



LAND REDEVELOPMENT COMMITTEE

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Date: 7 September 2026
Item 2.1: Lot 6 Victoria Street, Midland – Four- and Five-Storey Multiple Dwelling (Social and Affordable Housing) Development
Submitted by: Conor Ward

Information

Project Area: METRONET EAST – Midland Project Area
Location: Lot 6 Victoria Street, Midland
Owner: Minister for Western Australian Government Railways
Applicant: EMCO on behalf of DevelopmentWA
Proposal: Four- and Five-Storey Multiple Dwelling (Social and Affordable Housing) Development

Purpose

For the Midland Land Redevelopment Committee to consider an application for a Four- and Five-Storey Multiple Dwelling (Social and Affordable Housing) Development at Lot 6 Victoria Street, Midland.

Location Plan



Recommendation

That the Midland Land Redevelopment Committee approves the Four- and Five-Storey Multiple Dwelling (Social and Affordable Housing) Development at Lot 6 Victoria Street, Midland subject to the recommended conditions and advice notes.

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Attachment 1

PLANNING ASSESSMENT

Proposal

On 13 January 2026, a development application was received for a Four- and Five-Storey Multiple Dwelling Development at Lot 6 Victoria Street, Midland (the site). The site is located within the Victoria Precinct of the Midland Project Area.

The proposal comprises 120 multiple dwellings, 96 (80%) affordable and 24 (20%) social housing in a two building configuration as detailed below:

Building 1 (West):

- 32 dwellings across four storeys, including 14 one-bedroom and 18 two-bedroom apartments;
- 25 car parking bays, 26 bicycle bays and three motorcycle bays; and
- Communal facilities on the ground floor fronting Victoria Street.

Building 2 (East):

- 88 dwellings across five storeys, including 16 one-bedroom and 72 two-bedroom apartments;
- 40 car parking bays, 30 bicycle bays and six motorcycle bays; and
- Communal facilities located to the north-east and with an on-site office on the ground floor.

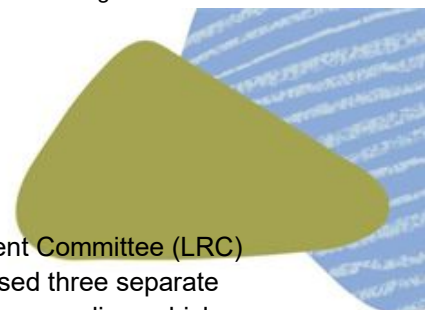
The subject site comprises surplus portions of Lot 6 Victoria Street that were allocated to the Public Transport Authority (PTA) for a development opportunity as part of the recently constructed METRONET Midland Station redevelopment. The land is currently in the process of being transferred to DevelopmentWA following completion of the new Midland Station and Bus Interchange.

Refer to Appendix 2 – Development Plans

The proposal is one of 14 social and affordable housing projects for which DevelopmentWA was successful in obtaining funding for through round one of the Housing Australia Future Fund (HAFF) program. HAFF is part of a Federal Government initiative to support the delivery of 20,000 new social and 20,000 new affordable homes across Australia over five years.

DevelopmentWA will oversee its construction, and once complete, the building will be sold to an appointed Community Housing Provider (CHP), who will be responsible for its ongoing operation and maintenance. The CHP will manage all units within the development as long long-term rental dwellings, including the social housing units.

The affordable housing units will provide stable long-term rental housing for low- to moderate- income earners, capped at a maximum of 74.9% of the market rental rate for the area. Social housing tenants are low- to very low-income earners sourced from the 'Public Housing Waitlist' and managed by the CHP.

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Previous Midland LRC Consideration

The proposal was initially presented to the Midland Land Redevelopment Committee (LRC) at a briefing session on 2 February 2026. The original proposal comprised three separate buildings and was modified in response to comments from stakeholders regarding vehicle access, egress and safety considerations.

On 6 July 2026, the revised proposal was presented to the LRC for review with the following matters identified for further consideration:

- pedestrian paths and wayfinding around the site;
- the landscaping strategy, particularly to the southern boundary adjoining the bus interchange and along Victoria Street; and
- opportunities to reduce the visibility of blank east and west-facing walls at building entrances and stairwells, including through public art and openings, subject to servicing and acoustic requirements.

The Applicant submitted amended plans and additional information on 5 August 2026 which responds to the above matters, through:

- clear sightlines provided between the built form, adjacent footpaths, and the station precinct, providing primary and secondary wayfinding around the site;
- additional planting and landscaping along Victoria Street;
- visually permeable fencing and additional low-level landscaping included along the rear boundary of Building 2; and
- further information on material treatments to building services areas, along with identification of potential public art locations to provide visual relief.

Assessment

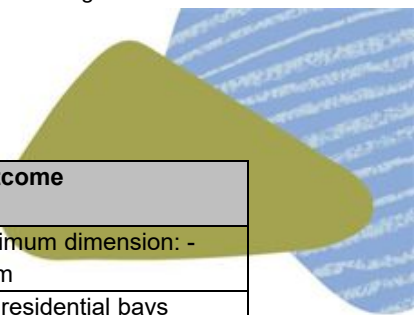
The proposed development is generally consistent with the METRONET East Redevelopment Scheme (the Scheme), applicable METRONET East Development Policies, and the Midland Design Guidelines (the Design Guidelines).

The proposal is aligned with the Vision and Objectives of the Scheme and the Victoria Precinct, which seeks to create sustainable, well-integrated development that enhances the character and urban efficiency of the Midland Project Area.

The proposal seeks discretionary consideration for variations to certain development standards, including building height, setbacks and parking provisions as detailed in the table below:

Element	Design Guidelines	Proposed	Outcome
Building Height	Maximum of 4 storeys (13.5m)	Building 2 – 5 storeys (17.3m)	+ 1 storey (+3.8m)
Podium Setbacks (rear)	7m	Building 1: Nil to 7m Building 2: Nil to 2.8m	Building 1: - 7m Building 2: -7m to -4.2m
Private Open Space	<u>Courtyards</u> Minimum area: 15m ² -20m ² Minimum dimension: 4m	<u>Courtyards</u> Minimum area: 8m ² Minimum Dimension: 1.4m	<u>Courtyards</u> Minimum area: -7m ² Minimum dimension: - 2.6m
	<u>Balconies</u> Minimum area: 10m ² - 15m ²	<u>Balconies</u> Minimum area: 7m ²	<u>Balconies</u> Minimum area: -3m ²

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Element	Design Guidelines	Proposed	Outcome
	Minimum dimension: 2.5m – 3m	Minimum dimension: 2m	Minimum dimension: - 0.5m
Car Parking	<i>Residential Parking</i> Minimum 91 bays	<i>Residential Parking</i> 65 residential bays	-26 residential bays
	<i>Visitor Parking</i> Minimum 29 bays	<i>Visitor Parking</i> Nil proposed	-29 visitor bays
Storage	Minimum area 4m ² Minimum dimension of 1.5m	Minimum area - 3m ² to 5m ²	19 storerooms do not meet the minimum 4m ² area

Under Section 1.6 Discretionary Clause of the Design Guidelines, an application may be approved where it has departed from the acceptable development criteria, and where the alternative solution is:

- consistent with the Scheme; and
- meets the Design Guideline Objective(s) and the intent of the applicable Acceptable Development Criteria that are proposed to be varied as part of the application.

Additionally, Clause 5.19 of the Scheme outlines criteria for consideration if a development application does not comply with a provision of the Scheme or a provision of any other planning document adopted under the Scheme.

The discretion is justified on the basis that the proposal is considered to achieve the broader objectives of the Design Guidelines through a high-quality design response, activation of the public realm, delivery of significant community benefits through 120 social and affordable dwellings all built to Silver Liveable standards and enhanced sustainability outcomes. The proposal is considered to provide community, economic and environmental benefits beyond standard policy requirements, supporting the exercise of discretion, notwithstanding departures from some prescribed development standards.

A detailed assessment of key alternative outcomes under the Scheme and Design Guidelines is provided at *Appendix 3 - Detailed Assessment Against Discretionary Provisions*.

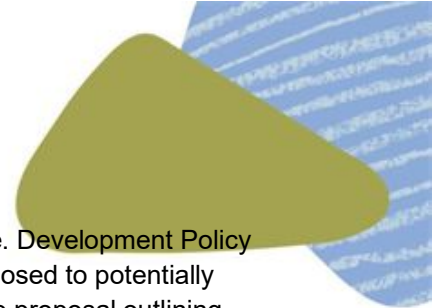
Development Policies

The proposed development has been designed to address the applicable Development Policies, with key considerations outlined below.

Development Policy 1 – Green Buildings

The proposed development is identified as a Tier 3 site under Development Policy 1 – Green Building (DP1) and is required to demonstrate a minimum 4 Star Green Star rating or equivalent. Intended sustainability measures, including solar power, WELS-rated fixtures and sustainable transport initiatives to demonstrate a 4 Star Green Star equivalency, are proposed in the applicant's reporting. A condition requiring submission of a full report and implementation of the relevant initiatives through detailed design and construction is incorporated into the recommendation.

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Development Policy 3 – Sound and Vibration Attenuation

The subject site is located in proximity to a strategic rail transport route. Development Policy 3 (DP3) requires appropriate acoustic attenuation for development exposed to potentially high levels of noise. An Acoustic Report was prepared in support of the proposal outlining noise mitigation measures for facade construction, SPP 5.4 noise assessment and *Australian Standard 2021* (aircraft noise) assessment, and recommends specific building noise attenuation measures, including external glazing and wall treatments to satisfy DP3. Conditions are recommended to ensure the Acoustic Report recommendations are implemented into the development, in addition to application of a Section 70A notice on title.

Development Policy 4 – Public Art

The proposal has a development cost of \$56.7 million requiring a public art contribution of \$533,680 in accordance with Development Policy 4. Indicative public art locations have been identified in the amended plans, including the treatment of blank wall elevations to improve visual amenity and contribute to the public realm. A condition is recommended requiring public art be provided with detailed designs to be reviewed and approved at the condition clearance stage.

Development Policy 10 – Adaptable Housing

Development Policy 10 (DP10) outlines a minimum of 20% of dwellings (24 dwellings) are to be provided as adaptable dwellings that incorporate the Core Liveable Housing Design Elements advocated by Liveable Housing Australia. All dwellings within the development meet the LHA provisions, and the development will provide a continuous accessible path of travel to enable safe, dignified, and equitable access by all persons.

Additional Matters

Contaminated Sites

The site is classified as contaminated due to asbestos-containing material (ACM) beneath the former railway alignment in the southern portion of the site, and elevated metal concentrations within the hardstand parking area. The current classification limits the site to commercial and industrial land uses and remediation is required before the site can support the proposed residential development.

Previous soil and groundwater investigations have been undertaken by the Public Transport Authority (PTA). DevelopmentWA's Built Form team has since engaged Western Environmental to complete further site assessment and reporting to the Department of Water and Environmental Regulation (DWER). This work is intended to support reclassification of the site to either "Remediated for Residential Use" or "Restricted Use – Residential", and to identify any remediation required to facilitate the development.

A condition is recommended requiring further investigation of soil and groundwater contamination, together with any necessary remediation measures, to be reviewed in consultation with DWER at the planning condition clearance (working drawings) stage. This will ensure contamination is appropriately investigated, remediated and validated prior to occupation, and that the site is suitable for residential use.

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Design Review Panel

The proposal has undergone an iterative Design Review process with the Government Architect of Western Australia, including a review of the final plans submitted on 5 August 2026.

The Panel acknowledged the significant design improvements undertaken through the application process, primarily in response to vehicle access considerations. The Panel concluded that the scale, massing and residential use are appropriate for the site, and that the development responds appropriately to its transit-oriented context, site constraints and planning framework. The Panel supported the proposal and confirmed that the development achieves a high level of design quality, aligned with the 10 Design Principles of Good Design under State Planning Policy 7.0.

The Panel also identified further refinements to be considered through the detailed design stage, including boundary fencing and landscape interfaces, wayfinding and legibility enhancements, and opportunities for larger plantings and alternative species selection along Victoria Street.

Conditions and associated advice notes are recommended to ensure these further opportunities are incorporated through detailed design and that design quality is maintained through to delivery.

Refer to Appendix 4 – Desktop Review Advice Note

Consultation

Stakeholder Consultation

In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011*, the application was referred to the City of Swan, Department of Water and Environmental Regulation (DWER), the Public Transport Authority (PTA), and Main Roads Western Australia.

DWER and PTA supported the proposal and provided recommended conditions and advice, which have been incorporated into the recommendation as required.

City of Swan

The City supported the proposal, subject to further information demonstrating acoustic compliance and confirming operational waste management arrangements. Conditions are recommended requiring an updated Acoustic Report and Waste Management Plan. The City also recommended additional on-site car parking in accordance with the Residential Design Codes – Volume 2. The acceptability of the proposed parking provision is addressed in the assessment above.

Recommended conditions and advice from the City have been included in the approval as appropriate.

Main Roads Western Australia (MRWA)

MRWA did not support the initial design due to concerns regarding the number and location of crossovers, and the proposed waste collection arrangements from Victoria Street. MRWA

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also requested further information on potential impacts relating to noise from traffic and traffic management arrangements for the site.

