

# RESPONSE TO SUBMISSIONS

LANG WALKER AO MEDICAL RESEARCH BUILDING – MACARTHUR

SSD-17491477

MARCH 2022

# PURPOSE OF THIS DOCUMENT

This report has been prepared in response to submissions for the State Significant Development Application for the new Lang Walker AO Medical Research Building – Macarthur, SSDA no. SSD-17491477. This report has been prepared by BVN Architecture Pty Ltd with input from relevant other organisations and disciplines. It is to be read in conjunction with accompanying appendices and reports.

## DOCUMENT CONTROL

REVISION	DATE	DESCRIPTION
1	18/02/2022	DRAFT
2	21/02/2022	DRAFT
3	11/03/2022	DRAFT
A	18/03/2022	REVISION A
B	23/03/2022	REVISION B

## ACRONYMS AND ABBREVIATIONS

AHFG	Australasian Health Facility Guidelines
CCC	Campbelltown City Council
DPIE	Department of Planning, Industry and Environment
EDB	Electrical Distribution Board
EIS	Environmental Impact Statement
EOTF	End of Trip Facilities
ESD	Environmentally Sustainable Design
FDB	Functional Design Brief
FFL	Finished Floor Level
FFE	Furniture, Fixtures and Equipment
GANSW	Government Architect NSW
HI	Health Infrastructure
ICT	Information and Communications Technology
IIAMR	Ingham Institute for Applied Medical Research
KUG	Key User Group
LGA	Local Government Area
LWMRB	Lang Walker AO Medical Research Building
MCS	Macarthur Clinical School
MMRC	Macarthur Medical Research Centre
PWG	Partners Working Group
RFI	Request for Information
SDRP	State Design Review Panel
SID	Safety in Design
SOA	Schedule of Accommodation
SSDA	State Significant Development Application
SWSLHD	South West Sydney Local Health District
UNSW	University of NSW
VIA	Visual Impact Assessment
WSU	Western Sydney University

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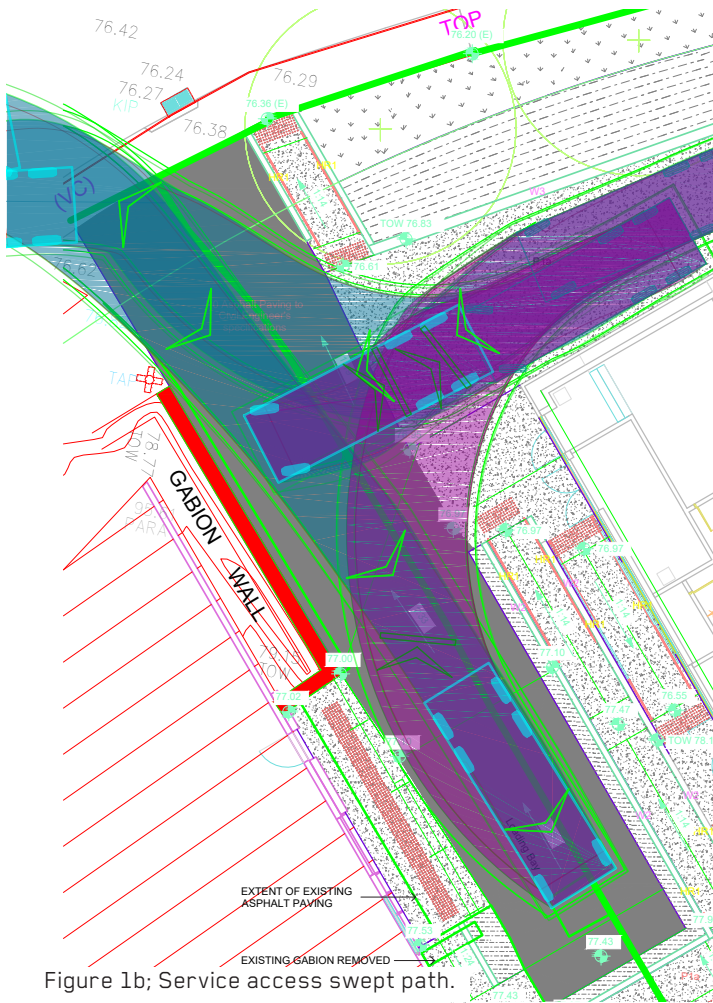
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# 1. MASTERPLAN



