



WAPC

Western
Australian
Planning
Commission

LEADING A
CONTEMPORARY
PLANNING SYSTEM

agenda

Western Australian Planning Commission

**Notice is hereby given the next meeting of the
Western Australian Planning Commission
will be:**

Thursday, 12 February, 2026, 1:00 pm

1. Meeting Opening and Commencement

1.1 Acknowledgement of Country

1.2 Apologies and leave of absence

Commissioner Sheers - Apology

1.3 Disclosure of interests

1.4 Disclosures of representation

1.5 Declaration of due consideration

2. Deputations and presentations

2.1 Development Application – Women and Babies Hospital Stage 2, Murdoch - Determination

6 - 8

Presenters: Marcel Barakat - WeBuild Group and Raul Used - Office of Major Infrastructure Delivery

2.2 Development Application – Women and Babies Hospital Stage 2, Murdoch - Determination

9 - 14

Written Submission: Peter Varelis - City of Melville

3. Non-confidential items for discussion, decision or noting

3.1 Development Application – Women and Babies Hospital Stage 2, Murdoch - Determination (17-50197-2)

15 - 83

Attending Officers: Dale Sanderson - Planning Director, Metro Central; Delia Neglie - Planning Manager, Metro Central South; Catherine Beamish - Senior Planner, Metro Central South; and Kelsey Whitwell - Senior Planning Officer, Metro Central South

The application proposes Stage 2 works for the new Women and Babies Hospital (WBH) hospital buildings at the Fiona Stanley Hospital (FSH) precinct in Murdoch. These works include the construction of the main hospital building, companion building, landscaping, emergency vehicle access, public realm interfaces and link bridge to the FSH.

The Stage 1 works for the WBH hospital building (comprising piling, construction of ground floor slab, loading dock and vertical cores) were approved by the Statutory Planning Committee on 16 October 2025. The site has been cleared and piling has commenced.

The development requires approval under the Metropolitan Region Scheme (MRS) by the Western Australian Planning Commission (WAPC), as it is located on land reserved for Public Purposes – Hospital and is a public work of State significance.

The key considerations identified in assessing this proposal are:

- bushfire risk;
- building design; and
- traffic and transport.

The proposal is generally consistent with the planning framework and is recommended to be approved, subject to conditions.

4. Urgent or other business

5. Meeting conclusion and closure

Information for WAPC members

Quorum: 5 of 9 members



Ms Emma COLE
WAPC Chairperson



Mr Ray HAEREN
WAPC Deputy Chairperson



Ms Megan ADAIR
WAPC Board Member



Ms Jane BENNETT
WAPC Board Member



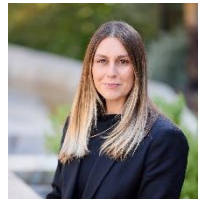
Ms Helen BROOKES
WAPC Board Member



Mr Ryan HALL
WAPC Board Member



Mr Paul LAKEY
WAPC Board Member



Ms Bianca SANDRI
WAPC Board Member



Ms Amanda SHEERS
WAPC Board Member

The Western Australian Planning Commission (WAPC) is established under the *Planning and Development Act 2005* to provide independent advice to the Government on integrated land use planning and development, and to facilitate the preparation, implementation and delivery of state planning policies, strategies and plans through its functions and statutory decisions.

The WAPC's functions are defined under Section 14 of the *Planning and Development Act 2005* and include:

- advising the Minister for Planning on strategic land use planning and development, legislation and planning schemes.
- maintaining the State Planning Strategy to provide a vision for the future development of Western Australia.
- developing integrated land use planning strategies and policies for the coordination of transport, infrastructure and development.
- preparing and reviewing region schemes to cater for anticipated growth.
- researching and developing planning methods and models relating to land use planning, land development and associated matters (including monitoring land and housing supply).
- reserving and acquiring land for public purposes in region planning scheme areas.

- making statutory decisions on a range of planning application types including applications to subdivide land and significant development.

Membership:

The composition of the Board is in accordance with Section 10 of the *Planning and Development Act 2005*:

10. Membership of board

- (1) The board is to consist of 7 to 9 members appointed by the Minister.
- (2) The Minister must appoint 1 of the members to be the chairperson.
- (3) The Minister may appoint 1 or more other members to be deputy chairpersons.
- (4) A member cannot be a public service officer.
- (5) The terms and conditions of a member's appointment are to be determined by the Minister, subject to —
 - (a) any regulations made for the purposes of section 11(1); and
 - (b) section 12.
- (6) The Minister must ensure that, taken together, the members have what the Minister considers to be a suitable level of knowledge, expertise and experience in the following fields —
 - (a) urban and regional planning;
 - (b) subdivision of land;
 - (c) property development;
 - (d) planning and management of infrastructure;
 - (e) economic, social and environmental policy;
 - (f) public sector governance and administration.
- (7) In addition to the requirement of subsection (6), the Minister must ensure the following —
 - a. that the chairperson, and at least 1 other member, each has what the Minister considers to be —
 - i. extensive knowledge, expertise and experience in the field of urban and regional planning; and
 - ii. a suitable professional qualification or accreditation in that field;
 - b. that at least 1 member has what the Minister considers to be extensive experience in local government administration as either or both of the following —
 - (i) a member of the council of a local government;
 - (ii) an employee of a local government;
 - c. that at least 1 member has what the Minister considers to be extensive experience of living and working in regions other than the following —
 - i. the metropolitan region;
 - ii. the region referred to in item 6 of Schedule 4.

Committee:

Western Australian Planning Commission

Meeting Date:

Thursday, February 12, 2026

Deputation Information

Type of Deputation:

Verbal Deputation

Agenda Item:

3.1

Agenda Title:

Development Application - Women and Babies Hospital Stage 2, Murdoch

Is the presentation in support or against the report recommendation? (contained within the agenda)

Support

Presenter Information

Name of Presenter

Marcel Barakat

Preferred pronouns/title

Mr

Organisation:

WeBuild Group

Email Address:

Mobile Number:

Additional Attendees

Raul Used - Office of Major Infrastructure Delivery

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements:

No

Presentation Information

Brief Outline of Deputation:

Deputation in support of the officer recommendation, providing additional detail and background to the project.

Will there be a PowerPoint Presentation?

No

Please attach any documents here

 20260209 WAPC Memo - WBH (Rev 0).pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

MEMO

To: Western Australian Planning Commission
Cc: Department of Planning, Lands and Heritage
From: Marcel Barakat – Webuild - Design and Engineer Director
Email:
Meeting Date: 12 February 2026
Subject: Item 3.1 – Development Application – Women and Babies Hospital Stage 2, Murdoch (17-50197-2)

Dear WAPC Members,

I refer to the above item which is listed for consideration at the WAPC meeting on Thursday 12 February. We are pleased to receive the officer recommendation for approval, and thank the officers for their ongoing support for this important project. **We are fully supportive of the officer recommendations including conditions and advice notes.**

The New Women and Babies Hospital Project aims to transform services by introducing more contemporary and integrated models of care for women and neonates, enhancing access, safety, quality, efficiency, and sustainability of services. This significant \$1.8 billion project aims to deliver world-class facilities for women, newborns, and their families, marking a major expansion of health services in Western Australia. Construction of the Women and Babies Hospital project in Murdoch has commenced in line with the Stage 1 development approval received in October 2025 (WAPC Ref 17-50197-1), with major piling works and foundation laying currently underway.

The WBH project is a priority Government initiative, and will be delivered within a condensed construction timeframe and supported by a coordinated program of broader precinct upgrades. The officer report, including its conditions, appropriately recognises this context and provides an approval pathway that enables the project to progress while allowing detailed design matters and supporting works program to be finalised through the condition clearance process.

Both myself and a representative from the Office of Major Infrastructure Delivery (OMID) will be available at the decision meeting to answer any questions on the project.

Kind regards,

Marcel Barakat
Design and Engineering Director
WeBuild

Committee:

Western Australian Planning Commission

Meeting Date:

Thursday, February 12, 2026

Deputation Information

Type of Deputation:

Written Deputation

Agenda Title:

Development Application – Women and Babies Hospital
Stage 2, Murdoch - Determination

**Is the presentation in support or
against the report recommendation?
(contained within the agenda)**

Support

Presenter Information

Name of Presenter

Peter Varelis

Organisation:

City of Melville

Email Address:

Mobile Number:

**Special Requirements: In the interest
of accessibility and inclusion for
people with disabilities, please
identify if you have any special
requirements:**

No

Presentation Information

Brief Outline of Deputation:

City of Melville Written Deputation

**Will there be a PowerPoint
Presentation?**

No

Please attach any documents here



City of Melville Deputation - Metropolit... .pdf

Acknowledgements

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Yes

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Yes

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10 February 2026
WAPC Ref: 17-50197-2
Our Ref: DA-2025-1164

WAPC Chairperson
Ms Emma Cole

Dear Chairperson,

Written Deputation - Metropolitan Regional Scheme Form 1 Application for Planning Approval – Proposed Women and Babies Hospital Stage 2, Murdoch

Introduction

Thank you for the opportunity to provide a deputation on the Metropolitan Regional Scheme Form 1 application for the proposed Women and Babies Hospital (WBH) at Murdoch. The City respectfully requests that this deputation is circulated to decision makers as part of the consideration process.

The City of Melville strongly supports the delivery of a dedicated Women and Babies Hospital and acknowledges the significant social and health benefits the facility will provide to women, newborns and families across the metropolitan area and Western Australia more broadly.

That support, however, does not remove the City's desire to ensure that the proposal satisfies the requirements of orderly and proper planning, particularly given the scale, intensity and strategic importance of the site within the Murdoch Specialised Activity Centre.

In providing this deputation, the City is mindful of its obligations under Clause 43(b) of the Metropolitan Regional Scheme, which requires consideration of whether development proposals are consistent with orderly and proper planning. The matters outlined below are provided to assist decision makers in understanding how the proposal responds to that statutory consideration, having regard to its scale, location and strategic context.

This deputation is therefore provided to outline the City's key planning considerations arising from its assessment of the application.

Statutory Context and Timing of Information

The development application for the Women and Babies Hospital was received by the City on 5 November 2025. Following internal referral and assessment, the City identified early concerns with the application documentation, particularly in relation to traffic, transport and parking impacts.



Additional transport information was provided to the City on 19 December 2025, only days before the City's referral response to the Department of Planning, Lands and Heritage was due. As a result, the City did not have sufficient opportunity to fully test, interrogate or validate the assumptions contained within that material prior to finalising its formal comments.

Importantly, this matter is not simply procedural in nature. The timing of the information has limited the opportunity to fully consider how the proposal would operate within the existing and planned transport network, particularly having regard to the strategic role of Murdoch within the metropolitan planning framework.

Strategic Planning Context – Murdoch Specialised Activity Centre

Murdoch is not an individual development site. It is a Strategic / Specialised Activity Centre of State significance, accommodating major health, education, employment and transport infrastructure.

The City considers it relevant that Murdoch is currently the subject of active Ministerial involvement, including a Minister requested multi-agency engagement involving the City of Melville, the Department of Planning, Lands and Heritage, the Department of Transport and Major Infrastructure, and Development WA. That meeting is intended to address strategic planning matters for the Murdoch Station Precinct, with a focus on housing, employment and improved connectivity.

Given the breadth and complexity of the matters identified for consideration, the City understands this engagement is intended to facilitate coordinated, cross agency discussion of precinct wide issues, including transport and integration outcomes. This context reflects an acknowledgement at the State level that land use, transport, parking and movement outcomes within Murdoch need to be considered holistically and at a precinct scale, rather than being resolved incrementally through individual development applications.

Within this framework, the Women and Babies Hospital represents a significant and influential development, with the potential to shape travel behaviour, parking demand and road network performance across Murdoch over the long term.

Traffic, Transport and Parking – Key Outstanding Matters

The City's primary concern remains that the Transport Impact Assessment does not yet clearly demonstrate how traffic generation and parking demand associated with the hospital will be accommodated safely and efficiently within the surrounding road network.

In this regard, the City notes that the assessment relies on future parking supply and road network upgrades that are subject to separate approvals and are not yet fully committed or funded. The assessment also does not sufficiently address cumulative impacts arising from existing and approved development within the Murdoch Specialised Activity Centre and includes limited modelling of concurrent peak demand generated by staff, patients, visitors and service vehicles. In addition, the proposed transport approach assumes a level of mode shift that is not currently supported by committed public transport infrastructure or public-realm enhancements.

General Enquiries Tel 1300 635 845 Fax 08 9364 0285 www.melvillecity.com.au

Street Address 10 Almondbury Road Booragoon WA 6154 **Postal Address** Locked Bag 1 Booragoon WA 6954

National Relay Service Tel 133 677 (TTY) 1300 555 727 (speech relay) www.relayservice.com.au



These matters are central to understanding how the development will function in practice and how impacts on road safety, network performance and amenity will be managed for all users, including pedestrians, cyclists, public transport users and emergency services. The City also notes that construction phase impacts will require careful consideration, including construction traffic, workforce parking, pedestrian movements and temporary access arrangements. Given the existing transport pressures within the Murdoch precinct, these matters have the potential to compound impacts on the surrounding road network and local amenity if not appropriately coordinated and managed.

In this context, the City notes that the Minister requested multi-agency engagement provides important strategic context for precinct wide planning discussions, however, the City notes that such engagement does not in itself provide a decision making or accountability mechanism for resolving development-specific transport and parking impacts.

Use of Conditions to Address Fundamental Planning Matters

The City acknowledges that recommended conditions have been proposed requiring updated transport assessments, parking management plans and green travel plans. However, the City notes that these mechanisms are being relied upon to address matters that are fundamental to understanding the proposal's impacts and operation.

Experience within the Murdoch precinct demonstrates that post-approval transport and parking conditions can be complex to implement and enforce over time, particularly where coordination across multiple State Government agencies is required. By way of example, previous hospital approvals within Murdoch included requirements for travel and parking management plans that have remained unresolved for extended periods, despite ongoing compliance efforts and on-the-ground impacts.

For developments of this scale and strategic significance, the City considers it important that key transport and parking assumptions are clearly understood as part of the assessment process. In this context, the City notes that the Minister requested multi-agency engagement provides an opportunity to consider these matters in a coordinated and precinct wide manner, and that acknowledgement of this broader strategic context will be relevant in informing future planning and infrastructure decisions.

The City notes the importance of ensuring that any reliance on post approval transport assessments, parking management plans or related requirements is supported by clear and enforceable planning mechanisms. Consideration should be given to the timing of delivery of these matters, including whether key transport, parking and management measures are required to be completed and operational prior to the commencement of hospital operations.

Built Form and Bushfire Considerations

In relation to built form, the City generally supports the overall design intent of the proposal, subject to conditions requiring refinement of architectural detail, materials



and interfaces, particularly along the Moitch Park interface, to address issues of bulk, scale, safety, amenity and crime prevention.

With respect to bushfire risk, the City notes the recommended conditions requiring the implementation of a Bushfire Management Plan and the preparation of a Bushfire Emergency Plan. While this approach is supported, the City emphasises that the Bushfire Emergency Plan should be prepared and approved by suitably qualified and experienced professionals, informed by advice from the Department of Fire and Emergency Services, and that the final landscaping and building design should demonstrably respond to identified bushfire risk considerations.

Conclusion

The City of Melville provides this deputation to ensure that the Western Australian Planning Commission is fully informed of the planning context, strategic considerations and outstanding matters identified through the City's assessment of the proposal.

The City remains supportive of the delivery of the Women and Babies Hospital and acknowledges its importance at both a metropolitan and State level. Notwithstanding this support, the City considers it essential that the planning implications associated with transport, parking and precinct wide integration within Murdoch are clearly understood as part of the decision-making process. In this regard, the City notes that the Minister requested multi-agency engagement provides important strategic context for precinct wide consideration of these matters, alongside appropriate development level planning controls.

Should you have any queries, please, do not hesitate to contact me.

Regards,

Peter Varelis
Director Planning

REPORT TO	Western Australian Planning Commission		
Meeting date	12 February 2026	File number	17-50197-2
Title	Development Application – Women and Babies Hospital Stage 2, Murdoch - Determination		
Purpose	For decision		
Head of power	Clause 48 of the Metropolitan Region Scheme		
Confidentiality	Non-confidential		
Responsible officer	Dale Sanderson – Planning Director, Metro Central	Responsible Officer Conflict of Interest: Nil	
Date DPLH received / conformed	11 November 2025		
Processing days	93 days		
Statutory determination due date	12 February 2026		
SITE DETAILS			
Region(s)	Metropolitan (Central)		
Local government(s)	City of Melville		
Region Scheme / Zoning	Metropolitan (MRS) Public Purposes - Hospital		
Property address	Lot 106 (No. 19) Jennalup Street, Murdoch Lot 104 (No. 1) Winch Way (drainage basin) Lot 520 Fiona Wood Road (road reserve) Lot 521 Robin Warren Drive (road reserve) Lot 128 (No. 11) Robin Warren Drive (Fiona Stanley Hospital site) Lot 115 (No. 27) Fiona Wood Road (adjacent carpark)		
Site area	Approximately 2.5 ha		
Existing land use	At grade car park and local roads and drainage basin		
Landowner/s	Crown Reserve under Management Order to Department of Health		
Applicant/s Consultant/s	WA Life		
Local Government recommendation/s	Defer		
ATTACHMENTS			
A1 – Location Plan A2 – Development Plans A3 – Site Plan A4 – Zoning Plan			

A5 – Response to Public Submissions
 A6 – BAL Assessment
 A7 – State Design Review Panel Design Review Final Report
 A8 – Design Review Comments and Responses

EXECUTIVE SUMMARY

The application proposes Stage 2 works for the new Women and Babies Hospital (WBH) hospital buildings at the Fiona Stanley Hospital (FSH) precinct in Murdoch. These works include the construction of the main hospital building, companion building, landscaping, emergency vehicle access, public realm interfaces and link bridge to the FSH.

The Stage 1 works for the WBH hospital building (comprising piling, construction of ground floor slab, loading dock and vertical cores) were approved by the Statutory Planning Committee on 16 October 2025. The site has been cleared and piling has commenced.

The development requires approval under the Metropolitan Region Scheme (MRS) by the Western Australian Planning Commission (WAPC), as it is located on land reserved for Public Purposes – Hospital and is a public work of State significance.

The key considerations identified in assessing this proposal are:

- bushfire risk;
- building design; and
- traffic and transport.

The proposal is generally consistent with the planning framework and is recommended to be approved, subject to conditions.

RECOMMENDATION

That the Western Australian Planning Commission resolves under clause 48 of the Metropolitan Region Scheme to APPROVE the application for Stage 2 works for the Women and Babies Hospital at Lot 106 (No. 19) Jennalup Street, Lot 104 (No. 1) Winch Way, Lot 520 Fiona Wood Road, Lot 521 Robin Warren Drive, Lot 128 (No. 11) Robin Warren Drive and Lot 115 (No. 27) Fiona Wood Road, Murdoch, subject to the following conditions and advice:

- 1. The development is to be carried out in accordance with the approved development plans date-stamped 11 November 2025, subject to any modifications as required by the conditions of approval.***
- 2. The development approval is valid for a period of four years from the date of this letter. If the subject development is not substantially commenced within the four year period, the approval shall lapse and be of no further effect.***
- 3. (a) Prior to the commencement of works, a Construction Management plan addressing the Stage 2 works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.***

(b) Once approved, the Construction Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.
- 4. (a) Prior to the commencement of works, architectural design plans and a schedule of materials and finishes showing the architectural features and design treatments***

being applied to the companion building shall be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage.

- (b) Once approved, the architectural design plans and schedule of materials and finishes for the companion building are to be implemented in full, to the satisfaction of the Western Australian Planning Commission.*
- 5. (a) *Prior to the commencement of works, architectural design plans and a schedule of materials and finishes showing the architectural features and design treatments being applied to the main hospital building shall be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage.*
- (b) Once approved, Architectural Design Plans and Schedule of Materials and Finishes for the hospital building are to be implemented in their entirety to the satisfaction of the Western Australian Planning Commission.*
- 6. (a) *Prior to the commencement of works, detailed design plans and a schedule of materials and finishes showing the architectural features, articulation, and other design treatments being applied to the north west corner of the main building and wall adjacent to Moitch Park shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.*
- (b) Once approved, detailed design plans and schedule of materials and finishes for the north west corner of the main building and wall adjacent to Moitch Park are to be implemented in their entirety to the satisfaction of the Western Australian Planning Commission.*
- 7. (a) *Prior to the commencement of work, a Wind Management Report is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.*
- (b) Once approved, the agreed measures are to be implemented prior to initial occupation and retained thereafter to the ongoing satisfaction of the Western Australian Planning Commission.*
- 8. (a) *Prior to the commencement of works, a detailed Landscape Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission on advice from the Department of Planning, Lands and Heritage and the City of Melville.*
- (b) Once approved, the Landscape Plan is to be implemented in full within the first available planting season, and maintained thereafter for the life of the development, to the satisfaction of the Western Australian Planning Commission.*
- 9. (a) *Prior to the commencement of works, a Crime Prevention Through Environmental Design Report is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and City of Melville.*

- (b) *Once approved, the Crime Prevention Through Environmental Design Report is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
10. (a) *Prior to the commencement of works, a detailed Lighting Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice from the Department of Planning, Lands and Heritage and the City of Melville.*
 - (b) *Once approved, the approved Lighting Plan is to be implemented in full and thereafter the development is to operate in accordance with the approved Lighting Plan, to the satisfaction of the Western Australian Planning Commission.*
 11. (a) *Prior to the commencement of relevant works an updated Public Art Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage.*
 - (b) *Prior to occupation, the Public Art Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
 12. (a) *Prior to the commencement of relevant works, a Sustainability Report detailing the development's sustainability initiatives is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.*
 - (b) *Prior to occupation, evidence from a suitable qualified consultant confirming the development has been constructed in accordance with the Sustainability Report shall be submitted to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage.*
 - (c) *Once approved, the Sustainability Report shall be implemented in full and the development shall operate thereafter in accordance with the Sustainability Report, to the satisfaction of the Western Australian Planning Commission.*
 13. (a) *Prior to the commencement of relevant works, a Road Safety Audit shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*
 - (b) *Prior to occupation, recommendations of the Road Safety Audit are to be incorporated into the design to the satisfaction of the Western Australian Planning Commission.*
 14. (a) *Prior to the commencement of works, details of the end of trip facilities shall be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of City of Melville, Department of Planning, Lands and Heritage and Department of Transport and Major Infrastructure.*
 - (b) *Prior to occupation, the end of trip facilities must be installed and thereafter maintained to the satisfaction of the Western Australian Planning Commission.*
 15. (a) *Prior to the commencement of works, the temporary and permanent relocation of bus stops on Fiona Wood Road are to be resolved and approved to the satisfaction of the Western Australian Planning Commission to the specifications of Public Transport Authority.*

- (b) Once approved, the bus stops are to be constructed to the Public Transport Authority's specifications, and to the satisfaction of the Western Australian Planning Commission.*
- 16. (a) Prior to the commencement of works, a Pipeline Risk Management Plan is to be prepared and approved to the specification of ATCO Gas Australia and the satisfaction of the Western Australian Planning Commission.*
- (b) Prior to the commencement of relevant works, the approved Pipeline Risk Management Plan is to be implemented to the specification of ATCO Gas Australia and the satisfaction of the Western Australian Planning Commission.*
- 17. (a) Prior to the commencement of works, the Acoustic Report prepared by WA Life, Revision 1 dated 22 October 2025, is to be updated and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville and Main Roads Western Australia.*
- (b) Prior to occupation, certification from a qualified acoustic consultant confirming the development as constructed has incorporated all recommendations of the Acoustic Report, being submitted to the satisfaction of the Western Australian Planning Commission on the advice of the City of Melville and Main Roads Western Australia.*
- (c) Once approved, the acoustic report is to be implemented in full at all times to the satisfaction of the Western Australian Planning Commission.*
- 18. (a) Prior to the commencement of works, a stormwater design plan is to be submitted and approved by the Western Australian Planning Commission, on advice of the City of Melville.*
- (b) All stormwater generated is to be retained in accordance with the approved stormwater plan for the life of the development, to the satisfaction of the Western Australian Planning Commission.*
- 19. Prior to occupation, the updated Bushfire Management Plan dated 15 January 2026 is to be implemented in full and thereafter maintained for the life of the development to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Fire and Emergency Services and the Department of Planning, Lands and Heritage.*
- 20. (a) Prior to occupation, a Bushfire Emergency Plan in accordance with State Planning Policy 3.7 'Bushfire', is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Fire and Emergency Services and the Department of Planning, Lands and Heritage.*
- (b) Once approved, the Bushfire Emergency Plan is to be implemented in full for the life of the development to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Fire and Emergency Services.*
- 21. (a) Prior to occupation, a Wayfinding and Signage Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage.*

- (b) Once approved, the Wayfinding and Signage Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
- 22. (a) *Prior to occupation a Landscape Management Plan to identify ongoing on-site vegetation management is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Fire and Emergency Services.*
- (b) Once approved, the Landscape Management Plan is to be implemented in full and thereafter maintained for the life of the development to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Fire and Emergency Services.*
- 23. (a) *Prior to occupation, the Transport Impact Assessment is to be updated and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, City of Melville and Main Roads Western Australia.*
- (b) Once approved, the Transport Impact Assessment is to be implemented prior to occupation of the development to the satisfaction of the Western Australian Planning Commission.*
- 24. (a) *Prior to occupation, a Green Travel Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage, Department of Transport and Major Infrastructure and City of Melville.*
- (b) Once approved, the Green Travel Plan is to be implemented and maintained to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville, Department of Planning, Lands and Heritage and Department of Transport and Major Infrastructure.*
- 25. (a) *Prior to occupation, a Parking Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and City of Melville.*
- (b) Once approved, the Parking Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
- 26. (a) *Prior to the occupation, an updated Waste Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice from the City of Melville.*
- (b) Once approved, the Waste Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
- 27. (a) *Prior to occupation, all vehicle parking bays, bicycle parking facilities, end of trip facilities manoeuvring areas, line markings, vehicle access sightlines, directional arrows and points of ingress and egress are to be provided in accordance with the approved plans and AS/NZS2890.3 and AS/NZS2890.1:2004, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Melville.*

- (b) All car parking and vehicle access and circulation areas shall be maintained and available for car parking/loading, and vehicle access and circulation on an ongoing basis, to the satisfaction of the Western Australian Planning Commission.*
- 28. Prior to occupation of the development, any redundant crossovers shall be removed and the verge, kerbing and footpath reinstated, and suitable arrangements being made with the City of Melville for the provision of vehicular crossovers to service the development, to the specification of the City of Melville and the satisfaction of the Western Australian Planning Commission.**
- 29. (a) Prior to commencement of work, an Operational Management Plan for the control of deliveries and service vehicles to and from the site shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice from the City of Melville.**
- (b) Once approved, the Operational Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
- 30. Prior to the commencement of relevant works, the owner shall enter into a Deed of Agreement with the City of Melville, whereby the owner:**
- a) indemnifies the City against any loss or damage caused to any road reserve or other property of the City or to any person or property of any person arising from the footbridge and other structures built within the road reserve;*
 - b) agrees to take out and maintain a policy of public liability insurance with a reputable insurer in an amount satisfactory to the City of Melville to insure the City of Melville and the owner against all claims for loss or damage or injury occurring to the Road Reserve or property of the City of Melville or any person or property of any person as a result of the installation of the improvements within the Road Reserve, or in respect of the use of the Road Reserve in connection with the footbridge and any other works constructed within the Road Reserve; and*
 - c) agrees to maintain the footbridge and other structures within the Road Reserve at its cost and in such a manner so as to prevent damage to the Road Reserve and prevent inconvenience to the public or danger from poorly maintained structures.*

The agreement shall be vetted by the City's solicitors to the satisfaction of the Western Australian Planning Commission and enable the City of Melville to lodge an absolute caveat over the land. The owner is to be responsible to pay all costs associated with the City of Melville's solicitor's costs of and incidental to the preparation of (including all drafts) and stamping of the agreement and the lodgement of the absolute caveat.

- 31. Any temporary structures for construction management purposes are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties, and are to be removed prior to initial occupation of the development to the satisfaction of the Western Australian Planning Commission on the advice of the City of Melville.**
- 32. Any roof mounted or freestanding plant or equipment is to be located and/or screened so as not to be visible from the surrounding streets to the satisfaction of the Western**

Australian Planning Commission on the advice of the Department of Planning, Lands and Heritage and the City of Melbourne.

Advice:

- 1. In regard to Condition 3, the Construction Management Plan is to include details for the relevant Stage 2 works and include:**
 - a) public safety and site security;**
 - b) details of crane activities to ensure they are in compliance with the requirements of Jandakot Airport and the Civil Aviation Safety Authority;**
 - c) hours of operation;**
 - d) stormwater, groundwater and sediment control;**
 - e) waste and material disposal;**
 - f) updated traffic management plans, including any proposed road closures, in accordance with Main Roads WA Code of Practice and AS1742;**
 - g) the parking arrangements for contractors and sub-contractors;**
 - h) on-site delivery times and access arrangements;**
 - i) the storage of materials and equipment on site (no storage of materials on the verge will be permitted without an approval);**
 - j) proposed method of dealing with concerns raised by the affected adjoining neighbours and members of the public during the construction process;**
 - k) details of tree protection zones around street trees and any other trees on site which are to be retained; and**
 - l) any other matters likely to impact upon the surrounding properties or road reserve.**
- 2. In regard to Condition 4, the architectural design plans and schedule of materials and finishes for the companion building should include the following details:**
 - a) the sanctuary roof terrace, including addressing solar exposure through shading strategies and canopy coverage to improve usability and thermal comfort;**
 - b) ground floor levels to be treated with a non-sacrificial anti-graffiti agent;**
 - c) the balcony spaces to ensure they can support peak usage;**
 - d) entry to the building to avoid a corporate appearance; and**
 - e) incorporation of understandings gathered through engagement with Traditional Custodians.**
- 3. In regard to Condition 5, the architectural design plans and schedule of materials and finishes for the hospital building should include the following details:**
 - a) the main entry canopy, consider sun protection measures and how to create a more inviting arrival experience;**
 - b) the balcony spaces to ensure they can support peak usage;**
 - c) the west facing verandah on the ground level, consider enhanced shading through architectural articulation, including addressing solar exposure through shading strategies and canopy coverage to improve usability and thermal comfort;**
 - d) maximising outlooks to landscaped areas while mitigating solar gain;**
 - e) ground level of the south east corner off the site to ensure safe and legible circulation, particularly for visitors accessing the childcare centre, while maintaining level continuity and avoiding a utilitarian feel;**
 - f) the eastern entry doors to the main building reception – stronger articulation to enhance presence from the street. Also consider strategies to improve openness and column in close proximity to entry, ensure adequate unobstructed space on approach to the doors;**

- g) *improve the creche façade may be given a gentler character;*
 - h) *ground floor levels to be treated with a non-sacrificial anti-graffiti agent;*
 - i) *consider extending the design language used to the soffit of the verandah to the underside of the link bridge and entrance canopy for consistency and visual cohesion; and*
 - j) *incorporation of understandings gathered through engagement with Traditional Custodians.*
4. *In regard to Condition 6, the architectural design plans and schedule of materials and finishes for the north west corner of the main building and wall adjacent to Moitch Park should include the following details:*
- a) *mitigation of visual impact and perceived massing;*
 - b) *to be treated with a non-sacrificial anti-graffiti agent where required; and*
 - c) *incorporation of Crime Prevention Through Environmental Design principles;*
5. *In regard to Condition 8, the detailed Landscape Plan should include the following details:*
- a) *the location, number and type of proposed trees and shrubs including planter size and planting density;*
 - b) *reticulation of all landscaped areas;*
 - c) *landscape materials and fixtures;*
 - d) *any verge and shared path treatments;*
 - e) *any lawns to be established;*
 - f) *plant species in basin and surrounding landscape are appropriate for flood conditions;*
 - g) *incorporation of sufficient planter depths for the on-structure planting;*
 - h) *appropriate plant selection and location selection for on-structure planting to improve plant viability to survive harsh conditions;*
 - i) *consider incorporation of flooded gum (eucalyptus rudis);*
 - j) *incorporation of soft landscaping around the building base to create more welcoming entrances;*
 - k) *incorporation of larger canopy trees to improve shade levels;*
 - l) *incorporation of drought tolerant species to minimise water use;*
 - m) *playground design and size to accommodate anticipated use by children from the creche and visiting families – sized to support peak occupancy;*
 - n) *increased tree canopy coverage to improve thermal comfort of the west-facing verandah on the ground level;*
 - o) *maximising outlook to greenery for patient areas;*
 - p) *provision of a 1200mm high fence around the basin to assist in managing safety during flooding events, on the basis that the fence gate remains open except when flooding occurs;*
 - q) *incorporation of understandings gathered through engagement with traditional custodians into the development of the landscape design; and*
 - r) *consideration of the Bushfire Management Plan and requirements for low-threat planting around the site.*
6. *In regard to Condition 10, the Lighting Plan is to be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting is to be provided such that the light source does not compromise safety and/or amenity of the locality.*
7. *In regard to Condition 11, the Public Art Strategy is to incorporate understandings gathered from the engagement with Traditional Custodians.*

8. *In regard to Condition 13, the road safety audit is required is to be completed in accordance with the City of Melville's Road Safety Audit Policy (CP- 034). If the audit makes recommendations to modify the road conditions, detailed designs are required to be submitted to and approved prior to works commencing.*
9. *In regard to Condition 14, the end of trip facilities shall include:*
 - a) *a minimum 27 bicycle parking spaces are to be provided for visitors;*
 - b) *a minimum 211 bicycle parking spaces are to be provided for staff; and*
 - c) *lockers, showers and other facilities such as e-rideable charging.*
10. *In regard to Condition 16, the applicant is advised that coordination with ATCO Gas Australia will be required throughout the detailed design and construction phases to ensure all necessary protection measures for the high pressure gas infrastructure are implemented. Additional design treatments or construction methods may be required by ATCO Gas Australia as part of this process.*
11. *In regard to Condition 17, the Acoustic Report (Document NWB-STN-WBH-AV-REP-000, Revision 1, dated 22 October 2025) is to be updated to include:*
 - a) *use of Main Roads Transport Modelling Section traffic projections for 2046;*
 - b) *road surface of open-graded asphalt shown in the report as an input to modelling, with noise predictions and treatment recommendations amended accordingly;*
 - c) *treatment recommendations in accordance with State Planning Policy 5.4 – Road and Rail Noise and its Guidelines; and*
 - d) *all mechanical services associated with the development comply with the 'Assigned Noise Levels' under the Environmental Protection (Noise) Regulations 1997 for neighbouring noise sensitive developments.*
12. *In regard to Condition 18, an average recurrence interval (ARI) of 1 in 100 year for a critical duration is required.*
13. *In regard to Condition 21, the applicant is advised to coordinate wayfinding and signage with the precinct wide work being undertaken by the Office of Major Transport Infrastructure Delivery.*
14. *In regard to Condition 22, the Landscape Management Plan is to detail:*
 - a) *detail ongoing on-site vegetation management of the drainage basin and all other onsite vegetation;*
 - b) *take into consideration the approved Bushfire Management Plan; and*
 - c) *take into consideration the approved detailed Landscape Plan.*
15. *In regard to Condition 23, the Transport Impact Assessment is to comply with the Western Australian Planning Commission's Transport Impact Assessment Guidelines (2016) and should include, but not be limited to, the following:*
 - a) *the existing land and surrounding land uses;*
 - b) *the four-step Transport Planning process;*
 - c) *the existing parking demand, supply, and parking management within the Fiona Stanley Hospital Precinct; additional parking demand due to the new Women and Babies Hospital, and proposed parking supply and parking management;*

- d) *public transport availability at peak and off-peak hours of weekdays and weekends, and accessibility, and necessary improvements required to support the development;*
- e) *the pedestrian and active travel path network, facilities to encourage active transport modes including end-of-trip facilities;*
- f) *emergency vehicle routes, ingress and egress facilities with supporting swept paths;*
- g) *waste collection arrangements and their swept paths;*
- h) *the impact of the proposed development on surrounding road infrastructure including assessment of the intersections with remedial measures for congestion management; and*
- i) *an analysis of road/footpath crashes on the adjacent road network over the past five years, including the proposed development's impact on these crashes and preventative measures.*

16. In regard to Condition 24, the Green Travel Plan is to include, but not be limited to, the follow:

- a) *baseline staff travel behaviour;*
- b) *the ultimate travel mode shift target for the operational stage of the hospital including year by year interim target demonstrating progressive modal shift away from private vehicle use;*
- c) *practical and achievable measures to assist to achieve the modal shift target; and*
- d) *a process to review the Green Travel Plan and update the measures annually.*

17. In regard to Condition 25, the Parking Management Plan is to include, but not be limited to, the following:

- a) *existing on-street and off-street parking facilities within the Fiona Stanley Hospital Precinct;*
- b) *baseline staff parking behaviour;*
- c) *increase in parking demand at the operation stage of the new Women and Babies Hospital; and*
- d) *practical and achievable measures to manage the parking demand;*
- e) *regular review of the effectiveness of the Parking Damand Management measures and update the measures as required,*
- f) *a process to review the Parking Management Plan and update the measures accordingly.*

18. In regard to Condition 28, the City of Melville advises that a crossover application with detailed design is to be submitted and approved prior to construction of a crossover.

