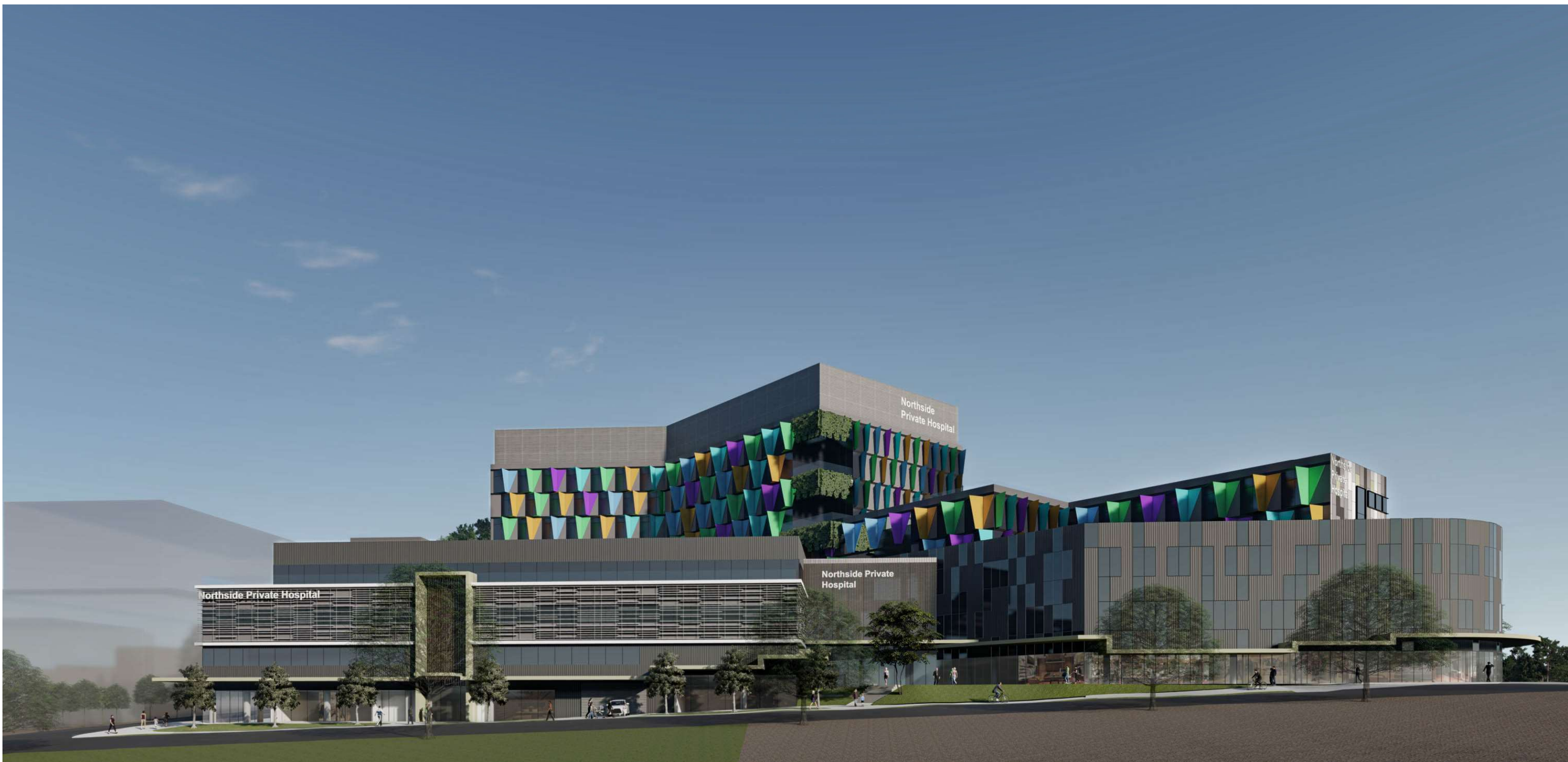






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Table of Contents

1	SEARs Requirements	3
2	Introduction	6
	2.1 <i>Design Principles.....</i>	6
	2.2 <i>Site Description</i>	8
3	Urban Design Framework	10
4	Proposed Design	11
	4.1 <i>Building Function.....</i>	11
	4.2 <i>Design Advisory Panel process</i>	13
	4.3 <i>Staging</i>	18
	4.4 <i>Setback and building height</i>	21
	4.5 <i>Site access</i>	23
	4.6 <i>Colours and Materials</i>	26
	4.7 <i>Ecologically Sustainable Design</i>	29
	4.9 <i>Summary of Areas.....</i>	30
	4.10 <i>External Finishes Legend.....</i>	32
	4.11 <i>Design Advisory Panel</i>	33
	4.12 <i>Assessment according to Clause 8.3.....</i>	35
5	Appendix	37
	5.1 <i>Design Advisory Panel advice.....</i>	37
	5.2 <i>Artist Impressions.....</i>	39

1 SEARs Requirements

The following table lists the Planning Secretary's Environment Assessment Requirements as per the SEARs report issued on the 5th of April 2019. The proposed design responds to these requirements item-by-item within the table.

1 Statutory Provisions and Strategic Provisions • Address all relevant Environmental Planning Instruments, plans, policies and guidelines, including (but not limited to those) outlined at Attachment A. • Provide details of the proposed use for each component of the development, and the relationship between the different uses within the building. • Detail the nature and extent of any prohibitions that apply to the development. • Identify compliance with the development standards applying to the site and provide a detailed justification for any non-compliances. • Address the adequacy of floor space provided for commercial purposes and provide relevant justification.	The architectural documents provide information relating to the proposed functions to be performed by the building and its components. The relationships among each of these functions are described in detail in the Design Excellence Statement in Section 4.1 of this document.
2 Design Excellence • Prepare a Design Excellence Statement to demonstrate how the proposal exhibits design excellence and contributes to the natural, cultural, visual and built character values of Gosford City Centre. In considering whether the development exhibits design excellence, have regard to Clause 8.3 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018. • The proposal must be reviewed by the City of Gosford Design Advisory Panel (the Panel) prior to lodgement of the application. The EIS must attach a copy of the Panel's advice and demonstrate how that advice has been considered and incorporated into the proposal.	A Design Excellence Statement is included in this submission. The project documentation has been reviewed by the Design Advisory Panel prior to the lodgement of the application and the Panel's comments are included in the Appendix of this document. The design team's responses to these comments are included as Section 4.10 of the Design Excellence Statement.
3 Built Form and Urban Design • Demonstrate how the proposal is informed by the Gosford Urban Design Framework (GANSW, 2018) and the Gosford Development Control Plan 2018 (DPE). • Address the height, bulk and scale of the proposed development in the context of the surrounding locality, the broader and desired future character of the area and include consideration of the building layout, separation, building heights, massing, setbacks and the size of the proposed floor plates. • Address the design quality of the proposed development, including consideration of building articulation, street activation and interface with the public domain. • Demonstrate how above ground parking and services (including waste management, loading zones and mechanical plant) would be fully integrated into the design of the development. This includes how on-site car parking is provided wholly underground, or otherwise is not visible from, or minimises visual impacts to, the street. • Demonstrate how the future development potential of adjoining properties would not be compromised by the proposal. • Detail the location, size and content of any proposed signage zones and provide an assessment of the proposed signage zones against the requirements of SEPP 64 - Advertising and Signage.	The basic Built Form is driven by the need for an efficient private hospital facility in the form of a vertical tower on a podium building. In consultation with the Design Reference Group of the Design Advisory Panel, the Built Form has been further refined to allow for substantial massing and reinforcement of the street edge along Racecourse Road and Faunce St W with a 3 m setback - the minimal setback allowed at street level.

Multiple entrances into the building from Faunce St W, Racecourse Road and from the eastern new roads create permeability into the site, together with street activating functions such as retail tenancies along street level at the intersection of Faunce St W and along Racecourse Road. The proposed building thus provides a positive contribution to and interaction with the public domain.

Based on comments from the Design Advisory Panel, the proposed design's main tower is separated into two parts with the eastern part of the tower being taller and oriented along Faunce St W to present a slim profile to reduces the visual impact and to avoid 'flat-topping' the local topography.

The proposed project will be developed in 2 stages, the main hospital forming Stage 1, and the 4-storey tall building along Racecourse Road as Stage 2. Stage 2 would bring the massing as presented to the Design Advisory Panel to completion. The project has allowed for a future expansion zone for the clinical departments and the inpatient facility of the hospital. The former will occur on levels 1 and 2 over the proposed drop-off area, with minimal impact to the central entry plaza. The latter will occur on top of the western part of the main tower without severe visual impact, ensuring there will be a significant difference in height between the two parts of the main tower.

The loading dock and service yard is located on level B1 and will be completely concealed from the street. Carparking is located below ground and hidden from view.

The rooftop plantroom is completely integrated into the building and forms part of the architecture of the tower.

The proposed design occupies the entirety of the site bounded by Racecourse Road, Faunce St W and the new eastern road, the proposed building forms the foundation stone and gateway for the new medical precinct, allowing new development opportunities for adjoining sites. This is further supported by a multitude of entry points into the building from the bounding street, facilitating future connection opportunities to adjoining sites.

External Signage on the proposed building is separated into two types, and these are:

- Internally-lit main building signage mounted on the façade as shown on the elevation drawings and,
- Freestanding external signage as located in the central entry plaza as shown on the floor plans.

The location and sizes of these are designed with consideration of the SEPP 64 – Advertising and Signage in particular the Assessment Criteria of the document.

Content and graphics for these signages are to be confirmed pending needs and requirements of the hospital operator.

Refer to the Urban Design report for information related to Urban Design.

4 Public Domain/Landscaping • Outline the scope of public domain improvements, pedestrian linkages, street activation, and landscaping to be provided as a part of the proposal. • Demonstrate how the proposal would: ○ maximise permeability throughout the development and to adjoining sites ○ maximise street activation ○ provide access for people with disabilities ○ minimise potential vehicle, bicycle and pedestrian conflicts.
--

The proposed design has allowed for a new pedestrian and bicycle shared path along Faunce St W and Racecourse Road. As per the previous point, the proposed design allows for street activating functions at the intersection of Faunce St W and along Racecourse Road, and multiple entrances from all roads bounding the site to maximise permeability through the site. The ground floor RL is chosen strategically to allow for accessibility to all the entry points of the building. The entry plaza level can be readily accessed from Racecourse Road via accessible ramps in Stage 1 or the new lift core for the Racecourse Road building in Stage 2.

Vehicle and pedestrian interaction is limited to the carpark entry from the road and at the vehicular drop-off. In the case of the latter, the drop-off is designed as pedestrian priority zone, its extent sufficient to service the hospital.	
5 Visual Impacts	- Prepare a Visual Impact Assessment and view analysis of the proposal to/from key vantage points. Photomontages or perspectives should be provided showing the project. - Demonstrate how the proposal respects and maintains key view corridors (for example to the ridgelines of Presidents Hill and Rumbalara Reserve), street vistas and sightlines to nearby parks.
Refer to the View Analysis study.	
6 Environmental Amenity	- Assess the environmental amenity impacts associated with the proposal, including solar access, acoustic impacts, visual privacy, view loss, overshadowing, lighting impacts and wind impacts. A high level of environmental amenity must be demonstrated. - Demonstrate how the proposal protects solar access to key public open spaces and the surrounding public domain. - Include a lighting strategy and measures to reduce spill into the surrounding sensitive receivers, where relevant.
Shadow diagrams are included in the submission demonstrating solar access is provided to the proposed central entry plaza as well as the northern roof gardens of the main tower building, and that the adjacent site is not impacted significantly by the proposed design.	
The proposed building occupies the entirety of the site as bounded by the roads and therefore will not directly intrude visually into the privacy of the adjacent lots.	
The footprint of the tower is minimised to a single functioning Inpatient Unit per floor to reduce view loss. The tower is recessed from the podium of the building, creating a terraced building form to reduce overshadowing of the public domain.	
Refer to the Acoustic Report for Acoustic impact studies. Refer to the Wind Study Report for Wind impact studies. Refer to the Electrical Engineer's Report for general lighting strategy. Refer to the Façade Engineer's Report for Façade Reflectivity assessment	
7 Ecologically Sustainable Development (ESD)	- Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the design, construction and ongoing operation phases of the development. - Demonstrate how future buildings would meet or exceed minimum building sustainability and environmental performance standards.
Refer to the ESD Report for ESD strategies of the proposed design.	
8 Transport and Accessibility (Construction and Operation)	The EIS must be accompanied by a Traffic Impact Assessment (TIA) prepared in accordance with relevant guidelines. The TIA must: - Assess the traffic impacts of the development on the surrounding local and classified road network using SIDRA or similar traffic model and specify any road upgrade works (local and classified) required to maintain acceptable levels of service. - The assessment is to include traffic and parking generated by existing and approved developments, as well as that by the proposal, and consider car sharing facilities to reduce overall parking demands in the area. - Address the impact of trips generated by the proposed development on nearby intersections having regard to the cumulative impacts from other existing surrounding developments in the vicinity including Henry Kendall High School and Gosford Public School. - Assess road and pedestrian safety in the immediate vicinity of the proposed development and the details of road safety measures. - Estimate the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips. - Assess the adequacy of public transport, pedestrian and bicycle provisions to meet the likely future demand of the proposed development.

- Detail the proposed walking and cycling access arrangements and connections to public transport services. - Demonstrate the proposed road layout, access points, and car parking can comply with the relevant Australian Standards and Council requirements. - Demonstrate sufficient on-site car parking, loading/unloading, pedestrian and cycling facilities (including bicycle parking and end-of-trip facilities) would be provided for the development. - Describe the measures to be implemented to promote sustainable means of travel, including public transport use, pedestrian and bicycle linkages in a preliminary Green Travel Plan and specific Workplace Travel Plan and identify any proposed facilities to increase the non-car mode share for travel to and from the site. - Prepare a preliminary Construction Traffic Management Plan for the proposal and outline how construction traffic, public transport, bicycle and pedestrian impacts, and parking impacts would be appropriately managed and mitigated.	
Refer to the Traffic Engineer's Report.	
9 Flooding	Assess the potential flooding impacts associated with the development and consider the relevant provisions of the NSW Floodplain Development Manual (2005), including the potential impacts of climate change, sea level rise and increase in rainfall intensity.
Refer to the Civil Engineer's Report.	
10 Stormwater	Prepare a preliminary stormwater management report demonstrating how stormwater would be appropriately managed in accordance with Council's requirements.
Refer to the Civil Engineer's Report.	
11 Water Quality	Assess water quality and hydrology impacts of the development, including any downstream impacts for both surface and groundwater and any impacts on natural processes and functions.
Refer to the Civil Engineer's Report.	
12 Bushfire	Prepare a Bushfire Assessment Report, in accordance with the requirements of Planning for Bushfire Protection 2006, to assess any potential bushfire impacts associated with the proposal.
Refer to the Bushfire assessment Report	
13 Heritage	- Assess any impacts on State and local heritage items, including conservation areas, natural heritage areas, relics, gardens, landscapes, views and trees and recommend mitigation and management measures where required. - Prepare an aboriginal archaeology report in accordance with the relevant Office of Environment and Heritage (OEH) guidelines. Should any aboriginal heritage items be impacted by the proposed development, an Aboriginal Heritage Cultural Assessment must be submitted.
Refer to the Heritage Consultant Report and the Aboriginal Heritage Consultant Report	
14 Social & Economic Impacts	The EIS must include an assessment of the social and economic impacts of the development, including consideration of any increase in demand for community infrastructure and services.
Refer to the Social and Economic Impacts Report	
15 Public Benefit and Contributions	Outline the contributions and proposed public benefits to be delivered as a part of the proposal including details of any Voluntary Planning Agreement.
Refer to the Town Planner's EIS report.	
16 Noise and Vibration	Prepare a noise and vibration assessment in accordance with the relevant EPA guidelines. This assessment must detail construction and operational noise impacts on nearby sensitive receivers and outline the proposed management and mitigation measures that would be implemented.
Refer to the Acoustic Report.	
17 Contamination	Prepare a contamination assessment for the site, by a qualified environmental consultant and demonstrate that the site is suitable for the proposed development, in accordance with the requirements of SEPP 55.
Refer to the Contaminated Soil consultant report.	

18 Biodiversity	Assess any biodiversity impacts associated with the proposal in accordance with the requirements of the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report, where required.
	Refer to the Biodiversity report.
19 Soil and Water	- The EIS shall include a: - Geotechnical assessment - Acid Sulfate Soils Assessment - Groundwater Assessment.
	Refer to the Geotech report.
20 Utilities	- In consultation with relevant agencies prepare a services and utilities impact assessment which: - assesses the capacity of existing services and utilities and identify any upgrades required to facilitate the development - assesses the impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed.
	Refer to the corresponding services engineer report.
21 Staging	- Provide details regarding the staging of the proposed development. - Detail the likely future development on the balance of the site and include any draft subdivision plans.
	Stage 1 involves the main tower building with podium located on the southern part of the site. Stage 1 also includes the main drop-off area and the central plaza. Generous landscaping connects the central entry plaza to Racecourse Road. Stage 2 of the project involves a 4-storey tall building on the site of the landscaping along Racecourse Road. It is connected to the Main Building via a new 3 storey glass atrium space. The proposed design allows for a future expansion zone on levels 1 and 2 for clinical departments and on levels 5 and 6 for Inpatient Unit expansion. The level 1 and level 2 expansion zone crosses over the drop-off area to connect the main building and the Stage 2 building along Racecourse Road. Refer to Section 4.3 of the Design Excellence Statement for more detail.
22 Construction Management Plans	Prepare a preliminary Construction Management Plan for the proposed works and outline how construction impacts would be appropriately managed and mitigated.
	Refer to the Construction Management Plans.
23 Hazards	Identify, quantify and classify any proposed storage, use and management of any hazardous materials and measures to be implemented to manage hazards and risks associated with the storage.
	Refer to the Hazard Risk Assessment Report
24 Air Quality	Assess the construction and operation air quality impacts and ensure they meet the requirements of Council and/or the Environment Protection Authority.
	Refer to the Air Quality report.

2 Introduction

This statement is provided to demonstrate the following:

- consideration of the Gosford Urban Design Framework;
- how the proposal responds to development standards within the GCC SEPP and planning controls within the DCP;
- the proposed approach to materiality, form and aesthetics;
- how the proposal meets the Design Excellence considerations listed in Clause 8.3(4) of the of the GCC SEPP.

2.1 Design Principles

The design team and the proponent recognise the importance of this building to deliver much needed health infrastructure to the area. In addition, the locality requires a landmark building that will form the foundation stone of a new medical precinct for Gosford.

The design aims to deliver good value to Gosford by a flexible health facility that can readily respond to changes in the delivery of healthcare services. Good health facility planning design principles and a significant architectural response is considered to address the evolving and changing form of the local urban fabric.

To suit local urban fabric

A set of master plan studies was conducted in this regard to find out how the local precinct may change over time. This led to a study of the ideal siting of the hospital on the site.

Provision of awning

An awning will be provided around the perimeter of the building as per Central Coast Council Gosford CBD DCP.

Maximising activation at perimeter of the building

Street activating functions are lined along the perimeter of the building. Due to the nature of the facility being a private hospital, there is a limitation to the type of spaces that can be considered as street activating and which can be located on the perimeter of the building.

As discussed previously with the Design Reference Group, the medical tenancies in a private hospital are premium tenancy space that are generally embedded and accessed from within the hospital, normally not located along the street frontages.

The type of street activating functional spaces are therefore limited to:

- Ancillary Retail such as:
 - Café
 - Pharmacy
 - Florist/ Gift shop
- Other ancillary tenancy related to health and wellness

These tenancies will have entrances from both the street level and from the internal corridor or foyer of the hospital where possible and practical. The level difference will be accommodated within the tenancy via steps or ramps.

The loading dock, back of house departments and carparking are located below ground and concealed from public view to minimise visual impact to the street.

Maximising glazing along the podium façade

The podium levels are occupied by tenancy spaces and clinical departments of the hospital.

While the former is similar to premium office space where external outlooks are maximised, clinical departments of the hospital also value external outlooks and generally require extensive amounts of glazed façade. This is particularly true to certain spaces on the operating theatre floor such as the main waiting room, pre-op waiting lounge, recovery stage 3 lounge, discharge lounge and the staff room. These spaces will be well suited to be located along the Faunce St W perimeter of the building. The visibility to some of these internal lounges will also add interest to the streetscape along Faunce St W.

Provision of pedestrian and bicycle shared path

Pedestrian and bicycle shared path will be laid along Racecourse Road and Faunce St W for the full extent of the proposed site. These amenities will be a positive improvement to the local community. The shared path will be lined with quality deep soil landscaping which is made possible as the basement levels are in line with the ground floor footprint of the building.

Maximising permeability of the site

The proposed design offers multiple entrances from all bounding streets into a central lobby. This ensures good connectivity to the adjacent development and well catered to address changes of the local urban fabric in the future.

Prioritisation of pedestrian traffic

Pedestrian traffic will be prioritised with the visibility of driveways on site kept to a minimum.

The dropoff driveway will be designed as a pedestrian priority zone. Paved crossover will be allowed for the vehicular driveways.

Provision for entry plaza at major entrances

An entry plaza allows for smooth grade changes to bridge level differences between street level and the building entry level.

It also allows for the opportunity where outdoor retail activity can spill out to the outdoor space. Public art located in the entry plaza also provide positive benefit to the public domain.

Quality façade material and design

The design of the façade aims to help break down the visual scale of the building and make it relatable to the human scale. Quality cladding materials are selected to match the proposed building's status as a prestigious private hospital in an important regional city.

Generous Landscaping

Generous landscaping areas were integrated into the design in the form of entry plaza and roof garden to encourage biophilic connection which facilitates healing for patients and also stress relieves for the staff and visitors of the building. Public art will be integrated into the landscaping design to imbue a sense of place which will add rich new layers to the public domain.

Ecologically Sustainable Design

Ecologically Sustainable Design strategies was considered at the inception of the project to reduce its ecological footprint where possible.

Efficient hospital with built-in flexibility

The hospital is designed as an efficient hospital that is adept to future changes with soft spaces and expansion zones to with future changes in model of care and operations.

Below is a table showing the seven distinct objectives as outlined in *Better Placed* as published by the Government Architect of New South Wales and how the proposed design fulfils them.

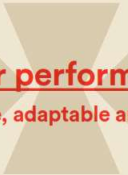
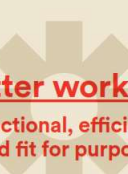
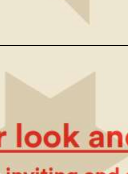
 Better fit contextual, local and of its place	Siting to suit urban fabric of the new medical precinct and the local contours
 Better performance sustainable, adaptable and durable	- Ecologically Sustainable Design strategies considered - Flexible for future expansion based on good health facility planning principles
 Better for community inclusive, connected and diverse	- Supporting the existing public hospital - Permeability of site
 Better for people safe, comfortable and liveable	- Roof gardens and entry plaza provides opportunity for connection to nature - Activation along street front contributing to a liveable streetscape
 Better working functional, efficient and fit for purpose	- An efficient hospital designed as per AusHFG with flexibility to tailor to different operators. - Built-in flexibility to adapt to changing model of care and advancement in medical technology
 Better value creating and adding value	- Economic value as a major project - Social value as a new landmark in a new medical precinct
 Better look and feel engaging, inviting and attractive	- Quality material - Considered design



Figure 1 Location map with the land where the site is located highlighted in red

2.2 Site Description

The site of the proposed hospital is the western portion of a piece of land formerly owned by Ausgrid. This piece of land is currently occupied by several single-storey buildings that function as warehouses and workshops.

The rest of the land to the east of our site will be owned and developed by a separate landowner into a potential medical precinct.

The separation between the site and the future medical precinct is delineated by a road linking Racecourse Rd and Faunce St West through the site.

There is a very significant differential in the contours on the hospital site, with the lowest point at RL10 to the north and the highest at RL 20 to the south. A ridge along Faunce St W changes level rapidly to RL 14 then gently slopes towards the north.

There are currently two vehicular driveways serving the site, with one along Racecourse Rd and the other from Faunce St W between the intersection of Young St and Racecourse Rd.

To the east along Racecourse Rd is the existing public hospital where currently construction is underway of a new 11 storey block with a rooftop helipad. In between the public hospital and the site are:

- Gosford Tennis Complex
- Henry Kendall High School
- Gosford Public School (Primary School)
- Low Density residential

All of the above are primarily low-rise single to double storey buildings, although it is noted that there is also new construction of medium density housing in the area.



