

**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Pty Ltd  
ABN 50 105 256 228

18 November 2021

Megan Fu  
Principal Planner  
Department of Planning Industry and Environment  
4 Parramatta Square  
12 Darcy Street  
PARRAMATTA NSW 2150

Via email [megan.fu@planning.nsw.gov.au](mailto:megan.fu@planning.nsw.gov.au)

Dear Megan,

## **SSD-10831778 – SYDNEY CHILDREN'S HOSPITAL STAGE 1 AND CHILDREN'S COMPREHENSIVE CANCER CENTRE- RESPONSE TO REQUEST FOR FURTHER INFORMATION**

This letter has been prepared by Urbis on behalf of Health Infrastructure New South Wales (HI), the applicant for the Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre (SCH1/ CCCC) SSD-10831778. It responds to matters raised by Randwick City Council (Council) in their letter dated 25 October 2021.

Council's letter was prepared following review of the Response to Submissions report (RTS), architectural plans and specialist reports. It also follows a meeting held on 23 September 2021 between Council, HI, and the University of New South Wales (UNSW) concerning the width of the High Street footpath.

Council has requested that the footpath along High Street outside the SCH1/CCCC site and the HTH site be widened to deliver a shared pedestrian/cycle path. Additional assessment has been undertaken by Arup to assess the feasibility of this, with the findings emphasising that in addition to the urban design considerations, surrounding infrastructure, topography and high levels of pedestrian activity do not create an environment conducive to a safe shared pedestrian/ cycle path.

This position is shared with UNSW in respect of the HTH project (SSD-10822510). Accordingly, the proposed footpath design remains as shown in the RTS, with a consistent, integrated approach to High Street provided across the HTH and SCH1/CCCC frontages.

This letter addresses the matters raised in Council's letter and is supported by a memo prepared by ARUP -**Attachment A**.

**Attachment B** provides a response to Council's recommended draft conditions of consent.

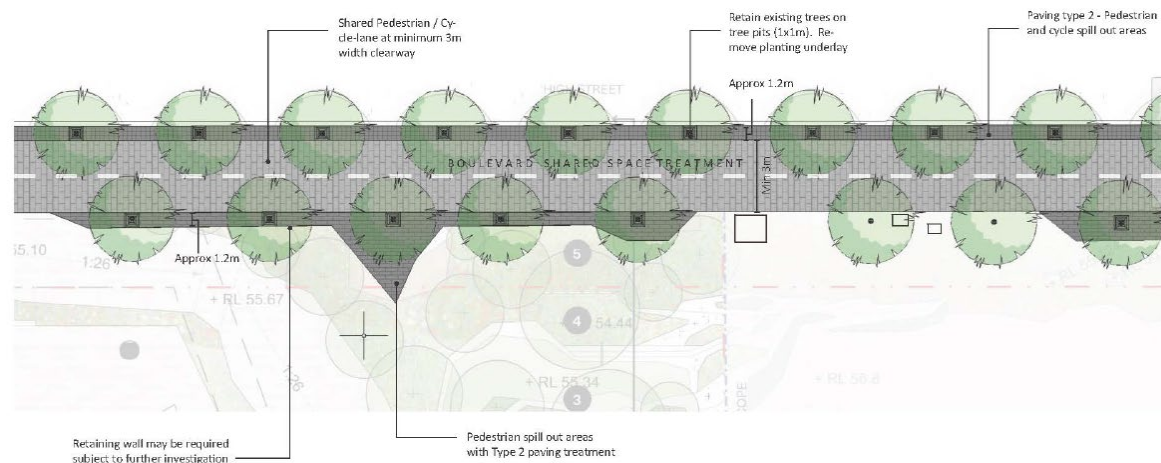
## 1. HIGH STREET FOOTPATH

### 1.1. COUNCIL COMMENTS

Council's position is that a 3m minimum width footpath to High Street is required deliver a shared pedestrian/ bicycle path along the SCH1/CCCC and HTH project frontages.