In response to MRWA's feedback, the applicant substantially revised the development design, including consolidating three buildings into two and reassessing the site's access arrangements. The amended proposal was subsequently referred to MRWA, which confirmed that the revised crossover arrangement satisfies its requirements and supports the proposal, subject to recommended conditions and advice notes relating to access and vehicle movements.

Updated acoustic and waste reports have been prepared in response to MRWA comments, with conditions recommended to ensure the relevant operational measures are implemented.

Refer to Appendix 5 – Summary of Stakeholder Consultation

Public Consultation

In accordance with Clause 5.15 of the Scheme, the application was advertised for public comment from 29 January 2026 to 19 February 2026. Consultation included letters to owners and occupiers within a 200-metre radius, a sign on site and notice on the DevelopmentWA website. One submission in support of the proposal was received.

Delegation

Under DevelopmentWA's Delegation Schedule, the Land Redevelopment Committee is delegated to approve development applications with a development value of between \$20 and \$100 million within the METRONET East Redevelopment Area. The proposed development is valued at \$56.7 million.

Conclusion

The proposed development is generally consistent with the applicable planning framework for the site with a detailed assessment against the discretionary clauses of the Scheme and Design Guidelines provided. The proposal is supported by relevant stakeholders, submissions received and the Design Review Panel.

The proposal provides a high-quality built form outcome that will increase housing supply, choice and affordability in the Midland town centre by delivering 120 social and affordable dwellings and will provide a critical population mass to activate the new Midland METRONET Train Station.

It is recommended the Midland Land Redevelopment Committee approve the development application submitted by DevelopmentWA for a Four- and Five-Storey Multiple Dwelling (Social and Affordable Housing) Development at Lot 6 Victoria Street, Midland, subject to the recommended conditions and advice notes in *Appendix 6*.

Appendices

Appendix 1 – Regulatory Assessment

Appendix 2 – Development Plans

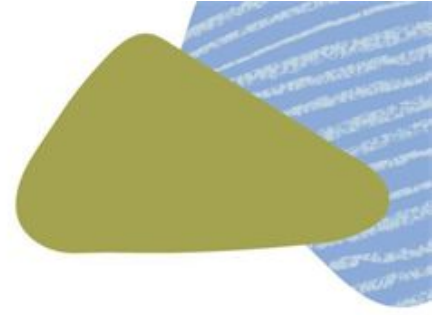
Appendix 3 – Detailed Assessment Against Discretionary Provisions

Appendix 4 – Design Review Panel Addendum

Appendix 5 – Summary of Stakeholder Consultation

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Appendix 6 – Recommended Conditions and Advice Notes



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Appendix 1

REGULATORY ASSESSMENT

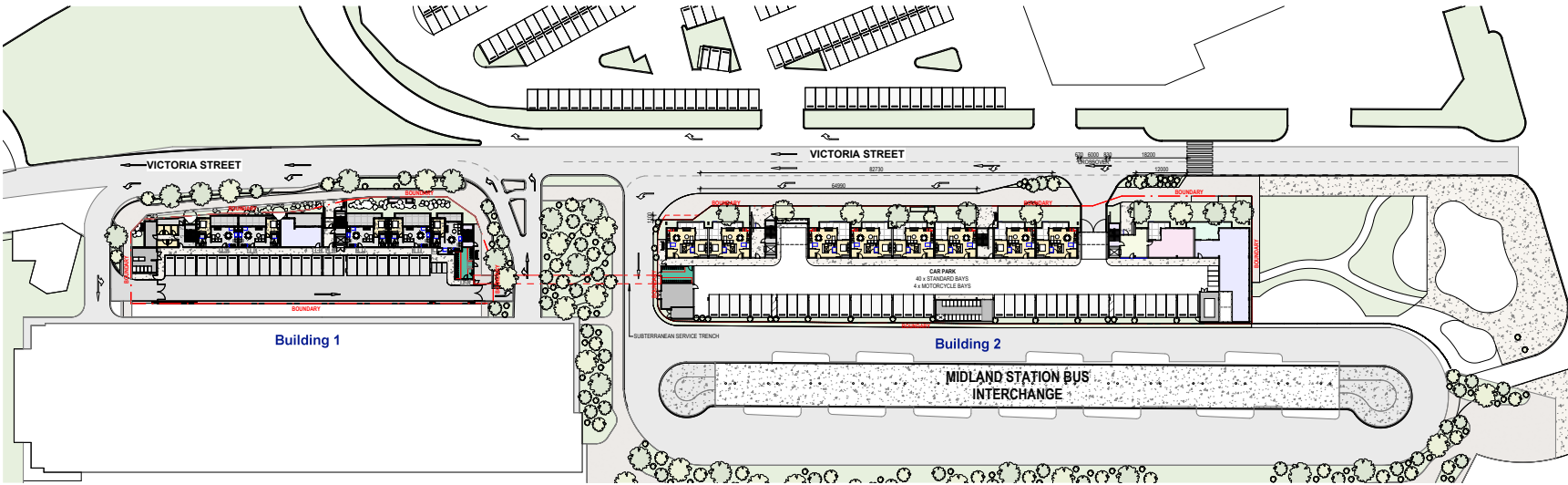
Redevelopment Area Objectives

The proposal is considered to satisfy the Redevelopment Area Objectives as it:

<u><i>Sense of Place</i></u>	provides a contextually appropriate design response informed by the historic built form in the area and will support the growing needs of the local residential population, contributing to Midland's sense of place.
<u><i>Economic Wellbeing</i></u>	represents a \$56.7 million investment in the Midland Town Centre, complementing significant investment in the Midland METRONET Station and associated car parking infrastructure, and will act as a catalyst for further expansion and investment in the project area.
<u><i>Urban Efficiency</i></u>	redevelops underutilised land and will facilitate a critical mass of population in the area.
<u><i>Social Inclusion</i></u>	provides for social and affordable housing that will support the growth of the community and provide essential community infrastructure within close proximity to the Midland Town Centre.
<u><i>Connectivity</i></u>	provides residential dwellings in close proximity to the Midland METRONET Station, with high quality pedestrian access and connectivity that promotes reduced reliance on car travel.
<u><i>Environmental Integrity</i></u>	commits to achieving a minimum 4 Star Green Star rating as per Development Policy 1 - Green Buildings, and incorporates sustainability infrastructure, sustainable travel options and soft landscaping throughout the design to reduce heat island impacts.