19. In regard to Condition 29, the Operational Management Plan is to address service vehicle parking, entry and exit to the site in forward motion and minimise the impact on the local traffic network.

20. This is a development approval only. The applicant is advised that it is their responsibility to ensure that the proposed development complies with all other application legislation, local laws and / or licence / permit applications that may relate to the development.

21. The City of Melville advises that this development constitutes a "Food Business" as per Section 107 of the Food Act 2008 and therefore is to comply with the provisions of the Food Regulations 2009 and the Food Safety Standards.

22. The City of Melville advises that this development constitutes a “Public Building” as per Section 173 of the Health Act 1911 and therefore shall comply with the provisions of the Health (Public Building) Regulations 1992.

PROPOSAL DETAILS

The development application proposes Stage 2 works for the WBH hospital buildings at the Fiona Stanley Hospital (FSH) precinct in Murdoch. Stage 1 works for the building comprising piling, ground floor slab, loading dock and vertical cores were approved by the Statutory Planning Committee on 16 October 2025.

The Stage 2 works proposal comprises a 12-storey main hospital building and a smaller six storey companion building on a site bound by Robin Warren Drive, Fiona Wood Road, Jennalup Street and Moitch Park **(A1 – Location Plan)**. The proposal also includes a link bridge between the WBH and the FSH emergency department. The development will provide maternity, neonatal, and gynaecological services, supported by clinical facilities, family birth centres, and integrated mental health support for expectant and new mothers. It is scheduled to be completed in 2029 **(A2 – Development Plans)**.

The main hospital building faces, but is set back from, Robin Warren Drive within the southern portion of the site. It also faces and has emergency vehicle access from Fiona Wood Road, with service vehicle access from Jennalup Drive. The companion building is proposed on the north-east corner of the site. A minimal number of 40 car bays are provided on site. 31 bays are for emergency or clinical vehicles, ambulance parking and short term drop off / pick up bays adjacent to Fiona Wood Road. Nine parking bays are to be provided within the development site for sole use by an child care centre fronting Jennalup Street which is to be retained.

The proposal also includes works on adjoining land including:

- works within the FSH to connect the proposed link bridge;
- modifications to the median island and on-street parking to Fiona Wood Road and modifications to on-street parking on Robin Warren Drive;
- temporary site office on the car park east of Fiona Wood Road; and
- landscaping, including a playground, of the adjacent stormwater retention basin. **(A3 - Site Plan)**.

BACKGROUND

The WBH project will replace the King Edward Memorial Hospital in Subiaco to provide contemporary facilities. The WBH project will deliver the WBH buildings the subject of this application and two multi-storey car parks for staff and visitors. The first car park known as the Western Car Park (WCP), to be located on the corner of Jennalup Road and Winch Way, was approved by the Statutory Planning Committee on 10 September 2025 (item 3.3). A development application for the Eastern Car Park to be located on the eastern side of Fiona Wood Road (directly east of the main hospital buildings), is anticipated to be lodged in the future and intended to be constructed prior to opening of the hospital. Both multi-storey car parks are to be constructed on existing at-grade FSH staff car parks.

The WBH site is bound by Moitch Park to the west (a retained area of bushland); Jennalup Street to the south; Fiona Wood Road to the east; and Robin Warren Drive to the north. An existing landscaped drainage retention basin is located in the northwest corner of the site. A South Metropolitan TAFE campus is located to the south of Jennalup Street, and Fiona Stanley Hospital is located to the north of Robin Warren Drive. An existing child care centre is located within the southern portion of the site, which is proposed to remain **(A1 – Location Plan)**.

The site is located approximately 650 metres south of the Murdoch Train Station and is serviced by multiple bus services via a bus stop on the Fiona Wood Drive frontage.

Planning Framework

The site is reserved under the Metropolitan Region Scheme (MRS) for Public Purpose – Hospital (**A4 – Zoning Plan**) and is therefore not subject to the City of Melville Local Planning Scheme No. 6. The site is within the 2014 Murdoch Specialised Activity Centre Structure Plan (MSACSP) area, prepared to strategically guide development of the centre. The site is situated within the Murdoch Health precinct of the MSACSP, the key objective of which is to accommodate health services and associated parking.

The development requires approval solely from the WAPC under the MRS, as the WAPC has not delegated its powers in respect to applications for public works that are of State significance proposed on a Public Purposes reserve.

The *Murdoch Activity Centre Interim Access and Parking Policy*, endorsed by the WAPC in 2011 supports the MSACSP and aims to manage traffic by imposing parking caps for each sub-precinct. The WBH is located within the 'State of WA North' sub-precinct of the policy which has a parking cap of 4,558 bays when excluding the DevelopmentWA Mixed Use Precinct in the north of the MSCACP. As part of the WBH project, up to existing 1,207 car bays are to be removed to accommodate the three development sites. The project intends to replace the removed bays in addition to using the remaining balance of the cap (1,345 bays) and construct approximately 2,554 bays within the multi-storey car parks for staff, visitor and patient use.

The WBH project is unlikely to breach the parking cap as each stage is subject to development approval from the WAPC and will need to justify any variations to the parking provision against the potential impacts to the road network.

OMTID Precinct Road Improvements

Separate to, but supporting the WBH project, the Office of Major Transport and Infrastructure Development (OMTID) is progressing staged road improvements within the FSH precinct. The road works will be staged relative to the WBH project works to ensure each component will minimise impacts on the network.

Stage 1 road improvement works are associated with the WCP and are scheduled to be completed by mid-2027. These include:

- widening of Jennalup Street eastbound and westbound between Murdoch Drive and Winch Way;
- widening of Winch Way northbound to provide an additional lane to facilitate access to and from the WCP and existing Car Park 2;
- modifications to Murdoch Drive intersection with Farm Road to restrict right in and right-out vehicle movements;
- relocation of the existing bus embayments on Jennalup Street to accommodate the above road widening and intersection upgrades; and
- initial wayfinding and navigational upgrades.

Additional improvements to the broader road network were identified as necessary to support the long-term operations of the precinct, and improve the level of service for the WBH site. The Stage 2 works are likely to include:

- upgrades to the intersections of Murdoch Drive with Jennalup Street and Robin Warren Drive;
- upgrades to the intersection of Fiona Wood Road and Jennalup Street;
- public realm improvements including to the active and public transport infrastructure from Murdoch Station through the precinct;
- completion of wayfinding and navigational improvements; and
- other improvements to address unresolved network function issues identified during the course of works.

These Stage 2 works are yet to be finalised and funded, however they are intended to be completed prior to occupation of the WBH.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
Planning and Development Act 2005	Fully consistent
Metropolitan Region Scheme	Fully consistent
Murdoch Specialised Activity Centre Structure Plan	Broadly consistent, some discretion required
State Planning Policy 7.0 Design of the Built Environment	Fully consistent
State Planning Policy 5.4 Road and Rail Noise	Fully consistent
State Planning Policy 4.2 Activity Centres	Fully consistent
State Planning Policy 3.7 Bushfire	Fully consistent
Murdoch Activity Centre Interim Access and Parking Policy 2011	Fully consistent
Draft DC Policy 4.3 – Planning for High-Pressure Gas Pipelines	Broadly consistent, some discretion required

CONSULTATION

State Government, Local Government and Servicing Agencies

City of Melville

The City of Melville (City) advised it supports the provision of the WBH, however, recommended the WAPC delay consideration until its key concerns of traffic and car parking, bushfire, and built form are addressed to maintain orderly and proper planning. These concerns are addressed in the Discussion below. The City recommended conditions should the WAPC resolve to determine the proposal. Conditions are recommended to require detailed design plans of the materials, structures and colours, detailed landscape plan, Bushfire Management Plan, signage and wayfinding strategy, parking and traffic management plans, road safety audit and an updated transport impact assessment.

Department of Fire and Emergency Services (DFES)

DFES advised the Bushfire Management Plan (BMP) has not demonstrated compliance with all required matters and recommended modifications. The applicant provided an updated BMP to address DFES' comments which are addressed in the Discussion section below.

Main Roads Western Australia (MRWA)

MRWA supported the proposal subject to conditions requiring amendments to the Transport Impact Assessment and acoustic report, a noise notification and a Traffic Management Plan for during construction. While updated documents were sent to MRWA, conditions requiring further amendments to the Transport Impact Assessment and Traffic Management Plan on the advice of MRWA, and implementation of the acoustic report recommendation are recommended.

Public Transport Authority (PTA)

The PTA raised concerns with the fragmented approach to transport infrastructure delivery and regional road network impacts and public transport and parking demand have not been appropriately addressed across the precinct. More specifically, PTA advised the bus stops on Fiona Wood Road requires relocation and further consideration of public transport connections in the precinct. Broader transport considerations are discussed below and a condition for the relocated bus stops to be designed and constructed to the specifications of PTA is recommended.

Department of Transport and Major Infrastructure (DTMI) – Urban Mobility

The Urban Mobility division of DTMI advised it generally supported the proposal, however, advised potential design modifications to improve active transport connections within the broader precinct and regarding the location end of trip facilities. DTMI also recommended increased provision of bicycle parking and end of trip facilities within the development.

Department of Biodiversity, Conservation and Attractions (DBCA)

DBCA had no comment on the application.

Department of Water and Environmental Regulation (DWER)

DWER had no comment on the proposal.

ATCO Gas

ATCO Gas Australia objects to the application as a Pipeline Risk Management Plan has not been submitted. ATCO Gas' comments are addressed in the Discussion section below.

Public Consultation

The Department advertised the application between 17 November and 8 December 2025 in accordance with clause 41 of the MRS. This involved a letter drop to owners and occupiers of properties within a 200-metre radius, publication of a notice in Perth Now (Melville) newspaper, installation of three signs along the boundary of the development site, advertising via social media and publication of the application documents on the Department's Have Your Say, WA! website.

Six public submissions were received, five were supportive or supportive with changes and one was not supportive. Submissions raised the following recurring comments and concerns:

- request for adequate staff, patient and visitor parking to be provided;
- concerns with traffic congestion and parking overflow in the area;
- a desire of high quality, accessible landscaped areas which incorporate the recommendations of Aboriginal Elders; and
- concerns of construction and operational impacts on the adjacent childcare centre.

Responses to the key themes, comments and issues identified in the public submissions are provided as an attachment (**A5 - Response to Public Submissions**) and addressed in further detail in the Discussion section of this report.

DISCUSSION

Clause 43 of the MRS requires the WAPC to have regard to a wide range of matters if, and to the extent, they are of State or regional importance when determining a development application. The proposal has been assessed against relevant matters, including the requirements of orderly and proper planning, relevant State Planning Policies (SPP), WAPC policy or strategy, the purpose for which the land is reserved, compatibility of development with its setting, cultural significance, effect on the natural environment, bushfire risk, preservation of amenity, relationship to development of adjoining land, considerations of access, traffic and transport, preservation of vegetation, consultation with other authorities and the recommendation of the City.

The Stage 1 works are wholly consistent with the intent of the Public Purposes – Hospital reservation under the MRS, being works associated with the delivery of a hospital, and will support the timely delivery of critical health infrastructure. Bushfire risk, design, traffic impacts and transport, proximity to a high-pressure gas line and noise are issues that merit detailed discussion in the context of SPPs, WAPC policy and referral comments.

Bushfire Risk

A portion of the site is within a Bushfire Prone Area (BPA) (Figure 1 below) declared by the Fire and Emergency Services Commissioner. *State Planning Policy 3.7 – Bushfire* (SPP 3.7) requires a bush fire attack level (BAL) assessment and Bushfire Management Plan (BMP). The proposed hospital is regarded as a vulnerable land use under SPP 3.7.

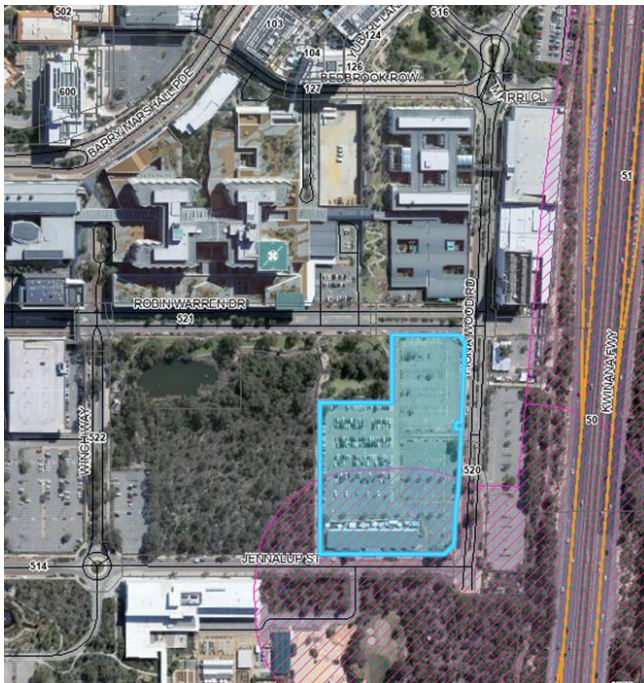


Figure 1: Plan Showing Designated Bushfire Prone Areas

The Stage 1 application established that the loading dock (and basement plant below it) are located within BAL-FZ, BAL-40 and BAL-29 areas, with the main hospital building within BAL-19 and below areas. The BAL ratings for bushfire risk predominantly result from the vegetated areas in BPA1 located south and east of Jennalup Street rather than Moitch Park (directly west of the subject site).

Moitch Park is not mapped as a BPA however it does contain vegetation which is required to be considered by the BAL assessment and results in the areas of BAL-40 and BAL-FZ which are located along the western boundary of the site (**A6 – BAL Assessment**).

An updated BMP has been provided with the Stage 2 application to demonstrate compliance with SPP 3.7. The updated BMP outlines site specific mitigation measures and implementation of the required bushfire management measures, including construction standards and ongoing management strategies. The siting of the building adjacent to Moitch Park and management of the drainage basin have been key matters that have required detailed assessment.

Siting and Design

SPP3.7 presumes against habitable buildings in BAL-FZ, BAL-40 areas. The loading dock and plant area are anticipated to be occasionally occupied by employees, but not at a frequency that would deem them habitable. Further, and in accordance with the National Construction Code (NCC), these areas will also be fully fire-separated from the main hospital building as shown in Figure 3. The ground floor will be semi-embedded below ground via a retaining wall. The building will also incorporate a fire rated wall to the west elevation, and the ground floor plantroom will be fire separated from the remaining areas of the building. The fire rated separation between the ground floor plantroom and the bushfire prone vegetation will be designed to mitigate bushfire exposure to the ground floor internal areas and therefore limit the potential for fire spread to the building.

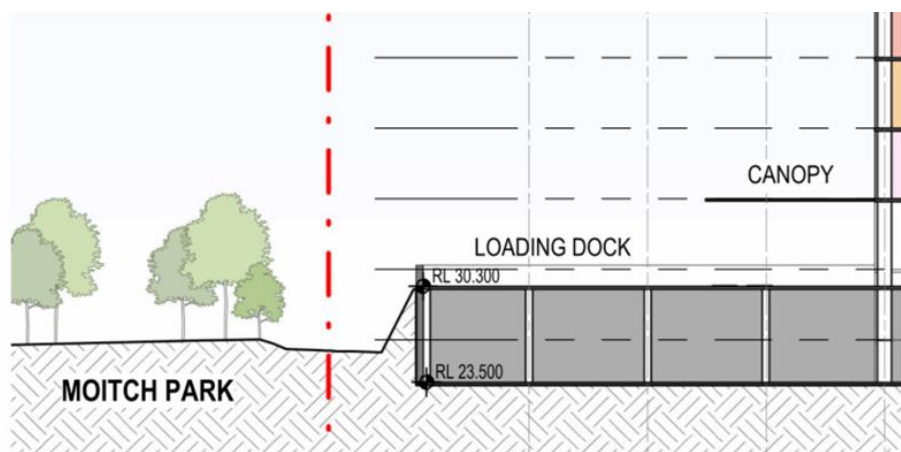


Figure 3: Moitch Park interface with Loading Dock and Plant Area below

DFES considers the highest BAL rating (BAL-FZ) should be applied to the entire building, noting that SPP3.7 and the associated Planning for Bushfire Guidelines do not distinguish between habitable and non-habitable portions of a building. This may be addressed by either compliance with Acceptable Solution A2.2 of the Guidelines that applies to the non-habitable portions of the building or an outcomes-based approach (OBA) should be provided under clause 7.5 of SPP3.7.

An OBA would provide information on matters also required to achieve compliance with the NCC. The NCC provisions are more rigorous than the Guidelines, especially for vulnerable buildings. The applicant has acknowledged the NCC obligations, and the project fire engineer advises the building can be designed to meet the required performance and compliance standards. This is outlined in Appendix D and E of the BMP. A Fire Engineering Performance Solution is proposed as a tailored fire safety strategy to meet the performance requirements of the NCC (as an alternative to deemed-to-comply provisions). Therefore, no further OBA assessment or amendment to the BMP is required. It is also noted that Clause 7.4 of SPP 3.7 requires a Bushfire Emergency Plan (BEP) for vulnerable land use developments. A condition requiring the BEP to be submitted and approved prior to occupancy is recommended.

Drainage Basin

The BMP proposes that the landscaped drainage basin area in the north-west corner of the proposal is excluded from the classifiable vegetation as it is managed in a low threat state. However, the Guidelines state that there must be written agreement with the landowner/manager for the management of the vegetation as low threat in perpetuity.

The drainage basin is within the scope of the development application and the BMP states that the management requirements will be implemented through the final landscape plan. However, the landscape plan implementation will provide for low-threat vegetation to be planted but does not ensure ongoing vegetation management/maintenance in perpetuity. It is recommended that the requirement to maintain the vegetation in a low threat state is contained within a specific landscape management plan, prepared to identify ongoing on-site vegetation management as detailed in Table 9 of the Guidelines. A landscape management plan also provides an enforcement mechanism. A landscape management plan is recommended as a condition of approval.

Bushfire Risk Conclusion

The proposed approach demonstrates a proactive response to SPP 3.7 by:

- Locating habitable components in the lowest-risk areas;
- Designing non-habitable plant areas to withstand higher BAL ratings;
- Incorporating fire separation measures into the building design;
- Designing landscaping to maintain a low-threat state throughout the site; and
- Providing compliant access routes and internal vehicle design.

At building permit stage, the NCC includes additional construction, separation and access requirements particular to vulnerable land uses which the project fire engineer advises can be met. DFES does not oppose this approach, if the decision making is satisfied that compliance with the NCC can be achieved. In addition, while not a consideration of SPP 3.7, it is relevant to note that the Murdoch Fire Station is located approximately 300 metres to the west of the site.

Design

The site is within the Murdoch Health precinct of the MSACSP. The desired character is a “*dense urban campus with large building forms, occupying full blocks with horizontal forms and occasional landmark structures*”. The MSACSP also includes Urban Corridor built form guidelines that require building heights for the site generally of three–six storeys (with up to 10 storeys in landmark locations), site coverage of 80-100%, and setbacks up to two metres with upper storeys up to five metres.

The State Design Review Panel (SDRP) design review concluded the development represents a high quality architectural and landscape design, consistent with *State Planning Policy 7.0 – Design of the Built Environment* (SPP 7.0) (**A7 – SDRP Final Report**).

The SDRP did, however, raise some matters that need to be addressed, including the design of the entrances for the companion and main building, the detailed design of a large blank wall and its interface with Moitch Park, the companion building design and landscape design. These concerns were shared by the City.

The wall that interfaces with Moitch Park is adjacent to a pedestrian path which connects with a series of green spaces from Murdoch Station. The design review asked that options be considered to mitigate the perceived massing of the wall via articulation and material use and to improve safety along the path. This may be addressed by detailed architectural plans. A condition is recommended

for the design of the wall to be further developed to mitigate its visual impact and that a Crime Prevention Through Environmental Design report with design strategies be prepared and approved.

The entrances of both buildings were identified for further refinement to improve legibility and the design of the companion building was to be amended to ensure it was visually distinct from the main building. These are details that can be addressed at detailed design stage. Conditions that require detailed architectural plans for each component to be approved prior to commencement of works are recommended.

A detailed landscape plan will resolve matters around softening entrances, flood-appropriate planting species for the basin area, viability of planting and providing sufficient larger canopy trees to improve shade and comfort. Community and cultural integration matters will be managed through requiring an updated Public Art Strategy. Requiring a Wayfinding and Signage report will ensure legibility and a Sustainability report will ensure the proposal will achieve good sustainability outcomes. Conditions are recommended accordingly. A detailed response to each matter raised by the SDRP is detailed in **A8 – Design Review Comments and Recommended Design Responses**.

In addition, the City requests a Wind Management Report be submitted to ensure the design of the development generates acceptable wind impacts within the site and surrounding land. The applicant contends it is only required for high wind areas (e.g. coastal locations). However, it is best practice to require a Wind Management Report for buildings over five storeys or where a building is higher than surrounding structures to ensure building design does not negatively impact pedestrian safety and amenity. Therefore, a condition is recommended for a report accordingly.

Given the strategic importance of the WBH as a State health facility, the site is considered a landmark location within a Specialised Activity Centre. Design has overall been appropriately addressed. The 12-storey main building provides a landmark consistent with the Structure Plan's vision for occasional taller buildings at key nodes. The height is balanced by significant setbacks to Moitch Park to comply with the bushfire policy framework. The building responds appropriately to site-specific design, environmental, and operational constraints. The six-storey companion building provides a suitable transition to adjacent uses, to the north, in the FSH precinct.

Traffic and Transport

Traffic investigations determined the existing road network situation for the hospital precinct will remain operational with most intersections averaging a 'satisfactory' or 'operating near capacity' level of service. MRWA modelling indicates background traffic levels in the area will increase over time predominately due to regional traffic using South Street, Murdoch Drive and Farrington Road, however, any development within the precinct will result in increased local traffic or changes to route behaviour. Modelling indicates that within the ten-year horizon the level of service at key intersections will on average drop below 'satisfactory' and without improvements will continue to reduce to 'at capacity' or 'unsatisfactory' after the ten-year horizon. Therefore, any development will have some impact on the current and future traffic challenges impacting the area.

Although a separate project, the completion of the OMTID road improvement works will have a positive impact on the traffic situation and result in improved public and active transport connectivity, public realm, and the provision of patient, staff and visitor parking adjacent to the site (eastern car park). MRWA, PTA and the City raised concerns that these OMTID road improvement are proposed to be delivered separate to the western and eastern car parks and hospital.

Notwithstanding these works, the Traffic Impact Assessment (TIA) advises the hospital itself will have limited impact on the level of service in the precinct when compared to the modelled horizons with or without the hospital. Staff timetables are not known, however, vehicle peaks can be dispersed or managed through appropriate controls in the Parking Management Plan and Green Travel Plan. In

addition, vehicle peaks resulting from shift changes and staff movements will be centred on the existing and proposed parking (including the two multi-storey car parks) which will include targeted road modifications to accommodate the necessary vehicle stacking and intersection improvements, and technology inclusions to minimise the impact of additional vehicles.

The TIA demonstrates the development will not cause the road network to 'fail' upon opening and is generally supported by agencies. A condition requiring the TIA to be updated on the advice of the City and MRWA is recommended to ensure it addresses requested additional information, incorporates updates to associated documentation and changes to the parking and access required by other conditions, and is in a manner and form consistent with the WAPC's Transport Impact Assessment Guidelines (2016).

To address the potential for the Stage 2 road improvements and/or the eastern car park not proceeding as currently anticipated, the updated TIA, Parking Management Plan and Green Travel Plan required as conditions, are to model and recommend road, staff behaviour and public or active transport accessibility improvements required for the hospital to achieve an expected level of service. The updates and further findings will ensure the hospital and broader precinct can continue to operate at an acceptable level of service.

Public and Active Transport Connectivity

The development is well serviced by public transport with bus stops adjacent to the site on Fiona Wood Road and along Jennalup Street connecting with the Murdoch Station approximately 800 metres north of the site and with both high frequency and circle route services available less than 400 metres northwest on Barry Marshall Parade. PTA anticipates increased demand for services in the area as a result of the development.

An existing north bound bus embayment on west side of Fiona Wood Road is required to be relocated to accommodate the emergency vehicle access points (bus stop 26984). PTA advised the paired south bound bus stop requires consequential relocation and must comply with its specifications to ensure disability access for an on-street stop. The preferred location agreed by PTA will require the removal of up to two on street parking bays on Fiona Wood Road. A condition for the design and construction of the bus stop to PTA's specifications is recommended.

Development Control Policy 1.5 – Bicycle Planning encourages the provision of active transport facilities in the implementation of statutory planning. The site is located alongside the Kwinana Freeway principal shared path identified in DTMI's Long-Term Cycle Network and key east-west connections along Robin Warren Drive and Jennalup Street connecting to the secondary route along Murdoch Drive. Modelling confirmed the high use of the routes both to access the hospital precinct and broader network, therefore, the development should ensure the existing connections are maintained or improved.

The application depicts bicycle storage and end of trip facilities within the lower ground floor of the companion building, however, details on the bicycle storage capacity, number of showers, lockers and other necessary end of trip provisions were not resolved. A condition requiring details of the end of trip facilities and bicycle storage, including the consideration of e-ridable charging infrastructure on the advice of DTMI and the City is recommended. Additionally, in accordance with Austroads Standards and acknowledging the high active transport connections available to the site, DTMI recommend the capacity of the bicycle storage facilities to be above the minimum levels.

A condition requiring a Green Travel Plan is recommended to identify opportunities for changes to staff travel patterns including a modal shift away from private vehicle to active and public transport options. As part of this, it is anticipated there will be increased demand on end of trip facilities, e-ridable charging and public transport accessibility.

Parking and Drop-Off Bays

The application does not propose any dedicated patient, visitor or general staff parking bays on site, except for 9 bays for sole use by the existing child care centre in the south of the site. All other onsite parking bays are dedicated emergency, specialist and service bays required for the operation of the hospital. Approximately 16 patient drop-off bays are proposed along Fiona Wood Road or within the dedicated drop-off areas adjacent to the companion building entrance. Up to two of the six dedicated drop-off bays south of the main entrance will be removed to accommodate the relocated bus stop. A total of at least 14 dedicated drop-off bays will be provided adjacent to the main or companion building entrances.

The City and public have raised concerns that sufficient vehicle parking for patients and visitors has not been provided as part of this application. The TIA anticipates parking demand to be met within the existing available car parks across the precinct and the remaining shortfall accommodated in the eastern multi-storey car park. Whilst it is accepted that a modal shift towards active and public transport should be encouraged especially for staff, there is an expectation that the necessary number of bays will remain available for staff, in addition to patient and visitor bays in proximity to the hospital.

Conditions requiring a Parking Management Plan to detail the on-site parking provision and management of parking bays within the locality for use by the hospital is recommended. Additionally, as discussed above, it should ensure sufficient bays are available for all users should the eastern car park not proceed.

High-Pressure Gas Pipeline

Draft Development Control Policy 4.3 – Planning for High-Pressure Gas Pipelines (December 2016) requires a Pipeline Risk Management Plan (PRMP) to be provided for development applications within 15 metres of a pipeline. There is a high-pressure gas pipeline along the road reserves of Fiona Wood Road (running north-south) and Robin Warren Drive (to the west).

The primary purpose of the PRMP is to specify risk mitigation measures to be implemented to maintain safety and the integrity of the pipeline. Such measures could include (but are not limited to):

- increased pipe wall thickness (usually achievable only through a pipeline upgrade);
- increased depth of cover;
- concrete capping;
- bollards or fencing as a means of restricting access;
- restrictions on the permissible number of road and service crossings; and
- signage.

A PRMP has not been prepared. ATCO Gas Australia advises that the hospital does not, in itself, present an issue in relation to the nearby high pressure gas infrastructure and appropriate mitigation measures can be implemented. The key consideration is the scope and nature of works required to adequately mitigate associated risks. These measures could include a range of possible protection works or additional safety treatments, depending on the final design and construction requirements.

The applicant acknowledges the proximity of the high-pressure gas infrastructure and has committed to incorporating all necessary risk mitigation measures as required by the relevant authorities during later design phases. This approach is reasonable given the scale and complexity of the project and a condition and advice is recommended to ensure ongoing consultation with ATCO Gas Australia and that all required protection works are incorporated into the final design.

Noise

Under *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4) hospitals are a noise sensitive land use. Amenity has potential to be impacted from exposure to high noise levels as it is located 100 metres from Kwinana Freeway. An acoustic report has been submitted to demonstrate the hospital has suitable noise mitigation measures to minimise excess noise levels. MRWA advises the report should be updated to include open graded asphalt as an input to the modelling with noise predictions and treatment recommendations amended accordingly. A condition is supported to ensure accurate levels and measures are implemented.

The impact of construction activities on the adjacent childcare centre was raised as a concern in public submissions. Construction activities are anticipated to generate moderate to significant noise depending on the stage of construction and machinery involved. Notwithstanding this, all proposed works are to comply with the maximum noise levels permitted under the *Environmental Protection (Noise) Regulations 1997*. The construction management plan originally prepared for Stage 1 hospital works is to be updated to address the Stage 2 works, any changes to machinery requirements and duration of each section of work to ensure compliance with noise, dust and vibration requirements.

CONCLUSION

The proposed Women and Babies Hospital Stage 2 will support the timely delivery of the Women and Babies Hospital project and aligns with State level health infrastructure needs. The proposal is consistent with the Metropolitan Region Scheme, and generally consistent with State policies and the Murdoch Specialised Activity Centre Structure Plan.

The development represents a high quality architectural and landscape design, consistent with SPP 7.0. The proposed height and scale of the development is appropriate within the context and surroundings of the site. Conditions will ensure final architectural design plans address any remaining design issues. Matters relating to bushfire risk have been adequately addressed by the updated BMP and associated conditions.

The development has demonstrated the existing road network and active or public transport infrastructure can accommodate the hospital at opening. Conditions are recommended to manage impacts on the road network by encouraging modal shift and managing parking and ensuring the required relocation or upgrades to public transport infrastructure are undertaken.

The State is progressing a range of transport improvements to ensure the proposed development and future functionality of the broader Murdoch Activity Centre will operate effectively. Specific network improvements, public realm improvements and a future eastern multi-storey car park are subject to separate development applications and/or funding, however, are being timed to coincide with the opening of the development.

On the balance of these considerations, orderly and proper planning is maintained and the proposal is recommended for conditional approval.



Legend

☐ Cadastre (View 1)

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuery.

