



THE
PIER
CARNARVON



ARCHITECTS PERRINE FOR **DG CORP** – **THE PIER** STAGES 2 & 3 & FIRST FLOOR CARPARKING – 25/1/2023

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IMPORTANT NOTE:

IMAGES AND ARTIST RENDERINGS AND MODELS PRESENTED AS PART OF THIS APPLICATION USE A VARIETY OF MEDIA; SOME ARE HIGHLY ACCURATE, SUCH AS THE MAIN MODEL OF THE PROPOSED BUILDINGS TO BE DEVELOPED; HOWEVER OTHER MATERIAL USED TO GIVE AN OVERALL IMPRESSION OF THE FINAL BUILDING WITHIN ITS URBAN AND LANDSCAPE CONTEXT, ARE APPROXIMATIONS GAINED THROUGH 'OPEN SOURCES', WHICH INVARIABLY MEANS THAT THESE ELEMENTS CANNOT BE ENTIRELY ACCURATE AND; SHOULD NOT BE REGARDED BY ANY VIEWER OR READER AS A REPRESENTATION OF THE FACTUAL AND ACCURATE FORM, SIZE OR MATERIALITY OF THOSE ELEMENTS.

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Figure 1 Cnr Olivia Tce & Robinson Street, Looking to NW & NE

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1 INTRODUCTION

The Applicant DG Corp recently acquired the site Lot 300, at the corner of Olivia Terrace and Robinson Street Carnarvon (**development site**); which is set within the pivotal urban context of being the ‘Regional Centre’ zoning.

The Applicant proposes a significant and high-quality development of the site over three key stages, culminating in a mixed use multi-faceted project encompassing: Permanent Residential, Short-term Accommodation, Hotel, Office, Commercial, Retail and Food & Beverage premises.

The project will enshrine the Town of Carnarvon’s aspirations for:

“Promotion of commercial and mixed-use opportunities, such as cafes along Olivia Terrace and the waterfront area”¹

“To encourage pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre and to develop areas for public interaction”²

“To ensure the provision of residential opportunities within the Regional Centre including higher density housing and tourist accommodation that supports the role of the Regional Centre and meets the needs of the community.”³

The development will be known as **The Pier Carnarvon**.

The Applicant’s design intent is the Pier Carnarvon to embody benchmark levels of excellence for regional development of its kind in Western Australia.

¹ Local Planning Policy, 2017, Town of Carnarvon

² Town Planning Scheme Town of Carnarvon

³ IBID

2 THE DEVELOPMENT IN FIGURES

| STAGE | TWIN KEYS 79M2 (PLOT RATIO AREA - PRA) | SINGLE BED SUITE 52M2 (PRA) | TWO BED SUITE 66M2 (PRA) | FOUR BED SUITE 144M2 (PRA) | WORKER ROOM 20M2 (PRA) |
|---|---|-----------------------------------|--------------------------------|----------------------------------|------------------------------|
| <i>1 SEPARATE APPLICATION</i> | 26 | 7 | 2 | - | |
| 2 | 22 | 2 | 2 | 1 | |
| 3 | 12 | | | | 41 |
| TOTAL NUMBER | 60 | 9 | 4 | 1 | 41 |
| TOTAL PRA (M2) | 4740 | 468 | 264 | 144 | 820 |
| <i>RESIDENTIAL</i> | <i>STAGE 1 IS ALL MULTIPLE DWELLINGS – TOTAL PRA 2786M2</i> | | | | |
| RETAIL/COMMERCIAL | STAGE 2 GROUND FLOOR – TOTAL PRA ~1100M2 | | | | |
| OFFICE | STAGE 2 FIRST FLOOR – TOTAL PRA ~1200M2 | | | | |
| HOTEL & WORKER ACCOMODATION | STAGE 2 & 3 – TOTAL PRA 3892M2 | | | | |
| SITE AREA 7422M2 TOTAL PRA 8742M2 1:1.18 RATIO | | | | | |

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3 STAGES OF THE PROJECT & DEVELOPMENT CHARACTERISTICS

The Applicant currently proposes a Three-stage project development process, with the following key characteristics. Stage 1 is the subject of a separate application.

