



**CURTIN CENTRAL PTY LTD**

# **Planning Assessment**

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Prepared by Dynamic Planning and Development

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## **1.0 Introduction**

Dynamic Planning and Developments acts on behalf of Curtin Central Pty Ltd, the proponents of 1, 3, 3A, 5, 5A & 7 Keaney Place, 8A, 8B Garvey Street and 1, 3A, 3B, 5 & 7 Mackay Street, Waterford (herein referred to as the 'subject site').

This planning and justification report has been prepared in support of an Application for Planning Approval for a purposed designed and built 7-storey student accommodation development on the subject site. The planning and justification report contains the following pertinent details of the proposal deemed to be relevant as part of considering the merits of the application:

- Details of the relevant planning framework applicable at the subject site;
- Detailed assessment of the proposal against the relevant planning provisions applicable under the City of South Perth Town Planning Scheme No. 6 (LPS No.6), Policy P351.20 Design Guidelines for 'Student Accommodation Facility' on 'Site P' – Waterford as well as applicable elements of State Planning Policy 7.3 – Residential Design Codes (Volume 2; and,
- Detailed justification of any variations sought.

This planning and justification report has been prepared to supplement the Special Development Assessment Unit (SDAU) submission package which has been prepared in partnership with the input of the following project consultants forming the Proponent's Project Team:

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## 2.0 The Planning Framework

### 2.1 Metropolitan Region Scheme

The subject site is zoned ‘Urban’ under the provisions of the Metropolitan Region Scheme (MRS).

For reasons outlined further in this report, the proposed development is considered to be consistent with the ‘Urban’ MRS zoning applicable to the subject site.

### 2.2 City of South Perth Town Planning Scheme No 6

#### 2.2.1 Zoning / R-Code

The subject site is zoned ‘Residential’ with a ‘R100’ coding applicable under the provisions of TPS No. 6. In addition to the underlying ‘Residential’ zoning, the site was recently the subject of Scheme Amendment No. 60 which introduced specific controls pertaining to development at the subject site under Clause 5.4 (14) of TPS No. 6. Detailed assessment of the proposal against these provisions is further covered under section 3.0 of this planning and justification report.

Figure 1 illustrates the subject site in the context of the land use zoning applicable under the provisions of LPS No. 6.

#### 2.2.2 Land Use Permissibility

The permissibility of uses of land in the various zones in the TPS No. 6 Scheme area is generally determined by cross-reference between the lists of classes on the left hand side of the zoning table (Table 1). In addition to the applicable zoning table, Clause 5.4 of TPS No. 6 also addresses the permissibility of uses at certain sites within the Scheme area.

Land use permissibility is further discussed under section 3.0 of this planning and justification report.

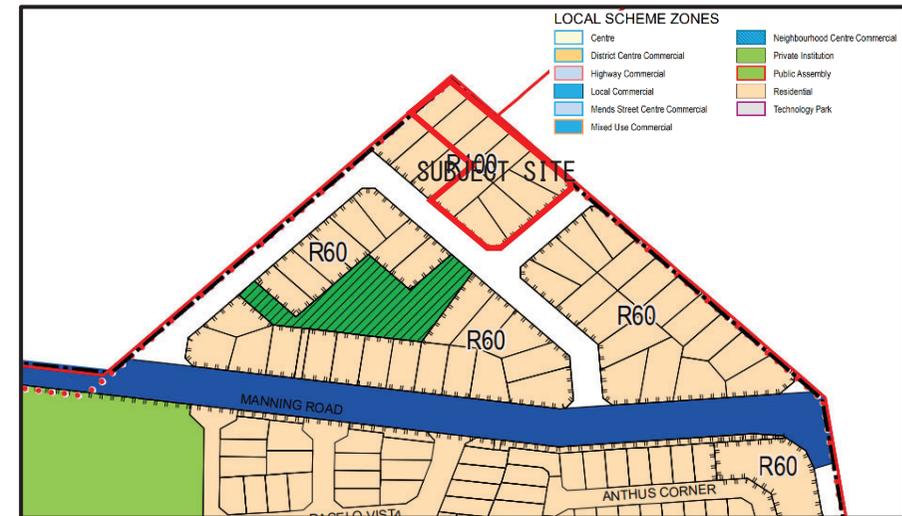


Figure 1 –LPS No. 6 Zoning Map

#### 2.2.3 Scheme Amendment 60

The subject site was recently the subject of an amendment to TPS No. 6 which was gazetted in April 2020. This amendment was proponent led and designed to provide a planning framework for a purpose built student accommodation facility on the subject site. Among other things, Scheme Amendment 60 sought to:

- Recode the density of lots from R20 to R100;
- Increase the building height limit from 7m (2 storeys) to 17.5m (5 storeys);
- Establish special development requirements for the amendment area relating to side and rear lot boundary setbacks, street setbacks, prohibition of ‘Grouped Dwellings’, and provisions to

control massing of buildings through articulation and breaks in the building elevations;

- Allow development of up to 24.5m (7 storeys) in height subject to meeting specific criteria including a minimum site area, increased street setback for upper storeys, maximum floorplate size and waste and parking management requirements;
- Introduction of a new land use, ‘Purpose Built Student Accommodation Facility’. Development of this use is subject to a number of additional controls and compliance with a set of design guidelines.

The proposal’s compliance with the provisions introduced as part of Scheme Amendment 60 is discussed in detail as part of section 3.0 of this planning and justification report.

#### 2.2.4 Policy P351.20 – Design Guidelines for ‘Student Accommodation Facility’ on ‘Site P’ – Waterford

As part of Scheme Amendment 60, a specific local planning policy was introduced to control the development of a student accommodation facility at the subject site and is to be read in conjunction with the provisions of Clause 5.4 (14) of TPS No. 6.

The purpose of Policy P351.20 is to ensure that the development of a ‘Student Accommodation Facility’ provides a safe, comfortable and attractive place to live and visit for students and staff which enhances the local streetscapes and meets the objectives and vision set out in the Waterford Triangle Urban Design Study.

The policy provides specific development requirements relating to site planning and streetscape, built form, vehicle access and parking, services, landscaping and sustainability. How the proposed development complies with the provisions of Policy P351.20 is addressed in section 3.0 of this planning and justification report.



**Figure 2 – Intended streetscape as depicted in Policy 351.2**



**Figure 3 – Indicative cross section depicted in Policy 351.20**

### 3.0 Assessment

As outlined above, the statutory planning framework applicable at the subject site requires assessment of the proposed development against the following:

- City of South Perth Town Planning Scheme No. 6 (TPS No. 6);
- Policy P351.20 – Design Guidelines for ‘Student Accommodation Facility’ on ‘Site P’ – Waterford;
- State Planning Policy 7.3 – Residential Design Codes (Volume 2); and
- State Planning Policy 7.0 – Design of the Built Environment.

Assessment of the subject proposal against the relevant provisions contained in the abovementioned documents has been provided below in Tables 1 to 4.



Figure 4 – Artist impression of proposed student accommodation facility

#### 3.1 Table 1: City of South Perth Town Planning Scheme No. 6

Table 1 below provides an assessment of the proposal against the relevant provisions included in TPS No. 6. Where any variations exist they have been identified in blue.

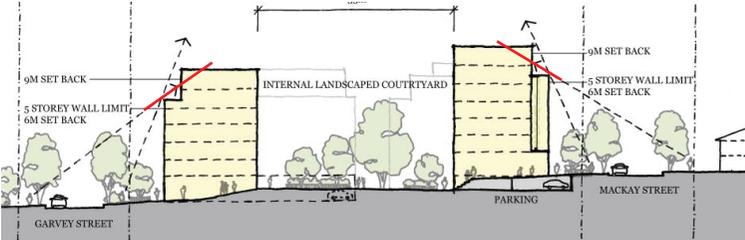
Requirements	Proposed	Compliance
<b>Clause 5.4 (14) – Development Requirements for Certain Sites – Site P</b>		
<u>Land Use Permissibility</u>		
‘Student Accommodation Facility’ is defined under Clause 5.4 (14) m) as: <ul style="list-style-type: none"> <li>• A purpose-built facility whose predominant purpose is to accommodate:                             <ul style="list-style-type: none"> <li>○ Students while studying at a tertiary education facility; and</li> <li>○ Staff of a tertiary education facility or visiting staff to a tertiary education facility;</li> </ul> </li> </ul>	The proposed development at the subject site is considered consistent with the applicable ‘Student Accommodation Facility’ definition as it has been designed for the purposes of housing students and/or staff studying and/or working at Curtin University.  The intent is that the facility will accommodate students for a <b>minimum</b> period of 1 semester or 3 months. In reality it is	Yes

Requirements	Proposed	Compliance
<ul style="list-style-type: none"> <li>• That is designed and managed to facilitate the predominant purpose;</li> <li>• That typically provides students with a principle place of residents for 3 months or more; and</li> <li>• That may have shared facilities, such as a communal living room, kitchen and amenities.</li> </ul>	<p>envisaged that students will stay for much longer (i.e. the course of their degree).</p> <p>In addition to the accommodation units, the proposed development will include a range of shared facilities and amenities such as a gym, restaurant and convenience store that will improve the living environment for students/staff and visitors attending the facility.</p> <p>The entire development will also be managed in accordance with an Operational Management Plan submitted as part of the DA package.</p>	
<p>Clause 5.4 (14) k permits the approval of a ‘Student Accommodation Facility’, having regard to the following:</p> <ol style="list-style-type: none"> <li>i. The objectives and provisions of any local planning policy adopted by the local government for the purposes of providing guidance for development on ‘Site P’.</li> <li>ii. The design of the development including advice of the relevant nominated Design Review Panel, or other suitably qualified consultant(s) appointed by the local government for the purposes of providing advice on architectural design.</li> <li>iii. The use generates a level of activity that provides an appropriate transition between the adjacent Bentley/Curtin Specialised Activity Centre and surrounding residential neighbourhood.</li> <li>iv. The use(s) proposed are complementary in scale and intensity to the range of accommodation facilities, commercial activities and community services envisioned within the adjacent Bentley/Curtin Specialised Activity Centre; and</li> <li>v. Any matters listed in Clause 67 of the Deemed Provisions.</li> </ol>	<p>The proposed ‘Student Accommodation Facility’ is considered entirely appropriate for approval as:</p> <ul style="list-style-type: none"> <li>• It will be demonstrated that the proposal complies with Policy P351.20 – Design Guidelines for ‘Student Accommodation Facility’ on ‘Site P’ – Waterford.</li> <li>• The proposed design has been reviewed by the City of South Perth Design review panel on four separate occasions with appropriate responses and design changes included in the final design and DA package (see plan DA145 to DA149).</li> <li>• The proposed development provides a landscaped connection to the Bentley/Curtin Specialised Activity Centre which can be accessed from the various student amenities that spill out to a central landscaped courtyard (see plan DA204). In addition the proposed development also provides an activated streetscape to Mackay Street which is the other key connection to the Bentley/Curtin Specialised Activity Centre (see plan DA205).</li> </ul> <p>Further to the above, the development provides a built form that is sympathetic to the fall across the site toward the adjacent residential properties to south as well as a vast landscaped street setback that improves the transition to the</p>	<p>Yes</p>

