

SUB CHARACTER ZONE CHARACTERISTICS

1

THE GATEWAY

Corner of Darcy & Mons Road

Sub Character Principles:

- Uses: Maintains existing building use to be consistent with the transformational character of the Education, Health and Innovation Precinct of Westmead.
- Built Form: Enhance the surrounding desired future character of the streetscape and articulation of the built form by responding to the surrounding major project approaches including; corner intersection address, presence and height distinction. Built form should provide adequate space across streets and between buildings.
- Streetscape: An engaging public domain that allows for a friendly interface on the ground plane and opportunity for an increased canopy cover to provide further active edges along Darcy Rd. Highly legible and consistent with providing a focal point with sight lines from adjoining streets.
- Wayfinding: Provide strength in differentiation to the urban fabric to create a clear local spatial identity.

2

THE JUNCTION

Along Mons Road

Sub Character Principles:

- Uses: Maintains existing uses in response to the adjoining and neighbouring built form, including existing vehicular access points in keeping with the existing sub character of the site.
- Built Form: Enhancing the existing and future character of built form by responding to the built form datum lines.
- Streetscape: Opportunity to visually connect pedestrians toward the entry points of the building and local transport connection nodes. Enhance passive surveillance with address to the street to consider a passive encounter, safe movement toward nearby landscape and cultural assets.
- Wayfinding: Provide a balance of structure and differentiation along a friendly edge interface to accentuate elements including paths, egress and junctions.

3

THE COMMONS

Along Darcy Road

Sub Character Principles:

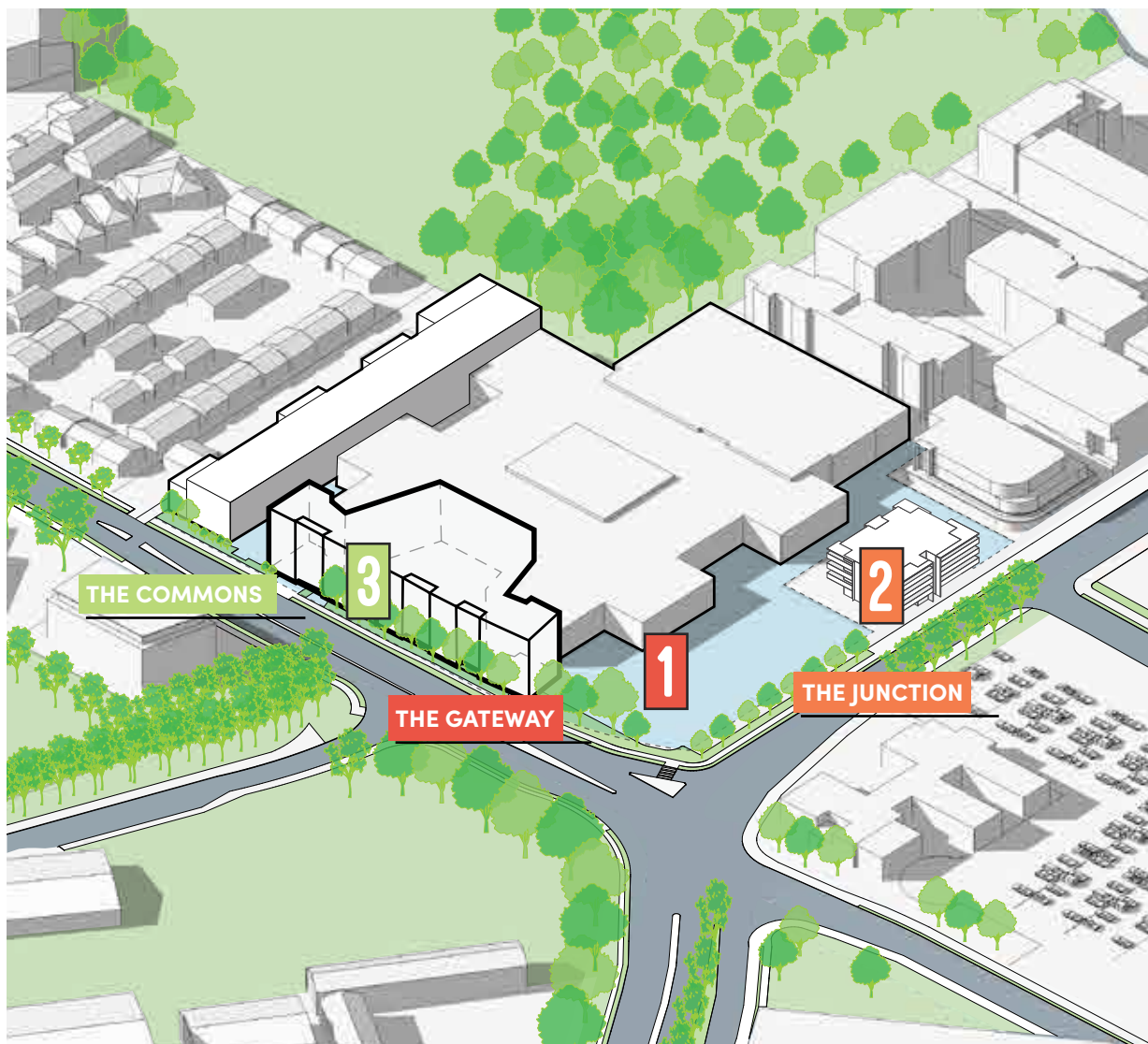
- Uses: Maintain and enhance the existing and future uses of the interface as an access point for pedestrians, vehicles and public transport.
- Built Form: Enhance future built form character to contribute to an active edge along Darcy Road. Consider built form rhythm, articulation and visibility from the public domain. Built form to consider streets as a major organising element to the precinct.
- Streetscape: Enhance the activity and strengthen the interface with the built form and the public domain, as well as existing and proposed transport and movement linkages. Provide a pleasant and comfortable interface with the main street, with a pedestrian priority. Create an active encounter, with a focus on pedestrian activity on the ground plane to be consistent with the future desired character of the area.
- Wayfinding: Enhance the legibility of the ground plane considering site movement, sight lines to and from, and enhancing the active edge interface to accentuate elements including paths, egress and junctions.

