

BOARD REPORT



Date: 29 April 2026
Item 3.5: Lot 108 (No. 18-28) Telethon Avenue, Perth
Strategic Plan: A Culture of Delivery
Submitted by: Matt Ryan

Board approval is sought for a proposed 33 storey Specific Purpose (Student) Accommodation development at Lot 108 Telethon Avenue, Perth, within the Perth City Link Area of the Central Perth Redevelopment Area.

Background

On 5 January 2026, a development application was lodged seeking approval for a 33 storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant development which includes 854 beds in various configurations. The proposal seeks only to develop the western half of the site, with development concepts prepared for the eastern half of the site submitted as part of the proposal which will be the subject of a separate development application.

As detailed in the Planning Assessment Report (Attachment 1), the proposal is generally consistent with the planning framework for the subject site. The proposal seeks discretion for alternative built form outcomes, including increased building height of 33 storeys and reduced setbacks to Telethon Avenue and Wardang Gardens, which have been assessed as appropriately responsive to the surrounding context and maintain the amenity outcomes sought by the relevant Design Guidelines. The interface with the public realm to Telethon Avenue and Wardang Gardens provides for strong activation and legible access for users.

The proposal represents a high-quality design outcome, supported by the Design Review Panel, that will deliver a significant injection of student accommodation in a highly appropriate and accessible location close to the recently opened Edith Cowan University City campus, supporting the achievement of a critical mass of people within the inner-city.

Land Redevelopment Committee (LRC) Consideration

At its 13 April 2026 meeting, the Central Perth LRC considered the application and received a presentation from the applicant in support of the recommendation.

The LRC recommended that the Board approve the application subject to minor amendments to the advice notes to provide further clarification and direction regarding the proposed public art outcome and encourage investigation of additional acoustic attenuation measures.

Refer Attachment 2 – Recommended Conditions and Advice Notes for further information.

Recommendation

That the MRA Board approves the development application for a 33 storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant development at Lot 108 (No. 18-28) Telethon Avenue, Perth, subject to the recommended conditions and advice notes.



LAND REDEVELOPMENT COMMITTEE



Date: 13 April 2026
Item 2.1: Lot 108 (No. 18-28) Telethon Avenue, Perth - 33 Storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant Development
Submitted by: Matt Ryan

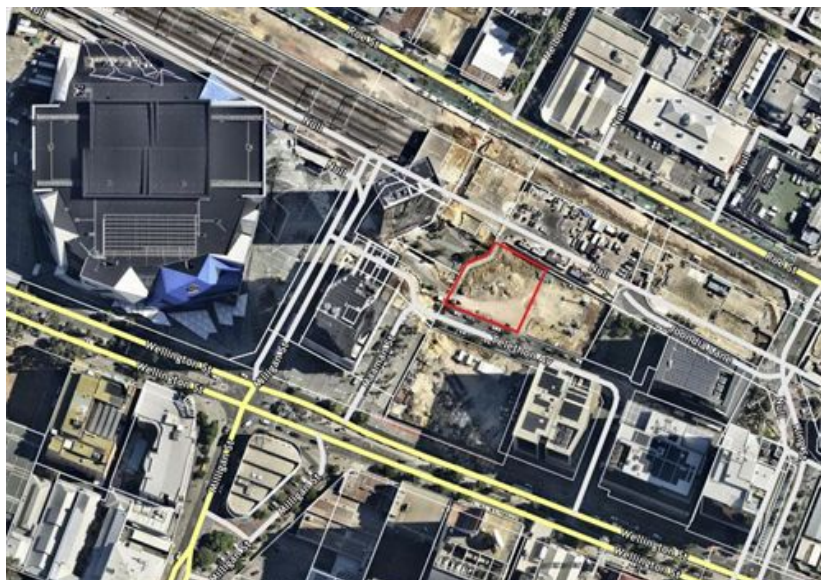
Information

Project Area: Perth City Link
Location: Lot 108 (No. 18-28) Telethon Avenue, Perth
Owner: Seven Entertainment Pty Ltd (under contract to Sirona Capital)
Applicant: SLR Consulting
Proposal: 33 Storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant Development

Purpose

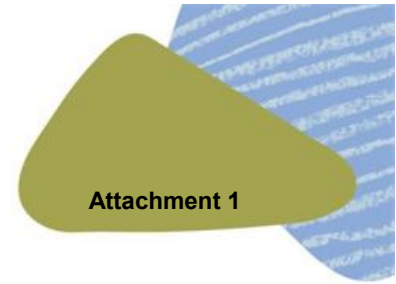
For the Central Perth Land Redevelopment Committee to consider an application for a 33 Storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant Development at Lot 108 (No. 18-28) Telethon Avenue, Perth.

Location Plan



Recommendation

That the Central Perth Land Redevelopment Committee resolves to recommend to the DevelopmentWA Board that it approves the 33 Storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant Development proposed at Lot 108 (No. 18-28) Telethon Avenue, Perth subject to the recommended conditions and advice notes.



PLANNING ASSESSMENT

Proposal

On 5 January 2026, a development application was lodged for a 33 Storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant Development proposed at Lot 108 (No. 18-28) Telethon Avenue, Perth. The subject site is located in the King-Lake Street Precinct of the Perth City Link Project Area, within the Central Perth Redevelopment Area.

The development application proposes a 33 Storey development comprising of:

- student accommodation across Levels 2 to 32 comprising 854 beds in single, twin and shared living arrangements;
- reception, pastoral care and communal amenity spaces including laundry, kitchen, gym, study and outdoor terraces across the Ground Level and Level 1;
- two tenancies for Shop and Café/Restaurant land uses at the Lower Ground Level; and
- four (4) car parking bays and 120 bicycle bays sleeved behind the ground floor commercial tenancies.

This proposal seeks only to develop the western half of the lot. It is expected that Sirona Capital will seek to develop the eastern half of the lot in the near future which may include Build-to-Rent Multiple Dwellings, and will be the subject of a separate development application. There is no requirement under the planning framework for the site to be developed in its entirety as part of this proposal.

