marina and Whitfords Ward had 3926 & 4224 people vote respectively in the last local government election. In the petitions submitted in support of the proposal, 933 of the signatures were from people in Mullaloo, Kallaroo and Ocean Reef represents 23.8 % and 22.1% of the ratepayers who voted in the last local election in each ward.

The project is a sound redevelopment of landuse for which the land is zoned that reflects the overwhelming majority of community support. It is acknowledged that carparking was clearly the most important factor, which has been fully investigated. Additional carparking has been provided whilst concurrently reducing floor space. The development is within the guidelines of the City and reflects the tavern owners' genuine commitment to the facility. It is requested that the City approve the development on the above basis.”

District Planning Scheme 2 Development Standards

		DPS No 2 Requirement	Provided	Comments	Complies
Setbacks	Front	9m	Nil	The retaining wall for the current tavern has a "nil" setback.	Variation considered acceptable
	Rear setback-retaining wall to carpark	6m	Nil	The carparks decks are to be cut into rear of the site below neighbours' ground level.	Variation considered acceptable
	Rear setback-retaining wall to upper deck carpark	6m	13.5m	Setback to nearest building structure	Yes
	Side (left)	3m	3m		Yes
	Side	3m	3.9m		Yes
Landscaping					
	Strips	3m	Nil	No landscaping currently provided as building and retaining wall is built up to the front boundary.	Variation considered acceptable
	Trees per Car bays	1 per 4 carbays	Nil	Mostly concrete car decks	No
Total		8% of site equivalent to 190m ² of landscaping	200m ² of landscaping		Yes

Parking demand and provision

LAND USE	AREA/UNITS	CARPARKING STANDARD	PROPOSED number of carbays
Multiple units	5 units	1 per unit	5
Residential Building (Service apartments)	10 units	1 per unit	10
Office	85m ²	1 per 30m ²	2.8
Restaurant	100m ²	1 per 5m ² dining area	20
Tavern	293.7m ²	1 per 3m ² drinking area.	97.9
	260m ²	1 per 5m ² of seating area	52
Retail (1)	100m ²	7 per 100m ²	7
Retail (2)	215m ²	7 per 100m ²	15.1
Parking required under DPS2.			209.8

(The provision of car parking for the multiple dwellings and short stay accommodation has been based on the standard for mixed use developments within the City Centre). The above table does not address the issue of reciprocal parking between uses.

A total of 126 carbays (includes 5 'drive thru' bays) has been provided on site. A further 34 carbays paid and constructed by the tavern have previously been provided on the opposite of the road. As such the total number of carbays provided is 160 carbays.

Given the close availability of other car parking areas, there is potential for consideration of the use of this carpark as overflow parking. This nearby car parking (not on the subject site) can be considered to 'top up' parking for the tavern development. Assessment of this potential is addressed in detail under the Comment section of this report.

There is a shortfall of 50 carbays under the DPS2 standards (without the consideration of reciprocal parking between activities).

COMMENT

Town Planning Scheme Amendment No 10

The City resolved to adopt the above Amendment 10 to the DPS2 on 13 November 2001. The proposed amendment sought to provide parameters to guide the distribution of appropriate land uses within centres and improve the process for the expansion and redevelopment of these centres. The changes also reflected the Centres Strategy recommendations for Retail Net Lettable Area (NLA) and re-affirm the role of each commercial centre in the hierarchy.

However, in response to community concerns, Council at its meeting held on 23 July 2002 resolved to recommend to the Minister for Planning and Infrastructure that Amendment 10 be modified to delete reference to the Centres Strategy, and includes deletion of clauses relating to development standards and principles.

As a result, the development proposal has been assessed in accordance with the current provisions of DPS2 on its merits. The discretions sought are within the scope of DPS2, although the parking supply issue requires careful evaluation, as discussed below.

Car parking

Assessment in accordance with DPS2 core standards indicates that there is a 50 bay deficit in the provision of car parking, representing an approximate 23.81% undersupply of on-site bays. The proposal relies on the principle of reciprocity of car parking for land uses within the site, where it has been assessed that some of the uses would have peak operations at different times, thereby spreading demand. This principle is legitimate and is a common assessment tool in mixed-use developments. In this case the approach has been evaluated by Sinclair Knight Mertz Traffic Engineers (SKM), and has been compared with contemporary standards in the Town of Vincent Planning Scheme to provide context for the development proposal. The Vincent Town Planning Scheme contains a sophisticated table to calculate reciprocity when mixed use developments are proposed. The approach has proven to be very successful in terms of developments.

In the original (December 2001) proposal the applicant proposed a shortfall of car parking of 146 car bays. The shortfall in car parking has been now significantly reduced to 50 carbays as a result of negotiations with the applicants, changes to the proposal, and the consideration of comments raised by the public during the advertising period.

The applicant has assessed the proposed land uses on the tavern site in accordance with a matrix previously prepared by the City to assess parking demand for the mix of uses at Mindarie Boat Harbour. Under this matrix scenario, parking deficits occur on 2 occasions over the week, with the highest deficit on Saturday evening (35.4 bays), with the next highest deficit being on a Sunday evening (24.9 bays) (see attachment).

At such times the beach car parks are under-utilised, patrons would take up the 34 bays on the beach side of Oceanside Promenade. In the bays originally funded by the old Tavern, it is also likely that patrons would park in some of the remaining bays, with that additional demand accounting for between 25 and 35 bays.

Therefore, the tavern would be seeking to supplement parking supply on these occasions whereby it is accepted that the adjoining beach car park will be utilised by tavern users.

A car parking survey of the beach public car parking undertaken by Sinclair Knight Mertz on the 9/2/2002 from 9am to 6pm indicated the following:

- Car park opposite tavern (94 car bays). An average of 88 (93%) car bays were used resulting in a spare capacity of 6 bays during the above period.
- Car park north of tavern -Tom Simpson Park-190 car bays). An average of 53 (28%) car bays were used resulting in 137 spare bays.

The weather on the survey day was fine and hot with the maximum temperatures in the mid thirties. This was considered to represent a typical peak summers day.

From this survey it can be ascertained that during peak demand, an average of 59 car bays may be under-utilised within the public car park.

Parking demand for the tavern site will be predominately created by the tavern and to a much lesser extent the restaurant. Peak trading times for the tavern and restaurant is likely to be Friday – Sunday evenings. Conversely, peak demand for beach access is Saturday and Sunday morning and afternoons in summer.

Sinclair Knight Mertz also conducted interviews with current tavern patrons, which indicated that of a survey of 112 people, 18% did not travel to the site by car. A survey also indicated that 21% of the tavern interviewees also visited that beach. A survey of people using the beach car park indicated that 83% of those people were only visiting the beach.

The above survey results indicate that people do use alternative methods other than a car to travel to the tavern, and some reciprocity between beach and tavern does occur. This cross flow of usage is likely to increase with the redevelopment of the tavern given the expanded level of facilities and services that are envisaged.

It is noted that the Town of Vincent has formalised consideration of parking for mixed use developments by allowing for a percentage reduction in carparking based on proximity to rail stations, bus stops, existing public car parks. The individual adjustment factors vary between 5% to 20% reduction of the required carparking for a particular use, up to a maximum reduction of 63% if a combination of factors is used. In the case of this application, the adjustment factor that would apply is 38.8% or a car parking requirement of 129 bays.

Given the likely excess of car parking in the existing beach car parks, cross utilisation of land uses, and differences in peak demand of the various land uses, the provision of 160 bays for

the tavern development is considered adequate for the majority of the time, although on 2 occasions per week, demand will exceed supply.

DPS2 allows Council to accept a cash payment in lieu of the provision of car parking subject to being satisfied that there is adequate provision, or a reasonable expectation in the immediate future that there will be adequate provision, of car parking in proximity of the proposed development.

The Town of Vincent applies a cash in lieu payment requirement to the difference between the actual provision of on site car bays, and the number of car bays required after the application of the adjustment factor. Using this as a guide, and applying the appropriate adjustment factors to the proposed development, no cash in lieu payment would be required.

As indicated previously, the proposed development would only require overflow parking within the adjoining public car park on two occasions during the week. In addition, analysing this development proposal against the standards of the Town of Vincent requirements indicates that a cash in lieu payment would not be required.

In this instance, the payment of cash in lieu is not considered necessary.

Traffic and safety

A traffic study for the development has been prepared by Sinclair Knight Mertz.

