

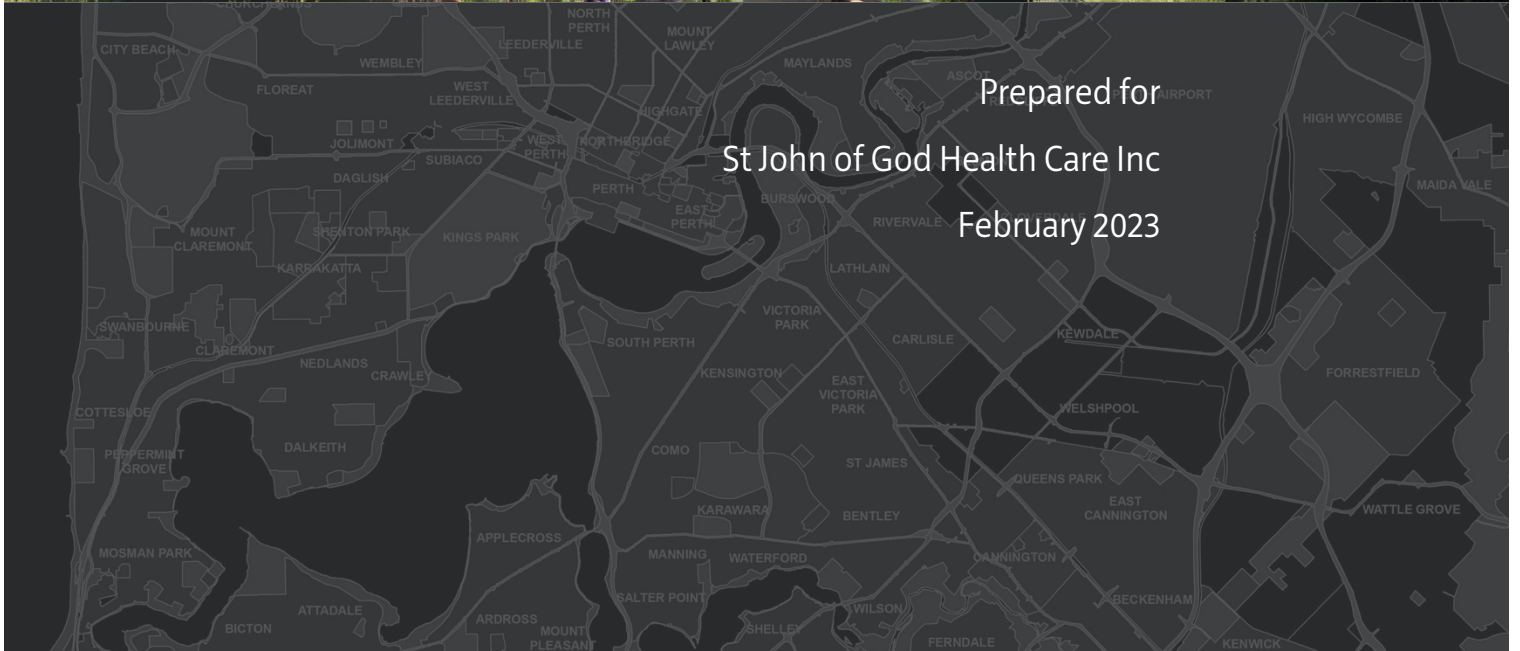
Development Application Report

St John of God Murdoch Hospital Mental health facility and multi-storey carpark

Lot 601 (100) Murdoch Drive
Murdoch



Prepared for
St John of God Health Care Inc
February 2023



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Job number	7498	
Client	St John of God Health Care Inc.	
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Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 0	211214 7498 DA Report - SDAU.docx	14 December 2021		
Rev 1	211221 7498 DA Report - SDAU (Rev 1).docx	21 December 2021		
Rev 2	230218 7498 DA Report (Rev 2).docx	18 February 2023	MCo	RU
Rev 3	230224 7498 DA Report (Rev 3).docx	24 February 2023	RU	

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of St John of God Health Care Inc (SJGHC) in support of an Application for Planning Approval for the development of a mental health facility and a multi-storey carpark, and the reinstatement of a vehicle ring road through the St John of God Murdoch Hospital site at Lot 601 (100) Murdoch Drive, Murdoch (**subject site**).

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

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

- Site analysis
- Development details
- Strategic and statutory planning framework

This application was lodged with the Western Australian Planning Commission (**WAPC**) in December 2021 via the temporary approval pathway under Part 17 of the *Planning and Development Act 2005*.

This report was updated in February 2023 to reflect additional information and plans revised prior to advertising of the proposal.

1.2 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

Stakeholder	Date consulted	Method	Key outcomes
Department of Planning, Lands and Heritage (DPLH)	25 August 2021	Meeting	The proponent met with the officers of the DPLH to discuss, at a high level, the proposed development, and the intent to lodge an application with the State Development Assessment Unit (SDAU).
SDAU	2 November 2021	Meeting	The proponent met with the officers of the SDAU, to discuss project progress and the proposed development.
DPLH and SDAU	5 November 2021	Meeting	The proponent met with the officers of the DPLH and SDAU. Further discussions were held outlining anticipated timelines and key considerations of the proposed development.
Melville Design Review Panel (DRP)	3 September 2021	Meeting	Representatives from Silver Thomas Hanley Architecture met with the Melville DRP to discuss site planning considerations, opportunities and constraints, and key concerns relating to the proposed mental health facility. The DRP was supportive of the design approach and provided recommendations on a range of items such as pedestrian connectivity, landscape design, streetscape engagement and natural light and ventilation.

Post lodgement of the application there has been further engagement with key stakeholders. A summary of post-lodgement stakeholder engagement is provided in **Table 2** below.

Table 2: Post-lodgement stakeholder engagement summary

Stakeholder	Date consulted	Method	Key outcomes
SDAU, City of Melville, Department of Transport, Main Roads Western Australia	31 May 2022	Development Assessment Forum	The proponent presented to and engaged in discussion with the SDAU and other key stakeholders to discuss the parking cap, impact on surrounding road network, siting and location of the development, and the impact of road traffic noise.
State Design Review Panel (SDRP)	17 November 2022	Design review	Project team representatives attended and presented at the first design review, and answered queries from Panel members.
Western Power	20 December 2022	Meeting	Representatives from SJGHC and Planning Solutions met with Western Power to discuss reassigning car bays under the parking cap.

2 SITE DETAILS

2.1 Land description

Refer to **Table 3** below for the lot details and a description of the subject site.

Table 3: Lot details

Lot	Deposited Plan	Volume/Folio	Registered proprietor	Area (ha)
601	73197	2829/997	St John of God Health Care Inc	11.6447

The subject site is affected by a series of easements, restrictive covenants and title notifications; however, these do not impose any restrictions in relation to the proposed development.

Refer **Appendix 1** for a copy of the certificate of title and deposited plan.

2.2 Regional context

The subject site is located approximately 13km south of the Perth city centre, approximately 9.5km east of Fremantle and 4km northwest of the Jandakot Airport. It is located within the municipality of City of Melville and within the suburb of Murdoch.

The subject site is adjacent to South Street, which connects the subject site to the Kwinana Freeway. South Street and the Kwinana Freeway connect the subject site to the wider metropolitan region.

Refer **Figure 1** depicting the subject site's regional context.

