

LPP 5.2 Student Accommodation Facility in ASR8

1. Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This Policy may be cited as Local Planning Policy – Student Accommodation Facility in ASR8.

2. Purpose

The purpose of this policy is to ensure that the development of a ‘Student Accommodation Facility’ provides a safe, comfortable and attractive place to live for students and staff which enhances the local streetscapes and meets the objectives and vision set out in the Waterford Triangle Urban Design Study.

3. Application

The policy applies to the area of Waterford bounded by McKay Street, Keaney Place, Garvey Street and Curtin University, as indicated in Figure 1.

The policy shall be read in conjunction with Additional Site Requirements 8 (ASR8) of the City of South Local Planning Scheme and applies to any development that proposes a ‘Student Accommodation Facility’.

4. Objectives

- 4.1 Provide for a Student Accommodation Facility within walking distance of Curtin University with a diversity of quality accommodation and a reduced need for car ownership.
- 4.2 Establish an appropriate transitional use and scale of buildings between the adjacent residential area and tertiary education institutions.
- 4.3 Establish a high level of pedestrian amenity and engaging street frontages to create an appealing and attractive streetscape that encourages walking and cycling as alternatives to car use.
- 4.4 Encourage a high standard of architecture that will contribute towards the changing perceptions of the Waterford Triangle area by improving the built form and amenity of both the private and public realms.
- 4.5 Establish a sense of community with a focus on the design and use of the adjacent streets, open spaces and other facilities within developments that foster human interaction.

- 4.6 Discourage car use by designing for people rather than cars, enabling car sharing amongst residents, and encouraging other modes of transport.
- 4.7 Ensure that mechanical plant, services, and other utilitarian elements are integrated as part of the design and do not detract from an attractive streetscape.
- 4.8 Contribute to a green and leafy streetscape that provides shade, shelter, visual delight and contributes to the well-being of the occupants and local residents.
- 4.9 Contribute to a reduction in the use of energy and water resources.

5. Development Requirements

5.1 Site Planning and Streetscape

- 5.1.1 New development should respond positively to the local context and its intended future character with appropriate building and landscape typologies to establish and/or contribute to a sense of place.
- 5.1.2 The form of new development should contribute to a safe and comfortable streetscape with a human scale compatible with the future intended streetscape including active uses that generate and support pedestrian activity at the ground level.
- 5.1.3 Development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.
- 5.1.4 Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.
- 5.1.5 Street boundaries should be defined through the use of landscape or fencing.

Note: The application of the above objectives for site planning and streetscape is illustrated in the Concept Site Master Plan and Concept Cross Section in Appendix A.

- 5.1.6 For development control provisions, in regard to site planning and streetscape refer to ASR8 of the City of South Perth local planning scheme.
- 5.1.7 Any preliminary design proposal should be supported by the preparation of site and context analysis drawings that demonstrate an understanding of the site and the surrounding area.
- 5.1.8 All pedestrian paths and shared spaces within new development should be illuminated to provide a safe and secure pedestrian environment. Any illumination should be designed to illuminate faces wherever possible.
- 5.1.9 The ground floor of any development shall accommodate activities that enable passive or active engagement with the adjacent public realm.

5.1.10 New development shall maximise passive surveillance of the street and any communal open spaces.

5.2 Built Form

5.2.1 New development should provide a high level of amenity for building occupants and at the main building entrances.

5.2.2 Buildings should be articulated with human-scaled elements to help break up building bulk and to provide visual interest and appeal.

5.2.3 Buildings should be functional and fit for purpose.

5.2.4 The architectural expression of any new building should be legible, well-ordered and reflect the inherent structure of the building.

5.2.5 Building facades incorporate proportions, materials and design elements that respect and reference the character of the local area.

5.2.6 Building elevations should be expressed with a clear arrangement of a base, middle and top.

5.2.7 Internal communal areas such as corridors and other spaces shall be designed to enable an outlook to adjacent streets or other open spaces.

5.2.8 Street elevations shall incorporate architectural elements such as balconies, bay windows, feature windows, frames, shade-structures and other architectural details to provide visual interest.

5.2.9 Development above 17.5 metres shall have a different architectural treatment to the levels below and utilise lightweight materials and finishes.

5.2.10 All bedrooms and living areas shall be provided with direct access to daylight from at least one window with a sill height of not more than 0.8m above floor level.

5.2.11 All bedrooms, living areas and other communal rooms shall be capable of being naturally ventilated.

5.2.12 Building elevations to the street should be treated as an overall composition with the inclusion of recessed and projecting walls, variation in materials and colours, expression of a building's structure, and the use of applied elements such as shade screens.

5.2.13 Architectural elements should maintain a scale that is residential in character.

5.2.14 Building name and way-finding signage should be integrated into the architecture and landscape design of any building and be designed according to a consistent graphic theme.

