

### 7.1.2 TPA/50096/C - 48 BLANTON DRIVE, MULGRAVE - AMENDMENT TO PERMIT ISSUED FOR BUILDINGS AND WORKS TO THE EXISTING HOSPITAL AND ASSOCIATED SIGNAGE

<b>Responsible Manager:</b>	Mariela Llopart, Acting Manager City Planning
<b>Responsible Director:</b>	Peter Panagakos, Director City Development

#### EXECUTIVE SUMMARY

This application proposes to amend Planning Permit TPA/50096/B to construct additional buildings and works to the Mulgrave Private Hospital to provide for a new multi-deck car park, expanded wards over three levels comprising of additional beds and operating theatres, redevelopment of the medical imaging facility and an expansion of the Emergency Department. New business identification signage is also proposed as part of the expanded operations.

The application was subject to public notification. Seventeen (17) objections to the proposal have been received.

Key issues to be considered relate to building setbacks, height and scale of the proposed buildings, landscaping, external amenity impact on surrounding properties including noise, overlooking and overshadowing, adequacy of car parking provision, traffic and car parking movements.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant planning policy framework and issues raised by objectors.

**The reason for presenting this report to Council is the proposed development cost of \$12 Million.**

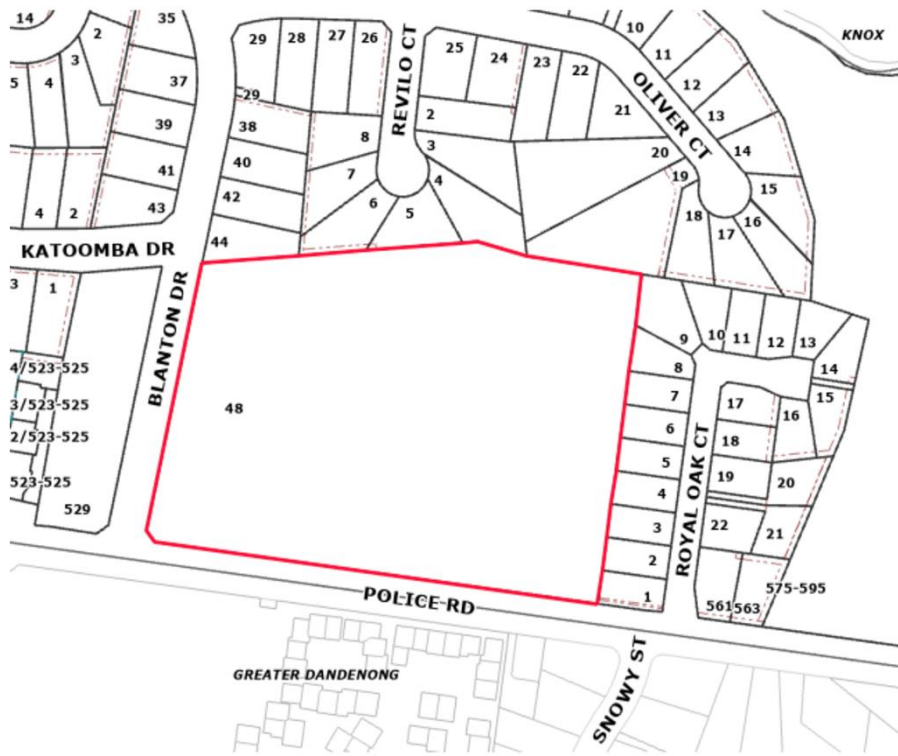
**The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolve to issue a Notice of Decision to Grant an Amended Planning Permit, subject to conditions.**

**Note:** changed or new conditions are identified in red, and other conditions have been renumbered accordingly.

RESPONSIBLE PLANNER:	Anne Maree Roberts
WARD:	Waverley Park
PROPERTY ADDRESS:	48 Blanton Drive Mulgrave
NUMBER OF OBJECTIONS:	Sixteen (16) objections and one (1) submission
ZONING:	Neighbourhood Residential Zone Schedule 4

OVERLAY:	No Overlays
EXISTING LAND USE:	Hospital
RELEVANT POLICY:	<p><b><u>Planning Policy Framework</u></b></p> <p>Clause 11.01-1R - Settlement – Metropolitan Melbourne</p> <p>Clause 11.02-1S - Supply of Urban Land</p> <p>Clause 13.07-1S - Land Use Compatibility</p> <p>Clause 13.07-1L-01 Non-Residential Use and Development In Residential Areas</p> <p>Clause 15.01-1S&amp;R - Urban Design</p> <p>Clause 15.01-1L-01 - Signs</p> <p>Clause 15.01-1L-02 Tree Conservation for A Garden City</p> <p>Clause 15.01-2S - Building Design</p> <p>Clause 15.01-2L-02- Environmentally Sustainable Development</p> <p>Clause 15.01-4S &amp; R - Healthy Neighbourhoods</p> <p>Clause 15.01-5S - Neighbourhood Character</p> <p>Clause 15.01-5L- Monash Preferred Neighbourhood Character</p> <p>Clause 18.01-1S - Land Use and Transport Integration</p> <p>Clause 18.02-4S - Car Parking</p> <p>Clause 19.03-3S - Integrated Water Management</p> <p><b><u>Particular Provisions</u></b></p> <p>Clause 52.05 - Signs</p> <p>Clause 52.06 - Car Parking</p> <p>Clause 52.34 - Bicycle Facilities</p> <p>Clause 53.18 - Stormwater Management in Urban Development</p> <p>Clause 65 - Decision Guidelines</p>
STATUTORY (60 DAY) PROCESSING DATE:	18 May 2024
DEVELOPMENT COST:	\$12 Million

## LOCALITY PLAN



## & NEIGHBOURHOOD PLAN



## RECOMMENDATION

That Council resolves:

- A) to issue a Notice of Decision to Amend Planning Permit TPA/50096/B for buildings and works to the existing hospital and signage at 48 Blanton Drive, Mulgrave subject to the following conditions:

**Amended Plans Required**

1. Before the development of Stage 2B starts, amended plans drawn to scale and correctly dimensioned must be submitted to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit. The plans must be generally in accordance with the plans submitted to Council prepared by HSPC, dated 09.02.2024 & 28.02.2024 but modified to show:
  - a) Full construction details for the extension of Police Road and shared bike and pedestrian path (for the extent shown on the architectural plans) to be submitted to the City of Monash and the City of Greater Dandenong.
  - b) The main accessway at the ground level of the multideck car park to be widened/amended with updated swept path assessment demonstrating acceptable clearance between entering and exiting vehicles and to columns and kerbs to be generally in accordance with the discussion plan prepared by Onemilegrid (Revision H).
  - c) Convex mirrors provided where appropriate sight lines are not able to be achieved.
  - d) Parking spaces adjacent to walls provided with 300mm clearance to allow for door opening unless the parking space is reserved for staff parking.
  - e) Deletion of car stops for central parking aisles within the multi deck car park.
  - f) Widening of the intersection of the north-south accessway and east-west accessway (next to the southeast corner of the multideck car park and car park space (CP.01) as required to accommodate concurrent B99 vehicle movements.
  - g) The oxygen tank enclosure to be provided with a minimum 2.4m landscaped setback from the northern boundary, and subsequent relocation of the two loading bays as a result.
  - h) Elevations of the oxygen tank enclosure including heights and building materials.
  - i) Revised Landscape Plan in accordance with Condition 4.
  - j) Tree Protection Management Plan in accordance with Condition 5.
  - k) Revised Car Parking Management Plan in accordance with Condition 7 to reflect latest parking numbers and parking occupancy rates and allocation of staff and visitor parking during construction.
  - l) A Parking Signage Plan to indicate how parking (including pricing and conditions of entry) will be signed for visitors and staff, wayfinding, and details of real-time dynamic signage to indicate parking availability in the multi deck car park.
  - m) Revised Waste Management Plan in accordance with Condition 8
  - n) Sustainable Management Plan in accordance with Condition 10.
  - o) An Acoustic Report in accordance with Condition 11.

All to the satisfaction of the Responsible Authority

**No Alteration or Changes**

2. **The development and use as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.**



Compliance with documents approved under this permit.

3. At all times, what the permit allows must be carried out in accordance with the requirements of any document approved under this permit to the satisfaction of the responsible authority.

**Landscaping**

4. A landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority prior to the commencement of each stage of works. The plan must show the proposed landscape treatment of the site including, where relevant:
- all changes required by Condition 1 including additional planting along the northern boundary
  - the location of all existing trees and other vegetation to be retained on site
  - provision of canopy trees with spreading crowns located throughout the site including the major open space areas of the development
  - planting to soften the appearance of hard surface areas such as driveways and other paved areas
  - a schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material
  - the location and details of all fencing
  - the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site
  - details of all proposed hard surface materials including pathways, patio or decked areas

When approved the plan will be endorsed and will then form part of the permit.

Tree Protection Management Plan

5. Concurrent with the submission of amended plans required by Condition 1 and prior to any demolition or site works, a Tree Management Plan (TMP) must be submitted to and approved by the Responsible Authority. The TMP must be prepared by a suitably qualified and experienced Arborist and must set out recommendations and requirements in relation to the management and maintenance of Tree Nos. 13, 14, 15, 16, 17, 18, 19, 20, 22, 24-30 (as identified in the Arborist Report submitted with the application, prepared by Melbourne Arborist Reports dated 30 November 2023).

The TMP must be approved by the Responsible Authority prior to the commencement of any works, including demolition and/or levelling of the site. The TMP must make specific recommendations in accordance with the Australian Standard AS4970: 2009 - Protection of Trees on Development Sites and detail the following to the satisfaction of the Responsible Authority ensuring the trees to be retained remain healthy and viable during construction:

- a) A Tree Protection Plan drawn to scale that shows:
  - I. Tree protection zones and structural root zones of all trees to be retained,
  - II. All tree protection fenced off areas and areas where ground protection systems will be used;
  - III. The type of footings within any tree protection zones;
  - IV. Any services to be located within the tree protection zone and a notation stating all services will either be located outside of the tree protection zone, bored under the tree protection zone, or installed using hydro excavation under the supervision of the Project Arborist; and
  - V. A notation to refer to the Tree Management Plan for specific detail on what actions are required within the tree protection zones.
- b) Details of how the root system of any tree to be retained will be managed. This must detail any initial non-destructive trenching and pruning of any roots required to be undertaken by the Project Arborist.
- c) Supervision timetable and certification of tree management activities required by the Project Arborist to the satisfaction of the responsible authority; and
- d) Any remedial pruning works required to be performed on tree canopies located within subject site. The pruning comments must reference Australian Standards 4373:2007, Pruning of Amenity Trees and a detailed photographic diagram specifying what pruning will occur.

The recommendations contained in the approved tree management plan must be implemented to the satisfaction of the Responsible Authority.

#### Construction Management Plan

- 6. Before each stage of development commences and prior to the commencement of any site works (including any demolition and excavation) associated with that stage, a Construction Management Plan (CMP) must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address the following issues:
  - a) Management of staff car parking during construction, including:
    - i. information on the proposed locations of staff car parking on and off the site,
    - ii. measures to ensure that staff use car parking on site where available, network, such as signage and written guidance to staff; and
    - iii. specification of appropriate locations for staff car parking outside of the site, with information about how staff will be transferred from these locations to the site.
  - b) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles

- associated with construction activity cause minimum disruption to surrounding premises.
- c) Appropriate measures to control noise, dust and water and sediment laden runoff;
  - d) Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
  - e) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable;
  - f) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network;
  - g) A program for the cleaning and maintaining surrounding road surfaces;
  - h) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves;
  - i) Measures to provide for public Safety and site security;
  - j) A Traffic Management Plan showing truck routes to and from the site;
  - k) A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
  - l) Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the CMP;
  - m) The provision of contact details of key construction site staff; and
  - n) Include a requirement that except with the prior written consent of the Responsible Authority, a requirement that demolition, excavation or construction works must only be carried out during the following hours:
    - Monday to Friday (inclusive) – 7.00am to 6.00pm;
    - Saturday – 9.00am to 1.00pm;
    - Saturday – 1.00pm to 5.00pm (Only activities associated with the erection of buildings that does not exceed the EPA guidelines)
    - No works are permitted on Sundays or Public Holidays.

The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with by all contractors to the satisfaction of the Responsible Authority.

~~6. Before each stage of the development starts, a construction management plan must be prepared and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:~~

- ~~a) — measures to control noise, dust and water runoff;~~

- ~~b) — prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;~~
- ~~c) — the location of where building materials are to be kept during construction;~~
- ~~d) — site security;~~
- ~~e) — maintenance of safe movements of vehicles to and from the site during the construction phase;~~

#### **Car Parking Management Plan**

7. Prior to ~~occupation commencement of works for each stage~~ of the building allowed by this permit a Car Parking Management Plan must be submitted to and approved by the Responsible Authority. The Car Parking Management Plan must show:

- a) the allocation of construction parking for workers vehicles on site.
- b) the adequate allocation of car parking to service all uses to be undertaken on the land including designated allocation of car spaces for staff and patron use of the overall car park. The Car Parking Management Plan must detail any barrier mechanisms and/or paid parking arrangements within public parking areas introduced and implemented in consultation with and to the satisfaction of the Responsible Authority.

Once approved the Car Parking Management Plan will be endorsed to form part of this permit. Car parking is to be provided in accordance with the endorsed Car Parking Management Plan and implemented to the satisfaction of the Responsible Authority.

#### **Waste Management Plan**

8. Concurrent with the endorsement of plans required pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design dated 13 October 2023, except that the plan must be modified to include details of the existing private waste collection, internal waste and recycling receptacles, bin storage areas with regards to amenity (screening, ventilation, and noise), cleaning, drainage to sewer, accessibility, bin maneuverability and wall waste streams, and responsibility for the operation of the waste management system. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Hours of Waste Collection**

9. Waste collection only to be carried out within hours prescribed by EPA guidelines.

#### **Sustainable Design Requirements**

10. The Sustainable Design Assessment prepared by Sustainable Built Environments dated 20 December 2023 for Stage 2B will be endorsed as part of the planning permit and

the development must incorporate the sustainable design initiatives outlined in the Sustainable Design Assessment to the satisfaction of the Responsible

The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

#### Post Commencement Acoustic Assessment Report

11. Within three months of occupation of buildings for Stage 2B approved by this permit, an updated acoustic report prepared by a suitably qualified acoustic engineer and to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The updated acoustic report must demonstrate compliance with Condition 12 and that the required level of noise attenuation has been achieved in accordance with the permit or, if not, what works must be undertaken to achieve the required levels of noise attenuation

#### Noise Control

12. At all times noise emanating from the land must comply with the requirements of the Environment Protection Regulations 2021 (as amended from time to time) as measured in accordance with the Noise Protocol to the satisfaction of the responsible authority.

*Noise Protocol means the Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, published by the Environment Protection Authority on its website, as in force from time to time.*

#### Loading

13. All loading and unloading of vehicles must be carried out within the boundaries of the land/ designated loading bays and must be conducted in a manner that does not cause any interference with the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.
14. All loading and unloading of goods (excluding ambulances) in the northern loading bays must be conducted so as not to cause any unreasonable disturbance to nearby residential properties and may only take place during the following times:
  - Monday to Saturday: 7:00am to 6:00pm
  - Public Holidays: 9:00am to 6:00pm
  - Sunday: No collection allowedto the satisfaction of the Responsible Authority.

#### Police Road Extension

15. The Police Road extension and shared path to the extent shown on the endorsed architectural plans must be designed, approved and constructed to the satisfaction of the responsible authorities including Monash City Council, Greater Dandenong City

Council and utility service authorities. This includes the removal of trees on the Police Road reserve and relocation of power poles.

16. Prior to the extension of the hospital being occupied, the Police Road extension and shared path must be constructed to the satisfaction of the responsible authorities including Monash City Council, Greater Dandenong City Council and utility service authorities. This includes the removal of trees on the Police Road reserve and relocation of power poles.
17. Prior to any works commencing, engineering plans of the proposed Police Road extension and shared path to the extent shown on the endorsed architectural plans must be submitted to and approved by the City of Greater Dandenong. All civil works must be in accordance with City of Greater Dandenong Subdivision Design Manual.

#### **Carparking**

18. Prior to occupation of each stage of the building extension allowed by this permit, all car parking spaces required by this planning permit and subsequent amendments must be constructed and completed to the satisfaction of the Responsible Authority, unless alternate temporary car parking arrangements have been consented to in writing from the Responsible Authority.
19. Prior to the commencement of works approved under Planning Permit No. 50096/A (issued 9 June 2023) the temporary car park located within the south-east corner of the site must be constructed to the satisfaction of the Responsible Authority.
20. Before the occupation of each stage the development is occupied, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
  - (a) constructed to the satisfaction of the Responsible Authority;
  - (b) properly formed to such levels that they can be used in accordance with the plans;
  - (c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
  - (d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
  - (e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

#### **Completion of Buildings and Works**

21. Once the development and use has started it must be continued and completed to the satisfaction of the Responsible Authority.

22. Before the occupation of each stage of the development allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
23. Landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

#### **Amenity**

24. The amenity of the area must not be detrimentally affected by the use or development, through the:
  - (a) transport of materials, goods or commodities to or from the land;
  - (b) appearance of any building, works or materials;
  - (c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
  - (d) presence of vermin.
25. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.
26. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
27. Outdoor lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.
28. Noise levels emanating from the premises must not exceed the relevant levels prescribed by the State Environment Protection Policies.

#### **Signage**

29. The location and details of signs shown on the endorsed plans must not be altered without the written consent of the responsible Authority.
30. Signs must not contain any flashing light.
31. All signs must be located wholly within the boundary of the land.
32. All signs must be constructed and maintained to the satisfaction of the Responsible Authority.



33. The sign must not obstruct the view of motorists, obscure traffic signals or constitute a road safety hazard in any way.
34. The intensity of the light in the signs must be limited so as not to cause glare or distraction to motorists, or loss of amenity in the surrounding area, to the satisfaction of the Responsible Authority.
35. The signage permitted under this permit will expire 15 years from the date of issue of this permit.

#### Time for Starting and Completion

#### 36. This Permit will expire if one of the following circumstances applies:

- Development under Stage 2A has not commenced by 26 March 2025 and completed by 26 March 2027;
- Development under Stage 2B has not commenced by 26 March 2026 and completed by 26 March 2030; and
- Development under Stage 3 has not commenced by 26 March 2029 and completed by 26 March 2030

In accordance with Section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- within six (6) months afterwards if the development has not commenced; or
- within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

#### ~~37. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:~~

- ~~(a) The development is not started before two (2) years from the date of issue.~~
- ~~(b) The development is not completed before four (4) years from the date of issue.~~

~~In accordance with Section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or:~~

- ~~(i) within six (6) months afterwards if the development has not commenced; or~~
- ~~(ii) within twelve (12) months afterwards if the development has not been completed.~~

~~Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.~~

#### Permit Notes-

- A. A copy of the Drainage Plans is to be provided to the City of Greater Dandenong prior to the approval.
- B. Building approval must be obtained prior to the commencement of the above approved works.
- C. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.
- D. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- E. The design parameters for the internal detention system are to be obtained from Council's Engineering Department (mail@monash.vic.gov.au).
- F. Engineering permits must be obtained for new or altered or removal of vehicle crossings, works within the Road Reserve and for stormwater connections and these works are to be inspected by Council.
- G. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- H. The full cost of reinstatement of any Council assets affected by the demolition, building or construction works, must be met by the permit applicant or any other person responsible for such works, to the satisfaction of the Responsible Authority.

