

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. **Design drawings, including** 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

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)

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

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:

- 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 drawings, specifications and samples, should be provided demonstrating:
- high quality and durable external materials and design treatments across the development, including 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;
 - subject to finalisation of the waste management design and associated waste vehicle clearance requirements, the applicant is encouraged to investigate opportunities to reduce the ground floor floor-to-ceiling height to achieve improved streetscape outcomes; and
 - corridor treatments that provide adequate visual relief, light and ventilation, to improve corridor amenity, , including the screening and concealment of services.

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. appropriately sized, shade tolerant species along the southern boundary of Building 2 that will also provide a screening function;
 - 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.

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 **shall be no higher than 1.8 metres** and 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 is to be located at ground level adjacent to the building entry, **in a visible and readily accessible location, and designed to enable bicycles to be securely stored; 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 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.
 - 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.

- 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 the integration and concealment of** 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 to **internal corridors and external to the building.**

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 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.