



SHOR - ST LEONARDS HEALTH ORGANISATIONS RELOCATION
ROYAL NORTH SHORE - ST LEONARDS, SYDNEY

STATE SIGNIFICANT DEVELOPMENT APPLICATION

DESIGN TEAM

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1.0 DEVELOPMENT SUMMARY

The proposed SHOR development is an ten-storey office building with a ground level foyer, café and childcare facility (shell only), two partially above ground basement levels, and rooftop plant. The development is sited on the southern portion of the Royal North Shore Hospital campus in St Leonards, with street frontage onto Reserve Road. The site is immediately south of the heritage listed Vanderfield Building, one of the first hospital buildings on the campus, and the symbolic heart of Royal North Shore Hospital. St Leonards train station is within five minutes walk, as is Gore Hill Park.

The development will accommodate the NSW Ministry of Health and a number of related organisations under the aegis of NSW Health. Feasibility and planning work done by the Ministry of Health has indicated that co-location of these health entities on this site will provide more opportunities for effective collaboration and increased efficiency through the use of shared resources and infrastructure.

Two new public realm elements are included within the project: a paved and landscaped forecourt immediately to the north of the building, which links visually with the heritage open space in front of the Vanderfield Building; and a pedestrian link from the north-east corner of the building to the existing Herbert Street pedestrian bridge, creating a continuous accessible pedestrian route from St Leonards train station through the site to Reserve Road and Gore Hill Park.

This new public open space and pedestrian link are key parts of the development and an important contribution to the broader pedestrian network that connects the station to Reserve Road, Gore Hill Oval and the main hospital.

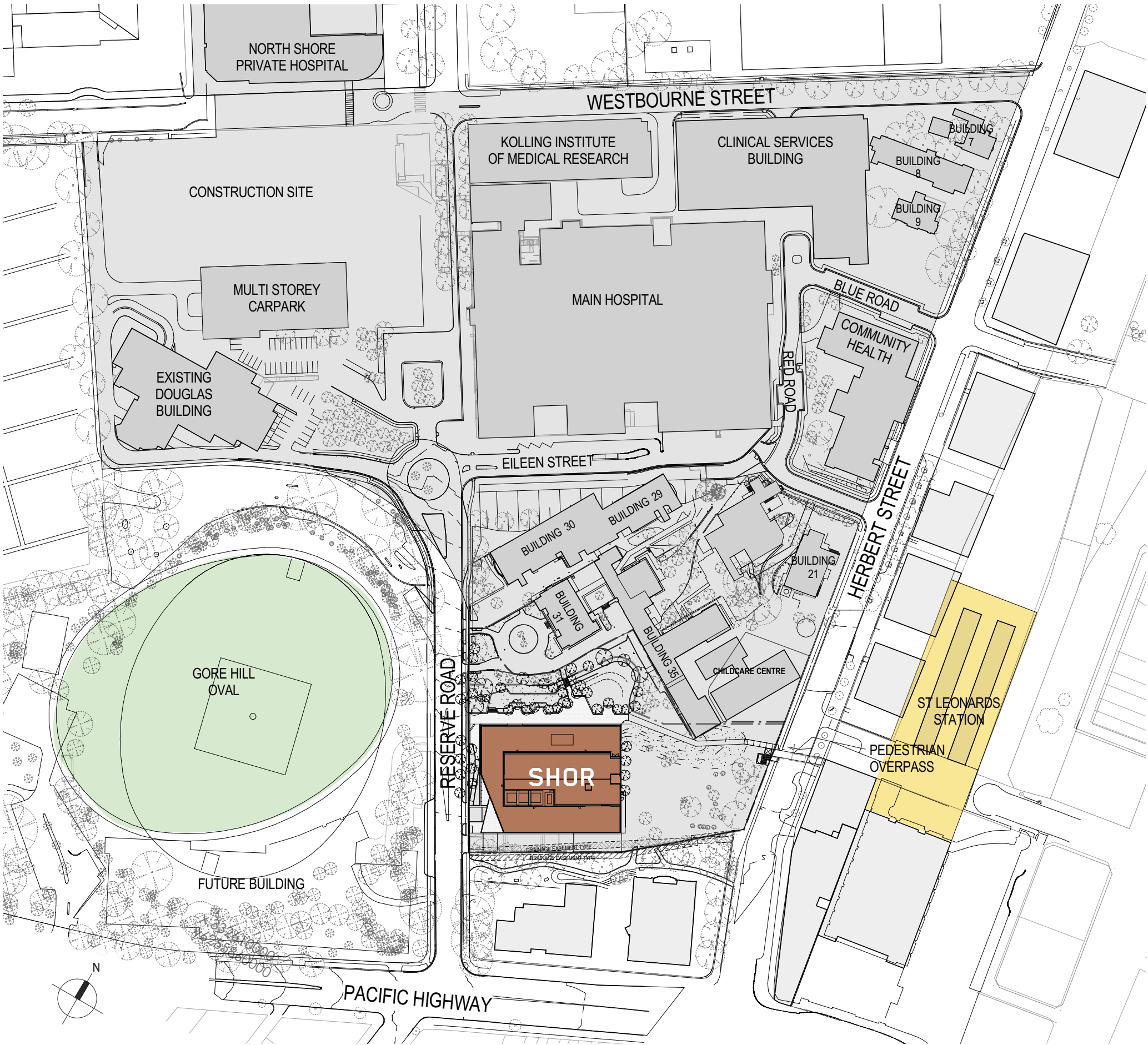
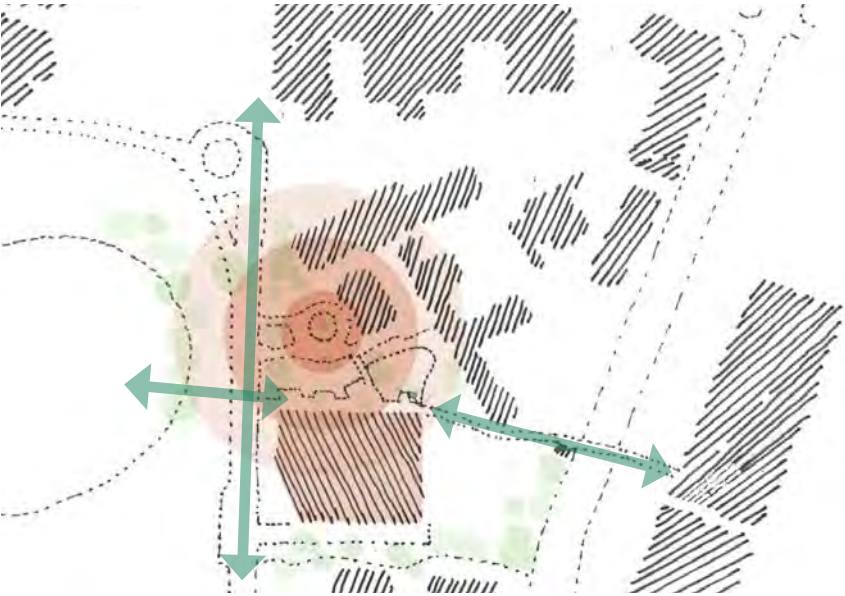


