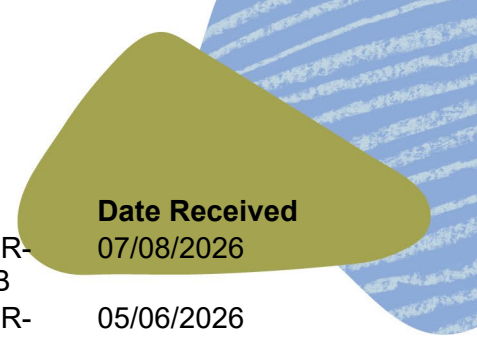


Recommended Conditions and Advice Notes

CONDITIONS:

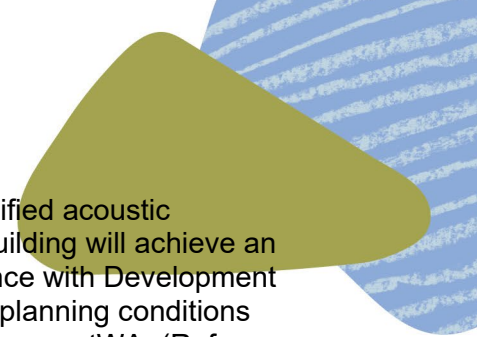
1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at planning conditions clearance (working drawings) to the satisfaction of DevelopmentWA. The approved plans and documents of development are listed as follows:

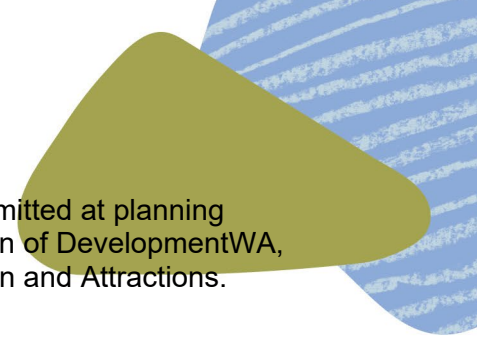
Plan / Document Name	Ref.	Date Received
Cover Sheet – Drawing Index	EQ5-COX-AR-DA-01-00	07/08/2026
Area Schedule	EQ5-COX-AR-DA-01-01	07/08/2026
Location Plan	EQ5-COX-AR-DA-11-01	07/08/2026
Site Analysis	EQ5-COX-AR-DA-11-02	07/08/2026
Existing Site Plan	EQ5-COX-AR-DA-11-03	07/08/2026
Site Plan	EQ5-COX-AR-DA-11-04	07/08/2026
Ground Floor Plan	EQ5-COX-AR-DA-21-00	07/08/2026
Level 1 Plan	EQ5-COX-AR-DA-21-01	07/08/2026
Level 2 Plan	EQ5-COX-AR-DA-21-02	07/08/2026
Level 3 Plan	EQ5-COX-AR-DA-21-03	07/08/2026
Level 4 Plan (Typ low rise levels 4-14)	EQ5-COX-AR-DA-21-04	07/08/2026
Level 15 Plan (Tenant Hub)	EQ5-COX-AR-DA-21-15	07/08/2026
Level 16 (Typ HR levels 16-26)	EQ5-COX-AR-DA-21-19	07/08/2026
Level 27 Plan (Plant)	EQ5-COX-AR-DA-21-27	07/08/2026
Level 28 Plan (Plant)	EQ5-COX-AR-DA-21-28	07/08/2026
Roof Plan	EQ5-COX-AR-DA-21-29	07/08/2026
Basement 1 Plan	EQ5-COX-AR-DA-21-B1	07/08/2026
Basement 2 Plan	EQ5-COX-AR-DA-21-B2	07/08/2026
Basement 3 Plan	EQ5-COX-AR-DA-21-B3	07/08/2026
Basement 4 Plan	EQ5-COX-AR-DA-21-B4	07/08/2026
North & East Elevation	EQ5-COX-AR-DA-30-01	07/08/2026
South & West Elevation	EQ5-COX-AR-DA-30-02	07/08/2026
Coloured South Elevation	EQ5-COX-AR-DA-35-01	07/08/2026
Ground Level Elevations North & East	EQ5-COX-AR-DA-35-02	07/08/2026
Ground Level Elevations South & West	EQ5-COX-AR-DA-35-03	07/08/2026
Sections	EQ5-COX-AR-DA-40-01	07/08/2026
Section Through Vehicle Entry Ramp	EQ5-COX-AR-DA-40-02	07/08/2026
Perspective View from Elizabeth Quay	EQ5-COX-AR-DA-80-01	07/08/2026
Perspective View from Swan River	EQ5-COX-AR-DA-80-02	07/08/2026
Perspective Views from The Esplanade	EQ5-COX-AR-DA-80-03	07/08/2026
Perspective View from Galleria (North)	EQ5-COX-AR-DA-80-04	07/08/2026
Perspective View from Galleria (South)	EQ5-COX-AR-DA-80-05	07/08/2026
Perspective View from The Landing	EQ5-COX-AR-DA-80-06	07/08/2026
Perspective View of Tower	EQ5-COX-AR-DA-80-07	07/08/2026
Perspective View from Galleria Entry (South)	EQ5-COX-AR-DA-80-08	07/08/2026
Shadow Study Diagram – March	EQ5-COX-AR-DA-81-01	07/08/2026
Shadow Study Diagram – June	EQ5-COX-AR-DA-81-02	07/08/2026
Shadow Study Diagram – September	EQ5-COX-AR-DA-81-03	07/08/2026
Shadow Study Diagram – December	EQ5-COX-AR-DA-81-04	07/08/2026
Additional Landscaping Plan	N/A	07/08/2026