STAGE 2

Stage 2 will encompass state of the art commercial, retail and office tenancies on the ground and first floors; a continuous covered colonnade along the Robinson Street façade, linking all major commercial and office access and; centrally located will be the lobby for the offices and for the hotel which will occupy the top two storeys of the stage.

The common outdoor areas of Stage 1 which will subsequently serve as the outdoor hub for the fully developed three stages are intrinsically visually connected to Robinson Street commercial tenancies and will create a dynamic interconnectivity through the entire development and engage the passers-by. Private covered car-parking areas and; Storage and service facilities are included in this second stage; integrated with those of Stage 1.

An internal pedestrian colonnade matching that on Robinson Street, continues the holistic connectivity between pedestrians and elements of the completed Stages and a link to the future Stage 3. A dedicated service bay and loading area for goods is included accessible off the main car-park area.

The rooms and suites of the Hotel will be 'twin-keyed' in many instances managed, in due course, by one of the premier accommodation providers in Australia (Operator). That same Operator will subsequently operate the Hotel component of Stage 3.

The design vision for Stage 2 is that it flows readily from the forms which constitute Stage 1 of the development; with key additional design elements:

- Maintaining fidelity to the TPS in respect of building height and setbacks
- Introducing a public domain interface and built form of civic proportion and composition onto Robinson Street and the corner of Olivia Terrace; with strong pedestrian access continuity in all weather protected by the colonnade.
- The colonnade itself provides a strong rhythm and robust built form which is composed of deep setbacks on ground level and rhythmic large windows to the office level above creating a sense of civic permanence and strength.
- Acknowledgement of the interface with the adjoining residential Stage 1 to the South-West boundary along Olivia Terrace. With strong cues for Pedestrian access and egress into common areas, with a focus on privacy, security, and visual connectivity.
- Providing suitable distance and privacy design elements generally invoked by the R-Codes, between the residential component on the top two floors and Stage 1.
- The top two storeys maintain dynamic built form with significant articulation and complexity, offering a three-dimensional interface to Robinson Street, Olivia Terrace and the South-West interface with the Common areas and Stage 3.
- It maintains a medium density sensitivity of scale appropriate under the R-Codes to the R-60 nominal designation under the TPS
- Highest quality of materials and detailing to ensure longevity and vitality for the long term and; unique feature elements evocative of the historical fabric of the locality.
- A unique built form which will become synonymous with quality and the locality of Carnarvon.

STAGE 3

Stage 3 will encompass short-stay residential apartments of one and two bedrooms, with private balconies; extensive common outdoor areas which will subsequently serve as the outdoor hub for the fully developed three stages; private car-parking areas, covered and; Storage and service facilities.

There will be the significant introduction of 'Worker Accommodation' which will strongly support the growth and housing diversity of the locality. The dwellings will be 'twin-keyed' in many instances. That same Operator will subsequently operate the Hotel component of Stages 2 and 3.

The architect's design vision for Stage 3 is to complete this stage, with minimum disruption to the completed Stages 1 and 2 as well as the locality and; whilst maintaining the core design principles engendered into the development via Stage 1 and 2.

To deliver a completed holistic project for Carnarvon which becomes the benchmark mixed used regional development for WA.

Figure 2 Stage 2 Along Robinson Street, Looking to the Facine



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STAGE 1 (Not Part of Application)

Stage 1 will encompass multiple dwellings of one and two bedrooms, with private balconies and some with private ground level courtyards; extensive common outdoor areas which will subsequently serve as the outdoor hub for the fully developed three stages; private covered car-parking areas and storage and service facilities.

The multiple dwellings will be 'twin-keyed' in many instances to allow purchasers the opportunity to include them into a short stay rental pool managed, in due course, by one of the premier accommodation providers in Australia (Operator). That same Operator will subsequently operate the Hotel component of Stages 2 and 3.

The design vision for Stage 1, is that it be a preamble for the forms which will constitute the final completed three-stage development. Amongst the key design elements are:

- Fidelity to the TPS in respect of building height and setbacks
- Fidelity to the amenity, privacy, over-looking and other key related requirements of the R-Codes
- Acknowledgement of the interface with the adjoining residential lots to the South-West boundary along Olivia Terrace; providing a stepped down built form that also regress back into the development site from the minimum setbacks, so as to created a transition of form from the development toward a residential scale of the adjoining building.
- A dynamic built form with significant articulation and complexity, offering a three-dimensional interface to Olivia Terrace and a medium density sensitivity of scale appropriate under the R-Codes to the R-60 nominal designation under the TPS⁴. The R-Codes Volume 3 assign a height of 12m or 3 storeys to a R60 Built form.

