

North Perth Views

#50 Scarborough Beach Road, North Perth



dR design
RIGHT
Craig 0438 975 039
designright@bigpond.com

No. 50 (Lot 10) Scarborough Beach Road, North Perth

Landowner:	G and L Radisich
Applicant:	Design Right Pty Ltd
Zoning:	Metropolitan Region Scheme: Urban Town Planning Scheme No.1: Residential R60
Existing Land Use:	Single House
Proposed Land Use:	Five (5) Multiple Dwellings
Use Classification:	"P"
Lot Area:	629m ²
Primary Street Frontage	Scarborough Beach Road

Introduction

The proposed development of this site has been supported by the DAC after an extensive process to achieve an outcome that is of high architectural standard.

In a letter (as a resident) I have received from the City of Vincent Mayor John Carey in regards to the proposed Scheme Amendment no. 40 he confirms that...

"The proposed changes do not affect the development potential of properties on main roads such as Scarborough Beach Road..., or any land with a density coding higher than R30. The city supports density on major roads where apartment development can be located close to public transport and amenities."

I am aware of the community concerns with regards to multi-residential development within the Mount Hawthorn precinct and trust that council will deliver on the support the Mayor has committed to for the application attached.



The Site



The subject property is an irregular shaped lot situated on the northern side of Scarborough Beach Road, abutting other developed sites.

The 629m² lot slopes down to the rear and currently improved with an older style 1960s brick and tile residence in a dilapidated condition. The improvements are not considered to be of heritage significance and are not recognized on the Municipal Heritage Inventory or the States Heritage Register.



The Subject property from Scarborough Beach Road

Planning Framework

Proposed to be developed on the subject land is a 5 unit Multiple Dwelling development. The proposed development has been designed in accordance with;

- The Residential Design Codes of Western Australia (R- Codes)
- City of Vincent Town Planning Scheme No.1 (TPS-1)
- City of Vincent Planning and Building Policy Manual:
 - Residential Development Policy No. 7.4.8 Development Guidelines For Multiple Dwellings
 - Residential Development Policy No. 7.2.1 Residential Design Elements

The proposed development is in keeping with the Policy Statement for that precinct being of a high standard and contributing positively to the streetscape and meets all the statutory planning requirements including –

Multiple Dwellings – being permitted under TPS1

Building height limit – permitted three storeys; proposed two storeys plus undercroft

Plot Ratio -permitted 0.7; proposed 0.7

Front Setback – permitted 2.0 metres; proposed 2.8m.

Landscaping- required a minimum of 30% of the total site area; proposed 45% of the site.

Open Space – required a minimum of 45%, proposed 60%.

Car Parking – required 1 bay per dwelling and 2 visitors; proposed a total of 7 bays.

Vehicular access - via a proposed crossover to a concealed undercroft parking area for residents and visitors.

Particular consideration has been given to the following ten (10) principles contained within Policy No. 7.4.8 Development Guidelines for Multiple Dwellings –

Principle 1: Context

Design Right, together with the owners have aimed at proposing a development that is consistent with the location and the streetscape. Design Right's owners reside locally and have done numerous projects in the Town of Vincent over the years.

Recent projects on Britannia/The Boulevard, Anzac Road, Coogee Street, Franklin Street, Eden Street, Ruby Street, Mabel Street and even a bicycle enclosure at the Beatty Park Swimming Pool, contracted by the Town of Vincent as evidence that we are locally minded people who have a proven track record in delivering attractive, high quality and sustainable housing solutions to the Town of Vincent.

We are aware that multiple residential developments in the Town of Vincent are controversial, particularly in the parts of the Mount Hawthorn Precinct where single residential developments on smaller compact blocks dominate. However, the proposed development is located on Scarborough Beach Road within the North Perth Precinct, abutting a mix of new group dwellings and older high density developments. There is no set streetscape pattern, with a range of dwellings containing 1950's - 60's dwellings amongst new and old two and three storey multi residential developments.



Context: Adjoining Development

The proposed development is designed as a “Townhouse/Terrace home” style development, introducing density whilst presenting a pattern and scale similar to surrounding developments and will contribute to the quality and identity of the area. The adjoining site has been improved with 3 storey Multi Residential dwellings that also provide undercroft parking spaces as our development proposes.

Principle 2: Scale

The proposed development will have a south facing orientation with a vista to Scarborough Beach Road and glimpses through to the Perth City skyline. The development will be of bulk and height that suits the scale of the buildings along Scarborough Beach Road and particularly in keeping with the development positioned immediately east, and the rear-of development to the west. The façade to the proposed development will be articulated and varied to provide interest and street appeal.

Principle 3: Built Form

The configuration of the units has been redesigned to provide north facing courtyards as encourage by previous DAC advice.

The Vehicular access to the site will be via the proposed new driveway abutting the eastern boundary, providing easy vehicle maneuverability into the undercroft parking area under the units and has been extended in size to include visitor bays away from their previously proposed location within the Scarborough Beach Road frontage.

Principle 4: Density

The proposed development will incorporate 5 units, which is considered to be of a medium density and not excessive for the locality and comparable to other developments along Scarborough Beach Road. The location has been identified as an area council is supporting greater density development solutions. Multiple Dwellings are a “Permitted” use under TPS1, with the subject development meeting the permitted 0.7 Plot Ratio, 30% total site Landscaping requirement and well exceeding the minimum 45% Open Space requirement.

The availability of infrastructure, public transport, community facilities and environmental quality within the immediate locality supports the medium density development proposed for the site.