Requirements	Proposed	Compliance
	<p>abutting residential dwellings (see landscape plan L02B &amp; L03B).</p> <ul style="list-style-type: none"> <li>• The proposed student accommodation facility will complement the adjoining development within the Bentley/Curtin Specialised Activity Centre by providing much needed student accommodation within a largely self-contained facility that includes a range of different amenities that residents/staff and visitors are able to utilise.</li> <li>• By addressing the various statutory provisions applicable under the local planning framework, the proposal is considered to have satisfied the various elements included in Clause 67 of the deemed provisions. In addition the development application is a direct output of a site specific and development specific scheme amendment.</li> </ul>	
<p>In addition to approval for a ‘Student Accommodation Facility’, the proposed development also seeks approval for dual use ‘Tourist Accommodation’ land use which is defined in TPS No. 6 as:</p> <p><i>means any land or building used for human habitation on a temporary basis, with ancillary amenities such as Café / Restaurant, laundry and cleaning services. The term includes motel and serviced apartment and the like, but does not include Hotel, Residential Building or Bed and City of South Perth TPS 6 Page No. 104 Breakfast Accommodation.</i></p>	<p>In accordance with the applicable zoning table included in TPS No. 6 the proposed ‘Tourist Accommodation’ land use is classified as a ‘<i>Discretionary Use with Consultation (DC)</i>’. In this regard the dual use for ‘Tourist Accommodation’ is considered appropriate for approval as it will give the development a level of adaptability for later stages should the demand for student accommodation decrease over the coming years.</p> <p>In terms of how the ‘dual use’ will operate it is commented that the proposed facility is designed such that it will be possible to provide accommodation for other potential residents under the ‘Tourist Accommodation’ land use as follows:</p> <ul style="list-style-type: none"> <li>- Under 18s studying in secondary education in Canning College</li> <li>- Visiting family members of students studying in the education facilities</li> <li>- Visitors for conferences and events held near Curtin Universities</li> </ul>	<p>Yes</p>

Requirements	Proposed	Compliance
	<p>In the unlikely event of changes to market conditions, the dual use approval will also provide the flexibility of the facility to provide accommodation to the general public.</p> <p>To ensure that any stages of the development being used for ‘Tourist Accommodation’ are managed appropriately, building access controls are electronically managed which means access for non-students will be placed in specific floors only. The operators has had a breadth of experience in managing PBSAs that have multiple use, and strict check-in policies exist to control movements</p>	
<p>Supplementary uses that will complement the proposed ‘Student Accommodation Facility’ are proposed on the ground floor of the proposed development, these uses include:</p> <p><b>‘Local Shop’</b> - means a shop with a gross floor area not exceeding 100 square metres, used primarily for the sale of daily grocery needs and may include the sale of take-away food;</p> <p><b>‘Café/Restaurant’</b> - means any land or building used primarily for the preparation and serving of meals or refreshments for consumption on the premises.</p>	<p>In accordance with the applicable zoning table included in TPS No. 6 the proposed complementary land uses are classified as ‘Discretionary Use with Consultation (DC)’. In this regard approval for these uses is considered appropriate for approval as it will increase the street activation along Mackay Street whilst also providing facilities for students and staff to interact which will foster a sense of community within the development.</p>	Yes
<b>Development Requirements</b>		
The minimum setback to all street boundaries for developments on ‘Site P’ shall be 6m.	A minimum setback at ground level and above of 6m has been provided to all street boundaries.	Yes
The setback requirements above may be varied where the objectives of element 2.3 – Street Setbacks of State Planning Policy 7.3 – Residential Design Codes (Volume 2) are met to the satisfaction of the local government.	Not applicable as relevant setback requirements are being complied with.	N/A
The setback to all side and rear boundaries, and distances between buildings on the same site shall be as per Element 2.4 – Side and Rear Setbacks and Element 2.7 – Building Separation, of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.	Refer assessment in Table 3 below.	N/A

Requirements	Proposed	Compliance
<p>Building elevations shall not exceed a wall length of 40 metres without modulation in the form of a setback or projection with a depth of at least 3 metres and a length of at least 6 metres.</p>	<p>The following variations exist to this provision:</p> <ul style="list-style-type: none"> <li>• Stage 3, South West elevation exceeds 40m in length with two setbacks of 2.5 x 1.5m;</li> <li>• Stage 1, South East elevation exceeds 40m in length with two setbacks of 2.5 x 1.5m;</li> <li>• Stage 1, North East elevation exceeds 40m in length with two setbacks of 2.5 x 1.5m;</li> <li>• Stage 2, North East elevation exceed 40m in length with two setbacks of 2.5 x 1.5m;</li> </ul> <p>The abovementioned variations have been justified in Section 4.0 of this report.</p>	<p>No</p>
<p>Notwithstanding the above, all building elevations shall incorporate additional modulation to break up the massing of the building, including but not limited to, balconies, bay windows, feature windows, frames, shade-structures, and other architectural details.</p>	<p>All building elevations include various modulation elements to break up the massing of the building including:</p> <ul style="list-style-type: none"> <li>• Feature window;</li> <li>• Frames;</li> <li>• Shade structures;</li> <li>• Windows across two storeys to reduce perceived height;</li> <li>• Alternative building materials; and</li> <li>• Additional setback for built form above the 5<sup>th</sup>.</li> </ul>	<p>Yes</p>
<p>Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1 metre and do not exceed 1.2 metres</p>	<p>Levels have been managed to ensure all uses on the ground floor are able to either spill out into the communal open space area or onto the street with minimal height change.</p>	<p>Yes</p>

Requirements	Proposed	Compliance
<p>The local government, in respect of ‘Site P’, may grant development approval permitting a development with a maximum building height of 24.5 metres (7 storeys), if it is satisfied that all of the following requirements are met:</p> <ul style="list-style-type: none"> <li>i. The development site has a minimum site area of 3,000 square metres.</li> <li>ii. The minimum side and rear boundary setback for all buildings shall be 6 metres. For those portions of the development above 17.5 metres (5 storeys), the minimum side and rear boundary setback shall be as per Element 2.7 – Building Separation of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments.</li> <li>iii. Portions of building above 17.5 metres (5 storeys) shall be contained beneath an angled plane extending from a height of 1.6 metres above ground level at the street boundary of any residential property directly opposite ‘Site P’, through a point 17.5 metres above ground level at a setback of 6.0 metres from the street boundary of ‘Site P’.</li> <li>iv. The ground floor gross floorplate area of all buildings on the site shall not exceed 60% of the site area.</li> <li>v. Communal open space, usable for passive recreation by occupants, shall be provided at ground level to a minimum area equivalent to 25% of the site area.</li> </ul>	<p>The development seeks approval for a maximum building height of 8 storeys and 30m. The developments compliance with relevant criteria has been addressed below:</p> <ul style="list-style-type: none"> <li>i. Site area exceeds 3000sqm</li> <li>ii. All side and rear boundary setbacks for storeys 1-5 exceed 6m except for the north west elevation of Stage 2 which is 3m.</li> </ul> <p>A number of building separation variations exist as identified in Table 3 below.</p> <ul style="list-style-type: none"> <li>iii. A minor portion of the building above the 5<sup>th</sup> storey is able to be viewed from the street boundary of the adjacent residential properties, as per the below diagram.</li> </ul>  <ul style="list-style-type: none"> <li>iv. The ground floor gross floor plate only constitutes 48% site coverage as opposed to the allowed 60%.</li> <li>v. Communal open space constitutes approximately 2,350sqm or 36%.</li> </ul>	<p>No</p>

Requirements	Proposed	Compliance
<p>Any 'Student Accommodation Facility' on 'Site P' shall meet the following criteria:</p> <ul style="list-style-type: none"> <li>i. The development shall have due regard to the Element Objectives and Design Guidance for all Elements of State Planning Policy 7.3 Volume 2 – Apartments.</li> <li>ii. Developments shall provide a variety of unit typologies. Units may comprise various levels of shared facilities including: <ul style="list-style-type: none"> <li>a) Self-contained units with all amenities except laundry facilities;</li> <li>b) Units with en-suite bathrooms and shared laundry and kitchen facilities; or,</li> <li>c) Hostel type facilities where rooms are for sleeping, studying and storage only and shared laundry, kitchen and bathroom facilities are provided.</li> </ul> </li> <li>iii. Self-contained units shall be no smaller than 14 square metres.</li> <li>iv. Developments shall incorporate communal facilities and amenities for residents such as, but not limited to, sporting facilities, entertainment and recreation facilities, laundry facilities and other essential amenities.</li> <li>v. Resident, staff and visitor parking is provided in accordance with a Parking Needs Study, which is to be prepared in a conjunction with a Development Application, to the satisfaction of the local government.</li> <li>vi. Other non-residential land uses other than 'Student Accommodation Facility' are permitted on the ground floor of comprehensive new developments. The combined total area of these other non-residential land uses shall be no greater than 500 square metres in Gross Floor Area.</li> <li>vii. Notwithstanding the land use controls set out in Table 1, 'Indoor Sporting Activities' may be considered as a 'DC' use within 'Site P', subject to sub-paragraph (vi) above.</li> <li>viii. A Waste Management Plan is to be prepared in conjunction with a Development Application, to the satisfaction of the local government.</li> </ul>	<p>The proposed development's compliance with these provisions has been addressed below:</p> <ul style="list-style-type: none"> <li>i. The proposal is considered consistent with the relevant elements of State Planning Policy 7.3 Volume 2 – Apartments and also State Planning Policy 7.0 – Design of Built Environment as addressed in Table 3.</li> <li>ii. Various unit typologies are proposed.</li> <li>iii. All self-contained units are at least 15.6sqm.</li> <li>iv. A range of communal facilities and amenities have been provided for residents.</li> <li>v. The proposed parking is consistent with the relevant Parking Needs Study that has been prepared to support the Development Application.</li> <li>vi. Non-residential land uses are only proposed on the ground floor and constitute no more than 500sqm of GFA.</li> <li>vii. Indoor sporting activities are proposed in the form of a gym (153sqm) to provide amenity to residents/staff and will not exceed the allowed aggregate 500sqm cap.</li> <li>viii. A waste management plan has been prepared and submitted as part of the supporting documentation.</li> </ul>	<p style="text-align: center;">Yes</p>

3.2 Table 2: P351.20 Design Guidelines for Student Accommodation Facility

Table 2 below provides an assessment of the proposal against the relevant provisions included in P351.20 Design Guidelines for Student Accommodation Facility. Where any variations exist they have been identified in blue.