FIGURE 1
Site Precinct Plan

2.0 DESIGN ASPIRATIONS

THE DESIGN ASPIRATIONS IDENTIFIED AT THE PROJECT OUTSET



SENSE OF PLACE

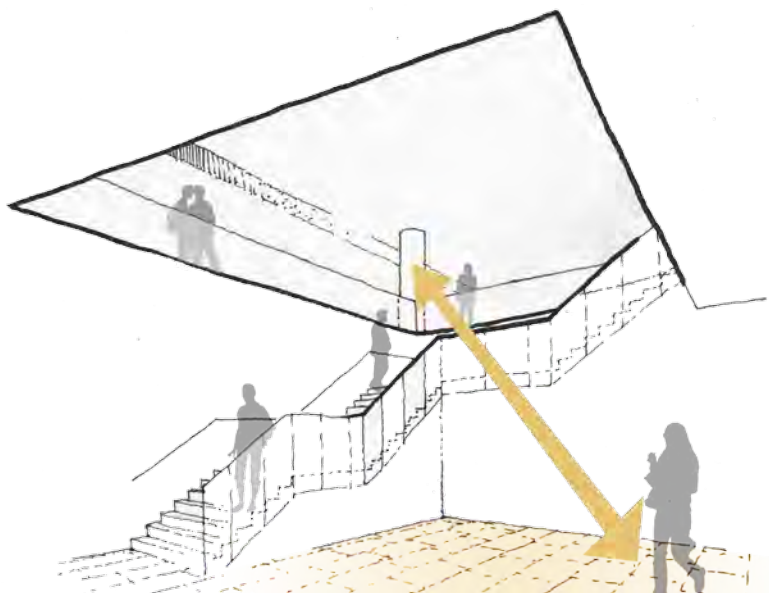
The development is located within a complex urban context, and on a campus site with historical and social significance to the area. The building is designed to respond to and enhance the the greater 'place' that it's part of.



