





Lot 702

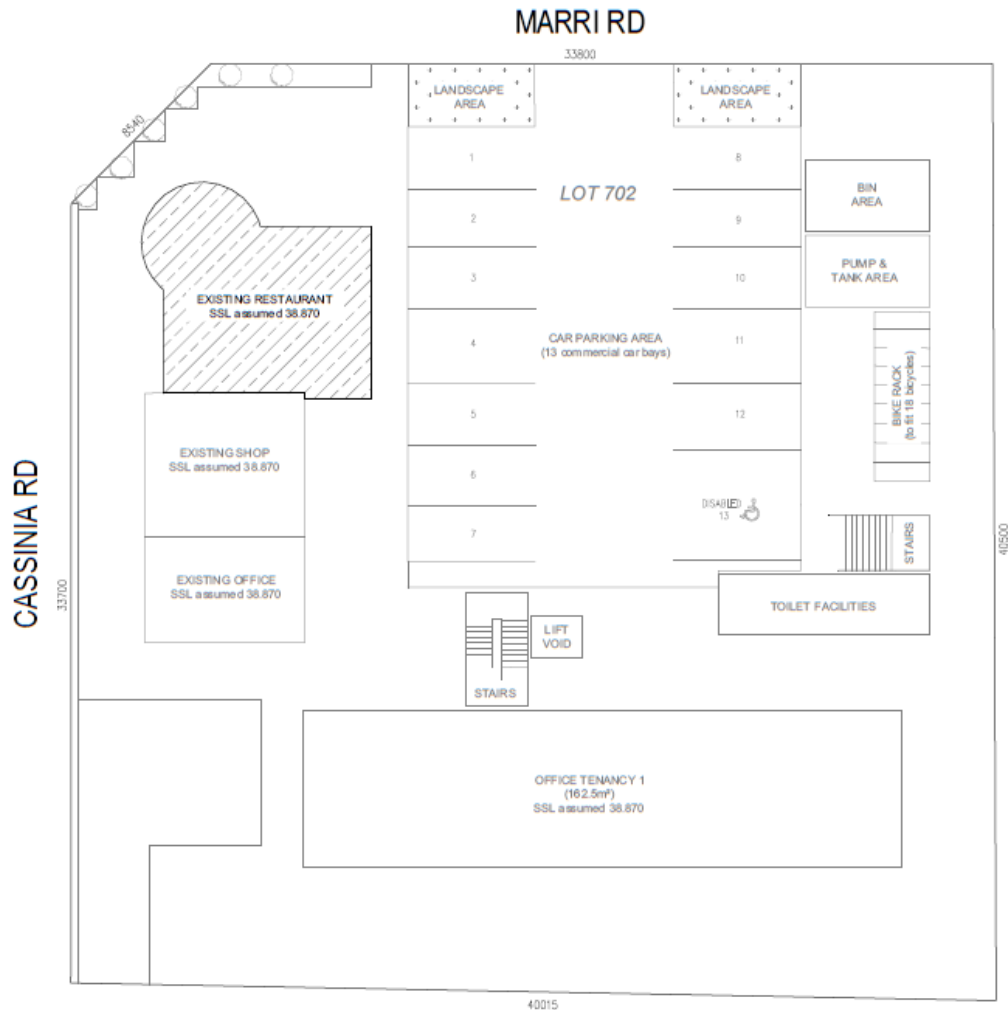
LEGEND:



AREA THAT IS CHANGING USE

NOTE:

