

## S96 DESIGN STATEMENT

**GOSFORD HOSPITAL  
HEALTH & WELL-BEING PRECINCT (STAGE 1)**  
Twentieth of July 2016  
Page 1 of 4 pages

**HEALTH & WELLBEING PRECINCT**

The proposed Gosford Health & Wellbeing (HWP) works are part of a larger program of building expansion being undertaken by NSW Health Infrastructure at Gosford Hospital. Design of the hospital redevelopment, including the HWP was submitted as a State Significant Development Application (SSD\_6913) in July 2015. This application was approved by the NSW Department of Planning and Environment in December 2015.

Summary of the SSDA approved HWP works:

- + A new multi-storey car park with approximately 800 car spaces over 6 levels accessed via both Showground Road and Holden Street.
- + Closure of Beane Street West between Showground Rd and Holden Street to allow the creation of a new consolidated entry and arrival point for the hospital precinct with a level connection to the main hospital.
- + Two new health and government-related administration buildings located above the car park (5 levels and 4 levels high respectively) accessed via Holden Street.
- + Hospital related retail within an activated, pedestrian friendly public plaza.
- + Covered accessible pedestrian access from the new entry on Showground Rd to the main hospital entry.
- + Closure of Holden Street to public vehicles replaced by a new pedestrianized street between two new cul-de-sacs to the northern and southern ends.
- + Landscape works and upgrades through-out.

**OVERVIEW OF PROPOSED MODIFICATIONS**

The modifications proposed to the SSDA approved design are a result of further design development undertaken to increase efficiencies in form, function and operation. The revised design remains consistent with the summary of approved works outlined above, and as such is considered by the design team to be substantially the same as the SSDA approved design.

**CAR PARK**

The proposed revisions include the deletion of the 'Future Development Site' along Showground Road and relocation of the multi-storey car park eastward over this site area. This represents cost efficiencies in excavation and site retention, and also allows for the car park to be largely naturally ventilated, in conjunction with the introduction of new side setbacks (between 6 to 9m) to both the north and south side boundaries. The car park entry has been reconfigured to suit this new building position, and the internal layout revised to improve efficiency. A 2.2m shift of the overall development to the west, with revised boundaries along Holden St to suit, has allowed for a 3.0m front setback to Showground Road.

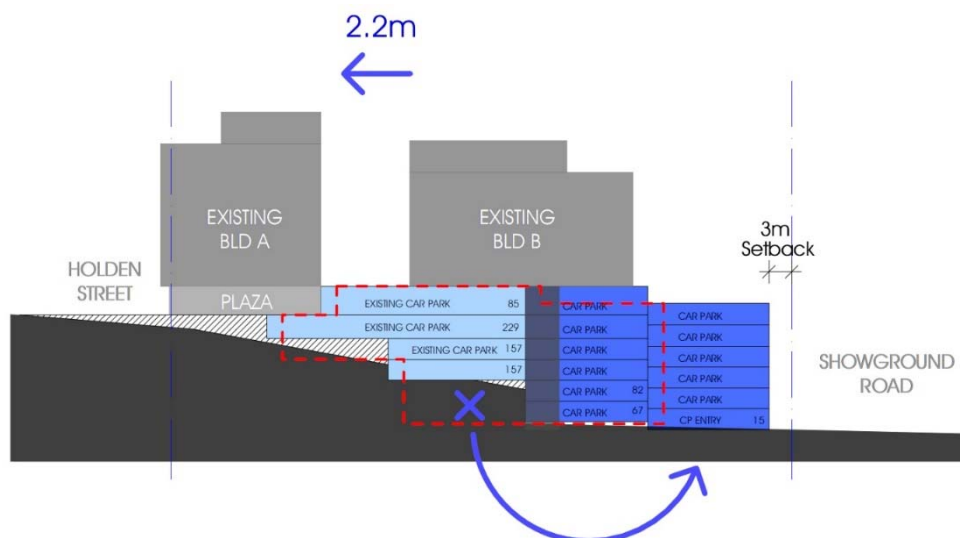


Figure 1: Diagram illustrating revised car park design

## S96 DESIGN STATEMENT

**GOSFORD HOSPITAL  
HEALTH & WELL-BEING PRECINCT (STAGE 1)**  
Twentieth of July 2016  
Page 2 of 4 pages

**ADMINISTRATION BUILDINGS**

The position of the two administration buildings have been revised slightly to suit the revised car park below and ensure continuity of structure. The overall height of both buildings has been reduced slightly due to a reduction in floor-to-floor heights. The façade expression of both buildings has been developed and refined. The north and south facades have been framed with a projecting hood, giving the buildings a sense of direction and linearity. The east and west facades incorporate a mix of glazing, solid panels and vertical sun shading to mitigate morning and afternoon solar heat gain. These panels have been arranged in a playful pattern that helps to break down the visual bulk of the buildings.

