

7 THE CONCEPT PLAN

In addition to the limited development parameters for which this Concept Plan seeks approval, the following section also provides an illustrative description of the total project for which full approval will be sought under separate application.

7.1 THE TOTAL PROJECT (FOR WHICH ONLY PARTIAL APPROVAL IS SOUGHT)

The total project involves the delivery of new 'state of the art' hospital facilities on the RNS campus to meet changed clinical needs, including a new acute hospital building, a new community health precinct and new research and education facilities. This refurbishment and expansion will result in an improved, but consolidated facility, creating surplus residual land that will provide opportunities for the development of complementary health facilities and commercial and residential development by the private sector that will support and help fund the procurement of the new health facilities.

The hospital will decrease from approximately 136,000m² to 130,500m² in floor area, and will occupy less than half of its current site. It will involve the consolidation of all public hospital facilities into the existing Building No. 1, part Building No. 2, the Douglas Building and four new buildings located immediately to the east across Reserve Road. This consolidation will involve significant refurbishment of the retained buildings, including partial demolition of Building No. 1 to provide a new Acute Services building with excellent access to all other buildings, including the existing Private Hospital.

However, there will be no significant change to the range of services or floor space provided within the existing hospital, merely a rebuilding of the facilities in which they are housed, to consolidate the services currently provided within numerous piecemeal and outdated buildings into a smaller number of integrated, efficient and more pleasant modern buildings. While the gross floor space of the hospital will decrease, the useable area will increase. The redevelopment will therefore not significantly change the range of services or capacity of the existing hospital. It will, however, significantly improve the quality and reliability of the services the hospital can offer.

In summary, the hospital will comprise:

- *The Douglas Building*

Will remain largely unaffected by the redevelopment except for New Mental Health Inpatient Unit to be housed on level 1 and new link ways to the proposed buildings

- Building No.1

Will be partially demolished with the retained 9,400m² (approx) of space being used for pathology, offices, stores and staff amenities.

- *Building No. 2*

Will only be partially occupied by Health Services, with surplus existing space being available to

be leased to private sector health providers. The building will house support services, offices, pathology, pharmacy, medical records, CSSD and a number of other existing services within the first seven levels of the building.

- *The New Hospital Building*

Will comprise an Acute Service building and an Ambulatory Care Building that are linked at multiple levels with the Central courtyard/galleria constructed over the former alignment of Reserve Road. The new facilities will have approximately 63,800m² of space.

- *New Research/Education Building*

This will be a new 10 storey (above ground) building comprising approximately 24,000m² of gross floor area that is purpose designed to house specialist medical research and training. Its principal features will include modern world class research labs. The building design will allow the staged development of additional space for research with the ultimate number being approximately 500-research personnel. The Educational facilities will house the clinical training and simulation centre, library and a lecture theatre. A project application for this building was lodged with the Minister for Planning in August 2006.

- *The Primary Care / Community Health Building*

Will provide over 8000m² of gross floor area spread over five levels of an eight storey building.

While future expansion of the Private Hospital is provided for within the built form envelope parameters of the Concept Plan, no specific expansion or redevelopment is currently envisaged.

Those parts of the site not required in direct association with the hospital will be redeveloped for a wide range of hospital related and other commercial, retail, residential, community facility and other purposes, including:

- A new road system, incorporating four new public roads and the reopening of Westbourne Street
- Five (5) new street block/development precincts comprising a total developable area of 41,090m², which is 31 % of the total site area.
- Four new publicly accessible open spaces, with a total open space area of 9,500m²(i.e. almost a quarter of the developable area), including a heritage precinct/street block containing the main grouping of hospital heritage buildings.
- A maximum of 176,200m² of new gross floor area in a range of new health related, commercial, retail, research, high technology, residential and temporary accommodation buildings.

However, pursuant to the Concept Plan provisions of Part 3A of the EP&A Act, approval is not currently sought for the building design or other detail aspects of the project. Instead, and as authorised by the Minister for Planning, approval is only currently sought for those aspects of the project contained in the Concept Plan detailed at Section 7.2 below. Separate approvals for the more detailed aspects of the project will subsequently be required.

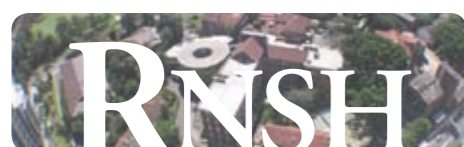




Figure 28: Illustrative Master Plan, prepared by Cox Richardson



Figure 29: Herbert Street looking north



Figure 30: Red Road looking south



Figure 31: Yellow Road looking east



Figure 32: Aerial perspective looking north-east

7.2 THE CONCEPT PLAN (FOR WHICH APPROVAL IS CURRENTLY SOUGHT)

Approval is not currently sought for individual building designs, or the ‘illustrative master plan’ outlined at Section 7.1 above. Rather, Concept Plan approval is sought only for the following key development parameters.

- Demolition, excavation and preparatory site works (full approval currently sought).
- Conceptual road design.
- Subdivision of the site into two hospital allotments and 5 separate development allotments.
- Maximum gross floor areas for each allotment.
- Broad land use distribution across the development allotments.
- Landscape, open space and heritage design concepts.
- Community facilities to be provided.
- Building heights planes, build to lines and setbacks.

Approval for the final designs developed within these parameters will be obtained separately at a later date.

7.3 BUILDING RETENTION / DEMOLITION (HERITAGE)

The Concept Plan involves the demolition of all buildings not required for hospital purposes or to conserve the heritage significance of the site (see Section 3.4.2 and 8.4). The buildings to be retained are indicated below. All other buildings are proposed to be demolished, and full project approval for such demolition is sought as part of this Concept Plan.

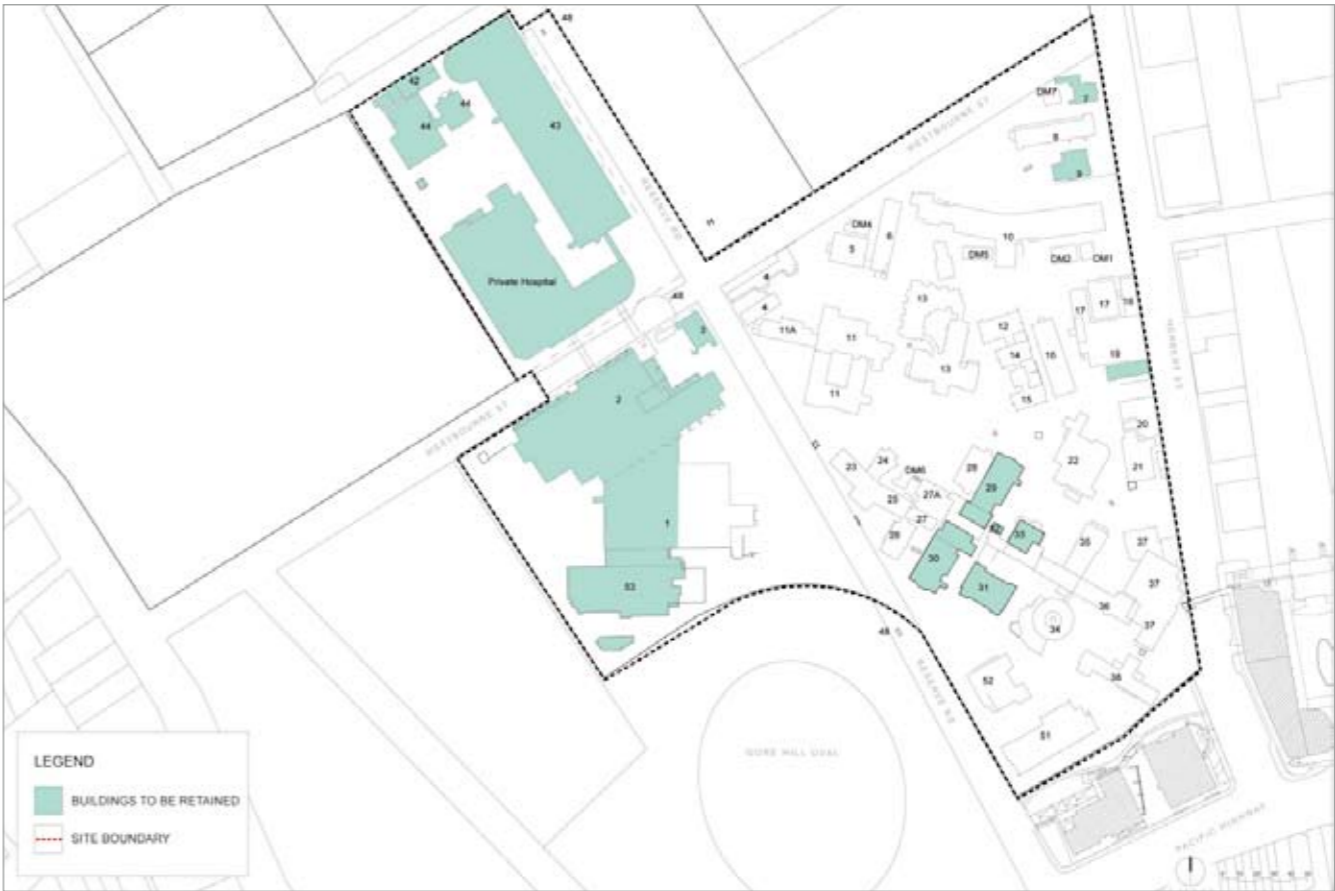


Figure 33: Existing buildings to be retained, prepared by Cox Richardson

7.4 SUBDIVISION AND ROADS

The consolidated hospital occupies the north western section of the total site. This core area has been determined to meet both the current and future needs of the consolidated hospital operations. The Concept Plan road layout has been developed to provide definition of both the consolidated hospital site to the west, and the heritage and development precincts on the residual land to the east and south east.

Red Road, Eileen Street and Yellow Road serve to subdivide the site in a manner that provides direct vehicular and pedestrian access to the three functional components of the site:

- Consolidated hospital site - Precincts 1, 2 and 8
- Heritage building group - Precinct 3
- Development Parcels - Precincts 4, 5, 6 and 7



Figure 34: Precinct Plan, prepared by Cox Richardson

The surplus land is subdivided into development precincts bounded by Blue Road, Green Road, and Yellow Road, in order to create block depths consistent with efficient building design guidelines, and to provide direct vehicular and pedestrian access and arrival points to these blocks. In general, a maximum block depth of 80 metres is achieved.

Yellow Road has been configured to generally follow existing site contours, in order to facilitate direct on-grade pedestrian access routes between St Leonards Railway Station and the proposed main entrance of the hospital at the intersection of Reserve Road and Green Road.

The road layout proposed in the Concept Plan provides permeability and connectivity between uses on site and the surrounding St Leonards centre via both the existing main roads (Pacific Highway and Herbert Street) and the existing pedestrian network system.