# 1.1 SERVICE VEHICLE ACCESS

FEEDBACK	
CAMPBELLTOWN CITY COUNCIL (CCC)	RESPONSE
Council is of the view that the proposed loading area facing Parkside Crescent would not be the best location for loading from an aesthetic perspective. Council would appreciate if the loading area could be relocated so that it would not be visible from Parkside Crescent. The opportunity for the loading bay to be accessed from within the hospital site should be pursued, as this is a “back-of-house” activity that should not be located between the building and the street.	The location of the loading bay has been adjusted to sit in the area indicated in Figure 1a. The hardstand area previously indicated as the loading bay must remain in order to facilitate the turning circle of waste management vehicles shown in the swept path on Figure 1b. The through site link has been retained through the use of ramps and walkways.
From a traffic management perspective, additional driveway access from Parkside Crescent should be avoided, as this would result in reduced on-street car parking, and would negatively impact on the safety of all road users. As stated above, the opportunity for the loading bay to be accessed from within the hospital site should be pursued.	Refer Figure 1a for location of new loading bay and Figure 1b for Service vehicle Swept Path.  No additional driveway access is proposed. Driveway access between the proposed LWMRB site and Macarthur Clinical School (MCS) exists currently.  Refer to Figure 1b for proposed loading access to the LWMRB, updated to incorporate ‘right in only’ access and ‘left out only’ egress. In this scenario existing on-street parking is not impacted.



# 1.2 TRANSPORT

FEEDBACK	
DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT (DPIE)	RESPONSE
An indicative layout plan is to be submitted showing the location and walking distances to the research centre's assigned standard and mobility impaired parking spaces. In addition, access routes from mobility impaired car spaces must also confirm that direct travel paths and suitable gradients are provided to future staff and visitors.	<p>The regular car spaces dedicated to LWMRB staff and patients are located in the CP2 area (right in Figure 2a) whilst the mobility impaired car spaces are located in front of the MCS (below in Figure 2b).</p> <p>The mobility impaired spaces are located approximately 66m away from the entry at Village Green whilst the regular car spaces sit 170m from the Village Green Entry.</p> <p>The confirmation of the location for dedicated LWMRB Mobility Impaired parking has resulted in a reduction of one (1) car space from the overall provision as outlined in "21-3113-04 ptc. MMRC - Transport and Accessibility Impact Assessment. pdf" included in the SSDA submission. This is still deemed to be acceptable by PTC as it is a minor change.</p>
Details are to be provided of the access arrangements, drop-off zone(s) and estimated frequency of university shuttle bus services.	<p>Allocation of the Drop-off Bay will mean the removal of 1 (one) existing on street parking space. Refer Figure 3.</p> <p>Shuttle Bus Operating hours and Frequency (Autumn/Spring Semester, 2022):</p> <p>Operating Hours: 0700-2230 weekdays Frequency: Approximately 30mins</p> <p><a href="https://www.westernsydney.edu.au/campus_safety_and_security/security/accessibility_transport_parking/shuttle_bus_timetable">https://www.westernsydney.edu.au/campus_safety_and_security/security/accessibility_transport_parking/shuttle_bus_timetable</a></p>