Council has prepared a draft sketch for consideration showing how this might be achieved – refer **Figure 1**.

Figure 1 – High Street shared space option



Source: Randwick Council

### 1.2. DESIGN RESPONSE

As detailed in the RTS, the widening of the footpath would result in a sub-optimal design solution as:

- it would require the introduction of a 650mm retaining wall with negative impacts on views into the site. This is an important project principle that reduces boundary lines and promotes an inviting and equitable key entry.
- there needs to be physical separation between pedestrians and the existing stormwater infrastructure. This is currently provided by a small planted buffer. Widening of the footpath will increase the risk of conflict. Stormwater pits protrude above the ground level which would prevent a clear unobstructed path and present a safety risk.
- it would diminish the landscape outcome due to the removal of available landscaped area from the design. It is noted that the alternative Council sketch concept shows large trees on the southern boundary of the footpath. Due to the existing services in the area and subsequent soil depths in this location this would not be able to be achieved.

HI has discussed the proposed footpath design with UNSW, and the shared view is that retention of the existing footpath design for SCH1/CCCC and the HTH will provide a consistent approach and the optimal public domain outcome.

### 1.3. SHARED PATH SUITABILITY REVIEW

ARUP has reviewed the existing footpath conditions on High Street in the vicinity of the SCH1/CCCC site to assess the suitability of the High Street footpath as a shared bicycle/pedestrian pathway - refer **Attachment B**.

Of relevance to the site and to Council's request for the High Street footpath to be widened, the ARUP assessment notes:

- The High Street footpath between Avoca Street and Wansey Street was rebuilt when the light rail was installed in 2019. The installation of the light rail provided an opportunity to deliver the designated Randwick to Coogee bicycle route, but this did not occur.
- While Council contends that future SSD proposals to the east of the site will also be required to provide a widened footpath, there has been no formalisation of the planned route, with no bicycle parking or any other bicycle route signage between Avoca Street and Wansey Road.
- To the east of the SCH1/CCCC site, the High Street footpath is of variable width and occupied by significant street furniture. The footpath also has multiple vehicular crossings into the Sydney Children's Hospital and the Prince of Wales Hospital porte cochere.
- High Street has a steep gradient sloping towards the west, creating a high speed opportunity for cyclists and impacts on pedestrian safety.
- There are multiple signs outside the Prince of Wales Hospital and existing Children's Hospital (east of the SCH1/CCCC site) identifying that the area is of high pedestrian activity. It is reasonable to assume that many people outside these health facilities would be more vulnerable pedestrians, including children and pregnant women.
- The proposal to create an environment where vulnerable pedestrians are required to continually interact with cyclists, and particularly where cyclists may be anticipated to be moving at high speed, is an unsafe method of delivering active transport infrastructure.

## 2. PROPOSED BICYCLE LINKS – RANDWICK HOSPITALS CAMPUS MASTERPLAN

Council has requested that planning for cycle Infrastructure servicing the Randwick Health Campus and UNSW should commence immediately to ensure they are integrated within the master planning work for the overall redevelopment of the Hospital campus. To achieve this Council has recommended a condition of consent requiring the establishment of an Integrated Transport Working Group, consisting of UNSW, HI and Council to establish east west and north south cycle routes.

HI is opposed to the creation of a formal Integrated Transport Working Group as part of SSD-10831778. The formation of an Integrated Transport Working Group related to precinct wide matters is beyond the scope of the SCH1/CCCC and the adjacent UNSW HTH project.

Whilst HI supports close collaboration with Council, the matters which Council has identified for resolution by an Integrated Transport Working Group have been considered as part of the development and outlined within the SCH1/CCCC RTS. HI has a close working relationship with Council and meets with Council regularly to discuss issues relating to the Randwick Campus Redevelopment. Discussions around transport and access matters can form part of these

conversations as required, without the need to create a formal Integrated Transport Working Group as part of the SCH1/CCCC project.

