

## BOARD REPORT



<b>Date:</b>	<b>25 May 2026</b>
<b>Item 3.8:</b>	<b>Lot 1 (No. 154) Subiaco Road, Subiaco - Court Place - Development Application</b>
<b>Strategic Plan:</b>	<b>A Culture of Delivery</b>
<b>Submitted by:</b>	<b>Matt Ryan</b>

*Board Approval is sought for a proposed 7-18 Storey Mixed Use Development at Lot 1 Subiaco Road, Subiaco, within the Subiaco Oval Project Area of the Subiaco Redevelopment Area.*

### **Background**

On 2 February 2026, a development application was lodged seeking approval for a 7-18 Storey Mixed Use Development at Lot 1 (No. 154) Subiaco Road, Subiaco which includes 300 affordable and 147 social housing units (447 total) to be owned and managed by Community Housing Limited.

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 height and massing outcomes and reduced car parking bays. These matters have been assessed as appropriate based on the site context, which is in walkable proximity to the Subiaco and West Leederville rail stations and town centres.

The proposed built form outcome is generally in keeping with the expected 11 to 18 storey heights envisioned by the Design Guidelines. The redistribution of massing and slender tower design that is oriented north-south is a positive outcome, delivering a more sympathetic design that minimises impacts on adjoining properties and the public realm.

The development also offers extensive landscaping and improved street level public realm amenity, affordable housing and a 5-Star Green Star equivalent rating across all towers. The proposal has undergone a collaborative design review process, with the most recent advice confirming that Design Excellence has been achieved. Overall, the proposed design, community and environmental benefits justify the level of discretion sought by the proposal.

### **Land Redevelopment Committee (LRC) Consideration**

At its 11 May 2026 meeting, the Subiaco LRC considered the application and received presentations from the applicant and the City of Subiaco in support of the recommendation.

The LRC recommended that the Board approve the application subject to minor amendments to the Conditions and Advice Notes to provide clarification and direction on the expectations regarding Design Review Panel input at the conditions clearance stage, the scope of the Crime Prevention Through Environmental Design report, Dilapidation Survey and final Landscaping Plan and condition clearance requirements associated with Development Policies relating to affordable housing and adaptable housing.

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

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### **Recommendation**

**That the MRA Board approves the development application for a 7-18 Storey Mixed Use Development at Lot 1 (No. 154) Subiaco Road, Subiaco subject to the recommended conditions and advice notes.**



## LAND REDEVELOPMENT COMMITTEE



**Date:** 11 May 2026  
**Item 2.1:** Lot 1 (No. 154) Subiaco Road, Subiaco – 7-18 Storey Mixed Use Development  
**Submitted by:** Matt Ryan

### Information

**Project Area:** Subiaco East  
**Location:** Lot 1 (No. 154) Subiaco Road, Subiaco  
**Owner:** The State Housing Commission  
**Applicant:** Community Housing Limited (CHL)  
**Proposal:** 7-18 Storey Mixed Use Development

### Purpose

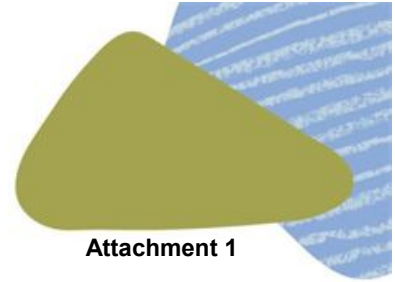
For the Subiaco Land Redevelopment Committee to consider an application for a 7-18 Storey Mixed Use Development at Lot 1 (No. 154) Subiaco Road, Subiaco.

### Location Plan



### Recommendation

**That the Subiaco Land Redevelopment Committee resolves to recommend to the DevelopmentWA Board that it approves the 7-18 Storey Mixed Use Development at Lot 1 (No. 154) Subiaco Road, Subiaco subject to the recommended conditions and advice notes.**



Attachment 1

## PLANNING ASSESSMENT

### Proposal

On 2 February 2026, a development application was received for a 7-18 Storey Mixed Use Development at Lot 1 (No. 154) Subiaco Road, Subiaco. The subject site is located in the Subiaco Oval Precinct of the Subiaco East Project Area, within the Subiaco Redevelopment Area.

The development application proposes four towers with heights ranging from seven to 18 storeys with a connected podium, comprising of:

- 300 affordable dwellings and 147 social dwellings;
- a ground floor office for on-site management;
- two ground floor tenancies of Café/Restaurant and Shop fronting Court Place;
- 308 parking bays comprised of 279 resident bays and 29 visitor bays; and
- amenities and landscaping on the ground floor and podium including 122 on-site trees and 21 retained mature trees.

*Refer to Appendix 2 – Development Plans*

The land is currently owned by the State Housing Commission (The Department of Housing and Works) and is proposed to be sold to Community Housing Limited (CHL), a registered Tier 1 Community Housing Provider (CHP). DevelopmentWA is overseeing transaction negotiations and agreement terms, including those associated with project funding secured through the Federal Government's Housing Australia Future Fund (HAFF). CHL is proposing to own and manage all the units within the development, including the social housing units.

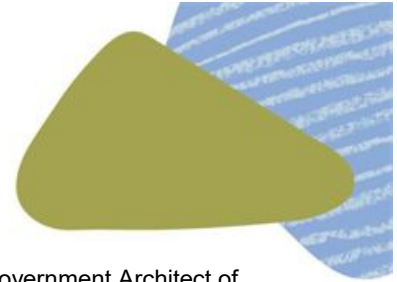
The affordable housing units will provide stable long term rental housing for low to moderate income earners, capped at a maximum of 74.9% of the market rental rate for the area and meet defined income thresholds as set by the Federal Government. Social housing tenants are low to very low-income earners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

### Previous Subiaco Land Redevelopment Committee Consideration

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

- whether the Design Review Panel (DRP) feedback had been fully addressed through design changes to demonstrate Design Excellence;
- how built form and amenity impacts on podium landscaped communal spaces had been considered and addressed; and
- confirmation that the recommendations from the Crime Prevention Through Environmental Design (CPTED) report are incorporated into the final design.

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 Committee is provided below.



