

## Local Planning Policy 2.5.2: Medical Precinct

**ADOPTION DATE:** *Adoption date*

**LAST AMENDED DATE:** *N/A*

**AUTHORITY:** *Planning and Development Act 2005*  
*Planning and Development (Local Planning Schemes) Regulations 2015*

### APPLICATION

To apply to all development applications within the Policy area described in Figure 1.

To apply to the assessment of a Local Development Plan for area described in Figure 1.

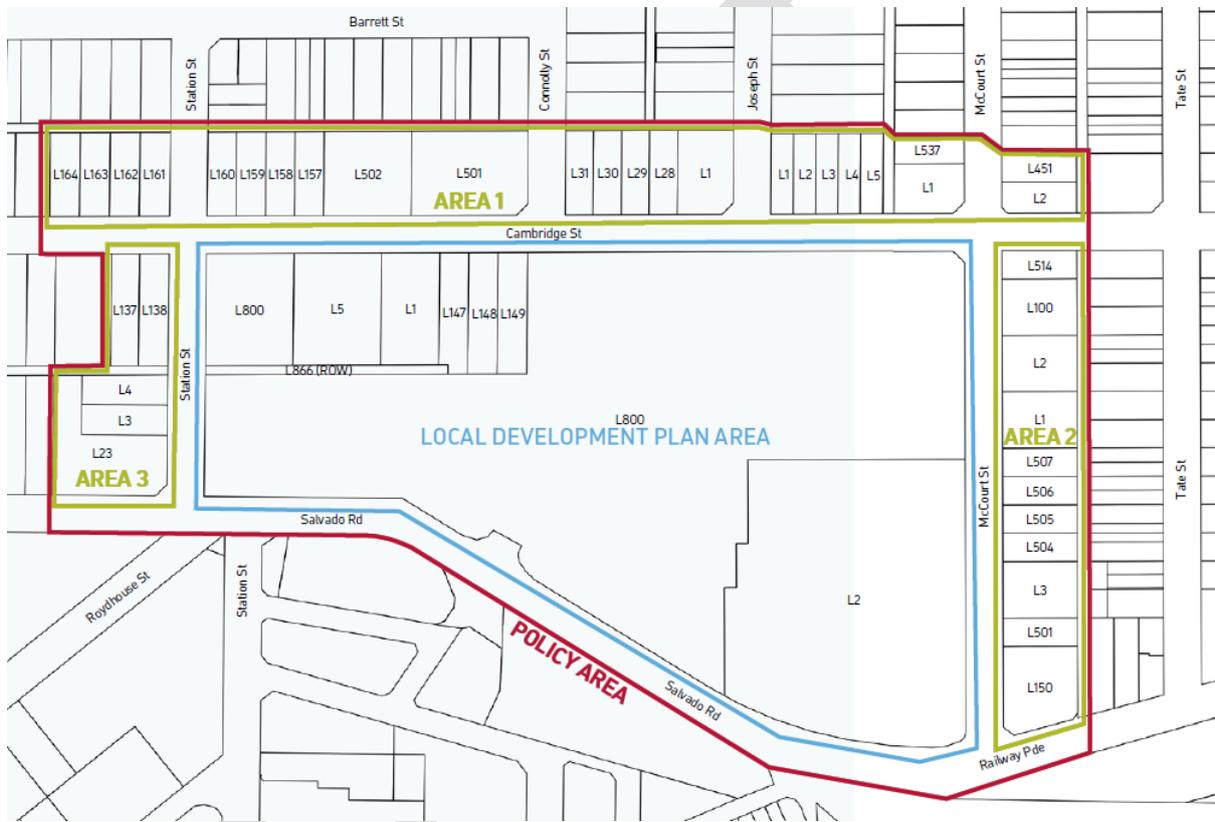


Figure 1: Policy area

### BACKGROUND

#### *Local Development Plan*

On 21 December 2017 the Western Australian Planning Commission agreed with the Town of Cambridge that a local development plan (LDP) is required for the purposes of orderly and proper planning for the LDP area shown in Figure 1 above. This decision was made in accordance with Clause 47(d) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