It has also been designed to reflect the alignment and ratio of roads to developable area of the surrounding development pattern, as shown in Figure 35 below.



Figure 35: Road Overlay, Prepared By Cox Richardson

7.5 LAND USE AND FLOOR AREA

The illustrative master plan reduces the existing public hospital from approximately 136,000m² to 130,500m² and involves no change to the Private Hospital. However, it is likely that both the public and private hospitals will continue to grow incrementally over time, with the addition of new buildings, wings or other facilities. Specifically, Precinct 8 of the Concept Plan, which will remain within the Hospital Zone (see Section 7.1), is proposed to accommodate a new 24, 000m² research and education facility.

No maximum GFA is therefore specified for the hospital precincts and the proposed heights planes (see Section 7.9) allow for further hospital expansion in the future, subject to separate application. All floor space proposed within Precincts 1 and 2 will be used only for ‘hospital’ and directly ancillary purposes such as gift shop, coffee shop, research labs, teaching facilities and the like. The maximum and/or minimum percentage of GFA as defined pursuant to Willoughby Local Environmental Plan 1995, that will be attributed to various classes of land uses in Precincts 3 to 7 are detailed below.

Precinct	Residential		Temp Accom		Retail		Showroom		Commercial		Total
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	
3	Nil	Nil	Nil	Nil	5% 200m ²	50% 2,000m ²	Nil	Nil	50% 2,000 m ²	95% 3,800 m ²	4,000 m ²
4	Nil	Nil	Nil	45% 21,992 m ²	5% 2,443m ²	11% 5,400 m ²	Nil	Nil	44% 21,502 m ²	95% 46,427 m ²	48,870 m ²
5	Nil	Nil	Nil	Nil	4% 8,00m ²	12.5% 2,529 m ²	Nil	10% 2,023 m ²	77.5% 15,674 m ²	96% 19,417 m ²	20,225 m ²
6	Nil	80% 29,892 m ²	Nil	80% 29,892 m ²	Nil	1% 374 m ²	Nil	5% 1,868 m ²	20% 7,473m ²	100% 37,365 m ²	37,365 m ²
7	97% 63,767m ²	100% 65,740 m ²	Nil	Nil	Nil	1% 660 m ²	Nil	Nil	Nil	2% 1,320 m ²	65,740 m ²
Total	63,767 m ²	95,632m ²	Nil	35,000m ²	3,443 m ²	10,963m ²	Nil	3,891 m ²	46,649 m ²	108,329 m ²	176,200 m ²

While total GFA is stated for each land use, it is not proposed that this can be transferred between precincts. The maximum and minimum GFA of any particular land use in a particular precinct will be complied with, within that precinct. The total maximum and minimum GFA specified for each land use is generally provided for information purposes only. However, the maximum combined total GFA for temporary accommodation is limited to 35,000sqm, notwithstanding that the combined totals for Precincts 4 and 6 is 51,884m². While in theory this could lead to competition and equity issues arising over one party ‘getting in first’ before the owner of the other precinct, in reality it is unlikely that the temporary accommodation market will be able to support two significant competing operators in the foreseeable future. The Precinct 4 and 6 temporary accommodation allowances have been designed to allow the market to determine which precinct the private temporary accommodation (i.e. medihotel) should be provided in.

The categories of land use described in Table 1 are not intended as land use permissibility provisions and do not adopt the definitions contained in any Environmental Planning Instrument. Land use permissibility is addressed in the proposed Schedule 3 listing to SEPP Major Projects (see Appendix 3). The above land use distribution is intended only to supplement these provisions and provide a descriptive conceptual distribution of intended land uses, that are interpreted as:

- **Residential**
Permanent residential accommodation or 'dwellings', which will almost exclusively be provided in the form of residential flat buildings, and is envisaged to include a significant proportion of housing designed to suit the specific requirements of older people.
- **Temporary Accommodation**
Any form of accommodation other than permanent dwellings, and including hotels, serviced apartments, student accommodation and staff (e.g. nurses) accommodation.
- **Retail**
Shops, convenience stores, restaurants, cafes, a supermarket or any other kind of retail premises.
- **Showrooms**
Only those forms of retailing that by the inherent nature of the goods sold require large floor areas for the display, loading and/or handling of those goods. This category of uses is intended to include the display and sale of cars, furniture, lighting, homewares and the like. This category is included to facilitate large floor plate retailing that addresses, and thereby provides out of hours activation of Herbert Street, without generating major traffic and parking volumes during peak hospital and office traffic generation periods.
- **Commercial**
A wide range of general commercial offices and health related uses, including medical research, processing (e.g. pathology and radiology), education, consulting and treatment.

The main underlying principle adopted in the land uses proposed in the Concept Plan is to maintain close proximity and linkages between the consolidated hospital site and compatible health-related uses (such as community health services, private health clinics, health worker accommodation and research facilities).

Employment-generating and retail uses are, in general, concentrated toward the southern sites (Precincts 4 and 5 and possibly 6), where close access to public transport is available. Residential uses are concentrated more to the north (Precinct 7 and possibly Precinct 6), where residential amenity and views are optimised, and potential conflicts between ambulances, helicopters and retail activity is minimised.

Heritage buildings within Precinct 3 are retained within a low scale heritage park context, as the central hub around which the rest of the Concept Plan hangs. A clearly delineated and active pedestrian route is created from the railway station into the retail activity of Precinct 4, then through the central heritage precinct and into the hospital itself.

7.6 PRECINCT CHARACTER

The following Precinct Character Statements have been prepared for each of the private development precincts. They outline the key precinct planning and public domain features that have guided the overall structure and form of the Concept Plan. A Statement of Commitment (see Section 9) is included that requires all future project applications to demonstrate consistency with these Precinct Character Statements. This will ensure that future purchasers/developers of these precincts are aware of, and maintain consistency with the planning principles of this Concept Plan.

An underlying principle for all buildings within the development precincts is that all buildings will have highly modulated facades that mitigate the potential bulk of buildings within the proposed building envelopes. Particular attention in this regard will be paid to Herbert Street, with pronounced façade articulation ensuring that the potential for a 'canyon effect' along Herbert Street is mitigated through sensitive facade architecture.

PRECINCT 3 CHARACTER STATEMENT

Precinct 3 will have a village green feeling comprising retail, commercial and special health uses sensitive to the heritage fabric of the retained buildings and landscaping. It is anticipated that this precinct will predominantly comprise specialist medical consulting rooms and ancillary ground floor convenience shops/restaurants. Residential and temporary accommodation uses will not be permitted.

All areas not occupied by existing buildings will be landscaped as publicly accessible space (accessible 24hrs every day) designed to compliment the heritage qualities of the buildings, and to form a deep soil, predominantly 'soft' landscaped space forming the central feature of the campus.

While the occupants of some of the buildings may utilise surrounding outdoor space for purposes such as outdoor dining, loading, garbage storage and the like, the only new works outside the existing buildings will be landscape works and possibly the erection of some incidental buildings. The landscape will comprise predominantly soft planting providing areas for informal sitting, meeting, eating lunch etc. However, the design will have a formal character consistent with the heritage qualities of the precinct.

A key feature of the precinct will be a 24hr pedestrian/cycle/wheelchair path that extends between the heritage buildings, linking the hospital to the Precinct 4 public open space.

The precinct will be sold for development and occupation by private parties who will be required to obtain approval for a Conservation Management Plan prior to the approval of any building works or land use.

PRECINCT 4 CHARACTER STATEMENT

Precinct 4 will be a distinctly commercial precinct, but with up to half of the GFA being potentially available for use as a 'medi-hotel', serviced apartments or some other form of temporary accommodation. Approximately 2,500m² to 5,500m² of floor space will be used to create an active retail precinct around a new 1,500m² (minimum) ground level plaza connecting to the Herbert Street pedestrian bridge, and potentially including a mid-sized supermarket below. No permanent residential accommodation will be provided.

Precinct 4 is the most significant opportunity for connection between St Leonards Railway Station and the hospital. A new, sunny and active plaza is therefore proposed on a pedestrian link between the railway station and Precinct 3. This will be a place for staff, patients, clients and the general public to meet, greet, eat, drink, shop and relax while enjoying views of the significant heritage of the site. The square will be accessible to the public 24 hours a day, every day of the year.

The level of the square will generally accord with that of the Herbert Street pedestrian bridge, such that accessible pedestrian grades are provided between the pedestrian bridge and the pedestrian crossing of Yellow Road.

The square will also be linked to the Pacific Highway, through 207 Pacific Highway, by a 17 metre wide pedestrian link forming an extension of the existing link through 207 Pacific Highway. This link will connect to the publicly accessible private open space link that exists along the southern boundary of Precinct 4. The link will be aligned to permit views from the Pacific Highway to Building 32 in Precinct 3.

Herbert Street will be enhanced by a 4 metre building setback, with an additional 4 metre 'articulation zone' in which built structures will occupy no more than 50% of the plan area of the zone. The setback and articulation zone, along with large street trees, will create a boulevard effect leading to the intersection of Herbert Street and the Pacific Highway, with highly articulated building forms expressed to the Herbert Street frontage.

PRECINCT 5 CHARACTER STATEMENT

Precinct 5 will be a predominantly commercial zone with about 800m² – 2,500m² of retail floor space to activate the 'Yellow Road' frontage and retail/showroom at ground level to Herbert Street. Precinct 5 will enhance Herbert Street as a boulevard, with a 4 metre setback, and buildings will define the new street corners by building to the street and setback alignments at the corners of Herbert Street, Yellow Road and Eileen Street.

The existing group of significant Fig trees will be retained in deep soil as a focal point for a publicly accessible open space of not less than 800m² addressing Red Road.

The open space area will have a quiet, shady character providing a passive contrast to the more active and formal open spaces in Precincts 3 and 4.

PRECINCT 6 CHARACTER STATEMENT

Precinct 6 will be the most flexible precinct in the Concept Plan, and may accommodate various land use options. This flexibility has been provided to allow the Concept Plan to remain relevant through market changes during the years it takes to complete the redevelopment of the entire site. However, residential development and temporary accommodation uses will be limited to 80% of floor space to ensure that lower level commercial/retail activity is provided to the Red Road frontage. Showroom use will be limited to ground level at Herbert Street.

Precinct 6 will enhance Herbert Street as a boulevard, with a 4 metre setback and active frontages to

Herbert Street. The buildings will define the new street corners by building to the street and setback alignments at the corners of Herbert Street and Blue Road.

The character of the precinct will be defined by the retention of the hospital mortuary Building 19 and the adjacent grand fig tree on Eileen Street. Deep soil planting will be provided to retain the existing fig tree.

PRECINCT 7 CHARACTER STATEMENT

Precinct 7 will be a predominantly residential precinct, but with up to 650m² of floor space being available for local service retail and up to 1,320m² available for possible use as a community centre and crèche and/or child care centre.