The traffic and safety report submitted is considered acceptable in terms of promoting safe vehicle circulation within the immediate area of the development site. Although the traffic flow to and from the tavern site is expected to increase, the separation of entry and exit movements will ensure that they operate safely. The additional traffic volumes are well within the design capacity of Oceanside Promenade.

Setbacks & Height and Scale

The City does not have height restrictions affecting the above site. The setback and landscape standards are the only development requirements applying to the site (apart from car parking), these can be varied by the Council based on the merit of the individual application.

The Western Australian Planning Commission Coastal Policy indicates that development within 500 metres of the coast should not exceed 12 metres in height when measured from the mean natural ground level of the site. A plan has been submitted indicating that the development does not exceed 12 metres in height at the mean natural ground level.

The window openings shown on the upper floors on the northern and southern elevation are to be obscure windows. An acoustic screen wall is proposed between the exit driveway and the 'drive thru' lane for the bottle shop to further ameliorate noise from vehicles. A new fence is also proposed along part of the south boundary. No balconies are proposed on either the south or north walls of the development. As such it is considered that there is no additional impacts on the privacy of the adjoining lots.

The fourth floor of the proposed development generally accords with the current height of the tavern. The top (fifth) level of the proposal is approximately 3.8 metres higher than the current tavern. This height occurs in the centre of the new building development.

The subject site is adjoined by residential development, which includes one, two and three storey developments. The residential properties to the north and south of the subject lot have their respective driveways adjoining the subject site. The proposed development is 'stepped' whereby the upper floors are setback further from the side boundaries than the lower floors. This has the effect of reducing the impact of building bulk on these adjoining properties.

The proposed development will affect the views of the properties located directly behind the subject site. It must be recognised, however, that the current tavern has been positioned to one side of the site, and redevelopment of the tavern at this current height would also have the potential to interfere with existing views, and increase the bulk of the building.

The proposal has been substantially modified to reduce the impact of the rear car park deck on the adjoining rear landowners. The deck is positioned below the level of adjoining properties and therefore will not present building bulk to these properties.

The proposal does represent a larger scale building than the existing tavern. The applicant has significantly reduced the impact on adjoining properties by reducing the height of the parking deck (as was shown in the December 2001 plans). Overall, the scale is considered acceptable in the context of the surrounding area, given the reduction of the deck by one storey in height.

Waste management

A waste management plan has also been submitted with the above proposal. The internal layout space is designed to accommodate waste removal vehicles. The applicant have advised that management of refuse in terms of vehicles used, bin types, size, collection issues will further detailed in the waste management plan. All details associated with the waste management is required be submitted with the building licence application.

Acoustic Requirements

The applicants have submitted an acoustics report prepared by Herring Storer Acoustics. The report does address noise from patrons in the car park, music, and dining in the front balcony. Noise from these areas should be controlled with a well-managed noise management plan which clearly identifies these areas. These noise sources should be addressed prior to the issue of a building license approval. As a result of the changes proposed to the licensed floor areas, a management plan will be sought through that process the tavern owners will be required to make application to the Licensing Court for a liquor licence.

Summary

It is recognised that the proposed redevelopment of the Mullaloo tavern represents a larger scale development than the existing 1970's tavern. The Mullaloo site is one of the few coastal sites in the City which can provide facilities and amenities conducive to its location. The proposal is not only a development of the particular site but is also considered to provide the community with improved and expanded facilities beyond the existing tavern which currently has limited attraction for families and beach/recreation users. On balance, approval is recommended.

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council:

- 1 EXERCISES discretion in relation to Clauses 4.5 and 4.8 of District Planning Scheme No 2 and determines that:**
 - (a) the variation for the provision of 160 carbays in-lieu-of 210 carbays;**
 - (b) the front setback of nil in lieu of 9 metres; and**
 - (c) a rear setback of nil in lieu of 6 metres;**

are appropriate in this instance;
- 2 APPROVES the application received on 20 December 2001 and revised plans dated 17 May, 5 June, and 19 July 2002 submitted by Perrine & Birch Architecture and Design on behalf of the owners Rennet Pty Ltd for a Mixed Use development (tavern, shop, residential buildings (serviced apartments), multiple dwellings, bottleshop, restaurant and office) at Lot 100 (10) Oceanside Promenade, Mullaloo, subject to the following conditions:**
 - (a) the parking bay/s, driveway/s and points of ingress and egress to be designed in accordance with the Australian Standard for Offstreet Carparking (AS2890). Such areas are to be constructed, drained, marked and thereafter maintained to the satisfaction of the City prior to the development first being occupied. These works are to be done as part of the building programme;**
 - (b) carparking bays are to be 5.4 metres long and a minimum of 2.5 metres wide. End bays are to be 2.8 metres wide and end bays in a blind aisle are to be 3.5 metres wide;**
 - (c) one (1) disabled carparking bay located convenient to the building entrance and with a minimum width of 3.2 metres, to be provided to the satisfaction of the City. Provision must also be made for disabled access and facilities in accordance with the Australian Standard for Design for Access and Mobility (AS 1428.1);**
 - (d) an onsite stormwater drainage system with the capacity to contain a 1:100 year storm of a 24-hour duration is to be provided prior to the development first being occupied and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Licence submission and be approved by the City prior to the commencement of construction;**

- (e) the driveway/s and crossover/s to be designed and constructed to the satisfaction of the City before occupation of development;**
- (f) the crossover/s to be a minimum of 1.0 metre from the side property boundary;**
- (g) the proposed crossovers are to be constructed in concrete to the satisfaction of the City;**
- (h) car bay grades are generally not to exceed 6% and disabled car bay/s are to have a maximum grade of 2.5%;**
- (i) development to be connected to sewer;**
- (j) the submission of an acoustic consultant's report demonstrating to the satisfaction of the City that the proposed development is capable of containing all noise emissions in accordance with the Environmental Protection Act;**
- (k) submission of a noise management plans addressing noise from patrons in the carpark and noise from music played on the premises;**
- (l) submission of a Construction Management Plan detailing phasing of construction, access, storage of materials, protection of pedestrians, footpaths and other infrastructure;**
- (m) construction times to be between the hours of 7am to 7pm Monday to Saturday. No construction work is permitted on Sundays and Public holidays;**
- (n) the applicant minimising the emission of noise and odours to reduce the impact on the adjoining residential lots in accordance with the Environmental Protection Act;**
- (o) landscaping and reticulation to be established in accordance with the approved plans prior to the development first being occupied and thereafter maintained to the satisfaction of the City;**
- (p) all waste generated by the development is to be collected, stored and disposed of in a manner to the satisfaction of the City. Details of waste management to be submitted prior to issue of building licence;**
- (q) the existing crossover(s), not required as part of this development, being closed, the kerbline reinstated and the verge graded, stabilised and landscaped to the satisfaction of the City prior to the development first being occupied; and**

- (r) **the lodging of detailed landscape plans, to the satisfaction of the City, for the development site and the adjoining road verge(s) with the Building Licence Application:**
 - (i) **for the purpose of this condition a detailed landscaping plan shall be drawn to a scale of 1:100 and show the following:**
 - A **the location and type of existing and proposed trees and shrubs within the carpark area;**
 - B **any lawns to be established;**
 - C **any natural landscape areas to be retained; and those areas to be reticulated or irrigated.**

Footnotes:

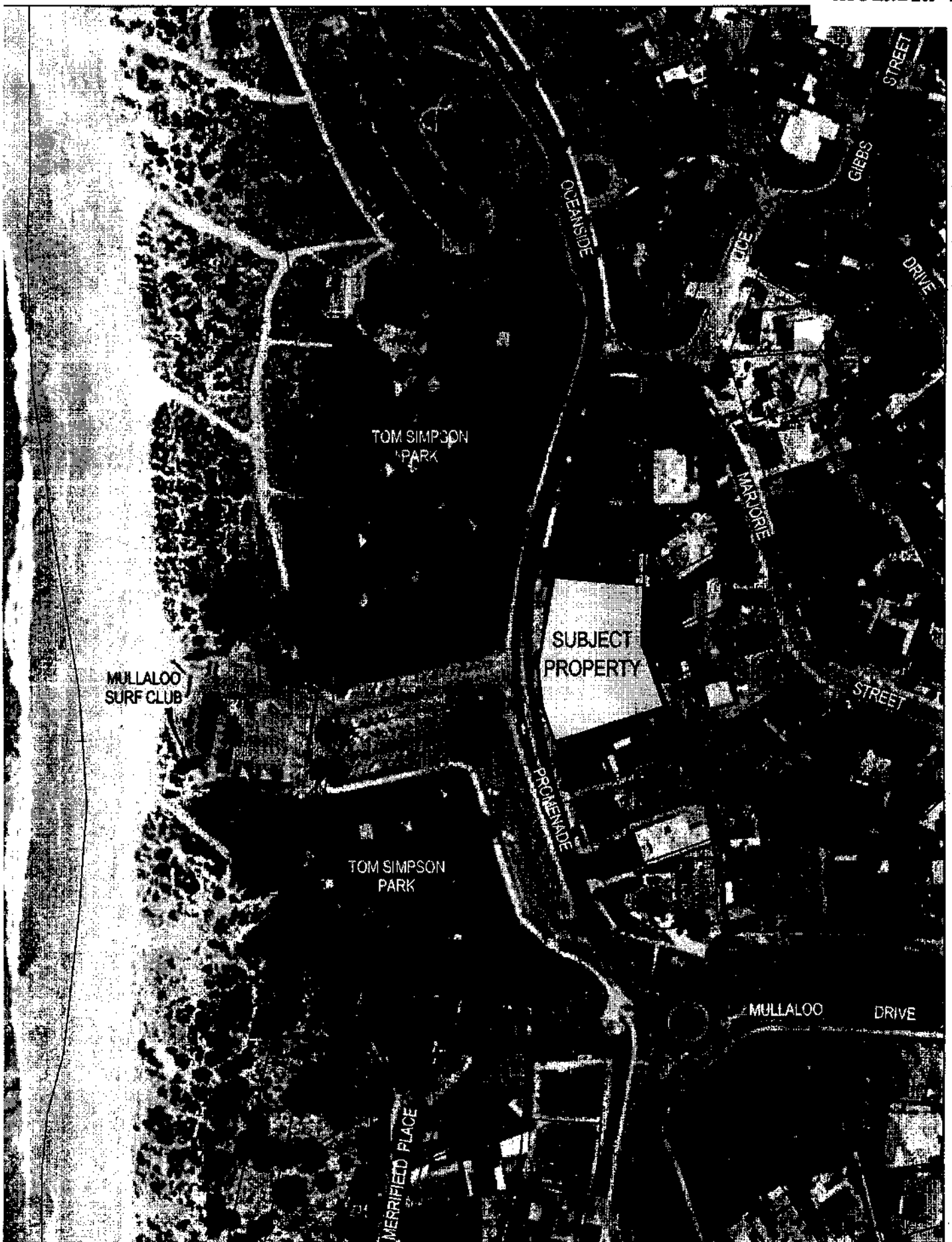
- (i) **You are advised that plans submitted for a Building Licence must show the full width of the verge and any street furniture, traffic islands, statutory services, road gullies and crossovers on the opposite side of the road.**
- (ii) **Compliance with the Building Code of Australia provisions for access and facilities for people with disabilities may not discharge an owner's or developer's liability under the Commonwealth Disability Discrimination Act (DDA). The Human Rights and Equal Opportunities Commission has developed guidelines to assist owners and developers in designing developments which may satisfy the requirements of the DDA. Copies of the guidelines may be obtained from the Disabilities Services Commission, 53 Ord Street, West Perth, telephone 9426 9200.**
- (iii) **A separate application being made to the City for approval to commence development and sign licence prior to the installation of any advertising signage.**
- (iv) **Noise generated by machinery motors, vehicles and in general is not to exceed the levels as set out under the Environmental Protection (Noise) Regulations 1997.**
- (v) **All exhaust vents for a kitchen extraction system must be located at a distance of 6.0 meters from any property boundary and any air intake vent.**
- (vi) **The residential building (short stay apartments) would have to be registered as a lodging house with the City's under the provisions of the Health Act and the City's Local Laws.**
- (vii) **Adequate change rooms and sanitary facilities must be provided for food handling staff.**
- (viii) **Provision of rear access for proposed food tenancies.**
- (ix) **A Mechanical Services Plan, signed by a suitably qualified Mechanical Services Engineer or Air Conditioning Contractor to certify that any mechanical ventilation complies with AS1668.2 & AS3666**

- (x) Retaining walls are to be provided where the angle of natural repose of the soil cannot be maintained. Drawn details, signed by a practising Structural Engineer, must be submitted for approval.
- (xi) The applicant is requested to liaise with, and give notice to, the adjoining property owners prior to commencing any earthworks or construction.

Appendix 14 refers

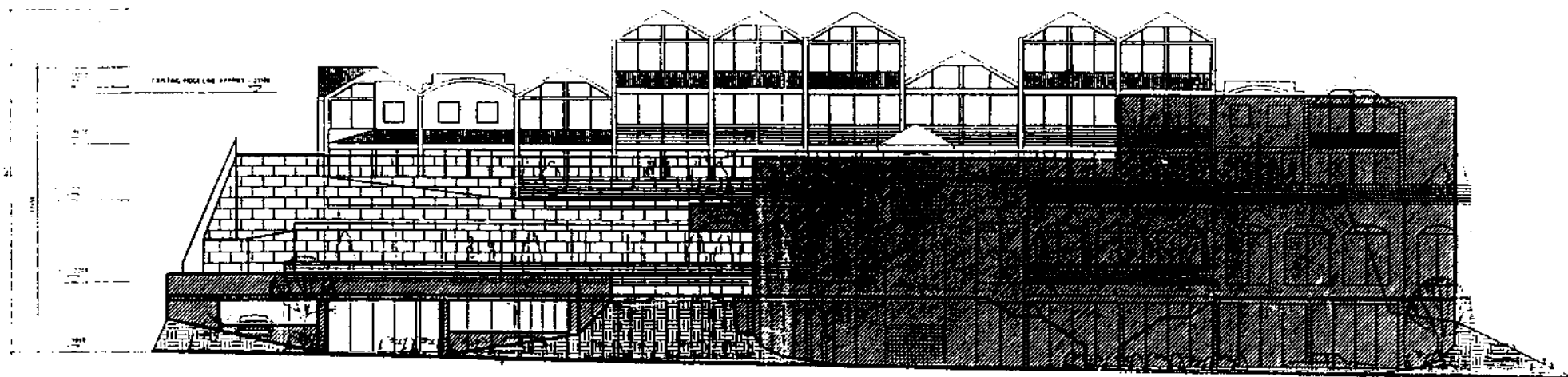
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**PROPOSED MULLALOO BEACH VILLAGE
MIXED USE REDEVELOPMENT
LOT 100 (10) OCEANSIDE PROMENADE - MULLALOO**