BUILDING IDENTITY

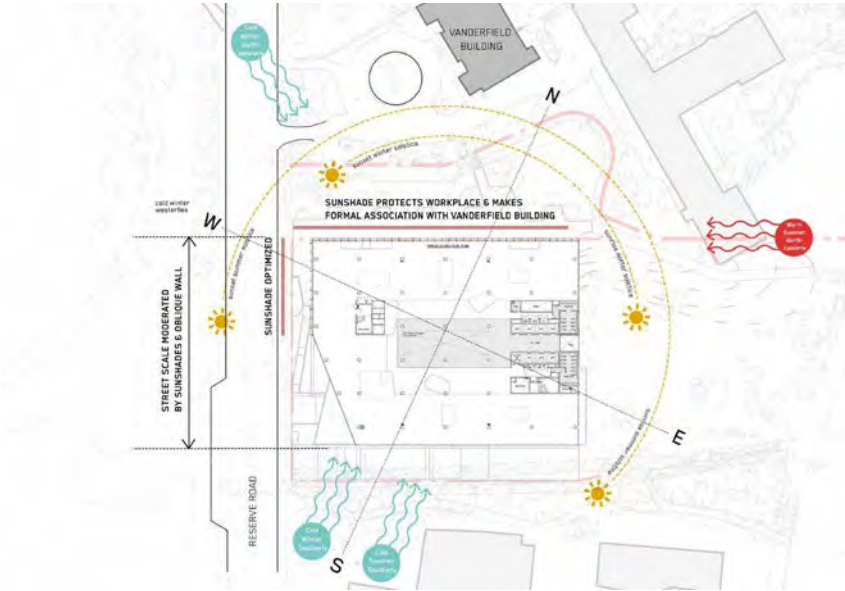
While sitting within the context of the RNSH campus and St Leonards in general, the building should have its own distinct identity, both to enable the building's occupants to feel a sense of ownership and connectedness to their workplace, but also to create a recognisable and welcoming place for visitors to the building and to the RNS campus in general.

The proposal is for a glazed curtain wall building with form and colour associations to the Vanderfield Building. The North and Western elevations include sunshades to assist with interior comfort and to assist in the reference of form, scale and detail.



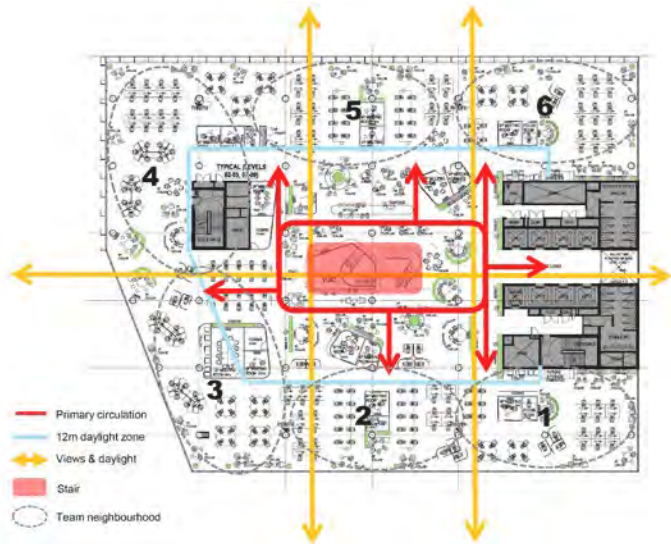
CONNECTED WORKPLACE

One of the major objectives of the client brief is to create a workplace environment which fosters collaboration and interaction between individual staff, the various organisations within the building, and with the broader client and business groups.



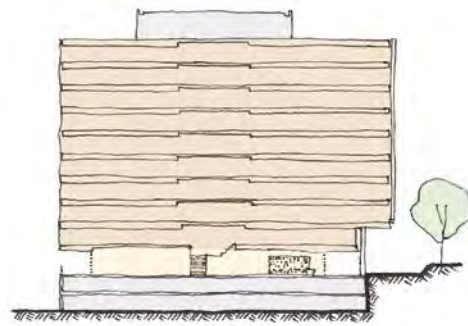
SUSTAINABILITY

The project has a number of measurable sustainability goals, including minimum 5 Star NABERS and 5 Green Star ratings, as set out in the NSW Government Resource Efficiency Policy, and some specific to the building brief. In addition to this, the building also strives to create a healthy workplace by maximizing access to natural daylight and views while minimising heat load through sunshading. Mobility will be encouraged through strategic location of interconnecting stairs



FUTURE FLEXIBILITY

To ensure that the stakeholders can make the best use of the building into the future, the facility has been designed to easily accommodate future change – principally through an open and adaptable floor layout designed to accommodate the full range of workplace arrangements.



INFORMED DESIGN

These aspirations guided the design team and stakeholders through the concept design process. The following sections of the report describe the building design from masterplanning to built form to materiality, and will refer back to these aspirations and how they have been achieved.