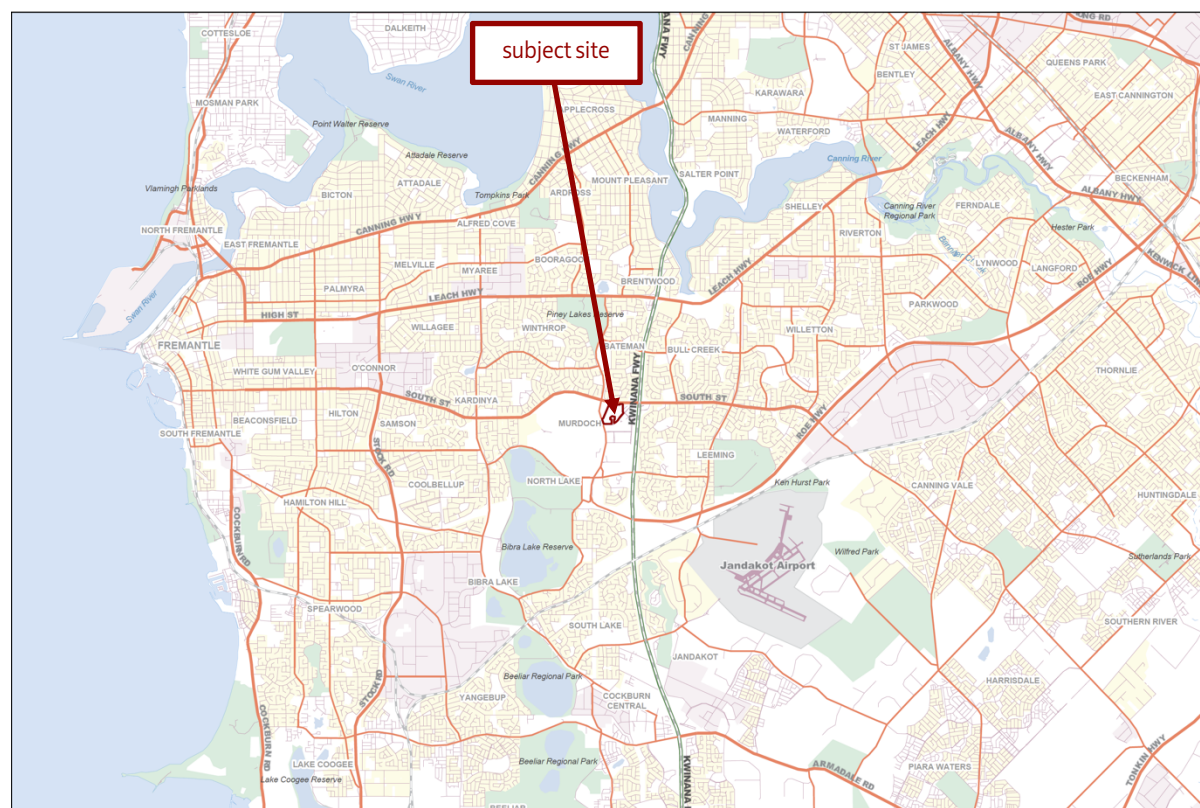


Figure 1: Regional context

2.3 Local context

The subject site is located approximately 500m east of Murdoch University and is adjacent to Fiona Stanley Hospital to the south. The subject site and surrounds are characterised by university and hospital infrastructure within the Murdoch locality. To the north of the subject site is low density residential development.

The subject site is located approximately 500m west of Murdoch train station and bus interchange, which is located on the Mandurah train line. High frequency bus services are provided along Barry Marshall Parade to the bus interchange located at Murdoch train station.

Refer **Figure 2** depicting the subject site's local context.



Figure 2: Local context

2.4 Land use and topography

The subject site is bounded by South Street to the north, Fiona Wood Road to the east, Barry Marshall Parade to the south and Murdoch Drive to the west.

The subject site contains the St John of God Murdoch Hospital - a private hospital, providing a number of medical facilities including an emergency department, maternity ward, cancer centre, paediatrics and orthopaedics, amongst other specialised services. The hospital provides an extensive range of medical facilities to cater for the wider metropolitan region.

The development site has a gentle slope, sloping downwards from approximately 33m in the south-east to 23m in the west.

Refer **Figure 3** for an aerial photograph of the subject site.

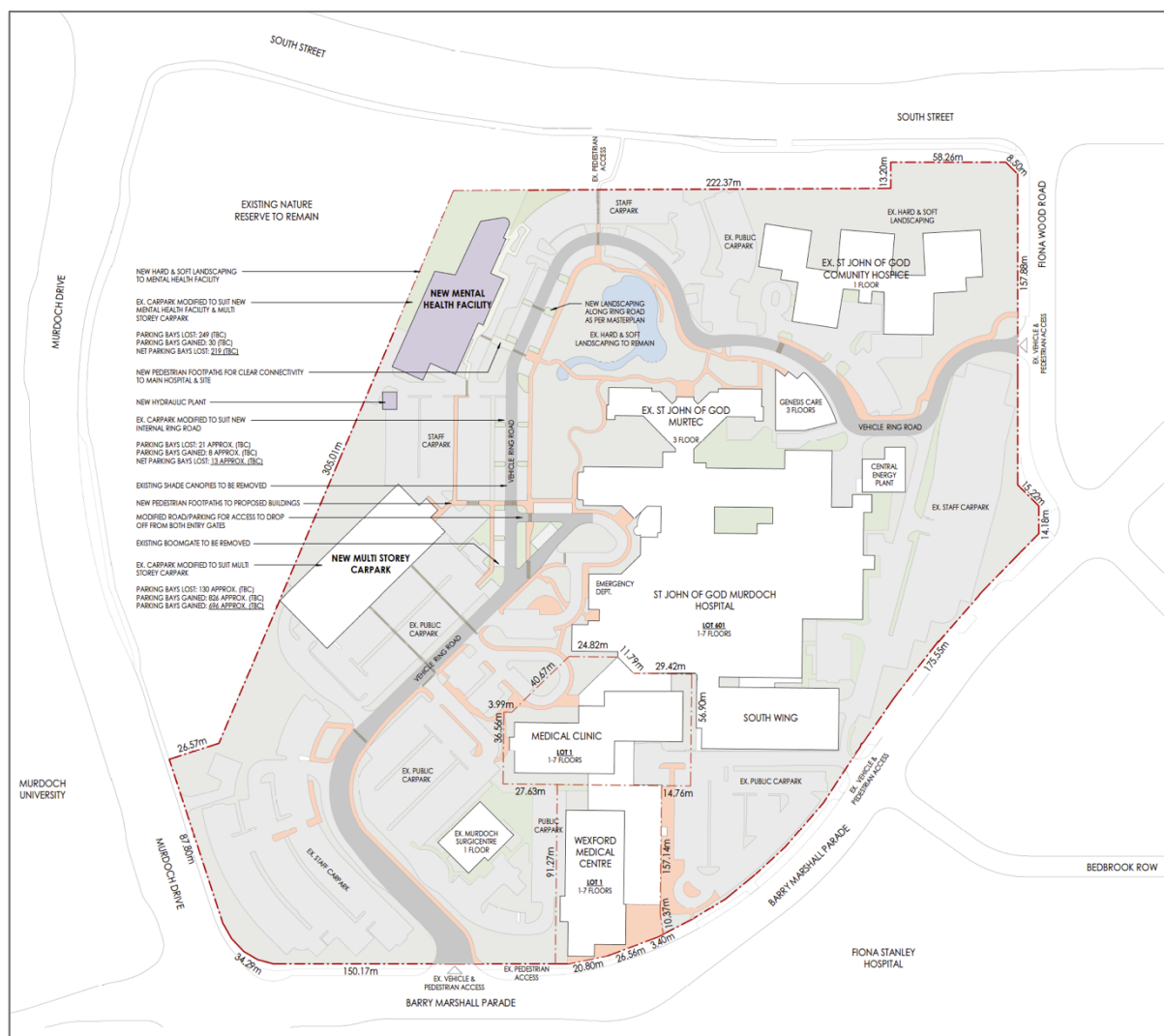


Figure 3: Aerial photograph

3.1 Development overview

The proposed development will expand the offering of essential medical and mental health services to the local community and wider metropolitan region and is suitably located within the existing St John of God Murdoch hospital site.

The mental health facility and multi-level carpark are proposed in the northwestern corner and the western edge of the subject site respectively; as shown in **Figure 4** below. The remainder of the subject site comprises the existing St John of God Murdoch Hospital's health campus and does not form part of this application.



Refer **Appendix 2** for a copy of the development plans.

This application brings together three separate elements, each required to support the others. The individual elements of the proposed development are described below.

3.2 Mental health facility

The proposed mental health facility will provide specialised mental health services and treatments, complimenting and adding to the services offered by the existing St John of God Murdoch hospital.

The proposed mental health facility comprises of a 5-storey building with a total gross floor area (GFA) of 7,915m² and is located on the north-west corner of the development site. Specifically, the proposed development of the mental health facility comprises of:

- Reception and waiting areas for patient administration.
- Wellness centre with various rooms for patients, including but not limited to exercise, art, sensory, relaxation/lounge and family visitation rooms.
- Interview rooms for individual family and small group sessions.
- Consulting suites and sessional consulting spaces for specialised mental health treatment, with a total of 13 consulting rooms and 12 consulting suites.
- Total of 51 rooms with beds provided throughout the three levels of wards.
- One ambulance bay located outside to the west side of the building.
- Various servicing rooms for electricity, waste management, laundry and linen, main switches, storage and communications.
- One bike storage facility room, located to the north side of the ground floor.
- Balconies on each level overlooking the Therapeutic Gardens and surrounding wetland.
- A café with kitchen, connecting to a dining hub.
- One plant room located in a separate building to the west of the main building.
- Pharmacy for the dispensing of patient medication to those accessing mental health services at the facility.
- One Business Centre room on ground level and will include at minimum computer workstations and a printer.
- Various patient handover and treatment rooms.
- Procedure rooms.
- Caregiver and Staff break rooms.
- Numerous offices and administration rooms.
- Lift servicing all levels of the facility.