Additionally, we note that there was no requirement to establish an Integrated Transport Working Group under the Prince of Wales Hospital Expansion Stage 1 (SSD-9113) - it should not be imposed on the SCH1/CCCC or the adjacent UNSW HTH development.

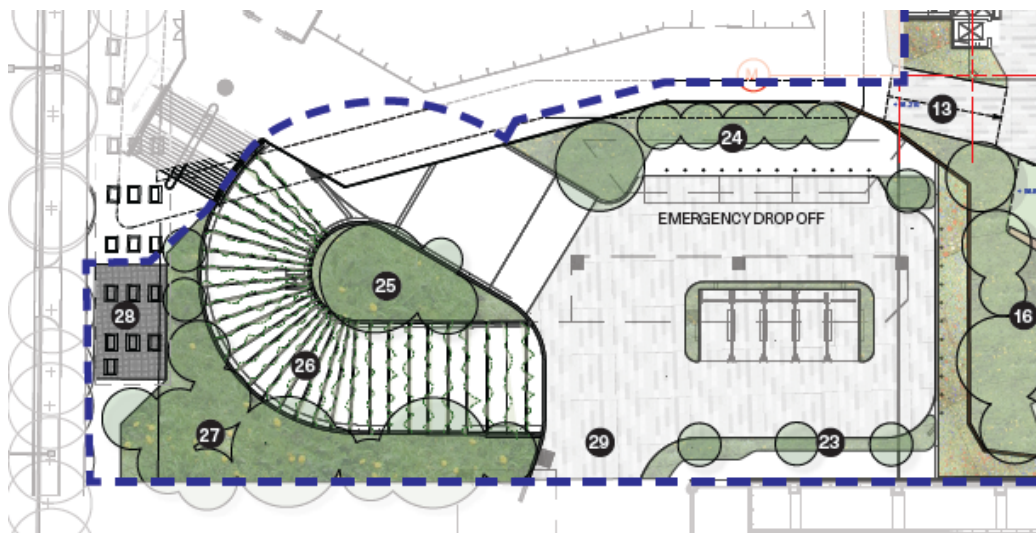
### 3. EMERGENCY DEPARTMENT DROP OFF / PICK UP

Council has recommended that the proposed emergency drop-off/pick-up area continue to be refined to increase access and amenity for arriving patients and visitors, with measures to be considered including widening of the footpath and entry paving areas where possible and integration of materials or faced treatment to the blank wall adjacent to the 5 northern drop-off bays.

The blank wall referred to by Council contains louvres to the substation that supply the UNSW HTH project. The functional requirements of the substations take precedence over any embellishment and therefore any treatment to this wall will be limited and does not form part of the SCH1/CCCC SSDA.

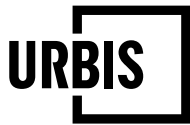
Widening of the footpath would impact the number of drop off bays that can be provided. The current pathway allows sufficient space for vehicle swept paths navigating the drop off and accommodates the landscaped zone located between this wall and the drop off bays. The proposed landscaping assists in improving the amenity of this area – refer plan excerpt at **Figure 2** below.

Figure 2 - Excerpt of plan showing landscape treatment to ED drop off



Other design strategies that have been implemented to improve the amenity to the ED drop off zone include:

- use of a flush kerb detail between the footpath and the road to create a more pedestrian friendly zone
- use of concrete pavers for both the roadway and the pedestrian path
- use of colourback glass façade panels adjacent to the ED entry
- providing a landscape edge to the soffit of the slabs above to soften the surfaces.



#### **4. CONCLUSION**

We believe the above matters have been provided due consideration and have been thoroughly addressed. We trust the comments provided in this letter and the accompanying Attachment A and B will assist DPIE in formulating a consolidated set of consent conditions for review by HI and the project team, and we look forward to DPIE's assessment of SSD-10831778. If you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read "P. Strudwick".

Peter Strudwick  
Director  
+61 2 8233 9949  
pstrudwick@urbis.com.au

Enc: Attachment A – Arup memo  
Attachment B - Response to Randwick City Council Draft Conditions