3.0 MASTERPLANNING & URBAN DESIGN

3.1 PLANNING REQUIREMENTS & CONSTRAINTS

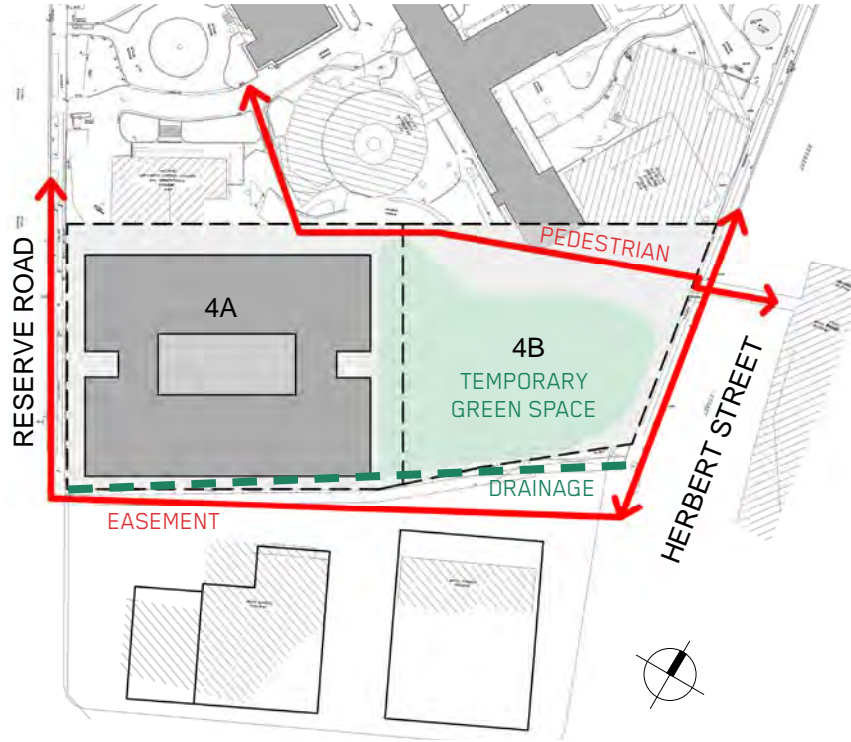
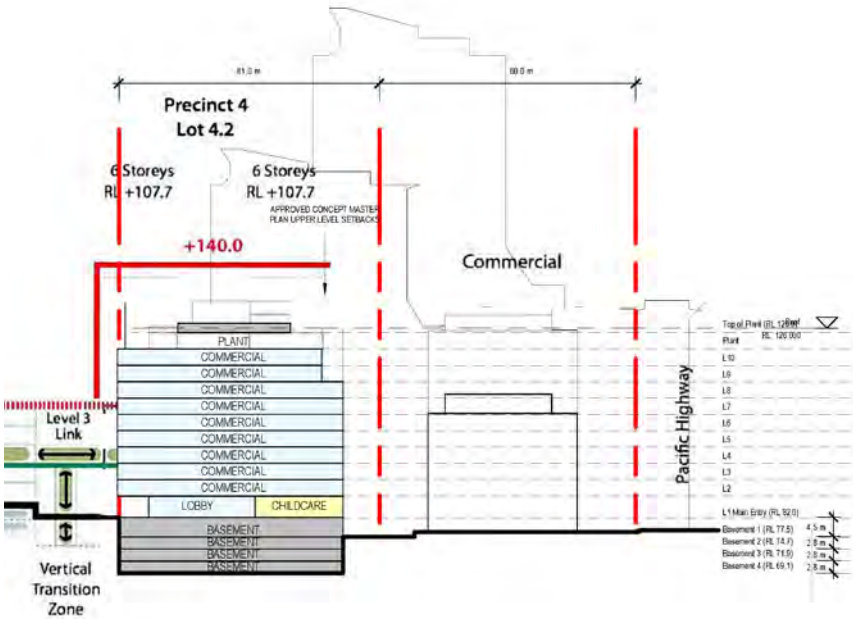
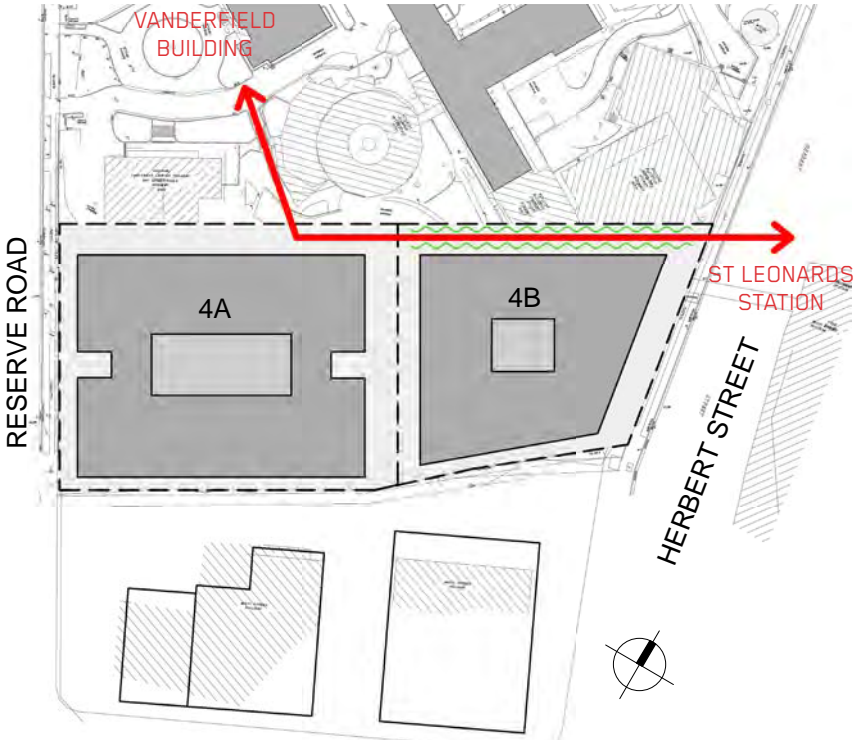


