

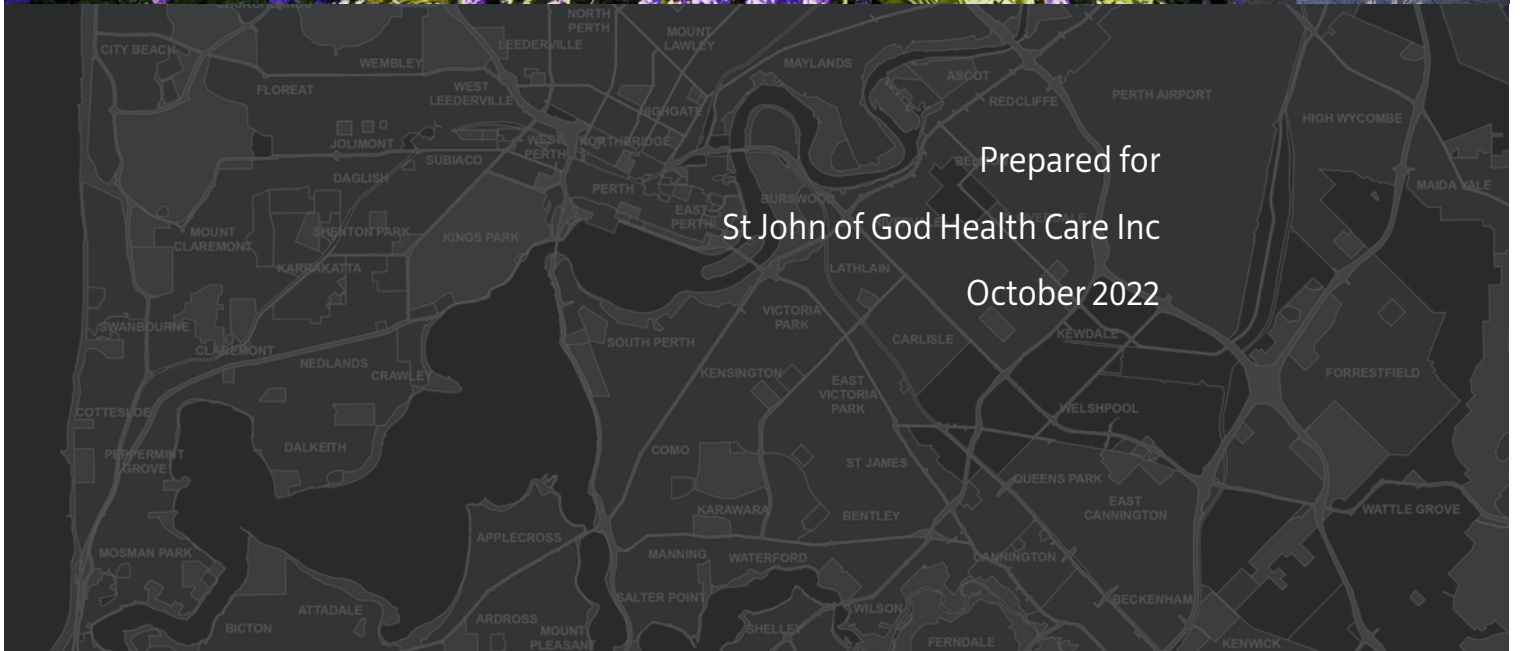
Development Application Report

St John of God Subiaco Hospital redevelopment

Lot 800 (12) Salvado Road and
Lots 147, 148 and 169 (177) Cambridge Street
Subiaco and Wembley



Prepared for
St John of God Health Care Inc
October 2022



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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of St John of God Health Care Inc (**SJGHC**), the registered proprietor of the St John of God Subiaco Hospital (**SJGSH**) at Lot 800 (12) Salvado Road, Subiaco and Lots 147, 148 and 149 (177) Cambridge Street, Wembley (**SJGSH site**, or **subject site**).

Planning Solutions has prepared the following report in support of an Application for Development Approval for the redevelopment of the SJGSH.

This report will discuss various matters pertinent to the proposal, including:

- Site details
- Proposed development
- Strategic and statutory planning framework

This application is made to the Western Australian Planning Commission (**WAPC**) for determination under the significant development approval pathway set out in Part 17 of the *Planning and Development Act 2005* (**Act**).

1.2 Previous approvals

1.2.1 Expansion of multi-storey carpark

On 8 January 2018 the Metro-West Joint Development Assessment Panel approved a development application to expand the existing multi-storey carpark on the subject site which would have added two extra levels to the carpark and extended the carpark westwards towards Station Street. This will have delivered an additional 787 car parking bays, which would bring the total number of bays within the car park to 1,560 (1090 for staff and 470 for visitors) with access from Station Street.

On 22 April 2020 the Metro-Inner North Joint Development Assessment Panel granted approval to extend the approval timeframe by two years (i.e. to 22 April 2022).

At the time of preparing this report, the approval had not been acted on.

1.2.2 Temporary carpark

On 24 April 2018 the Council of the Town of Cambridge (**Town**) resolved to grant development approval for a temporary carpark on the site of the now-demolished St John of God House building (the area between the hospital's main entrance and Cambridge Street). The application proposed adding approximately 100 staff car parking bays on site.

Construction of the temporary carpark was completed in December 2021, in anticipation of the additional demand for car parking that will be generated during construction.

1.2.3 Additions to hospital

On 6 May 2021 the Town's officers, acting under delegated authority, granted development approval for additions to the SJGSH to infill on the eastern side of the courtyard between the hospital's North Block and South Block. This development provides additional lifts for the hospital, as well as increased floor area to improve the hospital's operations, plus a new doctors' lounge and plant. The approved development will result in an additional 270m² of administrative space.

The additions have been approved by the SJGHC Board and were under construction at the time of preparing this report.

1.2.4 Additions (plant rooms) to hospital

On 26 October 2021 the Town's officers, acting under delegated authority, granted development approval for additions to the SJGSH to install plant at roof level on the Link Block between the hospital's North Block and South Block. The new plant will facilitate the internal conversion of portion of the Link Block for a purpose-built pandemic ward to care for patients when outbreaks of highly infectious diseases such as COVID-19 occur.

The additions have been approved by the SJGHC Board and were under construction at the time of preparing this report.

1.2.5 Local development plan

A Local Development Plan (LDP) was prepared to guide development of the block bounded by Cambridge Street, Station Street, Salvado Road, and McCourt Street, which includes the subject site. The purpose of the LDP was to coordinate and plan for the redevelopment of the SJGSH site.

The Council resolved to approve the LDP on 23 February 2021, and the LDP was approved on 3 March 2021. The LDP has a default validity period of 10 years, meaning it will expire on 3 March 2031.

1.3 Stakeholder engagement

Prior to lodging the application for development approval, the proponent engaged proactively with key stakeholders to inform the design and confirm any key issues to be addressed. A summary of this pre-lodgement stakeholder engagement is provided in **Table 1** below.

Table 1 - Pre-lodgement stakeholder engagement summary

Event	Stakeholder	Date consulted	Method
Confirmation that plans for the redevelopment were progressing	External stakeholders	14 December 2019	<ul style="list-style-type: none"> Media release SJGHC websites Social media Internal communications
LDP submitted	Town	25 June 2020	
Public announcement of submission of LDP	External stakeholders	21 September 2020	<ul style="list-style-type: none"> Redevelopment billboard on corner of Cambridge Street and Station Street Media release SJGHC websites Social media Articles in consumer and GP e-newsletters Internal communications
Advertising of LDP	External stakeholders Government agencies	From 25 September 2020 to 23 October 2020	<ul style="list-style-type: none"> Installation of signs on each of the hospital's street frontages (Cambridge Street, McCourt Street, Station Street and Salvado Road) Notice in the POST newspaper Notice on the Town's website Letters to owners and occupiers within a 200m radius of the site (2093 letters)

Event	Stakeholder	Date consulted	Method
Enquiry from Medial Forum	Medical Forum	8 February 2021	<ul style="list-style-type: none"> Phone interview on 8 February 2021
Approval of LDP	Town	23 February 2021	<ul style="list-style-type: none"> Council meeting
Intention to submit via State Development Assessment Unit (SDAU)	SDAU	1 April 2021	<ul style="list-style-type: none"> Meeting with SDAU officers, DPLH staff, chair of WAPC, and Government Architect
Notice of decision to submit via SDAU	Town	May 2021	<ul style="list-style-type: none"> Letter to CEO
Second intention to submit via SDAU	SDAU	13 August 2021	<ul style="list-style-type: none"> Meeting with SDAU officers
Lodgement of request for pre-lodgement advice	SDAU	18 August 2021	<ul style="list-style-type: none"> Form 17A request for pre-lodgement advice lodged with SDAU
SJGHC Board approved the redevelopment	External stakeholders	21 August 2021	<ul style="list-style-type: none"> Media release SJGHC websites Social media Direct communication to inpatients Consumer digi-screens Articles in consumer and GP newsletters Hoarding artwork to builders' compound Internal communications
Media enquiry	PerthNow	26 August 2021	<ul style="list-style-type: none"> Response to media enquiry
Media enquiry	PerthNow	20 October 2021	<ul style="list-style-type: none"> Response to media enquiry
Commencement of initial works recognised through Aboriginal Smoking Ceremony	External stakeholders	8 November 2021	<ul style="list-style-type: none"> Media release SJGHC websites Social media Articles in consumer and GP newsletters Internal communications

In addition to the above specific events, SJGHC has consulted with other community groups and external stakeholders throughout the redevelopment project. For instance:

- As part of SJGHC's Governance and Stewardship process, the Sisters of St John of God have been consulted about the redevelopment from the project's outset. This important consultation process ensures the redevelopment continues to align with the Mission and Vision of SJGHC.
- In 2019, former patients were invited by the hospital to join redevelopment user group meetings. However, it was recently identified that the information presented at the meetings was too broad and often not relevant to consumers in attendance. Therefore, a standing redevelopment agenda item is being added to SJGSH's Consumer Advisory Group (**CAG**) meetings. Members of the CAG will be consulted on specific issues as the project progresses.

- Aboriginal Elders have participated in redevelopment workshops and user groups for concept master planning and development of landscape design. This process will continue through design development and stakeholder user groups to ensure that the health and cultural needs of the local Aboriginal community are considered in relation to service and facility design, creating a welcoming and comfortable environment.
- Redevelopment Team members are committed to actively and openly engaging with members of the community. For example, in August 2021 SJGHC was contacted by a local resident with queries about traffic management at the McCourt Street and Cambridge Street intersection.
- A dedicated Redevelopment Update e-newsletter is sent to members of the community who have subscribed to receive information from the hospital about the redevelopment. The publication is distributed quarterly and includes latest news about the project to ensure interested parties remain informed.

2 SITE DETAILS

2.1 Legal description

Refer **Table 2** for a description of the lots comprising the subject site.

Table 2 - Lot details

Lot	Plan/Diagram	Volume/Folio	Street address	Owner	Area (m ²)
800	DP411840	2929/331	12 Salvado Road, Subiaco	St John of God Health Care Inc	49,827
147	P3232	1606/497	177 Cambridge Street, Wembley	St John of God Health Care Inc	1,000
148	P3232	1606/498	177 Cambridge Street, Wembley	St John of God Health Care Inc	1,025
149	P3232	1606/499	177 Cambridge Street, Wembley	St John of God Health Care Inc	1,034
Total					52,886

Refer **Figure 1** for an aerial photograph depicting lot boundaries, and **Appendix 1** for copies of the certificates of title for the lots comprising the subject site.

2.2 Regional context

The subject site is located in the municipality of the Town, and more specifically within the suburbs of Subiaco and Wembley.

The subject site is approximately 3km west of the Perth city centre and approximately 250m north of the Subiaco train station. The train station can be directly accessed from the SJGSH via Sheen Street and the Subiaco Square Shopping Centre.

Cambridge Street and Salvado Road are distributor roads adjoining the subject site which provide vehicle access to the city centre and the regional road network. Frequent bus services between Perth and Wembley operate along Cambridge Street.

2.3 Local context

The subject site is in an area surrounded by a mix of land uses particularly medical and other commercial land uses (mainly along Cambridge Street) and residential houses, units and apartments.

1-19 McCourt Street adjoins the southeast boundary of the subject site. It contains a 50-bed convent for the Sisters of St John of God. It includes the administration offices for the Sisters of St John of God Ministries Inc. The Sisters of St John of God is not directly associated with SJGSH or SJGHC. The facilities at 1-19 McCourt Street are managed and operated independently of SJGSH and SJGHC.

181 Cambridge Street is developed with a residential complex containing 21 apartments.

187 Cambridge Street is developed with the Marian Centre – a 69-bed acute mental health private hospital.



2.4 Land use and topography

2.4.1 St John of God Subiaco Hospital

SJGSH is a world-class private hospital which has been caring for the Western Australian community over 120 years. The SJGSH was founded in 1898 and was the first permanent facility established by the Sisters of St John of God following their arrival from Wexford, Ireland in 1895. It is the oldest and perhaps most iconic St John of God hospital and has an outstanding reputation for the provision of high-quality clinical care.

With 578 beds and over 900 highly qualified medical practitioners, SJGSH provides a wide range of medical and surgical specialty services, which includes comprehensive maternity, cancer, cardiology, and corrective surgery services in an environment of clinical excellence in collaboration with a fraternity of leading specialist medical practitioners. SJGSH has a tradition of providing exceptional patient experiences from birth through life and family, with many West Australian families having several generations born there.

Maintaining the traditions of its mission and values means that facilities must be maintained as first class. As a leading private tertiary hospital, SJGSH remains at the leading edge of medicine and research, with a continued focus on improving services and facilities to ensure patients, visitors, doctors and caregivers have the best possible experience.

The following aerial photographs provide perspectives of existing development on the subject site.



Figure 2 - view of subject site looking southwest, with the intersection of Cambridge Street and McCourt Street in the foreground (Source: Still from Aerial Footage 11.12.2016 by Aerial Vantage)



Figure 3 - view of subject site looking east, with Cambridge Street on the left and Salvado Road on the right. St John of God House, visible centre left, has since been demolished (Source: Still from Aerial Footage 11.12.2016 by Aerial Vantage)



Figure 4 - view of subject site looking south from above Connolly Street (Source: Still from Aerial Footage 11.12.2016 by Aerial Vantage)



Figure 5 - view of subject site looking north. Salvado Road is in the foreground (Source: Still from Aerial Footage 11.12.2016 by Aerial Vantage)



Figure 6 - view of subject site looking northwest. Salvado Road is on the left (Source: Still from Aerial Footage 11.12.2016 by Aerial Vantage)

The buildings comprising the SJGSH, and the dates of their construction, is illustrated in **Figure 7**.