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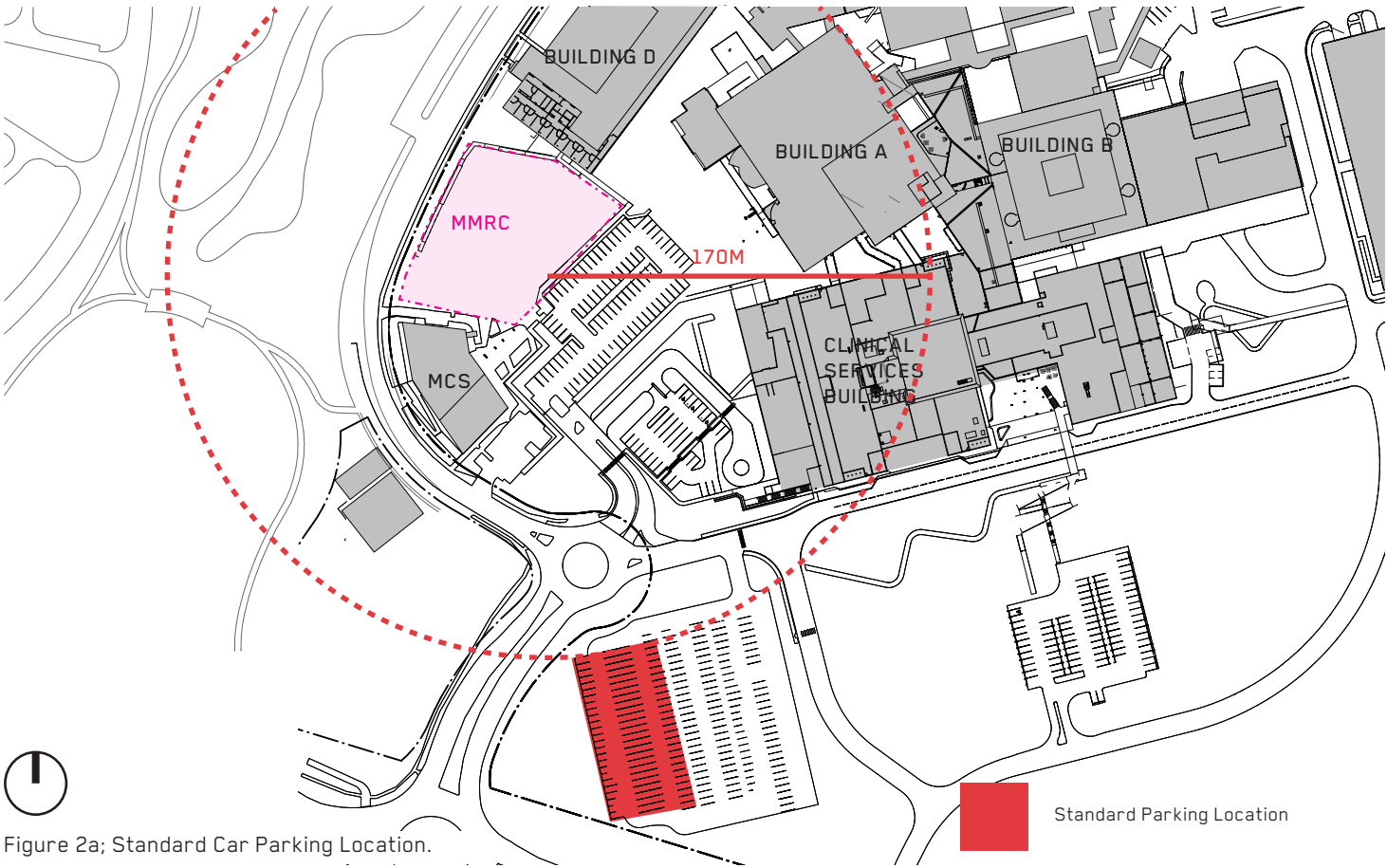


Figure 2a; Standard Car Parking Location.