It will be defined by a 2,900m² public park on the corner of Herbert and Westbourne Streets that will provide an open space setting for the significant heritage Buildings 7 and 9 and landscape elements that were part of the original brickworks. The park will have the character of a 'local park', designed for recreational use, primarily by local residents.

New buildings on Herbert Street will be setback 8 metres to enhance the visibility of the park

7.7 LANDSCAPE

The proposed landscape treatment seeks to provide a co-ordinating vision for the campus that incorporates both endemic and cultural planting layers creating a distinctive sense of place. These layers are responsive to the evolving functions of the site and reflect the language of place through a response to the functions, aspect, identity and ecological concerns of place.

As discussed at Section 3.4.3, the Tree Heritage Study (see Appendix 6) prepared by Taylor Brammer identifies six main groups of significant vegetative elements on the site. Integrating the existing heritage buildings and plantings, a distinctive central landscape spine has been created running approximately north south from the ridge to the southern section of the site. This central zone reflects the present horticultural diversity of place, new trees will be selected to continue that diversity through their form, colour and texture. This spine is contrasted to the formal planting of Hoop Pines to Reserve Road, which will reflect the existing heritage planting.

The selection of street trees consists of two species, one being a continuation of the extensive use of Brushbox across the site and taking the opportunity in the insertion of Turpentine trees as an endemic and evolving landscape layer. The use of the Turpentine integrates the landscape themes in the overall St Leonards landscape strategy, presently in preparation.

Pocket parks are located across the campus to encourage the use of open space, taking advantage of the proposed built form by forming protected environments distinguished by colourful ornamental planting such as Jacarandas and Magnolias, supplemented with native under planting and grassed zones.

The relationship of the heritage precinct to Gore Hill Oval is clarified by clear site lines under and through the Hoop Pines that line Reserve Road from the front of the heritage buildings to Gore Hill Oval.

The landscape concept is proposed under the exhibited redesign version of the Gore Hill Oval Master Plan.

The overall characteristic of the landscape is to provide a sustainable and visually distinctive environment, reflecting the needs and origins of a landscape integrated with a health facility. The key landscape principles proposed in the Concept Plan are:

The landscape concept is consistent with that proposed under the exhibited version of the Gore Hill Oval Masterplan.

- a) *Ensure that the significant existing vegetation associated with the heritage of the RNSH site is retained and recognized in the design of the public domain.*
- b) *Reinforce the presence and amenity of the proposed road network by boulevard shade tree planting.*
- c) *Enhance the qualities of public open spaces through hard and soft landscaping that contribute visual interest, shade, human scale and amenity.*
- d) *Establish a theme for the landscape which complements the architecture and public domain.*
- e) *Selection of vegetation species based on:*
 - adaptability to site conditions and reinforcement of existing site character.
 - visual amenity to create a welcoming and stimulating environment.
 - low maintenance and lows watering requirements.
 - growth management.
 - canopy density for cooling and shading.
 - screening to:
 - reduce glare and reflection.
 - direct and frame views.
 - provide privacy and control cross viewing.
 - mask or absorb noxious gases
 - act as receptors of airborne pollutants/dust particles.
- f) *Selection of hard landscaping that provides a sense of continuity and cohesion across the site, and responds to hard landscaping themes in the surrounding urban context.*
- g) *Selection of street furniture that is contemporary, serviceable, and coordinated with the wider St Leonards precinct.*



Figure 36: Deep Soil Planting, prepared by Cox Richardson



Figure 37: Landscape Plan, prepared by Taylor Brammer



Figure 38: Landscape Character, provided by Taylor Brammer

7.8 PUBLICLY ACCESSIBLE OPEN SPACE

The Concept Plan involves the creation of the following publicly accessible open spaces:

- *Heritage Precinct 3 – Not Less than 5,200m²*
The central open space within the project is the curtilage of the existing heritage building group forming Precinct 3. This will anchor the landscape character of the site within the rich context of the Royal North Shore Hospital “story”. The cruciform configuration of Red Road and Eileen Street ensure that all precincts have ready access and visual linkages to this open space “heart”, and the principal pedestrian route through the site will pass through the middle of this precinct.
- *Precinct 4 Plaza – Not less than 1,500m²*
The Precinct 4 Plaza will contain ornamental trees and planting beds, but will be a predominantly hard paved urban space forming the open space focus of retail activity concentrated in the southern end of the site. It will provide both a welcoming and activating open space for pedestrians moving between the railway station and Hospital entry, and provide a landscaped southern termination of Red Road.
- *Precinct 5 Pocket Park– Not less than 800m²*
The Precinct 5 Pocket Park will retain existing large fig trees, but will nevertheless be an urban space providing connection between Herbert Street and the central heritage Precinct and Hospital. It will be a quiet, more intimate respite from the more active parts of the site.
- *Precinct 7 Park – Not less than 2,900m²*
The Precinct 7 Park will provide a local amenity for inhabitants of the predominantly residential Precincts 6 and 7 and the surrounding Herbert residential Street community. It will also serve to maintain a degree of permeability and modulated scale along Herbert Street, preventing a canyon-like effect. A child care centre and community meeting facility/hall within or adjoining this open space could reinforce its local community function, as will the retained and conserved ‘Rainham’ and ‘North Sydney Brick and Tile’ buildings, which may be used for community or retail/office/cafe purposes.

These open spaces have been strategically positioned so that all proposed roads enjoy vistas toward landscaped space, providing visual amenity and strong linkages between built-up areas and open space. To reinforce the public amenity of these open spaces, the proposed height controls have been developed to ensure generous daylight access and protection from overshadowing. The spaces have also been dispersed throughout the site to maximize their accessibility and enjoyment by all site users.



Figure 39: Public Domain Plan, prepared by Cox Richardson

7.9 COMMUNITY AND RECREATION FACILITIES

The project will include 250m² (approx.) of community facilities / meeting halls. These facilities will be designed to house meetings and functions conducted by local community groups. It is intended that these facilities will be provided within Gore Hill Oval reserve or within Precinct 7.

A child care centre with a capacity of not less than 180 children will also be provided at ground level within or fronting the Precinct 7 public open space.

7.10 BUILT FORM

The site is located on a prominent ridge top, adjacent to a high rise town centre built around the junction of a major railway station and an arterial road, in a region specifically targeted for growth at the strategic metropolitan level . In both urban design and planning terms, built form and density should be optimised in such a location.

The principal potential environmental effect of optimised built form and height in this context relates to solar access to existing and proposed public open spaces and residences on and around the site. Solar access planes have therefore been determined to preserve appropriate solar access at the following key locations:

- Gore Hill Park
No additional overshadowing of the playing surface of Gore Hill Oval between 10.00 am and 2.00 pm on any day of the year (see figure 40).
- Major On-Site Public Open Spaces
Each of the following major on site public open spaces will maintain a minimum area of 40% in direct sun, averaged between the hours of 12.00 pm and 2.00 pm year round.
 - Heritage Precinct 3 (see Figure 41)
 - Precinct 7 Park (see Figure 42)
 - Precinct 4 Plaza (see Figure 43)
- Eastern side of Herbert Street
Key living spaces within residential developments on the eastern side of Herbert Street will not be overshadowed between 10.00 am and 3.00pm above AHD 92 (see Figure 44).

The combined effect of these sun access planes (see Figure 44) appropriately concentrates building mass towards the higher northern part of the site, where it will mark the natural ridgeline and create transitional elements to integrate the very prominent existing hospital tower into the skyline of the town centre, without overwhelming the centrally retained heritage Precinct 3 or Gore Hill Oval. This is the approach to the regulation of height that has guided new development in Sydney CBD for many years.

However, height controls determined only by sun access planes alone would, in this circumstance, result in disproportionately tall buildings on some parts of the site, and conflict with adjacent development on others. In these cases, horizontal height planes have been imposed that prevent buildings on these sites from extending as high as the above sun access planes. The combined effect of all proposed sun access planes is illustrated at Figure 44, which also indicates areas with more restrictive horizontal height planes shaded blue. Each of the shaded, and other sensitive areas are limited as follows.

- Precinct 4
The proposed sun access planes would not impose any height limit on the majority of this precinct. Give the height of the adjacent Space 207 commercial development, which varies from AHD 106 to AHD126, and the adjacent Forum development, which varies from AHD 160 to AHD 190 (see Figure 6), a nominal maximum height of AHD 140 will still sit well below the lower tower of the Forum development (AHD 160), without overwhelming the Space 207 development. As a grouping, these buildings will rationally step down from AHD 190 at the highest point of the Forum, to AHD 160 at the lower tower of the Forum, down to AHD140 on the site, then down to AHD 126 on the eastern tower of Space 207, and finally down to AHD 106 on the lower tower of Space 207.
- Herbert Street frontage
The Herbert Street frontage will be limited to AHD 110, stepping up to AHD 140 at Precinct 4 adjacent to the AHD 160 Forum tower.

Such heights are entirely consistent with recent development on the opposite side of Herbert Street, which vary in height from AHD 111 to AHD 140. While there is a refurbished heritage building on the eastern side of Herbert Street with a height of only AHD 93, this sits amongst the taller recent buildings in a manner consistent with the way that Lanceley Cottage and the North Sydney Brick and Tile Co. building in Precinct 7 will sit within the proposed new buildings to Herbert Street.

- The Hospital Precinct
The hospital Precinct is not subject to any height limits pursuant to its current Special Uses zoning. However, application of only a sun access plane could imply that buildings of over AHD 200 are intended on the northern side of the hospital, which is not the case. However, to provide some public certainty, without unduly constraining the future growth potential of the hospital, a nominal height control of AHD 160 is specified, which equates to 20 metres more than the current hospital building. This height will also step down towards the southern side of the Hospital Precinct in accordance with the Gore Hill Sun Access Plane.

To allow for the creation of a new landmark to replace the prominence of the existing unsightly hospital building, but without exceeding or approaching the height of the Forum tower, a small area within and adjoining the eastern end of the Hospital precinct is proposed where heights can step up to a highest point of AHD170.

- The Private Hospital
The private hospital site is not subject to any height limits pursuant to its current Special Uses zoning. However, to permit reasonable future growth potential, while ensuring that a suitable transition is provided down to the lower heights within the Artarmon industrial area, an AHD 135 height limit .

The height of buildings will not exceed those indicated in the Composite Building Height Control Plan (Figure 45).