THE PROPOSAL

IDENTIFIED SUB CHARACTERS

WPH has been developed in response to the Desired Future Character Visions of Westmead.

RobertsDay has assessed the proposed development for WPH against the identified 3 Sub Character Zones.



RESPONSE TO SUB CHARACTER ZONES

1

THE GATEWAY

Corner of Darcy & Mons Road

Response to Principles:

- Uses: Additional building use is in keeping with the transformational character of the Education, Health and Innovation Precinct of Westmead.
- Built Form: Through the architectural gesture, increased height and corner address, the built form improves the character of the streetscape. The built form also provides adequate space across streets and between buildings, consistent with the Precinct Future Character.
- Streetscape: The additional building creates a visual point of reference from surrounding streets through its distinctly legible built form. The ground plane provides a streetscape with a friendly interface and a vibrant public realm. Active edges are made more comfortable via an increased canopy cover along Darcy Rd.
- Wayfinding: The proposal provides a clear accent in the urban fabric, enabling the creation of a clear local spatial identity.

2

THE JUNCTION

Along Mons Road

Response to Principles:

- Uses: Existing uses are maintained and consistent with the adjoining and neighbouring built form. Vehicular access points are kept to maintain accessibility.
- Built Form: Buildings reflect existing built form datum lines whilst also providing a pleasant contrast at the prominent intersection through the creation of a significant corner address.
- Streetscape: Entry points of the building and local transport connection nodes are connected visually. Passive surveillance is improved with address to the street.
- Wayfinding: Clear siting of built form defines the edge interface in a friendly encounter. The setbacks allow for a clear sightline for pedestrians movement and logical entry points for vehicular access.

3

THE COMMONS

Along Darcy Road

Response to Principles:

- Uses: The use of the interface as an access point for pedestrians, vehicles and public transport is not only maintained but greatly improved, particularly for pedestrians.
- Built Form: The built form's articulation reflects local fine grained rhythm and improves visibility from the public domain. Its highly permeable nature contributes to an active edge along Darcy Road.
- Streetscape: The response considers streets as a major organising element to the Precinct.
- Through renewed design of the access points for pedestrians and vehicles, the streetscape has a pleasant and comfortable interface with a pedestrian priority. The built form's permeable nature strengthens the relationship between the hospital building and the public domain and helps to create a more active streetfront.
- Wayfinding: The new ground plane design enhances the legibility of movement linkages and proposed transport routes by delineating elements including paths, egress and junctions through landscaping and material articulation.