* ALL DIMENSIONS & LEVELS ARE APPROXIMATE ONLY



SITE PLAN
1:200



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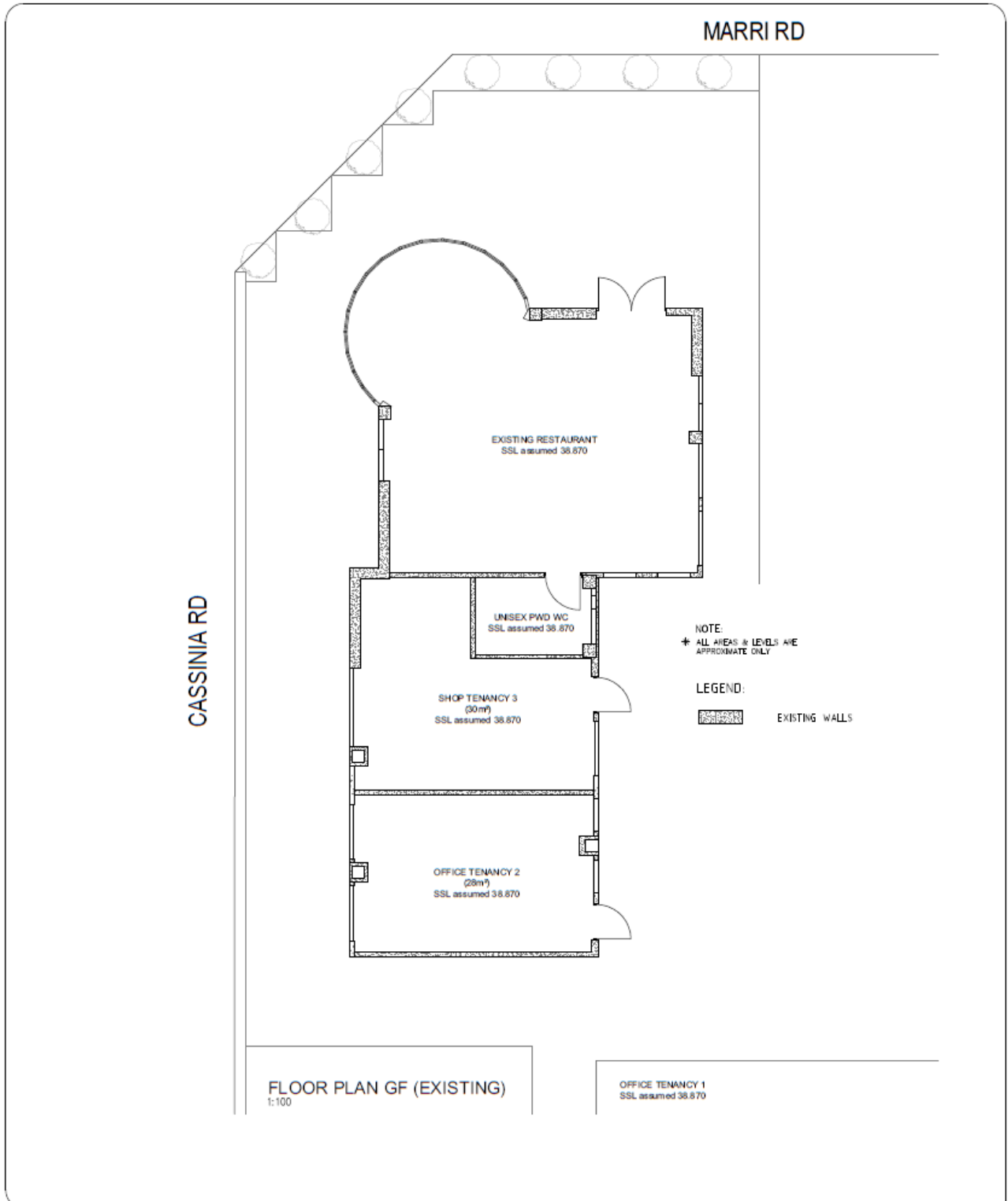
Email: dragan@onpoint-drafting.com.au
Tel. 0438 761 306

Client
JOHANN FOURIE
34 MARRI ROAD
DUNCRAIG

Drawing	Scale
01 SITE PLAN	1:200
Date	Drawn
14/12/17	DM
Sheet	1 OF 3

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REV. A	14/12/17	
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DEVELOPMENT PLANS