## **COUNCIL PLAN STRATEGIC OBJECTIVES**

### **Sustainable City**

Ensure an economically, socially, and environmentally sustainable municipality.

### **Inclusive Services**

Renew our community assets to deliver contemporary services.

### **Enhanced Places**

Explore and facilitate major projects to transform Monash.  
Pursue a planning framework that meets Monash needs.

## **BACKGROUND**

### **History**

The hospital was originally established in the 1980's and numerous permits have been issued over time allowing the progressive expansion of the hospital and various ancillary services including consulting suites. Details of the most relevant planning permits are as follows:

- Planning Permit TPA/38413 was issued on 10 December 2010 allowing alterations and additions to the hospital. The works have been completed.
- Planning Permit TPA/42220 was issued on 1 October 2014 allowing expansion of the existing hospital complex comprising of 61 additional hospital beds, construction of a three storey building with basement car parking, internal re-arrangement to the existing hospital premises and car park layout, installation of an oxygen tank and chiller, and associated works including landscaping. The works have been completed.
- Planning Permit TPA/43310 was issued on 14 April 2015 allowing use and development of the land for a medical centre within a four storey building comprising two levels of consulting suites and a two level multi-deck basement car park and associated works, construction of the western at grade car park, relocation of existing car parks associated with the hospital, construction of an enclosed walkway link, business identification signage and a two lot subdivision in accordance with the plans submitted. The works have been completed.
- Planning Permit TPA/44144 was issued on 1 September 2015 allowing use and development of the land for alterations and extension to the existing hospital comprising a two storey building with an emergency department, imaging department and operating theatres and undercroft car parking, refurbishment of the existing hospital, illuminated and business identification signage and associated works. The permit has lapsed and works did not commence.
- Planning Permit TPA/45776 was issued on 3 October 2016 allowing construction of a new hospital ward providing for 30 additional beds. The approved new ward would be constructed above the emergency department and multi-deck car parking area within the Blanton Drive frontage. The permit has lapsed and works did not commence.
- Planning Permit TPA/50095 was issued on 8 April 2019 for the construction of a new entry to the southern façade of the main hospital building, internal reconfiguration of the existing ground level, reconfiguration of the car parking spaces in front of the main building, removal of one tree within the car parking area and display of one internally illuminated business identification sign. The permit has lapsed and works did not commence.
- Planning Permit TPA/50096 was issued on 26 March 2020 for buildings and works including provision for new emergency facilities, alterations to existing car parking, additional car parking and display of signage. Additional parking was to be provided as an open carpark in the south-east corner of the site for 33 spaces. Development plans were endorsed on 19 October 2022. Works associated with this approval are at completion, however the car park within the south-east corner of the site has been delayed and will commence shortly.



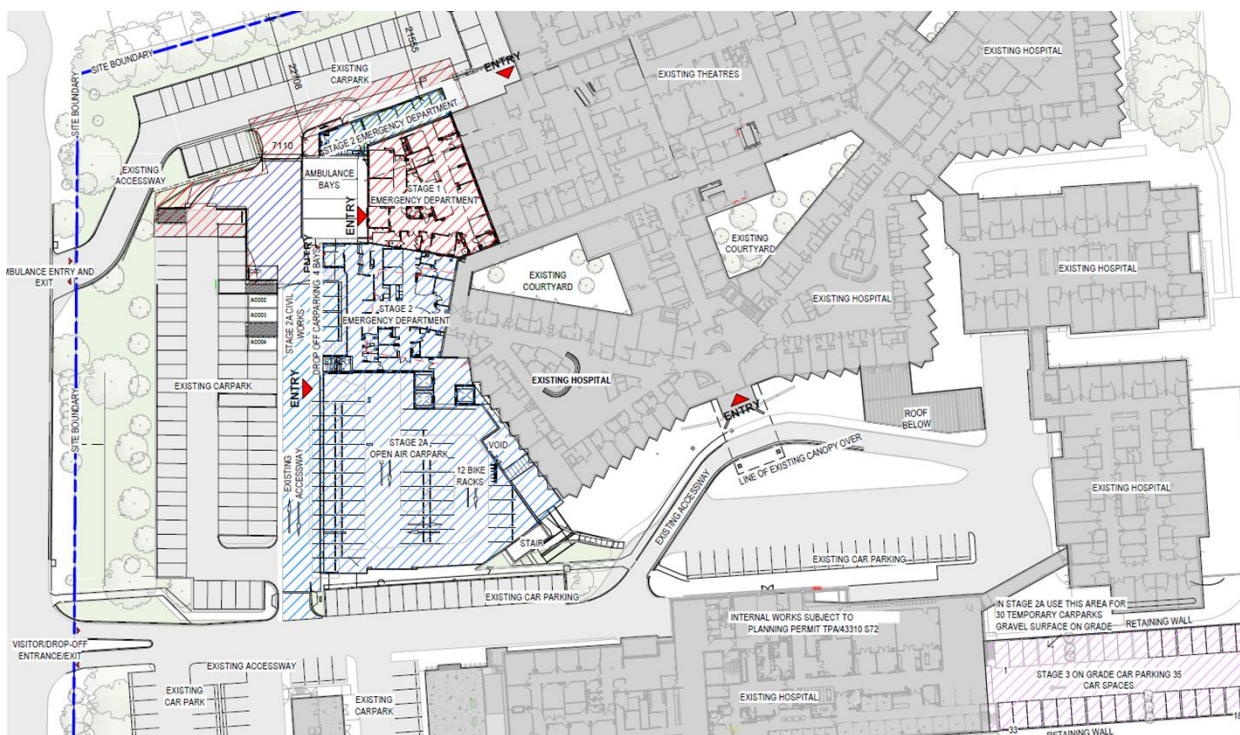
*Endorsed site plan – TPA/50096- 19 October 2022*

- TPA/50096 was amended with the issue of TPA/50096/A on 9 June 2023 to allow further buildings and works to the existing building including construction of 41 car parking spaces within a new at grade car park to the south-west of the main building, reconfiguration and extension of the Emergency Department and construction of four new drop off bays adjacent to the entry of the Emergency Department expansion. These works are referred to by the applicant and on the development plans as Stage 2A. The permit was extended on 7 March 2022 for two years and the approved works have commenced with completion of the development required by 26 March 2026.

To date the new car park for 41 spaces to the south-west of the building and the open at grade car park in the south east corner of the site approved under Permit TPA/50096 have not been constructed. The permit remains valid.







*Approved staging plan under TPA/50096B*

## **Site and Surrounds**

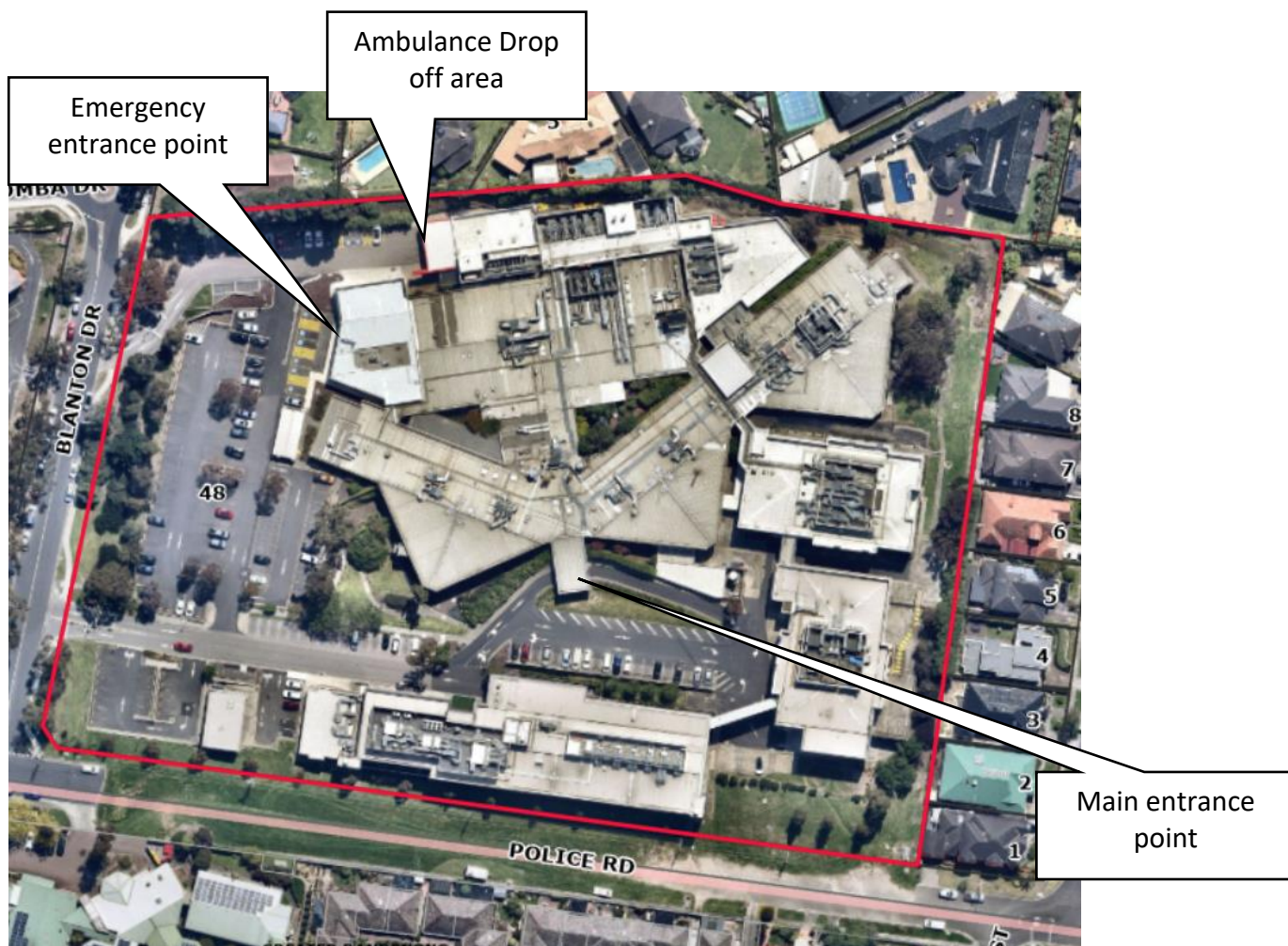
The subject land is located on the north-east corner of Police Road and Blanton Drive in Mulgrave. The Mulgrave Private Hospital (previously known as Valley Private Hospital) has occupied the subject land since 1983. The hospital is a major provider of health services within Melbourne's southeast and provides acute, sub-acute and ambulatory services. The main hospital building is located on the northern half of the site.

The site has an overall site area of approximately 3.23 hectares. The site is sloping with a significant fall across the site of approximately 11 metres from north-west to south-east which has necessitated extensive earthworks in the northern section of the site to reduce the height of the buildings. As a result, the built form of the Hospital sits lower than street level and the adjoining residential properties.

Car parking areas are provided throughout the site including along the western (frontage) of the site and central to the site. A multi-deck car park is located at the basement of the southern hospital building and within the eastern building. The main entry to the hospital is on the southern side of the main building with the existing emergency department entrance located at the north-eastern corner of the building.

The hospital is constructed over two levels due to the significant slope of the land. Medical consulting rooms, maintenance, kitchen, storeroom and plant equipment are located at the lower ground floor level. The emergency department, operation theatres, three wards and an administration area located at the ground floor level.

Vehicular access to the site is from two access points via Blanton Drive. Boom gates are located within each of the access points.



*Aerial photograph of existing site*

The built form of the immediate surrounding area can be described as follows:

- North- Residential properties on Blanton Drive, Revilo Court and Oliver Court with the rear fence and open spaces of these properties facing the site. The hospital site is considerably lower than the adjoining dwellings with a high embankment along the northern boundary. There is a row of established trees along the rear boundary No 44 Blanton Drive assisting to screen the hospital buildings from the adjoining property.
- East – Residential properties in Royal Oak Court with the rear fences of these properties facing the site;
- South – Police Road reserve with an aged care residential village opposite. Police Road continues only partially along the southern interface of the site. A large part of the abutting space to the south is unconstructed and inaccessible by vehicles. South of Police Road is located within the City of Greater Dandenong.
- West – Medical consulting suites across Blanton Drive.



An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 1).

## PROPOSAL

This application proposes additional buildings and works to allow expansion of the existing hospital referred to in supporting documentation as Stage 2B. This is shown in yellow on the development plans.

The proposed expansion works involve the partial demolition of the existing hospital building and at-grade car park in the western portion of the site resulting in the removal of 141 existing car parking spaces. The proposal includes the construction of an extension to the existing hospital building, the construction of a new multi-deck car park, internal alterations and modifications to the site access arrangements. The application is summarised as follows:

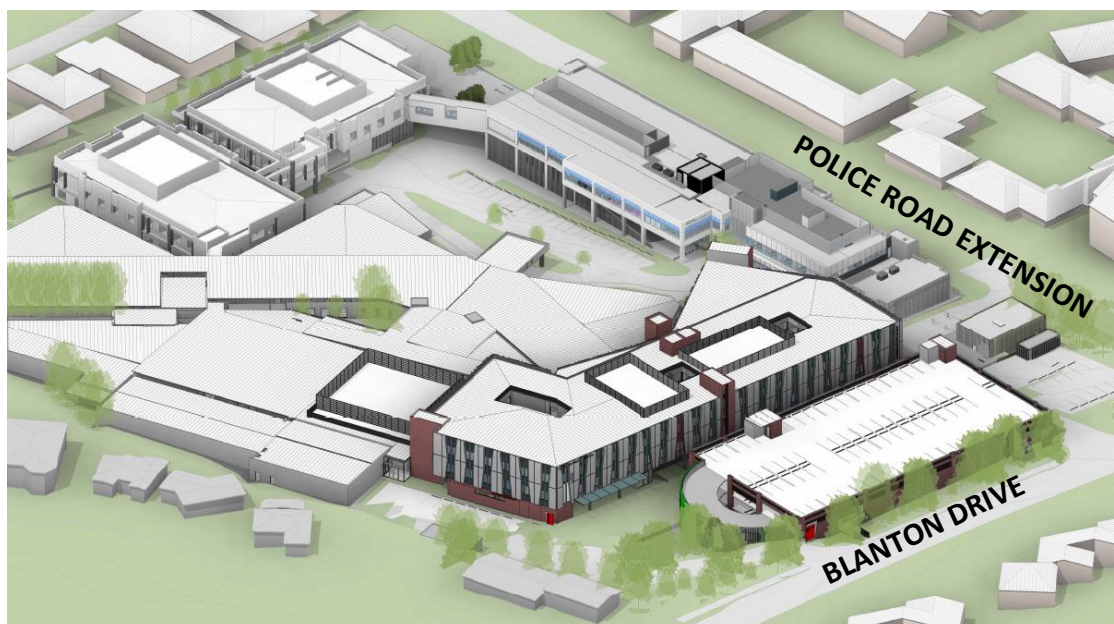
- A three-storey extension (maximum height of 18 metres) to the main building. The extension is set back approximately 45 metres from the Blanton Drive boundary. The Ground level includes the redevelopment of the medical imaging facilities, new operating theatres. Levels 1 and 2 comprise hospital wards with an open-air courtyard also provided at level 1.
- An additional 95 hospital beds and 6 new operating theatres are proposed.
- The northern access point on Blanton Drive is proposed to be generally for emergency and doctor access, including two overflow ambulance parking bays and two additional car parking spaces for doctors. The access will be modified to allow for loading from the two new loading bays, noting that the existing loading bay facility will remain in operation.
- New Roof plant is provided within an enclosed service area in three locations. One service area is provided at Level 1 and two service areas at Level 2.
- Construction of 311 new car spaces comprising of a multi-level car park at the Blanton Drive frontage for 309 car spaces over four levels. The car park will have a maximum height of 12 metres and is set back a minimum of 5.013 metres from Blanton Drive. Vehicle access to this car park will be provided via a new accessway from Police Road (requiring an extension to the existing road) allowing for both ingress and egress. The existing southern access point to Police Road will be revised to be exit only. Two new car spaces will be allocated to doctors along the northern boundary.
- A new shared pedestrian and bike path for a section along Police Road to align with the new vehicle access.
- Proposed oxygen tank enclosure along the northern boundary.

The difference between existing and proposed facilities and services can be summarised as follows:

	Existing	Approved under TPA/50096/A but not constructed	Proposed	Total on site
Building floor area	12,684m2	+1,829m2	+2,399m2	16,912m2
Car spaces	475	+39	311 -141= +170	684
Beds	219	+19	+95	333
Operating Theatres	10	-	+6	16
Consulting Suites	7	-	-	7
Medical Imaging Rooms	10	-	-	10
Staff	235	-	+80	301
Ambulance Bays	4	-	+2	6
Loading Bays	1	0	+2	3
Bicycle facilities	0	0	12	12

The proposal also includes the construction of six (6) signs comprising:

Sign Number	Proposed signage	Sizes
1	Free standing illuminated business identification sign 'Mulgrave Private Hospital'	2.35m X 3.2m
2	Free standing sign 'Ambulance Only'	2.35m X 3m
3	Business identification sign 'Mulgrave Private Hospital'	0.4 x 8.5m
4	Business identification sign 'Mulgrave Private Hospital'	0.4 x 8.5m
5	Business identification sign 'Emergency Department'	0.4 x 7.5m
6	Business identification sign 'Mulgrave Private Hospital'	0.6 x 12.75m



3D Image of proposed development from Blanton Drive



*Perspective from southern access off Blanton Drive*

Attachment 2 details plans forming part of the application.

## **PERMIT TRIGGERS**

### **Zoning**

The subject site is located within the Neighbourhood Residential Zone Schedule 4 (NRZ4) under the Monash Planning Scheme.

Pursuant to the requirements of Clause 32.09-09 a permit is required to construct a building or carry out works for a use in Section 2 of Clause 32.09-2.

It is noted that the provisions of Clause 32.09-4 (Minimum garden area requirement) and Clause 32.09-11 (Maximum building height requirement for a dwelling or residential building) do not apply to this application as the works are associated with the use of the land for a hospital.

### **Overlays**

The land is not subject to any Overlays.

### **Particular and General Provisions**

#### **Clause 52.05: Signs**

The site is identified as being located within Category 3 with respect to Clause 52.05. Pursuant to Clause 52.05, a Planning Permit is required to display a business identification sign (where the total display of all signs to each premises exceeds 8 square metres) and an internally illuminated sign.