5.2.15 Roofs should be either flat or pitched. The use of vaulted or skillion roofs is not permitted.

5.3 Vehicle Access and Parking

5.3.1 The design and location of car parking minimises adverse visual and environmental impacts on amenity and the streetscape.

5.3.2 New development should provide a safe walking environment for pedestrians by minimising the opportunity for vehicle-pedestrian conflicts.

5.3.3 The design of buildings, landscape and vehicle pathways should foster safe driving.

5.3.4 Resident car-parking areas should be secured to reduce the risk of theft or damage to vehicles and optimise the safety of pedestrians in car-parking areas.

5.3.5 New development should enable the efficient servicing by waste collection vehicles and delivery vehicles where appropriate.

5.3.6 New development should make provision for convenient and legible pick-up and drop off via car (taxi, ride-share, etc.).

5.3.7 For all land uses within the proposed development minimum and maximum resident, staff and visitor parking provision shall be determined by a Parking Needs Study, prepared to the satisfaction of the City of South Perth.

5.3.8 The Parking Needs Study is to include, but is not limited to, analysis and recommendations adequately addressing the following:

- (a) Minimum and maximum parking standards for residents which reflect the realistic needs for student accommodation while encouraging reduced car dependence and car ownership within ASR8; and
- (b) Minimum and maximum parking standards for non-residential land uses associated with Student Accommodation Facility developments having regard to the incidental service that these uses will provide to residents to promote self-sufficiency within the subject site and reduce car dependency.

5.3.9 In determining minimum and maximum parking standards, due regard is to be given to the following principles:

- (a) Anticipated demographics, vehicle ownership patterns and travel behaviour of Student Accommodation Facility residents; Availability of day to day amenities within the Student Accommodation Facility development and the surrounding locality; and
- (b) Availability of alternative modes of transportation within the surrounding locality; and

- (c) Opportunities to reduce the minimum parking standards for residents where a development provides car share arrangements for resident use; and
 - (d) Appropriate standards for visitor parking and bicycle parking and motorcycle/moped parking for residents and visitors.
- 5.3.10 Vehicle crossovers shall be limited to a maximum width of 6m and a maximum of one cross-over per street for each development.
- 5.3.11 All resident or staff car parking shall be screened from view from the adjacent public domain either by 'sleeving' car parks with active uses, utilising a change in level, or screening car park areas with solid screens and/or dense landscape.
- 5.3.12 Provision shall be made for a drop-off/pick up area near the main building entrance(s) for taxis, ride-share, food deliveries, etc.
- 5.3.13 On-site car parking shall provide for electric car charging, with the number of bays equipped for electric charging determined as part of the Parking Needs Study.
- 5.3.14 Clear sightlines of footpaths should be maintained for drivers of vehicles entering the street reserve.
- 5.3.15 Visitor car-parking bays, parking for people with disability, and bicycle parking should be located close to the main pedestrian entrances of buildings.
- 5.3.16 Car-parking and drop-off areas shall be provided with shade/cover, through the use of shade structures, trees with wide canopies, or by locating car parking under buildings.

5.4 Services

- 5.4.1 Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.
- 5.4.2 The location of mechanical plant and services should minimise nuisance to neighbouring properties in regard to noise, vibration, odour and light.
- 5.4.3 New development should enable the safe and efficient management of deliveries and the storage and collection of laundry and waste.
- 5.4.4 Mechanical equipment and service areas (such as bin stores) shall be located or screened so as to not be visible from the adjacent streets and shall not be located in the street setback area.
- 5.4.5 Bin stores shall not be located within 3m of a common boundary with a neighbouring property, or within 6m of main entrance doors.

- 5.4.6 Air conditioning units shall be located or screened so as to not be visible from bedrooms or living areas of adjacent properties.
- 5.4.7 Preferred locations for air-conditioning units include rooftop or undercroft locations, and within specifically designed areas where units can be grouped together in a well-screened and ventilated enclosure. Air conditioning units on balconies should be avoided. If air-conditioning units are located on a balcony they should be screened from view.

5.5 Landscaping

- 5.5.1 New development should present a well-landscaped interface with the adjacent public realm.
- 5.5.2 Landscaping should provide visual interest and contribute to a sense of well-being for building occupants and the surrounding community.
- 5.5.3 Landscaping should provide shade and shelter to the main pedestrian pathways and high traffic areas (i.e. lobby entry) both within sites and within the adjacent public realm.
- 5.5.4 Landscape should be designed to be durable and to minimise on-going maintenance, particularly in the public domain.
- 5.5.5 Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.
- 5.5.6 Fencing to the street should enhance the streetscape and enable passive surveillance of the street.
- 5.5.7 Public art should form an integral part of the overall design
- 5.5.8 Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.
- 5.5.9 Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.
- 5.5.10. Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.
- 5.5.11 New development shall include a minimum of 25% of the site for deep-soil planting, suited to trees and larger shrubs.
- 5.5.12 Vegetation cover in the street setbacks shall be a minimum of two thirds. Existing large trees shall be retained wherever practicable. In the event that a large tree is removed, it shall be either relocated or replaced with at least two new trees with a minimum pot size of 400L elsewhere on the site.
- 5.5.13 Landscaping should include a range of either active or quiet communal open spaces.