Figure 2 The site of the proposed hospital in orange

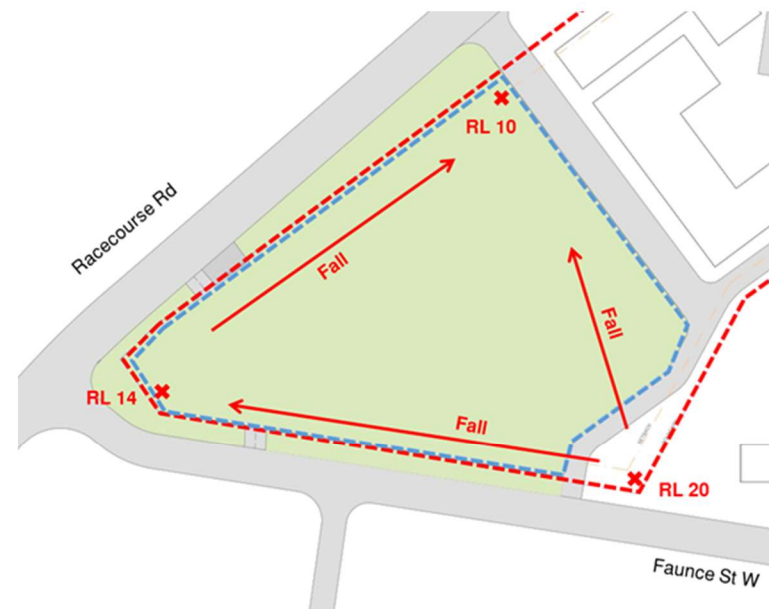


Figure 3 Change of contours on the proposed site

The site has many advantageous opportunities to Brisbane Water in the south, Presidents Hill to the southeast, the racecourse to the west, the golf course to the northeast and the distant hillscape across Narara Creek in the west and the north.

In addition, the site is situated in a strategic location at the bend of Racecourse Road, which is one of the two main arterial roads that lead into Gosford from the Freeway to the east.

All existing structures on site will be demolished for this new development.

The proposed locality is suitable for a new private hospital due to its proximity to the existing public hospital. It is suitably located to be a development node for the revitalisation of the surrounding precincts.

The proposed hospital will be the first step for the area to be developed into a fully-fledged medical and research precinct, providing much-needed medical amenities to the area as well as bolstering support for the existing public hospital.

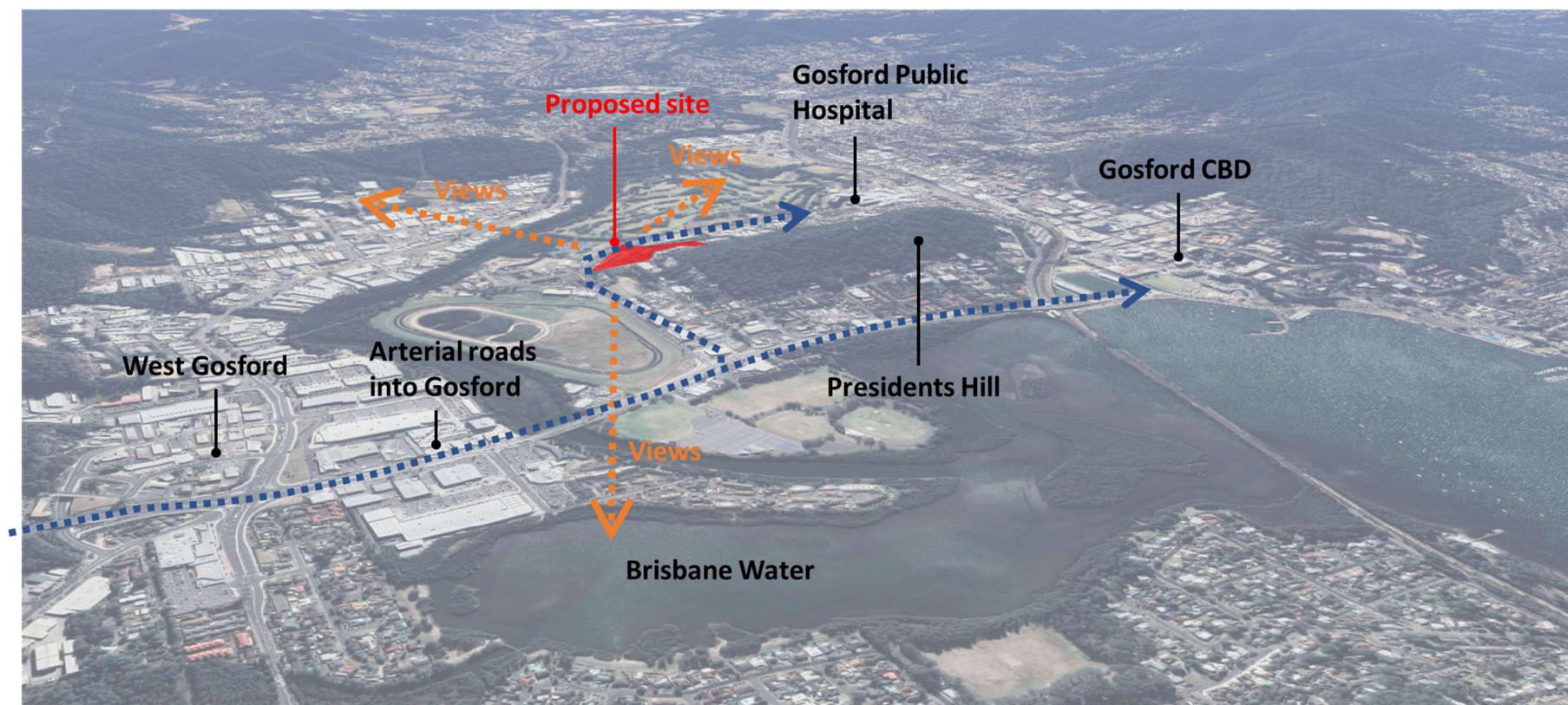


Figure 4 Location map

3 Urban Design Framework

Vision

Gosford UDF provides a consistent, forward looking vision for Gosford and helps shape the continued development and renewal of the regional capital. The approach of the UDF for Gosford is to focus on three distinctive but connected precincts: Civic Heart, City South and City North. The UDF identifies City North as a place to have significant opportunities for the creation of a leading health and innovation precinct.

The proposed site is located in close proximity of City North. Development of a new hospital plays an important role in promoting the growth of allied health services in the surrounding areas and evolving the character of the precinct. City North has the potential to expand over time by accommodating new medical and health services between the existing and proposed hospital.

Master Planning

Gosford UDF has a place-based approach and focuses on delivery of well-connected revitalised places, attractive public domain, walkability, vibrant streets, greener places and well-connected transport systems. The Framework is aiming to champion good design and protect the public domain for all by providing design principles and recommendations.

The vision of a health and innovation precinct, along with the UDF principles shape the overall concept master plan for the area. The concept master plan focuses on providing a gateway health precinct with improved connectivity, walkability and an attractive public domain. This responds to UDF through:

- Extending the existing street network to improve the relationship between the current and proposed hospital, enable development of future health-related uses over time and create a stronger east west connection from Civic Heart to Presidents Hill and Narara Creek green corridor
- Improving walkability and pedestrian amenity through new pedestrian links/ footpaths, street tree planting and landscaping
- Increasing the connectivity of the precinct to the Civic Heart and surrounding natural assets through improved pedestrian environment
- Providing public open space and flexible green spaces with good solar access for community life
- Addressing public domain through street edge buildings, varied setbacks, active building frontages and passive surveillance

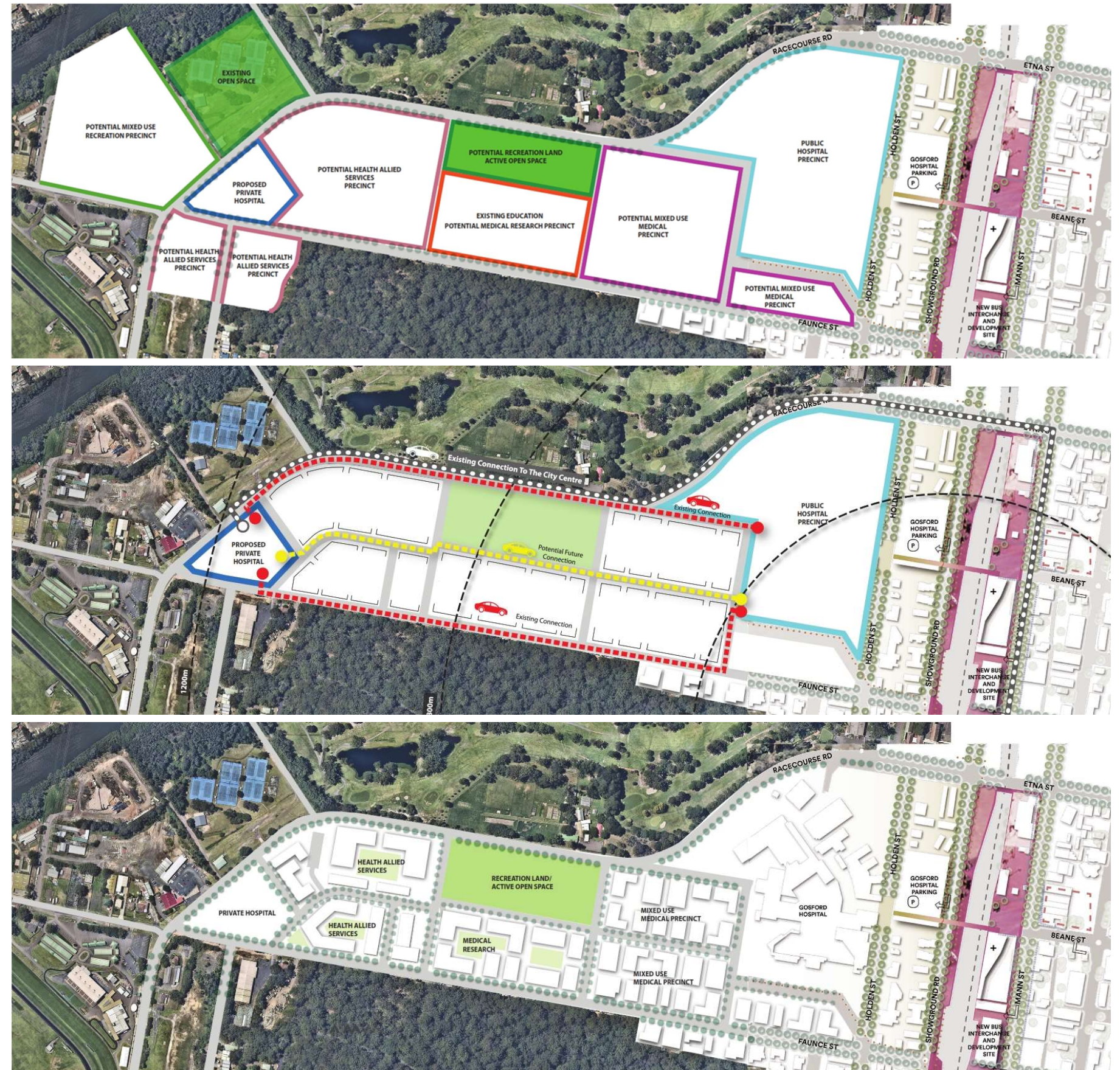


Figure 5 Masterplan study by Roberts Day

4 Proposed Design

4.1 Building Function

The proposed hospital is a 11-storey building with a lower ground level and two levels of basement.

The facility is designed according to the latest healthcare design methodology and complies with current Australasian Health Facility Guidelines. Internally, the relationships between the various components are critical as they affect the flow of patients, staff/goods and visitors. These are carefully considered and orchestrated.

In the case of patient facilities, the 'patient journey' from the entrance to the point of care and final discharge as well as all the intermediate steps, dictates the building configuration. In the case of support services, the movement of goods, trolleys and staff from the loading dock to the various storage and processing areas create discrete paths of travel throughout the building.

The visitors' path from the entrance lobby to a patient's bedside or the outpatient departments takes another discrete and controlled path. Public and visitor amenities are provided in appropriate locations throughout the building.

Vehicular access into the proposed hospital is separated likewise with a new hospital drop-off at the centre of the site from the new private road to the east of the hospital. Carpark entry is provided via a driveway underneath the vehicular drop-off from the eastern private road. This access is on-grade to the external road due to the natural fall of the contour. Carpark exit is provided with a separate driveway to Racecourse Road.

Service vehicles would gain access into the hospital from the new eastern private road down to the basement loading dock level on the south side of the building which also contains a dedicated ambulance/ patient transfer bay.

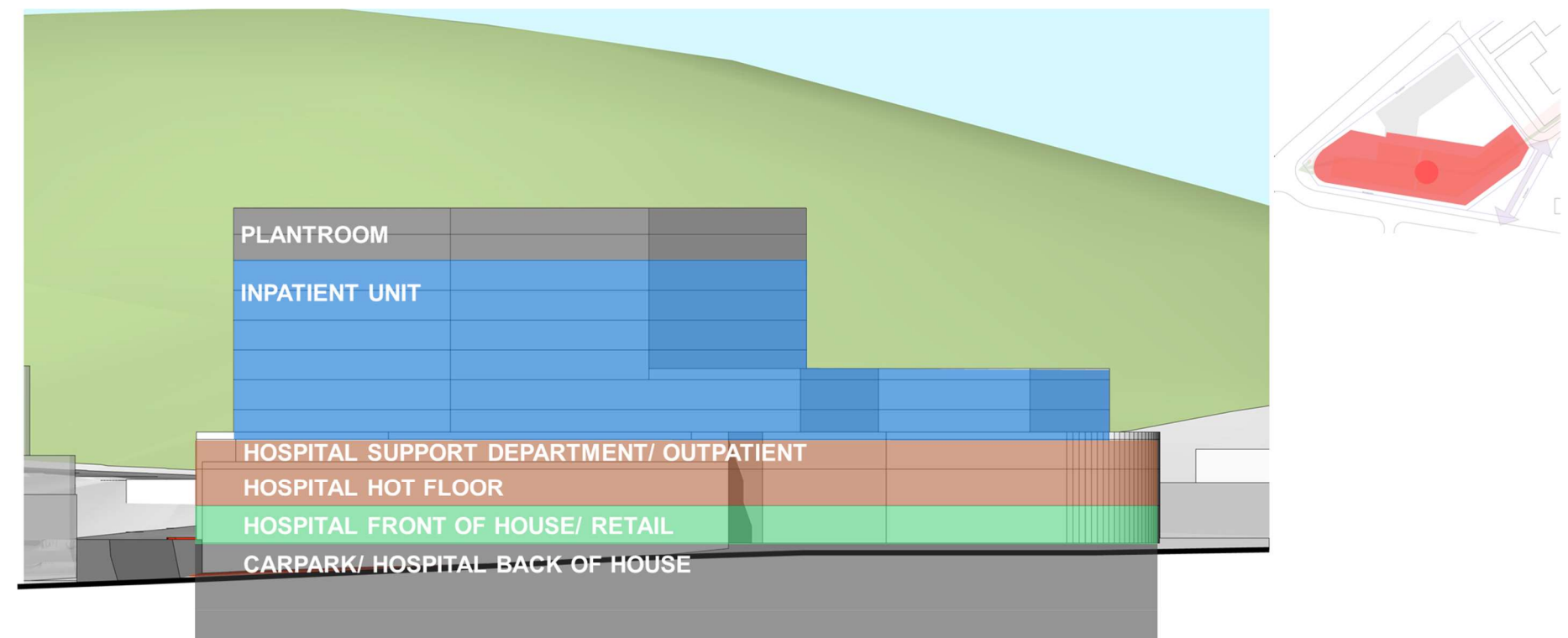


Figure 6 Main Hospital building and Podium functions

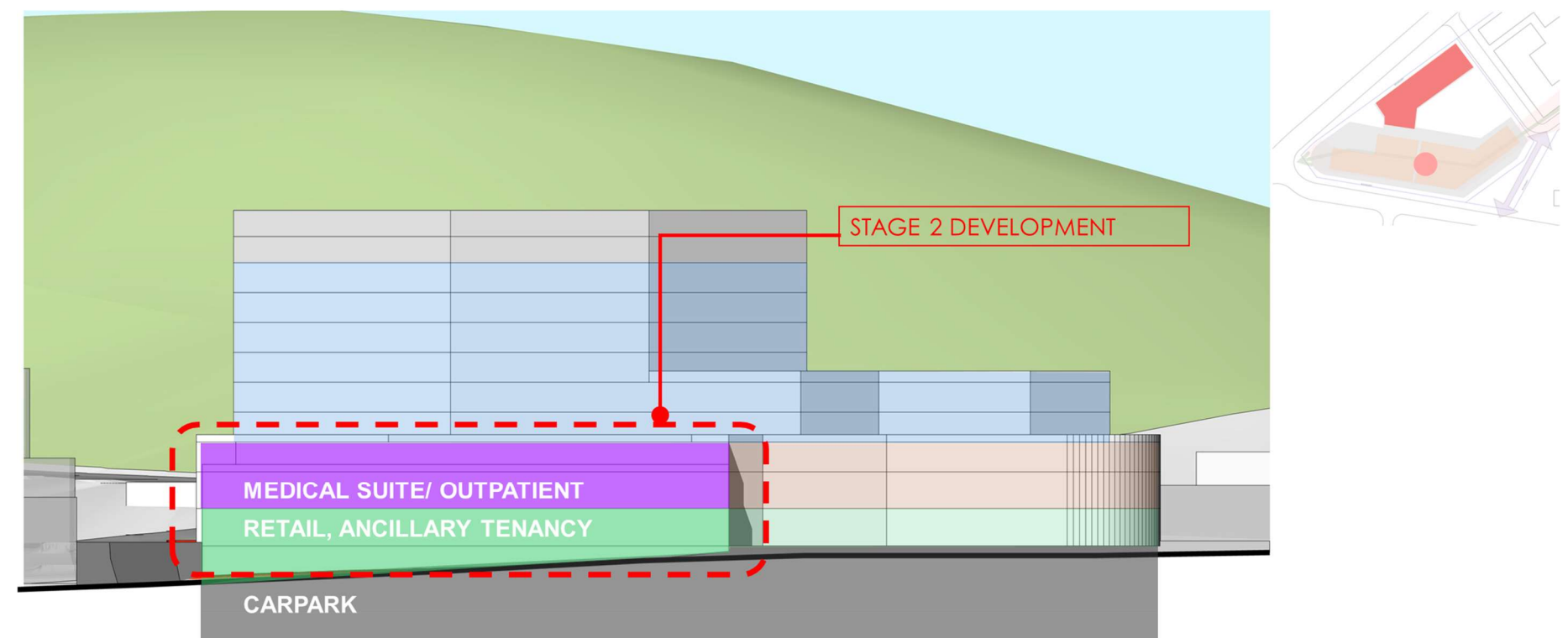


Figure 7 Racecourse Road Building functions

The proposed hospital can be divided into three distinct parts:

- Hospital podium
- Main hospital tower
- Racecourse Road tower

The hospital podium itself has three levels; these are:

- Main entry, retail and hospital “front of house” on ground floor
- Hospital hot floor on level 1
- Hospital support departments on level 2 such as:
 - Central Sterile Services Department (CSSD)
 - Operating Theatre plantroom
 - Hospital administration
 - Conference room
 - Tenancy spaces

The main hospital tower has 8 levels and is located directly on top of the main hospital podium with the following functions:

- Inpatient units on level 3 to level 8.
 - There are two wards per floor on Level 3 and Level 4.
 - There is only a single inpatient unit on Levels 6 to Level 8 allowing the western side of the main tower to be higher than the eastern side. There is a total of 8 Inpatient units on the proposed project for a total of 224 beds.
- Plantroom on level 9 and level 10

The Racecourse Road tower is located alongside Racecourse Road and is a standalone building that is 4 storeys in height. It contains a retail component, outpatient services and tenancies, and is connected to the main hospital building through a 3-storey triangular glass atrium.

Functionally the hospital can be separated into the following areas or zones:

- The Private Hospital containing the inpatient unit, clinical departments and any other support spaces required for the functioning of the hospital. It occupies primarily the main hospital building the hospital podium.
- The Outpatient and Medical Tenancies which are located on level 2 of the hospital podium and the Racecourse Road building in Stage 2. Some of these outpatient spaces on level 2 can potentially be operated by the Private Hospital and be utilised as soft space for future hospital expansion.
- Other ancillary tenancies such as retail tenancies that are on Ground floor of the hospital as part of the hospital front of house or along Racecourse Road. Retail tenancies in the Private Hospital are considered ancillary retail tenancies only and can be:
 - Café
 - Pharmacy
 - Gift shop/ florist

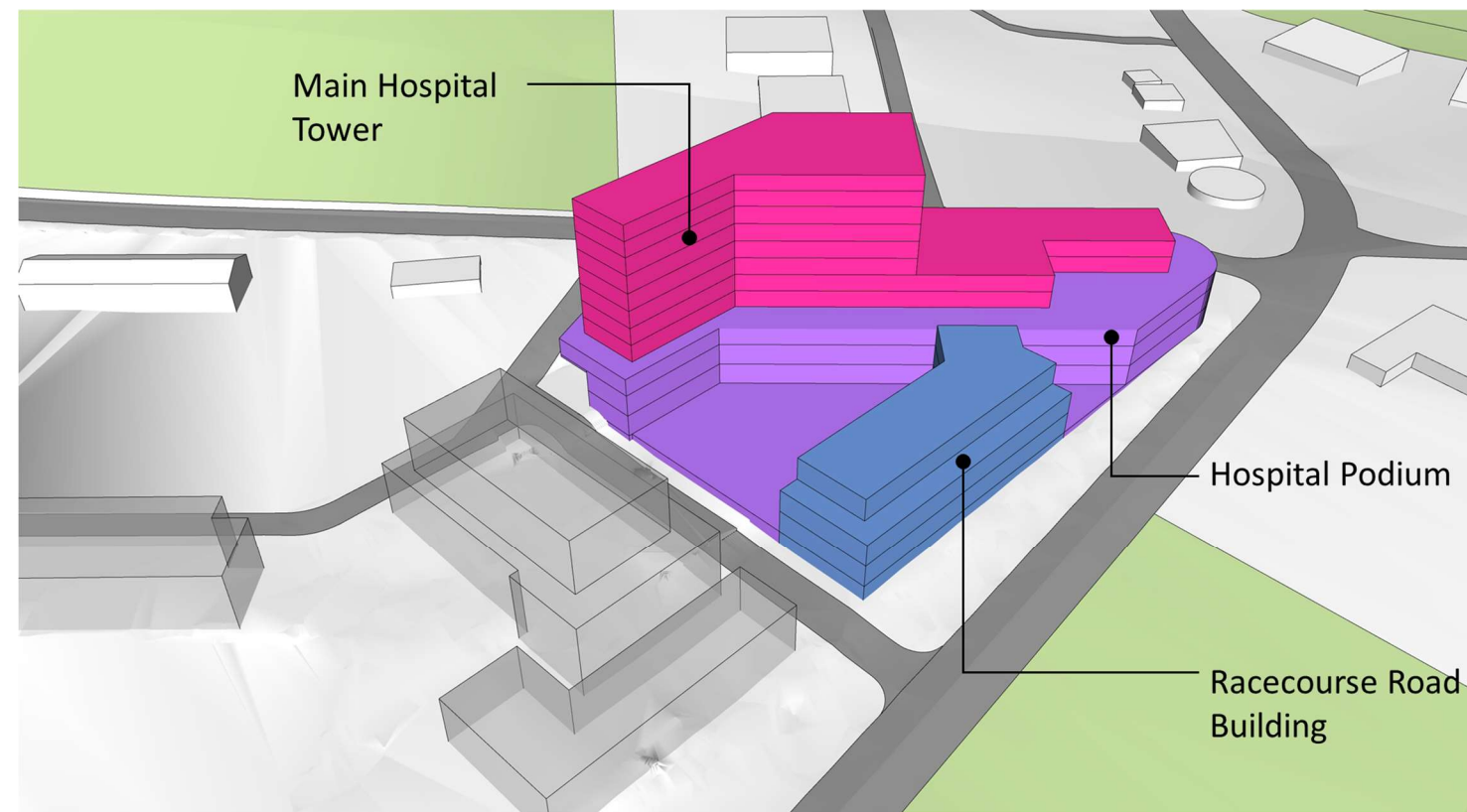


Figure 8 The three distinct parts of the proposed hospital

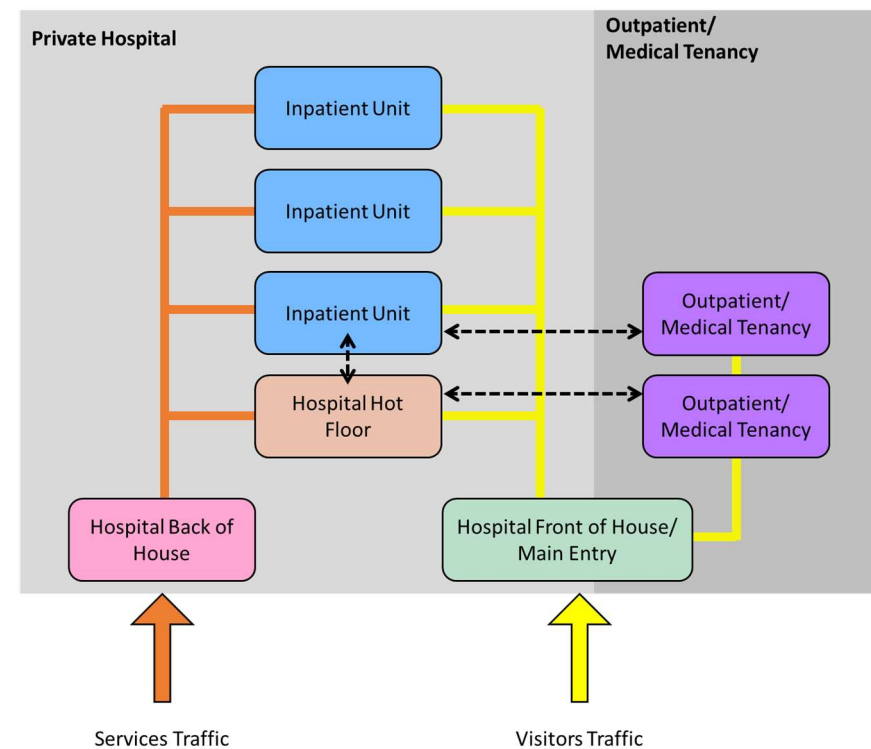


Figure 9 General flow and relationship between private hospital and the outpatient medical tenancies

4.2 Design Advisory Panel process

The project was referred to the City of Gosford Design Advisory Panel. The two independent design experts in the Design Advisory Panel forms the Design Reference Group to review the design of the project and advise the Design Advisory Panel.