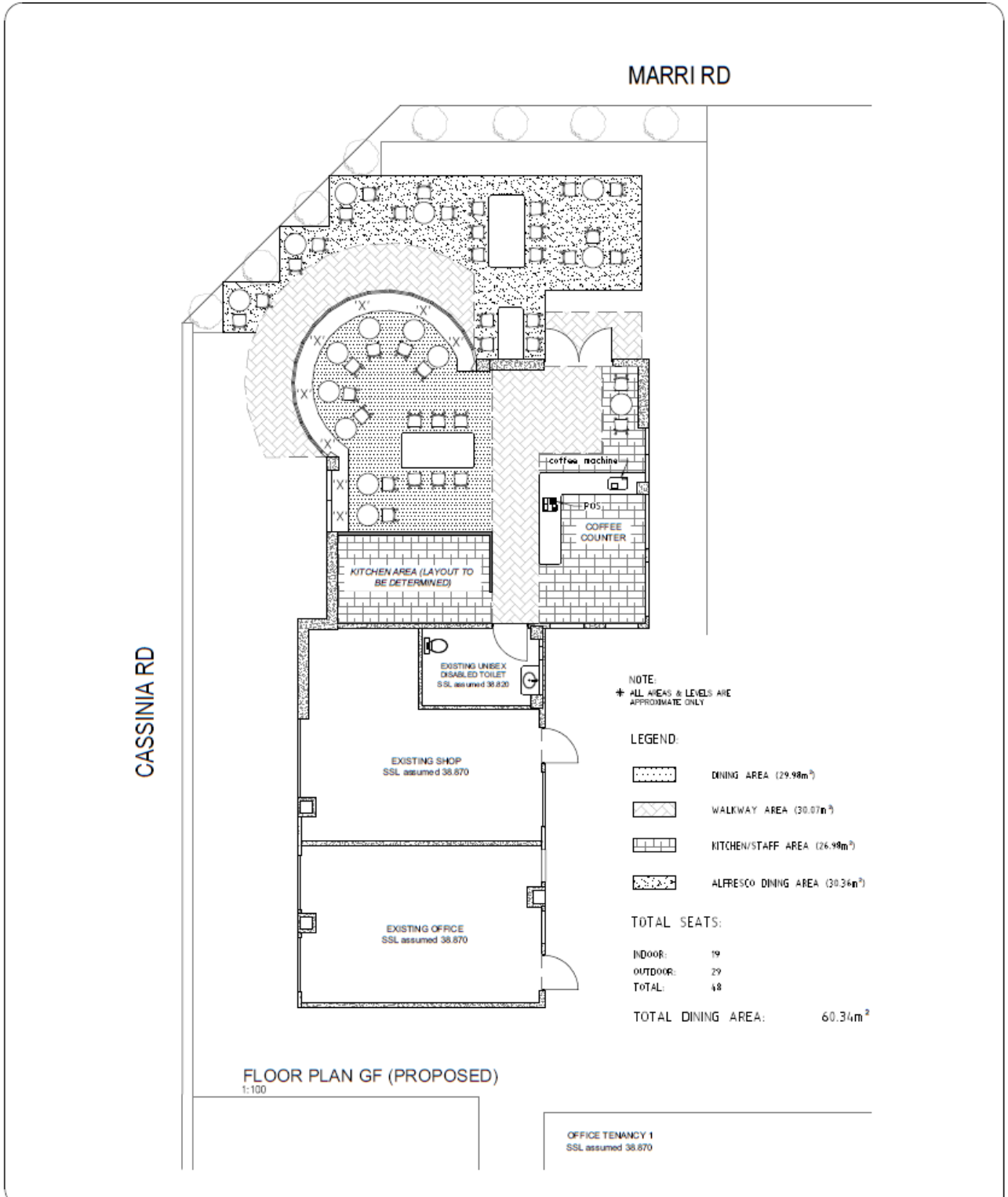
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Drawing 02 EX. FLOOR PLAN Scale 1:100
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DEVELOPMENT PLANS



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Drawing
03 PROPOSED FLOOR PLAN
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Sheet 3 OF 3

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	03	A



11 January 2018

Tom Geddes
 Urban Planner
 City of Joondalup
tom.geddes@joondalup.wa.gov.au

Dear Tom

NO. 34 (PT LOT 24 ON STRATA PLAN 69174) MARRI ROAD, DUNCRAIG – PROPOSED ALTERATIONS AND ADDITIONS TO EXISTING TO RESTAURANT (DA17/1226)

Further to the email sent on 22 December 2017, I wish to confirm our intentions to amend the subject proposal to exclude part lots 22 and 23 (existing shop and office) from the amended application.

As such, the subject amended application is for the internal alterations to the existing restaurant as well as the seating additions in the external area located towards the corner of Marri Road and Cassinia Road. The subject application is for the change of use from shop and office to restaurant within PT lots 22 and

As illustrated on the proposed amended floor plan, the proposed internal dining area is proposed to be 29.98sqm and the external dining area is 30.36sqm. This equates to a total dining area of 60.34sqm and a maximum of 48 seats.

The subject proposal increases the approved dining area of the restaurant by 20.34sqm and the approved number of seats by 16.

