

ATTACHMENT A – RNSH SUMMARY OF ISSUES RAISED**PART A – LETTERS FROM LOCAL RESIDENTS / PROPERTY OWNERS**

| No. | Date | Submitter | Nature | Comment | Issue Summary |
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| 1 | 28.08.06 | Local Resident | Object | <ul style="list-style-type: none"> Precinct 7 includes 20 storey and 25 storey residential buildings which are considered to be excessive in size and will block the view of the sky. This will lower the quality of life currently enjoyed. | <ul style="list-style-type: none"> Building height Loss of amenity |
| 2 | 01.10.06 | Local Resident | Object | <ul style="list-style-type: none"> Implications for traffic on the Herbert St. “Gateway”. Ensuring major access into and out of the RNSH site including residential/commercial areas is Reserve Road not Herbert Street (except Westbourne Avenue). Protection of opportunities for a through bus service servicing both RNSH and AIA by retaining access to and egress from site at Reserve Road. Avoid inappropriate residential and commercial development. Design residential / commercial developments to maximise open space and privacy for residents. Avoid temptation to close valued thoroughfares (e.g. Reserve Road through site). Maximise open space on site by adopting compatible high rise and not low/medium rise high density residential. Reliance on Gore Hill oval as the solution to the open space needs of the new expanded communities. | <ul style="list-style-type: none"> Traffic generation and management Vehicular and pedestrian access Public transport provision Urban design and built form Building height Open space and landscaping |
| 3 | 08.09.06 | Member of staff at RNSH | Object | <ul style="list-style-type: none"> The proposed number of 40 bed wards is excessive. Existing good quality facilities such as the lecture theatre should not be lost. Selling off all the land aside from the hospital is short sighted for the long term future of RNSH. Current car parking scheme is too expensive for visitors and staff. Consultation with staff is extremely poor such as closing the Rotary Lodge Cafeteria. The quality of the new building should be better quality and more contemporary than those existing. | <ul style="list-style-type: none"> Provision of hospital facilities Future use of residual land Car parking provision Consultation strategy |
| 4 | 08.09.06 | Local Resident | Object | <ul style="list-style-type: none"> Excessive building heights contrary to those adjacent at 207 Pacific Highway – the maximum height permissible under Willoughby LEP. Possible inadequate set backs fronting Herbert Street. | <ul style="list-style-type: none"> Building height Urban design and built form |
| 5 | 08.09.06 | Local Resident | Object | <ul style="list-style-type: none"> Adequate lighting should be provided next to pathways. Incorporation of a hydrotherapy pool. The site (excluding RNSH) should be developed for community use such as a park, walking trails and bicycle tracks. | <ul style="list-style-type: none"> Provision of hospital facilities Future use of residual land |
| 6 | 08.09.06 | Unknown | Object | <ul style="list-style-type: none"> Increased traffic and noise in Westbourne Street. | <ul style="list-style-type: none"> Traffic generation and management Noise and acoustic issues |
| 7 | 08.09.06 | Patient | Object | <ul style="list-style-type: none"> There may not be future provision of existing clinics 1 to 8 and physiotherapy facilities. Provision of a taxi stand should be provided for people unable to use public transport. A medical centre should be provided for minor injuries for patients that do not necessarily require emergency services. | <ul style="list-style-type: none"> Provision of hospital facilities Traffic generation and management |

PART B: KEY STAKEHOLDERS (COPIES HAVE BEEN TAGGED TO THIS DOCUMENT)

| No. | Date | Submitter | Nature | Comment | Issue Summary |
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| 1 | 23.08.06 | State Transit Authority of NSW (STA) | Object | <ul style="list-style-type: none"> STA would like to be consulted on and have input on the layout and arrangement of the bus stop at the end of Reserve Road. The design of the bus stop / turnaround arrangement should be completed to the satisfaction of the STA. Road geometry of the planned roads should cater for bus turning movements to facilitate additional bus routes proposed through the site. Any possible diversions will require further consultation between the STA, Ministry of Transport and members of the public. The development will result in increased delays along the Pacific Highway corridor which will reduce the reliability of route 144 resulting in reduced attractiveness of public transport in the area. Investigations may be necessary to negate impact on development on bus times such as bus priority. | <ul style="list-style-type: none"> Public transport provision Traffic generation and management |
| 2 | 29.08.06 | Gore Hill Memorial Cemetery Trust | Object | <ul style="list-style-type: none"> Further development of the ABC Gore Hill site will result in an increase in pedestrian footfall through the Gore Hill Cemetery. The proposal will encourage through traffic on the site compromising pedestrian safety and amenity of the public domain. There is an absence of landscaping proposals to improve the interface between proposed development and Gore Hill Cemetery. The road proposed from Westbourne Street running between Gore Hill Cemetery and Reserve Road would have a deleterious effect on the Cemetery as a place of passive recreation and its State Heritage status. This and other road links such as Westbourne Street between Pacific Highway and Herbert Street and Reserve Road north of Westbourne Street should remain limited for use by emergency and service vehicles to avoid rat running and too much through traffic in the area. Access through the site should be by bus only so as to improve public transport usage. Appropriate planting should be provided to buffer the proposed development with Gore Hill Memorial Cemetery to be approved by Willoughby Council prior to commencement of construction on the site. | <ul style="list-style-type: none"> Vehicular and pedestrian access Traffic generation and management Public transport provision Open space and landscaping |