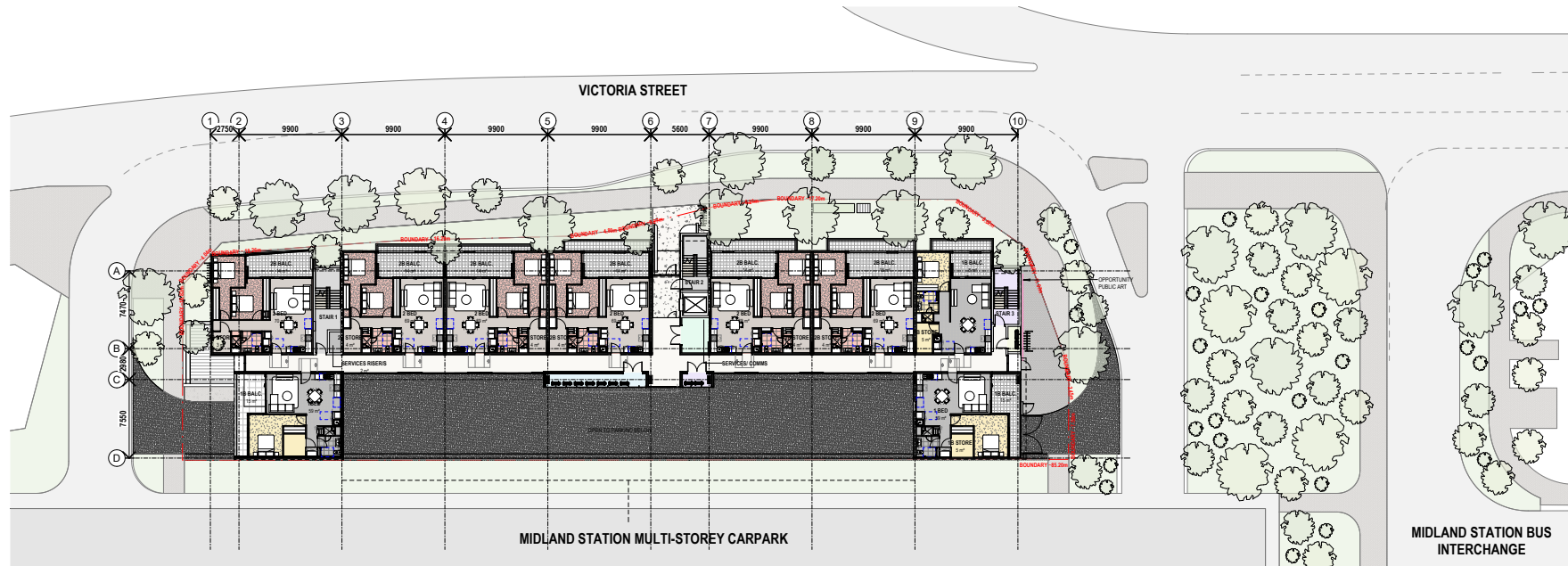


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PROJECT TITLE
HAFF MIDLAND - BUILDING 1
VICTORIA ST, MIDLAND WA

DRAWING TITLE

GENERAL ARRANGEMENT PLAN-LEVEL 01



DISCLAIMER

SCALE
1:200 @ A1 Size

0 2 4 6 8 10m

PROJECT NUMBER
80747

DRAWING NUMBER
AR-15.1-DA101

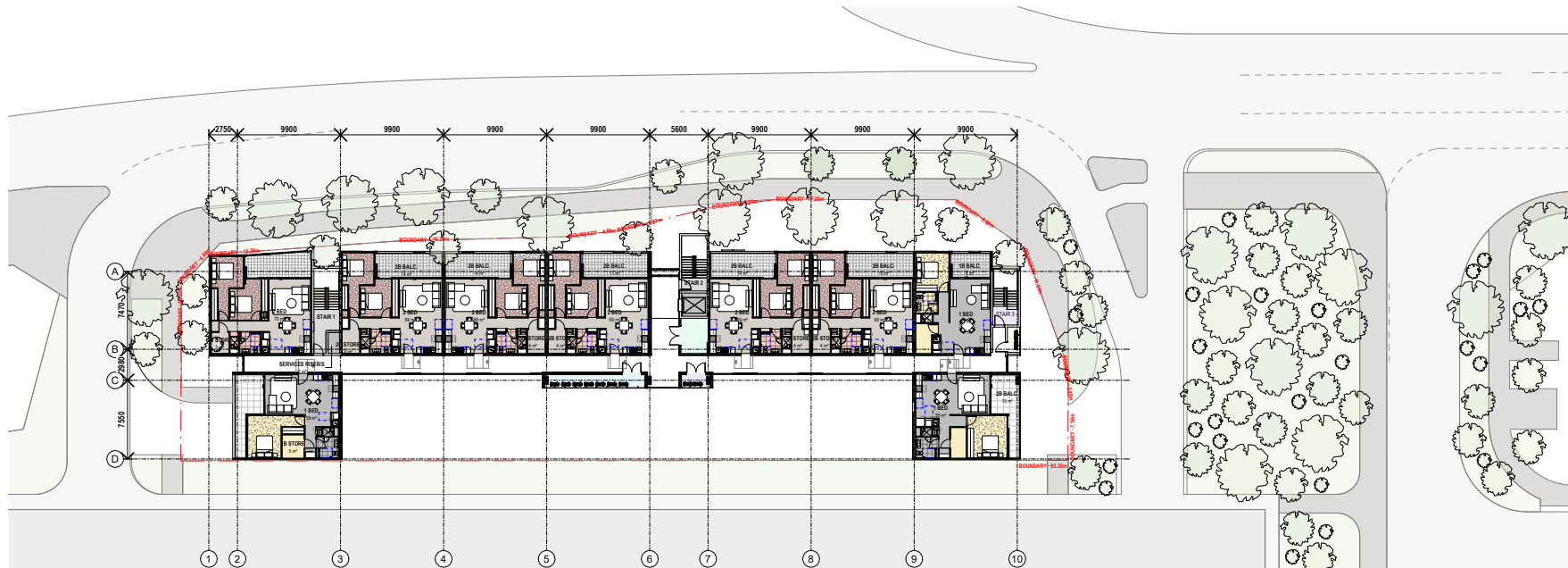
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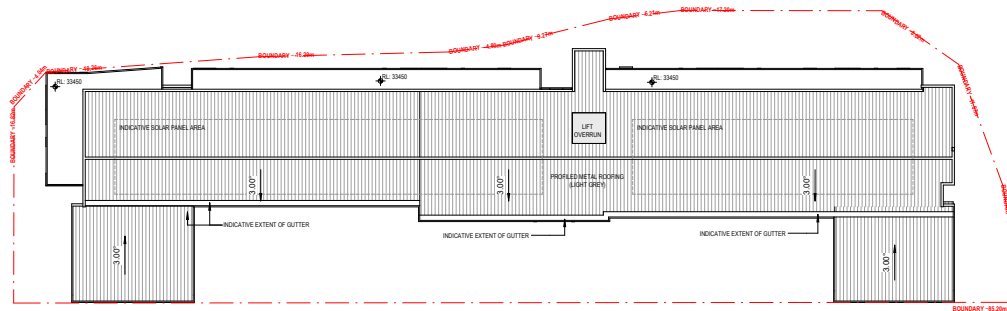
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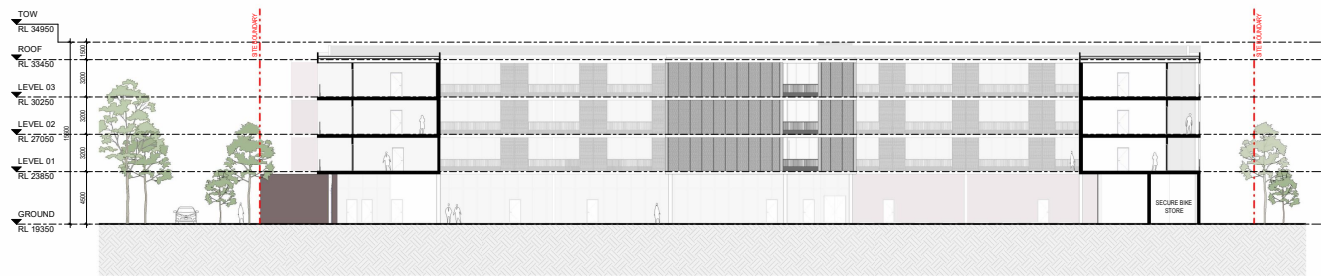
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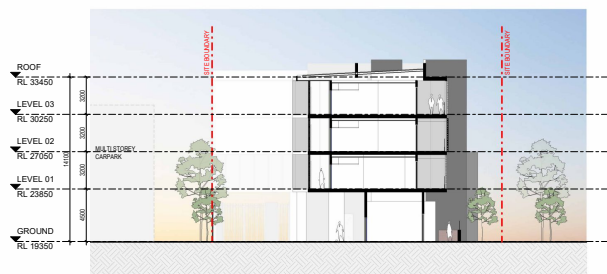
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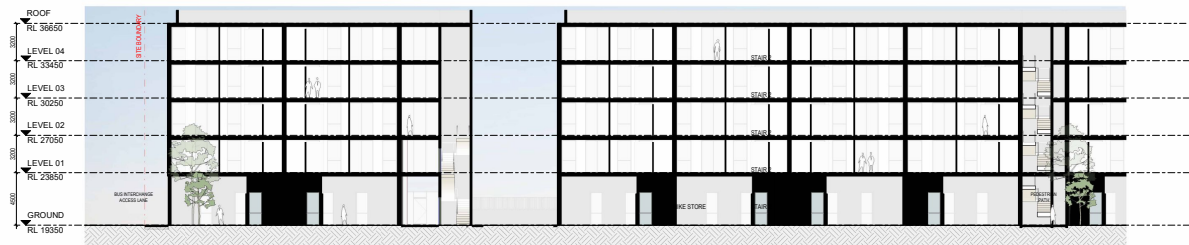
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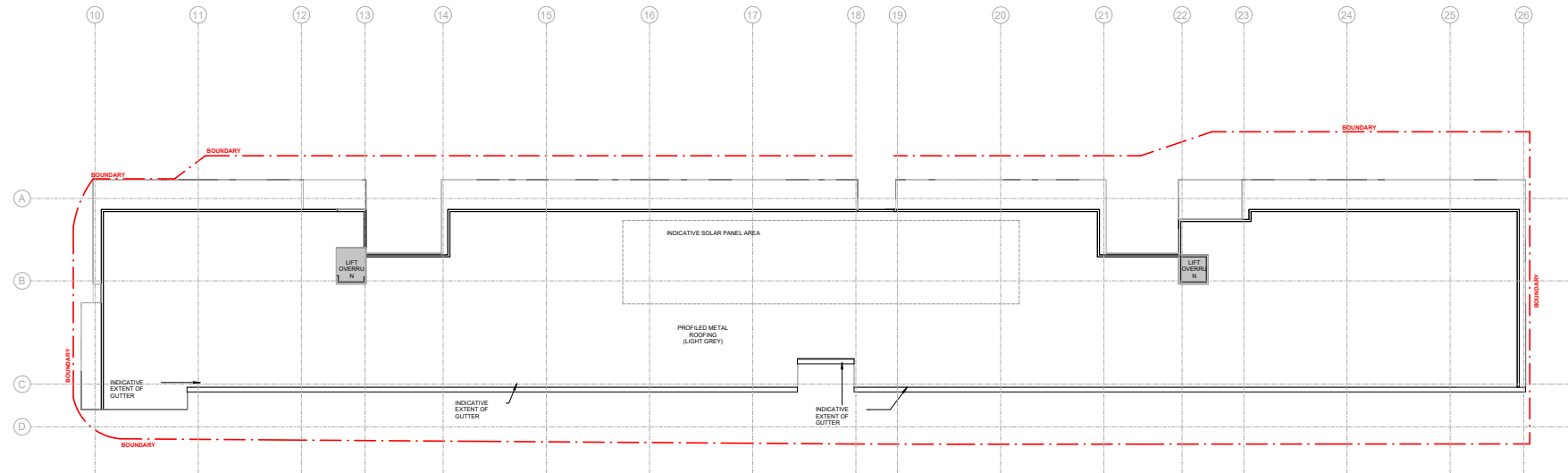


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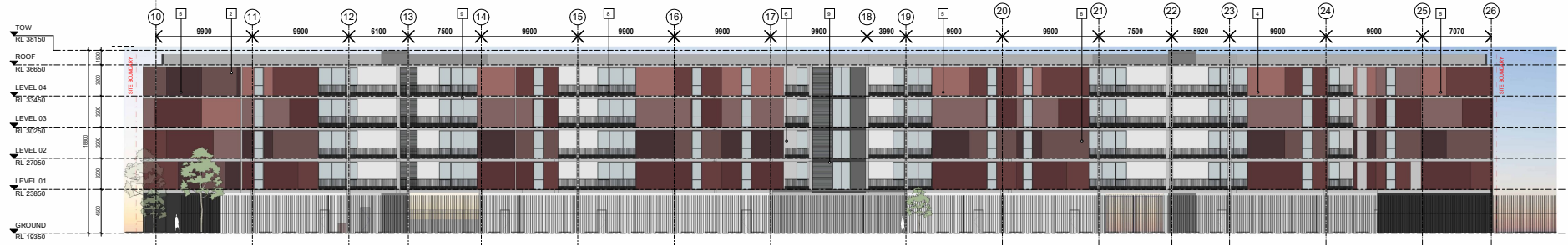
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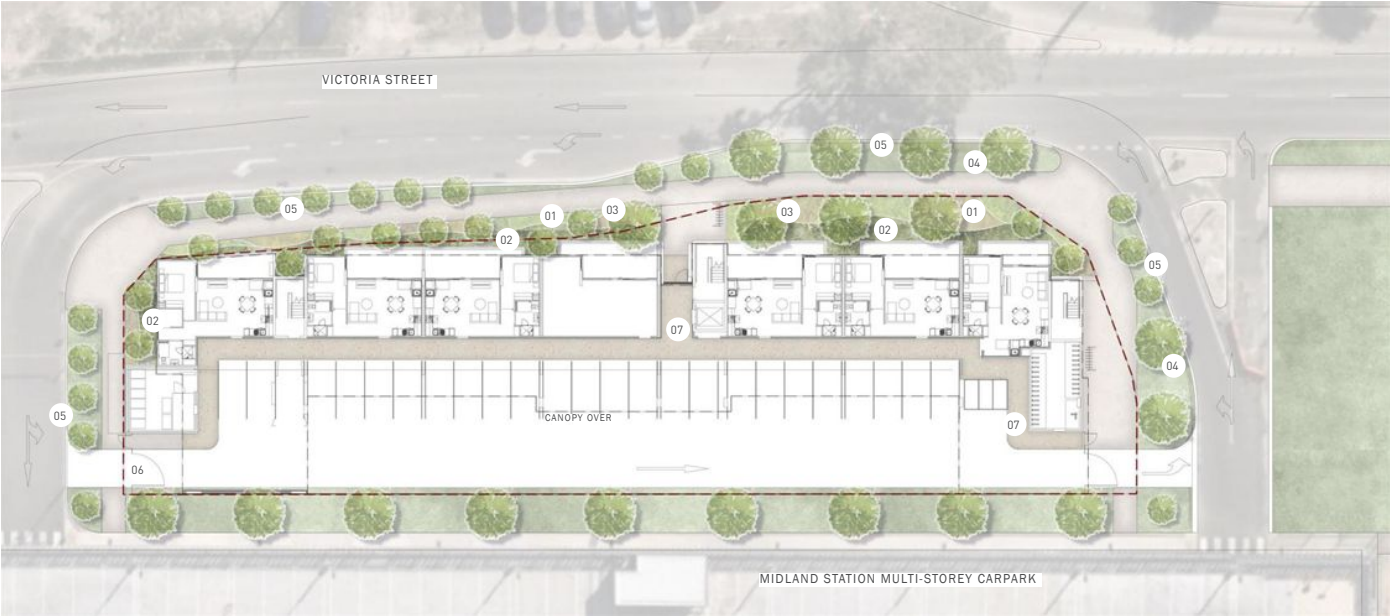
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Landscape Quality

LANDSCAPE CONCEPT PLAN

BUILDING ONE

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LEGEND

- 01 GROUND COVERS IN TWO DIFFERENT MIXES
- 02 SCREENING PLANTING IN FRONT OF RESIDENTS COURTYARDS
- 03 SUGGESTED SCREENING DECIDUOUS TREE, E.G LAGERSTROEMIA ACOMA
- 04 SUGGESTED STREET TREE, E.G PISTACHIA CHINENSIS
- 05 VERGE PLANTING WITH SMALL STREET TREES
- 06 VEHICULAR ACCESS
- 07 CONCRETE PATH
- SITE BOUNDARY

14

LANDSCAPE QUALITY

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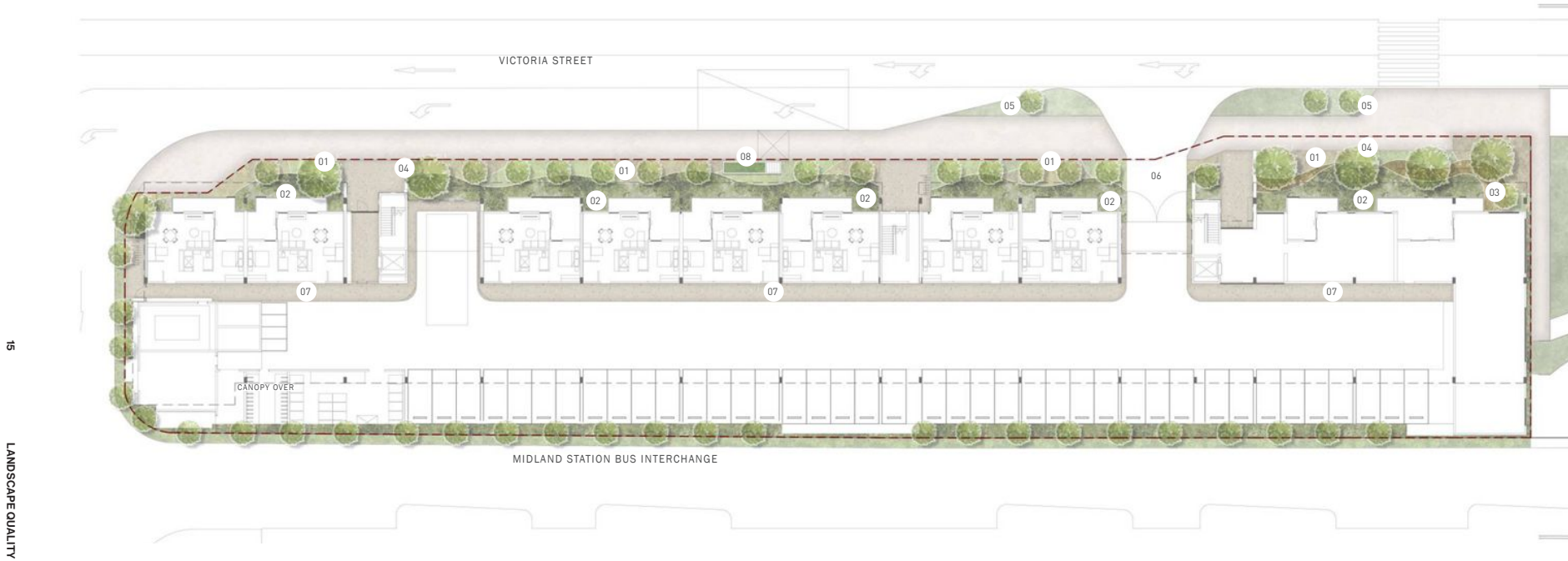
LANDSCAPE ARCHITECTS
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Landscape Quality