The project design team met and presented to the Design Reference Group twice to refine the design prior to the presentation to the Design Advisory Panel.

Prior to the first presentation to the Design Reference Group the building form was initially designed and presented as a single tower building.

As part of the discourse with the Design Reference Group, the design team reconsidered the urban framework around the site and conducted a masterplan of the surrounding precinct.

Based on the study of the masterplan it was understood that the proposed design needs to address the main avenue of the adjacent future medical precinct as this main avenue may potentially be the principle avenue connecting the existing public hospital to the site. The main avenue is largely around an RL of approximately 14.69.

This level also happens to be on-grade to the strategic intersection between Racecourse Road and Faunce St W.

The design team considers the portion of the site at this level to be a strategic connectivity pathway through the site.

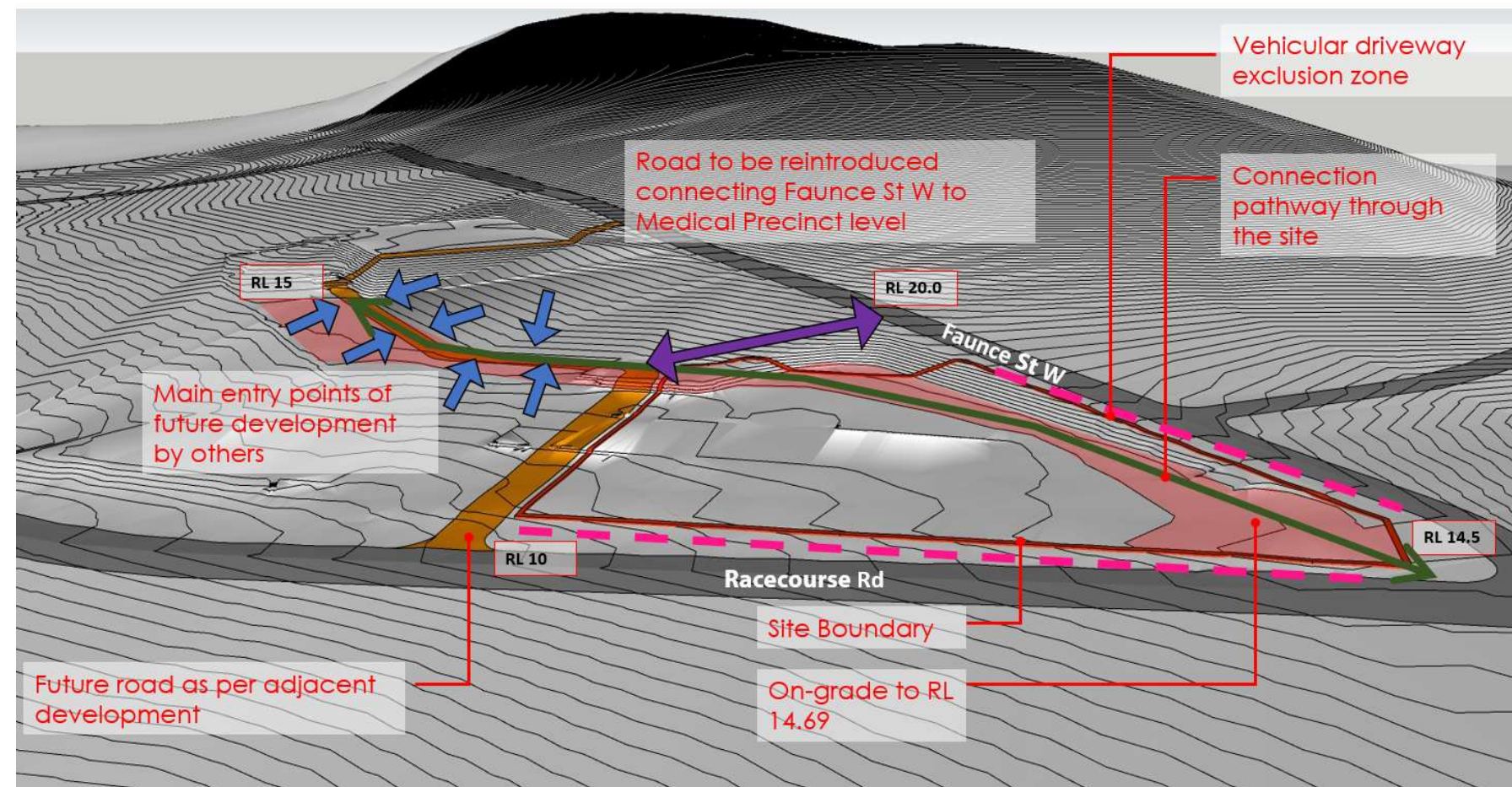


Figure 10 Site Analysis

Vertical Hospital

The project was based on a vertical tower design as this is the most efficient form for a private hospital facility due to the following reasons:

- Replaces inefficient horizontal travel distances with mechanical vertical travel
- Ensures good connectivity between hospital departments provided they are in proximity to the central lift core
- Segregation of traffic is achieved by dedicated visitor lifts and dedicated services lifts. These are served by dedicated lift lobbies.
- Reduces the building footprint and avoids the necessity of two sets of dedicated corridors

Furthermore, future expansion of the hospital can readily take place by repurposing soft expansion floor currently dedicated for tenancies and other hospital support departments.

These spaces can be transformed into clinical departments or even inpatient units. This is made possible due to the proximity of the central liftcore and the accessibility of both services and the patient/visitor travel network.

Importantly, it facilitates the possibility that portions of the site can be "land-banked" to establish future expansion opportunities.

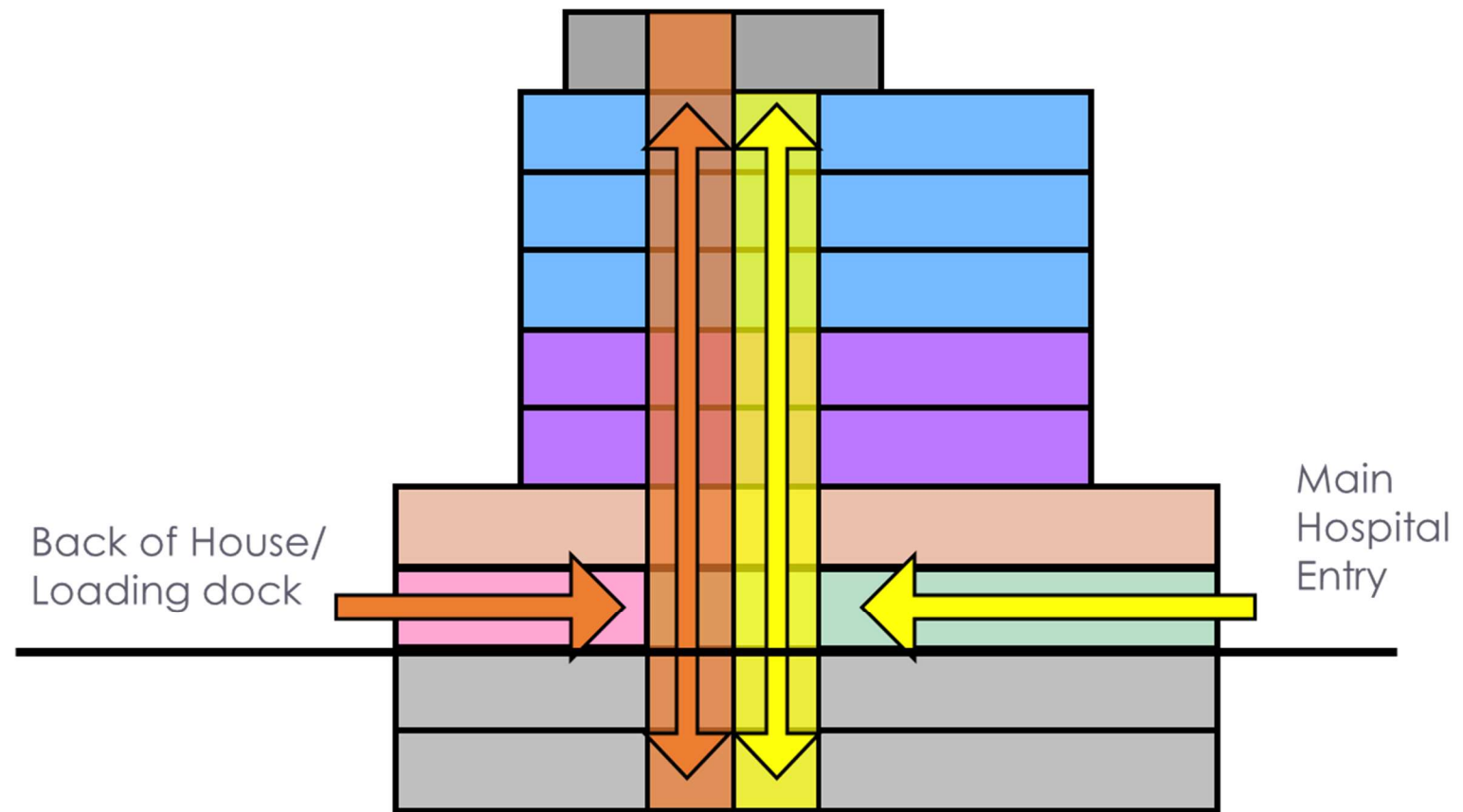


Figure 11 A vertical hospital

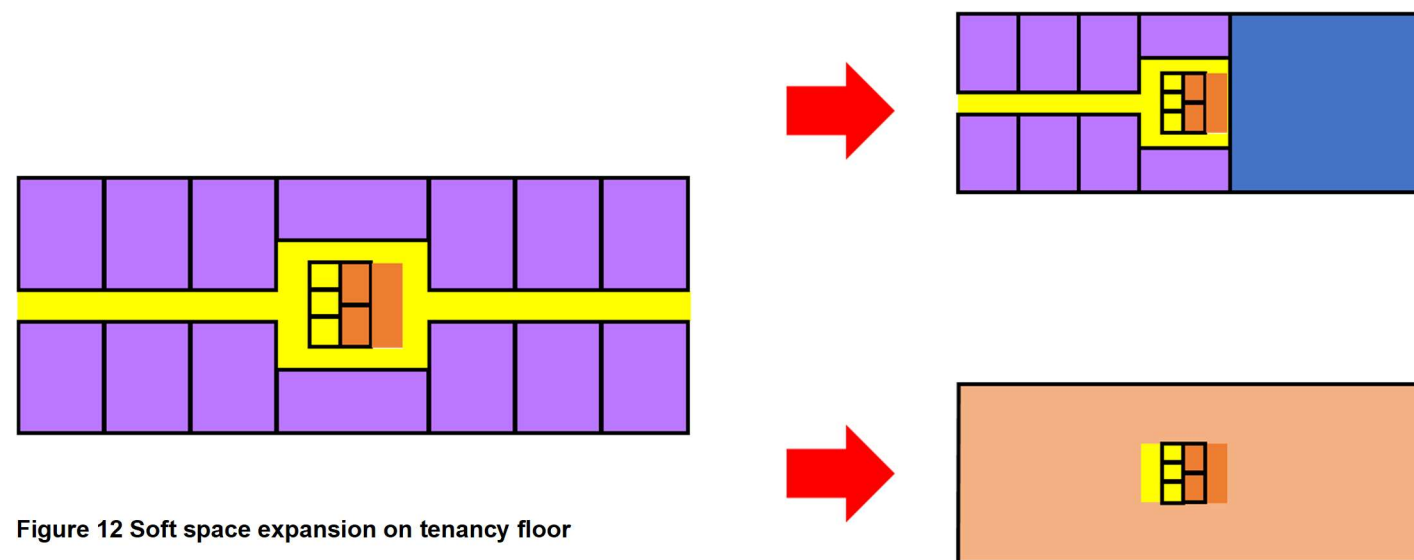


Figure 12 Soft space expansion on tenancy floor

Siting studies

Based on the understanding of the site and the variety of commercial and operational constraints related to a private health facility - and the need to accommodate connectivity pathways, a series of siting studies were considered.

It was determined that while the initial design occupies the optimum part of the site, providing:

- Good connection to the adjacent future medical precinct development
- Good siting along the connectivity pathway between the medical precinct and the key intersection of Racecourse Road and Faunce St W
- The optimum location for site access.
- Good separation of front of house from back of house traffic
- Ample land for future expansion strategy

The initial design nevertheless had a few shortfalls such as:

- Lack of street edge along Racecourse Road
- Lack of connectivity from Faunce St W into the proposed design and the adjacent future development
- The silhouette of the main tower ‘flattens out’ the nature valley scape as defined by Presidents Hill and a distant unnamed hill.
- A western plaza that is exposed to traffic and is overshadowed by the main tower in the early morning.

These shortfalls have been subsequently addressed during the consultation process with the Design Reference Group - as illustrated in the revised design of this DA submission.



Figure 13 Siting strategy of initial design

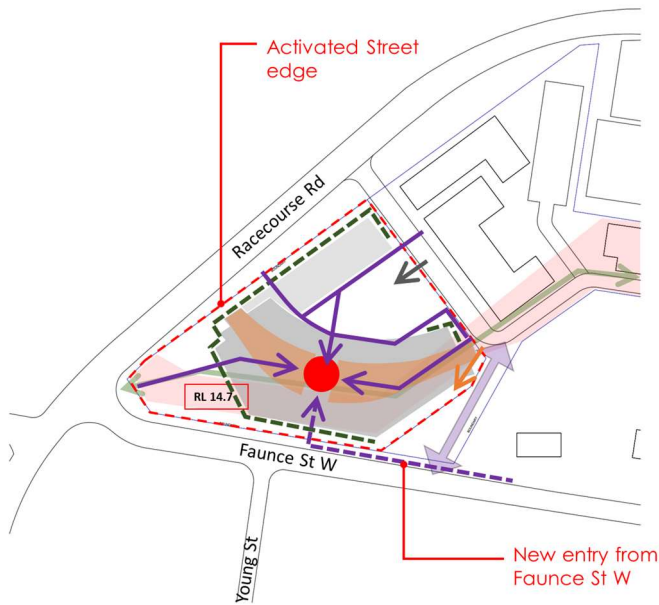


Figure 14 Siting strategy of revised design after 1st Design Reference Group workshop

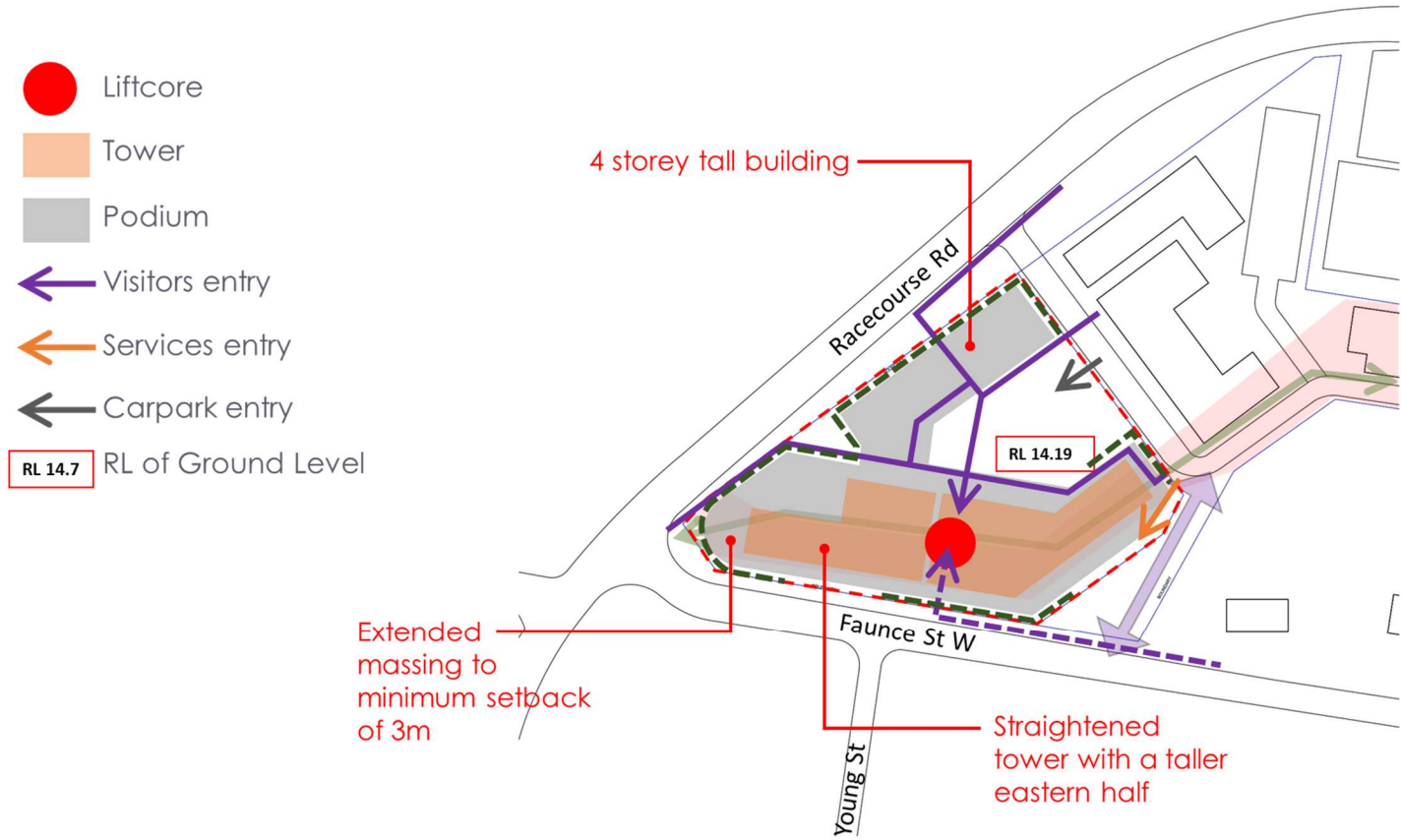


Figure 15 Siting strategy of revised design as presented to Design Advisory Panel

Revised Design

Following interaction with the Design Reference Group and the Design Advisory Panel, the design has the following revisions:

- Additional street activating element along Racecourse Road and Faunce St W
- A new road connecting the eastern private road to Faunce St W allowing connectivity of the adjacent future medical precinct to the wider road network
- New Racecourse Road tower to provide a street edge along Racecourse Road
- A straightened main tower along Faunce St W
- A more intimate western entry plaza allowing outdoor retail activities
- A slenderer main tower form
- Green corridor connecting the northern entry plaza to the central entry plaza
- Loading dock and service yard relocated to basement level and concealed from street view

The reinforced street edges provide improved street amenities while a revised massing form reduces the building's impact along existing view corridors.

These changes were implemented to allow the revised design to improve the quality and amenity of the public domain to fulfil the requirements as per clause 8.3 of the GCC SEPP 2018.

Refer to Section 4.11 Design Advisory Panel of this document for details of the Design Advisory Panel's advice and the proposed design's response to their comments.