⁴ TPS cl 35.2

- Highest quality, but simplicity of materials being Pre-cast Concrete, Aluminium and Glass and; detailing to ensure longevity and vitality for the and; featuring some unique highlight elements evocative of the historical fabric of the locality, such as recycled large format timbers, which will be themed throughout the development in contemporary forms.
- Creation of a long-term separate vehicular access and egress strategy, distinct and autonomous to the pedestrian connectivity to the Town's centre; with merging elements of covered pedestrian access from the car-parking areas and fully covered and protected bays accessible to all stages of the development.
- The built forms consider the elements of the pre-design study, included in the development application documents; especially the climatic traits of Carnarvon. Those forms promote shaded areas of the building, cross ventilation and fenestration and create sheltered common out-door recreational areas away from the wind and protected from the sun.
- All stages contemplate high level mandated building energy efficiency and performance characterised by the following: Aerated Precast Concrete structure with exceptional thermal performance; double glazed, thermal break windows and sliding doors; deep shaded major windows and doors, passively ventilated central corridors; cyclonic protection by way of shade-providing cyclonic mesh to all windows and sliding doors.



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THE PIER BOAT-PENS (Not Part of this Application)

It is the Applicant's intention to create a floating jetty, with public access to short and long-term leased pens and reserved pens for the benefit of guests of the hotel.

The pens will range in size from 8m to 20m and include a secured access gate-house on the Facine shore.



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4 PLANNING REVIEW
TOWN PLANNING SCHEME (TPS)
LOCAL PLANNING STRATEGY (LPS) 2017

Requirements

| REQUIREMENTS | PROVISION IN DEVELOPMENT |
|---|---|
| <p>LPS</p> <p>“Generally, maintain the existing residential density coding and zoning identified under the Scheme, providing for opportunities for increased density in areas of high accessibility and amenity, such as the Fascine or areas surrounding the town centre. Promotion of commercial and mixed use opportunities, such as cafes along Olivia Terrace and the waterfront area. Ensure that the local heritage of the Shire is preserved and enhanced during this process. Retain existing residential densities and zoning for Brockman, Morgantown & South Carnarvon.”</p> | <p>The Nominal R-60 Residential zoning contemplated by the TPS on a 7422sqm site; allows for 46 Multiple Dwellings plus a 30% bonus for Single Bedroom Dwellings.</p> |
| <p>Key Economic Considerations 5.1 COMMERCIAL AND RETAIL As the seat of government for the Shire of Carnarvon, Carnarvon township forms the region’s commercial hub. It caters to not only township residents, but also pastoral and indigenous Australian communities based in regional Shire areas.</p> | <p>The Mixed Uses proposed ensures compliance to this aim.</p> |
| <p>Therefore, it will be important that the population in future years is catered for in terms of housing supply and different dwelling typologies. Forward planning can minimise construction costs and provide for a broad demographic profile. The efficient use of land will be required, ensuring that all household types, with careful consideration of climate sensitive design and quality built</p> | <p>The highest quality built form and diversity of residential options from permanent multiple dwellings to short term and hotel accommodation ranging from 1 to 4 bedrooms; efficiently provides for this desired outcome, with significant consideration for the climate.</p> |

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| form outcomes, are adequately catered for in the development process. | |
| Central Area Development Guidelines 1988 “While the town should not attempt to look rustic, the simple use of building materials will ensure a good fit with the character of the precinct.” | The built form proposed is of civic proportions and strong in form and; offers architectural and urban gravitas to the Central Area |
| TPS | |
| <p>Urban Development</p> <ul style="list-style-type: none"> • To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme. • To provide for a range of residential densities to encourage a variety of residential accommodation. • To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development | The proposed development strongly achieves these aims |
| <p>Regional Centre</p> <ul style="list-style-type: none"> • To provide a range of services and uses to cater for both the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment. • To make provision for a transition between uses in the regional centre and the surrounding residential areas to ensure that the impacts from the operation of the regional centre are minimized. • To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre. • To encourage pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre and to develop areas for public interaction. • To ensure the provision of residential opportunities within the Regional Centre including higher density housing and tourist accommodation that supports the role of the Regional Centre and meets the needs of the community. | The proposed development strongly achieves these aims |