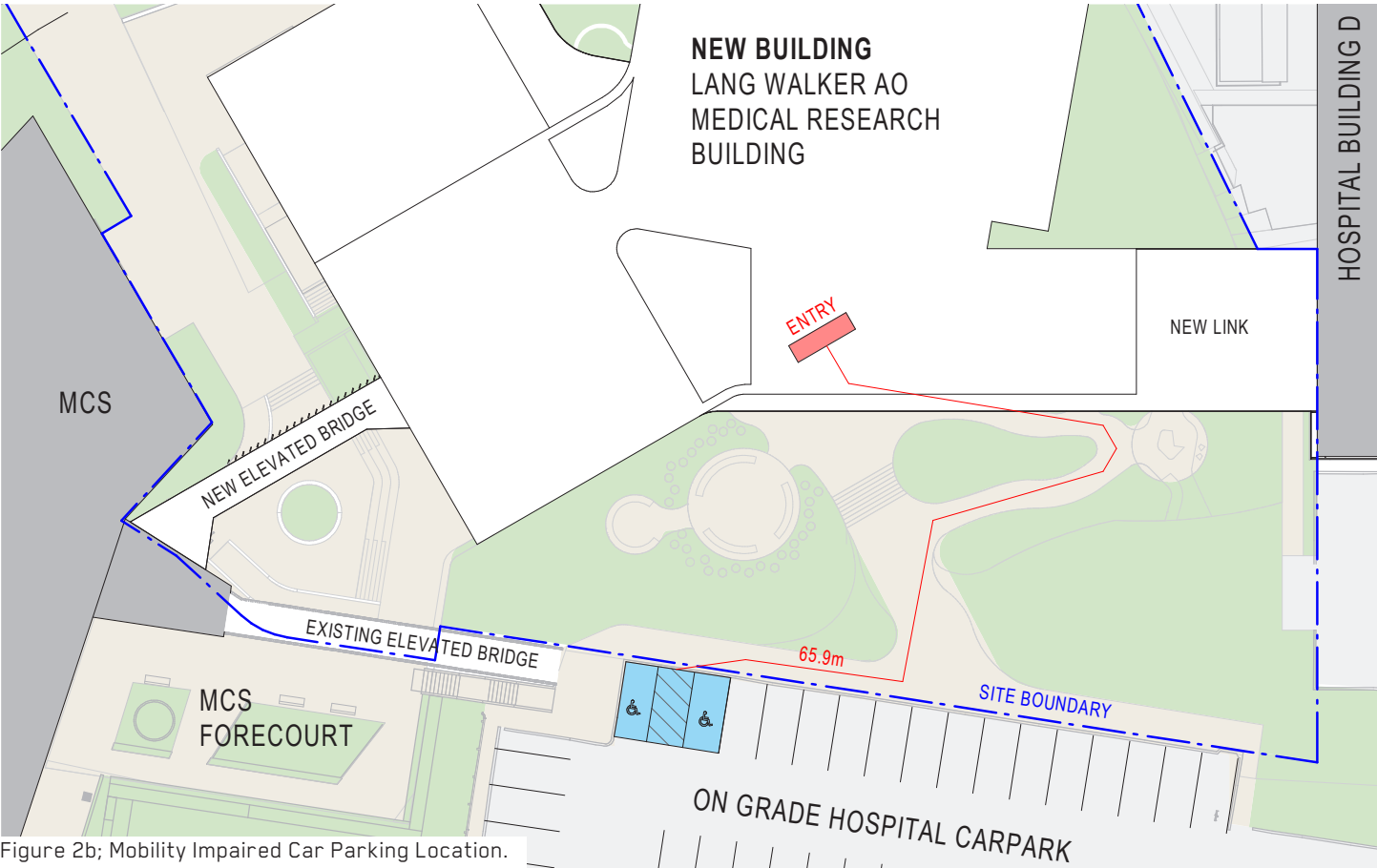


Figure 2b; Mobility Impaired Car Parking Location.

