



Your Reference: SSD 16\_7642  
Our Reference: NCA/8/2016  
Contact: Myfanwy McNally  
Telephone: 9806 5447

23 August 2016

Megan Fu  
Department of Planning and Environment  
22-23 Bridge Street Sydney  
NSW 2000

Dear Ms. Fu

**Re: Central Acute Services Building Westmead Hospital, Hawkesbury Road, Westmead NSW 2145**

Thank you for the opportunity to comment on the proposal currently on exhibition.

The City of Parramatta Council would like to provide the following comments and concerns with the information currently provided as part of the application.

## **MASTER PLANNING CONTEXT**

The absence of a strong, ordering public domain master plan to guide development at Westmead is unfortunate. This WHCAS development is at the very centre of the hospital campus and its redevelopment offers significant opportunity to address recognised challenges identified for the precinct over a number of years.

Key among these are:

- Access and orientation within the campus for vehicles and pedestrians. Connections between car park access roads within and between institutions and the public street network generally need rationalisation in order to improve permeability and way finding.
- Poor legibility and underutilised public domain.
- Poor street amenity on Hawkesbury Road.

These issues are a concern for any significant precinct development at Westmead. Strategic master plan objectives prioritised in previous strategies and included in previous advice for the precinct addressing these concerns include:

- Realignment of Redbank/Institution Roads to achieve a strong east-west vehicular connection across the site.
- Provision of a strong pedestrian green link aligning with Helen Street providing a connection between Parramatta Park and Toongabbie Creek.
- High amenity tree lined boulevard on Hawkesbury Road with rationalised on-street parking and enhanced street lighting providing a strong link to Westmead Station and pedestrian amenity

The above recommendations are not achieved by the proposal.

The area north-east of the acute services building is undefined and does not appear to have been given due consideration. It appears the existing internal character of Redbank Road as a vehicular driveway continues despite a high quality purpose built facility being proposed on it. There is no attempt to provide street address other than the back of house facilities and a loading bay along the north-eastern edge at ground level. There appears to be an overhang above this edge which further makes it undesirable from a street address and Crime Prevention Through Environmental Design point of view.

### **Recommendations:**

- The master plan as indicated in the Architectural Design Statement is simply a compilation of proposed building envelopes and does not indicate how it aligns with the public domain network and connects with the surrounding context. This should be replaced with a master plan that:
  - includes water sensitive urban design (WSUD), street trees, footpaths, street lighting, accessibility, way finding and legibility from a visitor/ patient/ staff perspective for the entire precinct.
  - enables connections to North Parramatta precinct for future residents and worker to access the Hospital precinct easily.
  - has through streets developed as public streets with footpaths, street trees, bus set-downs, taxi pick-ups, street lighting, paving and signage consistent with City of Parramatta public domain guidelines.
  - identifies internal pedestrian circulation elements.
- Demonstrate how the proposal considers a possible future realignment or upgrade of Redbank/Institution Roads to the north-east of the proposal to provide suitable address and access for the proposed high quality purpose built facility, and to improve internal circulation. Provide a landscape plan to describe proposed design and treatment.
- Clearly articulate the pedestrian green link alignment from Helen Street linking Parramatta Park with Toongabbie Creek (across the forecourt and along the laneway) in accordance with recommended master plan objectives.
- Strengthen the 'main street character' of Hawkesbury Road by providing a clear street edge aligned with the existing street to the east and west, and

provide significant 'boulevard style' street tree planting (refer further comments below).

- Identify WSUD opportunities. These should be considered as part of an efficient site-wide strategy.

## **HAWKESBURY ROAD**

The proposal shows a heavily indented kerb alignment on Hawkesbury Road to facilitate numerous vehicular access/exits points to the site. The public footpath is relocated within the private property boundary to accommodate this. Proposed street tree planting is located above underground car parking. Sections do not indicate any provision of soil depth to accommodate significant street trees. This approach erodes the dominance and clarity of Hawkesbury Road and compromises the potential size, longevity and performance of proposed street trees which contribute significantly to streetscape character, scale and amenity. Planting significant street trees in planters is not good practice and is not acceptable.

### **Recommendations** (refer to attached mark-up drawings)

- Provide a continuous kerb line and public footpath on Hawkesbury Road that aligns with the street to the east and west of the site.
- Provide street trees in the public street verge on natural ground (deep soil).
- Use materials in accordance with the Public Domain Guidelines Jan 2016 and/or in accordance with Council advice.
- 10m height 7-pin multi-function poles to council approval are required to be provided on Hawkesbury Road in accordance with a lighting design that considers the wider street context.
- Provide a clear and legible hierarchy of vehicular entries and exits on Hawkesbury Road.