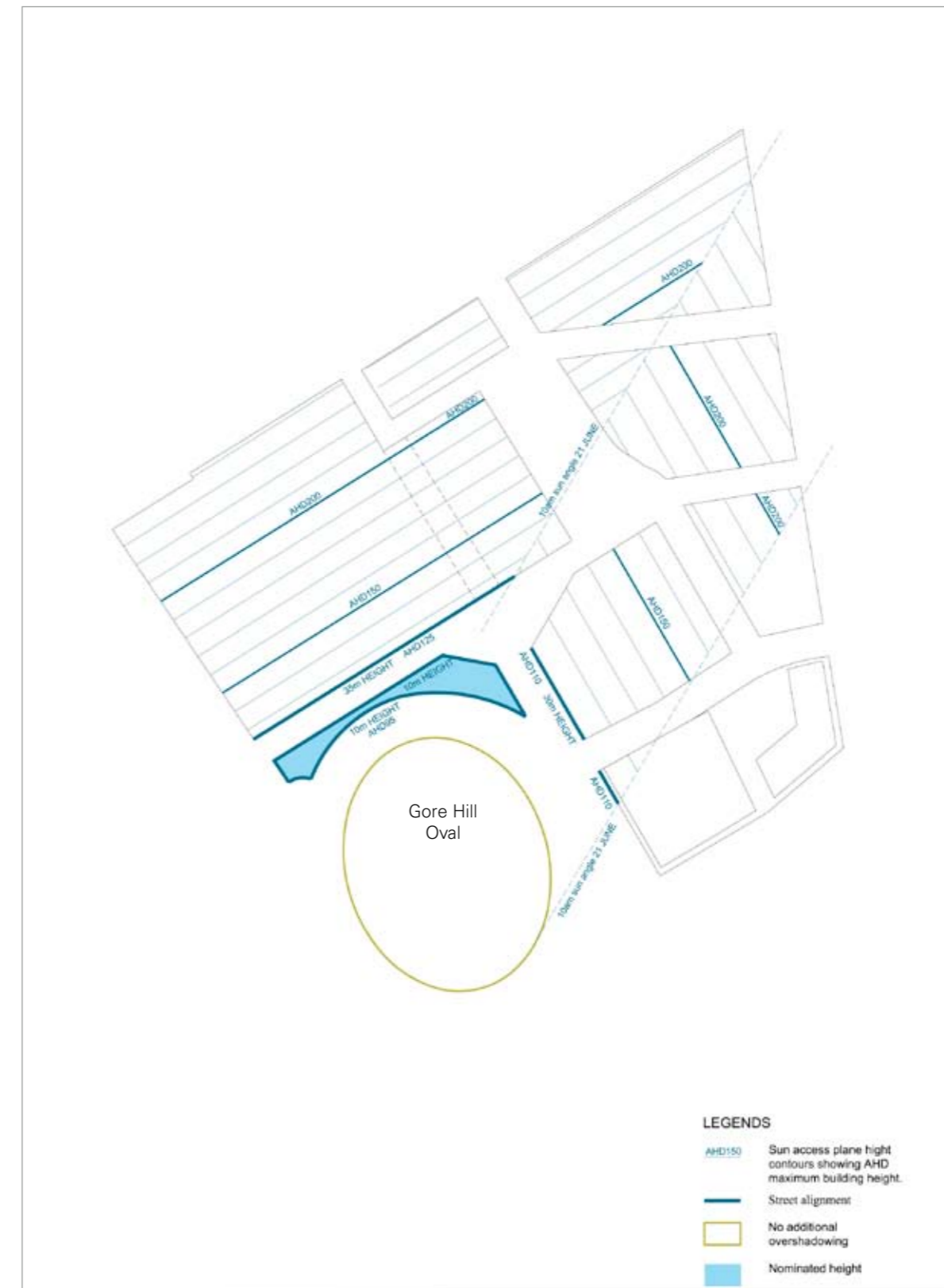


Figure 40 : Gore Hill oval sun access plane

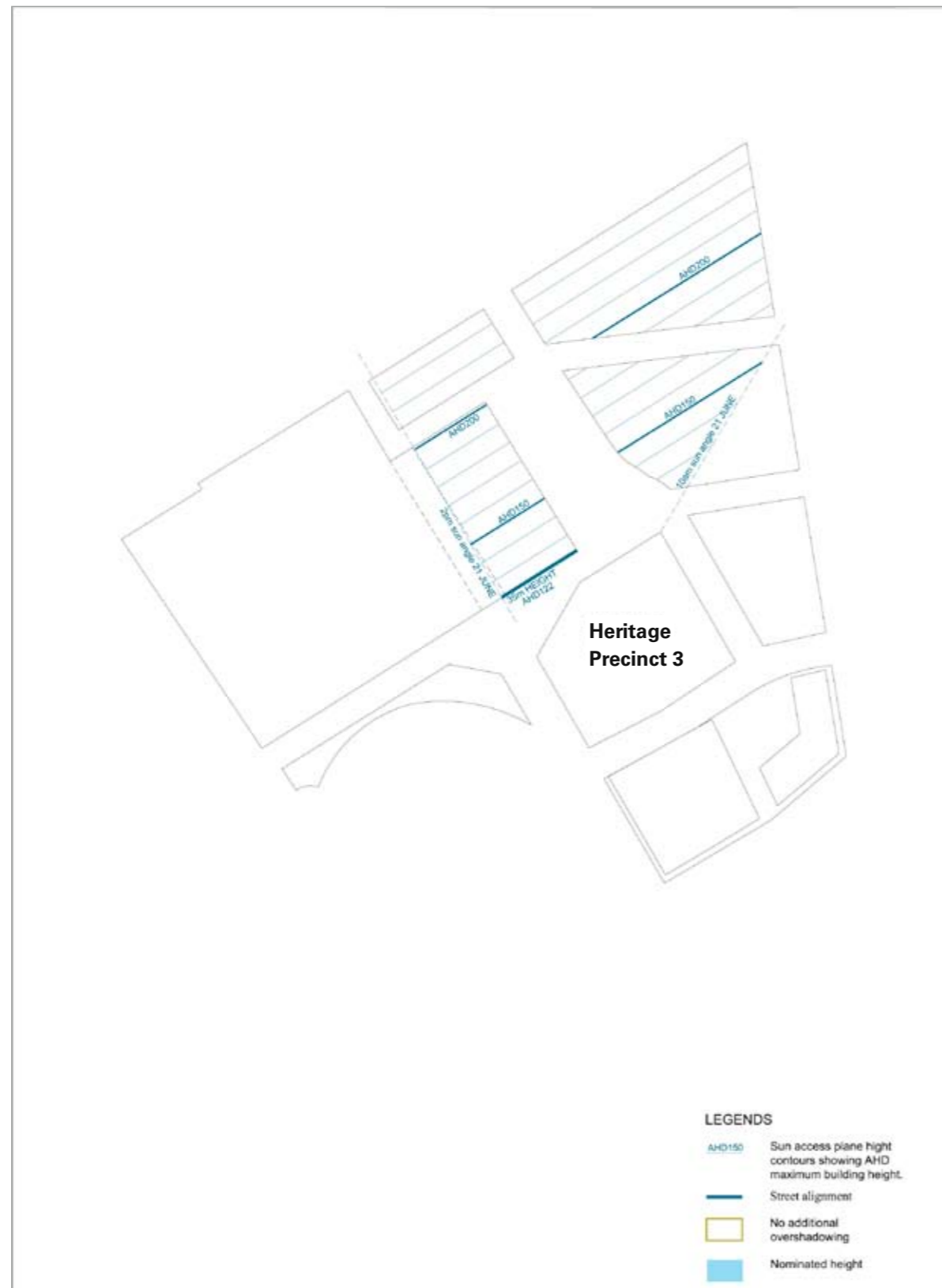


Figure 41: Heritage Precinct 3 Sun Access Plane

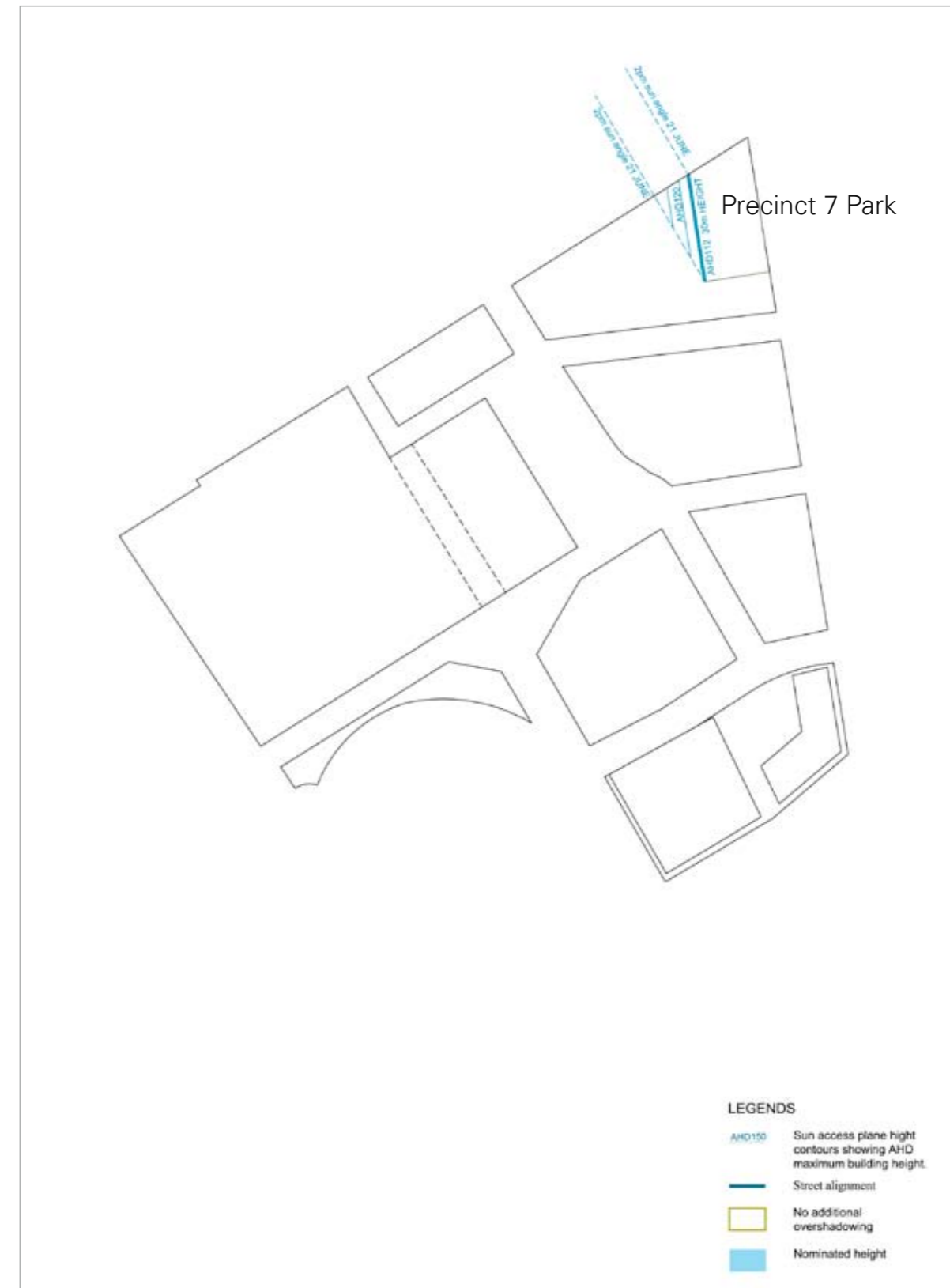