Refer to Appendix 2 – Development Plans

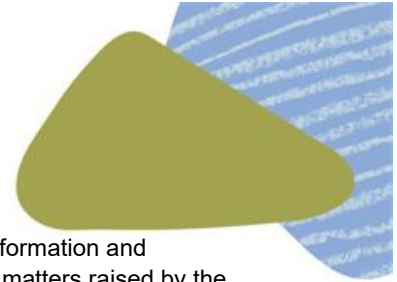
Previous Approvals

The site has previously received development approval in August 2015 from the then Metropolitan Redevelopment Authority for a 43 to 49 storey development comprising 563 dwellings, 506 residential car bays and café/restaurant and retail land uses on the ground floor and podium levels. This approval lapsed on 14 August 2022 following extensions to the approval validity period.

Previous Central Perth Land Redevelopment Committee Consideration

The current application was presented to the Land Redevelopment Committee at a briefing session on 16 March 2026, where the following matters were queried:

- the different apartment typologies and additional information requested in relation to the provision and design of shared amenities;
- how universal access would be achieved from Wardang Gardens, noting the significant level changes;
- how the proposed deep soil landscaping areas would be maintained;
- whether a cultural narrative was being developed and integrated into the design;
- how the potential Stage 2 development has been considered and integrated into the design of the proposal, including impacts of the future built form outcome;
- whether the adaptive reuse of the proposed student accommodation apartments has been considered in the design of the proposal; and
- how the Design Review Panel feedback has been addressed by the proposal.



In response to the above matters, the applicant has provided further information and updated plans. A summary addressing the applicant's response to the matters raised by the LRC is provided below. The Design Review Panel's feedback responses are addressed separately later on in this report.

Refer to Appendix 3 – Supplementary Information following LRC Consideration.

Apartment Typologies

The applicant provided further information regarding the apartment typologies and distribution which have been informed by extensive market research in response to user needs and price points. 'Incidental bump-in spaces' are provided on Levels 9 to 32 to enhance resident amenity and provide opportunities for incidental interaction between residents. Given the proximity of lower-level rooms to the primary communal facilities, and to provide additional space for universally accessible rooms, incidental spaces have not been included on lower levels.

Universal Access

The applicant proposes minor alterations to the existing Wardang Garden public realm to ensure that a DDA-compliant access can be provided to the secondary entry and improve overall accessibility. The applicant team is in discussions with the DevelopmentWA Operations Team responsible for delivery of Wardang Gardens on the detailed design to address this matter. Conditions are recommended to ensure that the final design is prepared to the satisfaction of DevelopmentWA and will deliver universal access.

Landscape Maintenance

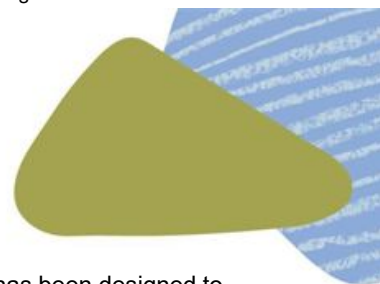
The applicant team demonstrated that direct access is provided via Level 2 to the podium deck to allow for maintenance. A small section on the western façade will require access from the roof. Landscaping in this location has been carefully considered to ensure that maintenance requirements are minimised. Landscaped areas have also been consolidated to increase deep soil area provision. These matters will also be addressed via the recommended conditions and advice notes.

Cultural Narrative

The applicant notes the site's history is grounded in the Boorloo Whadjuk Noongar cultural context, having once formed part of the Great Lakes wetlands, rich in native flora and fauna and serving as important hunting and gathering areas for the Noongar community. The applicant advises that cultural narratives are further being explored through public art, material treatments at lower levels, digital storytelling, and integrated lighting with this to be determined at the detailed design stage.

Staging

In relation to the development of 'Stage 2', the revised submission includes concept plans which identify site layout and massing in relation to the current proposal with a shared vehicle access point. It is anticipated that the future development will operate independently from the current proposal, with the exception of a shared access point.



Adaptive Re-Use

The applicant provided evidence demonstrating that the development has been designed to accommodate a range of future uses on upper levels including hotel, co-living and residential dwellings. Structural columns and service risers have been strategically located adjacent to corridors and are sufficiently numerous to accommodate amalgamation of units to create larger floor spaces to support other land uses.

Assessment

The proposed development is generally consistent with the applicable Central Perth Redevelopment Scheme (the Scheme), Central Perth Redevelopment Area Development Policies and the Perth City Link Design Guidelines (the Design Guidelines).

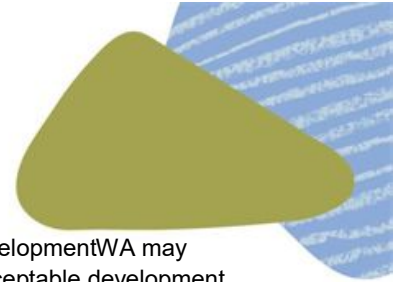
The proposed development is strongly aligned with the Perth City Link Vision of the Scheme and the Design Guidelines which seek to create a multi-functional, vibrant and active urban environment, connecting Northbridge to the City.

The proposal will deliver 854 student accommodation beds, increasing the population living within the inner city and contributing to the vibrancy of the surrounding commercial, retail, dining and entertainment land uses. The proposed development is of high-quality design and will utilise a vacant piece of land assisting in achieving build out of the City Link project area.