**ADMINISTRATION BUILDING A**

Building A has been shifted approx. 3m to the west to suit the revised car park position below. The typical floor plate has been simplified but remains similar in size to the approved SSDA design. Additional Retail area has been added to Level 6. This is largely contained within the envelope of what was previously a mix of car park, BOH and retail.

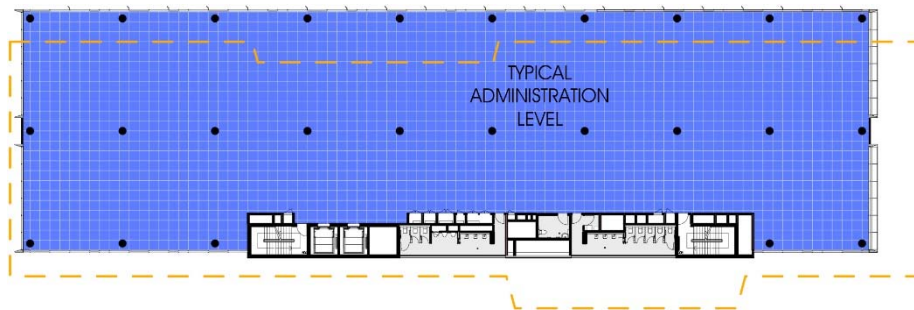


Figure 2: Proposed Building A floorplate with SSDA approved outline in orange

**ADMINISTRATION BUILDING B**

Building B has additional area added to each level to accommodate the needs of the Central Coast Local Health District (CCLHD), resulting in an expansion of the floor plate to the east. The floorplate incorporates a cut-out in the north and south-west corners to assist with minimising the visual bulk and over-shadowing impact of the building.

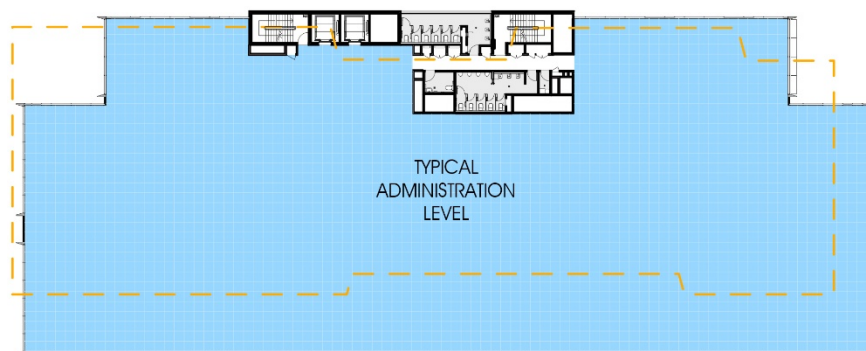


Figure 3: Proposed Building B floorplate with SSDA approved outline in orange

**PLAZA & RETAIL**

The retail buildings have been rationalised and consolidated into two building forms to better service the needs of potential retail tenants. This rationalisation has enhanced the safety and security of the plaza area by improving sightlines and reducing potential hiding places. The layout of the walkway canopy leading to the main hospital entry has been revised slightly to suit the new retail layout.

## S96 DESIGN STATEMENT

**GOSFORD HOSPITAL  
HEALTH & WELL-BEING PRECINCT (STAGE 1)**  
Twentieth of July 2016  
Page 3 of 4 pages

### VISUAL IMPACT

In the context of the overall SSDA approval, the visual impact of the proposed S96 modifications is considered by the design team to be minimal. The deletion of the Future Development Site and relocation of the car park to the east has resulted in a reduced, 3.0m setback to Showground Road. This has negligible impact on neighbouring residential sites to the south and Transport NSW infrastructure to the east. There is an increase in visual bulk for the neighbouring residential sites to the north. This is considered to be a minor impact as the car park has a 9.0m setback to this side boundary, is well within the Gosford LEP height control of 18.0m (the car park is approx. 12.0m in height at the northern end) and has no overshadowing impact to these sites.