## **FORECOURT ENTRY**

A new forecourt entry and civic space is proposed in front of the new WHCAS building. This space temporarily serves as the main vehicular and pedestrian entrance to the hospital. In the future, an area immediately to the west will accommodate the main pedestrian entrance and be integrated into the wider Light Rail transport strategy for Westmead.

The forecourt space accommodates three separate vehicular entry/exit arrangements, a 9m wide street walkway on Hawkesbury Road, pedestrian access to the new WHCAS building, as well as landscaped spaces for gathering, meeting, meal spaces, conversation, visual relief and place making. There is a perceived conflict between some of these activities where the value and success of quiet meeting, eating and contemplative spaces are compromised by exposure to frenetic vehicular and pedestrian activity. Also, the large expanses of paving in the upper (sunny) portion of the forecourt are

not conducive to the theory of evidence-based healthcare design which relies on a more intimate, natural and green contemplative setting.

The successful delivery of tree planting on podium is of concern. The sections provided do not clearly demonstrate that necessary soil depths to support a robust landscape will be provided.

**Recommendations:**

- Provide significant landscape areas on deep soil or provide generous soil depth above car parking suitable to support robust planting in the long term. Above ground planter boxes are not preferred for this premier hospital forecourt space.
- Recognise that the primary function of the forecourt space is for vehicular and pedestrian movement. Rationalise and simplify the forecourt design to focus on a clear hierarchy of safe and legible pedestrian and vehicular movement.

**LANEWAY**

A central shared vehicular and pedestrian link is planned between the existing and proposed CASB. The space will provide an important new link to the northern hospital campus. It will accommodate a restricted patient transport service via a shuttle bus, 'loading and logistics' connection from Westmead Hospital, and a patient/staff/visitor amenity zone. The proposed link is shaded except for summer afternoons and the northern part of the link receives sun in the afternoon in winter.

**Recommendations:**

- Clarify how the laneway link can successfully offer safe, generous and inviting pedestrian access and amenity as well as provide for vehicle and loading activities at ground level. This link is an essential north-south component of the site-wide pedestrian network of the future hospital campus. A continuous 3m pedestrian path between the forecourt and Redbank Road should be provided.
- Ensure that an identifiable green link is provided along the laneway between the forecourt and Redbank Road to legibly complete the proposed green link between Parramatta Park and Toongabbie Creek.
- Public domain materials for the laneway should reference materials prescribed for the wider public domain streetscape network in Westmead (refer Parramatta Public Domain Guidelines).

**BUILT FORM**

- The Stage 2 building envelope presents as a very long, unbroken building when viewed from the surrounding public domain.

*Recommendation:* The Stage 2 building should be modulated with a substantial building recess where the Stage 1 and 2 building footprints meet. Ideally the height of the building should also be varied to limit the perceived bulk. The building envelopes should be agreed on at this stage so that there is a predictable outcome in the future.

- The extensive roof surfaces have the potential for significant heat gain.

*Recommendation:* The roof surfaces should be treated with appropriate colour/finishes or green roof to minimise heat island effect.

- It is understood the flight path of the hospital helicopter will have its own aviation limitation surfaces. This may impact on surrounding development.

*Recommendation:* The aviation limiting surfaces should be provided to Council so that it may consider the future development strategy of Westmead.

- The Design Excellence process of the buildings proposed has not been outlined.

*Recommendation:* A design excellence/ integrity process should be established and be consistent with the Director General's guidelines for design integrity.

- There are no outdoor spaces provided within the proposed buildings.

*Recommendation:* Where possible accessible outdoor terraces (ideally with outlook and solar access) should be provided to allow ambulant patients and visitors a break out space on upper levels.

## **TRAFFIC & TRANSPORT**

City of Parramatta Council has previously recommended that traffic works be undertaken as part of the development of Westmead Hospital. The proposed works, an upgrade for the intersection of Mons Road, Darcy Road and Institute Road, are supported by Council subject to agreement on detail design and a commitment that the applicant fund the works.