The following matters are further discussed as the proposed development seeks alternative design solutions to the acceptable development criteria of the applicable planning framework:

Element	Design Guidelines/ Policy Requirement	Proposed	Outcome
Building Height (Maximum)	<i>Maximum 27 storeys</i>	<i>33 storeys</i>	<i>+6 storeys</i>
Street Setbacks	<i>6m minimum setback to Telethon Avenue</i>	<i>2.75m to 8.5m</i>	<i>-3.25m</i>
Boundary Setbacks	<i>6m minimum setback to Wardang Gardens</i>	<i>2m to 8m</i>	<i>-4m</i>
Bicycle Parking	<i>285 bays (based on the requirement of 1 bay per 3 units of short-stay accommodation and serviced apartment)</i>	<i>120 bays</i>	<i>-165 bays</i>

Land use specific considerations regarding the proposed residential use in relation to noise and vibration and are also discussed below, noting the site's location within the frame area of the Northbridge Special Entertainment Precinct and proximity to the rail corridor.



Under Section 1.6 Discretionary Clause of the Design Guidelines, DevelopmentWA may approve a development application where it has departed from the acceptable development criteria, and when the alternative solution is:

- consistent with the Scheme Vision and Precinct Statement of Intent; and
- meets the Design Intent and Objective of the Design Guidelines.

DevelopmentWA's consideration of the proposal is further provided below.

Central Perth Redevelopment Scheme

Northbridge Entertainment Precinct

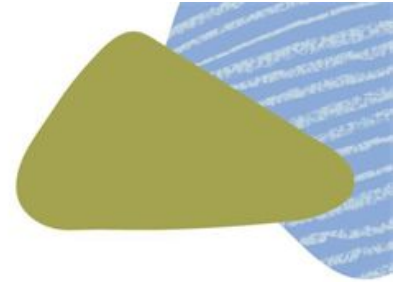
On 6 February 2026 the Minister for Planning approved Amendment 41 to the City of Perth City Planning Scheme No. 2 to establish the Northbridge Special Entertainment Precinct Special Control Area. The intent of the Special Control Area (SCA) is to protect the vibrancy and economic viability of the Northbridge entertainment precinct, while supporting the growth of Perth as a liveable city. Amendment 41 both increases noise limits for venues within the SCA and specifies new acoustic attenuation standards for impacted residential development, differentiated across Core, Transition and Frame areas. The subject site sits within the Frame area.

While the provisions of Amendment 41 do not strictly apply to the Project Area (which is outside of the City's scheme jurisdiction), the proposed development has been designed to consider the abovementioned provisions as well as Clause 4.17 of the Central Perth Redevelopment Scheme and Development Policy 3 – Sound and Vibration Attenuation, consistent with best practice.

An Acoustic Report has been submitted with the application that considers the noise impacts from the Northbridge Special Entertainment Precinct SCA, with recommendations for increased glazing thickness to the northwest building facades resulting in 89% of rooms on this façade achieving the internal noise level requirements.

The Acoustic Report concludes that whilst not all rooms will satisfy the internal noise requirements in the lower frequency octave, the 3-4dB discretion sought would be just perceptible to the average observer and will be unlikely to have an impact on the amenity of occupants. The impact of noise to the building will likely be further mitigated through the construction of buildings to the north of the subject site which will provide for further amelioration.

Conditions and Advice Notes are recommended to require regarding acoustic attenuation at the detailed design stage and completion of the project to ensure the specific noise attenuation outcomes are achieved, and to inform prospective landowners and residents of the likelihood of higher noise levels with the subject site being within a mixed use environment.



Perth City Link Design Guidelines

Building Height

The proposed building height of 33 Storeys is considered to be well suited to the inner city context and is consistent with the Design Intent and Objectives of the Design Guidelines as follows:

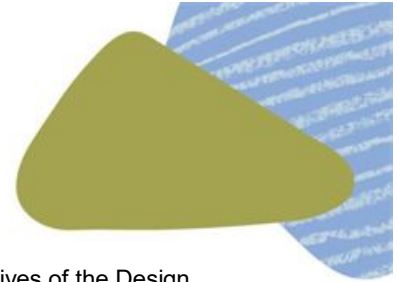
- the development proposes a slender tower form which responds to the smaller floorplates needed for student accommodation;
- the tower orientation maximises views along the north-south axis, with the massing and design consistent with the overshadowing provisions of the Design Guidelines and comparable with a 'Guideline Scheme' ensuring the proposal does not have an adverse impact to surrounding properties and the public realm. The proposal also results in an improved outcome in relation to overshadowing in contrast to the previous development approval for the 43-49 storey mixed development;
- the design which incorporates two smaller distinct tower forms breaks up the overall massing and building bulk and maintains view corridors;
- the podium height and design maintains an appropriate human scale at the ground floor and when viewed from Wardang Gardens;
- the height is consistent with approved developments in the vicinity which are up to 32 storeys; and
- the proposal is a high quality architecturally designed outcome, which has been supported by the Design Review Panel (further discussed below).

It is also noted that a development approval for a 43-49 storey mixed use development was approved on the site in 2015 which did not proceed. As the framework applicable to this site has not changed since this approval, and the design results in an improved built form outcome the proposed height is supported.

Setbacks

The proposal seeks an alternative design approach to the envisioned 6 metre setback to Telethon Avenue and Wardang Gardens. The proposed setbacks are considered to be consistent with Design Intent and Objectives of the Design Guidelines, and are supported as:

- the overall shape of the tower and orientation to the north-south, provides improved access to sunlight for all accommodation units as the majority of openings are oriented either east or west;
- the slim tower form and design mitigates the impact of bulk and scale with no adverse impacts in relation to overshadowing or overlooking;
- the two (2) storey podium height includes active land uses and facades to mitigate the appearance of bulk and results in an improved interface when compared with the previously approved six (6) storey podium; and
- the reduced setback of the tower element to Wardang Gardens will provide for increased separation between the proposed development and the future stage two development to the east, protecting visual privacy for resident and ensuring view lines between towers are maintained from the north or south.