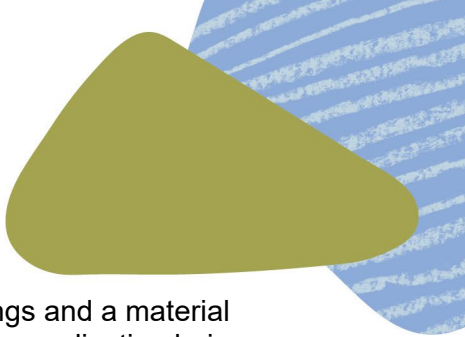


Plan / Document Name	Ref.	Date Received
Green Star Travel Plan	PS615405-WSP-PER-PAM-REP-002 RevB	07/08/2026
Traffic Impact Assessment Report	PS615405-WSP-PER-PAM-REP-001	05/06/2026
Sustainability Management Plan	rp260527s0005	05/06/2026
Waste Management Plan	Rev_2	
Qualitative Wind Assessment	EQ5-CPP-WE-RPT-0001_R03	05/06/2026
Development Approval Acoustics	rp260528s0009	05/06/2026
Landscape DA Report	EQ5-HAS-LA-RPT-0001	05/06/2026
Architectural Design Report	Revision A	05/06/2026

2. Elevations and specification detailing high quality materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA and the Design Review Panel. (Refer to Advice Note b)
3. Prior to occupation of the development, evidence is to be provided demonstrating that an agreement has been entered into between the owners of Lot 501 (No.15) The Esplanade and Lot 502 (No.9) The Esplanade to govern the ongoing use, access, operation and maintenance of shared areas between lots, including the galleria and shared basement. The agreement shall be implemented and maintained for the life of the development, to the satisfaction of DevelopmentWA.
4. A final Transport Impact Assessment report is to be provided at planning conditions clearance (working drawings stage), to the satisfaction of DevelopmentWA. (Refer Advice Note c)
5. A Car Parking and Traffic Management Plan demonstrating management and allocation of car parking in accordance with the approved plans, is to be provided at planning conditions clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA, in consultation with the City of Perth and the Department of Transport and Major Infrastructure. (Refer Advice Note d)
6. A final Waste Management Plan is to be provided at planning conditions clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer Advice Note e)
7. A final Wind Assessment Report is to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note f)
8. A final Sustainable Design Assessment Report demonstrating the proposal has been designed to achieve a minimum 5 Star Green Star rating in accordance with Development Policy 1 – Green Building is to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note g)
9. A report detailing certification or evidence that the building has achieved the required 5 Star Green Star rating, is to be submitted at practical completion, to the satisfaction of DevelopmentWA.