#### Clause 52.06: Car Parking

Before the floor area of an existing use is increased, the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority. Pursuant to Clause 52.06-3 (Car Parking), a permit is required to reduce the number of car parking spaces required under Clause 52.06-5. The site is not located within the Principal Public Transport Network (PPTN).

As no car parking rate is specified for a hospital use in the planning scheme, car parking provision must be provided to the satisfaction of the Responsible Authority.

#### Clause 52.17: Native Vegetation Removal

A Planning Permit is required for the removal of native vegetation.

An arboricultural assessment has been prepared by Melbourne Arborist Reports concludes all the native trees on the subject land have been assessed of being planted and therefore removal is exempt from a planning permit under Clause 52.17.

#### Clause 52.34: Bicycle Facilities

A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6. The proposed expansion of hospital requires the provision of 10 additional bicycle parking spaces (including 7 spaces for employees and 3 spaces for visitors). A total of 12 additional bicycle spaces are proposed which is in excess of the requirements.

#### Closed Landfill Buffer

The site is not within the identified buffer of a post closure landfill.

#### Cultural Heritage Management Plan (CHMP)

The site is partially located within an area identified as having cultural heritage sensitivity. The works do not require preparation of Cultural Heritage Management Plan as the hospital was established in 1984 and has been in use prior to May 2007.

#### Section 72 Amendment

An application for amendment to a planning permit (including plans) is subject to the provisions of Section 72 of the Planning and Environment Act, 1987. Sections 47 to 62 of the Act (with any necessary changes) apply to an application as if the application were an application for a permit.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

### **CONSULTATION**

Further information was requested on 20 November 2023. In this letter, the applicant was advised of concerns about the overall approach to the management of car parking allocation during construction and potential impacts of parking shortfall across the site as the works will require the removal of 141 existing parking spaces to accommodate the building extension. The permit applicant responded on 13 March 2024 by providing the requested information. This included a revised Traffic Impact Assessment and a Carparking Management Plan nominating the allocation



of carparking spaces available to patrons and staff during each stage of construction and after completion of the development.

There have been recent and ongoing discussions between Council officers and the applicant concerning traffic and parking issues. This has resulted in additional analysis being provided and more recent traffic and parking occupancy rates surveys being undertaken in July 2024 to reflect current operations on the site, including taking into account the completion of the Emergency Department under Stage 1. The Traffic Impact Report was further revised in on 17 September 2024 and is the subject of review in this report.

The Applicant was advised that this application was coming to the November Council meeting, and a letter was sent with the details of the meeting.

The Applicant has been advised that this application is recommended for approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

### **Public Notice**

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of letters sent to the surrounding property owners/occupiers, and six (6) signs displayed on the frontages on Blanton Drive and Police Road.

Sixteen (16) objections were received and one (1) submission. Issues of objection included the following concerns:

- Increase in the congestion at the intersection of Police Road and Gladstone Road, particularly during peak periods.
- Existing traffic issues due to current location of boom gates and unclear signage to car park and causing traffic jams in Blanton Drive.
- Overflow parking of visitors into Blanton Drive or Oliver Court.
- Additional traffic problems compounded with the new residential development at 501-521 Police Road.
- Intersection of Outlook Drive and Gladstone Road should be provided with traffic lights.
- Traffic surveys have only been done 4 times and each time on a Thursday.
- Loss of privacy from people waiting for patients in cars in local streets.
- Traffic hazard for children using the Blanton Drive Playground.
- Noise and disruption during construction works.
- The position of the oxygen cylinder enclosure in the emergency department car park raises safety issues to residents north of the site.
- Increase in noise from trucks filling oxygen tanks, service vehicles, ambulances to residents.

### **Public information session**

An online public information session was held on 22 April 2024 and was attended by five (5) residents.

Issues raised primarily focused on existing traffic and parking problems associated with the hospital and the impacts of potential traffic generated by the proposed expansion of the hospital and changes to Police Road. Concerns were also raised with the impacts to residents during the construction period including noise, dust and adequate parking provision for construction workers and staff.

Attachment 4 details the location of objector properties.

## **Referrals**

### **External Referral**

#### Department of Transport and Planning

This application for amendment was referred to the Department of Transport and Planning (DTP) as the original application TPA/50096 was referred to Vic Roads (now Department of Transport and Planning) as a determining referral authority. At that time, Police Road was located in a Road Zone Category 1 and the proposal triggered a planning permit and referral. These previous requirements however are no longer relevant as the section of Police Road adjoining the site is now within the Neighbourhood Residential Zone, Schedule 4 and no longer in a Road Zone Category 1.

DTP has confirmed the previous advice of no objection to the amendment of the permit.

#### City of Greater Dandenong

The amended application was advertised to the City of Greater Dandenong (CGD) due to the proposed road works in Police Road. The CGD is the coordinating road authority under agreement with the City of Monash, however any design changes of Police Road need to be approved by both council authorities as it is a shared asset. The CGD requested further information be provided by the permit applicant, following which updated arborist and traffic impact reports were provided, with the CGD advising Council of no objection to the proposal subject to the following conditions:

- The extension to Police Road must be designed and constructed in accordance with the design standards of both City of Greater Dandenong and City of Monash.
- Drainage plans are to be provided and reviewed by City of Greater Dandenong before being approved by City of Monash.
- Prior to any works commencing Civil Works plans must be submitted and approved by City of Greater Dandenong.
- No objection is raised to the removal of street tree on Police Road (identified as Tree #32 in the Arborist report) that is located within the City of Greater Dandenong. The tree has been assessed as having a low retention value and programmed for removal by the Council.

### **Internal Referral**

#### Transport Engineer

Council's Transport Engineer is satisfied with the ultimate provision of car parking on the site. The proposal will provide a total of 684 on site spaces at the completion of Stage 2B, which is an

increase of 170 car spaces from the base parking supply and results in a surplus of 46 car spaces on the site. The parking provision at the completion of Stage 2B is considered acceptable.

The traffic generated by the proposal can be accommodated by the surrounding street network. The Degree of Saturation (DoS) at key intersections has been assessed and indicates acceptable operation post-development. A queueing assessment has also been provided that confirms queueing at boom gates can be accommodated on the site.

Conditions have been recommended to address the extension of Police Road and shared path including construction management, on site car parking management (including the need to provide a signage plan for improved signage relating to onsite car parking) and further detail of parking spaces and access lanes.

#### Drainage Engineer

There are no concerns subject to standard conditions and notations being included in a permit.

#### Waste Services

Council's Waste Services unit have requested further detail on the plans as well as to be included in the Waste Management Plan, including details of the existing private waste collection, internal waste and recycling receptacles, bin storage areas with regards to amenity (screening, ventilation, and noise), cleaning, drainage to sewer, accessibility, bin manoeuvrability and wall waste streams, and responsibility for the operation of the waste management system.

An amended Waste Management Plan will be required as a permit condition should a permit be issued.

### **RELEVANT PLANNING POLICY**

#### **Planning Policy Framework (PPF)**

The use of land for a hospital is supported in the settlement policy of the PPF, with planning required to respond to the needs of the community through the provision of land for services including medical facilities. However, these need to have a high standard of environmental sustainability, urban design, and amenity.

Clause 13.07-1L-01 (Non-residential use and development in residential areas) seeks to ensure non-residential uses or development do not adversely impact on the character and amenity of residential areas, and that on site car parking meets the needs of the use and minimise amenity impacts to the surrounding residential area. Clause 15.01 (Built Environment) requires that planning should ensure all land use and development appropriately responds to its surrounding landscape and character. Clause 15.01-1L-02 specifies that existing vegetation is encouraged to be retained and development is to be provided with landscaping that supports the amenity and attractiveness of the public realm.

Clause 15.01-1L-01 (Signs) supports signs that provide orderly and effective identification of business and other land uses. The signs should be complementary to the built form and landscape character of the locality and minimise impacts on residential amenity.



Clause 15.01-2S (Building Design) requires buildings to be designed to contribute positively to the local context, enhance the public realm and support environmentally sustainable development. Clause 15.01-2L-02 applies to residential and non residential development, to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Clause 15.01-5L (Monash Preferred Neighbourhood Character) applies to applications for development in a residential zone. The subject land is categorised within the 'Garden City Suburbs northern areas'. This area is to provide well-vegetated front and rear gardens with shrubs and large canopy trees. New developments are designed to complement the established buildings through consistent siting, articulated facades and use materials. Interfaces to the street and neighbouring properties are screened with well-planted gardens.

Clause 19.02-1S and 1R (Health Facilities) identifies that hospitals and other large health facilities should be located within designated health precincts and areas highly accessible to public and private transport. Whilst it also notes that general practitioners, community health facilities and allied health services should be provided at the neighbourhood level.

#### **Neighbourhood Residential Zone, Schedule 4**

The relevant objectives of the Neighbourhood Residential Zone, Schedule 4 (NRZ4) are to recognise areas of predominately single and double storey residential development, and to ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics. It also allows a limited range of non-residential uses to serve local community needs in appropriate locations.

For non-residential use and development, the following decision guidelines are applicable:

- *Whether the use or development is compatible with residential use.*
- *Whether the use generally serves local community needs.*
- *The scale and intensity of the use and development.*
- *The design, height, setback, and appearance of the proposed buildings and works.*
- *The proposed landscaping.*
- *The provision of car and bicycle parking and associated accessways.*
- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency, and amenity effects of traffic to be generated by the proposal.*

#### **ASSESSMENT**

##### **Expansion of the Existing Hospital Use**

A key consideration to determine if the proposed expansion is considered appropriate is whether the proposal has been designed to minimise and mitigate adverse impact of the expanded hospital on adjoining residential amenity and how the proposed built form suitably integrates with the surrounding residential context. Under the policy the development should also maintain a landscape interface to the streetscape and neighbouring residential properties.

The subject land has a long established use as a private hospital offering a large range of medical related services including inpatient and outpatient care, casualty and emergency department, specialist services, testing and diagnostic functions. The size of the site means that it is able to provide for progressive expansion over time to meet the increased demand for such facilities by the community.

The site provides good access to Police Road which is easily accessible via EastLink. Police Road is considered a higher order road which meets the location criteria specified in Clause 13.07-1L-01.

The built form of the proposal is complementary to recently completed works in setback, building height and design detail.

Appropriate conditions can be specified should a permit to ensure ongoing compliance with EPA noise regulations and specify the required number of onsite car parking spaces.

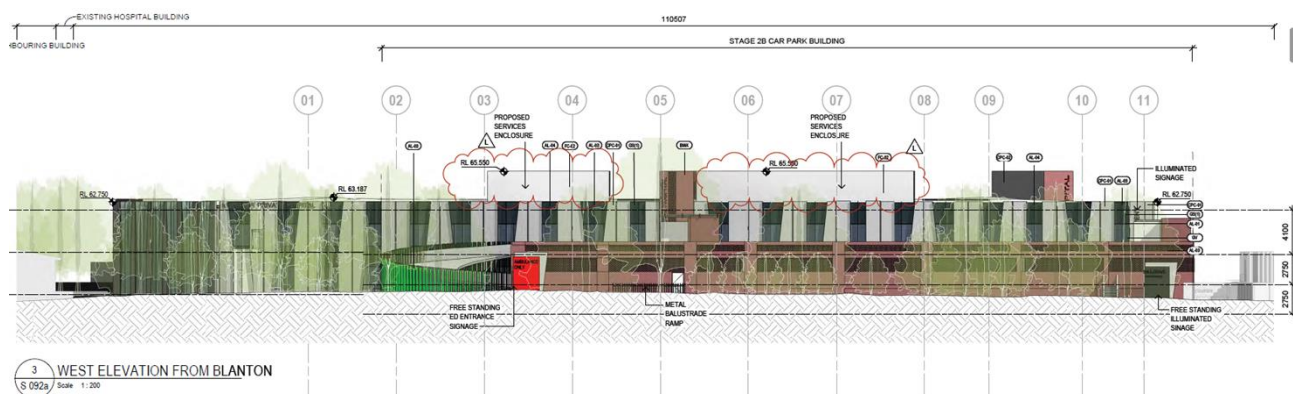
### **Built Form and Setbacks**

#### **Multi-Deck Car Park**

It is proposed to locate a new two storey car park, 5 metres from the Blanton Drive frontage of the site. The height of the proposed car park at 2 stories is considered to have appropriate regard to the topography of the land and the scale and height of the existing hospital.

The proposed 5 metre setback is considered sufficient to allow for the retention of some of the existing significant landscaping within the Blanton Drive frontage, as well as to accommodate additional landscaping. The setback of the carpark is consistent with the previously approved (unconstructed) carpark under earlier planning permits. The proposed setback is further supported by setbacks on the opposite side of Blanton Drive being approximately 6 metres, together with the north abutting residential property which has a minimum front setback to Blanton Drive of 5 metres.

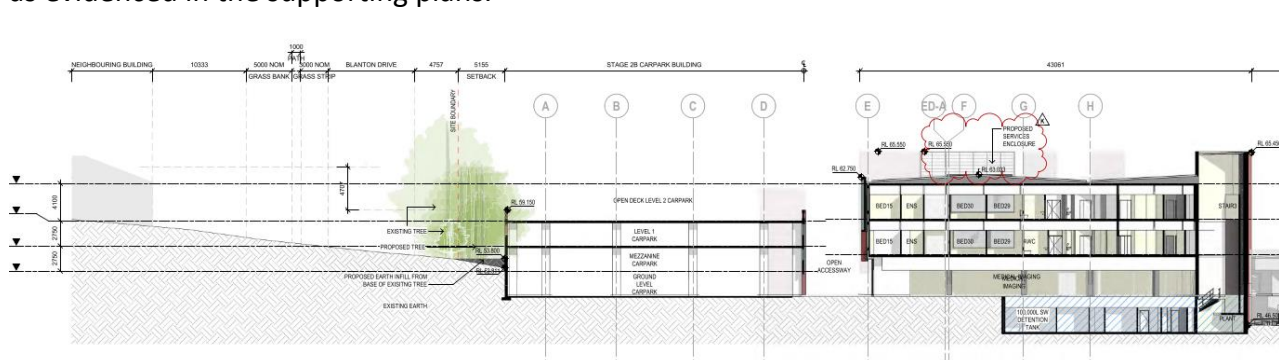
The proposed setback of 5 metres is considered an adequate response to the existing site context. Given the significant fall of the site from Blanton Drive, the proposed car park with a height varying from 5.7 to 12 metres, will predominantly present as a single-storey built form when viewed from outside the site.



*Western elevation to Blanton Drive – car park building with the hospital extension to the rear*

## Buildings and Works

The built form of the proposed three storey building addition to the existing main hospital building has a height of 12.7 to 18 metres. The addition is orientated internally to the site, to the rear of the proposed multi-deck car park and in an area currently used as an open at grade car park. Given the significant fall of the land from the street, and the location of the proposed building behind the new car multi deck park, the addition will mainly present as a double storey building to the Blanton Drive streetscape. This is not expected to have any visual impacts to the adjoining residential properties to the east, south and west given the location of the proposed building and as evidenced in the supporting plans.



*Proposed section plan*

The overall scale of the development is considered appropriate given its aspect and setback to the Blanton Drive frontage and adjoining residential interfaces. The proposed 3 storey building, being setback 45 metres to the Blanton Drive, is consistent with the existing building setback. The setback of 22 metres from the northern boundary provides for substantial separation from adjoining residential properties resulting in minimal visual impact.

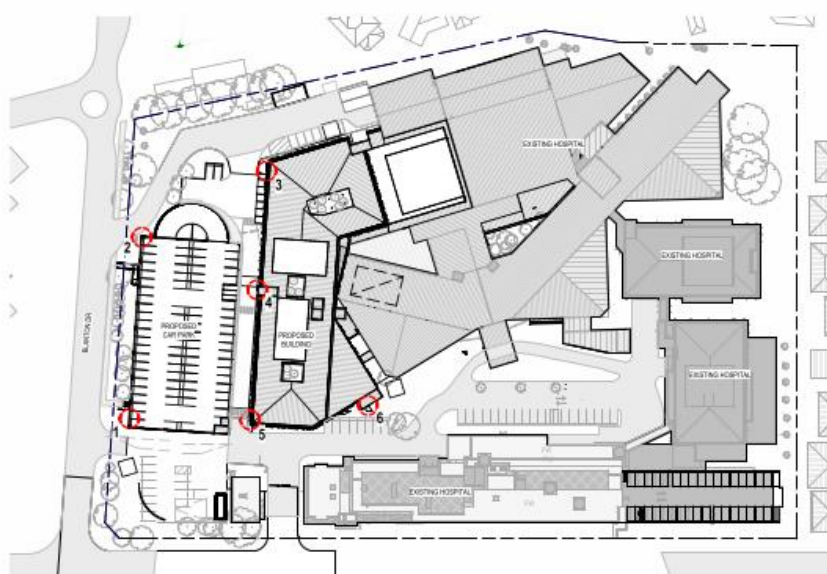
The architecture of the car park and hospital building is consistent with the styling of recent additions to the hospital complex. The multi-level car park is designed to provide screening to the public interface. The façade treatment provides for an appropriate degree of visual interest through use of varied materials and finishes, along with vertical and horizontal articulation elements. The palette of materials includes face brickwork, fiber cement sheet, solid façade panel (with vertical band profile), acoustic aluminum framed louvres and metal fin screens to the car park.

## Signage

The application proposes the display of six signs which trigger a planning permit requirement. The proposed signage comprises:

Sign Number	Proposed signage	Location
1	Free standing illuminated business identification sign 'Mulgrave Private Hospital'	South-western corner of the façade of the proposed multi-deck car park facing Blanton Drive
2	Free standing sign 'Ambulance Only'	North-western corner of the façade of proposed multi-deck car park facing Blanton Drive

3	Business identification sign 'Mulgrave Private Hospital'	Façade of the extended Emergency Department
4	Business identification sign 'Mulgrave Private Hospital'	Façade of proposed 3 storey building fronting the accessway of the proposed car park
5	Business identification sign 'Emergency Department'	Façade of proposed 3 storey building fronting the accessway of the proposed car park
6	Business identification sign 'Mulgrave Private Hospital'	Façade of proposed 3 storey building facing south



0 SIGNAGE REFERENCE PLAN  
TPS2A\_030 Scale 1:1000

#### *Proposed signage location*

The proposed signs are considered acceptable as they are sited and designed in a manner that is complementary to the proposed development and built form of the surrounding vicinity. The signage is appropriate to the use of the land and provides for suitable, adequate business identification. The scale and orientation of signage towards Blanton Drive has appropriate regard for the surrounding context and is not expected to cause any unreasonable external amenity impacts to the nearby residence.

The proposed signage will not detrimentally impact on the site or surrounds in terms of visual clutter or streetscape character and will allow for appropriate business identification for the site. They are considered appropriate given the scale of the proposed development and relevant planning scheme provisions including local policy.