Aerial Location Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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1: 7,500

at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced:

23-Jan-2026



DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

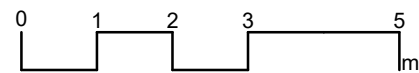
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- LEGEND
- WBH SITE TITLE BOUNDARY
 - WA LIFE WORKS BOUNDARY

NOTE AS-CONSTRUCTED FSH LEVELS
TO BE VERIFIED AGAINST SURVEY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - INTERIM ISSUE FOR WAL	JG	22.10.25
A.02	WORK IN PROGRESS ISSUE	JG	28.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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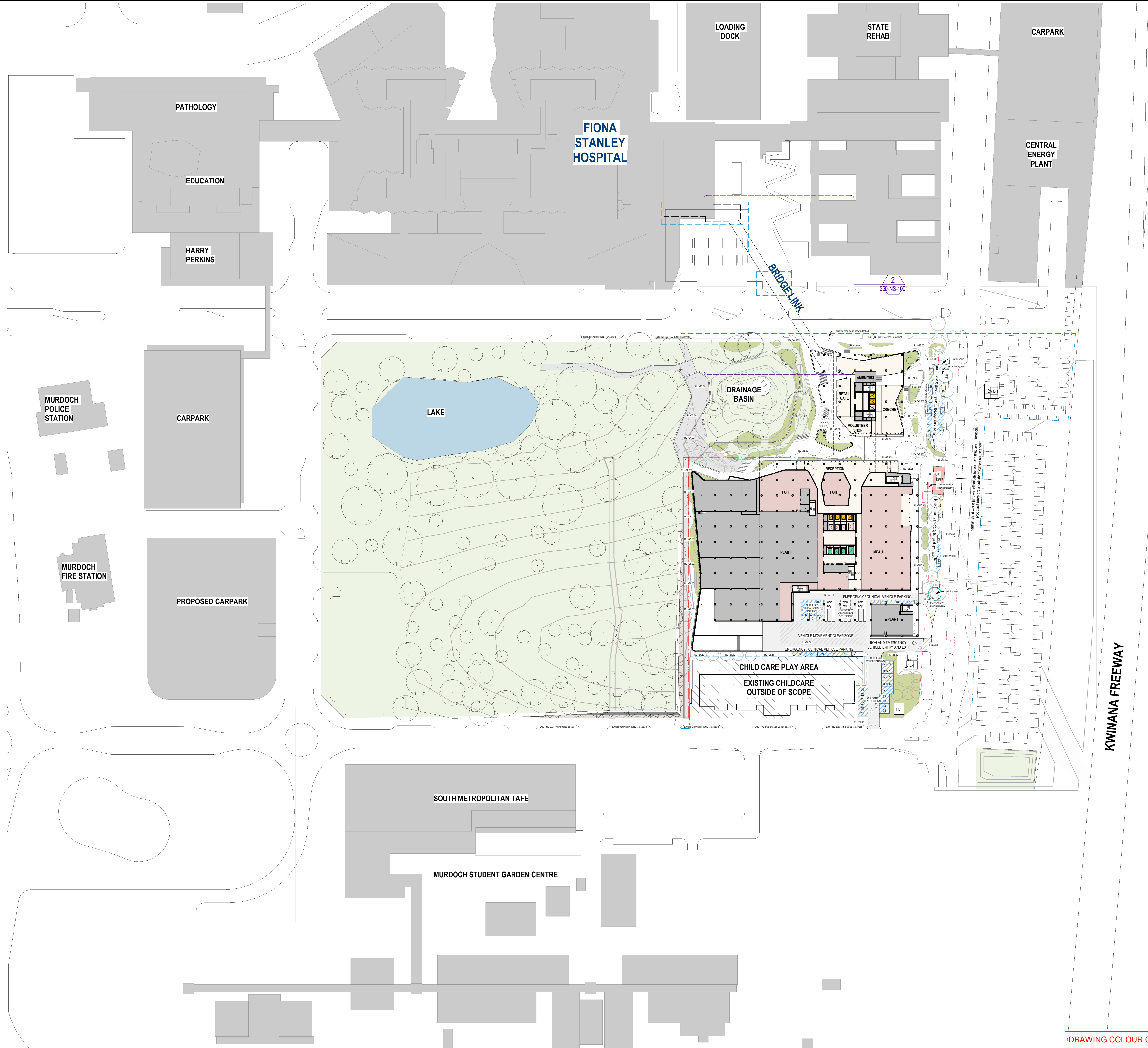


PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
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DRAWING
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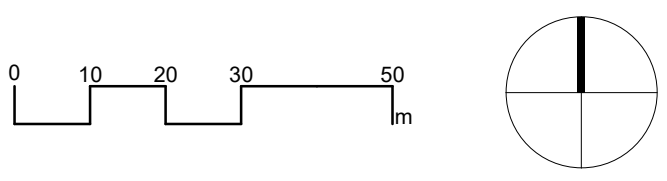
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DRAWING No.	REVISION		
NWB-ARC-WBH-AR-020-00-1002	B.00		



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DA PLAN LEGEND

- PUBLIC
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- STAFF LIFTS
- SERVICE BED LIFTS
- PROPOSED TRAFFIC ALIGNMENT
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- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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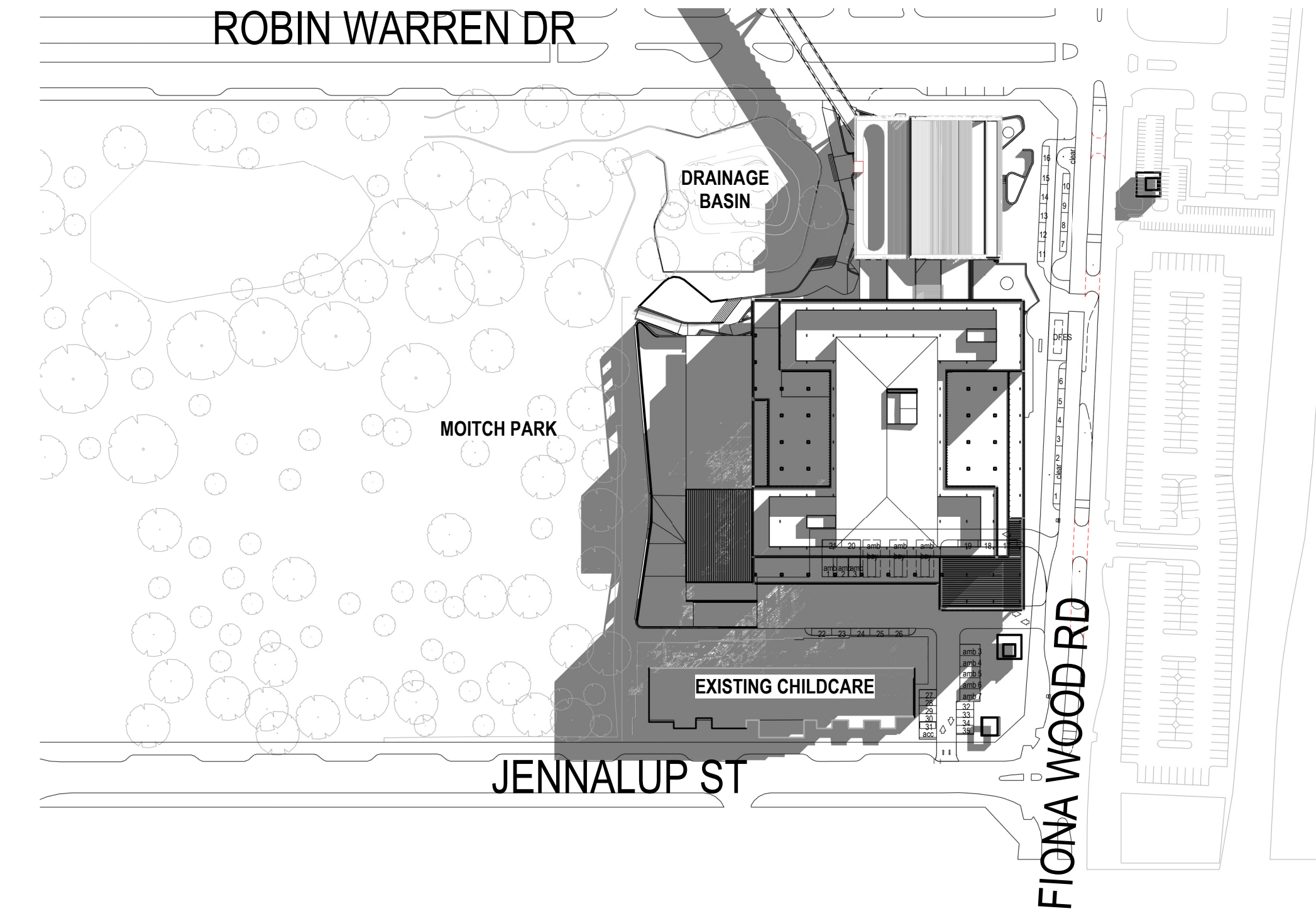
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NEW WOMEN & BABIES HOSPITAL
NWB

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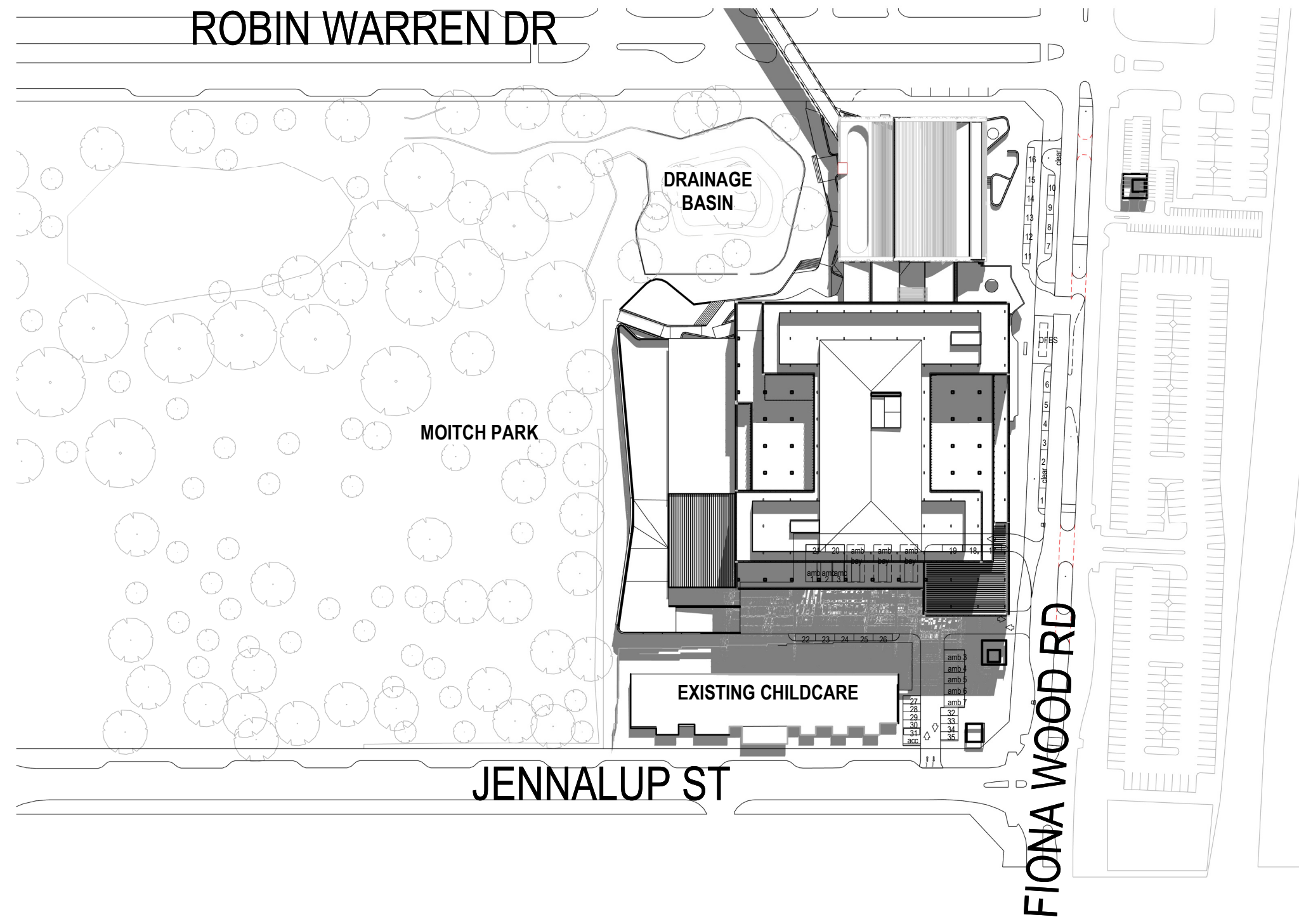
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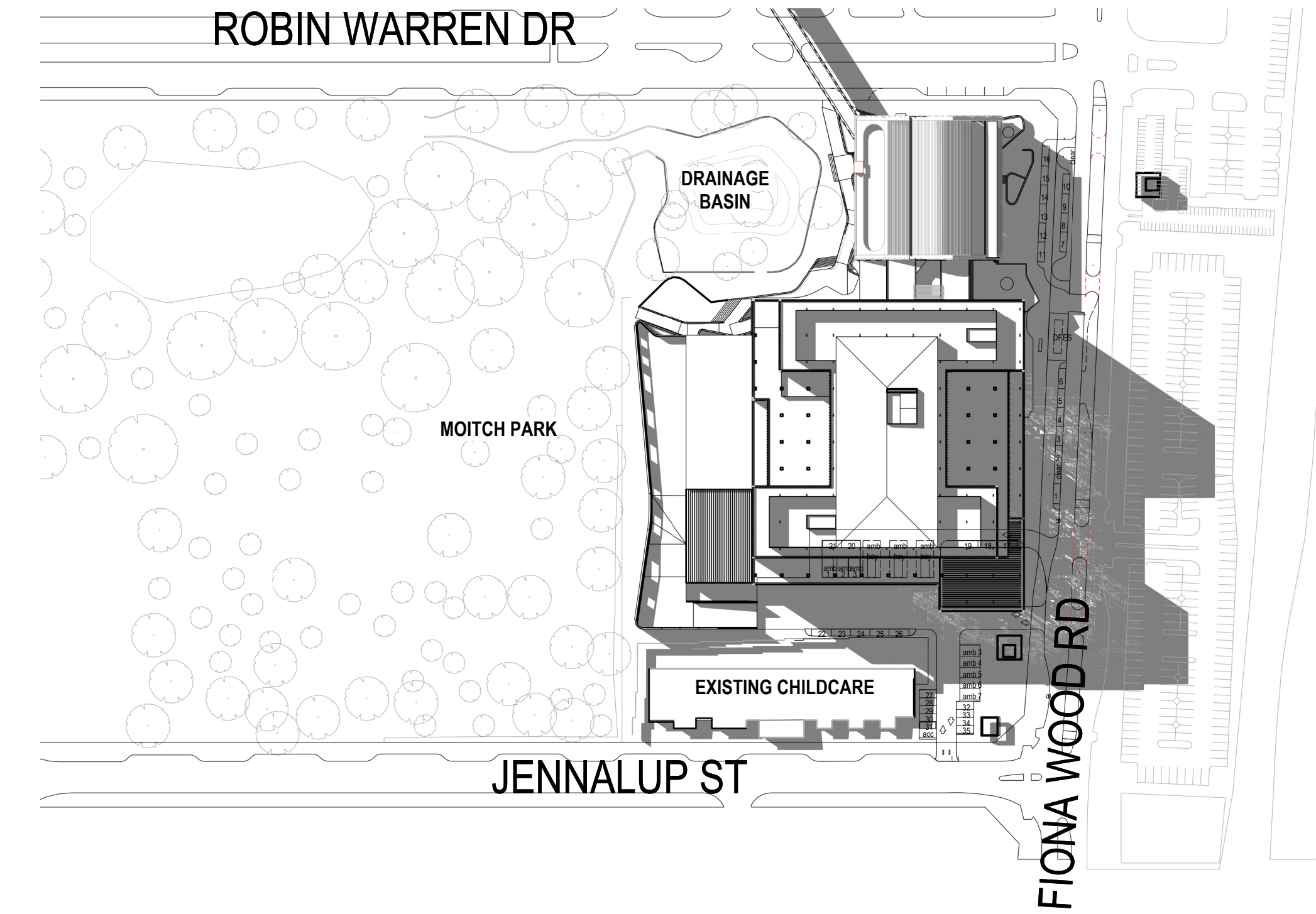
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3 AUTUMN - MARCH 21 - 12PM
SCALE: 1:1500



2 AUTUMN - MARCH 21 - 3PM
SCALE: 1:1500

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A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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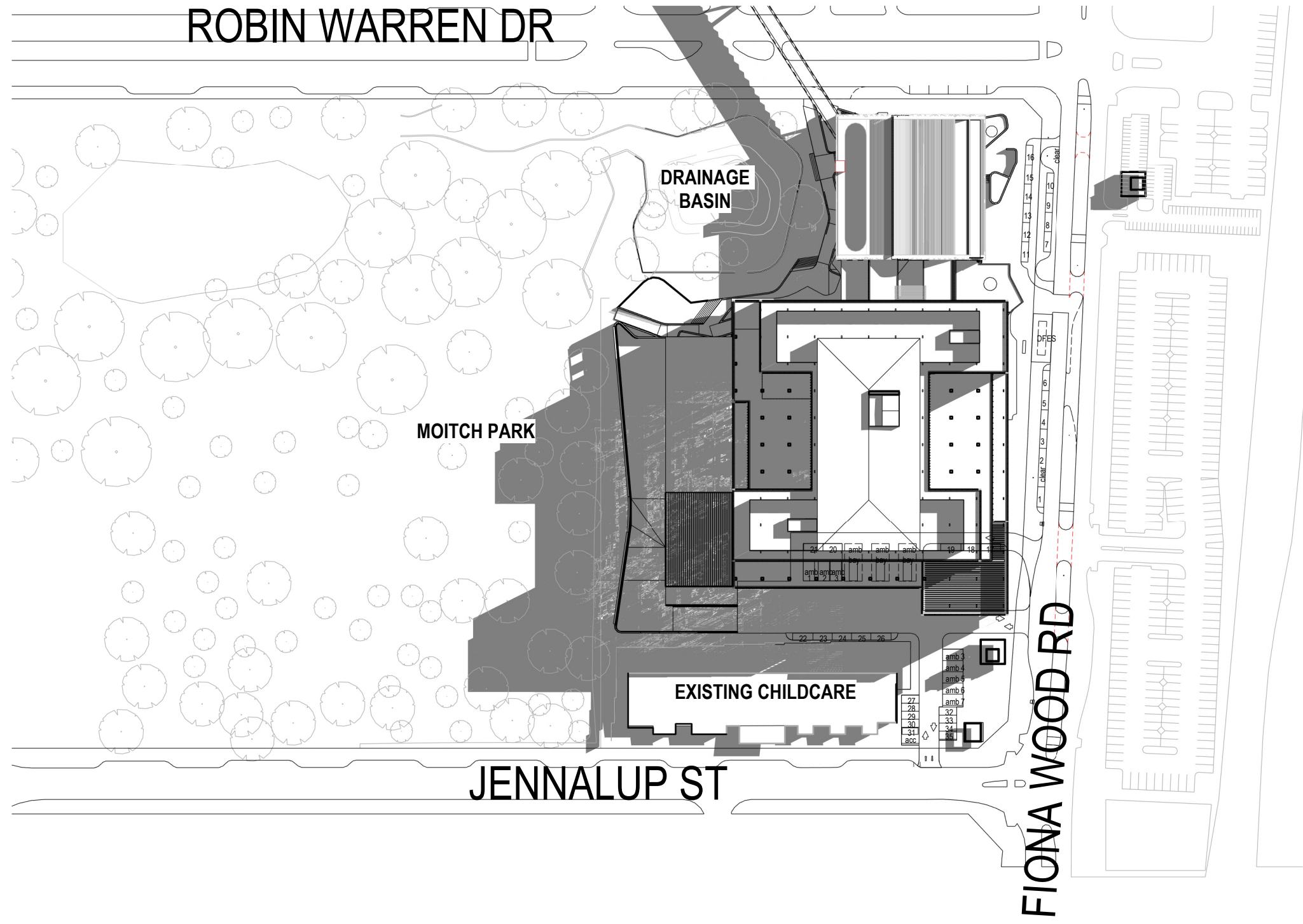


PROJECT
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NWB

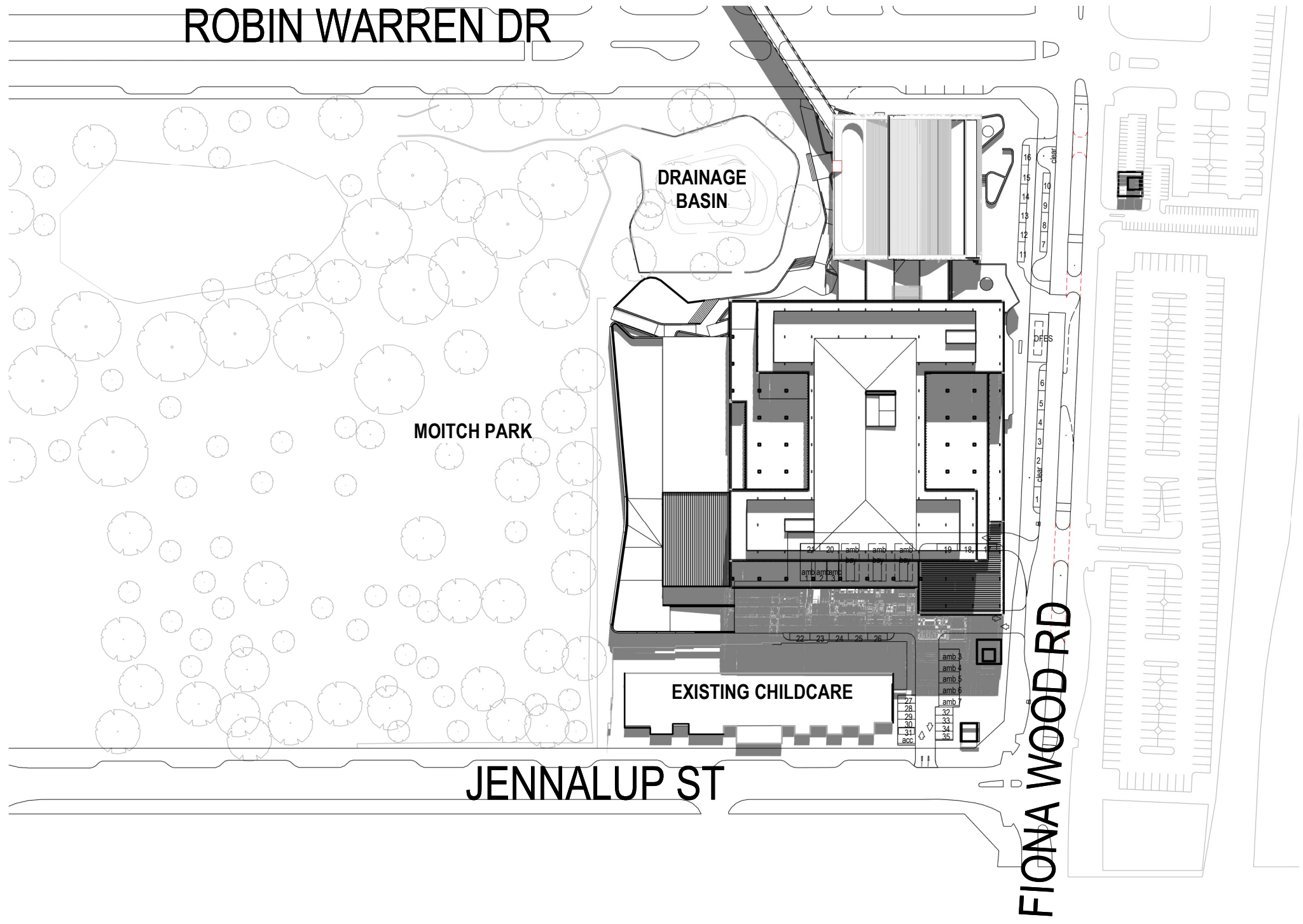
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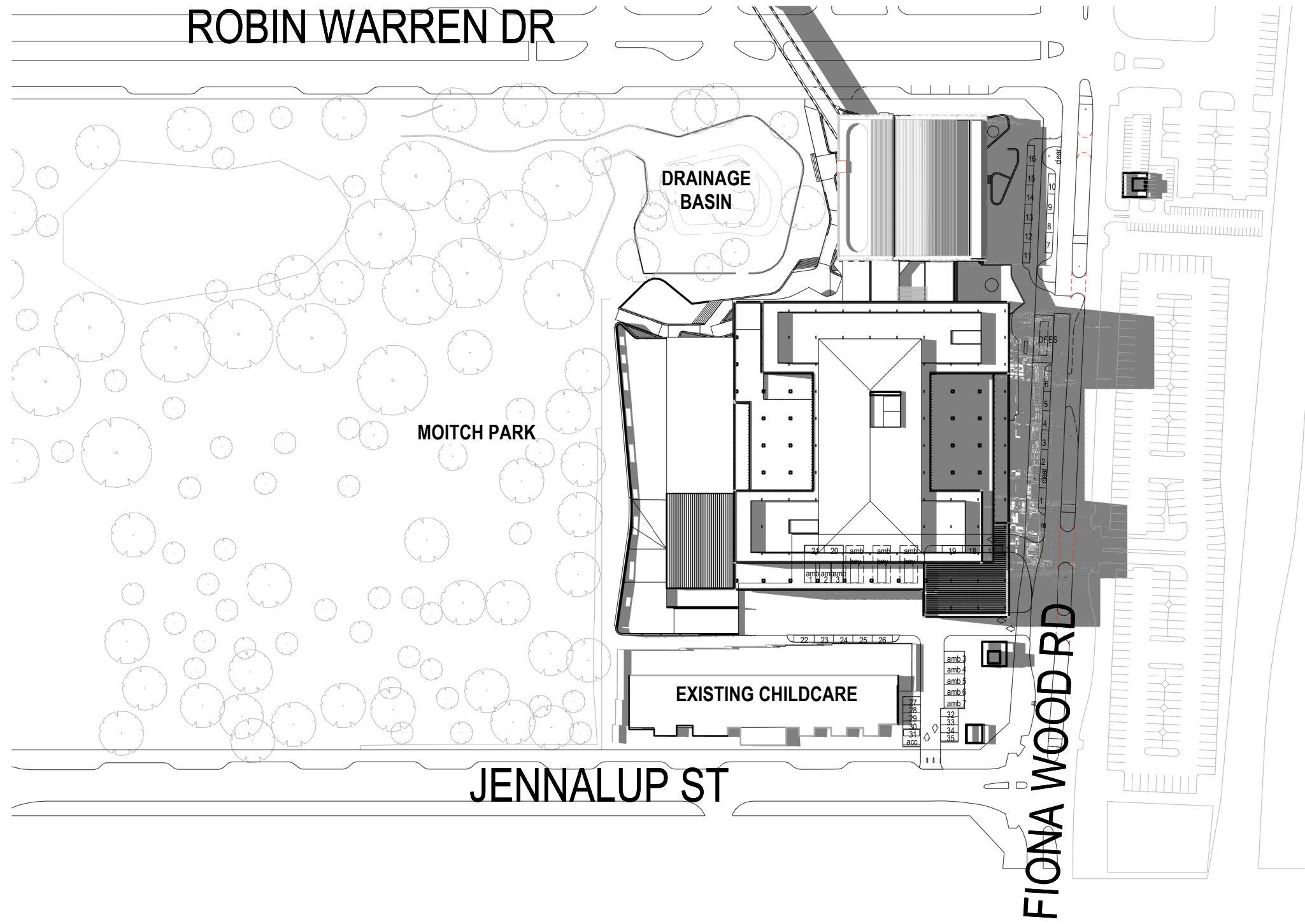
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3 SPRING - SEPTEMBER 21 - 12PM
SCALE: 1:1500



2 SPRING - SEPTEMBER 21 - 3PM
SCALE: 1:1500

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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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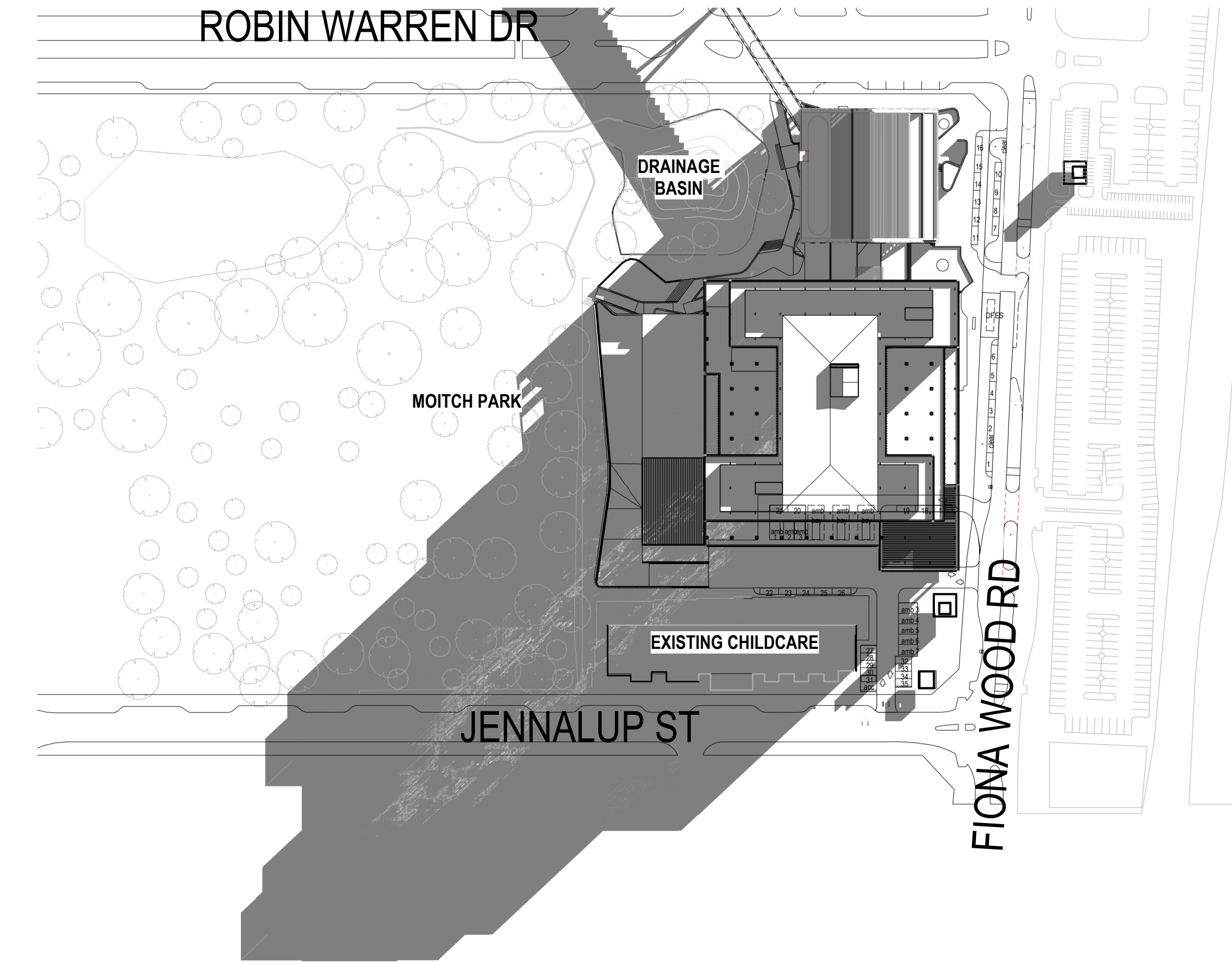