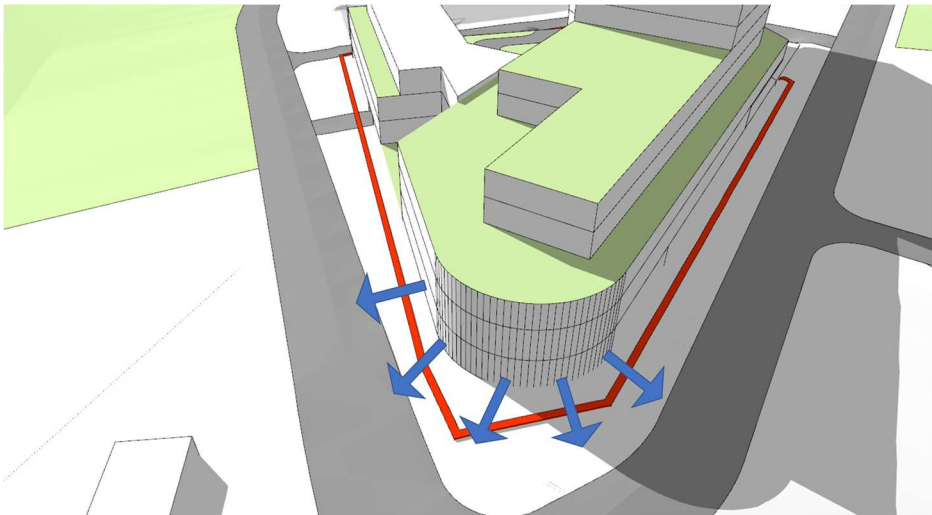


Figure 16 Activated intersection of Racecourse Road and Faunce St W

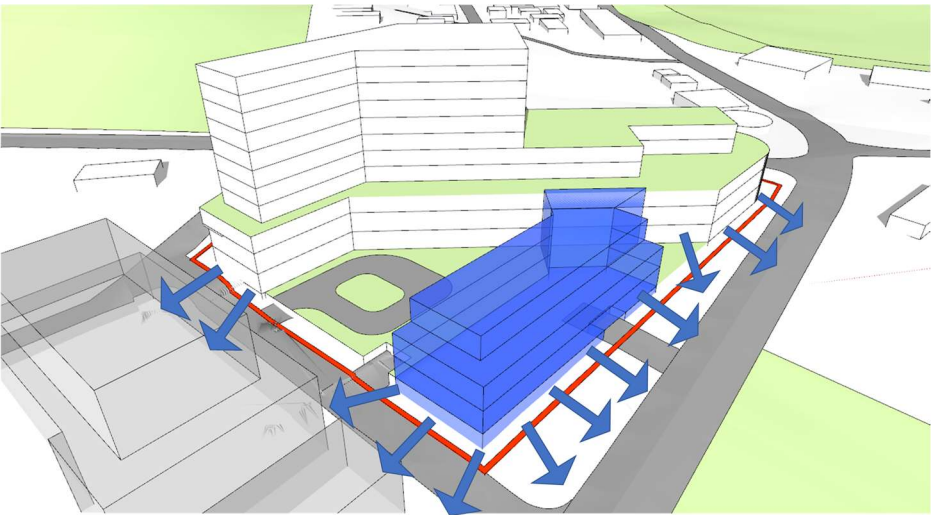


Figure 17 Activated street frontage along Racecourse Road in Stage 2

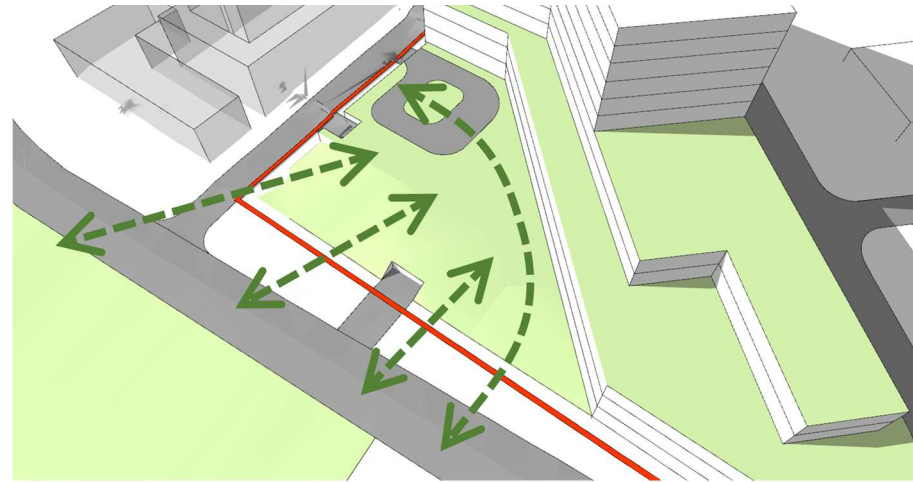


Figure 18 Landscaped forecourt in Stage 1

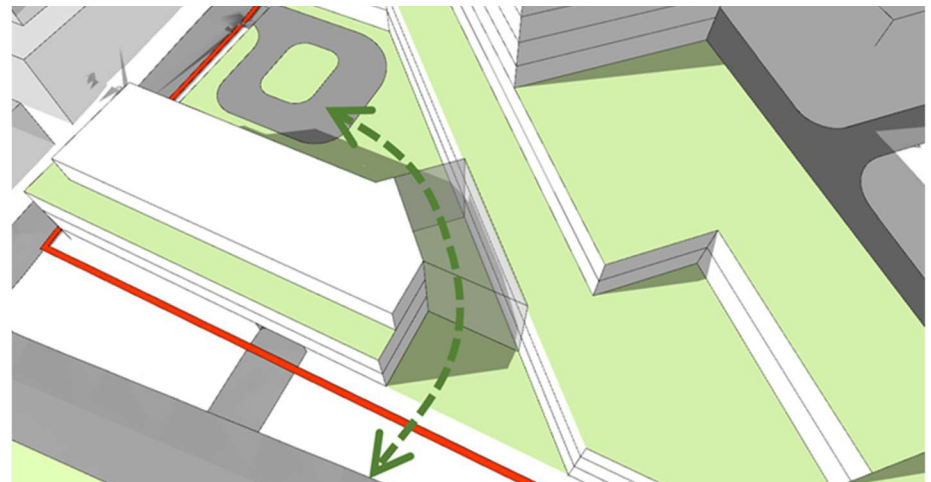


Figure 19 Green corridor through the 3-storey glass atrium in Stage 2

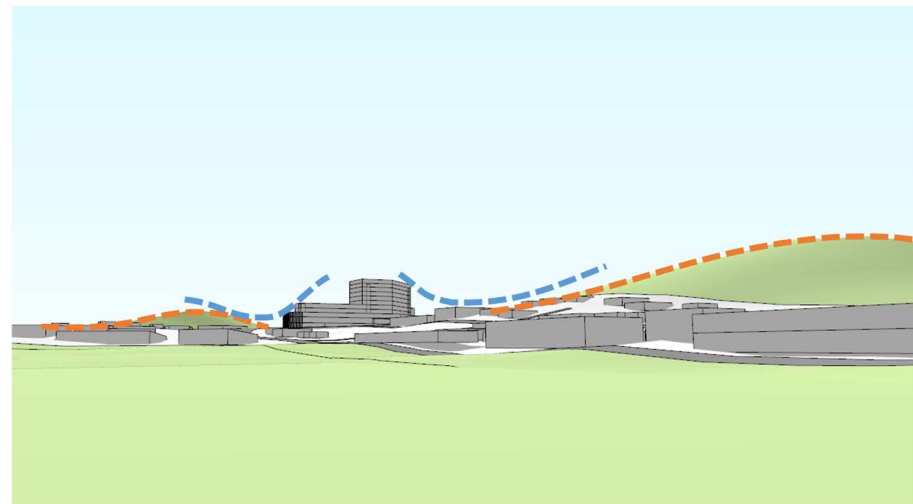


Figure 20 View from Central Coast Highway showing spacing between proposed building and the natural topography

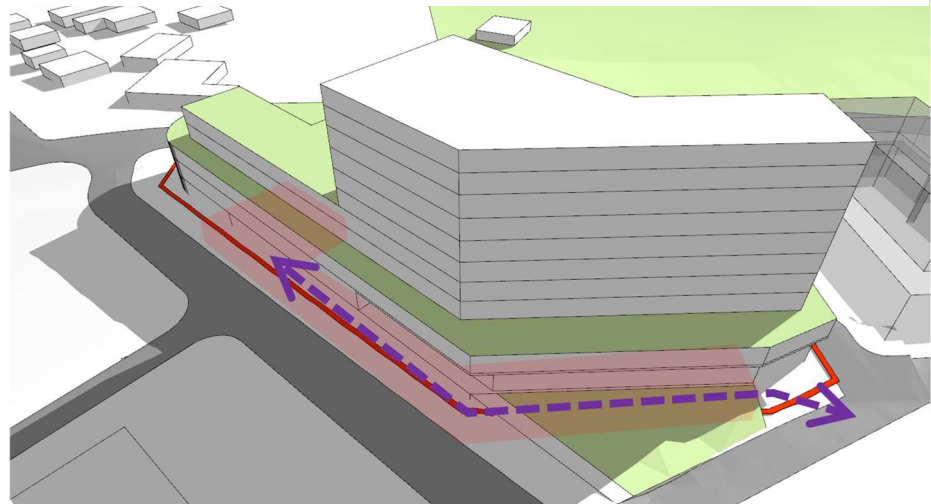


Figure 21 Loading dock is located on the basement level accessed via a driveway from the eastern private road

Landscaping

A pedestrian and bicycle shared path will be allowed for along Racecourse Road and Faunce St West alongside our site in accordance to the principle of the *Gosford Urban Design Framework* which calls for upgrading of pedestrian amenities. The proposed project provides a key anchor or node in providing the connection along the planned medical precinct to the public hospital.

The integration of the natural environment is an extremely important component in the planning of a health facility building. Research clearly indicates that accessibility to planted areas and views of the natural landscape help to facilitate a healing environment.

Nature is integrated into the proposed design in two ways:

- Provision of accessible gardens
- Providing views of the distant landscape

Regarding the latter point, the proposed building places the inpatient unit ward on the top level of the building with unobstructed view to the surrounding landscape.

To the south is the view to Brisbane water, to the west are the mountain ranges clothed in greenery that stretch north towards Strickland State Forest. To the east is the distant view to the Rumbalara Reserve, and to the immediate south is Presidents Hill.

The site presents many opportunities to establish and enhance quality advantageous connections to these natural landscapes.

The revised scheme also provides an additional north-facing roof top courtyard to allow for a biophilic designed connectivity of the facilities' patients and staff with the natural environment.

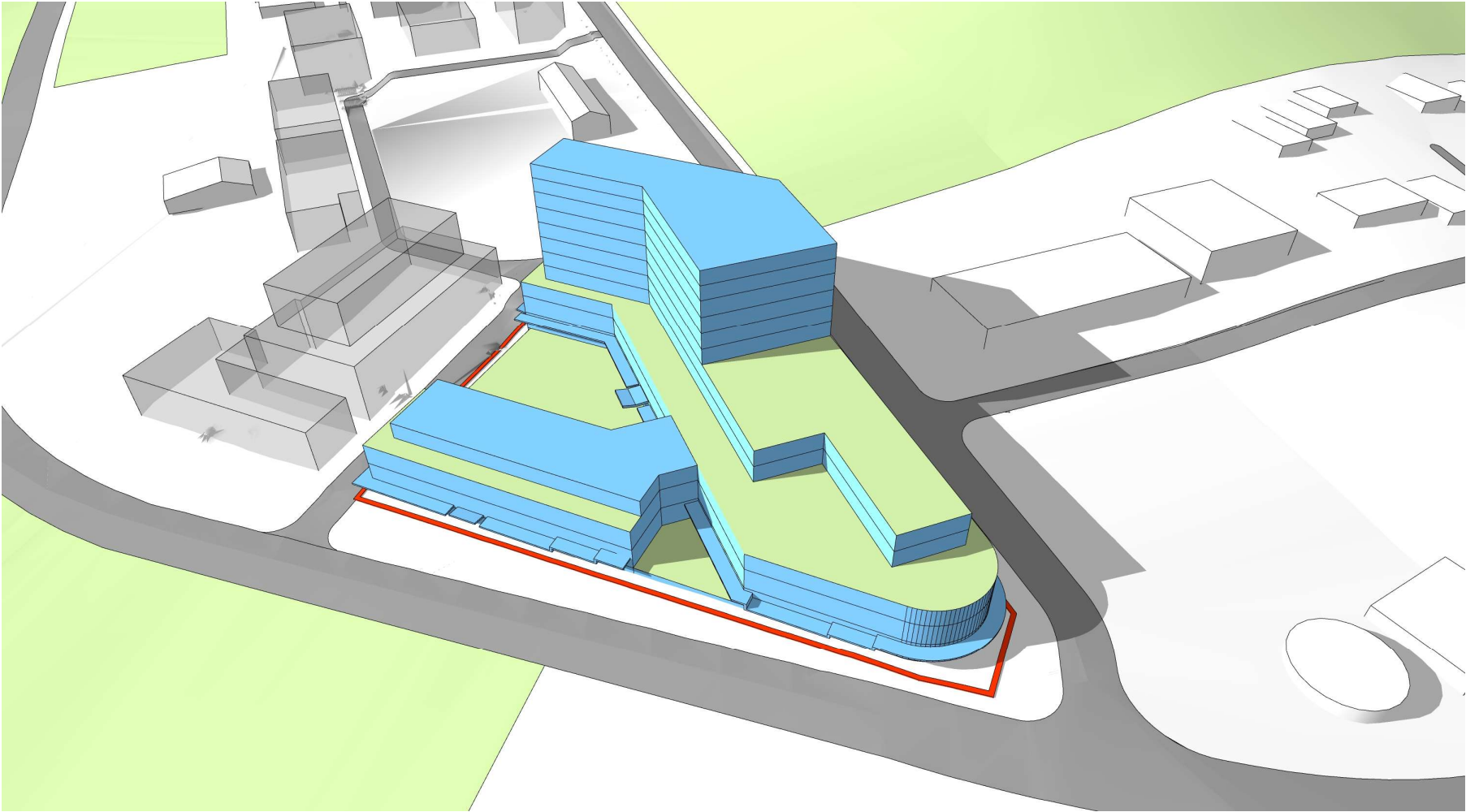


Figure 22 Shadow diagram at 10:30am on Winter Solstice

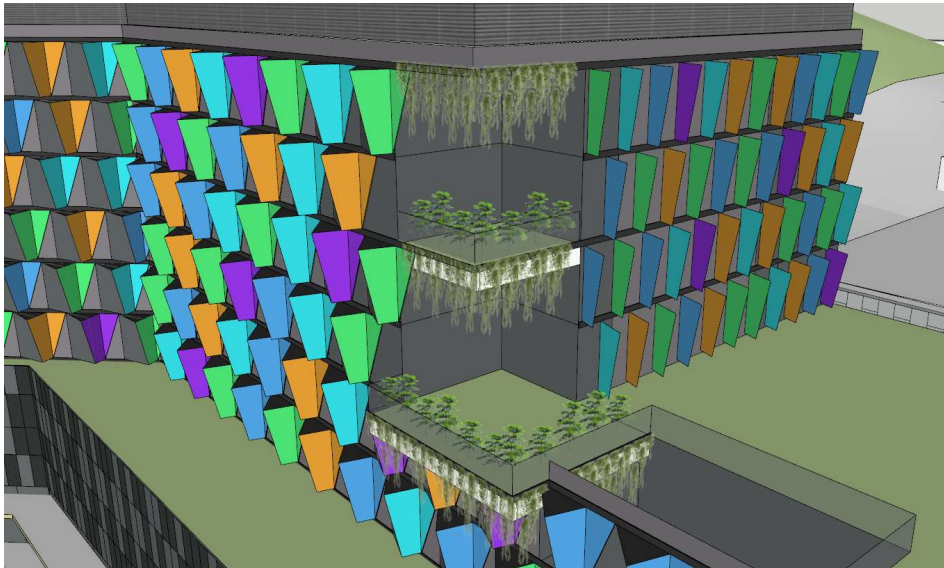


Figure 23 External tower courtyard providing vantage opportunity

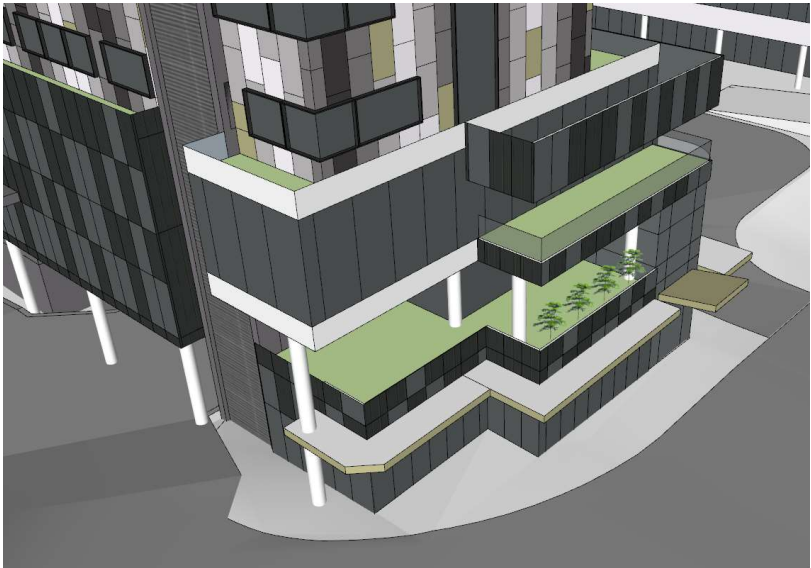


Figure 24 Balcony and Terrace providing external outlook and architectural articulation

4.3 Staging

The project will be staged, with the main tower and podium portion to be constructed in the first stage.

The Racecourse Road building and the 3-storey entry atrium connecting it to the main building will be constructed as a second stage and will be a standalone outpatient services and tenancy tower.

The Stage 2 Racecourse Road building site will be landscaped in Stage 1 to with a visual and an accessible connection to the ground floor entry plaza from Racecourse Road.

Beyond Stage 2 there are expansion zones reserved for:

- Inpatient unit expansion on level 5 and level 6 for an additional 2 inpatient unit wards and;
- clinical department expansion from the podium of the main hospital building into the Racecourse Road building on both level 1 and level 2.

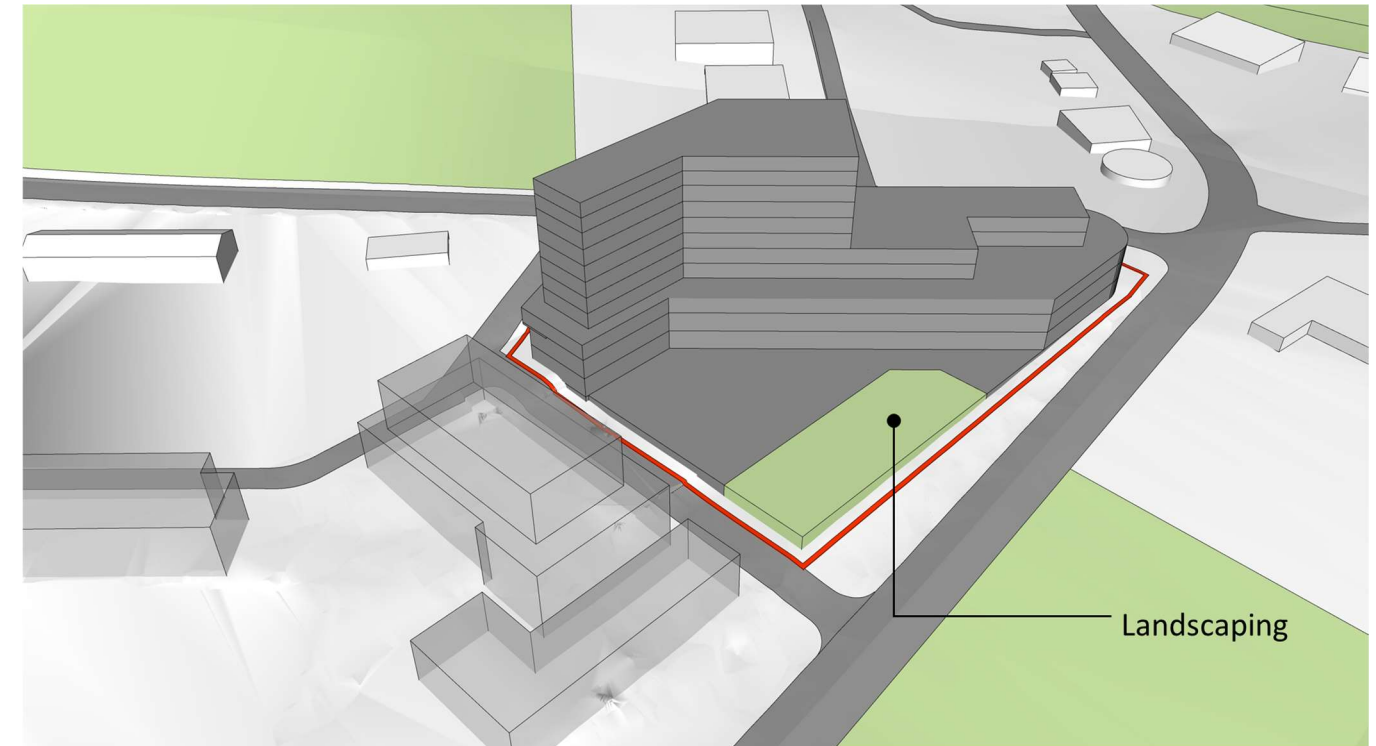


Figure 25 Stage 1

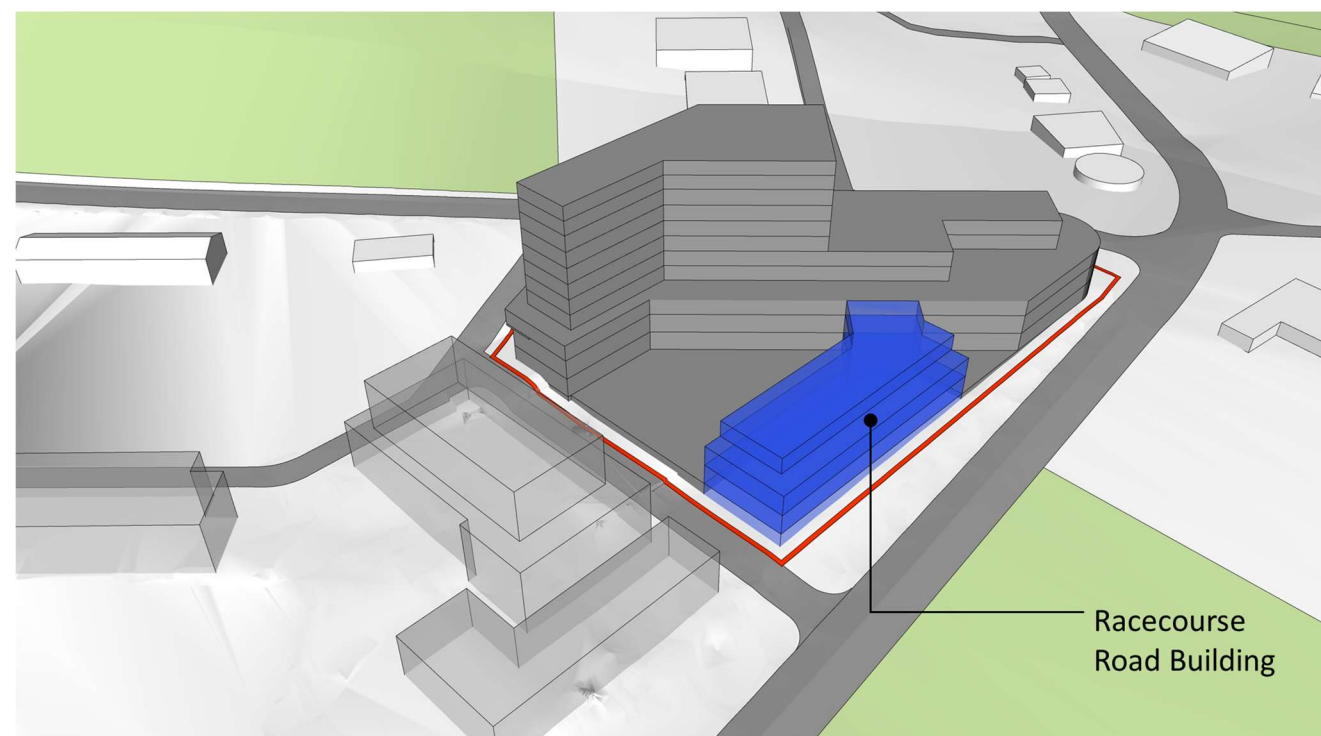


Figure 26 Stage 2 Racecourse Road expansion

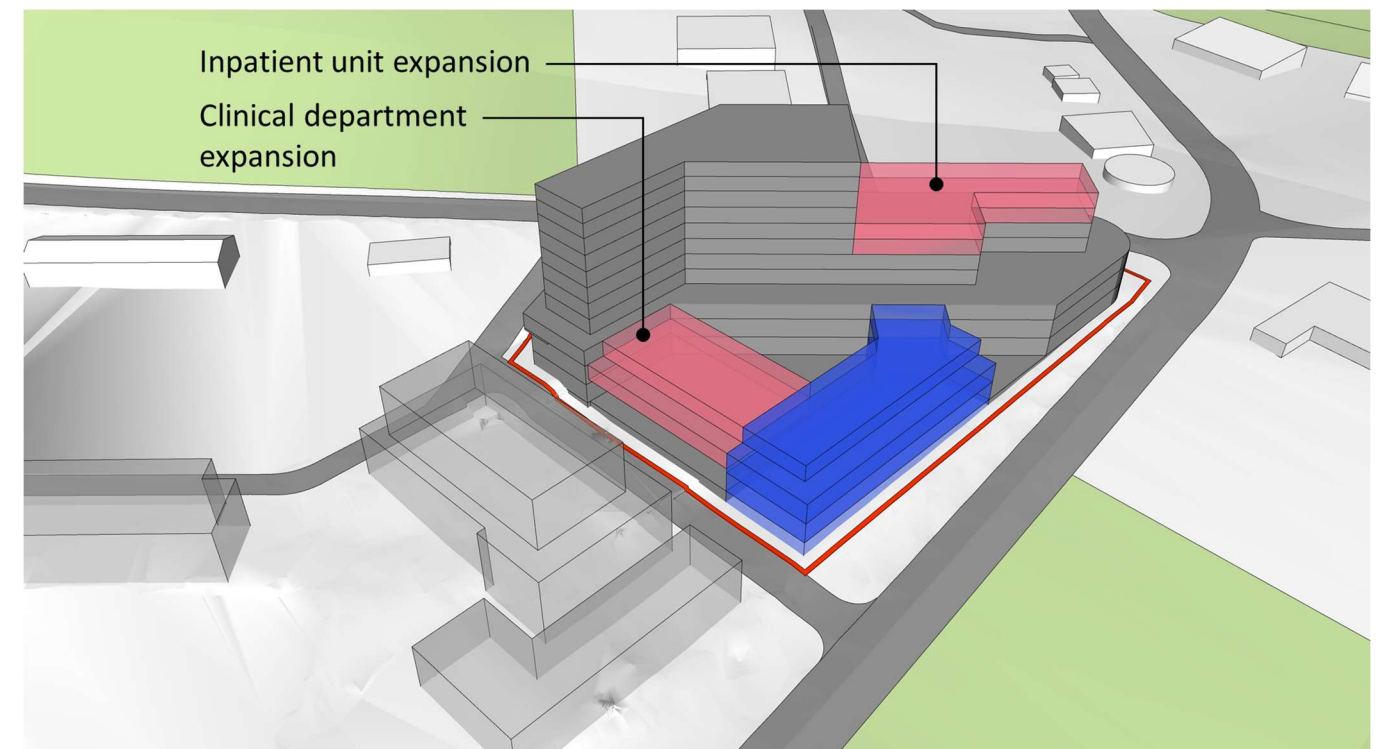


Figure 27 Future expansion zone



Figure 28 Stage 1 of proposed development



Figure 29 Stage 2 of proposed development

4.4 Setback and building height

The site of the proposed project is within the B6 Enterprise zone which is subject to the following restrictions:

- 3-4 m ground level front setback
- 3 m side setback
- 6-12 m street wall height
- 4.5 m setback above street wall

The proposed building provides building frontage along all the surrounding roads at 3 m setback. The street walls are generally 3 storeys in height at 15m from street level which exceeds the Gosford City Centre Development Control Plan. The height of the proposed street wall was established in discussion with the Design Reference Group.