Bicycle Parking

The proposed 120 resident bicycle bays are consistent with the Objectives of the Design Guidelines and with previous approvals for student accommodation developments within Perth City Link, and is supported as:

- bicycle demand for student accommodation is lower than that for multiple dwellings as:
 - students are potentially residing for one or two semesters and therefore are unlikely to purchase a bicycle; and
 - universities are generally close to student accommodation and well serviced by public transport.
- evidence provided by the applicant from other student accommodation developments demonstrates that the proposed one bay per seven beds is more than sufficient to meet the demands for students, noting that DevelopmentWA recently approved a student accommodation development at Lot 19 Perth City Link with one bay per 10 beds;
- all bicycle bays are contained within a fire rated room to allow for the safe storage of electronic bikes and scooters; and
- daily needs are easily accessed via walking or public transport due to the site's location within the inner city.

Development Policies

The proposal has been assessed against the applicable Central Perth Area Development Policies, with key considerations outlined below:

Development Policy 1 – Green Buildings

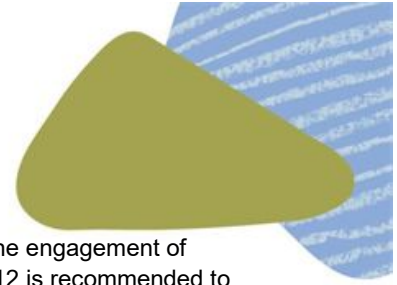
The subject site is a Tier 2 site under the Design Guidelines and is to demonstrate a minimum 5 Star Green Star rating. The building has been designed to achieve a Green Star Certified Rating of 5 Stars, meeting the requirements of Development Policy 1. Conditions 22 and 23 are recommended to ensure the commitment to a 5 Star Green Star is achieved in the final design.

Development Policy 3 – Sound and Vibration Attenuation

An Acoustic Report that considered noise sound and vibration was submitted addressing noise impacts from the nearby rail line and surrounding roads, surrounding entertainment venues, emissions from mechanical plant servicing the development and impacts on tactile vibration from rail movements. The Acoustic Report, incorporates specific recommendations for noise attenuation measures to be applied to the development to satisfy Development Policy 3. Condition 17 and 18 are recommended to ensure that the recommendations of the Acoustic Report are implemented into the building, with Conditions 19 and 20 recommended to inform prospective landowners and residents of the likelihood of higher noise levels from transport and entertainment land uses.

Development Policy 4 - Providing Public Art

The estimated cost of development exceeds \$2 million and requires the provision of public art in accordance with Development Policy 4. Various approaches are being considered including sculptural interventions, façade lighting, façade treatments, text based artworks, and soffit lighting or digital installations. The applicant is encouraged to explore opportunities



for meaningful cultural references in the public art strategy, including the engagement of local Indigenous artists, to contribute to the sense of place. Condition 12 is recommended to ensure that public art is incorporated into the final design in accordance with Development Policy 4.

Development Policy 9 – Affordable and Diverse Housing

The requirements of Development Policy 9 do not apply to this development as it does not propose any residential dwellings. Notwithstanding, the objectives of the policy are considered to be addressed through provision of a diverse housing type (student housing) and providing a range of housing typologies including single, twin and cluster rooms.

Development Policy 10 – Adaptable Housing

The requirements of Development Policy 10 do not apply to this development as it does not propose any residential dwellings. Notwithstanding, the development has been designed with accessibility in mind, including provision of 30 accessible units and legible access throughout common amenity areas. Further improvements to accessibility have been provided through the design review process with disability access provided from Wardang Gardens and Telethon Avenue.

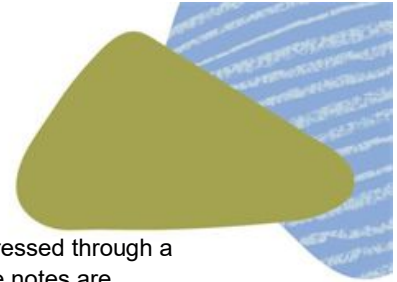
Design Review Panel

The proposal has undergone a collaborative design review process with the pre-lodgement plans presented to the Design Review Panel on 26 November 2025. The Panel was highly supportive of the proposal, advising that the design approach reflected an appropriate site response that will deliver much needed student accommodation to the area. The slender tower expression and generous communal amenity spaces have been carefully thought out and appropriately designed having regard to the site context.

The Panel encouraged further design development to refine aspects of the proposal including further context analysis on pedestrian connectivity links, addition of 'breakout spaces' on each floor near lift lobbies, improved cross ventilation for corner units and integration of deep soil planting.

Following formal lodgement of the development application, on 29 February 2026 the proposal was presented back to the Design Review Panel for further consideration. The Panel resolved that the proposal responded well to previous DRP feedback, achieving good design and was supported. The Panel noted the following minor matters should be given consideration to further improve the design:

- landscaping provision, particularly on the podium level, could be significantly improved through increasing the dimensions of existing landscaping areas and taking advantage of space below and under proposed paved areas; and
- review of solar controls to the western elevation taking into account overshadowing effects of surrounding built form, with performance outcomes clearly demonstrated and justified.



The minor matters raised by the Design Review Panel have been addressed through a revised submission received on 20 March 2026. Conditions and advice notes are recommended to ensure that the high quality of design is maintained and that the recommended improvements are considered during detailed design.

Refer Appendix 4 – DRP 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 Perth (City), Perth Airport, Department of Water and Environmental Regulation (DWER), Department of Transport and Major Infrastructure (DTMI), Public Transport Authority of Western Australia (PTA), Water Corporation and ATCO.

City of Perth

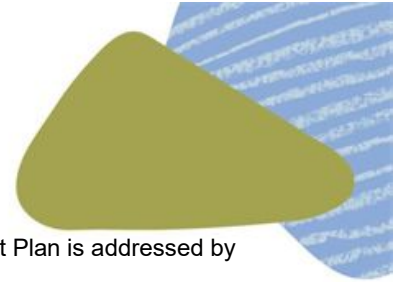
The City's referral response advised that it does not support the proposed development due to the original Acoustic Report which did not adequately address compliance with the requirements Northbridge Special Entertainment Precinct SCA.

Following the City's comments, a revised Acoustic Report was submitted which includes updated noise modelling and recommends the inclusion of improved façade treatments on the northwest facade. DevelopmentWA considers this matter has been addressed, subject to conditions.

