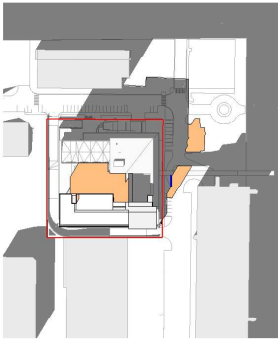
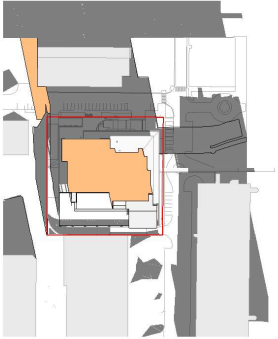


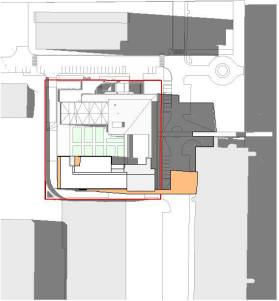
1 TOWER B - WINTER SOLSTICE - 9AM



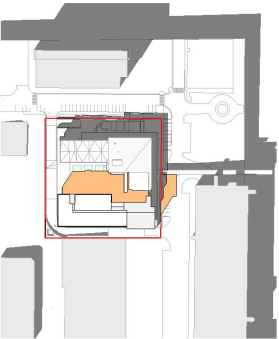
2 TOWER B - WINTER SOLSTICE - 12PM



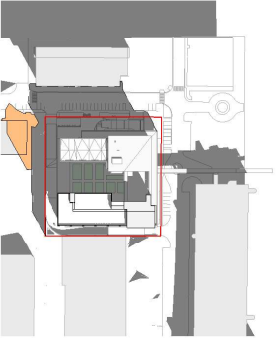
3 TOWER B - WINTER SOLSTICE - 3PM



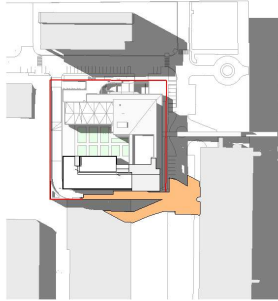
4 TOWER B - EQUINOX - 9AM



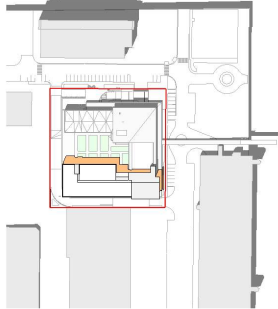
5 TOWER B - EQUINOX - 12PM



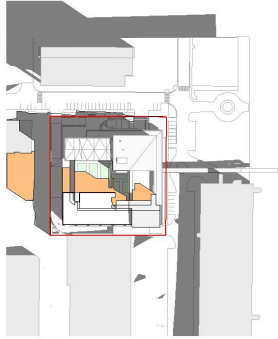
6 TOWER B - EQUINOX - 3PM



7 TOWER B - SUMMER SOLSTICE - 9AM



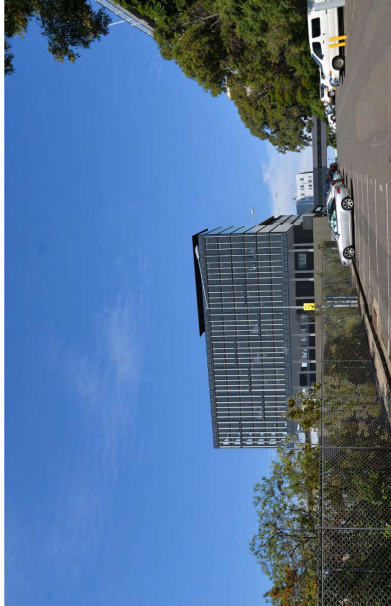
8 TOWER B - SUMMER SOLSTICE - 12PM



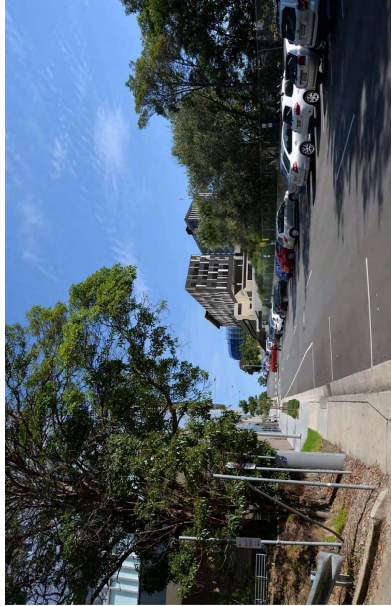
9 TOWER B - SUMMER SOLSTICE - 3PM

3.08

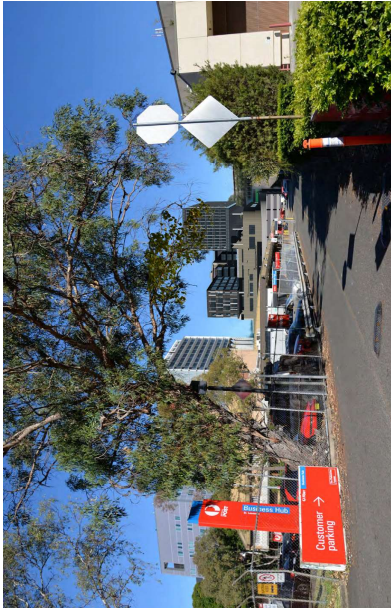
Visual Impact, Views and Privacy



View approaching site from Reserve Road heading South



View from Westbourne Street South East



View from Herbert Street Australia Post Driveway Entry

Visual Impact

The primary view is via the vehicular approach to the site, up Westbourne Street heading North West towards the Kolling Institute Building public plaza. The view is revealed progressing up the hill and is framed by the Acute Care and Kolling Institute Building on the left hand side. These buildings have established a high street wall given their scale and zero setback.

Given the proposed Tower A and podium are set back from the street the visual impacts are kept to a minimum. As seen in the indicative views from the street, the height of Tower B sits behind that of Tower A and is therefore less visually dominant.

The pedestrian approach to the site is via Reserve Road heading North. This interface has the context of the Public Plaza in the foreground and the proposed building framed by the Kolling Institute Tower on the right and the existing North Shore Private Hospital on the left. The setback of Tower A and podium softens the view as does the stepping back of the podium to Tower A, with Tower B being in the most part obscured behind.