LANDSCAPE CONCEPT PLAN

BUILDING TWO

METROPOLITAN REDEVELOPMENT
AUTHORITY ACT 2011
RECEIVED
5 August 2026



LEGEND

- 01 GROUND COVERS IN TWO DIFFERENT MIXES
- 02 SCREENING PLANTING IN FRONT OF RESIDENTS COURTYARDS
- 03 LOW HEIGHT PLANTING
- 04 SUGGESTED SCREENING DECIDUOUS TREE, E.G LAGERSTROEMIA ACOMA
- 05 SUGGESTED STREET TREE, E.G PISTACHIA CHINENSIS IN VERGE PLANTING
- 06 VEHICULAR ACCESS
- 07 CONCRETE PATH
- 08 RAISED PLANTER & FIRE BOOSTER
- SITE BOUNDARY



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Appendix 3

Detailed Assessment Against Discretionary Provisions

Discretionary Provisions	DevelopmentWA Consideration
METRONET East Redevelopment Scheme Clause 5.19 <i>If a Development Application does not comply with a provision of the Scheme, or a provision of any other planning document adopted or approved under the Scheme, the Authority may approve the application if it is satisfied that the development:</i> a) <i>is consistent with the Scheme Vision and Objectives;</i> b) <i>is consistent with sustainable development and orderly and proper planning;</i> c) <i>would not have a significant adverse impact on the current or intended amenity of the locality; and</i> d) <i>would not compromise the development intent of the relevant project area and/or precinct (as detailed below).</i> 3.2.1 Victoria Precinct Intent The Victoria Precinct will continue to transform as a vibrant mixed-use area with contemporary building forms that respond to both the heritage character of the area and the public domain within the heart of Midland. The precinct has become a place that celebrates its historic character and provides enjoyment for the people of Midland and visitors to the city. This has created a distinct sense of place for the precinct, which must be continued through any new development. Retail and commercial uses will be focused around Great Eastern Highway, as the gateway to the Project Area and Precinct. The Crescent, Cale Street, Helena Street and Victoria Street. Residential and supporting commercial uses will be spread across the precinct, with higher intensity surrounding the Midland transit station. Built form is required to be of a high quality and will address street interfaces and maintain a pedestrian scale at the street, with taller elements set back from the street edge. Development on the edge of the precinct is to ensure that it interacts positively with adjoining precincts, particularly as it relates to key connection points and to points of interest. The precinct will continue to provide a diverse range of housing in order to better support urban efficiency. Development is to enhance connectivity, particularly north-south connection points across the rail reserve and to the wider Midland Activity Centre, optimising the benefits of non-car based forms of transport and providing a pedestrian friendly environment.	- The development aligns with the Scheme's Vision for the Victoria Precinct and the Design Intent by delivering 120 social and affordable dwellings within a transit-oriented location close to Midland Station, services, and employment opportunities. - The proposal is consistent with orderly and proper planning through the efficient use of strategically located land, increased housing diversity, high-quality contemporary design, active street frontages, and sustainability initiatives including a targeted 4-Star Green Star rating, sustainable transport measures, and reduced car dependence. - The development is generally consistent with the applicable planning framework and has been designed to appropriately manage impacts on surrounding properties while achieving the density, built form and urban design outcomes envisaged for the precinct. In this regard, the development is not inconsistent with the intended amenity of the locality and the long-term development intent and vision of the Design Guidelines. - Overall, the development will contribute positively to the evolving character of the Midland project area and the Victoria Precinct specifically, by supporting housing supply, local activity, and a high-quality transit-oriented urban environment.
Midland Redevelopment Area Design Guidelines Clause 3.3.2 Setbacks and Heights DESIGN INTENT: Buildings will maintain a human scale at street level. Along important commercial streets, development will provide a typical high street experience with taller built form setback from the street edge.	The Design Guidelines provide for a four-storey height limit and a 7-metre rear setback to podiums. Building 2 proposes a five-storey podium with a minimum rear setback of 2.8 metres, while Building 1 complies with the building height requirements however incorporates a nil rear setback. Despite this, the proposal satisfies the intent of the Design Guidelines for the following reasons: the proposed setbacks and built form respond appropriately to the site's constrained dimensions and shallow lot depths of approximately 18–22 metres;

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OBJECTIVE: To establish a built form appropriate for a city centre location that maintains a human scale to the street and incorporates architectural features that respect the traditional forms of development within the Redevelopment Area.	- the additional podium height does not result in adverse impacts on adjoining properties or the public realm, having regard to the site's location adjoining the Midland METRONET Station bus interchange and Victoria Street; - the increased height is primarily attributable to enhanced floor-to-ceiling heights within Building 2, providing greater flexibility for future adaptive reuse at ground level; - the building incorporates varied setbacks, articulation, balconies, openings, and material changes that reduce perceived bulk and provide passive surveillance of adjoining public spaces and transport infrastructure; - landscaping, private open space, and deep soil zones contribute to a pedestrian-scaled streetscape and soften the interface with the adjoining bus interchange; - the reduced rear setback is adjacent to transport infrastructure and car parking areas and does not result in unreasonable impacts associated with overlooking, overshadowing, or visual bulk; and - the Design Review Panel supports the alternative height and built form as a contextually appropriate design response that achieves the objectives of the Design Guidelines.
<u>Midland Redevelopment Area Design Guidelines</u> <i>Clause 2.3.7 Private Open Space</i> DESIGN INTENT: All dwellings, whether within a single residential lot or multiple dwelling lot, are to have an area of private open space in the form of balconies or courtyards, with the public/private domain boundary delineated through minor level changes, landscaping, or low fencing. OBJECTIVE: All developments in the Redevelopment Area have direct access to a functional private open space which enhances the amenity of the development and provides a usable space that is attractive and secure.	The Guidelines require ground floor courtyards of at least 15m² with a minimum dimension of 4 metres, and balconies of at least 10m² with a minimum dimension of 2.5 metres. Whilst alternative outcomes are sought, the private open space provision satisfies the intent of the Design Guidelines and is supported for the following reasons: - each dwelling is provided with a functional private open space that is directly connected to a habitable room; - the design supports access to natural light, ventilation, and passive surveillance opportunities; - balconies provide usable outdoor areas and satisfy the minimum dimensions prescribed by the Residential Design Codes Volume 2; - ground floor courtyards are of sufficient size to meet the needs of future occupants; and - communal open space is provided within each building, supplemented by public open space immediately to the east.
<u>Midland Redevelopment Area Design Guidelines</u> <i>Clause 2.4.2 Cars and Bicycles</i> DESIGN INTENT: Development within the Redevelopment Area will be designed to reduce car usage by prioritising the use of alternative forms of transport.	The proposal seeks an alternative outcome to the residential and visitor car parking provisions. The provision of parking satisfies the intent of the Design Guidelines and is appropriate having regard to: - the site's immediate proximity to the Midland METRONET Station, bus interchange, and Midland Town Centre, which supports a reduced reliance on private vehicle use; - a parking provision of 0.54 bays per dwelling is consistent with comparable social and affordable housing developments in metropolitan Perth;

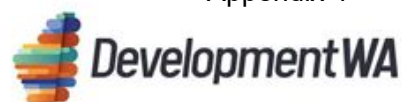
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OBJECTIVE: Development will provide safe parking screened from public view for residents, workers and visitors whilst limiting the number of car bays and promoting alternative modes of transport.	- the provision of 58 bicycle parking bays exceeds the minimum requirements of the Design Guidelines and encourages active transport; - the availability of approximately 1,200 publicly accessible parking bays within a 400-metre walkable catchment, providing capacity to accommodate visitor parking demand; - the Transport Impact Statement, supported by the City of Swan and Main Roads WA, concludes that the proposed parking provision is appropriate and that the surrounding road network can accommodate the anticipated traffic generation; and - the location of car parking to the rear of the development, screened by landscaping and fencing, which minimises visual impacts and supports an active streetscape outcome. Additionally, the build-to-rent nature of the development further supports the reduced parking provision. Car parking bays will be managed by the Community Housing Provider and allocated through tenancy agreements based on demonstrated demand, providing flexibility for residents, reducing housing costs, and avoiding the provision of underutilised parking infrastructure.
<u>Midland Redevelopment Area Design Guidelines</u> Clause 2.4.3 Storage DESIGN INTENT: All dwellings shall be provided with usable, easily accessible and lockable externally accessed storage to enhance liveability and functionality of residential development. OBJECTIVE: All dwellings will have access to a functional secure storage space separate to the living area of that dwelling.	The Design Guidelines require each dwelling to be provided with a dedicated storeroom with a minimum dimension of 1.5 metres and an area of 4m². The proposal includes 19 storerooms with an area of 3m². The alternative outcome satisfies the intent of the Design Guidelines and is supported for the following reasons: - the storerooms maintain the minimum 1.5 metre dimension, providing functional storage space and sufficient manoeuvrability for larger items; - additional storage capacity is provided through dedicated bicycle storage lockers; - the storerooms are conveniently located adjacent to lifts and stairwells, supporting ease of access for residents; - the storerooms are located internally and provide a practical and secure storage solution for occupants; and - the proposed storerooms are consistent with the minimum storage requirements applicable to one-bedroom dwellings under the Residential Design Codes.



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Appendix 4



HAFF Stage 1 –

Lot 6 Victoria St, Midland

ADDRESS OF PROPOSED DEVELOPMENT Lot 6 Victoria St, Midland - Multiple Dwellings (Social and Affordable Housing)

DATE 29 July 2026, 3.00pm – 4:00pm
DevelopmentWA's Offices - Mia Yellagonga Tower 2, Level 7/5 Spring Street, Perth

PHASE Development Application

PANEL MEMBERS	David Karotkin (Chair) Anthony Brookfield Tanya Ring	Architectus Hassell Acting Associate (Design) Government Architect WA
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APPLICANT TEAM	Tim Cummins Luis Schilling Lee Chalmers	DevelopmentWA PLUS Studio EMCO
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OBSERVERS	Dean Williams Barbara Gdowski Gavin Casey Natasha Trefry Aiko Syafari Arwen Schifferli Enguun Odsuren	DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA
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Western Australian Land Authority
Metropolitan Redevelopment Authority

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DOCUMENTATION

The following documents have been reviewed during the development of this advice:

1. *Victoria Street, Midland, WA 6056 DA SUBMISSION (24.07.2026) – Design Report*
2. *HAFF Midland Development Application Drawings (Project No. 80747)*

SUMMARY

The Panel supports the key elements of the design, including the proposed massing and street activation. The type and scale of development is considered appropriate for Midland and represents an appropriate use of the site.

The Panel notes the positive evolution of the buildings from earlier concepts, including an improved streetscape response. The proposal is supported, subject to the consideration of advice below, which is structured around the good design principles of SPP 7.0.

- **Built form and legibility:** The main entrance portals provide effective wayfinding and should be appropriately detailed to reinforce their identity.
- **Landscape quality:** The success of the landscape response will depend on species selection, consideration of Midland's landscape context, and the careful alignment of trees to establish a consistent streetscape rhythm. The design of the southern fence including height, location and integration with the public open space are noted, and opportunities for landscape to play a stronger role in screening and security should be further explored.
- **Building identity and resolution:**
 - **Building 1:** The revised waste collection arrangement and introduction of communal space are supported. The removal of dwellings with reduced amenity is also a positive change and is supported. The Panel noted that dwelling yield remains unchanged.
 - **Building 2:** The corridor treatments provide relief, light and ventilation, and further detailing of the corridor experience, including service duct design, should be explored through design development. Vehicle and waste movements appear to be adequately considered and managed.



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PRINCIPLES OF GOOD DESIGN

The following comments outline further design considerations in alignment with the Design Principles from State Planning Policy 7.0 Design of the Built Environment.

PRINCIPLE 1: CONTEXT AND CHARACTER

Good design responds to and enhances the distinctive characteristics for a local area, contributing to a sense of place.

- Engagement and consideration of Aboriginal art in future public art strategies is encouraged.

PRINCIPLE 2: LANDSCAPE QUALITY

Good design recognises that landscape and buildings operate as an integrated and sustainable system within a broader ecological context.

- Review of the landscape design and species palette to better respond to the Midland context, including opportunities to incorporate contextually appropriate native species in place of, or alongside, exotic species.
- The green buffer to Victoria Street is positive and generous in scale. Further consideration should be given to increasing the use of medium and large canopy trees to strengthen shade, visual relief and rhythm of streetscape planting.
- The positioning and spacing of trees should be carefully considered to provide a consistent landscape rhythm and built form particularly along Victoria Street.
- Explore opportunities for the provision of climbers or other landscape treatments along the southern fence line adjoining the bus interchange to soften the interface and improve visual amenity.

PRINCIPLE 3: BUILT FORM AND SCALE

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.

- Opportunities have been explored to open up the eastern elevation of Building 2 which is acknowledged and supported, particularly where this would provide sightlines to the established trees and public open space. The balcony interface to dwellings along this elevation is also supported as a positive design outcome.
- The use of different colours to distinguish individual entries is supported as a useful wayfinding measure and should be clearly articulated in the detailed design stage.
- Solid wall elements along the side boundaries are appropriate in this context. Public art is not required to cover the entirety of blank wall areas, provided these interfaces are otherwise well resolved through materiality, articulation and detailing.