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10. A final Acoustic and Vibration Report and certificate from a qualified acoustic consultant, confirming that the design and construction of the building will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation is to be provided at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer Advice Note h)
 11. A report and certification from a qualified acoustic consultant is to be submitted at practical completion stage and prior to occupation of the building, confirming that all recommendations of the Acoustic and Vibration Report integral to achieving compliance with Development Policy 3 – Sound and Vibration Attenuation, have been implemented, to the satisfaction of DevelopmentWA in consultation with the City of Perth (Refer to Advice Note i)
 12. 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 Advice Note j)
 13. 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 k)
 14. A final Landscape Plan detailing both ‘soft’ and ‘hard’ landscaping elements for the development, is to be provided at planning condition clearance (working drawings) stage, with all landscaping to be installed and maintained in accordance with the Landscape Plan thereafter to the satisfaction of DevelopmentWA, in consultation with DevelopmentWA’s Design Review Panel and the City of Perth. (Refer Advice Note l)
 15. A Wayfinding and Signage Strategy prepared in accordance with Development Policy 6 – Signage is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA. (Refer Advice Note m)
 16. A Crime Prevention Through Environmental Design (CPTED) Report, 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 n)
 17. A **Public Access and** Place Management Strategy for the publicly accessible places within the site is to be submitted prior to occupation of the development and implemented thereafter to the satisfaction of DevelopmentWA. (Refer to Advice Note o)
 18. A Lighting Strategy, detailing how the lighting of the building exterior and ground floor public areas enhances building features, amenity and security, is to be submitted at planning condition clearance (working drawings) stage, and implemented thereafter to the satisfaction of DevelopmentWA in consultation with the City of Perth. (Refer Advice Note p)
 19. 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 Perth and the Department of Biodiversity, Conservation and Attractions. (Refer Advice Note q)

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20. A Dewatering and Groundwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the Department of Biodiversity, Conservation and Attractions. (Refer Advice Note r)
 21. A Construction Management Plan is to be provided at planning condition clearance (working drawings) stage and adhered to for the duration of construction to the satisfaction of DevelopmentWA, in consultation with the City of Perth. (Refer Advice Note s)
 22. A Dilapidation Survey of the footpaths, kerbs, roads, buildings and open space areas within the immediate locality surrounding the site is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA in consultation with the City of Perth. Any damage caused to the footpaths, kerbs, roads, buildings and open space areas is to be made good at the owner's expense, prior to occupation of the development. (Refer Advice Note t)
 23. Windows and glazed areas are not to be provided with dark or reflective tinting, visually obtrusive signage, obscured glazing or roller shutters, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note u)
 24. All service areas, service related hardware and piped or wired services (such as car park gates, plant areas, fire booster cabinets, service meters, exhaust systems and air-conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the building and the public realm, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note v)
 25. Crossovers, driveways, car parking, vehicle manoeuvring spaces, circulation areas and loading/unloading areas are to be constructed, sealed, kerbed, marked, drained and maintained in accordance with the approved plans, prior to occupation, to the satisfaction of DevelopmentWA in consultation with the City of Perth. (Refer Advice Note w)
 26. 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 Perth.
 27. All building and tenancy entrance levels are to be consistent with the constructed paving levels of the adjoining public realm, details of which are to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA.
 28. The development must be substantially commenced within four (4) years from the date of this approval, to the satisfaction of DevelopmentWA. Where an approval has so lapsed, no development shall be carried out without the further approval of DevelopmentWA having first been sought and obtained. (Refer to Advice Note x)



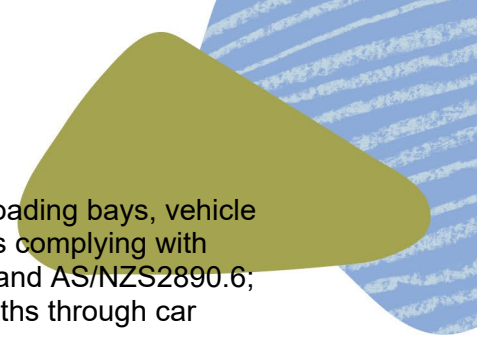
RECOMMENDED ADVICE NOTES:

- a. With regard to Condition 1, a covering letter, final working drawings and a material samples board are to be submitted to DevelopmentWA prior to an application being made to the City of Perth for a building permit and must be cleared prior to the commencement of any works on site. Working drawings are to comply with all of the above conditions and any variations from the approved drawings and documentation are required to be clearly identified.