| 3 | 30.08.06 | Nurse Manager – RNSH | Object | <ul style="list-style-type: none"> A hospital bus should be provided to link patients with the growing outpatient and day only services as the walk from the train station is arduous. More STA buses through the site would be useful. The proposed private complimentary services such as general practice and extended hours pharmacy services are | <ul style="list-style-type: none"> Public transport provision Provision of hospital facilities |

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| 4 | 31.08.06 | Sydney Water | Object | <p>essential considering the ever congested facilities of Accident & Emergency and are supported.</p> <ul style="list-style-type: none"> • A detailed potable water servicing strategy should be developed to provide for a number of desirable outcomes. • A Section 73 Compliance Certificate is required from Sydney Water to confirm detailed requirements have been met. • A Wastewater Strategy should be developed with a number of desirable outcomes. • Water reuse and recycling schemes should be designed and implemented as far as possible. | <ul style="list-style-type: none"> • Utilities infrastructure |
| 5 | 01.09.06 | Space 207 Partnership | Object | <ul style="list-style-type: none"> • The project is significant to the future growth of St Leonards and should be subject to extensive consultation with a range of stakeholders including affected landowners. • The site at 207 Pacific Highway, St Leonards was sold by RNSH as surplus land and redeveloped as two commercial buildings. • The level of public consultation has been insufficient and is not in accordance with Part 3A of the Act nor the Director Generals Environmental Assessment Requirements. • Space 207 Partnership should have been consulted as part of the community consultation process undertaken by the proponent. • The selective consultation process is contrary to the Department's draft guidelines for concept plan applications. • The immediate context has not been fully considered in the proposed density of development, the orientation of street blocks and the siting, height and scale of buildings. • The derivation of building envelopes from a selective solar access analysis does not provide a rational urban design response to accommodating the increased intensity of development on the site. • The development parameters for the RNSH site in the context of St Leonards Town Centre must provide a transition in scale, form and density of development from Pacific Highway, the primary road corridor and adjoining the railway line to the edge. • Development density should be focused along Herbert Street, whilst maintaining amenity for adjacent residential properties and publicly accessible open space. • Amenity should be maintained to key public open spaces in the surrounding context with adequate solar access preserved during the middle of the day throughout the year. • It is acknowledged that the broad principle for redeveloping the RNSH hospital development to rationalise and upgrade existing facilities is appropriate in the context of the State Government's Metropolitan Strategy. • The urban form and structure, the distribution of buildings, their form and massing derived from a selective contextual analysis is of concern. • There is very little consideration of options for built form, densities and development parameters within the development lots as required by the Director General. • The density of development in the subject site is considered to be excessive, given the immediate context whilst the development of the 207 Pacific Highway site has established an appropriate form of development consistent with the height of buildings to the East fronting the Pacific Highway. • The proposal gives no consideration of the density or scale of development established by immediately adjoining sites. • Whilst it is recognised that the RNSH site is strategically important for accommodating employment growth, given its location particular regard should also be made to the relevant planning policies and strategies that outline how development is to be accommodated. • The Draft St Leonards Strategy shows the stepping down of building heights from 207 Pacific Highway to provide an appropriate transition in scale and density from the Pacific Highway Corridor through St Leonards to areas on the periphery of the Town Centre. • It is considered that building heights within the St Leonards Town Centre should step down from the Pacific Highway to a lower scale of development on the RNSH site. • In considering the appropriate zoning provisions and planning controls for the site the Minister should consider those controls that are applicable to adjoining sites; in particular relating to land use, building height, floorspace ratios from Willoughby LEP and Willoughby DCP. • The Minister is required to consider the impact of overshadowing on adjacent properties including open space including the 207 Pacific Highway site which was required to create publicly accessible open space. • The proposed buildings in precinct four are in close proximity to the southern boundary of the site and their scale is excessive given the significant overshadowing impacts over the public open space. • There is insufficient consideration of built form and overshadowing issues. • The 207 Pacific Highway site required certain setbacks from Herbert Street and Reserve Road – these should be maintained to ensure continued solar access to the landscaped area of open space. • Whilst adaptive reuse of existing historical buildings is supported in principle it is considered that the heritage significance of the buildings and their landscape settings will be compromised by the proposed 14 storey buildings in close proximity. • It is recommended that the following amendments to the development proposal be made: <ul style="list-style-type: none"> ➤ Building envelopes in Precinct 4 should better respond to context of buildings fronting the Pacific Highway. ➤ Buildings must be setback from the southern boundary a minimum 15m. ➤ The maximum density of development should be 3:1 within Precinct 4 with transition to lower densities to the North. ➤ Buildings to be no greater than 38.5m (11 storeys) in height adjacent Herbert Street. ➤ Buildings to be no greater than 15.5m (7 storeys) in height adjacent Reserve Road. ➤ A 20m setback to Herbert Street and 10m setback to Reserve Road should be achieved. ➤ All buildings in Precinct 4 should be sited with North/South alignment to maintain solar access to public open space. | <ul style="list-style-type: none"> • Consultation Strategy • Urban design and built form • Planning policy considerations • Heritage and archaeology |