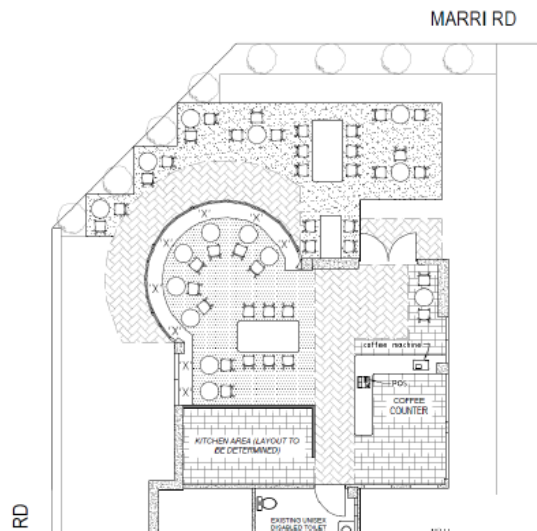


Figure 1: Proposed Amended Floor Plan



Car Parking

In accordance with Table 2 of the City’s District Planning Scheme No. 2, car parking for restaurants is required at a rate of 1 bay per 5sqm of dining area or 1 bay per 4 guests, whichever is the greater. In light of this, a car parking assessment has been prepared based on the dining area as well as the seats to determine which is the greater parking requirement.

Land Use	Car Parking Requirements
Restaurant	
- 1 bay per 5qm of dining area	60.34sqm / 5 = 12.07 bays
- 1 bay per 4 guests	48 seats / 4 = 12 bays
Office	
- 1 bay per 50sqm of NLA	190.5sqm / 50 = 3.81 bays
Shop	
- 1 bay per 20sqm of NLA	30sqm / 50 = 1.5 bays
Residential	
- 1 bay per dwelling plus 0.25 bays per dwelling	20 units = 20 bays and 5 visitor bays = 25 bays
Car Bays Required	= 42.38 car bays = 43 car bays
Minus the Parking Provided	= 33 car bays provided
Resultant Shortfall	= 10 car bays

Table1: Proposed Car Parking Assessment

In light of the above parking assessment, it is demonstrated that that the subject application results in a car parking variation of 10 car bays.

The last approval issued for the subject site was for the change of use from shop to restaurant at the subject tenancy on 19 July 2016. This application resulted in a car parking shortfall of 9 car bays. However, since the time of the previous approval the car parking standards for a shop and office have been amended to 1 bay per 20sqm of NLA for a shop and 1 bay per 50sqm for an office. In light of this, the previously approved shortfall based on the current car parking standards is 6 car bays. This is demonstrated in the following table:



Land Use	Car Parking Requirements
Restaurant	
- 1 bay per 5sqm of dining area	40sqm / 5 = 8 bays
- 1 bay per 4 guests	32 seats / 4 = 8 bays
Office	
- 1 bay per 50sqm of NLA	190.5sqm / 50 = 3.81 bays
Shop	
- 1 bay per 20sqm of NLA	30sqm / 50 = 1.5 bays
Residential	
- 1 bay per dwelling plus 0.25 bays per dwelling	20 units = 20 bays and 5 visitor bays = 25 bays
Car Bays Required	= 38.31 car bays = 39 car bays
Minus the Parking Provided	= 33 car bays provided
Resultant Shortfall	= 6 car bays

Table 2: Previously Approved Car Parking Assessment

As demonstrated above, the increase in the dining area from 40sqm and 32 seats to 60.34sqm and 48 seats, results in the need for an additional 4 car bays.

As indicated above, the proposal is for some minor alterations to the internal area of the restaurant, however ultimately to increase the dining area to exclude an area of external dining. It is noted that the application does not propose any weather protection from either rain or the hot sun and therefore it is highly unlikely that this area will be used at all times. It is simply an additional seating option for customers at times where the weather permits it. Furthermore, the inclusion of an outdoor dining area provides interaction with the streetscape and a sense of community in the local area.

It is noted that the subject development contains varying land uses that all have different peak periods of demand for parking. For example, it is likely that the office component of the development, which requires 3.81 car bays will only be open during standard weekday business hours and will attract staff and clients/customers with a medium to long duration of stay. Whereas the restaurant the residential component and their visitors are likely to have their peak demand on the weekends and in the mornings and evenings. As such it is considered that the overall sharing of car parking across the various uses mean that adequate car parking is provided on site.

Furthermore, given the suburban location of the development and the neighbouring local centre, it is noted that a large majority of the customers to the restaurant are those that live in the local area and are within a walkable distance from the site. It can be reasonably assumed that a customer of the restaurant is likely to visit another business either within the building or the Duncraig Shopping Centre



next door. In light of this, it is considered individual car parking for each tenancy is not necessarily required as the one person is likely to visit more than one tenancy in the precinct.