ISSUED

27 FEB 2002

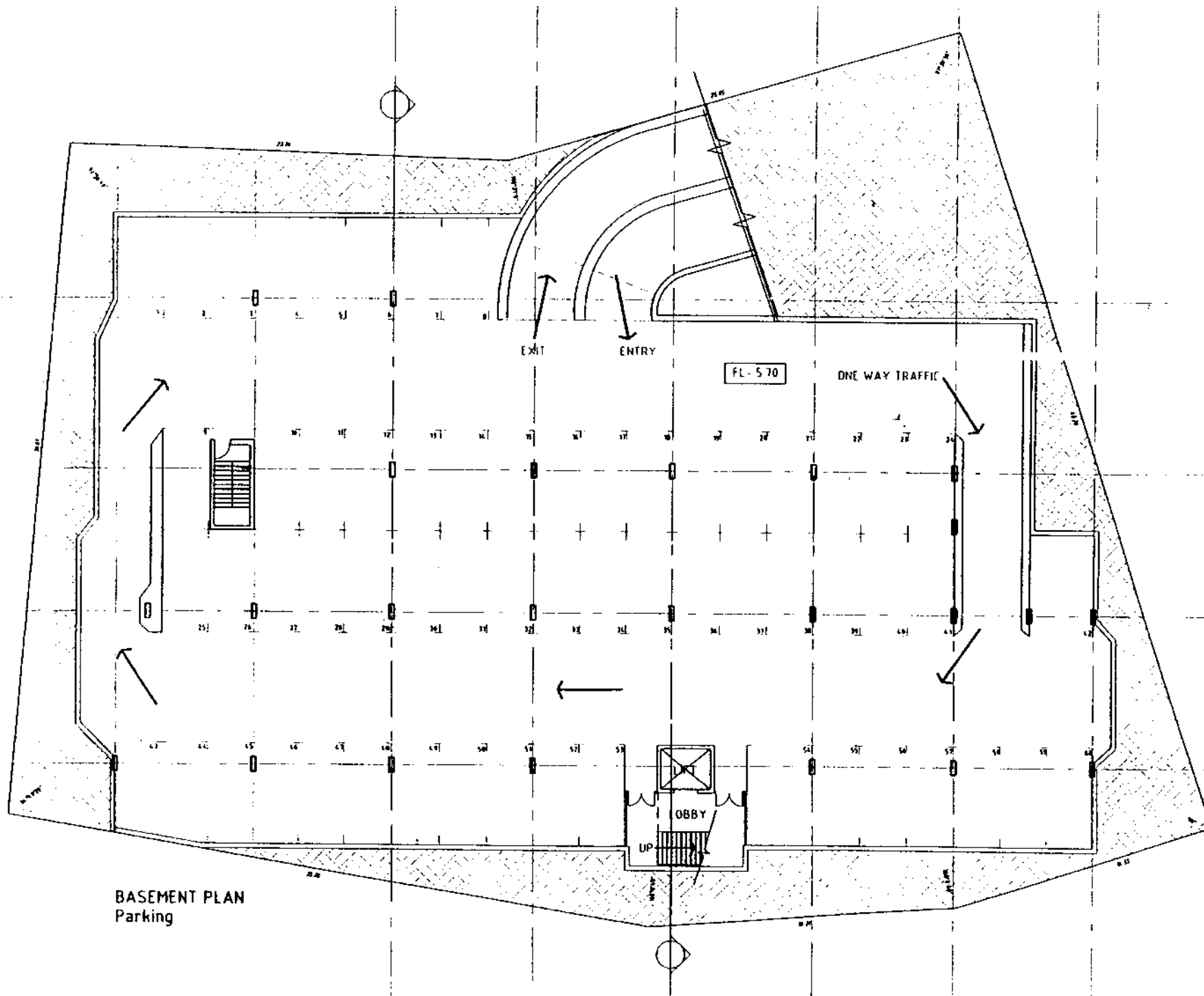
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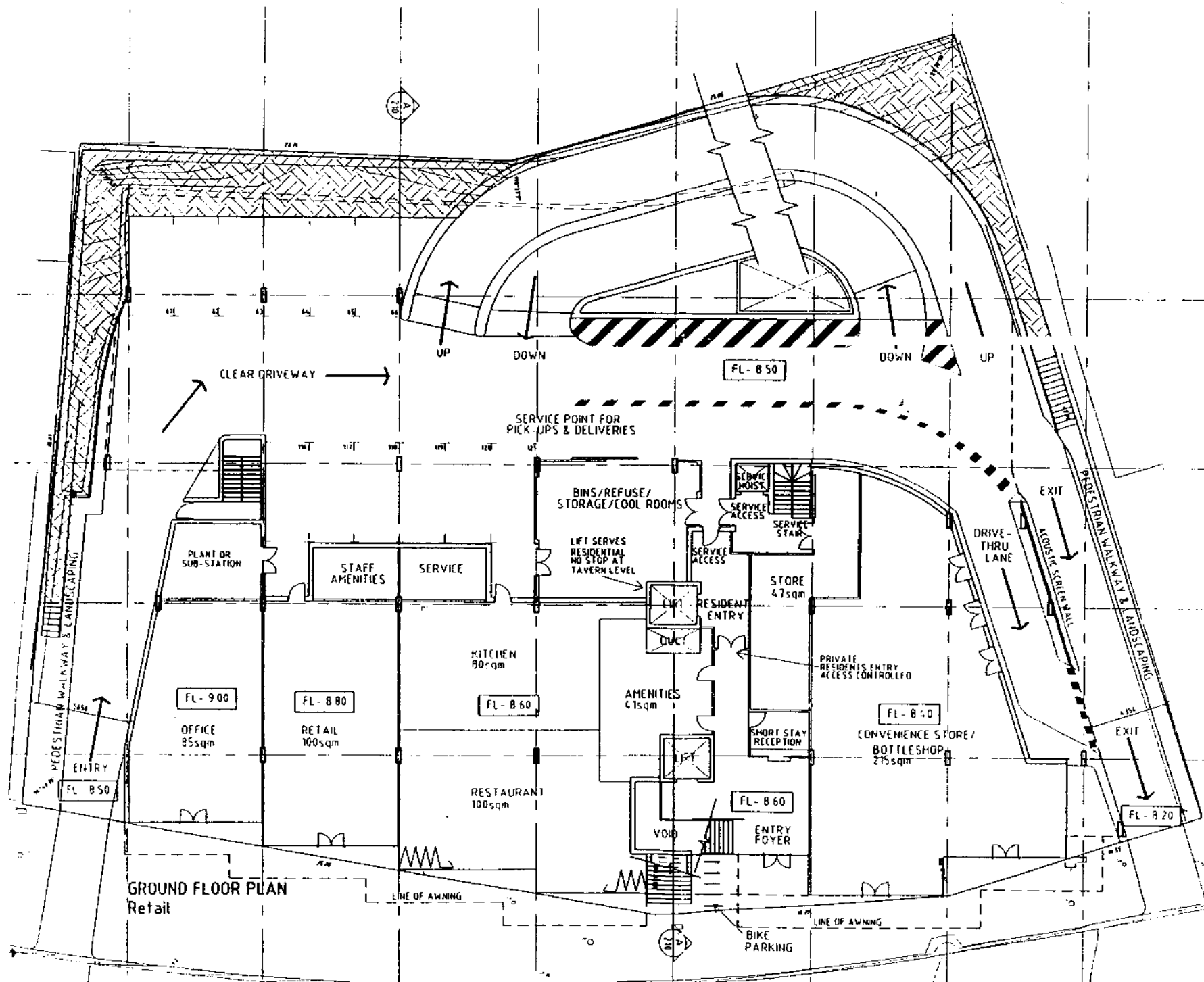
PERRINE - BIRCH

P1



BASEMENT PLAN
Parking

1990 Lot AB		MBV 001 0216
C No.	Mc	
J-M	RENAULT	
MB	H. 5-22	
PERRINE & BIRD ARCHITECTURE AND DESIGN 10000 1st Avenue Richmond, BC V6V 1K1 TEL: (604) 271-1111 FAX: (604) 271-1112		
RENNET Pty Ltd MALALDO BEACH VILLA 9000 1st Avenue MALALDO WA 6023		
BASEMENT CARPARK PLAN AR 05 MBV 001 0216		



id	name	date	time
A	10/5/91 10:15 AM 10:15 AM 10:15 AM		
B	10/5/91 10:15 AM 10:15 AM 10:15 AM		
C	10/5/91 10:15 AM 10:15 AM 10:15 AM		
D	10/5/91 10:15 AM 10:15 AM 10:15 AM		

[illegible]

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18 JUL 2302

FERRINE BIRCH

[illegible]

PERAINE & BIRCH
ARCHITECTURE AND DESIGN

STP Standard Service Instructions
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 STP Inc. 10000 10th Ave. N. #100
 Minneapolis, MN 55412-1000