### *Medical Precinct Urban Design Study 2020*

In 2019 the Town of Cambridge appointed urban design and planning specialist firm Hames Sharley to undertake an urban design study of the LDP area and surrounds. The Study was to inform the preparation of the LDP and to address the following key factors:

- Strong integration of SJOG with broader medical precinct and Cambridge Street urban corridor;
- Identification, protection and enhancement of landmark buildings & view lines;
- Identification and enhancement of active streets and connectivity with surrounds;
- Recommendations for built form and massing for the area, particularly at the public interfaces along Cambridge St, McCourt St, Station St and Salvado Rd.

The Study was endorsed by Council on *[date to be inserted]* and forms the basis for the provisions of this Policy.

### **OBJECTIVES**

1. To provide land use and development guidance for the Policy area;
2. To cluster activity and complementary land uses within the Policy area;
3. To deliver a sense of continuity across the Policy area;
4. Ensure future development is sympathetic to its historical and physical context;
5. Ensure appropriate massing and scale through appropriate building heights, height transitions and setbacks.
6. Deliver a Precinct that is accessible and integrates urban public spaces;
7. Integrate landscapes to promote wellness for workers and visitors;
8. Foster urban connections that facilitate ease of movement and legibility for pedestrians and hospital operations.

### **DEFINITIONS**

**Deep soil area:** As defined by State Planning Policy 7.3: Residential Design Codes, Volume 2.

**Rootable soil zone:** As defined by State Planning Policy 7.3: Residential Design Codes, Volume 2.

## PROVISIONS

### PART 1: LOCAL DEVELOPMENT PLAN AREA

In considering a Local Development Plan for the area shown in Figure 1, Council will have regard to the following matters:

#### 1. Pedestrian connectivity

- 1.1. The LDP shall demonstrate north – south pedestrian access and connectivity through the site; aligning generally with Connolly Street in the north and Salvado Street roundabout entrance in the south.
- 1.2. Design and land use measures shall be included in the LDP to enhance this important connection so that it is:
  - a) clearly defined and predictable
  - b) legible with unimpeded sightlines and signage where necessary
  - c) landscaped with weather protection and seating
  - d) lighted during evening times;
  - e) publically accessible at all times; and
  - f) generally in accordance with 'Designing Out Crime Planning Guidelines', June 2006, WAPC.
- 1.3. In addition to this north-south connection, other pedestrian routes shall be identified and designed around, in particular, east-west connectivity through the site shall be improved.
- 1.4. Development along the pedestrian routes shall be designed to provide surveillance and activation where appropriate.

#### 2. View lines

- 2.1. The existing view line from Connolly Street to St Joseph's Church is to be maintained. This view line follows the alignment of the former Connolly Street north-south connection and will reinforce the north-south connectivity through the site.
- 2.2. The siting and massing of buildings within the LDP area shall enhance this view line.

#### 3. Public realm and street interaction

- 3.1. Complementary 'preferred' land uses (such as cafes, shops and pharmacies) and main entrances to the Hospital shall be located within the LDP area to improve the area's interaction with its surrounds and to activate adjoining streets.
- 3.2. Design measures are to be included in the LDP to promote street surveillance and interaction, particularly at ground level, whilst recognising the need for discretion associated with the medical uses.
- 3.3. Entrance points are to be clearly defined with design measures included in the LDP to reinforce the entrance.

#### 4. Landscaping and trees

- 4.1. The LDP shall be accompanied by a landscaping plan that demonstrates landscaping areas, retention of existing trees where appropriate, locations for deep soil areas and tree planting.
- 4.2. The landscaping and tree planting shall articulate a single, coherent and connected landscape.

## **5. Building scale**

- 5.1. The LDP shall detail the scale and massing of buildings within the LDP area.
- 5.2. Generally building scale and heights fronting adjoining streets should be consistent with the building heights of the opposing side of the street, as detailed in this Policy, to ensure consistently framed streetscapes.
- 5.3. Greater building height should be located centrally within the LDP area, or in locations where the greater building height can help signify a distinctive element to the Precinct, for example a corner location or main entrance.