Council's Transport Engineers have recommended a Parking Signage Plan be provided as part of the Car Parking Management Plan. This would need to indicate how parking (including pricing and conditions of entry) will be signed for visitors and staff, wayfinding, and consideration of providing real-time dynamic signage to indicate parking availability. Although the details of the additional signage for parking have not been provided, it is considered the type of signage is typical for large sites and will assist visitors and patients with parking availability on the site.

### **External Amenity Impacts**

#### **Noise**

The site has a long-established use as a hospital and the proposed expansion is not expected to cause unreasonable additional noise impacts to the area.

Concerns have been raised by objectors regarding noise associated with the expansion of the hospital use, including vehicle movement and impact on residential properties. An acoustic report prepared by E-Lab Consulting has been provided with the application and includes an assessment of potential noise generated from new plant and services with the expansion. The report suggests that potential noise from mechanical plant can be mitigated and/or controlled to comply with the relevant requirements of the Noise Protocol. Proposed services have been located in three areas on the roof of the extension. The closest enclosure to the residential areas is provided with a setback of approximately 28 metres from the northern boundary. All service areas have been provided within a 3-metre-high enclosure as recommended in the acoustic report to mitigate impact.

The report recommended that further assessments are to be conducted by a suitably qualified acoustic consultant during later stages of the development, when more details on mechanical plant and equipment are available. This requirement has been included as a condition.

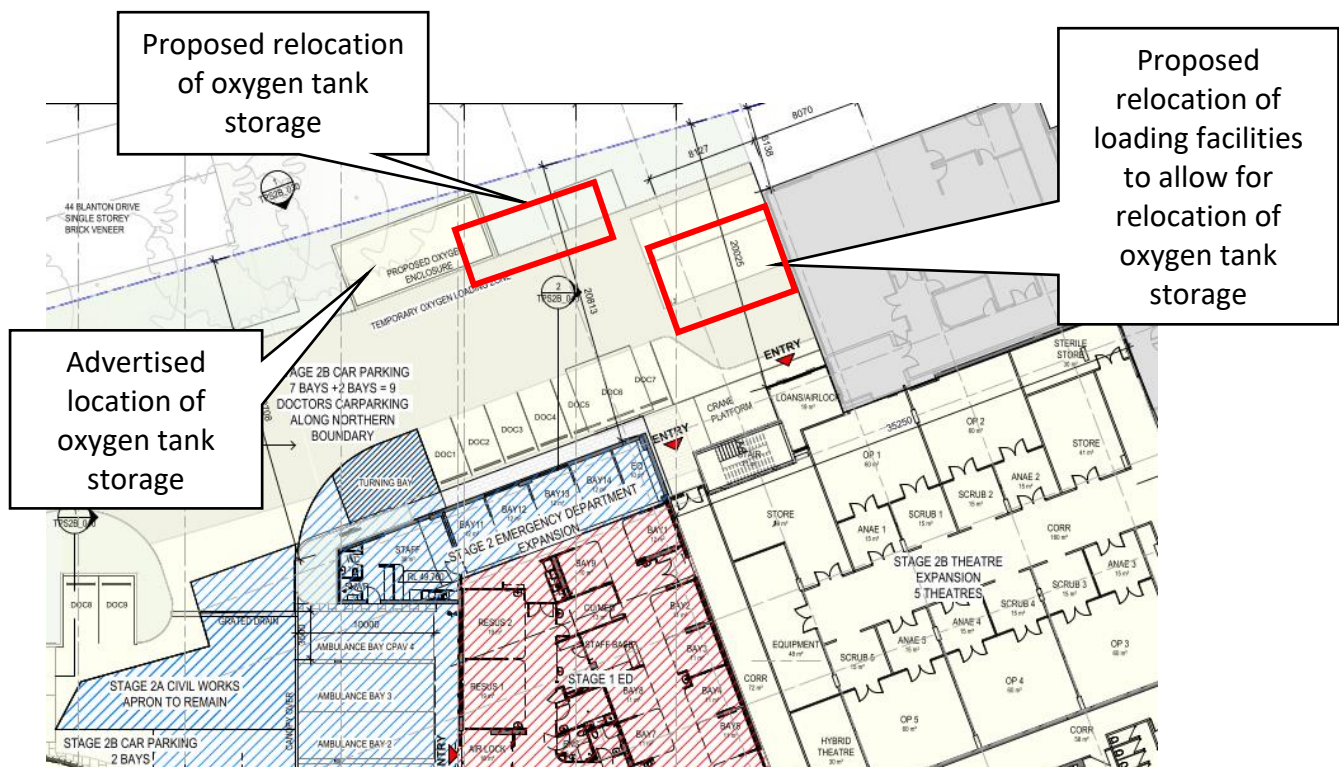
Other potential noise and safety concerns relate to the filling of oxygen tanks within a new enclosure located between 400mm and 1.3 metres from the northern boundary. There are also two new loading bays adjoining the emergency department which are setback approximately 5m from the northern boundary.

The storage of oxygen on the site is subject to compliance with Australian Standards. The applicant has confirmed that the enclosure wall, which has a height of 3.8 metres and is to be constructed of core-fill blockwork that will achieve the required blast impact resistance and fire ratings in accordance with all relevant codes and standards. The details of the vessel filling points and other specifics will be prepared through site-specific plans prepared by the supplier in accordance with the Australian Standard AS1894-1197. Oxygen deliveries are expected to occur once every two weeks and outside of the peak hours of the hospital.

In response to the objectors concerns regarding the location of the oxygen tank storage enclosure, the applicant has provided a discussion plan increasing the setback of the enclosure 2.4m from the boundary (shown in red in the diagram below) to provide for increased separation from the rear of No 44 Blanton Drive and 6 Revilo Court. This location is further east from the location shown on the advertised plans by approximately 7 metres (closer to 6 Revilo Court) but is considered an



improved location as it provides an increased setback from the rear fence. This will however require the minor relocation of the two loading bays.. The applicant's Traffic Report has provided Swept path diagrams demonstrating the revised loading bay location for a 16.5 metre long vehicle meets current industry standards.



It is considered the enclosure will have minimal visual impact at the revised location as well as providing the opportunity for some landscaping. The new loading bay area is accessed from existing northern access in Blanton Drive with the driveway modified to accommodate this.

It is anticipated that the number of deliveries to this new loading bay area is modest and is not expected to cause unreasonable noise to adjoining residential properties, particularly as the level difference between the site and adjoining properties as shown below assists to buffer any noise that may be created.

The applicant has advised that there is to be no change to the existing loading bay to the south-east of the building will be retained for the loading of linen and food deliveries and for the collection of waste



*Photo by applicant showing the difference in level between the site and northern interface*

Appropriate conditions relating to noise impacts including restrictions on the hours for loading and the requirement to comply with relevant EPA regulations will be placed on any permit that is to issue. Conditions will also require the revised location of the enclosure as shown on the discussion plan to be shown on the development plans.

#### Overshadowing and Overlooking

There are no concerns of overlooking or overshadowing given the substantial setbacks to the adjoining residential properties. Given the topography of the land, any additional shadow of the proposed buildings will fall within the subject site, and there will be no additional shadows to the adjoining residential properties.

#### **Tree Removal & Landscaping**

The application has been supported by an arboricultural assessment that has been prepared by Melbourne Arborist Reports and a Landscape Plan prepared by Zenith Concepts.

#### Tree Removal

The arboricultural assessment of the impact of the new car park on existing trees along Blanton Drive has found the new works will require the removal of 14 trees in the frontage, 12 of which have been assessed as low retention value trees and 2 with a moderate retention rating with all found to be commonly planted. The trees to be removed are within the building footprint of the car park and unable to be retained.

The report has provided recommendations to retain 17 trees along the property frontage that provide a substantial landscape contribution along the street and will assist in the softening of the presentation of the new works. Given the low to moderate retention value, the common species of the landscaping proposed for removal, and the retention of 17 trees, the proposed tree removal works are considered satisfactory.



### Landscaping

The landscape plan proposes 10 new canopy trees along the western interface of the proposed car park, and within the car park area as replacement planting for the tree removal. The new trees are to be complimented with smaller trees, shrubs and ground covers. The plan identifies all existing trees in the south-west corner of the site are to be retained and provides a detailed planting schedule which will positively contribute to the streetscape satisfying Councils landscaping policies and objectives of the zone. It is considered the landscaping plan needs to provide additional planting along the northern boundary in the vicinity of the proposed oxygen tank enclosure as discussed earlier. This can be addressed as a condition on an amended permit.

### Environmental Sustainability

Clause 15.01-2L-02 (Environmentally Sustainable Development Policy) requires the Submission of a Sustainability Management Plan (SMP). A report was prepared by Sustainable Built Environments which includes a BESS assessment on the extension to the hospital building and the carpark. The assessment has been undertaken to meet minimum sustainability policy provisions contained within the Planning Policy Framework and Local Planning Policy. The SMP concludes that the development achieves a Bess Assessment score of 53%, meeting the minimum requirements.

### Car Parking, Traffic and Access

The primary issue raised by objectors relates to existing car parking and traffic problems, with concerns that this is will be exacerbated with the proposed expansion as well as during construction.

Council's Transport Engineer has advised that anecdotal and aerial photography evidence indicates that overflow parking onto nearby streets is regularly occurring. Anecdotal evidence from local residents also indicates that hospital patrons are unaware that free parking is available within the hospital site on weekends, which is placing unnecessary parking pressure on surrounding streets. The significant changes proposed with the introduction of a new access point from Police Road, the increased provision of on-site car parking for the expansion of the hospital and improved signage should assist in addressing these issues. These changes are discussed in further detail below.

### Car Parking

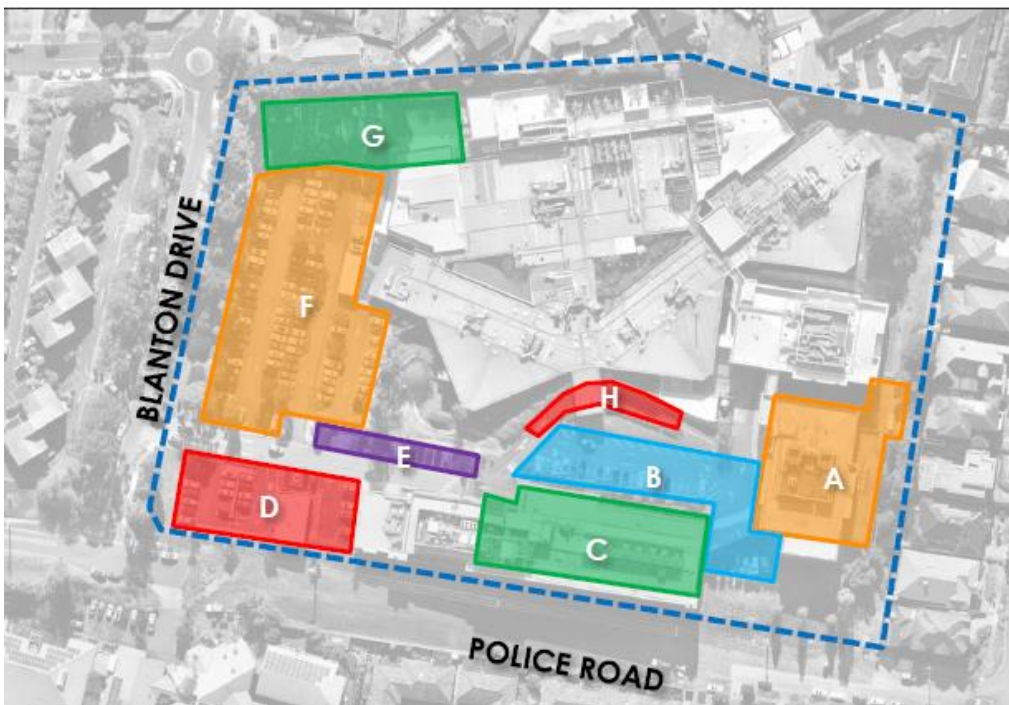
This proposal will result in an increase of 95 beds and 6 operating theatres within the hospital, which results in an overall total of 333 beds and 16 operating theatres on the site. At the completion of Stage 2B the development will provide a total of 684 on site car spaces, which is an increase of 170 car spaces above the existing parking supply.

The Monash Planning Scheme does not specify a car parking requirement for a hospital use. Where no car parking requirement is specified, car parking must be provided to the satisfaction of the responsible authority.

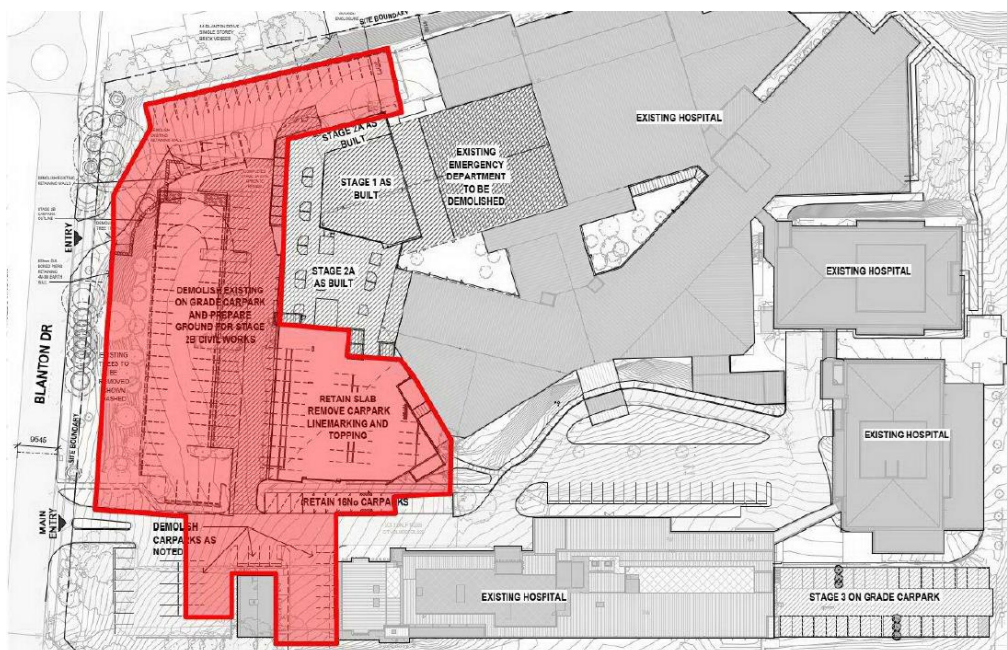
The development proposes:

- The reconfiguration of the doctor car parking along the site's northern boundary, resulting in a net decrease of 13 car parking spaces. (Car Park G)
- Demolition of the existing at-grade car parking along the site's western boundary - removal of 70 car parking spaces. (Car Park F)
- Removal of 41 ground level car parking spaces provided as part of TPA/50096/A. (Car Park F)
- Removal of 2 car parking spaces along site's main accessway. (Car Park E.)
- Removal of 15 car parking spaces along the site's southern boundary. (Car Park D)
- A new multi-deck car park to provide for 309 new car spaces
- 2 new at grade car spaces proposed to be used by doctors.

This will see a net increase in the total number of car parking spaces provided on site by 170 spaces.



Existing car parking areas – Extract from Traffic Impact Report dated 17 September 2024



Existing spaces to be removed – Extract from Car Parking Management Plan dated 21.12.2023

The Traffic report prepared by Onemilegrid has applied a hospital visitor demand parking rate of 0.55 spaces per bed and operating theatre based on existing hospitals throughout Victoria.

The report also relies on Journey to Work data from the 2021 ABS (Australian Bureau of Statistics) Census for calculation of car parking demand for staff. The data indicates 85% of people within the City of Monash drive to work.

Clause 52.06 (car parking) of the Monash Planning Scheme requires an assessment of the increase in floor area / demand where a use is intensified. The car parking generated by the proposal is detailed in the table below:

Use	Car Parking Demand	Number of car parking spaces required	Proposed additional car parking
<b>Hospital</b>	95 beds and 6 theatres (0.55 spaces per bed/theatre)	55 spaces	
	80 staff (85% of total number of additional staff)	68 spaces	
<b>Total</b>		<b>123 spaces</b>	<b>170 spaces</b> (Surplus of 46)

The overall provision of car parking on site at the completion of the development will be acceptable. During construction however, a total of 334 car parking spaces will be available on the site which whilst unavoidable, is adequate for the functioning of the hospital. Council's Transport Engineer considers however, that there could be a shortfall of 64 spaces during the construction period having regard to the additional parking demand during construction.

The Car Parking Management Plan proposes to manage the reduction of these on site spaces during construction by re-allocating visitors car parking to the existing multi-level car park at the eastern portion of the site. The Car Parking Management Plan has also nominated that all car parking on-site will be unallocated and therefore both visitors and staff will be able to utilise them. This includes the temporary car park in the south east corner of the site which provides 30 car spaces. At the conclusion of the Stage 2B works it is proposed to construct this car park permanently and it will form part of the surplus parking on site, with 33 spaces provided. These are the only works and are referenced on the plans as Stage 3.

The requirement of a detailed Construction Management Plan and revised Car Parking Management Plan to reflect the revised survey data can be addressed as conditions on permit. Permit conditions are also required to address some areas of non compliance with the Design Standards of the Planning Scheme in terms of clearance between entering and exiting vehicles, sight lines and swept paths. These are minor issues that the applicant has demonstrated can be achieved and conditions have been included should a permit issue.

### Proposed Access

The application proposes major changes to existing access to the site that is currently provided with two dual-directional crossovers to Blanton Drive which are connected by an internal road network.

The northern crossover is generally used to access the emergency department and is used by both ambulances and private vehicles. The southern crossover is generally used to access all parking areas on-site including the at-grade parking along the site's western boundary, the multi-deck car parking along the site's southern boundary and the public drop-off area. The southern crossover is also used to access the loading area located in the south-eastern corner of the site. It is acknowledged that the current hospital access arrangements with a significant proportion of vehicular traffic (including staff, public and loading access) using the southern access in Blanton Drive has caused issues with traffic queuing into the hospital.

It is proposed to construct a new access to Police Road with the existing southern Blanton Drive site access being restricted to exit movements only. The Police Road extension will be used to facilitate primary vehicle access to the site via new boom gates with all existing inbound traffic to be redistributed from the existing access in Blanton Drive. The new site access will comprise of a three-lane boom gate system, with the central lane accommodating inbound movements during the AM peak hour and outbound movements during the PM peak hour. The existing northern access to Blanton Drive will be retained and is anticipated to be used by predominantly by doctors and ambulances and for loading.

It is proposed to extend Police Road from Blanton Drive, by approximately 80 metres to service the new access. This new section of road will terminate and not provide through access. The new road will be 10.7 metres wide which is consistent with the existing road width. As discussed, the City of Greater Dandenong Council is the coordinating road authority under agreement with the City of Monash, however any design changes to Police Road will need to be approved by both Councils.