Requirements	Proposed	Compliance
<b>1.0 Site Planning and Streetscape</b>		
For development control provisions, in regard to site planning and streetscape refer to Clause 5.4 (14) of the City of South Perth Town Planning Scheme No. 6.	Refer assessment above in Table 1.	N/A
Any preliminary design proposal should be supported by the preparation of site and context analysis drawing that demonstrate an understanding of the site and the surrounding area.	Site and context analysis was an important aspect in the early design stages. The DA package includes a clear breakdown of how the site context has influenced the final design (see plan DA107 to DA109).	Yes
All pedestrian paths and shared spaces within new development should be illuminated to provide a safe and secure pedestrian environment. Any illumination should be design to illuminate faces wherever possible.	It is expected that all pedestrians' paths and shared spaces will include an appropriate level of illumination. It is expected that this requirement may form a condition of approval.	Yes
The ground floor of any development shall accommodate activities that enable passive or active engagement with the adjacent public realm.	The proposed development includes student/staff amenities at the same level as the internal communal open space. It is envisaged that some of these amenities will result in students spilling out into the communal open space areas to ensure a level of passive and active engagement.  In addition to the student amenities, the proposed development also incorporates a convenience store, restaurant and an active landscaped setback area adjacent to the Mackay Street streetscape to ensure a level of activation toward the public realm.	Yes
New development shall maximise passive surveillance of the street and any communal open spaces.	The proposed student accommodation facility includes rooms that are orientated toward both the proposed communal open space and also the streetscapes surrounding the development to ensure that passive surveillance of these areas is achieved (see plan DA203 to DA210).	Yes

Requirements	Proposed	Compliance
<b>2.0 Built Form</b>		
Street elevations shall incorporate architectural elements such as balconies, bay windows, feature windows, frames, shade-structures and other architectural details to provide visual interest	As is evident in the proposed elevation plans, the proposed development incorporates window frames that act as innovative shade structures depending on what elevation of the building you are on. In addition, the design also incorporates various different building materials and colours as well as setbacks and indentations filled with landscaping to break up the building mass and increase visual interest in the development.	Yes
Development above 17.5 metres shall have a different architectural treatment to the levels below and utilise lightweight materials and finishes.	The top two storeys benefit from an increase 9m street setback in combination with alternative building materials and colours that differentiate them from the first five storeys.	Yes
All bedrooms and living area 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.	All bedrooms and living areas within the proposed student accommodation units have at least one window that will provide access to daylight.	Yes
All bedrooms, living areas and other communal rooms shall be capable of being naturally ventilated.	The proposed development includes cross ventilated corridors which will allow bedrooms to access natural ventilation. In addition the built form being broken up into three distinct buildings will improve access to natural light and ventilation.	Yes
Building elevations to the street should be treated as an overall composition with the inclusion of recessed and projecting walls, variation in materials and colors, expression of a building's structure, and the use of applied elements such as shade screens.	<p>The building façade fronting all streets includes recessed and projecting building elements and a degree of elegant uniformity to clearly define the buildings structure.</p> <p>Varied building materials and colours have also been incorporated into the design to promote visual interest in the development.</p> <p>In addition to the above, innovating shade screens have also been provided to frame the proposed windows whilst maximising access to natural light and minimising heat gain.</p>	Yes

<b>Requirements</b>	<b>Proposed</b>	<b>Compliance</b>
Architectural elements should maintain a scale that is residential in character.	The proposed building design has drawn inspiration from the adjoining residential dwellings. In addition, the extensive landscaping, large windows across two storeys and alternative building materials used for the ground, middle and upper portions of the building act to reduce the scale of the built form and respect the residential character of the area.	Yes
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.	Design element such as entry archways, double height entry points to each building lobby and way findings signage has been proposed to establish clear legibility through the development. These elements have been incorporated into the architecture and landscaping seamlessly.	Yes
Roofs should be either flat or pitched. The use of vaulted or skillion roofs is not permitted.	The proposed roof is flat.	Yes

**3.0 Vehicle Access and Parking**

Requirements	Proposed	Compliance
<p>For all land uses within the proposed development minimum and maximum resident, staff and visitor parking provisions shall be determined by a Parking Needs Study, prepared to the satisfaction of the City of South Perth. The Parking Needs Study is to include, but is not limited to, analysis and recommendations adequately addressing the following:</p> <ol style="list-style-type: none"> <li>i. Minimum and maximum parking standards for residents which reflect the realistic needs for student accommodation while encouraging reduced car dependence and car ownership within 'Site P'.</li> <li>ii. 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.</li> <li>iii. In determining minimum and maximum parking standards, due regard is to be given to the following principles: <ul style="list-style-type: none"> <li>• Anticipated demographics, vehicle ownership patterns and travel behaviour of Student Accommodation Facility residents;</li> <li>• Availability of day to day amenities within the Student Accommodation Facility development and the surrounding locality;</li> <li>• Availability of alternative modes of transportation within the surrounding locality; and</li> <li>• Opportunities to reduce the minimum parking standards for residents where a development provides car share arrangements for resident use.</li> </ul> </li> <li>iv. Appropriate standards for visitor parking and bicycle parking and motorcycle/moped parking for residents and visitors</li> </ol>	<p>A proposed Parking Needs Study has been included in the DA submission addressing these various points. In summary:</p> <ol style="list-style-type: none"> <li>i. Minimum parking = 37 bays Maximum parking = 130 bays</li> <li>ii. A total of 9 car parking bays are required for the commercial land uses</li> <li>iii. Demographics, local amenity, alternative transport options and opportunities to incorporate car share arrangements were all considered as part of the parking needs assessment.</li> <li>iv. Visitor parking demand was determined to be 0 Bicycle parking was determined to be 1 person bike per 2 students and 1 share bike per 8-10 students</li> </ol> <p>The proposed development provides a parking provision that complies with the findings of the relevant parking needs assessment.</p>	<p style="text-align: center;">Yes</p>
<p>Vehicle crossovers shall be limited to a maximum width of 6m and a maximum of one crossover per street for each development.</p>	<p>A maximum of one crossover per street with a porte cochere on McKay Street for pick up and drop offs has been proposed. Each crossover does not exceed 6m in width.</p>	<p style="text-align: center;">Yes</p>
<p>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.</p>	<p>All parking is located below the proposed built form and has been screened from view.</p>	<p style="text-align: center;">Yes</p>

<b>Requirements</b>	<b>Proposed</b>	<b>Compliance</b>
Provision shall be made for a drop-off/pick up area near the main building entrance(s) for taxis, ride-share, food deliveries, etc.	A pick up and drop off area has been proposed adjacent to the entry point of the proposed stage 1 building.	Yes
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.	The proposed development incorporates parking for electric cars and the relevant charging stations.	Yes
Clear sightlines of footpaths should be maintained for drivers of vehicles entering the street reserve.	Appropriate sightlines for all pedestrian footpaths has been achieved which was examined in the relevant Traffic Impact Statement.	Yes
Visitor car-parking bays, disabled car-parking bays, and bicycle parking should be located close to the main pedestrian entrances of buildings.	The proposed disabled parking bays are located close to lift lobbies and the proposed bicycle parking has been provided in central stores close to building entry points.  In accordance with the Parking Needs Assessment no visitor parking bays are required.	Yes
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.	All car parking is located beneath the proposed built form and the proposed pick up and drop off areas are well landscaped providing sufficient shade cover.	Yes
<b>4.0 Services</b>		
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.	Most service areas will be screened from view from the streetscape, however the proposed bin stores are located within the street setback area. This was proposed and agreed to with the City of South Perth, in addition extensive landscaping has been proposed to screen these areas.	Yes
Bin stores shall not be located within 3m of a common boundary with a neighbouring property, or within 6m of main entrance doors.	Bin store is not located within 3m of a common boundary with a neighbouring property and is beneath any main entry points.	Yes
Air conditioning units shall be located or screened so as to not be visible from bedrooms or living areas of adjacent properties.	Air conditioning units will be located on the roof of the building which will ensure they are not visible from adjacent properties or from the proposed bedrooms or living areas.	Yes
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.	Air conditioning units are located on the roof.	Yes

Requirements	Proposed	Compliance
<b>5.0 Landscaping</b>		
New development shall include a minimum of 25% of the site for deep-soil planting, suited to trees and larger shrubs.	As per the submitted landscaping plan, the applicable deep soil areas will constitute 16.9% of the site area.	No
Vegetation cover in the street setbacks shall be a minimum of two thirds.	Vegetation cover within the street setback area includes two rows of trees to ensure it exceeds the required two thirds cover.	Yes
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 trees have been identified for retention within the internal court yard and 7 trees are being retained in the verge area. Any trees being removed will be replaced with at least two new trees elsewhere on site.	Yes
Landscaping should include a range of either active or quiet communal open spaces.	The proposed landscaping plan includes spaces where active recreation can occur in the form of sport whilst also including a range of seating for quiet communal open space areas.	Yes
Ancillary elements 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.	These design elements have been incorporated into the design of the proposed fencing.	Yes