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

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

- b. With regard to Condition 2, information of external colours and finishes, including specifications and samples, are to be provided for all external elevations, demonstrating a well resolved and high-quality materials palette for the whole project. Additionally, the detailed design is to include information addressing the following matters:
- i. Clearer expression of the river-edge narrative within the architecture, materials and finishes and landscaping; and
 - ii. Further testing to ensure long-term operation of the microclimate strategy within the galleria ensuring longevity of landscaping elements and ensuring that wind, solar and heat are appropriately managed for the space.
- c. With regard to Condition 4, the Transport Impact Assessment should include details of the following:
- Process and Operation and consolidating vehicular access into the integrated vehicular access off Enchantress Way;
 - Details of any proposed charging arrangements for electric bikes/scooters;
 - Consideration of the combined traffic impacts from Lot 501 and 502 The Esplanade;
 - Updated trip generation rates;
 - Further information on shift worker travel patterns, noting that a presumed 4pm changeover is within the commuter peak period;
 - Updated traffic impacts reflecting current usage of Lot 502 licenced constructed car parking bays;
 - Additional information on predicted car access / egress routes from the development and the adjacent development of Lot 4 The Esplanade; and
 - Additional data and information on current or projected conditions for buses, pedestrians and drivers.
- d. With regard to Condition 5, the Car Parking and Traffic Management Plan should be informed by the final Traffic Impact Assessment and be reflected in the working drawings (basement and ground level plans), providing details of:
- i. provision of adequate sightlines at the crossover to ensure safe movement of pedestrians and vehicles;
 - ii. vehicle access in accordance with AS2890.1;
 - iii. identification and management of ACROD bays in accordance with AS 2890.6;

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- iv. the dimensions and numbering of all car parking bays, loading bays, vehicle entrances, crossovers, aisle widths and circulation areas complying with Australian Standard (AS) 2890.1, AS2890.2, AS2890.3 and AS/NZS2890.6;
 - v. identification of clear, safe and accessible pedestrian paths through car parking and delivery areas;
 - vi. Identification and management of loading bays to ensure they are used for loading purposes; and
 - vii. a minimum of 604 bicycle bays, 26 visitor bicycle bays, 1,208 lockers and 44 showers;
 - viii. bicycle parking and end of trip facilities designed in accordance with Section 4.2 Bicycle Parking of the Elizabeth Quay Design Guidelines;
 - ix. a Green Travel Plan, articulating how to minimise impacts to the surrounding road network and take advantage of public and active transport facilities and services in close proximity, including:
 - how shift rosters will avoid peak periods, staff will be encouraged to use public and active transport to commute;
 - how the development will cater for an increasing demand for electric vehicle charging on site, including electric bikes and mobility devices;
 - how bays may transition to other uses if the demand for parking no longer prevails, and what may be the triggers for such transitions;
 - access information packs for staff and visitors;
 - mode share targets, and enforceable commitments to survey staff and visitors to see if these are being achieved (with results reported to Department of Transport and Major Infrastructure and DevelopmentWA); and
 - promotion of sustainable modes, including programs/events to encourage riding to work.
 - x. details of how peak-period traffic impacts will be avoided or reduced. Options may include:
 - encouraging staff arriving/departing around 4pm to use public transport for one of the legs of their commute (and taxis or other on-demand modes at 4am); and
 - investigating the possibilities of changing shift times (e.g. 7am – 7pm shifts).
 - xi. details on existing end-of-trip facilities and services provided on Lot 502 The Esplanade.

The Car Parking and Traffic Management Plan and Green Travel Plan should be reviewed annually to ensure that it is fit for purpose.