Figure 42: Precinct 7 Park Sun Access Plane

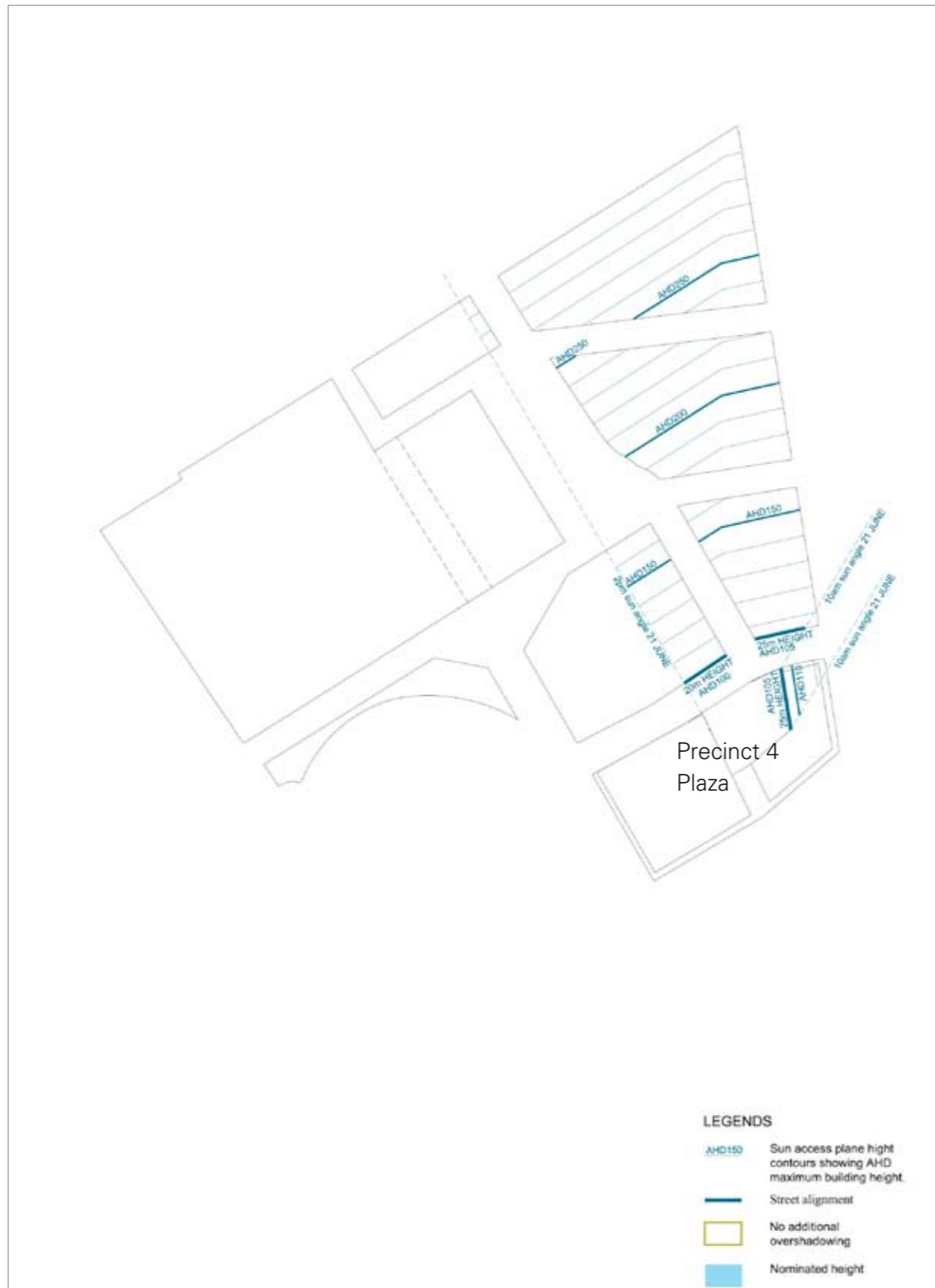


Figure 43: Precinct 4 Plaza Sun Access Plane

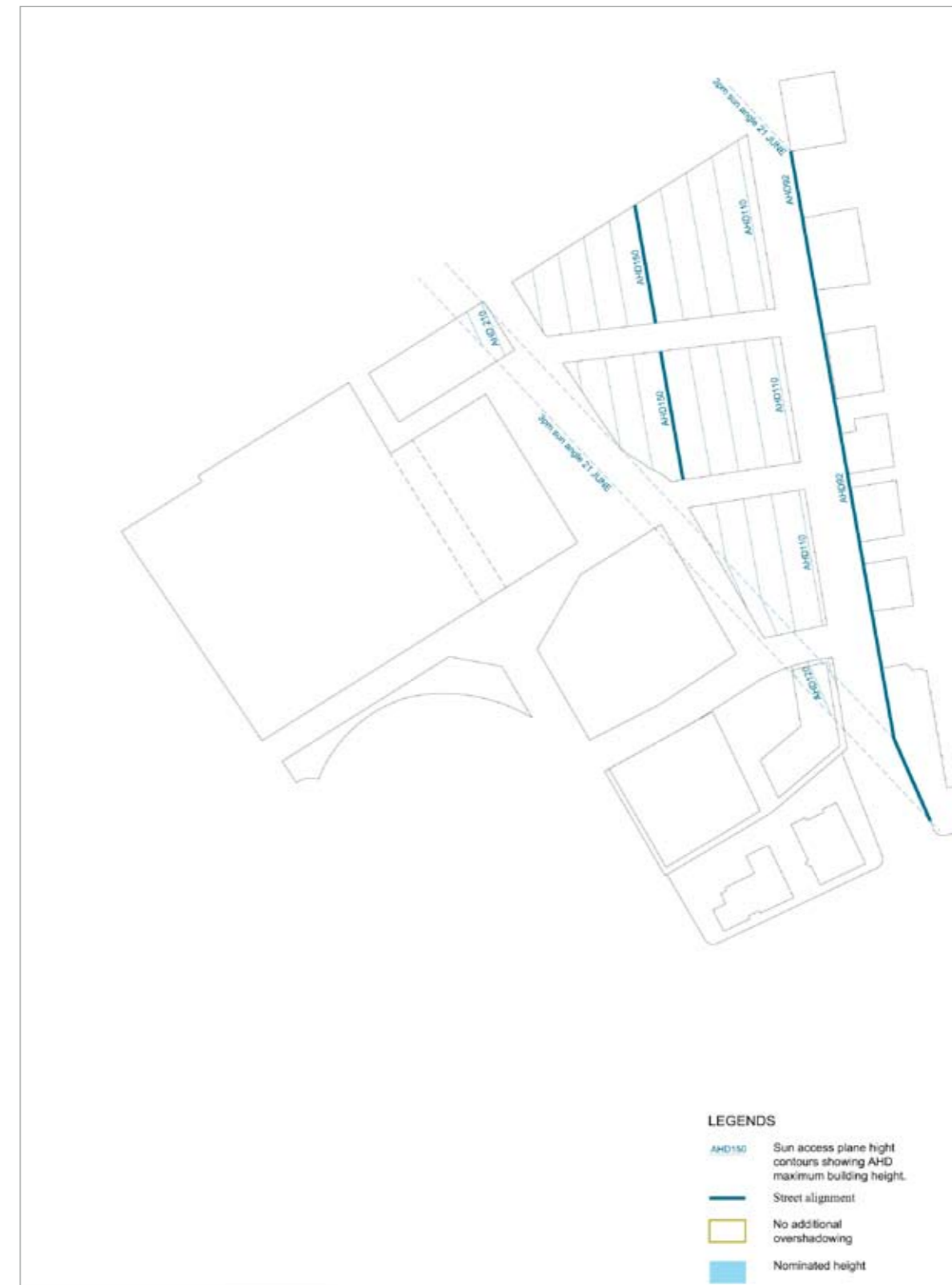
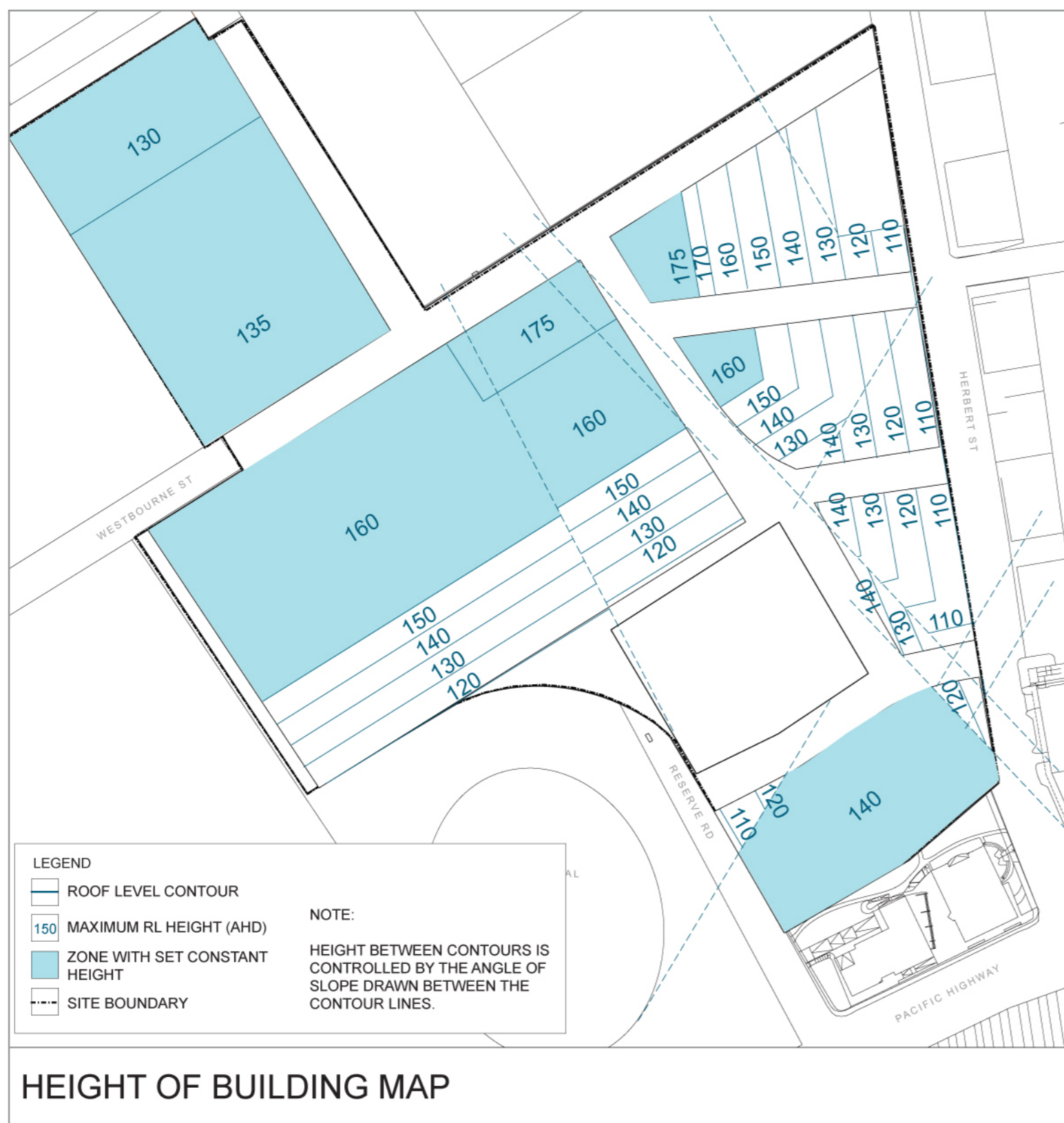