APPENDIX B: VISUAL ASSESSMENT

VISUAL ASSESSMENT

CONTEXTUAL ANALYSIS

Hatch RobertsDay has been engaged by Ramsay to carry out Visual Impact Assessment (VIA) for Westmead Private Hospital Stage 4 development.

The VIA investigates the possible impacts that the proposed building may have on the surrounding and adjacent publicly accessible areas.

Hatch RobertsDay inspected a number of locations to understand the scenic qualities and visual prominence of the site and cross referenced these locations with aerial photography to identify potential viewpoints.

The vantage points were chosen because they provide assessment from at least one of the following view categories:

- Publicly accessible areas along key movement routes; and
- Key public transport nodes with high pedestrian affluence.

VISUAL ASSESSMENT

DETAILED ASSESSMENT METHODOLOGY

A qualitative assessment of the visual impacts and changes to landscape has been undertaken based on the following guidelines:

- RMS Environmental Impact Assessment Guidance Note: Guidelines for landscape character and visual impact assessment (2013).
- The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the Landscape Institute and Institute of Environmental Management and Assessment; and
- Visual Representation of Development Proposals, Technical Guidance Note 02 (2017)

The guidelines describe the assessment as a way to define the changes to the physical landscape and day to day visual effects of a project on people's views. The determination of the impacts is based on the following criteria:

Sensitivity is defined as "The sensitivity of a landscape character zone or view and its capacity to absorb change" (EIA No4 Guidelines, 2013, RMS).

The visual sensitivity of a view is defined by the nature of the view and its duration. A higher visual sensitivity is given to views which would be seen for longer, by a higher numbers of potential viewers and where visual amenity is important to viewers. The context of the view and the distance from the views are also used to determine the visual sensitivity level of the landscape.

Magnitude is defined as "The measurement of the scale, form and character of a development proposal when compared to the existing condition" (EIA No4 Guidelines, 2013, RMS).

It reflects the degree of visual contrast between the proposal and the existing landscape setting. In the case of visual assessment this also relates to how far the proposal is from the viewer.

For the purposes of this assessment the criteria listed in the following tables have been specifically defined for sensitivity and magnitude of change for both the assessment of landscape character and the visual impact to viewpoints. The combined assessment of sensitivity and magnitude provides an overall rating of the visual impact, as shown in Impact Level table.

EXISTING AND PROPOSED SCENARIOS

Finalisation of the design and supporting technical documentation enabled the vantage points to be realistically documented. The accuracy of the existing and proposed images is based on the following process and information:

- Creating a 3D Sketchup model of the terrain;
- Building an indicative Sketchup massing model of the proposed built form consistent with the development intent;
- Digitally linking the coordinate data into Google Earth (GE);
- Positioning camera in Sketchup to prepare existing and proposed scenarios from vantage points.

ASSUMPTIONS

The following assumption has been made:

- Images are generated from Sketchup with camera level of approximately 1.7m above natural ground level.

		MAGNITUDE					
SENSITIVITY		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Low	Low	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

Impact Level (Matrix of Sensitivity & Magnitude)

Sensitivity	Criteria
High	<p>Landscape or heritage of high conservation value with distinctive characteristics and very few landscape detractors.</p> <p>Protected views identified in planning policy designation, public views with a high visual prominence and a high number of users in close proximity, private views in close proximity, passive recreational receptors where the landscape has a high visual value.</p>
Moderate	<p>Landscape with some distinctive characteristics and few landscape detractors.</p> <p>Public views with a moderate visual value and a moderate number of users in close proximity, private views in moderate proximity, active recreational receptors where the landscape has little visual value.</p>
Low	<p>Landscape with few distinctive characteristics and presence of landscape detractors.</p> <p>Public views with a little visual value and a low number of users, where receptors are mostly road users in motor vehicles or passers-by, people at their work place or views from commercial buildings where the landscape has some visual value.</p>
Negligible	<p>Landscape with no distinctive characteristics and presence of many landscape detractors.</p> <p>Public views with none or limited visual value and a limited number of users not in close proximity, people at their work place or views from commercial buildings where the landscape has little or no visual value.</p>