The visitor bicycle bays proposed in the public realm require separate approval from the City of Perth. Approval from the City of Perth should be provided at working drawings stage or alternatively the required visitor bicycle bays should be relocated to an on-site location.

The Department of Transport and Major Infrastructure advises that for the purposes of the Perth Parking Management Act, the following bays are approved and/or constructed across Lots 501 and Lots 502:

- 346 tenant bays;
- 4 ACROD bays;
- 7 loading bays; and
- 36 motorcycle bays.



Licensing of the above bays are subject to the in-principle support and conditions set out by the Minister for Transport.

- e. With regard to Condition 6, the Waste Management Plan is to comply with the City of Perth standards in regard to waste, and the local Government Waste Management Plan Guidelines. The final Waste Management Plan should address the following additional matters:
 - i. inclusion of the anticipated total waste and recycling L/week generated per premise type; and
 - ii. references to all applicable floor plans relevant to the Waste Management Plan.

It is recommended that the applicant liaises with the City of Perth to ensure that all necessary approvals relating to waste collection are issued prior to occupancy.

- f. With regard to Condition 7, the wind assessment should include a detailed wind tunnelling analysis. The wind amelioration strategies are to be integrated into the final building design, detailing and function, and include the building, rooftop spaces and the surrounding public realm and galleria.
- g. With regard to Condition 8, Development Policy 1 – Green Building requires new buildings on a Tier 2 site to be designed and built to achieve a minimum 5 Star Green Star rating from the Green Building Council of Australia (GBCA). 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 equivalent to or better than the GBCA 5 Star Green Star rating.

It is noted that the development proposes a 6 Star Green Star rating which is supported by DevelopmentWA and the applicant is strongly encouraged to pursue this improved sustainability outcome.

The final Sustainable Design Assessment Report is required to confirm that the proposal demonstrates a “whole of building” approach to sustainable design, embedding all initiatives detailed in the preliminary report into the design. Any revisions to the targets of the preliminary assessment is required to address, as a minimum, water efficiency and water reduction strategies, energy efficiency and energy efficient fixtures and appliances, and a naturally comfortable indoor environment including natural ventilation and thermal comfort levels.

- h. With regard to Condition 10, the Acoustic and Vibration Report should identify the location and extent of impact of all noise and vibration sources and confirm that the design of the building will achieve an appropriate level of attenuation, in accordance with Development Policy 3 – Sound and Vibration Attenuation. In particular, the Acoustic and/or Vibration Report should address:
 - i. confirmation of the mitigation strategies and treatments to be implemented into the design and operation of the building; and
 - ii. mechanical service systems (such as exhaust systems and air-conditioning) are to be selected, designed and located to prevent emitted noise levels from exceeding the relevant decibel levels as provided by the Environmental Protection (Noise) Regulations 1997.
- i. With regard to Condition 11, the certification submitted at practical completion stage should include results of on-site testing to confirm appropriate levels of sound/vibration attenuation/mitigation have been achieved.

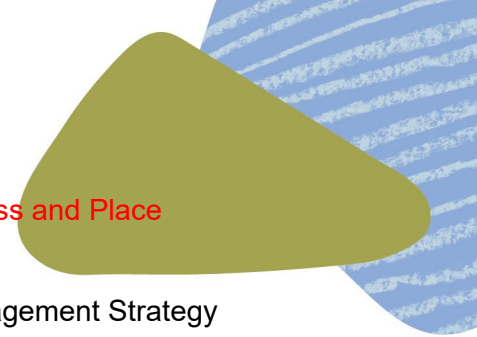
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- j. With regard to Condition 12, Development Policy 4 – Providing Public Art requires the provision of public art with a minimum value of \$1.5 million based on the estimated the construction cost of \$250 million. ~~Contributions may be either provided as public art or cash-in-lieu paid into the Central Perth public art fund.~~ The applicant is encouraged to explore and implement opportunities to meaningfully include references to local indigenous heritage in the public art strategy, including engaging with local indigenous artists, to contribute to a sense of place. **The Applicant is encouraged to integrate public art within the public realm as an accessible and engaging component of the publicly accessible spaces such as the north south galleria. Public art should not comprise solely static installations.**

In accordance with Development Policy 4, a Public Art Report is to be submitted and approved by DevelopmentWA and is to include design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details. The artwork(s) are to be consistent with DevelopmentWA's public art strategy for the relevant Project Area or Precinct, where applicable. The public art strategy should be informed by the Cultural Narrative being prepared by Kambarang Services.