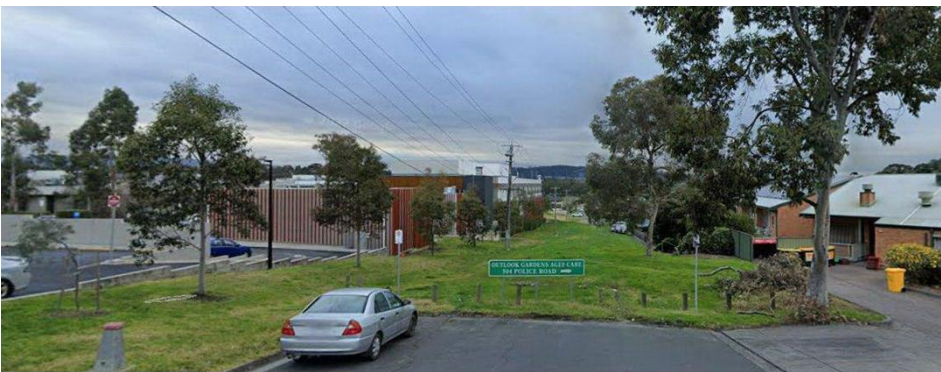
An analysis of the proposed boom gates was undertaken to ensure that there is sufficient capacity to accommodate all queuing on-site given the expected traffic volumes given this will be the main



vehicle entry and exit to the site including the new the multi-deck car park. It is proposed to provide two boom gates for entry in the morning period whilst allowing another vehicle to queue behind the vehicles at the boom gate within the site. At other times, operation can be changed to single entry and dual exit so that the configuration can change along with the peak demand.

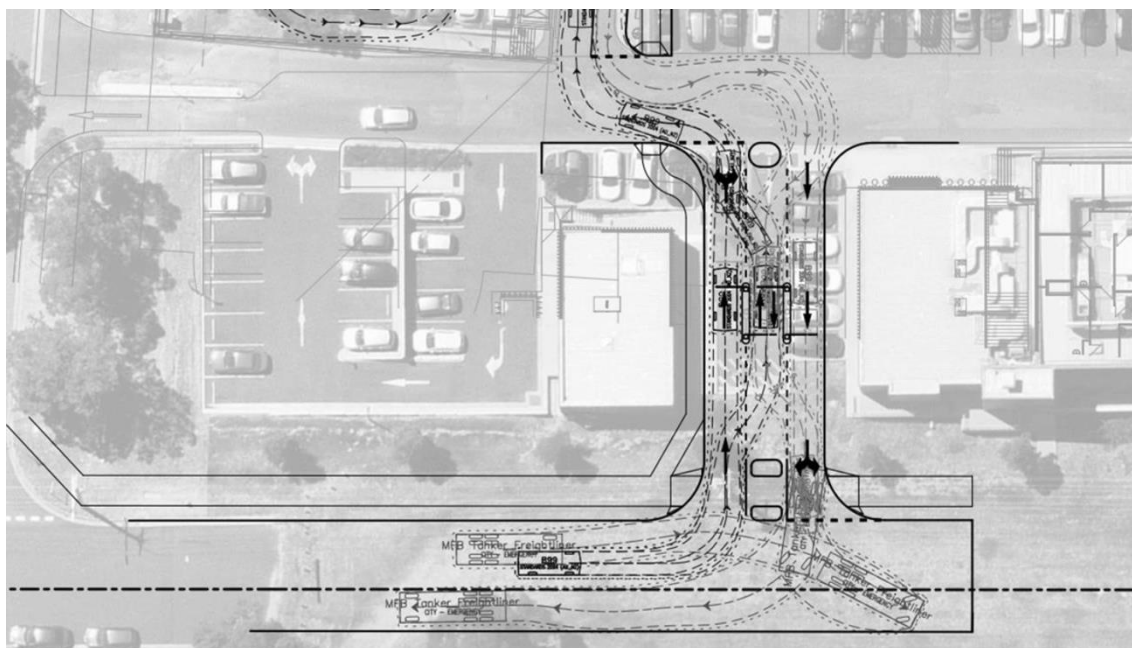


*Photo by applicant - Police Road looking west from the site showing discontinuation of road*



*Photo by applicant - Police Road looking east from the site showing discontinuation of road*



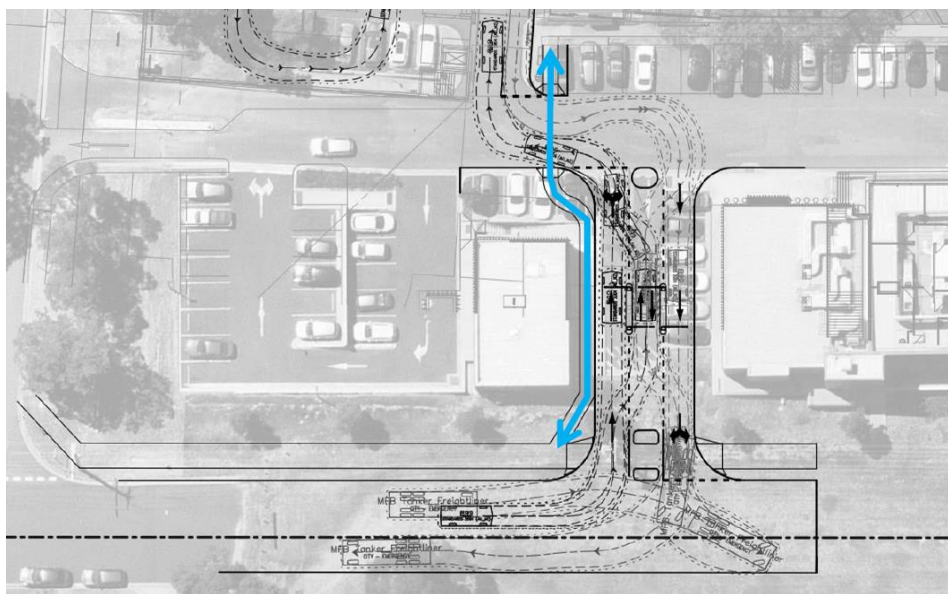


*Proposed new access from Police Road*

It is considered the proposed access arrangements will resolve many current concerns with traffic queuing in Blanton Drive, particularly from traffic entering the site from the southern access. Subject to conditions this access has been assessed as satisfactory by both Monash and Dandenong Transport Engineers.

### Shared Pedestrian and Bike Path

A new shared path is to be provided to align with the length of the new road to connect to existing footpath at the southern section of Blanton Drive. There is some inconsistency in the length of the shared path along Police Road on the development, landscaping plans and Traffic Report with the applicant confirming the path is to only extend for the length of the new road. This will be clarified with a permit condition. A separate internal pedestrian path is to be provided on the western side of the new access in Police Road as shown below:



*Internal pedestrian access to the site – Taken from Traffic Impact Report*

### Traffic Generation

The Traffic Report was revised in September 2023 (post advertising of the application) and provides more recent traffic and parking occupancy surveys and data including further SIDRA (traffic modelling software) analysis and crash history at the intersection of Police Road and Gladstone Road. The data also includes additional traffic associated with the approved development of 27 dwellings on the nearby site at 501-521 Police Road under Planning Permit TPA/54219. Works on this site are expected to commence shortly.

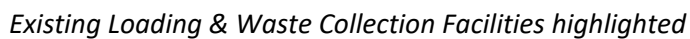
The data shows that three accidents were recorded at the Police Road / Gladstone Road intersection with all accidents involving a right-turn movement. The Traffic Report submits that that a desktop review of the Police Road / Gladstone Road intersection shows that there are not any major sight distance issues at the intersection and therefore, this intersection should be monitored for any increases in accidents post-development.

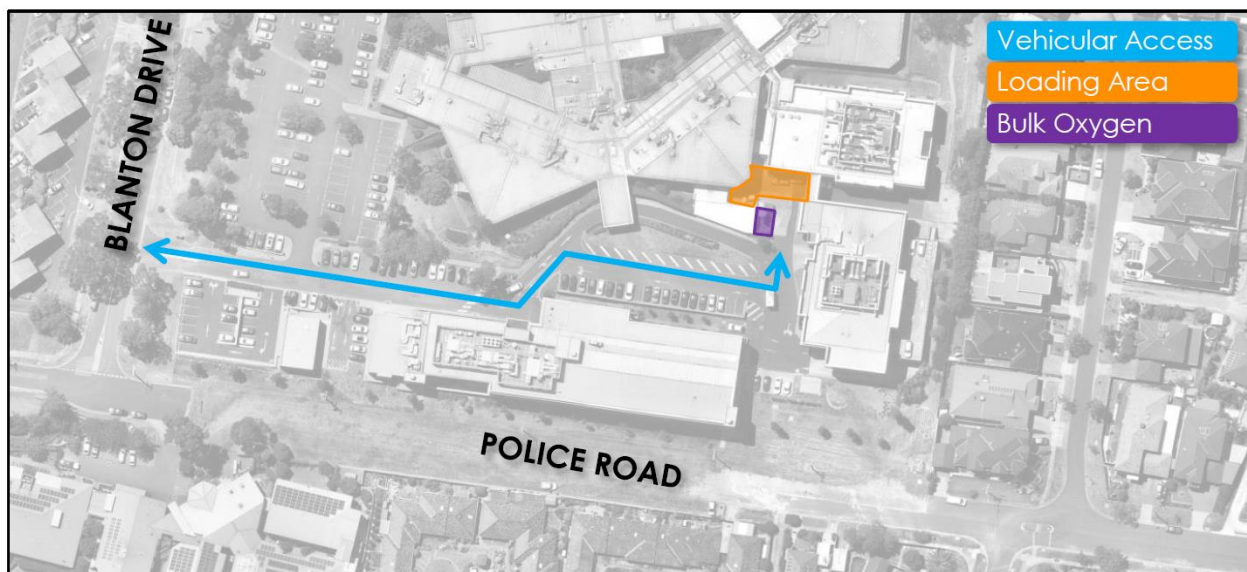
Council's Transport Engineer has reviewed the revised data and SIDRA results that includes traffic surveys and predicted post development traffic. The results from the analysis indicate that the proposed development traffic can be comfortably accommodated by the intersection with an acceptable Degree of Saturation and can be accommodated by the surrounding street network.

### Loading and Waste Collection



It is also recommended that conditions are placed on the amended permit restricting delivery hours given the location of the new loading facilities in close proximity to the residential properties adjoining the northern boundary.





*Existing Loading, Waste Collection and Oxygen Tank Location Facilities from Traffic Impact Report*

#### Bicycle Parking

Clause 52.34) of the Monash Planning Scheme specifies the bicycle parking requirements for the proposed hospital expansion. It is noted that the bicycle parking requirements are applied to the additional services only which includes beds and operating theatres as below:

Proposed Use	Number of beds	Requirement	Total
Hospital	101 (comprising of 95 beds and 6 operating theatres)	1 space per 15 beds for employees 1 space per 30 beds for visitors	7 3
<b>Total</b>			<b>10</b>

Furthermore, where 5 or more employee bicycle spaces are provided, employee shower and change facilities are required in accordance with Clause 52.34 as below.

Facilities	Employees Bicycle Spaces	Requirement	Total
Shower	7 spaces for employees	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	1
Change room	7 spaces for employees	1 change room or direct access to a communal change room to each shower.	1
<b>Total</b>			

A total of 12 new bicycle parking spaces are proposed on-site as part of the works. The bicycle parking spaces will be provided in horizontal bicycle racks located within the multi-deck car park ramp undercroft area.

Access to bicycle parking will be provided from the adjacent the emergency department building. In addition, two showers (one male and one female) and eight lockers are proposed on level one for staff use.

The application satisfies the requirements of the Planning Scheme.

### **Objections not Previously Addressed**

#### **Construction impacts (noise, dust, traffic)**

Disruption during construction is not a long term impact. A Construction Management Plan (CMP) will be required as a planning permit condition to minimise impacts to the local area during construction, including mitigating impacts such as noise and dust. The plan would also require the submission of a Plan identifying traffic management and truck movements.

#### **Overflow parking of visitors into Blanton Drive or Oliver Court.**

Council is unable to force visitors and patients to park on site and not park in local streets. Current parking restrictions are installed in local streets to manage the limited parking availability around the hospital and continually monitored. Any changes to restrictions to address concerns would require community consultation.

#### **Loss of privacy from people waiting for patients in cars in local streets**

This issue is not relevant planning consideration.

#### **Safety to children using Blanton Drive Playground**

The playground in Blanton Drive is over 200 metres from the northern access of the site with the proposed changes to access to the site expected to address issues with the number of vehicles using Blanton Drive.

### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

### **POLICY IMPLICATIONS**

There are no policy implications to this report.

### **CONSULTATION**

Public notification of the application was carried out in accordance with the requirements of the Planning and Environment Act 1987. Details of this notice period are provided under Public Notice.



## **SOCIAL IMPLICATIONS**

There are no social implications to this report.

## **HUMAN RIGHTS CONSIDERATIONS**

There are no human rights implications to this report.

## **CONFLICT OF INTEREST**

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

## **CONCLUSION**

The proposal is consistent with the relevant policies of the Monash Planning Scheme, in particular State, Regional and Local policy in providing continuing health care needs to the local community. There is a long-established use as a private hospital offering a large range of medical related services on a large site providing the opportunity for progressive expansion over time to meet increased demand. The proposal will suitably integrate with the surrounding residential context and responds to the slope of the site and maintains a landscape interface to the streetscape and neighboring residential properties.

The proposed new access to Police Road and other changes to access will resolve many current concerns with traffic queuing in Blanton Drive as vehicles try and access the hospital. At the completion of development, the proposal will provide for increased parking on the site, which will also be in surplus to the requirements of the Planning Scheme.

Overall, the proposal is considered appropriate; and it is recommended that a Notice of Decision to Grant an amended permit be issued subject to conditions.

## **ATTACHMENT LIST**

1. Aerial Photograph - 48 Blanton Dve [7.1.2.1 - 1 page]
2. Proposed Development Plans - 48 Blanton Dve [7.1.2.2 - 18 pages]
3. Zoning and Overlays Map - 48 Blanton Dve [7.1.2.3 - 1 page]
4. Objector Map - 48 Blanton Dve [7.1.2.4 - 1 page]







MULGRAVE PRIVATE HOSPITAL EXPANSION

535 - 539 POLICE ROAD MULGRAVE, VICTORIA

STAGE 2B

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SITE INFORMATION - STAGE 2B

TOTAL SITE AREA 34110 m<sup>2</sup> (no change)  
TOTAL BUILDING FOOTPRINT: 16912.2 m<sup>2</sup>

12684 m<sup>2</sup> (pilot stage 1)  
- 223 m<sup>2</sup> (pilot stage 1)  
+ 1139.6 m<sup>2</sup> ED lot  
+ 1162.7 m<sup>2</sup> M<sup>2</sup>  
+ 40.3 m<sup>2</sup> theatre entry  
+ 2108.6 m<sup>2</sup> CP bldg

SITE COVERAGE: 49.58%

TOTAL CARPARKS:

BREAKDOWN:

CARPARKS AT COMPLETION OF STAGE 2A

CARPARKS DEMOLISHED:

NEW CARPARKS GAINED:

TOTAL

DEVELOPMENT WORKS - STAGE 2B

333 total registered beds (at STAGE 2B completion)

TOTAL

OPERATING THEATRES

Existing Operating Theatres

New Operating Theatres

Existing Day Surgery Centre Theatres

Total proposed Operating Theatres

NEW EMERGENCY DEPARTMENT EXPLANATORY BREAK DOWN - 1130.4m<sup>2</sup> total (incl 460.8m<sup>2</sup> stage 1 ED)

- Proposed cadet suite 20 bays total

- Proposed Rissus 2

- Proposed ED 2

- Proposed Procedure 1

AREAS BREAK DOWN

New Shared corridor between MI & ED:

New Medical Imaging Department:

New Exec Offices Lower Ground:

Refurbished Theatres B01:

Refurbished Recovery:

Refurbished Entry Cafe:

Refurbished Consulting & Suite:

Refurbished Imaging & Day Surgery Centre

Lower Ground Kitchen

Carpark Building: GF+Mezz+L1+L2

STAFF NUMBERS

staff increase wards 24

staff increase admin 2

theatre staff increase 40

TOTAL STAGE 2B staff increase: 46 - Consulting staff

TOTAL

7

44 incl 50P+1 cath(OP)

10

10

10

10

10

10

10

10

10

10

10

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10

10

10

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9-22-0005

PROJECT DATE:

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REASON FOR ISSUE:

TOWN PLANNING

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HEALTH CARE AND AU

REVISION:

K

SHEET DATE:

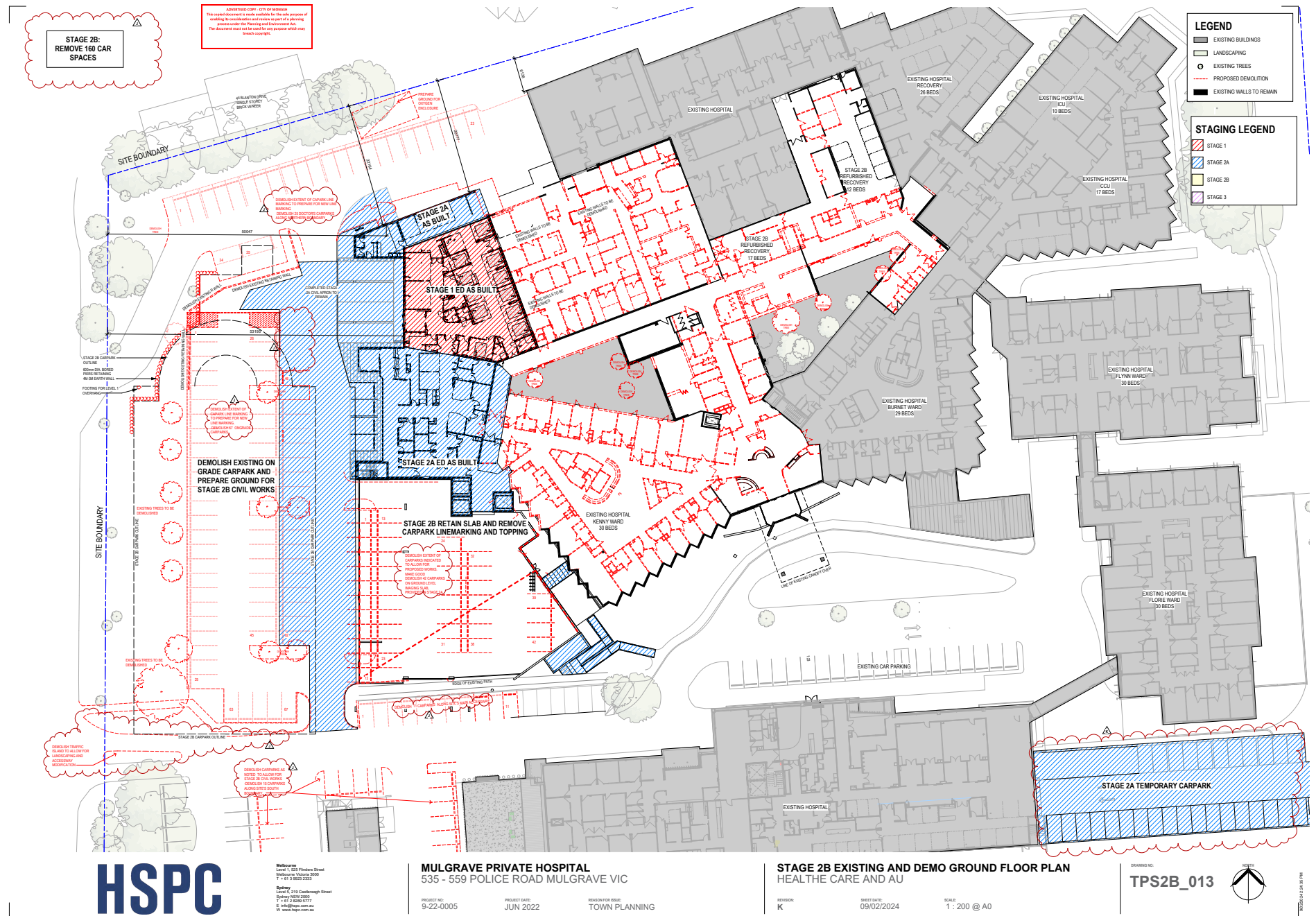
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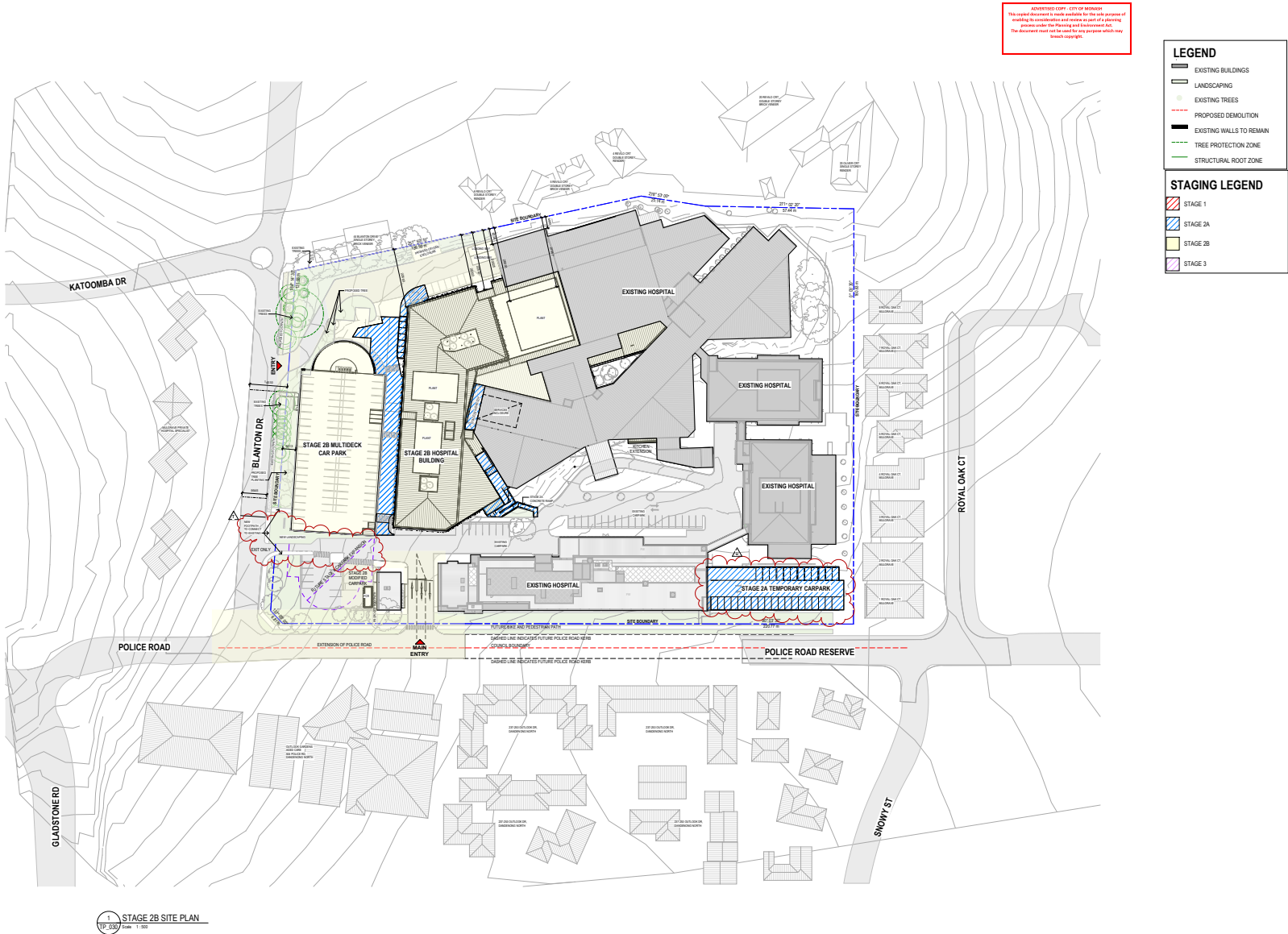
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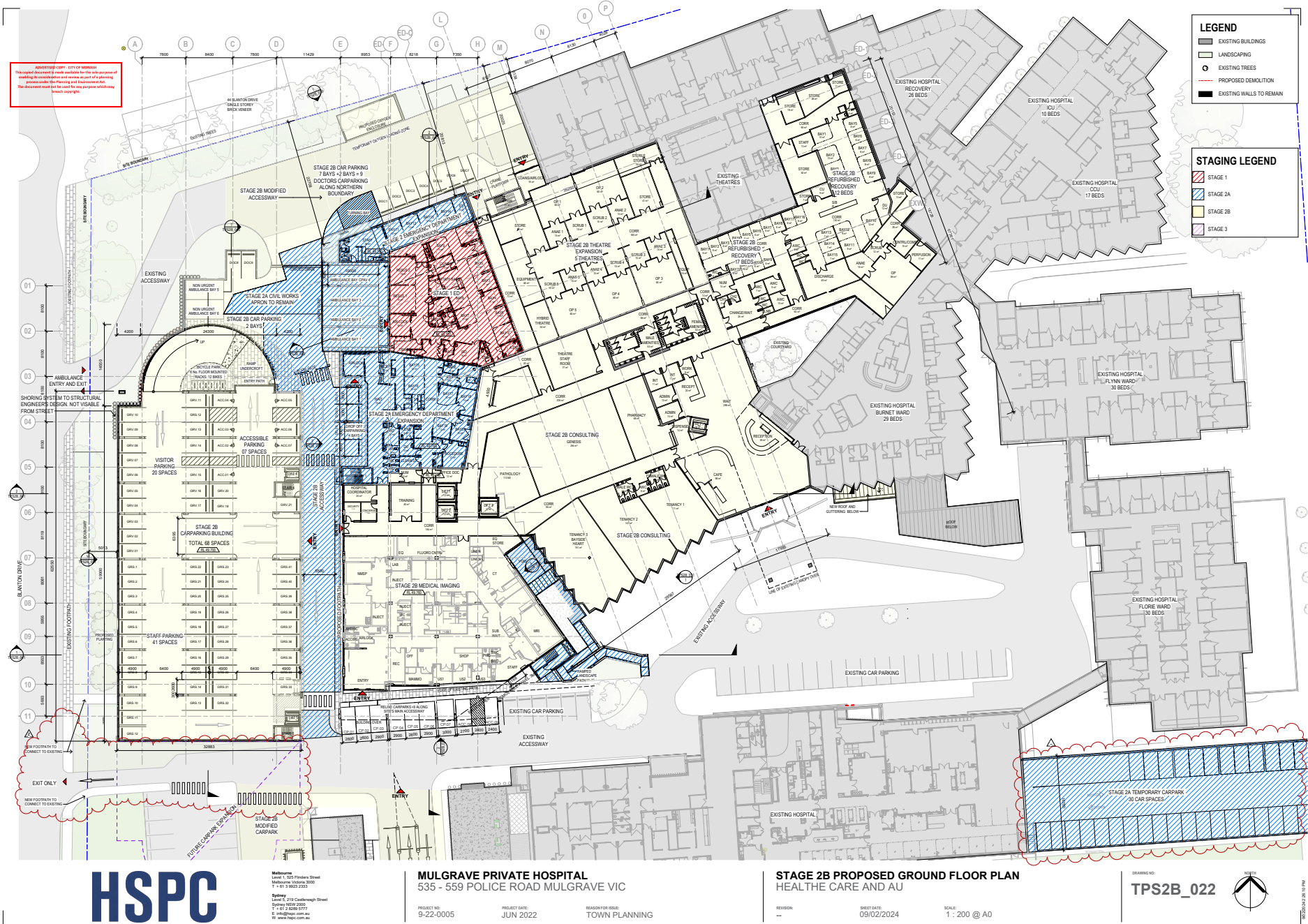
**STAGE 2B PROPOSED SITE PLAN**  
HEALTH CARE AND AU

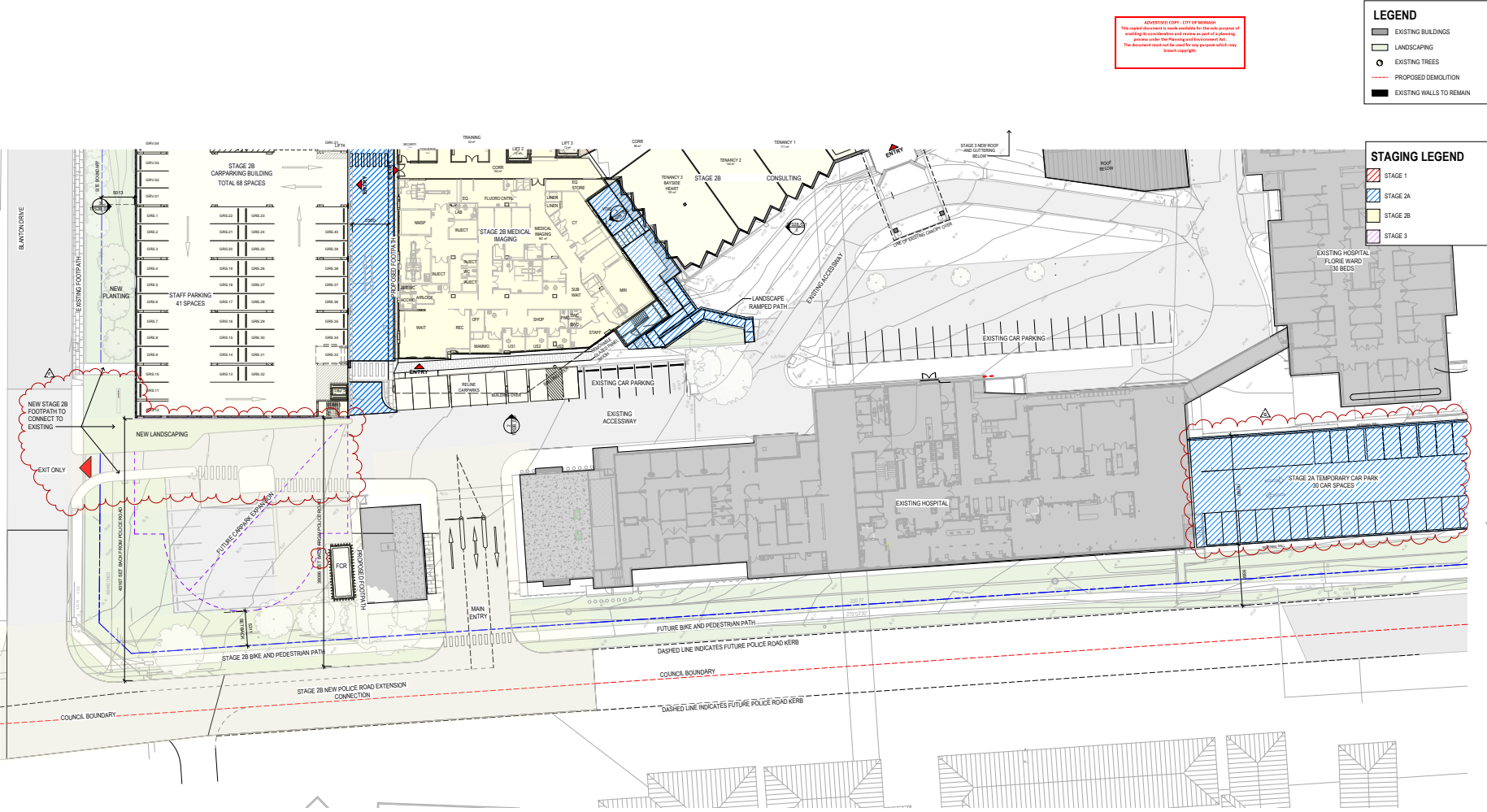
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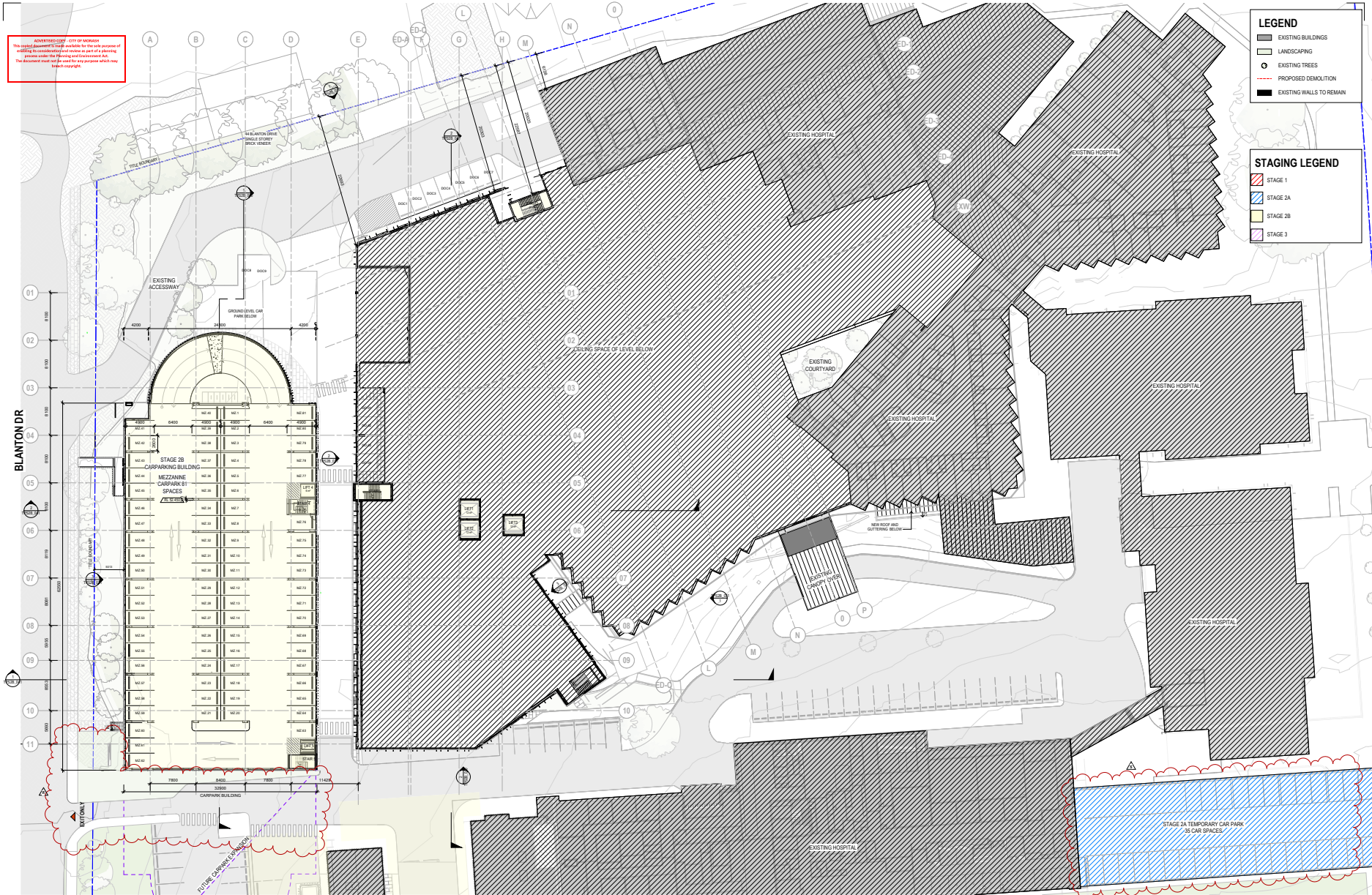
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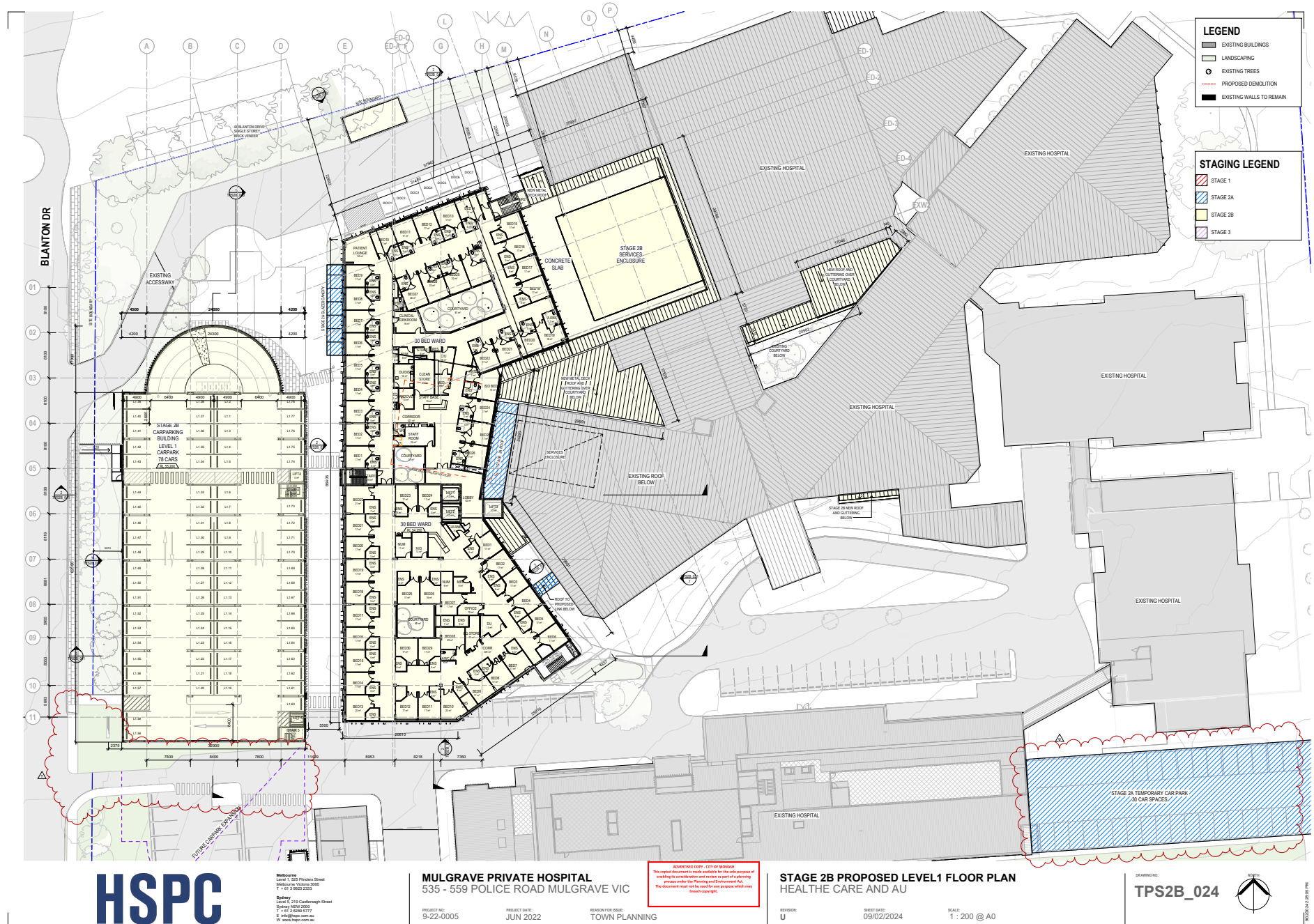
**STAGE 2B PROPOSED MEZZ FLOOR PLAN**  
HEALTH CARE AND AU