However, Council recommends that the applicant also fund works at two other intersections. These are the intersections of Briens Road with Redbank Road, and Darcy Road with Cumberland Highway (Hart Drive). This matter was raised as part of the application for the multi-storey car park but was effectively deferred to the application for the Acute Services Building. The applicant's traffic report acknowledges the Council suggestions and makes the following comments:

*The modifications proposed by Council at the intersection of Hart Drive/Darcy Road deliver minor improvements to the overall intersection performance, with the intersection operating above capacity again by 2030. The modifications proposed at the Briens Road/Redbank Road intersection provides some flexibility in terms of traffic signal phasing (allowing the use of split approaches and/or diamond right turns for Redbank Road). The Redbank Road (south) leg of the intersection could operate satisfactorily on this basis, however the major Briens Road approaches would still operate at or above capacity, contributing to a similar overall intersection analysis results.*

The appendix for the traffic report shows the following peak period average delay results for the intersection of Darcy Road and Cumberland Highway:

Scenario	AM Peak	PM Peak
2030 without development traffic	177s	194s
2030 with development traffic	215s	220s
2030 with development traffic and proposed traffic upgrade	200s	80s

The development causes a deterioration in conditions at the intersection of Cumberland Highway and Darcy Street. The Council proposal results in less of a deterioration in the morning peak and in the afternoon causes a significant improvement.

Unfortunately, the appendix does not correctly show the modelled benefits of the Council proposal for the intersection of Briens Road and Redbank Road. However, based on the text in the report it appears that this proposed traffic upgrade is also beneficial in ameliorating the increase in traffic generated by the applicant.

Accordingly, it is recommended that the applicant fund the proposed traffic works at:

- the intersection of Darcy Street, Mons Road and Institute Road subject to the design being approved by RMS, TfNSW and City of Parramatta.
- the intersection of Darcy Road and Cumberland Highway (Hart Drive) subject to the design being approved by RMS and City of Parramatta.
- the intersection of Redbank Road and Briens Road subject to the design being approved by RMS and City of Parramatta.

Detailed consideration should also be given to the following:

- appropriate levels of bicycle parking and end-of-trip facilities, particularly in key locations for the various users;

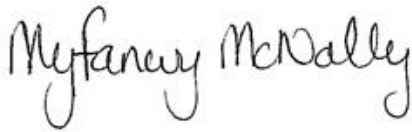
- pedestrian and cyclist connections between key locations across the Campus and surrounding facilities including infrastructure requirements;
- Campus-wide wayfinding strategy to direct all users, including pedestrians, cyclists and motorists, to key locations across the Campus;
- Appropriate levels of accessible parking spaces, particularly in visitor car parks and at key locations/public access points across the Campus.

### **ENVIRONMENTAL SUSTAINABLE DESIGN (ESD)**

Concern is raised as to the minimal provision of ESD in the proposed development. Given the scale of the works it is recommended that consideration be given to more active ESD initiatives such as tri-generation, WSUD, solar panels, and/or green roofs.

The Council is willing to work with the NSW Department of Education on the detailed design development for this site. The Council would also welcome a chance to input on any conditions that the Department is considering in relation to any future consent.