FIGURE 2
Sites 4A & 4B and the original concept plan envelopes as identified in the Reference Scheme

The planning document that defines the building height, scale and setbacks is the Concept Plan Approval MP 06_0051 and associated conditions. The Amended Concept Plan (Architectus, August 2016) referred to in this approval and originally prepared by Cox Richardson in 2006, describes the built form on the site as two towers with maximum heights of 13 storeys or up to RL 126.0, separated by an 18 metre wide private open space. The Amended Concept Plan does not prescribe any setbacks on this site, instead suggesting that a ‘strong built form definition’ to Reserve Road is desirable and would form a gateway into the hospital site.

The Amended Concept Plan also sets out maximum GFAs for this and other sites on the RNSH campus. The maximum commercial GFA allocated to this site (referred to as site 4A in the Amended Concept Plan) and the neighbouring site to the east (site 4B) is 46,427m². This proposed development has a GFA of 39,275m².

As outlined in the Introduction, this application refers to Precinct 4, and includes the demolition of existing buildings and landscape remediation works. The possible subdivision of a land parcel 4B as per the Concept plan is planned for some future stage to the East of the proposed building.

FIGURE 3
Proposed building envelope (as per s75w)

The reference scheme design for the site, prepared in 2016 by Architectus as part of the original business case for the project, showed a single building mass with a maximum height of RL126.0, but without a central public open space. This change to the building massing was addressed with a s75w application in January 2017.

FIGURE 4
Easements

There are two existing drainage easements on the site, towards the southern boundary as well as proposed vehicle easement, also on the southern boundary. This vehicle easement will be created to provide access to the future site 4B immediately to the east of the proposed development site. As part of a separate approval, buildings currently on the possible future site 4B will be demolished and the site will become temporary green space.

3.0 MASTERPLANNING & URBAN DESIGN

3.2 BUILDING SITING & PUBLIC REALM

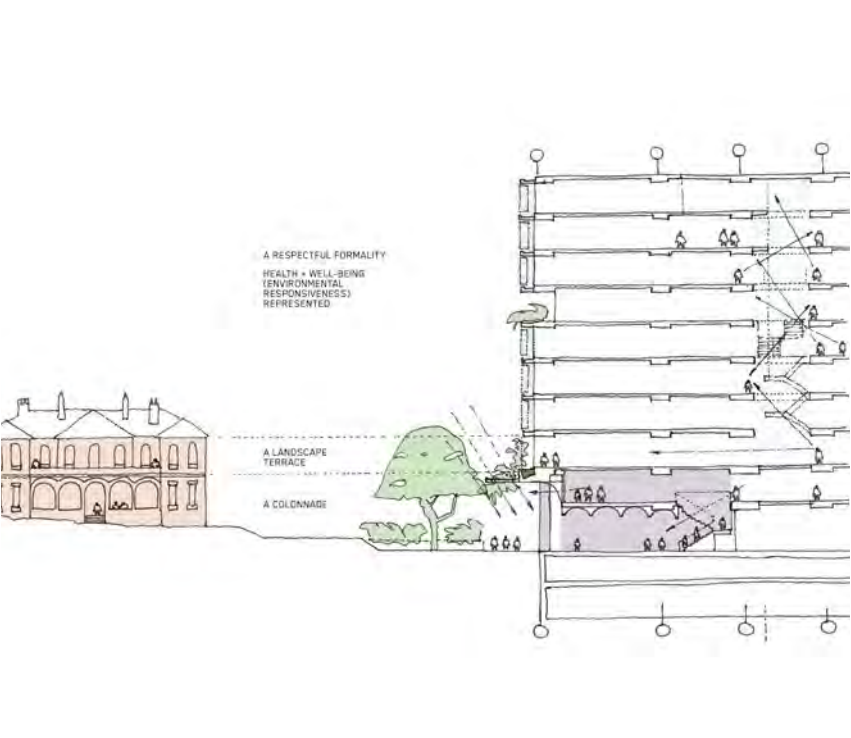


FIGURE 5
Indicative section showing new forecourt and Vanderfield Building.