Figure 7 - Existing SJGSH buildings (source: Silver Thomas Hanley)

2.4.2 Topography

The subject site contains moderate changes in levels across the site. High areas approximately 35.0m AHD can be found along the boundary with the Sisters of St John of God site, to the east of the South Block. Levels slope gently downwards to the north and west, with a low point of approximately 25.0m AHD at the Cambridge Street vehicle entrance to the Subiaco Medical Clinic.

Taking a cross-section through the site along the north-south alignment at Connolly Street, the site rises from both Cambridge Street and Salvado Road. The hospital's main entry at North Block has a level of approximately 31.0m AHD, and drops towards Salvado Road at approximately 29.0m AHD and Cambridge Street at approximately 26.5m AHD.

The changes in topography are noticeable in the entries to the SJGSH buildings, where the western at-grade entries including the main entry are a floor above the at-grade entries to the north and east.

3 PROPOSED DEVELOPMENT

3.1 Vision and objectives

3.1.1 SJGSH's vision

The redevelopment of SJGSH will enable SJGHC to build on its 124-year tradition of providing quality, patient centric care to the community. Once complete, SJGSH will be an inspiration for the future of private health care delivery and facility design for both SJGHC and other private and public healthcare systems.

The redevelopment will enable SJGSH to continue to be a world-class academic centre of clinical excellence delivering person-centred care in a contemporary environment which supports healing, new life, clinical excellence, and innovation. It will:

- replace critical engineering infrastructure currently at or nearing end of useful life;
- address the dated aesthetic appearance and patient accommodation, including small rooms and shared rooms;
- provide additional clinical capacity needed to meet forecasted demand activity and retain market share; and
- improve continuity of care through a new emergency department (ED) to allow 24-hour admissions.

This vision includes continued commitment to the following:

- investment in academic research, education and clinical excellence,
- the delivery of excellent care supported by modern digital innovations and a person-centred experience for catering and entertainment, and
- an environment that through its aesthetic provides a calming and healing effect.

SJGSH will deliver high quality services which maximises its surroundings to the benefit of all patients, visitors, visiting medical officers, and caregivers.

3.1.2 The need for redevelopment

SJGHC has received a major capital investment to enable it to deliver its vision. The redevelopment is driven by the following needs, to:

- improve the functionality of spaces,
- improve aesthetics,
- increase patient room sizes,
- renew primary, secondary, and tertiary engineering infrastructure, and
- improve parking facilities for patients

Functional area configuration will be a major focus to improve efficient whole-of-hospital flow, especially:

- separation between public and service/patient flow,
- consolidation of admission points and journeys, and

- improvements to wayfinding.

Each of these will improve the patient experience now and serve as a foundation of ongoing improvements in patient experience as part of the longer-term redevelopment of the SJGSH site.

3.1.3 Project objectives

The project objectives are to:

- Develop health services, facilities, and functions in line with SJGHC and SJGSH's objectives.
- Provide a contemporary healthcare facility that is designed to support the delivery of patient-centred care, reflect contemporary best practice, design, functionality, and quality consistent with vision, mission and values of SJGHC.
- Improve the end-to-end patient experience with focuses on efficiency and information communications technology enablers.
- Strengthen primary flagship specialties through provision of excellent facilities.
- Developing an ED which will provide a new model of care to ensure immediate attention and personalised service.
- Increase the profile and activity of health and medical research through dedicated facilities, partnerships with universities and strong marketing messages.

These project objectives will be achieved using health service planning outcomes, and best practice and design guidelines.

3.2 Development overview

The proposed development is described as the redevelopment of the SJGSH campus, situated in the centre of an established medical precinct, within areas of historical, civic, and ecological significance. SJGSH presents the opportunity to provide an urban centre to the medical precinct and reinvigorate the historical medical precinct into a contemporary and vibrant medical hub.

The redevelopment is the biggest in the Hospital's history and will add a new private ED and a mother and baby unit. In addition to expanding SJGSH's range of services through the introduction of new facilities, technology and equipment, the redevelopment will dramatically enhance the patient experience. It will also advance SJGSH's position as a leading provider of private hospital services by creating a state-of-the-art facility designed and equipped to meet the health needs of our community now and into the future.

The redevelopment comprises key components set out in **Table 3**.

Table 3 - Development overview

Particular	Description
New clinical block (NCB)	A new eight-level (excluding roof-top plant), 260-bed clinical block at centrepiece of the redevelopment.
Site energy plant (SEP)	A new hospital engineering infrastructure building adjacent to Station Street south of D'Arcy Lane, connected to the hospital via a new overhead services link between the SEP and the North Block.
Additions to multi-storey carpark	Additional two levels of visitor car parking on the existing four-level multi-storey car park.

Particular	Description
New medical suites, education and research (MSER) building	A new 11-level building for SJGHC's education and research centre, private medical suites, and café and retail facilities, and functions.
Upgrades to site movement and circulation	Various changes to car parking, vehicle circulation, and pedestrian infrastructure to improve access to and within the hospital, including the creation of a pedestrianised forecourt.
Landscaping	Improved landscaping, particularly along the pedestrianised forecourt linking Cambridge Street to the Hospital's main entry.
Other refurbishments and developments	Various demolition and internal refurbishments which are exempt from requiring development approval, and some external developments (lift infill, roof-top plant for the Link Block, and a temporary carpark) for which development approval has been separately obtained.

Refer **Figure 8** for an overview of the proposed development, and **Figure 9** for a site massing diagram.

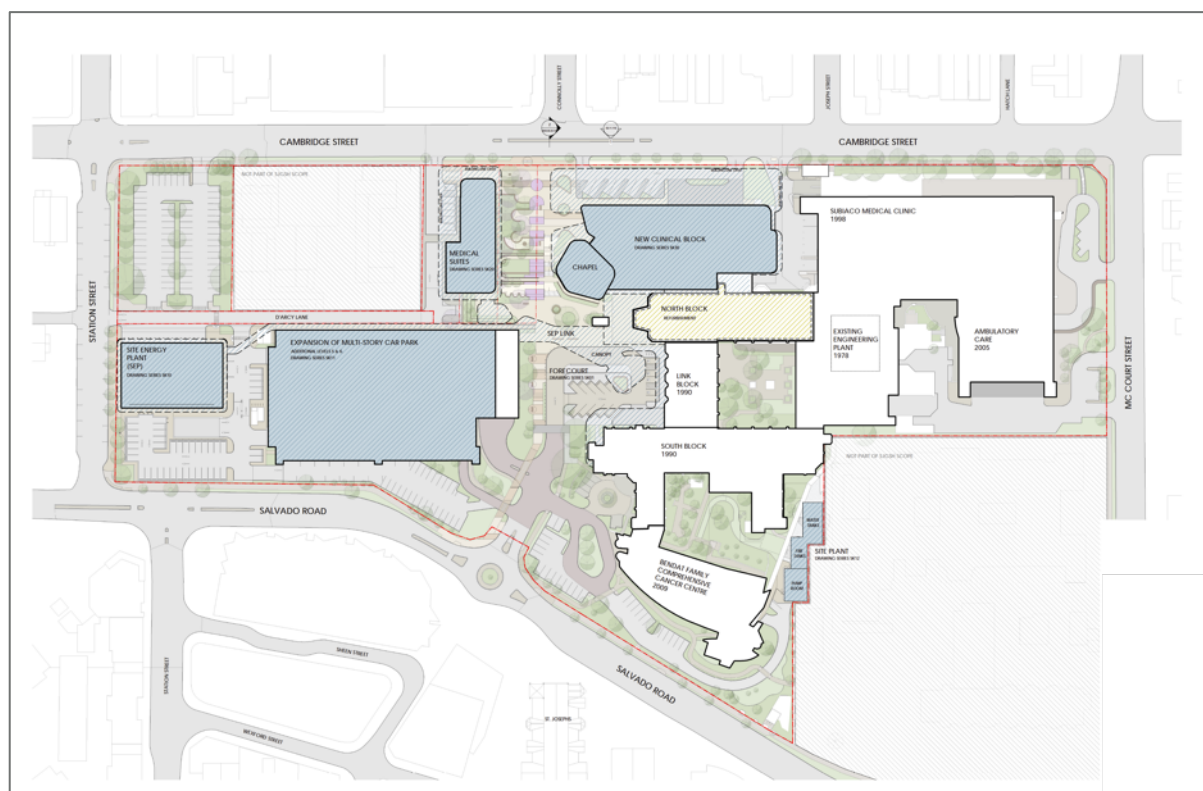


Figure 8 - Overview of the proposed development

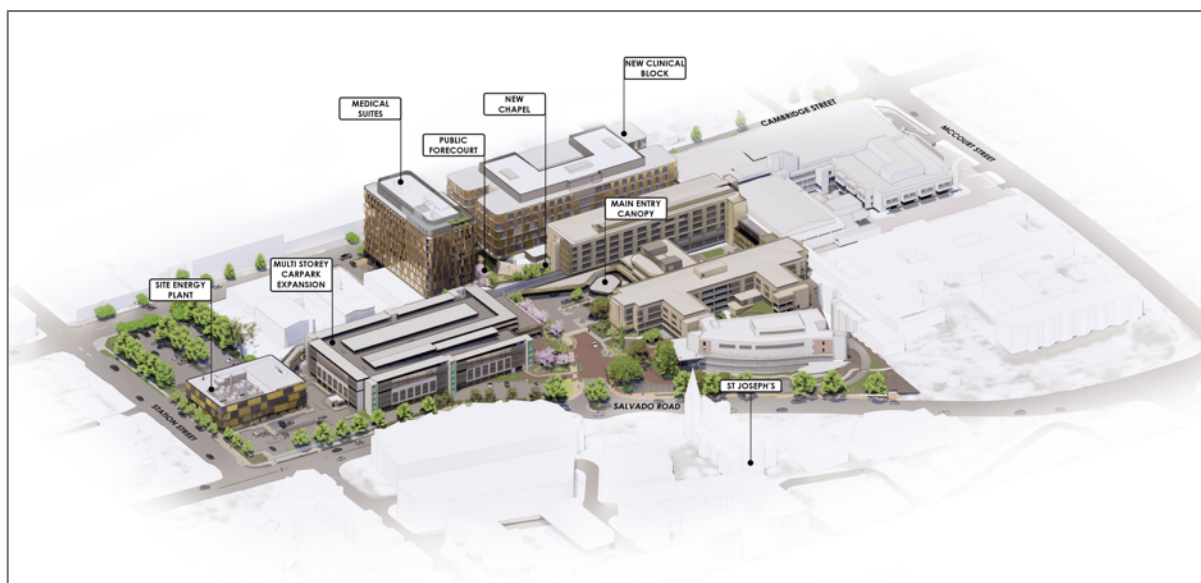


Figure 9 - Site massing diagram

The following section provides detail for each of the elements.

3.3 Detail for each element

3.3.1 New clinical block

The NCB is a new eight-level (excluding roof-top plant), 260-bed clinical block at centrepiece of the redevelopment, on the north side of the existing North Block, comprising:

- Level 1 - ED, including ambulance and public entry accessed at the Cambridge Street frontage
- Level 2 - interstitial floor, and Level 2 - chapel and retail
- Level 3 - heart centre
- Level 4 - theatres, post-anaesthesia care unit, and day of surgery admission
- Level 5 - theatre plant and general ward
- Level 6 - mother and baby centre
- Level 7 - mother and baby centre
- Level 8 - general ward
- Level 9 - plant

The NCB will include a new 24/7 ED, offering patients a boutique experience and rapid access to clinical care.

It will also feature a dedicated mother and baby unit, including a new neonatal intensive care unit, new emergency obstetric operating theatre, 10 birth suites, and large patient rooms on the pre- and post-natal wards.

The lower floors will have a dedicated heart centre, bringing together cardiac intervention services, a new coronary care unit, cardiology beds and a hybrid theatre in the new theatre complex.

A new hospital chapel will be located at the ground level of the NCB, replacing the existing chapel which will be removed to facilitate construction of the NCB.

The NCB, together with internal refurbishments within the SJGSH, will deliver a net increase of approximately 195 licensed beds.

Refer **Appendix 2** for the development plans depicting the proposed NCB, and **Figure 10** and **Figure 11** showing perspective drawings of the proposed NCB.



Figure 10 - Perspective drawing of proposed NCB, viewed from Connolly Street



Figure 11 - Perspective drawing of proposed NCB, viewed from the west (Cambridge Street is to the left)

3.3.2 Site energy plant and underground carpark

The SEP is a proposed two-level (plus two-level basement carpark and roof-top plant) building located to the west of the multi-storey carpark adjacent to Station Street and D'Arcy Lane, comprising:

- Level -1 – basement carpark
- Level 0 – basement carpark
- Level 1 – chiller/pump hall, generators, switch room, and staff entry
- Level 2 – office and workshop
- Level 3 – roof-top plant

The SEP services the main hospital. Mechanical pipework and services are routed to the hospital via an overhead services link along the north side of the multi-storey carpark linking to Level 3 of the North Block / Link Block. The canopy enclosing the services link will provide shelter for pedestrians travelling between the hospital's main entrance and the multi-storey carpark and along the southern side of D'Arcy Lane; the canopy also wraps around the building to the south of the hospital's main entrance, continuing to the Link Block of the hospital.

A two-level basement carpark with 195 car bays is proposed under the SEP and extending to the Station Street / Salvado Road corner, with vehicle access to the west of the multi-storey carpark. The surface-level carpark is to be reconfigured around the ramp access reducing the number of car bays from 128 to 44 (includes bays lost to the SEP). New lifts at its northeast corner provide pedestrian access to D'Arcy Lane at the covered SEP link and staircases provide access to the west of the multi-storey carpark and the southwest corner of the SEP.

Refer **Appendix 2** for the development plans depicting the proposed SEP, basement carpark, and overhead services link, and **Figure 12** and **Figure 13** showing perspective drawings of the proposed SEP.



Figure 12 - Perspective drawing of proposed SEP, viewed from north (across D'Arcy Lane)



Figure 13 - Perspective drawing of proposed SEP, viewed from Station Street

3.3.3 Multi-storey carpark

The existing four-level multi-storey carpark will be extended by adding a further two levels on top of the structure, increase the number of car parking bays within the structure from 644 to 951. It will also increase the number of accessible bays on Level 2 to a total of 24 bays. The carpark extension will be contained within the footprint of the existing structure.

Solar panels will be incorporated into the roof of the structure.

The development also includes new fire tanks, potable water tanks, located adjacent to the eastern boundary of the SJGSH site immediately east of the Bendat Family Comprehensive Cancer Centre (BFCCC).

Refer **Appendix 2** for the development plans depicting the proposed extension to the multi-storey carpark, and **Figure 14** and **Figure 15** showing perspective drawings of the extension.



