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a sense of community

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Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

01 July 2021

Ref No: F2020/00663

Attention: Megan Fu

Application No: SSD-10831778

Dear Megan,

Re: Randwick City Council submission on the State Significant Development SSD-10831778 – Sydney Children's Hospital Stage 1 and Children's Comprehensive Campus Centre (SSD-10831778)

I refer to the exhibition notice seeking comment on the State Significant development application (SSDA) lodged by the Health Administration Corporation for the development of Sydney Children's Hospital Stage 1 (SCH1) and Children's Comprehensive Campus Centre (CCCC) at the Randwick Hospital Campus (RHC).

The proposal involves the construction and use of a new 9 storey hospital building for the SCH1/CCCC. The proposal also includes skybridge connections to surrounding buildings, patient pick-up/drop-off zone, basement parking and service loading, public domain works and landscaping.

Council Officers have reviewed the application and provide the following in response. Council will provide comment on draft conditions following the Response to Submissions.

This submission dated 1 July 2021 incorporates the Council resolution of the 29 June 2021 (attached) and supersedes the previous draft uploaded on to the portal on 21 June 2021.

Pedestrian connectivity

East-West pedestrian link

1. The Randwick Hospital expansion area, within which the SCH1/CCCC building is located, adjoins the UNSW Kensington Campus to the west and the existing RHC to the east. The UNSW University Mall and Library Walk provide the primary east-west midblock pedestrian route and unifying social spine through the university campus – from Anzac Parade to Botany Street. The signalised crossing proposed on Botany Street at Gate 11 will further enhance the safety and legibility of this east-west pedestrian spine.
2. To the south east of the proposal, Nurses Drive and Delivery Drive provides the only viable open air east-west mid-block pedestrian route through the hospital campus – from Avoca Street to Hospital Road. This pedestrian pathway should be progressively upgraded and enhanced to improve pedestrian legibility, compliant accessibility, pedestrian safety, and

3. amenity, as part of a long-term masterplan. See commentary below under the heading 'Bicycle access' below for further detail.
4. The proposed plans provide a constrained, confusing, and poorly articulated podium-level east-west route from the Botany Street footpath via the UNSW HTH building south podium to the Hospital Road shared path. It is recommended that the generous width connection proposed along the south edge of the UNSW HTH building is continued to ensure a direct and seamless connection to deliver a coordinated pedestrian route from Botany Street through to Hospital Road, and in the future, continuing east through the RHC.
5. Council notes that the completion of this east-west campus pedestrian pathway, through the hospital expansion area to link the university and hospital campuses is critical to the successful movement of pedestrian workers, visitors and residents between the university and hospital campuses and beyond.

<u>High Street footpath</u>

6. The proposed pedestrian footpath along High Street is approximately 2.5m wide with a nature strip of approximately 1-1.2m. Council requires a minimum footpath width of 4.5 metres to provide for the increased density of new development and to cater for projected increased pedestrian movement along High Street, including movements generated by patronage. It is understood that flooding constraints have informed the design of the footpath and landscaping along High Street, however widening of the footpath width in this location should be further investigated.

<u>Bicycle access</u>

7. Significant improvements must be made to bicycle access through the campus to the proposed End of Trip Facilities. This is especially so given that within the 2019 RHC Staff Travel Census, two of the top five barriers to the use of bicycles as a mode of transport to work include 1) lack of local infrastructure: lanes / paths / routes, and 2) navigating traffic and busy roads (rider confidence). From the perspective of people who choose to ride a bicycle to and from the SCH1/CCCC building, there are significant challenges when approaching the site from the east and from the south.
8. Anecdotal feedback indicates that many professionals working within the Randwick Health and Innovation Precinct (RHIP) choose to reside near to Coogee Beach. From the east, it is now very difficult to ride along High Street. This is due to the complex road and rail layout and the narrow and busy footpaths near to the light rail terminus in High Street. Accordingly, and in support of the objectives of RHC Green Travel Plan, it is recommended that Health Infrastructure must work closely with Council to nominate and design an appropriate east-west link though the combined campuses – to link Magill Street (near to the proposed End of Trip facilities) with Avoca Street.
9. In addition, recent residential developments to the south of the RHIP (including the Newmarket) create latent demand for improved access for bike riders approaching from the south and from existing bicycle links further south across Anzac Parade and down to the Maroubra Junction / Eastgardens area. Again, Council seeks close collaboration with Health Infrastructure to explore the opportunities to strengthen north south bike links, such as along Hospital Road.
10. The creation of strong east-west, and north-south links for those who choose to ride bicycles would strongly align with the objectives of RHC Green Travel Plan. Council recommends a condition of consent requiring that Health Infrastructure work together with Council to establish east-west and north-south bicycle routes to meet the objectives of the RHC Green Travel Plan. This is required to ensure the needs of all workers and

visitors who choose to ride to each of the many campuses within the Randwick Health and Innovation Precinct are met.