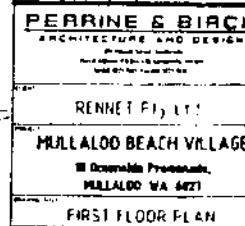
REINET F., LTD

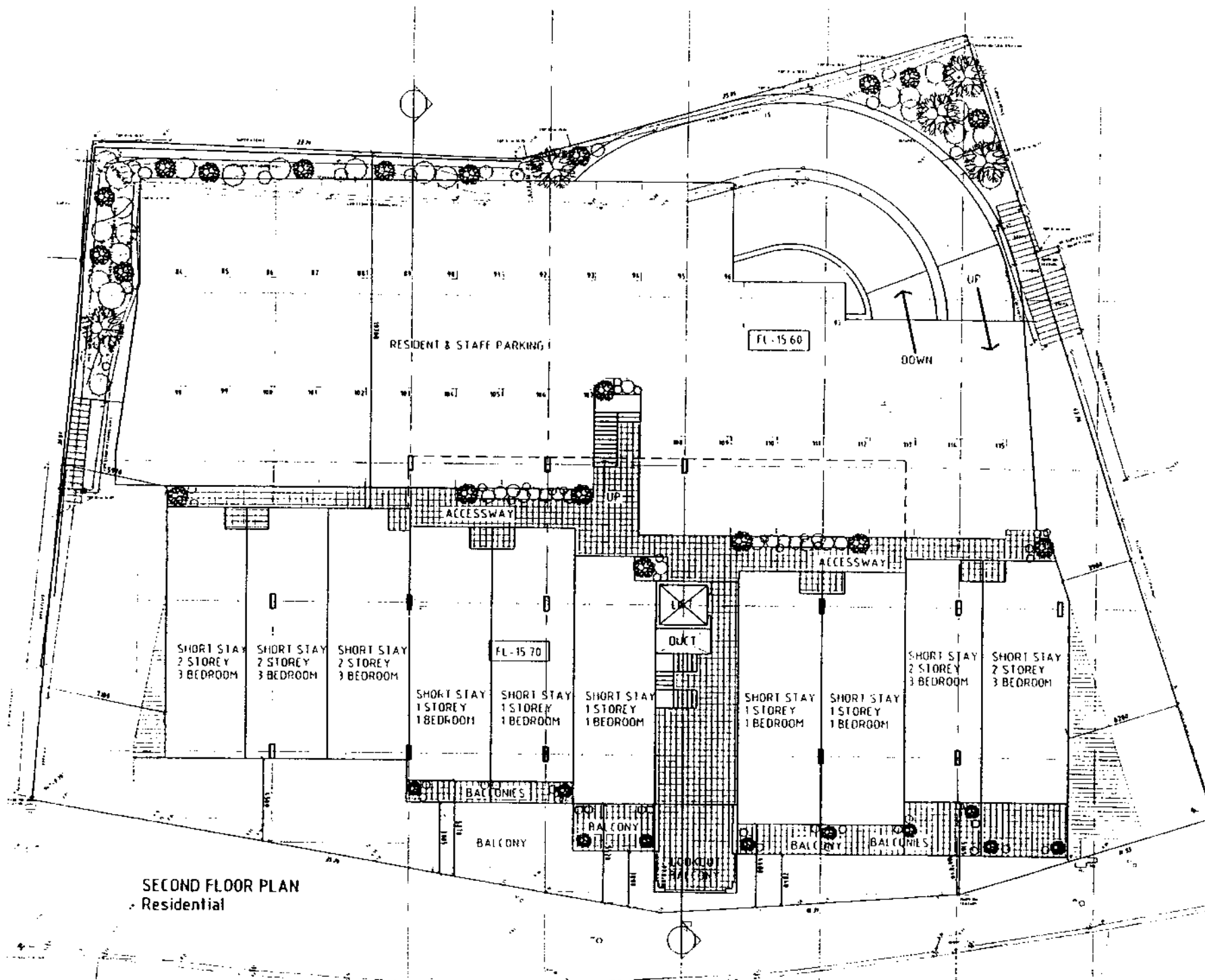
MULLALOO BEACH VILLAGE

W. Opatowski, Warszawa, 1957.

Fullalove WA 5471

SITE & GROUND FLOOR PLAN



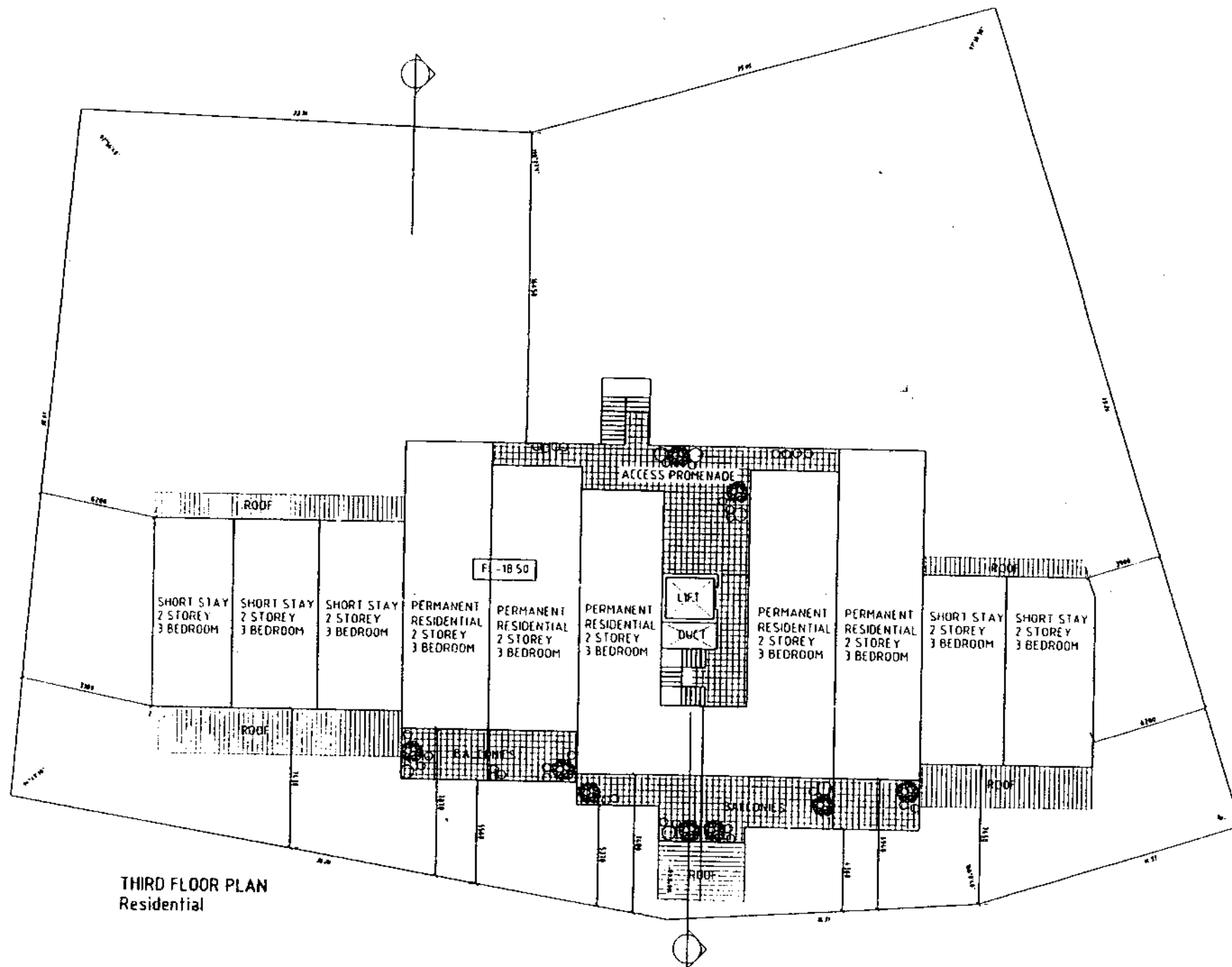


SECOND FLOOR PLAN
Residential

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CM:		MB	
JM:		REVIEW	
ME		16/5/01	