The proposed mental health facility also provides generous outdoor areas, including access to a proposed landscaped Therapeutic Gardens for all patients and users (see **section 3.5** for more detail on proposed landscaping).

Refer below perspective drawings of the proposed mental health facility.



Figure 5: Perspective drawing of the entry (east) side of the proposed mental health facility



Figure 6: Perspective drawing of the proposed mental health facility and therapeutic gardens

The mental health facility results in the removal of 249 car parking bays and the addition of 30 bays (total net loss of 219 bays).

The design of the proposed development and amenities provided aim to provide quality health care in a "hotel-like" setting. Secure balcony areas are provided on each floor to access natural light, ventilation and views of the Therapy Gardens and adjacent wetland. The corridors and single bedrooms provide generous access to natural light and views of the outdoors. The proposed development ensures the high quality design of patient spaces to assist in delivering specialised mental health services to the surrounding community and wider metropolitan region.

The operational aspects of the proposed mental health facility are summarised below:

- The facility will provide patient care 24 hours a day, 7 days per week to inconsumers who require overnight accommodation.
- Both inconsumers and outconsumers will have access for appointments in the consulting suites for private medical practices, group therapy multipurpose rooms and interview rooms.
- The procedure suite will operate 5 days per week for both inconsumers and outconsumers, for day only treatments or procedures as part of standard care.
- The pharmacy will be accessible 5 days per week, and will supply the Mental Health Service, accommodation levels, procedure rooms, attendees of day programs and consultant suites.
- The dining hub will be open 7 days a week from 6.30am to 7.30pm, providing breakfast, lunch, dinner and snack items, with the option to have meals delivered to patient bedsides.
- The facility will provide a total of 72 beds (24 shelled).
- The proposed mental health facility will have its own dedicated workforce for the new facility and will provide for a range of employment opportunities. Refer to **Appendix 9** for a list of proposed staff positions and approximate intended full time employment (FTE) requirements.

Refer to **Appendix 2** for the development plans for the mental health facility, **Appendix 3** for landscaping plans, **Appendix 4** for an architectural design statement, and **Appendix 5** for a façade + sun study.

3.3 Multi-storey carpark

The proposal involves the development of a 7-storey carpark on the west side of the subject site. Refer below perspective drawing of the proposed carpark.



Figure 7: Perspective drawing of proposed multi-storey carpark

The current use of the site is for vehicle parking. The multi-storey car park will remove an existing 130 car parking bays on the ground level and add approximately 826 bays. This will result in an overall net gain of 696 car parking bays.

The development particulars of the proposed multi-level car park comprise of:

- Approximately 826 car parking bays for staff over 7 storeys;
- Secure bicycle storage on ground level for approximately 42 bicycles;
- Two fire stairwells, located on the west and east side of the development;
- Vehicle ramps providing access to each individual level;
- New landscaping and planter boxes surrounding the development on the ground level;
- Roof canopies on the 7th level with solar panels, providing weather protection to vehicles and car park users;
- Modified pedestrian isles with semi-mountable kerbs on ground level surrounding the boundary of the multi-level car park; and
- Galvanised mesh panels will cover all four facades of the development, with artwork on the northern, eastern and southern facades.
- 12 bays on the ground level will be allocated for electric vehicle charging, using long term 22KW charging units.

The substantial increase in car parking bays will allow for significant improvements to the access and operation of the health campus, and will also cater for the increased traffic and parking demand associated with the proposed mental health facility.

Refer to **Appendix 2** for the development plans for the multi-storey carpark, and **Appendix 6** for the design report for the multi-storey carpark.

3.4 Vehicle ring road

The development reinstates the internal vehicle ring road which links Fiona Wood Road and Barry Marshall Parade to the north and west of the main hospital.

The proposed internal ring road connection will link the two main existing site entries, acting as a wayfinding tool to legibly link buildings and connections through the campus. This will provide a central organising element with clear connections to the proposed mental health facility, multi-storey car park and back to the main hospital and its existing functions. It is also able to accommodate future development, allowing new connections to branch out appropriately as required.

The ring road requires the removal of boom gates and the reconfiguration of car parking near the hospital main entrance to reinstate through connection. The ring road results in the loss of 13 car parking bays.

Refer **Figure 8** showing the internal ring road works.

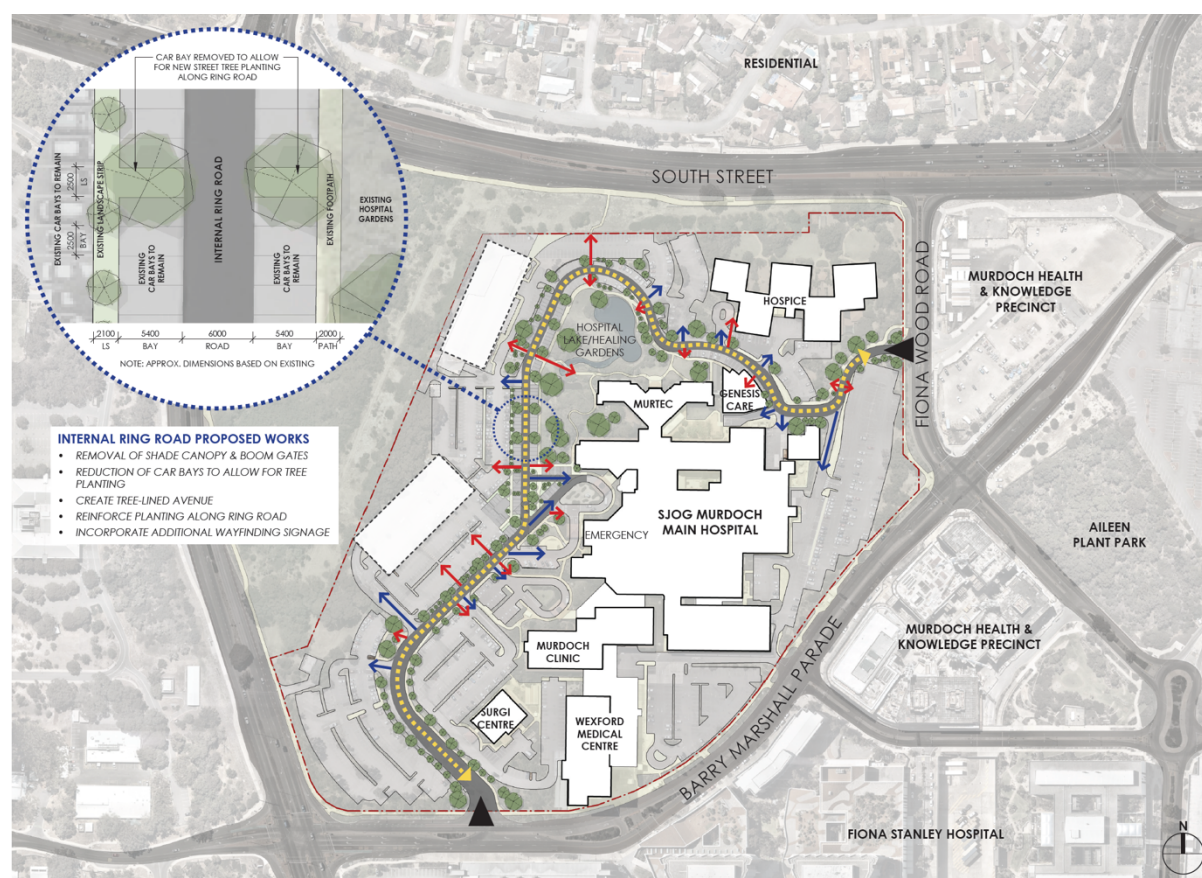


Figure 8: Internal ring road

Refer also **Appendix 2** for the whole-of-site plan showing the ring road; and **Appendix 3** for the landscape masterplan of for the ring road.

3.5 Landscaping

The proposed development integrates landscaping into the design concept with several distinct elements.

A landscape response is provided for the reintegration of the vehicle ring road. The ring road concept increases tree planting, includes functional lighting, and prioritises pedestrian connection and movement. An indicative cross-section is provided which includes different materiality for the ring road pavement to distinguish it from car parking areas, and uses raised plateaus to promote a slow speed environment.