11. The significantly improved End of Trip facilities proposed in close proximity to the Integrated Acute Services Building within the existing hospital car park (and those proposed in the HTH building) are very welcome. However, access to these facilities for bike riders negotiating the hospital campuses has to be clearly marked, very legible and must be designed to be safe and separated from other traffic. Again, Council recommends a condition of consent requiring Council and Health Infrastructure work together to establish strong and safe east-west and north-south bicycle routes.

Parking

12. **Council notes that there is currently very high demand for on-street parking in the vicinity of the RHC, as well as the reliance on nearby private parking facilities, including the Coles Site and Royal Randwick Shopping Centre on Belmore Road Randwick. It appears that parking demands are currently not being met onsite and concerns are raised over the potential of the proposal to exacerbate this existing impact on the surrounding neighbourhood and street network.**
13. It is acknowledged that for the 40 extra beds proposed by 2025, the provision of a new visitor car park will result in up to 50 additional parking bays. It is also acknowledged that the proposal seeks to optimise the operation of existing parking assets with the existing RHC main car park, which is being investigated for potential optimisation in efficiency which includes implementation of dynamic wayfinding systems and car stackers. The details of these proposals are not provided within the submitted EIS or accompanying documentation. Detail should be provided during the assessment and prior to the approval of the proposal.
14. It is indicated that a proposed dynamic wayfinding system has the potential to increase operational capacity of a multi-storey car park in the vicinity of 95%. This may result in an increase in efficiency of 4%, potentially providing an additional capacity of 65 parking spaces during peak times. However, the details of this approach are not provided. Further details and recommendations should be provided during the assessment and prior to approval of the proposal.

Emergency department

Vehicle access and drop off/pickup

15. The proposed Botany Street drop off to the emergency department is characterised by blank walls, significant hard paved areas and narrow paved footpaths and waiting areas. Further, it is unclear how visitors and patients arriving by car can easily and intuitively understand the direction to take to the reception, triage and waiting area. Council questions why the IASB Satellite Imaging facility is located at the emergency drop off.
16. A further concern is the significant overshadowing of this arrival area throughout the year and particularly in winter. This contrasts with the current sunny north facing High Street entry. Additional information and detailing is required to demonstrate how this waiting space will be treated to provide a warm and inviting arrival experience and safe waiting area for parents and children, given the constraints outlined above.

Emergency department location

17. Council questions the location of the children's emergency department underground in a location with no real outlook and only token access to natural light and sunshine.

Landscaping and deep soil provision

18. The north facing ground level plaza and the overall landscape and planting themes are generally supported. However the location of the proposed deep soil zones above a stormwater culvert along High Street and in the leftover areas around vehicular ramps to the south of the HTH building are unsatisfactory outcomes and do not satisfy the intent of deep soil provisions, which are to provide consolidated landscaped areas that people can enjoy that allow large trees to prosper. Further, areas with structures underneath, including culverts are not considered to be deep soil zones.
19. Significant benefit would be realised if deep soil areas were provided in the plaza. This would permit larger trees to be planted to provide shade and contribute to tree canopy requirements. It is also noted that one of the larger trees proposed in the child play area would not be possible due to the low clearance of the pedestrian bridge that crosses over the play area.
20. Further landscape detail is required for the proposed roof level and upper level terraces as the building form steps back. The podium roof areas should be utilised to provide outdoor landscaped terraces areas for patients, visitors and workers where possible.
21. A 6m wide stormwater culvert easement of 6m applies along the north, High Street boundary. Concern is raised regarding the ability to plant trees above this service. Proposed landscaping should be reviewed to ensure adequate soil mass and depth is provided over the culvert structure.
22. The small curved planter bed at the southeast corner of the building within the gathering space garden lacks gravitas and appears too weak to establish a true and enduring sense of place.
23. The indicative street trees and pavement level planting along the Botany Street and High Street frontages within Councils road reserve currently have a formal generic character. In contrast, the landscaping for the SCH1 and CCCC site is inspired by the coastal dune system. A coordinated landscape outcome that picks up some of the sand dune planting themes along this section of the High Street streetscape would be beneficial. Council recommends coordination between Randwick City Council's Public Domain team and the proposals Landscape Architect moving forward.