Requirements	Proposed	Compliance
<p>A landscape management strategy shall be developed which addressed the following matters:</p> <ol style="list-style-type: none"> <li>i. Retention of existing appropriate trees on the site.</li> <li>ii. Provision and location of deep soil areas (DSA) having regard to the requirements of SPP7.3.</li> <li>iii. Plant species should be selected to reduce water use, enable efficient maintenance and create a sense of place.</li> <li>iv. Landscape plans should include a diversity of plant types for visual interest.</li> <li>v. Planting within street verges.</li> <li>vi. 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.</li> <li>vii. Dense tall shrubbery should not be planted adjacent to pedestrian pathways in order to avoid creating places for concealment.</li> <li>viii. The use of non-aerial (in-ground) reticulation is encouraged to reduce the extent of evaporation.</li> <li>ix. Landscape design should not obscure sightlines to pedestrian pathways from adjacent bedrooms and living spaces to enable passive surveillance of pedestrian routes.</li> <li>x. 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.</li> </ol>	<p>The submitted DA package includes a landscape management strategy addressing these points with the following key aspects being noted:</p> <ul style="list-style-type: none"> <li>• A total of 10 trees being retained and 5 trees being relocated.</li> <li>• Extensive verge planting is being proposed.</li> <li>• A total of 1,220sqm of DSA is being proposed which equates to 17% of the site.</li> <li>• A total of 1 large tree, 25 medium trees and 70 small trees have been proposed throughout.</li> <li>• The DSA area and tree planting far exceeds the requirements of SPP7.3.</li> </ul>	<p>Yes</p>
<b>6.0 Sustainability</b>		
<p>New development shall achieve a 4-star Green Star rating or equivalent, consistent with the City of South Perth Local Planning Policy P350.01 Environmentally Sustainable Building Design.</p>	<p>The proposed development is achieving a 4-star Green Star rating as illustrated in the supporting sustainability statement.</p>	<p>Yes</p>

Requirements	Proposed	Compliance
<p>New development shall incorporate sustainability measures including some or all of the following:</p> <ol style="list-style-type: none"> <li>i. Access to natural cross-ventilation should be maximised wherever possible.</li> <li>ii. 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.</li> <li>iii. Recycled or recyclable materials should be used wherever possible.</li> <li>iv. Energy efficient and water-efficient appliances wherever possible.</li> <li>v. 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.</li> <li>vi. 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.</li> <li>vii. 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.</li> <li>viii. Communal areas for bike parking and maintenance (such as air pumps) to encourage cycling as an alternative to car use.</li> </ol>	<p>A sustainability report has been submitted as part of the applicable DA package addressing the relevant sustainability elements that have been incorporated into the design.</p> <p>Design elements incorporated into the proposal include:</p> <ul style="list-style-type: none"> <li>• Natural cross-ventilation to all buildings;</li> <li>• North facing major openings with appropriate shading (see plan DA143);</li> <li>• Solar panels;</li> <li>• Share cars and bikes;</li> <li>• Electric car charging bays;</li> <li>• Stormwater swale along Keaney Street;</li> <li>• Communal areas for bike parking with workshop to cater for minor repairs; and</li> <li>• A commitment for the design of the development to achieve a Fitwell rating.</li> </ul>	<p align="center">Yes</p>
<b>7.0 Supporting Documentation</b>		
<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• A Waste Management Plan as outlined by clause 5.4(l)(viii) of the Scheme.</li> <li>• A Landscape Management Strategy as outlined by clause 5.2(f) of this policy.</li> <li>• A Parking Needs Study as outlined by clause 3.2(a) of this policy, which shall be supported by a Parking Management Plan</li> </ul>	<p>All proposed supporting documentation has been provided as part of the relevant DA package.</p>	<p align="center">Yes</p>

3.3 Table 3: State Planning Policy 7.3 – Residential Design Codes Volume 2

Whilst the proposed development is for a ‘Student Accommodation Facility’ the relevant scheme provisions detailed under Clause 5.4 (14) of TPS No. 6 specifies that the proposed side and rear boundary setbacks and applicable building separation is in accordance with State Planning Policy 7.3 – Residential Design Codes (Volume 2). In this regard, Table 3 below provides an assessment of the proposed development against these provisions, with any variations identified in blue.

Clause 2.4 – Side and Rear Setbacks		
Element Objectives	Compliance	Complies (Yes / No)
<p><b>O 2.4.1</b> <i>Building boundary setbacks provide for adequate separation between neighbouring properties.</i></p> <p><b>O 2.4.2</b> <i>Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.</i></p> <p><b>O 2.4.3</b> <i>The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.</i></p> <p><b>O 2.4.4</b> <i>The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.</i></p>	<ul style="list-style-type: none"> <li><b>O2.4.1</b> – whilst a variation exists to the side setback acceptable outcomes on the western boundary of Stage 2, the closest building to this variation is some 80+ metres away which is considered to be adequate separation from the neighbouring property. All other setbacks are compliant with the relevant acceptable outcomes which is considered to constitute adequate separation.</li> <li><b>O2.4.2</b> – the proposed street setbacks are at least 6m and extend to 9m for the built form above the 5<sup>th</sup> storey. This far exceeds the relevant acceptable outcomes and as such is considered to be consistent with the existing and proposed streetscape.</li> <li><b>O2.4.3</b> – The proposed setbacks have enabled the retention of existing trees on the adjoining properties as well as the provision of sufficient deep soil areas on the subject site.</li> <li><b>O2.4.4</b> – The proposed setback of the development is considered to appropriately manage the transition between civic uses to the north and the residential uses to the south and east as the street setback is 6m at a minimum which allows for a generously landscaped streetscape to mitigate any impacts of building bulk.</li> </ul>	Yes
Acceptable Outcomes	Compliance	
<p><b>A2.4.1</b> Development complies with the side and rear setbacks set out in: Does the building exceed 16m in length?  <ul style="list-style-type: none"> <li>Yes. Apply (2)</li> </ul> </p> <p>1. As per Table 2.1 – Minimum required:  <ul style="list-style-type: none"> <li>Not applicable</li> </ul> </p>	<ul style="list-style-type: none"> <li>All proposed buildings exceed the require 3.5m side and rear setback requirements except on the western boundary of Stage 2.</li> <li>No boundary walls are proposed as part of the proposed development.</li> <li>Visual privacy setbacks to abutting development (2-6A Garvey Street) achieves a minimum 9m in all instances.</li> </ul>	

<p>2. As per Table 2.1 – Minimum Average required:</p> <ul style="list-style-type: none"> <li>o R50 / R60 / R80 / R100: 3.5m side &amp; rear. <b>OR</b></li> </ul> <p>3. Boundary wall height (storeys):</p> <ul style="list-style-type: none"> <li>o R80 / R100 / R160 = 2 storey (9m). one boundary only. max 2/3 length.</li> </ul> <p>4. Visual Privacy provisions of Table 3.5:</p> <ul style="list-style-type: none"> <li>o Abutting higher than R50 (1st to 4th Floor) Bedrooms / Study / Open walkways = 3.0m</li> <li>o Abutting higher than R50 (1st to 4th Floor) other habitable rooms = 4.5m</li> <li>o Abutting higher than R50 (1st to 4th Floor) Balconies / Outdoor Spaces = 6.0m</li> <li>o 5th floor and above = Refer clause 2.7</li> </ul> <p><b>Note:</b></p> <p><sup>1</sup>Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions</p> <p><sup>2</sup> Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code</p>	
<p><b>A2.4.2</b> Development is setback from the boundary in order to achieve the Objectives outlined in 2.7 <i>Building separation</i>, 3.3 <i>Tree canopy and deep soil areas</i>, 3.5 <i>Visual privacy</i> &amp; 4.1 <i>Solar and daylight access</i>.</p>	<p>Refer assessment under section 2.7 below and Tables 1 and 2 above.</p>

<p><b>Clause 2.7 – Building Separation</b></p>		
<p><b>Element Objectives</b></p>	<p><b>Proposed</b></p>	<p><b>Complies (Yes / No)</b></p>
<p><b>O 2.7.1</b> <i>New development supports the desired future streetscape character with spaces between buildings.</i></p> <p><b>O 2.7.2</b> <i>Building separation is in proportion to building height.</i></p> <p><b>O 2.7.3</b> <i>Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.</i></p>	<ul style="list-style-type: none"> <li>• <b>O2.7.1</b> – the proposed built form provides clear and strategic breaks to ensure clear sightlines through the development that align with the existing streetscape.</li> <li>• <b>O2.7.2</b> – the proposed building separation within the site increases the higher the building gets, in this regard it is considered to be in proportion to the proposed building height.</li> <li>• <b>O2.7.3</b> – whilst there are variations to the separation between buildings on site, each separate building will retain good access to natural light, privacy and natural ventilation.</li> </ul>	<p>Yes</p>

<p><b>O 2.7.4</b> Suitable areas are provided for <b>communal and private open space, deep soil areas and landscaping between buildings.</b></p>	<ul style="list-style-type: none"> <li>• <b>O2.7.3</b> – a considerable amount of communal open space, landscaping and deep soil areas has been proposed throughout the development and adjacent to the respective streetscapes. This is considered to further enhance the amenity available to existing and future residents whilst also managing the impact of the built form.</li> </ul> <p>It is acknowledged that variations to the applicable building separation acceptable outcomes exist, however, this has only resulted from a desire to break up the built form on site and if there was additional built form on the site and the building became one, as opposed to three separate buildings, these variations would fall away. In this regard the proposed built form is considered to be a far better outcome for the site and adjoining residential amenity because the building mass is reduced which provides additional opportunities for landscaping and communal open space.</p> <p>In addition to the above, the proposed development has included staggered and smaller bay windows facing each other so the direct line from habitable room to habitable room to remove privacy issues and any direct line from habitable room to habitable room.</p>	
<p><b>Acceptable Outcomes</b></p>	<p><b>Proposed</b></p>	
<p><b>A2.7.1</b> Development complies with the separation requirements set out in Table 2.7:</p> <ol style="list-style-type: none"> <li>1. Within site boundary: <ul style="list-style-type: none"> <li>○ 4-storey (12m): Habitable Rooms &amp; Balconies = 12m;</li> <li>○ 5-8 storey (28m): Habitable Rooms &amp; Balconies = 18m; and,</li> </ul> </li> <li>2. To adjoining properties: <ul style="list-style-type: none"> <li>○ &lt;4-storey (12m) - Refer clause 2.4 <i>Side &amp; Rear Setbacks</i> and clause 3.5 <i>Visual Privacy</i> assessment.</li> <li>○ 5-8 storey (28m): Habitable Rooms/ Balconies to boundary = 9m; and,</li> </ul> </li> </ol> <p><b>Note:</b> <sup>1</sup>Distances apply from major openings of rooms, or the inside of balustrading of balconies.</p> <p><sup>2</sup>Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.</p>	<ul style="list-style-type: none"> <li>• Building separation between Stage 1 (north west elevation) and Stage 2 (south east elevation) is less than 12m for storeys 1-4</li> <li>• Building separation between Stage 1 (south west elevation) and Stage 3 (north east elevation) is less than 12m for storeys 1-4</li> <li>• Building separation between Stage 1 (north west elevation) and Stage 2 (south east elevation) is less than 18m for storeys 5-8</li> <li>• Building separation between Stage 1 (south west elevation) and Stage 3 (north east elevation) is less than 18m for storeys 5-8</li> <li>• Other building separation within the site remains compliant.</li> <li>• Refer assessment in 2.4 above.</li> <li>• For the 5<sup>th</sup> to 8<sup>th</sup> storey the proposed building separation exceeds 9m.</li> </ul>	

