

Youth Step Up / Step Down (SUSD) Service Balcatta

Development Application Report

October 2026

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Introduction

This development application is being submitted by Whitehaus Architects on behalf of the Mental Health Commission (MHC) and Department of Health (DoH) and is to facilitate the construction of a new Youth Step Up / Step Down Service on a site at 41-51 Morley Drive, Balcatta in the City of Stirling.

This application is to develop a short-term residential facility for young people experiencing mental health issues. The Youth Step Up / Step Down Service (Youth SUSD) contains residential units and associated infrastructure, include three interconnected buildings, landscaping and open areas, and on-site car parking. The design intends to offer a home-like character of accommodation, consistent with usual residential development. The design adopts a functional orientation to street and landscaping, with a low-key residential scale of form.

The construction value of the works is approximately $18,711,918. If approved by the end of 2026, the works are estimated to be completed ahead of 08 August 2028 (**Attachment 1 - Development Plans**).

Project Background

In 2021 the State Government announced an election commitment to develop a metropolitan Youth Step Up / Step Down (Youth SUSD) Service in Balcatta.

This service will accommodate a community-based service providing short-term, recovery focussed support in a home-like environment to young people experiencing mental health issues.

The project will develop 10 self-contained bedroom/bathroom units and adjacent building to support residential services with kitchen, dining and allied residential living activities, in addition to the provision of sessional specialist support services to support resident's needs.

Step Up / Step Down Service Description

The Youth Step Up/Step Down Service provides short-term residential mental health support for young people experiencing mental health issues. The Service offers a safe, supportive and home-like environment for young people who:

- **Step Up:** Need additional mental health support to stay well in the community and avoid hospital admission.
- **Step Down:** Are leaving hospital but need further support before returning to independent living in the community.

The Service will provide a combination of clinical and psychosocial supports, including mental health and practical support, counselling and individual and group programs tailored to each young person's needs.

Young people can stay for up to 28 days, with longer stays considered on a case-by-case basis depending on their individual needs and circumstances.

The aim is to help young people improve their wellbeing, build confidence and independence, and reconnect with family, friends, education, employment and their community.

Public Works

The proposed development is to be undertaken as public work under the *Public Works Act 1902*. The Mental Health Commission (MHC) as a public authority is exempt under Section 6 of the *Planning and Development Act 2005* from the requirement to obtain development approval for public works under the local planning scheme.

Section 6 exemption does not extend to the requirements of a Region Planning Scheme and as such, a development approval under the Metropolitan Region Scheme (MRS) is required for the works for the Youth SUSD project.

The Department of Housing and Works has been delegated authority in the determination of development applications for non-residential public works on zoned land and land reserved for public purposes.

Site Description

Location

The site is at 41-51 Morley Drive, Balcatta, within the City of Stirling (the City), located approximately seven kilometres north of the Perth CBD.

The site is on the northern side of Morley Drive and is 4839m^2 in area. The site is bounded by Residential areas to the west, north and east. It is currently undeveloped and cleared with the exception of two mature and significant non-native trees (Jacaranda and Norfolk Pine).

The current site aerial location plan is provided in **Attachment 2 – Aerial Location Plan**

Ownership & Tenure

The site encompasses four lots. Ownership and Title information for the lots is provided in Table 1 Below.

Lot on Plan	Certificate of Title	Address	Tenure
Lot 184 on Plan 31088	1301/258	41 Morley Drive, Balcatta	City of Stirling
Lot 171 on Plan 29567	1565/701	43 Morley Drive, Balcatta	City of Stirling
Lot 169 on Plan 29226	1277/178	49 Morley Drive, Balcatta	City of Stirling
Lot 170 on Plan 29226	1297/815	51 Morley Drive, Balcatta	City of Stirling

***Table 1**: Ownership and Title Information*

A copy of the relevant current Certificates of Title is provided in **Attachment 3 – Certificates of Title.**

The site is owned by the City of Stirling and will be leased to the MHC for the purposes of developing the Youth SUSD. The project is currently subject to an Agreement for Lease with the City of Stirling, with a Ground Lease Agreement to follow, after land amalgamation and DA approval. The City of Stirling have authorised the lodgement of the development application.

Conditional WAPC approval has been received to amalgamate the four lots into one lot to accommodate the development across the site.

No restrictive covenants or easements are identified on the Certificates of Title.

