

Conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at working drawings stage, to the satisfaction of the Metropolitan Redevelopment Authority (the Authority), prior to the commencement of construction. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Date Received
White Sands Demolition Plan	19051-DA2-Rev G	16 April 2021
White Sands Regional Road Reservation	19051-DA3-Rev G	16 April 2021
White Sands Regional Road Reservation	19051-DA4-Rev G	16 April 2021
White Sands Earthworks Plan	19051-DA5-Rev G	16 April 2021
White Sands Ground Floor Plan	19051-DA6-Rev G	16 April 2021
White Sands Basement 1 Floor Plan	19051-DA7-Rev G	16 April 2021
White Sands Basement 2 Floor Plan	19051-DA8-Rev G	16 April 2021
White Sands Level 1 Floor Plan	19051-DA9-Rev G	16 April 2021
White Sands Level 2 Floor Plan	19051-DA10-Rev G	16 April 2021
White Sands Level 3 Floor Plan	19051-DA11-Rev G	16 April 2021
White Sands Upper Level Floor Plans	19051-DA12-Rev G	16 April 2021
White Sands Roof Level Plan	19051-DA13-Rev G	16 April 2021
White Sands Northern Resi Tower - Typical Floor Plan	19051-DA14-Rev G	16 April 2021
White Sands Southern Resi Tower - Typical Floor Plan	19051-DA15-Rev G	16 April 2021
White Sands Elevation South	19051-DA16-Rev G	16 April 2021
White Sands Elevation-North	19051-DA17-Rev G	16 April 2021
White Sands Elevation-East	19051-DA18-Rev G	16 April 2021
White Sands Elevation-West	19051-DA19-Rev G	16 April 2021
White Sands Elevations	19051-DA20-Rev G	16 April 2021
White Sands Elevation-North	19051-DA21-Rev G	16 April 2021
White Sands Elevation-South	19051-DA22-Rev G	16 April 2021
White Sands Section AA - Pedestrian Link	19051-DA23-Rev G	16 April 2021
White Sands Section BB - Mall North	19051-DA24-Rev G	16 April 2021
White Sands Section CC - Mall South	19051-DA25-Rev G	16 April 2021
White Sands Axonometric - Pedestrian Link	19051-DA26-Rev G	16 April 2021
Landscape – DA Submission (TRMJ Collective and Carrier and Postmus Architects)	210416 Revised DA Submission	16 April 2021
Transport Impact Assessment Woolworths Scarborough – New DA (Cardno dated 20 May Rev K)	CW1047500-RevK	20 May 2021
White Sands Scarborough Sustainable Design Report – Full Circle Design Services March 2021	2020_005_ESD_DA Rev F	16 April 2021

2. The façade treatments and material detailing are to be refined to ensure the final design outcome exhibits an exemplary design that responds to the site location and context of Scarborough, in accordance with the Scarborough Design Guidelines, with elevations, specifications and material samples demonstrating high quality exterior materials, finishes and

colours provided at working drawings stage to the satisfaction of the Authority in consultation with the Authority's Design Review Panel. (Refer Advice Note b)

3. A Car Parking Management Plan demonstrating management and allocation of car parking bays to the specific uses within the development in accordance with the minimum requirements under section 5.2 of the Scarborough Design Guidelines, as well as a minimum of 100 car bays made available to the public in perpetuity in accordance with section 4.1 of the Design Guidelines, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note c)
4. An easement or other legal agreement confirming ongoing public access rights to the public access way, generally consistent with the extent shown on the approved Ground Floor Plan – DA 6 Rev G, is to be executed at the working drawings stage to the satisfaction of the Authority. (Refer Advice Note d)
5. A Traffic and Access Management Plan, detailing safe and efficient vehicular and pedestrian access, egress and movement throughout and surrounding the development, is to be submitted at working drawings stage to the satisfaction of the Authority, in consultation with Main Roads WA and the City of Stirling, and implemented thereafter unless agreed by the Authority. (Refer to Advice Note e)
6. A Delivery and Waste Management Plan, demonstrating that deliveries, bin collection and waste management services can be adequately provided for and managed within the development, is to be provided at working drawings stage to the satisfaction of the Authority in consultation with Main Roads WA and the City of Stirling. (Refer to Advice Note f)
7. Detailed plans of all modifications required to the Scarborough Beach Road and Hastings Street intersection to enable the development to operate in a safe and legible manner with all service and delivery vehicles able to make a lane compliant turn from Scarborough Beach Road into Hastings Street, a safe and efficient left turn into Scarborough Beach Road and pedestrians provided with a refuge point at the intersection, are to be provided at working drawings stage, prior to the commencement of construction, to the satisfaction of the Authority in consultation with the City of Stirling and Main Roads WA.