- 5.5.14 A landscape management strategy/ plan shall be developed which addresses the following matters:
- (a) Retention of existing appropriate trees on the site;
 - (b) Provision and location of deep soil areas having regard to the requirements of State Planning Policy 7.3 – Residential Design Codes;
 - (c) Plant species should be selected to reduce water use, enable efficient maintenance and create a sense of place;
 - (d) Landscape plans should include a diversity of plant types for visual interest;
 - (e) Planting within street verges.
- 5.5.15 Landscape design should be considered in conjunction with building design to establish a strong visual relationship between a building’s interior spaces and the surrounding landscape.
- 5.5.16 Dense tall shrubbery should not be planted adjacent to pedestrian pathways in order to avoid creating places for concealment.
- 5.5.17 The use of non-aerial (in-ground) reticulation is encouraged to reduce the extent of evaporation.
- 5.5.18 Landscape design should not obscure sightlines to pedestrian pathways from adjacent bedrooms and living spaces to enable passive surveillance of pedestrian routes.
- 5.5.19 Inclusion of significant native tree species (e.g. Banksia sp., Eucalyptus marginata (Jarrah), Eucalyptus gomphocephala (Tuart), Eucalyptus todtiana (Blackbutt)) that provide habitat and fodder for local fauna and contribute to the City’s urban forest network.

5.6 Fencing, Signage and Public Art

- 5.6.1 Fencing to the street should enhance the streetscape and enable passive surveillance of the street.
- 5.6.2 Ancillary element such as signage, street numbering, letter boxes, or electrical or emergency service infrastructure on the street boundary should be integrated into the design of fencing.
- 5.6.3 Public art should form an integral part of the overall design.

5.7 Sustainability

- 5.7.1 New development should seek to minimise the consumption of energy, water and non-renewable resources through the design of buildings and landscaping.

5.7.2 New development shall incorporate sustainability measures including some or all of the following:

- (a) Access to natural cross-ventilation should be maximised wherever possible;
- (b) North-facing major openings should be maximised and in the case of northeast, north and northwest-facing windows, shading from summer sun should also be provided;
- (c) Recycled or recyclable materials should be used wherever possible;
- (d) Energy efficient and water-efficient appliances wherever possible;
- (e) Stormwater harvesting through the use of natural swales, rainwater tanks or other devices is encouraged to either store stormwater for reuse or to enable local infiltration of stormwater to maintain the landscape on site and in the adjacent street verge;
- (f) On-site renewable power generation (such as PV cells, wind turbines, etc.) particularly for the purpose of recharging electric vehicles and bikes, and the illumination of pedestrian pathways;
- (g) Initiatives to reduce parking demand such as share cars, share bikes, bike and scooter parking. These should be considered as part of the Parking Needs Study;
- (h) Communal areas for bike parking and maintenance (such as air pumps) to encourage cycling as an alternative to car use.

5.8 Information Requirements

The following plans shall be prepared and provided as supporting documentation to any proposed development:

- (a) An Operational Management Plan for the operation of the Student Accommodation Facility addressing matters such as (but not limited to) noise, security, car parking and day-to-day operation of the facility;
- (b) A Noise Management Plan to ensure that the noise levels generated by the uses, including noise generated by vehicles, pedestrians, visitors and plant equipment, does not impact on the amenity of the nearby residential area;
- (c) A Waste Management Plan;
- (d) A Landscape Management Strategy/ Plan as outlined in this Policy; and
- (e) A Parking Needs Study as outlined in this Policy, which shall be supported by a Parking Management Plan.

5.9 Application Process

5.9.1 This Policy will guide the planning and design of development at all stages of the design process up to Development Approval. A developer shall undertake the following:

- (a) Meet with City of South Perth planning officers at an early stage in the design process to present initial design concepts, demonstrate consistency with the Policy and, if required, identify any areas where variation to the Policy will be sought.
- (b) Attend meetings with the City of South Perth Design Review Panel during the design process until support for the design from the Design Review Panel has been achieved.

5.9.2 The City of South Perth shall undertake the following:

- (a) Provide a developer with advice on attendance at Design Review Panel meetings.
- (b) Refer the Design Review Panel to the Policy and provide guidance on design of the proposal.
- (c) Provide an applicant with written confirmation of advice provided at meetings with Officers and in the minutes of Design Review Panel meetings.