Conclusion

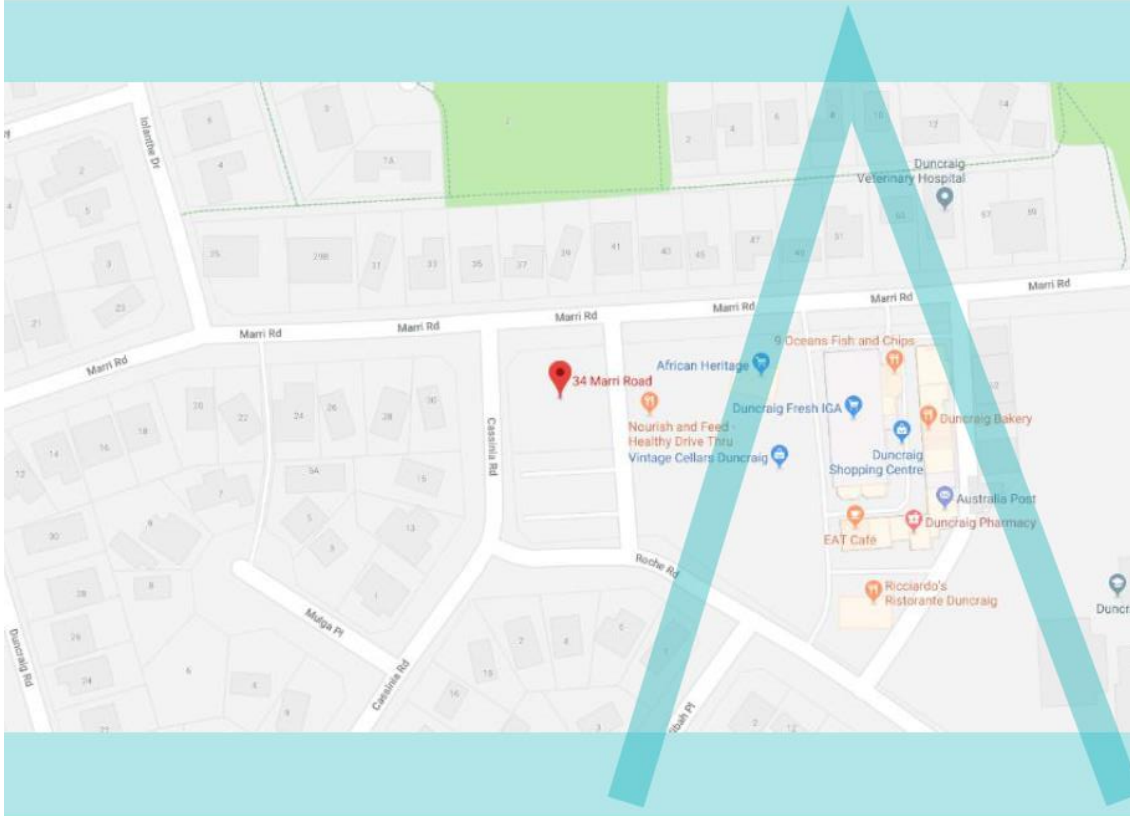
It is considered that the proposed extension to the cafe will add variety to the mix of land uses in the immediate area, which is a desirable outcome for this precinct. It is considered that the restaurant would provide a service to the tenants, employees and residents of this building as well as to the adjoining shopping centre and residents of the area.

I trust this information is to your satisfaction, however if you have any queries regarding the above, please contact Daniella Mrdja on 0407 302 152 or daniella@urbanistaplanning.com.au.

Your sincerely

A handwritten signature in black ink, appearing to read "DM", with a long horizontal flourish extending to the right.

Daniella Mrdja
Director | Urbanista Town Planning



TRANSPORT IMPACT ANALYSIS

NO. 34 MARRI ROAD, DUNCRAIG

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PROPOSED DEVELOPMENT

The proposed development is located in an area zoned commercial under the City of Joondalup District Planning Scheme No. 2, as shown in figure 1.

The subject application is for the internal alterations to the existing restaurant as well as the seating additions in the external area located towards the corner of Marri Road and Cassinia Road.

As shown in Figure 4, the internal dining area is proposed to be 30.2sqm and the external dining area is 30.36sqm. This equates to a total dining area of 60.34sqm and a maximum of 48 seats.

The subject proposal increases the approved dining area of the restaurant by 20.34sqm and the approved number of seats by 16.



