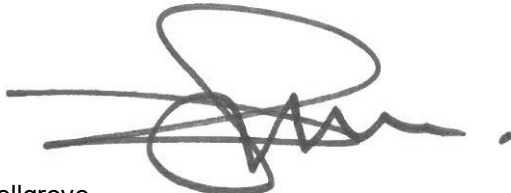


<b>Design Review Report</b>		
Subject	<b>11 Chetwynd Way Booragoon– Design Review 01</b>	
Date	2022-03-02	
Time		
Location	City of Melville	
Design Reviewers	Name Dominic Snellgrove Malcolm MacKay Chris Maher Fred Chaney	Chair Panel Member Panel Member Panel Member
Proponent	Developer/Owner	Adrian in Yan Lee
Project Team	Town Planning consultant  Designer	Stewart Urban- Planning Daniel Hollingworth Rechitects Architecture+ Design - Leo Chong and Brendan Van:
Planning Authority	City of Melville	Mark Scarfone
Stakeholders		Michael Flanagan
Declarations	None	
<b>Briefings</b>		
Relevant Authorities Project Team		The City of Melville provided a brief overview of the proposal to the DRP. Daniel Hollingworth and from the project team provided a brief presentation based on the 10 Design Principles contained in State Planning Policy 7.0 Design of the Built Environment
<b>Design Review Report endorsement</b>		
Reviewer's signature	 (Name) Dominic Snellgrove	

Introductory Comments	
Design quality evaluation	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed
<b>Strengths of the Proposal</b>	<ul style="list-style-type: none"> <li>• Important community use providing housing options for aged and dependent persons.</li> <li>• Presentation arranged instructively around the 10 Design Principles of Design WA</li> <li>• Proposed convertible tandem car bays allowing for flexible use with private outdoor space.</li> <li>• Translucent roofing providing natural light to ground floor areas.</li> <li>• Tree retention in the site with communal open space arranged around retained tree.</li> <li>• Solar orientation capitalising on north facing aspect.</li> <li>• Instructive sectional studies illustrating roof form.</li> <li>• Face brick proposed for part of the façade.</li> <li>• Functional and well-arranged unit planning.</li> <li>• Potential to capitalise on extensive areas of deep soil planting.</li> </ul>
<b>Principle 1 Context and character</b>	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<p>a) The project is situated within a low density residential suburban setting. Whilst densification and diversity of residential typologies is encouraged there is a sense that what is being proposed on this site is an over-densification with an outcome that results in built-form congestion that is not consistent with the current or future context and character of the area.</p> <p>b) Over-densification has resulted in streetscapes, both internal and external, that do not contribute to the public or private domain in a positive way and is evidenced by numerous issues:</p> <ul style="list-style-type: none"> <li>• The internal streetscape is dominated by garage doors which offer little or no streetscape engagement or passive surveillance.</li> <li>• Rooms that do address internal and external streetscapes are WCs with high level windows that again do not engage and activate the streetscape.</li> <li>• Individual unit entrances are small by comparison to the extent of garaging and WC's.</li> <li>• Internal pedestrian footpaths are narrow and barely separated from the front of individual units resulting in privacy concerns and dominance of vehicular movement over pedestrian comfort.</li> <li>• Whilst the proposed communal space is strongly supported access to the space is limited by the location of car bays and a reversing bay.</li> <li>• Access to Lots 8, 9 and 10 is squeezed between Bay 10 and unit 9.</li> <li>• Car parking for Lots 7 and 8 require cars to reverse a considerable distance to access a reversing bay.</li> </ul> <p>c) Over-densification has reduced the opportunity to enhance the setting of the built-form with extensive soft landscape. Whilst the communal space is strongly supported a project of this typology in a residential and suburban location would better respond to its local and broader context with a more generous framework of landscape as a setting for the built-form.</p>