- k. With regard to Condition 13, 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*.
- l. With regard to Condition 14, the Landscape Plan should provide details of the following:
- i. planting and tree selections, including suitability to Perth's climate;
 - ii. specified plant numbers, species, location, size and time of planting, including provision of mature trees;
 - iii. paving selections;
 - iv. irrigation/reticulation details and watering regime;
 - v. maintenance schedule and responsibilities;
 - vi. layout, function and integration of communal open spaces within the development to ensure they are useable;
 - vii. management strategy for communal spaces;
 - viii. street furniture;
 - ix. details of any shade structures; and
 - x. integration of outcomes of the Wayfinding and Signage Strategy, Lighting Strategy, Public Art Strategy CPTED Report, Universal Access Statement **and Public Access and Place Management Strategy.**

The applicant is advised to liaise with the City of Perth to ensure the integration of paving materials and landscaping between the public and private realm and the consideration of ongoing maintenance requirements.

- m. With regard to Condition 15, the Wayfinding and Signage Strategy should provide a plan of all proposed external signage, including location and dimensions, demonstrating that such signage will be complementary to the architectural design of the building and not obscure architectural detail and materiality in accordance with DevelopmentWA's Development Policy 6 – Signage, and the Elizabeth Quay Design Guidelines. Wayfinding signage should be integrated within the Landscaping Plan, Place Management Plan and related strategies.
- n. With regard to Condition 16, the CPTED Report should address the management and safety of publicly accessible and communal areas of the development including the pedestrian links and vehicle laneways, as well as CCTV locations. The CPTED

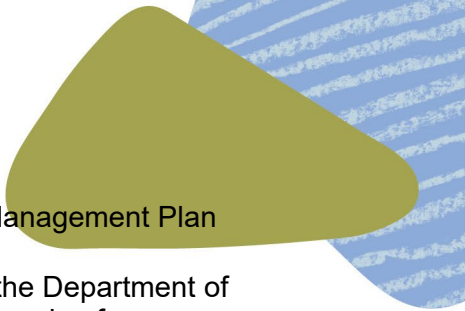


Statement should inform the final Landscape Plan, **Public Access and Place Management Strategy** and Lighting Strategy.

- o. With regard to Condition 17, the **Public Access and Place Management Strategy** should include details of the following:
- the role and function(s) of the galleria, and how these complements, rather than compete with or replicate, activation of the wider Elizabeth Quay Project Area;
 - how the galleria and associated public spaces have been designed to accommodate the intended functions and anticipated activity levels;
 - the infrastructure, equipment and security measures required to support the intended functions and activity levels;
 - identification of any alfresco areas;
 - **respond to the outcomes of the CPTED report and the contents of the Landscape Plan, Signage and Wayfinding Strategy and Lighting Strategy;**
 - the ongoing maintenance, management and security arrangements for all publicly accessible spaces, including how responsibilities will be shared between Lot 501 and Lot 502 The Esplanade and hours of public access; and
 - measures to maintain the visibility, accessibility and public nature of the plaza and galleria on an ongoing basis, demonstrating an inviting and inclusive public connection through the site.
- p. With regard to Condition 18, the Lighting Strategy should:
- i. include a plan which illustrates how the building will be illuminated to highlight architectural elements, to provide an attractive building at night;
 - ii. demonstrate how lighting and safe access will be provided between the development and the public realm and within loading areas and pedestrian pathways;
 - iii. respond to the outcomes of the CPTED Strategy; and
 - iv. be designed to comply with Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282 (Control of the Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and to passing vehicular traffic are controlled to an acceptable level.
- q. With regard to Condition 19, the Stormwater Management Plan is to be in accordance with the City's requirements for stormwater management as well as the Department of Biodiversity, Conservation and Attractions' Policy 49 - Planning for stormwater management affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia (2004-2007), Decision Process for Stormwater Management In Western Australia (2017), and water sensitive urban design principles. The stormwater management system is to be designed to prevent mobilisation of sediment, nutrients, hydrocarbons and contaminants from the site to the river.

Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained and/or detained at-source as much as practical and will not be permitted to enter the river untreated. The applicant should consider opportunities to incorporate water sensitive urban design through the installation of on-site retention/detention systems within the public space (and landscaped rooftop) of the development lot. Deep soil areas should be incorporated within the site to locate mature vegetation and assist with stormwater management.

The applicant is also advised to liaise with the City of Perth, as required.

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- r. With regard to Condition 20, the Dewatering and Groundwater Management Plan should include details of the following:
- Dewatering details shall be prepared in accordance with the Department of Biodiversity, Conservation and Attractions Policy 50 — Planning for dewatering in the Swan Canning Development Control Area, and include:
 - the location, extent and quality of groundwater at the site;
 - proposed treatment and disposal methods of the discharge;
 - dewatering commencement date, duration, frequency, flow rates and volumes; and
 - details of the proposed engineering/construction methods which will be used to reduce the volumes of dewatering tailwater and reduce the groundwater drawdown impact zone radius.
 - Any seepage collected will need to be adequately treated before it can be discharged to stormwater. The applicant is advised that the Department of Biodiversity, Conservation and Attraction is unlikely to support the connection of subsoil drains, if required, to the local stormwater system and the river without treatment on-site prior to discharge; and
 - How basement levels will be protected during river flood events.
- s. With regard to Condition 21, the Construction Management Plan should detail how construction works will be managed to minimise impacts on the public realm and nearby commercial and residential areas by addressing the following matters, which are to address all phases of development including demolition and construction:
- i. a staging plan detailing the delivery timing coordinated with any public realm works by DevelopmentWA or the City of Perth in the surrounding public realm;
 - ii. site huts and staff amenities;
 - iii. high quality fencing/hoarding used to secure the site and associated signage;
 - iv. work hours;
 - v. truck routes, layover areas and site access plan;
 - vi. parking arrangements for contractors and subcontractors;
 - vii. noise and vibration management;
 - viii. control of sand, dust and erosion;
 - ix. dewatering and storm water management;
 - x. materials delivery, storage and collection and waste management;
 - xi. protection of all street trees during the construction process;
 - xii. any road, footpath or cycle path closures, associated impacts on traffic, pedestrian and cyclist movement and alternate paths of travel;
 - xiii. a Consultation Plan, which identifies how stakeholders and affected landowners will be notified of any construction impacts including details of complaint resolution procedures;
 - xiv. procedure for addressing unexpected finds (contamination, unexploded ordinances, etc.);
 - xv. details of proposed crane operations, including exclusion zones, control measures, and engineering documentation, including demonstrating that tower cranes are not to be permitted to sail over the Public Transport Authority rail reserve, including as a result of free-slewing during periods of non-use;
 - xvi. confirmation that approval has been obtained from Perth Airport via an application made to Perth Airport's Protected Airspace Assessment Tool (PAAT) for the erection of a crane on the subject site during both

construction and operation of the subject site in accordance with the *Airports (Protection of Airspace) Regulations 1996 (C'th)*; and

xvii. Prior to commencement of construction, the applicant/proponent must receive confirmation from Perth Airport that the Airservices Australia assessment of the proposed development did not identify any impacts to Communication, Surveillance and Navigation (CNS) facilities.

- t. With regard to Condition 22, the applicant is advised that the dilapidation survey should include, as a minimum, all public realm features immediately surrounding the development and all buildings within close proximity to the site.
- u. With regard to Condition 23, protection of windows from the sun or privacy screening, should be achieved through architectural devices, passive solar design and appropriate glazing specifications, rather than through reflective glazing or coatings. Glazing on all lower levels should be transparent, ensuring a high level of visible indoor activity and passive surveillance of the public realm is maintained in accordance with the Elizabeth Quay Design Guidelines
- v. With regard to Condition 24, 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 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.