## **6. Building setbacks**

- 6.1. The LDP shall require the setting back of buildings from streets to enable landscaping and tree planting to buffer the street environment from the medical uses, and to enhance the area's health care and wellness purpose.
- 6.2. The LDP may identify locations where a reduced, or nil, setback to the street is appropriate where the building forms a distinctive element to the Precinct, such as corner locations, main entrances, or where the use of the building will enhance activation of the street environment.

## **7. Materials and architectural language**

- 7.1. The LDP shall detail an architectural language for development within the LDP area, including materials and finishes that unifies, simplifies and declutters the variety of styles as the site develops.
- 7.2. The LDP shall detail how way-finding through the Precinct is improved and provided through design.

## **8. Access and parking**

- 8.1. The LDP shall detail vehicle access points, loading bays, vehicle parking areas and other vehicle and transport related servicing.
- 8.2. The LDP will be accompanied by a traffic impact assessment, prepared by a suitably qualified professional, that demonstrates the impact and appropriateness of the extent of car parking proposed, the vehicle access points, and the traffic circulation within the LDP area.

**PART 2: DEVELOPMENT PROVISIONS FOR AREAS 1, 2 AND 3****1 Setbacks**

Development shall be setback in accordance with the requirements set out in the tables below.

**1.1 Area 1**

<b>Street setbacks</b>		
	<b>Minimum street setback to main façade of building</b>	<b>Maximum street setback to main façade of building</b>
Cambridge Street	2m	4m
Other streets (Station Street, Connolly Street, Joseph Street, McCourt Street)	4m	6m

<b>Other setbacks (side, rear and laneway)</b>	
Minimum setback from boundaries common to adjoining properties <u>within</u> Area 1	Nil up to two storeys in height. 4m for three storeys and above in height.
Minimum setback from laneways	2m up to two storeys in height. 6m for three storeys and above in height
Minimum setback from boundaries common to adjoining properties <u>outside</u> of Area 1	Nil up to one storey in height. 4m for two storeys in height. 6m for three storeys and greater in height.

**1.2 Area 2**

<b>Street setbacks</b>		
	<b>Minimum street setback to main façade of building</b>	<b>Maximum street setback to main façade of building</b>
McCourt Street	4m	8m
Cambridge Street	2m	4m
Railway Parade	2m	4m

<b>Other setbacks (side, rear and laneway)</b>	
Minimum setback from boundaries common to adjoining properties <u>within</u> Area 2	Nil up to two storeys in height. 4m for three storeys and above in height.
Minimum setback from Turvey Lane	2m up to two storeys in height. 6m for three storeys and above in height

**1.3 Area 3**

<b>Street setbacks</b>		
	<b>Minimum street setback to main façade of building</b>	<b>Maximum street setback to main façade of building</b>
Station Street	4	8
Cambridge Street	2	4

Railway Parade	2	4
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<b>Other setbacks (side, rear and laneway)</b>	
Minimum setback from boundaries common to adjoining properties <u>within</u> Area 3	Nil up to two storeys in height. 4m for three storeys and above in height.
Minimum setback from Houlahan Lane	2m up to two storeys in height. 6m for three storeys and above in height.
Minimum setback from boundaries common to adjoining properties outside of Area 3	Nil up to one storey in height. 4m for two storeys in height. 6m for three storeys and greater in height.

## 2 **Building height**

Development shall be in accordance with the minimum and maximum height provisions detailed in the tables and provisions below.

A storey is equivalent to 4m in building height, with an additional 2m added to the top to allow for rooftop articulation.

### 2.1 **Area 1**

Minimum façade height fronting Cambridge Street	2 storeys
Maximum podium building height	3 storeys
Maximum overall building height, to be setback 4m from podium level addressing the street	5 storeys

### 2.2 **Area 2**

Minimum façade height fronting Cambridge Street	2 storeys
Maximum podium building height	3 storeys
Maximum overall building height, to be setback 4m from podium level addressing the street	5 storeys

### 2.3 **Area 3**

Minimum façade height fronting Cambridge Street and Station Street	2 storeys
Maximum podium building height	3 storeys
Maximum overall building height, to be setback 4m from podium level addressing the street	5 storeys

## 3 **Access, parking areas and service areas**

- 3.1 Where laneway access is possible, employee and longer term half or all day parking should be accessed from the laneway.