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NW/B

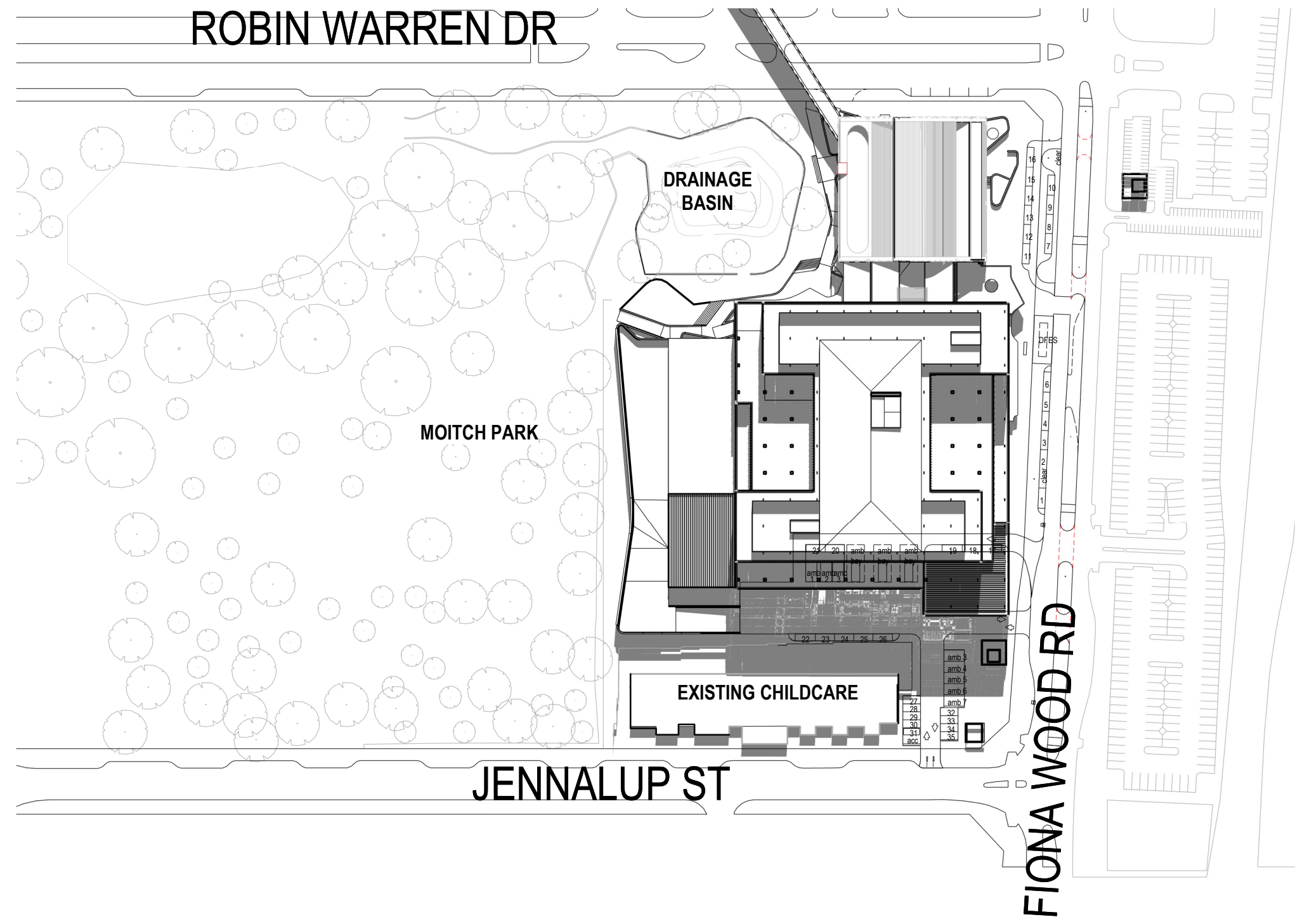
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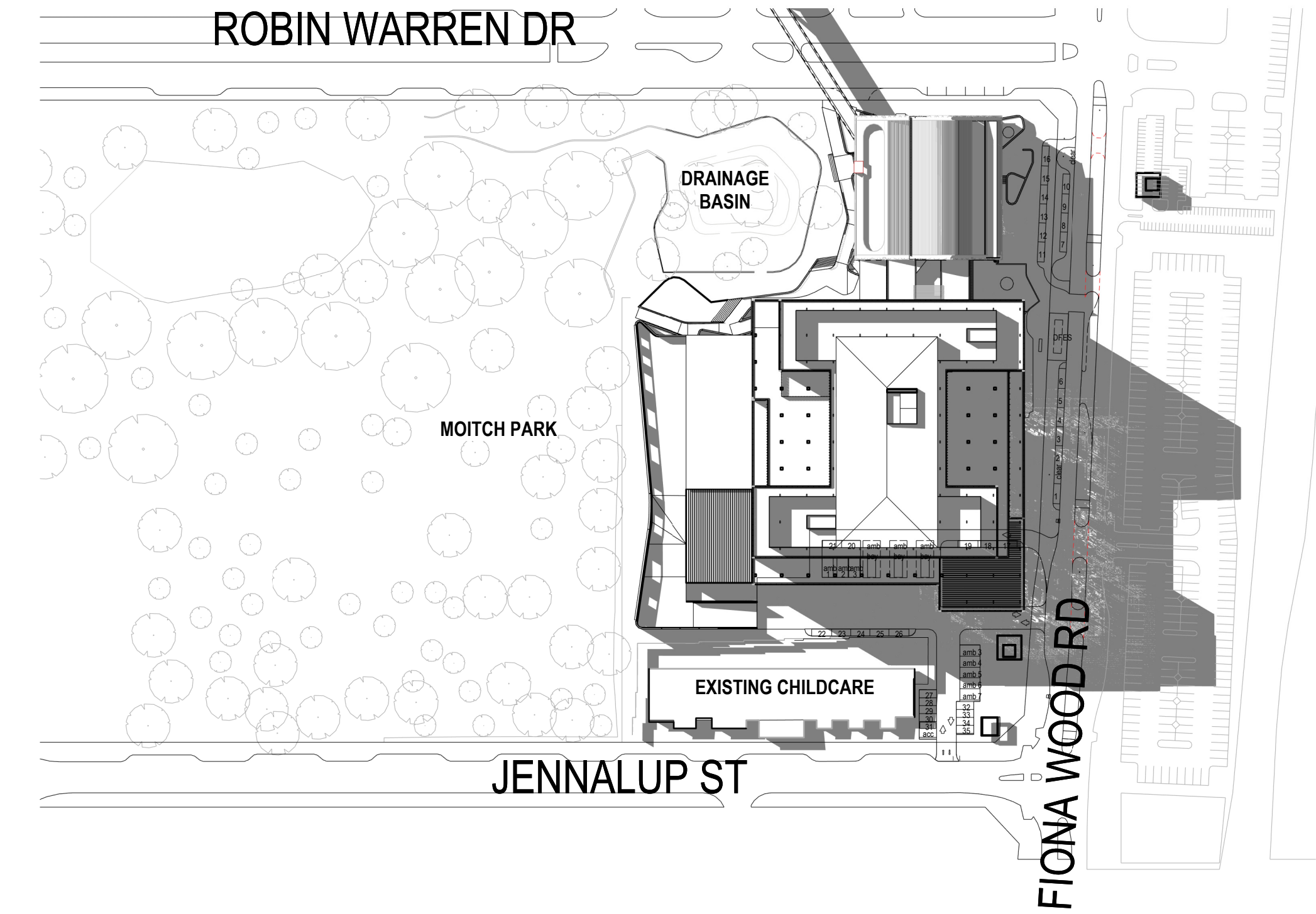
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DRAWING No. NWB-ARC-WBH-AR-031-00-0002			REVISION B.00



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3 WINTER - JUNE 21-12PM
SCALE: 1:1500



2 WINTER - JUNE 21- 3PM
SCALE: 1:1500

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A.03	WORK IN PROGRESS ISSUE	JG	28.10.25
A.04	DA - GOLD PACK ISSUE	JG	03.11.25
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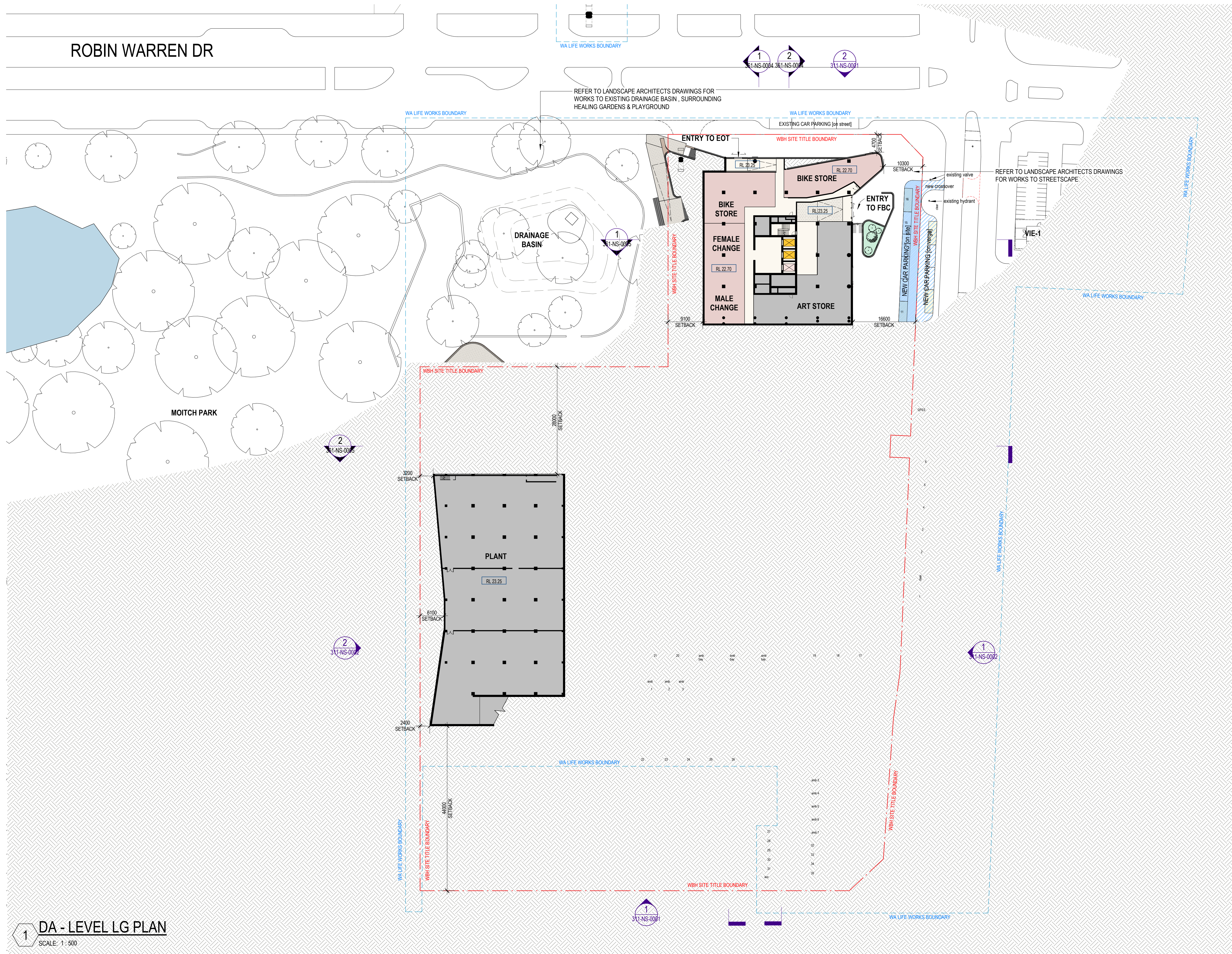


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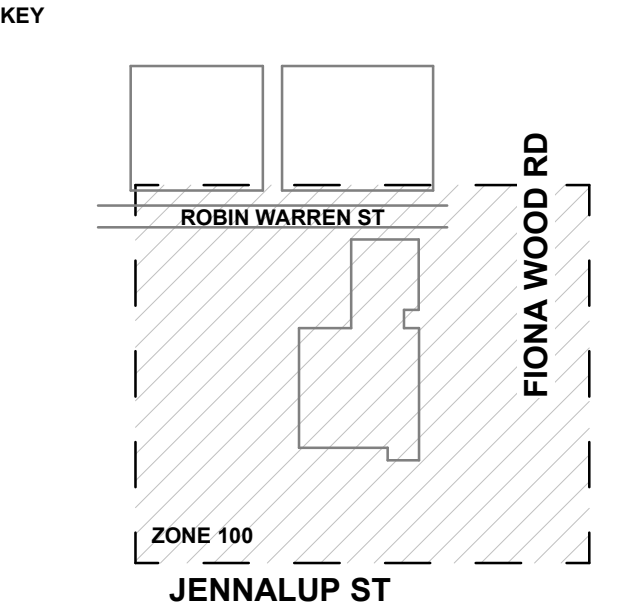
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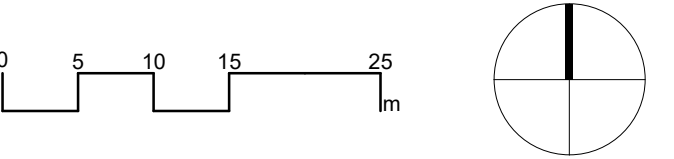
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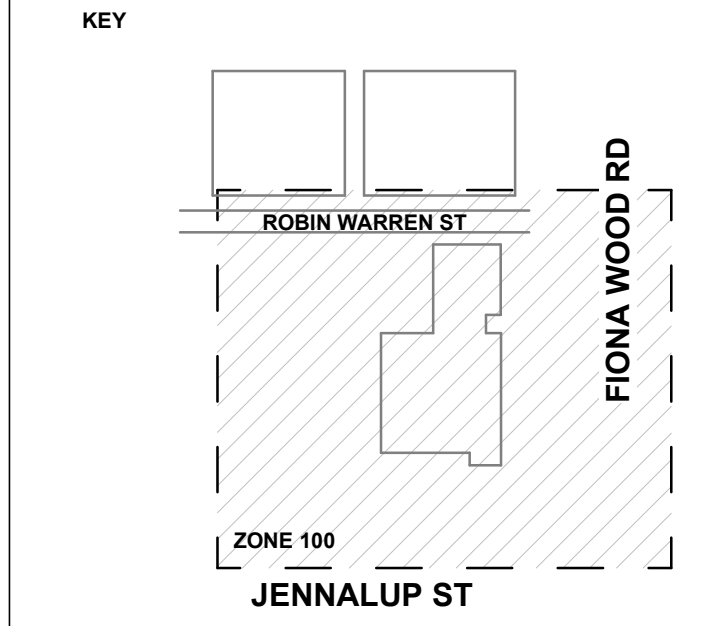
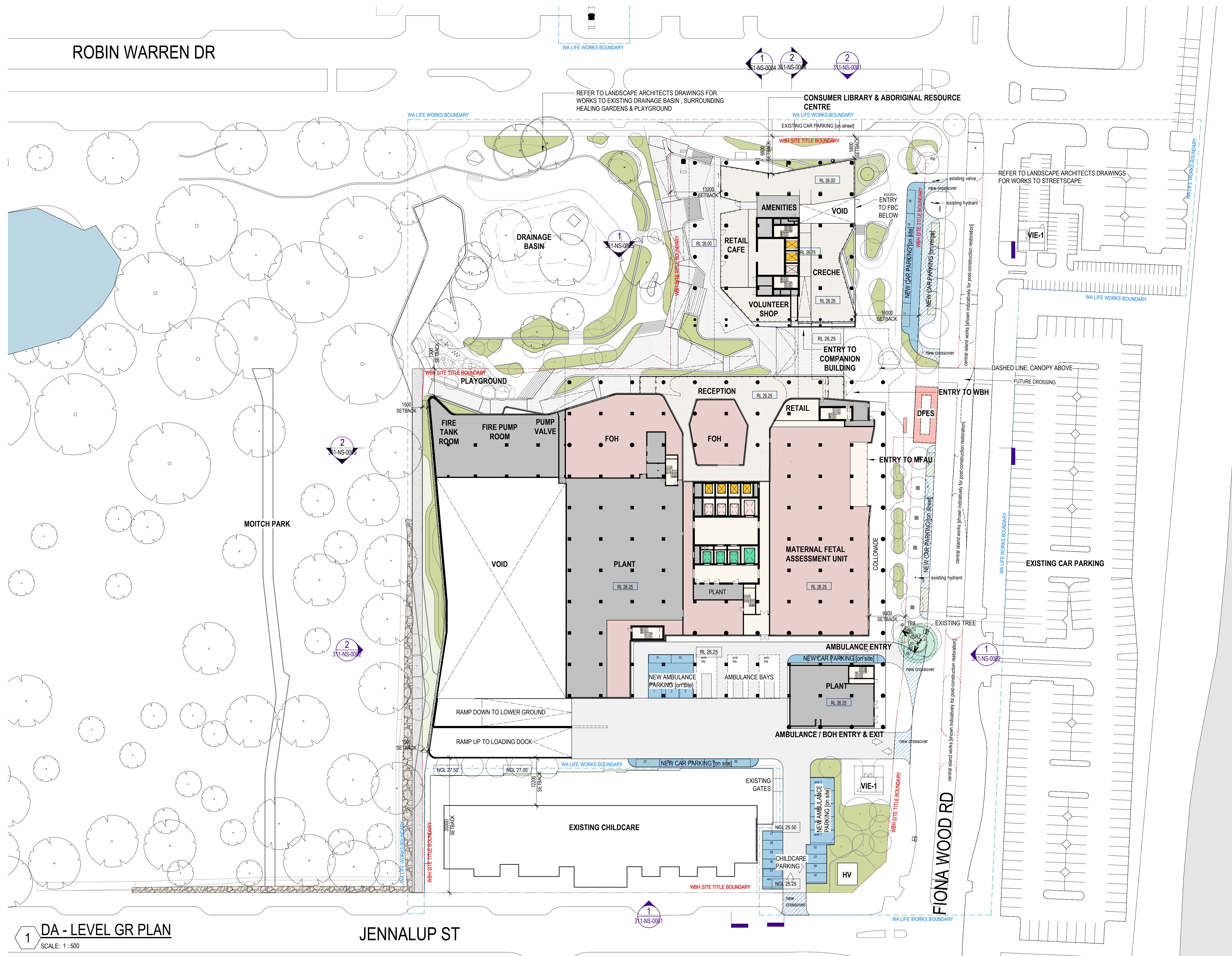
PROJECT
NEW WOMEN & BABIES HOSPITAL
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DRW SERIES	LEVEL	ZONE
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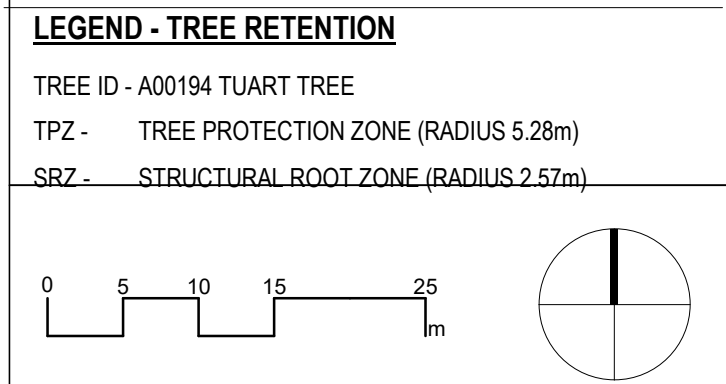
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- DA PLAN LEGEND
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A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - CITY OF MELVILLE ISSUE	JG	28.10.25
A.04	DA - GOLD PACK ISSUE	JG	03.11.25
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NWB		
DRW SERIES	LEVEL	ZONE
200	GR	100
DRAWING		
DA GROUND LEVEL PLAN		

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Designer	Author	Checker	Approver
PROJECT DESIGN STAGE			ORIG. SIZE
DEVELOPMENT APPLICATION			A1
COORDINATE SYSTEM		VERTICAL DATUM	SCALE @ A1
PCG2020/ GDA 2020		AHD71	As indicated
DRAWING No.		REVISION	
NWB-ARC-WBH-AR-200-GR-1001			B.00

1 DA - LEVEL GR PLAN

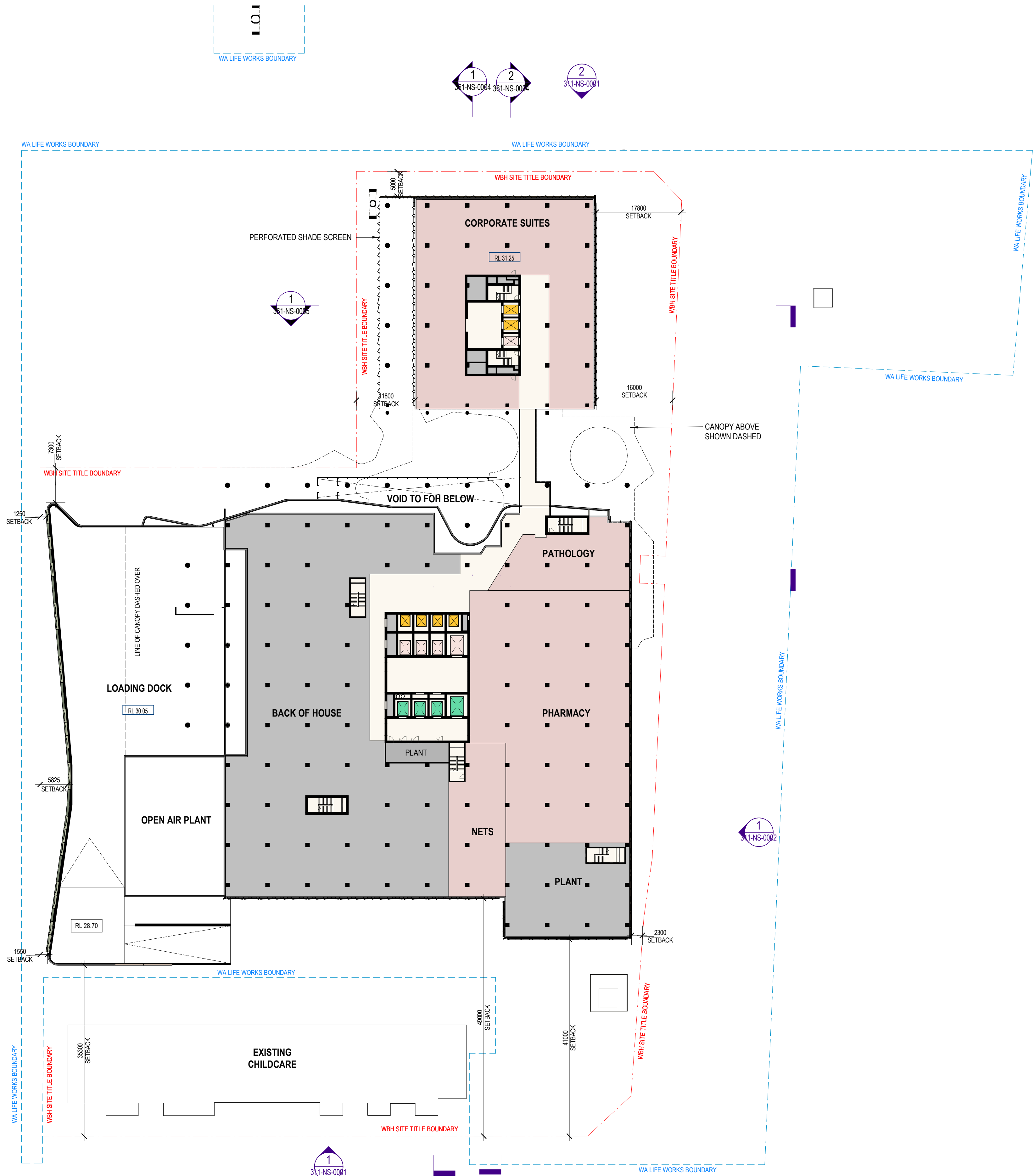
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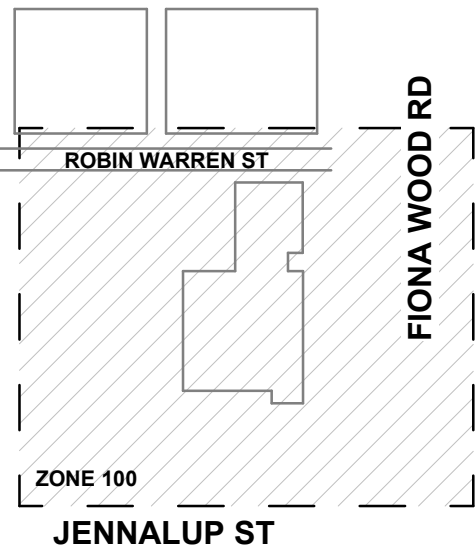
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1 DA - LEVEL 01 PLAN

SCALE: 1:500



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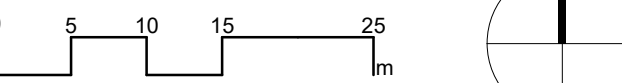


NOTES:

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DA PLAN LEGEND

- PUBLIC
- CLINICAL
- PLANT
- ROOF
- OUTDOOR
- PUBLIC LIFTS
- STAFF LIFTS
- SERVICE BED LIFTS
- PROPOSED TRAFFIC ALIGNMENT
- WBH SITE TITLE BOUNDARY
- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - INTERIM ISSUE FOR WAL	JG	22.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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Architectus Perth
OV1 Upper Plaza West
250 St. Georges Terrace
Perth WA 6000
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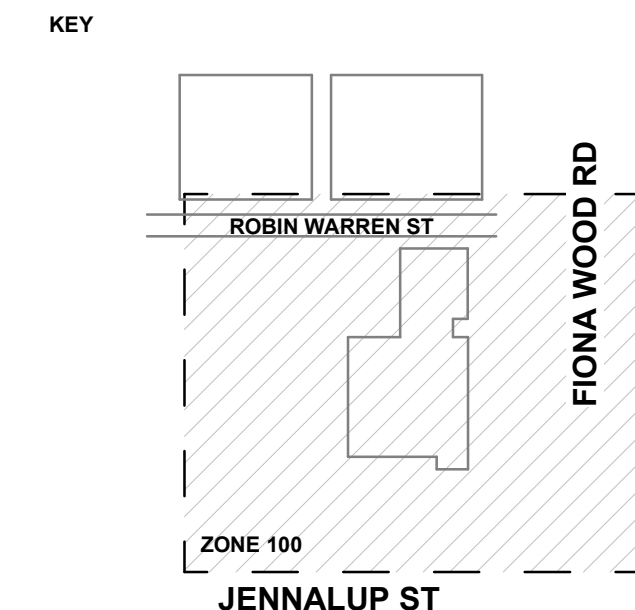
PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
200	01	100

DRAWING
DA LEVEL 01 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE			ORIG. SIZE
DEVELOPMENT APPLICATION			A1
COORDINATE SYSTEM		VERTICAL DATUM	SCALE @ A1
PCG2020/ GDA 2020		AHD71	As indicated
DRAWING No.			REVISION
NWB-ARC-WBH-AR-200-01-1001			B.00

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.

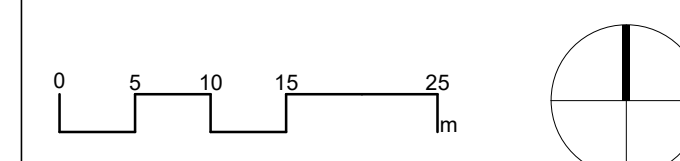


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DA PLAN LEGEND

-  PUBLIC
-  CLINICAL
-  PLANT
-  ROOF
-  OUTDOOR
-  PUBLIC LIFTS
-  STAFF LIFTS
-  SERVICE BED LIFTS
-  PROPOSED TRAFFIC ALIGNMENT
-  WBH SITE TITLE BOUNDARY
-  WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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 QV1 Upper Plaza West
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 Perth WA 6000
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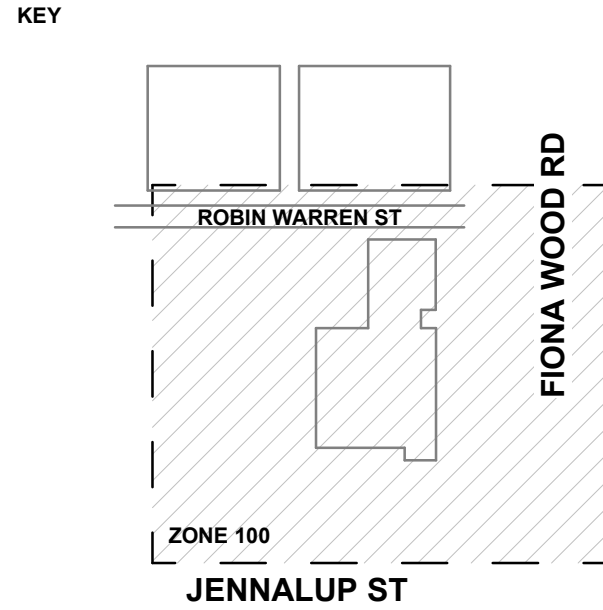
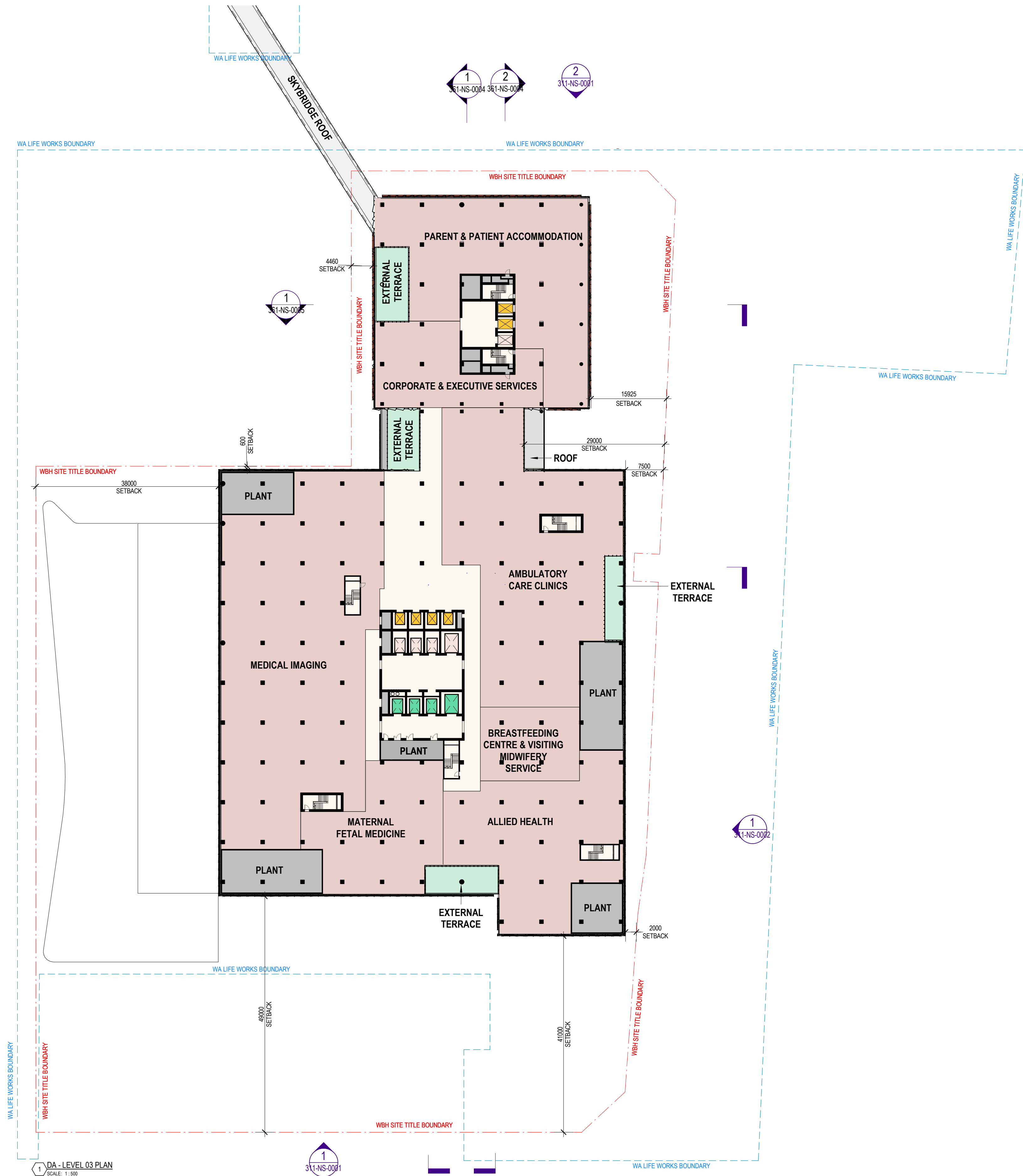
DRW SERIES	LEVEL	ZONE
200	02	100

DRAWING
DA LEVEL 02 PLAN

DESIGNED Designer	DRAWN Author	CHECKED Checker	APPROVED Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-02-1001			REVISION B.00

1 DA - LEVEL 02 PLAN
SCALE: 1:500

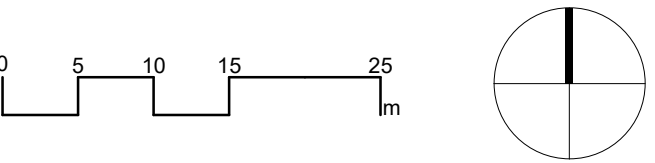
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DA PLAN LEGEND

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- ROOF
- OUTDOOR
- PUBLIC LIFTS
- STAFF LIFTS
- SERVICE BED LIFTS
- PROPOSED TRAFFIC ALIGNMENT
- WBH SITE TITLE BOUNDARY
- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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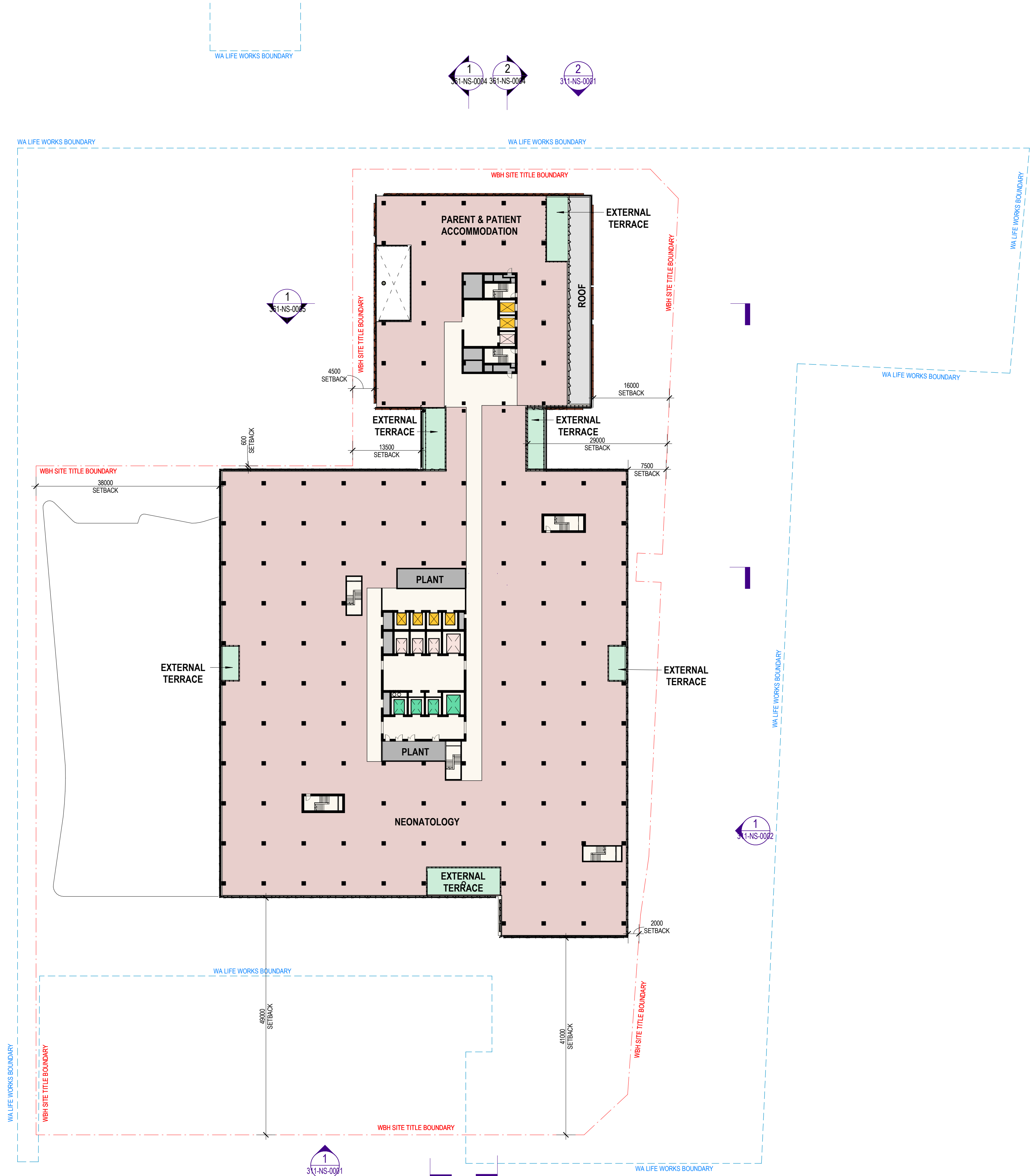
PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
200	03	100

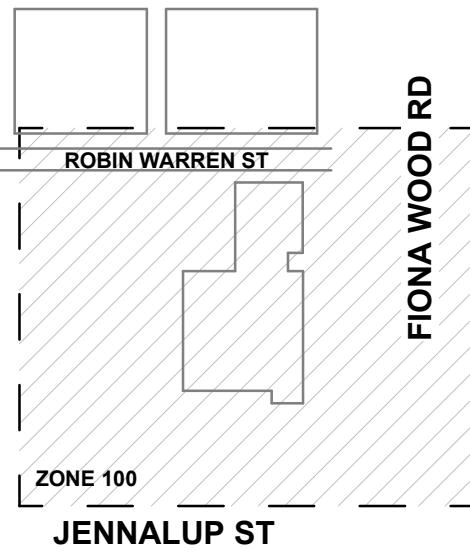
DRAWING
DA LEVEL 03 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE			ORIG. SIZE
DEVELOPMENT APPLICATION			A1
COORDINATE SYSTEM		VERTICAL DATUM	SCALE @ A1
PCG2020/ GDA 2020		AHD71	As indicated
DRAWING No.			REVISION
NWB-ARC-WBH-AR-200-03-1001			B.00