Sensitivity Ranking Criteria

Magnitude	Criteria
High	<p>Notable loss or change to key characteristics of the existing landscape.</p> <p>The proposal forms a dominant and immediately apparent part of the scene.</p> <p>It contrasts in scale and character.</p> <p>It is detrimental to the quality of the scene.</p>
Moderate	<p>Partial loss or change to key characteristics of the existing landscape.</p> <p>The proposal forms a visible new element within the overall scene, yet one that is relatively compatible with the surrounding character and view's composition.</p> <p>It is possibly reducing the quality of the scene.</p>
Low	<p>Minor loss or change to key characteristics of the existing landscape.</p> <p>The proposal constitutes only a minor component of the wider view, that is compatible with the surrounding character and view's composition.</p>
Negligible	<p>Limited or no loss or change to key characteristics of the existing landscape.</p> <p>The proposal constitutes only a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the proposal would not have an effect on the overall quality of the scene.</p>

Magnitude Ranking Criteria

VISUAL ASSESSMENT

PHYSICAL ABSORPTION CAPACITY

Physical Absorption Capacity means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed development or its effects, such as view blocking. It includes the ability of the existing and future elements of the landscape setting to physically hide, screen or disguise the proposed development.

Physical Absorption Capacity also includes the extent to which the material and finishes of the proposal blend with others of the same or closely similar kinds, to the extent that they cannot be easily perceived as new elements of the environment.

VANTAGE POINTS

SELECTION OF VANTAGE POINTS

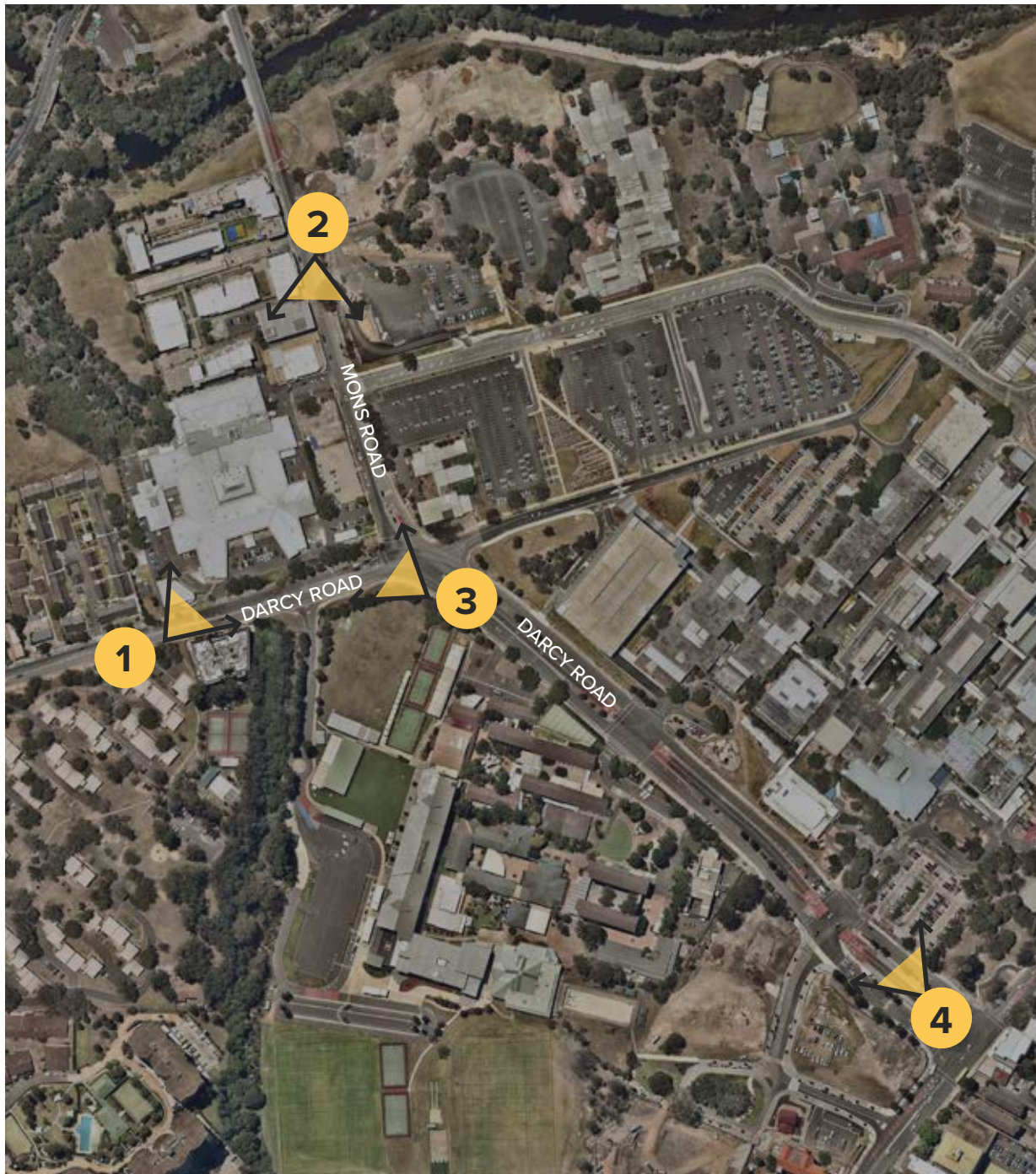
Below are the selected views to be assessed for the Project Site, Westmead Private Hospital, bound by Darcy and Mons Road.