<p><b>Recommendations</b></p>	<p><b>1. Consider reducing the overall density of the proposal to allow for a masterplan that responds more convincingly to the unique context and character of the immediate and broader location. This may include, but not be limited to:</b></p> <ul style="list-style-type: none"> <li>• <b>Greater ground floor streetscape engagement with broader entries and/or active and occupied rooms that address the internal and external public domain.</b></li> <li>• <b>Broader and more generous pedestrian pathways that are better detached from unit frontages or</b></li> <li>• <b>A reconsideration of the internal road and pedestrian pathway to create an internal ‘mews’ shared zone where the hard and soft landscaping prioritises pedestrian movement over cars.</b></li> <li>• <b>Greater generosity of internal soft landscape as a buffer between the public and private domain.</b></li> <li>• <b>Re-consideration of how the communal landscaped space and Lots 8, 9 and 10 might be better accessed and more connected to the precinct.</b></li> </ul>
<p>Principle 2 <b>Landscape quality</b></p>	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>
	<ul style="list-style-type: none"> <li>a) In a residential and suburban context such as this it is essential that landscape play an important and pivotal role in creating a setting for buildings that sit or appears to sit within a landscape framework.</li> <li>b) Landscape and species selection has an important role to play in creating a response to context.</li> <li>c) Whilst the communal landscaped space is strongly supported the current landscape plan illustrates minimal soft landscape to the internal streetscape</li> <li>d) Access to the communal landscaped space is constrained by the location of two car bays and a reversing bay.</li> </ul>
<p><b>Recommendations</b></p>	<p><b>1. Re-consider the project density to better accommodate soft landscape within the internal road network and provide better and more legible access to the internal communal landscaped area.</b></p>
<p>Principle 3 <b>Built form and scale</b></p>	<p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>
	<ul style="list-style-type: none"> <li>a) The built form and scale of individual units is appropriate.</li> <li>b) However, whilst densification and diversity of residential typologies is encouraged, there is a sense that what is being proposed on this site is an over-densification with an outcome that results in built-form congestion that is not consistent with the current or future context and character of the area.</li> </ul>
<p><b>Recommendations</b></p>	<p><b>1. See recommendation under Principle 1 Context and Character</b></p>
<p>Principle 4 <b>Functionality and build quality</b></p>	<p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>
	<ul style="list-style-type: none"> <li>a) It is not clear from the submission how HVAC Plant and AC Condensers will be housed within the individual units and how they will be screened from the public and private domain.</li> <li>b) Access to Lots 8, 9 and 10 is squeezed between Bay 10 and unit 9.</li> <li>c) Car parking for Lots 7 and 8 require cars to reverse a considerable distance to access a reversing bay.</li> </ul>
<p><b>Recommendations</b></p>	<p><b>1. Illustrate how all plant equipment will be accommodated on site and be fully screened from the public and private realm.</b></p>
<p>Principle 5 <b>Sustainability</b></p>	<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>