Figure 14 - Perspective drawing of proposed extension to multi-storey carpark, viewed from the southeast



Figure 15 - Perspective drawing of the proposed extension to the multi-storey carpark, viewed from the southwest (Salvado Road is on the right, the SEP is to the left)

3.3.4 Medical suites, research and education building

The proposed MSER is an 11-level (plus basement parking and roof-top plant) building which will provide medical consulting services plus investment in academic research, education and clinical excellence. The building comprises:

- Level -1 - basement carpark and services
- Level 0 - basement carpark and services
- Level 1 - lobby, café, retail, and ground-level parking
- Level 2 - lobby, medical consulting
- Level 3 - medical consulting
- Level 4 - medical consulting
- Level 5 - medical consulting
- Level 6 - medical consulting
- Level 7 - medical consulting
- Level 8 - medical consulting
- Level 9 - hospital education and training
- Level 10 - hospital research
- Level 11 - function room, roof terrace, and plant
- Level 12 - plant

The MSER provides spaces for approximately 51 medical practitioners, plus 2,138m² over two levels for research and education. Incorporated in the Cambridge Street level of the building is a café with alfresco dining and a retail tenancy, providing amenities for people working in the building. An entry is also provided at Level 2, at the same grade as the hospital main entrance and the multi-storey carpark entry.

A function room and roof terrace is provided at Level 11, on the eastern side of the building.

Refer **Appendix 2** for the development plans depicting the proposed MSER, and **Figure 16** and **Figure 17** showing perspective drawings of the MSER.



Figure 16 - Perspective drawing of the MSER (right) and NCB (left), as viewed from Cambridge Street



Figure 17 - Perspective drawing of the MSER, viewed from the hospital's main entrance

3.3.5 Site movement and parking

3.3.5.1 Pedestrians

The application improves pedestrian access within the SJGSH site, through the development of a new public forecourt at the Hospital's main entry, and a landscaped terrace between the NCB and MSER providing a landscaped transition between the lower Cambridge Street level and the hospital's main entrance level. The transition will be in the form of an open landscaped terrace with stairs and a ramp allowing access across the 4m rise between Cambridge Street and the Hospital's entry level. At grade entrances are provided to the buildings at each level, giving multiple alternative paths for people entering the buildings or moving between the forecourt and Cambridge Street.

Pedestrian movements are also improved between the hospital's main entrance and Salvado Road, with the existing pedestrian path linking to the western side of the roundabout on Salvado Road being upgraded as a landscaped promenade.

The existing covered link between the hospital's main entrance and the multi-storey carpark will be replaced with an extended covered link / canopy along the southern side of D'Arcy Lane, linking Station Street to the MSER, NCB, and to the western frontage of Link Block, improving the pedestrian experience through the site.

3.3.5.2 Bicycles

The application improves bicycle parking with long-term bicycle parking and end of trip facilities in the NCB and the MSER, and 27 short-term bicycle racks in strategic locations across the site. Refer **sections 5.6.3.6 and 5.6.3.7** for more detail.

3.3.5.3 Public transport

A bus stop on the south (westbound) side of Cambridge Street opposite Dearle Lane (ID 12731) will be relocated approximately 80m west to align with the new terraced pedestrian link.

3.3.5.4 Vehicle access

The development alters existing vehicle access / egress points, including:

- A new crossover is proposed on Cambridge Street east of Station Street, to provide a service vehicle entry for the SEP.
- The Cambridge Street crossover accessing the former St John of God House carpark to the east of 181 Cambridge Street is to be closed and a new crossover constructed immediately west of it for the MSER access.
- The existing crossover for the Cambridge Street carpark (opposite 176 Cambridge Street) will be retained and upgraded for egress for the NCB ED. The crossover will be continue to be used for left-out only movements.
- The existing crossover on Cambridge Street for the Subiaco Medical Clinic will be retained and upgraded.
- A new crossover will be constructed on Cambridge Street immediately west of the Subiaco Medical Clinic crossover, providing vehicle access for the NCB ED.
- The eastern end of D'Arcy Lane will be modified by removing access to the Cambridge Street carpark. Access is retained for service vehicle access for the MSER (no through access to Cambridge Street).

- The existing crossovers on the southern side of D'Arcy Lane will be modified by removing the westernmost crossover and constructing a service access area parallel to D'Arcy Lane adjacent to the SEP, and upgrading the eastern crossover.

The existing crossovers and vehicle access arrangements on McCourt Street are unaffected by this proposal.

3.3.5.5 Car parking

There are changes to car parks throughout the site. The existing car parks are shown in **Figure 18**.

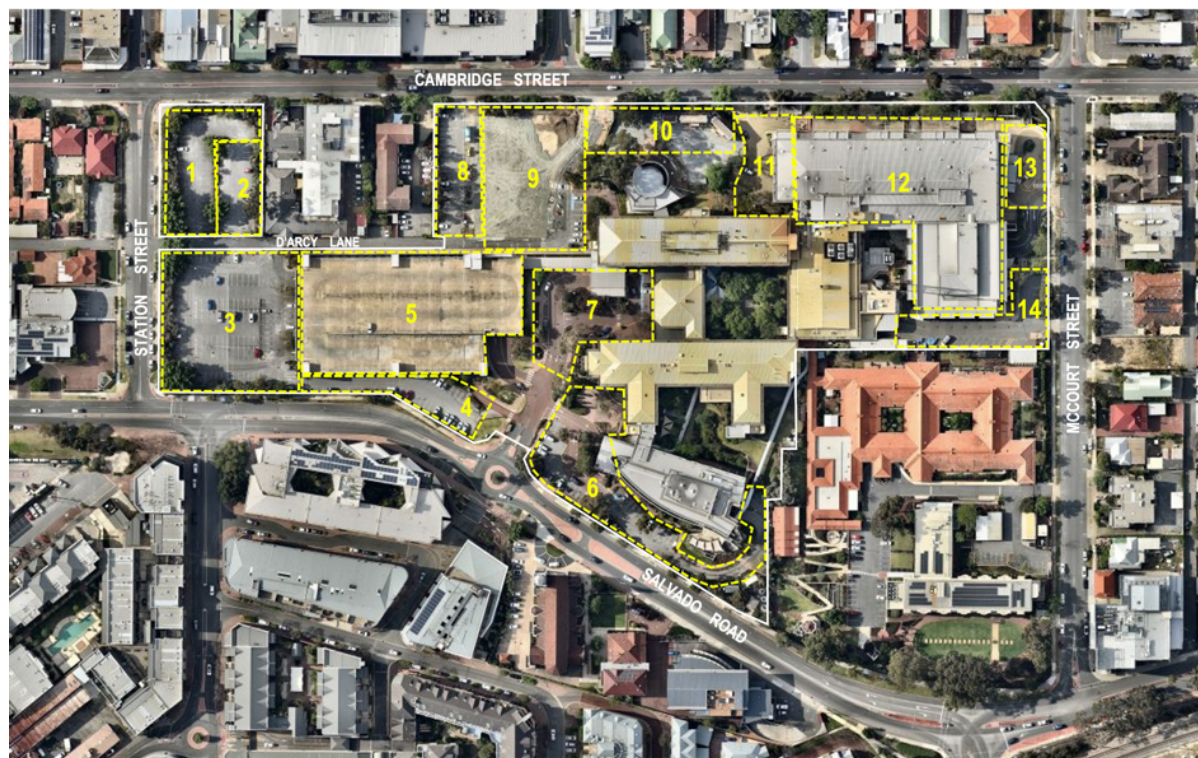


Figure 18 - Location of car parks

The application will change the number and location of car parking spaces; these changes are summarised in **Table 4**.

Table 4 - Summary of changes to car parking

Location	Pre-development	Post-development	Description
1. "F" external carpark	48	40	3 bays lost for new crossover to Cambridge Street. Bays removed for increased setback to D'Arcy Lane
2. "B" external carpark	33	30	Bays removed for increased setback to D'Arcy Lane
3. "S" external carpark	128	239	64 bays lost for construction of SEP. New underground carpark and reconfiguration of surface-level carpark adds 175 bays. Net gain of 111 bays.
4. Salvado Road	39	39	
5. Multi-storey carpark	644	951	Two additional levels to multi-storey carpark (net gain of 307 bays)

Location	Pre-development	Post-development	Description
6. BFCCC	38	35	3 bays lost on the east side of BFCCC for new pump rooms.
7. Main entrance	20	15	Main entrance drop-off area redesigned and improved
8. MSER	43	81	Three levels of parking for the MSER (net gain of 38 bays)
9. Cambridge Street ^{Note 2}	21 ^{Note 2}	0	To be removed
10. ED	0	8	8 new drop-off bays proposed adjacent to the ED in the NCB
11. Sports medicine	15	8	7 bays lost for the NCB
12. Subiaco Medical Clinic	293	289	4 bays lost for new switchroom (separate to this application)
13. Clinic north	4	4	
14. Clinic south	27	24	Reconfiguration of parking (separate to this application)
Total	1,353	1,763	Net gain of 410 bays

Note 1: The above parking bay counts do not include special purpose bays including:

- pick-up/set-down lanes at the hospital main entrance and the Subiaco Medical Clinic, and the pick-up/set-down lanes at the BFCCC.
- 2 existing bus /courier bays near the hospital main entrance (to be removed).
- taxi bays near the hospital main entrance (to be retained in the new design).
- existing loading bays (3 in the Cambridge Street carpark (to be removed), 1 at BFCCC, 1 at the Sports Medicine parking area).
- 1 existing patient transfer bay at the entry to the BFCCC.
- existing ambulance bays near hospital's main entrance / new ambulance drop-off area at the NCB ED.
- 2 existing motorcycle bays in the Subiaco Medical Clinic, 10 proposed motorcycle bays in the multi-storey carpark, and 9 proposed motorcycle bays in the basement carpark under the SEP.

Note 2: The above numbers do not include the temporary carpark, which had removed 7 bays and added approximately 100 car parking bays. The temporary carpark will be removed as the development progresses.

3.3.5.6 Special purpose bays

Various special purpose bays are summarised in Note 1 of **Table 4** above.

3.3.6 **Landscaping**

Landscaping includes the following elements:

- Central plaza: the establishment of a new covered plaza at the Hospital's main entry and providing new connections with adjacent buildings.
- Landscaped terrace: an open landscaped terrace linking the Hospital's forecourt to a new campus entry at Cambridge Street, including integrated seating with sculptural walling and landscape surrounds to provide places of resting and contemplation. Scattered along the terrace will be large sheltered coves for informal gathering spaces with canopy shelters and dappled tree canopies over.
- Formal promenade improving primary circulation with a central promenade between the Hospital forecourt and Salvado Road. Seating coves are provided along the promenade with sheltered seating with shade canopies.

- Mature tree retention and clear secondary pathways near the Salvado Road entry.
- Alfresco area adjacent to Cambridge Street in front of the MSER.
- Station Street gateway - new landscaping providing clear pedestrian and vehicle movements and a new streetscape along Station Street in front of the SEP.
- Carpark remediation – Renovated carpark at the corner of Station Street and Cambridge Street with new trees and surfacing.
- Chapel garden.
- Level 6 courtyard - New courtyard at level 6 of the NCB, accessed from the neonatal intensive care unit, designed as a child-friendly space with integrated seating to allow parents and guardians a space to use without leaving the ward.
- Level 7 courtyard – New courtyard at level 7 of the NCB providing open space for contemplation, with low play equipment for young children.

The landscape design proposes that some key tree types be selected to provide a sense of place, connection to the nearby locales, providing shade and campus identity. Consolidated ground plantings will be in majority endemic, nearby native landscapes found to Lake Kalup/Galup (syn. Lake Monger) and Mooro Kaarta (syn. King's Park). These plantings will also provide low water and maintenance impacts. A floral 'purple stream' will be located along the central promenade and 'waterfall' as the strip garden terraces. This will provide a key central sensory experience and seasonal character to the site. The motif of purple represents an important pastoral aspect for the hospital, signifying healing and the royal commission of their medical purpose and intent. Additionally, the Salvado Road entry will provide generosity and clarity in connecting with the new landscape promenade to the main hospital entrance and Salvado Road.

In summary, the landscape experience is more a collection of gardens rather than as a register of being in a precinct.

Refer **Appendix 3** for a copy of the detailed landscaping plan prepared in support of the development application, and **Figure 19** for a perspective drawing showing the proposed landscaped terrace.



Figure 19 - Perspective drawing of landscaped terraced, as viewed from Cambridge Street (looking south)

3.3.7 Signage

No signage is proposed as part of this application. Signage shown on the NCB's Cambridge Street frontage in the perspective drawings is indicative only. The new entry sign at the Salvado Road entrance (visible in **Figure 14**) is replacing an existing sign of the same location and dimensions. All future signage will be dealt through a separate development application (where not exempt) in accordance with the provisions of the local planning framework.

3.3.8 Other elements not part of this development application

Various other components of the redevelopment program include works which are either exempt from requiring development approval, or for which approval has already been separately obtained. These include:

- The demolition of various structures and improvements, including the existing chapel, being works which are exempt from requiring development approval.
- The internal refurbishment of the SJGSH (including refurbishment within North Block, upgrade of kitchen, internal works to construct a purpose-built pandemic ward, a new acute admissions centre, and expansion of the existing sterilisation services department), being internal works which are exempt from requiring development approval
- Construction of a temporary carpark adjacent to Cambridge Street, being works which have separately been granted development approval (and which has since been constructed).
- New lifts to improve movement across the hospital, being works which have separately been granted development approval.

3.4 Staging of development

The redevelopment will be undertaken across four stages, as follows.

3.4.1 Stage 1 (preliminary works, not part of this application)

Stage 1 involves works which are not part of this development application, and which have received separate approvals where required. Stage 1 is included here to provide context only. It includes:

- Construction of a temporary carpark adjacent to Cambridge Street.
- Upgrade of the hospital's existing kitchen, to allow hospital-wide a la carte room service.
- Construction of a purpose built pandemic ward.
- New lifts to improve movement across the hospital for our patients, visitors, caregivers and doctors.
- Construction of an acute admission centre to streamline hospital admissions.
- Expansion of the existing Sterilisation Services Department.
- New switchroom in the Subiaco Medical Clinic building to accommodate increase in power supply.

Stage 1 works have commenced. Construction of the temporary carpark was completed in December 2021, and works have commenced on other elements of the stage 1 package. Stage 1 works are expected to be complete by November 2023.

3.4.2 Stage 2 (SEP and multi-storey carpark)

Stage 2 works which are part of this development application include:

- SEP on Station Street including the services link & canopy connecting back to the existing hospital and basement carpark.
- Multi-storey car park remediation and strengthening works.
- Multi-storey car park - additional levels 5 and 6.

