BUILT FORM

TRANSITIONS

The buildings to the west of the site along Darcy Road are predominantly low-rise (1-2 storeys) to medium-rise (2-4 storeys) with increasing heights focussed at the commercial built form where Coles is located.

Toward the east of the site, the built form varies from medium-rise (5 storeys) to medium-high (5-8 storeys).

There is a spectrum of built form typologies across Darcy Road, as documented in the mapping below. Whilst the majority of buildings are detached and attached dwellings (typically 1–4 storeys; retirement village and staff accommodation), other typologies include education buildings (typically over 2 storeys, including open spaces and sporting facilities), and larger floorplate healthcare buildings (typically 5–8 storeys, located along the southern portion of Darcy Road).

Whilst the building heights generally correlate with heights for the proposed Westmead Private Hospital development, a further emphasis on the transitions of built form and the ground floor experience should be explored.

Current best practice encourages a placebased approach to the public domain experience, due to the people-oriented nature and use of the building along with the Hospital positioning within the strategic context of the Health District for Westmead.

Potential opportunities to explore design principles such as appropriate transitions of massing, permeability/transparency, sense of address, particularly along ground floor and creating key links between public domain with pedestrian and transport connections.



Built form surrounding the site mapping



Clear transitions between massing, with pedestrian amenity, permeability/transparency for an engaged experience



Visual connection to pedestrian links and transport options









Ground floor linkages to public domain, pedestrian connections and sense of address from both built form and landscaping

THE PUBLIC DOMAIN & STREET TRANSITIONS

GROUND PLANE SETBACKS

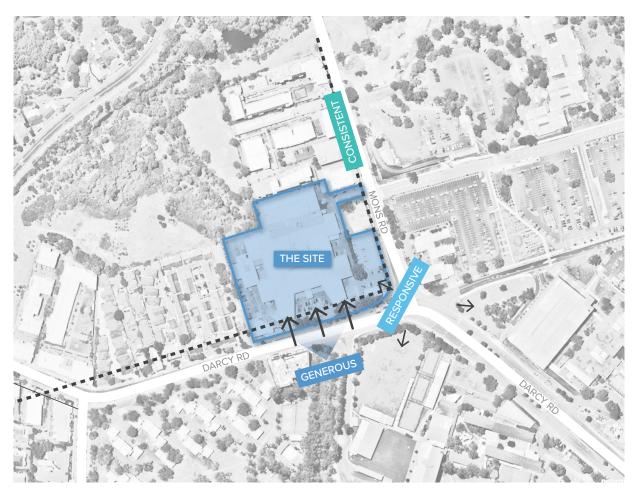
Westmead Private Hospital neighbouring built form includes a mix of ground plane setback conditions. The opportunities to create good quality public domains are predominantly focused around the sites with more generous setbacks to the street. Along Darcy Road, the majority of the streets feature minimal ground plane setbacks which engage directly with the busy road – not allowing people a safe and engaging place to linger and meet.

Consistent, Responsive and Generous ground plane setbacks are illustrated in the images opposite, highlighting the opportunities to create meaningful public domains to engage with the street and the activities on ground floor of buildings. Generous ground plane, active edges appear as permeable frontages, and these often feature multiple windows and

entries and invite social and commercial activity. Spilling out to the open space also promotes the extension of activity into a public domain

Setback Patterns:

- Consistent: Ground plane alignment with surrounding built form
- Responsive: Reflects overall surrounding character of the built form and ground plane use and activity to determine ground plane setback
- Generous: Significant ground plane setback with the opportunity to enhance the public domain through landscaping and increased pedestrian amenity.



Setbacks patterns surrounding the site mapping



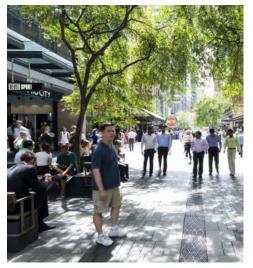


CONSISTENT: Minimum setbacks off the street, with less opportunity to promote streetscape activity



RESPONSIVE: Good ground plane space for transition between street and building promoting activity and visual interest





GENEROUS: A safe, pedestrian-friendly ground plane that celebrates activity and connection between street & building

CITY AT EYE LEVEL

CLOSE ENCOUNTERS

The frontages of Westmead Private Hospital have the opportunity to engage with the public domain and the street to enhance the pedestrian experience and assist with the transition of varying built form masses with a human-scale interface.