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| | | | | ➤ Additional density/height accommodated on select locations along Herbert Street having regard to overshadowing impacts on adjoining residential properties. | |
| 6 | 01.09.06 | Energy Australia | Object | <ul style="list-style-type: none"> The Environmental Assessment states that if negotiations with TAFE are unsuccessful the substation will be located below ground within one of the development precincts. Energy Australia has not agreed to an underground 132/11kV substation would be seeking an alternative site within RNSH which is suitable for a standard above ground substation. There are no major comments at this stage as it is difficult to establish what the environmental impacts associated with the proposed 132/11kV substation would be without knowing what a suitable location for it may be. | <ul style="list-style-type: none"> Utilities infrastructure |
| 7 | 04.09.06 | NSW Heritage Office | Object | <ul style="list-style-type: none"> RNSH is identified as an item of potential State heritage significance. Retention of the Heritage Precinct as identified in the Heritage Impact Statement (HIS) is supported. Adaptive reuse of the buildings is supported but the final decision should be made following the preparation of Conservation Management Plans (CMP) for the site; such works should be carried out during the course of developing other aspects of the project. Further effort should be made to investigate possible alternatives for retention of those heritage buildings proposed to be demolished during the preparation of detailed design stage for the development. Should it be imperative that some heritage buildings have to be developed archival recording of any buildings/structures proposed to be demolished should be prepared in accordance with NSW Heritage Office Guidelines. The new buildings in close proximity to the Heritage Precinct should be designed carefully to reduce their impact on the appreciation of the buildings from important vistas and should be guided by the policies of the CMP. The recommendation in the HIS to prepare a development control plan or similar planning controls is supported. A more detailed landscape assessment of the entire hospital precinct should be undertaken to identify other important landscape features of the site to provide guidance in a holistic manner. The preparation of an Interpretation Plan/Strategy and a specific CMP for items of moveable heritage are supported and conditions of approval should be imposed accordingly. Given that there will not be an excavation permit required for further development applications it is recommended that all archaeological works should be undertaken in accordance with the recommendations provided in the submitted Archaeological Assessment. An Archaeological Research Design should be prepared for the proposed works and all works related to archaeology should be supervised for the proposed works and works related to archaeology. Appropriate conditions should be imposed to ensure that the proponent is responsible for the safekeeping of any relics recovered from the site. | <ul style="list-style-type: none"> Heritage and Archaeology |
| 8 | 04.09.06 | Willoughby City Council | Object | <ul style="list-style-type: none"> The plans and documentation accompanying the Environmental Assessment is inadequate to ensure a proper assessment of the impact of the proposal on the surrounding locality and to address amenity and environmental issues for the residential and commercial development proposed. Whilst general public interest benefits of improving public health facilities on the site are clear local public interest benefits are unclear – it is likely that the local community will bear the brunt of additional pressure on local services and infrastructure. Concern is raised with any redevelopment prevents the levying of Section 94 Contributions to be spent on the surrounding locality in accordance with Council's existing and future Section 94 Contributions Plan; services and facilities should be provided in lieu of developer contributions if appropriate. The development proposal should not encompass any of Gore Hill Park nor should it reduce any available land for open space or recreational purposes. The relationship between the development proposal and Gore Hill Memorial Cemetery has not been adequately addressed. There is concern regarding the proposed park dedications to Council on Herbert Street as a trade off for the loss of any part of Gore Hill Park. Open space should be provided as landscaping and park areas to serve the new built structures and remain the developer's responsibility. The chimney located near Herbert Street should be maintained in a manner which maintains its visibility from Herbert Street as well as maintaining its landmark value in the general area. Heritage buildings on the site should not be dedicated to Council but should be the responsibility of the developer and any future owner occupier. The community facility/meeting hall to be dedicated to Council should be located in a newly constructed building in a location on-site that facilitates public access with sufficient floor space to accommodate a range of community uses. The proposed set back of Herbert Street is insufficient and should be increased to match existing setbacks and ensure a consistent approach. Substantial modulation of building facades with major openings between buildings at ground level should be included to create views from Herbert Street into the site, increase the permeability of the site, reduce the overbearing effect of the