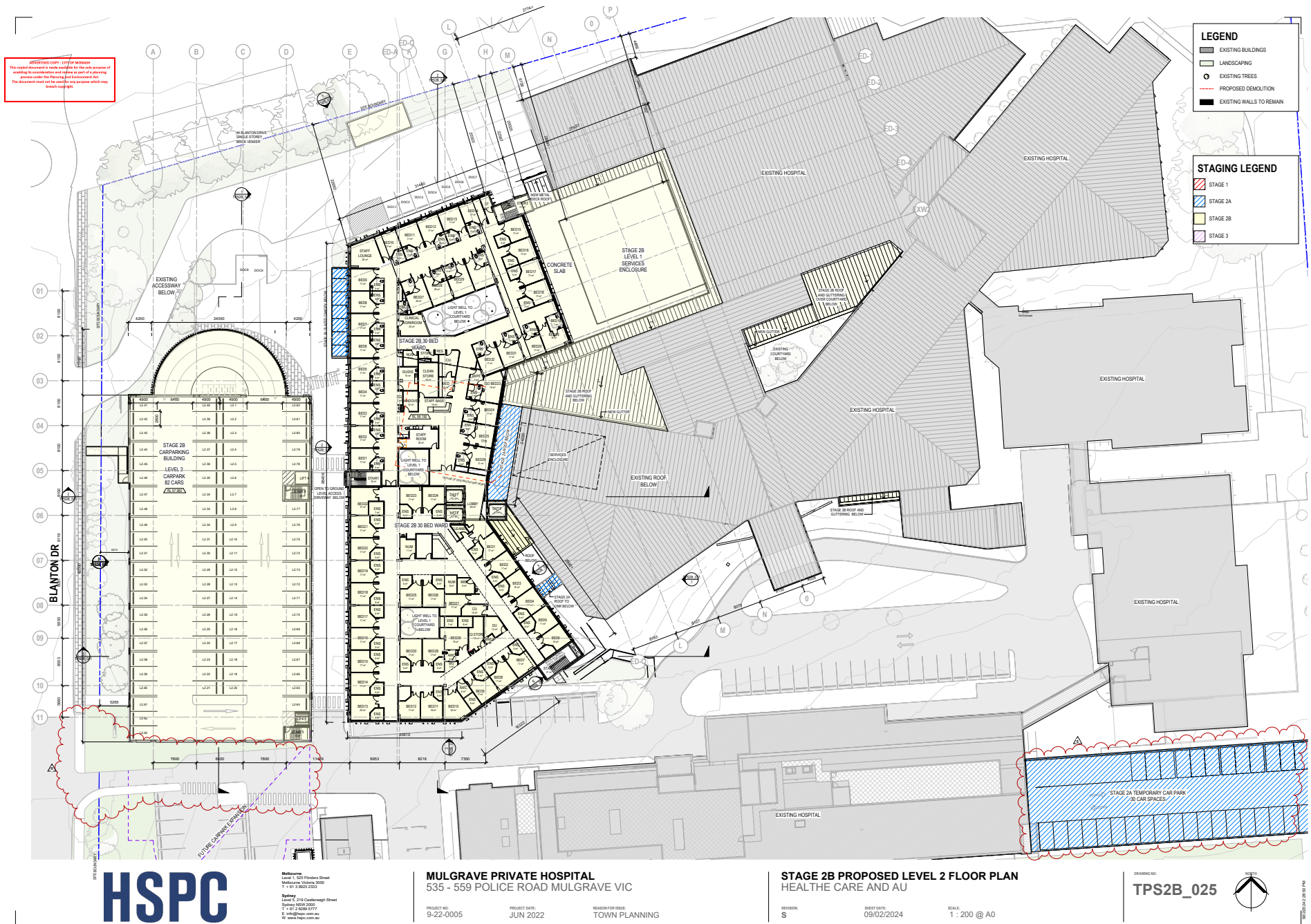
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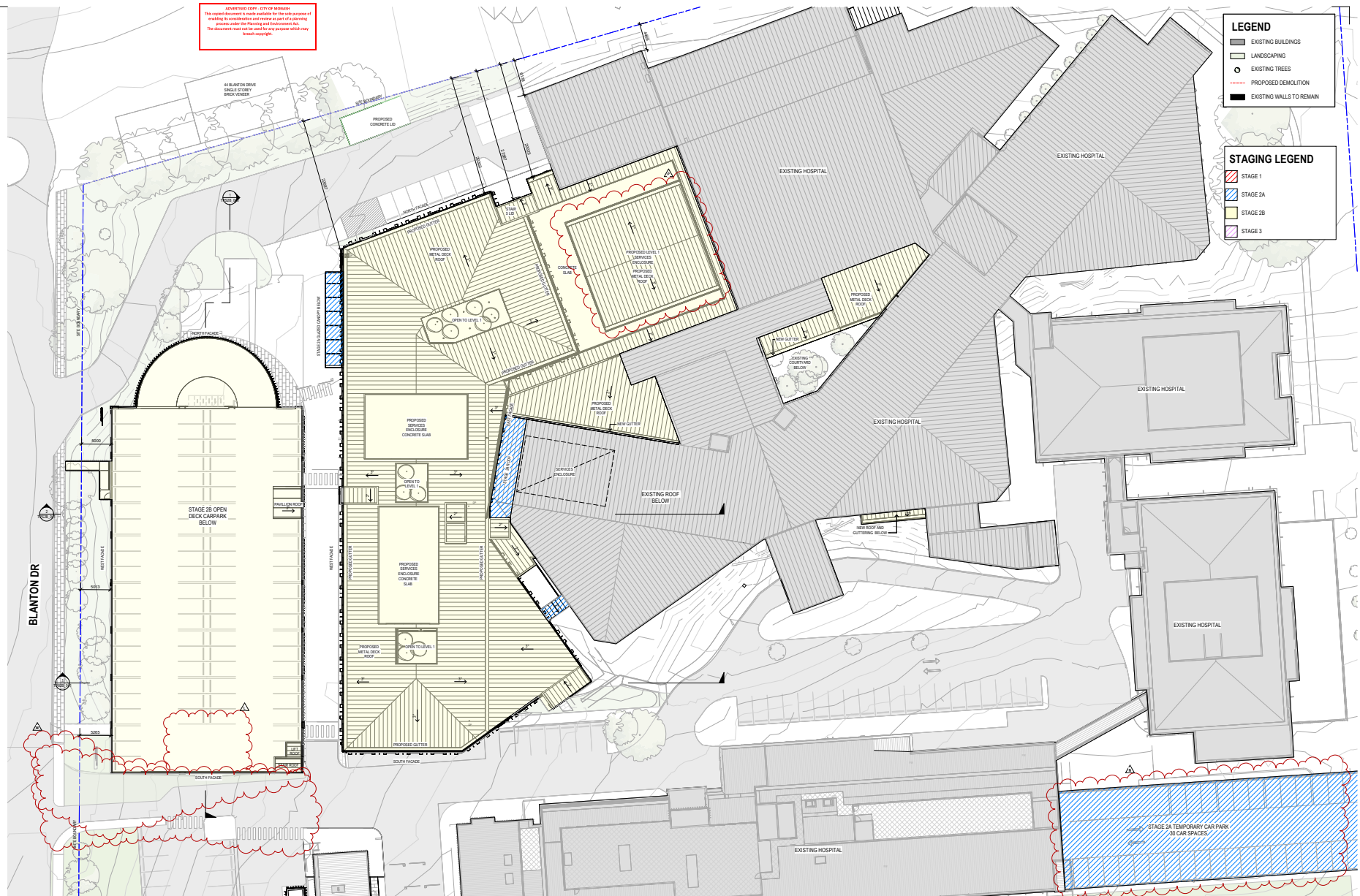












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AL-02	PERFORATED METAL FIN - GREY
AL-03	PERFORATED METAL FIN - GREEN
AL-04	PERFORATED METAL FIN - RED
BWK	BRICKWORK
CPC-01	PRECAST CONCRETE - GREY
CPC-02	PRECAST CONCRETE - TEXTURE
FC-01	EXTERNAL WALLS - FIBER CEMENT SHEET - WARM DARK GREY
FC-02	EXTERNAL WALLS - FIBER CEMENT SHEET - WARM LIGHT GREY
FC-03	EXTERNAL WALLS - FIBER CEMENT SHEET - COLOUR TO MATCH BWK
GS(1)	SPANDREL GLASS - GREY
GS(2)	OPAQUE TRANSLUCENT GLASS
GV	GLASS VISION
LAL	ACOUSTIC ALUMINUM FRAMED LOUVRES
WS	WINDOW SHROUD METAL PLATE

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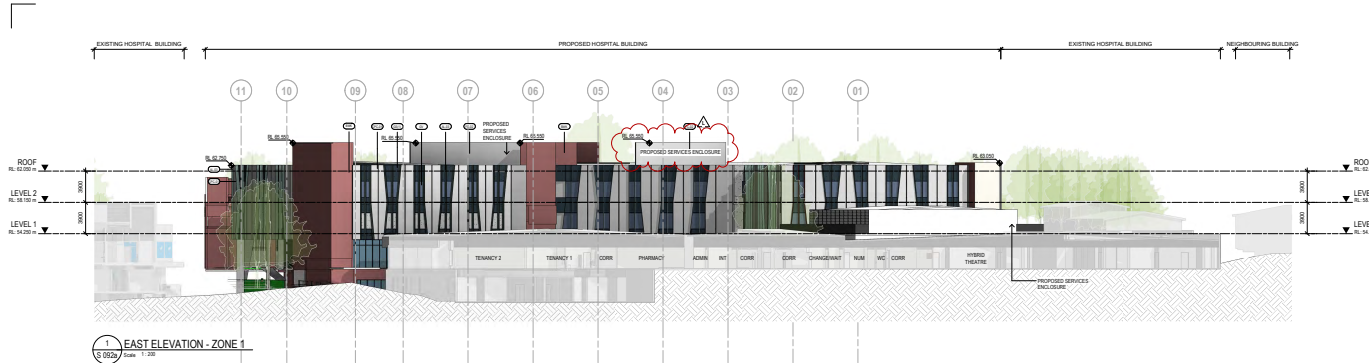
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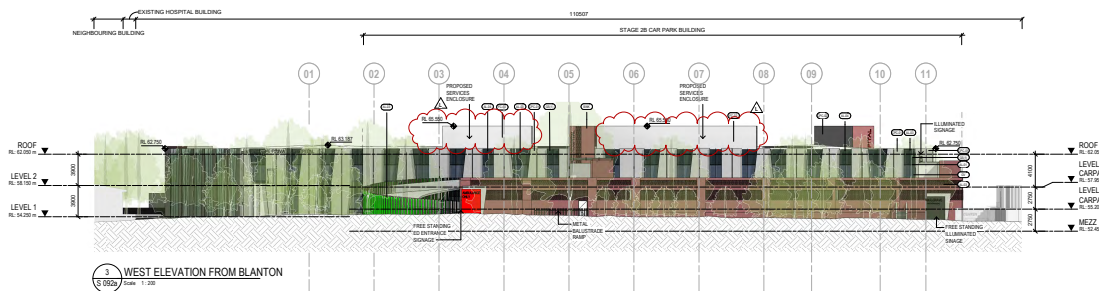
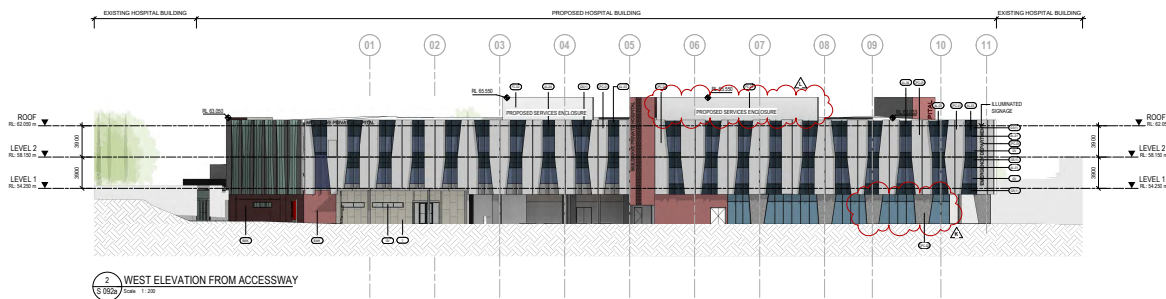
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LAL	ACOUSTIC ALUMINUM FRAMED LOUVRES
WS	WINDOW SHROUD METAL PLATE



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**STAGE 2B ELEVATIONS - SHEET 2**  
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WS	WINDOW SHROUD METAL PLATE



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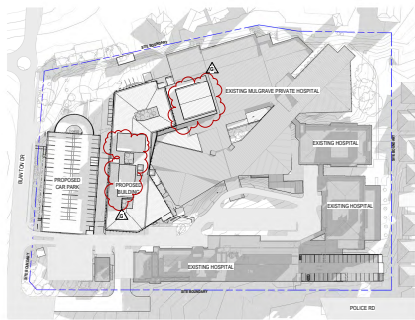
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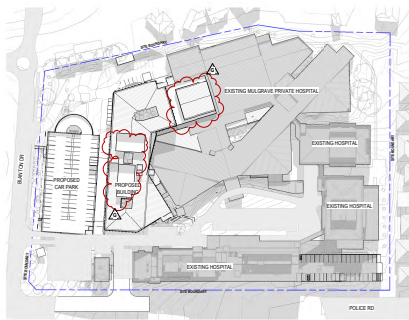
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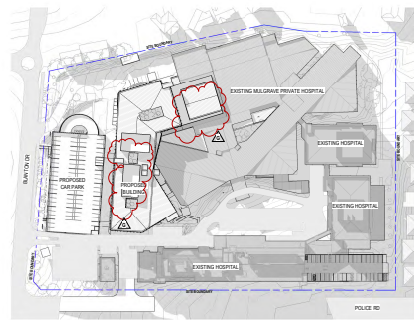
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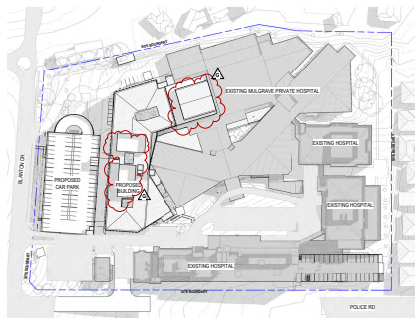


2 SHADOW DIAGRAM - 10th JUNE 12PM  
TP\_030 Scale: 1:1000

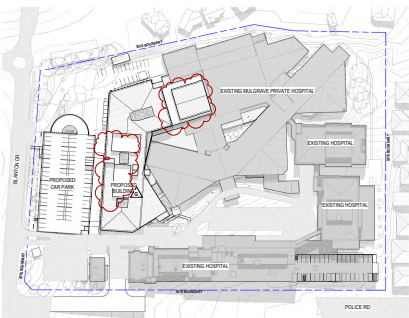


3 SHADOW DIAGRAM - 10th JUNE 3PM  
TP\_030 Scale: 1:1000

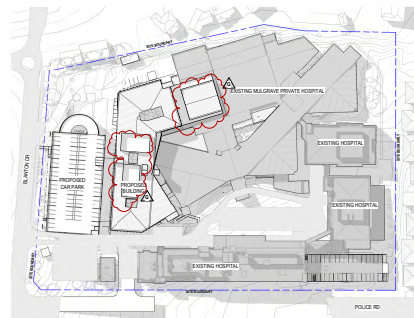
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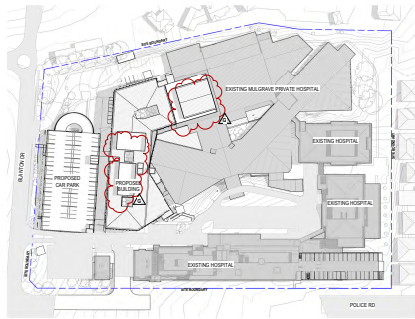
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TP\_030 Scale: 1:1000



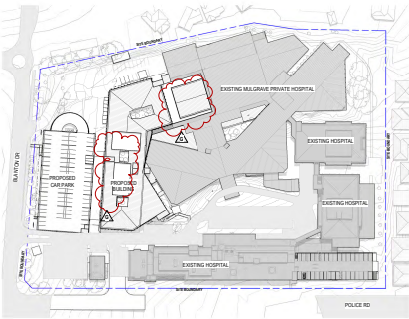
5 SHADOW DIAGRAM - 10th SEPT 12PM  
TP\_030 Scale: 1:1000



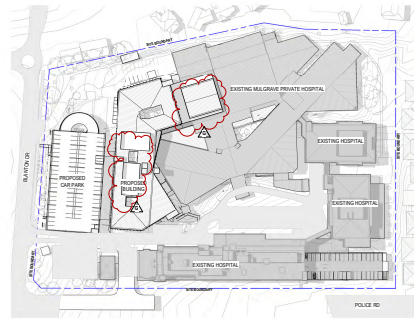
6 SHADOW DIAGRAM - 10th SEPT 3PM  
TP\_030 Scale: 1:1000



7 SHADOW DIAGRAM - 10th DEC 9AM  
TP\_030 Scale: 1:1000



8 SHADOW DIAGRAM - 10th DEC 12PM  
TP\_030 Scale: 1:1000



9 SHADOW DIAGRAM - 10th DEC 3PM  
TP\_030 Scale: 1:1000

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PROJECT NO: 9-22-0005 PROJECT DATE: JUN 2022 REASON FOR ISSUE: TOWN PLANNING