Built Development

The proposed Youth SUSD Service, with associated infrastructure, once developed will enable a 10-bed residential facility with external private courtyards, a reception and administration area and communal area car parking and service road access. The application also covers site preparation works. The buildings will be constructed in a central position in the site, with car parking to the west and outdoor areas to the east (refer to the **Attachment 1 – Development Plans**) setback from the lot boundaries with appropriate landscape buffers.

The full description of works proposed includes:

- Single-storey reception, administration and communal block comprising:
    - Reception;
    - Several offices and interview rooms;
    - Several store and infrastructure rooms;
    - Family function room;
    - First aid room;
    - Caretaker room;
    - Toilets: general and three universally accessible toilets;
    - Kitchens (2);
    - Quiet room;
    - Group dining room;
    - Living rooms (2);
    - Study zone; and
    - Plant enclosure.
- Single-storey residential unit block with service area comprising:
    - Four residential units with external courtyards, including two with a second bedroom intended for a family member and/or carer;
    - Two residential units designed to meet universal access (or disability)
    - design requirements, with external courtyards.
    - Several storerooms; and
    - Toilet.
- Single-storey residential units block comprising:
    - Four residential units with external courtyards.

- External Landscaped areas, including:
    - Central garden courtyard;
    - Communal outdoor areas and open spaces surrounding the central courtyard;
    - A central spine of trees running east-west; and
    - Native edge planting surrounding and providing a buffer between the site and surrounding land uses.
- 16 on-site parking bays with access aisles, configured as follows:
    - Five bay visitor carpark, including one ACROD bay; and
    - 11 bay staff carpark with secure gate, including one ACROD bay.
- three in-ground stormwater infiltration tanks.
- Replacement of a portion of fibro boundary fencing with Colorbond fencing.

Landscaping Site Development

The two existing mature trees, a 27.1 metre high Norfolk Island Pine Tree, and an 11.3 metre high Jacaranda Tree, are proposed to be retained as part of the proposal, with appropriate measures taken to minimise adverse impacts, including root zone protection during construction.

Nature and the positive experience of plants and animals can improve and support good mental health, A Landscaping Plan has been prepared for the proposal, with the design layout proposed to include:

- A central garden courtyard to offer a calming experience through the site,
- A tree spine and habitable open spaces on the eastern portion, and
- Native periphery planting forming a sound buffer from Morley Drive.

Appropriate consideration will be given to native planting and species fit for the area, and appropriate investigations have been conducted as to the effectiveness and appropriateness of the planting to provide positive outcomes.

Attachment 4 – Landscaping Plans and Materials Schedule

Site Considerations

Environment

Topography and Vegetation

The development site presently grades a 4m fall from 32m in the east to 28m in the west. The development design appropriately accommodates level change with earthworks establishing a relatively flat grade across the future building site. Finished heights are indicated to be from 32m in the east to 30m centrally, and across most of the development site, dipping to 29.5m in the west.

A Site Works Plan will ensure the trees are protected from damage during the construction period and for the duration of the development operation. Existing trees within the road reserve (outside of the project site area) will be protected to avoid impact by the proposed works.

Attachment 5 – Tree Survey and Attachment 1 – Development Plans

Stormwater Management

Stormwater management will be captured and discharged on-site via 3 below ground stormwater infiltration tanks, located under the carpark in the western portion of the site, and centrally within the central courtyards. The capacity is designed to cater for a 10% AEP event. In accordance with Water Sensitive Urban Design principles, a grated gully pit provides an overflow point to the surrounding landscaping and planting during larger events, forming natural basins to capture excess water flow for infiltration through the sandy soils.

Stormwater discharged into and within landscaped areas will be integrated with the landscape design to capture, contain and manage overflow during major rainfall events. This accords with good water sensitive urban design standards.

Attachment 6 – Drainage Layout Plan

Contamination

Site research indicates the site is not listed on the Department of Water and Environmental Regulation (DWER) Contaminated Sites Database; however, prior to commencement of works, a site survey will be undertaken to confirm there are no contaminants on the site.

A review of development records and a preliminary Geotechnical and Environmental summary confirmed there is some construction waste (from previous demolished structures) at about 0.5 to 1.0m depth within the southwest corner of the site. A thorough

survey and risk assessment is to be undertaken prior to site works to eliminate potential risk of exposure to hazardous materials such as asbestos.

Should works discover evidence of potentially contamination materials, these will be handled and disposed of in accordance with the appropriate Australian Standards and Health Department procedures.