These works are expected to commence Q2 in 2022. The SEP is expected to be complete by October 2025 and the multi-storey carpark is expected to be complete in Q4 2026 for opening in August 2027.

3.4.3 Stage 3 (new clinical block)

Stage 3 works which are part of this development application include:

- NCB
- North Block - level 4 ward refurbishment
- South Block - level 3 ward refurbishment
- External landscaping works

These works are expected to commence Q2 in 2023 and be complete by September 2027.

3.4.4 Stage 4 (MSER building)

Stage 4 works includes construction of the MSER building and removal of the temporary carpark. These works are expected to commence in Q2 of 2023 and be complete by April 2027.

3.5 Supporting documents

Various technical reports have been prepared in support of the development application.

3.5.1 Transport impact assessment

A Transport Impact Assessment (TIA) has been prepared by Transcore to address the existing traffic conditions and proposed parking, access and traffic generation that will inform the proposed development.

The TIA estimated the proposed development would generate approximately additional 196 and 173 trips during the road network weekday AM and PM peak hour, respectively. The estimated traffic generation of SJGSH post-redevelopment assumes that the travel mode share of the campus will be consistent with the existing situation, and there would be measures taken by SJGHC to reduce reliance on car mode share and encourage more sustainable transport choices for people who have access to these options (refer **section 3.5.2** below). On this basis, the calculated trip generation of the proposed hospital was expected to be conservative.

For the purpose of this project, Transcore developed a microsimulation traffic model to effectively investigate traffic operations of the proposed development. A separate traffic modelling report is also prepared to document the methodology and outcome of the microsimulation models. Microsimulation modelling and analysis undertaken indicate that the existing standard of the surrounding roads and intersections would be able to accommodate the projected

Refer **Appendix 4** for a copy of the TIA, and **Appendix 5** for a copy of the Traffic Modelling Report.

3.5.2 Integrated Transport and Parking Strategy

An Integrated Transport and Parking Strategy (ITPS) has been prepared by Urbii to address the supply and demand management of car parking on the subject site. The report integrates with the TIA demonstrating that the proposed development will not cause undue traffic, transport and parking impact.

The ITPS demonstrates an understanding of transport user behaviour and provides understanding of the current parking arrangement and management. The ITPS seeks to implement a parking demand management plan which offers several alternative solutions to transport, traffic and parking efficiency. The parking management plan proposes to promote telecommuting, establish a priority parking system for staff, introduce car pooling exclusive bays, increase travel green subsidies and benefits, improve electronic parking management systems for car parking prebooking and review the parking fee structure to place alternative transport modes to driving economically competitive.

Refer **Appendix 6** for a copy of the ITPS.

3.5.3 Waste Management Plan

A Waste Management Plan has been prepared by Encycle Consulting providing information on the likely waste streams to be generated by the redevelopment, measures to be implemented to manage waste and identify appropriate servicing arrangements for the site.

The main areas of waste production on site are the NCB and MSER. Internally storage areas, waste transfer and waste storage and collection areas have been considered and appropriately managed.

Refer **Appendix 7** for a copy of the Waste Management Plan.

3.5.4 Acoustic DA Report

An acoustic assessment has been undertaken by Stantec for the proposed redevelopment. The assessment addresses the control of noise emissions from the SEP and site water plant to the nearest noise sensitive receivers.

The acoustic assessment recommends mitigation treatments for the SEP and site water plant which can be implemented to achieve compliance with assigned noise levels to the nearest noise sensitive receptors under the applicable regulations.

Refer **Appendix 8** for a copy of the Acoustic Report.

3.5.5 Heritage impact statement

A heritage impact statement (HIS) has been prepared by Element to assess the heritage impact of the proposed development. It specifically addresses the potential heritage impact with regard to the St Joseph's Church a 3 Salvado Road, Subiaco.

The HIS concludes the proposal does not affect the tangible fabric or the intangible historical and social values of St Joseph's Church, nor does it impact its landmark values. While the proposed redevelopment includes a new overhead pedestrian link and increased height to the buildings than currently in the locality, they are located in a way that does not impact on the landmark values of the Church, and it has a positive benefit of re-establishing the historic axis running north south between St Joseph's Church and Cambridge Street through the improved pedestrian routes and landscape planning.

Refer **Appendix 9** for a copy of the HIS.

3.5.6 Review of access

A Review of Access report has been prepared by O'Brien Harrop Access to review access strategies available to pedestrians arriving at the redeveloped SJGSH main entry from Cambridge Street. The report concludes the ramp, walkway and stairway access provided through the landscaped terrace plus an internal lift option provides equitable and dignified choice and amenity for pedestrians traversing between the Cambridge Street level to the main hospital entrance.

Refer **Appendix 10** for a copy of the Review of Access report.

4 STRATEGIC PLANNING FRAMEWORK

4.1 State Planning Strategy 2050

The State Planning Strategy 2050 is an integral part of the Western Australian planning system designed to inform planning policies and decisions throughout the State. Its vision is that by 2050, Western Australia will have a diverse range of interconnected and vibrant local communities and regional centres, with living standards continuing to be amongst the highest in the world. It promotes a 'can do' attitude.

Relevantly to this proposal, the State Planning Strategy 2050's principle for infrastructure provides:

All levels of government have a role to play in the coordinated delivery of the 'hard' elements of community infrastructure, including schools, hospitals, civic centres, aged care facilities and public open spaces, as well as the 'soft' elements of community infrastructure, which include social services, community building, and culture and arts programs. [emphasis added]

Considering the vision and principles of the State Planning Strategy 2050 in the context of this development application, the role of government in supporting planning proposals that increase availability to hospital beds is a key consideration.

4.2 Directions 2031

Directions 2031 is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region; and it provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios. *Directions 2031* builds on many of the aspirational themes of previous metropolitan plans which sought to guide the future structure and form of the city.

Directions 2031 references the Access and Parking Strategy for Health Campuses in the Perth Metropolitan Area which has been endorsed by the Department of Planning and the WAPC, and is of the result of a joint agreement between the Department of Health and Minister for Health and the Department of Planning and Minister for Planning. While this Strategy only applies to public hospitals, *Directions 2031* provides the following 'way forward' for private hospitals:

The issue of public transport access and car parking at our metropolitan hospitals has been a concern for some years. Directions 2031 supports the broader application of similar access and parking strategies for private hospitals and other major employers in health precincts.

An ITPS has been prepared to support the proposed redevelopment of SJGHC. The ITPS investigates current transport user behaviour and parking demand and seeks to implement and improve parking demand management. With consideration to *Directions 2031*, the strategy proposes alternative solutions to car parking reliance and enables additional sustainable modes of travel. Refer **Appendix 6** for the ITPS.

4.3 Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 Million is the overarching spatial planning framework applicable to the Perth and Peel regions. The framework provides guidance on where development should occur to ensure sustainable urban growth, protect the environment and heritage and make the most effective use of existing infrastructure. The Perth and Peel @ 3.5 million framework sets the context for four draft sub-regional planning frameworks, including the Central Sub-Regional Planning Framework relevant to the subject site (refer **section 4.4** below). The framework guides infill development, with the aim to deliver a compact and connected city.

The proposed development involves the redevelopment of the SJGSH, providing enhanced medical facilities and treatments as well as further increased numbers of beds, overall, a needed revitalisation of the site that provides health services across the wider metropolitan and state. The development optimises existing infrastructure within the locality, therefore being consistent with the intent of the Perth and Peel @ 3.5 million framework.

4.4 Central Sub-Regional Framework

The Central Sub-Regional Planning Framework (**Sub-Regional Planning Framework**) builds upon the principles and vision articulated in the WAPC's *Directions 2031 and Beyond* and is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments. The Sub-Regional Planning Framework provides the spatial framework which will guide local governments in achieving optimal urban consolidation over the long term. The Sub-Regional Planning Framework supports the orderly and proper development of infill through the region by encouraging development adjacent to activity centres, station precincts and urban corridors.

The Sub-Regional Planning Framework identifies the area along Cambridge Street, including the subject site, as an urban corridor, described in the following terms:

In recent years, the concept of urban corridors has been promoted as a way of achieving integrated land use and transport outcomes. Urban corridors provide a connection between station precincts, activity and industrial centres, and operate not just as roads for the movement of vehicles or reserves for major infrastructure, but provide locations for increased and diversified places for people to live and work, where appropriate.

The proposed redevelopment is consistent with the Sub-Regional Planning Framework as it provides additional employment adjacent to a high-frequency public transit corridor, consistent with the intent for an urban corridor.

4.5 Local Planning Strategy

The Town of Cambridge Local Planning Strategy was endorsed by the WAPC in April 2021. The Local Planning Strategy provides the following background for 'knowledge centres' which is relevant to the subject site:

Knowledge centres provide important services such as health and education for local and neighbouring communities alike. There is a mix of large and small knowledge based centres in the Town, with the most significant being St John of God Hospital which provides world class healthcare for many of the local and Greater Perth population. Smaller centres provide health and education services to the local community.

Knowledge centres currently provide approximately 2,800 employment opportunities, with a significant proportion of those positions being knowledge intensive consumer services. It is estimated that the knowledge centres could require approximately 18,000m² of additional floorspace by 2050 to meet population demand. In addition, the medical precinct surrounding St John of God Hospital could require between 11,000m² and 19,000m² by 2050 to meet population projections, with the potential for additional expansion beyond this level.

In order to cater for this growth the medical precinct will require comprehensive planning to accommodate additional floorspace as part of redevelopment of the hospital site. In addition, further planning for development opportunities within the surrounding medical facilities fronting McCourt Street and Cambridge Street is required to ensure that land use and development outcomes make optimal use of the opportunities provided.

The Local Planning Strategy includes as an action to *“undertake detailed planning of the St John of God Hospital site and surrounding medical precinct to facilitate growth and redevelopment of health related industries and residential opportunities.”* The Town has commenced work on this with the drafting of an urban design study for the medical precinct. This is considered in **section 5.8.1**.

5 STATUTORY PLANNING FRAMEWORK

5.1 Planning and Development Act 2005

The Act is the overarching legislation providing a system of land use planning and development in Western Australia and for related purposes. It provides for the making of planning instruments including state planning policies, region planning schemes, and local planning schemes, as well as establishing the WAPC with broad functions directed at regulating the State's planning system.

This development application is made under the special development application provisions for the COVID-19 pandemic in Part 17 of the Act. Pursuant to section 277(2) of the Act, an application determined by the WAPC under Part 17 has effect as if it had been made by a normal decision-maker under a planning scheme. This has the practical effect of negating the need to apply for and obtain development approval under a region or local planning scheme.

Section 275(6) of the Act sets out the matters the WAPC must have due regard to in considering and determining an application made under Part 17. Refer **Table 5** for consideration of these matters.

Table 5 - Matters to be considered for an application made under Part 17 of the Act

Matter to be considered	Response
(a) <i>the purpose and intent of any planning scheme that has effect in the locality to which the development application relates; and</i>	Refer section 5.4 and section 5.5.1 of this report for consideration of the purpose and intent of the planning schemes.
(b) <i>the need to ensure the orderly and proper planning, and the preservation of amenity, of that locality; and</i>	This report considers the strategic and planning framework as a whole. On balance, the proposal positively responds to the strategic and statutory planning considerations and it warrants approval. In particular, higher-order documents such as the Sub-Regional Planning Framework supports the orderly and proper development of infill through the region by encouraging development adjacent to activity centres, station precincts and urban corridors. And at the local scale, the development is broadly consistent with the planning undertaken for the subject site and its immediate surrounds. The development is proposed in a manner which does not detract from the amenity of the locality. The activities, built form, and access consideration build on historical development of the site, relates well to the medical precinct centred on Cambridge Street (itself an urban corridor), and sensitively treats the existing residential apartment building to the west of the MSER.
(c) <i>the need to facilitate development in response to the economic effects of the COVID-19 pandemic; and</i>	Refer Appendix 11 for a letter from SJGHC's Chief Executive Officer, Subiaco Hospital, addressing: <ul style="list-style-type: none"> • public benefit to the locality • creation of jobs • commitment to funding for the redevelopment • construction timeframe • constraints to development.

Matter to be considered	Response
(d) any relevant State planning policies and any other relevant policies of the Commission.	<p>There is no state planning policy or WAPC policy which is directly relevant to the redevelopment of an existing hospital or development on the subject site. Some policies provide general development guidance including:</p> <ul style="list-style-type: none"> State Planning Policy 7.0 Design of the Built Environment Development Control Policy 1.6 Planning to Support Transit Use and Development <p>Refer section 5.2 and section 5.3 for consideration of the relevant State and WAPC policies.</p>

Part 17 does not apply to land subject to an approved redevelopment scheme (s.270(2)(a) of the Act). Portion of the Salvado Road road reserve is subject to the Subiaco Redevelopment Scheme 2; however, no development is proposed in any part of the redevelopment scheme area.

5.2 State Planning Policies

5.2.1 State Planning Policy No.7 – Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (**SPP7**) addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes.

Refer **Appendix 12** for an architectural design report which responds to the 10 design principles of SPP7.

5.3 Other state policies

5.3.1 Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The WAPC's *Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development* (**DCP 1.6**) applies to development in transit oriented precincts, which in the case of the subject site extends along either side of Cambridge Street and areas within 800m of Subiaco train station. The objectives of DCP 1.6 are:

- To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.*
- To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.*
- To encourage balanced public transport ridership along transit corridors by creating places that are destinations as well as points of departure.*
- To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.*

- *To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.*
- *To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.*

In furtherance of these objectives, DCP 1.6 includes various requirements for development proposals. Clause 4.2.4 of DCP 1.6 provides the following requirement for land uses:

Other uses that are likely to be significant generators of transit trips should also be located close to transit facilities wherever possible. Relevant uses include offices and other 'high- density' employment- generating activities, intensive leisure facilities, and retailing. Similar considerations apply to uses such as aged persons development, schools and tertiary education uses, hospitals, community facilities and social services.

The SJGSH is suitably located with high-frequency transport routes available in close proximity. The application proposes the relocation of a bus stop on Cambridge Street to align with the new entry and landscaped terrace which will improve accessibility between the Hospital and bus services.

Clause 4.4.2 of DCP 1.6 provides for the following requirement for transit supportive design:

Development should be designed to facilitate access to and enhance the legibility of transit facilities. There may be opportunities for the physical integration of developments with transit infrastructure, incorporating uses that support the station, for example retail uses that will provide services to, and benefit from the custom of transit users.