	a. Not discussed
<b>Recommendations</b>	<b>1. The Panel look forward to seeing detailed design input from an ESD professional including PV's.</b>
Principle 6 <b>Amenity</b>	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<p>a) Over-densification has resulted in compromises associated with amenity:</p> <ul style="list-style-type: none"> <li>• Internal pedestrian footpaths are narrow and barely separated from the front of individual units resulting in privacy and pedestrian amenity concerns.</li> <li>• Whilst the proposed communal space is strongly supported and provides high quality amenity to residents, access to the space is limited by the location of car bays and a reversing bay.</li> <li>• Access to Lots 8, 9 and 10 is squeezed between Bay 10 and unit 9.</li> <li>• Car parking for Lots 7 and 8 require cars to reverse a considerable distance to access a reversing bay.</li> <li>• The ground floor bedroom in Lot 1 has limited access to natural light, view and vista.</li> <li>• Whilst the proposal is described as providing housing options for aged and dependent persons at least five of the lots do not provide for bedrooms on the ground floor raising questions about how those units will perform in respect to ageing in place.</li> </ul>
<b>Recommendations</b>	<b>1. Consider reducing the proposed density to address issues of amenity referenced above.</b>
Principle 7 <b>Legibility</b>	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	<p>a) Over-densification has resulted in issues associated with legibility:</p> <ul style="list-style-type: none"> <li>• Individual unit entrances are small by comparison to the extent of garaging and WC's.</li> <li>• Internal pedestrian footpaths are narrow and barely separated from the front of individual units resulting in privacy concerns and dominance of vehicular movement over pedestrian comfort.</li> <li>• The pedestrian footpath does not provide direct access Lots -7</li> </ul>
<b>Recommendations</b>	<p><b>1. Consider broader and more generous pedestrian pathways that are better detached from unit frontages or</b></p> <p><b>2. A reconsideration of the internal road and pedestrian pathway to create an internal 'mews' shared zone where the hard and soft landscaping prioritises pedestrian movement and legibility over cars.</b></p>
Principle 8 <b>Safety</b>	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	<p>a. Where Lot 11 engages with the external public domain it does so with a WC powder room that will offer little or no active public domain engagement or passive surveillance.</p> <p>b. The internal streetscape is dominated by garage doors which offer little or no streetscape engagement or passive surveillance.</p> <p>c. Rooms that do address internal and external streetscapes are WCs with high level windows that again do not engage and activate the streetscape.</p>
<b>Recommendations</b>	<p><b>1. Consider reducing the overall density of the proposal to allow for a masterplan that allows for greater levels of internal and external streetscape engagement and passive surveillance.</b></p> <p><b>2. Greater ground floor streetscape engagement with broader entries and/or active and occupied rooms that address the internal and external public domain.</b></p>

Principle 9 <b>Community</b>	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	<ul style="list-style-type: none"> <li>a) The project represents a community focused use and asset providing housing options for aged and dependent persons.</li> <li>b) However, in a project of this scale the most effective outcome for the community is a project that engages successfully with its streetscape providing passive surveillance to the public domain.</li> <li>c) Where Lot 11 engages with the external public domain it does so with a WC powder room that will offer little or no active public domain engagement or passive surveillance.</li> </ul>
<b>Recommendations</b>	<b>1. Consider reducing the overall density of the proposal to allow for a masterplan that allows for greater levels external streetscape engagement and passive surveillance</b>
Principle 10 <b>Aesthetics</b>	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	<ul style="list-style-type: none"> <li>a) The aesthetic approach, including materiality, texture and colour is supported.</li> <li>b) The form, scale and articulation of individual units achieves depth and visual interest, and the use of face brick communicates a sense of permanence and quality.</li> </ul>
<b>Recommendations</b>	<b>1. The Panel look forward to seeing further development of the facades.</b>

**Concluding Remarks**

The Panel do not yet support the proposal.

Whilst the design has merit and can deliver an exemplary design outcome, the over-densification of the project has resulted in built form congestion and a significant number of compromises in respect to the 10 Design Principles.

The Panel is confident that with judicious editing the project can deliver on some of the quality ideas evident beneath the surface.

The Proponent is invited to address commentary above and revert to the Design Review Panel when ready to do so.

<b>Design Review progress</b>			
	Supported		
	Pending further attention		
	Not yet supported		
	Yet to be addressed		
	DR1	DR2	DR3
Principle 1 - <b>Context and character</b>			
Principle 2 - <b>Landscape quality</b>			
Principle 3 - <b>Built form and scale</b>			
Principle 4 - <b>Functionality and build quality</b>			
Principle 5 - <b>Sustainability</b>			
Principle 6 - <b>Amenity</b>			
Principle 7 - <b>Legibility</b>			
Principle 8 - <b>Safety</b>			
Principle 9 - <b>Community</b>			
Principle 10 - <b>Aesthetics</b>			