**3.4 Table 4: State Planning Policy 7.0 – Design of the Built Environment**

The pre-lodgement phase of this project involved extensive design review where the proposal was present to four (4) City of South Perth Design Review Panel (DRP) meetings. Throughout this process a number of modifications to the design were undertaken in order to respond to the comments being received by the panel at the various DRP meetings. A timeline of the design review process and a final response to the most recent DRP meeting has been provided elsewhere in the broader DA submission.

A core component of the design review process is assessing the development’s compliance with State Planning Policy 7.0 – Design of the Built Environment (SPP7.0). In this regard, the final design has been assessed against the ten (10) design principles noted in SPP7.0 with the proposal’s compliance noted below in Table 4.

Design Principles	Architectural Response
<b>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>	Thorough site and context analysis has been performed on the surrounding area and neighbourhood which has informed the massing and architectural language in the final design. This analysis is evident in the attached DA package and has resulted in a sympathetic built form on the adjoining residents whilst also acknowledging the likely development outcome resulting from the recent scheme amendment in the area to increase the attainable residential density.
<b>2. Landscape Quality</b>	
<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	A landscape architect has been involved from the very beginning of the project as we acknowledged that landscaping plays a vital role in the project both along the ground floor interface with the street as well as internally for the residents.  This has resulted in a landscaping plan and strategy that blends seamlessly into the design of the built form and enables the retention of a considerable amount of existing vegetation. The end product is a well landscaped student accommodation facility that will greatly improve the amenity afforded to the existing and future residents in and around the development proposal.
<b>3. Built Form and Scale</b>	
<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>	The built form and massing has been informed by the applicable planning framework relevant at the site, specifically Clause 5.4 (14) of TPS No. 6 and Policy P351.20 as well as the project team’s own site and context analysis. Further refinement has been made through each DRP meeting to better address the scale and height of the development.  The building has been broken up vertically into ground, middle and upper bands as per Policy P351.20 in order to address the height differential between the proposed development and the adjoining residential properties.

Design Principles	Architectural Response
	<p>The building has also been broken up horizontally by splitting the building into three (3) stages which opens up the central courtyard to the street and allows the development to be constructed in a staged manner. The individual buildings are further broken up through the use of alternative building materials and features as well as vertical indentations.</p>
<b>4. Functionality and Build Quality</b>	
<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>	<p>The internal layout has been refined through the relevant design review process which has resulted in improvements to the ground floor interface for the commercial tenancies, student amenities and internal courtyard.</p> <p>All communal corridors and common areas has been designed to allow for natural ventilation and sunlight to improve the amenity of future residents.</p> <p>Various different consultants have been involved from the project inception to ensure all aspects of the development are appropriately addressed. This will ensure the development functions well in relation to traffic management, parking and access, waste management, noise management and general operational procedures.</p> <p>The various facilities provided to future students and staff has been based on the architect’s extensive experience in this space as well as consideration of market demand.</p>
<b>5. Sustainability</b>	
<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>An ESD consultant has been working with the architects throughout the design process and this has resulted in the design achieving a 4 Star Greenstar rating. Ensuring the early involvement of the ESD consultant will make for a smooth transition to the detailed documentation phase of the project.</p> <p>Relevant sustainability measures included in the development include:</p> <ul style="list-style-type: none"> <li>• Car share;</li> <li>• Electric car charging stations;</li> <li>• Solar panels;</li> <li>• Solar sun studies to ensure the design of the building and landscaping responds appropriate to the available solar access.</li> <li>• Achieving an Fitwell Rating.</li> </ul> <p>Additional sustainability measures included as part of the development has been included in the relevant sustainability statement.</p>

Design Principles	Architectural Response
<b>6. Amenity</b>	
<i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	<p>As part of the initial site and context analysis, the available local amenities were examined to determine gaps in the local offering to understand what public and private amenities should be included in the project.</p> <p>Various commercial tenancies have been provided along McKay Street to allow public engagement with the development and to provide financial support for the development that will in turn support the private facilities available to the students. In addition, there will be some occasions where the communal courtyard area will be available for hire which will allow access from members of the public.</p>
<b>7. 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>Extensive consideration has been given to the development layout, way finding and passive surveillance which has been demonstrated in the relevant plans and architectural studies included in the final DA package.</p> <p>Key entry points into the building and central courtyard have been made more visible and given a distinct treatment to highlight any main points of egress to the public realm. This will be in addition to the implementation of wayfinding signage.</p>
<b>8. Safety</b>	
<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	Safety for future residents has been addressed through the provision of passive surveillance and secure points around the site that will only be accessible by the students and staff. These areas included the central courtyard and residential components of the building.
<b>9. 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>	<p>The proposed development includes a mixture of private and public facilities that ensure the development engages with the local community. These facilities include various commercial uses that will be accessible to the public along McKay Street as well as a range of student amenities that will open up into the main central courtyard. This courtyard will also be available for public events in conjunction with the relevant management entity for the student accommodation.</p> <p>The available facilities will support social interaction between residents and also the general public.</p>
<b>10. 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>	As previously noted, the final design is a result of an extensive site context analysis that has resulted in an architectural treatment of the building that was informed by the existing homes, Curtin University and the historic pine plantation that used to occupy the area. Various design elements such as the sun shading devices on the windows serve a functional purpose that responds to the local climatic conditions.

#### 4.0 Planning Justification

As part of the planning assessment in Section 3.0 above, a number of minor variations to the applicable planning framework have been identified. These variations relate to the following aspects of the design:

1. Insufficient modulation in the building elevations;
2. Building height;
3. Building separation; and
4. Extent of deep soil areas.

The proposed variations when considered in the context of the entire development and what it will offer both the State of WA and the City of South Perth and its residents are considered minor and therefore appropriate for approval by the State Development Assessment Unit. Detailed justification to this effect has been provided below under each of the respective design elements.

#### 4.1 Insufficient modulation in the building elevations

*Clause 5.4 (14) g) – Building elevations shall not exceed a wall length of 40 metres without modulation in the form of a setback or projection with a depth of at least 3 metres and a length of at least 6 metres.*

The proposed development includes the following variations to the abovementioned clause:

- Stage 3, South West elevation is 45m in length with two setbacks of 2.5x1.5m;
- Stage 1, South East elevation is 41m in length with two setbacks of 2.5x1.5m;
- Stage 1, North East elevation is 45m in length with two setbacks of 2.5x1.5m;
- Stage 2, North East elevation is 56m in length with two setbacks of 2.5x1.5m;

These minor variation are considered appropriate for approval for the following reasons:

1. The intent of the provision is to address built form on the subject site that proposes one building by providing modulation to break up the horizontal façade of the building. Instead we have proposed three separate buildings with generous 9m+ setbacks between them. This will break up the building mass and scale, allow for considerable connected landscaping throughout the site and maintain important view corridors as illustrated in Figure 5 below.

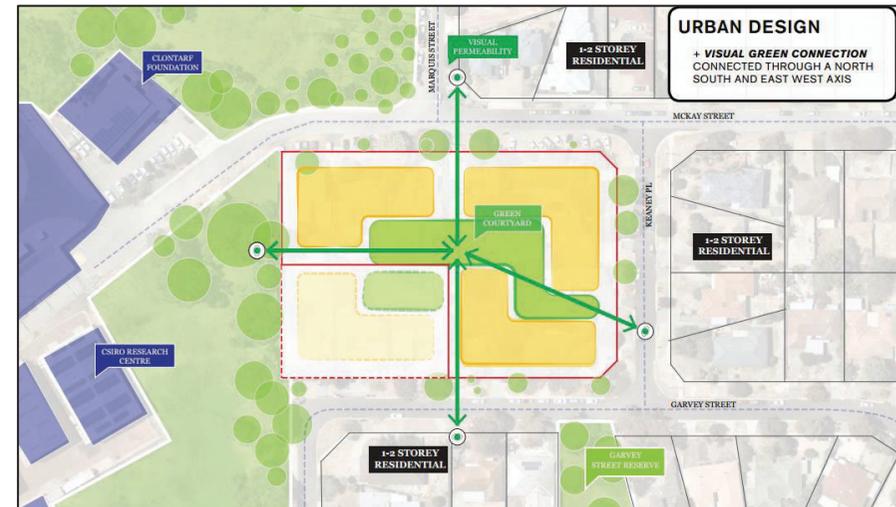


Figure 5 – Building massing facilitating landscaped view corridors

2. Whilst the required 3m x 6m setbacks haven't been achieved, the design does include landscaped recesses within the façade of all three buildings with dimensions of 2.5m x 1.5m. This design element successfully breaks up the horizontal extent of each building which is considered to achieve the intent of Clause 5.4 (14) g). Illustrative examples on how this design element breaks up the façade of the building has been included below in Figure 6.