The mental health facility is provided with three dedicated landscape spaces for users of the facility:

- Welcome Garden on the eastern approach to the main entry to the facility. The arrival landscape evokes a sense of calm and retreat to provide a level of comfort to consumers and visitors. Varied seating opportunities, artwork for stimulation and engagement, and wayfinding elements are embedded within a palette of native planting.
- Located to the west side of the mental health facility, 'Therapeutic Gardens' are available to patients, visitors and staff. The Therapeutic Gardens will have a visual outlook to taller vegetation in the adjoining Quenda Wetland and will provide spaces for a variety of different activities including social, relaxation and physical exercise. A range of native vegetation species will be planted in the gardens and various existing trees on the boundary of the Therapeutic Gardens will also be retained. The Therapeutic Gardens aims to utilise the healing qualities of the natural environment for patients at the facility.

- A caregiver garden is a small space semi-private area with direct connection to interior staff room to provide caregivers an opportunity to break, recharge and improve their own wellbeing.

The proposed multi-storey carpark includes planters on every second level to provide a lush landscape outcome. It is proposed mature climbing plants will be trained on external mesh/lattice work. At-grade landscaping is proposed adjacent to the western and southern frontages of the carpark to be sympathetic with the existing bushland and local flora and fauna species.

Refer to **Appendix 3** for a copy of the landscape design report for the ring road and mental health facility and **Appendix 6** for the multi-storey carpark design report describing the landscape treatments.

3.6 Access and parking

The proposed mental health facility has been designed to facilitate the safe and efficient movements of service vehicles, including the deliveries and removal of any waste. A service loading dock is located to the southwest corner of mental health facility. The service access route connects into the adjacent car park and provides adequate room for vehicle manoeuvring. One covered ambulance bay is proposed to be located on the south of the proposed mental health facility, for patient transfer.

The development of the proposed mental health facility requires a considerable footprint and will take up land currently occupied by an existing car park. The staff parking required for the mental health facility in conjunction with the additional growth in parking demand for the overall development site, can be catered for within the proposed multi-level car park.

The development will result in a net increase in car parking of approximately 466 car parking bays. The additional parking will remove stress that the five other existing separate car parking areas may experience during peak demand times, by consolidating staff and visitor parking and improving internal vehicle circulation through the development site.

The proposed increased parking provision from the current supply of 1,892 bays (excluding speciality bays) to 2,356 bays will allow for significant improvements to the operation of the development site as a health precinct and reflects the current and future requirements for health service provision within the surrounding community and wider metropolitan area.

The proposed development provides for the adequate provision of bicycle infrastructure. The mental health facility contains a bicycle storage room with an area of 10m² and end of trip facilities are provided. The multi-storey carpark contains a bicycle storage facility that can hold approximately 42 bicycles.

The multi-level car park proposes to modify the existing pedestrian aisles with semi-mountable kerbs surrounding the car park to provide safe and easily accessible routes for pedestrians to enter and exit the multi-level car park. The existing at grade parking and pedestrian route layout located to the front of the multi-level car park (east side) will be retained during construction and is planned to be modified at a future date.

A Transport Impact Assessment (**TIA**) has been prepared for the proposed development by Stantec. It concludes the ultimate impact of the redevelopment is very minor due to the distribution of demand across the day and high-capacity road infrastructure in the vicinity. The TIA includes:

- Traffic and Parking Assessment, which considers and responds to the parking cap for the Murdoch activity centre.
- Parking Management Plan, which proposes management measures for car parking on the subject site.
- Green Travel Plan, which contains measures designed to shift towards active and sustainable modes of travel.

Refer to **Appendix 7** for a copy of the TIA and supporting appendices.

3.7 Waste management

A Waste Management Plan has been prepared by Suez Group in support of the proposed development. A summary of the report is provided as follows:

- The proposed development includes bin storage area of an appropriate size is located to the rear of building in the designated service/loading area zone.
- It is estimated that when the proposed mental health facility is fully occupied, the facility will generate each week approximately:
 - 25 to 75 tonnes of general waste;
 - 5 to 5 tonnes of cardboard;
 - 0.5 to 5 tonnes of clinical waste (sharps); and
 - 5 to 30 tonnes of recyclables.
- Waste will be collected at varying frequencies and during the hours of 7.00am and 4.30pm as stipulated by SJGHC.
- A private contractor will service the proposed development onsite, utilising a rear loader waste collection vehicle accessing the service areas within the car parks.
- The private contractor's waste collection vehicles will enter and exit the carpark in forward gear, with the ability reverse park in the designated service/loading area zone.
- A building manager will oversee the relevant aspects of waste management for the development site.

Refer **Appendix 8** for a copy of the Waste Management Plan.

3.8 Signage

An External Wayfinding Strategy has been prepared by ID-LAB for the development. The Strategy will assist in delivering the provision of signage required for visitor and staff navigation through the development site.

The Strategy includes design specifications and location plans for the proposed signage. The proposed signage will contain a mixture of pylon signs, totem signs and aluminium sheet sign panels mounted to support poles. Most of the signage provided will be illuminated for visibility purposes and a number of the signs will also be illuminated with LED light display. The Strategy notes that existing signage is to be reused where possible and the car parks are to be renumbered. Materials and finishes for the signage are outlined in the Strategy, but the final colour scheme is to be confirmed.

A summary of the signage to be provided including the description and quantity, is outlined in **Table 4** below.

Table 4: Signage Description and Count

Signage Description	Quantity of Signs
Building identification	1
Car park vehicular identification	7
Car park way out sign	8

Signage Description	Quantity of Signs
Entrance identification	1
Pedestrian directional	21
Gate vehicular directional	3
Precinct vehicle directional	5
Precinct vehicle directional with counter	6
Total	52

Refer **Appendix 9** for a copy of the External Wayfinding Strategy.

3.9 Acoustic attenuation

A SPP5.4 Noise Management Plan has been prepared by Herring Storer Acoustics for the proposed development to assess the noise received within the development from vehicles travelling on Murdoch Drive and South Street and to develop a framework for the management of noise.

A key element of acoustic attenuation is the inclusion of a noise wall along the northern and western edges of the therapeutic gardens. This wall has a height of 2.7m along South Street, tapering down to a height of 1.8m toward the southern end of the therapeutic garden.

The Noise Management Plan notes proposed walls and windows provide sufficient amelioration of traffic noise, and makes recommendations in regard to a noise wall to provide a suitable level of acoustic amenity for the therapeutic gardens of the mental health facility.

Refer to **Appendix 10** for the SPP5.4 Noise Management Plan.

4 STRATEGIC PLANNING FRAMEWORK

4.1 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.

The TIA prepared with this application has considered the suitability of an access and parking strategy for the subject site, with reference to WAPC policy. It reasons that the Murdoch Activity Centre parking cap structure, while a progressive and forward-thinking concept, cannot be considered fit-for-purpose because of the ongoing issues with public transport access and service provision to the health campus. Refer the Traffic and Parking Assessment, included in TIA at **Appendix 7**, for detailed consideration.

As a vital service provider, St John of God Murdoch Hospital will continue to need on-site parking to facilitate access. The proposed mental health facility is therefore dependant on the construction of the proposed multi-level car park and the additional bays it provides. The proposal will allow for substantial improvements to the operation of the campus, the legibility of access, and the provision of health services to the southern suburbs and the wider Perth metropolitan area.

5 STATUTORY PLANNING FRAMEWORK

5.1 Planning and Development Act 2005

The *Planning and Development Act 2005 (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 to **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 5.2 and section 5.3 of this report for consideration of the purpose and intent of the relevant planning scheme.
(b) <i>the need to ensure the orderly and proper planning, and the preservation of amenity, of that locality; and</i>	<p>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 strategic planning documents support the orderly and proper development of infill through the region by encouraging development adjacent to activity centres, station precincts and urban corridors. At the local scale, the development is broadly consistent with the planning undertaken for the subject site and its immediate surrounds.</p> <p>Specific consideration has been given to amenity for users of the therapeutic gardens. A noise wall around the perimeter of the gardens provides acoustic attenuation of traffic noise, but the height is tapered to allow views to the Quenda Wetlands to the west. The bulk and scale of the 2.7m high section of wall has been moderated by raising the ground levels near the wall as shown on drawing DA09.00 (refer Appendix 2), reducing the apparent height of the wall from within the gardens.</p> <p>The development is proposed in a manner which does not detract from the amenity of the locality.</p>
(c) <i>the need to facilitate development in response to the economic effects of the COVID-19 pandemic; and</i>	<p>SJGHC has confirmed funding has been approved for the proposed redevelopment, and the development should proceed as soon as possible.</p> <p>The proposed development is an investment into construction works that will result in an additional 72 new beds, providing an economic response to the COVID-19 pandemic and also improving the quality of mental health care in the Perth metropolitan area.</p> <p>Refer Appendix 11 for a COVID-19 Economic Recovery Statement from SJGHC for the project.</p>

Matter to be considered	Response
(d) any relevant State planning policies and any other relevant policies of the Commission.	Refer section 5.4 and section 5.5 for consideration of the relevant State planning policies and other WAPC policies.

