

# 6 DESIGN OPTIONS / ALTERNATIVES

A range of alternative master planning options where developed and tested before arriving at the current proposal. These options are outlined below.



Figure 18: Master Plan – Alternative Option 1, prepared by Cox Richardson

## OPTION 1. ACUTE HOSPITAL FACILITIES EAST OF

### RESERVE ROAD

Option 1 is based on the Urban Design Scope Study, and seeks to establish a simply defined core hospital site running from Herbert Street in the east to Gore Hill Memorial Cemetery in the west.

### FEATURES

- Assumes that the area required for research and education is the same as the Urban Design Scope Study, but a different shape to create a regular development block on Herbert Street
- A new east-west street connects the station and Herbert Street to Gore Hill Park
- A new east west street connects Herbert Street to the Hospital
- Three new 80 metre deep blocks suitable for high density commercial, research or residential uses are created
- Southern blocks provide an excellent retail opportunity
- Southern east west street becomes the activity street (heavily used shared way from station to hospital)
- Road reserves total 10,500 square metres in area



Figure 19: Master Plan – Alternative Option 2, prepared by Cox Richardson

## OPTION 2. TWO NEW EAST WEST STREETS

Option 2 is based upon similar logic to Option 1, with two new east west streets, equally spaced between the southern boundary near the Pacific Highway and Westbourne Street.

### FEATURES

- A new east west street connects station and Herbert Street to Gore Hill Park
- A new east west street connects Herbert Street to the Hospital
- A new north south street reduces the length of the northern block on Westbourne Street
- Three new 120 metre deep blocks suitable for accommodating high density commercial, research and residential uses are created
- Southern blocks provide excellent retail opportunity
- Southern east west street becomes the activity street
- Road reserves total 9,900 square metres in area



Figure 20: Master Plan – Alternative Option 3, prepared by Cox Richardson

### OPTION 3. THREE NEW EAST WEST STREETS

Option 3 seeks to maximize the number of 80 metre deep blocks (as this is optimal for both commercial and residential uses).

#### FEATURES

- A new east west street connects the station and Hebert Street to Gore Hill Park
- A new east west street connects Herbert Street to Gore Hill Park
- A new east west street connects Herbert Street to the Hospital
- A new north south street reduces the length of the two northern blocks
- The 80 metre deep blocks are optimal
- Southern blocks provide excellent retail opportunity
- Southern east west street becomes the activity street
- Road reserves total 14,700 square metres in area.

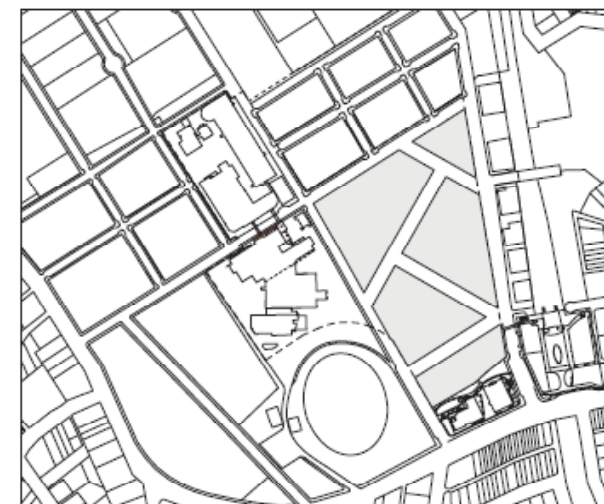


Figure 21: Master Plan – Alternative Option 4, prepared by Cox Richardson

### OPTION 4. NEW PARK ON HEBERT AND WESTBOURNE STREET

Option 4 focuses on the creation of a new heritage park on the corner of Westbourne and Herbert Streets.

#### FEATURES

- A new north south street connects the new heritage park on Westbourne and Herbert Streets with Gore Hill Park
- A new north south street connects the station and Herbert Street to the Hospital
- A new north south street connects Herbert Street and Westbourne Street (and defines new park)
- All block shapes are irregular
- Option 4 is a direct response in street geometry and park location to the existing heritage features
- Southern block provides good retail opportunity
- Street connecting the station and Hospital becomes the activity street
- Road reserves total 14,000 square metres in area.

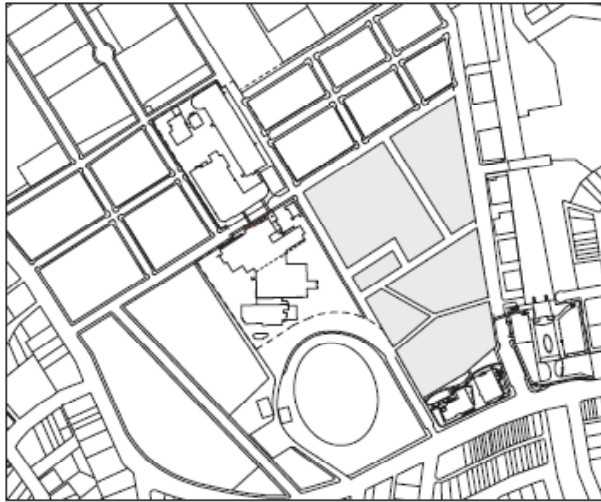


Figure 22: Master Plan – Alternative Option 5, prepared by Cox Richardson

## OPTION 5. 3 SUPER BLOCKS

Option 5 creates three large blocks east of Reserve Road and responds to the Urban Design Scope Study.