#### *Design Review and Design Excellence*

Updated information and plans were provided to the DRP Chair, the Government Architect of Western Australia, who noted improvements to the design of the central forecourt, public realm amenity, building entry legibility and landmark building corner element. Based on the updated information, the Chair resolved that the proposal met the threshold of Design Excellence, subject to outstanding matters relating to material selection, CPTED and sustainability being addressed or met through conditions at the detailed design phase. It is recognised that these matters can be addressed through the working drawings (condition clearance) process in consultation with the DRP. A detailed response to DRP feedback is discussed in more detail in the Design Review Panel section of this report.

#### *Podium Amenity*

Two separate podium areas will provide residents with a space for gathering, with amenities such as playgrounds, herb gardens, BBQ's and grass areas. These areas are located between towers with an open aspect to the north to take advantage of natural light and to the south to take advantage of prevailing winds and views over Subiaco Oval. It is noted that the amenity areas will be shaded during early morning and late evening due to the location of towers, however it is considered these spaces will receive adequate sunlight during the day, delivering high-quality amenity.

A small number of dwellings have direct access to these podium levels via secondary entrances off external terrace spaces. The amenity of these private dwellings is protected with large planter boxes and gates restricting views and mitigating noise, and through the location of noise generating elements such as BBQ's and playground away from entrances. Use of these amenity spaces will be managed by the on-site CHP ensuring impacts are mitigated. A proposed condition, Condition 13, is recommended which requires an Operational Management Plan to be prepared which demonstrates how shared amenity spaces will be managed.

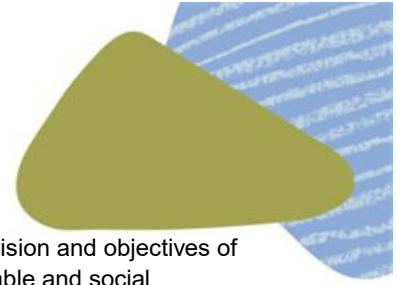
#### *Crime Prevention Through Environmental Design*

The final design has been informed by a CPTED report prepared by the architect DKO. This report was informed by advice from CHL given its experience in the social and affordable housing industry. The DRP has recommended that an independent CPTED report should be prepared by an external consultant given the scale of the development, however due to time constraints, a full report could not be provided.

Condition 10 is recommended requiring that a comprehensive, independent CPTED report is prepared prior to construction demonstrating how safety principles are embedded in the design. Condition 10 further recommends that the CTPED is to be subject to review by the DRP to ensure that any recommendations are appropriately incorporated into the design.

#### **Assessment**

The proposed development is generally consistent with the applicable Subiaco Redevelopment Scheme (the Scheme), Subiaco Redevelopment Area Development Policies and the Subiaco Oval and Railway Precinct Design Guidelines (the Design Guidelines).



The proposed development is strongly aligned with the Subiaco East vision and objectives of the Scheme and Design Guidelines, delivering 447 high-quality affordable and social dwellings in close proximity to public transport and local amenities. The design has been carefully considered to ensure a quality amenity outcome for future residents, while also providing a landmark building on the eastern edge of the site, fostering a strong sense of place for both residents and the community. The development will provide increased population to enhance the vitality of nearby activity centres within walking distance, while creatively reflecting local architectural styles and responding sympathetically to the surrounding urban form through its contemporary massing and design.

#### *Discretionary Clause*

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

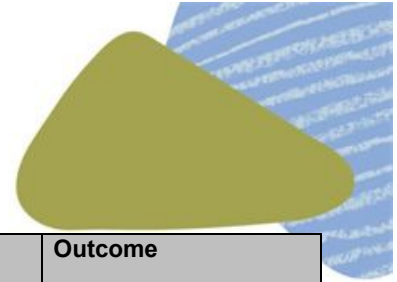
- a) clearly meets the relevant objectives of the Design Guidelines;
- b) forms part of an application which provides enhanced design quality, as determined by the appointed Design Review Panel; and
- c) delivers additional community and environmental benefits beyond that required by the Development Policies.

#### *Alternative Lot Configuration*

The Design Guidelines divide the subject site into four lots, with the envisaged Lots 8 to 10 (applicable to Towers 1 to 3) and Lot 11 (applicable to Tower 4) each having distinct built form requirements. The current proposal is for an unsubdivided, consolidated development outcome across the site, featuring four towers atop a continuous podium. The Design Guidelines allow for such consolidation, provided the proposal meets the overall Objectives and relevant built form controls.

The proposed alternative built form outcome delivers community benefits, including a more sympathetic interface to the west, improved solar access to the public realm and social benefits associated with the affordable housing land use. The proposal delivers high quality environmental benefits through retention of existing mature trees, extensive deep soil areas on ground level, and provision of on-structure planting within planter boxes and garden beds. The proposal is also seeking to achieve a 5-Star Green Star environmental rating equivalency across all towers, exceeding the minimum development policy requirement (4-Star Green Star rating, or equivalent) for three of the towers. The proposal further delivers public amenity through high quality landscaped areas inclusive of public seating and pocket parks which will provide a strong sense of community, encouraging casual interactions and promoting a safe and inclusive environment. Given the positive design outcomes resulting from proposal, the extent of community and environmental benefit delivered is considered commensurate and appropriate for the level of discretion that is being applied. These matters are further discussed below.

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



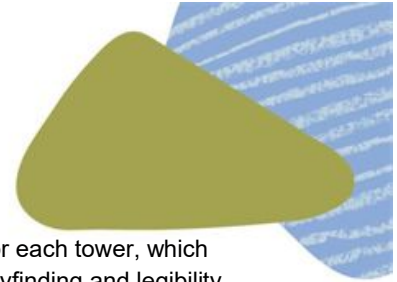
	<b>Design Guidelines Requirement</b>	<b>Proposed</b>	<b>Outcome</b>
<b>Building Height (Maximum)</b>	Lots 8 to 10 (Towers 1 to 3): 11 storeys (up to 39m)	7, 11 and 15 storeys	+4 storeys  <i>(average height of 11 storeys across the three towers)</i>
<b>Upper Street Setback (Levels 7 and above)</b>	Subiaco Road – 6m	Tower 1 – 3.6m  Tower 2 and 3 – 5.2m to 7.85m	-2.4m <i>(Level 7 only)</i>  -0.8m minimum setback <i>(average 6.5m setback)</i>
<b>Car Parking</b>	375 residential bays 57 residential visitor bays 4 commercial visitor bays	279 residential bays 29 residential visitor 0 commercial visitor	-96 bays -28 bays -4 bays
<b>Bicycle Parking</b>	447 residential bays (1 bay per dwelling)	143 residential bays	-304 bays  <i>(all dwellings allocated a storeroom capable of accommodating a bicycle)</i>

#### *Building Height (Tower 2)*

The proposal includes four towers with heights of 7-storeys (Tower 1), 15-storeys (Tower 2), 11-storeys (Tower 3) and 18-storeys (Tower 4) going from east to west on the site. This proposed built form outcome is generally in keeping with the expected 11 to 18 storey heights envisioned by the Design Guidelines. The redistribution of massing and slender tower design that is oriented north-south is a positive outcome, delivering a more sympathetic design that minimises impacts on adjoining properties and the public realm.