The City advised that should DevelopmentWA support the proposal, conditions are recommended requiring a construction management plan be prepared, waste management plan being updated, protection of City assets including stormwater and street trees, and detailed design of the interface with the public realm. These matters have been addressed by Conditions 3, 7, 9 and 10.

Other Agencies

- DWER (Contaminated Sites Branch) advised that site has not yet been investigated and the condition of the soil and groundwater beneath the site is unknown. DWER recommended that conditions be imposed requiring investigation for soil and groundwater contamination be carried out and any required remediation works completed prior to occupancy. These matters have been addressed by Conditions 5 and 6.
- Perth Airport raised no objections to the proposal recommending conditions be imposed to ensure necessary approvals from Perth Airport and Airservices Australia are issued prior to construction. These matters have been addressed by Condition 31.
- DTMI provided in principle support for the proposal subject to conditions requiring a Parking Management Plan be prepared, increased provision of resident and staff bicycle parking, and the preparation of a Travel Plan. As discussed in the report the proposed number of bicycle bays is considered to address the requirements of the



Design Guidelines. The requirement for a Parking Management Plan is addressed by Condition 9.

- PTA had no objections to the proposal and recommended that conditions be included on the determination requiring implementation of the recommendation of the Acoustic Report and compliance with guidelines relating to development adjacent to PTA infrastructure. These matters have been addressed by Conditions 17, 18 and 30.
- Main Roads had no objections to the proposal subject to conditions requiring minor amendments to noise model inputs within the Acoustic Report, implementation of the recommendation of the Acoustic Report, and notification on title advising of potential impact from transport noise. These matters have been addressed by Conditions 17-20
- ATCO and Water Corporation provided general advice relating to the site. Comments from these agencies have been included as Advice Notes.
- Western Power provided no response.

A detailed response to the comments raised by referral agencies have been addressed through recommended conditions and advice notes, as considered appropriate in *Appendix 5 – Summary of Stakeholder Comments*.

Public Consultation

In accordance with Clause 5.16 of the Scheme the application was advertised for public comment from 27 January to 17 February 2026.

Twelve submissions were received, three in support and nine in objection. The key issues raised by those opposed to the development related to insufficient parking bays, loss of views and natural light, and oversupply of student accommodation within the City.

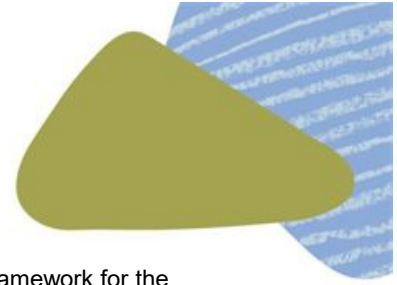
In relation to parking provision, the proposed development provides for four car parking bays which is consistent with the Design Guidelines and Perth Parking Policy which do not include minimum requirements and aim to encourage alternative transport modes and reduce private car usage within the City. The car parking and access arrangements are considered appropriate and are supported by a Transport Impact Assessment.

The proposed development is considered to be of an appropriate scale for the site having regard to the context and the vision for the project area. Major sight lines identified in the Design guidelines have been maintained through reorientation of the building in a north-south direction, resulting in a minimisation of shadow impacts on public realm.

A detailed response to the matters raised is provided in *Appendix 6 – Summary of Public Comments*.

Delegation

Under DevelopmentWA's Delegation Schedule, the DevelopmentWA Board is delegated to determine development applications with a development value over \$100 million within the Central Perth Redevelopment Area. The project has an estimated value of \$170 million.



Conclusion

The proposed development is generally consistent with the planning framework for the subject site. The alternative design outcomes proposed are considered consistent with the Scheme Vision and Objectives, Perth City Link Vision and Character Statement.

The proposal has undergone a comprehensive assessment and design review process, with the most recent advice demonstrating a high quality design outcome will be achieved. Careful consideration has been given to internal design to ensure high quality living and amenity spaces are provided that are appropriate for students including increased levels of safety and pastoral care. The interface with the public realm at Wardang Gardens and Telethon Avenue will provide strong activation with safe and legible access for all users. The proposal is the second high-quality architectural design from MJA Studios within the precinct, delivering much needed student accommodation to support the recently opened Edith Cowan University City and to achieve critical mass within Central Perth.

It is recommended the Central Perth Land Redevelopment Committee recommend to the DevelopmentWA Board approves the development application for the 33 Storey Specific Purpose (Student) Accommodation, Shop and Café/Restaurant Development proposed at Lot 108 (No. 18-28) Telethon Ave, Perth, subject to the recommended conditions and advice notes in *Appendix 7*.

Appendices [Refer to Board Portal](#)

- Appendix 1 – Regulatory Assessment
- Appendix 2 – Development Plans
- Appendix 3 – Supplementary Information following LRC Consideration
- Appendix 4 – DRP Advice Note
- Appendix 5 – Summary of Stakeholder Comments
- Appendix 6 – Summary of Public Comments
- Appendix 7 – Recommended Conditions and Advice Notes

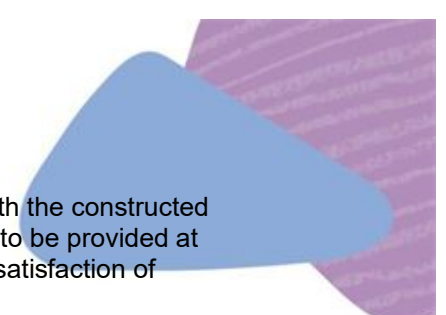
Attachment 2

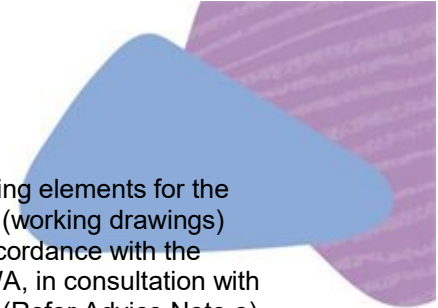
Recommended Conditions and Advice Notes**CONDITIONS:**