multi-storey buildings to the pedestrian areas in Herbert Street and enhance the streetscape. Community health services and mental health services at the Department of Health land in Hercules Street, Chatswood should be reinstated. Council supports the provision of overnight accommodation for hospital visitors / carers on site in the form of a medi-hotel or serviced apartments. No response has been provided to Council's previous request for a substantial aged housing and care facility on-site. It is noted that only 10% of residential accommodation (not including staff or student accommodation) is proposed to be adaptable housing, which is inadequate. | <ul style="list-style-type: none"> Inadequate information Consultation Strategy Developer contributions Open space and landscaping Heritage and archaeology Provision of community facilities Urban design and built form Affordable housing provision Traffic generation and management Public transport provision Vehicular and pedestrian access |

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| | | | | <ul style="list-style-type: none"> • Adaptable housing should be maximised on this site rather than such provision being the minimum. • It is noted that 10,000 m² of the proposed housing is identified as affordable housing to be for the use of medical / nursing students or essential hospital staff. How has the 10,000 m² been determined? Are respite care facilities included? • No detail has been provided regarding affordable housing in the residential component to be sold off. Council policy is for 4% of new housing sites to be affordable housing under the Willoughby Local Housing Scheme. • Childcare provision is inadequate and should be in a location on-site that is reasonably accessible to all hospital staff as well as the general community. • There is concern that the proposed bulky goods retailing may be inappropriate for this site in particular regard to impacts on the surrounding road network as well as in the site itself. • A commitment should be made by the Government to additional bus services into the site prior to approval being granted. • The proposed reopening of Westbourne Avenue and Reserve Road to through traffic will provide additional problems with rat running and should remain closed. • The proposed signalised intersection of the Westbourne Avenue / Herbert Street intersection would make rat running between Pacific Highway and Artarmon Industrial Area more attractive. • Provision of four access roads into the site from Herbert Street is not supported as it will cause traffic management problems in the area with four additional intersections within the space of 350 metres. • Concern is raised regarding the lack of detail on the internal road network and it is unclear whether the internal road network can accommodate the traffic generated from the various uses proposed. • A bicycle link should be provided through the site that links with other bicycle routes through the TAFE site, the former ABC site and further to the north – south along Herbert Street between Artarmon and St Leonards. | |
| 9 | 05.09.06 | Broadcast Australia | Object | <ul style="list-style-type: none"> • A number of assessment criteria that have been requested to be provided have not been satisfactorily addressed, deferred for consideration at a later date or ignored. • The concept plan proposal fails to incorporate a sensible height limit or building envelopes in its proposed development standards and promotes land uses that are susceptible to the impacts of electromagnetic interference without incorporating measures to ameliorate the following (potential) impacts: <ul style="list-style-type: none"> ➢ Electromagnetic radiation. ➢ Interference with existing broadcast services. ➢ Microwave linking. ➢ Electromagnetic interference. • The services most likely to be affected by the proposed redevelopment are those that are situated at the lowest elevations on the tower. • A number of issues were considered by the Minister and the Department of Planning when rezoning of the former ABC site at Artarmon (Willoughby LEP 1995 No. 44) in relation to telecommunications services: <ul style="list-style-type: none"> ➢ Electromagnetic radiation level may exceed specified guidance. ➢ Perceived electromagnetic may be perceived as harmful by construction workers and occupants of the development. ➢ Quality of broadcast services caused by building design. ➢ Erosion of the site line for microwave linking both temporarily and permanently. • An additional clause was included together with maximum height zones to ensure existing telecommunications services from the tower were not unaffected; such an approach should be incorporated into the planning controls at RNSH hospital. • There are a number of deficiencies with the concept plan proposal: <ul style="list-style-type: none"> ➢ Inaccuracies within the concept plan proposal. ➢ Failure to acknowledge the importance of EMR issues. ➢ Lack of measures to minimise the effects of EMI. ➢ Impacts on the provision of broadcast services. ➢ Impacts on microwave linking. • It is requested that the following provisions be incorporated into the concept plan proposal and/or planning controls where appropriate: <ul style="list-style-type: none"> ➢ Building envelopes (exempt from SEPP1) be incorporated into the concept plan by preparing a height map showing zones and the applicable height limit for buildings and temporary structures within those zones. ➢ Buildings and healthcare facilities be designed so EMI (including EMI caused by coupling) is minimised, each application for development be accompanied by a report certifying that appropriate performance standards will be satisfied in the completed development and all Section 149 certificates are issued with an appropriate notice. ➢ Provision be made for a communications facility at a level no less than 170m AHD on the RNSH site to accommodate potentially affected infrastructure on the tower at total cost to NSW Health; this will reduce RF field strengths and permit taller buildings on the site. ➢ The facades of all the buildings should be articulated and avoid large uninterrupted surfaces comprising RF reflective materials so as not to adversely affect the broadcast services provided by the tower by causing multi path interference. • Due to the significant strategic value of the tower to broadcasting and communications in Sydney Metropolitan area it is considered that NSW Health reconsiders certain aspects of the concept plan proposal and that appropriate development controls are incorporated into Schedule 3 of the Major Projects SEPP to ensure their value is preserved. | <ul style="list-style-type: none"> • Telecommunications. • Building height. |