The proposed increased building height of 15 storeys for Tower 2 (above 11 storeys) represents a redistribution of mass across Towers 1 to 3, and is considered consistent with the Objectives of the Design Guidelines as follows:

- despite the varied heights, an average building height of 11 storeys is achieved across Towers 1 to 3 in line with the expectations of the Design Guidelines;
- the redistribution of building mass provides an improved transition of building heights from west to east, with the reduced Tower 1 height of 7 storeys achieving a more sympathetic interface with established neighbouring development to the west compared to the possible 11 storey outcome (considering the potential future neighbouring outcome of four storeys);
- the design reduces overshadowing by approximately 28% when compared to a design that is strictly in accordance with the Design Guidelines, through reduced podium heights and slender tower design;



- the diversity in tower heights creates a sense of individuality for each tower, which when paired with unique architectural expression assists in wayfinding and legibility for visitors and residents; and
- the Design Review Panel was supportive of the overall height and massing, recognising that the site can comfortably accommodate the proposed scale of development.

#### *Upper Level Street Setbacks*

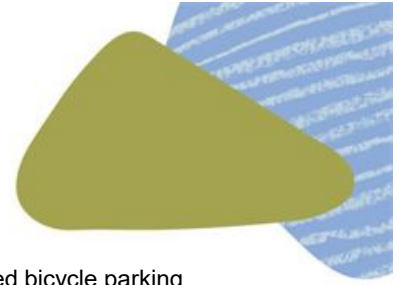
The proposal seeks an alternative design approach to the envisioned 6 metre setback for levels 7 and above to Subiaco Road for Towers 1, 2 and 3. The proposed setbacks are considered to be consistent with the Objectives of the Design Guidelines, and are supported as:

- the Design Guidelines permit a podium up to 6 storeys to be setback 3 metres from Subiaco Road. Tower 1, at 7 storeys, provides a consistent 3.6 metre street setback to all levels. The reduced setback applies only to the seventh storey, and this is considered acceptable due to the overall lower building height compared to a potential 11 storey development outcome;
- the Tower façades provide articulation, which adds visual interest and further reduces the impact of building bulk;
- as a result of the articulation, Towers 2 and 3 achieve an average setback of 6.5 metres, which exceeds the Design Guidelines' requirement of 6 metres; and
- this, combined with a reduced podium height, less overall mass, and slender towers oriented north-south, reduces the perceived building bulk as experienced from the public realm.

#### *Car Parking*

The proposal seeks to reduce the overall provision of car parking bays for residents, visitors and commercial staff. The provision of on-site car parking bays is considered consistent with the Objectives of the Design Guidelines as follows:

- the proposed car parking is sufficient to accommodate the anticipated requirements for residents and visitors given the proximity to two high frequency rail stations (West Leederville and Subiaco), bus services, and the connectivity to a high quality shared path network;
- the proposed ratio of 0.62 residential bays per dwelling is aligned with comparable affordable and social developments being delivered through HAFF funding elsewhere in metropolitan Perth;
- the total number of parking bays is supported by a Transport Impact Assessment that demonstrates the parking provision is appropriate for the scale of the development in this location;
- the proposed parking and transport arrangements promote a non-vehicular lifestyle, contributing to reduced car dependency and improved physical health outcomes for residents; and
- the allocation and ongoing management of residential parking bays will be overseen through an Operational Management Plan implemented by CHL. Tenants will be made aware of the parking arrangements as part of the resident application and move-in process, ensuring residents are informed prior to occupancy and allowing flexibility for residents to occupy a dwelling without requiring a dedicated car bay.



### ***Bicycle Parking***

The proposal provides 143 residential bicycle bays within four dedicated bicycle parking facilities, one for each tower. The provision of 143 dedicated bicycle bays is considered consistent with the Objectives of the Design Guidelines as follows:

- each dwelling is provided with a storeroom which is suitable for the storage of bicycles and other active transport devices. The CHP has confirmed that bicycle racks will be installed on request within storerooms;
- the Residential Design Codes Volume 2 requires 0.5 bicycle bays per dwelling representing a significant difference to the 1 bay per dwelling requirement of the Design Guidelines;
- the bicycle parking facilities are secure, easily accessible and conveniently located for residents supporting a range of bicycle types; and
- the development site is located adjacent to high frequency rail services improving access to key nodes such as the Perth CBD and shopping centers.

Condition 13, and the associated advice note, is recommended to ensure that the CHP makes tenants aware of the option to have a bicycle rack installed within their storeroom, and that these are installed at the cost of the CHP.

### ***Development Policies***

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

#### ***Development Policy 1 – Green Buildings***

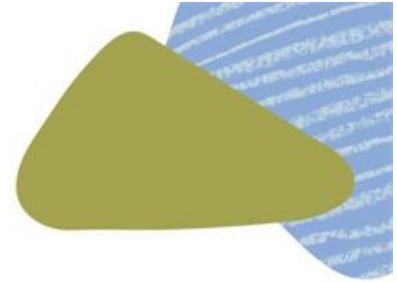
Under the Design Guidelines, Lots 8, 9 and 10 are Tier 3 sites and Lot 11 is a Tier 2 site. Tier 3 sites are required to achieve a minimum 4 Star Green Star or equivalent and Tier 2 sites are required to achieve a minimum 5 Star Green Star.