PRINCIPLE 4: FUNCTIONALITY AND BUILD QUALITY

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.

- The long corridors are articulated by openings at the building ends and along selected sections. The generous corridor width also allows for integrated service ducts, which should be designed to optimise outcomes, in terms of spatial interest, for a long corridor.

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**PRINCIPLE 5:
SUSTAINABILITY**

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

- The extent of dwellings that achieve a northern aspect continues to be a strong element of the proposal, and the articulation of the building and openings provide shading relief and improve solar mitigation.

**PRINCIPLE 6:
AMENITY**

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.

- The balcony interface of the south facing dwellings in Building 2 with the roof below should be carefully resolved to achieve a high-quality outcome and avoid direct views to roof infrastructure, services or similar elements.

**PRINCIPLE 7:
LEGIBILITY**

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

- Reconfiguring the ground-floor services in Building 1 has created a terrace-like space with corner glazing, improving the continuity of the Victoria Street elevation.
- The security fencing along the southern boundary extends into the eastern park, further increasing walking distances for pedestrians travelling between the bus port and Victoria Street. Further consideration and exploration is encouraged towards reducing the extent of the fencing within the park and replacing it with landscaping to create a clearer, more direct pedestrian route, noting this outcome is dependent on state government agency requirements.

**PRINCIPLE 8:
SAFETY**

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

- The rear (southern boundary) fence height should be scaled to support a positive interface with the bus interchange and residential car park, while maintaining visibility and permeability. It is noted that the height of this southern fence as depicted in the elevation drawings is incorrect; it is intended to be 1.8m high.
- The Panel notes that removal of the former public pedestrian link between previous Buildings 2 and 3 is in response to vehicle access requirements from Main Roads Western Australia and the Public Transport Authority of WA.
- In response to the requirements of the Public Transport Authority, pedestrian access is being directed towards the east of the site towards the public open space with strong wayfinding and pedestrian-focused outcomes to be provided to support positive interaction with the development and greater precinct.

**PRINCIPLE 9:
COMMUNITY**

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.

- Review the location of bicycle racks across the development to ensure these are accessible and convenient to use.
- Landscape and communal areas should continue to provide opportunities for shade, comfort and informal rest points for residents and visitors.
- The new communal space in Building 1 and expanded communal space in Building 2 are well located and support stronger engagement with the community and the Midland Station Precinct.

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**PRINCIPLE 10:
AESTHETICS**

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

- Explore landscaping and screening treatments to reduce the visual impact of the Building 2 loading bay from the street.

SIGNATURE

David Karotkin.

NAME

David Karotkin

POSITION

Principal – Public Sector Leader
Architectus

DATE

7 August 2026

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Appendix 5

DevelopmentWA Response to Stakeholder Referral Comments

Stakeholder	Comments	Consideration
City of Swan	The City strongly encourages public consultation and appropriate signs on site directing the public to Development WA's website. This letter is to inform the Development WA that the City has no objections to the above proposal but wishes to note the following items that should be addressed during the assessment stage. The acoustic report has combined the assessment against multiple standards (i.e <i>Environmental Protection Noise Regulations 1997</i>, <i>State Planning Policy 5.4</i> and <i>Australian Standard 2107</i>). It would be clearer if the report was broken up to separate various noise sources and assessment criteria. The Stantec Acoustic Report should be updated to address the following under the Noise Regulations for the residents of the multiple dwellings: - Noise from the bus depot (not available for public vehicles, therefore will not be considered exempt as a road under the Noise Regulations). This would include both engine, braking noise, and air conditioning noise. - The acoustic assessment against the Noise Regulations should include the outdoor balconies. - There appears to be tanks off the northwest corner of the multi-Storey car park. This might suggest this is part of a fire suppression system – of which the pump will need to be regularly tested – and in doing so will need to be assessed for compliance under the Regulations. - The Noise Branch at DWER does not consider the new multi-storey car park for the train station to be considered a road. Noise from this building will need to be assessed under the Regulations, including engine/tyre noise and car door slamming. - Noise sources within the proximity of the new residential development will need to be considered. For example, the roof-top plant on the Centrepont Shopping Centre and the loading bay. - The report assesses the acoustic environment using AS 2107 to determine acceptable indoor criteria. The relevant standard in WA is State Planning Policy 5.4 and the report should be updated to use this standard. This may change the acceptable construction performance requirements. - The report should confirm that notification on title would be appropriate as per SPP 5.4 where the outdoor noise targets will be exceeded.	Community consultation was undertaken in accordance with Clause 5.15 of the METRONET East Redevelopment Scheme, including letters to land owners and occupiers within a 200m radius, a sign on site and a notice on DevelopmentWA's website. An updated Acoustic Report prepared by Stantec was submitted on 27 July 2026. The updated Acoustic Report differentiates between the noise criteria under Development Policy 3 and Australian Standard criteria, and confirms the development is designed to meet all applicable noise targets. The SPP 5.4 assessment and noise modelling address relevant noise sources, including the temporary bus interchange and freight rail movements, with applicable conditions recommended to ensure the development is delivered in accordance with the recommendations of the Acoustic Report. Future occupants will be made aware of the proximity to noise generating sources via Section 70A Notifications to be placed on the Certificate of Title. The proposed parking provision is considered appropriate given the site's town centre location, immediate proximity to Midland Train Station and the bus

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Stakeholder	Comments	Consideration
	- The report should be updated to confirm what ground absorption value and environmental factors were used in the modelling. This would typically be in line with those that were specified in EPA guidance note 8 Environmental Noise. - The noise of freight trains has been modelled against the current 30km/hr speed limit signs. However, this seems to conflict with advice from Arc Infrastructure that is mentioned in the report that trains could travel at 80km/hr on this stretch of track. Speeds need to be clarified, as a higher speed would result in increased noise and may require higher acoustic performance from the façade. The provision of parking constitutes a shortfall when assessed against Volume 2 of the Residential Design Codes of Western Australia and the Metronet East Redevelopment Scheme. While it is acknowledged that DevelopmentWA may relax parking requirements, you may wish to consider adding additional bays to achieve compliance with the scheme requirement. The submitted plans are difficult to decipher in some areas of the bin store, therefore the following points are made: - The bin compound dimensions must accommodate 27 bins of 1.16m² footprint with at least 50mm space between them. This requires a combined bin storage area of minimum 55m² between the three buildings. - Provision of sufficient space on kerbside of each residential property for placement of all bins with 0.5m spacing between them. - Truck turnaround points should allow a swept circle of minimum 22.5m and height clearance of minimum 4.5m.	interchange, and access to alternative transport modes. The reduced parking provision is supported under the discretion available through the Scheme and Design Guidelines and is not expected to result in adverse parking impacts. Approximately 778 bays are available in the adjacent multi-storey car park, with a further 400 publicly accessible bays at Centrepont Shopping Centre. The revised waste servicing arrangement has been reviewed and is supported by the City's Engineering Services/Waste Team. A condition and advice note have been recommended for an updated Waste Management Plan confirming the operations and collections for waste on site, and demonstration of adequate manoeuvring for refuse vehicles.
	RECOMMENDED CONDITIONS: The approved 'Multiple Dwellings' are to comply in all respects with the attached approved plans, as dated, marked, and stamped, together with any requirements and annotations detailed thereon by Development WA. The plans approved as part of this application form part of the development approval issued.	Standard DevelopmentWA condition is recommended.
	Any additional development which is not in accordance with the application (the subject of this approval) or any condition of approval, will require further approval of DevelopmentWA.	Standard DevelopmentWA condition is recommended.
	Prior to the lodgement of a building permit application, stormwater disposal plan, details, and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed, and maintained on-site to the satisfaction of the City of Swan.	Standard DevelopmentWA stormwater condition is recommended.

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Stakeholder	Comments	Consideration
	4. All stormwater produced from this property including subsoil drainage is to be collected and disposed into the City's drainage system in accordance with the City's requirements.	Standard DevelopmentWA stormwater condition is recommended.
	5. Refuse bin areas adequate to service the development must be provided to the satisfaction of Development WA prior to the occupation or use of development.	Standard DevelopmentWA condition and advice note for waste management is recommended.
	6. Prior to an occupancy permit being issued, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either: a) payment to the City of a cash-in-lieu amount equal to the sum of the 1% contribution amount (\$482,256 with the applicable 15% discount). This must be paid to the City prior to the date specified in an invoice issued by the City, or prior to the issuance of an occupancy permit for the approved development, whichever occurs first; or b) provision of Public Art on-site to a minimum value of the 1% contribution amount (\$567,360). The following is required for the provision of Public Art on-site: o the landowner or applicant on behalf of the landowner must seek approval from the City for a specific Public Art work including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP-1.10 and the Developers' Handbook for Public Art (as amended). The City may apply further conditions in regard to the proposed Public Art; o no part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City; and, o the approved Public Art must be maintained in compliance with the approval granted by the City and any conditions thereof, to the satisfaction of the City.	Standard DevelopmentWA condition and advice note for public art is recommended.
	7. All external fixtures are to comply with Part 5.4.4/6.4.5 External Fixtures, Utilities and Facilities of State Planning Policy 7.3 – Residential Design Codes.	Standard DevelopmentWA condition and advice notes relating to screening of utilities are incorporated into the recommendation.
	8. 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 the site. Any adjustment must be approved by the relevant service authorities and will be at the applicant's expense.	Matter noted as advice to the applicant.

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Stakeholder	Comments	Consideration
	9. The access way and driveway(s) shall be no closer than 0.3 metres to the side boundary. A 0.3 metre wide landscaping strip is to be provided between the access way / driveway and the side boundary to the satisfaction of the City of Swan.	The comment is noted, however is not a relevant consideration of the applicable planning framework and is not recommended for inclusion.
	10. All driveways, parking and manoeuvring areas shall be constructed of brick paving, drained and maintained in prior to the occupation of the development. Alternative finishes such as concrete or bitumen are acceptable if it has a decorative finish to the satisfaction of the City.	Standard DevelopmentWA condition is recommended.
	11. All crossovers must be built and maintained in accordance with the City's Specifications.	Standard DevelopmentWA condition is recommended.
	12. All construction works within the road reserve including crossovers, drainage infrastructure, service adjustment, landscaping and footpath placement or reinstatement, must be built and maintained in accordance with the City's specifications. Failure to do so may result in these works being removed and reinstated by the City at the applicant's expense. At occupancy, the owner is responsible for the maintenance of the crossover, landscaping, and reticulation in the verge.	Standard DevelopmentWA condition is recommended.
	13. Prior to the issuance of a building permit, the owner/applicant is required to submit a separate or revised acoustic report or assessment prepared by a qualified acoustic assessor to the satisfaction of the City of Swan addressing the following; a) Noise from the bus depot. b) An assessment of noise on the outdoor balconies. c) Noise from the abutting train station carpark. d) Other noise sources within the proximity of the development.	The applicant submitted an amended Acoustic Report on 27 July 2026 which adequately addresses noise implications on the development. Standard DevelopmentWA condition for implementation of acoustic recommendations and confirmation of measures prior to occupancy, is recommended.
	14. The Multiple Dwellings approved herein are required to comply with the recommendations of the relevant acoustic report and/or assessment in accordance with the revised submission as per Condition 13 of this approval.	Refer comment above
	15. A Notification under S70A of the <i>Transfer of Land Act 1893</i> must be registered over the certificate of title to the land the subject of the proposed development prior to the lodgement of an application for a building permit. The notification shall notify owners and prospective purchasers of the land that the land is affected by aircraft noise.	Standard DevelopmentWA condition is recommended.
	16. A Notification pursuant to Section 165 of the Planning and Development Act 2005 must be registered over the certificate of title to the land the subject of the proposed development prior to the lodgement of an application for a building permit. The	Standard DevelopmentWA condition is recommended.

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Stakeholder	Comments	Consideration
	notification shall notify owners and prospective purchasers of the land that the land is affected by road and rail noise.	
	17. Waste collection is to be in accordance with the approved Waste Management Plan prepared by Urbii Consulting Pty Ltd (Reference: U25.060c.r02, dated 18 December 2025). The Waste Management Plan must be implemented at all times to the satisfaction of the City of Swan.	Standard DevelopmentWA condition for an updated Waste Management Plan is recommended to ensure adequate waste collection methods and locations.
	18. Prior to the submission of a Building Permit, an updated landscaping and reticulation plan (prepared by a suitably qualified landscape designer) shall be submitted to, and approved by the City of Swan, and is to include the following: a) The location, number, size and type of proposed trees and shrubs including planter and/ or tree pit sizes and planting density; b) Trees proposed are to be water wise Australian native species; c) Any existing vegetation and/ or landscape areas to be retained; d) Areas to be reticulated or irrigated demonstrating water wise design principles; e) Any verge treatments; f) Any lawns to be established; g) Amendments to landscaping based on final design drawings; h) Evidence that the proposed landscaping will not, at maturity, negatively impact the development and adjoining properties; Where after, the updated landscaping plan is to be implemented to the satisfaction of the City of Swan.	Standard DevelopmentWA landscaping condition is recommended.
	19. The approved landscaping and reticulation plan must be implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the City of Swan. Any species that fails to establish within the first two planting seasons following implementation must be replaced in consultation with, and to the satisfaction of the City of Swan.	Standard DevelopmentWA condition is recommended.
	20. PV Solar panels and conduit for EV charging as indicated on the approved plans to be provided prior to occupation, to the satisfaction of the City of Swan.	Provision of solar panels and EV charging facilities form part of standard DevelopmentWA condition recommended.
	21. All on-site car parking bays are to be compliant with the Australian Standards Australian Standard / New Zealand Standard 2890.1 and Australian Standard / New Zealand Standard 2890.6, to the satisfaction of the City of Swan.	Standard DevelopmentWA condition is recommended.
	22. Any outside lighting to comply with Australian Standards AS4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.	Standard DevelopmentWA condition is recommended.
	23. Bicycle parking bays shall be provided on site prior to the occupation of the development as per the approved plans. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS2890.3:2015.	Standard DevelopmentWA condition is recommended.