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 Page	DA0.00	20 March 2026
Development Summary	DA0.01	20 March 2026
Site Plan	DA1.00	20 March 2026
Site Survey	DA1.01	20 March 2026
Lower Ground	DA1.02	20 March 2026
Ground	DA1.03	20 March 2026
Level 01	DA1.04	20 March 2026
Level 02	DA1.05	20 March 2026
Level 03-08 Façade Type 1	DA1.06	20 March 2026
Level 03-08 Façade Type 2	DA1.07	20 March 2026
Level 09-32 Façade Type 1	DA1.08	20 March 2026
Level 09-32 Façade Type 2	DA1.09	20 March 2026
Roof Service Plant	DA1.10	20 March 2026
Roof	DA1.11	20 March 2026
Section A North	DA2.00	20 March 2026
Section B West	DA2.01	20 March 2026
Elevations (South and West)	DA3.00	20 March 2026
Elevations (North and East)	DA3.01	20 March 2026
Landscape Plans	-	20 March 2026
Environmentally Sustainable Design Strategy	-	22 December 2025
Acoustic Report	-	20 March 2026
Transport Impact Statement	-	22 December 2025
Waste Management Plan	-	22 December 2025
Pedestrian Wind Environment Statement	-	22 December 2025

2. Elevations and specification 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 and the Design Review Panel. (Refer to Advice Note b)
3. The final design outcome is to demonstrate direct universal access from Wardang Gardens to the western reception entry point, with entrance levels being consistent with the adjacent constructed paving levels, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note c)

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4. 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.
 5. A report detailing the findings and recommendations of on-site investigation for soil and groundwater contamination is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the Department of Water and Environmental Regulation. (Refer Advice Note d)
 6. Remediation, including validation of remediation, of any contamination identified through investigations, is to be completed prior to undertaking site works, to the satisfaction of DevelopmentWA in consultation with the Department of Water and Environmental Regulation. (Refer Advice Note e)
 7. 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, Public Transport Authority and Perth Airport. (Refer Advice Note f)
 8. A Car Parking 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. (Refer Advice Note g)
 9. 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. (Refer Advice Note h)
 10. A final Waste Management Plan 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 Perth. (Refer Advice Note i)
 11. A final Wind Assessment Report is to be provided prior to planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note j)
 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 k)
 13. A 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 l)
 14. 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 m)
 15. 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 n)

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16. 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 o)
 17. A final Acoustic and Vibration Attenuation 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 p)
 18. 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, have been implemented, to the satisfaction of DevelopmentWA in consultation with the City of Perth (Refer to Advice Note q)
 19. The landowner is to provide consent to a section 70A notification pursuant to the Transfer of Land Act 1893 being lodged with the Registrar of Titles for endorsement on the Certificate of Title for the subject lot at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, alerting prospective purchasers that the land is situated in the vicinity of a transport corridor. (Refer Advice Note r)
 20. The landowner is to provide consent to a section 70A notification pursuant to the Transfer of Land Act 1893 being lodged with the Registrar of Titles for endorsement on the Certificate of Title for the subject lot at the planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, alerting prospective purchasers that the land is located within an urban mixed use precinct and may be affected by higher levels of activity, noise, light, traffic and late hours of operation within public and private areas than that normally associated with a typical residential area. (Refer Advice Note s)
 21. 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 t)
 22. 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 submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note u)
 23. 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.
 24. 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 v)

25. 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 w)
26. 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, drainage infrastructure and open space areas 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 Perth.
27. 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 x)
28. All exposed parapet walls and walls adjacent to existing or proposed boundaries are to be painted and finished to the same standard as the remainder of the development, to the satisfaction of DevelopmentWA. (Refer Advice Note y)
29. An Operational Management Plan is to be submitted prior to occupation and implemented thereafter to the satisfaction of DevelopmentWA, in consultation with the City of Perth (Refer to Advice Note z)
30. An Electrical Design Report prepared by a suitably qualified professional is to be provided prior to the commencement of construction and implemented for the duration of the development, to the satisfaction of DevelopmentWA in consultation with the Public Transport Authority. (Refer to Advice Note aa)
31. Confirmation that the proposed development does not unduly impact on Perth Airport's Communication, Surveillance and Navigation Facilities, is to be provided at planning condition clearance (working drawings) stage, to the Satisfaction of DevelopmentWA, in consultation with Air Services Australia. (Refer Advice Note bb)
32. The Specific Purpose Accommodation land use is limited to student accommodation.
33. 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 cc)



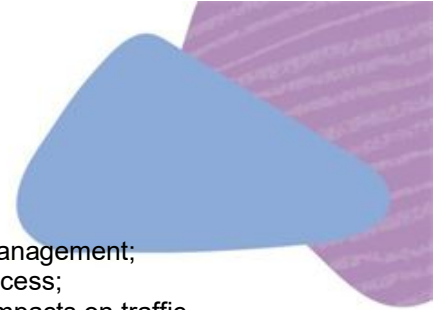
ADVICE NOTES:

- a. With regard to Condition 1, a covering letter, final working drawings (digital) 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.

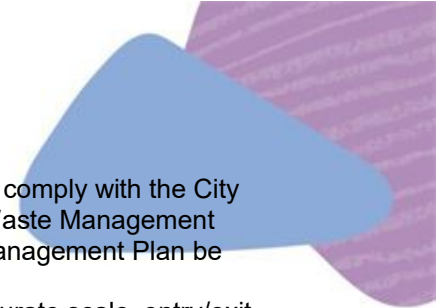
In accordance with section 62(3) of the *Metropolitan Redevelopment Authority Act 2011* no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject.