5.2 Metropolitan Region Scheme

The subject site is reserved for 'Public Purposes – Hospital' under the Metropolitan Region Scheme (MRS), with the exception of a small (and in the context of this application insignificant) portion of the subject site in its eastern corner which is zoned 'Urban' under the MRS. Refer **Figure 9** for a map showing the zoning and reservation of the subject site.

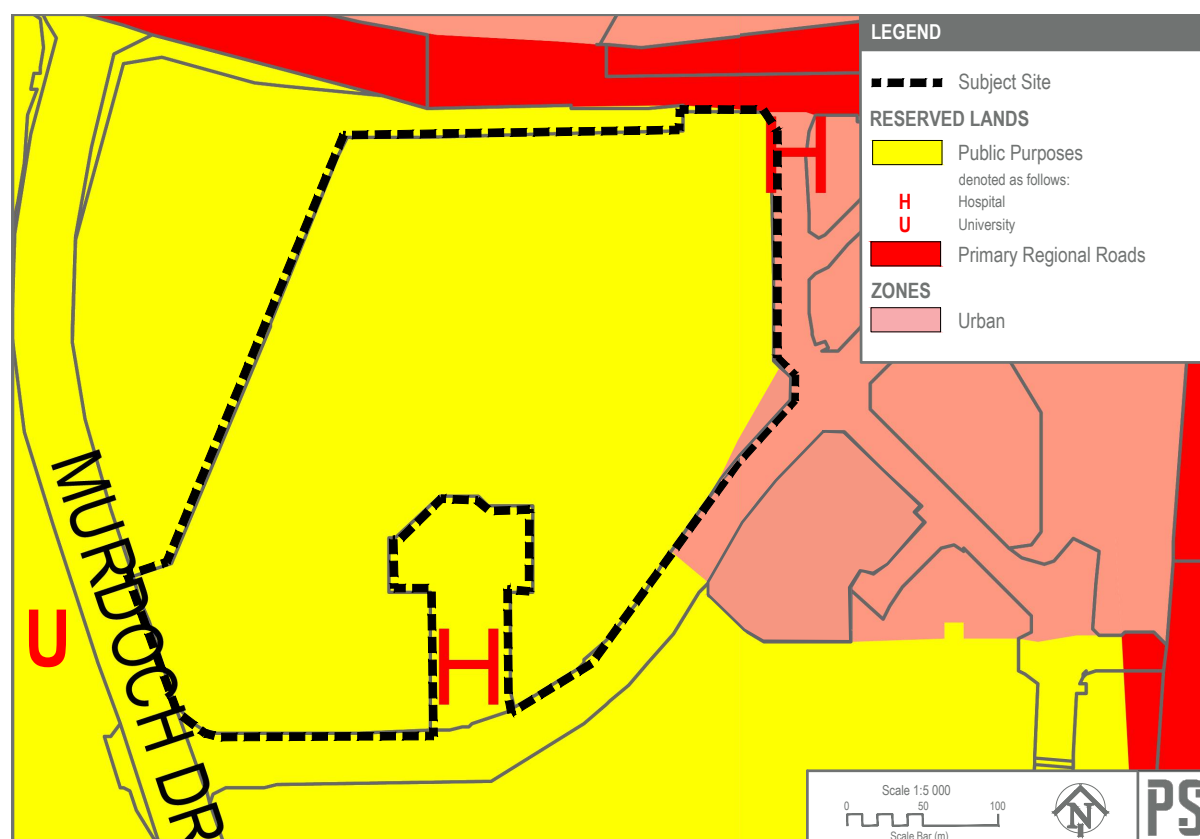


Figure 9: MRS zoning and reserves map

Clause 30(1) of the MRS requires that in considering an application for development approval, regard is to be had to the purpose for which the land is zoned or reserved under the Scheme, the orderly and proper planning of the locality and the preservation of the amenities of the locality. In this respect:

- The proposed development aligns with the purpose of the reserved land, being for hospital and related activities.
- This application comprehensively addresses the planning framework in an orderly fashion and demonstrates the proposal's suitability for approval.
- The proposed development preserves the amenity of the locality; the development is not of a nature of type that would affect nearby areas (a wetland, regional road, and the hospital site on which it is located).
- The proposed multi-level car park for staff parking is ancillary to the mental health facility and is necessary for the operation of the St John of God Murdoch Hospital health campus.

The proposed development is consistent with the provisions of the MRS and can be approved accordingly.

5.3 City of Melville Local Planning Scheme No.6

The local planning scheme applicable to the subject site is the City of Melville *Local Planning Scheme No. 6 (LPS6)*. The majority of the subject site including the area covered by the proposed development, is not zoned or reserved under LPS6, due to the region scheme reservation which applies under the MRS.

Pursuant to clause 61 of the Deemed Provisions (Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*), which forms part of LPS6, development approval is not required for development on land reserved under the MRS. Accordingly, no further assessment has been undertaken under LPS6 or any subsidiary documents made under LPS6 such as local planning policies.

A small portion of land at the eastern extremity of the subject site is zoned 'Urban Development' under the provisions of LSP6. No development is proposed on the land zoned under LPS6.

5.4 State Planning Policies

5.4.1 State Planning Policy 4.2 Activity Centres for Perth and Peel

State Planning Policy 4.2 Activity Centres for Perth and Peel (**SPP4.2**) was prepared to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning. Other purposes of SPP4.2 include the integration of activity centres with public transport; ensuring activity centres contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters; and lower transport energy use and associated carbon emissions.

Murdoch is recognised as a specialised centre in SPP4.2. Specialised centres focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility.

Clause 5.2.3(7) of SPP4.2 states the responsible authority should, with respect to traffic and parking in specialised centres:

- *provide guidance for the location and management of parking supply to prioritise access between different user groups and specify targets (eg. short stay turnover, supply and management of service/delivery parking, compliance and an enforcement regime for public parking);*
- *base parking supply and management standards on reciprocal use and other efficiency opportunities, especially common-user parking facilities;*
- *ensure that the access, circulation and parking needs for all users including cyclists, motor cyclists, disability parking, service/delivery vehicles, public transport and essential services are catered for; and*
- *require application of a regulatory and parking fee system that supports the efficient supply and use of parking and alternatives to private car use.*

A Traffic and Parking Assessment has been prepared in support of the development application which comprehensively addresses the traffic and parking requirements of SPP4.2. Refer to **Appendix 7** for a copy of the Traffic and Parking Assessment which is included with the TIA.

Clause 6.4(1) of SPP4.2 requires a structure plan to be prepared for specialised centres. Refer to **section 5.6** below for consideration of the relevant structure plan.

5.4.2 State Planning Policy 5.4 Road and Rail Noise

The purpose of State Planning Policy 5.4 Road and Rail Noise (**SPP5.4**) is to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

Under SPP5.4 a noise sensitive land use and/or development includes a hospital. As South Street is a strategic freight / major traffic route under SPP5.4 and the mental health facility is within 300m of South Street, the development is required to address the provisions of SPP5.4.

SPP5.4 sets noise targets for indoor and outdoor areas of noise-sensitive development. These targets are to be addressed by preparing:

- A noise exposure forecast to establish estimated potential noise impacts on the sensitive land use and/or development, and/or
- A noise level contour map demonstrating the likely noise levels, and/or
- A noise management plan by a suitably qualified professional acoustics engineer or consultant to determine actual noise levels across the subject site and demonstrate that the proposal can adequately mitigate the noise impacts through use of noise attenuation measures.

SPP5.4 requires development applications in areas affected by traffic noise to manage and avoid land-use conflict through design measures and the application of noise mitigation measures. SPP5.4 confirms the decision-maker can impose conditions of approval for the implementation of mitigation measures.