The required modifications to the road reserve are to be undertaken, at the applicant's expense, prior to the occupation of the development. (Refer Advice Note h)

8. Detailed plans of all works required within the Hastings Street road reserve to accommodate safe and efficient two way movement of all service and delivery traffic generated by the development, protect existing street trees and provide on street parking bays within the road reserve are to be provided at working drawings stage, prior to the commencement of construction, to the satisfaction of the Authority in consultation with the City of Stirling.

All required modifications, between the development site and Scarborough Beach Road, are to be undertaken at the applicant's expense, prior to the occupation of the development. (Refer Advice Note i)

9. End of trip facilities are to be provided in accordance with section 5.3 of the Scarborough Design Guidelines, details of which are to be provided at working drawings stage. (Refer to Advice Note j)

10. A Design Review Certificate from the Green Building Council of Australia, demonstrating that the proposal has been designed to achieve a minimum 5 Star Green Star rating in accordance with Development Policy 1 Green Building, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer Advice Note k)
11. A report and certification from the Green Building Council of Australia is to be provided within six months of practical completion of each building, confirming each building has achieved the minimum 5 Star Green Star 'as built' rating, to the satisfaction of the Authority.
12. Affordable Housing is to be provided in accordance with Development Policy 9 Affordable and Diverse Housing, details of which are to be provided at working drawings stage to the satisfaction of the Authority in consultation with the Department of Communities. (Refer advice Note l)
13. Adaptable Housing is to be provided in accordance with Development Policy 10 Adaptable Housing, details of which are to be provided at the working drawings stage to the satisfaction of the Authority. (Refer Advice Note m)
14. Public art is to be provided in accordance with the Development Policy 4 Providing Public Art, details of which are to be provided at working drawings stage to the satisfaction of the Authority in consultation with the Authority's Design Review Panel and the City of Stirling. (Refer Advice Note m)
15. A final Landscape Plan detailing both 'soft' and 'hard' landscaping elements for the development, is to be submitted at working drawings stage to the satisfaction of the Authority, with all landscaping to be installed and maintained in accordance with the Landscape Plan thereafter to the satisfaction of the Authority, in consultation with the Authority's Design Review Panel, the City of Stirling and Main Roads WA. (Refer Advice Note o)
16. A Wind Amelioration Report demonstrating acceptable environmental wind conditions in the public realm, alfresco areas, accessible areas of the podium and tower roofs and all apartment balconies/wintergardens is to be provided at the working drawings stage to the satisfaction of the Authority. (Refer Advice Note p)
17. An Acoustic and Vibration Attenuation Report and certification from a qualified acoustic consultant, confirming that the design and construction of the building will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note q)
18. A report and certification from a qualified acoustic consultant is to be submitted at practical completion stage and prior to occupation of the building, confirming that all recommendations of the Acoustic and Vibration Report integral to achieving compliance with Development Policy 3 – Sound and Vibration Attenuation, have been implemented, to the satisfaction of the Authority. (Refer to Advice Note r)
19. A Signage Strategy, detailing the proposed location and size of all external signage consistent with Development Policy 6 – Signage, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note s)