Building height

24. **Concerns are raised regarding the overall height of the proposal. The proposed building, at a height of approximately 50.4m greatly exceeds the current height of development on the site and will exceed the existing LEP controls of between 9.5 and 15m, resulting in a building that will be out of context with the heights of surrounding buildings.**
25. The building is technically 11 storeys (not 9 storeys as described) when including portion of the basement that are above ground and the top floor plant level. Council questions why the footprint of the plant room level is so large as it contributes to the overall bulk and scale of the building. It is recommended that alternative locations for the roof top plant be investigated, such as a basement plant room.

High Street frontage street wall datum

26. There is an emerging seven to eight storey street wall height along the south side of High Street for recent UNSW and Randwick Hospital buildings. For example, the Bright Alliance and the UNSW Wallace Wurth Building establish the characteristic 7-8 storey building height along the High Street frontage. The UNSW HTH building, proposed at 8 storeys, responds to this datum at the High Street frontage and then has a significant upper level setback of over 9m to the tower portion of the building.

27. The SCH1/CCCC building is expressed as a 6 storey building with 9 storey building setback approximately 8.4m, with level 10 setback a further 3m all around. This generates an interesting dynamic to the High Street frontage within the context of the streetscape. Notwithstanding, the north east overhanging architectural corner requires further development. The submitted perspectives raise concerns regarding the architectural resolution of the overhanging corner element in terms of the expression of the windows, detailing and materiality of this feature. The VIA Photomontage View 2 within the Visual Impact Assessment illustrates the importance and prominence of the northeast corner of the building when viewed west along High Street.

Architectural themes

28. The strict symmetrical plans and 3D building form appears to be at odds with the allusion to sea cliffs and sand dunes which inspired the building design that are inherently free form and irregular. The building expression and shaping should respond to the urban context which varies on the north, south, east, and west sides of the building. Further, the architectural language and expression of the windows and sun shading devices should respond to the uses of each building level, rather than a just providing a random patterning.
29. The blockish building shaping and white façade panels lacks the warmth and interest of sandstone cliffs. Additional under croft height and transparency of the ground and first floor levels at the High Street entry would help to create a lighter and more inviting entry experience. The upper level northeast overhanging corner feature is awkward in its current expression and requires further development and refinement.

Sun shading devices

30. The building sun shading devices should respond to the solar conditions that vary according to the building's orientation. Windows that face north are generally best shaded with horizontal overhangs (or blades), south facing windows may not need any shading, west and east facing windows generally are best shaded, as illustrated, with vertical blades that protect windows when the sun is low in the sky. This overlay of variety across the various building elevations would help to mitigate repetitive expression of panels and windows.

Overshadowing of outdoor spaces

31. The proposed building will significantly overshadow the proposed children's play area through most of the year and particularly during the winter months, resulting in an inappropriate location for a children's play area. A location that receives sunshine, with a northern aspect would be preferable. Locating the play area to the north of the building, within sight of the proposed café, would provide a safer and more welcoming location. Alternatively, a north facing play area on an upper level terrace or roof of the building could be considered.
32. The north leg of the building, as proposed, blocks mid-morning sunshine from reaching the plaza. Reshaping and or increasing the height of the under croft of the north west corner of the building should be explored to improve solar access to the plaza in the mid-morning.
33. Shadow studies should be provided at hourly intervals for the winter solstice to assess solar access to the key public domain areas such as the plaza and children's play area.

Pedestrian bridges

34. The southern Integrated Acute Services Building (IASB) link bridge is two storeys high and crosses over the children's play area. The bridge is low to the ground and is somewhat heavy in appearance. It is recommended that the bridge is redesigned and refined to

maximising the visual openness beneath the bridge and the transparency of the bridge to deliver a thinner profile and fineness of detailing and expression. Rather than repeating the vertical cladding of the main building on the bridge element, a contrasting light steel and glass architectural expression would provide a more successful outcome. A similar approach should be taken for the eastern Children's Hospital link bridge.