### FEATURES

- New east west street connects Herbert Street with the Hospital and new Hospital entry
- New north south street enables the development of a high density commercial or residential uses at the north east corner of the site
- Southern large block has dedicated public pedestrian access ways connecting the station with both the Hospital main entry and with Gore Hill Park
- Two block shapes as a result are irregular

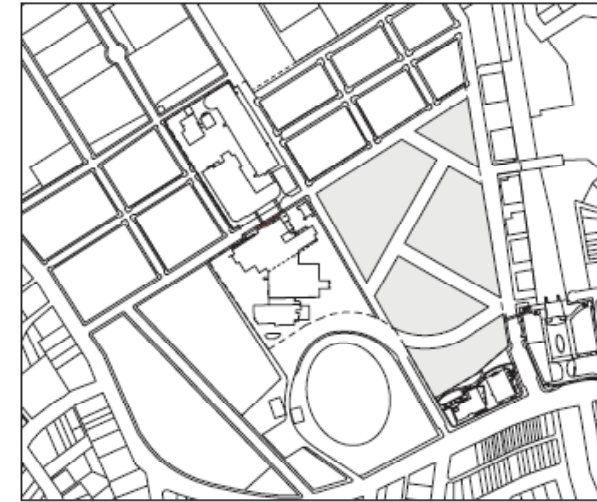


Figure 23: Master Plan – Alternative Option 6, prepared by Cox Richardson

## OPTION 6. CURVED ACTIVITY STREET

Option 6 is a development of Option 4 with the activity street curved in plan.

### FEATURES

- By curving the southern activity street in plan, the pedestrian walkway gradient from the station to the Hospital entry and to Gore Hill Park achieves a more even and gentle gradient than in Option 4.



Figure 24: Master Plan – Alternative Option 5, prepared by Cox Richardson

## OPTION 7

Option 7 builds upon the curved activity street in Option 6, and divides the north east section of the site into four blocks by means of a new north south and a new east west street.

### FEATURES

- The new curved activity street provides a comfortable gradient for pedestrians and vehicles accessing the Hospital entry and Gore Hill Park from Herbert Street
- The north south street divides the Hospital site to the west from commercial and retail uses on the east with 80 metre deep blocks
- The new east west street creates a new heritage park on the corner of Westbourne and Herbert Streets
- The new east west street aligns with the existing road bridge over the rail corridor.

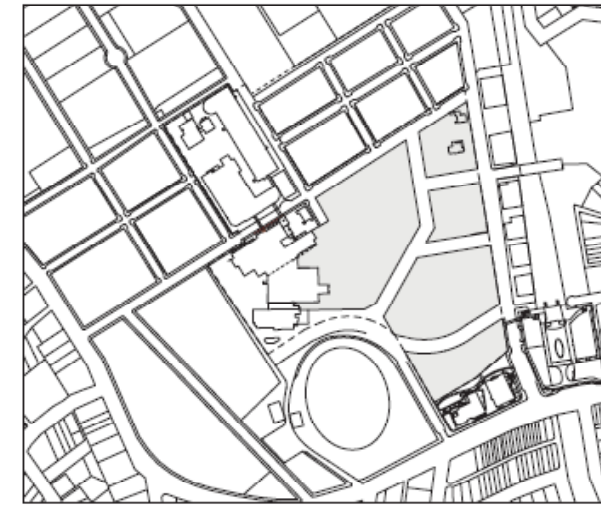


Figure 25: Master Plan – Alternative Option 5, prepared by Cox Richardson

## OPTION 8

Option 8 truncates Reserve Road at the entry point of an enlarged U-shaped Hospital site precinct.

### FEATURES

- The new curved activity street provides a comfortable gradient for pedestrians and vehicles accessing the Hospital entry and Gore Hill Park



