

## Recommended Conditions and Advice Notes

### Conditions:

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

Plan / Document Name	Ref.	Date Received
Material Schedule	DA0001 B	4 May 2021
Overall Site – Demolition Plan	DA0003 B	4 May 2021
Site Plan – Zone 1	DA0005 B	4 May 2021
Site Plan – Zone 2	DA0006 B	4 May 2021
Drivers Sign On Facility Site Plan	DA0301 B	4 May 2021
Drivers Sign On Facility Ground Plan	DA0302 B	4 May 2021
Drivers Sign On Facility Roof Plan	DA0303 B	4 May 2021
Drivers Sign On Facility Elevations	DA0304 B	4 May 2021
Drivers Sign On Facility Sections	DA0305 B	4 May 2021
EMU Internal Cleaning Platform Overall	DA0501 B	4 May 2021
EMU Internal Cleaning Platform Roof Plan	DA0502 B	4 May 2021
EMU Internal Cleaning Platform Ground Plan	DA0503 B	4 May 2021
EMU Internal Cleaning Platform Elevations	DA0504 B	4 May 2021
EMU Internal Cleaning Platform Sections	DA0505 B	4 May 2021
EMU External Train Wash Facility Overall Plan	DA0601 B	4 May 2021
EMU External Train Wash Facility Ground Plan	DA0602 B	4 May 2021
EMU External Train Wash Facility Roof Plan	DA0603 B	4 May 2021
EMU External Train Wash Facility Elevations	DA0604 B	4 May 2021
EMU External Train Wash Facility Sections	DA0605 B	4 May 2021
B-Series Railcar Maintenance Facility Ground Plan	DA0701 B	4 May 2021
B-Series Railcar Maintenance Facility Mezzanine Plan	DA0702 B	4 May 2021
B-Series Railcar Maintenance Facility Roof Plan	DA0703 B	4 May 2021
B-Series Railcar Maintenance Facility Elevations	DA0704 B	4 May 2021
B-Series Railcar Maintenance Facility Sections	DA0705 B	4 May 2021
DMU Railcar Wash Facility Overall Plan	DA0801 B	4 May 2021
DMU Railcar Wash Facility Ground Plan	DA0802 B	4 May 2021
DMU Railcar Wash Facility Roof Plan	DA0803 B	4 May 2021
DMU Railcar Wash Facility Elevations	DA0804 B	4 May 2021
DMU Railcar Wash Facility Sections	DA0805 B	4 May 2021
Wheel Lathe and Bogie Drop Overall Plan	DA0901 B	4 May 2021
Wheel Lathe and Bogie Drop Ground Plan	DA0902 B	4 May 2021
Wheel Lathe and Bogie Drop Roof Plan	DA0903 B	4 May 2021
Wheel Lathe and Bogie Drop Elevations 1	DA0904 B	4 May 2021
Wheel Lathe and Bogie Drop Elevations 2	DA0905 B	4 May 2021
Wheel Lathe and Bogie Drop Sections	DA0906 B	4 May 2021
Diesel Railcar Maintenance Facility Overall Plan	DA1001 B	4 May 2021
Diesel Railcar Maintenance Facility Mezzanine Plan	DA1002 B	4 May 2021
Diesel Railcar Maintenance Facility Roof Plan	DA1003 B	4 May 2021
Diesel Railcar Maintenance Facility Ground Plan	DA1004 B	4 May 2021
Diesel Railcar Maintenance Facility Elevations	DA1005 B	4 May 2021
Diesel Railcar Maintenance Facility Sections 1	DA1006 B	4 May 2021
Diesel Railcar Maintenance Facility Sections 2	DA1007 B	4 May 2021