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 high-quality materials palette for the whole project, which has been further detailed and/or enhanced from the development application stage through to the final constructed outcome.
- c. With regards to Condition 3, 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 DevelopmentWA and/or 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.
- d. With regard to Condition 5, should the applicant confirm that resident access to the underlying soil will not be available, no further investigations or remediation of the site is required. In the event that resident access to the underlying soil will be available, investigations are to be 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 is to be provided. A current list of accredited auditors is available from www.dwer.wa.gov.au.
- e. With regard to Condition 6, remediation is to be carried out in compliance with the *Contaminated Sites Act 2003* and current Department of Water and Environmental Regulation contaminated sites guidelines.
- f. With regard to Condition 7, 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;

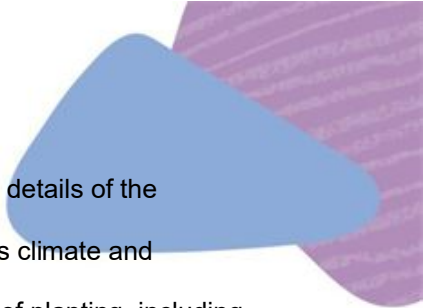


- viii. control of sand, dust and erosion;
 - ix. dewatering and storm water management;
 - x. materials delivery, storage and collection and waste management;
 - xi. protection of all street trees during the construction process;
 - xii. any road, footpath or cycle path closures, associated impacts 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 the Public Transport Authority for works in and around and operating railway corridor in accordance with the Public Transport Authority's Procedure *8810-450-003 – Working In and Around the PTA Rail Corridor, Assets and Infrastructure*; and
 - xvii. 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)*.
- g. With regard to Condition 8, the Car Parking and Traffic Management Plan should include details on the following, and be reflected in the working drawings and be informed and supported by the final Transport Impact Assessment:
- i. provision of adequate sightlines at the crossover to ensure safe movement of pedestrians and vehicles;
 - ii. vehicle access is to comply with AS2890.1;
 - iii. bicycle parking and end of trip facilities are designed in accordance with Section 4.1.2 of the Perth City Link Design Guidelines;
 - iv. identification and management of ACROD bays in accordance with AS 2890.6;
 - v. 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;
 - vi. identification of clear, safe and accessible pedestrian paths through car parking and delivery areas; and
 - vii. Identification and management of loading bays to ensure they are used for loading purposes.
- The maximum number of parking spaces approved on the site is:
- four (4) tenant (non-residential) parking bays;
 - four (4) motorcycle bays;
 - one (1) ACROD bay;
 - one (1) loading bay.
- h. With regard to Condition 9, the applicant is advised to liaise with the City of Perth regarding on-site stormwater disposal and management.

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- i. With regard to Condition 10, the Waste Management Plan is to comply with the City of Perth standards in regard to waste, and local Government Waste Management Plan Guidelines, The City of Perth has requested the Waste Management Plan be updated to address the following matters:
 - i. swept path analysis for waste vehicles, including an accurate scale, entry/exit arrangements and 3 metre clearance at servicing points.
 - ii. location, dimensions and capacities of waste storage areas, with the furthest bin no more than 10m from the collection vehicle.
 - iii. locations of taps and servicing infrastructure clearly shown on drawings.
 - iv. waste generation rates aligned with the Waste Guidelines for Development 2019 – Accommodation (per 100m²).
 - v. calculations supporting all waste volumes, including compactor use, with bin estimates.
 - vi. procedures for compacted waste collection ensuring compliance with weight limits and bin safety.
 - j. With regard to Condition 11, 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. The use of wind break 'add-ons' such as screens and physical barriers are typically not supported as these are considered to obstruct visual and physical permeability of the public realm and limit the integration and activation of the ground floor land uses.
 - k. With regard to Condition 12, Development Policy 4 – Providing Public Art requires the provision of public art with a minimum value of \$1.1million based on the estimated the construction cost of \$170million. 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 european and local indigenous heritage in the public art strategy, including engaging with local indigenous artists, to contribute to a sense of place with a focus on building entries and exits and Wardang Gardens.**

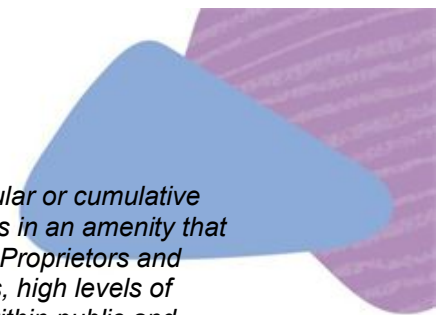
In accordance with the Providing Public Art Policy, a Public Art Report is to be submitted and approved by DevelopmentWA and is to include design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details. The artwork(s) are to be consistent with DevelopmentWA's public art strategy for the relevant Project Area or Precinct, where applicable. The applicant is encouraged to discuss the approach to public art with DevelopmentWA's Urban Design Directorate.

- l. With regard to Condition 13, the 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 Perth City Link Design Guidelines.
- m. With regard to Condition 14, the CPTED Report should address the safety of publicly accessible and communal areas of the development including the pedestrian links and vehicle laneways, as well as CCTV locations and management. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.
- n. With regard to Condition 15, 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*.

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- o. With regard to Condition 16, the Landscape Plan should provide details of the following:
- i. planting and tree selections, including suitability to Perth's climate and proposed locations, including planing on strucutre;
 - 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. clarification if there will be resident access to underlying soils.

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.

- p. With regard to Condition 17, 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 and the City of Perth City Planning Scheme No.2. In particular, the Acoustic and/or Vibration Report should address:
- i. potential noise impacts from adjacent uses including traffic, entertainment and recreational activity in the vicinity and events associated with the Northbridge Entertainment Precinct, Rail Corridor and Mitchell Freeway; and
 - ii. confirmation of the mitigation strategies and treatments to be implemented into the design and operation of the building; and
 - iii. 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.
 - iv. **the investigation and potential application of acoustic softening measures internally within rooms.**
- q. With regard to Condition 18, 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.
- r. With regard to Condition 19, the recommended wording for the notification on the 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.”*
- s. With regard to Condition 20, the recommended wording for the notification on the title is:
- “Factor Affecting Use or Enjoyment
The land is located within a mixed use precinct that features a non-uniform and dynamic mix of residential, office, commercial, hospitality and entertainment land use and development of various size; scale; intensity; operating hours; height above ground level; vehicular and pedestrian traffic*



generation; noise, light and odour generation. The singular or cumulative effect of this land use and development generally results in an amenity that differs from a typical suburban residential environment. Proprietors and prospective proprietors should expect, within legal limits, high levels of activity, light, noise, traffic and late hours of operation within public and private areas.”