20. A Lighting Strategy, detailing lighting of the building exterior and ground floor public areas to enhance building features, amenity and security, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note t)
21. A Venue Management Strategy for the Dining and Entertainment tenancies of the development is to be provided at working drawings stage to the satisfaction of the Authority in consultation with the City of Stirling, and thereafter implemented by each venue operator. (Refer Advice Note u)
22. A Universal Access Statement for the ground floor public areas and building entries, prepared by a suitably qualified person, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note v)
23. A Crime Prevention Through Environmental Design Statement for the public areas of the development, prepared by a suitably qualified person, is to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note w)
24. A detailed Staging Plan, outlining the proposed staging scenario for the development is to be submitted at working drawings stage to the satisfaction of the Authority, in consultation with the Authority's Design Review Panel. (Refer Advice Note x)
25. A Construction Management Plan is to be provided at working drawings stage to the satisfaction of the Authority, in consultation with the City of Stirling. (Refer to Advice Note y)
26. A Stormwater Management Plan is to be submitted at working drawings stage to the satisfaction of the Authority in consultation with the City of Stirling. (Refer to Advice Note z)
27. All service areas, service related hardware and piped or wired services (such as car park gates, plant areas, fire booster cabinets, service meters, exhaust systems and air-conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the building and the public realm, details of which are to be submitted at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note aa)
28. All building and tenancy entrance levels are to be consistent with the constructed paving levels of the adjoining public realm, details of which are to be provided at working drawings stage to the satisfaction of the Authority.
29. All exposed parapet walls or walls adjacent to boundaries are to be finished to the same standard as the remainder of the development, details of which are to be provided at working drawings stage to the satisfaction of the Authority. (Refer to Advice Note bb)
30. A development contribution payment, in accordance with the Scarborough Development Contribution Plan, is to be provided at working drawings stage, to the satisfaction of the Authority. (Refer to Advice Note cc)
31. A dilapidation survey of the footpaths, kerbs, roads, buildings and open space areas within the immediate locality surrounding the site is to be provided at working drawings stage to the satisfaction of the Authority in consultation with the City of Stirling. Any damage caused to the

footpaths, kerbs, roads, buildings and open space areas is to be made good at the applicant's expense, prior to occupation of the development. (Refer to Advice Note dd)

32. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificates of title of future residential lots at the site. The notification is to state as follows:

'The lots is situated in the vicinity of a transport corridor and is currently affected, or may in future be affected by transport noise.'

33. A Place Management Plan detailing the design, operation and management of the publicly accessible places within the site, demonstrating activated, inviting, safe and well-maintained spaces, is to be provided at the working drawings stage to the satisfaction of the Authority. (Refer Advice Note ii)

34. The development must be substantially commenced within four (4) years from the date of this approval, to the satisfaction of the Authority (Refer Advice Note jj).

Advice Notes:

- a) A covering letter, final working drawings (digital) and a material samples board are to be submitted to the Authority prior to an application being made to the City of Stirling for a building permit and must be cleared prior to the commencement of works on site. Working drawings are to comply with all of the above conditions and any variations from the approved drawings and documentation are required to be clearly identified.

In accordance with section 62(3) of the *Metropolitan Redevelopment Authority Act 2011* no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject.

Following satisfactory assessment of the working drawings, the Authority will provide a clearance letter and a digital copy of the plans to the City of Stirling to enable building permit assessment.

- b) With regard to Condition 2, further details and information of external colour and finishes, including specifications and samples, are to be provided for all external elevations, demonstrating a well resolved high-quality materials pallet for the whole project, which has been further detailed and/or enhanced from development application stage through to the final constructed outcome.

Materials should be of extremely high quality consistent with chapter 2 of the Scarborough Design Guidelines, commensurate with design excellence standards. Accordingly, actual sandstone or limestone should be used for the podium rather than 'like' or 'effect' materials, as well as curved glazing to corners balconies and natural timber for the soffits, consistent with the Design Review Panel's advice. Consideration also should be given to ensuring that tower glazing is not overly reflective.

- c) With regard to Condition 3, the Car Parking Management Plan should include details on the following, and be reflected in the working drawings:
- allocation of car parking bays to the specific non-residential uses within the development in accordance with the minimum requirements under section 5.2 of the Scarborough Design Guidelines;
 - allocation of residential car parking bays to specific residential dwellings up to a maximum average of 1.17 bays per dwelling, being a total of 354 residential bays;

- provision of a minimum of 100 public car parking bays within the development, to be maintained as such in perpetuity, in accordance with the section 4.1 of the Scarborough Design Guidelines;
- identification and management of ACROD bays in accordance with AS 2890.6;
- effective and safe management of traffic movements to, from and within the car parking areas;
- the dimensions and numbering of all car parking bays, loading bays, vehicle entrances, crossovers, aisle widths and circulation areas complying with Australian Standard (AS) 2890.1, AS2890.2, AS2890.3 and AS/NZS2890.6;
- design of parking for the retail uses in accordance with the “User Class 3A” category as defined in AS2890.1 Table 1.1;
- identification of clear, safe and accessible pedestrian paths through car parking and delivery areas; and
- provision of wheel stops in bays perpendicular to other bays.