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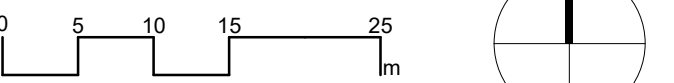


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Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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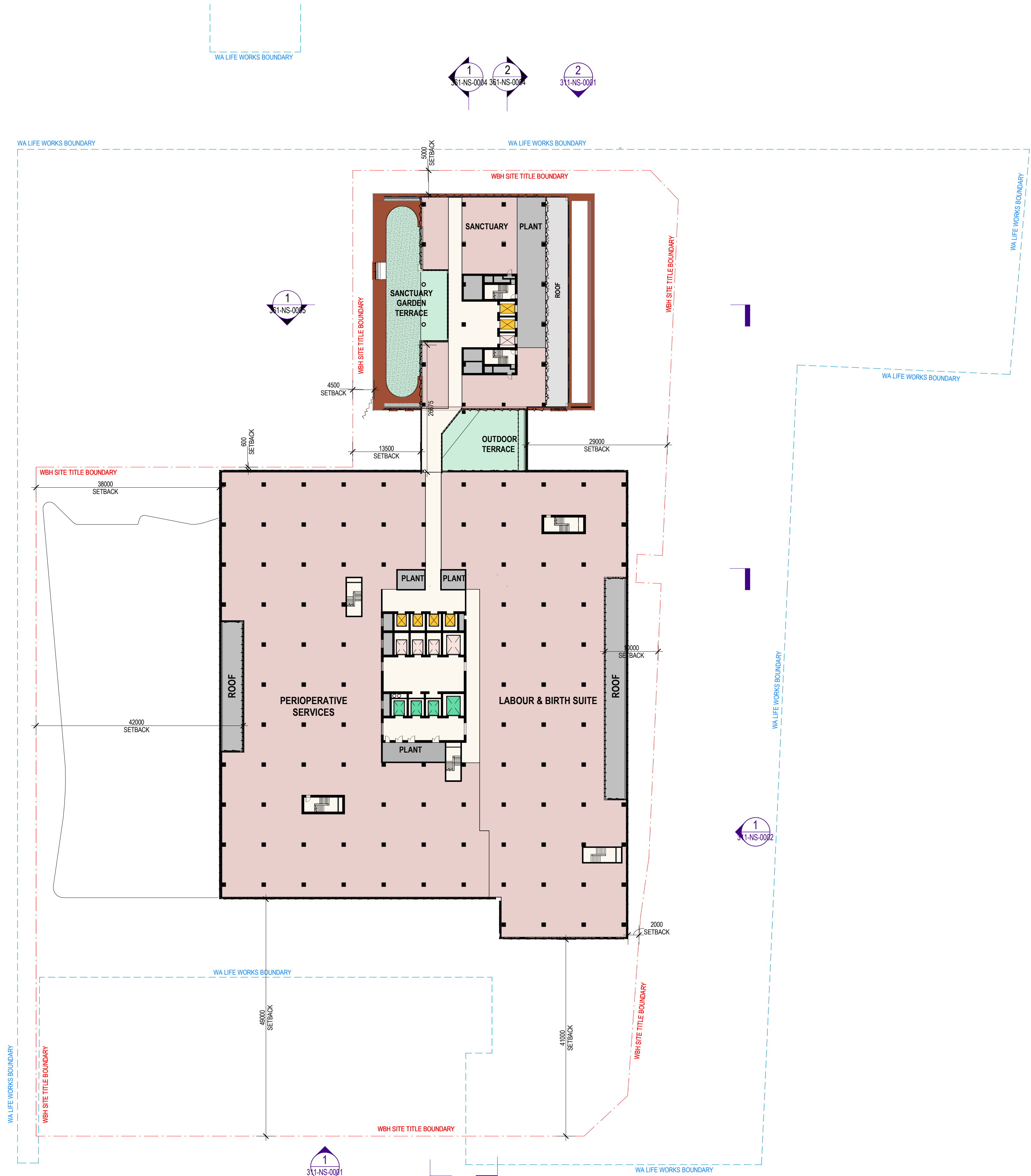
DRW SERIES	LEVEL	ZONE
200	04	100

DRAWING
DA LEVEL 04 PLAN

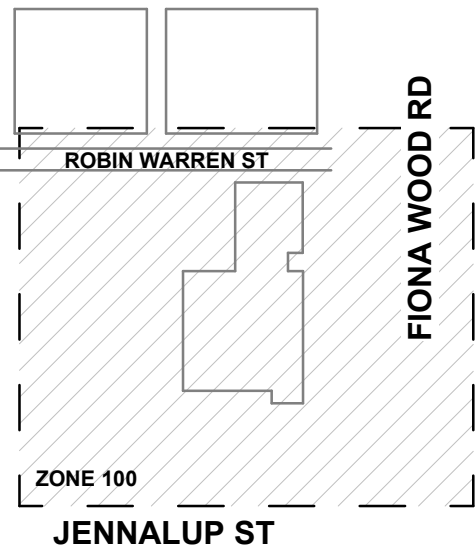
DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE			ORIG. SIZE
DEVELOPMENT APPLICATION			A1
COORDINATE SYSTEM		VERTICAL DATUM	SCALE @ A1
PCG2020/ GDA 2020		AHD71	As indicated
DRAWING No.			REVISION
NWB-ARC-WBH-AR-200-04-1001			B.00

1 DA - LEVEL 05 PLAN

SCALE: 1:500



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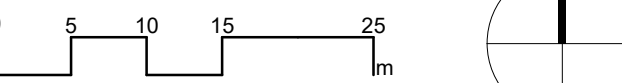


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- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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DRW SERIES	LEVEL	ZONE
200	5	100

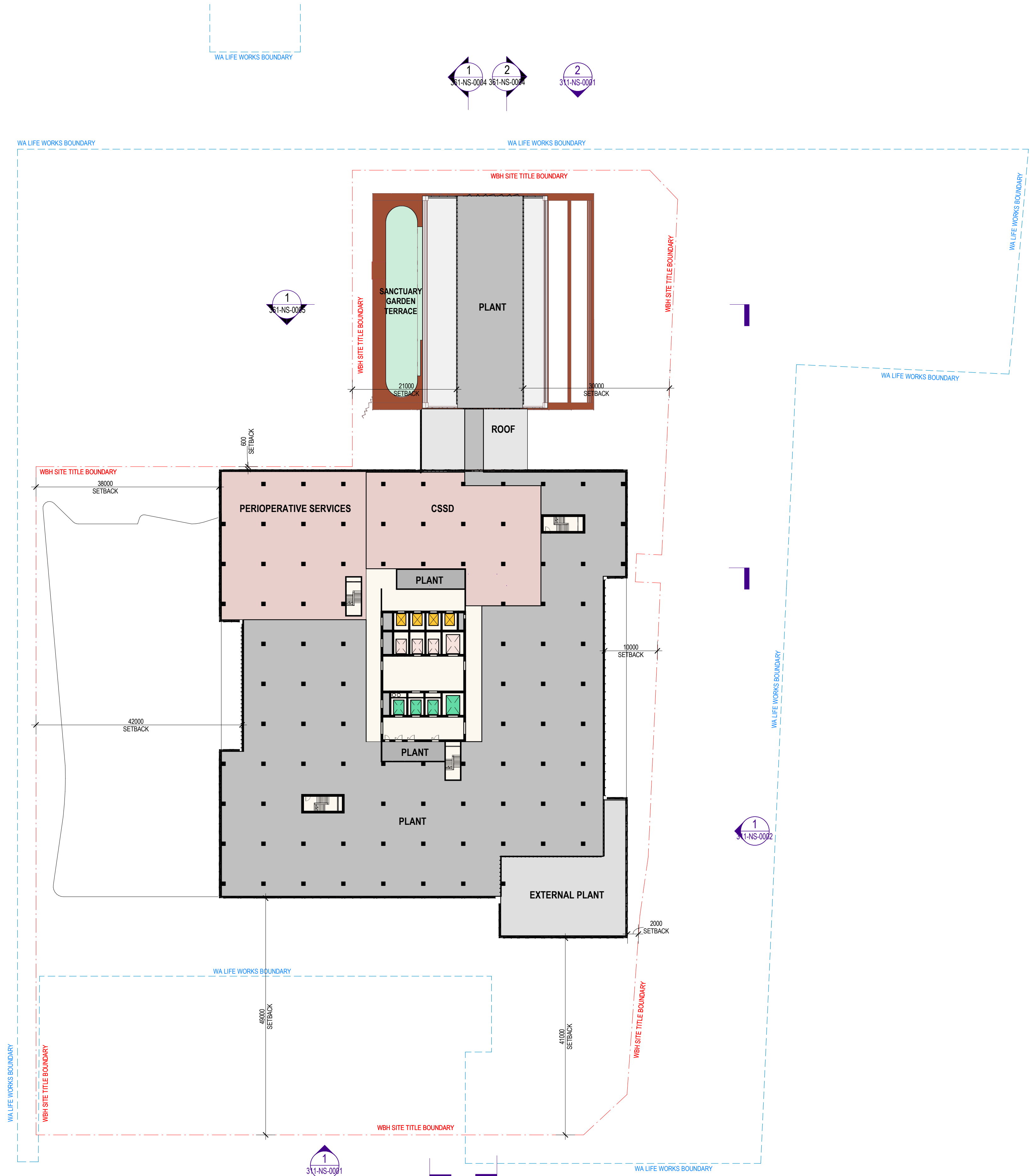
DRAWING
DA LEVEL 05 PLAN

DESIGNED Designer	DRAWN Author	CHECKED Checker	APPROVED Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-05-1001			REVISION B.00

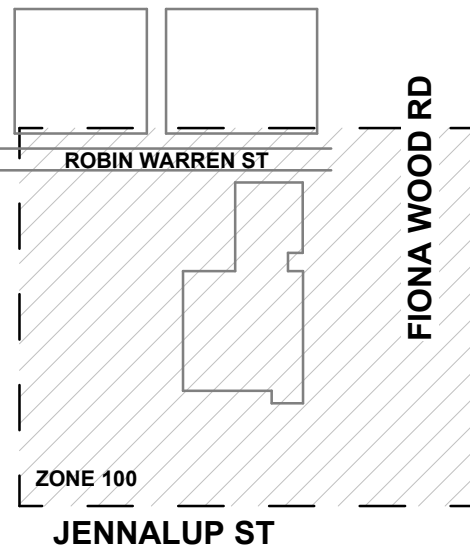
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1 DA - LEVEL 06 PLAN

SCALE: 1 : 500



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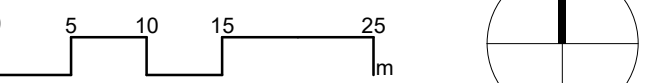


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- WBH SITE TITLE BOUNDARY
- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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DRW SERIES	LEVEL	ZONE
200	6	100

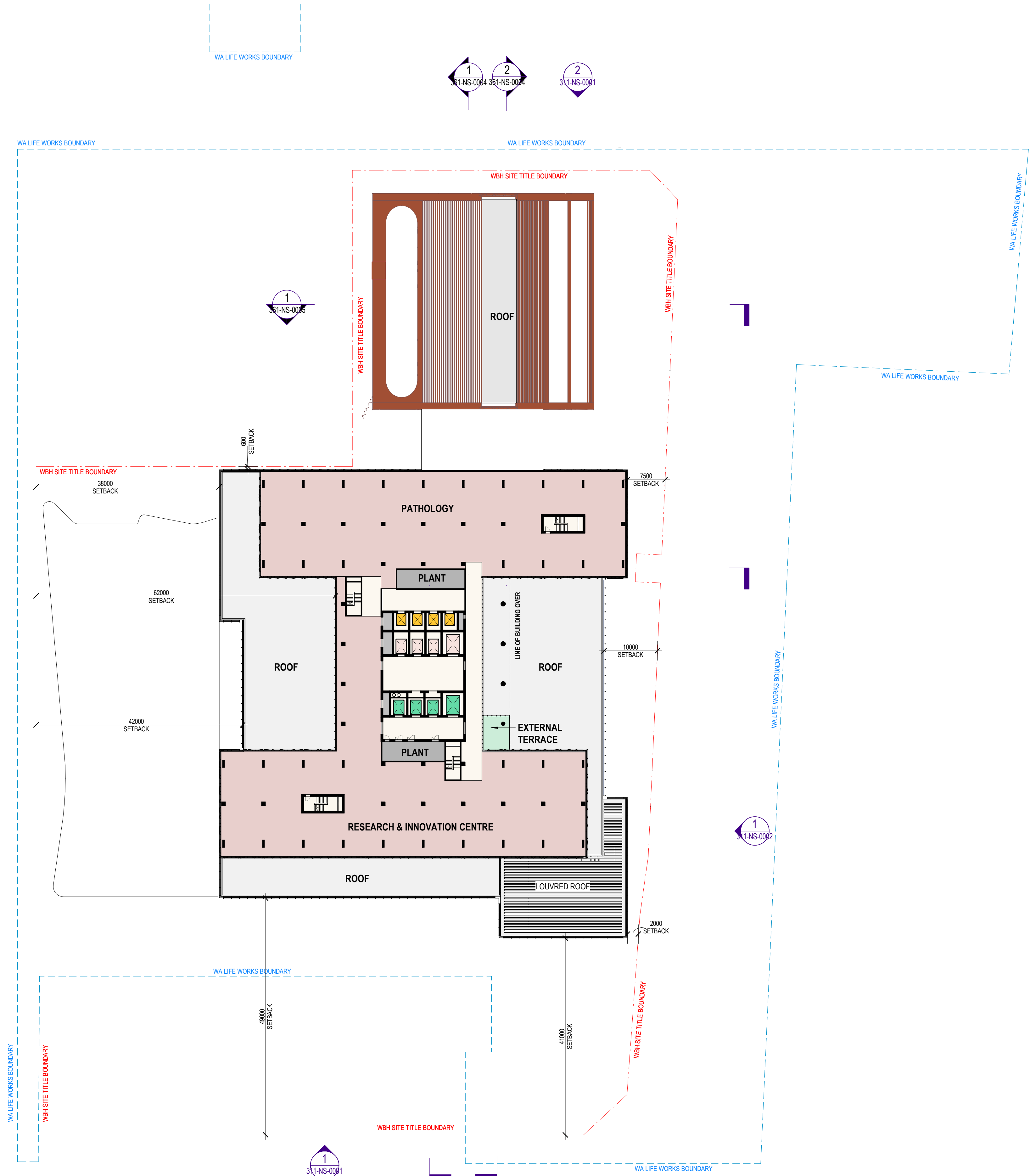
DRAWING
DA LEVEL 06 PLAN

DESIGNED Designer	DRAWN Author	CHECKED Checker	APPROVED Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-06-1001			REVISION B.00

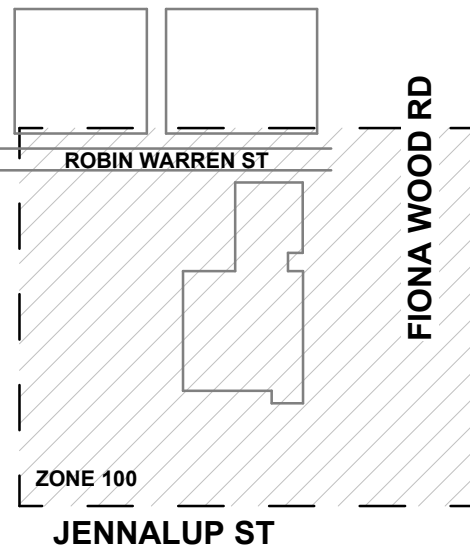
DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.

1 DA - LEVEL 07 PLAN

SCALE: 1 : 500



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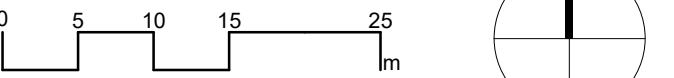


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DA PLAN LEGEND

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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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PROJECT
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NWB

DRW SERIES	LEVEL	ZONE
200	7	100

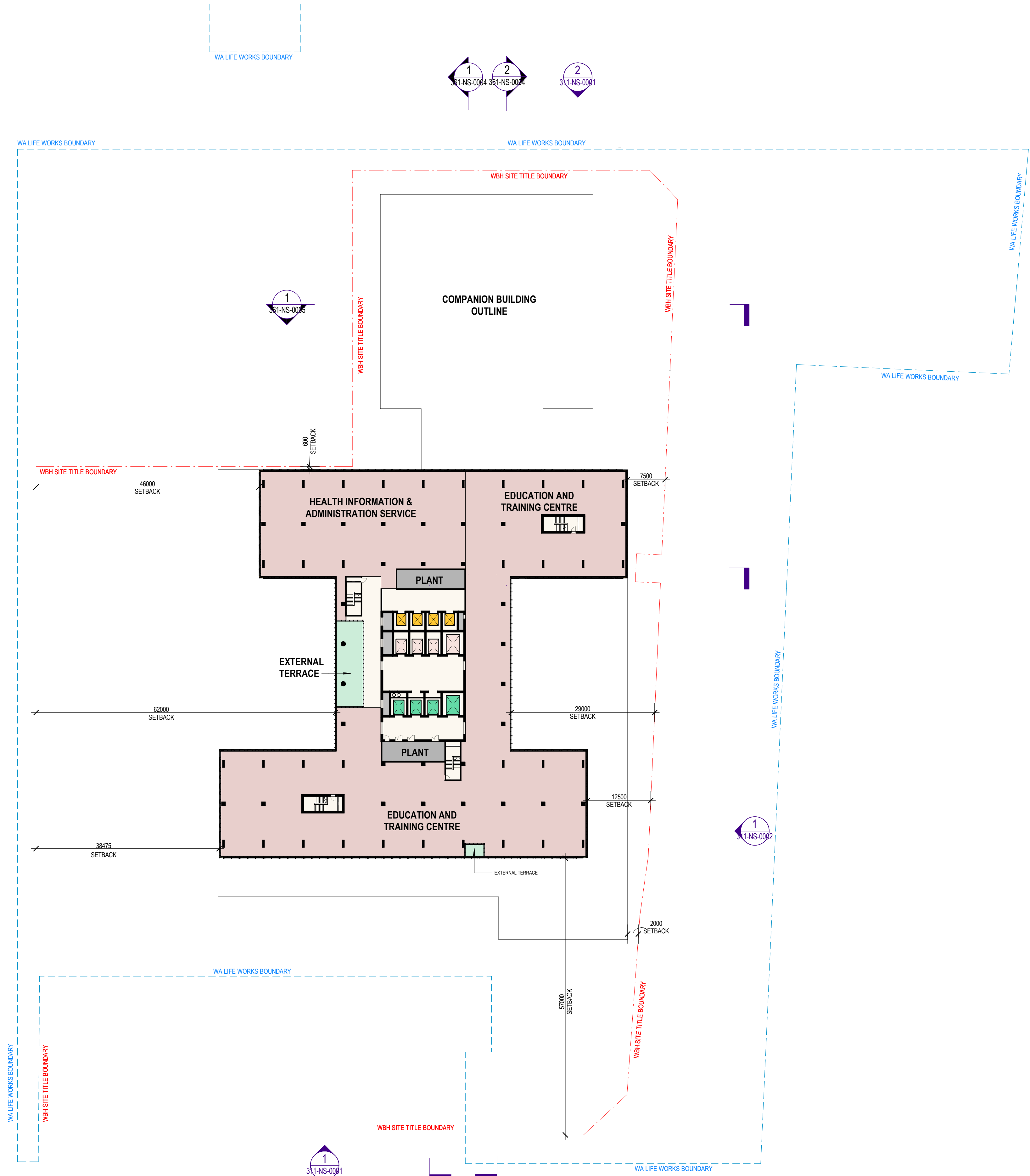
DRAWING
DA LEVEL 07 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-07-1001			REVISION B.00

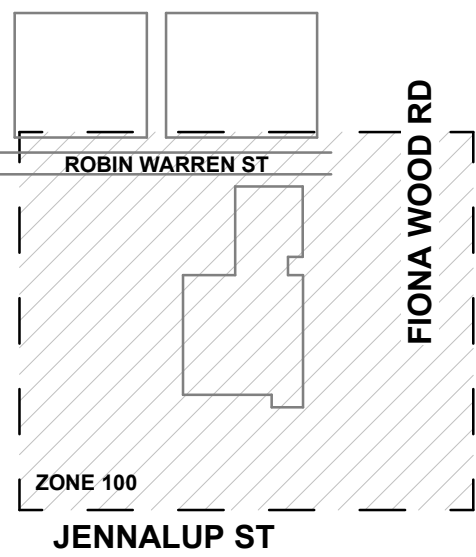
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1 DA - LEVEL 08 PLAN

SCALE: 1 : 500



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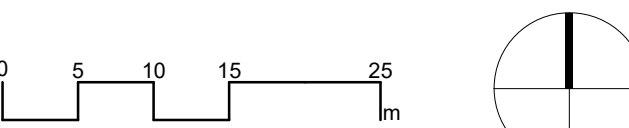


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PROJECT
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NWB

DRW SERIES	LEVEL	ZONE
200	08	100

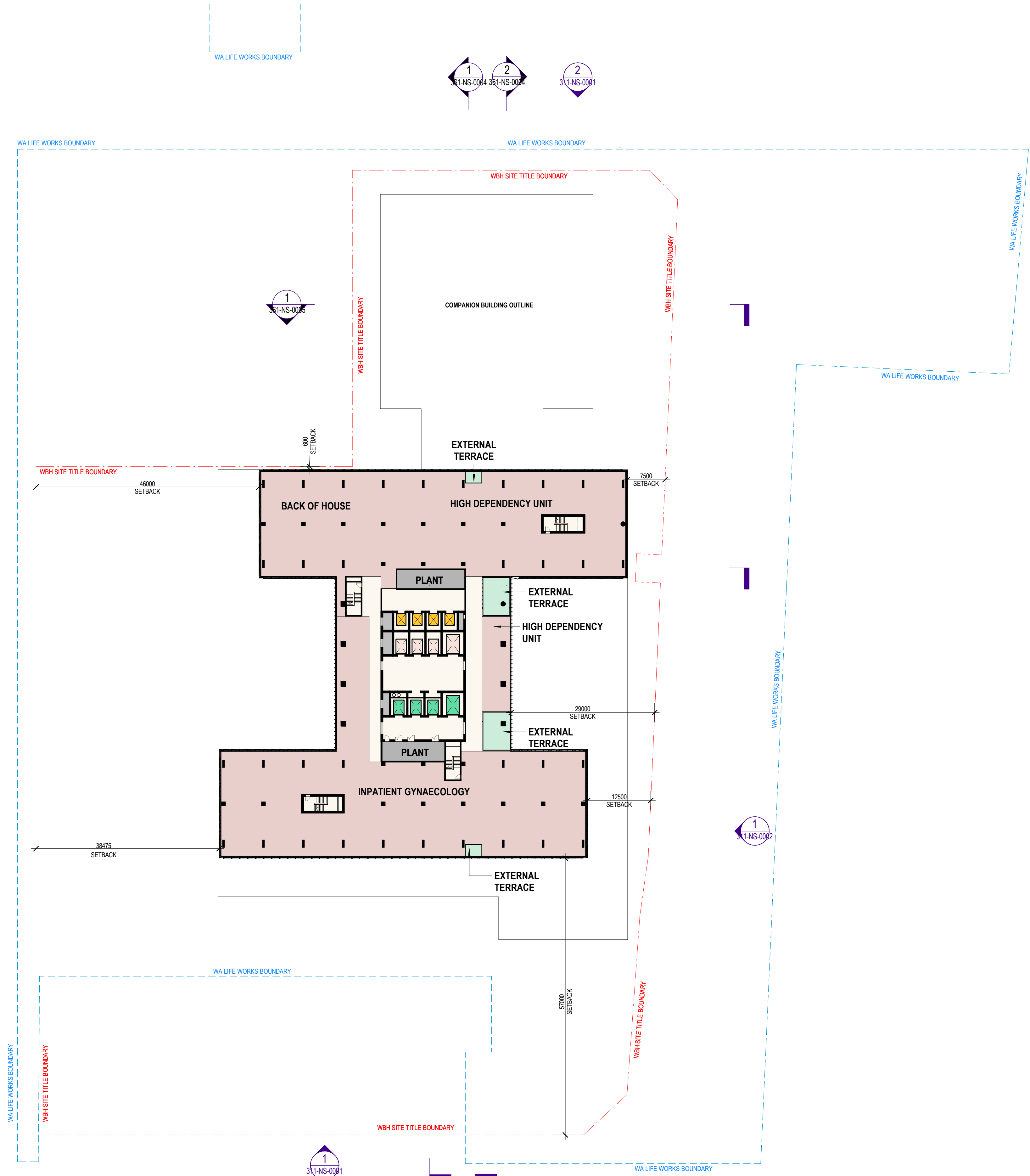
DRAWING
DA LEVEL 08 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-08-1001			REVISION B.00

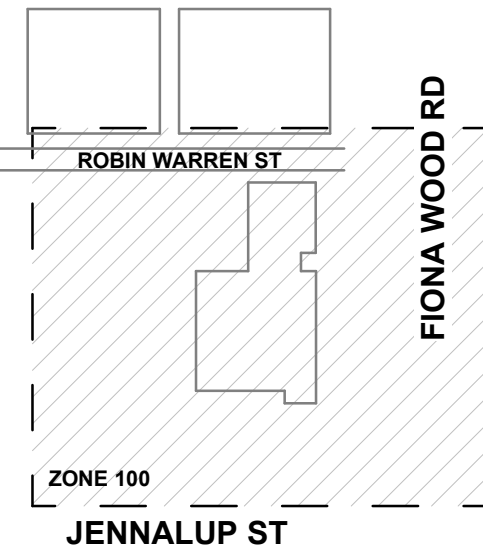
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1 DA - LEVEL 09 PLAN

SCALE: 1 : 500



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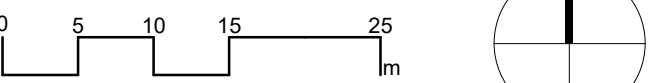


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B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
200	09	100

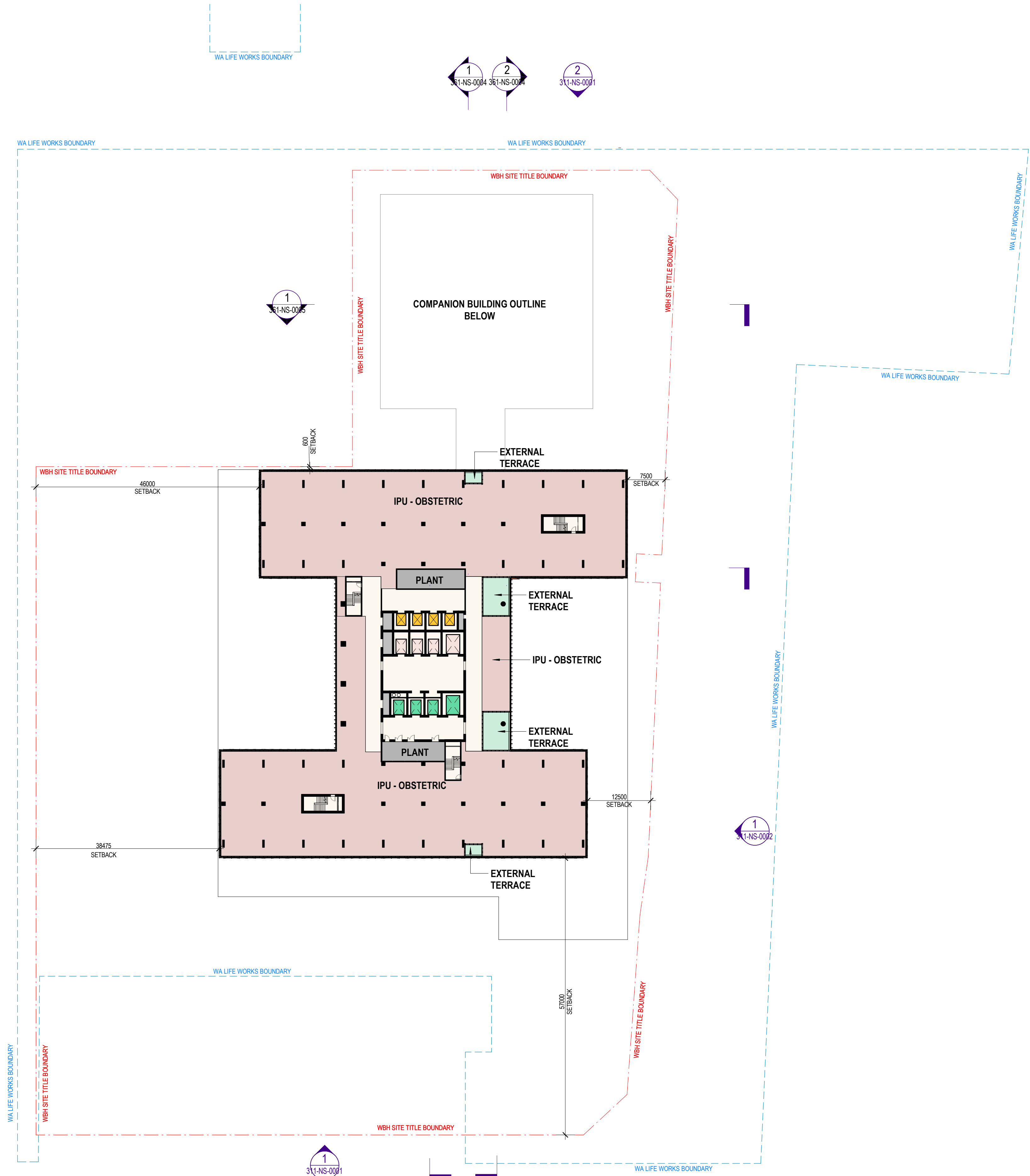
DRAWING
DA LEVEL 09 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-09-1001			REVISION B.00

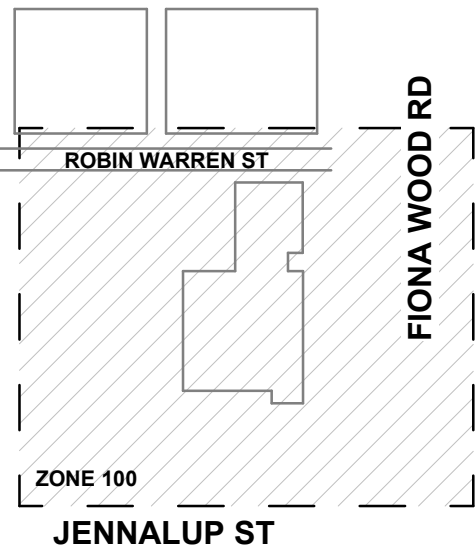
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1 DA - LEVEL 10 PLAN

SCALE: 1 : 500



KEY

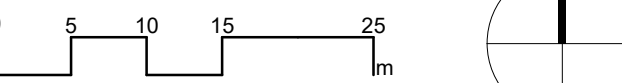


NOTES:

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DA PLAN LEGEND

- PUBLIC
- CLINICAL
- PLANT
- ROOF
- OUTDOOR
- PUBLIC LIFTS
- STAFF LIFTS
- SERVICE BED LIFTS
- PROPOSED TRAFFIC ALIGNMENT
- WBH SITE TITLE BOUNDARY
- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - INTERIM ISSUE FOR WAL	JG	22.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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ABN 90 131 245 684



PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
200	10	100

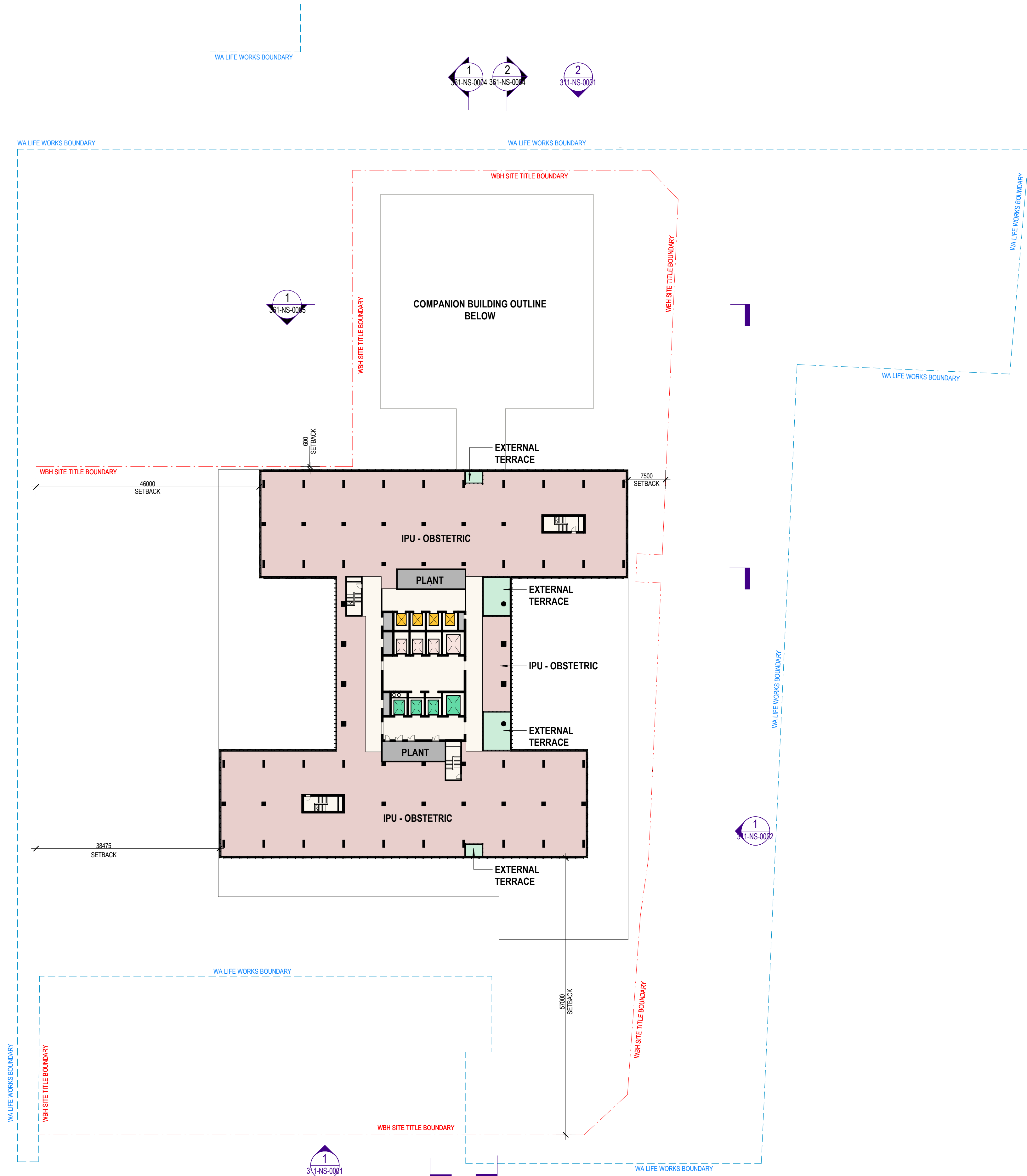
DRAWING
DA LEVEL 10 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-10-1001			REVISION B.00

