

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:

Plan / Document Name	Ref.	Date Received
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)



Head of Planning

4 June 2026

Date

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 and 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.

- l) 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 and 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 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.

- 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, shard 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 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.