The towers on top of the podium generally have an additional setback of 4.5 m with a minimum of 7.5 m setback from the boundary except for the south eastern corner of the tower which is 7075mm from the boundary instead.

The tallest point on the building is 45 m from Racecourse Road street level or 49m from the lowest point of Racecourse Road at the northern end of the site.

The FSR of the building is 2.34:1 in Stage 1 and 2.68:1 in Stage 2.

Allowable building height and FSR as defined in the Gosford City Council Development Control Plan, 12 m and 1.5:1 respectively are therefore exceeded.

Considering the size of the development and the location of the site within the B6 Enterprise Corridor zone, the project seeks an exception to both building height and FSR constraints under Clause 8.4 in the State Environmental Planning Policy (Gosford City Centre).

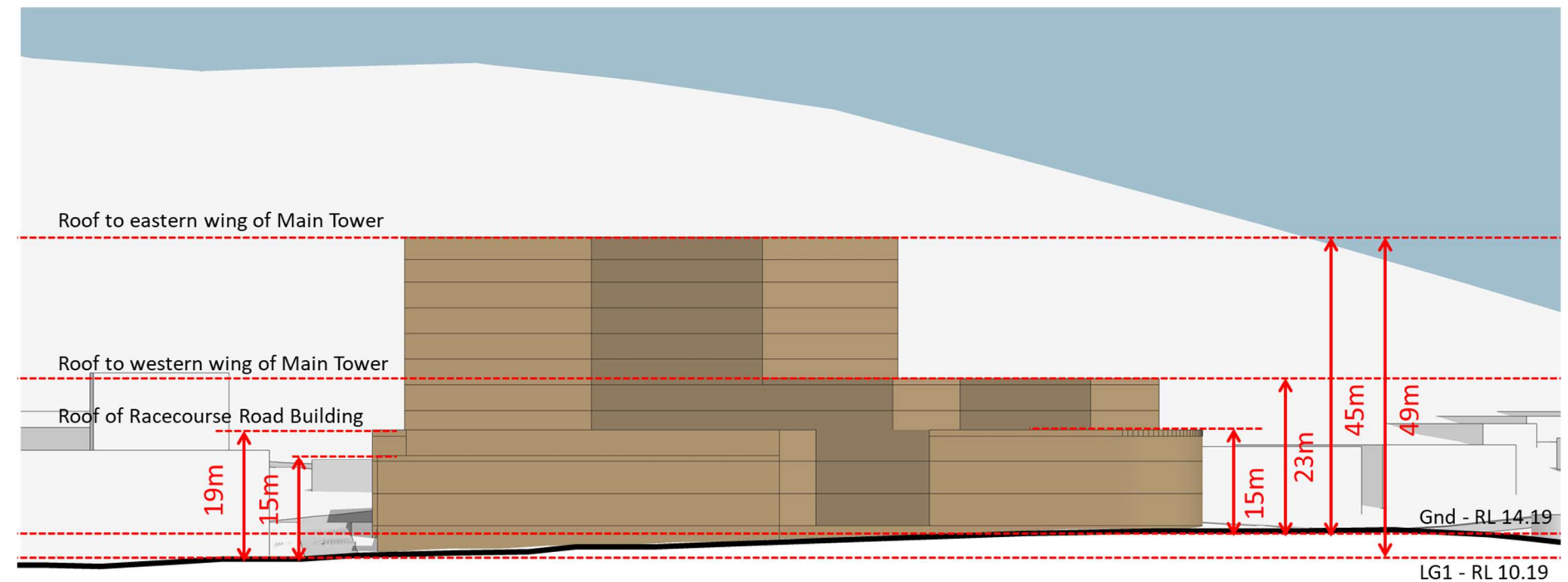


Figure 30 Building height

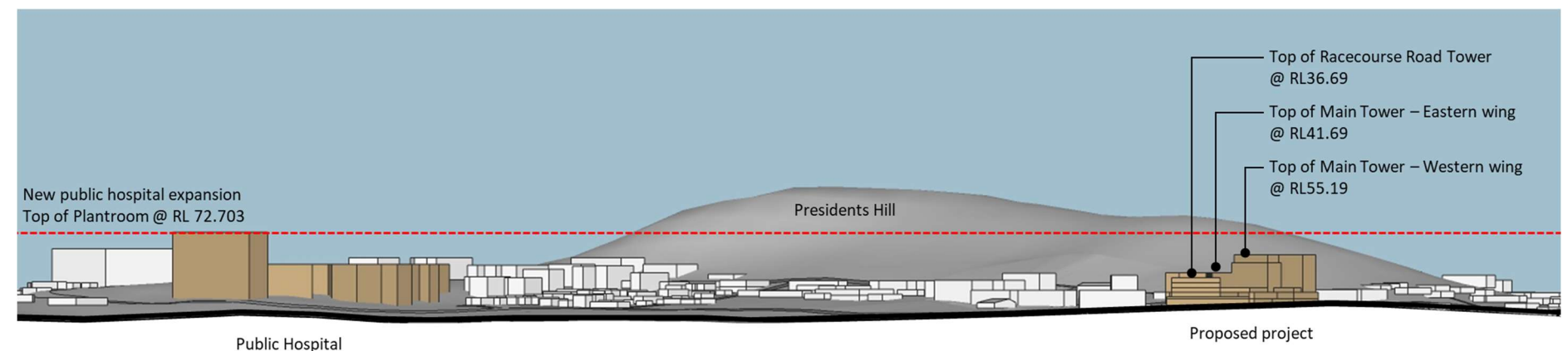


Figure 31 Height comparison to public hospital

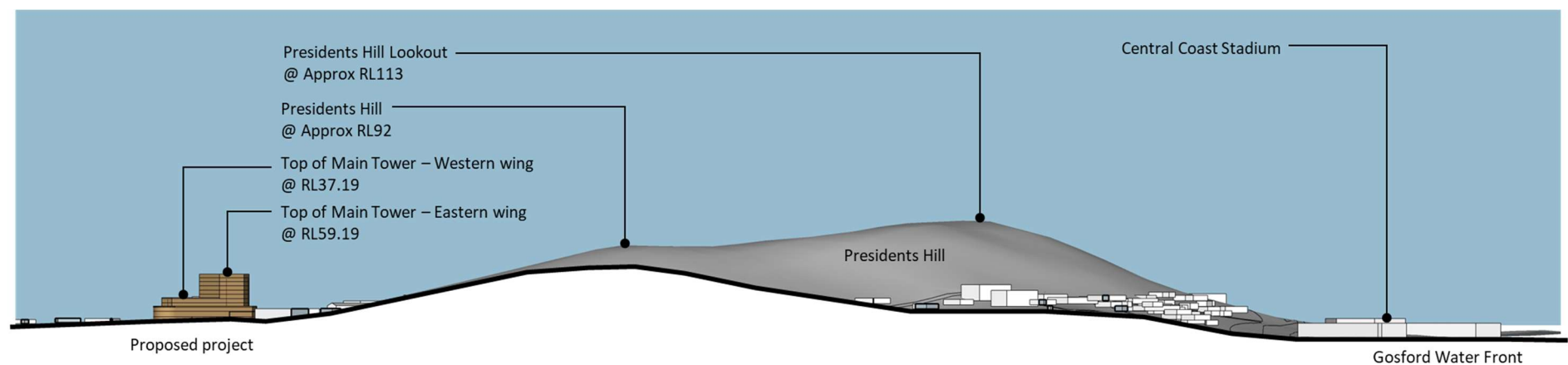


Figure 32 Height comparison to Gosford Waterfront



Figure 33 Setback on ground level



Figure 34 Setback on tower level

4.5 Site access

The site is served primarily by Racecourse Road, which provides convenient access to both Gosford CBD and the freeway. Faunce St West, which forms the southern boundary of the site, also provides direct connection to Gosford Station.

Traffic to the proposed hospital can be separated into the following categories:

- Pedestrian traffic
- Bicycle traffic
- Vehicular traffic
- Services vehicular traffic

Pedestrian traffic

It is understood that both Racecourse Road and Faunce St W are major pedestrian routes, a fact which needs to be considered in the design.

Currently there is an absence of pedestrian amenities along these two roads.

The proposed design will provide a bicycle and pedestrian shared path along both streets, to serve as the foundation stone for the future network of pedestrian and bicycle amenities that would connect the site to the public hospital and train station.

Although the main entry of the building is located at the centre of the site at the vehicular drop-off, the proposed design provides numerous points of entry into the building.

These include the ground floor entry from the Racecourse Road, from Faunce St West at the intersection of Racecourse Road, the eastern entrance directly aligned to the main avenue of the future medical precinct and an entry from Faunce St W into level 1 of the building.

In particular the level 1 Faunce St W entry grants access to the multistorey atrium with an internal stair connecting to the ground floor main entry lobby and central entry plaza, which forms the heart of the site.

This is considered an improvement to the existing site which is currently an inaccessible warehouse complex with a severe level drop from Faunce St W.

Bicycle Traffic

Based on the masterplan, the proposed design considers bicycle traffic traversing Racecourse Road, Faunce St W as well as the main avenue of the future neighbouring development. Bicycle parking and amenities are provided on the ground floor readily accessible from Faunce St W.