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| • To retain the cultural heritage value of the built environment and highlight Aboriginal and pioneer connections to place | |
| Proposed Land Uses | Category of Permissibility |
| Offices | P |
| Hotel/Motel | A |
| Short Stay Accommodation Serviced Apartment | P |
| Multiple Dwelling | P |
| Retail Shop | P |
| Restaurant Cafe | P |
| Tavern | D |
| Small Bar | P |
| | All proposed Land Uses are within the Permissible range. None are prohibited |
| 25. R-Codes (1) The R-Codes, modified as set out in clause 26, are to be read as part of this Scheme. The coding of land for the purposes of the R-Codes is shown by the coding number superimposed on a particular area contained within the boundaries of the area shown on the Scheme Map. (4)The R-Codes apply to an area if the area has a coding number superimposed on it in accordance with subclause (3) or in a provision of the Scheme that applies the R-Codes. | The TPS nominally renders R-60 |
| ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS FOR ALL ZONES | |

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| <p>8. Visual amenity</p> <p>8.1 A development requiring planning approval under this Scheme shall not be approved if, in the opinion of the local government, the proposed siting, design, materials, colour(s), texture(s) or reflectivity of the development would adversely impact on the visual amenity of the locality.</p> <p>8.2 In order to avoid adverse impact on the visual amenity of the area, the local government may impose conditions on any planning approval requiring the screening of the development by vegetation or the siting of development to avoid visually prominent locations and to blend with the surrounding area.</p> <p>8.3 Where development is proposed on land adjacent to the Shark Bay and Ningaloo World Heritage Areas the preparation of a visual landscape assessment may be required.</p> | <p>The architectural and built form quality, choice of materials and general composition of the three stages of the proposed development ensure an outcome for the locality which will ameliorate and augment the general quality and amenity of the precinct and offer the benchmark development standard for regional areas commensurate with the best of WA's built forms.</p> <p>The development is set back in excess of R-Codes requirements from adjoining residential lots and proposes significant vegetation and other mechanical screening of balconies to ensure privacy and amenity is maintained.</p> |
| <p>14. External storage areas</p> <p>All external storage of goods and materials, which in the opinion of the local government may have an adverse visual impact, shall be effectively screened from view from any street, public place and any adjacent residence.</p> | <p>Dedicated enclosed storage and bin areas are an integral part of each stage of the development.</p> |
| <p>16. Sealing of Vehicle Parking and Access</p> <p>All areas utilised for vehicle parking, manoeuvring, access, egress and storage in the Commercial, Service Commercial, Light Industry, General Industry and Enterprise zones are to be sealed and formalised as per Australian Standard 2890.1-2004 as amended</p> | <p>Covered paved carparking areas form an integral part of the proposed development.</p> |

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| <p>17. Minimum setbacks and landscaping The minimum standards for setbacks and landscaping are shown in Table 5 below</p> <p>Regional Centre</p> <ul style="list-style-type: none"> • Primary 2m • Secondary Nil* • Rear Nil* • % of Site Landscaped 5% | <p>Olivia Terrace has been designated the Primary Setback so as to provide some link to the residential setbacks of lots North West of the development site. The Setback for residential dwellings on Olivia Terrace average 2m when averaged in accordance with provisions of the R-Codes. This complies to the TPS requirements of 2m. The Secondary Setback on Robinson Street is Nil, but encompasses the pedestrian colonnade at ground level.</p> |
| <ul style="list-style-type: none"> • * As Per R-Codes where adjoining residential boundary | <p>Table 2.1 of Vol 3 of the R-Codes provides Average Side Setbacks of 3.5m where building length exceeds 15m. The minimum side setback to the North West adjoining residential lot is 6.5m for the main buildings and a boundary wall to the dedicated Storage Area. The R-Codes allows for Boundary Walls.</p> |
| | <p>A landscaping Plan is appropriately a condition of any approval and shall be undertaken by a licenced landscaping professional</p> |
| <p>18.Site with more than one street frontage Where a development site has frontage to more than one street the local government may: –</p> <p>(a)Designate one of the streets to be a primary street for the purpose of determining front setbacks;</p> <p>(b)Require that the specified front setbacks shall apply to each road;</p> <p>(c)Permit the setback on a secondary street to be reduced to half of the specified front setback or averaged; or</p> <p>(d)Refuse vehicular access to one of the roads.</p> | <p>The development proposes to relocate a number of existing cross-overs on to Olivia Terrace to the North Western boundary adjoining the residential lot. This relocation will promote a clear separation of built forms and provide a setback distance well in excess on the minimum required by the R-Codes</p> |