2. Elevations, specifications and material samples detailing high quality external materials, finishes and colours for the development consistent with the quality of the approved development plans, are to be submitted prior to working drawings stage (planning conditions clearance), to the satisfaction of the Authority in consultation with the Authority's Design Review Panel. (Refer Advice Note b)
3. Windows and glazed areas to the Drivers Sign-On Facility, and office component of the Diesel Railcar Maintenance Facility are not to be provided with dark or reflective tinting, visually obtrusive signage, obscured glazing or roller shutters, details of which are to be provided at working drawings stage (planning conditions clearance), to the satisfaction of the Authority. (Refer Advice Note c)
4. Public art is to be provided in accordance with the Authority's Development Policy 4 – Providing Public Art, details of which are to be submitted prior to working drawings stage (planning conditions clearance), to the satisfaction of the Authority, in consultation with the Authority's Design Review Panel. (Refer Advice Note d)
5. A Landscape Plan detailing both 'soft' and 'hard' landscaping elements for the development are to be submitted prior to working drawings stage (planning conditions clearance), to the satisfaction of the Authority, in consultation with the Authority's Design Review Panel, with all landscaping to be installed and maintained thereafter. (Refer Advice Note e)
6. A Sustainable Design Assessment Report and certification from a suitably qualified professional demonstrating that the development has been designed to achieve a minimum 4 Star Green Star rating, or equivalent, is to be provided at working drawings stage (planning conditions clearance), to the satisfaction of the Authority. (Refer Advice Note f)
7. A report and certification from a suitably qualified professional is to be submitted at practical completion and prior to the occupation of the development, confirming that all initiatives included in the Sustainable Design Assessment Report, and integral to the achievement of a minimum 4 Star Green Star rating, or equivalent, have been implemented, to the satisfaction of the Authority.
8. End of trip facilities are to be provided for the development in accordance with the Midland Redevelopment Area Design Guidelines, details of which are to be provided at working drawings stage (planning conditions clearance), to the satisfaction of the Authority. (Refer Advice Note g)
9. All piped and wired services and service related infrastructure (such as service meters, fire booster cabinets, exhaust systems and air conditioning units) are to be screened from public view or designed as an integral component of the development, details of which are to be submitted at working drawing stage (planning conditions clearance), to the satisfaction of the Authority. (Refer Advice Note h)
10. A Lighting Strategy, detailing how the building exterior and external public areas will be illuminated to highlight building features and enhance amenity and security, is to be submitted at working drawings stage (planning conditions clearance), and implemented thereafter, to the satisfaction of the Authority. (Refer Advice Note i)
11. A Construction Management Plan is to be submitted at working drawings stage (planning conditions clearance) and implemented for the duration of the construction

period to the satisfaction of the Authority, in consultation with the City of Swan. (Refer Advice Note k)

12. Crossovers, driveways, car parking, vehicle manoeuvring spaces, circulation areas and loading/unloading areas are to be constructed, sealed, kerbed, marked and maintained in accordance with the approved plans to the satisfaction of the Authority.
13. All stormwater is to be collected and contained on site. No stormwater is to be discharged from the property into other land or reserves. Stormwater drainage plans are to be submitted at working drawings stage (planning conditions clearance), to the satisfaction of the Authority, in consultation with the City of Swan. (Refer to Advice Note k)
14. A Signage Strategy, detailing the proposed location and size of all external signage, consistent with the Authority's Development Policy 6 – Signage, is to be submitted at working drawings stage (planning conditions clearance) and implemented thereafter, to the satisfaction of the Authority. (Refer to Advice Note l)
15. A Waste Management Plan is to be submitted at working drawings stage (planning conditions clearance) and implemented thereafter, to the satisfaction of the Authority, in consultation with the City of Swan.
16. All outdoor storage areas, including bin storage areas, are to be screened from public view and the front setback area to Robinson and Elgee Roads is not to be used for the storage of goods, equipment, fuel, raw materials, products or by-products or wastes of manufacture.
17. A dilapidation survey of the footpaths, kerbs, roads, buildings and open space areas adjacent to the site is to be provided at working drawings stage (planning conditions clearance), to the satisfaction of the Authority in consultation with the City of Swan. Any damage caused to the footpaths, kerbs, roads, buildings and open space areas is to be made good at the applicants' expense, prior to occupation of the development.
18. An Acoustic and Vibration Report and certification from a qualified acoustic consultant, confirming that the design, construction, use and ongoing operation of the development will achieve an appropriate level of sound and vibration attenuation in accordance with the Authority's Development Policy 3 – Sound and Vibration Attenuation is to be submitted at working drawing stage (planning conditions clearance), and implemented thereafter, to the satisfaction of the Authority. (Refer to Advice Note o)
19. Certification from a qualified acoustic consultant that all attenuation measures recommended in the Acoustic and Vibration Report, integral to achieving compliance with Authority's Development Policy 3 – Sound and Vibration Attenuation, have been implemented, is to be submitted at practical completion stage and prior to the occupation of the development, to the satisfaction of the Authority. (Refer to Advice Note p)
20. The development must be substantially commenced within four (4) years from the date of this approval, to the satisfaction of the Authority (Refer to Advice Note q)

### Advice Notes:

- a) A covering letter, a digital version of final working drawings and a material samples board are to be submitted to the Authority prior to an application being made to the City of Swan 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 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 (planning condition clearance), the Authority will provide a clearance letter and copies of the plans to the City of Swan to enable building permit assessment.