Principle 5: Resource, Energy and Water Efficiency

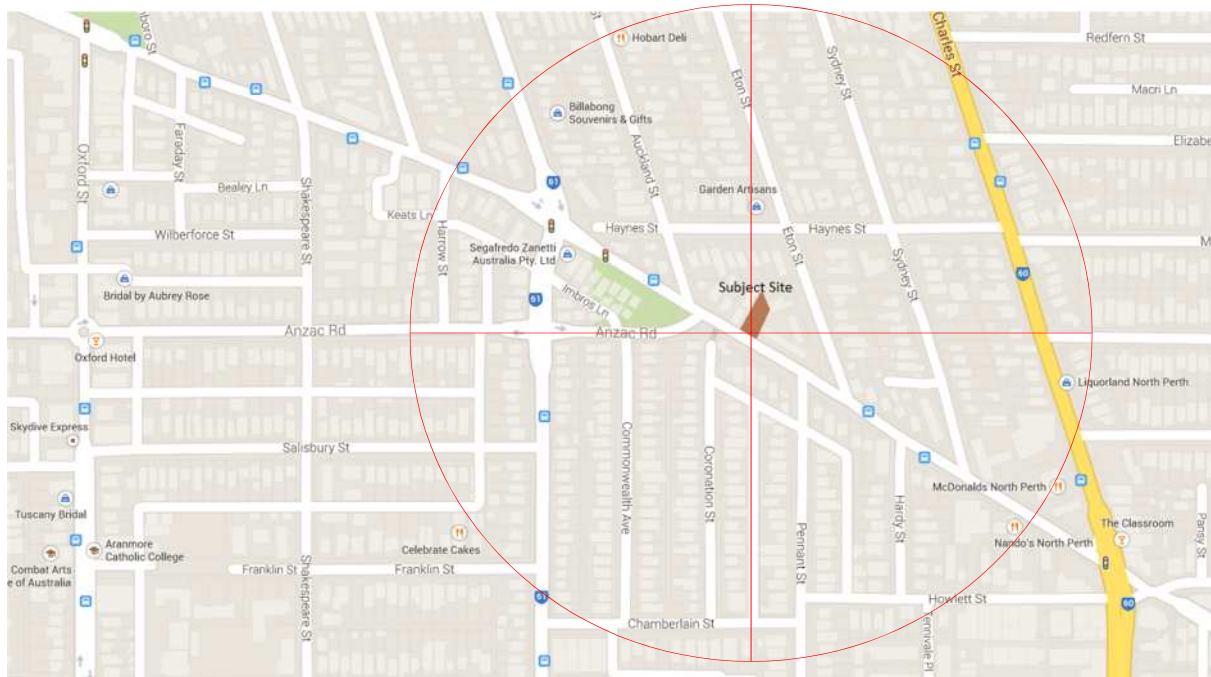
The proposed development is orientated to benefit from natural sunlight to the north facing rear courtyards and the two storey stair voids provided to all units, maximizing northern sunlight to living areas and well into both ground and upper floor units generally. Natural cross ventilation is also provided to the units with the east west breezeway between the front and rear units. Careful consideration has also been given to the location of all window and door openings to encourage natural light and ventilation to living areas and bedrooms and bathrooms where possible.

**Principle 6: Landscape**

Landscaped areas within the proposed development are designed as an integral part of the site and contribute positively to the residential streetscape and amenity. As per the design concept prepared, landscaping contained in the proposed development will exceed the minimum of 30 percent landscaping of the total site area required. The landscaping includes the use of water conservation measures and appropriate local and native plant species. With the latest revisions the provision for generous private courtyards and landscaped areas has been substantially improved with integrated seating for residents and visitors.

Principle 7: Amenity

The proposed amenity offered from the subject development is considered high, offering 2 bedrooms, with one bathroom (2x WC's) and open plan living accommodation. Each dwelling will have a building area of approximately 80m² and provided with undercover parking and large private courtyards or balconies. The "townhouse" style design will allow each unit to occupy its own site area providing a distinctive streetscape. The amenity provided from the surrounding locality is also high, within close proximity to public transport, large public open space, shops, restaurants and community facilities (including schools) all situated close by within easy walking distance.



Location Map - Red circle represents a 400m radius to the subject property

Principle 8: Safety and Security

The proposed development is designed to address the streetscape and provide ground floor activation to the street. The units proposed are designed to interact with the street and ensuring adequate opportunities for passive visual surveillance of the site. Car parks do not dominate the streetscape being positioned below the residences in an undercroft or basement parking facility that also accommodates generous storage facilities and bin and bicycle storage locations.

Principle 9: Social Dimensions

The proposed development maximizes the opportunities afforded by the proximity to the central business district, major public transport routes, and road networks, providing a housing type consistent with the principles of 'Directions 2031 Spatial Framework for Perth and Peel' and the City of Vincent Economic Development Strategy. Further, it will provide affordable housing, a wider variety of dwelling types for a range of household types within the City of Vincent.

With the medium house price within Mount Hawthorn now reaching \$852,000, affordability has become an obstacle particularly for young families, retirees, singles and couples with no children wishing to live within the locality. The proposed development will provide an affordable option to cater for this sector of the market while still providing a high level of amenity.

Principle 10: Aesthetics

Aesthetically the proposed development will complement the existing streetscape. The textures, colours and material utilized are a contemporary interpretation of the surrounding locality, comprising a mix of render and feature cladding with modern Colorbond roof profiles. Clean uncluttered architectural features including large eave overhangs and simple uncomplicated roof forms compliment the contemporary development styling.



Conclusions

As outlined above and demonstrated in the proposed development and having addressed the requirements of the DAC and receiving there support, we now look seek the support for the attached proposal and Development Application.

Best Regards

Craig Stocks
Design Consultant
Design Right