| 10 | 05.09.06 | Ministry of Transport | Object | <ul style="list-style-type: none"> • There is no reference to the status of the roads as Strategic Bus Corridors 9 (Parramatta – City via Macquarie and | <ul style="list-style-type: none"> • Strategic transport matters |

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| | | | | <p>North Sydney) and 14 (Macquarie – City via Chatswood).</p> <ul style="list-style-type: none"> • The car parking target should be stated in the main document. Provision of car parking and its price is a critical component of private vehicle travel demand. • Appendix 7, 4.2 p10 states that “at least 15 per cent less hospital parking provisions per person is proposed. This implies no increase in public or private hospital parking despite an expected staff increase of up to 15 per cent.” This is not considered adequate. • Development sites that are within easy walking distance to a centre, with good access to public transport should reduce parking supply to manage parking demand and maximise public transport use. • There is an obvious potential conflict point between buses and car parking movements, particularly in Reserve Rd and Red Road. • Define AM peak for counts. If a 2 hour period, the vehicle trips represent 11 car movements a minute, which would impact on bus servicing if buses do not have a dedicated lane. • Reference should be made in the main document to the ABS JTW mode splits found in Appendix 8, 4.2. • The response to mode splits is not considered adequate, especially given ABS data is from 2001. A peak hour (07:00 – 09:00) count is required to identify public transport peak demand, with details of all mode splits. While Table 3.3 in Appendix 7 shows a daily mode split, peak hour is not identified. Peak staff travel demand also needs to be documented (eg shift change) so that it can be addressed. • A public transport JTW mode share target should be stated in the main document. The average mode share to transit of people who work in St Leonards is 31% (Appendix 8, 4.2). While relatively high by Sydney standards, substantial gains could be made given the proximity of public transport services and rail and bus reform initiatives. (Appendix 8 p20 gives the current transport index as a high 12.5 in the AM peak). • The JTW mode shift target should be accompanied by specific and time-based actions for attainment. • There is no reference to public transport enhancements (bus reform, Rail Clearways and Metropolitan Rail Expansion Program – MREP) in the main document (Appendix 8 5 Future Transport Situation p26 refers). RNSH fits in bus contract Region 7. Integrated Network Plans (INP) will be developed for this region in 2007/08, with community consultation. The INP will provide fast frequent and direct bus services to district and regional centres. Rail projects will supply increased capacity. Hence there will be a greater potential to increase the mode split to bus. • Existing and future pedestrian desire to cross the Pacific Highway needs to be identified. The current ped. Signal phase and wait time needs to be identified and discussed, with options to cater for any future demand. • 7.10 Access Circulation and Parking p53 is supported. • A bus service terminating in a loop is not supported. MoT has already clearly stated its requirement for bus access through the site (north-south), and a sketch of a preferred route was supplied. • <i>Fig 43 Road Hierarchy</i> does not appear to provide for buses to move on carriageways 12-13m wide through the site via the preferred route via Reserve Road/Eileen St/Red Road/Westbourne Street to provide best access to hospital, commercial and residential development, and onwards to the relevant district/regional centre. The road layout at Red Road/ Eileen St intersection with a kerb extension adjacent to the hospital parking does not favour the proposed left turn bus movements. • <i>Fig 44: Street Sections</i> does not provide for 3.5/3.0/3.0/3.5m (min. 3.2/2.8/2.8/3.2m) carriageways with buses in kerbside lanes, as required. • The main ped access to the main hospital entry in Eileen St will create a point of conflict with the proposed bus route. Pedestrian signals will be required – ped. numbers need to be documented. • A main cycle route as shown in Fig.46 on Red Rd will create conflict with the proposed bus route in Red Rd. Either the pavement width for the bus lane needs to be extended to 4.4m wide to cater for the bikes, or an off-road shared ped/cycleway should be created. • Developers are expected to contribute towards the provision of additional services. • The road layout does not provide the access requested under the Director General's requirements. • RNSH fits in bus contract Region 7. Integrated Network Plans (INP) will be developed for this region in 2007/08, with community consultation. The INP will provide fast frequent and direct bus services to district and regional centres. Hence it is anticipated that there will be a higher mode split to bus. • The staff travel survey (and ABS JTW data in 4.2) should provide insights into where staff live, and hence travel desire lines. This information should feed into the development of the INP. • While there is general discussion of prospective measures for transport and accessibility, there is no clear set of impacts and issues to be addressed, with a potential package of infrastructure, services and design measures, appropriately costed. • It is generally considered that the Concept Plan documentation does not sufficiently address the Metropolitan Strategy sustainable transport objectives. The Plan should be more public transport-friendly. Specifically it should refer to major government initiatives in public transport; state a public transport mode share target; and state a parking restraint target. • These matters were identified in comments provided to the Department of Planning (dated 22 March 2006) during the formulation of the Director-General's Requirements, and I am concerned that these comments were not adequately reflected in the final Director-General's Environmental Assessment requirements issued on 5 April 2006. • The Ministry of Transport believes that provision for a bus route on a north-south alignment through the Royal North Shore Hospital site is fundamental to ensuring appropriate public transport to the development. | <ul style="list-style-type: none"> • Transport and access • Traffic generation and management • Public transport provision • Vehicular and pedestrian access |