The building is positioned square on the site to create a strong built edge to the northern and western boundaries. The brief is for a modern, campus-style floorplate (approximately 2,800m² NLA) and these large floorplates combined with the height limits control the building massing. The ground level is set at RL 82.0, to allow the creation of an on-grade northern forecourt and an accessible pedestrian link across the face of the building connecting Reserve Road with St Leonards Railway Station. There is a fall across the site from the NW to SE corners of approximately six metres, and this accommodates two partially above ground basement levels. At the northern edge of the site these basements are fully below ground, and at the SE corner of the site they're fully above ground.

Immediately to the north of the proposed development site is the Vanderfield Building, a well-preserved and historically significant building. This building is discussed in more detail in a separate heritage report, but as stated in its listing on the NSW Heritage Inventory, it is the "original main hospital building on the St Leonards site, and originally designed as the centrepiece in what was intended to be a model hospital layout based on the pavilion principle."

Between the Vanderfield Building and Reserve Road is a circular driveway with a curtilage of Cotton Palms on its southern edge. The proposed public forecourt visually links to and extends this public open space to create external paved and landscaped areas with high amenity, as well as respecting the pavilion-style hospital planning exemplified by the Vanderfield Building.



FIGURE 6
Gore Hill Park Concept Plan, Stage 2)

Beyond the Vanderfield Building to the north is the major campus of the Royal North Shore Hospital. The proposed development will act as a marker or gateway on Reserve Road as the southern entrance to the hospital precinct. Additionally, pedestrians arriving by train who will have the choice of crossing Herbert Street and further up to RNSH via Reserve Road will pass through the new public realm that is part of this project. Clear signage and the lack of a porte cochere style vehicle drop off will differentiate the proposed development as an office building rather than a healthcare building. Flightpaths to and from the RNSH helipad are addressed in more detail in a separate aviation report. Distant views to the proposed development from the main RNSH buildings have been considered, with the depth and formal composition of the building's northern façade intended to respond to and sit in harmony with the modelled façade of the Vanderfield Building. The massing of the proposed development is in keeping with the commercial buildings facing Pacific Highway immediately to the south, as well as the Forum development, which sits above St Leonards train station on Herbert Street.

To the west of the proposed development is Gore Hill Park, managed by Willoughby City Council, which is currently undergoing a staged redevelopment. Stage one of this redevelopment involves re-orienting the oval and creating a bus lay-by on the western side of Reserve Road. Stage two involves building a sports facility on the corner of Reserve Road and Pacific Highway. Predicted traffic movements to and from the proposed development site take these changes into account, as do intended views from the office floors. Pedestrian movement through the proposed development site from St Leonards train station to Gore Hill Park should be allowed for as part of the Gore Hill Park redevelopment. Our site plan suggests a re-crossing on Reserve Road, but it is proposed to work with Council to optimise.