Yours sincerely

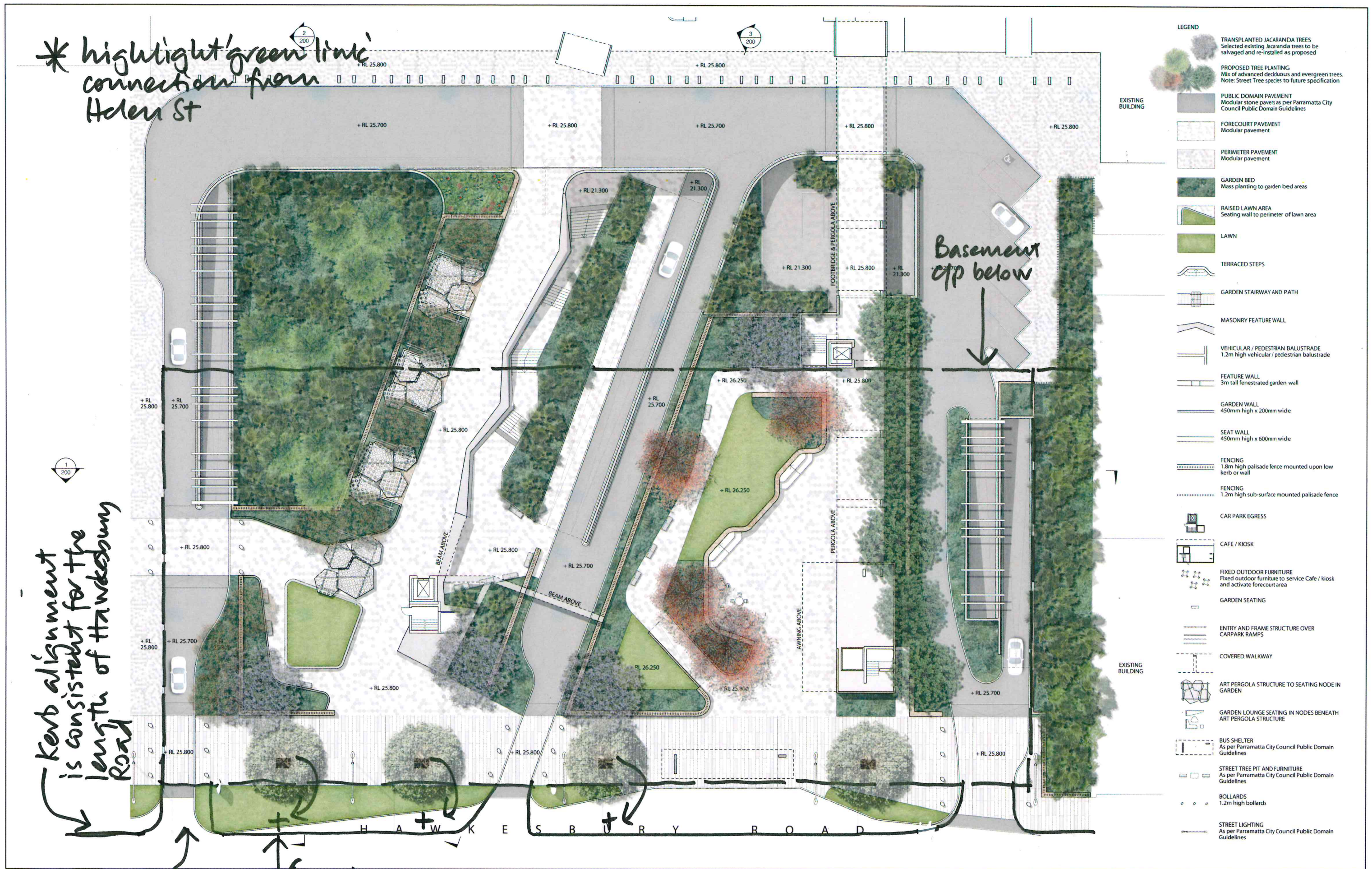
A handwritten signature in black ink that reads "Myfanwy McNally". The script is cursive and fluid, with the first name "Myfanwy" and the surname "McNally" clearly distinguishable.

Myfanwy McNally  
**Manager City Significant Development**



\* highlight green line connection from Helen St

Kerb alignment is consistent for the length of Hawkesbury Road



Clear hierarchy of driveway entries

(Large) Trees located in public verge on deep soil

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ARCHITECT  
HDR | RD + MSJ

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NSW GOVERNMENT Health Infrastructure

