

## **DESIGN REVIEW PANEL (DRP)**

### **RECOMMENDATION ON PLANNING PROPOSAL**

<b>Application type:</b>	Application for Development Approval (Council determination)
<b>Proposed development:</b>	Three (3) storey building containing 24 multiple dwellings
<b>Address:</b>	6 Raleigh Street and 45 Bishopsgate Street, Carlisle

#### **1. What are the strengths of the design?**

An excellence demonstration project that is directly addressing a community requirement for people in need of affordable housing. The project is respectfully designed addressing environmental, economic and social pillars.

The character of the design is strong and demonstrates a contemporary interpretation of the local character and context of the surrounding area pitch roof homes.

The proposal enhances the streetscape making excellent use of a currently under achieving site.

The parking is largely sleeved behind service areas and vegetation to reduce the impact of parking to both the main and side streets.

Excellent use of a multi-core design that permits privacy, natural ventilation and autonomy to all residents.

Excellent tree retention, demonstrating that density and tree retention can coexist.

Efficient floor plans have led to building footprints that provide greater green space throughout the site whilst balancing a good yield.

A strong landscape strategy using landscape as screening elements, privacy, nurturing, communal spaces and reducing the overall heat island effect.

The building bulk and scale and is appropriate to the location.

Liveable homes compliance – silver level to support ageing in place and inclusive access.



A very strong sustainability proposal addressing social, economic and environmental sustainability in an efficient and cost effective manner.

Excellent amenity for residents with strong natural light and cross ventilation.

Community – The proposal provides numerous opportunities for residents to connect in the paired and vertical circulation blocks, the rear communal pathway, the shared space as well as a low front fence that encourages a visual connection to the street that provides good passive surveillance.

Aesthetics – A simple and refined design that provides an elegant solution to the streetscape.

## **2. What are the weaknesses of the design?**

The shortfall of parking is a potential weakness of the proposal, but understanding the targeted demographic there is not expected to be a demand for parking due to lack of car ownership. The benefit of the parking shortfall is less hard paving surfaces, more tree retention and greater amenity.

The south west elevation does not have the same quality and sensibility of the north east and short end elevations. Consider further articulation and depth to this façade to improve neighbours' outlook and provide protection of window openings with awnings.

The ground floor windows to some units offer limited privacy for residents, particularly the end unit to Raleigh Street that has no landscape buffer at all.

Legibility: There is a clear focus on the entry from the street that leads to the lobby space. There is a requirement to provide clear wayfinding once within the complex, along the rear pedestrian footpath.

## **3. Any specific items you wish to be revised or addressed through conditions?**

'Percentage for art' requirement should be maintained and form part of the architecture not a post applied solution.

Seek further articulation of the south west elevation for improved building appearance, with an enhanced climatic design response through use of awnings.

Review landscape layout and driveway width to provide and/or increase landscape buffers to ground floor units and windows to enhance privacy and safety. This applies

in particular at the south-west end opposite the motor cycle bays and bin store where there appears to be an opportunity for less driveway and more landscape.

Modify driveway crossover arrangement to enable retention of existing mature tree on Bishopsgate Street verge.

#### **4. Any other comments?**

The parking shortfall would potentially present a problem to the area if this development were not located near a high frequency bus or train route. A better understanding of the tenants and their take up of vehicles would likely help alleviate some concerns for the under supply of parking. A good mix of alternate modes of transport have been presented.

Public Art – Needs to provide the engagement process with a local artist and run through the normal process of working with the Town of Victoria Park. The artwork should be considered as part of the architecture not a standalone work.

The street presentation of the four lifts are a natural place to focus public artwork and enhance local identity, with scope to differentiate the four lifts.

If artwork is not integrated with the lifts at the street frontage, consider variation in wall colour and materiality to achieve similar aims.

The side setback discretion does not impose on the streetscape and is not a design issue.

The development would enhance its local sense of place through accent use of traditional materials and colours associated with the character of Victoria Park. Consider use of red brick/recycled red brick for feature elements such as letterbox structures and around pedestrian entries, and/or feature use of weatherboards.

Landscape:

- Consider some landscape buffer between the parking bays and the southern fence to neighbouring properties to encourage creepers to grow and create a green backdrop when viewed from the units.
- Consider alternatives to the proposed stepping stone pavers in the front gardens to allow for universal access throughout the development.
- Review side fencing and site layout arrangement to Bishopsgate Street to avoid sliver of planting behind high fence
- Scope to increase size of playground by extending to boundary.

Solar protection to the south west elevation is warranted.

Consider opening up the end wall of the ground floor verandah abutting Raleigh Street to improve amenity for the resident.

A multiple residential project will require approvals from DFES which will be based on flow and pressure test, pumps and tanks, booster cabinet or fire panel requirements. These can be address in future stages of the design process once a full consultant team has been appointed.

BCA assessment 2019 or 2022. BCA 2022 requires EV charging infrastructure. The transition of BCA requirements can be challenging so consideration of the building code is essential.

Vehicular movement to be reviewed to ensure that it meets the relevant requirements and identify opportunities for further reduction of paving.

**RECOMMENDATION:** Support

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**Date:** 19/07/2024

**Conclusion:**

**This is a highly commendable project that sensitively addresses a major issue that Western Australia is currently facing now and into the future that of housing affordability addressing a particularly vulnerable clientele. The project is well executed through intelligent design, for both tenants and the general public.**