- b) With regard to Condition 2, details of external colour and finishes, including final specifications and samples, should be provided for all external elevations, demonstrating high quality and durability of materials has been maintained (or enhanced) from the development application stage through to working drawings and construction, consistent with the Midland Design Guidelines.

In particular the materials and finishes should address:

- External finishes of the Diesel Railcar Maintenance Facility, specifically the office component to the west is to demonstrate a material interface consistent with, and complementary, to the rest of the buildings on site and respond to the materiality of the Stage 1 development;
- EMU Cleaning Platform and B-Series Railcar Maintenance Facility Buildings roof form is to match other buildings on site; and
- Wheel Lathe and Bogie Drop to incorporate improved articulation and material form, demonstrated through the use of architectural treatment, colours and materials selection, to assist in breaking down the bulk and scale of these buildings and improve the presentation to the street.

The Midland Redevelopment Area Design Guidelines require materials, detailing and finishes that compliment or provide an interpretive response to the architectural aesthetic of the area.

- c) With regard to Condition 3, all glazing is to be clear to maximise visual permeability, provide casual surveillance and offer a high standard of amenity for building occupants and the general public, in accordance with Section 2.3.1 'Built Form' of the Midland Design Guidelines. All glazing is to be free from signage or other obstructions.
- d) With regard to Condition 4, the applicant is advised that Midland Redevelopment Area Development Policy 4 requires development with a construction cost of over \$50 million dollars to contribute \$500,000 plus 0.5% for every construction cost dollar over \$50million, either provided as public art or paid into the public art fund for the project area.

It is noted that the delivery of public art was considered as part of the Stage 1 approval, and was assessed on the basis of the estimated construction cost of the full Bellevue Depot being \$187.5M (Stage 1 was \$25,000,000) which equated to a contribution amount of \$1,179,000.

The estimated construction cost for Stage 2 is \$170,000,000 and inclusive of the \$25,000,000 for Stage 1, the estimated construction cost of the full Bellevue Depot has increased to \$195,000,000 which equates to a revised contribution amount of \$1,225,000.

A public art installation to the corner of Elgee Road and Lloyd Street is to appropriately screen the sub-station and bin areas from public view, whilst also providing an interesting corner statement. Details of the proposal are to be provided at working drawings stage (planning condition clearance), to the satisfaction of Authority in consultation with the Authority's Design Review Panel.

- e) With regard to Condition 5, the Landscape Plan should include the following details:
- i. provision of large canopy shade trees at a ratio of 1 tree per 4 car parking bays to all car parking areas in particular to the Drivers Sign-On car park;
  - ii. provision of mature shade/street trees and landscaping to the northern and western edges of the development in order to further mitigate the visual impact of the development;
  - iii. provision of landscaping with a minimum width of 3m to Elgee Road (including, but not limited to, widening the landscape strip immediately adjacent to the Northern Edge of the Diesel Railcar Maintenance Facility and incorporating additional landscaping, including mature shade trees) in order to assist with further breaking up the horizontal form of this building and softening the built form;
  - iv. the selection of street trees is to be to the satisfaction of the Authority with detail to be provided to ensure the provision of shade to the adjacent pedestrian footpath and access to winter sun, while ensuring canopy and root spread does not interfere with the proposed development or street infrastructure;
  - v. all plant species to be used (including drought tolerant and native plants), their location and densities;
  - vi. schedule of works;
  - vii. details of water sensitive irrigation designs which respond to the Midland context. Irrigation used in verge is to comply with City of Swan irrigation specifications;
  - viii. any chemicals to be used such as fertilisers and herbicides;
  - ix. ongoing monitoring and maintenance requirements;
  - x. where trees are planted in private property or the verge – and are within 2m of a footpath or kerb – Root control barrier will be required; and
  - xi. trees in verge are to be planted in accordance with the City of Swan's landscape guidelines.

All landscaping is to be installed prior to the occupation of the buildings and maintained thereafter by the landowner.

- f) With regard to Condition 6, Midland Redevelopment Area Development Policy 1 – Green Building requires new buildings to be designed and built to achieve a minimum 4 star Green Star rating from the Green Building Council of Australia (GBCA), or equivalent.