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| <p>20. Site area, site coverage and plot ratios Minimum site area and plot ratios for residential uses shall comply with the R-Codes. For all other land uses the extent of any development on any lot shall be dependent upon other general development requirements or site and development requirements specified in an approved local development plan. Notwithstanding the foregoing, the local government may establish local planning policy under Part 2, Division 2 of the deemed provisions setting out minimum site or lot area, maximum site coverage and maximum plot ratio for specific types of development where it considers it prudent to do so.</p> | <p>The Residential component of the development does not exceed the nominal 1.0 to 2.5 plot ratio densities assigned by the R-Codes to R-AC or similar commensurate Regional Centre zonings. The total Plot Ratio Area covered by all three stages is 8426m² A Plot Ratio of approximately 1.13 : 1 and well within comparable R-AC Zones</p> |
| <p>21. Loading areas 21.1 Any commercial, service commercial, light or general industrial or other use which requires separate access for service vehicles shall be provided with an adequate area, separate from car parking areas, for loading and unloading of vehicles. Any such loading areas shall be located so as to allow vehicles to enter and leave the site from/to a public road in forward gear, with vehicular entrances and exits located so as to avoid or minimise traffic hazards. 21.2 The dimensions and height clearance of each loading bay referred to in clause 21.1 shall comply with relevant parts of Australian Standard 2890 relating to parking</p> | <p>A dedicated delivery and loading area forms part of the development proposed. Access is via the carparking area and vehicles emerge from the site in forward gear.</p> |

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| <p>22. Set down areas A designated set down area designed for the purpose of setting down and picking up passengers, to the satisfaction and requirements of the Shire, shall be provided on or adjacent to the site of any of the following uses, but not within a public road reserve:</p> <p>(a) child care premises;</p> <p>(b) educational establishment;</p> <p>(c) hospital / residential aged care facility;</p> <p>(d) hotel / tourist development; and</p> <p>(e) any other facility which, in the opinion of the Shire, will generate the need for a set down area for the safety of people attending that use and of road users generally.</p> | <p>A dedicated set-down Porte Cochere is proposed on Robinson Street. This will require the adjustment of existing street carparking and bollards.</p> |
| <p>23. Bin storage areas for non-residential development. Bin storage areas shall be provided for non-residential development. Such areas shall be:</p> <p>(a) located so as to be accessible by service vehicles;</p> <p>(b) of sufficient size to accommodate rubbish generated by the use(s) on each property in the</p> | <p>A bin Storage Area accessible to service vehicles is proposed for the development. It is well screened.</p> |

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| <p>interval between rubbish collections; and (c) effectively screened from view from any street, public place and any adjacent residence.</p> | |
| <p>24. Development height 24.1 With the exception of buildings for which development approval is not required under Clause 61 of the deemed provisions and structures and equipment necessary for radio, television and communications facilities, no building in excess of a height of 12 metres above natural ground level shall be erected within the Scheme area unless otherwise specified in the Scheme, an approved Structure Plan or approved Local Development Plan</p> | <p>The development proposes a maximum building height not exceeding 12m from natural ground level at any point.</p> |
| <p>31. Vehicle parking 31.1 The car parking requirements for various land uses are set out in Table 6. Unless otherwise approved by the local government, car parking spaces shall be provided for a use in accordance with the requirements of Table 6. Table 6 – Car parking requirements for various land uses</p> | <p>100 Bays have been provided on site. 1 bay is provided for each Multiple Dwelling in Stage 1. The remainder of the on-site bays are used on a reciprocal use basis of land uses Stages 2 & 3. The development proposes additional angled bays to be built onto the boundary interface with Robinson Street given that the colonnade provides the necessary pedestrian link to Olivia Terrace</p> |
| <p>ADDITIONAL SITE AND DEVELOPMENT REQUIREMENTS FOR THE REGIONAL CENTRE ZONE Centre zone under the Scheme</p> | |