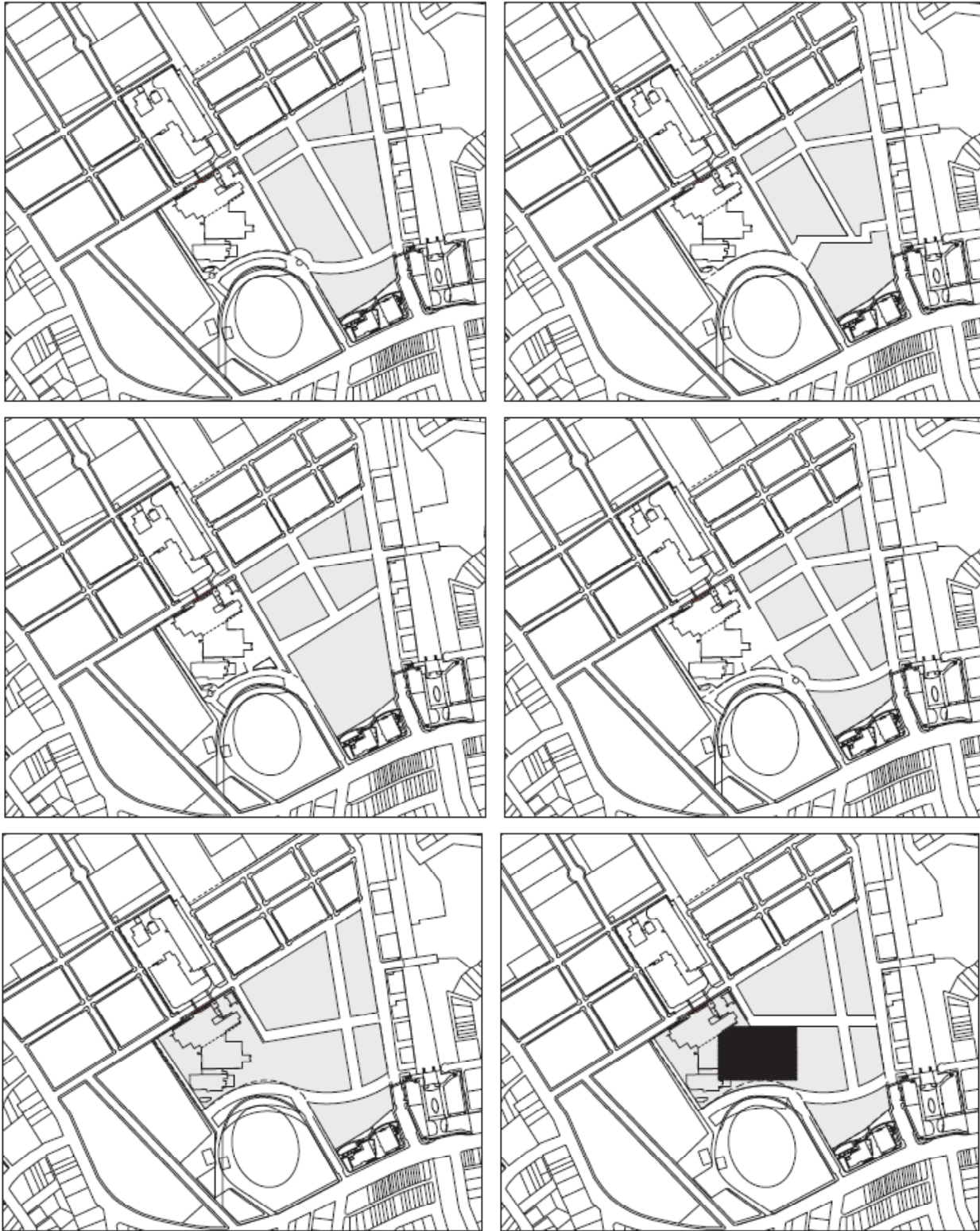


Figure 26: Master Plan – Alternative Option 9-14, prepared by Cox Richardson



Figure 27: Master Plan – Alternative Option 15-18, prepared by Cox Richardson

## OPTIONS 9 TO 18

Options 9 to 18 were then developed as variants on earlier options. The variants revolve around different strategies for defining a core Hospital site. For example, one extreme strategy in Option 15 is to create a contiguous block connecting the current Hospital Building 1 and 2 with Herbert Street. In each option, block depths where possible are in the order of 80 metres.

### ***The Preferred Option***

- The current proposal was selected as the preferred option because:
- It provides a simple and logical street pattern bounding the core Hospital site, with allowance for future hospital growth. The Hospital precinct is bounded by Red Road to the east and Eileen Street to the south.
- Yellow Road establishes a direct pedestrian link from the railway station to the hospital entry via Precinct 4 and the heritage Precinct 3, that is the best fit with existing site contours. It enables this important link to be activated by retail street frontages, thus contributing to the amenity and safety of this route.
- Linkages between Herbert Street and Gore Hill Park are provided by both Green and Yellow Roads. These roads also provide attractive pedestrian and vehicular vistas of the oval and cemetery beyond.
- Vehicular and pedestrian access for users to the new proposed Hospital entry from all directions is improved. Access from the Pacific Highway via Reserve Road is maintained. Access from the Orbital and Artarmon is via Westbourne Street, Red Road and Green Road. Access from Herbert Street is via both Eileen Street and Blue Road.
- Efficient block depths for building footprints are created by the street pattern.
- The heritage Precinct 3 is preserved and showcased as publicly accessible private open space, with a dedicated walkway to the Hospital entry.
- Street intersections on Herbert Street are in rational locations.
- The proximity of Precincts 5 and 6 to the Hospital enable growth of Community Health and other health-related uses to occupy these sites in the future.
- The street pattern has minimal adverse impacts upon existing significant site vegetation.
- Eileen Street maintains an important heritage link with the former Eileen Street, with which it aligns.