It is not possible under the Green Star system to have separate ratings within the same development. To address this issue, the applicant proposes that the development as a whole will achieve a 5 Star Green Star equivalency rating without undertaking formal registration through the Green Building Council of Australia. Given that only Lot 11 is required to achieve 5 Star Green Star, this outcome is considered to address the objectives of Development Policy 1 with environmental benefits expected to exceed the minimum standard. This approach has been supported by the DRP.

Conditions 15 and 16 are recommended to ensure the commitment to a 5 Star Green Star equivalency is achieved and delivered to the satisfaction of DevelopmentWA.

#### ***Development Policy 3 – Sound and Vibration Attenuation***

An Acoustic Report that considered sound and vibration was submitted addressing noise impacts from the nearby rail line and the emissions from mechanical plant servicing the development. The Acoustic Report incorporates specific recommendations for noise attenuation measures to be applied to the development to satisfy Development Policy 3. Conditions 17 and 18 are recommended to ensure that the recommendations of the Acoustic Report are implemented into the building, with Condition 25 is recommended to inform prospective landowners and residents of the likelihood of higher noise levels from transport.



*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. A comprehensive Public Art Strategy has been prepared by Art Theory which establishes a framework for the commissioning, delivery and integration of public art across the Site. The draft strategy proposes that both Aboriginal and non-Aboriginal artists will be commissioned, with artworks to be site-specific, durable, and sympathetic to the cultural and historical context of Subiaco East. Condition 19 is recommended to ensure that public art is incorporated into the final design in accordance with Development Policy 4 including public art concepts, artist selection processes and final artwork documentation being provided prior to delivery.

*Development Policy 9 - Affordable and Diverse Housing*

As the proposed development includes a permanent residential use, Development Policy 9 applies. The proposed development generally satisfies the performance standards of Development Policy 9 through the delivery of social and affordable housing, however the dwelling mix includes limited three-or-more bedroom dwellings and an increased number of one bedroom dwellings. The proposal meets the objectives of Development Policy 9 by:

- providing 100% of apartments as either social or affordable housing which are to be managed by a CHP, far exceeding the minimum 12% requirement and providing housing access and choice to a vulnerable population;
- providing a diversity of dwelling typologies with 228 one-bedroom and 139 two bedroom and 20 three-bedroom apartments;
- delivering a dwelling mix that caters to the expected demand for the proposed land use of social and affordable dwellings; and
- designing all apartments to satisfy the silver level requirements of the Liveable Housing Design Guidelines.

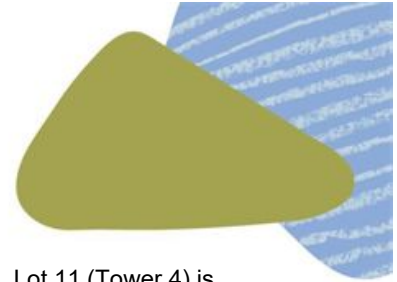
Condition 21 is recommended to ensure that finished development achieves the requirements of Development Policy 9.

*Development Policy 10 – Adaptable Housing*

As the proposal is for permanent residential development, Development Policy 10 applies. A minimum of 20% of dwellings are required to satisfy the Silver Level requirements of the Liveable Housing Design Guidelines. A total of 100% of the dwellings within the proposed development achieve a minimum Silver level under Liveable Housing Australia standards, with selected upper level dwellings designed to Gold standard. This outcome is significantly over the minimum expectations for this site. Condition 22 is recommended to ensure that the finished development achieves the requirements of Development Policy 10.

**Design Review Panel**

The proposal has undergone a collaborative design review process with the pre-lodgement plans presented on 27 May 2025 and 18 September 2025. Following lodgement of the development application, on 17 February 2026 the proposal was presented back to the Design Review Panel for further consideration, and the final plans were subsequently considered by the Panel Chair in April 2026 for final comment on Design Excellence.



### *Design Excellence*

In accordance with clause 1.7 Design Quality of the Design Guidelines, Lot 11 (Tower 4) is required to achieve Design Excellence as it is a landmark site. DevelopmentWA sought advice from the Design Review Panel on the interpretation of Design Excellence for the proposal noting that the applicant was seeking to deliver a 'tenure blind' design for the social and affordable units, and therefore not seeking to differentiate Tower 4 aesthetically to highlight its landmark status.

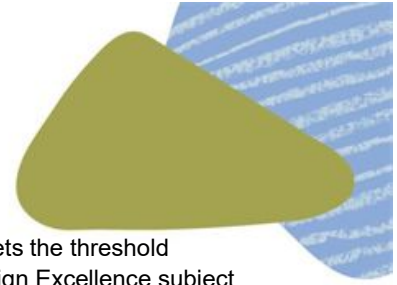
The Panel considered that a high-quality social and affordable housing design outcome should focus on affordability delivered through climate-responsive design that minimises energy usage, inclusion of durable materials that minimise long-term maintenance and operational costs, and a design approach that encourages safety, inclusivity, and integration with the wider community. The Panel determined that to achieve Design Excellence the proposal must:

- Demonstrate the way in which the proposal goes above and beyond when addressing amenity, sustainability, durability and maintenance, and safety and security across the entire development.
- Demonstrate the way in which the proposal goes above and beyond in the way in which the Lot 11 portion of the development responds to its prominent, public location.

At its meeting on 17 February 2026, the Panel acknowledged the substantial work undertaken to improve the design including the shift towards a more residential aesthetic, improved landscaping outcomes and delivery of increased sustainability outcomes throughout the development. The Panel agreed that the proposal had substantially improved since the last review and was close to meeting Design Excellence subject to further refinement in the following key areas:

- further design development of the central forecourt to better contribute to public amenity, attraction and activation, and spatial purpose, particularly consideration for after hours;
- further design development of the Subiaco Road / Court Place corner treatment recognising its significance as a key focal location;
- further details of the intended material strategy, particularly for the tower forms, including contingency plans should the preferred material/construction methodology not be considered viable;
- a consolidated, independent CPTED report being provided that demonstrates how safety principles have been imbedded in the design;
- improved entry legibility and architectural expression to residential lobbies;
- improved amenity of lower-level dwellings, including further consideration of privacy, interaction with the street, stoop depth, and planting interfaces; and
- greater amenity within the ground floor public realm through prioritisation of shared, welcoming spaces with improved comfort, shade, seating, and integration of public art.