The entrance facade and spaces in front of buildings, particularly where the facade faces the street, is significant in the way we experience and transition between the public domain to the building.

Challenges of good relationships between building plinths with the public domain include: Introverted building design, closed character facades, car-oriented building uses, and lack of pedestrian amenity and transition spaces on street level.

There are three types of encounters which can be classified: (potential classification for the

- 1. Passive: Walking alongside buildings (Mons Road);
- Friendly: Standing, sitting or engaged in activities next to buildings (corner of Darcy & Mons Road); and
- 3. Active: Seeing in and out of buildings visually & physically connected to activities (Darcy Road)





FRIENDLY: Opportunity to stand, sit and engage in activities next to buildings







ACTIVE:





PASSIVE: Limited opportunity to linger next to the building but pleasant walking experience past the building



11

Great places are attractive, accessible, safe, walkable and cycle friendly. They improve productivity by attracting businesses, investment and skilled workers.

"

- Central City District Plan, GSC





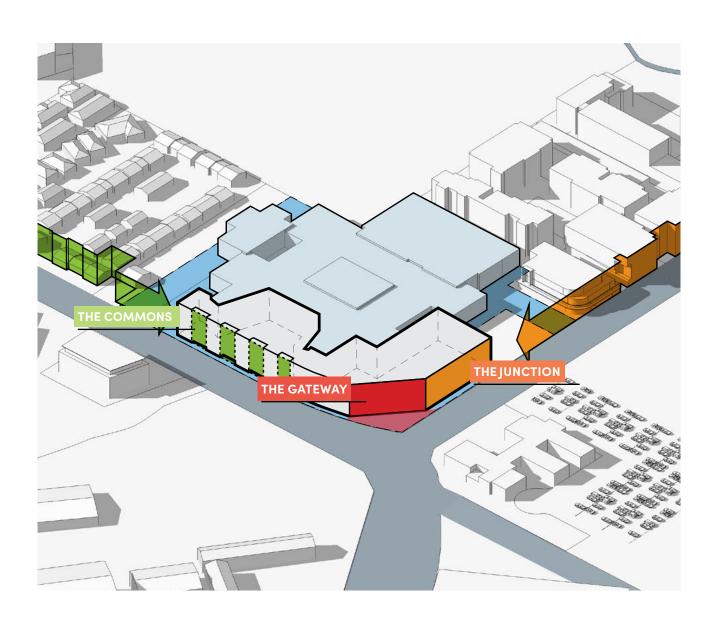


CHARACTER OF EDGES ASSESSMENT

Informed by the contextual analysis of the Westmead Private Hospital vicinity, a number of Character Edges have been established as follows. These Character Edges reflect the unique qualities of the place, including built form response, streetscape experience and connections to transport & pedestrian links.

These Character Edges can be used to inform redevelopment vision for the site.

- key characters that define the approach for the developments on **Westmead Private Hospital site:**
 - The Gateway
 - The Junction
- The Commons



THE GATEWAY

Corner of Darcy & Mons Road

The unique corner aspect of the site provides an ideal opportunity for an emerging corner gateway character. It presents as the pedestrian arrival point leading from the T-way, proposed light rail line and Westmead Train Station.

Potential character of the streetscape:

 Engaging corner presence defined by a terminating vista and open space frontage on ground plane.

- "Friendly encounter", with the opportunity to both physically and visually engage with activities between the public domain and the building.
- Responsive ground plane setbacks defined by the predominate neighbouring built form alignment from Mons Road and the corner built form holding the gateway intersection.
- Built form character defined by a current mixture of medium-scale buildings between 4–5 storeys.

2

THE JUNCTION

Along Mons Road

A predominately transit-oriented character, the T-way runs the length of Mons Road. The edge has a frontage that is reflective of the streetwall character.

Potential character of the streetscape:

 Responsive to strong streetwall character defined by a current mixture of low-medium scale buildings between approximately 13 to 21m in height.

- "Passive encounter", present a facade and edge encounter reflective of the surrounding built form and building uses.
- defined by the distinct built form alignment along Mons Road.
- A vehicular egress point on Mons Road (north)does not impact pedestrian amenity and experience of the street, due to the lack of pedestrian movement along edge.

3

THE COMMONS

Along Darcy Road

A pedestrian-oriented edge, catalysed by multi-modal access, that presents as a safe and sensory delightful encounter that contrasts from the busy main street. A place where the community can meet.

Potential character of the streetscape:

 Catalysation of multi-modal transformational character encouraging public and green transport.