Opportunities for reciprocal parking, shared parking and car stackers may be explored to maximise efficiency of use.

- d) With regard to Condition 4, the public access easement is to be registered on the certificate of title for the property in accordance with sections 195 and 196 of the *Land Administration Act 1997* and notice of the easement is to be included on the diagram or plan of survey (deposited plan), unless subject to an alternative legal agreement agreed to by the Authority.

The final design of the public access way should be further detailed and/or enhanced from development application stage, ensuring the that the following principles are demonstrated in accordance with section 3.8 ‘Public Thoroughfares’ and section 4.1 ‘Requirements for Additional Storeys’ of the Scarborough Design Guidelines:

- ongoing public access rights to the public access way are maintained;
- lighting is provided as a key feature of the accessway;
- a mix of soft and hard landscape treatments are provided, contributing to high levels of amenity and offering shade and shelter for pedestrian comfort;
- Crime Prevention Through Environmental Design (CPTED) principles are employed; and
- Universal Access principles are employed, with generous clearances maintained where possible (no less than 2.5m as depicted on the approved plans, with greater widths encouraged).

The Public Access Way (PAW) is to be maintained thereafter to a high quality, ensuring ongoing safe, legible and comfortable public access

- e) With regard to Condition 5, Traffic and Access Management Plan should include details on the following, informed by the Transport Impact Assessment by Cardno, Rev K, dated 20 May 2021, and be reflected in the working drawings:
- a legible wayfinding and access strategy for vehicles entering and exiting the development, which minimises impacts on the surrounding street network;
 - effective and safe management of traffic movements to, from and within the car parking areas;
 - protection of pedestrian and cyclist routes in and around the development, particularly at crossovers; and

- safe, comfortable and legible pedestrian access to all development entrances from both Hastings Street and West Coast Highway.
- f) With regard to Condition 6, the Delivery and Waste Management Plan is to ensure all deliveries and collections occur within the development, including the provision of adequate loading, storage and vehicle manoeuvring space for such functions. The Delivery and Waste Management Plan is to outline the proposed management regime to facilitate controlled access and egress to the car park and loading areas, consistent with the Car Parking Management Plan and Traffic and Access Management Plan. The applicant is advised to liaise with the City of Stirling regarding the City's standards for waste management plans.

The Delivery and Waste Management Plan is to include the following:

- demonstrate provision of a direct service access route to and from the development;
- demonstrate adequate separation between private vehicles and supermarket delivery trucks to prevent conflicts and queuing;
- demonstrate the provision of adequate loading bays to cater for likely volume of service deliveries for the development;
- strategies to ameliorate amenity and noise impacts of deliveries/waste management on the surrounding residential area; and
- management procedures, including scheduling of deliveries, to prevent multiple concurrent truck movements occurring on Hasting Street, ensuring that truck movements do not unduly restrict access to on-street parking bays.

The applicant is advised to liaise with the City of Stirling with regard to modifying parking restrictions on Hastings Street. Part-time restrictions which facilitate semi-trailer delivery movements during specific hours of the day and retain residential visitor parking outside of these hours should be considered.

No waste collection is permitted from the West Coast Highway Road Reserve.

- g) The City of Stirling has advised that a bond is to be paid for all construction works within the road reserve, prior to commencement of the works. The bond shall be determined by the City's Engineer Subdivisions and Development Works and will be based on the approved civil engineering construction plans. The bond will be returned once all works within the road reserve have been completed in accordance with the approved civil engineering construction plans and to the satisfaction of the City's Manager Engineering Services.

Further, following completion of works and prior to occupation of any part of the development, the City is to be paid an inspection fee for the construction of all roads and associated drainage works, in accordance with the approved civil engineering construction plans and based on the following:

- Where the person has not engaged a consulting engineer to design and supervise the construction, the amount is to be 3% of the cost of the construction as estimated by the City.
- Where the person has engaged a consulting engineer to design and supervise the construction, the amount is to be 1½% of the cost of the construction as estimated by the City.

A payment to the City of a 12 months defects liability period retention bond of 5% is required for the construction of all roads and associated drainage works, as estimated by the City.

The 12 months defects liability period will commence from the date of practical completion, and the bond will be returned upon successful completion of any defects that may have arisen during that period.