The applicant team provided additional information and updated plans to address the comments which were received on 8 April 2026. DevelopmentWA circulated the information



to the DRP Chair for comment with the Chair resolving that Lot 11 meets the threshold required for a Landmark Site and that the overall design achieves Design Excellence subject to the following matters being met or conditioned:

- Confirmation that a 5 Star Green Star equivalency will be delivered;
- Confirmation of the final materiality noting that aluminium cladding is not a supported material option; and
- A CPTED report prepared by an external consultant and any recommendations being integrated into the design of the building.

*Refer Appendix 3 – DRP Advice Note and Addendum.*

Conditions 15 and 16 are recommended to ensure that the 5 Star Green Star equivalency is delivered, Condition 2 is recommended to ensure that the final materials are of high-quality to the satisfaction of the DRP, and Condition 10 will ensure that an independent CPTED report is prepared and any recommendations are integrated into the design.

### **Consultation**

#### *Stakeholder Consultation*

In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011*, the application was referred to the City of Subiaco (the City), Town of Cambridge (the Town), Department of Education, Perth Airport, Public Transport Authority of Western Australia (PTA), Main Roads WA, Department of Planning Lands and Heritage (DPLH), Western Power and Water Corporation.

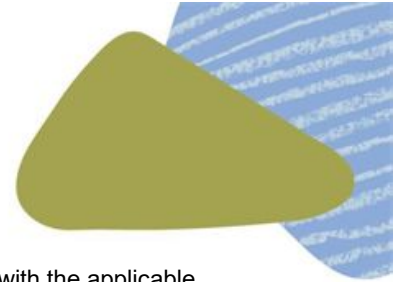
#### City of Subiaco

The City of Subiaco Council considered the proposal at its meeting held on 24 March 2026 and resolved to support the application subject to consideration of a range of matters including:

- ensuring that all bicycle storage is designed to provide secure, weather-protected, fit-for-purpose storage for a wide range of bicycle types including e-bikes and scooters;
- ensuring compliance with requirements of the R-Codes and relevant DevelopmentWA Development Policies; and
- consideration and investigation of comments provided by the Engineering Team and Parks Team.

Consideration has been given to the matters raised by the City with a review undertaken on storeroom sizes, balcony sizes, and provision of bicycle parking. Comments by the City's Engineering team and Parks teams have been investigated and key matters incorporated into Conditions and Advice Notes where appropriate.

The City provided a list of recommended Conditions and Advice Notes. Where appropriate, these have been recommended for inclusion to address the comments of the City and ensure ongoing discussion with relevant City departments.



### Town of Cambridge

The Town's administration supported the proposal as it broadly aligns with the applicable framework and is consistent with future expected development on the northern side of the railway within the West Leederville Precinct Structure Plan area. The Town further noted that the visual and amenity impacts of the proposed development on land within the Town of Cambridge would be negligible given the physical separation provided by the railway line, reserves and roads.

### Other Agencies

- Department of Education raised no in-principle objections to the proposal subject to further consideration of the building interface and land use compatibility. The Department further raised that there is an expectation that on-street bays will be utilised for drop-off and pick-up of students and that the development should not have any reliance on these bays for visitor parking. These matters are discussed in public comment section below and addressed by Condition 3.
- 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.
- PTA provided support for the proposal and recommended that conditions be included on the determination to ensure protection of the rail reserve both during and post-construction, and to ensure that recommendations from the Acoustic Report are implemented. The matters have been addressed by Conditions 5, 17 and 18.
- Main Roads raised no objections to the proposal and recommended that conditions be included on the determination requiring minor updated to the Acoustic Report to align with State Planning Policy 5.4, implementation of the recommendation of the Acoustic Report and a notification being placed on the title advising landowners to the possible impact of transport noise. These matters have been addressed by Conditions 17, 18 and 25.
- DPLH, Western Power and Water Corporation did not provide comment on the proposal.

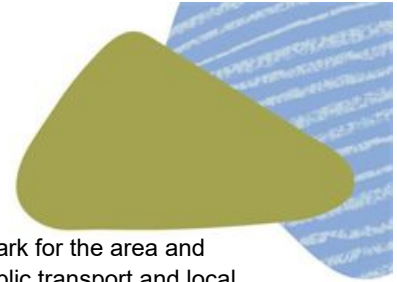
A detailed response to the comments raised by referral agencies have been addressed through recommended conditions and advice notes, as considered appropriate in *Appendix 4 – Summary of Stakeholder Comments*.

### Public Consultation

In accordance with clause 5.13 of the Scheme the application was advertised for public comment from 17 February to 19 March 2026. Twenty-five (25) submissions were received, five (5) in support and twenty (20) in objection. The key issues raised by those opposed to the development related to height, traffic congestion, insufficient parking bays, impact on nearby schools, social and affordable housing land use, and impact on amenity.

### Height

As discussed previously in the report, the height of the development is considered appropriate and generally in keeping with the outcome envisaged by the Design Guidelines, with the DRP noting that the site can comfortably accommodate the proposed scale of



development. A height of 18-storeys for Tower 4 will serve as a landmark for the area and allow for increased density within close proximity to high-frequency public transport and local amenities.

#### *Parking*

As discussed previously in the report, the proposed number of parking bays is appropriate for the site given the scale and location. The reduced parking will minimise the impact on traffic and congestion and promote use of active transport options which are available in close proximity to the development. Tenants will be made aware of the parking arrangements as part of the resident application and move-in process, ensuring residents are informed prior to occupancy.

#### *Impact on nearby schools*

The proposed development has been designed to appropriately respond to its interface with Bob Hawke College through building orientation, separation distances and façade articulation. Dwellings are primarily oriented east, north and west minimising actual and perceived overlooking. The two-storey podium scale responds appropriately to the local context providing low-intensity active engagement to Subiaco with offices and dwellings and more active uses of café/restaurant and shop to Court Place improving safety and promoting a sense of community.

Impact on students and the school will be carefully managed through construction, including heavy vehicle movement, access to on-street parking during peak school times and impacts from noise and dust. Conditions are recommended to ensure all works are undertaken in consultation with DevelopmentWA, City of Subiaco and Department of Education.