Figure 6 – Landscapes recesses

3. The use of alternative building materials and colours across the façade such as the shading devices around the relevant windows, textured concrete finishes and different architectural façade treatments act to establish a delineation between the ground, middle and top of the building which again breaks up the horizontal façade of each building whilst also encouraging a level of visual interest in the development.
4. In comparison to the relevant massing diagrams provided within P351.20 Design Guidelines for Student Accommodation Facility, the proposed development includes much more vertical articulation to break up the horizontal façade. This is considered to result in less overall building mass. A comparison has been provided below in Figure 7.

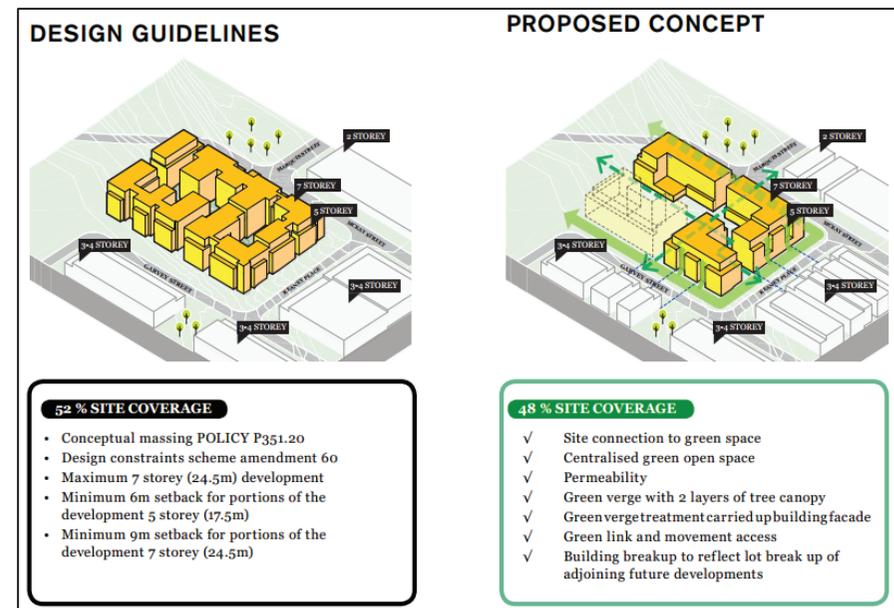


Figure 7 – Building massing comparison

## 4.2 Building Height

Clause 5.4 (14) j) establishes a range of criteria to be met in order to achieve a maximum building height of 7 storeys (24.5m). The proposed development has been assessed against Clause 5.4 (14) j) with two variations to the relevant criteria noted below:

- The north west elevation of Stage 2 is only setback 3m from the adjoining side boundary in lieu of 6m and there are a number of building separation variations proposed between buildings on site; and
- A portion of the building above the 5<sup>th</sup> storey extends above the prescribed angled plane as taken from the boundary of the adjoining residential properties.

The relevant variations pertaining to the side setback and building separation requirements will be addressed in Section 4.3 below.

The proposed building height, whilst not meeting the criteria for the additional two (2) storeys and proposing a building height of eight (8) storeys (30m), is considered to be entirely appropriate for approval for the following reasons:

1. Throughout the prior scheme amendment process, height was one of the focal issues being addressed with the proponent team originally requesting 9 storeys which was revised to 7 storeys with a 2m street setback and the top two storeys hidden under a viewing plane as viewed from the adjoining residential properties (see Figure 8).

The City still had some reservations on the abovementioned building height assessment and to resolve this issue it was agreed that the street setback would be increased to 6m to provide a well landscaped streetscape that would ameliorate the impact of the built form. *It is commented that it was agreed that the*

viewing plan would remain on the 2m setback line even though the street setback was increasing (see Figure 9).

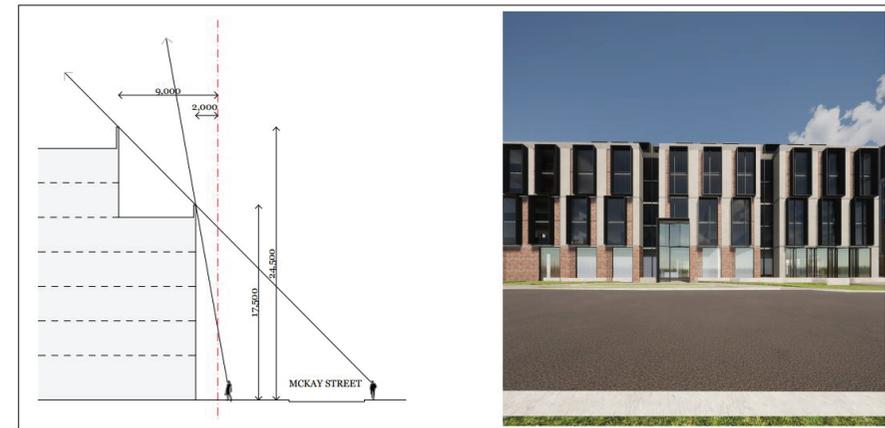


Figure 8 – Angled viewing plan screening top two storeys

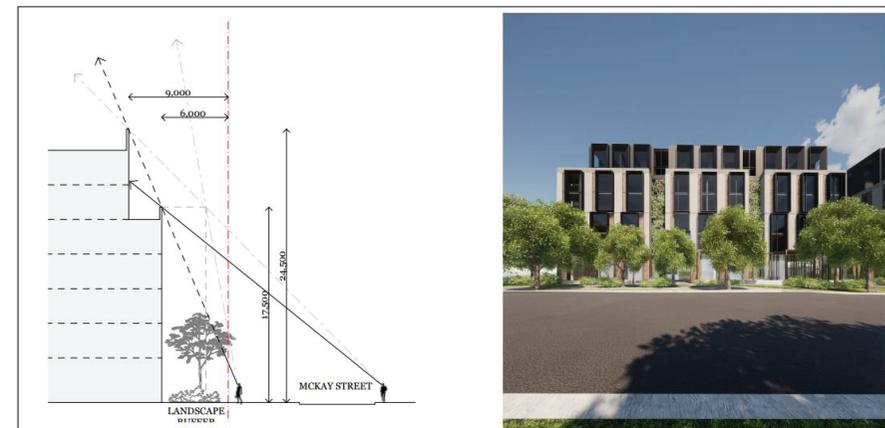


Figure 9 – Revised building height assessment

Unfortunately the final amendment was adopted with the amended viewing plane taken in line with the revised 6m street setback line. This last minute modification is not considered a necessary requirement to ameliorate the impact of building

height as this is successfully achieved through the generous primary street setback and provision of landscaping within the setback area.

2. The additional building height is not considered to have a negative impact on the existing residential amenity afforded to the adjoining properties as various design measures have been implemented to ensure any impact is appropriately managed and mitigated. These design elements include:

- A large 6m street setback for the first 5 storeys and a 9m street setback for the 6<sup>th</sup> and 7<sup>th</sup> on all three street frontages. This results in a separation of 26m from the boundary of adjoining residential properties when considering the width of the existing road reserve.

The large street setback enables the installation of meaningful landscaping around the development which greatly assists in reducing the impact of building mass and height on the adjoining residential properties. This is evident in Figures 10 & 11 below which compares a development that is compliant in height with a 2m setback (as per an earlier proposal as part of the scheme amendment process) with the proposed development which includes the extensive landscaping.



Figure 10 – Perspective showing 2m setback and compliant height



Figure 11 – Perspective showing proposed development

- The proposed site cover being 48% is much less than the allowed 60% which has facilitated the provision of additional communal open space and landscaping which constitutes 36% of the site area which exceeds the relevant requirement by 11%. The reduction in site cover and increased communal open space and landscaping further mitigates the building mass impacts.
- Instead of proposing one connected building on the site, the development has broken up the built form into three separate buildings with generous internal setbacks. This has facilitated the retention of view corridors and generous amounts of landscaping (see Figure 12) around each separate building which both contribute to reducing the perceived scale of the development.



Figure 12 – Landscaping concept plan

- The use of large windows across two storeys which has the perceived impact that the development is only four storeys in height.



Figure 13 – Two storey windows reducing perceived height

- The use of differing building materials and colours for the ground, middle and upper levels act to give the development a clearly defined horizontal definition which reduces the impact of the proposed height.
3. The proposed building height is not dissimilar to other building within Curtin University. Of particular relevance is the Department of Chemistry building which is located in close proximity to the proposed development (see Figure 14 & 15).



**Figure 14 – Location of Department of Chemistry building**



**Figure 15 – Streetscape perspective of the Department of Chemistry Building**

4. In accordance with TPS No. 6 building height is measured vertically from a level of the highest point on the ground which is situated under the building and is also set back at least 6.0m from the front or rear boundary (whichever is more elevated) and 1.5m from the side boundary.

In relation to the above assessment of building height it is noted that the natural contours of the subject site are uneven with the following being applicable:

- The highest point on the boundary is located at the corner of McKay Street and Keane Place (RL 14.5m)
- It slopes downwards along McKay Street to the northern tip of the Subject Site, i.e. from Lot 20 to Lot 24 to RL 11.5m
- It drops 7m from McKay Street to Garvey Street to RL 7.0m
- This site is typically 700mm lower than the street level at a point 6m from the edge of the boundary.

With the above considered in the context of creating an active streetscape, functional landscape and effective passive surveillance from the ground floor commercial tenancies, it is considered impractical and contrary to the intent of the design guidelines to build the proposed development below the road level. It is therefore proposed that the site be filled and recontoured to create a terrace of levels and create an on grade interface along McKay Street – see Drawing DA136. By taking the recontoured ground level, majority of the building height is maintained at 7 storeys except for the northern most corner of the proposal. Elevation 1 and Elevation 5 is as follows:



Figure 16 – Elevations depicting building height variations

The datum line for the activated streetscape along the McKay Street frontage (Elevation 1) is maintained for two thirds of the length of the building. Where the natural level starts to slope downwards to the northern corner, the building height is kept consistent and a mezzanine floor is introduced to split the ground floor level into 2 floors, creating an 8<sup>th</sup> storey. This design element whilst resulting in the presence of an 8<sup>th</sup> storey presents as a uniform streetscape along McKay Street with the non-residential uses (Café/Restaurant and food hall) and its alfresco areas being highly functional and activated. In addition this elevation fronts an area of public open space and the most civic interface in terms of local context which does not diminish the amenity of the adjoining residential properties.