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| <p>35. Residential and non-residential development</p> <p>35.1 Development within the Regional Centre zone shall have regard to the built heritage and cultural heritage significance of and to design guidelines for the area, including any Local Planning Policy adopted under Division 2 of the deemed provisions</p> | <p>The proposed development strongly achieves these aims</p> |
| <p>35.3 Where development or re-development of properties in the Regional Centre zone is envisaged, the incorporation of residential uses up to a density of R60 will be considered, To create greater diversity of use, increased security and to stimulate additional life and vitality within the centre of the town. Any such residential development shall comply with the design elements for multiple dwellings in the Residential Design Codes.</p> <p>35.4 Where a mixed use development is proposed, the residential use shall be confined to an upper storey.</p> <p>35.5 Where development setbacks, plot ratio and site coverage for a particular site are not specified in the Residential Design Codes or an adopted local development plan, or where</p> | <p>The proposed development strongly achieves these aims. It is appropriate for the local government to strongly support the projects objectives and vision to provide a landmark mixed use project on the development site.</p> |

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| there is no adopted local development plan for a particular site, development setbacks and site coverage shall be at the local government's discretion and shall be determined having regard to the objectives of the Regional Centre zone and any approved Structure Plan for the area. | |
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5 SUMMARY

It is a rare opportunity indeed for a landmark site, in a regional context, to be considered viable for development by a seasoned and sophisticated Applicant with know-how and capacity. The Pier is intended as a benchmark regional development proposing the very best of urban design and mixed-use outcomes. It is intended to be a development of longevity, public relevance and civic gravitas, underpinning the heart of Carnarvon and hence the greater region.

The Applicant and their representatives are ready and willing to discuss any component of the proposed development and to articulate further rationale and detail under pinning this development proposal. We strongly commend this application for approval by the local government.



ARCHITECTS PERRINE FOR **DG CORP** – **THE PIER** STAGES 2 & 3 & FIRST FLOOR CARPARKING – 25/1/2023

6 DESIGN STATEMENT

Details of how the Development Proposal relates to the Design Principles in State Planning Policy 7 .0 Design of the Built Environment.

6.1. Context & Character

Section 3.3 & 3.4 set out in detail both context and character, specifically:

- Positively contributes to the residential mix diversity of local area
- Supports the local precinct Land-uses
- Uplifts the quality & prestige of the locality in respect of built-form quality
- Provides exceptional opportunity for integrated land uses with the fabric of the built-form and as an entry statement to Carnarvon's premier 'Regional Centre' zoned precinct.

6.2. Landscape Quality

- Prioritises integrated external active and passive areas
- Promotes visual access to integrated landscaped areas
- Addresses natural conditions of wind and maximises solar access to all landscaped areas
- Allows easy and efficient management of landscaped areas by creating large viable, water efficient raised planter areas
- Uses locally relevant and successful species
- Allows for large mature tree canopies to envelop the site
- Proposes Resort Level detailing & maintenance of landscaped areas.

6.3. Built form and Scale

- Acknowledges the unique opportunity of the Development Site's size to allow for built form to be composed as several rather than a singular element, providing dynamic form and maximising the spatial quality of the unbuilt areas, creating a unique composition of Communal Spaces & Built Form.
- Maintaining fidelity to the TPS in respect of building height and setbacks
- Introducing a public domain interface and built form of civic proportion and composition onto Robinson Street and the corner of Olivia Terrace; with strong pedestrian access continuity in all weather protected by the colonnade.
- The colonnade itself provides a strong rhythm and robust built form which is composed of deep setbacks on ground level and rhythmic large windows to the office level above creating a sense of civic permanence and strength.
- Acknowledgement of the interface with the adjoining residential Stage 1 to the South-West boundary along Olivia Terrace. With strong cues for Pedestrian access and egress into common areas, with a focus on privacy, security, and visual connectivity.
- Providing suitable distance and privacy design elements generally invoked by the R-Codes, between the residential component on the top two floors and Stage 1.
- The top two storeys maintain dynamic built form with significant articulation and complexity, offering a three-dimensional interface to Robinson Street, Olivia Terrace and the South-West interface with the Common areas and Stage 3.
- It maintains a medium density sensitivity of scale appropriate under the R-Codes to the R-60 nominal designation under the TPS⁵
- Highest quality of materials and detailing to ensure longevity and vitality for the long term and; unique feature elements evocative of the historical fabric of the locality.