| 11 | 08.09.06 | Railcorp | Object | <ul style="list-style-type: none"> • The CBD Rail Link (CBDRL) will provide additional train services from St Leonards into the city enhancing passenger capacity and journey options from the station – lands in and adjoining the rail corridor required for this project must be preserved with any development occurring over this location, in the form of road bridges, built in a manner that | <ul style="list-style-type: none"> • Strategic transport matters |

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| | | | | <p>compliments RailCorp's ability to progress delivery of the CBDRL.</p> <ul style="list-style-type: none"> The proposed road link leading east of Blue Street and across the rail corridor is illustrated in the concept plan lending access to St Leonards (suburb) to the RNSH and development is of concern as this may encroach upon the rail corridor and further detail is required. If it is confirmed that there is no encroachment emergency and maintenance access to the rail corridor cannot be adversely compromised. RailCorp request further information from Council and the developer with regard to proposed changes in the local road hierarchy with particular concern for the proposed road link crossing the rail corridor. Plans for the proposed realigned pedestrian link to the station should be submitted to RailCorp's Manager Disability Access for review to ensure appropriate levels of access to/from the station are maintained. The associated directional signage must meet RailCorp standard and be submitted to RailCorp's Media Department for review. All new links to St Leonards Station must meet RailCorp standard with respect to compliance with the Commonwealth Disability Discrimination Act 1992. Constraints on car parking to facilitate the reduction of private car use are noted but should extend to include non hospital development. Whilst the release of a transport plan for the site is a positive step there is concern that an additional 710 car parking spaces at Gore Hill may encourage commuters to use car travel as an access mode to St Leonards Station which would be to the detriment of the developer and to sustainable transport behaviours in St Leonards as a whole. Provision of significant on-site car parking may engender patronage on rail and bus services and there is a need to preserve the attractiveness of such services and enhance their modal share for journeys to work. RailCorp requests information with regard to access restrictions, mode share arrangements, caps on car parking and a marketing plan for commuter site access. | |
| 12 | 14.09.06 | North Sydney Council | Object | <ul style="list-style-type: none"> Council considers the proposed parking provision for both the hospital and non-hospital uses as excessive and inappropriate given the site's close proximity to rail and bus networks resulting in unsustainable traffic generation and additional congestion on the Pacific Highway and surrounding local street network. The following measures should be taken to minimise traffic generation and discourage private vehicle use associated with the RNSH redevelopment: <ul style="list-style-type: none"> Promote public transport, including walking and cycling, as the main form of access to the site, particularly for day workers; Ensure the two bus services that currently serve the RNSH are maintained. The introduction of a new road network on the RNSH site should allow for changes to these routes and the stop locations; Create a bus route that links the Pacific Highway through the site along Reserve Road and then northward to serve the industrial area; and Bus stops within the RNSH site should be situated to best serve staff, visitors and patients. Council strongly supports the proposal to create a new, legible and permeable pedestrian and cycle network within the RNSH site. Council recommends that a network strategy be prepared that addresses: <ul style="list-style-type: none"> Pedestrian and cyclist safety at all times, particularly through isolated areas; The phased upgrade of existing routes to enhances use; and Effective way finding and interpretive signage. Although Council strongly supports the proposal to create community hall and crèche as part of the sites redevelopment, it considers the size of these insufficient to meet the likely demand for such facilities. Council also seeks clarification on: <ul style="list-style-type: none"> What services and facilities will be retained as part of the redevelopment, particularly the hydrotherapy pool and rehabilitation services; and What impact the redevelopment will have on the future of mental health services in the North Sydney area. Council supports the proposal's underlying principle to maintain close proximity and linkages between the consolidated hospital site and compatible health related uses. However, Council consider the future <i>retail</i> uses on the site should be ancillary to the main hospital and commercial activities and not compete with existing retail uses in St Leonards and Crows Nest. Council is also concerned that the proposed bulky goods retailing activities on the site will generate traffic and additional congestion beyond the capacity of the surrounding road network. Council consider that showroom uses (similar to those on Pacific Highway, St Leonards) would be more appropriate by generating less traffic and assisting in activating Herbert Street. Council is concerned the concept plan lacks sufficient detail to address to potential visual and overshadowing impacts of the proposed 13 story building east of Gore Hill Park and 14 story building identified as 4b adjacent to Herbert Street. Council recommends modelling be undertaken to ensure proposed development does not adversely impact visual amenity and overshadowing of existing open space, including Gore Hill Park. | <ul style="list-style-type: none"> Traffic generation and management Public transport provision Vehicular and pedestrian access Provision of community facilities Land Use Building height |