The City is to be provided with "as constructed" transparencies and digital copies in dwg format, for works within the road reserve.

- h) With regard to Condition 7, all road upgrades required for the development to integrate with the surrounding road, cycle and footpath network and to operate in a safe and legible manner, are required to be funded by the applicant and delivered prior to the occupation of the development. The City of Stirling advises that any works proposed within Scarborough Beach Road and Hastings Street require the prior approval of the City and that this development approval should not be read as approval from the City to undertake such works.

The proposed upgrade to the intersection of Hastings Street and Scarborough Beach Road, as detailed in figure 3-15 of the Traffic Impact Assessment by Cardno, Rev K, dated 21 May 2021, is not supported as vehicle movements are not lane compliant and present a safety risk for vehicles on Scarborough Beach Road and for pedestrians crossing Hastings Street.

The revised intersection designs should demonstrate all service and delivery vehicles can make a lane compliant turn from Scarborough Beach Road into Hastings Street and is to provide a median island to accommodate a staged pedestrian crossing.

The revised intersection designs should demonstrate all service and delivery vehicles can make a safe and efficient egress onto Scarborough Beach Road from Hastings Street based on:

- the current 4 traffic lane configuration on Scarborough Beach Road; and
- the planned Scarborough Beach Road transit corridor with 2 traffic lanes as detailed in the City's Scarborough Beach Road Typical Cross Sections (Reference SK-WC-X001) specifically the cross section 'Scarborough Beach Road - With Indented Parking'.

- i) With regard to Condition 8, the City advises that Hastings Street is a local road of approximately 9.5m in width with on-street parking permitted along both sides of the street and has not been designed or intended to accommodate the heavy vehicles generated by this development.

The updated plans are to demonstrate that, as a minimum, the section of Hastings Street between the development site and Scarborough Beach Road, can accommodate opposing heavy vehicle movements, by incorporating embayed parking.

- j) With regard to Condition 9, bicycle parking facilities are to be provided in accordance with section 5.3 of the Scarborough Design Guidelines in an accessibly location with safe and legible access to such facilities clearly demonstrated.
- k) With regard to Condition 10, the development application has committed to the achievement of a minimum 5 Star Green Star rating from the Green Building Council of Australia (GBCA) in accordance with the section 4.1 of the Scarborough Design

Guidelines, over and above the requirement under Development Policy 1 – Green Building on Tier 2 sites to be designed and built to achieve a minimum 4 Star Green Star rating. It is noted that this commitment is subject to further engagement with the GBCA with respect to the implementation of two separate ratings for the residential and non-residential components.

Details confirming agreement from the GBCA in relation to the two separate ratings should be provided, as well as a Green Star Report demonstrating that the construction of the building will achieve the minimum certified 5 Star Green Star rating, unless otherwise agreed to by the Authority.

In addition, all buildings should be designed to comply with the Redevelopment Objective of enhancing environmental integrity, by including ecologically sustainable design, resource efficiency, recycling, renewable energy and protection of the local ecology and microclimate. In particular, the design, construction and operation/management of the building and associated areas of open space should demonstrate a 'whole of site' approach to sustainable design and address, as a minimum:

- Water efficiency;
- Strategies and methodology to minimise potable water usage through rain water capture and reuse and/or waste water recycling;
- Energy efficiency and energy efficient fixtures and appliances;
- A naturally comfortable indoor environment, including access to natural light and ventilation as well as thermal comfort levels.

l) With regard to Condition 12, unless otherwise agreed:

- 12% of the total number of dwellings are to be provided within the development and maintained in perpetuity, in compliance with Development Policy 9 - Affordable and Diverse Housing;
- the affordable housing units are to be sold by the developer to the Department of Communities (or alternative housing provider approved by the Authority) at construction cost (based on the Authority's construction cost chart dated July 2016), at the time of practical completion of the development;
- a restrictive covenant is to be registered against the certificates of title of the relevant affordable housing units (the subject units are to be identified on the working drawings) restricting the use of the units for affordable housing in perpetuity pursuant to section 129BA of the Transfer of Land Act 1893;
- the restrictive covenant is to be prepared at the applicant's expense and must be executed in registrable form prior to the clearance of working drawings to the satisfaction of the Authority. A template document is available from the Authority, which is to be completed by the applicant and reviewed by its lawyers prior to submission; and
- a draft strata plan and management statement is to be prepared at the applicant's expense and provided at working drawings stage demonstrating how ongoing costs of the affordable housing units will be minimised including but not limited to:
 - minimising unit entitlements; and
 - restricted access to common amenity areas (with potential to opt in).