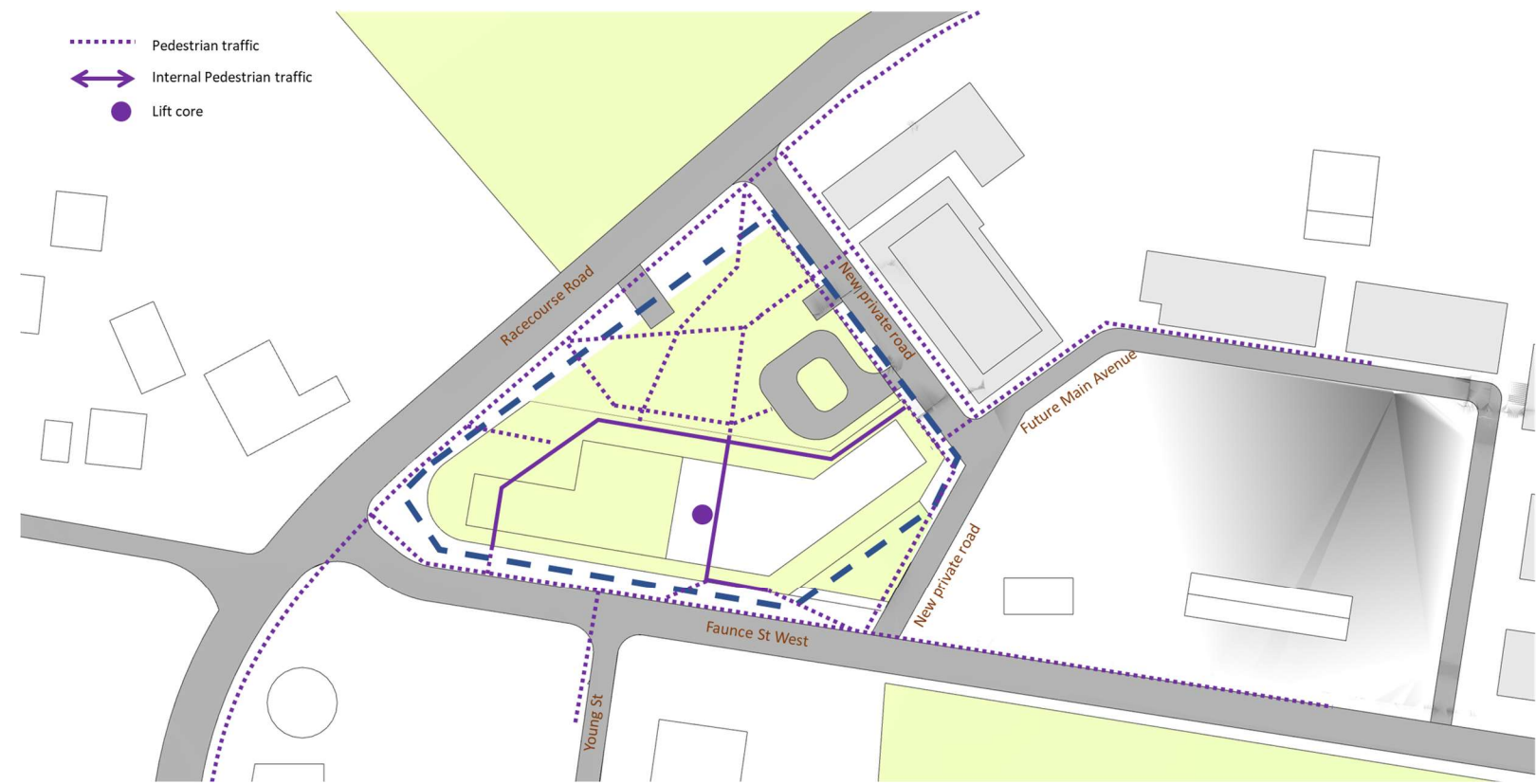


Figure 35 Pedestrian Traffic in Stage 1

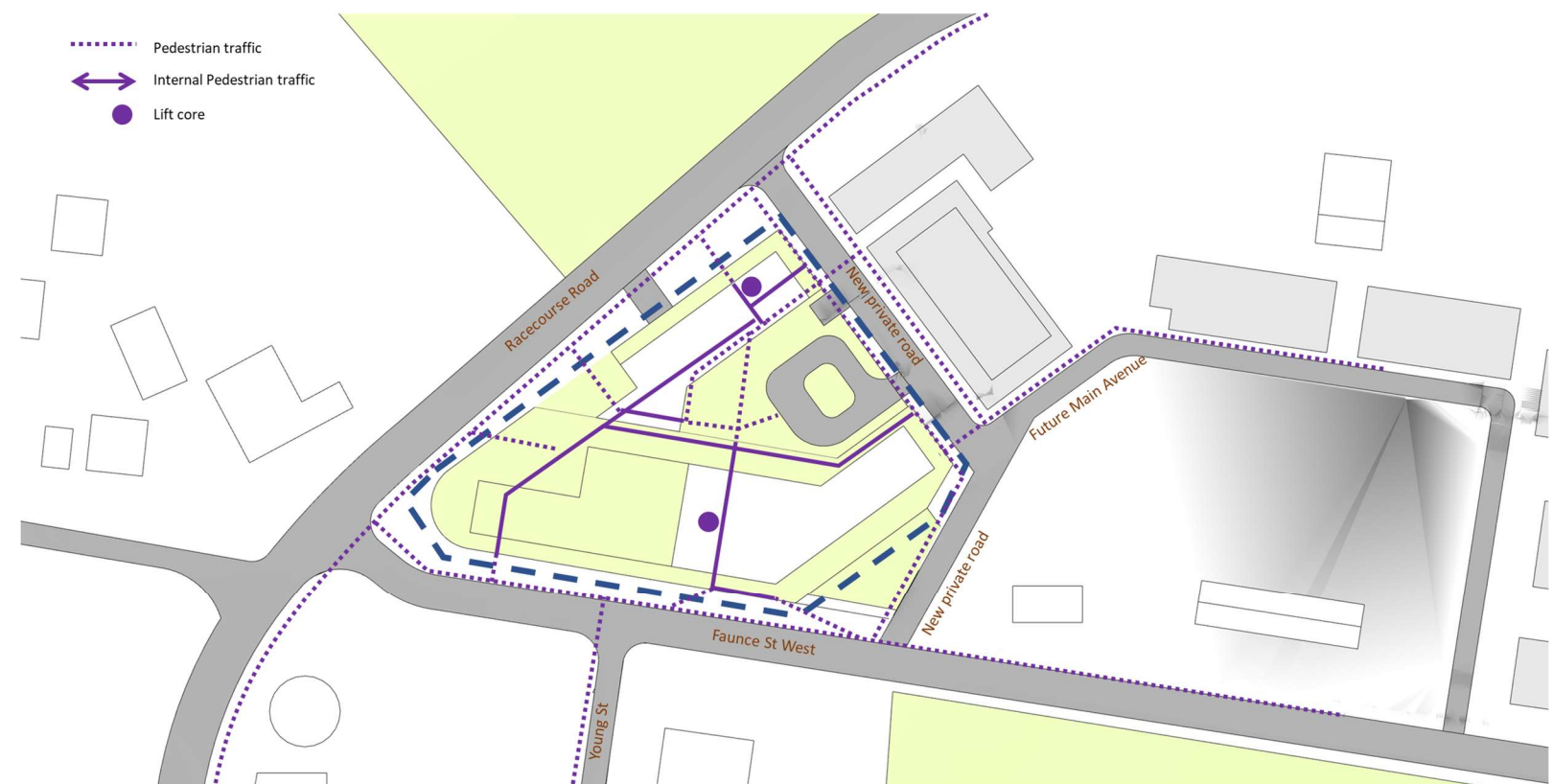


Figure 36 Pedestrian Traffic in Stage 2

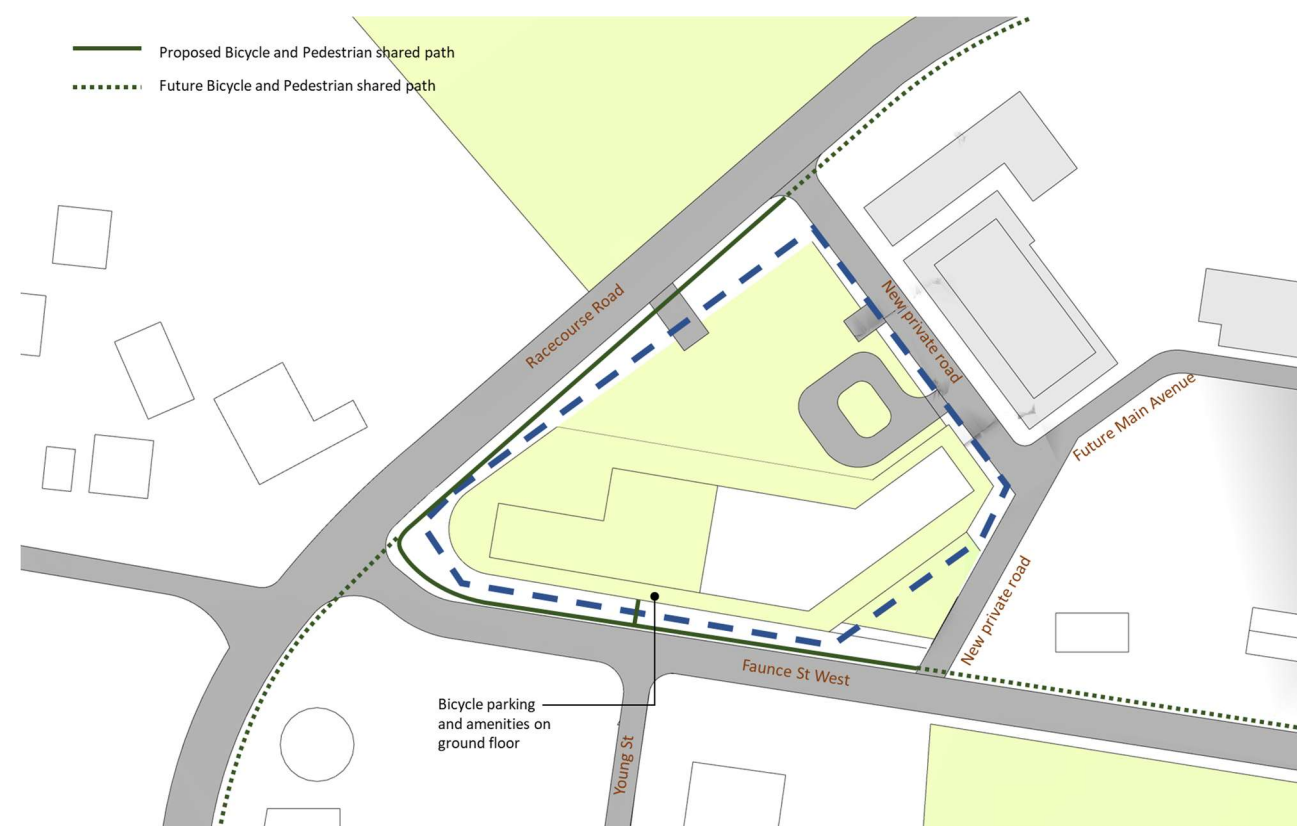


Figure 37 Bicycle and Pedestrian Shared Path in Stage 1

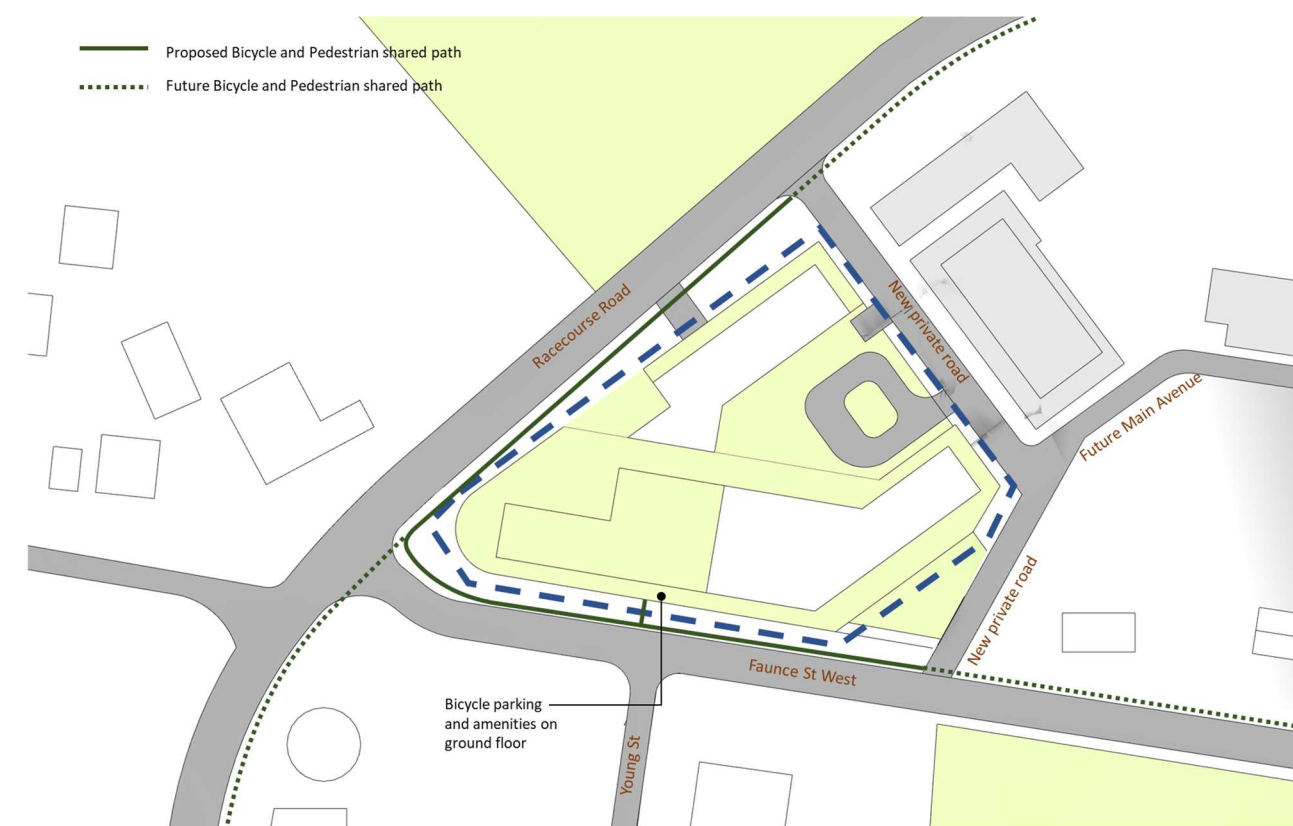


Figure 38 Bicycle and Pedestrian Shared Path in Stage 2

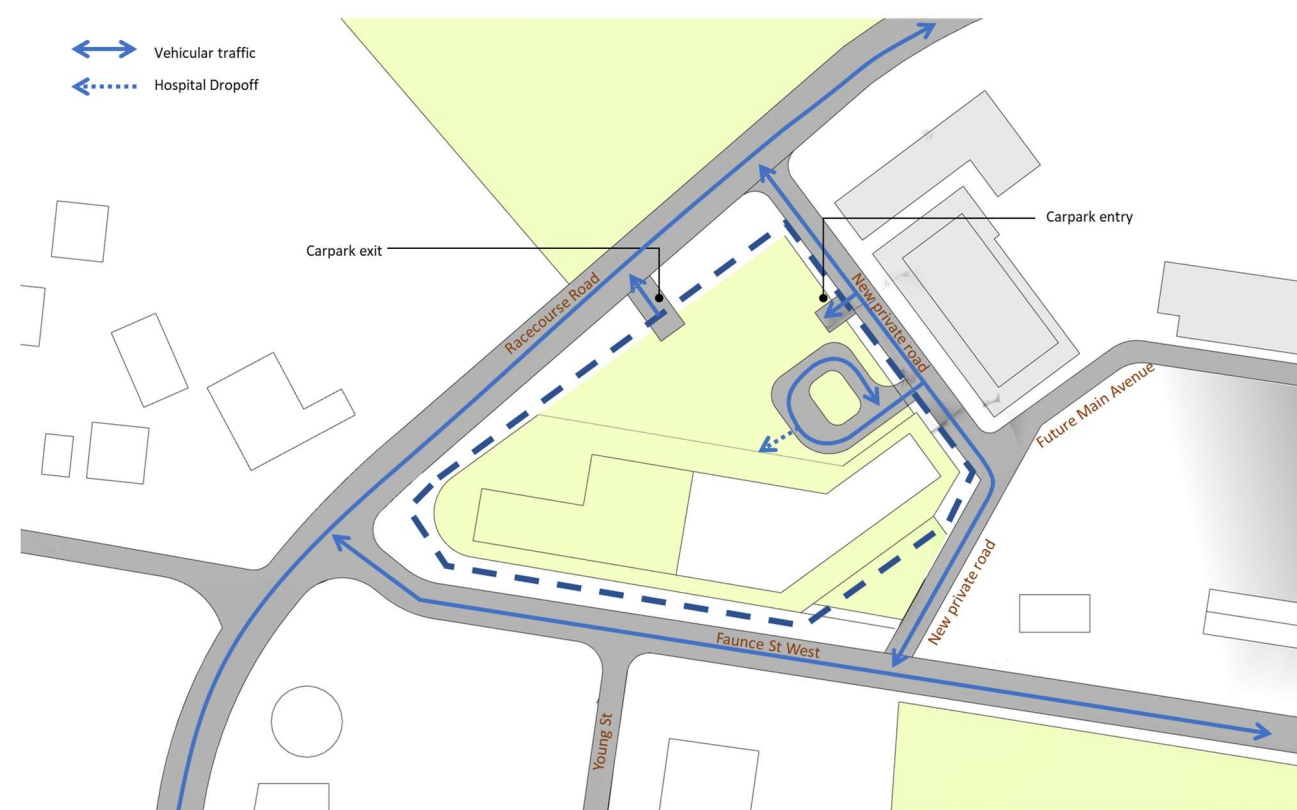


Figure 39 Vehicular Traffic in Stage 1

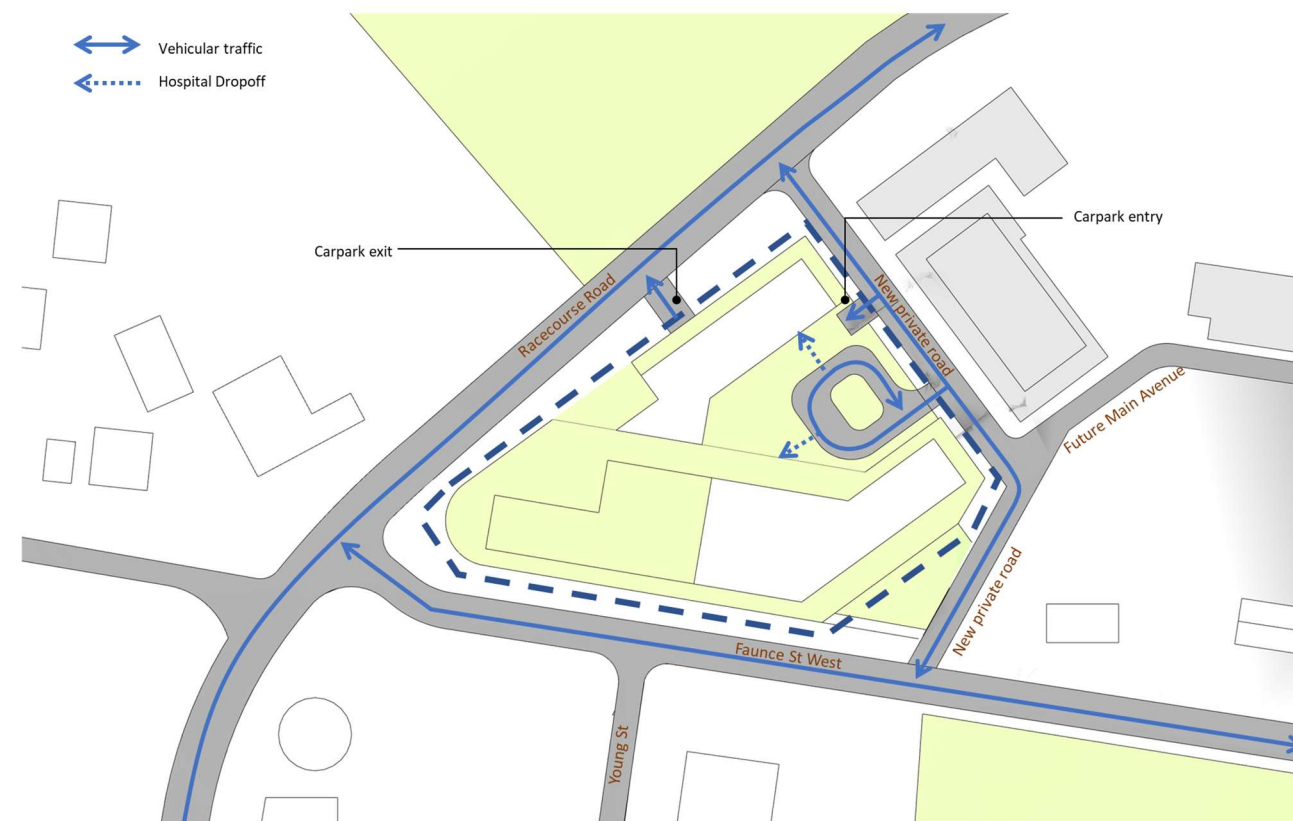


Figure 40 Vehicular Traffic in Stage 2

Vehicular traffic

Vehicular traffic accesses the site via the new eastern private road, which is connected to Racecourse Road and Faunce St West. A driveway from this road leads to a 2-lane vehicular drop-off zone. Carpark access is provided from the same road, which leads to the carpark directly below the drop-off, utilising the natural change of contour on the site.

Vehicles exit the carpark via a separate driveway directly onto Racecourse Road.

The proposed design allows for 448 car spaces, which fulfils the carparking requirement in accordance with the Central Coast Council DCP. The traffic and carparking report outlines carparking calculations in more detail.

Services vehicular traffic

A dedicated loading dock on the basement floor to the south of the site is provided for services vehicles, with direct access to the hospital back of house area.

The loading dock is enclosed and concealed from pedestrian traffic along Faunce St W.

Services vehicles will access the site from Racecourse Road via the new eastern private road.

The loading dock allows for ample spaces for trucks to manoeuvre in allowing service vehicles to forward-in and forward-out of the site.

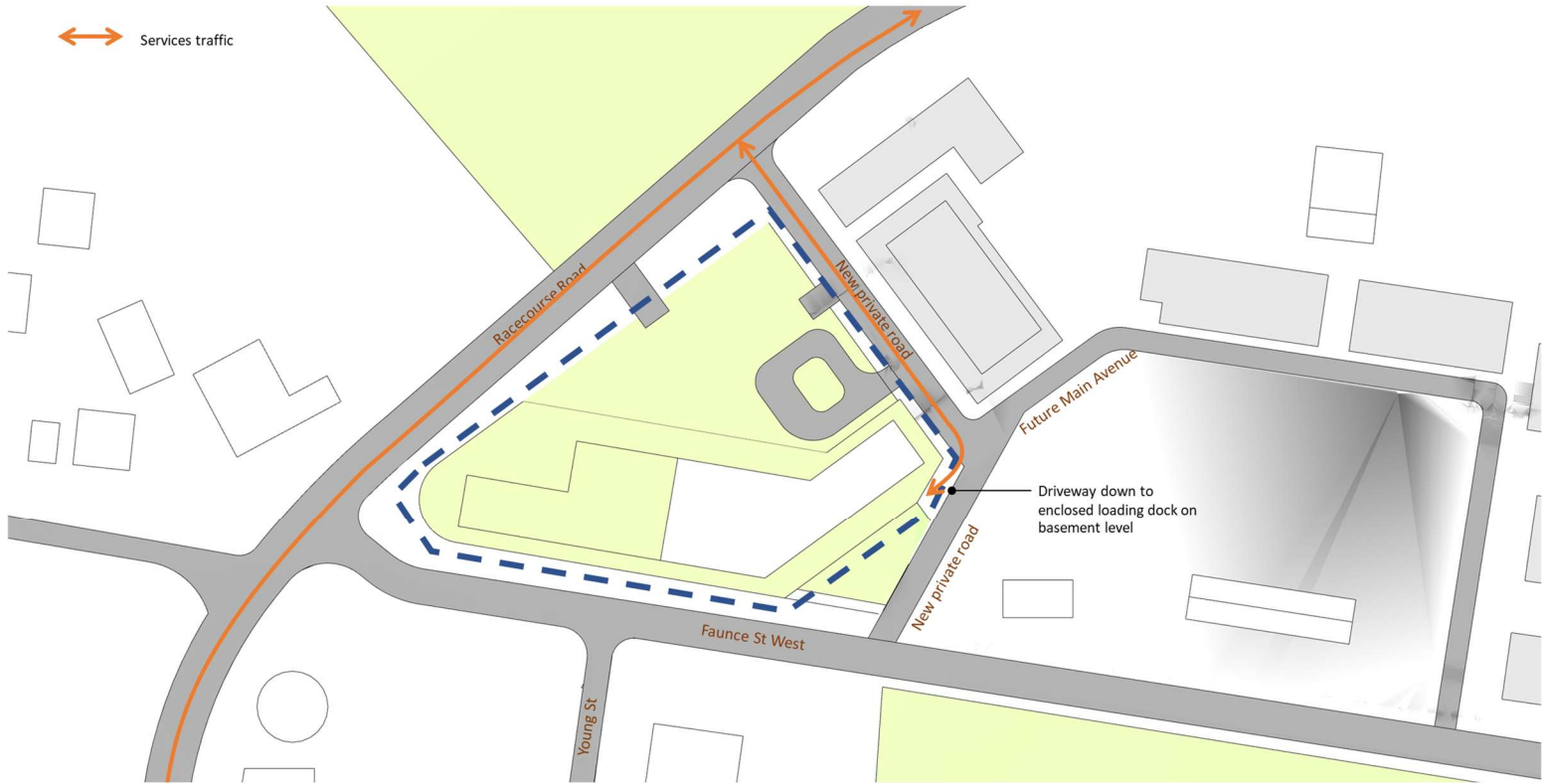


Figure 41 Services Traffic in Stage 1

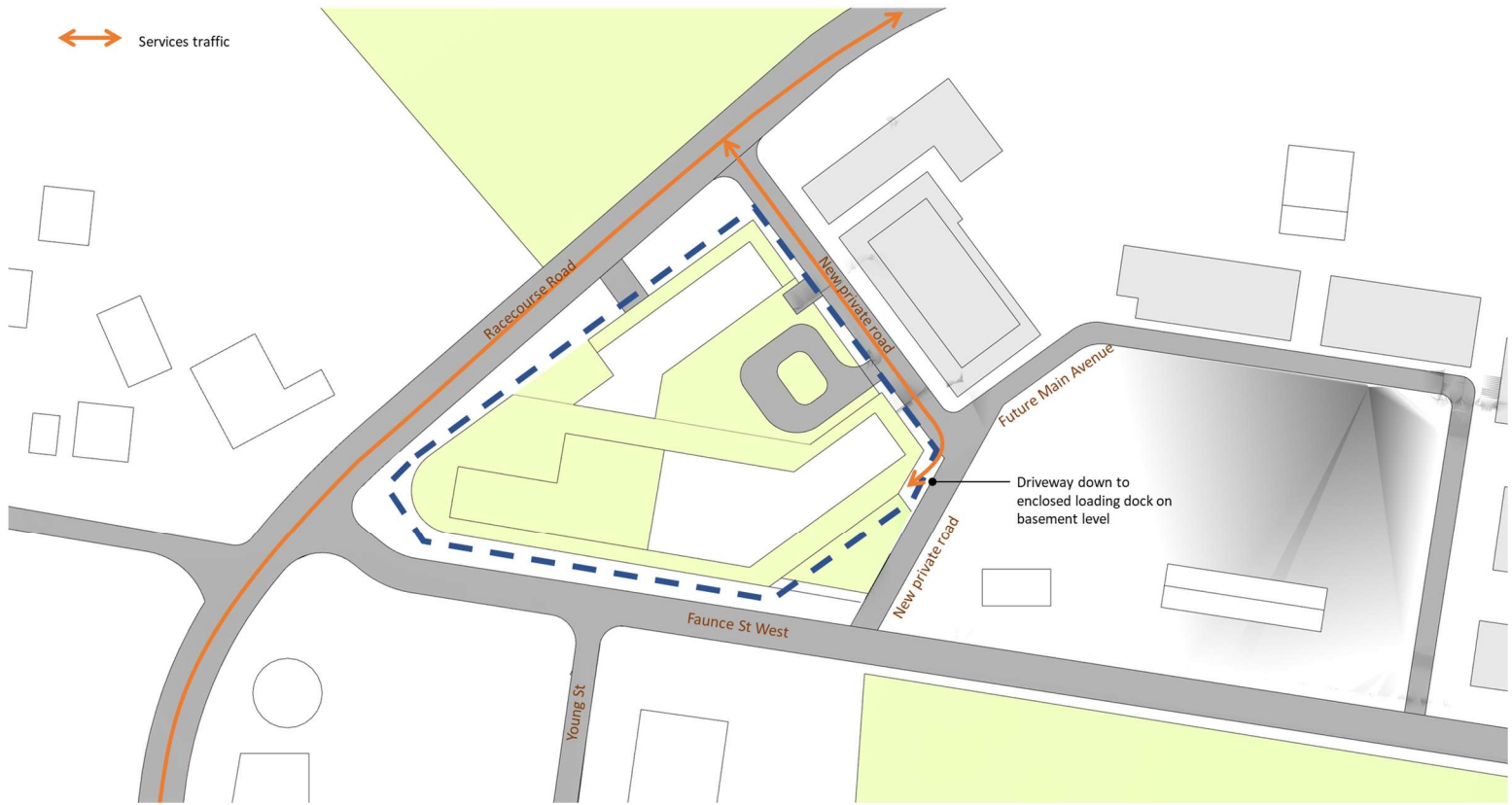


Figure 42 Services Traffic in Stage 2

4.6 Colours and Materials

In general, the cladding materials are selected with consideration of the proposed facility being an important landmark building. The materials need to be robust and durable and are chosen to assist with breaking down the visual scale of the building mass -and to help the proposed design be relatable to the human scale.

These are described in detail in this section.

Southern feature façade

The façades of the main hospital tower are considered as the feature elements of the project, being a key landmark on the precinct and the tallest.

The southern façade of the main tower is cladded with Prefinished Fibrecement panels which is a quality cladding material compliant with National Construction Code (NCC) fire requirements.

It will be arranged into a vertical running bond pattern with horizontal strip windows sized to allow for windows of sufficient width for the patient bedrooms.

They are also manufactured with a distinct texture and a natural variation of colour providing interest to the façade. Four tones of grey and a single highlighted tone are chosen for this façade. The tonal change is arranged on a pattern that is based on an abstraction of a cluster of contour lines which is inspired by the rapid change of levels on the site and nearby Presidents Hill to which the southern façade faces.

The termination of the internal corridors within the ward will be addressed by a central vertical strip of window at the end of the tower. The cladding of this façade will continue as the canopy wrap around the building along the Racecourse Road façade.

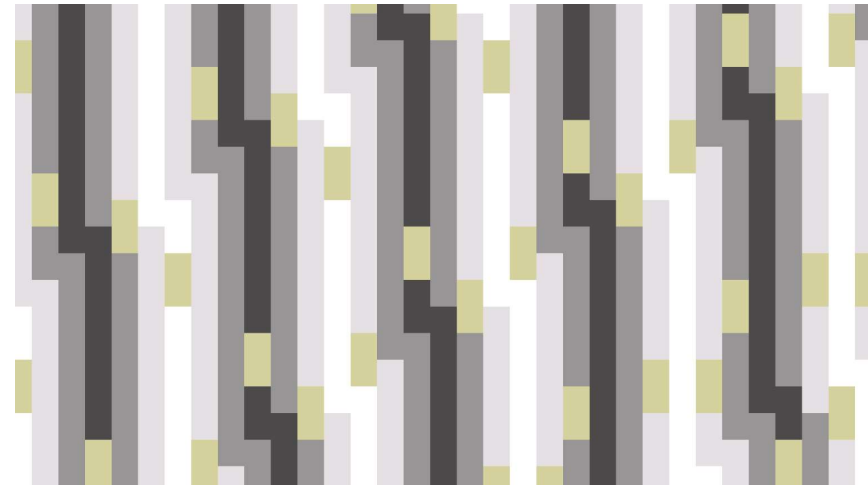


Figure 43 Abstraction of contour lines

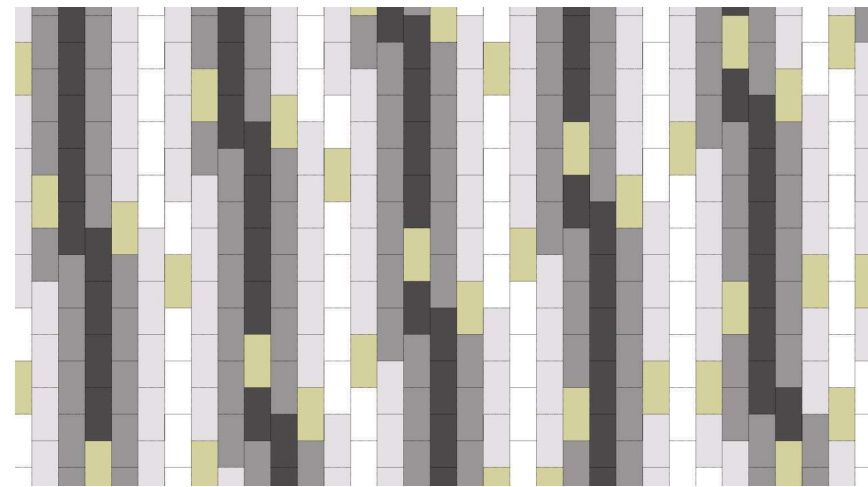


Figure 44 Feature facade cladding pattern



Figure 45 Feature cladding with vertical strip windows

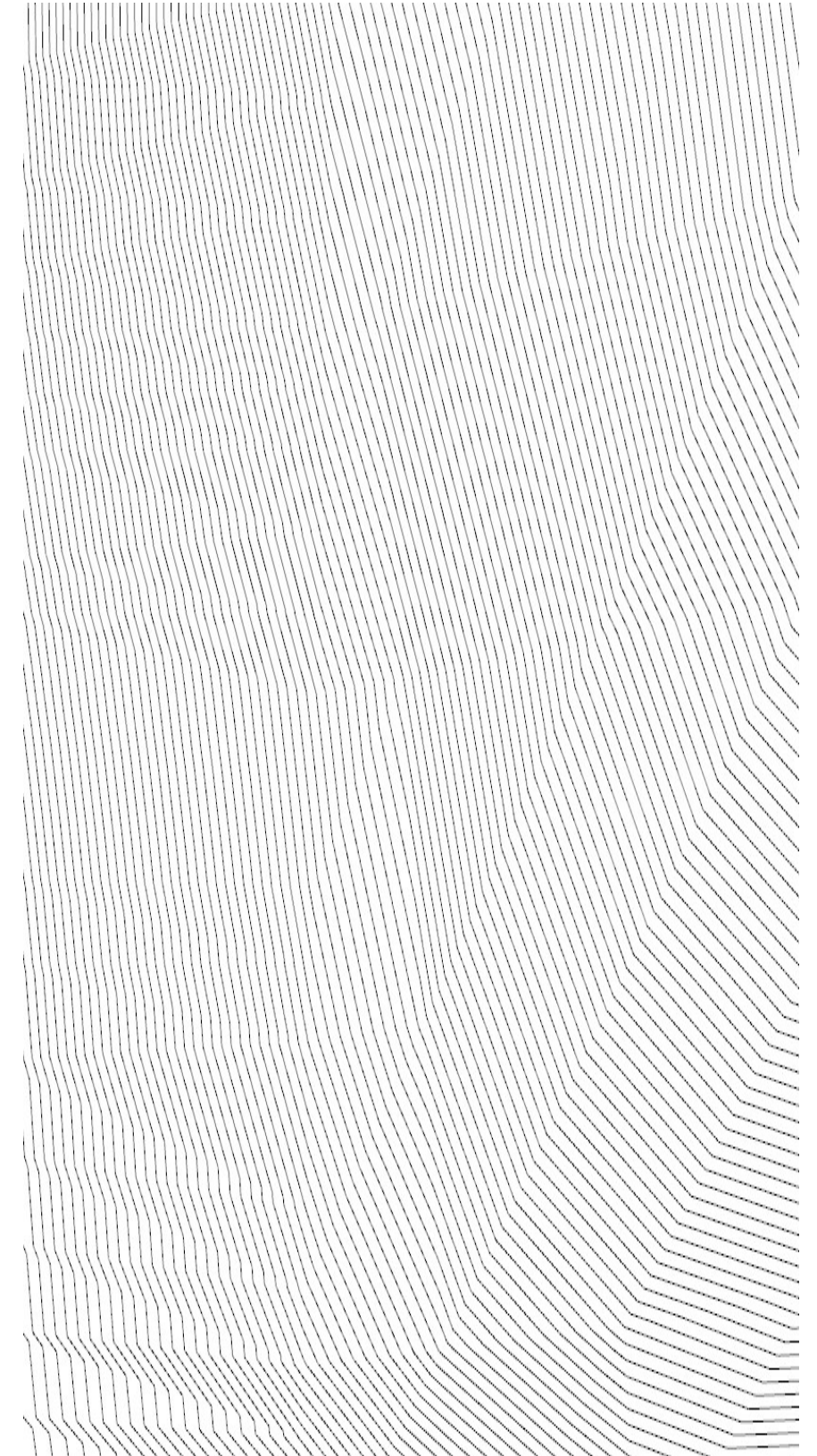


Figure 46 Contour lines on Presidents Hill

Northern feature façade

The northern feature façade is based on a series of triangular alcove pop outs from the patient bedrooms.

These alcoves allow patients or their visitors to enjoy the outdoor view from the bedroom. They are rotated to minimise the western sun exposure and the side and top panels are extended past the alcove to form as horizontal and vertical sun shading device.

The arrangement of these alcoves is designed in a staggering arrangement to create a vibrant and dynamic façade.

These pop-outs serves as both aesthetic and environmental comfort functions.

Vertical sun shades with a similar design and arrangement are designed for the western façade to the eastern wing of the main tower for continuity and ESD reasons.

The base material on this façade that serves as background for this façade is Prefinished Fibrecement panel which will be specified to comply to NCC fire requirements. The colour of this panel is the mid-tone from the southern feature façade which assists with the continuity between the two facades.