Figure 44: Herbert Street Sun Access Plane



Sections through indicative building envelopes reflecting the illustrative master plan (see Section 7.1) are included below. These indicate the built form outcomes that could arise in response to the combined effect of the above height planes and the GFA allowances for each precinct specified at Section 7.5.

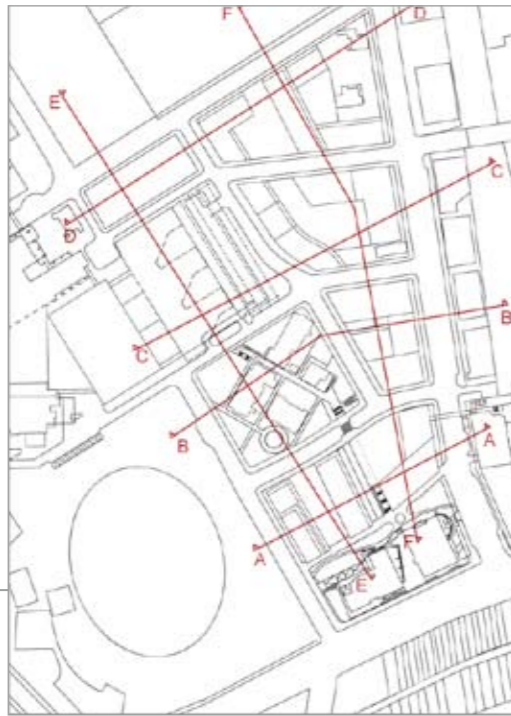


Figure 46: Section AA

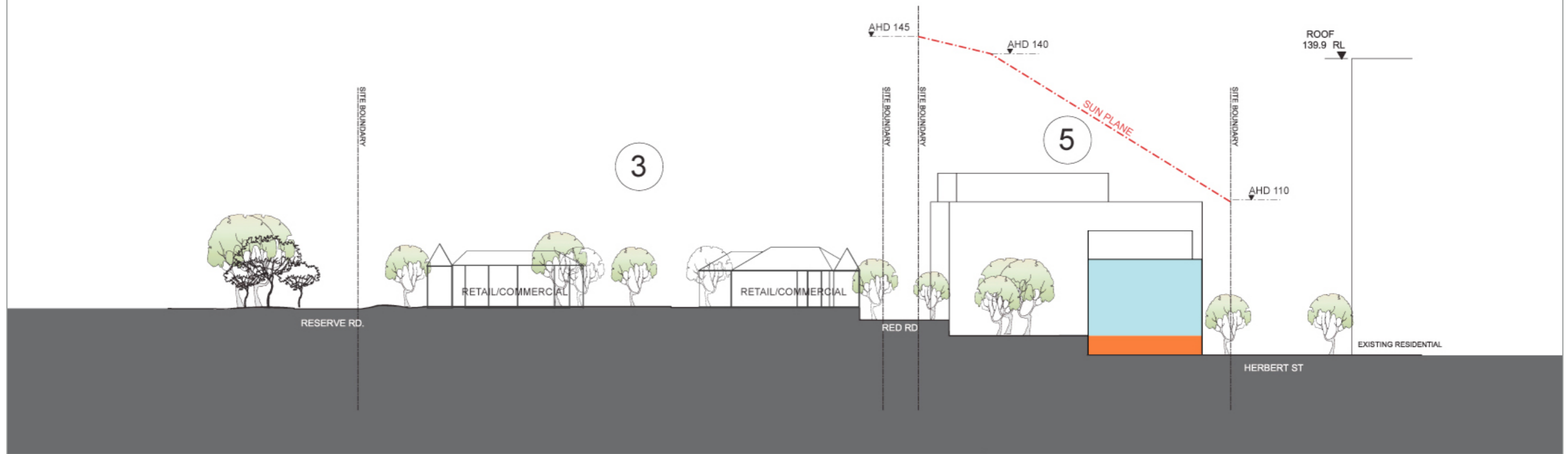
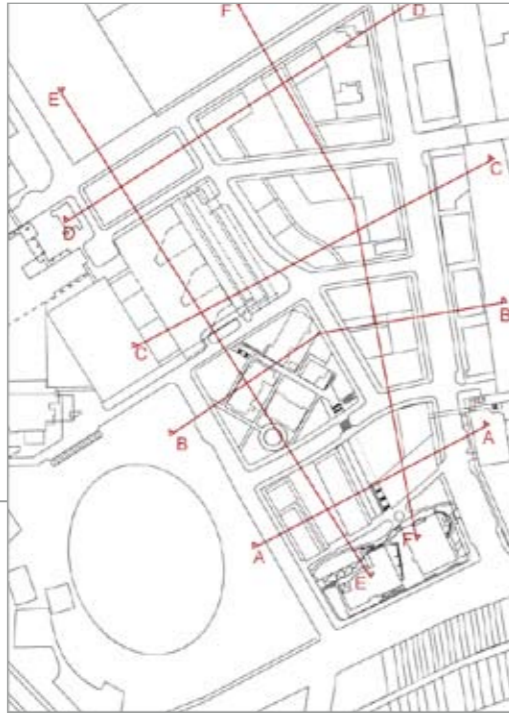