Bushfire Risk

The proposed development is not within an identified bushfire prone area.

Acid Sulfate Soils

The site is mapped to be within an area of high to moderate risk of Acid Sulphate Soils (ASS) typical of the region, however, geotechnical investigation demonstrated imported sand fill as not considered ASS. Any future intrusive works will be subject to a due diligence contamination screen to verify absence of fill material or potential asbestos fragments. Prior to the commencement of site works, an acid sulphate soils assessment form and self-assessment procedure will be completed. Should this identify the need for further management, then an acid sulphate soils report and an acid sulphate soils management plan will be prepared, on the advice of the Department of Water and Environmental Regulation (DWER).

Where an acid sulphate soils management plan is required, all development will be carried out in accordance with the approved management plan.

Geomorphic Wetlands

The site is not within the boundaries of any wetlands as designated by the Department of Water and Environmental Regulation (DWER).

Heritage

State Heritage

The subject site is not identified on the State Register of Heritage Places.

Local Heritage

The subject site is not identified within the City of Stirling's Local Heritage Survey.

Aboriginal Cultural Heritage

There are no registered or lodged Aboriginal Heritage Sites within the site boundaries.

Access and Parking

A Transport Impact Statement (TIS) has been prepared by Shawmac (**Attachment 7 – Transport Impact Statement**) which provides an overview of the traffic impact from the development. The study assesses the impact of access to and from Morley Drive for the site based upon the proposal for 16 carparking bays, comprising of 5 on-site visitor parking bays to the west of the proposed building, and 11 on-site staff parking bays to the north of the visitor parking.

Access to the proposed parking area is facilitated via a crossover to Morley Drive. Access to the staff car parking will be facilitated by a secure vehicle gate within the internal road aisle.

The TIS indicates that 16 on-site parking bays, as proposed, is adequate provision for the proposed development. It also confirms proposed vehicle access location achieves the minimum required Safe Intersection Sight Distance and that the proposed development can be accommodated within the existing transport network without adverse traffic safety impacts.

The Statement conclusions are based on the proposed 10 units and maximum of nine staff, the minimum parking requirement is estimated to be 14 bays, with the provision considered adequate,

There are also public transport (bus) services along Morley Drive, with bus routes 998 and 999 servicing the service, via a stop located immediately to the south of the site, and another located opposite the site, approximately 40m to the south-east. Both bus routes have an approximate frequency of 15-30 minutes depending on the time of day. The buses connect to the Stirling Train Station via Karrinyup Road, approximately 3.5km to the west, and to Morley Bus Station along Morley Drive, approximately 7.6km to the east.

Approximately 500 m to the east, along Wanneroo Road, bus routes 384, 386, 388, 389 provide additional connections to Perth Busport, Warwick Station, Mirrabooka Bus Station, Wanneroo and to Kingsway City Shopping Centre.

Utilities

An existing Water Corporation Sewer main is located in the northern portion of the site, running parallel to the northern site boundary. Prior to the commencement of site works, liaison with Water Corporation will be undertaken to upgrade the existing sewer junction connection. No building works are proposed within the vicinity of the existing sewer, with low to moderate height landscape planting proposed in the adjacent corridor above the sewer.

A Cable Ground-Stay linked to existing Western Power Overhead Distribution Powerlines is noted in the south-eastern corner of the lot however the development will not impact this, with the development in the vicinity limited to landscaping only, with no built form proposed in this area.

Waste

A Waste Management Plan has been prepared for the operation of the service, and this considers waste generation rates and volumes and identifies procedures and design considerations for the bin storage area and waste collection. The plan indicates that the proposed bin storage area provides sufficient capacity to meet estimated waste generation volumes, and that collection of waste can be completed from the proposal.

Attachment 8 – Waste Management Plan

Planning Framework

Metropolitan Region Scheme

The subject is zoned Urban under the Metropolitan Region Scheme. It is considered that the residential facilities are an acceptable land use under the Urban zone.