The proposed mental health facility responds to the requirements of SPP5.4 in the following manner:

- Proposed walls and glazing of the development meet the minimum requirements for noise amelioration to internal rooms.
- A 2.7m-high core-filled brick wall is proposed along the South Street frontage of the therapy garden and portion of the western (Quenda Wetland) frontage. The fence tapers down in height to 1.8m further south, reflecting the change in natural ground level. Implementation of a proposed fence will reduce the outdoor noise level below the SPP5.4 target in most areas, whilst still providing an outlook to Quenda Wetlands.

Refer **Appendix 10** for a copy of the SPP5.4 Noise Management Plan.

5.4.3 State Planning Policy 7.0 Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (SPP7) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of design principles, providing a consistent framework to guide the design, review, and decision-making process for planning proposals. A SPP7 design principles assessment of the mental health facility has been prepared by Silver Thomas Hanley Architecture (refer to **Appendix 4**).

SPP7 also provides for a design review process. In this respect, the proposed mental health facility was considered by the DRP on 3 September 2021. This design was also considered by the SDRP on 17 November 2022. Recommendations of both design review processes has been incorporated into the responses and design of the current proposal.

One of the SDRP's recommendations was the preparation of a comprehensive spatial masterplan that is the result of a robust analysis of the opportunities and limitations of the site, and current and future programmatic needs. To this end, SJGHC has updated its 2013 masterplan that had been prepared to guide its corporate, funding, and site layout decision-making. The updated masterplan (February 2023) sets out buildings, zones, and circulation spaces based on site analysis, and includes the vehicle ring road, mental health facility, car parking, anticipated development on the eastern side of the hospital (not part of this application), and future development zones. The masterplan has no statutory planning status but is included primarily as a response to the SDRP's queries on site context planning. Refer **Appendix 12** for a copy of the masterplan study.

The SDRP also recommended exploring other siting options on the basis the mental health facility's proximity to South Street traffic noise and resulting noise wall both compromise its therapeutic efficacy and result in other missed design opportunities. In essence, the SDRP considered the mental health facility may be better protected from traffic noise in another location on the campus. This is, however, not the case as noise from Murdoch Drive and South Street infiltrates into all western and northern portions of the site and there is no area suitable for the facility that would meet SPP5.4 outdoor noise targets without acoustic attenuation (noise walls). A key factor in the siting of mental health facility was a desire provide its own setting separate to and character separate to the more surgical character of the main hospital. It also retains the land near the hospital's main entry for car parking. To address the SDRP's comments a building siting study has been included at **Appendix 13**. It is not, however, relevant to the planning assessment (a planning decision-maker cannot take into account hypothetical alternative designs).

5.4.4 State Planning Policy 7.2 Precinct Design

State Planning Policy 7.2 Precinct Design (**SPP7.2**) was prepared to provide guidance on the design, planning, assessment and implementation of precinct structure plans, local development plans, subdivision and development in areas identified as precincts. It applies to activity centres defined in SPP4.2 and therefore applies to the subject site. The objectives of SPP7.2 are:

1. *Ensure that precinct planning and design processes accommodate growth in a coordinated manner and deliver good quality built environment outcomes that provide social, economic and environmental benefits.*
2. *Ensure consistency and rigour of precinct planning across the State.*
3. *Enable design review to be incorporated in precinct planning processes, with due regard given to the advice received.*

The development responds to the structure planning that has been undertaken for the Murdoch Activity Centre; refer to **section 5.6**. The development is therefore consistent with the objectives of SPP7.2.

5.5 Other WAPC policies

5.5.1 Development Control Policy 1.2 Development Control - General Principles

The WAPC's *Development Control Policy 1.2 Development Control - General Principles* (**DC Policy 1.2**) sets out general principles that will be applied by the WAPC in its determination of applications for which it is the responsible authority.

Clause 3.1 of DC Policy 1.2 provides that the WAPC will have regard to the following planning considerations, set out in **Table 6**.

Table 6: DC Policy 1.2 relevant planning considerations

Planning consideration	Response
<i>compatibility with relevant planning policies, strategies and development control criteria</i>	This development application report considers the relevant strategic and statutory planning framework.
<i>integration of development into the site and its surroundings;</i>	The proposal has been designed to provide the desired separation of the proposed buildings from existing hospital facilities and to integrate with the hospital's site planning.
<i>transport and traffic impacts;</i>	Refer to Appendix 7 which provides a comprehensive and detailed response to transport and traffic impacts.
<i>vehicular and non vehicular access, circulation and car parking;</i>	Refer to Appendix 7 which provides a comprehensive and detailed response to circulation and parking.
<i>relevant environmental, economic and social factors;</i>	The proposed development: <ul style="list-style-type: none"> • does not impact the natural environment; • provides an economic response to the COVID-19 pandemic, providing construction jobs as well as permanent employment for caregivers (refer the COVID-19 Economic Recovery Statement at Appendix 11); and • improves health services (particularly in respect of mental health providing an overall benefit to society.
<i>relevant factors of amenity and sustainability.</i>	The proposed development is located such that it does not impact the amenity of the locality (due to the site's separation from other land uses). It has also been designed to a high standard, providing good amenity for patients and staff. This includes an acoustic wall to the mental health facility to provide compliance with SPP5.4 outdoor noise targets over most areas in the therapeutic garden. Sustainability has been addressed in the design statement for the mental health facility (refer Appendix 4) and carpark (refer Appendix 6).

The development suitably addresses the relevant considerations in DC Policy 1.2.

5.5.2 Murdoch Activity Centre Access and Parking Policy

In 2011 the WAPC adopted the *Murdoch Activity Centre Access and Parking Policy* (**Access and Parking Policy**) as a guide for the future transport planning for the Murdoch activity centre precinct until the proposed State Planning Policy (SPP) - Metropolitan Centres Parking has been gazetted and the draft Access and Parking Policy can be updated and modified to be consistent with the SPP.

While it has been adopted as a 'policy', it does not fall within the WAPC's policy framework (it is not a SPP, development control policy, operational policy, position statement, or anything else in SPP1 State Planning Framework). It is not published on the WAPC's website. The WAPC's 2011 resolution indicated the Policy would have interim effect until a SPP for centres parking has been established, but to date no such SPP has been prepared. No known review of the Policy has been undertaken since 2011. These shortcomings raise doubt on the Policy's currency and relevance. An assessment against the Policy has nonetheless been undertaken.

Some of the principles of the Access and Parking Policy include:

- Managing the volume of traffic to and from the Murdoch activity centre within the capacity of the planned external road network, by developments not exceeding the parking cap.

- An adequate range of parking facilities being provided and managed having regard to core business functionality, availability of public transport, road capacity, traffic flow, and environmental conditions.
- Parking facilities will be provided and operated to maximise their efficiency.
- At least 25% of parking for public and visitor parking.
- Off-street parking areas should be located and designed so they are an integral part of the development of the site.
- Landowners developing and maintaining parking management plans for their sites.
- Site users and employers develop and implement travel plans, with travel plans being submitted with all development applications.

The Access and Parking Policy applied a car parking cap of 2,074 bays on the St John of God Murdoch Hospital site. This was based on application of a parking rate of 170 bays per gross hectare. The gross hectare calculation includes areas of roads and public open space. However, it has not been equitably applied. For example, the Fiona Stanley Precinct benefits from the inclusion of several roads (including the full width of Barry Marshall Parade and Fiona Wood Road), train station carpark, and two parks – none which in of themselves generate a demand for parking. The St John of God Murdoch Hospital, on the otherhand, excludes the adjoining roads (Barry Marshall Parade, Fiona Wood Road) and parkland (Quenda Wetlands) – consequently it has been severely compromised by the inequitable distribution of bays under the parking cap.

The application proposes a net total of 2,356 bays, exceeding the cap by 282 bays. Consequently, a Traffic and Parking Assessment has been prepared which provides a detailed response to the Access and Parking Policy in detail and providing justification for the parking cap exceedance. It observes:

1. Community health service needs have grown faster than anticipated.
2. Development of the mixed use precinct in the core of the Murdoch specialised centre has lagged substantially. There are currently no adjacent land uses that would support reduced car travel (child-care, retail, residential etc.)
3. The construction of the at-grade park and ride facility creates a substantial fraction of the trip generation envisaged in the parking cap.
4. The public transport network is not yet sufficiently developed to accommodate the low private vehicle mode shares projected in the structure planning for the Murdoch specialised centre.
5. Fundamental changes to the strategic transport network have been completed subsequent to the determination of the parking cap, calling into question the validity of the original limit.