The key vantage points for the purpose of visual impact assessment have been determined through identification of physical absorption capacity and visibility of the site as well as to focus on the areas that are more likely to be affected by the proposal.

The key vantage points analysed include:

- Public road along major access route to and from Project site
- Public road along neighbouring built forms
- Nearby residential building

The photos labelled 'existing' in the Visual Impact Assessment chapter were captured during a site visit performed on Thursday 16th May 2019.



VISUAL IMPACT ASSESSMENT

The visual impact analysis investigates on the possible impacts that future development will have on the surrounding and adjacent publicly accessible areas.

VIEWPOINT 1 - FROM DARCY ROAD

Captures the first view of the Project Site when traveling along Darcy Road from Western precincts beyond Westmead LGA. This view is most likely to be encountered by motorists driving through the area for the purpose of visiting a health service facility. The viewpoint also is from the perspective of the residential apartment.

Google Earth Coordinate: 33°48'13.8"S 150°58'55.6"E



EXISTING VIEW



PROPOSED VIEW



		MAGNITUDE					
SENSITIVITY		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Low	Low	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

The aim of assessing the view from Darcy Road proximate to the closest residential building is:

- To understand the visual impact of proposed built form viewed from the key residential building with potentially affected residents and pedestrians; and
- To test the extent to which the change of built elements may alter the existing and future character of the Precinct.

- Stage 4 proposed works does not impact any existing visible skyline built forms or sensitive visual assets within the proximate area, therefore negligible impact.
- The Draft Westmead Innovation District Master Plan, endorsed by Council allows for significant redevelopment within the proximate area up to 127m and 78.5m for similar contributing Health, Education and Innovation facilities to the Precinct;

SENSITIVITY

The view from Darcy Road proximate to the closest residential building is considered to have MODERATE - LOW sensitivity due to:

- Proposal is in moderate proximity to private views.
- Receptors from the residential apartment access the viewpoint across a major road with the existing visual impact of the pre-development being a hospital facility of similar scale, bulk and form to the affected residential apartment and proposed development scale, bulk and form. The proposed Stage 3 development built form addresses the street more so than the existing, however the proposed tree planting provides a physical absorption and allows for the landscape character of the street to be maintained. It is noted that there is a short term impact for the proposed tree planting, which is mitigated over time due to tree maturity.
- Other receptors are mostly motorists that are passing along Darcy Road toward the broader Health Precinct, Parramatta Town Centre and beyond, therefore have short term views. In general, passers-by are less likely to notice or be concentrating on views but rather the legibility of the street to guide the wayfinding of the street;

MAGNITUDE

The magnitude of the proposal in this view is considered MODERATE, due to:

- Stage 3 proposed works does not deteriorate the existing built form character of the precinct.
- Stage 3 proposed works retains or reinstates streetscape vegetation, trees and other landscaping surrounding the site for screening and enhancement of the future character of the precinct.
- Whilst the envelope of Stage 4 form is a visible element within the surrounding street and landscape, it is unlikely to constitute a marked negative effect on existing views. The Project complements the scale, landform and the pattern of future approved development of the surrounding streetscape and precinct as a gateway built form element to the Westmead Health, Education and Innovation transformational Precinct.
- Proposal is not reducing the quality of the scene and is consistent with the future character of Westmead.