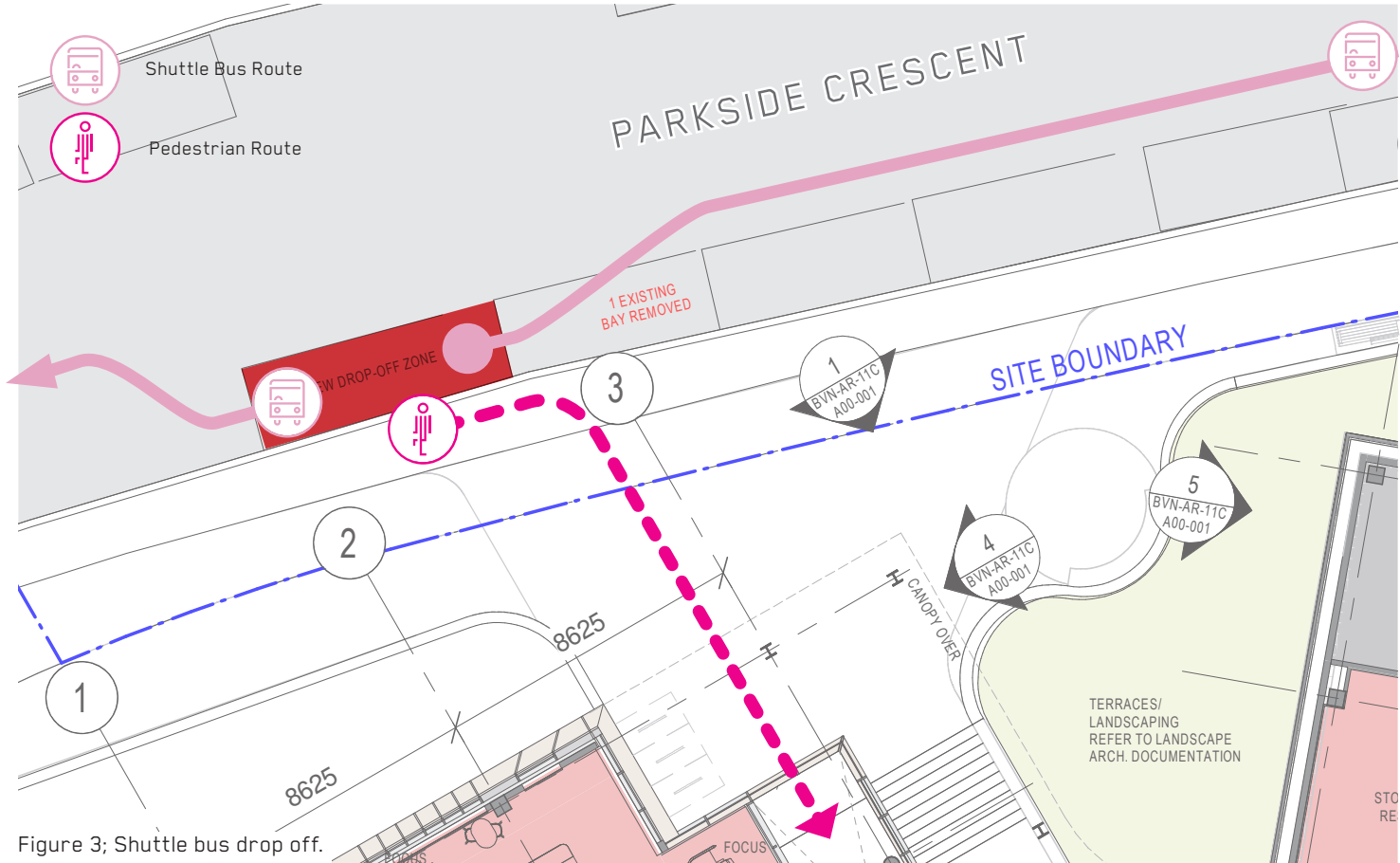


Figure 3; Shuttle bus drop off.

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## 2. ARCHITECTURAL DESIGN



# 2.1 MASONRY BASE

FEEDBACK	
CAMPBELLTOWN CITY COUNCIL (CCC)	RESPONSE
An improvement in the appearance of the lower sections of the west-facing façades of the proposed building would be welcome, specifically the southern part of level lower ground 02 and the northern part of level lower ground 01. These parts of the building generally contain street-facing walls that are somewhat blank. If the nature of the floor space adjoining these walls precludes activation and visual transparency, Council would appreciate the walls being enhanced architecturally to provide visual interest in this highly visible location.	<p>Due to the split plant strategy (locating plant at both roof level and the lower two levels) adopted for efficiency, there are areas on Levels LG2 and LG1 that are necessarily solid. A brick with significant natural colour variation and an inherently textured surface has been selected to maximise interest. In addition, a textured pattern is proposed to the brick. Refer to Figures 4 and 5 for examples.</p> <p>There may be an opportunity to incorporate the design of the textured pattern in the brickwork as part of the art strategy.</p>



Figure 4: Textured Masonry, Maitland Hospital, BVN



Figure 5: Textured Masonry, RPW Hospital, BVN

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## 3. LANDSCAPE

# 3.1 BIKE PARKING

FEEDBACK	
DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT (DPIE)	RESPONSE
B. Amended plans are to be submitted displaying the location of visitor bicycle storage racks in vicinity of both the Parkside Crescent entrance and village green entrance.	Refer Appendix A, Page 2 for location of additional Bicycle Parking.