When viewed holistically from Showground Road, the proposed modifications reduce the visual bulk of the development by increasing the stepping of building forms. The green, perforated metal clad car park component is now more clearly expressed as a separate building volume to the remainder of the development. The shift forward also assists in concealing more of the administration buildings when viewed from street level, reducing the 'sheer wall' effect of seeing these two volumes aligned more vertically.

The proposed façade modifications assist further in reducing the visual bulk of the development. The north and south elevations of the administration buildings have been broken down and expressed as two smaller rectangular volumes, with the east and west facades revised to incorporate more texture and a finer grain pattern.



Figure 4: Original SSDA Perspective View



Figure 5: Proposed S96 modifications

## S96 DESIGN STATEMENT

GOSFORD HOSPITAL  
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Twentieth of July 2016  
Page 4 of 4 pages

## LIST OF PROPOSED MODIFICATIONS

## GENERAL

- + Overall Site Area increased from 11,526sqm to 11,808sqm  
*Reason: adjustment of site boundaries along Holden St to allow for 3.0m street setback to Showground Rd*
- + Future HWP Future Development Site deleted  
*Reason: car park repositioned and modified to a natural ventilation system*
- + Increase in overall GFA from 14,574sqm to 18,509sqm  
*Reason: to accommodate the needs of the CCLHD and associated health services and administration*
- + Overall height of Buildings A & B reduced slightly  
*Reason: efficiencies in the services and structural design allowed a reduction in floor-to-floor heights*

## CAR PARK

- + Increase in total number of cars from 803 to 811  
*Reason: efficiencies in design development allowed an increase in cars within a smaller building envelope*
- + Car park floor-to-floor height reduced  
*Reason: efficiencies in the services and structural design allowed a reduction in floor-to-floor heights*
- + Car park layout revised to a split level arrangement  
*Reason: adoption of a more efficient car parking layout*
- + Car park repositioned and extended towards Showground Road  
*Reason: to allow natural ventilation of the car park and realise efficiencies in excavation and site retention*
- + Side setbacks to the car park podium introduced (setbacks vary from approx. 6 to 9m)  
*Reason: to allow the car park to be naturally ventilated*
- + Ground Level plant rooms deleted and relocated to Level 6  
*Reason: design development of services strategy*
- + Revised Drop-off and car park entry configuration  
*Reason: to suit revised car park position*
- + Chamber substation deleted and replace with 3 kiosk substations on Levels 6 and 7  
*Reason: design development and rationalisation of servicing strategy*
- + Reduced number of lifts to car park Entry Hub  
*Reason: design development and rationalisation of lifting strategy*

## PLAZA

- + Retail layout and configuration revised including consolidation into two building volumes  
*Reason: to better service the needs of potential retail tenants and improve safety of plaza area*
- + Building lobby layouts revised  
*Reason: to suit revised position and layout of car park and administration buildings*
- + Pedestrian Walkway Canopy layout revised  
*Reason: to suit revised layout of retail buildings*
- + End of Trip Facilities and Public Toilet layouts revised  
*Reason: to suit revised layout of car park*
- + New car park management areas including Security Room, Car Park Office and Volunteer Room added  
*Reason: design development to properly service the car park and HWP precinct*

## ADMINISTRATION BUILDINGS

- + Floor plate sizes, layouts and core design revised  
*Reason: design development to improve efficiency and accommodate the needs of the CCLHD and hospital administration generally*
- + Floor-to-floor heights reduced  
*Reason: efficiencies in the services and structural design allowed a reduction in floor-to-floor heights*
- + Facade expression, sun shading and panelisation revised  
*Reason: design development to increase the environmental performance and efficiency of the façade and improve the overall building expression and aesthetic*
- + Roof Top Garden deleted from Building B  
*Reason: not required*
- + Fire hydrant Booster Assembly relocated to North-West corner on Level 7  
*Reason: design development and rationalisation of servicing strategy*
- + Roof Plant enclosure size and layout revised  
*Reason: design development and rationalisation of servicing strategy*

## LANDSCAPING

- + Revised Landscape Design throughout - refer Landscape Architects summary of changes