Matters to be Considered

As a public work, the proposal is to be considered and assessed under clause 43 of the MRS which requires the decision maker to have regard to in the determination of a development application. The matters identified under the clause have been considered in the development of this proposal with specific consideration of relevant issues following:

***Table 2**: Assessment against clause 43 of the MRS*

Matters to be considered by the Commission	**Consideration**
(a) the purposes and aims of this Scheme and any relevant local planning schemes in operation within the metropolitan region;	Addressed in detail in the following section.
(b)(i) any relevant proposed amendment to this Scheme or proposed replacement Scheme for which advertising has commenced under section 43 of the Act;	N/A
(b)(ii) any relevant proposed local planning scheme or proposed amendment to a local planning scheme for which advertising has commenced under section 84 of the Act;	N/A
(c) any State planning policy (SPP);	*SPP5.4: Road and Rail Noise*. Appropriate acoustic investigations have been completed in line with policy. Addressed in detail in the following section. *SPP 7.0: Design of the Built Environment*. Preliminary design advice from the Government Architect of WA (GAWA) has been addressed in detail in the following sections.

(d) any environmental protection policy approved under the EP Act;	N/A
(e) any policy or strategy of the Commission, including any region planning scheme policy or district structure plan that is in force;	N/A
(f) any policy adopted by the Government	N/A
(g) the local government's local planning strategy in respect of a local planning scheme, as endorsed by the Commission under the Planning and Development (Local Planning Schemes) Regulations 2015 regulation 15(1) and amended from time to time;	City of Stirling Local Planning Strategy (2019). Addressed in detail in the following section.
(h) for reserved land, the public purpose for which the land is reserved;	N/A
(i) the conservation of any place that is a heritage-protected place;	N/A
(j) the compatibility of the development with its setting;	The development is located within a wider residential area. Consideration has been given to design to reflect the wider built form characteristics and minimise impacts.
(k) any social issues that may affect the amenity of the locality;	Consideration has been given to operation of the service, and the target demographic of users to ensure minimal impact on the locality amenity with deal with potential social issues.
(l) the cultural significance of any place or area affected by the development;	N/A
(m) the likely effect of the proposal on the natural environment and any means that are proposed to protect, or to mitigate impacts on, the natural environment;	No impact to an already disturbed site. Design provides for existing on-site trees to be retained and protected for incorporation with landscape plan. Root zones and canopy are to be protected.

(n) whether the land to which the application relates is unsuitable for the proposal because it is, or is likely to be, subject to flooding, tidal inundation, subsidence, landslip, bush fire or other similar risk;	The land is considered suitable, because it is zoned appropriately, and the design proposed has been informed by environmental investigation and site-responsive design to meet accepted standards (e.g.: BCA, WSUD).
(o) the preservation of the amenity of the locality;	The proposed use is a low intensity residential service with screening from frontages. The resulting amenity will be consistent with existing outcomes.
(p) the relationship of the proposal to development of adjoining land or on other land in the locality, including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the proposal;	An investigation has been completed into the surrounding development appearance with considerations implemented into the design to reflect the surrounding locality. The massing and bulk of the buildings are considered to reflect and therefore blend with the residential setting and overall design characteristics.
(q) whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles;	A Traffic Impact Statement is prepared for the proposal. This identifies that the key dimensions of the proposed parking layout comply with minimum Australian Standards and access requirements and are appropriate for the type and volume of vehicles associated with the use of the service.
(r) the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The development is proposed to result in approximately 9 vehicle movements per hour during peak hours, therefore is of negligible impact on Morley Drive which is a high-volume route. There will be no change to existing impacts of the local road network.
(s) whether public transport services are necessary and, if so, whether they are available and adequate for the proposal;	The location is serviced by existing high frequency buses, routes 998 and 999 along Morley Drive, with an approximate frequency of 15-30 minutes depending on the time of day, which is considered adequate for the proposal. Additional bus routes are located approximately 500m to the east of the development.

(t) whether public utility services are available and adequate for the proposal;	There has been no indication of any constraints, however further consultation will be undertaken with service providers for upgrade requirements to be made as and if necessary.
(u) whether adequate provision has been made for access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);	Toilets and amenities have been provided within the service to meet BCA and expected number of residents and visitors to the service. Provision is considered to be adequate for the proposed land use.
(v) whether adequate provision has been made for access by disabled persons;	The proposed design references BCA standards for this classification of building. It has considered accessibility, with provision for ramps and accessible areas and facilities, including parking, throughout.
(w) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	A Landscape Concept Plan has been prepared for the project and proposes extensive planting as part of a functional and aesthetically appropriate design response to the site and intended service operation. The two existing on-site mature trees are being retained and protected.
(x) whether the proposal is likely to cause soil erosion or land degradation	A site works management plan will apply appropriate measures for stormwater and soil management to ensure no negative impact on soil erosion or land degradation.
(y) the potential loss of any community service or benefit resulting from the development approval;	Nil. Redevelopment of a vacant and disused site.
(z) any relevant submissions received on the application;	Addressed during the processing of the development application.
(za) any recommendations received from a local government under clause 37(3);	Consultation with the City has been completed with the proposal being supported at officer level. Addressed in detail in the following section.
(zb) consultation under clause 44(1);	Pre-consultation completed with the Government Architect of Western