**STAGE 2B SHADOW DIAGRAMS**  
HEALTH CARE AND AU

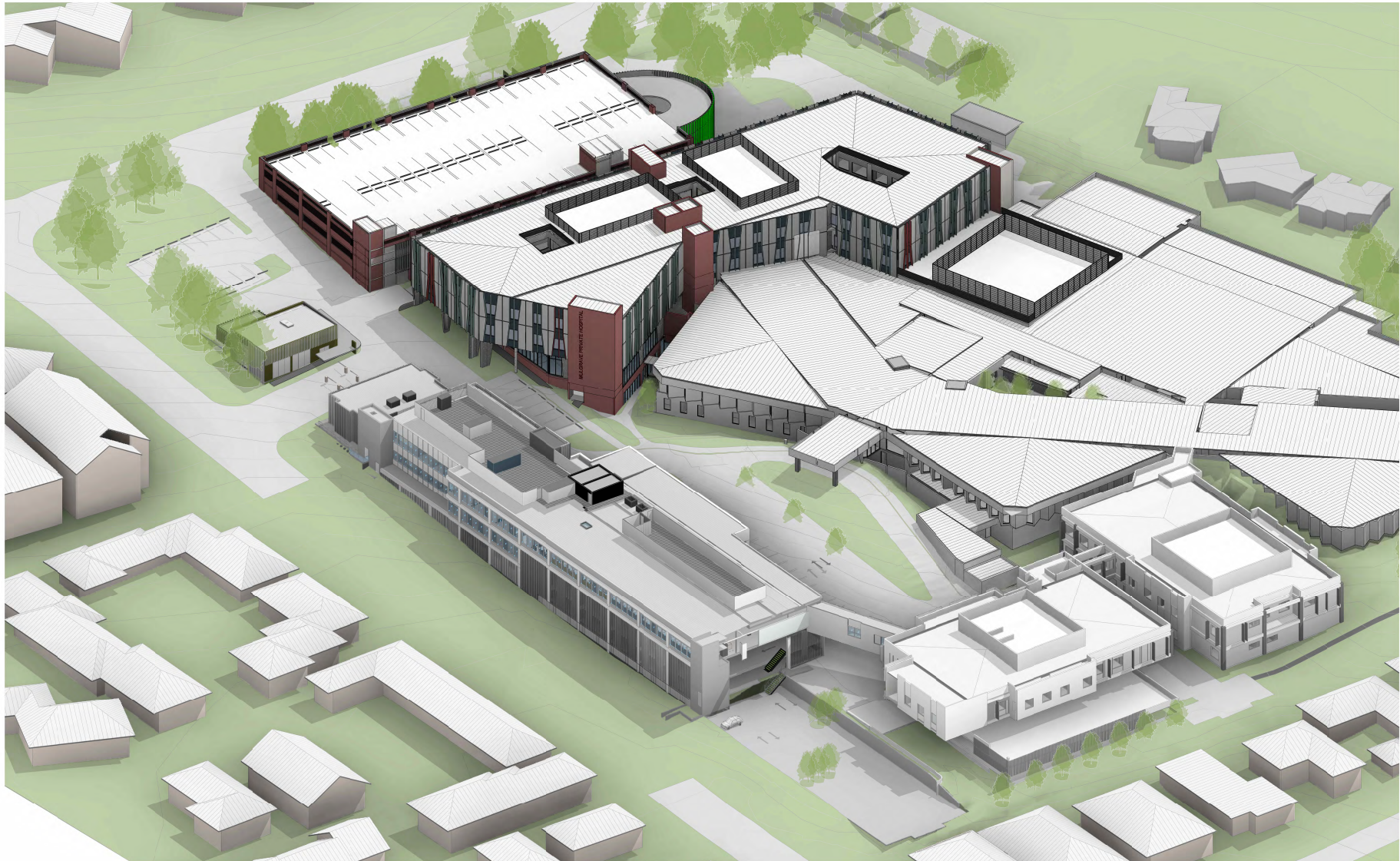
REVISION: G SHEET DATE: 28/02/2024 SCALE: 1:1000 @ A0

DRAWING NO:  
**TPS2B\_050**



28/02/2024 12:46:03 PM





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**STAGE 2B OVERALL AXO VIEW FROM SOUTH EAST**  
HEALTH CARE AND AU

REVISION:  
J

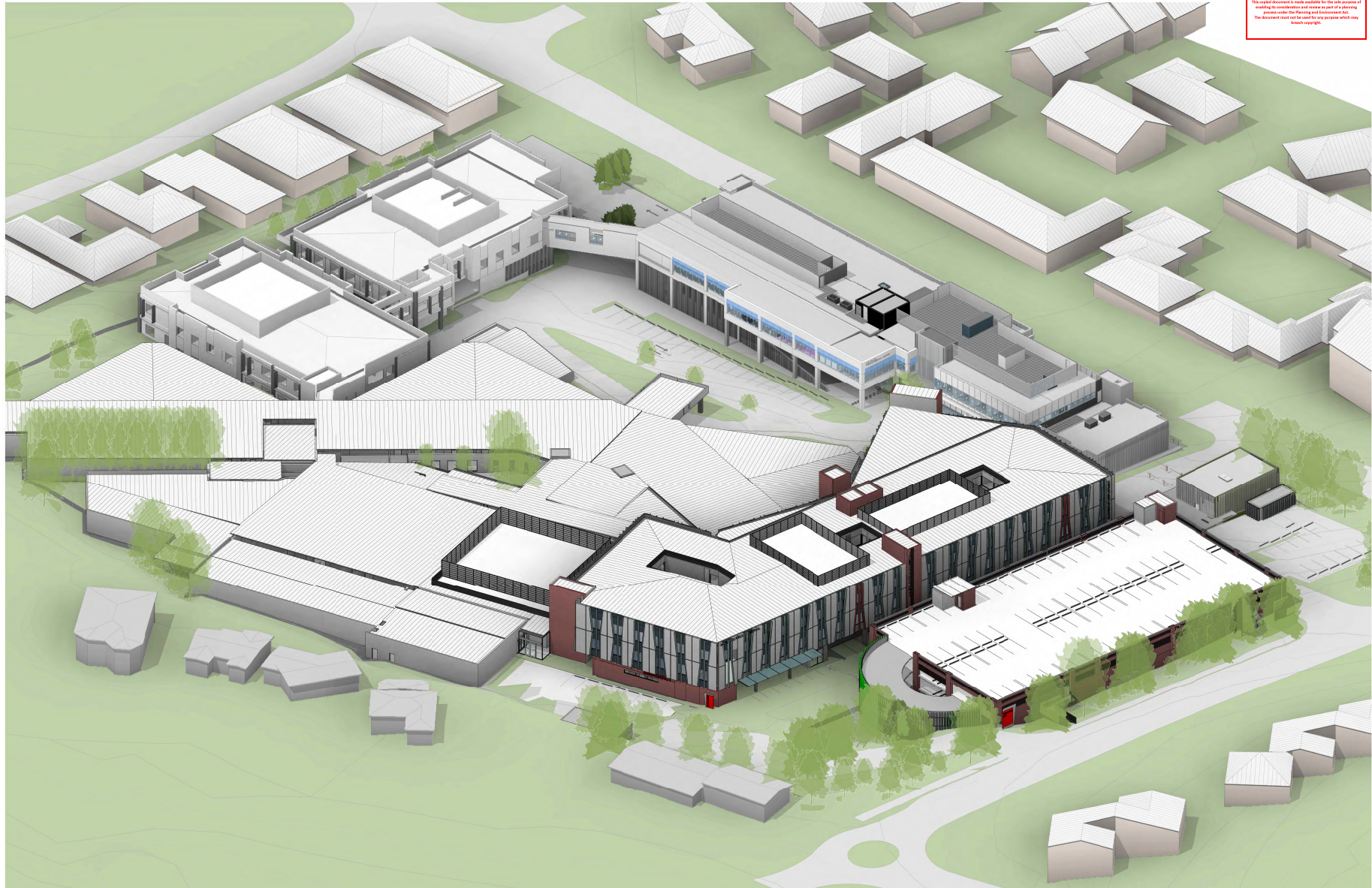
SHEET DATE:  
28/09/2023

SCALE:  
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05/09/2023 09:30 PM





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PROJECT DATE:  
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**STAGE 2B OVERALL AXO VIEW FROM NORTH WEST**  
HEALTH CARE AND AU

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K

SHEET DATE:  
28/09/2023

SCALE:  
@ A0

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**TPS2B\_061**

05/09/2023 10:14 PM





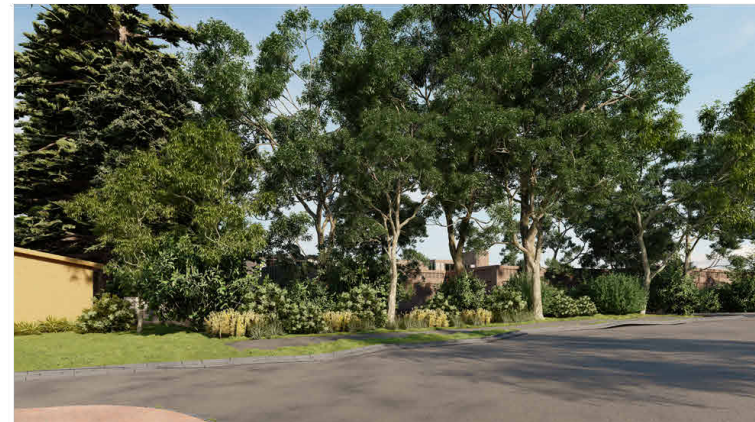
PERSPECTIVE IMAGE - 1



PERSPECTIVE IMAGE - 2



PERSPECTIVE IMAGE - 3



PERSPECTIVE IMAGE - 4

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TOWN PLANNING

**STAGE 2B PERSPECTIVE IMAGES**  
HEALTH CARE AND AU

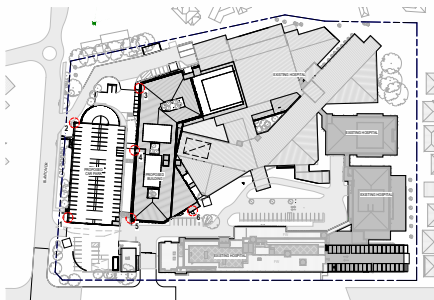
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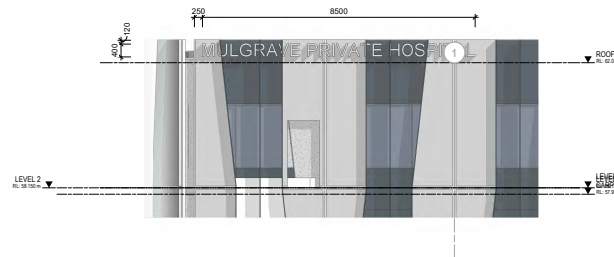
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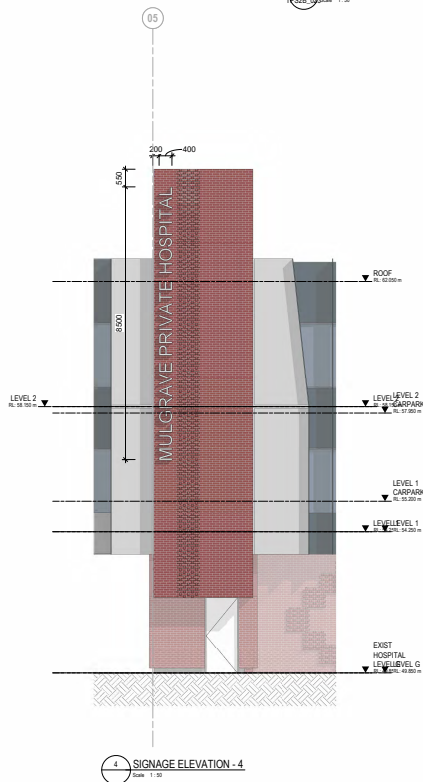
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Scale 1:50



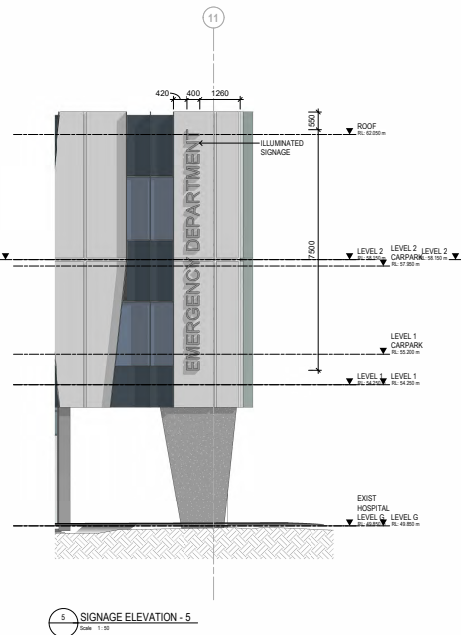
2 SIGNAGE ELEVATION - 2  
Scale 1:50



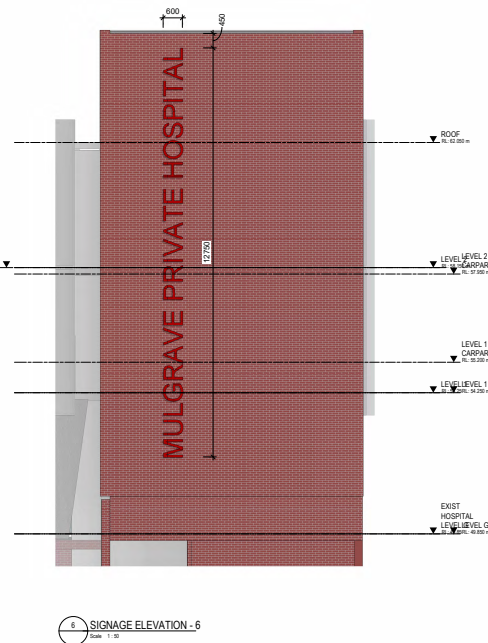
3 SIGNAGE ELEVATION - 3  
Scale 1:50



4 SIGNAGE ELEVATION - 4  
Scale 1:50



5 SIGNAGE ELEVATION - 5  
Scale 1:50



6 SIGNAGE ELEVATION - 6  
Scale 1:50

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**FEATURE SIGNAGE DETAIL**  
HEALTH CARE AND AU

REVISION: D SHEET DATE: 28/09/2023 SCALE: As indicated @ A0

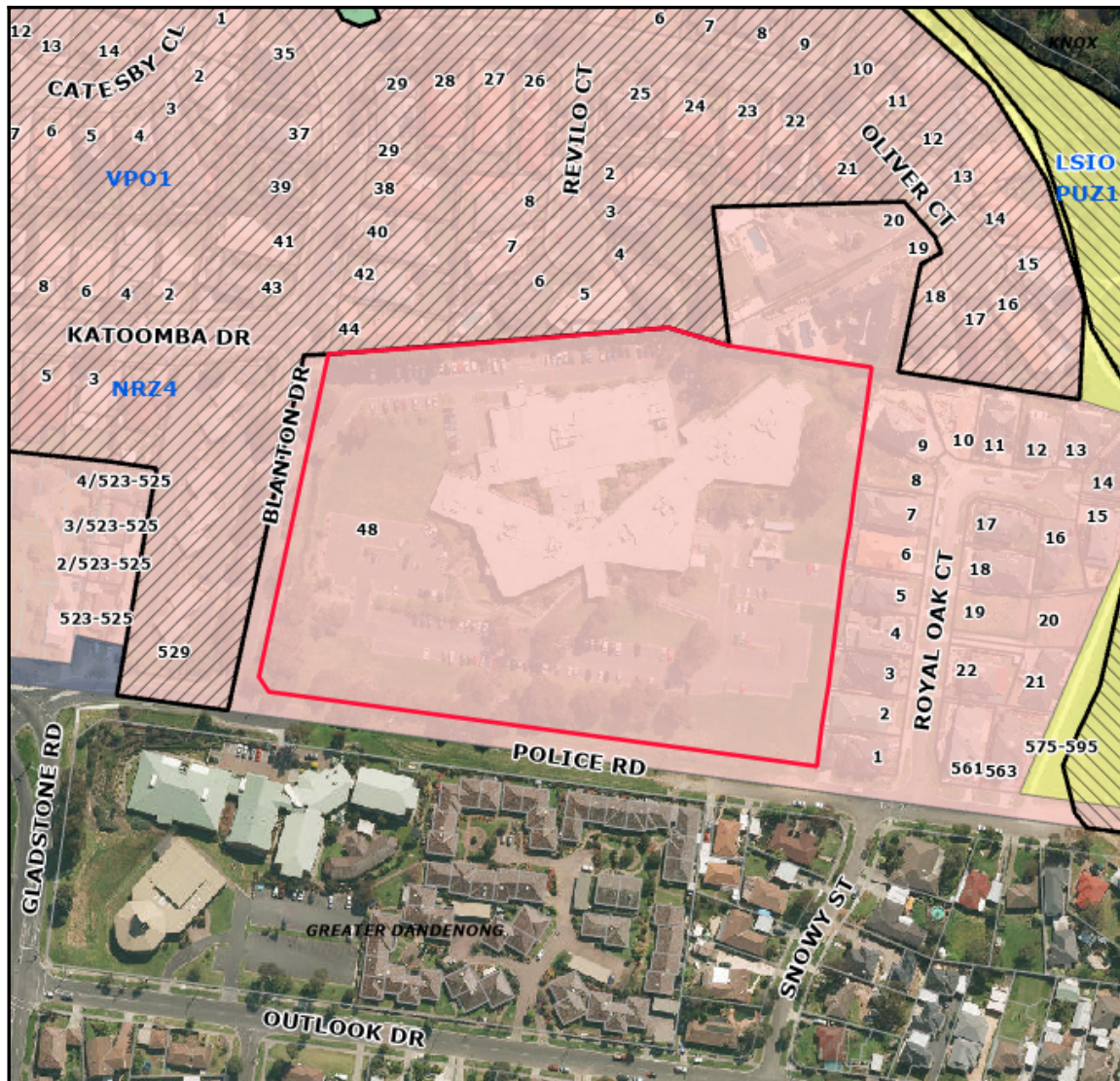
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10/09/2023 10:34 PM





## Planning Overlays and Zones



### Legend

#### Planning Zones

C1Z	GRZ10	GRZ7	MUZ2	PCRZ	PUZ4	RGZ1	SUZ3
C2Z	GRZ2	GRZ8	NRZ1	PPRZ	PUZ5	RGZ3	SUZ4
CA	GRZ3	GRZ9	NRZ2	PUZ1	PUZ6	RGZ4	SUZ5
CDZ1	GRZ5	IN1Z	NRZ3	PUZ2	PUZ7	RGZ5	SUZ6
GRZ1	GRZ6	MUZ	NRZ4	PUZ3	RDZ1	SUZ2	UFZ

#### Planning Overlays

DDO	EAO	IPO	NCO	PO
DPO	HO	LSIO / SBO	PAO	VPO

### Address

48 Blanton Drive MULGRAVE VIC 3170

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