Views

The site enjoys views in a North Westerly aspect back towards Chatswood CBD. Tower B has been placed along this boundary frontage to take advantage of this view.

Privacy

Privacy considerations have been assessed as primary views out from the Kolling Institute Building to Westbourne Street and from the partial north eastern end of the existing North Shore Private Hospital facing onto Reserve Road.

As Tower B is placed to the furthest distance away from Westbourne Street, potential privacy impacts to Kolling Institute Building have been minimised.

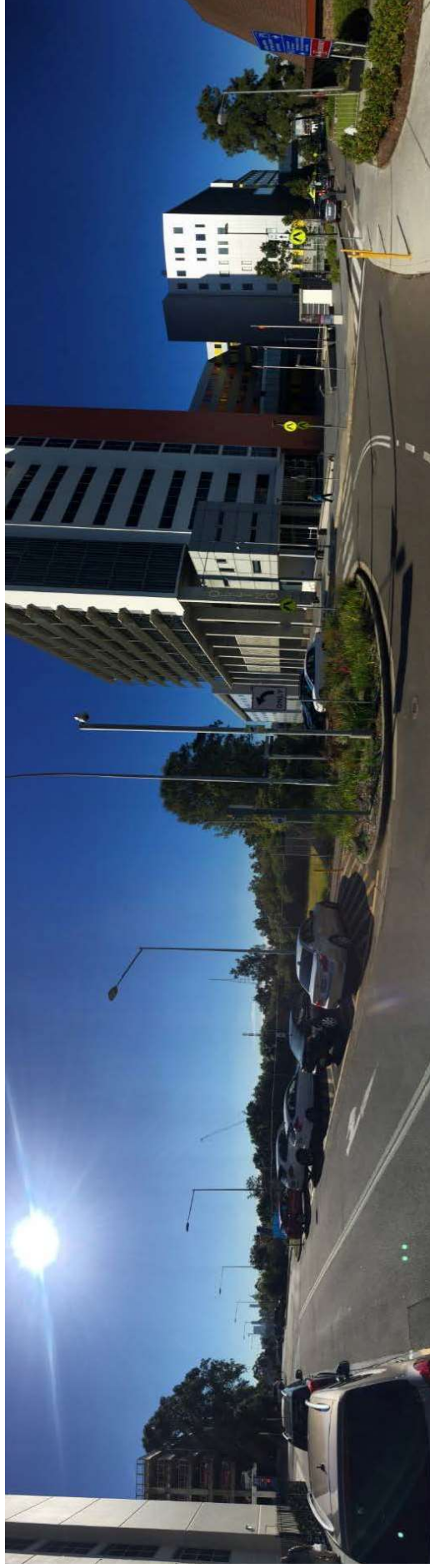
By the nature of the curved end form of the existing Royal North Shore Private Hospital, views from this portion of the building are directed away from the subject site and address more to the Chapel and Plaza on Westbourne Site. This façade also has heavily tinted windows and inbuilt blinds to further enhance privacy related issues towards this easterly direction.

3.09

Wind and Acoustic Impact

Being located at the top of a hill the site currently experiences wind from the north east (summer) and the south west (winter). The proposed forms will provide a level of vertical wind shielding with the introduction of the podium and awnings. For a detailed analysis refer to the Wind Assessment Report. The podium level will be most impacted by wind however screens and planting will be installed to mitigate this impact.

For acoustic analysis and resolutions, please refer to the Acoustic Report for a detailed examination of additional noise sources due to the proposed Medical Specialist Suites, accommodation and ancillary services, as well as the background noise, and how any noise sources will affect surrounding properties.