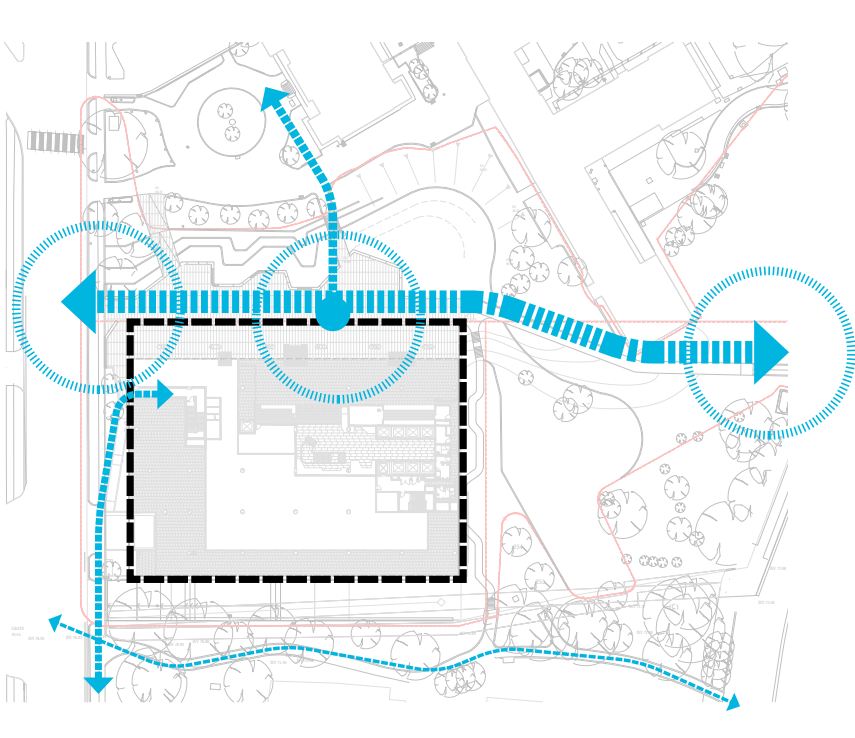


FIGURE 7
Precinct showing pedestrian movement

To the east of the proposed development is a future development site. Identified as part of previous submissions, the site is currently part of the RNSH campus – demolition of the existing buildings on this site is covered under a separate approval, and this site will be landscaped and treated as temporary open space until its future development. An east-west pedestrian link through the northern portion of this site is part of this proposal – this pedestrian link will include a landscaped path and ramped bridge link to the existing Herbert Street pedestrian overpass. This link would provide a continuous accessible pedestrian route from St Leonards train station to the proposed development and to Reserve Road, and is an important piece of public infrastructure for the RNSH campus. Current pedestrian routes to the hospital are circuitous and non-accessible.

To the south of the proposed development is a commercial building complex at 207 Pacific Highway. There is a public pedestrian pathway on privately owned land on the northern edge of this site, and car park and loading entry to this building is off Reserve Road adjacent to the proposed development site. The loading and car park vehicle movements for the proposed development have been designed with consideration for vehicle movements to and from 207 Pacific Highway.

3.0 MASTERPLANNING & URBAN DESIGN

3.3 RESPONSE TO SETTING: HERITAGE

This is described in greater detail in both the heritage and landscape submissions.

An essential benefit of the proposal is the fact that the Vanderfield Building and its heritage setting is integral with the proposed composition. The primary circulation passing through the proposed forecourt is designed to visually integrate with the broader setting. Importantly, views to the Vanderfield Building will open up significantly to the community from both the road and South Eastern corner of the site.