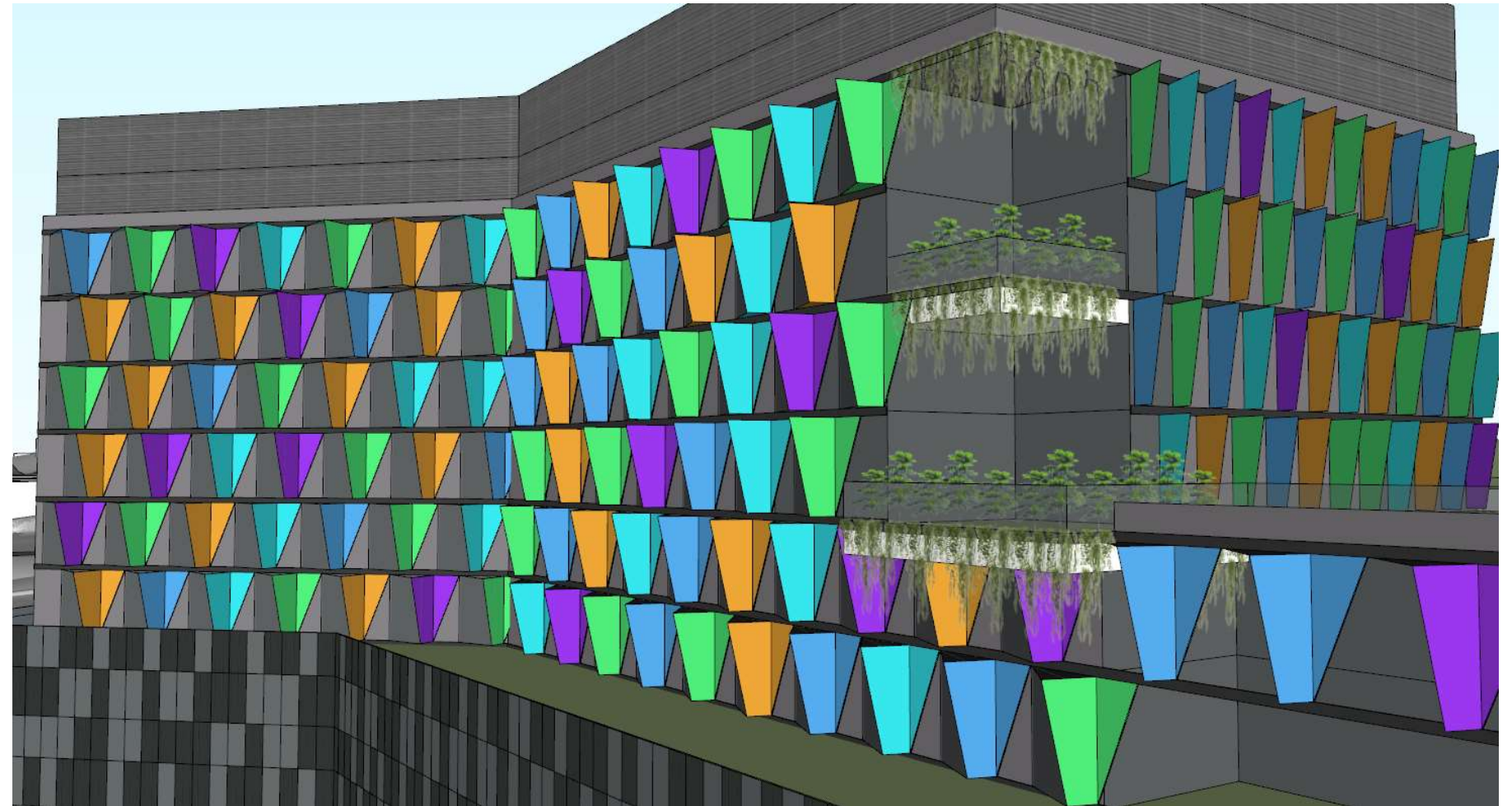


Figure 47 Silver-colour metal panels with colourful pop-outs.

Podium façade

The primary façade material to the podium is a grey coloured profiled metal panelling with expressed vertical ribs.

This material provides a texture to the building that allows for it to be relatable to the human scale.

The profiled ribs also casts shadows onto the material surface itself at variable depth during the day, adding interest to the façade.

The cladding will be arranged in a randomised arrangement, with glazed panels and colourback glass panels. This arrangement helps to break the scale of the building allowing it to be more relatable at street level.

The entrances of the building along Racecourse Road and Faunce St West are clad with timber batten screens to provide a natural warmth in contrast to the metal cladding. The verticality of both façade materials allows the transition to proceed smoothly.

Glazed facade

The end portion of the main tower is clad with a glazed curtain wall with colour matching colourback glass panels.

This is also the cladding material for the Racecourse Road tower. Metal sunshading will be provided for the façade for environmental comfort and to provide architectural interest.

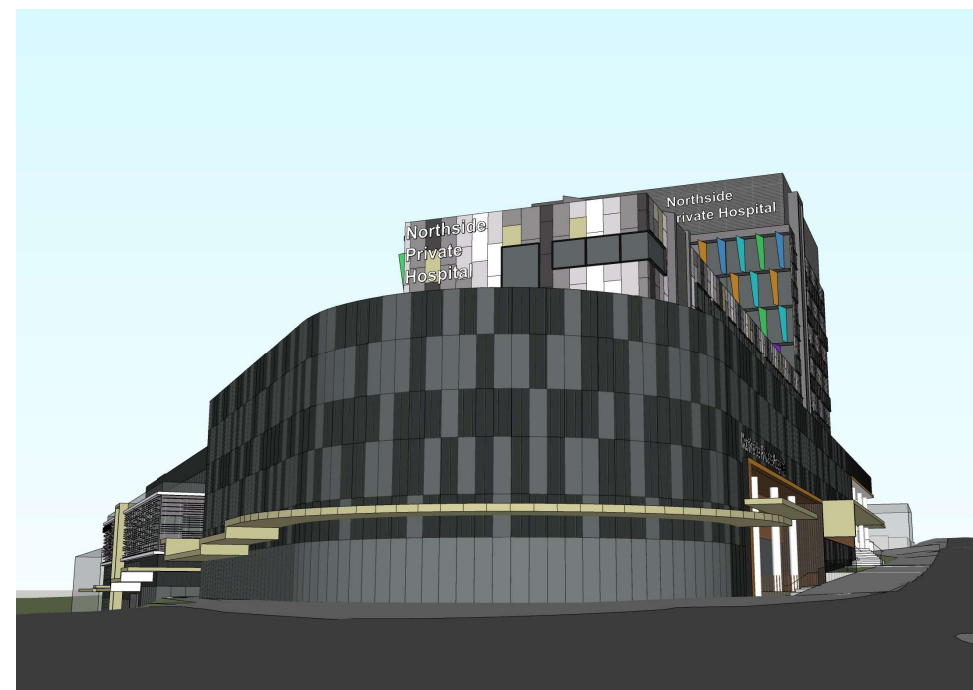


Figure 48 Intersection of Racecourse Road and Faunce St W



Figure 49 Timber batten screens at entrances

4.7 Ecologically Sustainable Design

Ecologically Sustainable Design (ESD) is an important consideration and has been integrated into the design.

Design strategies under consideration will include but are not limited to:

- sunlight collection for energy production
- energy storage including batteries and chilled water, to minimise overnight loads and provide backup in lieu of fuel powered generators
- stormwater harvesting and/or use of reject reverse osmosis dialysis water and from CSSD sterilisers for landscape irrigation or use in the facility's cooling towers
- shading building facades with sun shading and natural plants on rooftop gardens
- encouraging natural lighting to non-clinical areas
- in consideration of material selections, the following environmentally friendly factors are considered:
 - materials with low embodied energy
 - low VOC paints and finishes
 - environmentally friendly manufacturing processes

The design of the main tower also incorporates consideration of the environmental impact of the facilities.

This is demonstrated on the northern façade where the windows along the inpatient unit wards are designed to extend out of the façade as triangular alcoves; this configuration serves three functions.

- To allow for seating alcoves to allow patients or visitors to enjoy the northern view within the patient bedrooms;
- To create architectural interest along the northern façade;
- The side and top panels are extended to also act as sunshades for the window, shielding occupants from the western sun.

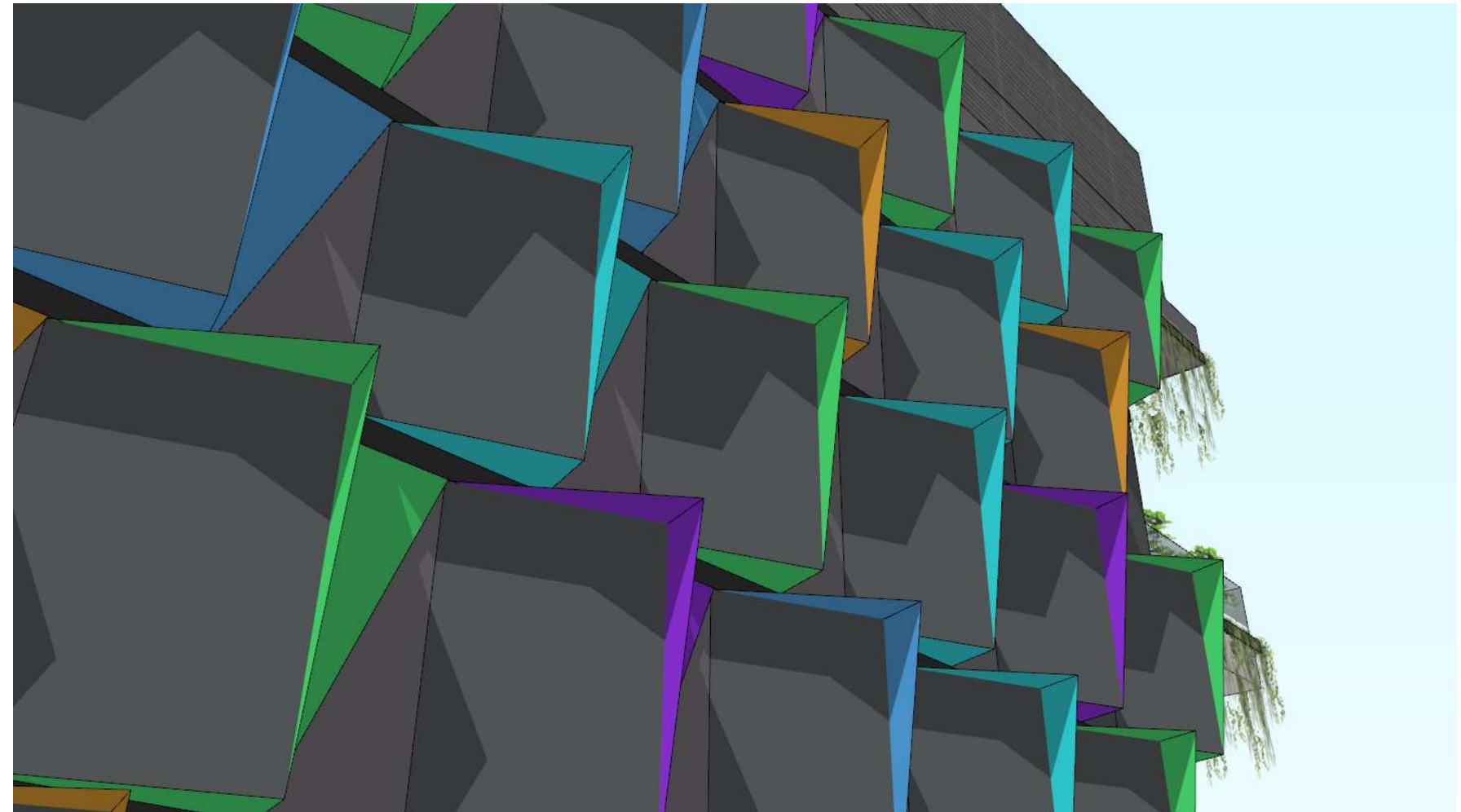


Figure 50 Window alcove elements on the Northern facade

4.9 Summary of Areas

Summary of Area - Stage 1		
	Total	Remark
B2		
Carpark	6849 m2	188 car spaces - stage 1 only
Private Hospital non-habitable space	0 m2	
Plantroom	88 m2	
Lift and Fire Stair	177 m2	
Travel and Engineering	47 m2	
Subtotal	7161 m2	
B1		
Carpark	4242 m2	99 car spaces - stage 1 only
Loading dock and Service yard	920 m2	Includes loading dock, service yard, truck turn around bay, ambulance bay and excludes driveway down to B1
Plant Room	115 m2	
Support	14 m2	
Central Store	185 m2	
Clean Linen	25 m2	
Soiled Linen	35 m2	
Kitchen	375 m2	
Waste Management	355 m2	
Lift and Fire Stair	177 m2	
Travel and Engineering	337 m2	
Subtotal	6780 m2	
LG1		
Carpark	4490 m2	95 car spaces
Plant	1005 m2	
Lift and Fire Stair	191 m2	
Support	0 m2	
Travel and Engineering	194 m2	
Subtotal	5880 m2	
Gnd		
Plant	450 m2	
Mechanical Risers	80 m2	
Lift and Fire Stair	256 m2	
Radiology	865 m2	
Pathology	570 m2	
Public Amenities	65 m2	
Retail and Ancillary Tenancy	826 m2	
Admission	187 m2	
Support	420 m2	
Dropoff	0 m2	7 car spaces at dropoff
Travel and Engineering	1015 m2	
Subtotal	4734 m2	

Summary of Area - Stage 1		
	Total	Remark
Level 1		
Hot Floor - OT	3445 m2	
ICU	815 m2	
Mechanical Risers	80 m2	
Lift and Fire Stair	210 m2	
Travel and Engineering	250 m2	
Subtotal	4800 m2	
Level 2		
Nuclear Medicine	500 m2	
Inpatient Dispensary	100 m2	
Hospital Administration	350 m2	
Conference Room	158 m2	
Medical Record	220 m2	
Staff Room / Staff Amenities	385 m2	
CSSD	660 m2	
OT Plant Room	595 m2	
Mechanical Risers	80 m2	
Lift and Fire Stair	210 m2	
Public Amenities	76 m2	
Tenancies	885 m2	
Travel and Engineering	566 m2	
Subtotal	4785 m2	
Level 3		
Inpatient Ward	2635 m2	
Mechanical Risers	80 m2	
Lift and Fire Stair	151 m2	
Subtotal	2866 m2	
Level 4		
Inpatient Ward	2635 m2	
Mechanical Risers	80 m2	
Lift and Fire Stair	151 m2	
Subtotal	2866 m2	
Level 5		
Inpatient Ward	1445 m2	
Mechanical Risers	40 m2	
Lift and Fire Stair	125 m2	
Subtotal	1610 m2	

Summary of Area - Stage 1		
	Total	Remark
Level 6		
Inpatient Ward	1445 m2	
Mechanical Risers	40 m2	
Lift and Fire Stair	125 m2	
Subtotal	1610 m2	
Level 7		
Inpatient Ward	1445 m2	
Mechanical Risers	40 m2	
Lift and Fire Stair	125 m2	
Subtotal	1610 m2	
Level 8		
Inpatient Ward	1445 m2	
Mechanical Risers	40 m2	
Lift and Fire Stair	125 m2	
Subtotal	1610 m2	
Level 9		
Plant Room	1560 m2	
Lift and Fire Stair	125 m2	
Subtotal	1685 m2	
Level 10		
Plant Room	1560 m2	
Lift and Fire Stair	125 m2	
Subtotal	1685 m2	
Total (m2)	49682 m2	

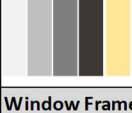
Summary of Area - Stage 2		
	Total	Remark
B2 - Stage 2		
Carpark	887 m2	33 car spaces - stage 2 only
Plantroom	51 m2	stage 2 - 221 car spaces in total
Lift and Fire Stair	48 m2	
Travel and Engineering	0 m2	
Subtotal	986 m2	
B1 - Stage 2		
Carpark	898 m2	26 car spaces - stage 2 only
Plant Room	44 m2	stage 2 - 125 car spaces in total
Lift and Fire Stair	48 m2	
Travel and Engineering	0 m2	
Subtotal	990 m2	
LG1- Stage 2 - Racecourse Rd		
Lift and Fire Stair	70 m2	
Retail and Ancillary Tenancy	382 m2	
Plant	220 m2	
Travel and Engineering	230 m2	
Subtotal	902 m2	
Ground - Stage 2 - Racecourse Rd		
Lift and Fire Stair	70 m2	
Retail and Ancillary Tenancy	603 m2	
Travel and Engineering	455 m2	
Subtotal	1128 m2	
Level 1 - Stage 2 - Racecourse Rd		
Lift and Fire Stair	48 m2	
Public Amenities	56 m2	
Tenancies	945 m2	
Travel and Engineering	170 m2	
Subtotal	1219 m2	
Level 2 - Stage 2 - Racecourse Rd		
Lift and Fire Stair	48 m2	
Public Amenities	56 m2	
Tenancies	675 m2	
Travel and Engineering	185 m2	
Subtotal	964 m2	
Total (m2)	6189 m2	

Gross floor area Calculation -Stage 1	
Total Area minus	49682m2
Basement store and carpark	19446m2
Above ground Plantroom	4645m2
Vertical circulation	1808m2
GFA	23783m2
FSR Calculation - Stage 1	
Gross Floor Area (GFA)	23783m2
Site Area	10180m2
FSR	2.34:1

Stage 2 Total Area	
Stage 1	49682m2
Stage 2	6189m2
Total Area in Stage 2	55871m2
Gross floor area Calculation -Stage 2	
Total Area minus	55871m2
Basement store and carpark	21942m2
Above ground Plantroom	4645m2
Vertical circulation	1974m2
GFA	27310m2
FSR Calculation - Stage 2	
Gross Floor Area (GFA)	27310m2
Site Area	10180m2
FSR	2.68:1

Car Parking		
	Stage 1	Total - Stage 1 + Stage 2
Ground Floor	7	7
Lower Ground 1	95	95
Basement 1	99	125
Basement 2	188	221
Total	389 car spaces	448 car spaces

4.10 External Finishes Legend

Item number	Image	Application	Colour	Supplier
External Finishes				
Cladding				
CLA-01		Profiled metal cladding with expressed rib	Charcoal	Kingspan
CLA-02		Metal cladding panels	Metallic Silver	Vitrapanel
CLA-03		Metal cladding panels	White	Vitrapanel
CLA-04		Metal cladding panels	Metallic Beige	Vitrapanel
CLA-05		Corrugated metal roof sheeting	Surf Mist	Colorbond
CLA-06		Metal cladding panels	As shown on elevation	Vitrapanel
CLA-07		Pre-finished Fibrecement cladding	As shown on elevation	Equitone
Window Frames and Louvres				
WF-01		Aluminium window frames - powdercoat	Charcoal	
WF-02		Aluminium Louvres	Charcoal	
Glazing				
GL-50		Tinted glazing	Grey	
GL-51		Colourback glass to match tinted glazing	Grey	

Item number	Image	Application	Colour	Supplier
Others				
PAT-50		Vertical batten screen - timber print		Innowood
FT-50		External paving tiles		TBC
Paint				
PT-50		Paint on Concrete	Grey	Dulux
PT-51		Paint on Concrete	White	Dulux

4.11 Design Advisory Panel

The following table shows the Design Advisory Panel's advice and recommendation. The actual document with the advice is as attached in the Appendix of this document.

1. <i>The Panel notes the overall suitability of the site for the proposed use and intensity of use given:</i> a. <i>The proposed use of this site as a private hospital would be a good outcome for Gosford City Centre and could act as a catalyst for a health precinct in the immediate vicinity of the site and the Gosford City Centre.</i> b. <i>The proponent is to include master planning of the balance of the site and the wider precinct in the DA submission for context. There needs to be a connection to the existing public hospital.</i> c. <i>Construction of the podium in stage one would be a preferred outcome.</i>	central entry plaza through the 3-storey glass entry atrium. Connection between the central entry plaza to Faunce St W is created through a multi-storey atrium and the central stair. It is not possible to move this connection towards the west as it will require the relocation or flipping of the lift core which will in turn require the tower floorplate to be extended westward and increase the bulk of the tower. This is undesirable both financially and architecturally. In addition the street level at the Young Street intersection is too low to create a physical entry on level 1 and too high to create a meaningful entry on ground floor. The Level 1 Faunce St entry in the current design is splayed with the entry steps located opposite the eastern edge of Young St.
The masterplan as prepared by Roberts Day is also included in the submission for context. The podium of the main building is constructed in Stage 1. The Racecourse Road building will be constructed in Stage 2. The site it occupies will be landscaping that would connect Racecourse Road level to the hospital entry plaza level.	6. <i>The Panel commends the work done on the master planning of the precinct and considers the potential development of the precinct generally in accordance with the plan as key to the success of the precinct.</i> Noted. The Masterplan study by Roberts Day is included in the submission for context.
2. <i>The Panel advised that the proposal could take greater advantage of the natural setting by improving its relationship with it, including the connection to vegetated ridgelines and hillsides and patient experience with the surrounding landscape.</i>	7. <i>The Panel advises that the development application should detail the intended approach for delivery of road and access infrastructure on the remainder of the site to ensure the full access road (linking Racecourse Road to Faunce Street) is built.</i>
The proposed design allows for generous landscaped terraces and balcony to take advantage of the natural settings on the site. The main entry plaza at the centre of the site will be generously landscaped and is linked to Presidents Hill via a multi-storey void at the main entry lobby. This provides physical connection between Faunce St W, ground floor, level 1 and level 2 of the proposed design, and also the northern entry plaza along Racecourse Road through a 3 storey glass entry atrium in Stage 2.	The link road between the eastern private road and Faunce St W will be built in accordance to the agreement between the Proponent and the adjacent landowner. The arrangement is detailed in an attachment as part of this submission.
3. <i>The original advice does not have point 3.</i>	8. <i>The Panel suggests the drop-off road be a U-shape rather than a donut to reduce impact of fall in contours and need for multiple, high retaining walls. There should be increased landscaping provided in the front forecourt area.</i>
4. <i>The Panel notes the sections show the Racecourse Road entry as being accessible for pedestrians, but the Faunce Street entry appears to be secondary - this is created by the level of the entry. If the entry point is at street level and includes an access from Faunce Street, it will be more accessible.</i>	Due to the rapid change in level along the Eastern Private Road it is not possible to provide for a U-shaped dropoff driveway without introducing severe level changes at the dropoff and central entry courtyard. Considering the purpose of the dropoff and the level of mobility of the visitors utilising the dropoff it is not functional for the dropoff to be on a slope. Furthermore the current design shows the dropoff area battered down gently to the eastern private road with quality landscaping rather than retaining wall. It is therefore considered that the design has satisfied this point in principle.
The Faunce St W entry is elevated from the street level due to the necessity to keep the RL of ground floor at RL14.69 to ensure that it is accessible from street level at the eastern private road intersection connecting to the future main avenue as per the masterplan and also at the intersection of Racecourse Road and Faunce St W. The revised design has responded to this comment by lowering Ground floor from RL14.69 to RL14.19 to improve the connection between Faunce St W entry to Faunce St W street level. In addition, a second Faunce St W entry is created at the corner of Racecourse Road intersection and the Faunce St W entry now connects to a central atrium with direct physical and visual connection to the ground floor main entry lobby. Therefore, the Faunce St W entry is a proper front of house entrance into the building.	9. <i>The Panel suggests the lift exits on all floors be reconsidered as these spaces could potentially give beneficial views of the landscape rather than face walls.</i>
Further reduction of the level is not possible without adversely affecting the key retail tenancies at the corner of Racecourse Road and Faunce St W as well as the entry point at along Faunce St W at this intersection and the eastern entrance which connects to the future medical precinct to the east. It is also not possible to reduce the floor to floor of ground floor without impacting on the functional requirement of ground floor and the loading dock driveway to the east.	On the tower level the visitors lift is designed to face the staff stations at the inpatient unit floor. This allows staff to control the entry and exit point of the ward floor and provides an attractive point of entry where the staff station and its staff acts as the "greeting" and orientation point on the ward floor. This is typical for a private health facility.
5. <i>As the design develops, it should consider greater reinforcement of the conceptual structure of the site that includes the 'pedestrian through links' and the 'landscape spine' that traverse the site- intersecting at the entrance. The Panel suggested the proponent make the most of the landscaping running through the site. Slight adjustments in the alignment of the entries and walkways from Faunce Street (meeting the Young Street alignment) and Racecourse Road will create better opportunities for through-site links as well as visual and landscape connections/views that extend beyond the site.</i>	In the current design the visitors lift lobby is also adjacent to the patient lounge which opens out on to the courtyard and beneficial views of the landscape. The patient lounge is purposefully located next to the staff station to facilitate staff observation.
The current design has created permeability through the site with multiple entry point into the site and the central entry plaza. A landscape spine traverse through the site from the northern entry plaza into the	10. <i>The Panel suggests the location of the fire stairs is reviewed - if they are at the ends of buildings, they create large blank walls. The ends of the wings could be lounges/habitable spaces to take advantage of views.</i>
	In the current design firestairs are located away from the end façade with a patient bedroom at the end instead. As stated in the previous point, patient lounges are generally preferable to be adjacent to Staff Station which is usually preferable to be at the centre or entry point of the floor.
	11. <i>The Panel suggests that, in the roof-top courtyard, the proponent consider the adjacent walls/rooms to maximise the views and feel of the space.</i>
	The patient lounge is located adjacent to the courtyard. Actual layout within the ward is dependent on the hospital operator.