### 4.3 Side Setbacks and Building Separation

As alluded to in Section 4.2 above, the proposed development is seeking to vary a number of the applicable requirements relating to side setbacks and building separation. The relevant variations have been summarised below:

- The north west elevation of Stage 2 is setback 3m in lieu of the required 6m.
- Building separation between Stage 1 (north west elevation) and Stage 2 (south east elevation) is 9m in lieu of the required 12m for storeys 1-4.
- Building separation between Stage 1 (south west elevation) and Stage 3 (north east elevation) is 11.5m in lieu of the required 12m for storeys 1-4.
- Building separation between Stage 1 (north west elevation) and Stage 2 (south east elevation) is 9m in lieu of the required 18m for storeys 5-7.
- Building separation between Stage 1 (south west elevation) and Stage 3 (north east elevation) is 11.5m in lieu of the required 18m for storeys 5-7.

In considering the abovementioned variations in the context of the proposed development, it is considered that they are appropriate for approval for the following reasons:

1. The relevant side setback variation applicable to the north western elevation of Stage 2 abuts the existing CSIRO property which has a range of mature vegetation and a large open landscaped area immediately adjacent to the boundary of the subject site. In addition, the relevant built form within the required side setback area is some 40m + from any adjoining buildings. When considering the context of this variation it is

evident they there will be no negative impact on any adjoining properties.

2. With respect to the various building separation variations between the proposed buildings within the subject site, it is commented that these variations would not be applicable if the proposed development involved one large building as opposed to three separate buildings. With this in mind, the proposed separation between buildings are considered to be a positive outcome as it has resulted in a considerable reduction in the overall building mass (see Figure 7 for massing comparison), it has improved access to natural light and ventilation and it has increased the available site area for landscaping and communal open space. The positive impacts of these design outcomes are considered to far outweigh any perceived negative impact resulting from variations to the applicable building separation requirements.
3. The reduced on site building separation has not resulted in any impacts or variations to the applicable visual privacy requirements as detailed in the assessment in Tables 1 to 3 above. This is a direct result of windows being staggered so no habitable rooms face each other across the development stages.
4. The applicable building separation variations relate to acceptable outcomes under Part 2.7 of State Planning Policy 7.3 – Residential Design Codes (Volume 2). In this regard consideration of the proposal’s compliance with the relevant element objectives is warranted and in this instance the proposal is considered to meet the relevant element objectives as detailed below:

- **O2.7.1** – the proposed built form provides clear and strategic breaks to ensure clear sightlines through the development that align with the existing streetscape.
- **O2.7.2** – the proposed building separation within the site increases commensurate to building height. In this regard it is considered to be in proportion to the proposed building height.
- **O2.7.3** – as noted above, whilst there are variations to the separation between buildings on site, each separate building will retain good access to natural light, privacy and natural ventilation.
- **O2.7.3** – a considerable amount of communal open space, landscaping and deep soil areas has been proposed throughout the development and adjacent to the respective streetscapes. This is considered to further enhance the amenity available to existing and future residents whilst also managing the impact of the built form.

In light of the above compliance with the applicable element objectives it is considered the variations to the acceptable outcomes are appropriate for approval.

#### 4.4 Extent of Deep Soil Areas

In accordance with Policy P351.20 the proposed development is required to provide a total of 25% of the site area as Deep Soil Area (DSA). In accordance with the proposed landscaping plan the proposed development has proposed a total of 16.9% of the site area as DSA. This minor variation is considered appropriate for approval for the following reasons:

1. The relevant verge areas surrounding the subject site are proposed to be landscaped as part of the development. In this regard a considerable amount (approximately 722sqm) of

additional DSA is proposed within the verge area. Inclusion of this space within the proposed DSA calculations results in the proposed development providing in excess of 21.5% of the site (verge included) as deep soil area.

2. Whilst there is a minor shortfall to the proposed DSA area required by Policy P351.2, the proposed 16.9% DSA is far over and above the required 7% as per State Planning Policy 7.3 – Residential Design Codes (Volume 2).
3. Whilst the proposed development doesn't provide 25% of the site area as DSA, it does provide 36% of the site area as communal open space which is a mixture of hard and soft landscaping. The balance that has been provided as part of the proposed landscaping plan is considered to achieve an appropriate balance of active and passive communal open space that will encourage interaction between residents. If a portion of this active communal open space was substituted for DSA (i.e. passive communal open space) the level of interaction between residents may be reduced.
4. In general the proposed landscaping plan and general strategy is very well thought out to provide connected areas of DSA and communal open space that retains and relocates existing vegetation where possible and appropriately manages the challenging level changes across the site. The result will be a generously landscaped student accommodation development that provides great amenity for future residents whilst also softening the proposed built form.

## 5.0 Supporting Reports

In order to demonstrate the development's suitability as well as compliance with the P351.20 Design Guidelines for Student Accommodation Facility, a number of supporting technical reports have been prepared as part of the applicable DA package. These supporting reports include:

1. Parking Needs Assessment – Prepared by Cardno;
2. Traffic Impact Statement – Prepared by Cardno;
3. Acoustic Report – Prepared by Herring Storer;
4. Waste Management Plan – Prepared by Talis; and
5. Sustainability Statement – Prepared by Stantec.

The findings of the relevant and respective technical reports confirm the appropriateness of the proposed development and have been summarised below for ease of reference.

### 5.1 Parking Needs Assessment

As part of the design and development phase of the project a key consideration was parking and ensuring that sufficient parking is provided whilst also encouraging the reduction of private vehicle trips. To address this aspect of the design, Cardno were engaged to prepare a Parking Needs Assessment which included an extensive review of existing literature on student accommodation demographics as well as analysis of other student accommodation developments around Australia. This analysis also built on the extensive research that was provided as part of the prior scheme amendment. A summary of the relevant methodology and findings of the Parking Needs Assessment has been provided below:

- The relevant methodology used to determine the relevant parking requirements was development using benchmarking of existing purpose-built student accommodation across a variety of Australian contexts. In addition the rates also considered

objective 6 of Policy P351.20 which requires development to discourage car use by designing for people rather than cars.

- The resulting minimum and maximum parking rates for residents and visitors were developed with consideration of:
  - Rates of vehicle ownership among international students;
  - Affective car parking demand by restricting supply;
  - Replacement rate of private vehicle bays by car sharing facilities;
  - Replacement rate of private vehicle bays by bicycle sharing facilities;
  - Acceptable parking rates for existing purpose-built student accommodation developments in similar environments across Australia and around Curtin University;
  - Connection of the site to surrounding active and sustainable transport networks; and
  - Accessibility of necessary services and amenities in the surrounding locality.
- Relevant student accommodation developments that were included in the benchmarking study were:

City	Development	Location	Beds	Car Parking Spaces provided	Car Parking Spaces per Bed
Brisbane	Margaret Street	CBD	274	15	1 space / 18 beds
	UniLodge, Shafston Avenue	CBD	238	16	1 space / 14 beds
	121A and 125 Colchester Street, South Brisbane	CBD	850 rooms	26 (including 5 Car Share Bays)	1 space / 33 rooms
	53 Tribune Street and 188 Vulture Street, South Brisbane	CBD	787 rooms	17	1 space / 46 rooms
	116 Merivale Street, 88 and 90 Ernest Street, South Brisbane	CBD	625 rooms	24 (including 5 Car Hire bays)	1 space / 26 rooms
	25 Archer Street, Toowong	CBD	550	110	1 space / 20 beds
Melbourne	UniLodge on Lonsdale	CBD	320	0	-
	UniLodge on Villiers	CBD	195	10	1 space / 20 beds
Canberra	UniLodge Academie House	CBD	90	0	-
Adelaide	UniLodge on Waymouth	CBD	204	0	-
	UniLodge Student Living	CBD	288	0	-
Wollongong	9 Crown Lane	Suburban	95	19	1 space / 5 beds
Perth	UniLodge Erica Underwood House	Suburban	324	74	1 space / 5 beds
	UniLodge Vickery House	Suburban	294	55	1 space / 6 beds
	UniLodge Kurrajong Village	Suburban	327	107	1 space / 3 beds
	UniLodge Guild Hall	Suburban	202	52	1 space / 4 beds

Figure 16 – Parking demand of other student accommodation developments

- Other core references used in the establishment of parking rates included the City of Monash’s Student Accommodation Study 2009, which is very similar contextually to the Curtin University’s Bentley campus, and the Curtin University Master Plan. The City of Monash study established a requirement for 1 bay per 3.33 beds and noted that no requirement for visitor parking exists whilst the Curtin University Master Plan established a parking rate of 1 bay per 7 beds.
- Further to the analysis of similar developments, the Parking Needs Assessment also examined the pattern of parking demand for students frequenting Australia. This analysis was based on a 2019 paper (Shafi et al 2019 ATRF Forum) and revealed that the predominant demographic likely to use the available student accommodation facility were South Asian students. It was noted that amongst this demographic, carpooling and car sharing with

friends and family is an already established, integral part of their community culture and behaviour. In addition the analysis also suggests that significant opportunity exists for successful car share arrangements.

- Also linking to the analysis of patterns of parking demand is an examination of ABS data relating to vehicle ownership of full-time international students in group housing across Australia, including the suburbs surrounding Curtin University. The findings of this data has been provided below:

Location	Numbers of households	Car ownership per bed
Australia	61,507	1 car per 3.63 bedrooms
Greater Perth	2,964	1 car per 2.10 bedrooms
Inner Perth	838	1 car per 2.75 bedrooms
City of South Perth	210	1 car per 2.52 bedrooms

Figure 17 – ABS data on car ownership of international students

- In addition to the analysis of patterns in parking demand and demographic data, measures to reduce parking demand and consequently reliance on the private car were also examined. The primary measures explored to reduce parking demand within the Parking Needs Assessment were car and bike share. Through a review of relevant studies it was found that:
  - Car share resulted in a replacement rate of 1:10 where 1 share car would replace 10 private car bays.
  - Share bikes should be provided at a rate of approximately 8-10 per resident.
- The detailed analysis undertaken by Cardno resulted in a recommendation for restrained parking at the subject site where bays are available on a strict management framework. This would result in the following parking requirements:
  - A maximum car parking demand of 130 bays and a minimum requirement of 37 bays.