- A unique built form which will become synonymous with quality and the locality of Carnarvon.
- Creates a built form of high architectural quality, composition and materiality, aimed at providing an iconic entry into Carnarvon and ameliorating the property values of the locality.

6.4. Functionality & build quality

- Proposes high quality built form and materials
- Creates highly distinct and well defined Use Zones which promote functionality, participation, privacy, and maintenance
- Offers clearly articulated & autonomous access from Street for Pedestrian and Vehicular and Services
- Creates zones storage Area and refrigerated and highly efficiently located Services and Refuse Areas

6.5. Sustainability

- Proposes highly efficient storm water capture from the Communal Recreation & Roof Areas immediately stored and re-used within the landscaping.
- Proposes shaded window areas with shading screens & with energy efficient glazing. Sets back large operable glazed sliding doors and windows within the Balcony areas
- Minimises East & West facing unshaded glazing and provides optimal orientation for all active outdoor areas
- Promotes residential mix and diversity and creates highly efficient and sustainable living units
- Creates deep shaded Communal Recreation areas surrounding full solar access recreational areas, allowing for year round sustainable use

- Promotes cross ventilation in all units and in conjunction with well regulated seasonal solar access; promotes the highest passive design principles available in apartment design and minimises reliance on energy use

6.6. Amenity

- Promotes sustainable and relevant Use Mix in sync with the precinct
- Creates full segregation and Privacy for all residential uses for other Mixed Uses
- Promotes orderly and efficient maintenance and servicing of the Development
- Considers & Designs for the prevailing elements of wind, rain and sun so as to allow continued use of all Communal Areas and highly effective internal and external residential apartments
- Fosters full equity of Access allowing for “Gold” criteria for all apartments.
- High levels of acoustic and visual privacy inherent in the design and proposed in the construction detailing
- Exceeds requirements of the R-Codes in all amenity related criteria as well as overshadowing.

6.7. Legibility

- Highly efficient segregation and planning of Pedestrian and Vehicular Access
- Efficient segregation of Mixed Use and Public Access to Communal Areas without compromise to Residential privacy
- Excellent use of the iconic site’s exceptional size and location to create a dynamically composed and highly legible built form at the core of the precinct
- Highly respectful and considered tiered and additionally set back built form for street facing Stage 1
- Clear hierarchy of use and accessibility for all specific areas and uses

- Excellent visual architectural composition defining each built form Block

6.8. Safety

Promotes high levels of community and residential apartment surveillance to all areas of use
Addresses the street in a manner allaying after hours closure and secured pedestrian and resident access
creates a fully secure perimeter by use of banked retaining and raised planters, without the need for a
“walled off” feel for the development. High levels of security access regulate unauthorised entry to the
development.

6.9. Community

Provides exceptional Community benefits as set out previous and including:

- A high profile iconic entry statement of ‘quality and diversity’ set at the gateway to the precinct and the Facine
- A service and support link between the adjacent residential uses and predominantly commercial precinct; within a mixed use development which incorporates synergetic commercial, residential and recreational uses which encapsulate the community aspirations set out in the TPS

“To encourage pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre and to develop areas for public interaction”⁶ “To ensure the provision of residential opportunities within the Regional Centre including higher density housing and tourist accommodation that supports the role of the Regional Centre and meets the needs of the community.”

⁶ Town Planning Scheme Town of Carnarvon

6.10. Aesthetics

- The architectural design and proposed implementation of the project is of the highest standards and considerate the location of the development in its intent to deliver the defining architectural form of the locality. The Central Area Development Guidelines 1988 provides “While the town should not attempt to look rustic, the simple use of building materials will ensure a good fit with the character of the precinct.”
- The built form proposed is of civic proportions and strong in form and; offers architectural and urban gravitas to the Central Area
- All compositional, climatic, contextual elements have been well thought out to benefit not just the Development but the entire community.