The Traffic and Parking Assessment concluded the parking cap for the St John of God Murdoch Hospital site cannot be considered fit-for-purpose, and in order not to stifle necessary expansion and improvements in health care the application warrants approval. Refer **Appendix 4** for the Traffic and Parking Assessment, included with the TIA.

Notwithstanding the inequitable distribution of bays under the cap or the justification provided in the Traffic and Parking Assessment, SJGHC has actively engaged with other beneficiaries of the parking bay cap under the Access and Parking Policy. It has identified three sub-precincts of the Access and Parking Policy which are either undevelopable or are unlikely to ever be developed. These sub-precincts are shaded in red in **Figure 10** below.

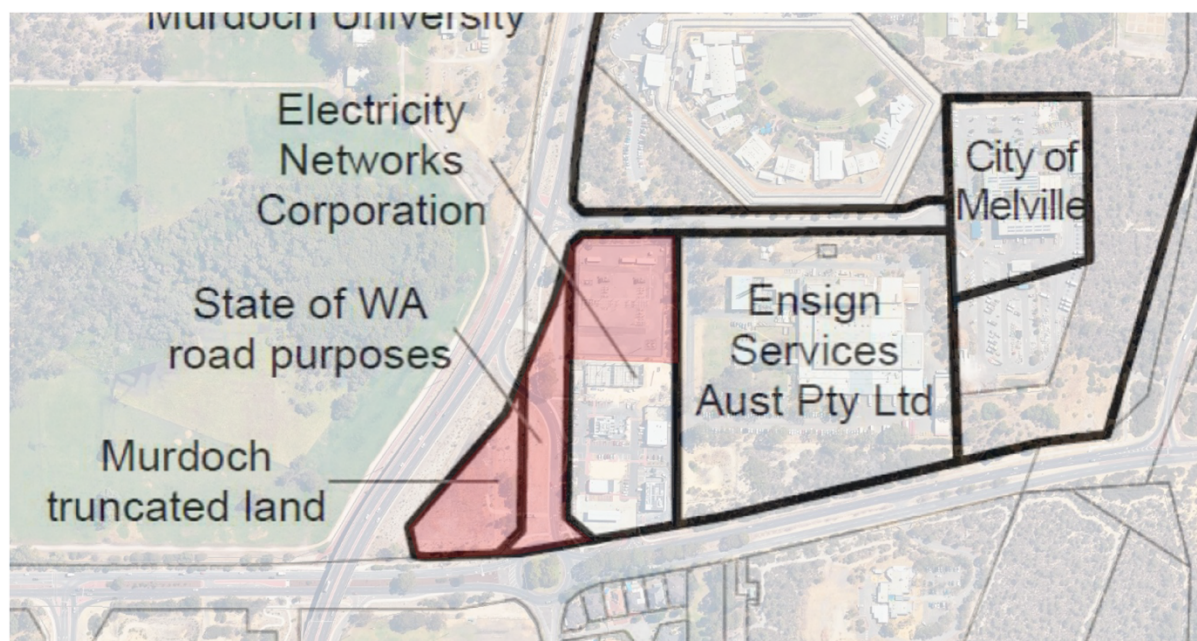


Figure 10: Extract from Access and Parking Policy sub-precincts showing underutilised parking provision in red

The MAC Parking Policy assigns **335 car parking bays** to these sub-precincts, delineated as follows:

Table 7: Sub-precincts proposed for reallocation of car bays under the parking cap

Sub-precincts	Gross land area in Ha as per MAC Structure Plan (Part A)	Parking Rate per ha	Parking Cap/ methodology
Electricity Networks Corporation	2.69 (for the full precinct) Western Power substation only – 1.08ha	120	312 bays - determined by application of the parking rate to the gross land area Western Power site only – 130 bays
State of WA currently used for road purposes	0.9	120	109 bays - determined by application of the parking rate to the gross land area.
Murdoch truncated land	0.8	120	96 bays - determined by application of the parking rate to the gross land area
TOTAL			335 bays

In respect of these three precincts:

- Western Power has on-sold its surplus land, which is now developed with a service commercial development. The remaining 1.08ha is developed with a substation which is likely to remain in place for the foreseeable future and is not available for any other development. The substation does not generate a demand for parking other than occasional maintenance vehicles.
- The State of WA road purposes land has been retained as a road reserve and contains the Murdoch Drive – Farrington Road link. It is not available for any use generating a parking demand.
- The truncated land has been developed with stormwater drainage infrastructure for the adjacent Murdoch Drive. It forms part of the road reserve and is not available for any use generating a parking demand.

It would be appropriate for these 335 bays to be reassigned to the St John of God Hospital sub-precinct. This will redress the imbalance with the Fiona Stanley Hospital sub-precinct which benefits from parking assigned on a per hectare basis for public roads and parkland within that sub-precinct that do not otherwise generate a demand for parking (for example, Barry Marshall Parade, Fiona Wood Road, Robin Warren Drive, Moitch Park, and others), where the St John of God Hospital sub-precinct does not have any roads or parkland.

SJGHC has engaged with Western Power and City of Melville, who own the land comprising these three sub-precincts. At the time of preparing this report, however, neither has provided formal support.

The development application proposes an additional 282 car bays above the parking cap. Reassigning 335 bays from other sub-precincts results in the total parking increase being within the total quantum of parking permitted under the Access and Parking Policy and the reallocation does not impact any developable areas in the Policy area. It would be appropriate for the WAPC to grant development approval for the proposed development subject to the on-site car parking not exceeding 2,409 bays (2,074 + 335), to be noted for any future review of the Access and Parking Policy.

5.6 Murdoch Specialised Activity Centre Structure Plan

The Murdoch Activity Centre Structure Plan (**MSACSP**) (January 2014) was prepared by the WAPC to set a framework facilitating the future development of Murdoch as a specialised centre. The MSACSP has a long-term vision for the market driven agglomeration of key health, education and research activities and the continued promotion of Murdoch as a knowledge intensive and competitive urban centre.

A common theme throughout MSACSP is the further planning and implementation to be undertaken in a way which focuses on the core in the short term and depends on delivery of key transport infrastructure to ensure its aims are not compromised. To this end, the inside cover of the MSACSP includes the following disclaimer (which is repeated at the start of Section 7):

This Structure Plan for the Murdoch Activity Centre is a high-level, aspirational and long-term plan and a range of issues will require further consideration over time including further detailed planning, funding, and legislative changes. New and upgraded infrastructure needed to implement the Structure Plan in the medium to long-term has not been committed to, or funded by, Government.

In section 7.4 of the MSACSP it is stated:

The structure plan will have implications for the provisions of the respective local schemes. This will involve the introduction of structure plan, detailed area plan, local structure plan and development contribution provisions as well as new zonings to facilitate the objectives of the structure plan.

The Traffic and Parking Assessment prepared for this application notes that with respect to the proposed development, the relocation of the Murdoch train station park 'n' ride carpark has been an impediment to the implementation of the mixed use precinct (i.e. the core area), west of the subject site, as well as the lack of destinations, development offerings, and residential development that reduced the viability of non-car trips to and from the core and contributing to a high level of car use. It also notes public transport services linking to Murdoch operate at relatively low frequencies, less than the MSACSP's desired rapid transit route along Barry Marshall Parade. Until these and other improvements are made, it will be difficult to generate the level of modal shift envisaged by the MSACSP. Refer to **Appendix 7** for the Traffic and Parking Assessment included with the TIA.

As the long-term aspirations of the MSACSP are yet to be implemented into the statutory planning framework, a degree of caution should be exercised in applying its requirements, although the caution may be unfounded as the development generally achieves the objectives and provisions of the MSACSP.

5.6.1 Objectives of the Murdoch Specialised Activity Centre Structure Plan

The planning objectives of the MSACSP are addressed as follows:

Table 8: Murdoch Specialised Activity Centre Structure Plan objectives

#	Objective	Comment	Objective met?
1	<i>A major urban centre with one of the highest levels of activity and employment outside the Perth CBD.</i>	The proposed development will create approximately 165 FTE additional employment opportunities within the Murdoch Activity Centre at the proposed mental health facility. Refer to Appendix 11 for an COVID-19 Economic Recovery Statement outlining the employment generated by the proposed development.	✓
2	<i>A national centre for excellence in health, education and commercialisation of knowledge.</i>	The proposed development will continue to aid the progression of the Murdoch Activity Centre towards a national centre for excellence in health through a facility that provides highly specialised and unique mental health services.	✓
3	<i>An affordable, attractive and convenient community in which to live, including low-cost and higher-density forms of accommodation e.g. for students, workers, retirees and those in health care.</i>	Although not directly relevant to the proposed development, this objective relates directly to those in health care. It is clearly the intent of the area to provide accommodation for workers in the health care sector. The proposed development will provide employment and training in the health care sector to those who live in the surrounding area and wider community.	✓

5.6.2 Spatial structure

The overall structure of the MSACSP is defined by a core, a corridor, and a frame. The subject site is located in the corridor. In respect of the prioritisation of development, the MSACSP states (section 2.7):

The core is the area which should be most intense and active within the centre, with the greatest proportion of jobs and highest density of buildings. Except for specialist development (e.g. new hospital buildings) the urban core is the area that is to be prioritised for new activities over all others.