#### *Traffic*

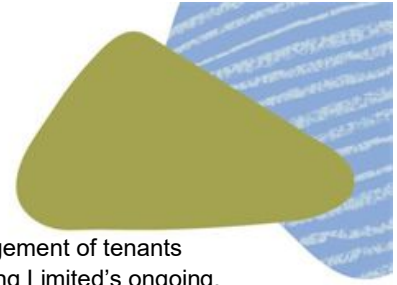
Parking provision has been reduced to reflect the highly accessible location and traffic modelling demonstrates that peak hour vehicle movements associated with the development can be accommodated within the existing network, including during peak school periods, without material impact on intersection performance or safety.

#### *Land use*

In relation to social and affordable housing, the site will be managed by a community housing provider with staff available on-site. The Community Housing Provider will provide ongoing onsite management to reduce any risk of antisocial behaviour or amenity issues arising, and to ensure any matters are identified and addressed promptly. Condition 13 is recommended to ensure these matters are appropriately managed and sufficiently mitigated through the management of the CHP and the preparation and implementation of an Operational Management Plan.

#### *Amenity*

In relation to amenity, the design assessment by the DRP has carefully considered the potential impacts from overshadowing, noise and light on the public realm and surrounding land uses, confirming that a Design Excellence outcome will be delivered. Preparation of a Management Plan is recommended as a condition of approval to ensure that ground floor commercial tenancies minimise impact on the adjacent residential properties and consider



operations in relation to peak times. The Plan will also consider management of tenants within residential and commercial areas on the site. Community Housing Limited's ongoing, on-site management presence will ensure the Management Plan is followed, confirming that impacts on amenity for residents and the wider community are appropriately managed.

A detailed response to the matters raised is provided in *Appendix 5 – 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 Subiaco Redevelopment Area. The project has an estimated value of \$285 million.

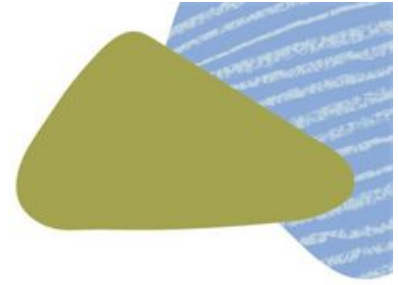
### **Conclusion**

The proposed development is generally consistent with the planning framework for the subject site. The alternative design outcomes including reduced parking provision and redistribution of mass are considered consistent with the Scheme Vision and Objectives, and the Subiaco Oval Vision.

The proposed social and affordable build-to-rent development delivered on a consolidated lot configuration is a positive outcome for the site that is strongly supported by stakeholders. The proposal has undergone an extensive design review process, with the most recent advice confirming that Design Excellence has been achieved. The design carefully balances the importance of delivering a landmark building on the eastern edge that responds to its prominent location whilst delivering a tenure blind design that is cost-effective, inclusive and accessible, meeting the needs of the end users. The delivery of public amenity through high quality landscaped areas inclusive of public seating and pocket parks will provide a strong sense of community, encouraging casual interactions and promoting a safe and inclusive environment. The affordable and social housing will provide stable long term rental housing for low to moderate income earners, assisting in addressing the State and National housing shortages.

The proposal delivers high quality environmental benefits through retention of existing mature trees, extensive deep soil areas on ground level, and provision of on structure planting within planter boxes and garden beds. Substantial community benefit is also delivered through the proposed land use of affordable and social housing managed by an on-site CHP, pocket parks and landscaping providing seating and shade, and new commercial businesses creating a local hub for activity and gathering.

It is recommended the Subiaco Land Redevelopment Committee recommend that the DevelopmentWA Board approves the development application for the 7-18 Storey Mixed Use Development at Lot 1 (No. 154) Subiaco Road, Subiaco, subject to the recommended *conditions and advice notes in Appendix 6*.



**Appendices** [Refer to Board Portal](#)

Appendix 1 – Regulatory Assessment

Appendix 2 – Development Plans

Appendix 3 – DRP Advice Note and Addendum

Appendix 4 – Summary of Stakeholder Comments

Appendix 5 – Summary of Public Comments

Appendix 6 – Recommended Conditions and Advice Notes



## Attachment 2

## Recommended Conditions and Advice Notes

**RECOMMENDED 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) stage, to the satisfaction of DevelopmentWA. The approved plans and documents of development are listed as follows:

<b>Plan / Document Name</b>	<b>Ref.</b>	<b>Date Received</b>
Cover Page	DA100	8 April 2026
Drawing List	DA001	8 April 2026
Existing Site Plan	DA100	8 April 2026
Demolition Plan	DA101	8 April 2026
Proposed Site Plan	DA102	8 April 2026
Overall – Lower Ground Plan	DA200	8 April 2026
Overall – Upper Ground Plan	DA201	8 April 2026
Overall – Level 01	DA202	8 April 2026
Overall – Level 02/Podium	DA203	8 April 2026
Overall – Level 03-06 / Typical Plates	DA204	8 April 2026
Overall – Level 07 / T1 Roof Services	DA205	8 April 2026
Overall – Level 11 / T3 Roof Services	DA206	8 April 2026
Overall – Level 15 / T2 Roof Services	DA207	8 April 2026
Overall – T4 Roof Services	DA208	8 April 2026
T1 & T2 – Upper Ground Plan	DA210	8 April 2026
T1 & T2 – Level 01	DA211	8 April 2026
T1 & T2 – Top of Podium	DA212	8 April 2026
T1 & T2 – Typical Tower	DA213	8 April 2026
T1 – Roof Services Plan	DA214	8 April 2026
T2 – Roof Services Plan	DA215	8 April 2026
T3 & T4 – Lower Ground Plan	DA220	8 April 2026
T3 & T4 – Upper Ground Plan	DA221	8 April 2026
T3 & T4 – Level 01	DA222	8 April 2026
T3 & T4 – Top of Podium	DA223	8 April 2026
T3 & T4 – Typical Tower	DA224	8 April 2026
T3 - Roof Services Plan	DA225	8 April 2026
T4 - Roof Services Plan	DA226	8 April 2026
South Elevation	DA300	8 April 2026
North Elevation	DA301	8 April 2026
T1 & T2 – South Elevation	DA310	8 April 2026
T3 & T4 – South Elevation	DA311	8 April 2026
T3 & T4 – North Elevation	DA312	8 April 2026
T1 & T2 – North Elevation	DA313	8 April 2026
T1 – West & East Elevation	DA314	8 April 2026
T2 – West & East Elevation	DA315	8 April 2026
T3 – West & East Elevation	DA316	8 April 2026
T4 – West & East Elevation	DA317	8 April 2026
Section A-A	DA320	8 April 2026
Section B-B & Section C-C	DA321	8 April 2026