35. Council questions the reason for providing a central open-air section with glazed airlocks at each end of the bridge. A continuous glass enclosure may provide better weather protection for people crossing the bridge and remove the need for two airlocks.

Sustainability

36. It is noted that the proposal includes a 15.5 percent site canopy cover. This canopy target is well below the minimum 25 percent tree canopy cover outlined in the Urban Tree Canopy Guide within the NSW Government Architect's Draft Greener Places Design Guide. The Draft Design Guide is recommended for use by State and Local Governments and industry to increase tree canopy across Greater Sydney. The proposed site canopy cover should be increased.

37. Council notes and supports the projects commitment to meeting the 5 Star Green Star Rating requirement as built for the development. Notwithstanding, the submitted Ecologically Sustainable Development Report only makes a reference to photovoltaics being under consideration, with further assessments to be undertaken. Provision of photovoltaics will be an important factor in meeting the 5 star green star rating. Council recommends a commitment to this provision, as well as details on size and location of photovoltaic systems should be provided during the assessment stage. Photovoltaics could be incorporated into a landscaped design for the roof space as an outdoor landscaped area for patient access. Unlike the southern area of the building on the ground floor, the roof top area would receive maximum sunlight throughout the day.

38. It is noted that the water efficient fixtures / fittings are yet to be specified. Council recommends these include sensors to control use and minimise water wastage.

39. Council supports the use of passive irrigation of garden beds through grading and wicking beds and is interested to see the location of the proposed wicking garden beds as these could be utilised on a rooftop landscaped area.

40. It is noted that a recycled water and rainwater harvesting and reuse systems will be considered. Council recommends this include a dual reticulation system for the building for potable and non-potable water supplies.

41. Consideration should be given to the provision of joint sustainability initiatives between the hospital and UNSW to deliver sustainability initiatives such as localised trigeneration or a centralised stormwater rainwater harvesting system.

Noise

42. The SSDA Acoustic Assessment contains the acoustic noise and vibration survey as well as the construction noise and vibration assessment. The assessment contains management procedures to mitigate and minimise the potential noise impacts. The acoustic assessment report sets the noise criteria and provides recommendations for construction. Further acoustic assessments should be undertaken once all the plant, equipment and attenuation measures have been installed to determine whether the proposed development can satisfy the relevant requirements when in operation. Appropriate conditions should be included in this regard.

Contamination

43. A Preliminary Site Investigation for Contamination Report, Detailed Site Investigation for Contamination Report and a Remediation Action Plan has been prepared for the site. The RAP states that the site can be rendered suitable for the proposed development subject to implementation of the remediation procedures, unexpected finds protocols and completion of the validation assessment. A suitably qualified environmental consultant should be engaged to verify the implementation of the RAP and to validate the site following the completion of all below ground works. Appropriate conditions should be included in this regard.

Cooling towers

44. It is noted that cooling towers are proposed for this development in which the *Public Health Act 2010* will need to be complied with and cooling towers will need to be registered with Council. Appropriate conditions should be included.

I trust that Council's comments will be taken into consideration for this proposal. Should you have any questions regarding the submission, please contact Natasha Ridler, Coordinator Strategic Planning, on 9093 6961.

Yours sincerely,

Stella Agagiotis
Manager Strategic Planning
Stella.Agagiotis@randwick.nsw.gov.au

FOR ACTION

ORDINARY COUNCIL **29/06/2021**

TO: Manager Strategic Planning (Agagiotis, Stella)

Subject: Council Submissions - Sydney Children's Hospital Stage 1 and Comprehensive Children's Cancer Centre & UNSW Health Translation Hub
Target Date: 13/07/2021
Notes:
Document No.: D04228186
Report Type: Report
Item Number: CP40/21

RESOLUTION: (Andrews/Stavrinos) that Council:

a) endorse the submission on the proposed SSD-10831778 for the Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre;

b) endorse the submission on the proposed SSD-10822510 for the UNSW Health Translation Hub;

c) authorise the Director City Planning to make any necessary minor editing and formatting changes to the submission prior to its finalisation; and

d) acknowledge in the submission that the proposed building heights greatly exceed the current development standards that apply to the site and the broader impact of the hospital on car parking demand in the surrounding street network and town centres.

MOTION: (Andrews/Stavrinos) CARRIED UNANIMOUSLY - SEE RESOLUTION.

Open Item in Minutes

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