Where an alternative rating system to Green Star is proposed, the applicant must demonstrate that the rating system and the design of the development is generally equivalent to or better than the 4-Star Green Star rating, to the satisfaction of the Authority.

In particular, the Authority requires development to demonstrate a “whole of building” approach to sustainable design and address, as a minimum:

- water efficient and potable water use reduction strategies;
- energy efficiency and energy efficient fixtures and appliances; and
- a naturally comfortable indoor environment including natural ventilation and thermal comfort levels.

Consideration should also be given to thermal performance of the building envelope and provide details of the integration of natural ventilation and thermal comfort levels.

- g) With regard to Condition 8, all bicycle parking and end of trip facilities are to comply with AS 2890.1. The applicant is advised that the minimum number of bicycle parking bays, showers and lockers provided is to be based on the requirements of the Midland Redevelopment Area Design Guidelines.
- h) With regard to Condition 9, all services and service related infrastructure includes but are not limited to all piped and wired services, bin storage areas, service meters and related infrastructure, fire booster cabinets, and all service related hardware includes but is not limited to exhaust systems, air-conditioning units, antennae and satellite dishes.

Roof plant and ancillary equipment is to be screened from view from the public realm and future development sites. Further attention is required to address the following:

- Drivers Sign On Facility – Roof Webforge Platform;
- Roof Deck Screening to the Wheel Lathe and Bogie Drop; and
- Diesel Railcar Maintenance Facility – Screening to the Diesel Tank, Bin Area, Substation and Tank and Roof Deck.

All mechanical service systems (such as air-conditioners) are to be designed, located and maintained to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997*.

- i) With regard to Condition 10, the Lighting Strategy is to:
- include plans and/or elevations which illustrate how the building will be illuminated to highlight architectural elements, to provide attractive buildings and site entrance points at night; and
  - demonstrate how lighting and safe access will be provided to the building and within the car park including loading areas and pathways.
- j) With regard to Condition 11, the Construction Management Plan is to detail how construction works will be managed to minimise impact on the surrounding area, including, but not limited to, details of:
- work hours and workers car parking arrangements;
  - management of light, noise and dust;
  - delivery and storage of materials;
  - vibration and structural monitoring;
  - fill and excavation;
  - site security; and
  - compliance with control of noise practices in Section 6 of Australian Standard 2436-1981 or the equivalent current Australian Standard.
- k) With regard to Condition 13, the ‘Site Drainage Catchment Plan’ is to be modified to indicate the two outlets from the site. The applicant is advised that permission from

the PTA's contractor maintaining the railway corridor will be required in order to drain into the northern drain within the railway corridor.

- l) With regard to Condition 14, the Signage Strategy should provide an indicative plan of all proposed signage (including wayfinding signage), outlining the locations and dimensions, demonstrating that the signage will be complementary to the architectural design of the buildings and not obscure architectural detail and materiality.

The Authority's 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 signs and advertising is to relate to the development and is not to include third party or commercial advertising.

- m) The applicant is to ascertain the location and depth of any services that may interfere with this development. Any adjustment to these services required as part of this approval, must be arranged by the applicant prior to works commencing on site. Any adjustment must be approved by the relevant service authorities and will be at the applicants' expense.
- n) The noise generated by activities onsite, including machinery motors or vehicles is not exceed the levels as set out under the *Environmental Protection (Noise) Regulations 1997*.
- o) With regard to Condition 18, the Acoustic and Vibration Report should identify the location and extent of impact of all noise/vibration sources and confirm that the development will achieve an appropriate level of sound/vibration attenuation, in accordance with the Authority's Development Policy 3 – Sound and Vibration Attenuation. In particular, the Acoustic and Vibration Report should address:
- potential noise impacts from the use including train movements, cleaning and maintenance facilities, and the day to day operations;
  - potential noise emissions from the operation of the development; and
  - mechanical service systems (such as exhaust systems and air-conditioning) are to be selected, designed and located to prevent emitted noise levels from exceeding the relevant decibel levels as provided by the *Environmental Protection (Noise) Regulations 1997*.
- p) With regard to Condition 19, the certification submitted at practical completion stage should include results of on-site testing to confirm appropriate levels of sound/vibration attenuation/mitigation have been achieved.
- q) With regard to Condition 20, notwithstanding clause 5.25 of Metronet East 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 be undertaken without the further approval of the Authority having first been sought and obtained.