	Australia (GAWA). Addressed in detail in the following section.
(zc) any advice of the Trust under clause 45(4);	N/A – site not located within lands under the authority of the Swan and Canning River Trusts.
(zd) any other development consideration the Commission considers relevant.	No additional issues.

Local Planning Scheme and Strategy

The site is zoned as Residential under the City of Stirling Local Planning Scheme No. 3 (LPS 3), which controls the permissible range of uses within the zone.

Due to the nature of the proposal, there is no precise category under which to define this hybrid use proposal under LPS 3. Although there is a residential component to the proposed operation of the service, elements of the proposed use fit the category of Institutional Building in LPS 3 and offer the closest alignment with the proposal. Institutional Building is a non-permitted use under the scheme (noting however this broad definition which can include a wide range of different types of use and development for example hospitals or similar major health facilities of a non-residential scale).

The City of Stirling is currently reviewing the LPS 3 and has an adopted draft Local Planning Scheme No. 4 (LPS 4) which is therefore a seriously entertained planning intention. The adopted draft LPS 4 has previously undergone community consultation from October 2024 to January 2025, with the Council resolving in June 2025to support progress of draft LPS 4. Considering draft LPS 4 therefore as highly relevant, the proposal most closely aligns with an Independent Living Complex, and this is a use permitted within the zone by the draft Scheme. This report maintains the proposal is consistent with the current planning intent expressed in the draft LPS4 and is also sympathetic to surrounding use.

The City's Local Planning Strategy (LPS) was endorsed by the Western Australian Planning Commission in October 2019 and is due for replacement. The LPS identifies the site on the periphery of a neighbourhood centre, which itself has a variety of uses. For these reasons the proposal is considered consistent with the local strategic framework and intent for the area.

State Planning Policies

State Planning Policy 5.4 – Road and Rail Noise

The subject site is within trigger distance of a strategic freight and/or major traffic route, Morley Drive, as defined in State Planning Policy 5.4 – Road and Rail Noise (SPP5.4). An acoustic assessment has been prepared **(Attachment 9 – Acoustic Report**), which considers SPP 5.4 and identifies that based on the on-site measured noise levels and development plans, the residential component of the development is located at the rear of the site and is effectively screened by the front administration building. Accordingly, outdoor noise levels at the residential areas are expected to be significantly reduced, and

no mitigation measures in accordance with the SPP 5.4 guidelines are anticipated to be required.

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0: Design of the Built Environment (SPP7.0) is the lead planning policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review, and decision-making process for planning proposals. Table 2 provides an assessment against the ten design principles of SPP 7.0.

***Table 2**: Assessment against Schedule 1 - Design Principles of SPP 7.0*

Design Principle	Justification
1. Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The proposed design of the Youth Step Up / Step Down Service responds to the established residential character of Balcatta and its neighbourhood through a predominantly single-storey built form, domestic scale, articulated roof forms and landscaped setbacks. The design integrates with the surrounding suburban context as part of the design intent to support a therapeutic residential environment for young people. The design maintains a low-impact presence with materiality and simple design which is consistent residential with the local residential context. This contributes positively to the local sense of place and belonging.
2. Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The Landscape design elements inform the overall purpose of the design, centred around a landscaped courtyard, to be the focus of the social and environmental heart of the service. Existing mature trees are retained, and supplemented by native planting, productive gardens, shaded outdoor spaces to promote user wellbeing and ecological performance.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The development design comprises a series of low-scale pavilion forms arranged around a central courtyard. Building massing is broken into smaller elements with articulated rooflines to reduce perceived bulk and maintain compatibility with surrounding residential development. The predominantly single-storey form ensures the