The visual impact for this view is assessed as MODERATE.

ASSESSMENT VIEW 2

VIEWPOINT 2 - FROM MONS ROAD

This viewpoint location incorporates views from Mons Road near a local transport connection. The views also include the adjacent built form and its surrounding streetscape.

Google Earth Coordinate: 33°48'05.0"S 150°58'59.2"E



EXISTING VIEW



PROPOSED VIEW



		MAGNITUDE					
SENSITIVITY		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Low	Low	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

The aim of assessing the view from Mons Road along the bounding street to the Project Site is:

- To understand the visual impact of proposed built form viewed from the neighbouring buildings with potentially affected motorists and pedestrians;
- To assess to what degree the existing setting along the street mitigates views of the future development; and
- To test the extent to which the change of built elements may alter the existing and future character of the Precinct.

SENSITIVITY

The view from Mons Road proximate to local transport connector, nearby residential apartment and the closest health-related building use is considered to have LOW sensitivity due to:

- Receptors from the health-related building and residential apartment access the viewpoint along a street with an existing character of low to medium scale built form with the existing visual sightlines extending beyond the Project site toward the intersection of Darcy Road.
- The Stage 4 development does address the street more so, however the built form strongly references the streetscape datum lines and allows for a legible corner for clear wayfinding toward major connector, Darcy Road.
- Other receptors are mostly motorists, commuters and pedestrians that are traveling toward Darcy Road from Mons Road through to the broader Precinct and beyond, therefore have short term views. In general, passers-by are less likely to notice or be concentrating on views but rather the legibility

of the street to guide the wayfinding of the street;

- Stage 4 proposed works does not impact any existing visible skyline built forms. The proposed works do not obstruct existing views to the corner of the school grounds across on the opposite side of Darcy Road and therefore does not impede any visual assets within the proximate area, therefore negligible impact.
- The Draft Westmead Innovation District Master Plan, endorsed by Council allows for significant redevelopment within the proximate area up to 127m and 78.5m for similar contributing Health, Education and Innovation facilities to the Precinct;

MAGNITUDE

The magnitude of the proposal in this view is considered MODERATE-LOW, due to:

- Whilst the indicative envelope of Stage 4 form is a visible element within the surrounding street and landscape, it is unlikely to constitute a marked negative effect on existing views.
- The envelope complements the scale, landform and the pattern of future approved development of the precinct as a gateway built form to the Westmead Health, Education and Innovation transformational Precinct.
- The envelope presents as a compatible element in the view's composition referencing the existing built form along the street.
- Proposal does not significantly reduce the quality of the scene and is consistent with the future character of Westmead.

The visual impact for this view is assessed as LOW.

ASSESSMENT VIEW 3

FROM CORNER OF DARCY ROAD

VIEW DESCRIPTION

This view captures the South Eastern corner view looking directly toward the Project Site. This view is high in visibility due to the proximity to the Project Site and significance of the road intersection. The outlook is reflective of what motorists will likely observe when traveling along Darcy Road away from Westmead.

Google Earth Coordinate: 33°48'11.9"S 150°59'03.4"E



EXISTING VIEW



PROPOSED VIEW



		MAGNITUDE					
		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
SENSITIVITY	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Low	Low	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

The aim of assessing the view from the corner of Darcy and Mons Road looking at the Project Site is:

- To understand the visual impact of the proposed and indicative built form viewed from a significant intersection with potentially affected motorists and pedestrians;
- To assess to what degree the existing setting along the street mitigates views of the future development (Stages 3 and 4); and
- To test the extent to which the change of built elements may alter the existing and future character of the Precinct.