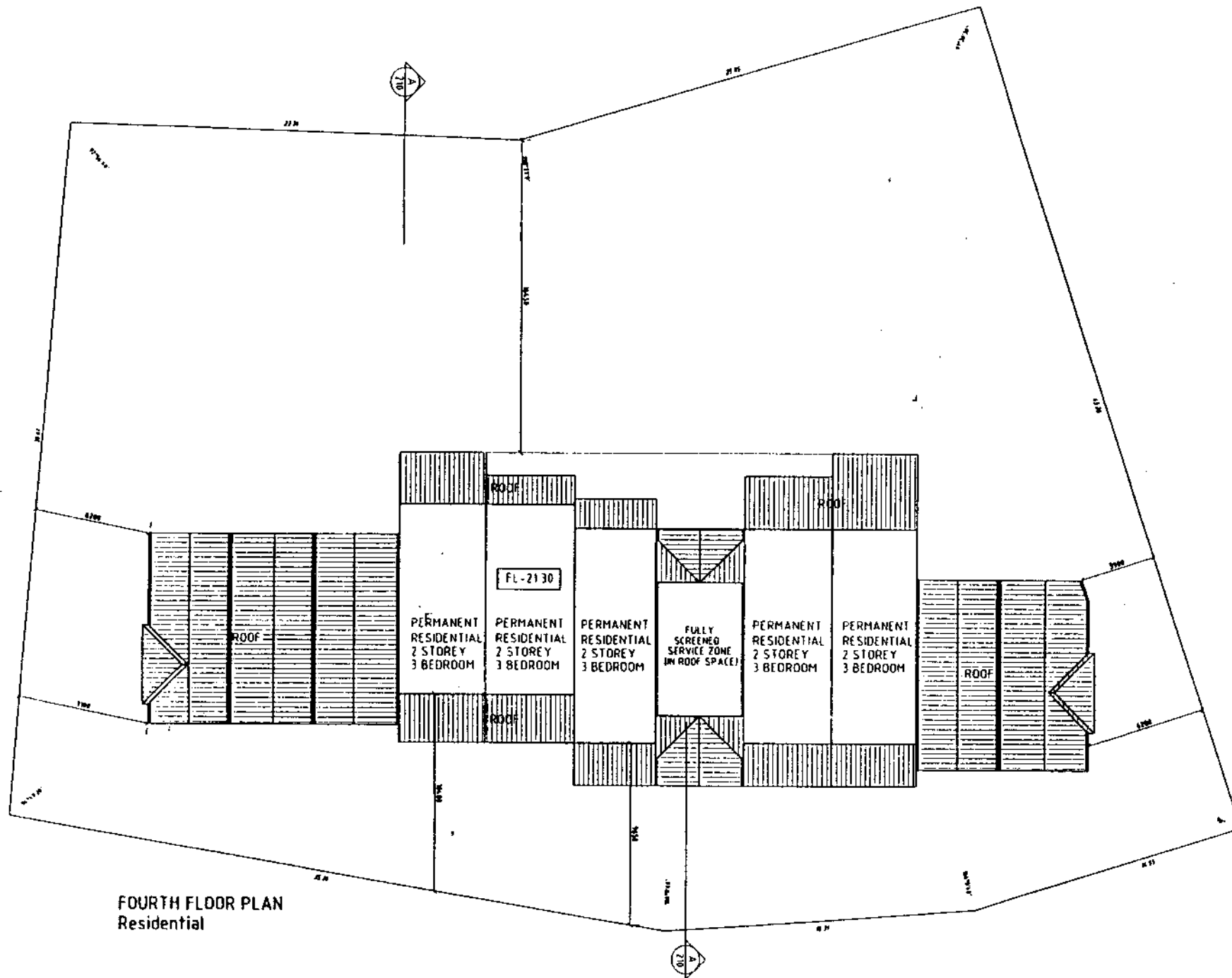
PERRINE & BIRCH
ARCHITECTURE AND DESIGN

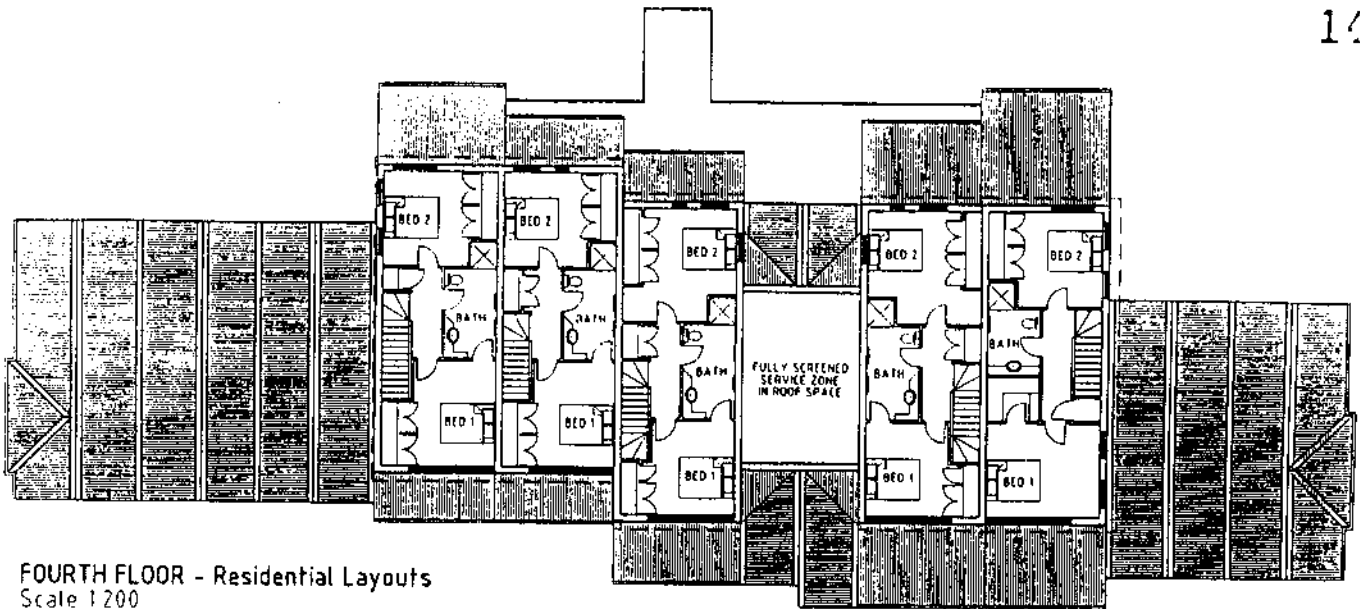
RENNET Pty Ltd
MULLALOO BEACH VILLAGE
18 Oceanside Freeway
MULLALOO WA 6427
SECOND FLOOR PLAN