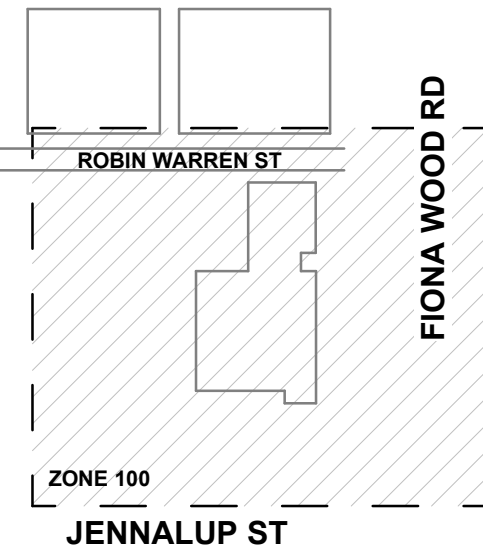
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1 DA - LEVEL 11 PLAN

SCALE: 1:500



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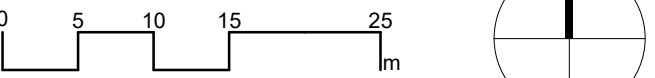


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- PUBLIC
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- PUBLIC LIFTS
- STAFF LIFTS
- SERVICE BED LIFTS
- PROPOSED TRAFFIC ALIGNMENT
- WBH SITE TITLE BOUNDARY
- WA LIFE WORKS BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - INTERIM ISSUE FOR WAL	JG	22.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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PROJECT
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NWB

DRW SERIES	LEVEL	ZONE
200	11	100

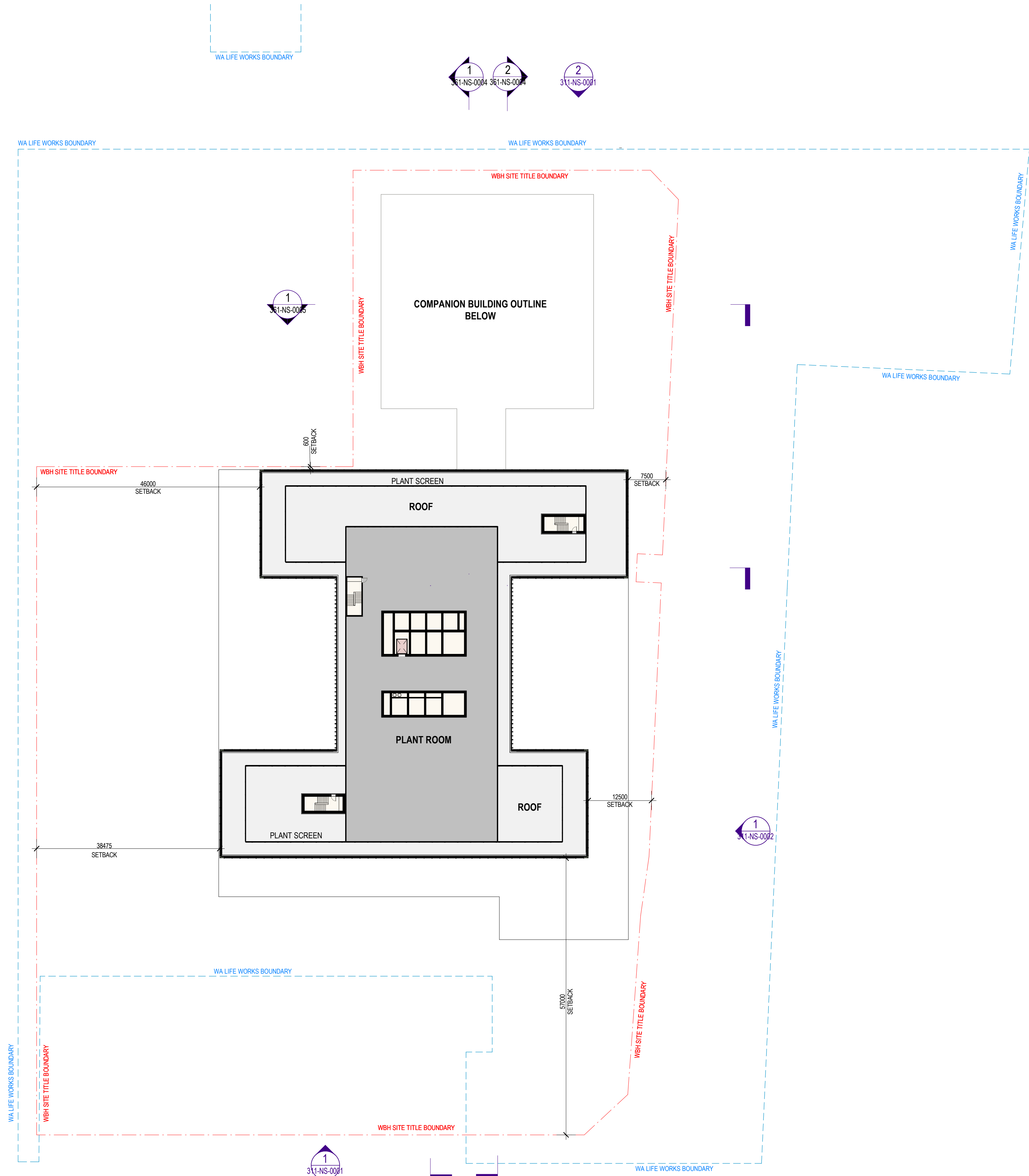
DRAWING
DA LEVEL 11 PLAN

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-200-11-1001			REVISION B.00

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.

1 DA - LEVEL 12 PLAN

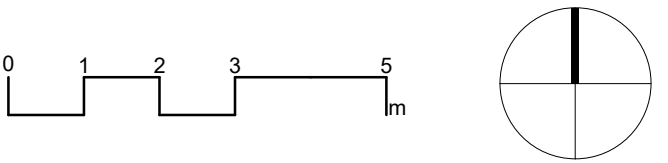
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Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
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A.03	DA - GOLD PACK ISSUE	JG	03.11.25
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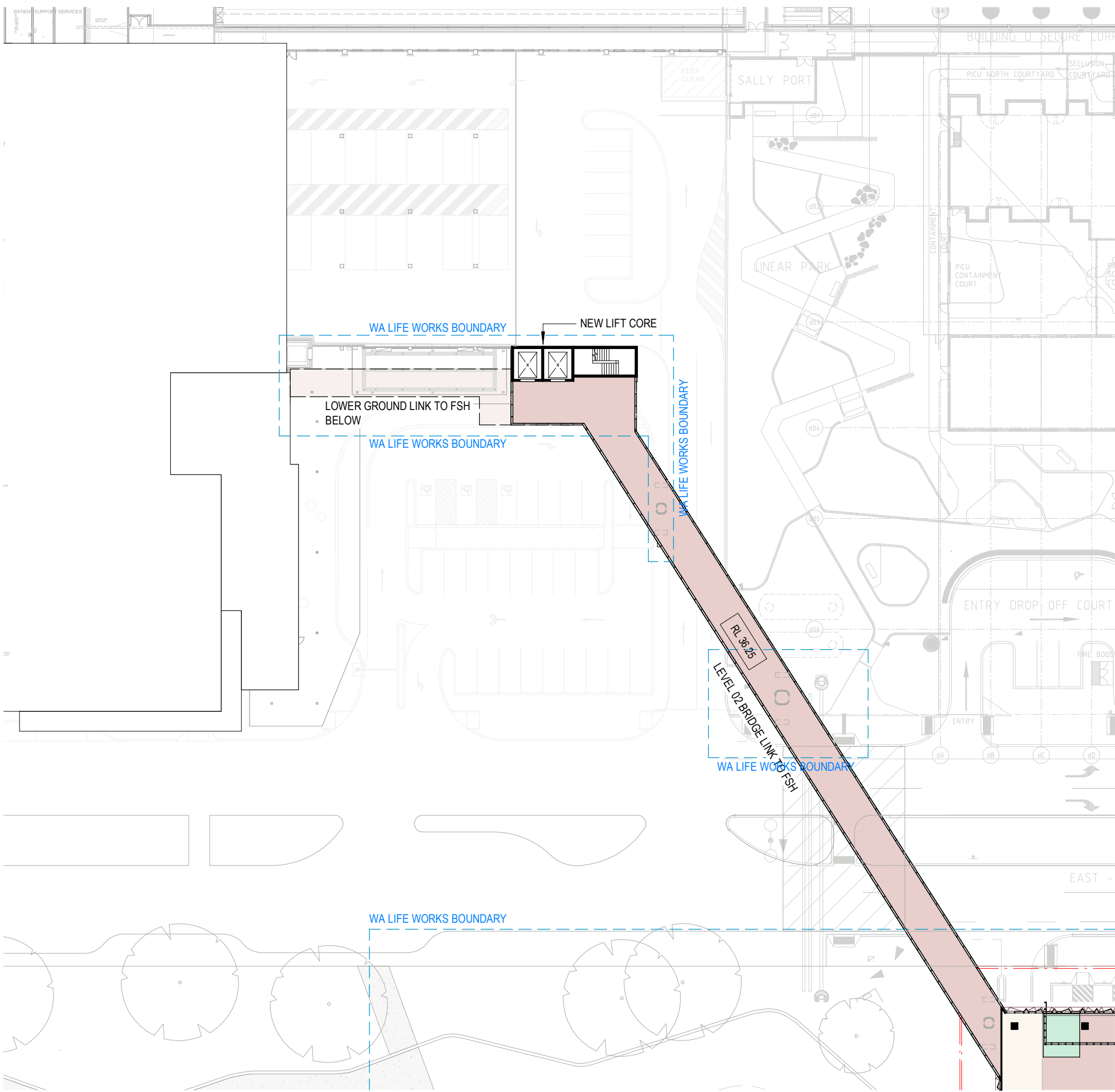
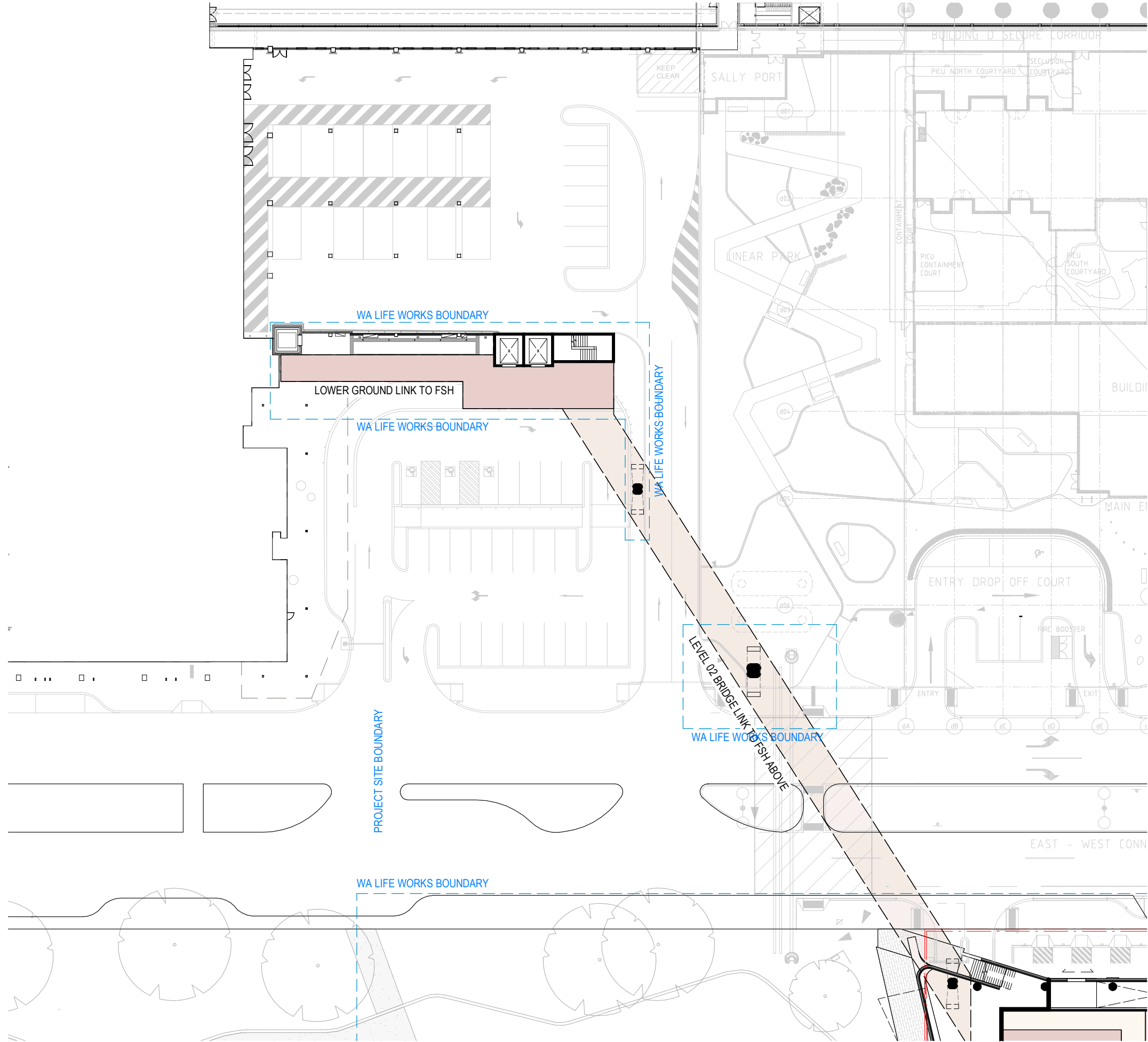


PROJECT
NEW WOMEN & BABIES HOSPITAL
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DRW SERIES LEVEL ZONE
200 100

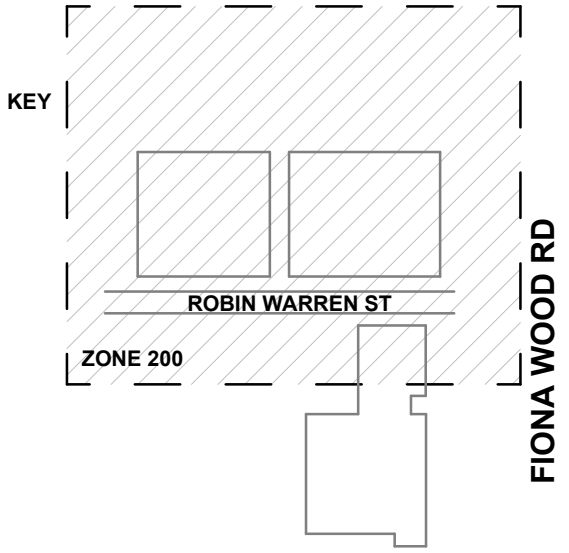
DRAWING
DA LEVEL 12 PLAN

DESIGNED Designer	DRAWN Author	CHECKED Checker	APPROVED Approver
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020	VERTICAL DATUM AHD71	SCALE @ A1 As indicated	
DRAWING No. NWB-ARC-WBH-AR-200-12-1001			REVISION B.00



2 DA - LEVEL LG PLAN BRIDGE LINK
SCALE: 1 : 500

1 DA - LEVEL 02 PLAN BRIDGE LINK
SCALE: 1 : 500

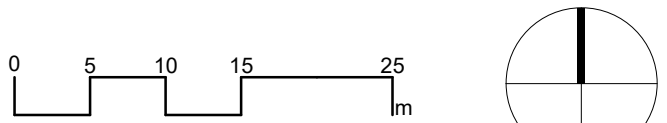


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- NOTES:
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Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - INTERIM ISSUE FOR WAL	JG	22.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
200	NS	100

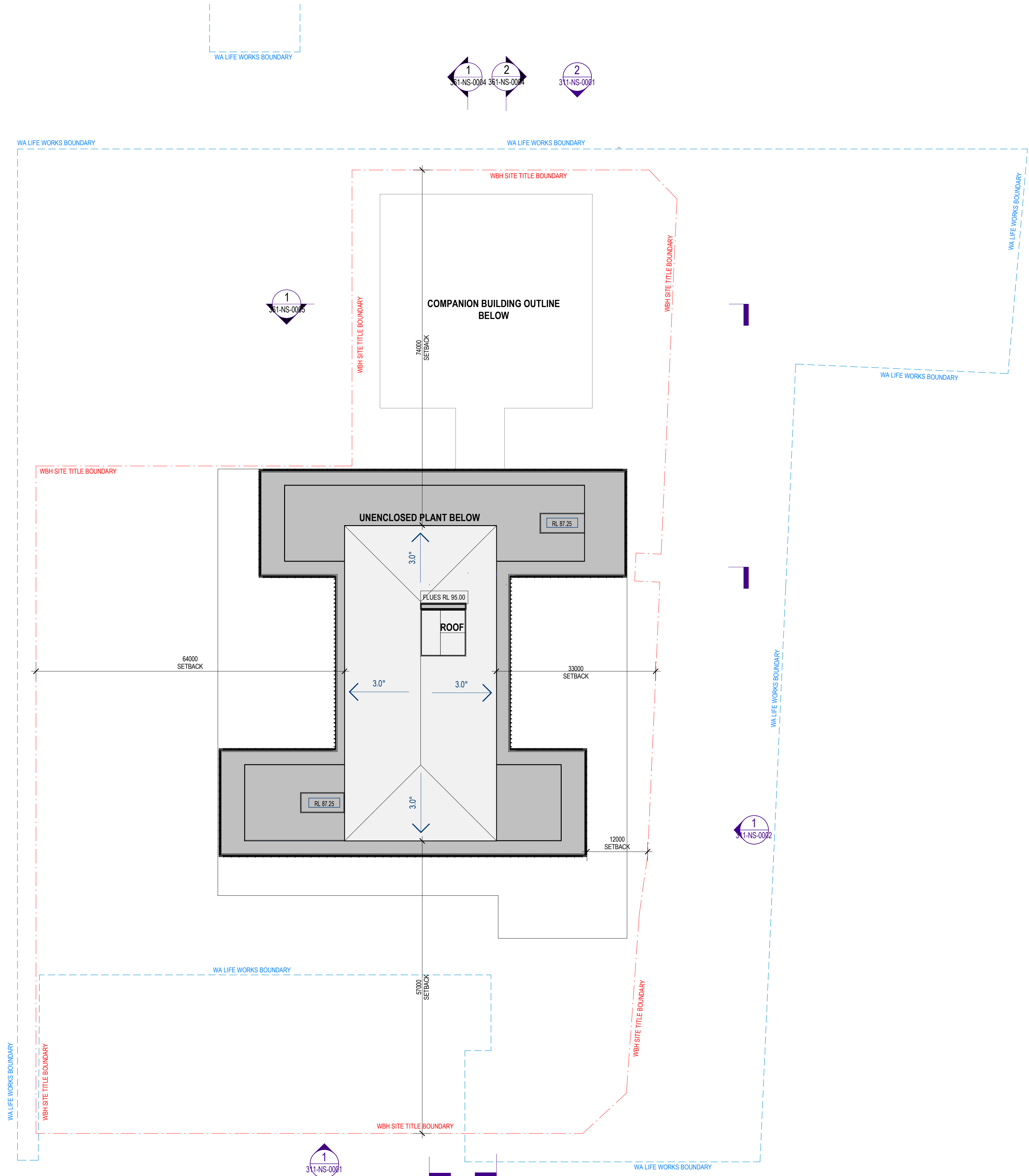
DRAWING
DA LG & LEVEL 02 BRIDGE LINK PLANS

DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE			ORIG. SIZE
DEVELOPMENT APPLICATION			A1
COORDINATE SYSTEM		VERTICAL DATUM	SCALE @ A1
PCG2020/ GDA 2020		AHD71	As indicated
DRAWING No.		REVISION	
NWB-ARC-WBH-AR-200-NS-1001		B.00	

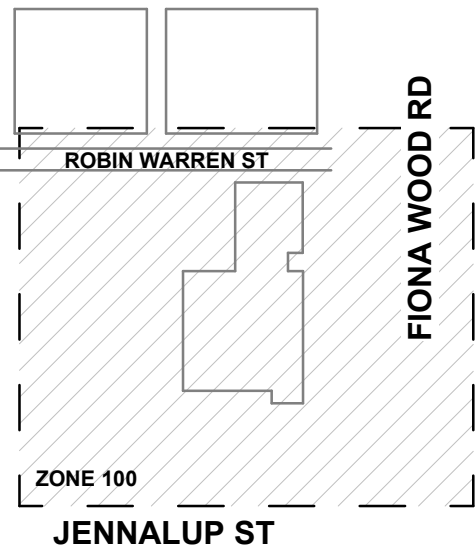
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1 DA - LEVEL RF PLAN

SCALE: 1 : 500



KEY

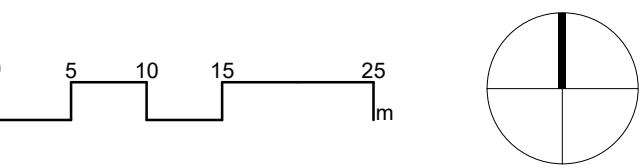


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Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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PROJECT
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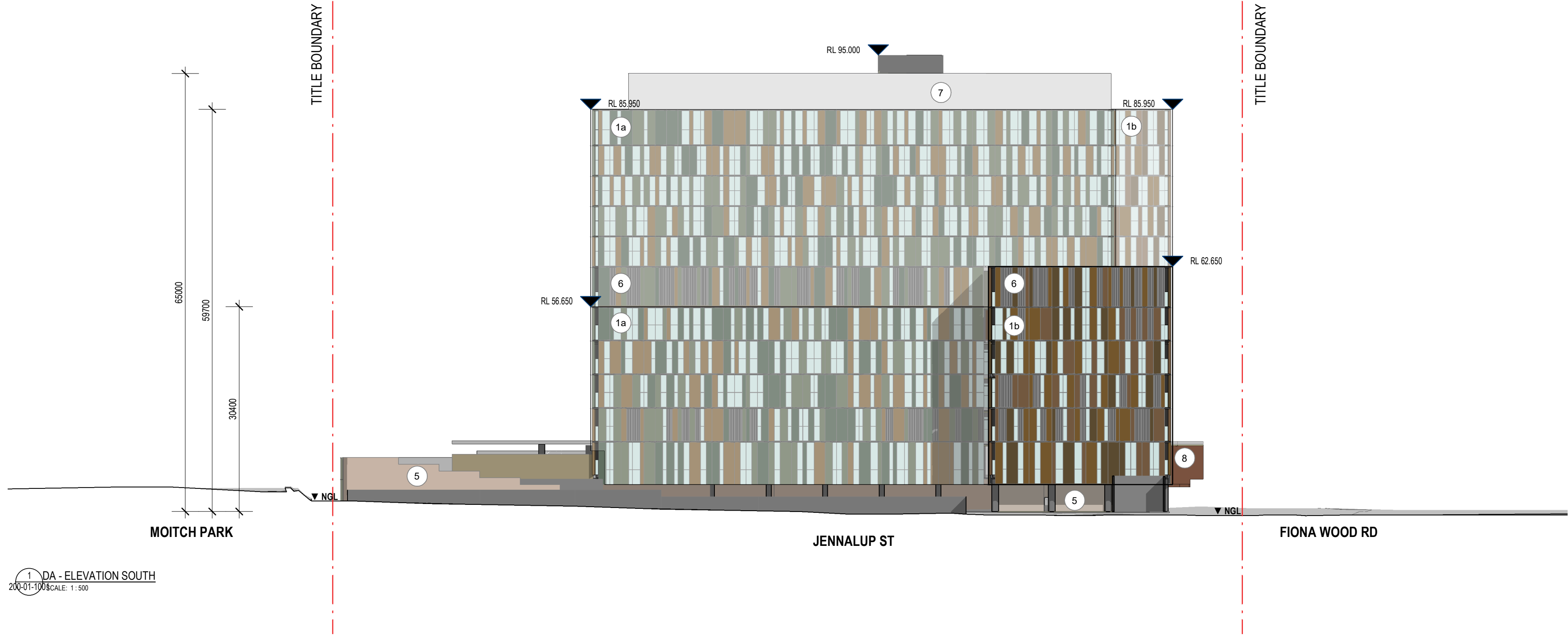
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200	RF	100

DRAWING
DA LEVEL RF PLAN

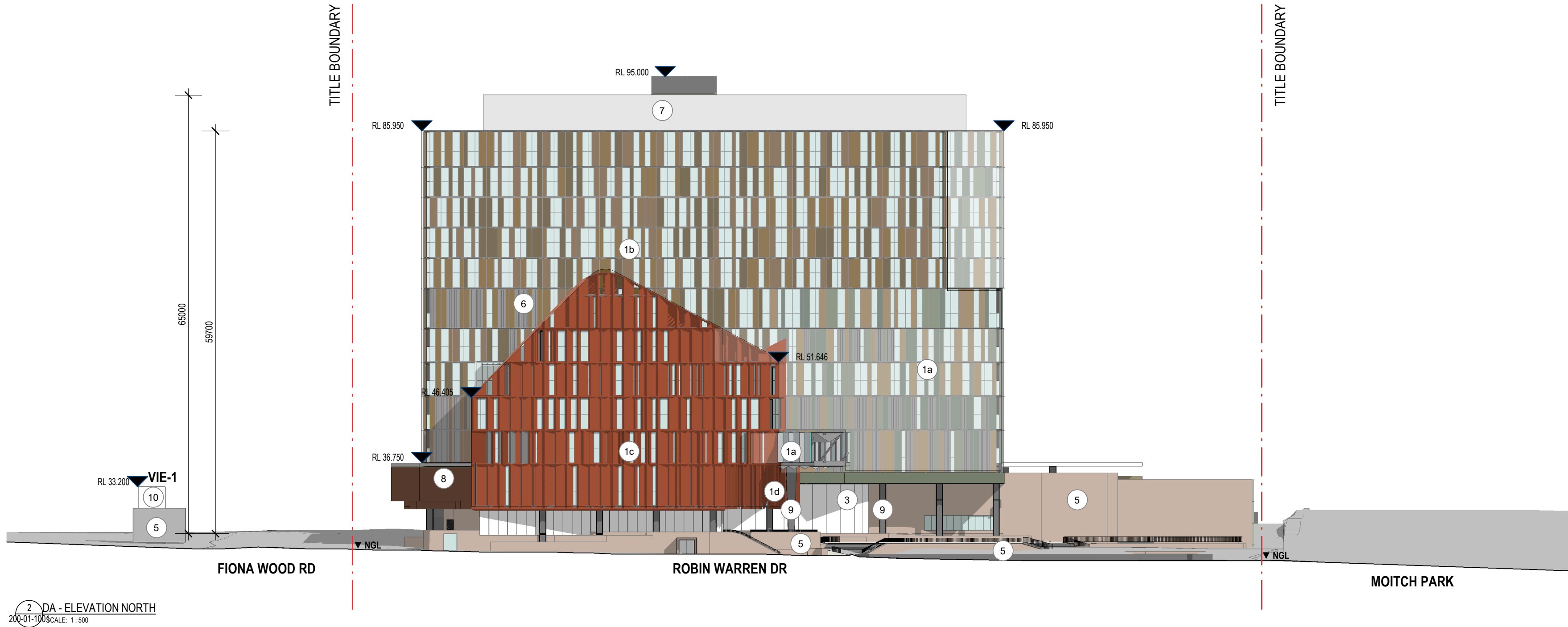
DESIGNED	DRAWN	CHECKED	APPROVED
Designer	Author	Checker	Approver
PROJECT DESIGN STAGE			ORIG. SIZE
DEVELOPMENT APPLICATION			A1
COORDINATE SYSTEM		VERTICAL DATUM	SCALE @ A1
PCG2020/ GDA 2020		AHD71	As indicated
DRAWING No.			REVISION
NWB-ARC-WBH-AR-200-RF-1001			B.00

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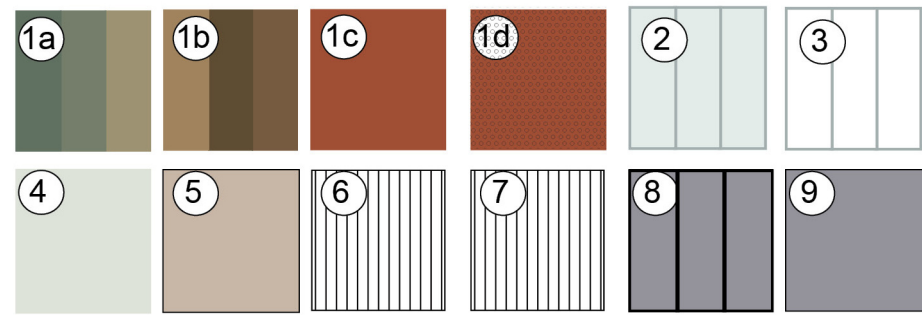
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AHD 92.000
- ▽ LEVEL 12
AHD 84.750
- ▽ LEVEL 11
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- ▽ LEVEL 10
AHD 75.750
- ▽ LEVEL 09
AHD 71.250
- ▽ LEVEL 08
AHD 66.750
- ▽ LEVEL 07
AHD 62.250
- ▽ LEVEL 06
AHD 58.250
- ▽ LEVEL 05
AHD 51.250
- ▽ LEVEL 04
AHD 46.250
- ▽ LEVEL 03
AHD 41.250
- ▽ LEVEL 02
AHD 36.250
- ▽ LEVEL 1
AHD 31.250
- ▽ GROUND
AHD 26.250



- ▽ PLANT ROOM ROOF
AHD 92.000
- ▽ LEVEL 12
AHD 84.750
- ▽ LEVEL 11
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- ▽ LEVEL 10
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- ▽ GROUND LOWER
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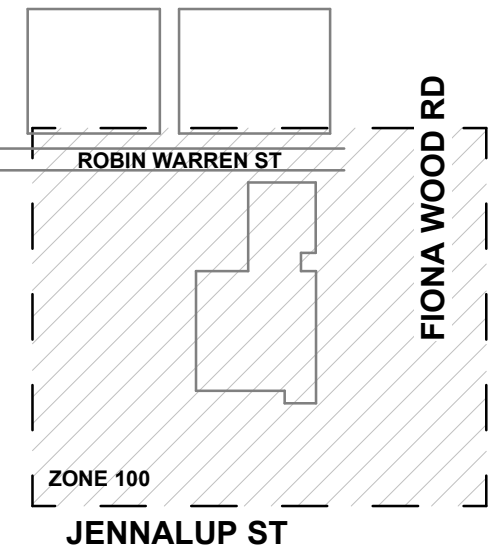


MATERIAL LEGEND



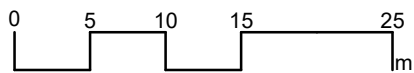
- 1.a CURTAIN WALL TYPE 1 - FOLDED ALUMINIUM PANEL WITH VISION GLASS - COLOUR RANGE A
- 1.b CURTAIN WALL TYPE 1 - FOLDED ALUMINIUM PANEL WITH VISION GLASS - COLOUR RANGE B
- 1.c CURTAIN WALL TYPE 1 - FOLDED ALUMINIUM PANEL WITH VISION GLASS - COLOUR C
- 1.d CURTAIN WALL TYPE 1 - FOLDED PERFORATED ALUMINIUM SHADING PANEL WITH NO VISION GLASS - IN COLOUR RANGE A/C
- 2 CURTAIN WALL TYPE 2 - FLAT SPANDREL WITH VISION GLASS
- 3 SHOPFRONT STRUCTURALLY GLAZED
- 4 PRECAST OFFFORM CONCRETE WITH STAINED COLOUR
- 5 FACED MASONRY
- 6 VERTICAL LOUVRES INTEGRATED WITHIN CURTAIN WALL TYPE 1 & 2
- 7 PLANT ROOM VERTICAL ALUMINIUM LOUVRES
- 8 CLADDING TO CANOPY
- 9 POLISHED GREY PRECAST CONCRETE
- 10 PAINTED METAL

KEY



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A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - INTERIM ISSUE FOR WAL	JG	22.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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WA life



PROJECT

NEW WOMEN & BABIES HOSPITAL
NWB

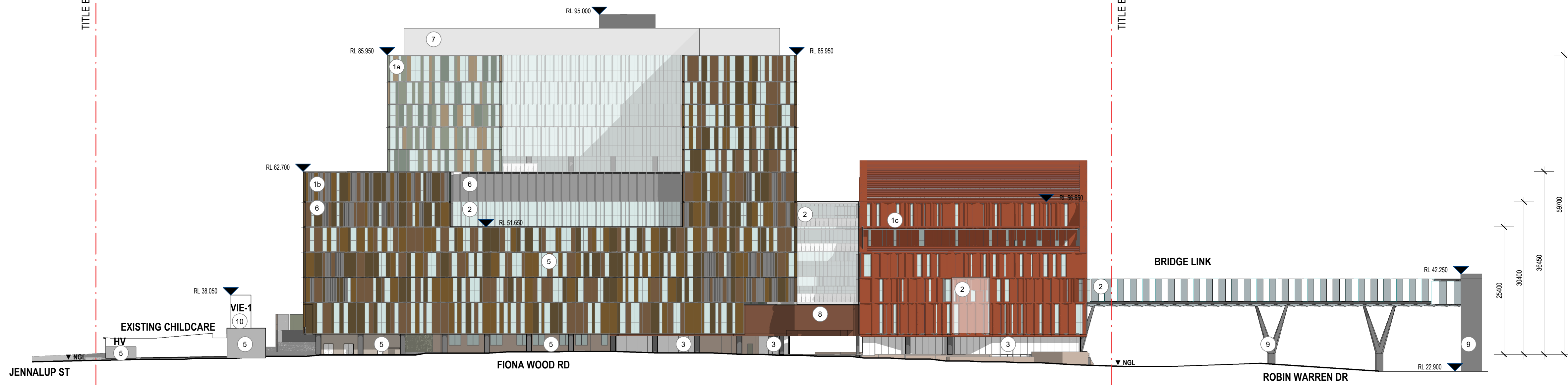
DRW SERIES	LEVEL	ZONE
311	NS	100

DRAWING
DA ELEVATIONS - SHEET 01

DESIGNED SM	DRAWN SS	CHECKED JP	APPROVED
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020	VERTICAL DATUM AHD71		SCALE @ A1 1 : 500
DRAWING No. NWB-ARC-WBH-AR-311-NS-0001			REVISION B.00

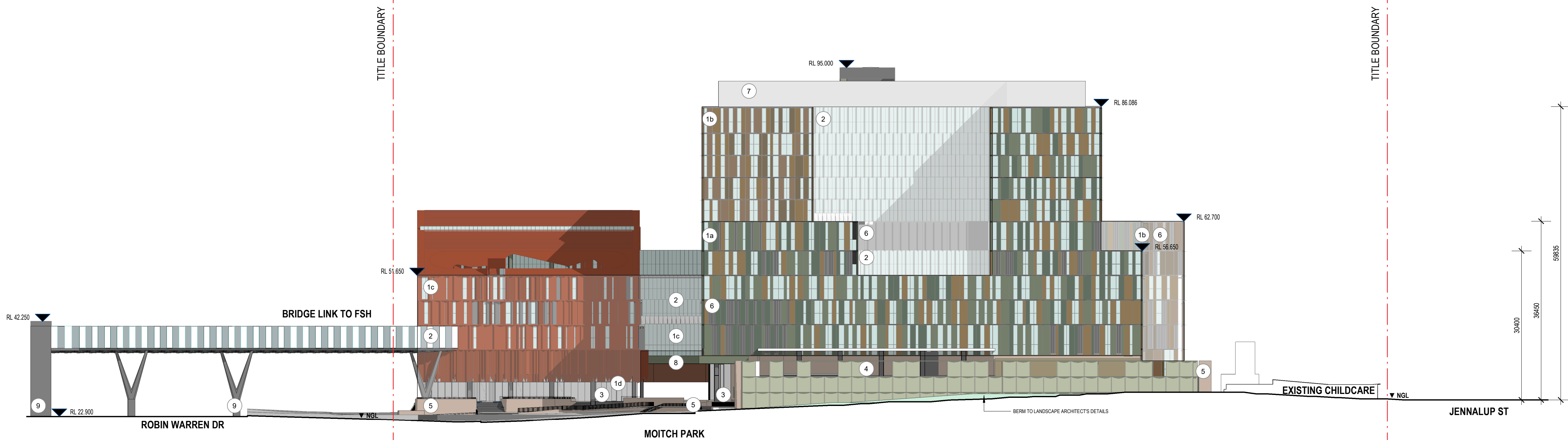
DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.