SENSITIVITY

The view from the corner of Darcy and Mons Road on the major intersection fronting the Project Site, is considered to have MODERATE-LOW sensitivity due to:

- The public view has a low existing visual value with limited skyline assets to retain.
- Receptors from a moderate number of motorists and commuters accessing the viewpoint along the street with close proximity, are passing along Darcy Road from the broader Precinct and beyond, therefore have short term views. In general, motorists and public transport passengers are less likely to notice or be concentrating on views but rather the legibility of the built form to inform and guide the wayfinding of the area;
- Whilst Stage 4 massing does present a distinctive built form element, it does not obstruct existing views to the corner due to the existing use of the site and future built form character of the precinct. Therefore the indicative element does not impede any visual assets within the proximate area,

therefore moderate to low impact.

- The Draft Westmead Innovation District Master Plan, endorsed by Council allows for significant redevelopment within the proximate area up to 127m and 78.5m for similar contributing Health, Education and Innovation facilities to the Precinct;
- There are no private views affected from this viewpoint.
- The built form massing is in close proximity.

MAGNITUDE

The magnitude of the proposal in this view is considered HIGH-MODERATE, due to:

- Whilst the indicative envelope of Stage 4 form is a visible and distinct element within the viewpoint, surrounding street and landscape, it is unlikely to constitute a marked negative effect and is compatible with the surrounding future character of Westmead.
- The proposed development and indicative envelope complements the scale, landform and the pattern of future approved development of the surrounding precinct as a gateway built form element to the Westmead Health, Education and Innovation transformational Precinct.
- Proposal does not significantly reduce the quality of the scene and is consistent with the future character as a prominent built form element representing a compatible precinct building use.

The visual impact for this view is assessed as MODERATE.

ASSESSMENT VIEW 4

FROM DARCY ROAD (PARRAMATTA LIGHT RAIL LOCATION)

VIEW DESCRIPTION

This view captures the South Eastern view looking toward the Project Site from the major Darcy Road multi-modal transport connection. The view is a highly sensitive viewpoint with pedestrians, cyclists and motorists moving in the direction of the Project Site to access health and education services in the Precinct.

Google Earth Coordinate: 33°48'22.7"S 150°59'17.3"E



EXISTING VIEW



PROPOSED VIEW



		MAGNITUDE					
		High	High to Moderate	Moderate	Moderate to Low	Low	Negligible
SENSITIVITY	High	High impact	High Impact	Moderate High	Moderate High	Moderate	Negligible impact
	High to Moderate	High Impact	Moderate High	Moderate High	Moderate	Moderate	Negligible impact
	Moderate	Moderate High	Moderate High	Moderate	Moderate	Moderate-low	Negligible impact
	Moderate to Low	Moderate	Moderate	Moderate	Moderate-low	Moderate-low	Negligible impact
	Low	Moderate	Moderate	Moderate-low	Low	Low	Negligible impact
	Negligible	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact	Negligible impact

The aim of assessing the view from the corner of Darcy Road and Hawkesbury Road is:

- To understand the visual impact of proposed built form viewed from an important intersection adjacent the town centre and which leads pedestrians and vehicles alike to the health precinct beyond;
- To assess to what degree the existing setting along the street mitigates views of the future development; and
- To test the extent to which the change of built elements may alter the existing character and future character of the Precinct.

SENSITIVITY

The view from the corner of Darcy Road and Hawkesbury Road is considered to have LOW sensitivity due to:

- The proposed development, Stage 3 is completely physically absorbed by the existing tree canopy, therefore negligible.
- Stage 4 built form is partially physically absorbed by the existing tree canopy, therefore low impact.
- The proposed development, Stage 3 does not impact the existing visible skyline, therefore negligible.
- Stage 4 built form, whilst it impacts the existing visible skyline, it contributes to the future skyline as a significant wayfinding element and landmark.
- The landmark quality of the Stage 4 proposal provides direction to pedestrians and motorists towards the medical facilities traveling from Westmead Train Station or from the town centre.
- Receptors from the town centre access the viewpoint across a major road (Darcy Road) and at a great distance.

- Other receptors are mostly motorists that are passing through the major intersection toward the broader Health Precinct, Parramatta Town Centre and beyond, therefore have short term views.
- Draft Westmead Innovation District Master Plan, endorsed by Council allows for significant redevelopment within the proximate area up to 127m and 78.5m for similar contributing Health, Education and Innovation facilities to the Precinct;
- Proposal is within moderate proximity.