- "Active encounter", with the opportunity to present an engaging edge with spaces for people to sit, stand and meet safely.
- Generous ground plane setbacks with an opportunity to create a public domain to the street frontage for all to meet at.
- Built form character defined by a current mixture of low-medium scale buildings between 1-4 storeys.

DESIGN OUTCOMES



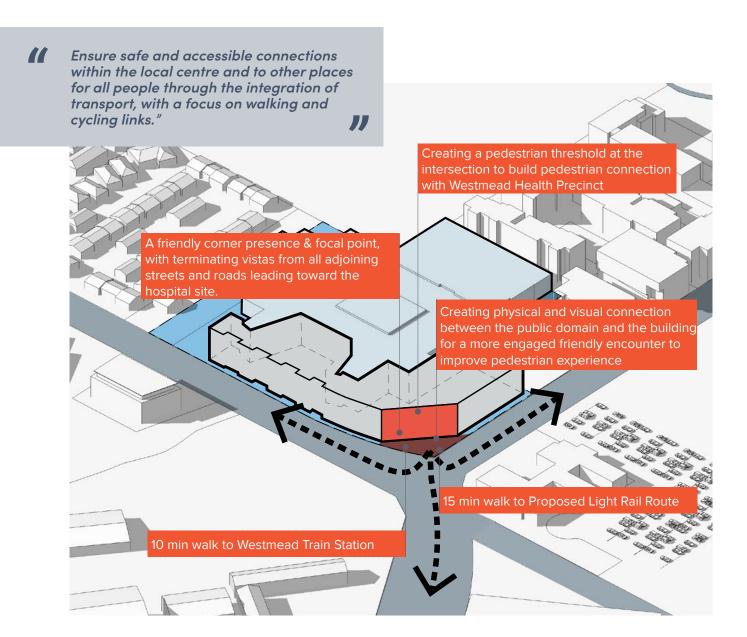
THE GATEWAY

Corner of Darcy & Mons Road Principles:

- Uses: Maintains existing setbacks in response to surrounding built form
- Built Form: Enhances the emerging corner gateway character of the streetscape through corner presence and terminating vista
- Potential height adjustment: Enhances the character of the streetscapes by responding to the surrounding heights.

Other principles characterised for this edge include:

- Friendly encounter:
- Responsive Setback:
- Built form transitions
- Streetscape sense of arrival and a visual connection to the building ground plane activities.
- Enhancing key links between public domain with pedestrian and transport connections.



2

THE JUNCTION

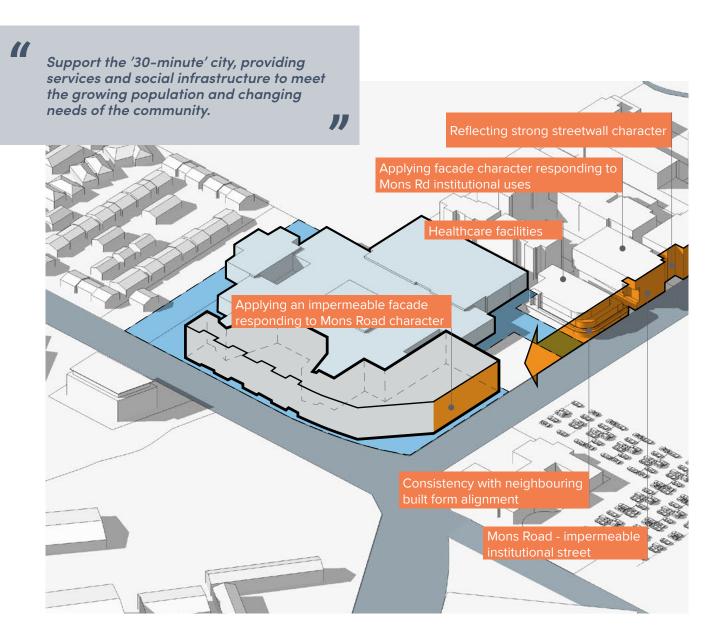
Along Mons Road

Principles:

- Vehicle/Pedestrian Movement: Maintain and enhance primary pedestrian and vehicular access points
- Uses: Maintains existing setbacks in response to surrounding built form
- Built Form: Enhances the surrounding character of the streetscape by responding to existing built form streetwall

Other principles characterised for this edge include:

- Passive encounter:
- Consistent Setback:
- Enhancing key links between public domain with pedestrian and transport connections.