PROJECT  
Westmead Redevelopment

CLIENT  
NSW Health Infrastructure

DRAFT DA ISSUE

Forecourt Level 2  
Landscape Plan

DRAWING No.	REV	DRN	CHKD	APPD
0216-0389-LD-100	01	BM	GG	GG

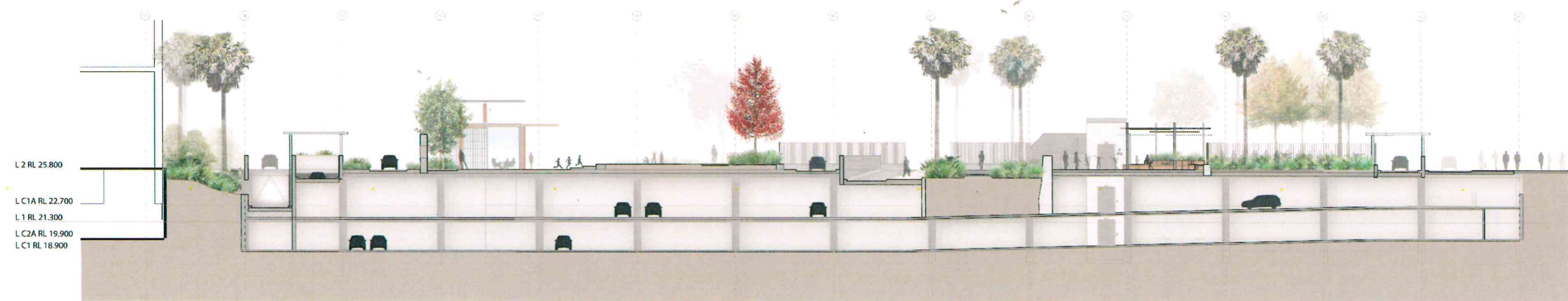
SCALE 1:200 @ A1

DATE 17.06.2016

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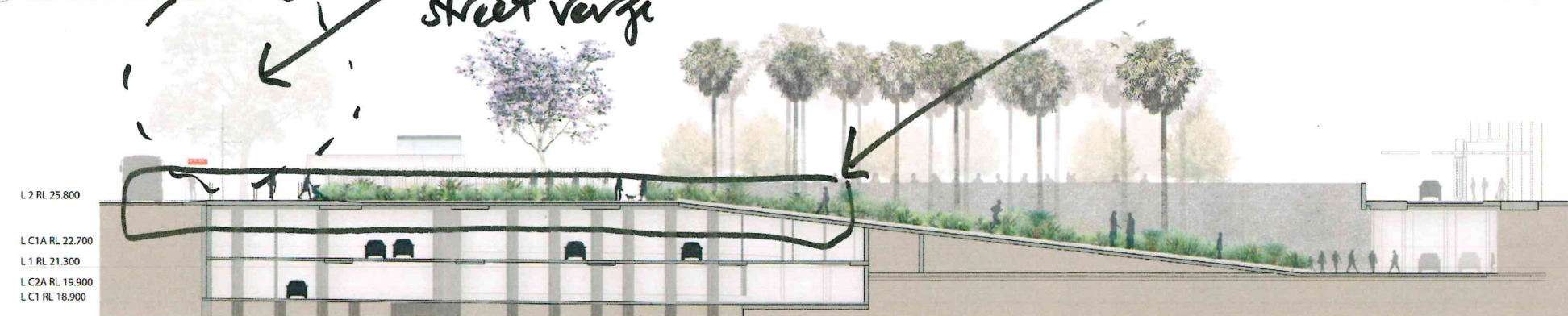
1 FORECOURT SECTION 1  
DETAIL SECTIONAL ELEVATION

1:200 @ A1



2 FORECOURT SECTION 2  
DETAIL SECTIONAL ELEVATION

1:200 @ A1



3 FORECOURT SECTION 3  
DETAIL SECTIONAL ELEVATION

1:200 @ A1

Plan to provide significant soil depth above car parking to support any significant entry forecourt landscape.

#### REVISIONS

REV	DESCRIPTION
00	Draft DA Issue

DATE	DRAWN	CHKD
09.06.2016	BM	GG

#### GENERAL NOTES

1. DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS HAVE PREFERENCE OVER SCALED DIMENSIONS.
2. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT.
3. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE DETAILS, SPECIFICATIONS AND ENGINEERING DOCUMENTS.
4. LOCATE AND PROTECT ALL UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION. MAKE GOOD ALL DAMAGE TO EXISTING WORKS CAUSED BY THE ACTIVITY OF THESE WORKS.
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**Health Infrastructure**

PROJECT  
**Westmead Redevelopment**

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**NSW Health Infrastructure**