- w. With regard to Condition 25, all internal and external car bay dimensions, ramps, crossovers, driveways and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Perth parking design and access requirements. Disabled bays are to comply with Australian Standard AS 2890.6. Bicycle parking is to comply with AS 2890.3.

The applicant/owner is advised that the removal of public realm landscaping, including street trees, on Roe Street does not form part of this approval. Approval for street tree removal to facilitate vehicle access must be obtained from the City of Perth in accordance with the City of Perth Tree Protection Policy Management Guidelines and provided to DevelopmentWA prior to the submission of working drawings.

A separate crossover approval from the City of Perth is required. Please contact the City of Perth's Technical Services to ensure the appropriate crossover application is made.

- x. With regard to Condition 28, should the development not be substantially commenced within the period specified, the approval shall no longer be valid and no development shall be undertaken without further approval of DevelopmentWA having first been sought.
- y. All development and works shown outside of the lot boundaries do not form part of the approval and are subject to separate application/s for approval by the City of Perth, with detailed design plans being submitted for any civil and landscape

modifications fronting the site, with these works being constructed by the applicant at their cost.

Unless approved by the City of Perth to facilitate vehicle access to the site, all street trees should be retained and protected during construction.

- z. Airservices Australia is required to undertake an assessment of the proposal in accordance with the *Airports (Protection of Airspace) Regulations 1996 (C'th)*. The applicant is advised:
- The development, including any ancillary structures such as roof-based plant or antennae, shall not exceed a maximum elevation of 128m AHD.
 - The owner/applicant is to notify the Civil Aviation Safety Authority (CASA) of the building/obstacle via the [Vertical Obstruction Data \(VOD\) Form](#), with Perth Airport copied in to the correspondence. This requirement is triggered due to the structure proposed being in excess of 100m in height, as outlined in CASA Advisory Circular 139 (December 2021).
- aa. The Department of Water and Environmental Regulation (DWER) advises the following:
- The Ongoing Site Management Plan (RPS, 23 September 2016) should be implemented to address risks associated with disturbing residual contaminated soil present beneath the site. Should dewatering be required, an appropriate dewatering management plan should be prepared to address the risks associated with potential exposure of groundwater contamination. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. <https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69 acidsulfatesoils-guideline>
- bb. The Water Corporation advises the following:
- Water Corporation notes that no stormwater from the site currently discharges to the Mounts Bay Main Drain. Should the proposed development seek to discharge stormwater via the City of Perth's drainage network which ultimately outfalls to the Mounts Bay Main Drain, a detailed drainage strategy will be required and must be submitted to Water Corporation for assessment.
 - The drainage strategy should demonstrate:
 - Proposed onsite stormwater detention and storage arrangements;
 - Proposed discharge rates to the City of Perth drainage system;
 - Supporting hydrologic and hydraulic calculations; and
 - Design assumptions demonstrating the management of post-development stormwater flows.
 - Given the negligible pre-development runoff generated from the site, Water Corporation recommends that discharge rates be minimised as far as practicable to avoid increasing downstream drainage impacts. Alternatively, if stormwater is discharged to a City of Perth-managed drainage system that outfalls directly to the Swan River rather than the Mounts Bay Main Drain, assessment by Water Corporation would not be required and the matter would be subject solely to the City of Perth's requirements.
 - Any works undertaken in proximity to Water Corporation Assets will require prior approval via an Asset Protection Risk Assessment (APRA) Guidance on prescribed proximities and relevant legislation are available in our guidelines.

- Prior to construction the landowner is required to submit an application by using our online portal BuilderNet. Attachments required for approval will include:
 - Final construction site & architectural floor plans
 - Engineer certified piling detail plans (If required); and
 - Trade Waste Application & Supplement forms.

cc. ATCO Gas Australia advises the following:

- ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation.
- Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the <https://gas.atco.com/en-au/services/critical-asset-notifications.html>.
- All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>
- If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found <https://gas.atco.com/en-au/services/meter-removal-disconnections.html>.