| 13 | 15.09.06 | Lane Cove Council | Object | <ul style="list-style-type: none"> No additional open space creation to support additional 1000 residences and up to 4000 jobs and no plan for recreational facilities. Gore Hill Oval and playing fields in adjoining LGAs are well utilised and under pressure. Provision of services and open space could be staged in conjunction with development of the site. 10% accessible and adaptable housing target is minimal. Council's draft Access DCP recommends 20%. Proximity of the site to the hospital, and high proportion of older residents in inner city areas suggests a higher percentage of accessible / adaptable should be provided. | <ul style="list-style-type: none"> Open space and landscaping Accessible and adaptable housing Provision of community facilities Urban design and built form Traffic generation and management Public transport provision Vehicular and pedestrian access |

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| | | | | <ul style="list-style-type: none"> • The term “crèche” requires definition. The Children’s Services Regulation 2004 (Children and Young Persons (Care and Protection) Act 1998) limits any child minding facility to 90 places of which quantified proportions must be within a specified age group. • Alternative to proposed crèche is two child care centres providing a total of 100 spaces. Council recommends a third of these places should be for 0-2 year olds and 3-5 year olds. • 100m² community facility / hall is inadequate for the proposed size of the development. A larger facility associated with recreational uses is recommended, and should provide access for Lane Cove residents as well as Willoughby residents. • Building design should respect visual context of Gore Hill Oval and Cemetery by providing adequate setbacks to retain sense of openness. • 12m Herbert Street setback is supported for entire eastern boundary of RNSH site. • Concept Plan makes no commitment to increasing public transport despite providing less car parking than is required for the development. • No guarantees have been made by State Transit or City Rail as relied upon in the proposal to increase services or upgrade facilities with the increased demand. • Parking in under supplied for the site. Reduced on site parking is supportable only where practical measures to supplement public transport are provided, which is not the case in this instance. • Whilst staff and visitors may be encouraged by reduced car parking provisions, the proposal does not address those people who do not have access to public transport in their local area. • Council recommends developing a Bus Interchange facility on Lane Cove side of Pacific Highway, however it may have design implications (for eg: road alignment). • Council is considering increases in GFA along southern side of Pacific Highway, and RNSH proposal should therefore consider potential traffic issues, particularly around Berry Road. • Concept Plan does not state how cyclists would connect with existing Lane Cove and Willoughby City cycle routes. Council must be included in any discussions on possible cycle storage / interchange facilities that may be located in the Lane Cove LGA (such as Railcorp land). • Council requests a comprehensive Construction Management Plan. • Developer contributions require clearer definition. The Concept Plan fails to address the impacts of increased demand on existing facilities. Council requires details of services / facilities proposed to be provided in lieu of Section 94 Contributions. • Should proposal support draft St Leonards Strategy (as stated in the Concept Plan) funding must be allocated to complete the works referred to for the local area. Early planning must include discussion of these works between State Government and three affected Councils. • While site sits in Willoughby LGA, impacts will be shared by three council areas and therefore shared Section 94 contribution funds or provision of a greater range of facilities should also be shared. | <ul style="list-style-type: none"> • Car parking provision • Developer contributions |
| 14 | 19.09.06 | Roads and Traffic Authority | Object | <ul style="list-style-type: none"> • Significant queuing and congestion on the section of the Pacific Highway, Herbert Street and Reserve Road closed to the development site, would occur during the peak traffic periods as a result of the development proposal. • The traffic concerns above require a sensitivity analysis on an achievable modal split and car parking provision by the proponent (in consultation with the RTA) to determine an outcome that will benefit the local area. Should the target modal split (22.5% car use for office employees) be achieved, the following works (as a minimum) are to be carried out: <ul style="list-style-type: none"> ➢ Pacific Highway / Herbert Street - An additional 50m long left turn lane within Herbert Street. This would facilitate dual left and single right turn (out of Herbert Street) ➢ Pacific Highway / Reserve Road / Berry Street - An additional approach lane within Reserve Road and squaring up the Reserve Road approach with Berry Street similar to that depicted on the attached concept plan (prepared by MWT). • The development must ensure that as a minimum, Westbourne Street is opened up to east-west bus movements between the Pacific Highway and Herbert Street. • Should Westbourne Street <u>not</u> be opened up to all east-west vehicular traffic (including buses) between the Pacific Highway and Herbert Street, then the applicant will be required to install traffic signals at the intersection of