**DRAFT DA ISSUE**

**Forecourt  
Detail Sectional Elevations**

DRAWING No.	REV	DRN	CHKD	APPD
0216-0389-LD-200	00	BM	GG	GG

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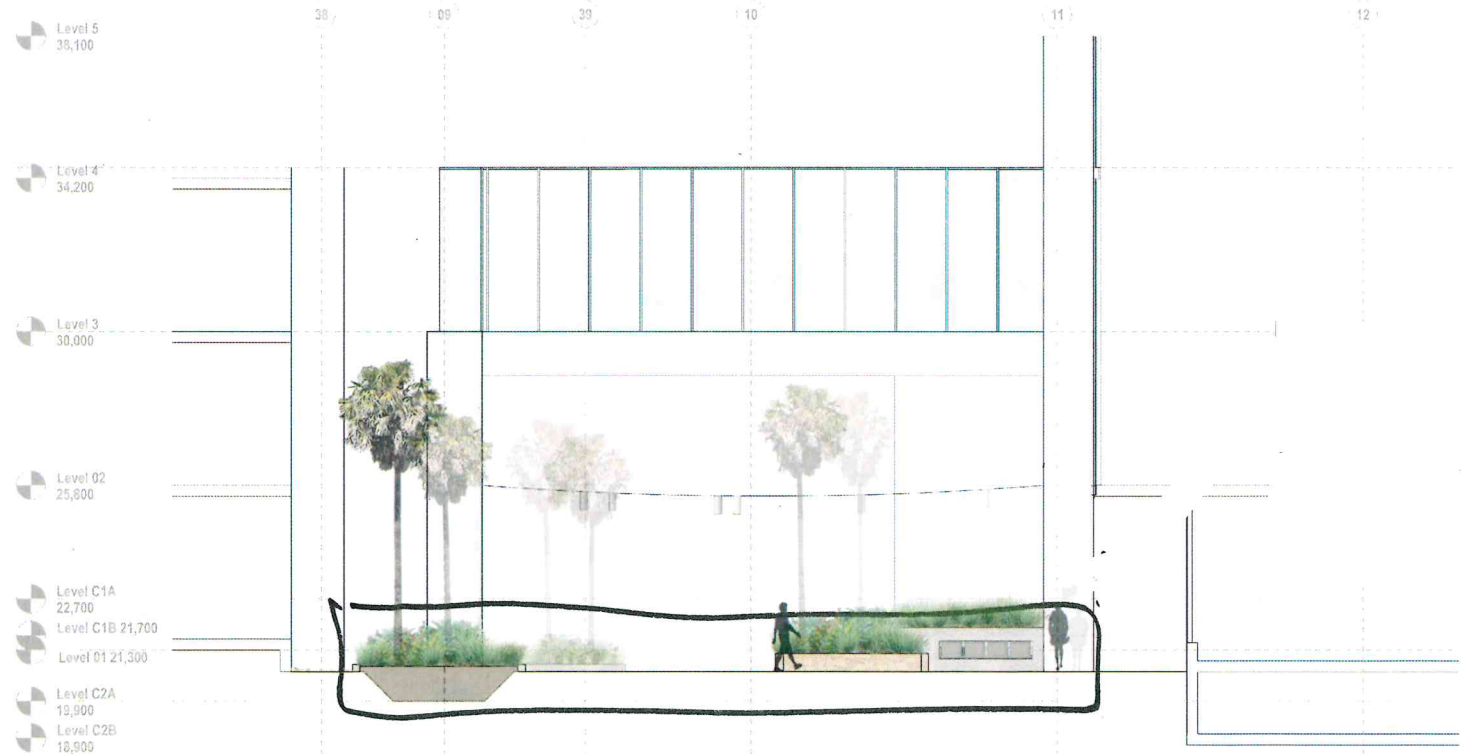


Provide landscape plans showing design resolution to the north of the proposal.

Extent of building over is unclear. Building over columns?

- LEGEND**
- BUILDING  
Extent of building / facade
  - BUILDING / WALKWAY ABOVE  
Proposed building or pedestrian walkway above
  - PROPOSED TREE PLANTING  
Advanced evergreen trees
  - SHAREWAY PAVEMENT - TYPE A  
Vehicular grade modular stone pavers
  - SHAREWAY PAVEMENT - TYPE B  
Vehicular grade asphaltic pavement
  - THRESHOLD PAVEMENT  
Modular stone sets
  - NODE PAVEMENT  
Pedestrian grade modular stone pavers
  - GARDEN BED  
Mass planting to garden bed areas
  - ARCHITECTURAL COLUMN  
Refer Architects documentation
  - CATENARY LIGHTING  
Suspended luminaire over laneway
  - RAISED PLANTER BED  
Reinforced 1.2m High raised planter to match width of columns
  - GARDEN WALL  
450mm high x 200mm wide
  - WALL MOUNTED SEATING  
840mm high x 610mm wide
  - FENCING  
1.8m high palisade fence mounted upon low kerb or wall
  - KERB  
200mm high x 200mm wide kerb

1 Laneway Level 1  
Landscape Plan



2 Laneway Level 1  
Landscape Section

**REVISIONS**

REV	DESCRIPTION	DATE	DRAWN	CHKD
00	Draft DA Issue	17.06.2016	BM	GG

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**NSW GOVERNMENT** **Health Infrastructure**

**PROJECT**  
Westmead Redevelopment

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NSW Health Infrastructure

**DRAFT DA ISSUE**

**Laneway Level 1  
Landscape Plan & Section**

DRAWING No.	REV	DRN	CHKD	APPD
0216-0389-LD-300	00	BM	GG	GG

SCALE 1:200 @ A1  
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