**SSDA Transport and Accessibility Impact Assessment (20 October 2021), prepared by PTC:**

“4.3.2 Cyclist facilities

Like walking, cycling is only likely to be an attractive mode share for staff members who live within relatively close distance to the campus. Surveys conducted in July 2017 indicate that no staff members cycle to the Hospital, and 0.4% of other hospital-users bicycle/motorcycle to the Hospital.

The site is reasonably accessible to bicycles from all directions, due to generous road width with hard shoulders in the locality; however, the area is reasonably hilly which may deter staff from cycling. The only dedicated cycle paths are from the north, on Narellan Road and Oxley Street. Figure 12 shows possible cycle routes around the site.”

# 3.2 RURAL FIRE SERVICE

FEEDBACK	
RURAL FIRE SERVICE (RFS)	RESPONSE
E. Landscaping within the required asset protection zone must comply with Appendix 4 of Planning for Bush Fire Protection 2019. In this regard, the following principles are to be incorporated:	-
A minimum 1 metre wide area (or to the property boundary where the setbacks are less than 1 metre), suitable for pedestrian traffic, must be provided around the immediate curtilage of the building;	A 600mm setback had been agreed on the 14/10/21 by Blackash Bushfire Consultants. Increasing the setback will impact on planting quantities and overall planting design.  The site is greater than 67m from adjoining bushfire prone land and is a low bushfire risk. There are no requirements within RFS documents that stipulate a 1m wide area and therefore the 600m provides access for pedestrians and fire fighters.
Planting is limited in the immediate vicinity of the building;	A 600mm gravel setback ensures planting isn’t located in the immediate vicinity of the building.
Planting does not provide a continuous canopy to the building (i.e. trees or shrubs are isolated or located in small clusters);	Trees & shrubs have been strategically placed to avoid large clusters of continuous canopies.
Landscape species are chosen to ensure tree canopy cover is less than 15% (IPA), and less than 30% (OPA) at maturity and trees to not touch overhang buildings;	Trees and planting has been provided to meet IPA requirements. Ongoing management will ensure IPA is maintained to the life of the development.
Avoid species with rough fibrous bark, or which retail/shed bark in long strips or retain dead material in their canopies;	Acacia Binervia and Banksia Ericifolia have been removed from the landscape documentation and replaced with suitable species not containing rough fibrous bark.
Use smooth bark species of tree species which generally do not carry a fire up the bark into the crown;	There is a selection of smooth barked tree species which have been used in our planting design ie. Angophora costata, & Corymbia maculata.
Avoid planting of deciduous species that may increase fuel at surface/ground level (i.e. leaf litter);	All tree species selected are evergreen.
Avoid climbing species to walls and pergolas;	Climbing species have been used only on the small retaining wall located approx. 2.5m away from the building.
Locate combustible materials such as woodchips/mulch flammable fuel stores away from the building;	A 600mm gravel setback ensures combustible materials aren’t located in the immediate vicinity of the building.
Locate combustible structures such as garden shed, pergolas and materials such as timber garden furniture away from the building; and	Any combustible materials are no less than 600mm from the building.
Low flammability vegetation species are used.	Vegetation species selected are suitable.