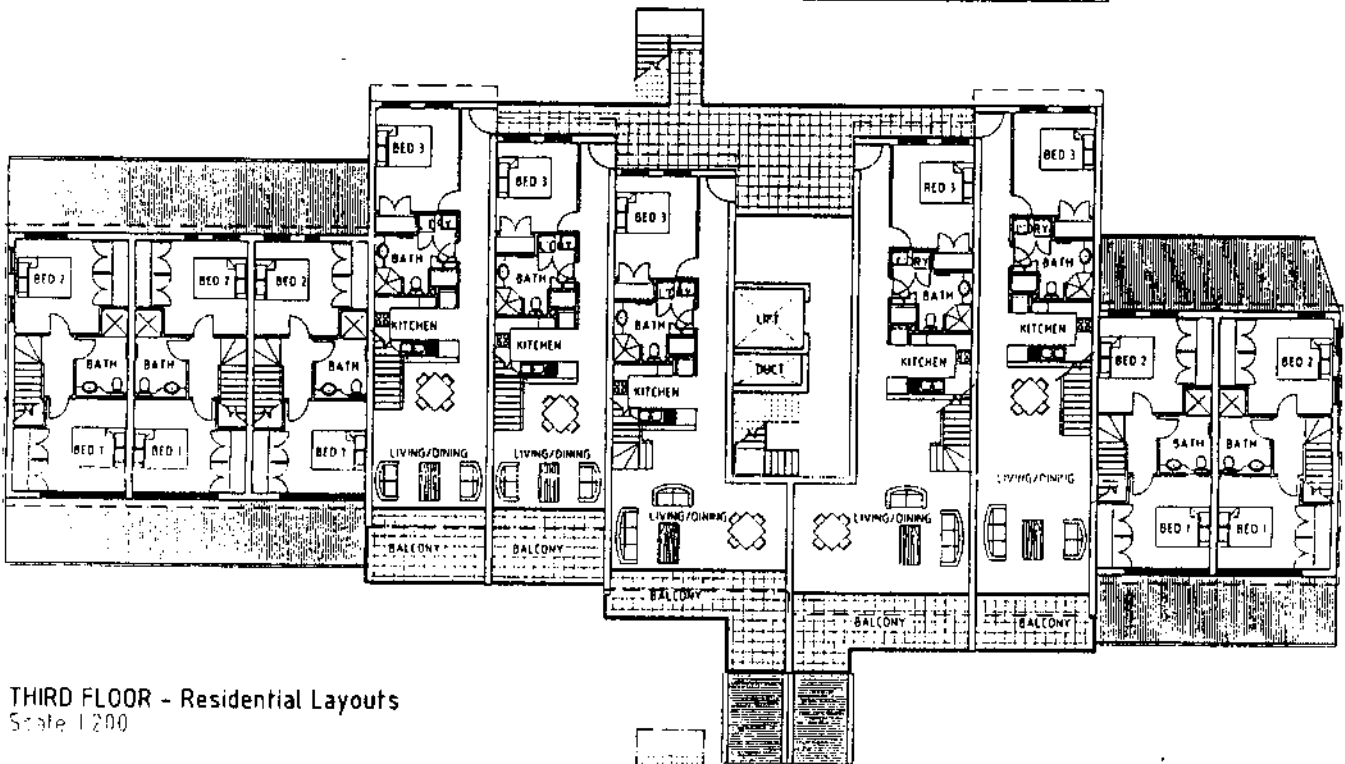
THIRD FLOOR PLAN
Residential

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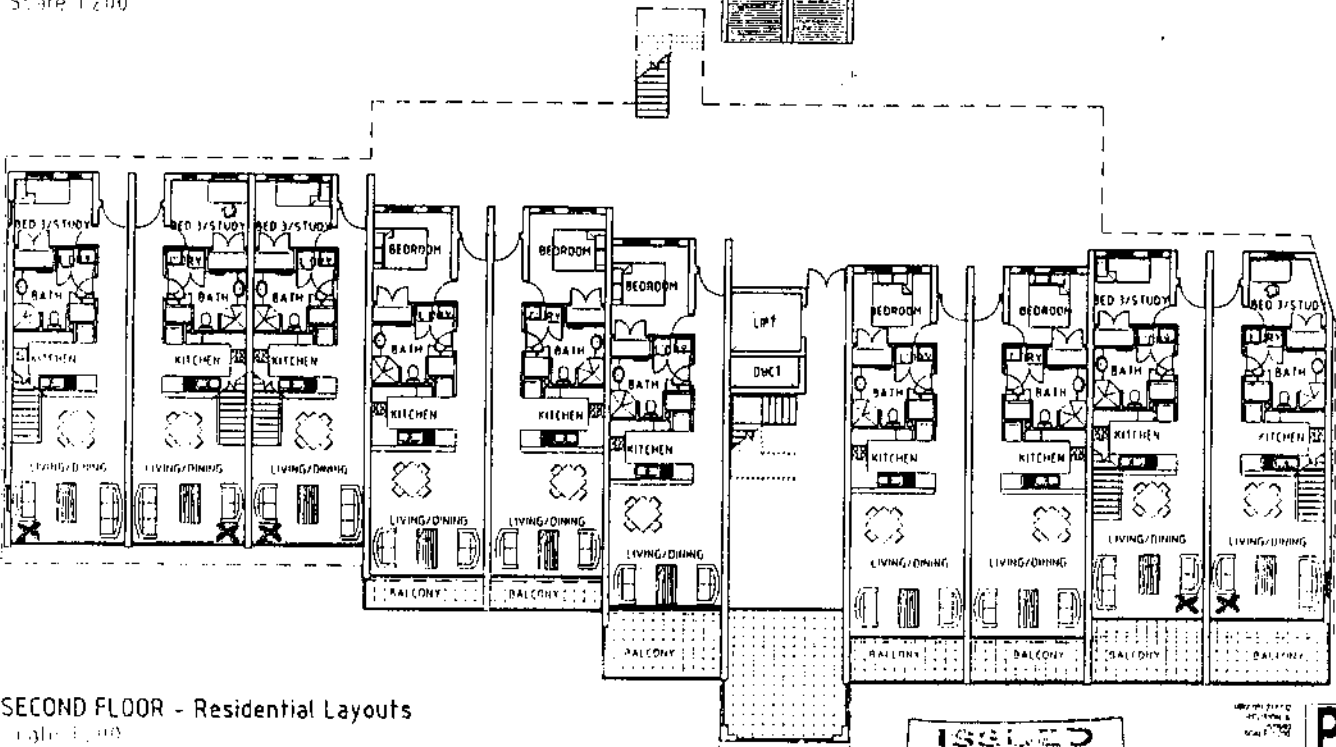
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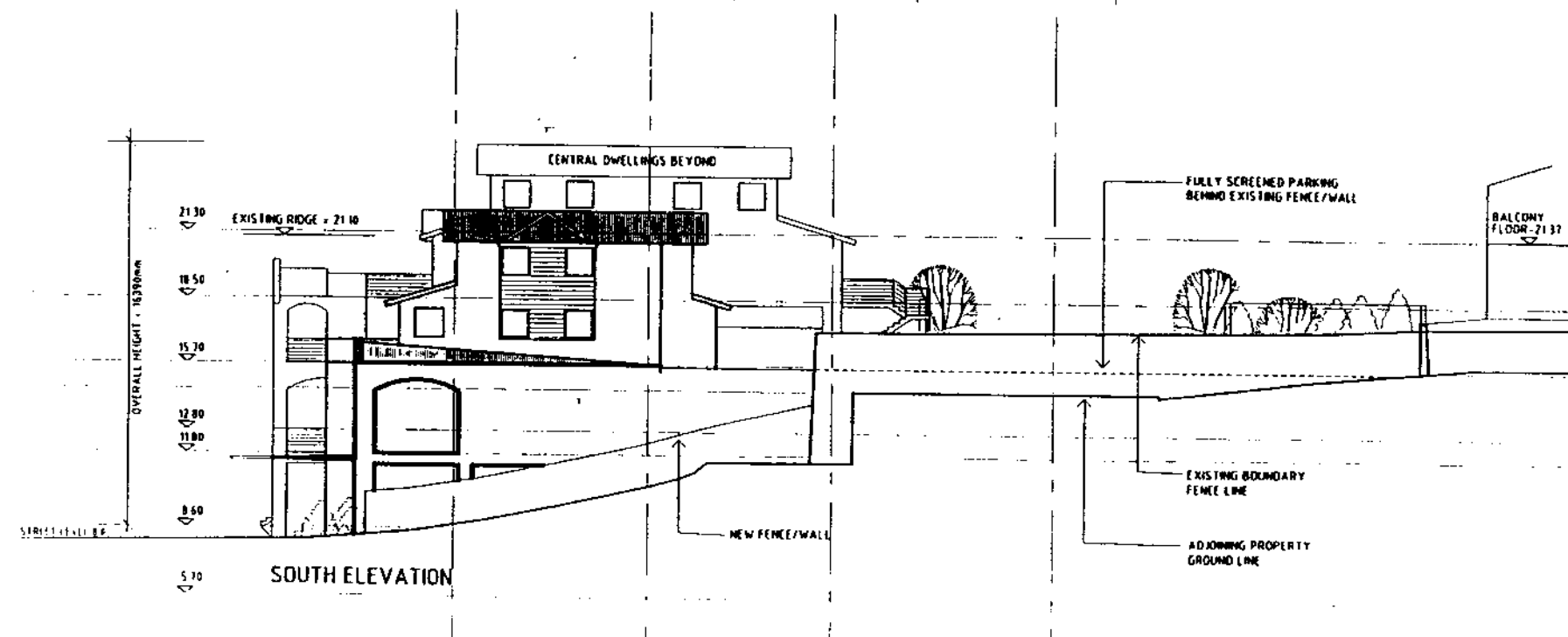
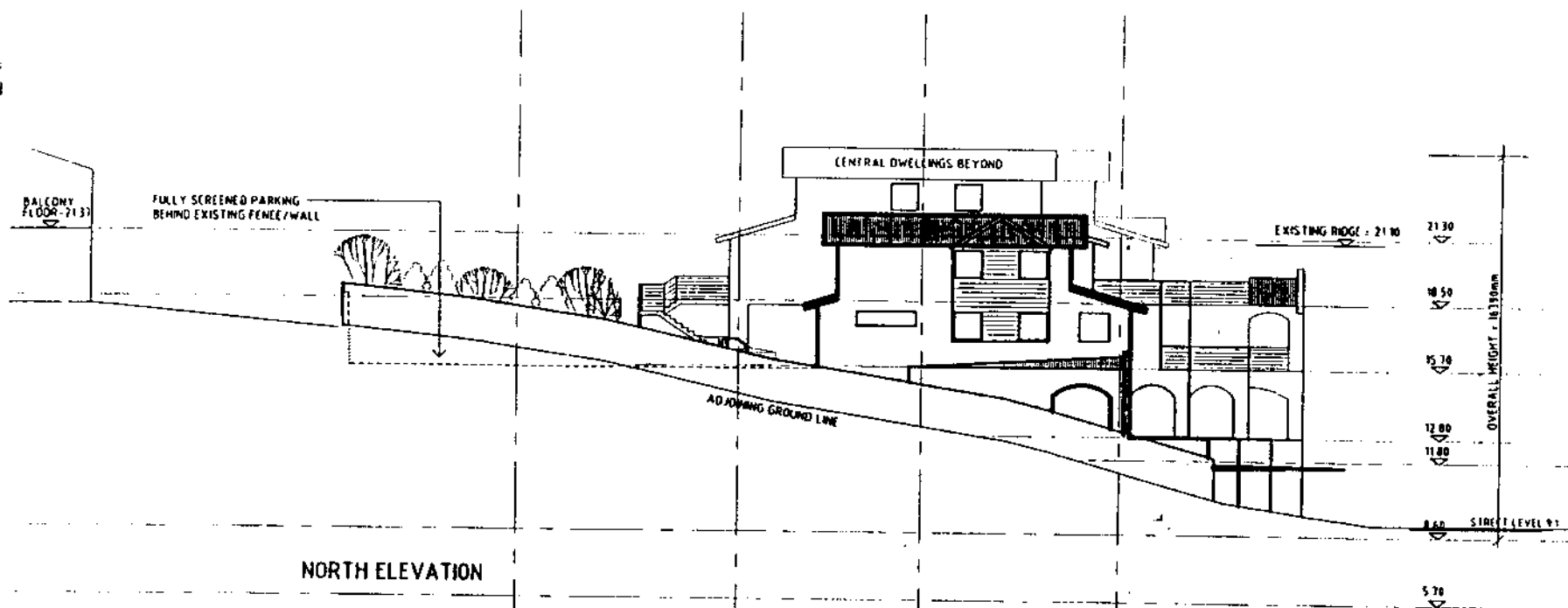
FOURTH FLOOR - Residential Layouts
Scale 1:200