Figure 1: City of Joondalup District Planning Scheme Map

TRAFFIC STATEMENT

MARRI RD

CASSINIA RD

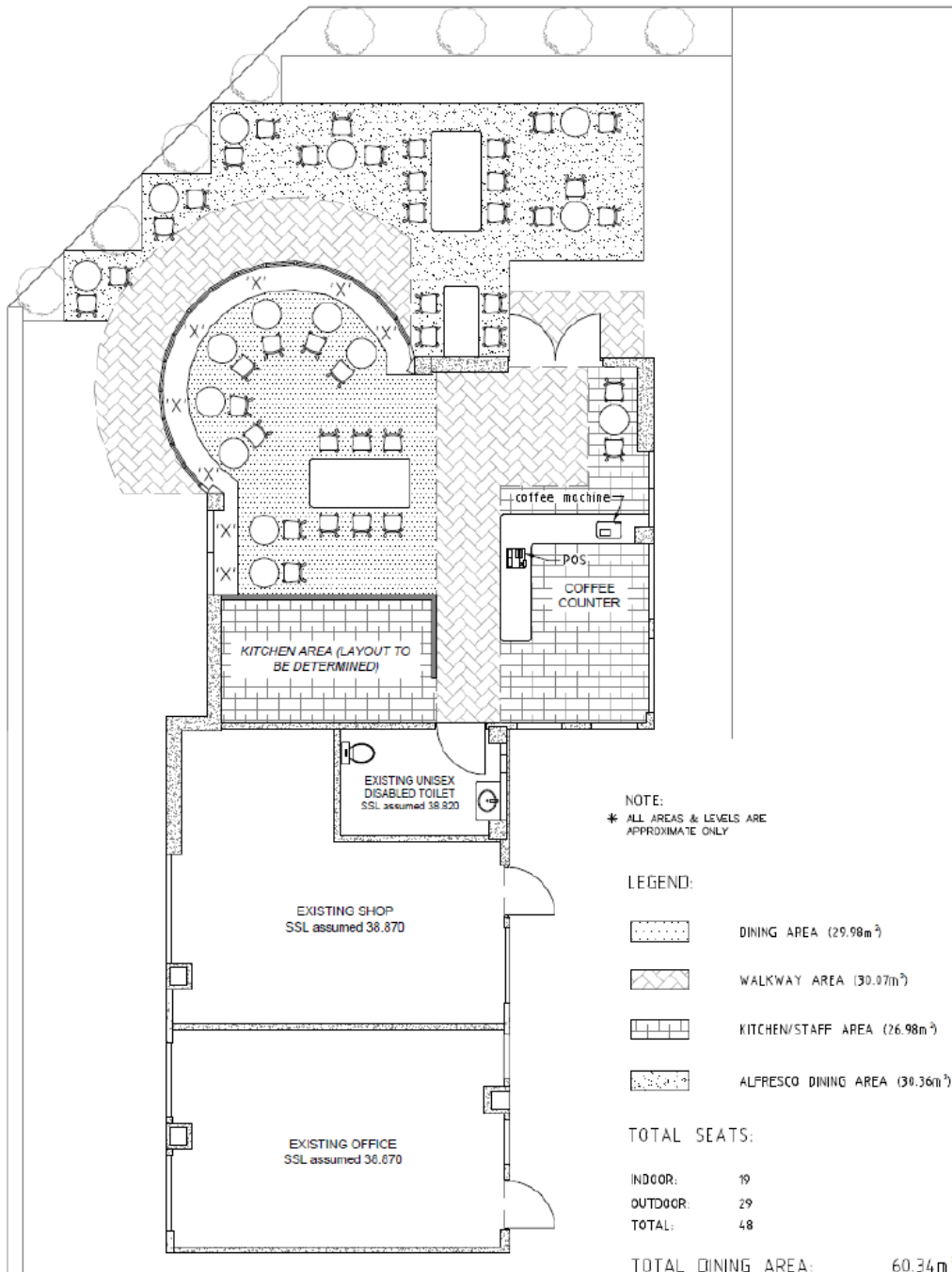
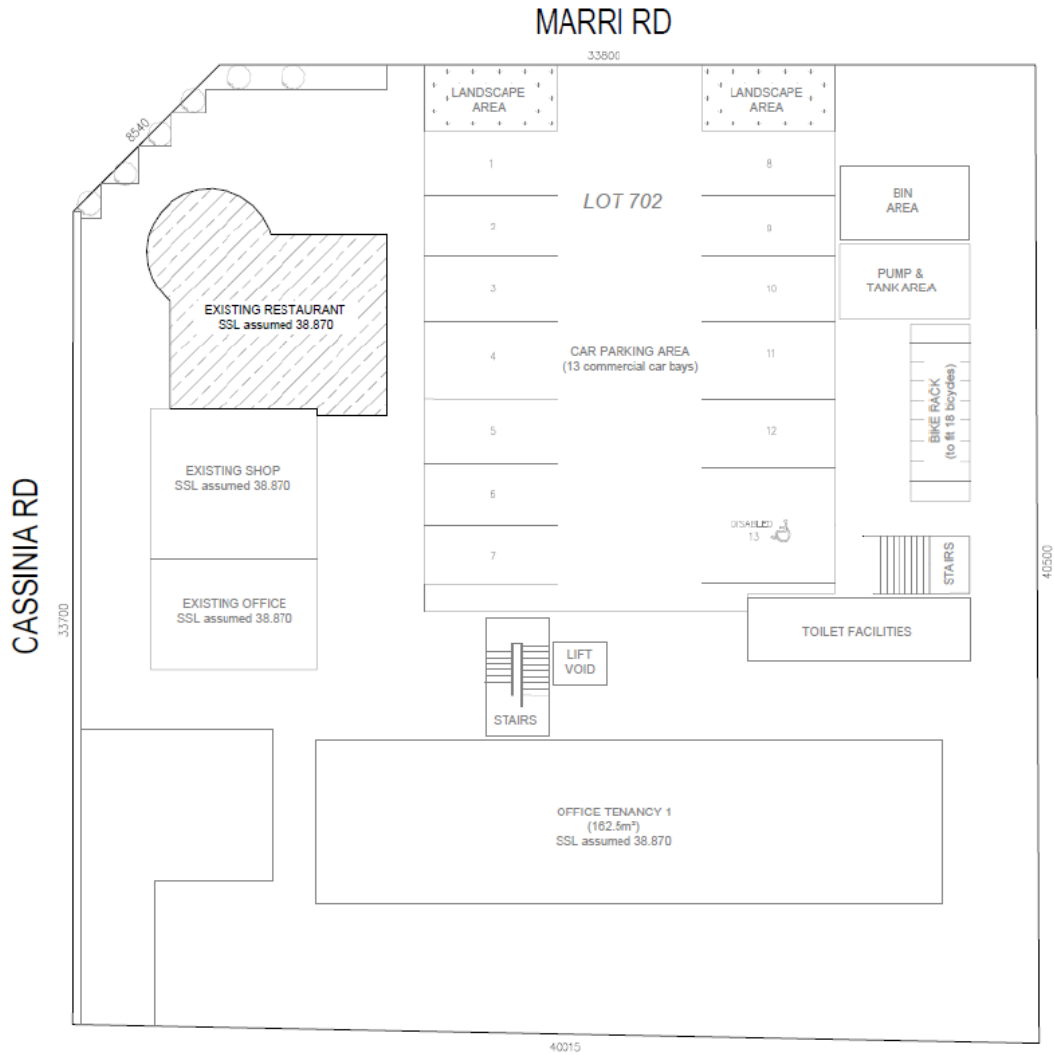