12. <i>The Panel notes the basement extends under most of the building and plaza. In the final design, ensure that the building is set back enough for deep soil planting and consider punching through areas of the basement to allow for plantings along the green spine.</i>	
	Other than the OSD tank and the southern part of the site the basement does not extend past the 3m setback line. This allows opportunity for deep soil planting along the street. Along the southern boundary a decanting platform is required for the substation at the western end which cannot be utilised for landscaping. At the northern entry plaza the lower ground carparking floor is reduced to allow for good quality deep soil planting.
13. <i>The Panel suggests, when finalising the materiality, consider how to transition between the three different styles, the finishes that were proposed for previous curved design may not translate well for a linear built form. The fine detailing proposed for the ground level is supported as it creates a relationship at street level.</i>	
	The proposed cladding to the previous curved design has already been omitted in the current design which does not have any curved features.
	The three different styles helps to break down the scale of the building.
	While it is true that the main tower has two different styles the northern feature façade shares the same background material and cladding from the southern side which allows the two styles to transition smoothly.
14. <i>The proposal is required to undergo a detailed environmental assessment during development assessment (DA). At this time, the consent authority will assess compliance with State Environmental Planning Policy (Gosford City Centre) 2018 including the, findings of the Panel, adequacy of commercial floor space and satisfactory level of building sustainability and environmental performance and any environmental impacts associated with the proposal.</i>	
	Noted. Reports from other consultants are included to demonstrate the adequacy of the proposal to satisfy environmental performance and other requirements.
15. <i>A Design Excellence Statement is required for any subsequent DA to articulate how the proposal exhibits design excellence and contributes to the natural, cultural, visual and built character values of Gosford City Centre in accordance with Clause 8.3 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018, and also the Design Objectives in the Government Architect's publication Better Placed.</i>	
	A Design Excellence Statement is submitted as part of this submission.
16. <i>If the submitted DA still proposes to use the provisions in Clause 8.4 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018 to vary the permitted height and/or floor space, the Panel's views will also be sought and considered, as part of the DA assessment process.</i>	
	Noted. The current design builds upon on the discussion with the Design Reference Group and the Design Advisory Panel.

4.12 Assessment according to Clause 8.3

The following is a brief assessment of the project based on Clause 8.3 of the State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018. Below are the criteria according to the Clause and the proposed development's response to fulfil those criteria.

Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

The design aims to deliver an architectural design of a high standard that is appropriate for a major private hospital in the city of Gosford. Section 2.1 of this report outlines the design principles to achieve this. Section 4.6 and Section 4.10 of this report outlines the type of materials that would be used in the external façade of the development.

Whether the form and external appearance of the development will improve the quality and amenity of the public domain,

The proposed design will form the foundation stone of a new medical precinct in the area and will provide revitalisation to the zone allowing it to be transformed from a warehouse industrial site to a community engaging activating node. The proposed design provides an established street edge with street activation along the roads and improve local pedestrian and cyclist amenities by the provision of a new pedestrian and cyclist shared path. The function of the building and the presence of retail activity will make the site a valuable destination site for the locals and visitors. The numerous entry point into the building creates permeability and encourages foot traffic through the site allowing the facility to contribute positively to the public domain. The tower provides a gateway landmark which will define the future medical precinct.

The design to the external of the building has considered the need to improve the quality and amenity of the surrounding public domain. This is described in Section 4.6 of this report.

Whether the development is consistent with the objectives of clauses 8.10 and 8.11,

The Clause 8.10 is concerned with solar access to key public open spaces. There were no existing formal public open spaces negatively affected by the proposed design. Instead the proposed design has created two new entry plaza that are opened and accessible to the public that has good solar access. Therefore, the proposed design has enhanced sun access to public open spaces.

Clause 8.11 is concerned with maintaining Key vistas and view corridors in Gosford City Centre. The five major key vistas and view corridors impacted by the design are identified as:

- View along Faunce St W from the school towards West Gosford
- View from Central Coast highway towards Presidents Hill
- View along Racecourse Road from the east
- View along Racecourse Road from the south
- View from Young St

These are considered by the view studies in Appendix 6 of the submission.

The impact of the proposed design to these key viewpoints were considered to be in the negligible to low ranges.

In regards to the view from Central Coast highway towards Presidents Hill the main tower were designed with a taller eastern wing than the western wing so that the silhouette of the main tower does not 'flatten out' the natural valley scape as defined by Presidents Hill and the distant unnamed hill. This was designed in consultation with the Design Review Group to minimise the visual impact on this particular vista.

Any relevant requirements of applicable development control plans,

The design satisfies relevant requirements as outlined in the Gosford City Centre DCP with the exception of the street wall height which is 15m along Racecourse Road exceeding the requirement as per the DCP which is 12m. However, this was established in discussion with the Design Reference Group to maintain a quality street frontage along Racecourse Road.

How the development addresses the suitability of the land for development,

The proposed private hospital is located in close proximity to the existing public hospital. The location of the site allows for future opportunity to establish a new medical precinct. A master plan study was conducted to show the connection between the public hospital and the proposed hospital, and the establishment of this precinct. The master plan is shown in Appendix 6 of this submission.

The social and economic impact assessment in Appendix 14 of this submission has concluded the following potential benefits arising from the development:

- Job creation, with a projected 2,200 jobs created during construction and a further 460 when operational
- Improved work-life balance for residents in the region where commutes are typically longer through the creation of local employment opportunities
- Increased provision of medical and allied health services to residents of the Central Coast region
- Increased activation of the City Centre west area inline with the State Government's revitalisation strategy for the Gosford City Centre.

How the development addresses the existing and proposed uses and use mix,

The existing usage of the site was a warehouse for AusGrid. The proposed development aims to revitalise the area to encourage the establishment of a medical precinct beginning with the new potential future development to the east of the site which is currently also utilised by AusGrid as storage and warehouses. As per the master plan study in Appendix 6 of the submission the design team envisages the future of the area to accommodate a range of medical and educational uses multistorey buildings with permeable networks of street and through-site links, generous amenities for pedestrian and cyclist providing much needed connection from the station and Gosford City Centre as well as retail activities brought about by the demands of the new developments. The proposed development serves as the first step of this master plan.

How the development addresses the heritage issues and streetscape constraints,

Referring to Appendix 12 of this submission, the Heritage Impact Statement. The proposed development is physically separated from the heritage items as identified in the area and therefore has no impacts on the items.

In regard to streetscapes the site is bounded by Racecourse Road and Faunce St W. Both of these roads were found to be lacking in pedestrian and dedicated cyclist amenities. The proposed development will provide new pedestrian and cyclist amenities in the form of a pedestrian and bicycle shared path. The new development will also provide an activated street frontage along Racecourse Road with new retail tenancies to improve on the streetscape.

How the development addresses the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,

The proposed development compiles with the DCP in regard to street setback. The height of the podium level of the proposed development is designed to visually connect to the potential future development to the east of the site. The western entrance was designed to align to the future east-west main avenue that would define the future medical precinct between the site and the existing public hospital. Future expansion zones on the site were also identified and were designed to have minimal visual impact on the 5 main vistas as identified and access pathways into the site.

How the development addresses the bulk, massing and modulation of buildings,

The proposed development was designed to minimise the visual impact of the building with the tower setback, terracing of the massing towards Racecourse Road and reduction of the bulk to the main tower with double storey courtyards. Furthermore, the tower is located on the southern part of the site reducing its visual impact along Racecourse Road. This was done in consultation with the Design Review Group. In addition, the external design strategy also further breaks up the scale of the building with architectural articulation to create points of interest on the façade.

How the development addresses the street frontage heights

The tower of the building is setback from the podium to reduce the vertical scale of the building along the streets as per the DCP.

In consultation with the Design Review Group it was agreed on the importance of establishing a prominent street edge along Faunce St West and Racecourse Road, and it was agreed that the height of the street wall was to be 15m high rather than 12m as per the DCP.

<i>How the development addresses the environmental impacts such as sustainable design, overshadowing, wind and reflectivity,</i>
The proposed development aims to be an ecologically sustainable development as outlined in Section 4.7 of this report and explained in the ESD report in Appendix 8 of this submission. Overshadowing is minimised by strategically locating the bulk of the massing to the south east of the site minimising impact on surrounding habitable developments. The public spaces such as the entry plaza is located north of the main tower with minimal shadowing. The triangular alcoves along the northern façade of the main tower shields and angles the glazing to reduce light pollution from reflection of the sun onto Racecourse Road. Landscaping and balustrades are designed on the tower level courtyards to reduce the wind condition in these spaces. Entry awnings and canopy are designed to minimise the wind impact on the street level. This is inline with the findings of the Wind Impact Assessment in Appendix 32 of this report.
<i>How the development addresses the achievement of the principles of ecologically sustainable development,</i>
Section 4.7 of this report outlines how the development achieves the principles of ecologically sustainable development in the design. The ESD report in appendix 8 of this submission provides a more detail explanation on the ESD measures that will be undertaken in the engineering design of the building in accordance to the principles of ecologically sustainable development.
<i>How the development addresses the pedestrian, cycle, vehicular and service access, circulation and requirements,</i>
The proposed design has allowed for multiple point of access from all the bounding roads to create permeability with multitude of through-sites links which satisfies the principles of the DCP on pedestrian networks. Notwithstanding the contour changes of the site accessible entry points are provided for all the entry point in compliance to DDA. Bicycle parking in accordance to the DCP and supporting amenities are provided with convenient access from the proposed pedestrian bicycle shared path along Faunce St W. Vehicular and services access and circulation are described in Section 4.5 of this report. The loading dock is located underground concealed from public view and is designed with truck turn-around bays so that services vehicles will enter and exit the site in a forward motion. The proposed design satisfies carparking requirement as outlined in the Traffic Impact Assessment attached as Appendix 9 of this submission.
<i>How the development addresses the impact on, and any proposed improvements to, the public domain.</i>
The proposed development is an improvement to the existing public domains it provides through-site links, activated street frontages, new public areas in the form of the entry plazas, and new pedestrian and bicycle shared path. The proposed development is the first step of many to change the area into a new medical precinct that will benefit the local community and the greater Central Coast region. However it is acknowledged that the new development will create traffic and may increase demand for parking in the area. The Traffic Impact Assessment attached as Appendix 9 of this submission finds the traffic generated by the new development would not impact on the Level of Services on the existing road network and the development will provide for sufficient carparking on site to mitigate impacts on street parking demands. There are also possibility for the private hospital to organise for private shuttle bus services in conjunction with the existing public hospital which would help to address the impact of the new facility.

5 Appendix

5.1 Design Advisory Panel advice



John Kilzi
Donald Cant Watts Corke
Level 10, Angel Place
123 Pitt Street
SYDNEY NSW 2000

Our Ref: EF19/12260

City of Gosford Design Advisory Panel

Proposal: Northside Private Hospital
Panel Meeting: 28/05/2019

Dear Mr Kilzi

Thank you for the opportunity for the City of Gosford Design Advisory Panel (the Panel) to review the Northside Private Hospital proposal for the site on the corner of Faunce Street (West) and Racecourse Road, Gosford. A summary of the Panel's advice and recommendations arising from the Panel meeting held on Tuesday 28 May 2019 is attached to this letter (**Attachment A**).

The Panel operates as the design review panel for development proposals under clause 8.4 of *State Environmental Planning Policy (Gosford City Centre) 2018* and to encourage design excellence in Gosford City Centre. The Panel's role is advisory in nature and it does not have a role in the determination of applications.

The Panel acknowledges the work your design team has undertaken throughout the design review process to improve design outcomes. The Panel recommends:

- 1. The proposal proceeds to the development assessment (DA) pathway, and
- 2. The proponent addresses the issues identified in Attachment A when preparing their DA.

If the submitted DA still proposes to use the provisions in Clause 8.4 of *State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018* to vary the permitted height and/or floor space, the Panel's views will also be sought and considered, as part of the DA assessment process.

If you have any questions, please contact the Panel Secretariat on (02) 4345 4400 or centralcoast@planning.nsw.gov.au

Yours sincerely

Gary White
Chief Planner of NSW
Chair, City of Gosford Design Advisory Panel

Enclosed:
Attachment A - Panel Advice

Department of Planning and Environment
320 Pitt Street Sydney 2000 | GPO Box 39 Sydney 2001 | planning.nsw.gov.au

Attachment A – Design Review Panel Advice

City of Gosford Design Advisory Panel*	
Panel meeting	Tuesday 28 May 2019
Panel members	Gary White, Chief Planner of NSW (Chair) Peter Smith, Design Reference Group Gabrielle Morrish, Design Reference Group
Proposal name	Northside Private Hospital
Street Address/property description	Corner of Faunce Street (West) and Racecourse Road, Gosford (Part of Lot 2 in DP1226923)
Proposal description	Private Hospital, including medical suites, inpatient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit and operating theatres
Proposal details /optional	GFA 29,943 m ² FSR 2.98:1 Maximum height: 49m
Proponent	AA Crown Holdings Pty Ltd
Design workshops	5 April 2019 7 May 2019
Material considered by the Panel	Plans provided 21 May 2019 with supporting documents including the proposed site masterplan, draft Design Excellence Statement and Design Panel cover sheet
Architectural presentation on 28 May	

* The Panel operates as the design review panel for State Significant Development proposals in Gosford City Centre, as well as proposals under clause 8.4 in *State Environmental Planning Policy (Gosford City Centre) 2018*.

Panel advice:

A summary of the Panel advice provided at the 28 May meeting is provided below:

- 1. The Panel notes the overall suitability of the site for the proposed use and intensity of use given:
 - a. The proposed use of this site as a private hospital would be a good outcome for Gosford City Centre and could act as a catalyst for a health precinct in the immediate vicinity of the site and the Gosford City Centre.
 - b. The proponent is to include master planning of the balance of the site and the wider precinct in the DA submission for context. There needs to be a connection to the existing public hospital.
 - c. Construction of the podium in stage one would be a preferred outcome.
- 2. The Panel advised that the proposal could take greater advantage of the natural setting by improving its relationship with it, including the connection to vegetated ridgelines and hillsides and patient experience with the surrounding landscape.

4. The Panel notes the sections show the Racecourse Road entry as being accessible for pedestrians, but the Faunce Street entry appears to be secondary – this is created by the level of the entry. If the entry point is at street level and includes an access from Faunce Street, it will be more accessible.
5. As the design develops, it should consider greater reinforcement of the conceptual structure of the site that includes the 'pedestrian through links' and the 'landscape spine' that traverse the site- intersecting at the entrance. The Panel suggested the proponent make the most of the landscaping running through the site. Slight adjustments in the alignment of the entries and walkways from Faunce Street (meeting the Young Street alignment) and Racecourse Road will create better opportunities for through-site links as well as visual and landscape connections/views that extend beyond the site.
6. The Panel commends the work done on the master planning of the precinct and considers the potential development of the precinct generally in accordance with the plan as key to the success of the precinct.
7. The Panel advises that the development application should detail the intended approach for delivery of road and access infrastructure on the remainder of the site to ensure the full access road (linking racecourse Road to Faunce Street) is built.
8. The Panel suggests the drop-off road be a U-shape rather than a donut to reduce impact of fall in contours and need for multiple, high retaining walls. There should be increased landscaping provided in the front forecourt area.
9. The Panel suggests the lift exits on all floors be reconsidered as these spaces could potentially give beneficial views of the landscape rather than face walls.
10. The Panel suggests the location of the fire stairs is reviewed – if they are at the ends of buildings, they create large blank walls. The ends of the wings could be lounges/habitable spaces to take advantage of views.
11. The Panel suggests that, in the roof-top courtyard, the proponent consider the adjacent walls/rooms to maximise the views and feel of the space.
12. The Panel notes the basement extends under most of the building and plaza. In the final design, ensure that the building is set back enough for deep soil planting and consider punching through areas of the basement to allow for plantings along the green spine.
13. The Panel suggests, when finalising the materiality, consider how to transition between the three different styles, the finishes that were proposed for previous curved design may not translate well for a linear built form. The fine detailing proposed for the ground level is supported as it creates a relationship at street level.
14. The proposal is required to undergo a detailed environmental assessment during development assessment (DA). At this time, the consent authority will assess compliance with *State Environmental Planning Policy (Gosford City Centre) 2018* including the findings of the Panel, adequacy of commercial floor space and satisfactory level of building sustainability and environmental performance and any environmental impacts associated with the proposal.
15. A Design Excellence Statement is required for any subsequent DA to articulate how the proposal exhibits design excellence and contributes to the natural, cultural, visual and built character values of Gosford City Centre in accordance with Clause 8.3 of *State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018*, and also the Design Objectives in the Government Architect's publication *Better Placed*.
16. If the submitted DA still proposes to use the provisions in Clause 8.4 of *State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018* to vary the permitted

height and/or floor space, the Panel's views will also be sought and considered, as part of the DA assessment process.

Panel recommendations:

The Panel has reviewed the proposal and recommends that:

1. The proposal proceeds to the development assessment (DA) pathway, and
2. The proponent addresses the issues identified in Attachment A when preparing their DA.

5.2 Artist Impressions

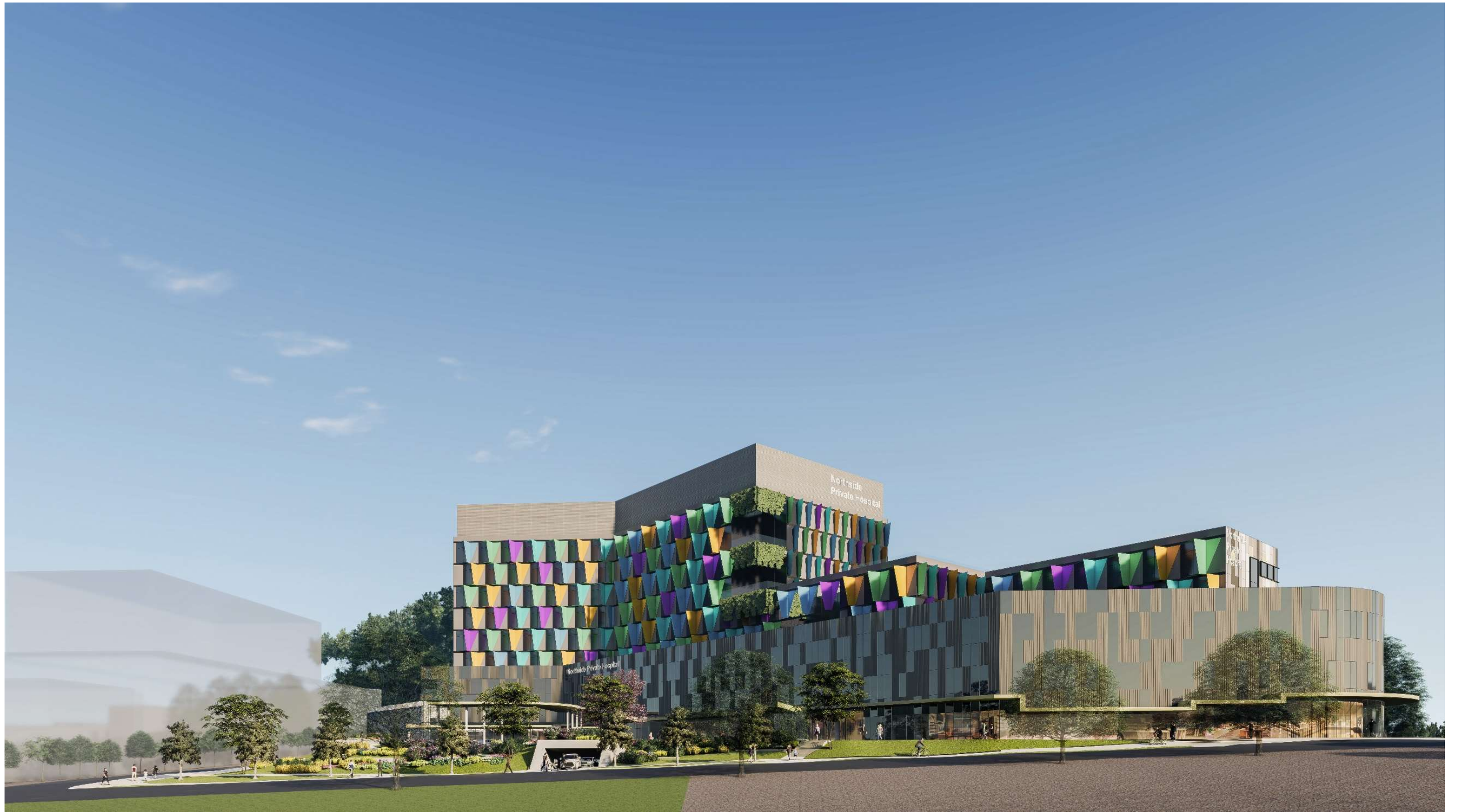


Figure 51 Stage 1 artist Impression. View along Racecourse Road.



Figure 52 Stage 2 artist Impression. View along Racecourse Road.

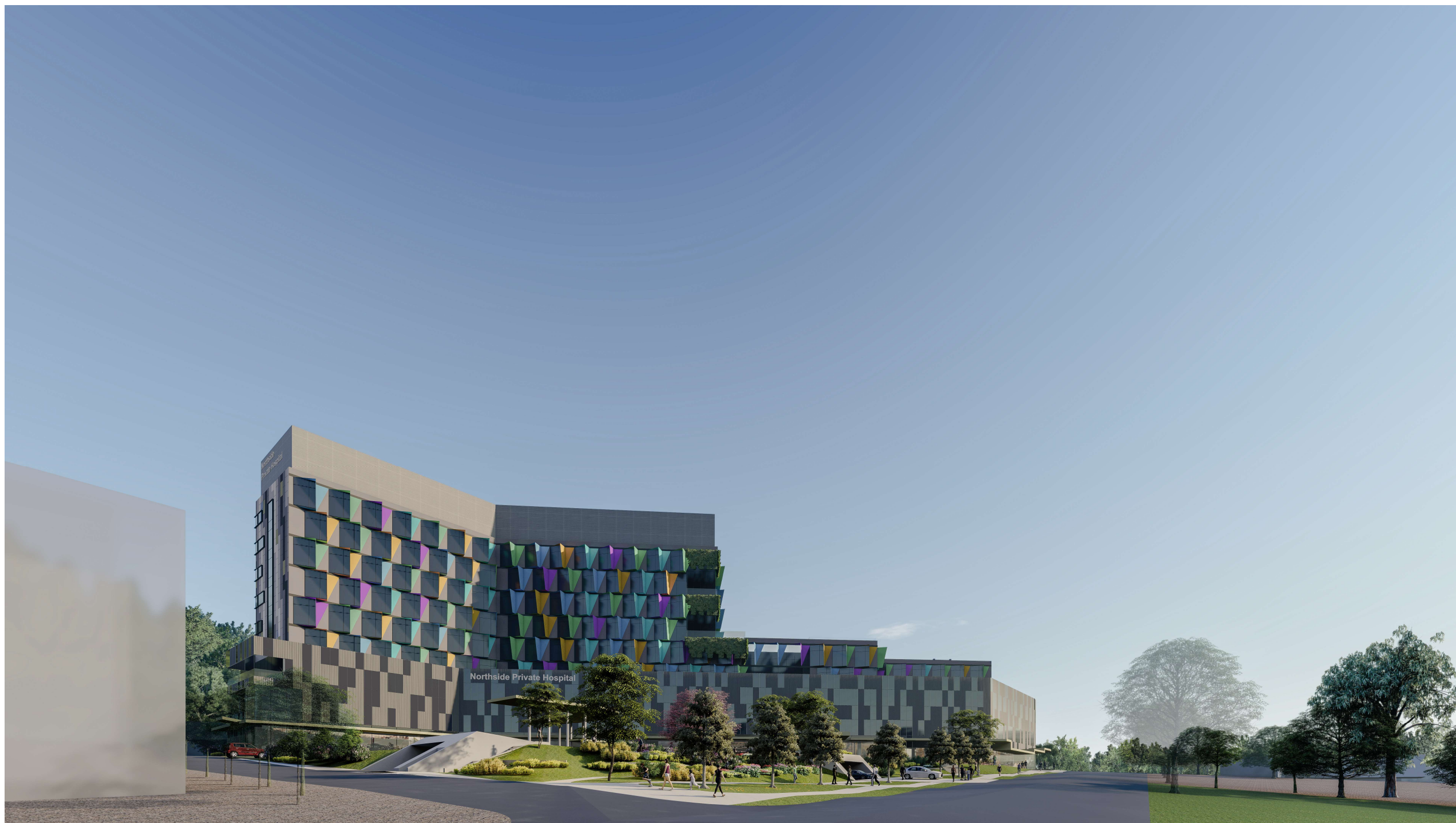


Figure 53 Stage 1 artist Impression. View from eastern Racecourse Road intersection.



Figure 54 Stage 2 artist Impression. View from eastern Racecourse Road intersection.



Figure 55 Artist Impression. Faunce St W and Racecourse Road intersection.



Figure 56 Artist Impression. Faunce St W level 1 entry.