Figure 47: Section BB

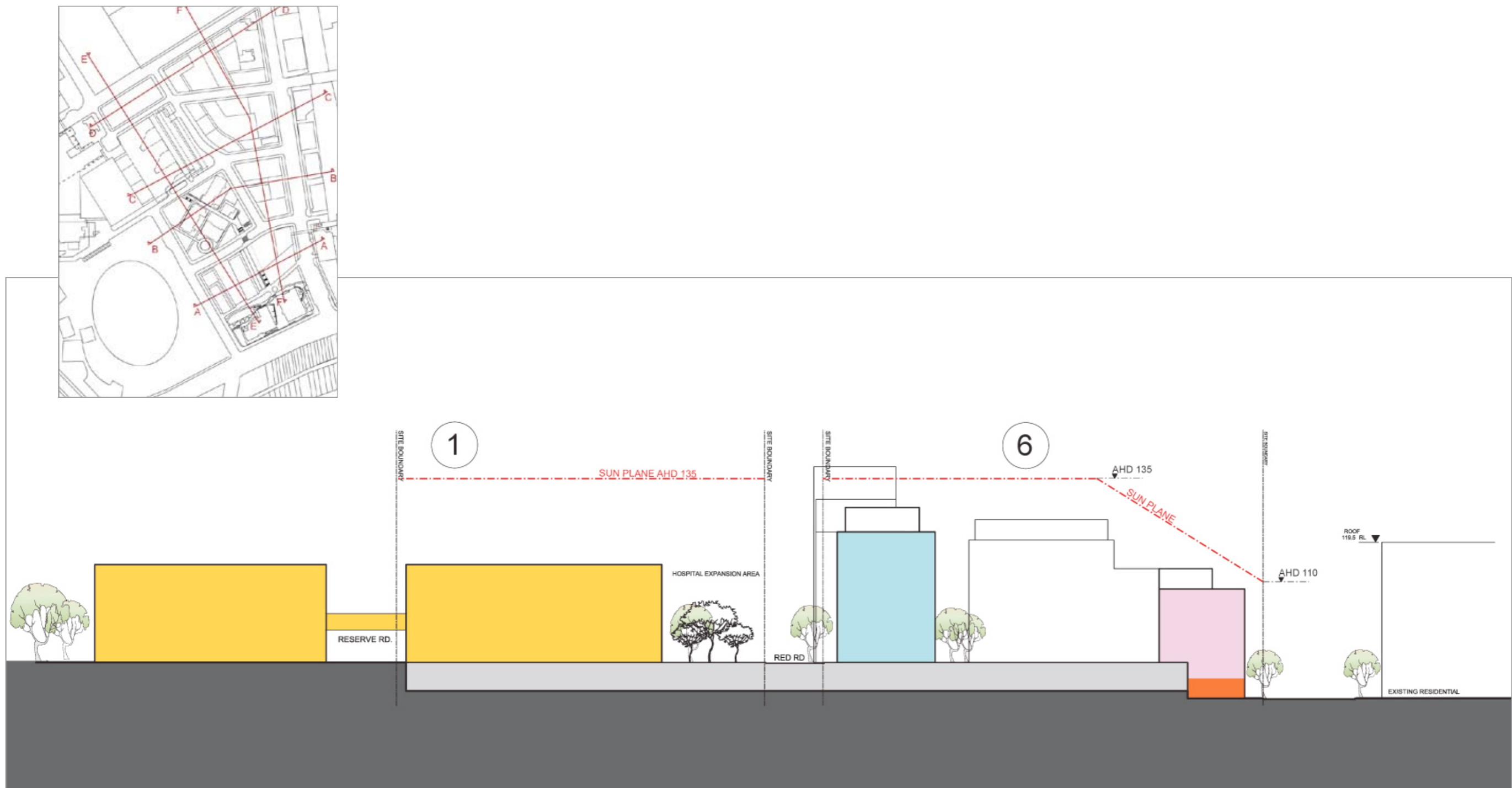


Figure 48: Section CC



Figure 49: Section DD

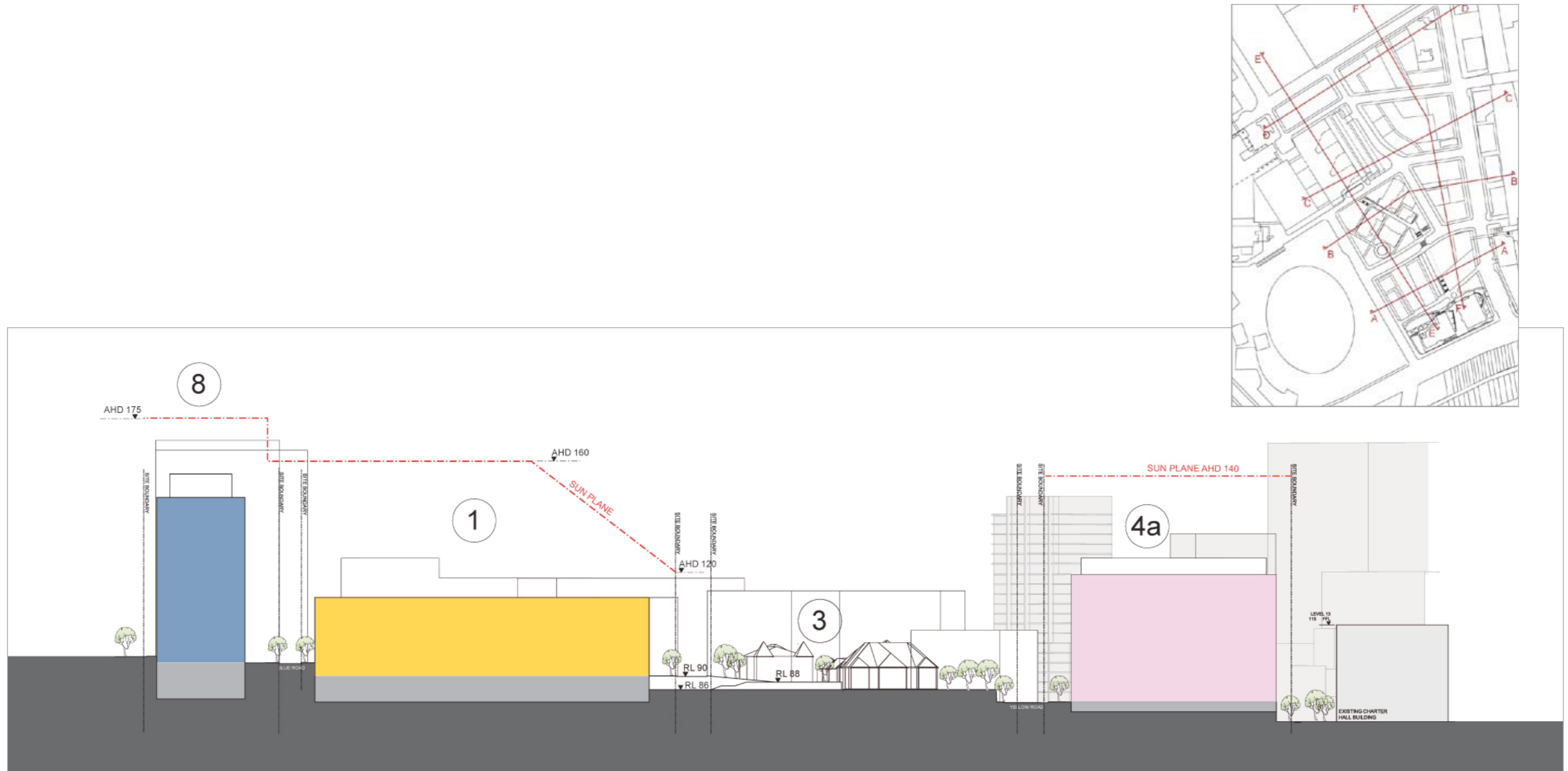


Figure 50: Section EE

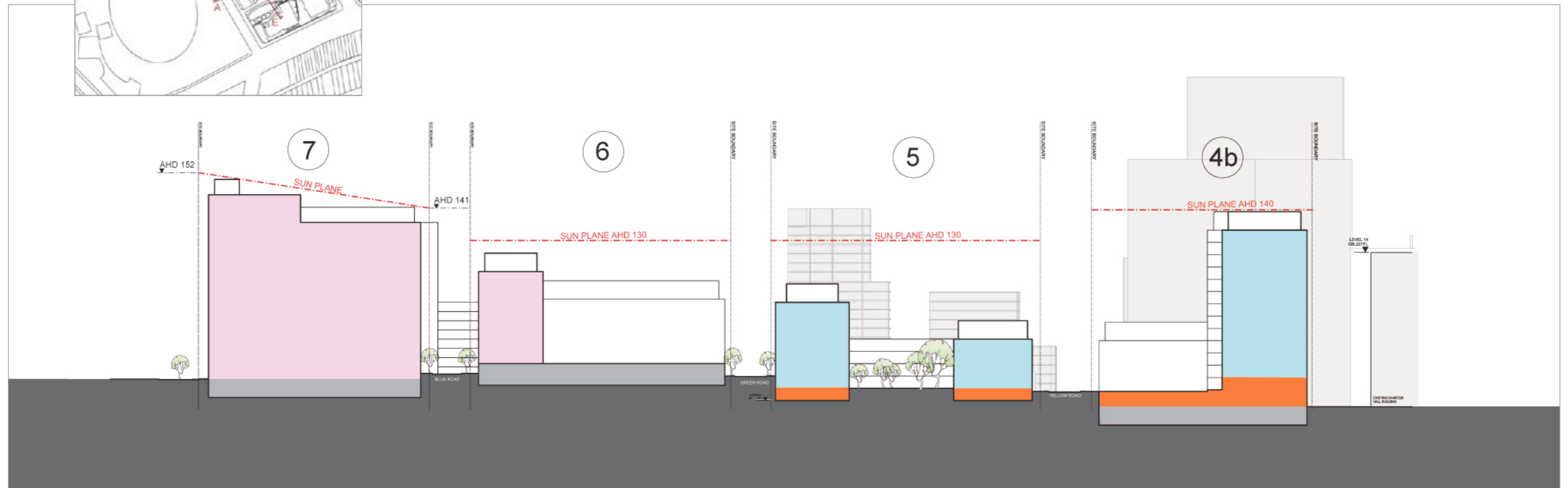
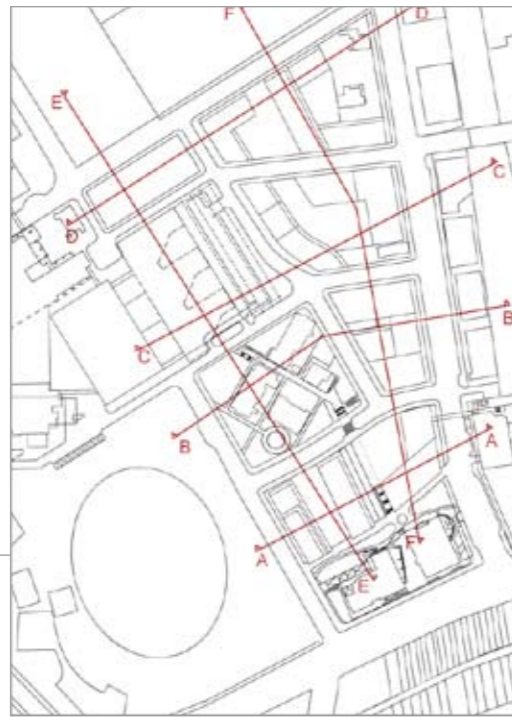