- A requirement for 9 car parking spaces for the commercial uses.
- The provision of share bikes in the order of 1 bike per 8-10 students plus the provision of 1 personal bike per 2 students.
- As the proposed development is a staged approach, the following parking is required across the various stages:

Yield	Private Residential Parking	Share Car Parking	Staff Parking	Total Car Parking	Private Residential Bicycle Parking	Share Bike Parking
Stage 1 297 beds	50	0	8	58	112	28 (sufficient for 224 students)
Stage 2: 660 beds	33	17				
Stage 3: 906 beds	34	27	8	69	170	36 (sufficient for 288 students)

Figure 18 – Required parking

The abovementioned findings noted in the Parking Needs Assessment have been incorporated into the relevant development plans to ensure an appropriate parking provision is available for students attending the proposed development.

## 5.2 Transport Impact Statement

In addition to the relevant Parking Needs Assessment, Cardno were also engaged to prepare a Transport Impact Statement (TIS) to examine the impact of the proposed development on the surrounding road network. A summary of the applicable findings have been provided below:

- Current traffic volumes on the surrounding road network (Garvey Street, Keaney Place and McKay Street) is expected to be below 1,000 vehicles per day as these streets only serve a local purpose.

- In accordance with the relevant Parking Needs Assessment a total of 69 car parking spaces is required with 58 to be constructed in Stage 1 and 11 more bays constructed in Stage 3. It is commented that the bays constructed as part of Stage 1 will be sufficient to service both Stage 1 and 2 through the conversion of existing bays to share parking bays.
- Trip generation from the proposed development is expected to be extremely low, based on the constrained parking supply. This is expected to result in a negligible impact on the adjacent road network.

Table 4-2 Trip Generation Rate – Peak Hour

	No. Vehicles	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Share Car Bays	28	0.1	0.9	0.8	0.8
Staff Car Bays	8	1.0	0	0.5	0.5
Private Resident Bays	33	0.1	0.3	0.3	0.2

Table 4-3 Total Trip Generation – Peak Hour

	No. Vehicles	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Share Car Bays	28	3	25	22	22
Staff Car Bays	8	8	0	4	4
Private Resident Bays	33	3	10	10	7
<b>Total</b>	<b>69</b>	<b>14</b>	<b>35</b>	<b>36</b>	<b>33</b>

Figure 19 – Trip generation rates

- The proposed waste collection areas have been designed in accordance with the relevant Australian Standards and have been checked for access using a standard swept path analysis for a 12.5m HRV.
- As the site is operating under a constrained parking regime, a number of interventions are recommended to support this including:
  1. Private residents on site vehicle parking will be in accordance with a permit system related to the room leasing charge. This will be managed such that the

number of permits is exactly equal to the number of available spaces.

2. An on-site share car service will operate from the site, for use by residents only. This system will function for short-term use of a pool of up to 27 cars using a subscription app.
3. A similar service will be used to manage approximately 36 shared bikes, available to residents of the student accommodation only.
4. Additional secure parking for up to 170 resident bikes will also be provided.
5. Building management will also function as a travel advisory service, informing students of the available public transport and shared transport service options. This will include easy access to hardcopy and electronic information.

It is evident that from the abovementioned findings included in the TIS that the proposed development will have a negligible impact on the adjoining road network and the provision of parking on-site is entirely sufficient to accommodate the demand generated by the proposed students.

### 5.3 Acoustic Report

Herring Storer Acoustics were engaged to examine the impact of noise from the proposed development on adjoining properties and also compliance of the proposed development with State Planning Policy 5.4 – Road and Rail Noise (SPP5.4). It was determined that the proposed impact will be entirely compliant with the *Environmental Protection (Noise) Regulations 1997* and SPP5.4. Relevant findings are summarised below:

- Allowable noise levels at adjoining noise sensitive premises (i.e. residential properties) are in accordance with the below table

(Figure 20). These noise levels also consider the relevant influencing factor applicable to the proposed development which is +6 dB.

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			LA10	LA1	Lmax
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	51	61	71
		0900 - 1900 hours Sunday and Public Holidays	46	56	71
		1900 - 2200 hours all days	46	56	61
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	41	51	61

Note: LA10 is the noise level exceeded for 10% of the time.  
LA1 is the noise level exceeded for 1% of the time.  
Lmax is the maximum noise level.

Figure 20 – Allowable noise levels at adjoining premises

- The primary source of noise from the proposed development relates to mechanical services consisting of air-conditioning plant and potentially carpark ventilation fans as well as applicable alfresco areas.
- Analysis of outbound noise confirms that noise at the relevant adjoining noise sensitive premises will be entirely compliant with the most stringent assigned noise level (the night period level of 41 dB LA10) in accordance with the *Environmental Protection (Noise) Regulations 1997*. A summary of the relevant noise levels at the adjoining premises are noted below in Figure 21.

TABLE 6.2.1 – CALCULATED NOISE LEVELS

Location	Noise Level, LA10 dB
R1	36
R2	40
R3	28
R4	26
R5	26

Figure 21 – Noise levels at adjoining premises

- With regard to noise ingress and compliance with SPP5.4, noise levels during peak hour traffic conditions were examined. In accordance with the relevant noise modelling, outdoor noise levels at the proposed development will meet the requirements of SPP5.4, such that standard construction will meet the requirements.

It is evident from the above findings that the development will have no negative amenity impacts on adjoining properties in relation to noise and no additional construction measures will be required to ensure compliance with SPP5.4.

#### 5.4 Waste Management Plan

To examine how waste will be managed when the proposed development is operational, Talis were engaged to prepare an Operational Waste Management Plan. The relevant aspects of this management plan have been summarised below:

- The relevant Operational Waste Management Plan has been prepared with regard to the City’s *Waste Guidelines for New Development Version 4* and uses best practice waste management to support a four star Green Star accreditation.
- The relevant bin size, number, collection frequency and method has been outlined in the below tables:

**Proposed Waste Collection Summary – Stage 1 Student Accommodation**

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	11,177	660	6	Three times/week	Private Contractor
Commingled Recyclables	9,620	660	5	Three times/week	Private Contractor
Food Organics	6,105	240	9	Three times/week	Private Contractor

**Proposed Waste Collection Summary – Stage 2 Student Accommodation**

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	15,524	660	8	Three times/week	Private Contractor
Commingled Recyclables	14,634	660	8	Three times/week	Private Contractor
Food Organics	10,098	240	15	Three times/week	Private Contractor

**Proposed Waste Collection Summary – Stage 3 Student Accommodation**

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	9,873	660	5	Three times/week	Private Contractor
Commingled Recyclables	9,121	660	5	Three times/week	Private Contractor
Food Organics	6,187	240	9	Three times/week	Private Contractor

**Proposed Waste Collection Summary – Commercial**

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	5,740	660	2	Three times/week	Private Contractor
Commingled Recyclables	6,882	660	3	Three times/week	Private Contractor
Food Organics	8,612	240	8	Three times/week	Private Contractor

- Collection of the relevant bins noted above will occur in the following manner:
  - Stages 1 & 2 – bins from the relevant storage areas will be ferried by housekeeping staff to the bin holding areas on the ground floor adjacent to Keaney Street where they will be collected.
  - Stage 3 – bins from the relevant storage area will be ferried by housekeeping staff to the bin hold area on the lower ground floor, adjacent to Garvey Street where they will be collected.
  - Commercial Waste – bins will be serviced directly from the commercial bin storage area.
- In addition to the management of waste, the relevant Operational Waste Management Plan has also examined methods to reduce overall waste going to landfill. These measures are noted below in Figure 22. The

development will regularly review the waste being generated and once a baseline is established there will be an ability to commit to and monitor waste reduction strategies.

Item	Provider
Mobile phones	Mobile Muster
Batteries	Total Green Recycling
Toner cartridges	Planet Ark
Soft plastics	RedCycle
Fluorescent tubes	Fluorocycle
Excess food	Oz Harvest
	Second Bite
Electronics including IT equipment	Tech Collect
	Drop Zone
Office Stationery	Terracycle
Office furniture	Good 360
Disposable Coffee Cups	BioPak

Figure 22 – Waste reduction methods

It is evident from the applicable Operational Waste Management Plan that the proposed development has effectively planned for the waste to be generated by the proposed development. In addition the operator will be committed to a reduction in waste to landfill over time.

### 5.5 Sustainability Statement

As the proposed is committed to high levels of sustainability and achieving a 4 star Green Star Design, Stantec have been engaged to review preliminary development application plans and ensure the following:

1. The proposed development will achieve a 4 star Green Star rating by preparing a preliminary statement of compliance and recommended Green Star pathway;
2. The proposed development will achieve compliance with NCC 2019 Section J; and

3. The proposed development will examine the ability to achieve a relevant Fitwel rating.

It is commented that much of the sustainability work will be completed once planning approval has been granted as the focus of Stantec’s work will be during the building permit process. However, their preliminary statements and review of the relevant DA plans notes a willingness and commitment from the proponent to achieve high levels of sustainability throughout the development.

## **6.0 Conclusion**

Based on the contents of this planning justification report, the relevant supporting reports and the broader DA package, it is clear that the project proposal represents a first class student accommodation facility, one that is much needed in the Bentley/Waterford area.

It delivers a development opportunity that will be class leading in its ability to attract international students to Perth which will have positive economic and social flow on effects for the State of WA, the City of South Perth and Curtin University.

As considered in detail within the contents of the planning and justification report, the proposal will deliver a high quality, architecturally designed built form outcome that aligns with the intent and objectives of the applicable zoning and the associated design guidelines. The resulting development will provide a vibrant student accommodation facility that will make a positive contribution to the urban landscape in Waterford and will assist in the gentrification of the broader Waterford Triangle area.

As detailed in the assessment, the proposal has demonstrated that it is largely compliant with the relevant requirements outlined in Clause 5.4 (14) of the City of South Perth Town Planning Scheme No. 6, the City of South Perth Policy P351.20 – Design Guidelines for ‘Student Accommodation Facility’ on ‘Site P’ – Waterford and State Planning Policy 7.3 – Residential Design Codes (Volume 2). Where variations have been proposed, these have been appropriately justified.

On this basis, the support and favourable recommendation of the City of South Perth and subsequent approval of the State Development Assessment Unit in its ultimate determination of the project is respectfully requested.