- t. With regard to Condition 21, the Lighting Strategy should address:
 - 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; and
 - iii. be designed to comply with Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282 (Control of the Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and to passing vehicular traffic are controlled to an acceptable level.
- u. With regard to Condition 22, 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.

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.

- v. With regard to Condition 24, 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 Perth City Link Design Guidelines.
- w. With regard to Condition 25, 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.

- x. With regard to Condition 27, 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.

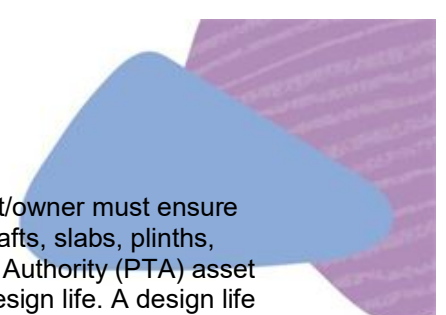
The applicant/owner is advised that the removal of public realm landscaping, including street trees, on Telethon Avenue does not form part of this approval. Approval for street tree removal to facilitate vehicle access must be obtained from the City of Perth in accordance with the City of Perth Tree 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.

- y. With regard to Condition 28, boundary walls are to be finished to the same standard as the remainder of the development to ensure an appropriate outlook from the public realm and the adjoining lots. The pattern and finish on the precast parapet wall panels is to be of a high quality commensurate with the level of design quality required for the whole project.
- z. With regard to Condition 29, the Operational Management Plan should include details of the following:
- Student Accommodation Provider Roles & Responsibilities;
 - Number of staff, operating hours and contact details;
 - Management of vehicle access, including for service and delivery vehicles;
 - 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.
- aa. With regard to Condition 30, PTA infrastructure includes systems that may produce electromagnetic field (EMF) interference and stray electrical currents. The Electrical Design Report shall demonstrate how the development will address electromagnetic field (EMF) shielding and electrical separation in accordance with Public Transport Authority standards.
- bb. With regard to Condition 31, 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 also advised:
- i. The development, including any ancillary structures such as roof-based plant or antennae, shall not exceed a maximum elevation of 128m AHD.
 - ii. 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.
- cc. With regard to Condition 33, 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.

- dd. The Department of Water and Environmental Regulation advises the following:
 - i. 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-guidelines>
- ee. Water Corporation advises the following:
 - i. Any works carried out in proximity to Water Corporation Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA). To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.
 - ii. The applicant is required to submit a Commercial/Multi Residential Application (Mixed Use) by using Water Corporations online portal BuilderNet.
 - iii. Wastewater Reticulated sewerage is available to the subject lot. Any portion of the proposed building which is within the zone of influence to sewer main may require suitable footings in accordance with our technical guidelines. Please refer to our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets.
- ff. ATCO advises the following:
 - i. ATCO Gas Australia (ATCO) has critical high pressure natural gas pipeline located within the road reserve adjacent to application/development boundary.
 - ii. The proposed facility/development is classified as a sensitive/high density land use and is within the notification trigger distance outlined in the WAPC Draft Development Control Policy DC4.3 for ATCO High-Pressure Gas Pipelines. Please consider the WAPC's draft DC4.3 Planning for High Pressure Gas Pipelines and site PlanWA.
 - iii. Prior to commencing any construction, access roads, road upgrades or excavation works, the proponent should contact 'Before You Dig Australia' (www.byda.com.au) to locate any buried gas infrastructure. For detailed procedural guidance and safety protocols refer to the ATCO publication titled [atco-additional-Information-for-working-gas-infrastructure.pdf](#), accessible online.
 - iv. All works within this location require an ATCO Critical Asset notification to be submitted via the ATCO Australia online web portal and an Engineering Assessment to identify if additional safety, risk migration, or asset protection measures may be required, pending the complexity of the work and proximity to the gas infrastructure.
- gg. The Public Transport Authority advises the following:
 - i. Prior to the application of a building permit, the applicant/owner must obtain approval from the Public Transport Authority (PTA) for works in and around an operating rail corridor in accordance with the PTA Document 8810-450-003 – Working in and Around the PTA Rail Corridor, Assets and Infrastructure, to the satisfaction of the PTA and thereafter implemented in full at the expense of the applicant/owner

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- ii. Prior to the application of a building permit, the applicant/owner must ensure that any structural element (including but not limited to rafts, slabs, plinths, and columns) located within 1.0 m of a Public Transport Authority (PTA) asset is designed to achieve a minimum 100-year durability design life. A design life memorandum confirming compliance must be submitted to the PTA prior to works commencing on each relevant structural element, to the satisfaction of the PTA and thereafter implemented in full.
 - iii. Prior to the application of a building permit, the applicant/owner must demonstrate that where rafts, piles, cores or any other structural elements transfer wind, earthquake or soil pressure loads to an existing Public Transport Authority (PTA) asset, the design must demonstrate that the asset remains within allowable stress, movement, and settlement limits under IL4 level loads and 100-year design life limits. Documentation confirming compliance must be submitted prior to commencement of the affected works, to the satisfaction of the PTA and thereafter implemented in full at the cost of the applicant/owner.
 - iv. Prior to the application of a building permit, a landscaping plan and a letter or statement from a suitably qualified landscaping professional (e.g, a landscape architect or arborist) must be submitted to the Public Transport Authority (PTA) confirming that the proposed landscaping poses no risk of root intrusion, causing impact to tunnel waterproofing, concrete durability or other structural damage.