- m) With regard to Condition 13, an Accessibility Report should be provided demonstrating that a minimum 20% of the total number of dwellings conform to the Core Liveable Housing Design Elements outlined in Development Policy 10 – Adaptable Housing.
- n) With regard to Condition 14, the provision of public art is to be in accordance with Development Policy 4 – Providing Public Art, with a minimum contribution, either as public art or cash-in-lieu, of \$850,000.00 based on the development value of \$120 million.

Consideration should be given to an integrated approach to public art that is embedded within the architecture and/or landscape design.

- o) With regard to Condition 15, the Landscape Plan should include:
- details of the how the landscape design, materials, plantings and levels will effectively integrate with the adjacent public realm;
 - existing and proposed site levels and provision of universal access;
 - species, sizes and types of plantings;
 - details of seating, paving and other infrastructure;
 - reticulation to plantings including rain/grey water capture and re-use;
 - paving, kerbs and other surface treatments;
 - details of all proposed planting on structure, demonstrating that these landscaped areas are viable, will survive and are capable of being maintained in perpetuity; and
 - integration of wind amelioration strategies into the design to ensure pedestrian/user comfort consistent with the intended use of the outdoor spaces;
 - details confirming that landscape treatments/furniture maintain vehicle and pedestrian sight lines adjacent to access routes at all times to ensure driver and pedestrian safety; and
 - details of the ongoing maintenance requirements for the landscaped spaces including responsibilities, reticulation and access and safety systems.

The applicant is advised to liaise with the City of Stirling and Main Roads WA to ensure the integration of paving materials and landscaping between the public and private realm and any ongoing maintenance requirements are appropriately considered. It is the City's expectation that any modifications to the landscaping within the verge area, and ongoing maintenance are to be undertaken at the application's expense.

- p) With regard to Condition 16, wind amelioration strategies are to be integrated into the final building design, detailing and function. The use of wind break 'add-ons' such as screens and physical barriers are typically not supported as these are considered to obstruct visual and physical permeability of the public realm and limit the integration and activation of the ground floor land uses.
- q) With regard to Condition 17, the Acoustic and Vibration Report should be informed by the Acoustic Report prepared for the development by Stantec, Revision 4 dated 15 May 2020, and identify the location and extent of impact of all noise and vibration sources and confirm that the design of the building will achieve an appropriate level of attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation. In particular, the report should address:
- Potential noise and vibration impacts from adjacent uses including traffic;

- Further detailed consideration of acoustic attenuation measures relative to the different land uses/elements of the proposal, including:
 - i. Child-care centre – noise emissions, design, management plan during operation and impact on neighbouring residential units to the north;
 - ii. Gymnasium – impact of dropping equipment given 24/7 operation;
 - iii. Tavern, restaurant, kiosk and retail – amplified music, beer garden, crowd noise, mechanical system plant noise;
 - iv. Supermarket – mechanical noise plant. The predicted loading dock noise emission of 40dB appears to be low. Clarify assumptions;
 - v. Underground car parks B1 and B2 – ventilation systems, vehicle entry/exit noise;
 - vi. Bin chute system noise and management; and
 - vii. Swimming pool plant and associated noise;
 - Mechanical service systems (such as exhaust systems and air-conditioning) selection, design and location to prevent emitted noise levels from exceeding the relevant decibel levels as provided by the *Environmental Protection (Noise) Regulations 1997*; and
 - Confirmation that the design meets the 35dB internal criteria for all bedrooms.
- r) With regard to Condition 18, the certification submitted at practical completion stage should include results of onsite testing to confirm appropriate levels of sound attenuation / mitigation have been achieved.
- s) With regard to Condition 19, the Signage Strategy should provide an indicative plan of all proposed signage (including wayfinding signage) outlining the locations and dimensions demonstrating that such signage will be complementary to the architectural design.

Development Policy 6 – Signage requires signage to demonstrate restraint in scale, size and collective amount of signage installed, in order to minimise visual clutter, protect amenity, and support a safe, attractive and legible public realm.