DESIGN OUTCOMES

3

THE COMMONS

Along Darcy Road

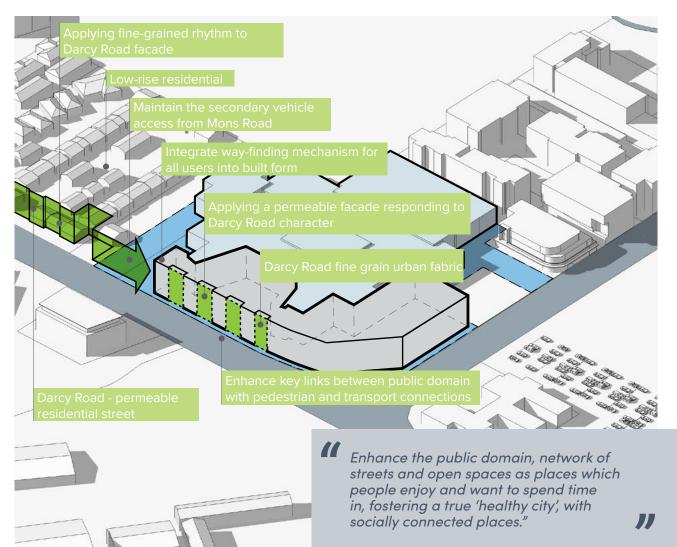
The Commons, the Darcy Road frontage is the Stage 3 development application. Principles:

- Granularity: Enhance the fine grain rhythm of Darcy Street through the streetscape relationship and facade design
- Pedestrian Connectivity: Encourage public and green transport links through multi-modal access
- Vehicle/Pedestrian Site Access:
 Maintain and enhance primary pedestrian and vehicular access points
- Uses: Enhanced ground plane setbacks in response to public domain uses

- Built Form: Enhances the streetscape by responding to existing built form and by becoming a way-finding device for vehicular and pedestrian site access.
- Permeability: Enhance the permeability of buildings on ground plane to allow for an engaged streetscape and promote sense of activity and safety.

Other principles characterised for this edge include:

- Active encounter:
- Generous Ground Plane Setback:
- Enhancing key links between public domain with pedestrian and transport connections.

















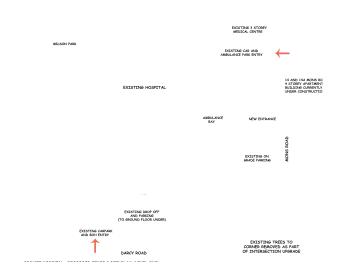


STAGE 3 - THIS DEVELOPMENT APPLICATION

The below illustration highlights the Stage 3 development application within the context of potential future stages.

Stage 3 Quick Facts

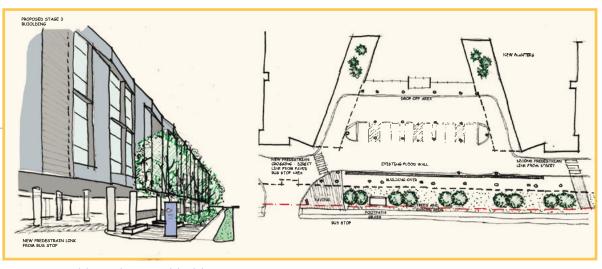
- Engaging, new entrance for Westmead Private Hospital along Darcy Road
- Expansion of 'medical facility excellence'
- 2 x new theatres, 13 x new consult suites, 28 x new beds & 2 x cath lab refurbishments
- 401 total proposed parking spaces including 2 x ambulance bays
- Enhanced public realm along Darcy Road including multi-modal access











Creating visible & vibrant public life

CREATING VISIBLE & VIBRANT PUBLIC LIFE



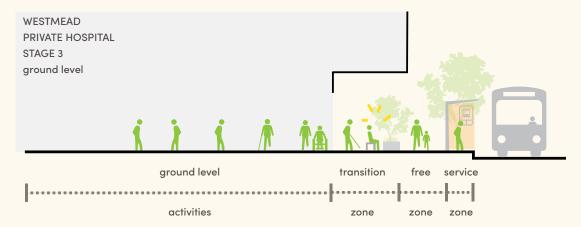
PEDESTRIAN EXPERIENCE

There are a number of critical elements that influence the pedestrian experience along Darcy Road. These include, but are not limited to: connectivity, pedestrian ease of movement, activation, comfort, safety and accessibility.

For best practice, there are 3 generalised functions that should be accomodated along a great footpath: service zone (seating & bins), free zone (movement through), and transition zone (movement, and lingering in-and-out of buildings).