	development sits comfortably within the existing streetscape.
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*	The service has been designed to efficiently support operational requirements while providing a safe, human and recovery-focused environment. Functional zones clearly separate administration, communal facilities, accommodation and service areas. The design incorporates universal accessibility, passive supervision opportunities, durable construction materials and flexibility to support long-term operation.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The project incorporates a range of environmentally sustainable design initiatives targeting a 4-Star Green Star equivalency pathway. Measures include rooftop solar PV provisions, high-efficiency water fixtures, low-carbon materials, low emission finishes, stormwater quality and quantity management systems, energy monitoring and enhanced building fabric performance exceeding NCC baseline requirements.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The design prioritises occupant wellbeing through access to natural light, cross ventilation, landscaped outlooks and private outdoor spaces. Residential units are self-contained and supported by communal indoor and outdoor facilities. Acoustic considerations, privacy measures and landscaped buffers contribute to a comfortable and healthy environment for residents, staff and visitors.
7. Legibility *Good design results in buildings and places that are legible, with easily identifiable elements to help people find their way around.*	The central courtyard planning arrangement creates a highly legible environment with clear orientation, hierarchy of spaces and circulation routes and visual connections throughout the site. Design elements incorporating a clearly identifiable entry, covered walkways, passive wayfinding cues and logical functional zoning assist residents, visitors and staff in navigating the service with ease.
8. Safety *Good design optimises safety and security, minimising the risk of*	Safety is an essential consideration and has been integrated throughout the design through passive surveillance, controlled access points, clear sightlines and CPTED principles. The administration building provides oversight of key

personal harm and supporting safe behaviour and use.	arrival and circulation areas, while security systems, CCTV, access control, nurse call systems and secure boundaries support the safety of residents, staff and visitors.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The service has been developed through extensive consultation with stakeholders, youth representative groups, service providers and government agencies. The design provides a supportive community based environment that encourages social interaction, recovery and connection while remaining sensitive to the surrounding residential neighbourhood and broader community context.
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The architectural expression promotes a welcoming, yet low-key non-institutional character consistent with a residential setting. This has been reinforced with a restrained palette of light-toned masonry, warm textural finishes, articulated roof forms, landscaped gardens and human-scaled elements, along with appropriate lighting, create an attractive and therapeutic environment that supports dignity, comfort and wellbeing for the occupants and neighbourhood.

Pre-Lodgement Engagement

Government Architect of Western Australia (GAWA)

GAWA was consulted to provide design advice in alignment with State Planning Policy 7.0 (SPP7.0). GAWA advised that they were broadly supportive of the proposal and acknowledged the depth of investigation in Context and Character.

Following the preliminary consultation with GAWA, several design changes were required. The design changes were developed to optimise the overall project cost benefit and improve alignment with the Mid-Year Review Budget Submission, while maintaining the required functionality, performance, and compliance outcomes of the service.

The key changes included a reduction in building footprint (floor area), simplification of external works through the replacement of some integrated landscape elements with more conventional and practical hardscape and softscape treatments, simplified design by reduction of brick archway features, and the redesign of private courtyard areas.

Collectively, these changes provide a more cost-effective design solution by minimising impact on operational costs and requirements, yet retaining positive user outcomes, and the overall intent of the project.

City of Stirling

Preliminary consultation with the City indicates support for the development of the Youth SUSD Service on the site. Discussions with the City's Planning Department in April 2026 indicated no major issues relating to the proposal, though with key areas to consider including;

- Accuracy of renderings to reflect Morley Drive;
- Removal of rendered street embayments on Morley Drive;
- Consideration of relationship with surrounding land uses;
- Plant and equipment screening;
- Vehicle turnaround;
- State Planning Policy 5.4;
- Frontage and interface;

Appropriate consideration has been given to the City's advice informed with appropriate documentation supplied with this Development Application.

Conclusion

The proposal provides for a new Youth Step Up / Step Down Service which aims to facilitate short-term mental health support for young people, providing access to a range of services and assisting in transitions to daily routines.

The project is generally consistent and in alignment with the relevant State and Local planning and strategic frameworks. The design thoughtfully responds to the intended purpose as well as surrounding uses and forms.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed design and development for the site. Accordingly, we request favourable consideration by the Department of Housing and Works.

Attachments

Attachment 1: Development Plans

Attachment 2: Aerial Location Plan

Attachment 3: Certificates of Title

Attachment 4: Landscaping Plans

Attachment 5: Tree Survey

Attachment 6: Drainage Layout Plan

Attachment 7: Transport Impact Statement

Attachment 8: Waste Management Plan

Attachment 9: Acoustic Report