- 3.2 Where possible, shorter term parking may be provided within the front setback area and accessed from the street (Areas 2 and 3) and having regard to the setback provisions of clause 1.
- 3.3 Vehicle entrance points and service areas are to be integrated into the overall building design and shall minimise detracting from the pedestrian environment. Vehicle crossovers are to be minimised, consolidated and shared where possible.

#### **4 Landscaping of setback and car parking areas**

4.1 The required setback areas from streets and/or laneways prescribed above in clause 1 may be used for a combination of car parking and landscaping (depending on the size of the setback area). In all locations, landscaping is to be provided to ensure an attractive setting for the development, using a combination of the following:

- a) Landscaped areas are to be fully reticulated or native water wise plants are to be used
- b) Trees of suitable species for urban locations
- c) Hedged shrubs not taller than 2 metres at maturity
- d) Lawn / ground cover / grasses
- e) Exposed ground treated with organic or inorganic mulch
- f) Landscaping is to be no higher than 0.75 metres within 1.5 metres of vehicular access points where a driveway meets the verge / public street / laneway.

4.2 In combination with the landscaped areas, deep soil area(s) and tree(s) are to be provided at a rate of 1 tree per 10m (rounded up) of street and laneway frontage where applicable. This rate can be averaged over the development site and includes the rate of trees required per car parking area as prescribed in cl. 4.3.

4.3 Car parking areas are to be provided with deep soil area(s) and tree(s) at a rate of 1 tree per 4 car bays.

4.4 The tree(s) size and deep soil area(s) required will vary depending on the setback and car parking area available, however will be in accordance with the table below:

<b>Circumstance</b>	<b>Requirement for tree size, deep soil area and rootable soil zone where appropriate</b>
Where setback area has a minimum dimension of 3m or less	'Small' tree as per Table 3.3b of SPP7.3: R-Codes, Volume 2
Where setback area has a minimum dimension of more than 3m	'Medium' tree as per Table 3.3b of SPP7.3: R-Codes, Volume 2
Within car parking areas	'Small' tree within car parking area

4.5 An application for development approval shall be accompanied by a landscape plan that demonstrates compliance with the requirements of this Policy.

## **5 Presentation of building to the street**

- 5.1 Entrances to the building shall be clear and legible, and obtained from the street. Where rear parking is provided, an entrance can also be provided from the parking area, however entry from the street is still required.
- 5.2 The building should include appropriate openings and be designed to present to the street as active and welcoming, whilst still maintain an appropriate level of discretion for medical and personal related land uses.
- 5.3 Wide building frontages with a single use or tenancy should be limited, or articulated and designed to mitigate and minimise the building bulk and monotony usually associated with wide building frontages.

## **6 Lift over-runs, rooftop plant rooms and architectural features**

- 6.1 A minor projection above the maximum building height limits may be permitted, subject to the satisfaction of the following criteria:
- a) The minor projection being no more than 4 metres above the highest part of the main building structure;
  - b) The cumulative area of the minor projection being no more than 10 per cent of the total roof area of the building; and
  - c) The minor projection is integrated into the overall design of the building.

For the purpose of this clause, 'minor projection' will be interpreted as including plant and equipment such as air conditioning units, lift overrun rooms, flagpoles, aerial and decorative architectural features.

## **7 Residential density**

- 7.1 Residential development is to comply with the Residential Design Codes site area requirements for R60.

## **8 Variations to the provisions of this Policy (except for clauses 1 and 2)**

The provisions of this Policy may be varied where Council is satisfied that the following criteria are met:

- a) The overall design outcome of the building is improved by the variation;
- b) The variation does not pose a significant impact on the amenity of adjoining properties; and
- c) The variation and development is consistent with the objectives of this Policy.