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Stakeholder	Comments	Consideration
	24. No goods or materials are to be stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.	Standard DevelopmentWA condition is recommended.
	25. All external fixtures, building services and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive areas, to the satisfaction of the City of Swan.	Standard DevelopmentWA condition is recommended.
	26. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets and adjoining properties, to the satisfaction of the City of Swan.	Standard DevelopmentWA condition is recommended.
	27. Convex Mirrors are to be installed prior to occupation of the development and maintained in perpetuity at vehicle entry and exit points and to car parking areas to the satisfaction of the City of Swan. Directional Signage is to be installed prior to occupation of the development to assist vehicular traffic movement to the satisfaction of the City of Swan.	Advice recommended to ensure legible and safe vehicle access and traffic movements for the site.
	RECOMMENDED ADVICE TO APPLICANT: a) Development may be carried out only in accordance with the details of the application as approved herein and any approved plan. b) This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the planning authority's attention. c) This approval does not authorise commencement of any building works. In accordance with the <i>Building Act 2011</i> and <i>Building Regulations 2012</i>, a building permit must be obtained prior to the commencement of any works. d) The noise generated by activities on-site, including machinery motors or vehicles is not to exceed the levels as set out under the <i>Environmental Protection (Noise) Regulations 1997</i>. Noisy Construction Work outside the period 7.00 am to 7.00 pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing. e) The strata management are reminded of their obligation to oversee all relevant aspects of the applicable waste management plan and are herein advised that should the General/Recycling/FOGO bins be routinely contaminated – the City of Swan reserves the right to consequently remove the 660L RC bins.	Advice notes are recommended in relation to the corresponding conditions, where considered appropriate.

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Stakeholder	Comments	Consideration
	f) The notification required by Condition No.15 shall read as follows: <i>This property is situated in the vicinity of Perth Airport and is currently affected or may be affected in the future by aircraft noise. Noise exposure levels are likely to increase in the future as a result of an increase in aircraft using the airport, changed in aircraft type or other operational changes. Further information about aircraft noise is available from the Perth Airport website. Information regarding development restrictions and noise insulation requirements for noise-affected property is available on request from the relevant local government offices.</i> g) The notification required by Condition No.16 shall read as follows: <i>This lot is situated in the vicinity of a transport corridor and is currently affected or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction.</i>	
Department of Water and Environmental Regulation (DWER)	As per the requirements under section 58(6)(b) of the <i>Contaminated Sites Act 2003</i> (CS Act), advice is required as to the suitability of the land for the proposed development. DWER understands that the proposed development consists of three multiple-storey dwelling developments for social and affordable housing on the northern portion of Lot 6. The balance of the site contains a multi-storey car park and bus station. Lot 6 on Diagram 44086 (the site), was classified under the CS Act as <i>remediated for restricted use</i> (RRU) on 08 January 2020 and a memorial (reference number O330686) was placed on the certificate of title. The site comprises part of a railway corridor and is currently used as a bus depot, train station, and car park. The classification was based on investigations carried out between April 2016 and October 2017. The investigations found that asbestos-containing materials (ACM) are present at quantities in excess of Department of Health guidelines in both surface and sub-surface soils in various areas of the site. Various metals were also found in soil at concentrations exceeding relevant ecological and/or human health guidelines for commercial industrial land use. The metal impacts in soils were generally isolated and located beneath hardstand. Investigations also found that the groundwater was impacted by metals and nutrients exceeding relevant ecological and non-potable use of groundwater guidelines. An accredited contaminated sites auditor (the auditor) reviewed the investigations and risk assessment for the site. The auditor concluded that the site was suitable for its current commercial/industrial land use, provided that the Site Management Plan (SMP) prepared for the site was implemented to manage any risks from the potential disturbance of contaminated soils. As the site has been shown to be suitable for the current	DWER's comments regarding the site's contaminated status are noted. The applicant is continuing to work with their consultant, Western Environmental, to manage and remediate any identified on-site contamination. A condition and advice note capturing DWER's advice have been incorporated into the recommendation.

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Stakeholder	Comments	Consideration
	commercial/industrial land use only, the department cannot comment on the suitability of the site for the proposed residential development. The department recommends that the following contamination condition and advice note are applied to any approval granted by DevelopmentWA, consistent with model condition EN9 and advice ENa2 as published in 'Model Subdivision Conditions Schedule' (Department of Planning, Lands and Heritage; WAPC, January 2024). <u>Condition</u> Prior to commencement of development works, investigation for soil and groundwater contamination is to be carried out at Lot 6 to determine if remediation is required. If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to completion of construction works at Lot 6 to the satisfaction of the DevelopmentWA on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use. Investigations and remediation are to be carried out in compliance with the <i>Contaminated Sites Act 2003</i> and current Department of Water and Environmental Regulation contaminated sites guidelines. (Department of Water and Environmental Regulation). <u>Advice</u> In relation to Condition [X] and in accordance with regulation 31(1)(c) of the Contaminated Sites Regulations 2006, a mandatory auditor's report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition [X]. A current list of accredited auditors is available from www.dwer.wa.gov.au. The site is not located within an area that is mapped as having a risk of encountering acid sulfate soils. The department therefore advises that no specific comment is required in relation to acid sulfate soil management during development.	
Public Transport Authority	The PTA has no objection to the proposal subject to the following conditions being included as part of any decision letter. <u>Recommended Conditions</u> 1. The recommendations in section '4.3 External Envelope' of the 'HAFF Package 2, Midland Acoustic Report: Development Application' within tables 13 and 14 are to be implemented during construction to ensure conformance with SPP 5.4.	Compliance with the updated Acoustic Report and associated noise mitigation measures are supported, and a condition is recommended.

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Stakeholder	Comments	Consideration
	1. A notification, pursuant to Section 70A of the <i>Transfer of Land Act 1893</i> is to be placed on the certificate of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows: <i>This lot is in the vicinity of a transport corridor and is currently affected, or may in the future be affected, by road and rail transport noise and vibration 24 hours a day.</i>	Standard DevelopmentWA condition is recommended.
	2. Access to Midland Bus Station shall be maintained at all times during construction unless otherwise agreed by the Public Transport Authority (PTA).	Standard DevelopmentWA condition is recommended.
	3. A Construction Management Plan (CMP) must be submitted to, and approved by, the Public Transport Authority (PTA), and thereafter implemented at all times throughout the development. All expenses associated with the implementation of the CMP, shall be fully borne by the applicant/owner. The CMP shall include: <i>Traffic Guidance Scheme and full details of any proposed bus route or bus stop disruption and any associated proposed mitigation measures.</i>	Condition and Advice Note recommended to ensure a Construction Management Plan is prepared for the site that considers the matters listed in the PTA's recommended condition.
	4. Prior to commencement of the development, or any works associated with it, the applicant/owner must submit an application to the PTA and obtain approval for all works in and around the operational Railway Corridor, in accordance with PTA Procedure 8810-450-003 – Working in and Around the PTA Rail Corridor, Assets and Infrastructure.	Matter forms part of Advice to the applicant.
	5. Engineering reports and drawings are to be submitted, approved, and works undertaken in accordance with the approved documentation to ensure the following: a) Footpaths, roads, and principal shared paths directly connecting to PTA facilities around the project must always remain open and accessible to the public and if needed an appropriate traffic management plan shall need to be in place. Where there is a risk of falling objects, roof scaffolding or equivalent protective measures must be installed. b) Roads adjacent to the rail reserve must be designed in accordance with PTA Specification 8880-450-050 – Road & Rail Safety Barriers. c) The applicant/owner must submit a Transportation Noise Assessment (TNA) prepared by a qualified acoustical engineer, in accordance with SPP 5.4 and relevant industry standards. All recommendations of the TNA must be incorporated into the development. d) PTA bus stops, parking bays, station access, and emergency access points must always remain clear and unobstructed. Any Existing access gates that remained in the proposed development shall need be stayed and if relocation is	Matters regarding works in proximity to the bus interchange are noted as advice to the applicant. Where not otherwise addressed in standard DevelopmentWA wording, matters form part of advice for recommended Stormwater and Construction Management Plan conditions. The development site is not located adjacent to the rail corridor and such recommendations are not included.

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Stakeholder	Comments	Consideration
	needed it shall need to done by the proponent without any disruption to the access to PTA Rail corridor. e) All drainage including stormwater runoff must be fully contained within the development boundary, both during construction and in the final design. f) No drainage basins, retention swales, infiltration systems, or other water management features with unsealed bases are permitted directly adjacent to the rail reserve, particularly where the rail corridor is at a lower elevation. g) The design must prevent stormwater infiltration or overflow that could cause erosion, slope instability, or washout into the rail reserve. h) Dust and debris generated during construction must be controlled through appropriate and compliant management plans. i) Any night lights during the development or after the completion of development shall not obstruct drivers' visibility. j) Prior to piling, the proponent must submit a piling plan, supported by a geotechnical report, demonstrating compliance with PTA vibration limits. k) All windows and openings facing the rail reserve within 5 metres where the floor level is 2 m or more above the surface below must be protected with a device or screen preventing the passage of a 125 mm sphere. Window restriction may be accepted in lieu of screening. l) All balcony edges within 5 metres of the rail reserve must be screened to a minimum height of 2.4 metres and must not permit the passage of a 125 mm sphere. m) Crane booms must not operate over the rail corridor. The proponent must identify and assess all risks to PTA infrastructure and submit a Risk Assessment and Crane Lifting Plan showing the rail corridor as an exclusion zone. n) Any use of ground vibrators exceeding 800 kg must be specified, and a ground movement report must be submitted to PTA, in accordance with PTA Procedure 8810-450-003. o) Dewatering must not occur without prior PTA approval. The proponent must provide an impact statement identifying potential effects of dewatering on PTA assets. Any unavoidable impacts to PTA bus or train operations must be minimised, and all associated costs must be borne by the proponent.	
	<u>Recommended Advice</u> a) With regards to Condition 3, the PTA's Service Disruptions Division email is @Transperth Service Disruptions b) With regards to Conditions 5 and 6 - the site is within 100 m of, and directly adjacent to, the PTA land and Midland station precinct . This places the	Advice notes are recommended in relation to the corresponding conditions, where appropriate.

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Stakeholder	Comments	Consideration
	development within the PTA Protection Zone, requiring PTA Third Party approval prior to the commencement of any construction works. The PTA request a copy of the final determination is to be sent to: wapcreferrals@pta.wa.gov.au	
Main Roads	In response to correspondence received on 31 July 2026, Main Roads supports the proposal and recommends that if development approval is granted, the following conditions are imposed: <u>Recommended Conditions</u> 1. Prior to the issue of a building permit, the applicant must submit a preliminary 15% design concept plan for the modification of the auxiliary lane into the Midland Bus Station Interchange, to the requirements of Main Roads. <i>Justification for Condition:</i> This development is the nexus for the modification to the access arrangement for the Midland Bus Station Interchange.	Matter is noted as advice to the applicant as discussed and agreed with Main Roads.
	2. Prior to occupation of the development, the applicant must construct the approved modification to the auxiliary lane into the Midland Bus Station Interchange, in accordance with the 100% detailed design. The works are required to be undertaken to the requirements of Main Roads, and at the full cost of the applicant. <i>Justification for Condition:</i> This development is the nexus for the road modifications to be completed. Condition has been applied to reflect Main Roads role as the road authority. The developer is responsible for all costs associated with land acquisition, design, and construction of the road modifications. This includes but is not limited to signage, road markings, relocation of services, lighting, stormwater drainage, and Main Roads costs involved with reviewing the design, construction drawings, and any site inspections.	Matter is noted as advice to the applicant as discussed and agreed with Main Roads.
	3. One driveway shall be permitted onto Great Eastern Highway (Victoria Street). This shall be 6.0 metres in width and at right angles to the carriageway. The driveway/crossover shall be constructed to City of Swan standards for residential driveways.	Condition wording recommended to support Standard DevelopmentWA condition and advice note for crossover construction is incorporated into the recommendation.
	4. This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the Acoustic Report, Ref 301271007, Revision C03, dated 20 July 2026, prepared by Stantec with the following amendments:	Matters noted as advice to the applicant, complementary to recommended standard DevelopmentWA condition for final acoustic report.