Below is a toolkit, utilising the best practice geometries to enable great usage of setbacks to create visible & vibrant public life that are places people want to enjoy and spend time in.

SETBACK TOOLKIT

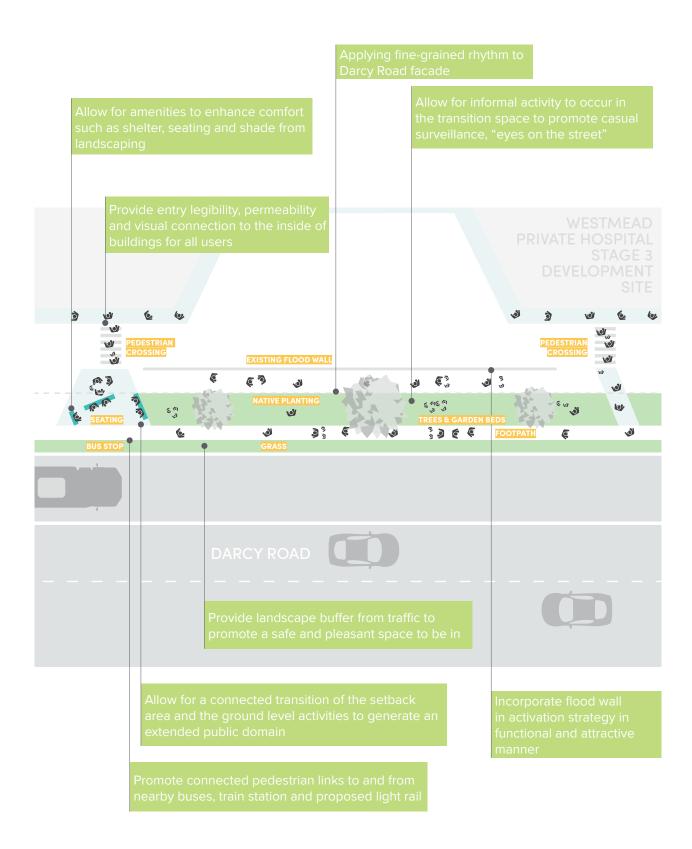


Directions

- Offer something to see, do or be part of
- Provide comfortable and enjoyable places and spaces
- Provide Westmead Private Hospital customers a space to come to meet a friend or get a coffee.
- Create pockets of human scale spaces that are inviting for people
- Create attractive pause points to slow people down between entering the hospital and entering the carpark

Recommendations

- Cafes with indoor & outdoor seating
- Coffee Carts
- Flower Stands
- Newsagency
- Reading benches
- Bread shop
- Pastry shop
- Interactive map boards
- Water bubblers
- Bus stops
- Native plantings
- Garden beds
- Vegetable gardens
- Bicycle parking bays
- Parklets



STAGE 3 DESIGN RESPONSE

GRANULARITY

- Enhance the fine grain rhythm of Darcy Street through the streetscape relationship and facade design
 - An articulated concertina facade is applied to imitate the surrounding grain and to reflect the existing built form rhythm.





VEHICLE/PEDESTRIAN MOVEMENT

Maintain and enhance primary pedestrian and vehicular access points

> Mode conflicts are reduced and pedestrian, vehicle and public transport user desire lines are safely separated.





USES

Maintain existing setbacks in response to surrounding built form uses

> Due to the hospital's expansion constraints, setbacks must be limited. Nonetheless, the space is optimised to contain WSUD features and to enhance the place and pedestrian experience.





BUILT FORM

4

Enhance the surrounding character of the streetscape by responding to existing built form

 The built form reflects the street wall height of surrounding buildings in order to enhance the streetscape character.





PERMEABILITY

Enhance the permeability of buildings; particularly on lower levels to allow for an engaged streetscape and promote sense of activity & safety

 A distinctive new entry and permeable ground plane allows for an enhanced pedestrian and wayfinding experience for the overall precinct.





POTENTIAL HEIGHT ADJUSTMENT

Enhance the character of the streetscapes by responding to the existing and emerging urban fabric and contextual built form legibility

 Contribute to the urban legibility and streetscape context of Westmead by intentionally minimising Stage 3 height in order to future-proof a potential future gateway building.





STAGE 3 PRECEDENTS









11

Ensuring the local community is more connected within GPOP to local services and employment. "









Delivering an internationally competitive health precinct that is integrated within a larger eco-system, promoting the innovation district within Westmead.







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