While the subject site is located in the corridor, not the core, it is a specialist health development which (pursuant to the above quote) is appropriately located in the corridor area.

5.6.3 Precinct 2 – Murdoch Health Precinct

The subject site is located in Precinct 2 – Murdoch Health Precinct of the MSACSP. The guidance this precinct is:

St John of God and Fiona Stanley Hospitals will continue to support the predominant activity of health services but these campuses will be heavily augmented by the adjacent mixed use environment in the mixed use precinct which will add vibrancy to the area. The urban character of the hospitals will largely remain unchanged, but may densify with infill development over time – surface car parks being opportunities to redress spatial dislocation of activity and urban form.

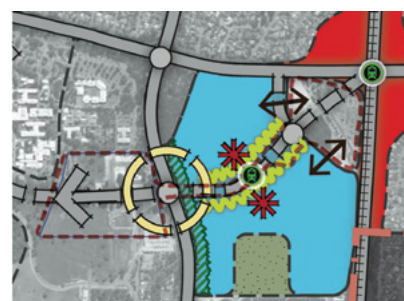


Figure 11: Precinct 2 plan

Although the two major hospitals are contained within one precinct, it is recognised that it will be more practical for the institutions to progress with campus masterplanning individually. Any separate local structure plans submitted by/on behalf of SJOGH and FSH will meet with the local structure planning requirement, stipulated in the Structure Plan.

The overall urban design guidance set out in this Structure Plan will help to foster improved integration of urban design across institutional boundaries and ensure that any local structure plans submitted by the two hospitals in the Health Precinct provide appropriate co-ordination of the two campuses, particularly where they interface at Barry Marshall Parade.

It is considered the proposed development is entirely appropriate as it:

- will provide support to the existing activity of health services offered by St John of God Murdoch Hospital;
- is an infill development located centrally in the site, that fits in with the urban character of St John of God Murdoch Hospital and adds to density within the precinct.

5.6.4 Activity

The MSACSP recognises the need for St John of God Murdoch Hospital to expand to meet the growing demand for health services as Perth's population increases.

5.6.5 Movement

The MSACSP includes a strategy for enforcement of strategic car parking limits and planning controls to promote the use of public transport, reduce car dependency and deliver a more active on-street parking regime within and around the urban core, as per the Activity Centre Access and Parking Policy. This has been addressed in **section 5.5.1** of this report.

5.6.6 Urban form

Clause 5.4, Table 5-1: Built Form Guidelines of the MSACSP provides the built form requirements applicable to development in the 'corridor' area. A high-level assessment of the proposed development is provided in **Table 9** below.

Table 9: Built form requirements of MSACSP

Requirement	Provided	Compliance
Urban Grain (e.g. building pattern)		
<i>Semi-formal block pattern with partial activation to streets except within some campuses.</i>	The proposed development is located on the northwestern corner of development site. Substantial glazing, along with various building entrances, and the dining / hub café are provided along the northern / northwestern elevations of the building.	✓
Townscape Character (e.g. coherence)		
<i>Mid-scale density and built forms with infill development blending with more traditional or well-established campus architecture.</i>	The proposed development is considered mid-scale density, and the design appropriately responds to the context of the Murdoch Precinct. The design of the new mental health facility uses brick on the ground floor to reflect more traditional architecture, whilst using more modern panelling on the upper floors.	✓

Requirement	Provided	Compliance
Building Typology and Scale (e.g. heights)		
<i>Generally, 3–6 storeys (with up to 10 storeys in landmark locations).</i>	<p>Mental health facility: 5-storeys. Multi-level car park: 7-storeys.</p> <p>The proposed building heights are generally consistent with the built form aspirations of the MSACSP, and importantly are consistent with the heights of existing buildings in the area including the St John of God Murdoch Hospital and Wexford Medical Centre which are both 7-storeys in height.</p> <p>The proposed development heights are appropriate within its context.</p>	✓
Block Layout Principles (e.g. setbacks)		
<i>Site coverage 80-100% up to 2m setbacks.</i>	The developments will cover a majority of the site areas. The mental health facility will also contain a large area of soft and hard landscaping, to provide an attractive frontage to the internal road of the development site.	✓
<i>Upper storeys up to 5m setback.</i>	N/A – no setback is proposed or required for the upper levels.	N/A
Building Facades and Frontages (e.g. articulation and activation)		
<i>Vertical articulation preferred.</i>	The development proposes appropriate vertical articulation for mental health facility, and multi-storey car park.	✓
<i>50-70% active frontages (80% along transit frontage).</i>	The northern / northwestern elevations utilise various entrances and glazing on the ground floor to provide activation, including an entrance to the dining hub and café.	✓
<i>Atriums not permitted on building frontages.</i>	No atriums are proposed as part of the development.	✓
<i>75% of facades to have entry or window openings.</i>	The facades of the mental health facility propose an appropriate number of entry / window openings for the land use and the context of the site. All facades comprise entry / window openings.	✓
<i>Unbroken awnings where 0.0m setback employed or else 75% coverage.</i>	Canopies are provided along the north-western and eastern elevations.	✓
Vehicular Access (e.g. servicing and parking)		
<i>From lane entries off side or rear streets.</i>	Access will be obtained from the existing internal road network.	N/A
<i>Lanes may have secondary access and service areas.</i>		
<i>Temporary lease car parking permitted.</i>	No temporary lease parking is proposed.	N/A
<i>Permanent car parking in basement or integrated into built form.</i>	The proposed multi-storey parking facility will provide parking for staff members within a built form structure, replacing open-air carparks.	✓

5.6.7 Resource conservation

The MSACSP provides considerations for resource (including energy, water, waste) and natural habitat strategies and opportunities available to future development within the Murdoch Activity Centre. These considerations around resource conservation are aimed to be addressed early in the planning process, with substantial impacts on relevant environmental factors being avoided where possible, and in turn the costs of mitigation and environmental management are reduced.

Refer the design principle assessment for the mental health facility (refer **Appendix 4**) and the multi-storey carpark design report (refer **Appendix 6**) for a description of sustainability initiatives for the proposed development.

6 CONCLUSION

This application seeks approval for the development of a 5-storey mental health facility and a 7-storey multi-level car park and the reinstatement of the vehicle ring road within the existing St John of God Murdoch health campus.

In summary, the proposal warrants approval for the following reasons:

- The proposed facility will expand upon the medical services offered by the existing St John of God Murdoch hospital and provide essential medical services to the wider Perth metropolitan area.
- The proposed development will deliver a use which is entirely suitable within its context of the existing St John of God Murdoch hospital and the land by virtue of the Metropolitan Region Scheme reservation, thereby demonstrating the suitability and appropriateness of the proposed development on the subject site.
- The proposed development will provide a substantial increase of car parking provision that addresses the staff parking necessary for the new proposed mental health facility and also for the increasing demand for car parking throughout the entire St John of God Murdoch health campus. The increased provision of car parking delivered through the proposal will be crucial to the operation of the health campus as a vital service provider.
- The proposed development is designed to a high standard and will result in a positive built form outcome for the development site. The development provides an impetus on functionality and provides an appropriate transition between the existing hospital facilities.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed development for the development site. Accordingly, it is appropriate for the WAPC to grant approval to the proposed development.

Appendix 1: Certificate of Title

Appendix 2: Development Plans

Appendix 3: Landscaping Design Report

Appendix 4:

SPP7 Design Principles (mental health facility)

Appendix 5:

Facade + Sun Study

Appendix 6: New Multi-level Carpark Design Report

Appendix 7: Transport Impact Assessment

Appendix 8: Waste Management Plan

Appendix 9: External Wayfinding Strategy

Appendix 10: SPP5.4 Noise Management Plan

Appendix 11: COVID-19 Economic Recovery Statement

Appendix 12: Masterplan Study

Appendix 13: Building Siting Study