The proposed development suitably responds to clause 4.4.2, by improving and strengthening north-south pedestrian linkages through the subject site facilitating easy connection to/from bus stops on Cambridge Street and to/from Subiaco train station. The terrace will be landscaped to promote a comfortable, green outlook for pedestrians, and shelter is provided in parts to improve pedestrian comfort. The development also provides a colonnaded frontage along Cambridge Street which improves linkages and shelter along the footpath, improving the pedestrian experience. The relocated bus stop on Cambridge Street is located near the alfresco area of the MSER which provides increased activity and a more vibrant setting for people using the westbound bus services.

5.4 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a region planning scheme continued under the Act. It defines the future use of land and provides the legal basis for planning in the Perth metropolitan region, dividing it into broad zones and reservations.

The subject site is zoned Urban under the MRS. The site is not affected by land reserved under the MRS.

The proposed development is consistent with the provisions of the MRS.

5.5 Town of Cambridge Town Planning Scheme No.1

The Town of Cambridge Town Planning Scheme No.1 (**Scheme**) is a local planning scheme continued under the Act. The Scheme's provisions are supplemented by the deemed provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Deemed Provisions**); where a Scheme provision is inconsistent with a deemed provision, the deemed provision prevails to the extent of the inconsistency.

5.5.1 Purpose and aims of Scheme

Clause 8 sets out the purposes of the Scheme, which primarily relate to administrative matters (i.e. to zone land, to control and guide development, to set out procedures for the assessment and determination of applications, etc) which are not particularly relevant to an application made under Part 17 of the Act.

Clause 9 sets out the Scheme aims. Refer **Table 6** for a response to the Scheme aims.

Table 6 - Scheme aims

Scheme aims	Response
(a) <i>to control and guide development and growth in a responsible manner and which can initiate, accommodate and respond to change;</i>	Administrative – not relevant to an application made under Part 17 of the Act.
(b) <i>to ensure that the Town of Cambridge will be widely recognised as providing a high level of services and amenities in a friendly and accountable manner;</i>	The SJGSH redevelopment will improve medical services in the area.
(c) <i>to cater for the diversity of demands, interests by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, transport and access opportunities;</i>	The SJGSH redevelopment does not reduce or limit diversity of demands. In fact, the expansion of services (including introduction of an emergency department) increases range of access to different services in the community.
(d) <i>to protect and enhance the health, safety and general welfare of the Town's inhabitants and the social, physical and cultural environment;</i>	The SJGSH redevelopment improves the health and wellbeing of residents by upgrading health facilities to modern standards.
(e) <i>to ensure that the use and development of land is managed in an effective and efficient manner within a flexible framework which:-</i> (i) <i>recognises the individual character and needs of localities within the Scheme Area; and</i> (ii) <i>can readily respond to change;</i>	Administrative – not relevant to an application made under Part 17 of the Act.
(f) <i>to ensure planning at a local level is consistent with the Metropolitan Region Scheme and wider regional planning strategies and objectives;</i>	Refer section 5.4 for consideration of the MRS and sections 4.2, 4.3, and 4.4 for consideration of regional planning strategies.
(g) <i>to promote the development of a sense of local community and recognise the right of the community to participate in the evolution of localities;</i>	The SJGSH provides a public interface, retaining north-south pedestrian connectivity through the site. SJGHC will review, consider, and respond to public submissions received during the formal consultation process.
(h) <i>to promote and safeguard the economic well-being and functions of the Town;</i>	The redevelopment of the existing hospital will ensure it will continue to be a major employer in the area.
(i) <i>to co-ordinate and ensure that development is carried out in an efficient and environmentally responsible manner which:</i> (i) <i>makes optimum use of the Town's growing infrastructure and resources;</i> (ii) <i>promotes an energy efficient environment; and</i> (iii) <i>respects the natural environment;</i>	The redevelopment will allow the existing hospital facilities to be upgraded (without necessitating major demolition / loss of embodied energy) with modern energy-efficient facilities. The redevelopment makes use of existing infrastructure in the area.

Scheme aims	Response
<p>(j) to promote and safeguard the cultural heritage of the Town by:-</p> <p>(i) identifying, conserving and enhancing those places which are of significance to the Town's cultural heritage; and</p> <p>(ii) encouraging development that is in harmony with the cultural heritage value of an area; and</p>	<p>The SJGSH is included in the Town's Local Heritage Survey as a management category 5, meaning: <i>Recognise and interpret the site if possible.</i> <i>Do not include on the Town Planning Scheme No 1 Heritage List.</i></p> <p>The redevelopment proposal retains and enhances the 124-year use of the site for hospital use of the site. It does not impact on any place within the Town of Cambridge having cultural heritage significance.</p>
<p>(k) to facilitate the achievement of the objectives of an adopted Local Planning Strategy.</p>	<p>Refer section 4.5 of this report for consideration of the endorsed Local Planning Strategy.</p>

5.5.2 Zoning

The subject site is zoned 'Medical' under the Scheme. Refer to **Figure 20**.

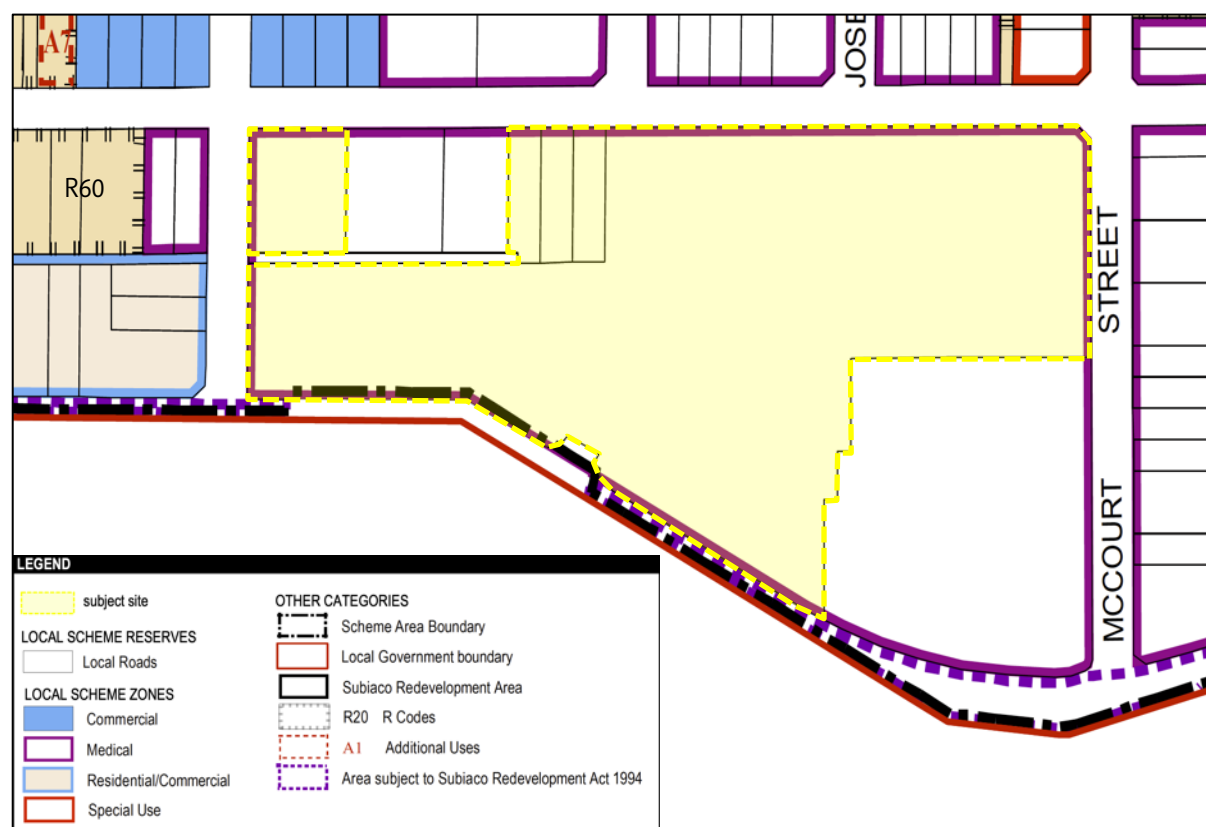


Figure 20 - Scheme zoning map

The Scheme does not contain any objectives for the Medical zone.

5.5.3 Use Class and Permissibility

The application proposes a range of activities, including:

- Extension of the existing hospital including NCB, ED, and new plant/engineering.
- Education and medical research, including clinical trials and clinical simulation.

- Independent medical consulting rooms.
- Café.
- Retail (e.g. gift shop).
- Function room
- New chapel (to replace existing chapel)
- Car parking.

The predominant activity is that of the hospital, which falls under the land use category of 'hospital' under the Scheme. The 'hospital' land use includes premises that are a hospital under the *Health Services Act 2016* section 8(4), and which includes the SJGSH. A 'hospital' is a 'D' use within the Medical zone under the Scheme, meaning "the use is not permitted unless the local government has exercised its discretion by granting development approval".

The other activities are ancillary to the predominant use of the hospital. For completeness, the activities, if taken alone, would fall under the Scheme land use categories set out in **Table 7** below.

Table 7 - Scheme permissibility of ancillary activities

Scheme land use category	Permissibility in the Medical zone
'office' means premises used for administration, clerical, technical, professional or similar business activities;	'D' means that the use is not permitted unless the local government has exercised its discretion by granting development approval
'place of worship' means premises used for religious activities such as a chapel, church, mosque, synagogue or temple;	'D' means that the use is not permitted unless the local government has exercised its discretion by granting development approval
'medical centre' means premises used by one or more health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling). The term does not include a hospital but may include a day surgery facility;	'P' means that the use is permitted if it complies with any relevant development standards and requirements of this Scheme
'reception centre' means premises used for hosted functions on formal or ceremonial occasions;	'X' means that the use is not permitted by this Scheme
'restaurant/café' means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988	'X' means that the use is not permitted by this Scheme
'shop' means premises other than a bulky goods showroom, a liquor store - large or a liquor store - small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services	'X' means that the use is not permitted by this Scheme
'public parking station' means any land or building or part of a building open to the public generally for the parking of vehicles for which payment of a fee or charge may be required, and includes the use of the land or building for that purpose;	'X' means that the use is not permitted by this Scheme

All of the above ancillary activities are considered acceptable on the basis they are all related to the predominant land use of hospital. In this respect:

- SJGHC's research and education activities are directly related to the medical treatment and care of the hospital.
- The chapel is an existing land use directly associated with SJGHC's mission
- The consulting rooms provide space for health professionals who work in conjunction with the SJGSH to provide advice and health care for patients.
- The function room will primarily be available for events run by SJGHC or associated health organisations and charities, and is ancillary to the predominant hospital use of the site.
- The shop will provide gifts for visitors to the hospital.
- The café predominantly services staff, patients, and visitors to the hospital.
- The car parking is provided for staff and visitors to the hospital – it is not intended for the general public not visiting the site.
- The LDP specifically contemplates ancillary activities. Provision 1 of the LDP states:

Medical uses such as consulting rooms and hospitals, and ancillary retail and commercial uses, are preferred land uses in the LDP area. Residential land uses may be contemplated where such uses are consistent with the LDP. [emphasis added]

The proposed hospital land use and ancillary activities warrant approval.

5.5.4 Site and development requirements

There are no site or development standards in the Scheme relevant to the proposed development.

5.5.5 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out those matters which due regard is to be given in considering a development application. Refer **Table 8** for an assessment of those matters.

Table 8 - Scheme matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	Refer section 5.5 of this report.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	Refer section 5.1 Table 5 item (b) for consideration of the principle of orderly and proper planning. No draft proposed planning instruments have been identified that would impact the proposal.
(c) any approved State planning policy	Refer section 5.2 .
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d) –	Not applicable
(e) any policy of the Commission	None identified.

Matter to be considered	Provided
(f) any policy of the State	None identified.
(fa) any local planning strategy for this Scheme endorsed by the Commission	Refer section 4.5 .
(g) any local planning policy for the Scheme area;	Refer section 5.6 .
(h) any structure plan or local development plan that relates to the development	Refer section 5.7 .
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015	None identified.
(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	There are no reserves affecting the subject site.
(k) the built heritage conservation of any place that is of cultural significance	<p>The SIGSH place record of the Town's Local Heritage Survey notes the following background:</p> <p><i>In 1897, the Sisters [of St. John of God] purchased 7 acres of land in Cambridge Street for the construction of a hospital. A 35 bed hospital opened in April 1898, at the site of the present day St John of God Hospital complex. There is no evidence remaining of the earlier structures on this site which has been constantly upgraded to form the complex and sophisticated facility which it is today [2018].</i></p> <p>In respect of historic fabric, the place record notes:</p> <p>There is no evidence of the former buildings on the site which dated from the late 19th century apart from the stained glass window from the 1932 hospital which was demolished in 1983. This window is located in the main entry to the hospital complex. The SIGSH is included in the Town's Local Heritage Survey as a management category 5, meaning:</p> <p><i>Recognise and interpret the site if possible. Do not include on the Town Planning Scheme No 1 Heritage List.</i></p> <p>The cultural significance of the site is recognised by the continuation of the use of the site for SJGHC as a hospital.</p>
(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	<p>The SIGSH site fronts the St Joseph's Church to the south (1-9 Salvado Road, Subiaco); the Church is entered on the State Register. The proposed redevelopment maintains a north-south vista, providing line of sight from the north to the Church spire in respect of the Church's cultural heritage significance. The development also includes a new chapel as a counterpoint to the St Joseph's Church.</p> <p>Refer Appendix 9 for a HIS which considers the impact on St Joseph's Church in more detail.</p>
(m) the compatibility of the development with its setting including – (i) the compatibility of the development with the desired future character of its setting; and (ii) The relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	<p>The proposed redevelopment is entirely appropriate and compatible within its setting.</p> <p>An LDP has been prepared for the subject redevelopment which ensures the proposed development will be compatible with the desired future character of its setting. Whilst the redevelopment slightly departs from the provisions of the LDP, it still maintains the desired future character of the area.</p>

Matter to be considered	Provided
	The SJGSH has been historically regenerated and upgraded therefore has changed in height, bulk, scale, orientation and appearance over time. The proposed redevelopment will appropriately integrate with the surrounding development particularly the medical precinct and health facilities that will strengthen the growth and redevelopment of health related industries. The redevelopment of SJGSH is designed to fit in harmony with the surrounding environment.
(n) <i>the amenity of the locality including the following–</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	(i) There are no impacts on the natural environment. (ii) The development retains the existing character of the site as the Town's primary health care provider and major employer. (iii) The SJGSH is a prominent social landmark in the community. The proposed development improves the SJGSH's relationship with the community by bolstering and improving the ability to adequately provide health services for people in the district, as well as continuing to be an important employer.
(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i>	The development does not impact the natural environment or water resources.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	The development includes landscaping which contribute to the public realm, provides shade trees for open air carparks, and deep soil areas in locations conducive to tree growth. Refer Appendix 3 for a detailed landscape plan.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	There are no known hazards which might affect the hospital. The application proposes new engineering plant for the hospital which will increase the hospital's resilience to natural hazards and responses to health emergencies which may affect the supply of services and utilities in the area.
(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i>	No risk to human health or safety has been identified in respect of this site.
(s) <i>the adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	(i) The TIA prepared in support of the application analyses proposed access and egress arrangements and concludes these arrangements will be satisfactory; refer Appendix 4 . (ii) The TIA also considers manoeuvrability of vehicles through the site. In respect of parking, refer section 5.6.3 of this report.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The TIA prepared in support of the application concludes the proposed development can be accommodated by the road network and will not have an adverse effect on traffic flow or safety. Refer Appendix 4 for a copy of the TIA, and Appendix 5 for the Traffic Modelling Report.
(u) <i>the availability and adequacy for the development of the following –</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	(i) Bus services are available along Cambridge Street, and the Subiaco Train Station is a 400m walk from the main entrance of the SJGSH via Sheen Street and Subiaco Square Shopping Centre. The development provides pedestrianised forecourt connecting the hospital to Cambridge Street and Salvado Road providing convenient and comfortable access to public transport services. (ii) The subject site has access to public utilities. The SJGSH also has its own services supplied by the proposed SEP.