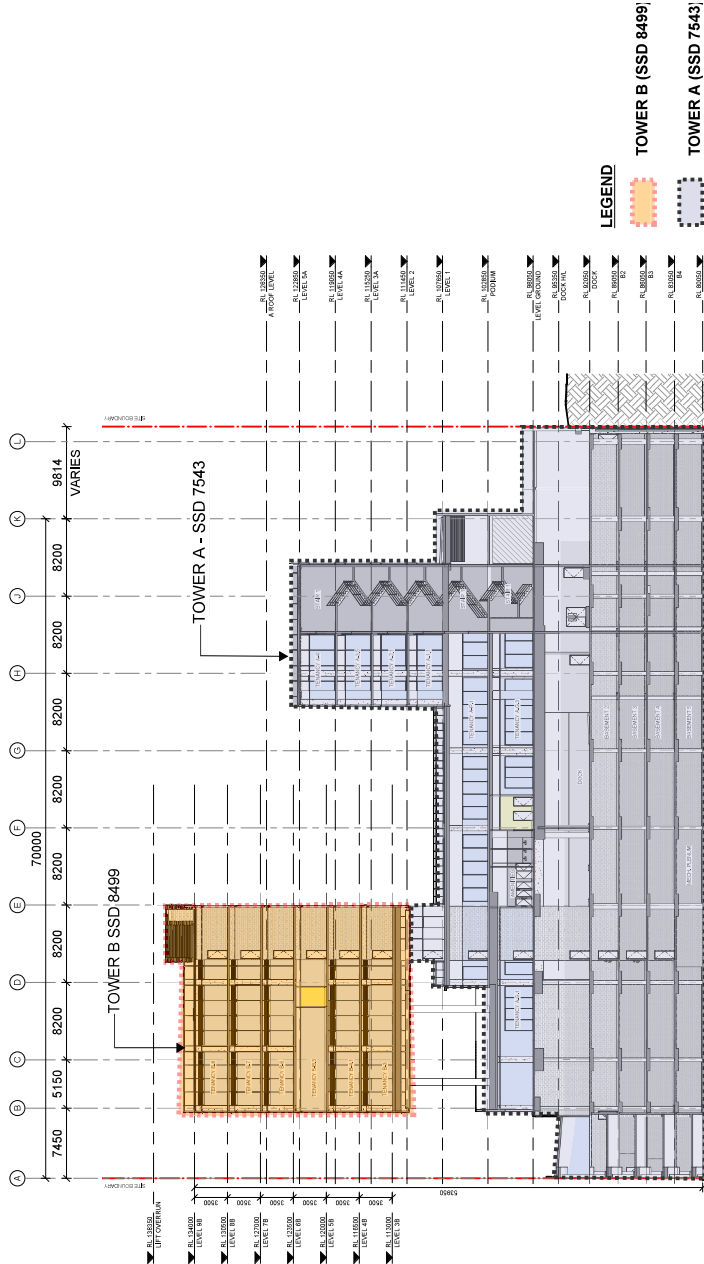
3.10 Car parking

The current Hospital proposal Tower A (SSD 7543) incorporates parking within the 5 basement parking levels and within the loading dock level. Parking for Tower B (SSD 8499) is provided within the Tower A basement parking levels. Given the slope of the site, there is sufficient volumetric capacity below the Hospital parking levels to accommodate the range of additional parking spaces projected. Due to the extreme topography of the site the basement car parking is open on two sides however appropriate screening has been designed to mitigate the visual impact of the basement structure.

Further to the onsite parking provisions, the surrounding area is well serviced by on-street car parking and the multi-storey car park opposite the site.

Crime Prevention Through Environmental Design

CPTED strategies have been considered during the conceptualisation of the building form and massing as far as possible. Additional strategies including measures such as (but not limited to): lighting control, surveillance opportunities and strategies, access and visualisations have been incorporated.



3.11 Signage



The design has identified signage zones located on the façade of the Towers A and B. Refer to the adjacent elevations and detail call outs.

The signage will be designed in accordance with required guidelines and standards during the detail design phase with all required approvals being obtained prior to installation.

Materials, colours, size, orientation and light quality will all be some of the considerations addressed at the detailed design phase.



4.0

Transport Context

The site is located within the Willoughby Development Control Plan railway precinct and is within 500m of St Leonards Railway Station. Multiple Bus stops are also located within this radius providing high frequency services to Lane Cove, Chatswood, Macquarie Centre, North Sydney and the Sydney CBD.

In addition to on-site parking, bicycle park with end of trip facilities are provided in the basement (Refer Tower A SSD) there is the hospital car parking station directly opposite. Overall, the site is well serviced by a variety of transport options.

5.0

Summary

The key objective of the proposal is to seek approval for Stage 2 Development that will allow the development of integrated health related accommodation, services and clinical facilities within the Royal North Shore Hospital Precinct and maximise the range and breadth of services available to the local community.

This proposal has undertaken site analysis and detailed studies to test and illustrate the extent of impact to adjoining sites and within the site itself. The conclusion is that due consideration has been given to these issues and that the proposed envelope has been shaped accordingly. The segmented nature of the envelope will allow a variety articulation and architectural expression that will allow a considered and contemporary building to be crafted.

Accordingly, the Minister's favourable consideration of this concept proposal and building envelope is sought.