the Pacific Highway / Dickson Avenue. Under this scenario, the applicant will be required to submit a conceptual traffic signal plan to the RTA for ‘in principle’ approval. • The RTA would support the future provision of traffic signals at Herbert Street / Westbourne Street when the traffic volume necessitates the need. However, prior to the submission of any staged development applications within Precinct 7, a concept design plan of the proposed signalisation of Herbert Street / Westbourne Street must be submitted to the RTA for ‘in principle’ approval. • To minimise vehicular conflict along Herbert Street the RTA would support the recommendation within the Transport Assessment Report to restrict Herbert Street / Yellow Road and Herbert Street / Eileen Street to left-in / left-out. • Timing for these road / intersection works are to be discussed and agreed to with the RTA as part of the Works Authorisation Deed and/or Planning Agreement that would be entered into for the Development. • The draft TMAP should be appropriately reviewed 1 year after the opening of the Epping to Chatswood Rail Line. Should significant modal changes away from car usage not be achieved then additional strategies should be examined and implemented (at full cost to the developer). This may include but not be limited to: <ul style="list-style-type: none"> ➢ Additional parking restraint ➢ Subsidized shuttle bus service ➢ Designated discounted parking spaces for carpooling | <ul style="list-style-type: none"> • Traffic generation and management • Public transport provision • Vehicular and pedestrian access |

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| | | | | <ul style="list-style-type: none"> • Subject to Willoughby Council's Local Traffic Committee's approval, full time No Stopping restrictions must be implemented along the western side of Herbert Street between the Pacific Highway and the proposed Eileen Street. • To maximise the use of public transport to this precinct, the RTA would require the parking provision associated with retail development as part of any future staged Development Applications to be appropriately reviewed. • An appropriate pedestrian and cyclist strategy should be prepared and implemented. • To encourage increased usage of public transport to the development, the developer is to sign a Planning Agreement with the Department of Planning and Ministry of Transport to increase the patronage by rail and to increase the bus service provision to the site (including improved access to the St Leonards Station). • The Department of Planning must ensure that both the Ministry of Transport and the State Transit Authority commit to the future provision of bus services through the development site. This would also include the provision of a road layout that is flexible enough to allow, if required, buses to run directly through the Hospital precinct along with the provision of layover facilities, bus shelters with seats and bus service information if a commitment is made. • The RTA requests the implementation of a Work Place Travel Plan for the Hospital and for each major tenant within Precincts 3-8. This travel plan must include, but not be limited to strategies to promote and encourage public transport use, the encouragement to stagger start and finish times for employees, car pooling, etc to minimise the impact on the road system. • The layout of the car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS 2890.2-2002 for heavy vehicles. • Should the development proceed, detailed civil / traffic signal design plans of the proposed new traffic signals at Pacific Highway / Dickson Avenue, Herbert Street / Westbourne Street and intersection improvements at Pacific Highway / Herbert Street and Pacific Highway / Reserve Road will need to be forwarded to the RTA for approval prior to the commencement of any roadworks. • The developer will be required to enter into a Works Authorisation Deed (WAD) for certain parts of the abovementioned works and a ten (10) year operational/maintenance charge would also be required for any proposed new traffic signals (amount to be advised). • The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents. • All works / regulatory signposting associated with the proposed development shall be at no cost to the RTA. • In accordance with State Environmental Planning Policy No. 11, it is essential that a copy of the Department of Planning's determination on the proposal (conditions of consent if approved) is forwarded to the Committee at the same time it is sent to the developer. | |
| 15 | 21.09.06 | Department of Planning (SER) | Object | <ul style="list-style-type: none"> • The redevelopment of RNSH will consolidate the role of St Leonards as a specialised centre under the Metropolitan Strategy. • The overall concepts presented in the concept plan proposal are compatible with the role of the site as envisaged under the Metropolitan Strategy and the draft St Leonards Strategy and incorporates sound urban design principles. • At least 80,000m² (50%) of the private mixed use development should be available as commercial office space; the draft St Leonards Strategy refers to earlier versions of the project which suggest that the site would accommodate at least 59,000m² (50%) of commercial office space. • Table 1 of Section 7.5 suggests that commercial office space will range from 46,000 to 106,800 (26% – 60%). This 26% minimum is undesirable and a higher percentage should be sought. • The proposed redevelopment presents an opportunity to deliver low-dependency and high-dependency care; more seniors living should be provided. • The draft St Leonards Strategy refers to earlier versions of the project which suggest that 16,000m² would be set aside as nurses accommodation whilst the concept plan proposal suggests that 10,000m² will be constructed exclusively for the use of medical/nursing students or essential hospital staff. This overall proportion should be increased with some being made available to the Department of Housing. • SER notes the draft development controls prepared on behalf of the Department of Health and wishes to be consulted on the finalisation of these controls. | <ul style="list-style-type: none"> • |