Matter to be considered	Provided
	<p>(iii) A waste management plan has been prepared for the development; refer Appendix 7;</p> <p>(iv) The development provides pedestrianised forecourt for connectivity north-south through the site linking Cambridge Street with Salvado Road. It also improves pedestrian connectivity on the southern side of D'Arcy Lane. Additional canopy is also proposed along the western edge of the hospital providing shelter for pedestrians. Bicycle parking and end of trip facilities are provided for the proposed development; refer section 5.6.3.</p> <p>(v) The SJGSH is necessarily accessed by elderly people and people with a disability. The pedestrianised forecourt will be designed and landscaped to enhance its navigation by people with reduced mobility or of limited sight.</p>
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	There will be no potential loss of any community service as the existing site predominantly comprises a medical health precinct. The chapel will be retained and redeveloped to integrate with the overall proposed redevelopment.
(w) <i>the history of the site where the development is to be located;</i>	The SJGSH has a long historical presence. Whilst the buildings over time have undergone development and redevelopment, the historical elements are still reflected in the materials, artwork and signage.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	The proposed development will not impact on the community or particular individuals. As stated, this is an existing approved hospital use that is proposed to undergo further redevelopment and enhancement which will only improve the development of the community.
(y) <i>any submissions received on the application;</i>	To be considered following public consultation.
(za) <i>the comments or submissions received from any authority consulted under clause 66;</i>	To be considered following agency referrals.
(zb) <i>any other planning consideration the local government considers appropriate.</i>	Refer section 5.8 for consideration of other documents relevant to the proposed redevelopment.

5.6 Local Planning Policies

5.6.1 Local Planning Policy 2.5.2: Medical Precinct

Local Planning Policy 2.5.2: Medical Precinct (LPP2.5.2) applies to the Medical zone which includes the subject site and land adjacent to Station Street, Cambridge Street, and McCourt Street.

LPP2.5.2 states it does not apply to development applications on the SJGSH site (the area covered by the LDP). Instead, it applies to the future review of the LDP.

Accordingly, there are no standards or requirements of LPP2.5.2 applicable to the proposed redevelopment.

5.6.2 Local Planning Policy 3.10: Design of Non-residential Development

The aim of the Town's *Local Planning Policy 3.10: Design of Non-residential Development (LPP3.10)* is to ensure the design of non-residential development achieves a high standard of safety and convenience for residents and visitors, and to enhance the amenities and environmental standards of the area. Refer **Table 9** for an assessment of the LPP3.10 assessment criteria for non-residential development.

Table 9: LPP3.10 assessment criteria and response

LPP3.10 assessment criteria	Response
<p>1.1. Safety <i>The need for safe movement of vehicular traffic and minimisation of conflicts between vehicles, pedestrians and cyclists, with reference to factors such as the volume of traffic (both pedestrian and vehicle) likely to be generated by the proposed development, location of vehicular access points, the design and location of crossovers, public transport stops, and the provision and location of segregated pedestrian walkways and sightlines.</i></p>	<p>Refer Appendix 4 for the TIA prepared in support of this development application which addresses safe transport.</p>
<p>1.2. Amenity <i>The impact on the amenity of the adjacent area, which is likely to result from implementation of the proposal with reference to zoning and land use, building height, building setbacks, design, landscaping and any discharges or emissions to the environment from the proposed development.</i></p>	<p>This proposal does not adversely impact the amenity of the locality. This has been addressed elsewhere in this report including Table 5 row (b) which considers the matters under Part 17 of the Act, the design statement prepared under SPP7, and Table 8 row (n).</p>
<p>1.3. Convenience and economy <i>The co-location of facilities, and the more efficient utilisation of infrastructure with reference to factors such as minimisation of travel, reduction in traffic, minimisation of car parking areas through shared use and the potential for improved or more efficient public transport services.</i></p>	<p>The proposed development is for the upgrade and expansion of the SJGSH which is a significant employer of people in the area. Its redevelopment will ensure the SJGSH continues to be a major contributor to the local area into the future.</p>
<p>2. <i>The design of non-residential development and its presentation to the street (eg. windows, awnings, access points), shall be sympathetic to the existing streetscape.</i></p>	<p>The external treatment of new buildings to the street is consistent with this requirement. Refer also the LDP which contains provisions relating to streetscape and interface treatments for the subject site.</p>
<p>3. <i>A traffic management plan may be required where the proposed facilities are likely to have a significant impact on the surrounding street system or on the amenity of adjacent areas.</i></p>	<p>Refer Appendix 4 for the TIA prepared in support of this development application which addresses the management of traffic on frontage streets.</p>
<p>4. <i>The design and location of service entries and loading/unloading areas shall be an integral part of the overall design and development of a site, and should satisfy the following criteria:</i></p> <ul style="list-style-type: none"> (a) <i>service entries and loading/unloading areas should not be located adjacent to any adjoining residential uses;</i> (b) <i>the placement of signs indicating the location of and access to service entries and loading/unloading facilities may be required, and are to be provided by the applicant;</i> (c) <i>in the case of comprehensive developments which incorporate more than one property, combined loading/unloading areas may be considered necessary by the Council;</i> (d) <i>the Council shall have regard to, and may apply conditions relating to, the location, size, accessibility, lighting and hours of operation of service entries and loading/unloading areas; and</i> (e) <i>on-site service entries and areas for the loading/unloading of vehicles carrying goods or commodities to or from premises shall be provided and maintained in accordance with the approved development for the site.</i> 	<p>Refer Appendix 4 for the TIA which considers service vehicle access arrangements.</p>

5.6.3 Local Planning Policy 3.13: Parking

Local Planning Policy 3.13 Parking (**Parking Policy**) sets out requirements for access and parking for non-residential development and includes measures to provide for and encourage greater use of alternative transport modes, reducing reliance on the car, notwithstanding the need for suitable parking to be provided as part of proposed development. The objectives of the Parking Policy are:

1. *To facilitate the development of sufficient parking facilities.*
2. *To promote a choice of transport options by ensuring the provision of a mix of car, bicycle and vehicle parking.*
3. *To ensure that the supply of parking also encourages alternative, more sustainable modes of transport.*
4. *To facilitate the development of adequate, safe and convenient parking and access for pedestrians, cyclists and motorists.*
5. *To promote a high standard of design for parking areas.*
6. *To ensure adequate provision for service vehicles.*

In support of these objectives, the ITPS has been prepared with objectives to:

- Ensure safe, convenient and orderly access and egress for people to and from the site;
- Prioritise access to car parking for people who need it the most;
- Provide equitable access opportunities for all modes of transport;
- Provide for effective management of on-site parking allocation;
- Provide recommendations for pricing structures to support reduced parking demand and increased sustainable transport choices; and,
- To document parking demand management strategies.

Refer **Appendix 6** for a copy of the ITPS prepared in support of this development application.

There is broad alignment between the Parking Policy objectives and the objectives of the ITPS.

5.6.3.1 Car parking ratios

The Parking Policy includes minimum rates for the parking of cars. Refer **Table 10** for an assessment against the required number of car parking bays under the Parking Policy.

Table 10 - Car parking assessment

Land use	Proposed development	Parking Policy requirement	Parking required	Parking provided
Existing development			1,225 ¹	1,353
Additions to hospital	1,246m ² new administration areas ² 195 new beds (net)	1 space/30m ² net hospital administration area & 1 space/3 licenced beds	107	410
Retail (NCB)	134m ²	1 space/20m ² NFA ³	7	
Existing chapel	144m ² seating area (to be removed)	1 space/5m ² seating area	-29	

Land use	Proposed development	Parking Policy requirement	Parking required	Parking provided
New chapel	134m ² seating area	1 space/5m ² seating area	27	
Medical suites	51 practitioners	4 spaces/practitioner consulting at any one time	204 ⁴	
Office (research and education)	2,138m ²	1 space/30m ² NFA ³	71	
Café	73.6m ² indoor seating area + 79m ² alfresco	1 space/5m ² of seating area including alfresco area	31	
Retail (MSER)	73m ²	1 space/20m ² NFA ³	4	
Function room	442m ² including terraces	1 space/5m ² public area	88	
Total			1,735	1,763
Surplus (+) / shortfall (-)				+28

Note 1: The figure of 1,225 parking bays required is based on the existing parking supply (1,353 bays) minus the parking demand that was diminished by the demolition of St John of God House in 2017 which removed approximately 4,124m² of floorspace used for hospital administration / office purposes (137 bays), plus the additional demand generated by the infill development of approximately 270m² of administration area that was approved by the Town on 10 May 2021 (9 bays).

Note 2: Administration area means "an area in which the day to day activity of running a business or organisation is undertaken" and includes offices, reception areas, staff bases, meeting rooms, staff rooms, and clinical workshops.

Note 3: NFA (net floor area) means "the gross total area of each of the floors of the building but shall not include the area of private car parks, the areas of lift shafts, stairs, toilets, amenities, plant rooms and the thickness of any external walls."

Note 4: Clause 7.2.2 of the Parking Policy requires 50% of the parking required for consulting rooms to be allocated to non-staff. Refer **Appendix 6** for the ITPS which considers the allocation of parking for visitors and staff.

Note 5: The car parking numbers in this table includes only staff and visitor car parking (includes accessible parking bays). Special purpose bays such as loading bays, ambulance bays, taxi bays, and drop-off/pick-up areas (where bays are not marked out) are not included.

While there is a small surplus of car parking provided for the redevelopment, the SJGSH could feasibly expand or intensify its operations in the future without providing additional car parking. An ITPS has been prepared in support of the application (refer **Appendix 6**) which puts in place measures for reducing the demand for car parking and for encouraging travel using alternative modes of transport. In the interim, the small surplus of parking (2% of the required parking) provides flexibility for managing the occasional high demand for parking.

The Parking Policy promotes the reciprocal and shared use of parking bays. This is provided for in the ITPS which provides parking management strategies for the use of the parking bays. Refer **Appendix 6** for the ITPS.

5.6.3.2 Motorcycle / scooter / gopher parking

Clause 1.4 of the Parking Policy requires parking spaces for motorcycles, scooters, and gophers to be provided calculated based on 2% of the total number of car parking spaces required (before concessions are applied). Refer **Table 11** for an assessment of the motorcycle / scooter / gopher parking requirements.

Table 11 - Motorcycle / scooter / gopher parking requirements

Calculation	Particular	Spaces required	Spaces provided
2% of the total number of parking spaces required (prior to concessions)	507 car parking bays required	10	19

The proposed development includes 10 motorcycle / scooter bays, located in the new levels of the multi-storey carpark, and 9 motorcycle / scooter bays located in the basement carpark under the SEP.

5.6.3.3 Specific purpose bays

Clause 1.5 of the Parking Policy provides that in addition to car and bicycle parking, the provision of spaces marked exclusively for the use of delivery and service vehicles, taxis, and courier services may be required where the nature of the development requires specific purpose bays. In this respect, the proposed development includes the following specific purpose bays:

- Reconstruction of the pick-up/set-down lane at the hospital main entrance, capable of accommodation approximately 3 cars.
- Reconstruction of 3 taxi bays near the hospital main entrance
- Alterations to the loading bay near the western edge of the Subiaco Medical Clinic
- New ambulance drop-off area at the NCB ED
- Service bay on level 1 of the MSER
- Service bay adjacent to the SEP, on the south side of D'Arcy Lane.
- One turn-around bays (no parking) in level -1 of the MSER

5.6.3.4 Parking for people with a disability

Clause 1.6 of the Parking Policy requires car parking spaces for people with a disability to be provided in accordance with the National Construction Code and designed in accordance with Australian Standard AS/NZS 2890.6, to be located in a position easily accessible to the main entry of a building and/or lifts and ramp facilities.

There are 6 accessible bays in the Subiaco Medical Clinic, 1 accessible bay in the Sports Clinic, and 1 accessible bay in front of the BFCCC, which are being retained. The redevelopment expands the number of accessible bays in the multi-storey carpark to 24. There is also 1 new accessible bays in the MSER. Together, this results in 33 accessible bays across the SIGSH site, being 1.9% of all car parking bays on the site.

5.6.3.5 Design and location of car parking

Clause 7.1 of the Parking Policy includes standards for the design and location of car parking spaces. Refer **Table 12** for consideration of those standards.

Table 12 - Design and location of car parking bays

Development standard	Proposed development response
<i>Car parking should generally be located at the rear of, or beneath, developments.</i>	Proposed new car parking areas are located under the MSER, under the SEP, and, in the case of the multi-storey carpark, on top of the existing structure. No new open-air carparks are proposed.
<i>In cases where car parks are approved and abut a street or public space, the Town may require screening of the car parking area.</i>	No new carparks are proposed which abut a street or public space. The new SEP includes the reconstruction of an existing carpark at the corner of Station Street and Salvado Road. This carpark has been designed as an interim carpark and it is envisaged that in the full term it can facilitate a future building on the corner (the basement ramp being located to allow a street-front building in this location).

Development standard	Proposed development response
<i>Parking areas must be sealed and landscaped to a high standard, with all surface (open air) parking areas being landscaped with shade trees in accordance with Local Planning Policy 3.16: Landscaping and Water Sensitive Urban Design. Surface (open air) parking areas fronting a street should also be appropriately landscaped to maintain a high visual standard of development.</i>	Carparks will be appropriately sealed. Refer section 5.6.4 for consideration of landscaping and water sensitive urban design.
<i>Any lighting installed on the building, yard areas or car parking areas shall be located and designed in a manner that ensures:</i> a) <i>all illumination is confined within the boundaries of the property; and</i> b) <i>there will not be any nuisance caused to an adjoining residents or the local area.</i>	It is considered a condition of approval can be imposed to limit obtrusive outdoor lighting.
<i>Large expanses of parking areas should be avoided. Parking areas should be divided into smaller groups of spaces, separated by landscaping or other development or activities, especially where parking areas are situated adjacent to the street.</i>	No new open-air carparking areas are proposed. Refer above for discussion on the reconsideration of the carpark at the corner of Station Street and Salvado Road.