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Stakeholder	Comments	Consideration
	- The report must reference the future road traffic counts and heavy vehicle percentages used for the noise modelling, and the applicable year. - The report must be compliant with the SPP 5.4 requirement for a 20-year planning horizon. Noise predictions and treatment recommendations must be explicitly and consistently presented for 2046, however Section 4.2 currently refers to future modelling for 2045. - Confirmation is required that the changed glazing specifications recommended in Table 14 are correct, as the noise predictions presented have not changed. - The title page for Appendix E Link Volume Plots should be reinserted. The acoustic report shall be to the satisfaction of the City and must be implemented at all times. <i>Justification for Condition:</i> To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.	
	5. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared by Stantec and dated 20 July 2026 have been implemented is to be provided to the satisfaction of the City of Swan. <i>Justification for Condition:</i> To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.	Standard DevelopmentWA condition and advice note for updated acoustic report is incorporated into the recommendation.
	6. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the Certificate(s) of Title of the proposed development. The notification is to state: “The lots are situated in the vicinity of a transport corridor and are currently affected or may in the future be affected by transport noise.” <i>Justification for Condition:</i> To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.	Standard DevelopmentWA condition and advice note for a Section 70A notification is incorporated into the recommendation.
	7. The development is to comply and implement the Waste Management Plan prepared by Urbii, dated 27 July 2026, Version U25.060c.r02c, at all times.	Standard DevelopmentWA condition and advice note for a Waste Management Plan is incorporated into the recommendation.
	8. Prior to the submission of a building permit application, a landscaping plan is to be prepared to Main Roads requirements and on the advice of the City of Swan for temporary landscaping located within the Primary Regional Road Reserve (PRRR). Landscaping must not create a safety issue by limiting sightlines to or from side roads for all road users.	Standard DevelopmentWA condition and advice note for an updated Landscaping Plan is incorporated into the recommendation.

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Stakeholder	Comments	Consideration
	<i>Justification for Condition:</i> No form of the development should encroach upon the identified land requirement for Great Eastern Highway (Victoria Street) within the PRRR. However, removable potted vegetation, low level landscaping and street furniture is generally acceptable. Any development within the PRRR is not to be included in the specific bicycle parking, public open space, or landscaping requirement for the development.	
	9. No part of the development, other than approved landscaping is to be located within the Great Eastern Highway (Victoria Street) Primary Regional Road Reserve, as detailed in the enclosed Main Roads Plan No. 1.5000. <i>Justification for Condition:</i> This development must not compromise the ultimate road design. No form of the development should encroach upon the identified land requirement. This includes but is not limited to car parking, building anchors, awnings, retaining walls and any associated infrastructure services.	Advice to the applicant is incorporated into the recommendation.
	10. Prior to undertaking works within the Great Eastern Highway (Victoria Street) Road Reserve, a Working on Roads Permit must be obtained from Main Roads. <i>Justification for Condition:</i> To ensure the works maintain public safety and do not conflict with other scheduled works such as services and routine maintenance or cause unacceptable disruption to the movement of people and freight	Advice to the applicant is incorporated into the recommendation.
	11. Stormwater discharge shall not exceed pre-development discharge to Great Eastern Highway (Victoria Street) Road Reserve. <i>Justification for Condition</i> To ensure there is sufficient capacity in the Great Eastern Highway (Victoria Street) stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.	Standard DevelopmentWA condition and advice note relating to stormwater management is incorporated into the recommendation.
	12. No waste collection is permitted from Great Eastern Highway (Victoria Street). <i>Justification for Condition;</i> Public safety. Condition confirms Main Roads requirements.	Standard DevelopmentWA condition and advice note for an updated Waste Management Plan is incorporated into the recommendation.
	<u>Advice Notes</u> The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.	Advice to the applicant is incorporated into the recommendation.

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Stakeholder	Comments	Consideration
	- Any future relocation of pedestrian crossing signals will be subject to the formal approvals process under Main Roads' Traffic Signal Assessment Policy (TSAP). - The applicant shall obtain approval from the Public Transport Authority (PTA) to shorten the Midland Bus Station Interchange auxiliary lane. - No revised layout has been provided displaying internal pavement markings, footpath facilities, and crossings for the Midland Bus Station Interchange. It is currently unclear how pedestrians get from the bus station to the existing pedestrian crossing on Great Eastern Highway (Victoria Street). Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the state road network. Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development	

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Appendix 6

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, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of the DevelopmentWA prior to the commencement of construction. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Date Received
Site Plan	AR-15.2-DA001, Rev A	5 August 2026
Building 1 General Arrangement Plan – Ground	AR-15.1-DA100, Rev B	5 August 2026
Building 1 General Arrangement Plan – Level 1	AR-15.1-DA101, Rev A	5 August 2026
Building 1 General Arrangement Plan – Level 02/03	AR-15.1-DA102, Rev A	5 August 2026
Building 1 General Arrangement Plan – Roof	AR-15.1-DA103, Rev A	5 August 2026
Building 1 External Elevations	AR-15.1-DA200, Rev A	5 August 2026
Building 1 Sections	AR-15.1-DA210, Rev A	5 August 2026
Building 2 Sections	AR-15.2-DA210, Rev A	5 August 2026
Building 2 General Arrangement Plan – Ground	AR-15.2-DA100, Rev C	5 August 2026
Building 2 General Arrangement Plan – Level 01-04	AR-15.2-DA101, Rev C	5 August 2026
Building 2 General Arrangement Plan – Roof	AR-15.2-DA102, Rev C	5 August 2026
Building 2 External Elevations	AR-15.2-DA200, Rev A	5 August 2026
Landscape Concept Plan – Building One	-	5 August 2026
Landscape Concept Plan – Building Two	-	5 August 2026
Acoustic Report	301271007, Rev C03	27 July 2026
Waste Management Plan	U25.060c.r02c	5 August 2026
Transport Impact Assessment	U25.060c.r01d	5 August 2026

2. Elevations and specifications detailing high quality materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided prior to planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with its appointed Design Review Panel. (Refer to Advice Note c)
3. All exposed parapet walls and walls adjacent to boundaries are to be finished to the same standard as the remainder of the development, to the satisfaction of DevelopmentWA. (Refer to Advice Note d)
4. A revised landscape plan detailing both soft and hard landscaping elements and ongoing maintenance and management requirements is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA, in consultation with the City of Swan. (Refer to Advice Note e)
5. All fencing and gates abutting the public realm are to be of a high-quality design, compatible with the design, character, materials and colour scheme of the building, are to

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remain visually permeable and appropriately truncated adjacent to driveways, to the satisfaction of DevelopmentWA. (Refer to Advice Note f)

6. Windows and glazed areas are not to be provided with dark or reflective tinting, obscured glazing, visually obtrusive signage or with roller shutters/security blinds or other such devices, details of which are to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note g)
7. Bicycle Parking are to be provided in accordance with Section 3.9 of the Midland Design Guidelines, details of which are to be provided at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note h)
8. A Signage Strategy, detailing the proposed location and size of all external signage consistent with Development Policy 6 – Signage, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note i)
9. A report from the Green Building Council of Australia, or a Sustainable Design Assessment Report from a suitably qualified professional, demonstrating that the proposal has been designed to achieve a minimum 4 Star Green Star rating, or equivalent, in accordance with Development Policy 1 – Green Buildings is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note j)
10. A detailed report from a suitably qualified professional is to be submitted to DevelopmentWA at practical completion stage and prior to occupation of the building, confirming that all initiatives identified in the design certification and integral to the achievement of the minimum 4 Star Green Star rating (or agreed alternative) have been implemented, to the satisfaction of DevelopmentWA.
11. Public art is to be provided in accordance with Development Policy 4 – Providing Public Art, details of which are to be provided at planning condition clearance (working drawings) stage and installed prior to occupancy to the satisfaction of DevelopmentWA. (Refer to Advice Note k)
12. Adaptable housing is to be provided in accordance with Development Policy 10 – Adaptable Housing, details of which are to be submitted at planning condition clearance (working drawings) stage and delivered prior to occupancy to the satisfaction of DevelopmentWA. (Refer to Advice Note l)
13. A final Acoustic and Vibration Report and certification from a qualified acoustic consultant, confirming that the design, construction, and use of the development will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 —Sound and Vibration Attenuation and State Planning Policy 5.4 Road and Rail Noise is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Swan. (Refer Advice Note m)
14. A report and certification from a qualified acoustic consultant are 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 and State Planning Policy 5.4 Road and Rail Noise, have been implemented, to the satisfaction of DevelopmentWA in consultation with the City of Swan. (Refer to Advice Note n)
15. A final Waste Management Plan is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Swan. (Refer to Advice Note o)
16. A Lighting Strategy for the development is to be submitted at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA. (Refer to Advice Note p)

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17. A Crime Prevention Through Environmental Design (CPTED) Statement, prepared by a suitably qualified person, confirming the design of the development is in accordance with CPTED principles, is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note q)
18. A Universal Access Statement, prepared by a suitably qualified professional, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note r)
19. A Construction Management Plan is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Swan, Main Roads and Public Transport Authority, and adhered to for the duration of construction. (Refer Advice Note s)
20. A Geotechnical Report covering the development area, prepared by a suitably qualified practitioner together with certification from a structural engineer that the design is suitable for the site conditions as outlined in the geotechnical report, is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Swan.
21. A Stormwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA in consultation with the City of Swan. (Refer to Advice Note t)
22. The development must not be occupied until Certificates of Title have been created for the subject lots, to the satisfaction of DevelopmentWA. (Refer to Advice note u)
23. A notification pursuant to Section 70A of the Transfer of Land Act 1893 is to be lodged on the Certificate of Title to the satisfaction of DevelopmentWA, alerting owners and prospective purchasers that the land is situated in the vicinity of a transport corridor. (Refer Advice Note v)
24. A notification pursuant to Section 70A of the Transfer of Land Act 1893 is to be lodged on the Certificate to the satisfaction of DevelopmentWA, notifying owners and prospective purchasers of the land that the land is affected by aircraft noise. (Refer Advice Note w)
25. A soil and groundwater contamination investigation is to be undertaken prior to the commencement of works, to the satisfaction of DevelopmentWA, in consultation with the Department of Water and Environmental Regulation. (Refer Advice Note x)
26. An Operational Management Plan is to be submitted prior to occupation and implemented thereafter to the satisfaction of DevelopmentWA (refer to Advice Note y)
27. Crossovers, driveways, car parking, vehicle manoeuvring spaces and circulation areas are to be constructed, sealed, kerbed, marked, drained, and maintained in accordance with the approved plans and Australian Standard AS2890.01 to the satisfaction of DevelopmentWA, in consultation with the City of Swan. (Refer to Advice Note z)
28. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed and the verge reinstated with new kerbing to the satisfaction of DevelopmentWA, in consultation with the City of Swan.
29. Any damage caused to the landscaping, footpaths, kerbs, roads, and drainage infrastructure, adjacent to the site is to be made good at the applicant's expense prior to occupation of the development, to the satisfaction of DevelopmentWA in consultation with the City of Swan, Main Roads and Public Transport Authority.
30. All service areas including bin storage 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 provided

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at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note aa)

31. The development must be substantially commenced within four (4) years from the date of this approval to the satisfaction of DevelopmentWA. (Refer to Advice Note ee)

ADVICE NOTES:

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- a) A covering letter and the final planning condition clearance documents (working drawings) are to be submitted to DevelopmentWA 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.

Upon satisfactory assessment of the working drawings, DevelopmentWA will provide a clearance letter and copies of the plans to the City of Swan to enable building permit assessment.

- b) A building permit application is required to be submitted to the City of Swan and approved prior to the commencement of any works on site. Please contact the City of Swan Building Services on 9267 9267 for further information.
- c) With regard to Condition 2, further details, and information, including final specifications and samples, should be provided demonstrating high quality and durable external materials and design treatments across the development, and include high-quality and robust colour and material selections, ensuring that the standard supported by the Design Review Panel is delivered in the as-built product.

The final design details should be informed by the matters noted in the Design Review Panel Advice Note dated 29 July 2026.

- d) With regard to Condition 3, boundary walls are to be finished to the same standard as the remainder of the development to provide an appropriate interface with the public realm and adjoining lots. The finish on the parapet walls is to be of a high quality commensurate with the level of design quality required for the development.
- e) With regard to Condition 4, the revised Landscaping Plan is to include the following:
- i. selection of species (suitable to Perth's climate), sizes, and types of plantings;
 - ii. avoid selection of species which are susceptible to the Polyphagous Shot Hole Borer;
 - iii. opportunities for landscape for screening and security along the southern boundary;
 - iv. tree growth zones (TGZ) and appropriate spacing of the proposed trees;
 - v. details of seating, paving, kerbs, surface treatments, shade structures, street furniture, and other infrastructure;
 - vi. reticulation to plantings including rain/grey water capture and re-use;
 - vii. details of the ongoing maintenance requirements for the landscaped spaces including responsibilities, reticulation, access, and safety systems; and
 - viii. any street trees adjoining the subject land must be retained and protected. It is the applicant's responsibility to ensure the accuracy of survey plans, and any inaccuracies on the plans or removal of street trees without the City's written approval is an offence. If any retained street tree is damaged, removed, or suffers irreversible decline during development or within three years of completion, the landowner will be responsible for the Helliwell amenity valuation, removal costs, and the supply, planting, and three-year maintenance of replacement tree(s) provided by the City of Swan.