6. Explanatory Figures/Images

Figure 1: Policy Area



Figure 2: Envisaged Streetscape Interface – view from adjacent footpath



Figure 3: Examples of Architectural Articulation

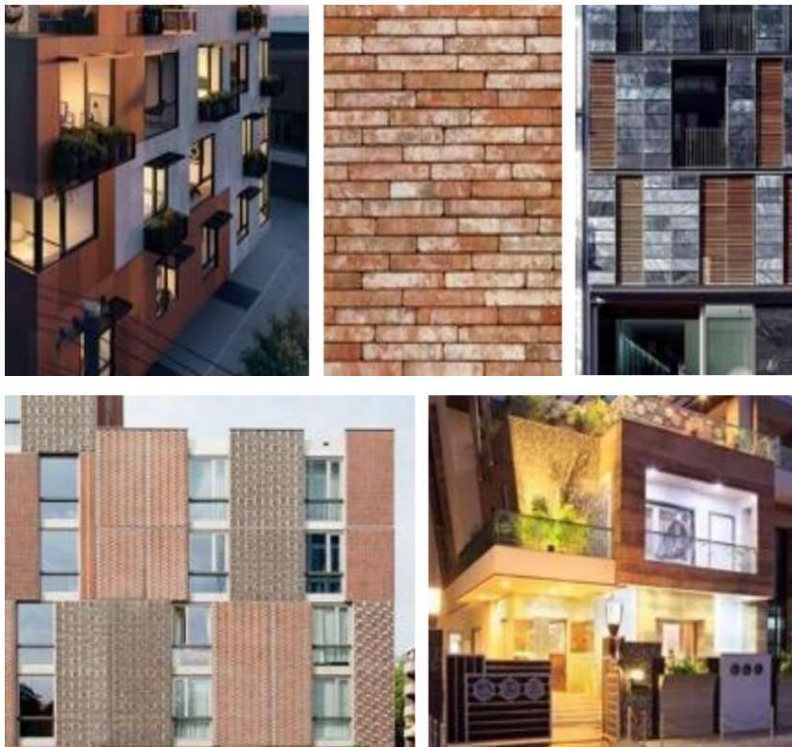


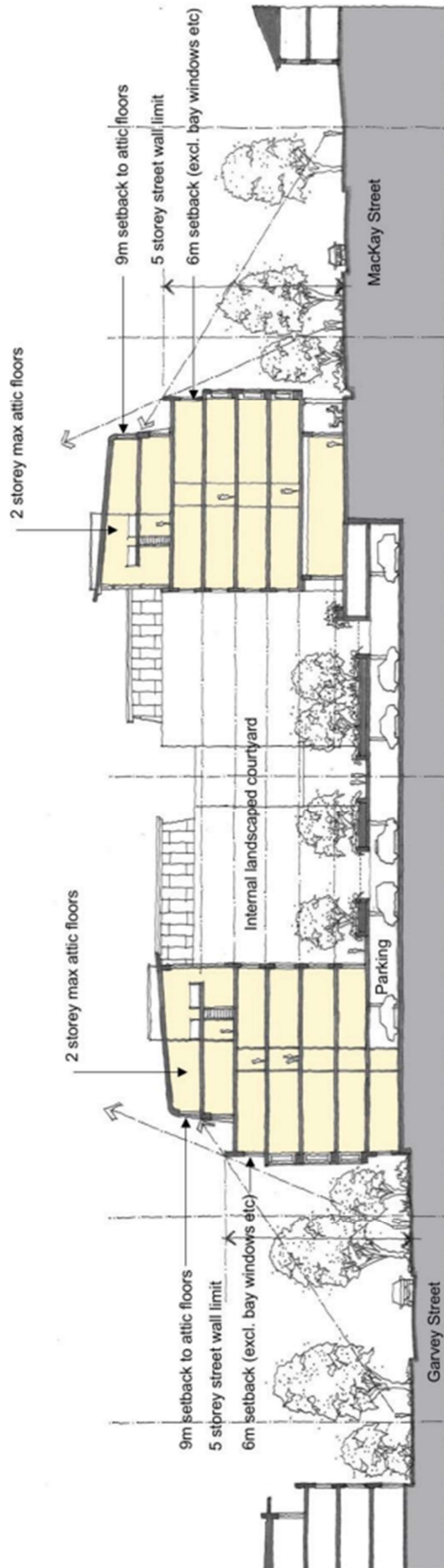
Figure 4: Examples of High-quality Landscape Treatments



Appendix A: Annotated Concept Plan



Appendix B: Concept Cross Section



Student accommodation building – indicative cross section

Note: viewing angles indicate attic floors not visible from the adjacent footpath and only partially visible from the opposite footpath

7. Relevant legislation, policies, documents

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

City of South Perth Local Planning Scheme

8. Document Control

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