Clause 7.2 of the Parking Policy requires allocation of car parking bays to be specified; refer **Appendix 6** for the ITPS which considers allocation of parking bays. This clause also requires car parking bays to be dimensioned as per AS 2890.1, which is a requirement which can be imposed as a condition of approval.

Clause 7.3 of the Parking Policy relates traffic movement, clause 7.5 relates to access, and clause 7.4 relates to safety. Refer **Appendix 4** for the TIA which considers traffic movements into, out of, and through the site, and demonstrates that the traffic movements will operate safely.

5.6.3.6 Bicycle parking

The Parking Policy includes minimum ratios for short-term and long-term parking of bicycles. Refer **Table 13** for an assessment of the bicycle parking requirements under the Parking Policy.

Table 13 - Bicycle parking requirements

Land use	Proposed development	Short-term parking			Long-term parking		
		Calculation	Required	Provided	Calculation	Required	Provided
Additions to hospital	195 new beds	1 space / 30 licensed beds Min 2 spaces	7	30	1 space / 15 licensed beds	13	35
Retail (NCB)	134m ²	1 space / 150m ² NFA Min 2 spaces	2		1 space / 300m ² NFA	1	
Medical suites	51 practitioners	1 space / 4 practitioners consulting at any one time	13	24	-	0	10
Office (research and education)	2,138m ²	1 space / 500m ² NFA Min 2 spaces	4		1 space / 200m ² NFA	11	
Café	128m ²	1 space / 100m ² NFA Min 2 spaces	2		1 space / 100m ² NFA	1	

Land use	Proposed development	Short-term parking			Long-term parking		
		Calculation	Required	Provided	Calculation	Required	Provided
Retail (MSER)	73m ²	1 space / 150m ² NFA Min 2 spaces	2		1 space / 300m ² NFA	1	
Function room	404m ² public area	-	0		1 space/750m ² public area		
Total			28	54		26	45
Surplus (+) / shortfall (-)			+26			+19	

Clause 7.6.1 of the Parking Policy requires short-stay bicycle parking devices to be in a convenient and secure position close to the entrance of the premises. In this respect, the development proposes:

- 12 racks (for 24 bicycles) on the north side of the MSER, adjacent to Cambridge Street
- 5 racks (for 10 bicycles) on the western side of the NCB, adjacent to Cambridge Street
- 5 racks (for 10 bicycles) on the southern side of the hospital's main entrance.
- 5 racks (for 10 bicycles) on the western side of the multi-storey carpark.

The proposed development will provide secure access to end of trip facilities and external bicycle parking located appropriately, in accordance with LPP3.13.

Clause 7.6.2 of the Parking Policy requires long-stay bicycle parking devices to be located on-site in a convenient and secure location for employees, close to and visible from inside the place of employment. In this respect, the development proposes:

- Staff bicycle room capable of parking 10 bicycles, located on level -1 of the MSER.
- Staff bicycle room capable of parking 35 bicycles, located under the new chapel.

Clause 7.6.3 requires bicycle parking devices to be designed in accordance with Austroads Part 14 and meet the following criteria:

- enable wheels and frame to be locked to the device without damaging the bicycle;
- be placed in public view;
- be located outside pedestrian movement paths;
- be easily accessible from the road;
- be arranged so that parking and unparking manoeuvres will not damage adjacent bicycles;
- be protected from manoeuvring motor vehicles and opening car doors;
- be well lit by appropriate existing or new lighting (where applicable);
- be protected from the weather; and
- be designed to fit in harmony with the surrounding environment.

It would be appropriate for these design standards to be imposed as a condition of approval.

5.6.3.7 End of trip facilities

Where developments are required to provide long-stay bicycle parking, the Parking Policy requires the provision of end of trip facilities. Refer **Table 14** for consideration of the end of trip facility requirements.

Table 14 – End of trip facility requirements

Lockers:			Showers and changerooms:		
Calculation	Required	Provided	Calculation	Required	Provided
one locker to one bicycle space	10	10+	refer Table 2 of the Parking Policy	2 (one male, one female)	EOT facilities capable of at least one male, one female shower
	35	35+		6 (three male, three female)	6 (three male, three female)

The proposed SJGSH includes the addition of end of trip facilities with bike storage, showers, change rooms and storage lockers. The end of trip facilities is an additional transport behaviour method to encourage users to choose alternative methods of travel to driving and public transport.

5.6.3.8 Parking management plan

Section 8 of the Parking Policy requires a parking management plan to be provided. Refer **Appendix 6** for the ITPS which has been prepared to address the requirements of the Parking Policy.

5.6.3.9 Transport impact assessment

Section 9 of the Parking Policy requires a transport impact assessment to be provided. Refer **Appendix 4** for the TIA which has been prepared to address the requirements of the Parking Policy.

5.6.4 Local Planning Policy 3.16: Landscaping and Water Sensitive Urban Design

The aim of the Town's *Local Planning Policy 3.16: Landscaping and Water Sensitive Urban Design (LPP3.16)* is to promote more effective use of landscaping as a means to enhancing the character and amenity of the urban area and more sustainable management of ground and surface water resources. It includes provisions relating to the following:

- A 1.0m wide landscape strip adjacent to road frontages except where buildings are constructed to the street alignment. This provision is not varied by the LDP and will continue to apply. The proposed development does not vary this provision.
- Landscaping to be reticulated - this provision is not varied by the LDP and will continue to apply. The proposed development does not vary this provision.
- Shade trees in carparks at a rate of one tree per 10 bays. This requirement has been imposed as a specific provision of the LDP. The proposed development does not vary this provision.
- Hardstand areas shall be drained into landscape areas. This provision is not varied by the LDP and will continue to apply. The proposed development does not vary this provision.
- Development applications to be accompanied by a landscape plan. This proposed development application is accompanied by a landscaping plan. Refer **Appendix 3** for the landscape plan prepared in support of this application.

- Approved landscape plans are to be implemented. It is expected this would be imposed as a condition of approval.

5.6.5 Local Planning Policy 3.19: Percent for Public Art

The Town's *Local Planning Policy 3.19: Percent for Public Art (LPP3.19)* applies to all developments with a cost in excess of \$1 million. It requires developments to contribute 1% of the construction value to public art, up to a maximum \$500,000. It also requires the proponent of a development application to nominate the way in which the public art contribution will be met with the two options being:

- by providing public art in the vicinity of the site in the public realm (Option 1); or*
- by providing cash-in-lieu to the amount specified within the development condition (Option 2).*

It is proposed to incorporate artwork into the landscaped terrace or forecourt where shade canopies, feature walls, and 'cultural pavilions' provide opportunities for art to be installed in publicly-accessible areas. The installation of public artwork on-site rather than in the public realm or as a cash-in-lieu payment, is acceptable as the outcome is expressly provided for in provision 15 the approved LDP (refer **section 5.7**).

5.6.6 Local Planning Policy 3.22: Waste Management

The Town's *Local Planning Policy 3.22: Waste Management (LPP3.22)* sets standards for waste management, including bin access and storage, collection of bins, and waste management plans. The proposed development is consistent with LPP3.22. Refer to **Appendix 7** for the Waste Management Plan prepared in support of the application.

5.7 Local Development Plan

The SJGSH LDP was approved by the Town on 3 March 2021. The LDP is relatively recent and a range of planning requirements were addressed through the approval process. The LDP is not binding (refer clause 56 of the Deemed Provisions), but it does help to crystallise the relevant matters to be considered.

Refer **Table 15** for an assessment against the provisions of the LDP.

Table 15 - Assessment against LDP

LDP Provision	Response	Complies?
Land uses		
1. <i>Medical uses such as consulting rooms and hospitals, and ancillary retail and commercial uses, are preferred land uses in the LDP area. Residential land uses may be contemplated where such uses are consistent with the LDP.</i>	The proposed uses are contemplated by and consistent with the LDP.	✓
Connectivity and permeability		
2. <i>The pedestrian zone shall be developed to provide north-south visual connectivity and promote public pedestrian access at all times between Cambridge Street and Salvado Road, and to adjacent building entries.</i>	A pedestrianised forecourt to the hospital provides a north-south link through the site, connecting to the entries to the main hospital, ED, carpark, chapel, and MSER building.	✓

LDP Provision	Response	Complies?								
Frontage and interface										
<p>3. <i>Future developments on the SJGSH site are to provide the frontage type shown on the Frontage Interface Plan in accordance with the following requirements:</i></p> <ul style="list-style-type: none"><i>Primary frontage – Building entries and windows providing interaction between the building and the street and pedestrian zone.</i><i>Other frontage – Includes service areas and non-habitable rooms. Opportunities should be explored for windows and entries where possible and where it does not detract from primary frontages.</i>	<p>The frontage types are addressed as follows:</p> <p>NCB – the new ED will have its own entry from the public forecourt, which is directly accessible from Cambridge Street. The ground level frontage includes waiting area, ED entry, and other rooms adjacent to the Cambridge Street frontage, satisfying this requirement.</p> <p>The MSER building will have an at-grade entry at Cambridge Street, where a café is proposed. An entry is also provided from the forecourt at Level 2. An internal staircase along the forecourt frontage will provide interaction while responding to the level change along this frontage.</p> <p>The relocated chapel will have access from the forecourt, adjacent to the hospital's main entrance.</p> <p>The SEP houses the mechanical infrastructure servicing the hospital. It is located on the edge of the SJGSH site to allow the centre of the hospital (and pedestrianised forecourt) to be unencumbered by engineering services which by their nature do not interact with their surrounds. In this case, the SEP has been positioned with its smaller dimension fronting Station Street to create a viable-sized site on the corner of Station Street and Salvado Road for a future development (with basement parking). It is intended the SEP will incorporate glazing and louvres allowing glimpses of views into the working mechanical components within the building, providing a level of interest at the street level.</p> <p>Secondary frontages include the side elevation of the SEP to D'Arcy Lane, and the north and eastern frontages to the MSER building. Notwithstanding their secondary status, these buildings are designed to include entries and glazing.</p> <p>The proposed buildings address the LDP frontage requirements to the extent possible for a hospital, with particular focus on activating the pedestrian forecourt.</p>	✓								
Building envelopes										
<p>4. <i>Building heights on the SJGSH site shall be consistent with the maximum heights depicted on the Site Massing Plan and shown in the table below:</i></p> <table><tr><th>Building</th><th>Maximum Height (Levels/Storeys)</th></tr><tr><td>Medical Suites</td><td>9</td></tr><tr><td>Mother & Baby Centre</td><td>10</td></tr><tr><td>Site Energy Plant and Station Street buildings</td><td>5</td></tr></table>	Building	Maximum Height (Levels/Storeys)	Medical Suites	9	Mother & Baby Centre	10	Site Energy Plant and Station Street buildings	5	<p>The following building heights are proposed:</p> <ul style="list-style-type: none">NCB – 8 storeys (excluding plant)MSER – 11 storeys (excluding basement and plant)SEP – 2 storeys (excluding plant)Multi-storey carpark – 2 additional storeys (total 6 storeys) <p>The NCB (which is in place of the Mother & Baby Centre albeit with a larger building footprint) and SEP are compliant with the LDP.</p>	varies
Building	Maximum Height (Levels/Storeys)									
Medical Suites	9									
Mother & Baby Centre	10									
Site Energy Plant and Station Street buildings	5									

LDP Provision		Response	Complies?
Salvado Road building	5	The MSER departs from the LDP. In this respect, the Town has undertaken an urban design study into the medical precinct that will inform future modifications to the LDP, and this is relevant to the consideration of the MSER. Refer section 5.8.1 for consideration of the urban design study. The LDP's site massing plan depicts an additional two levels on the multi-storey carpark.	
Plant and lift overruns do not constitute levels/storeys.			
5. Buildings may have a nil setback to Cambridge Street, provided the first two-three levels are sufficiently setback to provide relief to the public realm.		The NCB has a three-storey high colonnade treatment to Cambridge Street (sufficient for access by ambulances and other vehicles), which achieves the intent of the LDP. The MSER is also setback at the first two levels to achieve the same intent.	✓
6. There is no plot ratio restriction for development on the SJGSH site.		Noted.	✓
Parking and access			
7. Vehicle access and egress locations on the SJGSH site shall be as generally depicted on the Layout and Zoning Plan. Note: The existing road carriageway is shown for indicative purposes only. Details of works within abutting road reserves, including crossovers, kerbs, footpaths and landscaping will be provided for at the Development Application stage.		While most vehicle connections are in accordance with the LDP, the proposed access and egress to the ED along Cambridge Street was not contemplated by the LDP. In this respect, a TIA has been prepared which analyses the function of the crossovers and concludes that both entry and exit crossovers would operate satisfactorily during the AM and PM peak hours, and traffic model observations indicated that the level of traffic movements at the crossovers are relatively low and would not impact the traffic operation of Cambridge Street or result in excessive delays or queues at the crossovers. Accordingly, the proposed new crossovers for the ED warrant approval. Refer Appendix 4 for the TIA.	varies
8. Car parking and end of trip facilities shall be in accordance with the Town of Cambridge Local Planning Policy 3.13 Parking.		Refer section 5.6.3 for detailed consideration of the requirements of the Parking Policy.	✓
9. There shall be no more than 360 new car parking bays provided on the SJGSH site which access onto Salvado Road. Where more than 360 bays with access onto Salvado Road are proposed, the applicant shall provide a detailed analysis on the capacity of the local road network to accommodate the traffic generated by the additional car parking.		The redevelopment creates 299 new car parking bays in the multi-storey carpark, main entrance area, and BFCCC having access onto Salvado Road.	✓
10. The new crossover proposed on Cambridge Street be restricted for occasional delivery use only and not for permanent access to the site. Design of the crossover and entrance point shall reflect this function so as not to detract from the desired amenity of the streetscape.		Noted. The use of the westernmost crossover will be in accordance with this requirement.	✓