- ▽ PLANT ROOM ROOF
AHD 92.000
- ▽ LEVEL 12
AHD 84.750
- ▽ LEVEL 11
AHD 80.250
- ▽ LEVEL 10
AHD 75.750
- ▽ LEVEL 09
AHD 71.250
- ▽ LEVEL 08
AHD 66.750
- ▽ LEVEL 07
AHD 62.250
- ▽ LEVEL 06
AHD 58.250
- ▽ LEVEL 05
AHD 51.250
- ▽ LEVEL 04
AHD 48.250
- ▽ LEVEL 03
AHD 41.250
- ▽ LEVEL 02
AHD 38.250
- ▽ LEVEL 1
AHD 31.250
- ▽ GROUND
AHD 28.250



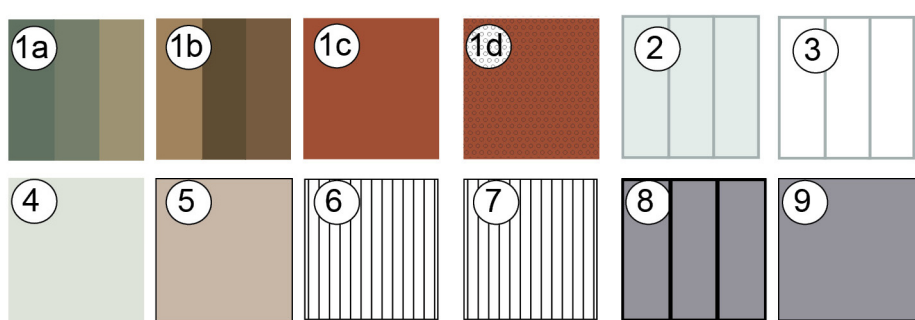
1 DA - ELEVATION EAST
SCALE: 1 : 500

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- ▽ LEVEL 12
AHD 84.750
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AHD 48.250
- ▽ LEVEL 03
AHD 41.250
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AHD 28.250
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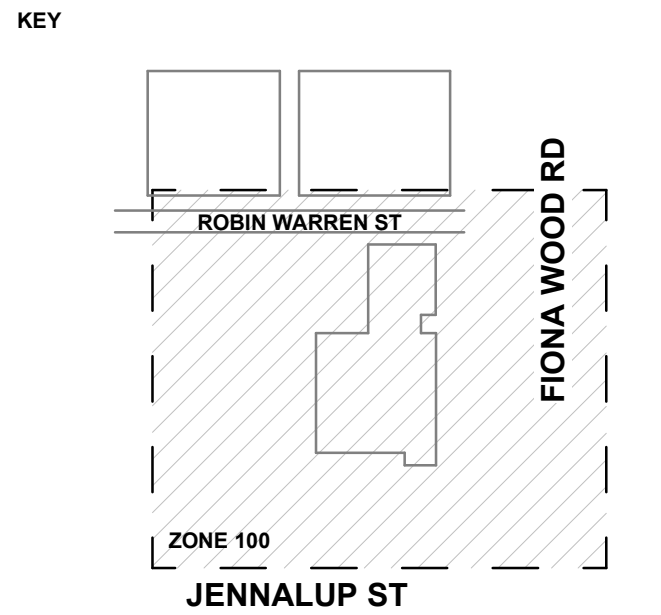


2 DA - ELEVATION WEST
SCALE: 1 : 500

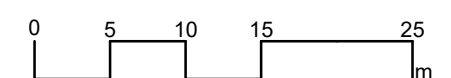
MATERIAL LEGEND



- 1.a CURTAIN WALL TYPE 1 - FOLDED ALUMINIUM PANEL WITH VISION GLASS - COLOUR RANGE A
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Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - CITY OF MELVILLE ISSUE	JG	28.10.25
A.03	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

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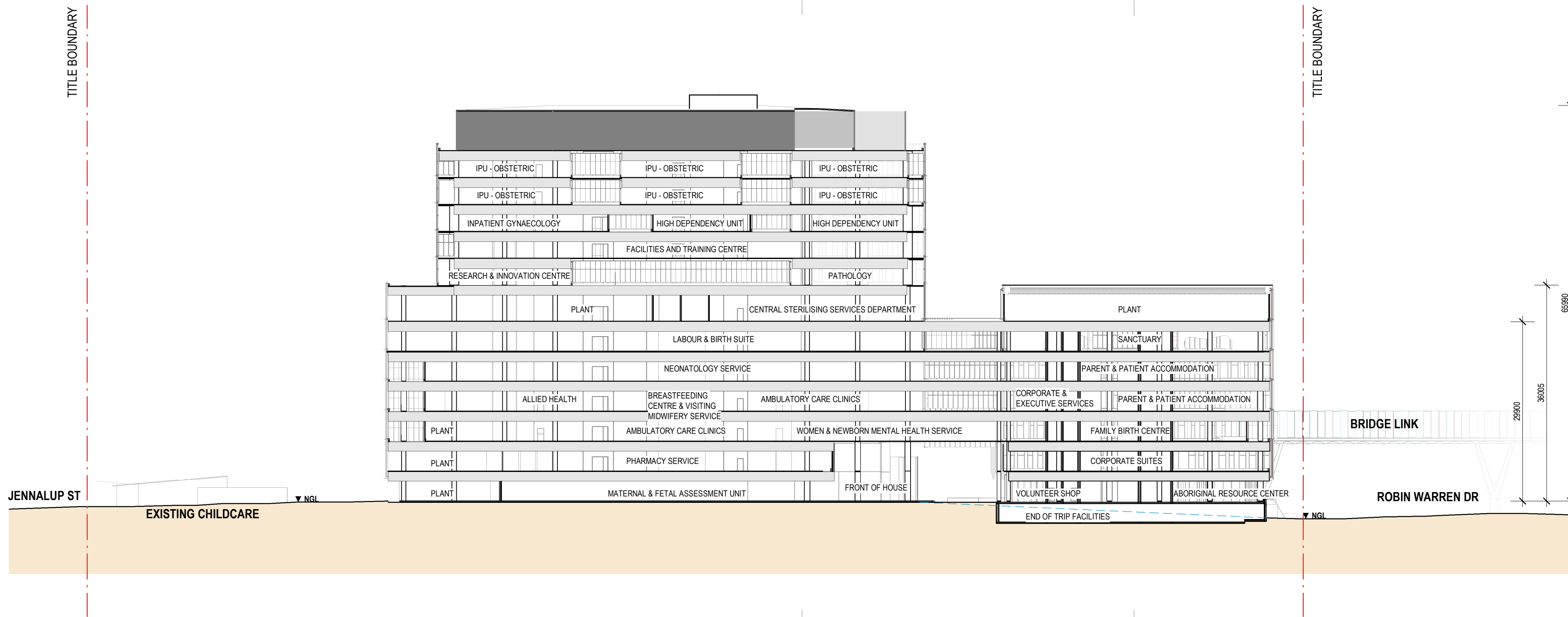


PROJECT		
NEW WOMEN & BABIES HOSPITAL		
NWB		
DRW SERIES	LEVEL	ZONE
311	NS	
DRAWING		
DA ELEVATIONS - SHEET 02		

DESIGNED SM	DRAWN SS	CHECKED JP	APPROVED
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 1 : 500
DRAWING No. NWB-ARC-WBH-AR-311-NS-0002			REVISION B.00

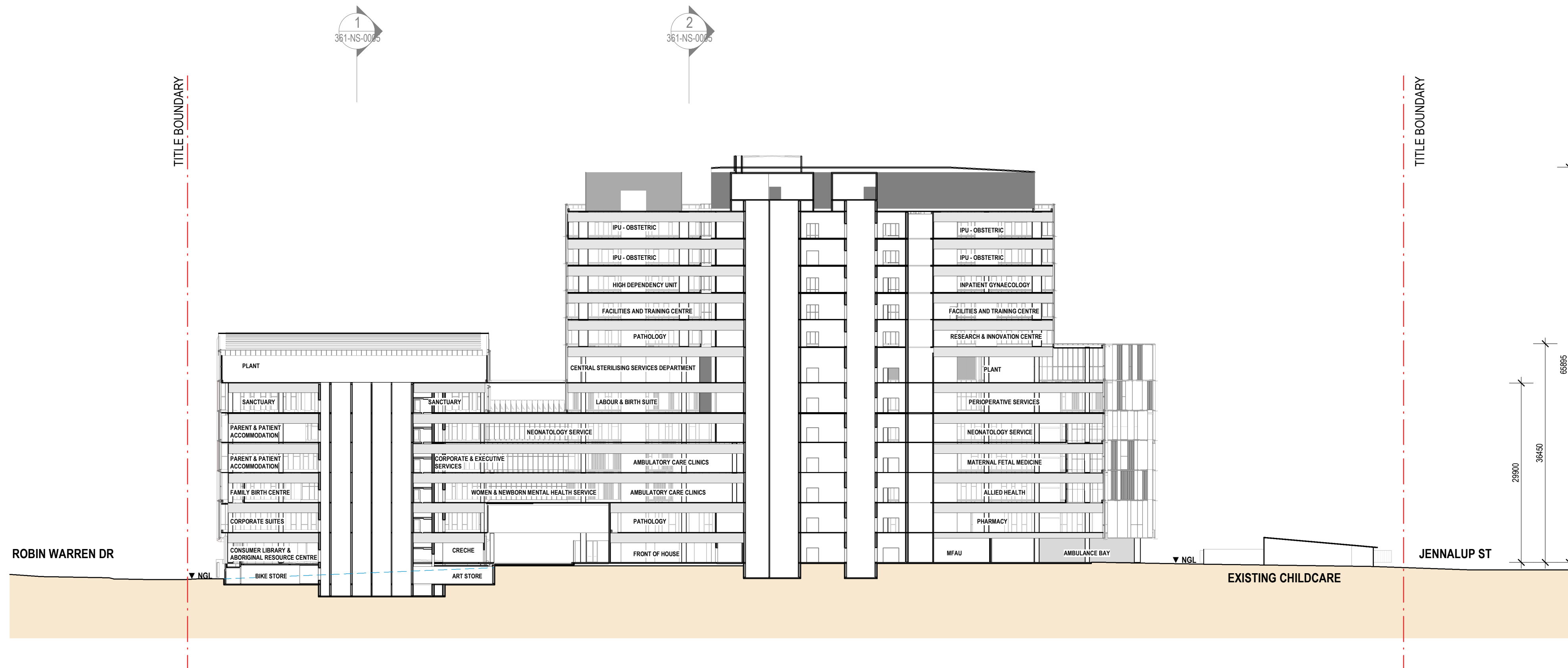
DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.

- ▽ PLANT ROOM ROOF
AHD 92.000
- ▽ LEVEL 12
AHD 84.750
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AHD 22.700

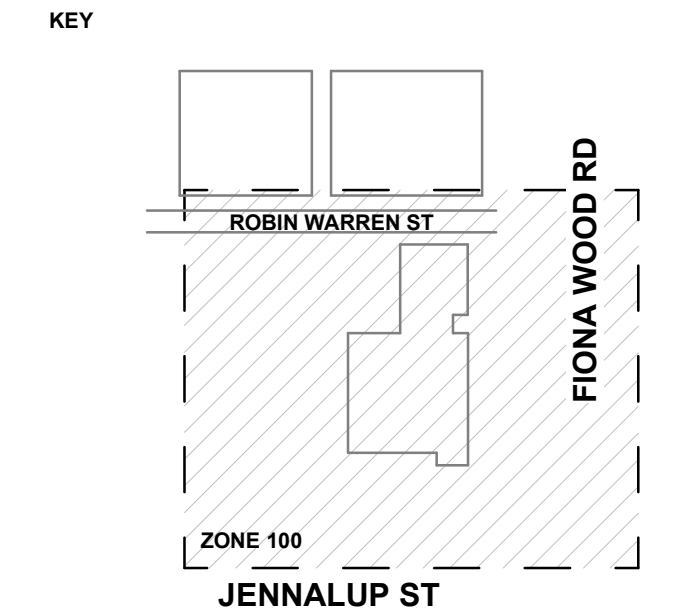


1 DA - SECTION OVERALL 01 - 100
SCALE: 1 : 500

- ▽ PLANT ROOM ROOF
AHD 92.000
- ▽ LEVEL 12
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- ▽ LEVEL 03
AHD 41.250
- ▽ LEVEL 02
AHD 36.250
- ▽ LEVEL 1
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- ▽ GROUND
AHD 26.250
- ▽ GROUND LOWER
AHD 23.250
- ▽ GL NORTH
AHD 22.700

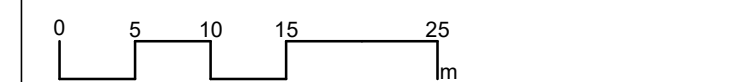


2 DA - SECTION OVERALL 02 - 100
SCALE: 1 : 500



- NOTES:
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 - THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

- LEGEND - GROUND LINE
- EXISTING NATURAL GROUND LINE (NGL)
 - PROPOSED NATURAL GROUND LINE
 - SITE BOUNDARY



Rev.	Purpose of Issue	Revised by	Date
A.01	DA - SILVER PACK ISSUE	JG	15.10.25
A.02	DA - GOLD PACK ISSUE	JG	03.11.25
B.00	DEVELOPMENT APPLICATION ISSUE	JG	04.11.25

architectus™

Adelaide
Brisbane
Melbourne
Perth
Sydney

Architectus Perth
OV1 Upper Plaza West
250 St. Georges Terrace
Perth WA 6000
T (61 8) 9412 8355
perth@architectus.com.au
ABN 90 131 245 684

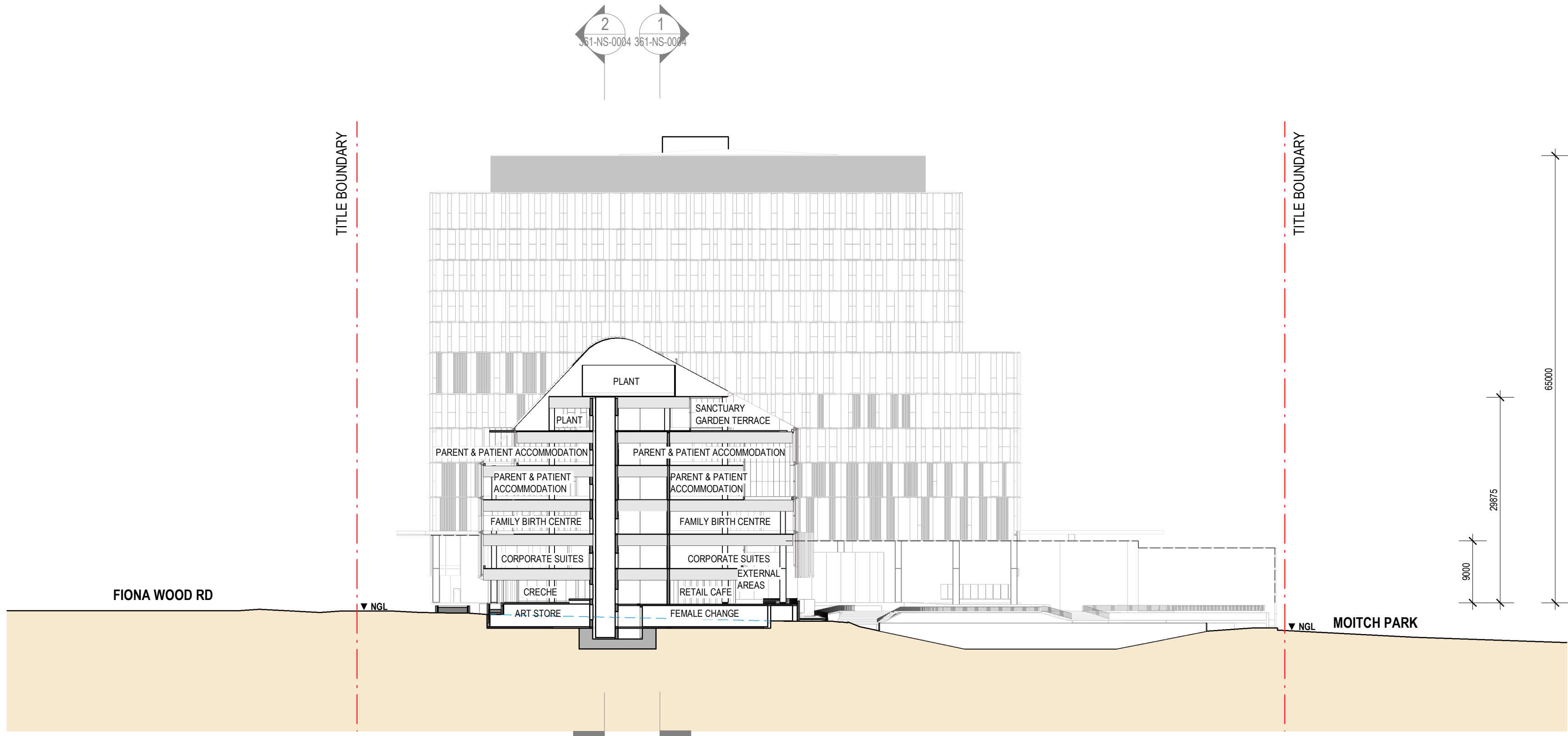


PROJECT		
NEW WOMEN & BABIES HOSPITAL		
NWB		
DRW SERIES	LEVEL	ZONE
361	NS	100
DRAWING		
DA SECTIONS - SHEET 01		

DESIGNED SM	DRAWN SS	CHECKED JP	APPROVED
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-361-NS-0004			REVISION B.00

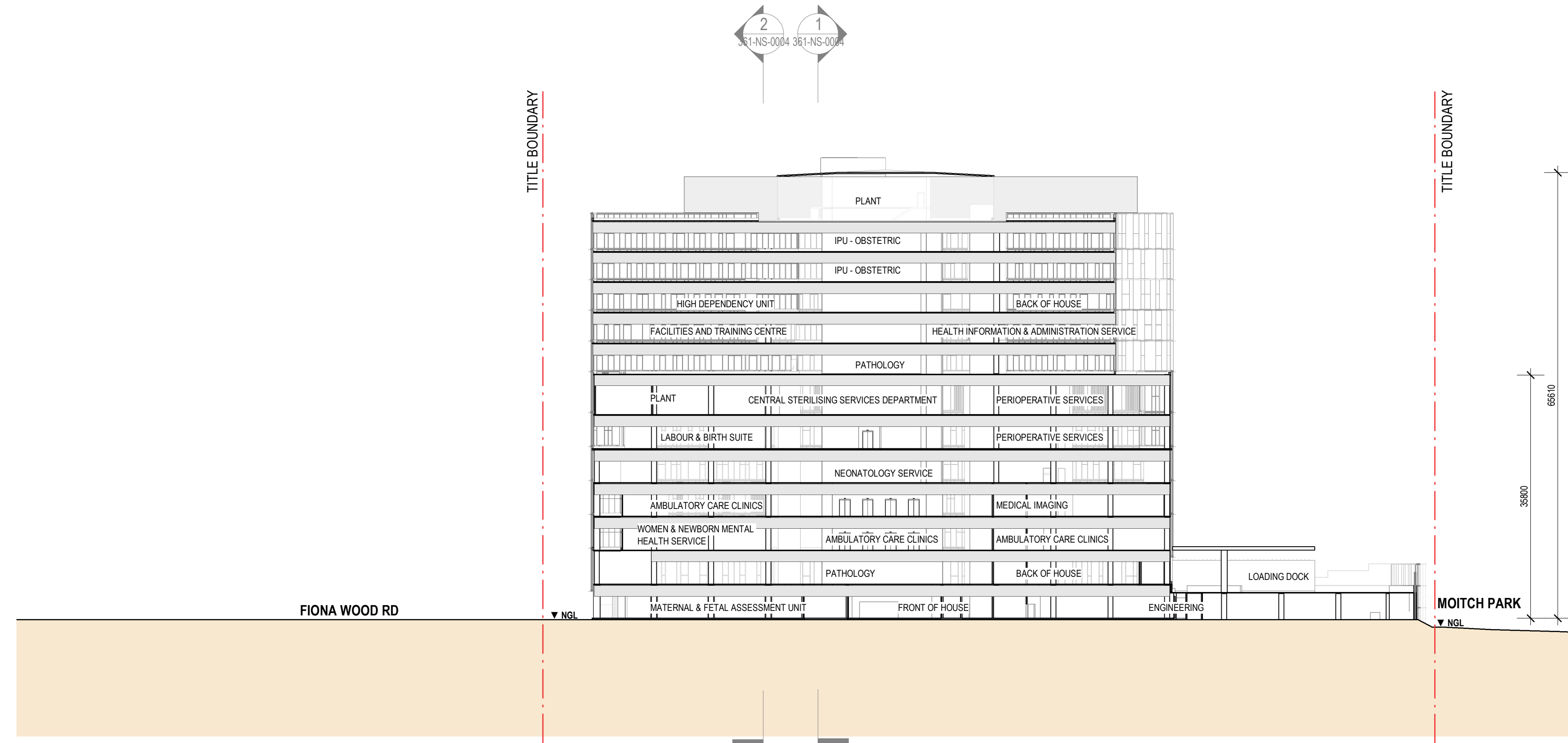
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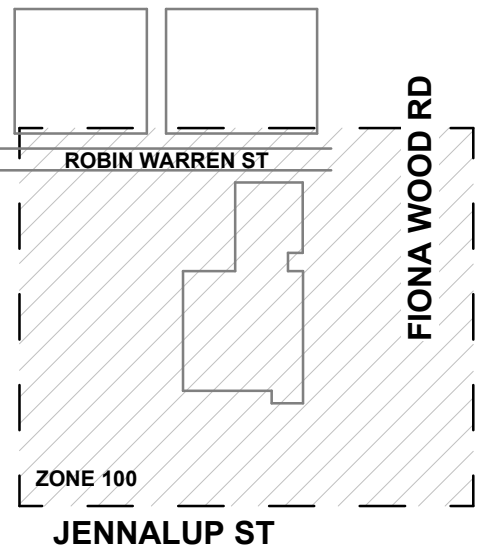
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2 DA - SECTION OVERALL 04 - 120
SCALE: 1 : 500

KEY

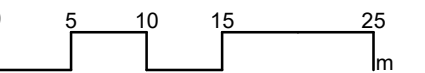


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architectus™

Adelaide
Brisbane
Melbourne
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Sydney

Architectus Perth
OV1 Upper Plaza West
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PROJECT
NEW WOMEN & BABIES HOSPITAL
NWB

DRW SERIES	LEVEL	ZONE
361	NS	100

DRAWING
DA SECTIONS - SHEET 02

DESIGNED SM	DRAWN SS	CHECKED JP	APPROVED
PROJECT DESIGN STAGE DEVELOPMENT APPLICATION			ORIG. SIZE A1
COORDINATE SYSTEM PCG2020/ GDA 2020		VERTICAL DATUM AHD71	SCALE @ A1 As indicated
DRAWING No. NWB-ARC-WBH-AR-361-NS-0005			REVISION B.00

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR.



Legend

☐ Cadastre (View 1)



Notes:

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* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuery.

InQuery Map

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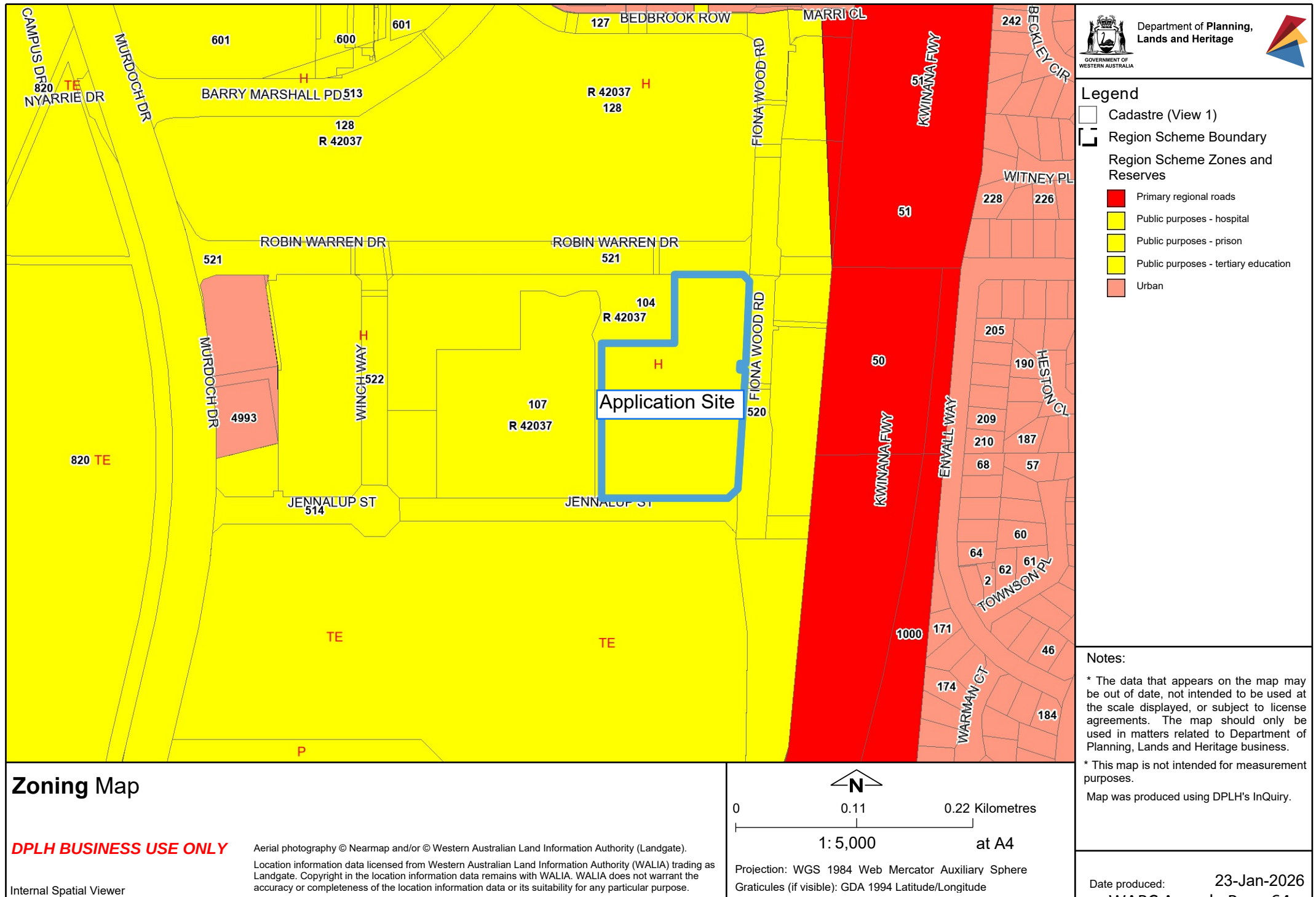
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at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 28-Jan-2026



Department of Planning,
Lands and Heritage



ATTACHMENT 5 – RESPONSE TO PUBLIC SUBMISSIONS

THEME/ISSUE and COMMENT	APPLICANT RESPONSE	DPLH RESPONSE
Support (n=2)		
• No written comments provided under any of themes.	• N/A	• N/A
Support with changes (n=3)		
Traffic and Parking		
• Comments highlighted the need for adequate staff, patient and visitor parking, and consideration for traffic flows to prevent build up on the surrounding roads. • One respondent advised the existing parking situation is ‘horrendous’ and ‘heinously costly’ for visitors and raised concerns that the provision of new parking facilities should be costed so as to not pass onto the user. • Concerns raised with contradictory information in some of the documents regarding the availability of parking for patients within the Western Car Park instead of its correct status as a staff only car park, and the lack of dedicated staff and patient parking adjacent to the new hospital as required for accessible parking standards. • Concerns regarding the uncertainty of the proposed Eastern Car Park considered necessary to support staff, patient and visitor parking demand.	• Staff parking for the WBH will be delivered through the Western Car Park (WCP) development application, which will deliver a seven-storey car parking facility containing 1,503 bays. This project has received development approval. • Patient and visitors of the WBH will continue to use existing parking facilities within the FSH precinct. Based on the City of Melville Local Planning Local Planning Policy No. 1.6 (LPP1.6) requirements, the proposed 274 beds require an additional 91 parking bays to be delivered for patients and visitors of WBH. 40 car parking bays are being delivered for pick-up and drop-off as part of this development application. Long term visitors and patients will utilise existing parking bays within the FSH precinct. It is noted that the existing use of private vehicles in the FSH precinct is high, with private vehicle accounting for approximately 86% of all trips. The FSH precinct therefore presents an opportunity to attempt to reduce car dependency, address parking and traffic issues, and promote alternative travel options to create additional capacity within the existing FSH precinct. Once implemented, these measures will help increase availability of parking for patients and visitors. With 3,805 bays being available on completion of the WBH and WCP projects, even a small percentage uptake in alternative transport (approximately 2.4%) will deliver sufficient capacity to accommodate the additional 91 visitor and patient bays. A condition requiring a Green Travel Plan to help implement this mode share shift is supported.	• Concerns with the existing traffic and parking situation are noted. The Transport Impact Assessment demonstrates the development will have access to the necessary number of parking bays in accordance with policy. • Provision of dedicated drop-off bays along Fiona Wood Road are acknowledged. • Conditions for an updated Transport Impact Assessment, Parking and Management Plan and Green Travel Plan are recommended to address comments from agencies as well as incorporate changes to the design required by other conditions. • Fragmentation of the various components of work in the precinct to support the Women and Babies Hospital is noted. Although the road improvement works are being undertaken by the Office of Major Transport and Infrastructure Delivery, conditions for updated documents listed above will ensure the development provides sufficient vehicle, active and public transport infrastructure and encourages a modal shift.