Landscaping Plan	-	8 April 2026
Sustainable Design Report	-	2 February 2026
Transport Impact Assessment	-	2 February 2026
Waste Management Plan	-	2 February 2026
Noise Management Plan	-	2 February 2026
Pedestrian Wind Assessment	-	2 February 2026
Accessibility Report	-	2 February 2026

2. Elevations and specification detailing high quality, durable materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided prior to planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, **in consultation with the** Design Review Panel. (Refer to Advice Note b)
3. 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 Subiaco, Bob Hawke College and the Public Transport Authority. (Refer Advice Note c)
4. 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 Subiaco. 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 Subiaco. (Refer Advice Note d)
5. The final design is to address Public Transport Authority specifications for constructing development adjacent to rail infrastructure, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the Public Transport Authority. (Refer to Advice Note e)
6. A Parking, Service and Delivery Management Plan demonstrating management and allocation of car parking bays (including visitor bays), 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 f)
7. 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 Subiaco. (Refer Advice Note g)
8. A final Waste Management Plan is to be provided at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA. (Refer Advice Note h)
9. A final Wind Assessment Report is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note i)
10. An independent 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 and implemented thereafter to the satisfaction of DevelopmentWA, **in consultation with the Design Review Panel**. (Refer Advice Note j)

11. 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. (Refer Advice Note k)
12. 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. (Refer Advice Note l)
13. An Operational Management Plan is to be submitted prior to occupation of the development and implemented thereafter to the satisfaction of DevelopmentWA. (Refer to Advice Note m)
14. 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)
15. A final Sustainable Design Assessment Report demonstrating the proposal has been designed to achieve a minimum 5 Star Green Star rating or equivalency in accordance with Development Policy 1 – Green Building is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA, **in consultation with the Design Review Panel**. (Refer Advice Note o)
16. A report detailing certification or evidence that the building has achieved the required 5 Star Green Star rating or equivalency, is to be submitted following practical completion, to the satisfaction of DevelopmentWA, **in consultation with the Design Review Panel**.
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. (Refer to Advice Note q)
19. 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 r)



20. 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 s)
21. Affordable housing is to be provided in accordance with Development Policy 9 – Affordable and Diverse Housing, details of which are to be submitted at planning condition clearance (working drawings) stage and delivered prior to occupation to the satisfaction of DevelopmentWA. (Refer Advice Note t)
22. Adaptable housing is to be provided in accordance with Development Policy 10 – Adaptable Housing, details of which are to be submitted at planning condition clearance (working drawings) stage and delivered prior to occupancy to the satisfaction of DevelopmentWA. (Refer Advice Note u)
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 v)
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 w)
25. 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 x)
26. 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 Subiaco. (Refer Advice Note y)
27. 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 Subiaco.
28. 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.
29. 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 z)



30. 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 aa)

**RECOMMENDED 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 Subiaco for a building permit and must be cleared prior to the commencement of any works on site. In the event that the building permit applications are staged, DevelopmentWA may consent to a staged condition clearance approach. Such requests should be supported by a staging plan detailing the staging of works and the associated conditions to be cleared at each stage for agreement by DevelopmentWA.

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 Subiaco 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. Use of aluminium cladding within the development is not supported by the Design Review Panel.
- c. With regard to Condition 3, 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. site huts and staff amenities;
  - ii. high quality fencing/hoarding used to secure the site and associated signage;
  - iii. work hours;
  - iv. truck routes, layover areas and site access plan including consideration to heavy vehicle movements during peak pick-up and drop-off times for the surrounding schools;
  - v. parking arrangements for contractors and subcontractors;
  - vi. noise and vibration management;
  - vii. control of sand, dust and erosion;
  - viii. dewatering (if applicable) and storm water management;
  - ix. materials delivery, storage and collection and waste management;
  - x. protection of all street trees and retained on-site trees during the construction process;
  - xi. any road, footpath or cycle path closures, associated impacts on traffic, pedestrian and cyclist movement and alternate paths of travel;



- xii. confirmation that railway access tracks and gates will remain unobstructed at all times;
  - 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; and
  - 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*.
- d. With regard to Condition 4, public realm features and private properties within close proximity to the site should be subject to a Dilapidation Survey, including the following properties:
- Lot 80, No. 2 Court place
  - Lot 81, No. 4 Court Place
  - Lot 151, No. 144 Subiaco Road
  - Lot 58, No. 148 Subaico Road
  - Lot 81, No. 150 Subaico Road
  - Lot 53, No. 188 Subaico Road
  - Lot 101, No. 196 Subaico Road
  - Lot 102, No. 196 Subiaco Road
  - The northern 50m of Lot 9001, No. 304 Roberts Road (Subiaco Oval)
  - The northern 50m of Lot 500, No. 200 Roberts Road (Bob Hawke College).

The final extent of the dilapidation surveys should be agreed with DevelopmentWA prior to the surveys being conducted.

- e. With regard to Condition 5, engineering drawings and technical reports are required to address the following matters:
- i. Detailed elevations of windows and balconies facing the rail corridor confirming sufficient screening and/or devices have been implemented which prevent objects with maximum sphere of 125mm to pass through;
  - ii. All openings, including balconies, facing the rail corridor and located on floors with a floor height of no less than 2 metres above ground level, being protected with screening of a minimum height of 2.4 metres so as to not permit a 125 mm sphere to pass through;
  - iii. the compliance of the development with Public Transport Authority Specification *8880-450-083 Design for Rail Collisions*; and

The applicant is advised to liaise directly with the PTA to confirm an obtain all necessary approvals required prior to undertaking works in the vicinity of the rail corridor.