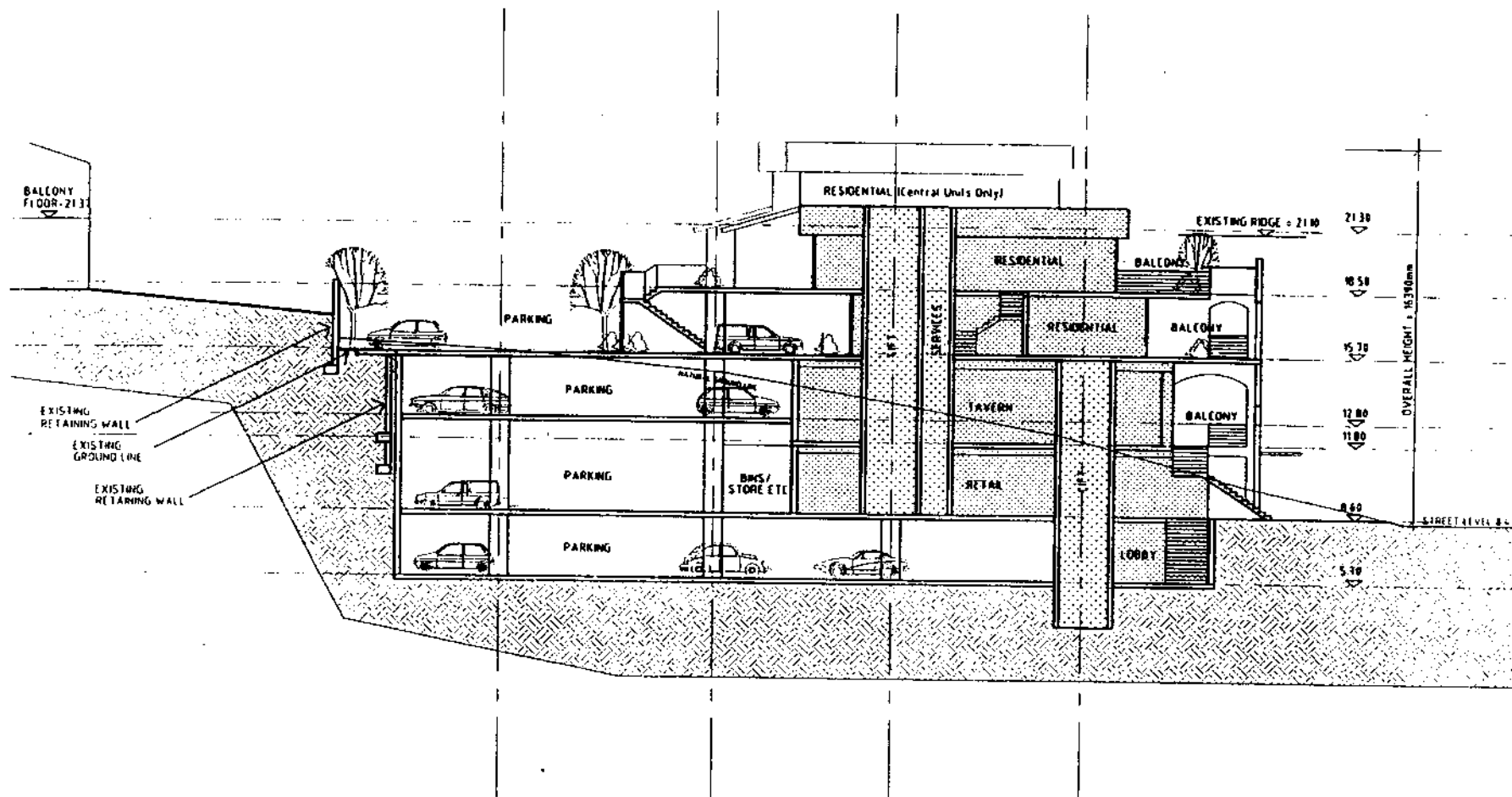
THIRD FLOOR - Residential Layouts
Scale 1:200



SECOND FLOOR - Residential Layouts
Scale 1:200



PREPARED BY: J.M. CHECKED BY: J.M. DATE: 10/5/07		MBV 001209.00 MB RENNET 10/5/07	
PERRINE & BIRCH ARCHITECTURE AND DESIGN 11 DUNDAS STREET SOUTH MULLALOO WA 6077			
RENNET Pty Ltd 11 DUNDAS STREET SOUTH MULLALOO WA 6077			
NORTH & SOUTH ELEVATIONS AR 05 MBV 001209.00 A			



SECTION A-A

PROJECT INFORMATION		PROJECT NO. MB-001210	
DATE	11/05/07	PROJECT NAME	MULLALOO BEACH VILLAS
CLIENT	RENNET Pty Ltd	PROJECT LOCATION	11 Oceanville Promenade, MULLALOO WA 6427
DESIGNER	PERRINE & BIRD	PROJECT TYPE	SECTION A-A
DATE	11/05/07	PROJECT NO.	MB-001210

PERRINE & BIRD
ARCHITECTURE AND DESIGN
11 Oceanville Promenade, MULLALOO WA 6427

RENNET Pty Ltd
11 Oceanville Promenade, MULLALOO WA 6427

SECTION A-A
AR 05 IMB 001210 DD

City of Joondalup District Town Planning Scheme Parking Requirements

Land Use	Parking Requirement	Floorspace (m ²)	Max Parking Required
Multiple Dwelling	1 per dwelling	5 units	5
Serviced Apartment	1 per dwelling	10 units	10
Office	1 per 30m ² NLA	85m ² NLA	2.8
Restaurant	1 per 5m ² dining area	100m ² seating 80m ² kitchen	20
Tavern	1 per 3m ² drinking area	293.7m ²	97.9
	1 per 5m ² seating area	260m ²	52
Retail (1)	7 per 100m ²	100m ²	7.0
Retail (2)	7 per 100m ²	215m ²	15.1
Total parking required based on Joondalup DTPS			209.8

Cash in lieu	34.0
On-site (incl drive-thru parking of 5 bays)	126.0
Total bays	160.0
Parking deficit	-49.8
Beach Parking supply (minus cash in lieu bays)	250.0

P	100%	Peak use
M	70%	Medium use
L	40%	Low use
C	0%	Closed

Land Use Probable Occupancy Matrix

Parking Usage								
Weekday			Saturday			Sunday		
AM	PM	Evening	AM	PM	Evening	AM	PM	Evening
P	P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P	P
P	P	C	M	C	C	C	C	C
L	M	M	M	M	P	M	M	M
L	L	M	M	M	P	M	M	P
L	L	M	M	M	P	M	M	P
L	M	L	M	P	C	L	M	C
L	M	L	M	P	M	L	M	L

Total parking requirements based on DTPS and Matrix

Parking Requirements Applying Occupancy Matrix to DTPS

Parking Requirement								
Weekday			Saturday			Sunday		
AM	PM	Evening	AM	PM	Evening	AM	PM	Evening
5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2.8	2.8	0.0	2.0	0.0	0.0	0.0	0.0	0.0
8.0	14.0	14.0	14.0	14.0	20.0	14.0	14.0	14.0
39.2	39.2	68.5	68.5	68.5	97.9	68.5	68.5	97.9
20.8	20.8	36.4	36.4	36.4	52.0	36.4	36.4	52.0
2.8	4.9	2.8	4.9	7.0	0.0	2.8	4.9	0.0
6.0	10.5	6.0	10.5	15.1	10.5	6.0	10.5	6.0
94.6	107.2	142.8	151.3	156.0	195.4	142.8	149.4	184.9

160	160	160	160	160	160	160	160	160
65.4	52.8	17.3	8.7	4.0	-35.4	17.3	10.6	-24.9

ISSUED

18 JUL 2002

NE & BIRCH