Figure 2: Proposed Floor Plan

TRAFFIC STATEMENT

VEHICLE ACCESS AND PARKING ARRANGEMENTS

As shown in Figure 3, the subject site has an at grade and basement car parking area, with a total of 33 car bays, which can be used by the residents of the apartments and the customers and staff of the commercial tenancies.



SITE PLAN
1: 200

Figure 3 - Site Plan

TRAFFIC STATEMENT

PUBLIC TRANSPORT ACCESS

Bus routes 423, 441, 442, and 443 are located near to the site, and connect through to the train and wider public-transport network. See appendix 1 for details of the routes and bus-stops. No bus-stops are located within 400m of the site, however, just outside this radius are higher-frequency bus routes on Warwick Road and Marmion Avenue.

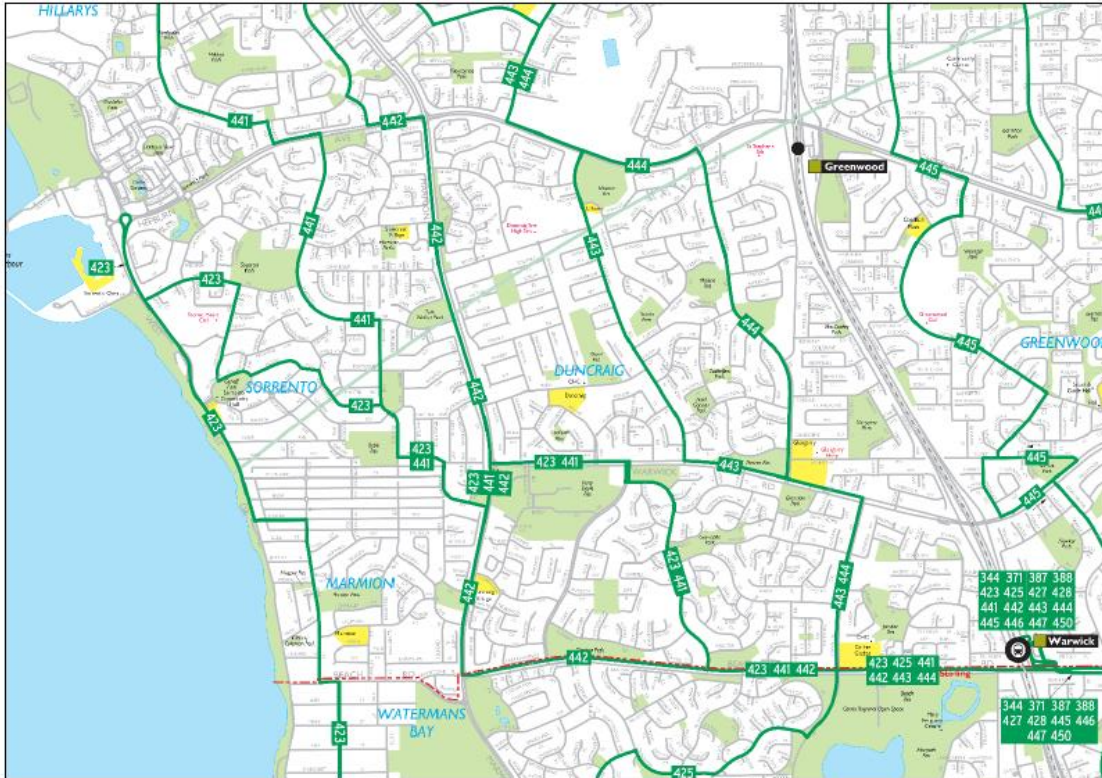


Figure 4 - Public Transport Map

CYCLE ACCESS AND END OF TRIP FACILITIES

There are 9 bicycle racks located on the subject lot. Bicycle racks are accessible via the carpark or a footpath within the lot on the eastern side. There is no dedicated cycling infrastructure nearby, the exception being the northbound shoulder of Marmion Avenue. There are no shared paths nearby.

PEDESTRIAN ACCESS

The east of the lot includes a grade-level footpath. The tenancy itself also includes an at-grade level universal access compliant access.

TRAFFIC STATEMENT

PROVISION FOR SERVICE VEHICLES

The existing commercial land uses do not require the provision of a service vehicle car bay, purely due to the nature of the land use and the fact that the land use does not require services vehicles coming and going from the site on a regular basis. In the event service vehicles may be required to visit, the service vehicle will use one of the 13 on-site car bays located in the at grade car park.

HOURS OF OPERATION

The existing hours of business operation are outlined in table 1 below. They are not proposed to change as part of the development.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
06:00–16:00	06:00–16:00	06:00–16:00	06:00–16:00	06:00–16:00	07:00–16:00	07:00–16:00

TABLE 1: HOURS OF OPERATION

It is noted that the subject development contains varying land uses that all have different peak periods of demand for parking. For example, it is likely that the office component of the development, which requires 3.81 car bays will only be open during standard weekday business hours and will attract staff and clients/customers with a medium to long duration of stay. Whereas the restaurant the residential component and their visitors are likely to have their peak demand on the weekends and in the mornings and evenings. As such it is considered that the overall sharing of car parking across the various uses mean that adequate car parking is provided on site.

DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

The proposed development is located on Marri Road. Marri Road is a local distributor. No traffic counts were available, but the it is safely assumed that the amount of traffic is between 3,000 and 6,000 vehicles per day, as per other local distributor roads. Other access roads, such as Cassinia Road and Roche Road adjacent to the subject lot have less than 3,000 vehicle movements per day. Other nearby local distributor roads range from 4,000 to 12,000 vehicles per day.

Nearby traffic counts from 2015 and 2016 show that Marmion Avenue has approximately 36,500 vehicles per day, while Warwick Road has approximately 12,000 vehicles per day. Detail is shown in table 2 below and appendix 1.

	Average Week	% Heavy Vehicles	Average Weekend	% Heavy Vehicles
Warwick Rd Going East	6,223	4.7%	5,381	2.9%
Warwick Rd Going West	6,166	4.6%	5,495	2.8%
Marmion Ave Going South	18,427	5.1%	n/a	n/a
Marmion Ave Going North	18,150	7.7%	n/a	n/a

TABLE 2: TRAFFIC VOLUME AND VEHICLE TYPES

TRAFFIC STATEMENT

APPENDIX ONE: TRANSPORT ANALYSIS