The applicant/landowner is advised to liaise with the City of Swan regarding the integration of paving materials and landscaping between the public and private realm, including street tree requirements.

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The Landscaping Plan should be informed by the Universal Access Statement and CPTED Statement, and coordinated with the Wayfinding Strategy and Lighting Strategy, to support a safe, legible and accessible environment for residents and visitors.

- f) With regard to Condition 5, all fencing within the front setback area or visible from the public realm is to be installed in accordance with Development Policy 5 – Additional Structures and should demonstrate the following:
- i. are well designed, installed in a professional manner and constructed from durable, quality materials that are compatible with the building and locality; and
 - ii. designed and located to ensure there is no detrimental impacts on the amenity of the public realm or adjoining properties.

Fencing to the southern boundary, abutting the Bus Interchange is to remain visually permeable with any screening for privacy to be provided through landscaping and not through solid or opaque screening materials or structures.

- g) With regard to Condition 6, Development Policy 5 – Additional Structures and Section 2.3.1 Windows of the Midland Redevelopment Area Design Guidelines require the protection of street level windows from the sun or for privacy and security to be achieved through passive solar design and architectural devices, rather than through the use of reflective coatings or roller shutters/security blinds to enable visible indoor activity and facilitate passive surveillance of the public realm.
- h) With regard to Condition 7, the bicycle parking areas should comply with Australian Standard 2890.3 and be designed in accordance with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles. Section 3.9 of the Midland Project Area Design Guidelines which require:
- a minimum of 41 bicycle bays;
 - visitor bicycle parking should be located adjacent to the building entry at ground level; and
 - resident bicycle parking facilities are to be concealed from view from the street, located within the ground floor level and easily accessible from the entrance to the building.
- i) With regard to Condition 8, the elevations should identify the location and dimensions of all proposed signage and demonstrate how signage will support pedestrian safety, wayfinding and legibility throughout the development, including connections to established pedestrian paths and crossings along the eastern boundary. Signage is to remain complementary to the building design and must not obscure architectural detailing or materiality.
- j) With regard to Condition 9, where an alternative rating system to Green Star is proposed, the applicant should demonstrate that the rating system and the design of the development is generally equivalent to or better than the Green Building Council of Australia (GBCA) 4 Star Green Star rating. Details for preparing a Sustainable Design Assessment Report (SDAR) or equivalent are set out in Appendix 1 of Development Policy 1 — Green Building.

The SDAR must also identify relevant sustainability targets and performance standards and document the means by which the appropriate target or performance is to be achieved. A suitably qualified professional refers to an Environmental Engineer or equivalent and may include a person certified by the Green Building Council of Australia.

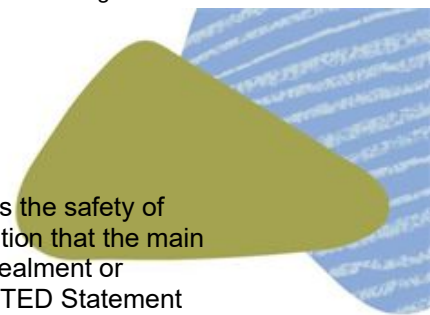
- k) With regard to Condition 11, the provision of public art is to be in accordance with Development Policy 4 – Providing Public Art, with a minimum contribution of \$533,680 based on the development value of \$56.7 million. The applicant is encouraged to

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explore and implement opportunities to meaningfully include references to local heritage in the public art strategy, including engaging local artists, to contribute to the sense of place. Opportunities to incorporate public art should also be considered to reduce the visual impact of the east-west facing walls to the stairwells along Victoria Street.

- l) With regard to Condition 12, an Accessibility Report should be provided demonstrating that a minimum 20% of the total number of dwellings delivered as part of the development conform to the Core Liveable Housing Design Elements outlined in Development Policy 10 – Adaptable Housing and meet Silver Level Liveable Housing Design standards.
- m) With regard to Condition 13, the Acoustic and Vibration Report should be updated to:
 - identify the location and extent of impact of all noise sources, inclusive of mechanical and plant equipment, 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;
 - address potential noise emissions from mechanical service systems (such as exhaust systems and air-conditioning) selection and plant equipment, design, and location to prevent emitted noise levels from exceeding the relevant decibel levels as provided by the *Environmental Protection (Noise) Regulations 1997* and the *Environmental Protection (Unauthorised Discharges) Regulations 2004*;
 - reference future road traffic counts and heavy vehicle percentages used for the noise modelling;
 - demonstrate noise predictions and treatment recommendations for 2046, consistent with the requirements of State Planning Policy 5.4 – Road and Rail Noise.
- n) With regard to Condition 14, the certification submitted at practical completion stage should include results of on-site testing to confirm appropriate levels of sound and vibration attenuation and mitigation have been achieved.
- o) With regard to Condition 15, the Waste Management Plan is to comply with the City of Swan standards in regard to waste, and Local Government Waste Management Plan Guidelines, and include information to demonstrate:
 - i. Confirmation that waste collection will not occur from Victoria Street;
 - ii. location of wash down areas, including details of access to permanent water supply and drainage;
 - iii. details of refuse bin storage areas;
 - iv. confirmation that waste collection vehicles can safely access and service the site;
 - v. proposed waste collection times between 7:00am and 7:00pm;
 - vi. procedures for managing contamination within the FOGO bins;
 - vii. arrangements for the storage and disposal of bulk waste; and
 - viii. details of waste presentation area for FOGO bins to be collected via side loader vehicles.
- p) With regard to Condition 16, the Lighting Strategy should demonstrate the following:
 - i. illumination of the building to highlight architectural features and communal and public landscape areas;
 - ii. highlight and enhance entry points to the building to assist with wayfinding;
 - iii. assist safe access between the building/s and car park/s, and within the car park/s including loading bays and pathways;
 - iv. meet the Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282: 2019 (Control of the Obtrusive Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and passing vehicular traffic is at an acceptable level;
 - v. incorporate Crime Prevention Through Environmental Design (CPTED) principles; and
 - vi. lighting fixtures and fittings are to be vandalism resistant.

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- q) With regard to Condition 17, the CPTED Statement should address the safety of external and internal areas of the development, including confirmation that the main lobby entry design is safe for all users and avoids spaces for concealment or entrapment, as well as CCTV locations and management. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.
- r) With regard to Condition 18, the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities), Australian Standard 1428.1, and the *Disability Discrimination Act 1992*.
- s) With regard to Condition 19, the Construction Management Plan should address the following matters, which are to address all phases of development, including demolition and construction, to demonstrate how the construction of the development will be managed to limit impacts on surrounding properties:
- i. Dewatering Management Plan;
 - ii. Asbestos Management;
 - iii. Public safety and site security;
 - iv. Traffic Guidance Scheme and full details of any proposed bus route or bus stop disruption and any associated proposed mitigation measures;
 - v. Hours of operation;
 - vi. Dust management;
 - vii. Noise management;
 - viii. Waste and material disposal;
 - ix. Parking arrangements for contractors and sub-contractors;
 - x. Delivery and access arrangements;
 - xi. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
 - xii. Bonding and remediation arrangements;
 - xiii. Measures required to maintain access to PTA infrastructure (including bus stops, parking bays, station access, and emergency access points); and
 - xiv. Any other matters likely to impact upon the surrounding properties or public realm.
- t) With regard to Condition 21, the final Stormwater Management Plan should confirm that any sediment and surface flows are retained onsite to avoid sedimentation and ensure contaminants do not enter the neighbouring drainage system
- The applicant is advised to liaise with the City of Swan Technical Services regarding drainage design.
- u) With regard to Condition 22, the Certificate of Title and a Deposited Plan for the subject site is to be created in accordance with a subdivision plan approved by the Western Australian Planning Commission.
- v) With regard to Condition 23, the recommended wording for the notification on title is:
- The land is in close proximity/within a transport corridor and is currently affected or may in the future be affected by transport noise, vibration and/or future development and construction restrictions.*
- w) With regard to Condition 24, the recommended wording for the notification on title is:
- This property is situated in the vicinity of Perth Airport and is currently affected or may be affected in the future by aircraft noise. Noise exposure levels are likely to increase in the future as a result of an increase in aircraft using the airport, changes in aircraft type or other operational changes. Further information about aircraft noise is available from the Perth Airport website. Information regarding development restrictions and noise insulation requirements for noise-affected property is available on request from the relevant local government offices.*

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- x) In relation to Condition 25, the soil and groundwater contamination investigations should determine if remediation is required. If required, remediation, including validation of remediation of any contamination identified should be completed prior to completion of construction works to ensure that the site is suitable for its residential land use. Investigations and remediation should be carried out in accordance with the *Contaminated Sites Act 2003* and Department of Water and Environmental Regulation (DWER) contaminated sites guidelines.

In accordance with Regulation 31(1)(c) of the *Contaminated Sites Regulations 2006*, should contamination be identified a mandatory auditor's report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation. A current list of accredited auditors is available from www.dwer.wa.gov.au.

- y) With regard to Condition 26, the Operational Management Plan should include details of the following:
- Community Housing Provider Roles and Responsibilities;
 - number of staff, operating hours, and contact details;
 - resident move-in and move-out logistics;
 - management and operation of communal open spaces and communal facilities;
 - protocols for addressing building issues, including after-hours, security measures, and incident response procedures (security incidents and evacuation plans); and
 - information packs for staff, residents, and visitors to encourage and support access to/from the site by non-car modes including identification of major public transport routes and identification of major pedestrian and bicycle routes and how to access these routes from the site.
- z) With regard to Condition 27, all car bay dimensions, ramps, crossovers, driveways, and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Swan's parking design and access requirements. ACROD bays must comply with Australian Standard AS 2890.6. One 6 metre-wide crossover is permitted to Great Eastern Highway (Victoria Street) and must be constructed at right angles to the carriageway.

The applicant is to liaise with the City regarding directional signage and convex mirrors which are to be installed at vehicle entry and exit points and to car parking areas, to assist vehicular traffic movement.

- aa) With regard to Condition 30, all mechanical service systems (such as air conditioners) should be designed, located, and maintained such that they are not visible from the street and to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997*.

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.

Fire booster hydrants and service meter boxes should be designed, located, oriented, and finished to minimise any visual impact on the adjacent streetscape through measures such as fixed and landscape screening, 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. Where service infrastructure adjacent to the street cannot be avoided due to service authority requirements, landscaping should be

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designed and implemented to reduce the visibility of the infrastructure from the public realm.

bb) The Public Transport Authority (PTA) advises the following:

- Access to Midland Bus Station should be maintained at all times during construction unless otherwise agreed by the PTA;
- Prior to commencement of the development, or any works associated with it, the applicant/owner must submit an application to the PTA and obtain approval for all works in and around the operational Railway Corridor, in accordance with PTA Procedure 8810-450-003 – Working in and Around the PTA Rail Corridor, Assets and Infrastructure.
- Footpaths, roads, and principal shared paths directly connecting to PTA facilities around the project must always remain open and accessible to the public and if needed an appropriate traffic management plan shall need to be in place. Where there is a risk of falling objects, roof scaffolding or equivalent protective measures must be installed;
- Roads adjacent to the rail reserve must be designed in accordance with PTA Specification 8880-450-050 – Road & Rail Safety Barriers;
- Any night lights during the development or after the completion of development shall not obstruct drivers' visibility.
- Any use of ground vibrators exceeding 800 kg must be specified, and a ground movement report must be submitted to PTA, in accordance with PTA Procedure 8810-450-003.
- Dewatering must not occur without prior PTA approval. The proponent must provide an impact statement identifying potential effects of dewatering on PTA assets.
- PTA bus stops, parking bays, station access, and emergency access points must always remain clear and unobstructed. Any existing access gates that remain in the proposed development shall need to be retained and, if relocation is needed, it shall need to be done by the proponent without any disruption to access to the PTA Rail corridor.

cc) Main Roads WA advise the following:

- Prior to the issue of a main works building permit, the applicant must submit a preliminary 15% design concept plan to Main Roads WA for the modification of the auxiliary lane into the Midland Bus Station Interchange, with the works to be undertaken prior to occupation of the development (at the expense of the applicant);
- Prior to undertaking works within the Victoria Street Road Reserve, a Working on Roads Permit must be obtained from Main Roads. Application forms and supporting information about the procedure can be found on the Main Roads website <https://www.mainroads.wa.gov.au/technical-commercial/working-on-roads/>.
- No part of the development, other than approved landscaping is to be located within the Great Eastern Highway (Victoria Street) Primary Regional Road Reserve.
- Any future relocation of pedestrian crossing signals are subject to separate approvals process under Main Roads' Traffic Signal Assessment Policy (TSAP).

dd) The applicant is responsible for obtaining all relevant approvals, licences, and clearances from service agencies before commencing works and, where required, throughout construction and prior to occupation.

ee) With regard to Condition 31, should the development not be substantially commenced within the period specified, the approval is no longer valid, and no development is to be undertaken without further approval of DevelopmentWA having first been sought.

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