All signage should be of a high quality design that is fully and effectively integrated within the development of the site. In particular, a stand-alone pylon sign to the Hastings Street frontage is not considered appropriate for the residential context of that street. Signage on this side of the development should be less visually intrusive, should not abut the neighbouring lot, and should show appropriate restraint in terms of scale and lighting.

- t) With regard to Condition 20, the Lighting Strategy should:
- include a plan which illustrates how the building will be illuminated to highlight architectural elements, to provide an attractive building at night;
 - demonstrate how lighting and safe access will be provided between the development and the public realm and within loading areas and pedestrian pathways; and
 - be designed to comply with Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282 (Control of the Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and to passing vehicular traffic are controlled to an acceptable level.
- u) With regard to Condition 21, the Venue Management Strategy is intended to provide guidance for all future tenancies and may inform the development of individual Venue

Management Plans as required. The Strategy is to include, but not be limited to the following:

- hours of operation;
 - types of proposed liquor licences;
 - location of service/back of house areas for each the tenancies, ensuring an active interface between the tenancies and the street is maintained;
 - any proposed entertainment or music, including noise attenuation reports and plans for any premises proposing live music, amplified music or other entertainment with noise levels above ordinary background music;
 - management of noise and patron behaviour to minimise adverse impacts on residents within the development and the locality;
 - alfresco management, including location of alfresco, proposed structures and furniture, wind impact management, operating times, alcohol service and any music/entertainment;
 - management and maintenance of the swimming pools/spas; and
 - any other matters deemed appropriate by the Authority.
- v) With regard to Condition 22, the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities) and Australian Standard 1428.1 and the *Disability Discrimination Act 1992*.
- w) With regard to Condition 23, the CPTED Statement should address the safety of publicly accessible / communal external and internal areas of the development including the pedestrian link, resident amenities level, end of trip facilities, as well as CCTV locations and management. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.
- x) With regard to Condition 24, the Staging Plan is to outline the confirmed staging scenario for the development and should address the following:
- how the identified community benefits will be delivered in the first stage of development and maintained thereafter;
 - proposed development staging including any factors that may affect the intended staging approach;
 - demonstrate how the amenity of the locality and safety of the public will be protected and maintained throughout the staged development of the proposal, including measures to ensure that partially completed built form maintains a high quality appearance commensurate with the approved design (including roof levels);
 - the extent of early structural (and any other) work that would need to be undertaken in the first stage to enable later tower development above; and
 - details of how the basement and vehicle access ways would be constructed in a staged scenario.
- y) With regard to Condition 25, the Construction Management Plan should address the following matters, which are to address all phases of development including demolition and construction:
- construction operation days / hours, with consideration for surrounding premises and residents;
 - management of dust, noise, vibration and other construction activities;
 - details of construction deliveries, collections and on site storage;

- workers car parking arrangements;
- traffic management, including management of all construction works traffic and all measures to minimise disruption to traffic and pedestrian movements within the vicinity of the site;
- details of construction signage and fencing, including high quality site hoardings;
- community consultation plan and details to notify surrounding premises of the works and outlining procedures to manage enquiries and complaints;
- measures to limit the impact of disturbance to the operation and amenity of surrounding buildings; and
- any other matters deemed appropriate by the Authority and/or the City of Stirling.

z) With regard to Condition 26, stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve, including West Coast Highway. The applicant is advised to liaise with the City of Stirling regarding drainage design.

aa) With regard to Condition 27, services and service related infrastructure includes but is not limited to all piped and wired services, car parking areas and associated ventilation, roof plant / plant areas, bin storage areas, service meters and related infrastructure, fire booster cabinets, exhaust systems, air-conditioning units, antennae and satellite dishes.

Car park entry doors, service and plant areas and service infrastructure are to be integrated into the development in a manner that does not undermine the overall architectural quality of the development.

Fire booster hydrants and service meter boxes should be designed, located, oriented and finished to minimise any visual impact on the adjacent streetscape and maximise visual interaction between the development and the street. The applicant is advised to liaise with service authorities to rationalise and consolidate service infrastructure, where possible.

bb) With regard to 29, the pattern and finish on the precast parapet wall panels is to be of a high quality commensurate with the level of Design Excellence required for the whole project. Consultation with the neighbouring properties should inform finalisation of the parapet wall design.

cc) With regard to condition 30, the development contribution payment is calculated on the total site area (excluding areas required to be ceded for road widening or otherwise) and the maximum 'base height' permitted to be delivered on the site, in accordance with the following table and Schedule 2 – Maximum Building Heights Plan in the Scarborough Development Contribution Plan.