LDP Provision	Response	Complies?
Landscaping		
11. <i>Landscaping on the SJGSH site shall be generally consistent with the Landscape Plan, designed to contribute to the public realm and to integrate with building design.</i>	Landscaping is proposed in generally accordance with the LDP, modified to reflect the NCB footprint.	✓
12. <i>Landscaping in the pedestrian zone shall be designed to encourage the space to be adapted and used for a range of active and passive recreational activities, and be accessible for all.</i>	Proposed landscaping is in accordance with the landscape plan prepared for the LDP, which includes spaces in the pedestrian forecourt which are universally accessible and capable of being used for a range of activities. The lifts at the main hospital entrance and the ED entrance, as well as lifts within the MSER, provide convenient and easy step-free access between the upper and lower levels of the forecourt.	✓
13. <i>Any new open air car parking areas on the SJGSH site shall include the planting of one shade tree per four car parking bays.</i>	No new ground-level open-air car parking areas are proposed. With regard to the reconstruction of the carpark on the corner of Station Street and Salvado Road (south of the SEP), the basement structure prevents the establishment of any deep soil areas for shade trees. Nonetheless, shade trees are proposed along the Station Street verge – refer Appendix 3 for the landscaping plans included with this application.	✓
14. <i>Landscaping on the SJGSH site shall include deep soil areas in locations that are conducive to tree growth, and planted with appropriate species to provide shade to the public realm.</i>	Proposed landscaping is in accordance with the landscape plan prepared for the LDP, which includes deep soil areas which can be planted with trees.	✓
Public art		
15. <i>All development on the SJGSH site shall provide public art in accordance with the Town of Cambridge policy, to be located preferably in the pedestrian zone, or alternatively on prominent street corners.</i>	Refer section 5.6.5 regarding public art contributions. It is proposed to incorporate artwork into the landscaped terrace or forecourt, consistent with the LDP.	✓
Design statement		
16. <i>All buildings on the SJGSH site shall be of a high quality design that reflects the LDP area's strategic prominence. Development applications shall address the following:</i>	In addition to the architectural design report included at Appendix 12 , the following statements has been provided by the architect.	
(a) <i>The layout and configuration of buildings and spaces, including vehicle access ways in the Shared Zone, to enhance convenience and improve legibility for patients and other members of the public and to minimise disruption for north-south pedestrian movement.</i>	Over time new accesses, car parking, entries, pathways, and safety barriers have occurred in response to new needs resulting in diminished clarity of entrance and hierarchy between cars and pedestrians. The incremental addition of building and pathway entrances to the SJGSH Campus have resulted in disconnect at the main entrance of the hospital, with opportunity for significant improvements for the hospital and locale.	✓

LDP Provision	Response	Complies?
	<p>The proposed development addresses the lack of clarity and introduces improved civic connections for visitors with existing neighbourhoods to the north and south through the redeveloped north-south forecourt, linking Salvado Road and Cambridge Street. The new SJGSH chapel located is a counterpoint to St Joseph's Church and a sculptural focus adjacent the existing main entry of the hospital. The forecourt and urban link providing a more "civic heart" to the surrounding medical precinct of Subiaco and Wembley.</p> <p>Arrival is focussed at the main entry of the hospital, with the covered link from car park pedestrian entry to main entry extending to form the entry canopy to medical suites and porte cochère set down. The language of the covered link extends as a "ribbon" to eastern entry at D'Arcy Lane/Station Street intersection and along existing South Block, visible to the Salvado Road entry. Pedestrian pathways have been prioritised, with the central promenade linking and unifying existing and proposed entry points. They will be generous and appropriately sign-posted for clarity.</p> <p>A new accessible entry provided from Cambridge Street adjacent ED leads directly into a Level 1 lobby which extends in volume to the Level 2 main entry. The connection further emphasised internally with stair and lift core elements linking Level 1 entry to main reception at Level 2.</p>	
(b) <i>Landscaping and built form in the pedestrian zone to balance minimising intrusion into north-south vistas, and providing pedestrian amenity and essential hospital infrastructure.</i>	<p>The landscape design and character will provide clarity to its entrances, a variety of new connections, outdoor spaces and amenities, including the restoration of an urban link through the site from the renovated Cambridge Street and Salvado Road entries. This promenade becomes a key landscape gesture, integrating civic scale steps, seating and existing entries. Civically scaled and structured to an axis which aligns with the nearby St Joseph's Church, which is currently veiled from the hospital main administration entry. A renovated plaza at its centre is generous and will be integrated with new architectural canopies and shaded linking elements. New hardscape materials will reflect the civic and welcome aspiration of the hospital. The paving will be a combination of stone, decorative concrete and commercial segmentals. These materials will be integrated with the paving, steps, seating and walling of the outdoor amenities.</p>	✓
(c) <i>Consistent architectural language for new development, complementing and enhancing, but not necessarily replicating, the existing built form.</i>	<p>The SJGSH redevelopment has provided an opportunity to renew the wider campus and create a consistent architectural language which extends through to both existing buildings and landscaped areas.</p>	✓

LDP Provision	Response	Complies?
	<p>The design aesthetic developed through a process responding to diverse range of functionality, importance of internal and external space and the creation of a calming and healing environment for caregivers, patients, visitors, and medical practitioners.</p> <p>The aesthetic provides a broad consistent theme as a renewal of the wider SJGSH campus, focussed on new buildings but able to have a more far-reaching impact through the consistent language of the "ribbon" element extending to existing buildings, including the addition to the carpark.</p> <p>Significant built form and scale are appropriately located centrally within the SJGSH site's longer east-west axis and are appropriate to building typology and functionality. Nil setbacks with pedestrian plane/ground level setbacks, with building projections over providing shade, shelter comfort of a civic scale with strength and unity in form, uninterrupted by minor protrusions or canopies. Buildings reflect the increasing scale of developments within the wider medical precinct and are comparable and complementary, without replicating, the existing site built form and scale, typical of a major private hospital.</p>	
<p>(d) <i>The design and orientation of building spaces and uses at the ground and first floor, and the use of lighting to encourage active interface and passive surveillance of streets, the pedestrian zone, and D'Arcy Lane.</i></p>	<p>The massing and scale are reflective of the significance and impact the hospital has within the wider medical precinct and provides a significant address to Cambridge Street. The ground plane setback paired with functional activity that welcomes pedestrians focussed on the north south link and diminishing east and west of this main entry to the site. The visible activity, and sheltering overhang provided to pedestrians contrasts to existing zero set back, blank facades at ground level of past adjacent development.</p> <p>The proposed redevelopment of SJGSH incorporates operational security requirements of the wider SJGSH campus including CCTV, security personnel, duress alarm systems, and call points. The hospital functions 24/7 currently, with management of public access outside of patient/visitor operational hours, noting that maternity services are provided on site.</p> <p>The addition of a private ED as part of the redevelopment will also improve after hours admission services and will see current operational security requirements extended and enhanced. The ED will bring more staff and activity to site after hours and is conveniently located adjacent Cambridge Street to the north.</p> <p>The wider redevelopment incorporates key CPTED principles, including:</p> <ul style="list-style-type: none"> Promoting natural surveillance with public services and entries adjacent areas of high activity 	✓

LDP Provision	Response	Complies?
	<ul style="list-style-type: none"> • Providing opportunity for effective CCTV surveillance through effective lighting, planning clear sightlines, and avoiding obstructions in landscaping • Provision of access control systems at clear entry points • Incorporating attractive, and visible public areas adjacent active and/or occupied building elements • Designing break out areas to encourage staff usage as well as public • External areas designed with robust materials and consultation with operational maintenance team to promote provision of a high quality, attractive environment into the future • Providing lighting controls and appropriate illumination of external areas • Visible entry points and routes of access from the wider precinct, including visibility to and from surrounding streets • Improved pedestrian links incorporating shelter and lighting extend from the main entry along D'Arcy Lane adjacent the existing multi storey car park through to on grade car parks adjacent Station Street. 	
(e) <i>Incorporation of design features to enhance terminating vistas and reduce the visual impact of blank walls, including use of screening devices, the use building materials, and/or articulation of building form.</i>	The SJGSH redevelopment incorporates significant glazing, emphasises transparency to appropriate functions and activity, and provides layered screening elements, and careful selection and use of building materials, to reduce visual impact of "blank" walls throughout.	✓
(f) <i>Building proportions, and the use of high-quality building materials on the external surfaces of buildings facing streets and the pedestrian zone, to improve the attractiveness and visual interest of buildings.</i>	The NCB is similar in scale of frontage to the existing North Block with functionality influencing projections and recesses and transparency of façade elements both in upper façade and ground level activity. The massing and scale are reflective of the significance and impact the hospital has within the wider medical precinct and provides a significant address to Cambridge Street. The ground plane setback paired with functional activity that welcomes pedestrians focussed on the north south link and diminishing east and west of this main entry to the site. The visible activity, and sheltering overhang provided to pedestrians contrasts to existing zero set back, blank facades at ground level of past adjacent development.	✓

LDP Provision	Response	Complies?
	<p>Significant built form and scale are appropriately located centrally within the SJGSH site's longer east-west axis and are appropriate to building typology and functionality. Nil setbacks with pedestrian plane/ground level setbacks, with building projections over providing shade, shelter comfort of a civic scale with strength and unity in form, uninterrupted by minor protrusions or canopies. Buildings reflect the increasing scale of developments within the wider medical precinct and are comparable to the existing site built form and scale, typical of a major private hospital.</p> <p>High quality, low maintenance, materials appropriate to the requirements of a major private hospital and life cycle expectations are proposed on the external surfaces of buildings facing streets and pedestrian zones, including hardscaped areas within landscaping.</p>	
(g) <i>The incorporation of design measures to create a legible pairing of buildings on either side of the pedestrian zone adjacent to Cambridge Street as an entrance effect.</i>	<p>The NCB and MSER buildings provide increased height, located centrally to the site, adjacent key entry points and framing the north-south forecourt, with existing building height decreasing to the east and west and south. New buildings have been brought forward to an effective nil setback on Cambridge Street at upper levels, but with a generous setback at ground and first floor levels.</p> <p>Significant built form and scale are appropriately located centrally within the SJGSH site's longer east-west axis and are appropriate to building typology and functionality. Nil setbacks with pedestrian plane/ground level setbacks, with building projections over providing shade, shelter comfort adjacent building entry points. Buildings are of a civic scale with strength and unity in form, uninterrupted by minor protrusions or canopies. New buildings reflect the increasing scale of developments within the wider medical precinct and are comparable to the existing site built form and scale, typical of a major private hospital.</p> <p>The orientation and design approach of the NCB and MSER buildings allow each to reflect and complement, without replicating. The buildings define the pedestrianised forecourt through the site from Cambridge Street to the main entrance and provide a significant entry address and sense of arrival from the north of the site. Height and scale, and the relationship of the two buildings is also similarly viewed from the Salvado Road entry to the south and is a key wayfinding element defining the main entry of the hospital.</p>	✓
(h) <i>Buildings housing hospital engineering plant are to be either screened from view or - where adjacent to a street or pedestrian zone - include architectural features celebrating the intriguing functional aspects of the plant.</i>	<p>The SEP building, with its location adjacent Station Street provides an opportunity to celebrate the engineering heart of the campus. Transparency and lighting are key elements to place technology and engineering on display in a building form reflective of the wider campus redevelopment.</p>	✓

LDP Provision	Response	Complies?
	With the connecting services link providing a covered pedestrian route through to the main entry of the hospital, and the SEP as an entry statement to the campus at its westernmost boundary, the building façade reflects elements of both the MSER and NCB to provide a consistent architectural language extending through the campus.	
(i) <i>A design which optimises the sustainability of the built environment.</i>	Refer to principle 5: sustainability of the architectural design report at Appendix 12 .	✓
(j) <i>The ability for the pedestrian zone to be adapted and reused by people for various purposes.</i>	The SJGSH redevelopment incorporates the restoration of an urban link through the site from the renovated Cambridge Street and Salvado Road entries. This pedestrianised forecourt becomes a key landscape gesture, integrating civic scale steps, seating, and existing entries. Civically scaled and structured to an axis which aligns with the nearby St Joseph's Church. A renovated plaza at its centre is generous and will be integrated with new architectural canopies and shaded linking elements. This is a generous gesture, providing amenity for carers, patients, visitors and the wider community which can be adapted and re-used by people for various purposes acknowledging these areas sit within the site boundaries of SJGSH site.	✓
Servicing		
17. <i>Bin storage and waste collection shall be in accordance with the requirements of Local Planning Policy 3.22 Waste Management. Bin storage and waste collection areas shall not be visible from the street or the pedestrian zone.</i>	Refer Appendix 7 for a detailed Waste Management Plan addressing the requirements of the LDP. It confirms bin storage for the MSER will not be visible from the street or pedestrianised forecourt. Waste streams for the NCB are based on existing streams within the SJGSH.	✓

5.8 Other documents

5.8.1 Cambridge Street Medical Precinct Urban Design Study

In connection with the preparation of LPP2.5.2 (refer **section 5.6.1** above), the Town prepared an Urban Design Study (UDS) for the Medical Precinct. LPP2.5.2 and the UDS were adopted by Council in December 2021. The Study investigates key attributes of the project area and its frame of reference to inform redevelopment of sites in and around the Precinct, inclusive of the SJGSH site. It defines a set of urban design principles established by the project team and key stakeholders at an initial Vision Workshop. These principles provided the foundation for drafting strategies to guide future redevelopment within the precinct.

The explicit intent of the UDS is not to apply to development applications, but rather to inform the future review of the LDP (refer to LPP2.5.2). Therefore an assessment against the UDS is not warranted and has not been undertaken.

The development does, however, depart from the LDP in respect of building height, and the UDS is relevant to the question of the suitability of building heights beyond that proposed by the LDP. The indicative building heights proposed by the UDS are typically five storeys, but with an allowance for additional building height on the northern boundary of the SJGSH site. The indicative building heights are depicted in **Figure 21** below.



Figure 21 - Extract from UDS - indicative building heights

The MSER and NCB are located within the area identified for 'potential additional height'. The form of these two buildings are consistent with the LDP, and the UDS indicates additional height is suitable in this location. The proposed building heights are necessary to accommodate the functional requirements of the hospital, and it is appropriate the building heights are approved having regard to the LDP and draft UDS.

6 CONCLUSION

This application has, from the preceding pages, provided planning and design justification for the redevelopment of the St John of God Subiaco Hospital at Lot 800 (12) Salvado Road, Subiaco and Lots 148, 148 and 149 (177) Cambridge Street, Wembley, including associated landscaping and car parking.

The proposal appropriately responds to all the relevant aspects of the planning framework and warrants approval under Part 17 of the *Planning and Development Act 2005* for the following key reasons:

- The development is consistent with the purpose and intent of the *Town of Cambridge Town Planning Scheme No.1*.
- The application suitably responds to the provisions of the applicable strategic and statutory planning framework.
- The proposed development preserves the amenity of the locality.
- The proposal facilitates development in response to the economic effects of the COVID-19 pandemic.
- The application responds to all relevant State planning policies and other policies of the Western Australian Planning Commission.