ATTACHMENT 5 – RESPONSE TO PUBLIC SUBMISSIONS

	- As noted above, the existing parking situation is largely attributed to the high levels of private vehicle use within the FSH precinct, and is best addressed through measures to encourage the uptake of alternative transport. The comments regarding existing and future parking cost arrangements are not relevant to the WBH development application, as the application does not directly seek to modify these arrangements. - Confirm the Western Car Park project is only intended to deliver parking for staff. We disagree that there is a lack of parking in proximity to WBH, as there is an existing car park immediately adjacent to the site, and drop-off bays are provided adjunct to key entrances. - We disagree that a further Eastern Car Park project would be necessary to support the WBH. The WBH is well serviced by existing public parking facilities, Principle Shared Path connections and public transport facilities (both bus and train). Private vehicle transport currently accounts for 86% of all trips in the FSH precinct, which is considered high for a precinct with multiple transport options. As a result, the greatest opportunity in this precinct is to implement measures which improve the uptake of alternative transport. We support a condition of approval requiring a Green Travel Plan to help realise this outcome.	- Parking costs and implementation of such arrangements are outside the scope of this development application. - The site is well serviced by public and active transport infrastructure. Public realm improvements being undertaken by OMTID will further support modal shift. Conditions for a Green Travel Plan to advise on staff modal shift as well as the provision of bicycle parking and end of trip facilities at a suitable quantity and location on site are recommended.
Built Form (physical shape, structure and arrangements of buildings)		
- One respondent raised concern that the colour pallet shown in the application renders will result in an ‘eyesore building’. - Generally supportive of the overall building design and configuration approach, acknowledging that further refinement will occur on the detailed designs, materials and façades.	- We disagree with the comment on colour palette, and emphasise that the SDRP#3 minutes stated - <i>‘The Panel supports the proposed building façade colour palette’</i>. - Comments in support are noted. - The integration of the bridge into the FSH site is considered to be a detailed design item. The internal routes will continue to evolve as internal functional planning of the WBH progresses.	- State Design Review Panel comments noted, conditions for detailed design on the advice of the Department of Planning, Lands and Heritage recommended to ensure suitable colours, materials and finishes. - Applicant’s comments acknowledged, consideration of routes and details for the patient transfer bridge to be provided to

ATTACHMENT 5 – RESPONSE TO PUBLIC SUBMISSIONS

Responses questioned the level of information available on the linking patient transfer bridge extending into the existing Fiona Stanley Hospital site. In particular, a concern was raised regarding the lack of details for the integration into Fiona Stanley Hospital and internal routes for patient movements between the two hospitals and helipad.		satisfy relevant conditions of approval prior to occupation of the development.
Bushfire Safety		
Comments requested the potential for bushfire spread through vegetation on site is balanced with the need to provide shade trees.	All landscape areas within the site will be maintained in a low-threat state, as outlined in the bushfire management plan.	Condition for a landscape management plan to detail species selection, planting locations and management in addition to bushfire matters as specified in the Bushfire Management Plan.
Landscaping		
- General support for provision of landscaped spaces, however, requested that they be designed to be fully accessible for visitors and patients and for the recommendations of Aboriginal Elders to be incorporated in the design and plant species selection. - Clarification was requested on the proposed redesign of the retention basin to ensure its operational functionality is protected and confirmation its existing accessibility for visitors and staff as a recreational space will be retained.	- Noted and agree. All external spaces will comply with DDA and universal design principles, ensuring equal access for all users. A key requirement of the project brief is for the landscape to celebrate Aboriginal culture and connection to Country through design expression and engagement. The project is responding to this through investigating opportunities for cultural narratives that can be embedded through artwork, plant selection, materiality, and spatial organisation. Key sites will support Welcome to Country, storytelling, and healing journeys. This will continue to be explored as the project enters detailed design. - The infrastructure for the existing compensating basin will be retained. Access to this section of the site will be restricted during construction, but reinstated as recreational space following completion of the WBH hospital.	- Comments noted. Conditions for landscape plans and a Public Art Strategy which sensitively incorporate the advice of Aboriginal Elders or representatives consulting on the project. - Preservation of the retention basin noted. Recommendation for the landscape plan to include further detail on the proposed landscaping, functionality and intended use of this space following construction. Conditions for stormwater management including the importance of the basin recommended.

ATTACHMENT 5 – RESPONSE TO PUBLIC SUBMISSIONS

Not support (n=1)		
Traffic and Parking		
- Objections to a range of data, analysis and reduction measures outlined in the application report and associated Transport Impact Assessment as unreasonable, incorrect or otherwise set unobtainable expectations. Concerns with the provided documentation and transport assessment is fails to consider all relevant factors, includes outdated data and does not provide realistic analysis of the impacts of the proposed hospital. - Concern that there are no confirmed mitigation measures or works proposed as part of this application to address the existing and anticipated increased traffic and parking demand, congestion in the locality and impacts on the surrounding road network. - Concern there is a lack of public end of trip facilities for visitors and reliance on the yet to be confirmed Eastern Car Park for all staff, patient and visitor parking. - Objection to the application's statements that a modal shift or increase in public transport use will occur as a method of reducing car dependence and congestion in the hospital precinct.	- Disagree. The TIA prepared for the WBH has adopted the following key assessment assumptions: - The baseline modelling for the WBH TIA has utilised modelling for the Western Car Park (WCP) project, including the OMTID Stage 1 road upgrades. - The WBH includes an additional 40 car parking spaces on site. As a result, the WBH TIA modelling has assessed the additional impact of these additional 40 movements during the peak hour. These modelling assumptions have demonstrated that the surrounding road network (including the road upgrades proposed as part of the WCP development application) is able to support the WBH development. - As noted above, the WBH TIA has assessed the impact of the additional parking bays being delivered for the WBH. The conclusion of this TIA is that no road upgrades are required for Day 1 operation of the WBH. - End of trip facilities, including bike store and change rooms are provided within the lower ground floor of the companion building. As noted in previous comments, the WBH does not rely on the delivery of the eastern car park project. - As noted above, only a small increase in the update of alternative transport would be required to create capacity for the additional visitor and patient parking requirements. Given the WBH is well serviced by public transport (bus and train), and in proximity to Principal Shared Path network, there is significant opportunity to increase the update of alternative transport modes.	- Concerns with the Transport Impact Assessment (TIA) noted. As per advice from Main Roads Western Australia, the Public Transport Authority and Department of Transport and Major Infrastructure Delivery the findings of the TIA are accepted, however, updates are recommended to incorporate the supporting documents in the form required by the Guidelines. - Concerns regarding end of trip facilities, modal shift and active transport options noted. Conditions for a Green Travel Plan to include details on the provision of active and public transport facilities and options for staff is recommended. A condition for the design and provision of end of trip facilities, including a minimum number of bicycle parking spaces for staff and visitors is recommended. Details of the facilities, final location and number of bays to be demonstrated with advice from the relevant agencies.
All Other Themes		
No written comments provided	Noted.	Noted.

ATTACHMENT 5 – RESPONSE TO PUBLIC SUBMISSIONS

THEME/ISSUE	APPLICANT RESPONSE	DPLH RESPONSE
Support (n=2)		
Single additional comment provided in support of the location of the hospital.	Support is noted.	Noted.
Support with changes (n=3)		
- Comments received generally supported the proposal subject to changes or further information/refinement of elements. This includes advice to co-design the project with staff and families who will be using the facilities and ensuring the spaces are accessible for people with disabilities. - Request for the governance of the new hospital to be moved from North Metropolitan Health Service to South Metropolitan Health Services due to the new location within the Murdoch Precinct and ensure co-ordination with Fiona Stanely Hospital. - Whilst the proposal as presented was generally supported, there were objections to the location of the new hospital at Murdoch instead of the previously considered Nedland site, and that the location presented a lost opportunity to co-locate services. - One submission raised concerns with the proximity to the existing child care centre, the impacts of construction work and later operations of the hospital. In particular, concerns the noise impacts from construction and operations will exceed the reported estimates and adversely impact the centre. - Noted the removal during construction and lower provision of both staff parking and drop off bays for	- Support is noted. The end user requirements for the site have been considered in the layout of key functional areas. This will continue to be tested as the project enters detailed design. Accessibility for people with disabilities is a core requirement of the project brief, and will be prioritised. - Governance of the WBH is not considered to be a relevant planning consideration. - Support for the proposal is noted. As outlined in <i>Town Planning Appeal Tribunal in SPB (Australia) Pty Ltd and Ors v Town of Claremont [2003] WATPAT 138</i>, it is not a relevant planning consideration that another proposal might provide a better planning outcome. The potential alternative locations for the WBH is therefore not a relevant planning consideration for the development application. - The Susan Teather Early Learning Centre is located within a State Government owned building, under a tenanted arrangement. In addition to standard construction noise management practices, the project's stakeholder team will engage directly with the child care centre to best manage construction impacts. - Disruptions during construction are noted. A broader strategy to deal with this temporary situation will be considered amongst key stakeholders. As outlined in the Western Car Park Development Application – Transport Summary (June 2025), the simultaneous construction of the WCP and WBH is expected to proceed for approximately 18 months. This noted the following:	- Comments noted. Internal design does not form part of this application. The development is required to comply with all relevant accessibility legislation and standards for hospitals. - Comments regarding governance and location considerations acknowledged. Agree with applicant's comments as both elements are outside the scope of a development application. - Proximity of the development to the existing childcare centre is noted. A Construction Management Plan condition which is to include details on noise, vibration and dust mitigation measures is recommended. Additionally, the applicant will need to comply with other legislation including the <i>Environmental Protection (Noise) Regulations 1997</i> throughout construction. - Provision of off site temporary parking for hospital staff is supported. Further information on access to staff parking and drop-off bays for the child care

ATTACHMENT 5 – RESPONSE TO PUBLIC SUBMISSIONS

the child care centre which will impact operations and accessibility.	<i>The shortfall of staff bays during the first 18 months of construction will be offset by the use of off-site temporary carparking to be established at two identified sites at Bibra Drive and Barry Marshall Parade.</i>	centre is required by the recommended transport conditions.
Not support (n=1)		
- Comments generally focused on traffic, parking and transport related matters as summarised in the above section as well as concerns the existing road network has insufficient capacity and linkages to support existing regional vehicle movements and no capacity to accommodate increases in regional or local traffic volumes. - Additional comments included objection to the location of the hospital at Murdoch instead of either the Nedlands or central Perth locations and the failure to co-locate the women and babies hospital with Perth Children's Hospital. - Concerns the application documents indicate a reliance on separate developments, road and public realm works that are not yet confirmed to address a range of transport related matters but do not commit to the works being undertaken to support the proposal or hospital operations. Concerns there is a lack of detail around what the potential works referenced are and whether they will achieve the states outcomes of addressing the traffic and access considerations.	- As demonstrated in comments above, the WBH (with supporting WCP project, and supporting green travel plan and parking management arrangements) is able to accommodate the additional parking demand and traffic generation associated with the WBH. - As outlined in <i>Town Planning Appeal Tribunal in SPB (Australia) Pty Ltd and Ors v Town of Claremont [2003] WATPAT 138</i>, it is not a relevant planning consideration that another proposal might provide a better planning outcome. The potential alternative locations for the WBH is therefore not a relevant planning consideration for the development application. - The WBH project as presented in this development application only relies on the WCP project being completed. This is in recognition that the WCP project will deliver staff car parking bays for the WBH. The WBH does not rely on any other projects proceeding in the FSH precinct. But to ensure comprehensive reporting is presented, the applicant would support conditions or approval requiring further transport impact assessment being completed prior to commencement of the WBH to ensure all relevant transport projects have been considered prior to commencing the hospital operations.	- Concerns with the Transport Impact Assessment (TIA) noted. As per advice from Main Roads Western Australia, the Public Transport Authority and Department of Transport and Major Infrastructure Delivery the findings of the TIA are accepted, however, updates are recommended to incorporate the supporting documents in the form required by the Guidelines. - Comments regarding location considerations are acknowledged. As per the above and in agreement with the applicant's response, determination of the location is outside the scope of this development application and subject to a separate process. - As per the above, the TIA demonstrates the application is not reliant on other developments, however, it is acknowledged that wider precinct works are being undertaken by OMTID to improve the existing traffic situation within the precinct which includes public realm improvements to support further modal shift.

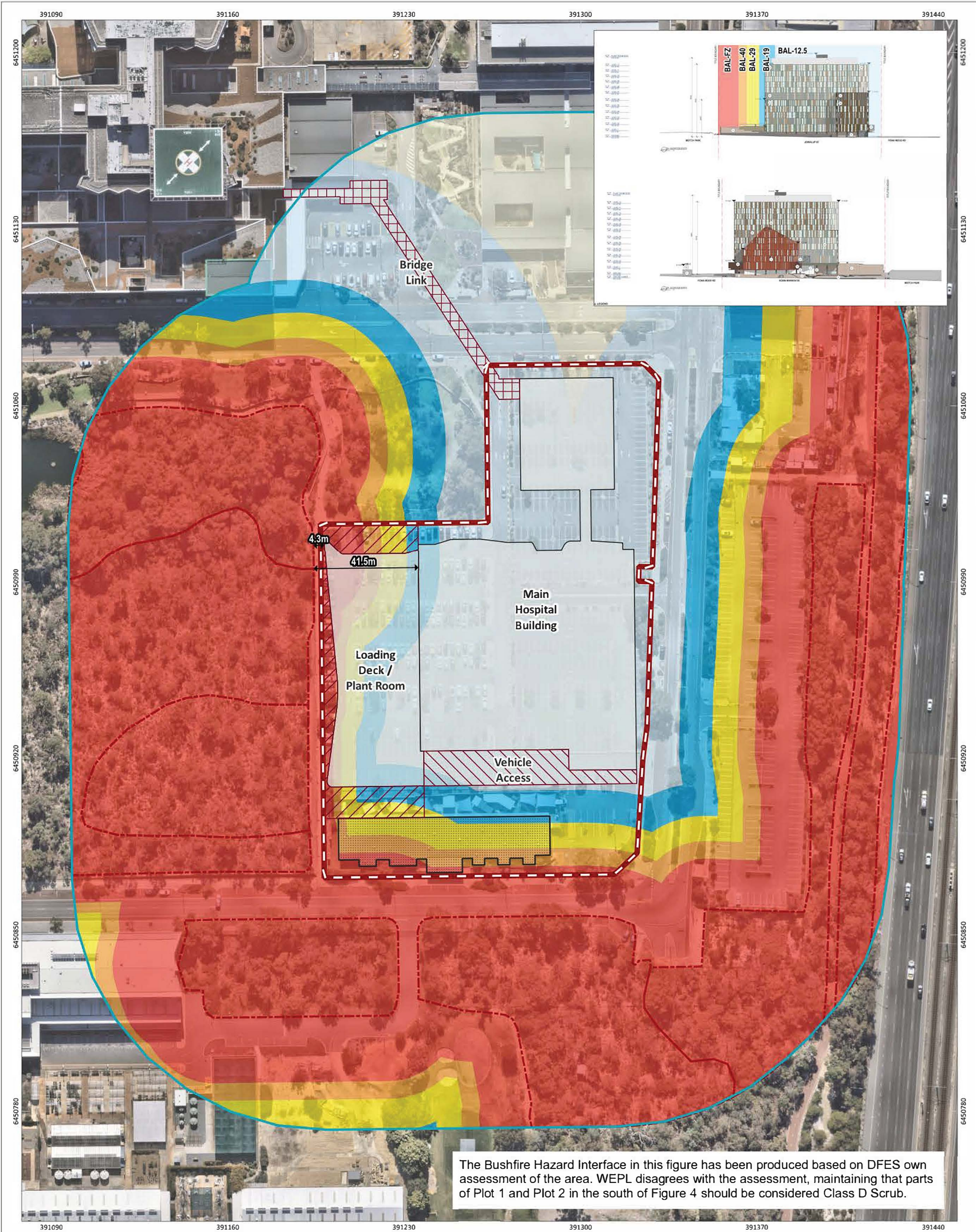


Figure 7: DFES' Theoretical Bushfire Attack Level (BAL) Contours

		PROJECT/REPORT NAME BushfireManagement Plan Lot 106 Jennalup Street and Lot 104 Robin Warren Drive, Murdoch WA		Legend		Subject Building		Bushfire Attack Level (BAL)		 Western Environmental Pty Ltd 08 6244 2310 enquiries@western.com.au Level 3/25 Prowse St, West Perth WA 6005 western.com.au
SCALE 1:1,400		SHEET SIZE A3 COLOUR		CLIENT Architectus		Subject Site		BAL-FZ		
COORDINATE REFERENCE SYSTEM GDA2020 / MGA zone 50		PROJECT NUMBER A25.184		VERSION 0		Buffer 100m		BAL-40		
DATA SOURCE Nearmap p (16th August 2025)		DRAWN BY / REVIEWED BY SM/BE		DATE 15/1/2026		Bushfire Hazard Interface		BAL-29		
						Bridge Link		BAL-19		WAPC Agenda Page 71
						Vehicle Access		BAL-12.5		
						Asset Protection Zone (APZ)		BAL-LOW		



State Design Review Panel Final Report For WAPC

Women and Babies Hospital
19 Jennalup Street (17 Fiona Wood Road), Murdoch

Design Review 3
November 2025

Confidentiality

This advice is provided to the applicant on a strictly confidential basis. It is intended only for the applicant and for use on this project alone. The applicant may only distribute this confidential advice in its original format and entirety to its professional advisors on the express condition that each advisor maintains the absolute confidentiality of this advice and uses it only for and during the advisor's engagement on this project. This advice must not be otherwise be published, shared or distributed by the applicant in whole or in part without the express prior written permission of the Western Australian Planning Commission.

Disclaimer

Please note the advice provided in this report and diagrams is advice only. This advice does not constitute professional legal advice or a binding determination; nor does it amount to an instruction in any way. The advice does not have the effect of a favourable evaluation of the project or fetter the future exercise of discretion as to any application that may be made; or otherwise prejudice any entitlement to apply for necessary approvals. The advice is based on the current available information at the time provided and may be subject to change. Please note alterations to any project, plan or proposal, as well as any changes in legislation and policy may also impact the accuracy and relevance of the advice. The proponent is responsible for considering the suitability of the advice to its circumstances, having regard to their own proposal details, objectives, and financial situation, and performing their own due diligence. Proponents are encouraged to seek their own independent advice from planning and legal advisors, and other suitably qualified professionals.

Review attendance

Subject	Women and Babies Hospital DR3	
	19 Jennalup Street (17 Fiona Wood Road), Murdoch	
Date	18 November 2025	
Time	1:00-4:00pm	
Location	140 William Street Perth and video conference (VC) via Teams	
Design Reviewers	Stuart Harrison	Panel Member (Chair)
	Sara Stace (VC)	Panel Member (Architecture)
	Andrew Thomas	Panel Member (Landscape Architecture)
	Anthony Duckworth	Panel Member (Urban Design)
Proponent Team	Marcel Barakat	Design and Engineering Director, WeBuild
	Marco Bense	Design Director – Architecture, WeBuild
	Rebecca Travaglione (VC)	Associate Director - Planning Approvals, WeBuild
	Matthew Hughes	Senior Associate, Architectus
	Justin Gurney	Associate Principal, Architectus
	Tony Jemmott (VC)	Principal, Architectus
	Stefan Mee	Principal, Architectus
	Peter Hillman	Director - Landscape Design, Urbis
	Gita Siva	Design Lead, New Women and Babies Hospital Project, OMID
	Leigh Penny (VC)	Technical Director - Sustainability & Green Star Advisor, Arcadis
	Karen Jacobs (VC)	Principal - Cultural Advisor, IES Enviro
	Kate Parker (VC)	Senior Principal - Public Art Coordinator, SLR Consulting
Planning Authority	Catherine Beamish	Senior Planner, Land Use Planning, DPLH
	Kelsey Whitwell	Senior Planning Officer, Land Use Planning, DPLH
Stakeholders	Dion Hinge (VC)	Statutory Planner, City of Melville
	Janine Ahola (VC)	Open Space Design Coordinator, City of Melville
	Hayley Campbell (VC)	Strategic Planner Projects, City of Melville
Observers	Carmel van Ruth	Principal Associate, Strategy and Projects, Government Architect Western Australia
Design Review staff	Tanya Ring	Manager Design Review, Design and Built Environment, DPLH
	Sharmishta Ravindran	Design Review Officer, Design and Built Environment, DPLH
	Lilli Dorn	Administrative Assistant, DPLH

Declarations

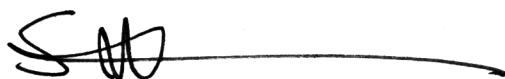
N/A

Briefings

Design Team	Matthew Hughes	Architectural Design Presentation
	Stefan Mee	Architectural Design Presentation
	Peter Hillman	Landscape Design Presentation

Design Review Report endorsement

Chair signature



Stuart Harrison, Principal Associate Government Architect, Chair

Executive Summary

Overall The design approach is supported subject to moderate improvements based on the recommendations below.

Further review A follow up review of this project is not required.

Summary The Panel thanks the project team for engaging with the design review process.

The Panel acknowledges the complexity and time constraints of this project and commends the team for the substantial effort and comprehensive information provided. The site context and scope were clearly presented, and the Panel appreciates the continued development work and engagement throughout the review process.

Key recommendations for the next stage of design development, and prior to the development application being determined:

- Further develop the design of the large blank wall that faces Moitch Park, in order to mitigate its visual impact while incorporating Crime Prevention Through Environmental Design (CPTED) principles such as improving sightlines and maximising passive surveillance to enhance safety;
- Enhance the distinct identity of the north-eastern corner building (referred to as the 'companion' building in the design concept) while ensuring cohesion with the broader design intent;
- Refine the design of the main entry canopy to create a more inviting, human-scaled expression, and ensure adequate unobstructed space on approach to the eastern entry doors;
- Further refine the design of the playground, the sanctuary roof terrace above the companion building and balconies to ensure they are sized to support peak occupancy;
- Enhance the legibility of the visitor route to the main entry from the north, while clarifying access, wayfinding, and functional relationships;
- Address solar exposure to the west-facing verandah and sanctuary roof terrace areas through shading strategies and canopy coverage to improve usability and thermal comfort;
- Enhance softscape integration around the building and on-structure, including provision for shade trees, larger planter zones, and drought-tolerant species to improve amenity; and
- Continue meaningful engagement with Traditional Owners and explore opportunities to integrate cultural insights into the hospital design, including landscape and public art elements.

Detailed comments, aligned with State Planning Policy (SPP) 7.0 Design Principles, are outlined below.

Design Quality Evaluation

Principle 1: Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The Panel is satisfied that the project integrates well within the broader hospital precinct and aligns with its contextual framework.
2. The Panel encourages maintaining the reference to the She-Oak (*Casuarina equisetifolia*) tree through the design and articulation of both buildings, particularly given the significance of this tree as a birthing tree in Noongar culture.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context*

1. The Panel supports the basin design and surrounding landscape treatment. Ensure that all plant species selected are appropriate for flood conditions.
2. The Panel supports the inclusion of the playground and healing garden within the landscape, noting that these elements enhance the project's character and overall amenity.
3. Ensure that drawings identifying tree protection zones are prepared for on-site use, in accordance with the tree management plan.
4. The current proposal includes a significant amount of hardscaping. Consider incorporating soft landscaping around the building base to create softer, more welcoming entrances aligned with the building's intended use.
5. The Panel has concerns regarding plant survival due to the insufficient planter depths indicated and the proposed planting palette for the on-structure planting. Consider how larger planters can be provided and locate them in areas that will not be overexposed to the sun, to support plant viability.
6. The Panel has supported the conceptual reference to She-oak (*Casuarina equisetifolia*) and Flooded Gum (*Eucalyptus rudis*) in the building façade design but note that the Flooded Gum is absent from the proposed plant palette. Consider incorporating this if appropriate.
7. Consider introducing larger canopy trees to improve shade levels.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The overall built form and scale is supported.
2. The main entry canopy enhances legibility and provides weather protection while accommodating signage, however further design development is needed to cohesively integrate this element within the broader design and create a warmer, more inviting and intimate arrival experience.
3. The singular and underdeveloped expression of the large blank wall facing Moitch Park along the north-west corner is not supported. Consider options to mitigate the perceived massing of this wall via articulation and material use.

Principle 4: Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*

1. Further refinement of the sanctuary roof terrace of the companion building is recommended, along with a review of balcony sizes throughout the proposal. Assess the anticipated occupancy to ensure that these areas can support peak usage and clarify the purpose and intended users for each balcony to guide design development.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

1. The Panel recommends early consideration of drought-tolerant species in the landscape to minimise water use.
2. As noted in Design Review 2, the stated aim to achieve a 5 Star Green Star certification is supported.

Principle 6: Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

1. The Panel welcomes the inclusion of a playground within the landscape and recommends ensuring it is designed and sized to accommodate anticipated use by children from the creche and visiting families.
2. The concept of a series of discreet areas within the sanctuary roof terrace of the companion building, is supported. The Panel notes concern regarding planting viability and shade, given the western orientation.
3. The west-facing verandah on the ground level is highly exposed to afternoon sun, diminishing thermal comfort and usability. Consider strategies to mitigate this exposure, including enhanced shading through architectural articulation and increased tree canopy coverage.
4. The scale of the main entry canopy creates a high-volume space that will limit the ability of the overhang to provide sun protection, especially given its east-west orientation. Consider how this might be mitigated in the design.
5. As noted in DR1, the Panel is supportive of maximising outlook to greenery for patient areas, noting the health recovery benefits with providing outlook to landscaped areas. Consider this when refining the internal layouts and façade design, while also considering the need to mitigate unwanted solar gain.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

1. The Panel supports the improved legibility across the project, however, consider refining the entry to the north-eastern 'companion' building to reflect its intended function and avoid a corporate appearance.
2. The visitor entry sequence from Fiona Stanley Hospital (to the north of the site) to the reception of the main building requires further development to create a more legible and welcoming path.
3. The ground level of the south-east corner of the site requires further development to accommodate pedestrian movement in conjunction with emergency vehicle access. Ensure the design supports safe and legible circulation, particularly for visitors accessing the childcare centre, while maintaining level continuity and avoiding a utilitarian feel.
4. The eastern entry doors to the main building reception would benefit from stronger articulation to enhance its presence from the street. Currently there is a column located in close proximity to this entry; consider strategies to improve openness.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. The large blank wall facing Moitch Park presents poor CPTED outcomes due to the lack of passive surveillance and escape routes along the adjacent pedestrian pathway and is not supported. The Panel strongly recommends that the design of this wall is further developed to improve the safety of this route.
2. The Panel supports incorporating a provision within the landscape design for a 1200mm high fence around the basin, if required, to assist in managing safety during future flooding events, on the basis that the fence gate remains open except when flooding occurs.

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

1. The Panel appreciates measures to reduce traffic speeds on Robin Warren Drive and prioritise pedestrian movement. Reducing the road to two lanes to slow traffic, and encouraging pedestrian movement along the pocket park, are both supported.
2. The Panel welcomes the appointment of an Aboriginal engagement consultant and supports the project intent for meaningful consultation process with Traditional Custodians. Continued exploration of opportunities to integrate the understandings gathered from this engagement into the design of the hospital, including through the development of landscape and public art, is encouraged.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The Panel notes that the shift away from the previously supported veil-like perforated façade to the north-eastern 'companion' building, originally inspired by the She-oak (*Casuarina equisetifolia*) tree, has diminished the building's distinctiveness. Consider how some of the unique qualities of the form and façade of the previous design (including the roof form) can be reintroduced. Consider continuing the perforated sheet indicated at the lower level around the entire perimeter of this building to help reinforce its identity.
2. The Panel supports the proposed building façade colour palette.
3. Consider extending the design language used to the soffit of the verandah to the underside of the link bridge and entrance canopy for consistency and visual cohesion.
4. The Panel supports the sculptural quality of the entrance canopy and recommends refining the design to create a lighter, more welcoming entry, considering how different textures might contribute to this, along with references to the She-oak (*Casuarina equisetifolia*) tree.
5. Further refinement of the north-eastern 'companion' building entrance is recommended to ensure the design reflects a warm, welcoming atmosphere for families.
6. Consider how the creche façade might be given a gentler character, while ensuring it integrates with the rest of the building.

Design Review Comments and Recommended Design Responses

<i>Design Review Comment</i>	<i>Recommended Design Responses</i>
CONTEXT AND CHARACTER – The Panel encourages maintaining the reference to the She-Oak (<i>Casuarina equisetifolia</i>) tree through the design and articulation of both buildings, particularly given the significance of this tree as a birthing tree in Noongar culture.	A condition is recommended to ensure this is addressed by architectural design plans and a schedule of materials and finishes to be submitted and approved.
LANDSCAPE QUALITY – - The current proposal includes a significant amount of hardscaping. Consider incorporating soft landscaping around the building base to create softer, more welcoming entrances aligned with the building's intended use. - Ensure that all plant species selected for the basin landscaping are appropriate for flood conditions. - Ensure that drawings identifying tree protection zones are prepared for on-site use, in accordance with the tree management plan. - Insufficient planter depths indicated and the proposed planting palette for the on-structure planting may not survive due to overexposure to sun. - Insufficient planter depths indicated and the proposed planting palette for the on-structure planting may not survive due to overexposure to sun. - Flooded gum (<i>eucalyptus rudis</i>) to be incorporated into planting palette if appropriate. - Consider introducing larger canopy trees to improve shade levels.	A condition is recommended to require a detailed landscape plan. This can ensure, together with advice, that softscape integration around the building and on-structure is enhanced, including provision for shade trees, larger planter zones, and drought-tolerant species to improve amenity.
BUILT FORM AND SCALE – - The main entry canopy requires further design development needed to cohesively integrate this element within the broader design and create a warmer, more inviting and intimate arrival experience. - The singular and underdeveloped expression of the large blank wall facing Moitch Park along the north-west corner is not supported. Consider options to	The refinement of the main entry canopy will be addressed via the condition requiring architectural design plans and a schedule of materials and finishes. A condition is recommended to ensure design of the large blank wall that faces Moitch Park is developed further to mitigate its visual impact while incorporating CPTED principles such as improving sightlines and

mitigate the perceived massing of this wall via articulation and material use.	maximising passive surveillance to enhance safety.
FUNCTIONALITY AND BUILD QUALITY – Further refinement of the sanctuary roof terrace of the companion building is recommended, along with a review of balcony sizes throughout the proposal. Assess the anticipated occupancy to ensure that these areas can support peak usage and clarify the purpose and intended users for each balcony to guide design development.	This will be addressed by the architectural design plans and a schedule of materials and finishes to be submitted and approved.
SUSTAINABILITY – - The Panel recommends early consideration of drought-tolerant species in the landscape to minimise water use. - As noted in Design Review 2, the stated aim to achieve a 5 Star Green Star certification is supported.	A condition requiring a Sustainability Report detailing the development's sustainability initiatives is recommended. This will be expected to detail how the proposal will achieve a 5 Star Green Star certification that aligns with leading practice in Australian healthcare facility design.
AMENITY – - The Panel welcomes the inclusion of a playground within the landscape and recommends ensuring it is designed and sized to accommodate anticipated use by children from the creche and visiting families. - The concept of a series of discreet areas within the sanctuary roof terrace of the companion building, is supported. The Panel notes concern regarding planting viability and shade, given the western orientation. - The west-facing verandah on the ground level is highly exposed to afternoon sun, diminishing thermal comfort and usability. Consider strategies to mitigate this exposure, including enhanced shading through architectural articulation and increased tree canopy coverage. - The scale of the main entry canopy creates a high-volume space that will limit the ability of the overhang to provide sun protection, especially given its east-west orientation. Consider how this might be mitigated in the design. - As noted in DR1, the Panel is supportive of maximising outlook to greenery for patient areas, noting the health recovery benefits with providing	The design of the playground and the planting viability of the sanctuary roof terrace will be addressed by the detailed landscape design plan condition. The design of the west facing verandah, the main entry canopy, the sizing of balconies and the refinement of internal layouts and façade design will be addressed by the architectural design plans and a schedule of materials and finishes details to be submitted. Increased tree canopy coverage will be addressed via the detailed landscape plan condition.

outlook to landscaped areas. Consider this when refining the internal layouts and façade design, while also considering the need to mitigate unwanted solar gain.	
LEGIBILITY – • The visitor entry sequence from Fiona Stanley Hospital (to the north of the site) to the reception of the main building requires further development to create a more legible and welcoming path. • The Panel supports the improved legibility across the project, however, consider refining the entry to the north-eastern ‘companion’ building to reflect its intended function and avoid a corporate appearance. • The ground level of the south-east corner of the site requires further development to accommodate pedestrian movement in conjunction with emergency vehicle access. Ensure the design supports safe and legible circulation, particularly for visitors accessing the childcare centre, while maintaining level continuity and avoiding a utilitarian feel. • The eastern entry doors to the main building reception would benefit from stronger articulation to enhance its presence from the street. Currently there is a column located in close proximity to this entry; consider strategies to improve openness.	A condition is recommended to require a Wayfinding and Signage Strategy to be submitted and approved. The three final dot points will be addressed by architectural design plans and schedule of materials and finishes.
SAFETY – • The large blank wall facing Moitch Park presents poor CPTED outcomes due to the lack of passive surveillance and escape routes along the adjacent pedestrian pathway and is not supported. The Panel strongly recommends that the design of this wall is further developed to improve the safety of this route. • The Panel supports incorporating a provision within the landscape design for a 1200mm high fence around the basin, if required, to assist in managing safety during future flooding events, on the basis that the fence gate remains open except when flooding occurs.	A CPTED report identifying strategies to enhance safety and security outcomes has not yet been submitted. This report should demonstrate integrated strategies to enhance safety and security outcomes including access to natural light, clear sightlines, adequate lighting and safer walking paths in the carpark. A condition requiring a CPTED report is recommended. The fence in the basin area will be addressed via the detailed landscape design plan condition.

COMMUNITY • The Panel appreciates measures to reduce traffic speeds on Robin Warren Drive and prioritise pedestrian movement. Reducing the road to two lanes to slow traffic, and encouraging pedestrian movement along the pocket park, are both supported. • The Panel welcomes the appointment of an Aboriginal engagement consultant and supports the project intent for meaningful consultation process with Traditional Custodians. Continued exploration of opportunities to integrate the understandings gathered from this engagement into the design of the hospital, including through the development of landscape and public art, is encouraged.	A Public Art Plan has been submitted with the application. As engagement with Traditional Custodians is ongoing an updated Public Art Strategy is to be submitted and a condition requiring this is recommended. The potential pocket park and treatment of Robin Warren Drive are outside the scope of this application. The incorporation of understandings gathered from the engagement with Traditional Custodians will be addressed during detailed architectural design and materials selection, landscape design and public art conditions.
AESTHETICS • The Panel notes that the shift away from the previously supported veil-like perforated façade to the north-eastern ‘companion’ building, originally inspired by the She-oak (<i>Casuarina equisetifolia</i>) tree, has diminished the building’s distinctiveness. Consider how some of the unique qualities of the form and façade of the previous design (including the roof form) can be reintroduced. Consider continuing the perforated sheet indicated at the lower level around the entire perimeter of this building to help reinforce its identity. • Further refinement of the north-eastern ‘companion’ building entrance is recommended to ensure the design reflects a warm, welcoming atmosphere for families. • Consider extending the design language used to the soffit of the verandah to the underside of the link bridge and entrance canopy for consistency and visual cohesion. • The Panel supports the sculptural quality of the entrance canopy and recommends refining the design to create a lighter, more welcoming entry, considering how different textures might contribute	This design item will be addressed via the architectural design plans and schedule of materials for the companion building. A condition specific to the companion building is recommended by the State Design Review Panel so that the distinct identity of the companion building can be achieved while ensuring cohesion with the broader design intent. The other design items will be addressed via the condition requiring architectural design plans and schedule of materials for the hospital building.

to this, along with references to the She-oak (<i>Casuarina equisetifolia</i>) tree. • Consider how the creche façade might be given a gentler character, while ensuring it integrates with the rest of the building.	
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