The contribution payable for the site is calculated at **\$919,444.07**, based on:

- an estimated site area of **1,624m²** and permitted maximum (base) building height of 8 storeys on the eastern portion of the lot (i.e. \$109,278.96); and
- an estimated site area of **8,027m²** and permitted maximum (base) building height of 12 storeys on the western portion of the lot (i.e. \$810,165.11).

Maximum Building Height (Base)	Cost/Site Area (\$/m ²)
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2 storeys / 8 metres	\$16.82
3 storeys / 11.5 metres	\$25.23
4 storeys / 15 metres	\$33.64
8 storeys / 29 metres	\$67.29
12 storeys / 43 metres	\$100.93

- dd) With regard to Condition 31, the dilapidation survey is to the applicant is advised that the dilapidation survey should include, as a minimum, all public realm features immediately surrounding the development and all buildings within close proximity to the site. The final extent of the survey is to be agreed to by the Authority prior to the surveys being undertaken.
- ee) The Water Corporation has provided the following advice in relation to the water and sewerage connections for the proposed development:
- The proposal will require approval by Water Corporation's Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.
 - Upgrading of the current reticulated water system may be required to prevent existing customers being affected by the development.
 - Water Corporation will require 24/7 access to the critical sewerage mains that traverses the subject land. Access arrangements must be approved by the Water Corporation.
 - Further discussions with Water Corporations Development Servicing Branch regarding the proposed sewer strategy for the site is required before development can take place.
 - Water Corporation's drainage system can only take predevelopment flows so the developer will need to compensate any additional flows on their own land. Before development can take place a Water Management Plan should be completed and approved.
- ff) The City of Stirling has provided the following advice in relation to the occupancy and operation of the proposed development:
- All food premises to comply with the Food Act 2008 and the Food Standards Code and to be registered with the City. This will involve an inspection of the premises prior to commencement of operation of each food premise.
 - Mechanical services to AS 1668.2 will require certificate of compliance of installation.
 - Hydraulic services to Plumbing Code of Australia certificate of compliance required of installation.
 - Swimming pool to comply with the Aquatic Facilities Regulations 2007 and will require approval by the Department of Health.
 - Compliance with Health (Public Building) Regulations 1992 maximum certificate of accommodation required (multiple).
 - Provide details of mechanical ventilation in basement & enclosed car parks.
 - All bin areas to be provided with a tap and drainage connection (industrial trap)
- gg) The land required for road widening on West Coast Highway will be required to be ceded to the Crown free of cost. Main Roads WA and the City of Stirling will determine future arrangements for ceding of the land.
- hh) This approval does not constitute approval of any Crossover Permits or permission to undertake works outside of the lot boundary. The applicant is required to make a separate

application to the City of Stirling or Main Roads WA for any works located outside of the lot boundary.

- ii) Regarding Condition 33, the Place Management Plan is to include, but is not limited to the following:
- The role and function of the upper promenade spaces located along the western frontage, adjacent to the restaurant tenancies on the ground floor and how these spaces contribute to an activated, family-orientated vision for the site;
 - detail of how the spaces have been designed to accommodate the intended functions and activity levels;
 - details of infrastructure, equipment and security measures to support the intended functions and activity levels;
 - details of any alfresco areas provided for ground floor restaurants/cafes;
 - details of the ongoing maintenance, management and security of all publicly accessible spaces; and
 - details of how the legibility and public nature of the promenade will be maintained on an ongoing basis, demonstrating an inviting and inclusive public connection through the site.

- jj) With regard to Condition 34, notwithstanding clause 5.24 of the Scarborough Redevelopment Scheme, which provides for a standard two (2) year validity period for development approvals, due to the impact of the COVID-19 pandemic and the potential delays associated with this situation, a four (4) year validity period applies to this approval. This has been applied in this unique circumstance only and any application to extend the validity period beyond four (4) years will require a full assessment under the relevant statutory planning framework.

Should the development not be substantially commenced within the period specified, the approval shall no longer be valid and no development shall occur without the further approval of the Authority having first been sought and obtained.