MAGNITUDE

The magnitude of the proposal in this view is considered MODERATE to LOW, due to:

- Stage 3 proposed development has limited impacts to the existing character of the streetscape and landscape, therefore low impact.
- Stage 4 built form, whilst proposes a visible new element, is unlikely to constitute a marked negative effect on existing views and does not detract from the future character of the precinct, therefore, moderate to low impact.
- The overall proposal and indicative envelope complements the scale, landform and pattern of future approved development of the surrounding streetscape and precinct as a gateway built form element to the Westmead Health, Education and Innovation transformational Precinct.
- The proposal is not taking away from the quality of the scene and is consistent with the future character of Westmead.

The visual impact for this view is assessed as LOW.

SUMMARY OF VISUAL IMPACTS FINDINGS

Viewpoints	Visual Sensitivity	Magnitude of Visual Change	Impact Level
Viewpoint 1 From Darcy Road, closest to a private viewer	Moderate to Low	Moderate	Moderate
Viewpoint 2 From Mons Road toward Darcy Road	Low	Moderate to Low	Low
Viewpoint 3 Corner of Darcy Road opposite the Project Site	Moderate to Low	High to Moderate	Moderate
Viewpoint 4 From Darcy Road, proximate to major multi-modal transport connection and intersection of major town centre	Low	Moderate to Low	Low

Summary of Visual Impact to Key Viewpoints

VISUAL ASSESSMENT

CONCLUSION

The Proposed Private Hospital facility has aimed to respond to visual impacts by addressing the compatibility of built form within the context of its existing surroundings.

This Visual Assessment Report has reviewed and assessed the sensitivity and magnitude of the proposed changes from various key locations to assist people with interpreting any impacts they believe may exist.

The proposal has a confined area of visibility due to the bounding roads of the Project Site.

Our findings revealed that the proposal incorporates a number of key measures designed to mitigate the potential visual impacts:

- The proposal is located within the Health, Education and Innovation Precinct of Westmead and retains the existing use of the Project Site.
- Proposed development (Stage 3) considers the existing residential apartment scale, massing and form of existing residential apartments surrounding the project site.
- The future character of the streetscape is enhanced through the address of the proposed development to the street.
- Retaining or reinstating streetscape vegetation, trees and other landscaping surrounding the site for screening and enhancement of the future character of the precinct.
- Responsive to the existing, health related built form and address to the street frontage.
- Stage 4 development is responsive to the future character of the precinct to provide a legible built form element marking the corner intersection as a gateway and wayfinding mechanism for the wider context.
- Use of facade treatment, articulation and colour selection to reduce the height impact, bulk and scale.

The designed proposal and indicative envelope sits most favourably in the context of its environment and health related buildings located to the north-east and south-west of the proposal and will experience minimal visual impact as the result of the development.

Overall, the visual impacts assessed from multiple viewpoints surrounding the site consistently result in impacts considered to be in the MODERATE to LOW ranges.

The proposed Hospital Facility is also consistent with approved projects in the context and responsive to the strategic planning environment of Westmead which encourages world-class Health, Education and Innovation facilities surrounding and within close proximity to the Westmead Private Hospital site.

APPENDIX C: FLOOD MANAGEMENT

FLOOD MANAGEMENT

INCORPORATING FLOOD MITIGATION INTO DESIGN

At the Planning Proposal stage, special consideration was given to a place-led flooding solution for the Westmead Private Hospital.

Urban design principles required tailoring due to stringent flooding constraints (as shown in diagrams below), in order to focus on safety, first and foremost.

In terms of the built form, an array of design options were tested to ensure that flood safety could be achieved whilst also ensuring an optimal urban design outcome.

It was necessary to raise the built form at ground level, and therefore the Emergency Department, in order not to obstruct the flow path. Likewise, flooding considerations limited the possibility of a basement car park. See “Part 4: Built Form Options”, for more information on the evolution of the built form, which incorporates a place-led flooding solution that seeks to utilise flooding limitations to enhance the Urban Design outcome.



Existing Conditions: 1% AEP, Flood Depth & Water Level Contours, Stage 4 Planning Proposal Flood Assessment, Cardno, 2021



Proposed Development: 1% AEP, Flood Depth & Water Level Contours, Stage 4 Planning Proposal Flood Assessment, Cardno, 2021