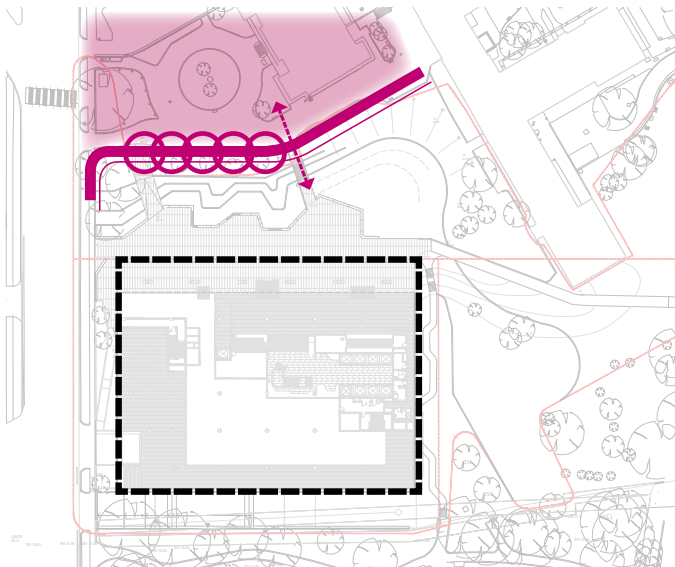


FIGURE 8
Proposed building enfronts the heritage setting



FIGURE 9
Vanderfield Building

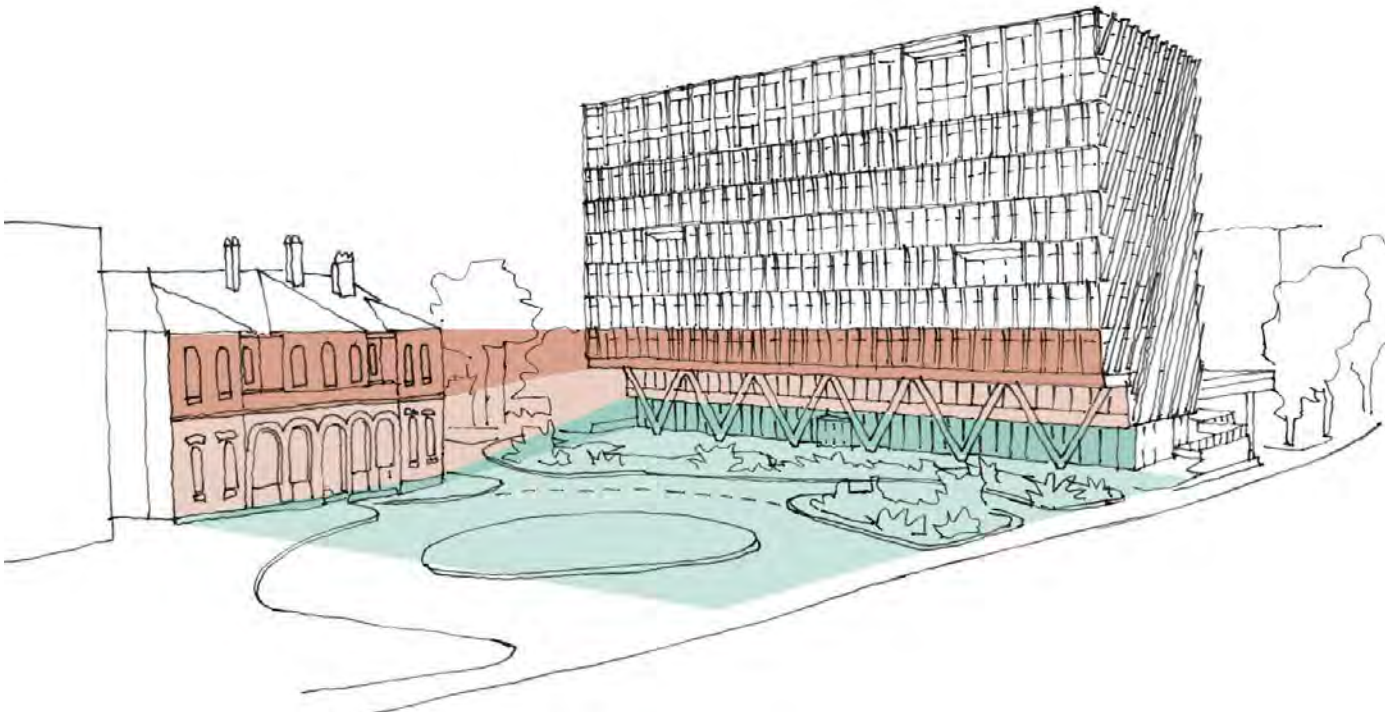


FIGURE 10
Relationship of scale

3.0 MASTERPLANNING & URBAN DESIGN

3.3 RESPONSE TO SETTING: HERITAGE

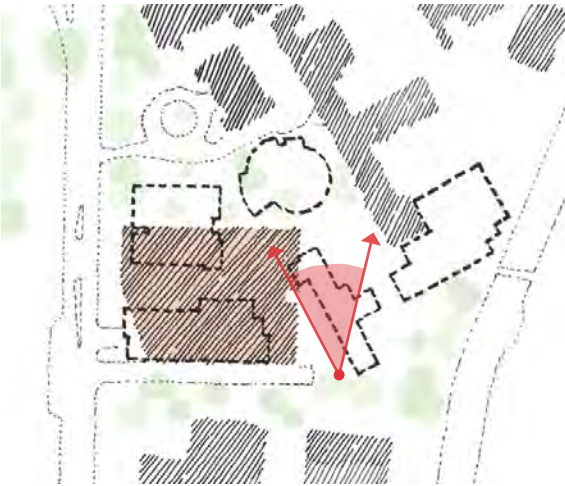


FIGURE 11
View location identifying proposed and demolished buildings

Views of Vanderfield Building from the South-East, that have been progressively blocked by buildings and landscape, will be reinstated.



FIGURE 12
Existing site photo



FIGURE 13
Proposed view to the Vanderfield Building

3.0 MASTERPLANNING & URBAN DESIGN

3.3 RESPONSE TO SETTING: HERITAGE

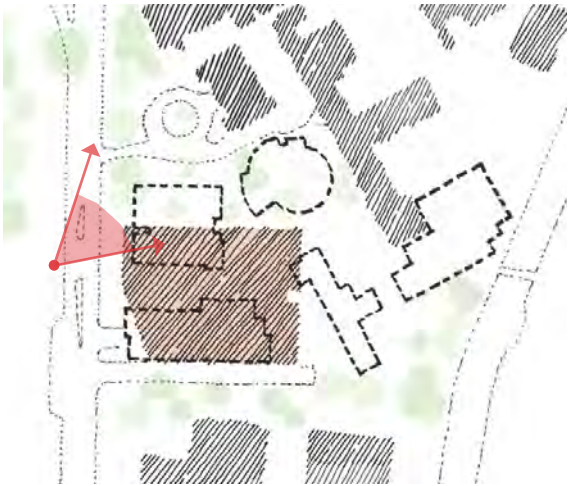


FIGURE 14
View location identifying proposed and demolished buildings

Views to Vanderfield Building from the South-West (Reserve Road) that have been progressively blocked by buildings and landscape, will be reinstated.



FIGURE 15
Existing site photo - Reserve Rd



FIGURE 16
Proposed view to the Vanderfield Building