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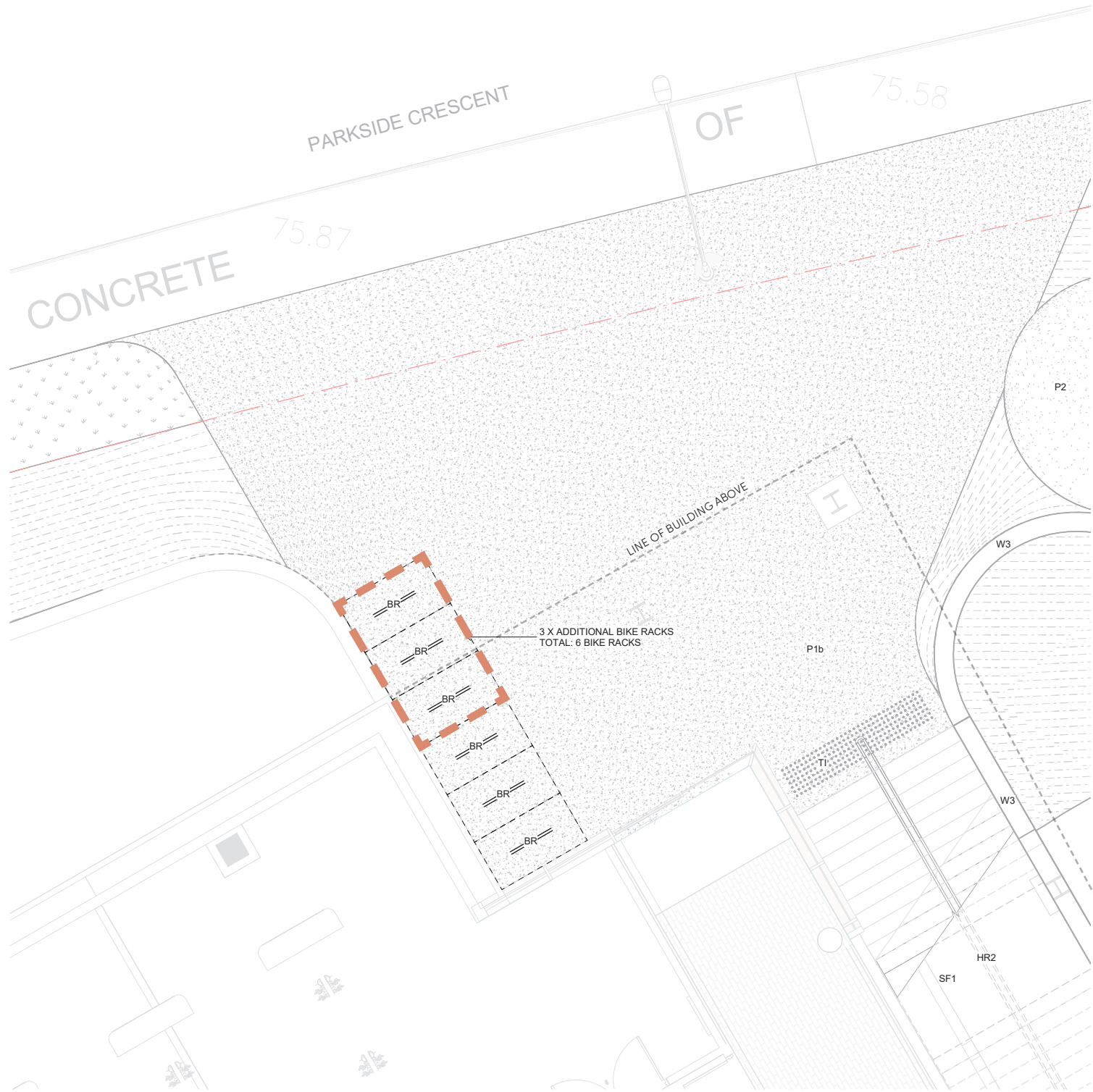
## 4. APPENDIX A: LANDSCAPE DIAGRAMS



# CANOPY COVERAGE DIAGRAM



# BIKE PARKING DIAGRAM - PARKSIDE CRESCENT



Department of Planning, Industry and Environment comment:  
B. Amended plans are to be submitted displaying the location of visitor bicycle storage racks in vicinity of both the Parkside Crescent entrance and village green entrance.  
Response: See location plan of additional bicycle parking for review.

1 Lower Ground Parkside Crescent - Additional Bike Parking  
1 : 50



# SHADOW DIAGRAM - PARKSIDE CRESCENT

SUMMER SOLSTICE SOLAR STUDY, 12:00PM

Department of Planning, Industry and Environment comment:

C. Locate a tree near the Parkside Crescent waiting area to provide shade.

Response: See sun study of proposed tree near waiting area