- f. With regard to Condition 6, 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 2.12 of the Subiaco Oval and Railway Precinct Design Guidelines;
  - iv. identification and management of ACROD bays in accordance with AS 2890.6;
  - v. provision of electric bays in accordance with Section 2.10 Environmental Sustainability the the Subiaco Oval and Railway Precinct Design Guidelines;
  - vi. 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;
  - vii. identification of clear, safe and accessible pedestrian paths through car parking and delivery areas; and
  - viii. Identification and management of loading bays to ensure they are used for loading purposes.
- g. With regard to Condition 7, the applicant is advised to liaise with the City of Subiaco regarding on-site stormwater disposal and management.
- h. With regard to Condition 8, and noting private collection is proposed, the Waste Management Plan is to generally respond to Local Government Waste Management Plan Guidelines (where applicable), and to suitably address the collection of day to day waste as well as recycleables and and no residential tenancies.
- i. With regard to Condition 9, 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.
- j. With regard to Condition 10, the independent CPTED Report should address the safety of publicly accessible and communal areas of the development including storerooms, car parking areas, 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. All recommendaitons of the CPTED report should be implemented in the final design outcome, as demonstrated through the detailed design documents.
- k. With regard to Condition 11, the Landscape Plan should provide details of the following:
- i. planting and tree selections, including suitability to Subiaco'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, avoiding species prone to Shot-Hole Borer attack;
  - 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;



- x. how the design has been informed by a site-specific cultural context analysis, including details of cultural interpretation elements embedded into the design;
- xi. clarification if there will be resident access to underlying soils; and
- xii. Tree protection zones which is a specified area above and below ground level that is set aside for the protection of the trees structural root system. The installation of a TPZ around all City trees adjacent the development site should be installed during a development that may impact on verge trees, in consultation with an Arborist.

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

- I. With regard to Condition 12, 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, within loading areas, car parking areas, storerooms 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.
- m. With regard to Condition 13, the Operational Management Plan should include details of the following:
  - i. Community Housing Provider Roles & Responsibilities: Oversight of the development, including on-site management presence, operating hours and responsibilities, protocols for addressing building issues, including afterhours (with the expectation being that the CHP is contactable 24/7), security measures and incident response procedures (security incidents and evacuation plans).
  - ii. Delivery, Collection & Waste Management: Identification of delivery, collection, and service areas with sufficient space for vehicle access and manoeuvring, ensuring all deliveries and collections occur within the development, provision of adequate loading bays and waste storage bins, including provision for collection of bulk waste items, strategies to reduce amenity and noise impacts from deliveries/waste.
  - iii. Residential Communal Facilities Management: Intended operation and management of communal facilities, booking and procedures for any amenities.
  - iv. Ground Floor Commercial Tenancies: Confirmation of Land Use (refer to note below), Intended operating hours, alfresco dining, waste storage and collection, liquor licensing (if applicable), noise management and how operation will minimise impacts on the surrounding area and ensure appropriate compatibility with the adjacent school site.
  - v. Green Travel Plan: 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.
  - vi. Bicycle Storage: Tenants to be made aware that CHP, at their cost, will install a bicycle rack within their storeoom upon request.
  - vii. Any other relevant operational considerations.



The applicant is advised that prior to occupation, the use of the 'Commercial' tenancies in Lot 11 (Tower 4) as either 'Shop' or 'Café/Restaurant', is to be confirmed with DevelopmentWA prior to commencement of operation. Following the commencement of the confirmed land use, the other land use will cease to have approval for that tenancy and any subsequent changes to the prevailing land use will be subject to lodgement of a development application with DevelopmentWA.

- n. With regard to Condition 14, 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*.
- o. With regard to Condition 15, to address the requirements of Development Policy 1 – Green Building the development is expected 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 GACA 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.

- 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. In particular, the Acoustic and/or Vibration Report should address:
  - i. potential noise impacts from adjacent activities including traffic, shared paths and railway;
  - 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*.
- 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, 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 \$170 million. Contributions may be either provided as public art or cash-in-lieu paid into the Central Subiaco public art fund.

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 r Subiaco Oval and Railway Precinct,



where applicable. The applicant is encouraged to discuss the approach to public art with DevelopmentWA.

- s. With regard to Condition 20, 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 Subiaco Oval and Railway Precinct Design Guidelines.
- t. With regard to Condition 21, detailed information demonstrating that the proposed affordable housing units meet the relevant Affordable Housing Performance Standards of Development Policy 9 – Affordable and Diverse Housing should be submitted prior to occupancy of the development. **Affordable Housing units delivered in Build-to-Rent developments are required to be rented by a suitable housing provider at an affordable rental rate. It is acknowledged that all dwellings are proposed to meet or exceed the minimum policy requirements.**
- u. With regard to Condition 22, an Accessibility Report **and/or detailed design information** should be provided demonstrating that a minimum 20% of the total number of dwellings delivered as part of the development conform to the Core Liveable Housing Design Elements outlined in Development Policy 10 – Adaptable Housing. **It is acknowledged that all dwellings are proposed to achieve a minimum Silver Livable Housing Design standard under the Liveable Housing Design Guidelines, which would meet or exceed the Development Policy 10 requirements.**

Accessible parking spaces for these dwellings should be provided in accordance with the Adaptable Housing Policy. The applicant is advised that the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities) and Australian Standard 1428.1 and *the Disability Discrimination Act 1992*.

- v. 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 Subiaco Oval and Railway Precinct Design Guidelines.
- w. 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.

- x. With regard to Condition 25, 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."*

- y. With regard to Condition 26, 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 Subiaco 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.

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

- z. With regard to Condition 29, 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 97m 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.
  - iii. Approval is required from Perth Airport via an application made to Subiaco 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)*.
- aa. With regard to Condition 30, 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.
- bb. For the development to demonstrate the requisite level of Design Excellence in accordance with the Subiaco Oval and Railway Precinct Design Guidelines, the final design documentation is required to verify that the Government Architect's Design Review Panel Chair Comments dated 20 April 2026, are meaningfully addressed in the clearance of Conditions 2, 10, 15 and 16 of this approval relating to materiality, CPTED and sustainability. The following principles of Design Excellence are to be maintained through to construction:
  - i. the way in which the proposal goes above and beyond when addressing amenity, sustainability, durability and maintenance, and safety and security across the entire development; and
  - ii. the way in which the proposal goes above and beyond in the way in which the Lot 11 (Tower 4) portion of the development responds to its prominent, public location.