Figure 51: Section FF

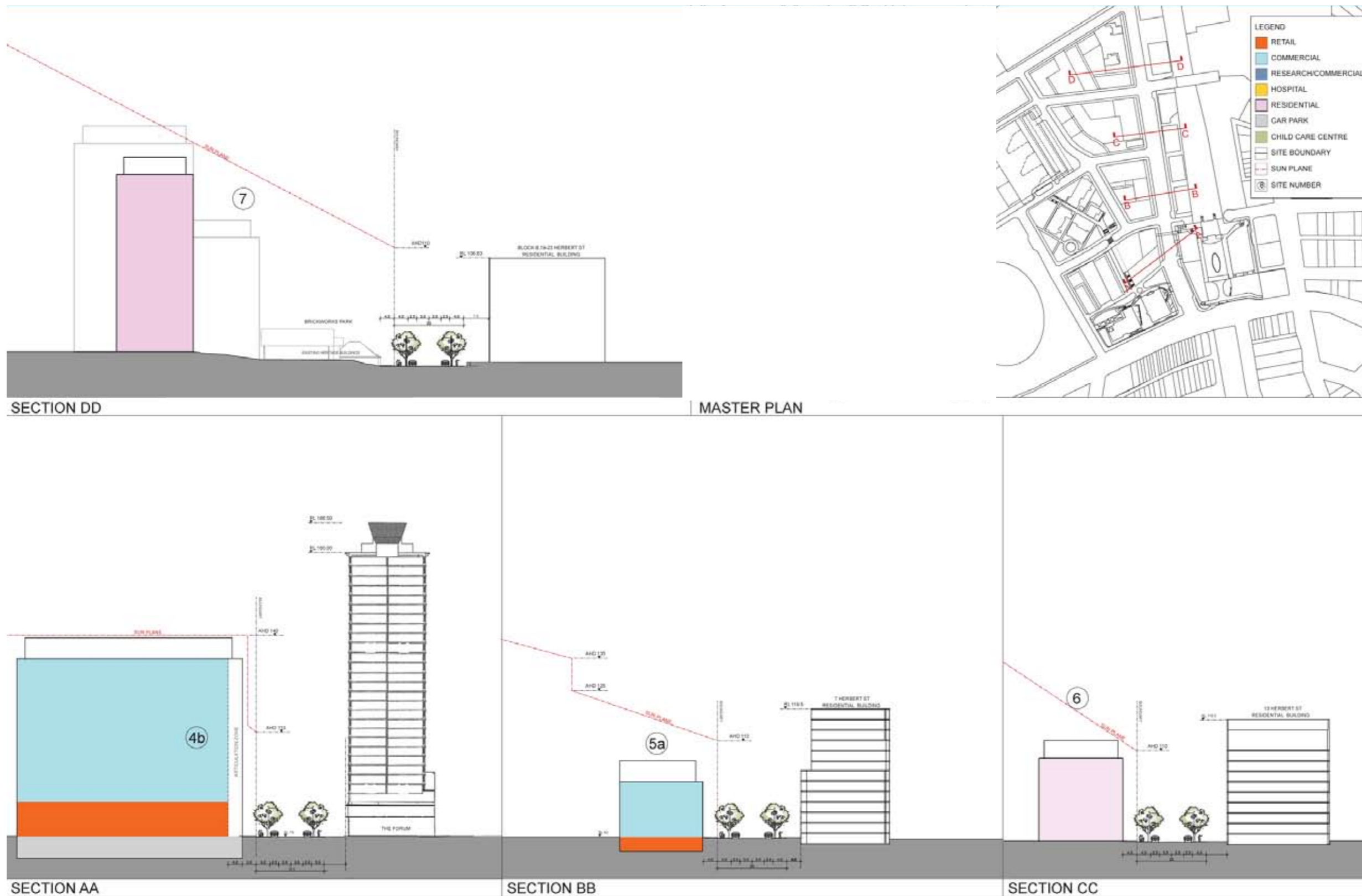


Figure 52: Herbert Street Sections

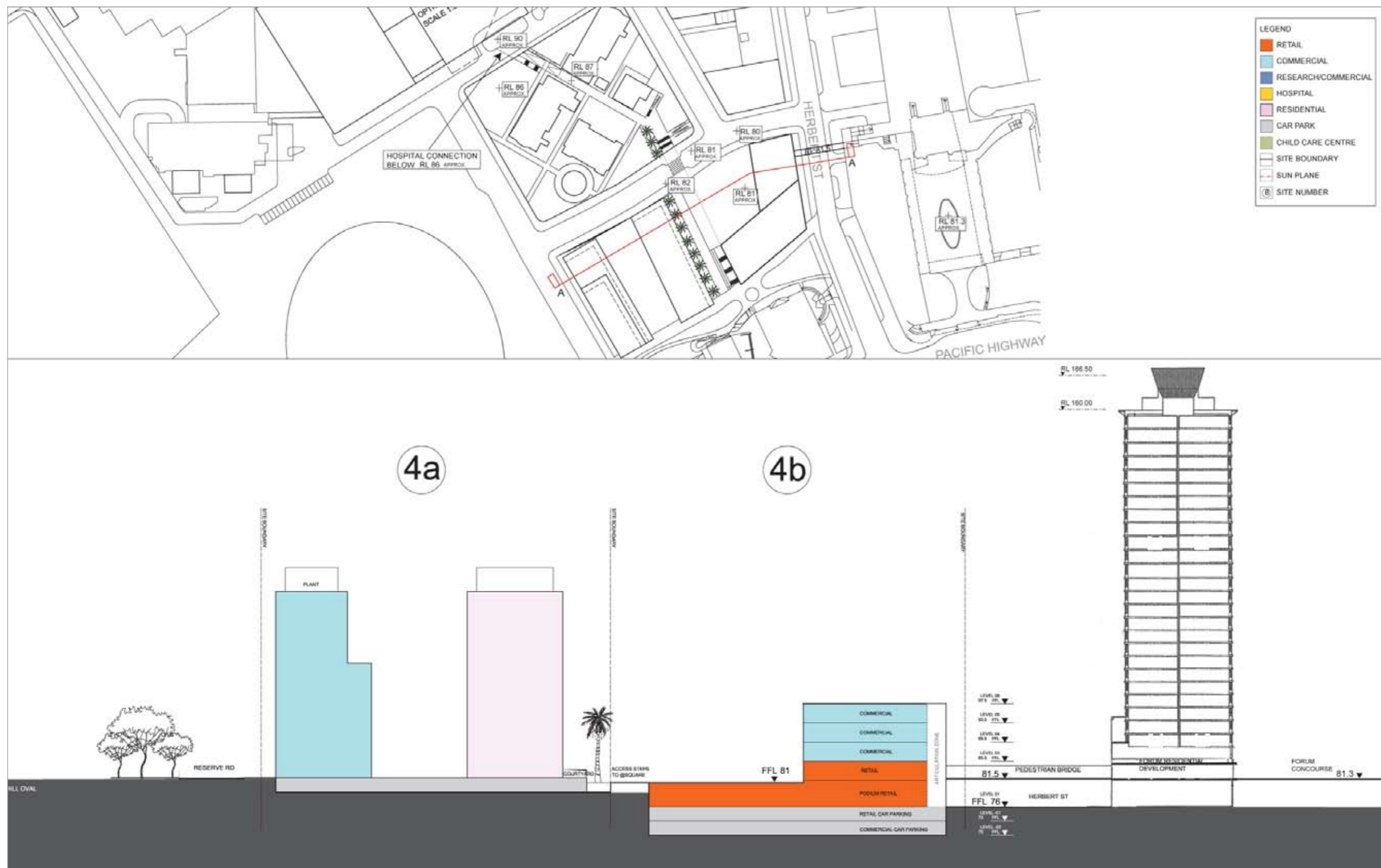


Figure 53: Section through Herbert Street Pedestrian Bridge, Precinct 4 Plaza and the Eilea Street pedestrian tunnel

BUILT EDGES AND SETBACKS

The Concept Plan incorporates the following built edges and setbacks:

- Precinct 4
Built, active edges to the north east and south east corners of Precinct 4 and the frontage along Herbert Street are proposed in order to provide a strong built form definition at this significant “gateway” into the RNSH site. This enables the development of active street frontage uses along Herbert Street and into Yellow Road, which is a key strategy to make the main pedestrian system between the station and the Hospital entry safe, inviting, and clearly articulated in built form.
- Precinct 5
For similar reasons, the south east corner of Precinct 5 is proposed to be a built, active edge. In addition, the north east corner of Precinct 5 plays an important part in articulating Eileen Street, which is the major east-west street, and reflects the heritage importance of the old street alignment.
- Precinct 6
The south east and north east corners of Precinct 6 are proposed as built active edges to provide clear urban form both within the Herbert Street streetscape, and to define Eileen Street.
- Precinct 7
While the majority of buildings within Precinct 7 will be set well back from Herbert Street, behind the Precinct 7 Park, the building at the southern end of the precinct, fronting Blue road, will extend towards the Herbert Street frontage. However, a minimum setback of 8 metres to Herbert Street will help to mitigate any potential ‘canyon effect’ on Herbert Street, and provide north bound views along Herbert Street into the Precinct 7 park.
- Active Edge to Herbert Street
Precinct frontages to Herbert Street west are proposed as active edges in order to contribute to the amenity, visual interest and social activation of Herbert Street. This strategy also reflects the close walking distance of these frontages from St Leonards Railway Station, making uses such as retail and “shopfront” community health activities viable.
A 4 metre setback is proposed along Herbert Street, with an additional 4 metre ‘articulation zone’ along Precinct 4, in which built structures will occupy no more than 50% of the plan area of the zone.
Figure 54 details the various setbacks, build to lines and active ground level frontages that will be provided.

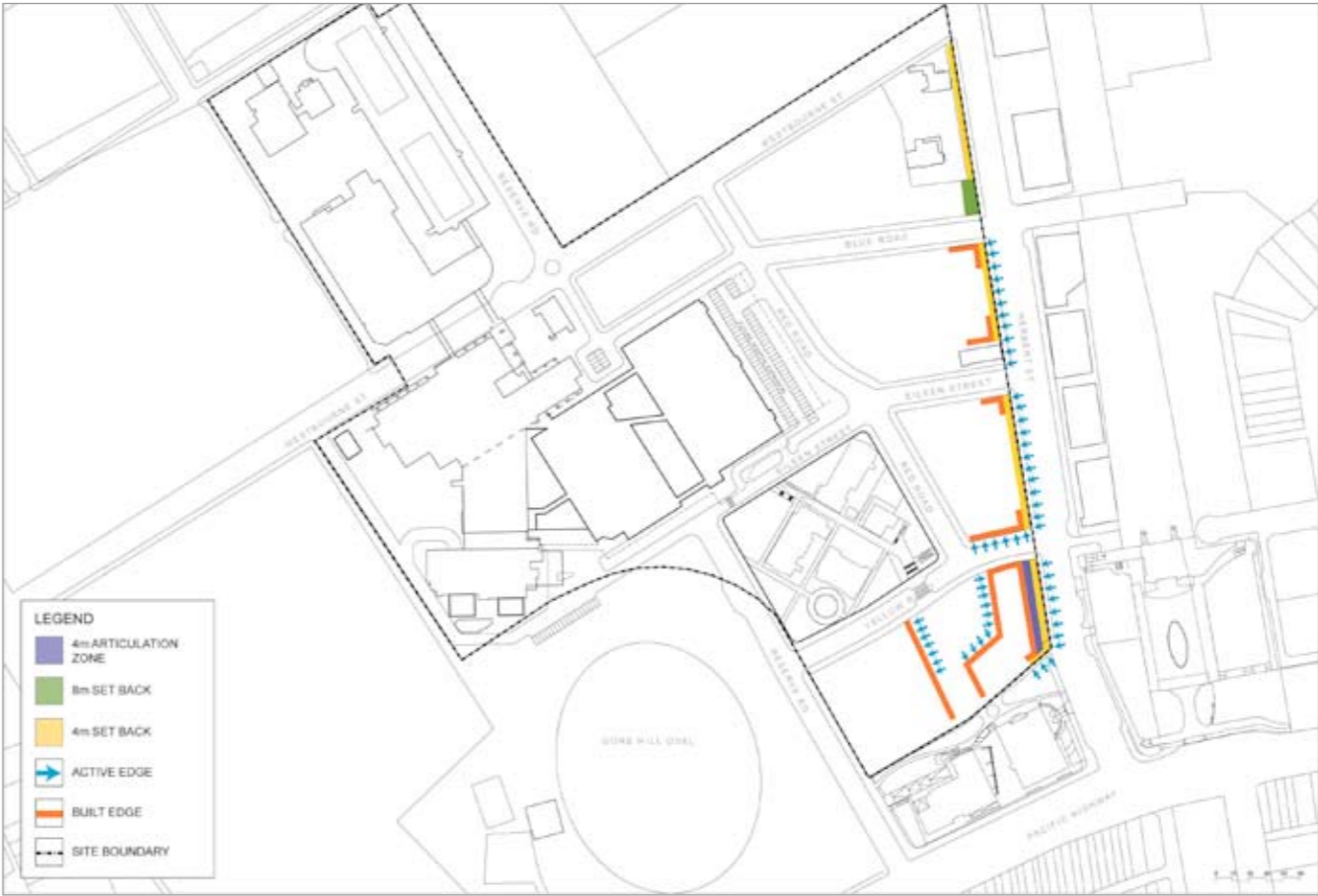


Figure 54: Indicative building edges / setback plan, prepared by Cox Richardson (Ref. C15.)

7.11 ACCESS, CIRCULATION AND PARKING

A grid shaped system of new roads is proposed to open up the site and make it more permeable to traffic and pedestrians.

The plan involves Reserve Road and Westbourne Street being re-opened and a new grid system to allow direct vehicular access to each new block. While the proposed road system is intended to be highly permeable, it will nevertheless be necessary to manage it in a way that separates potential through traffic movements from local access and circulation traffic. To achieve this, a three level local road hierarchy is proposed that comprises “major local” roads, “minor local” roads and “minor access” roads.

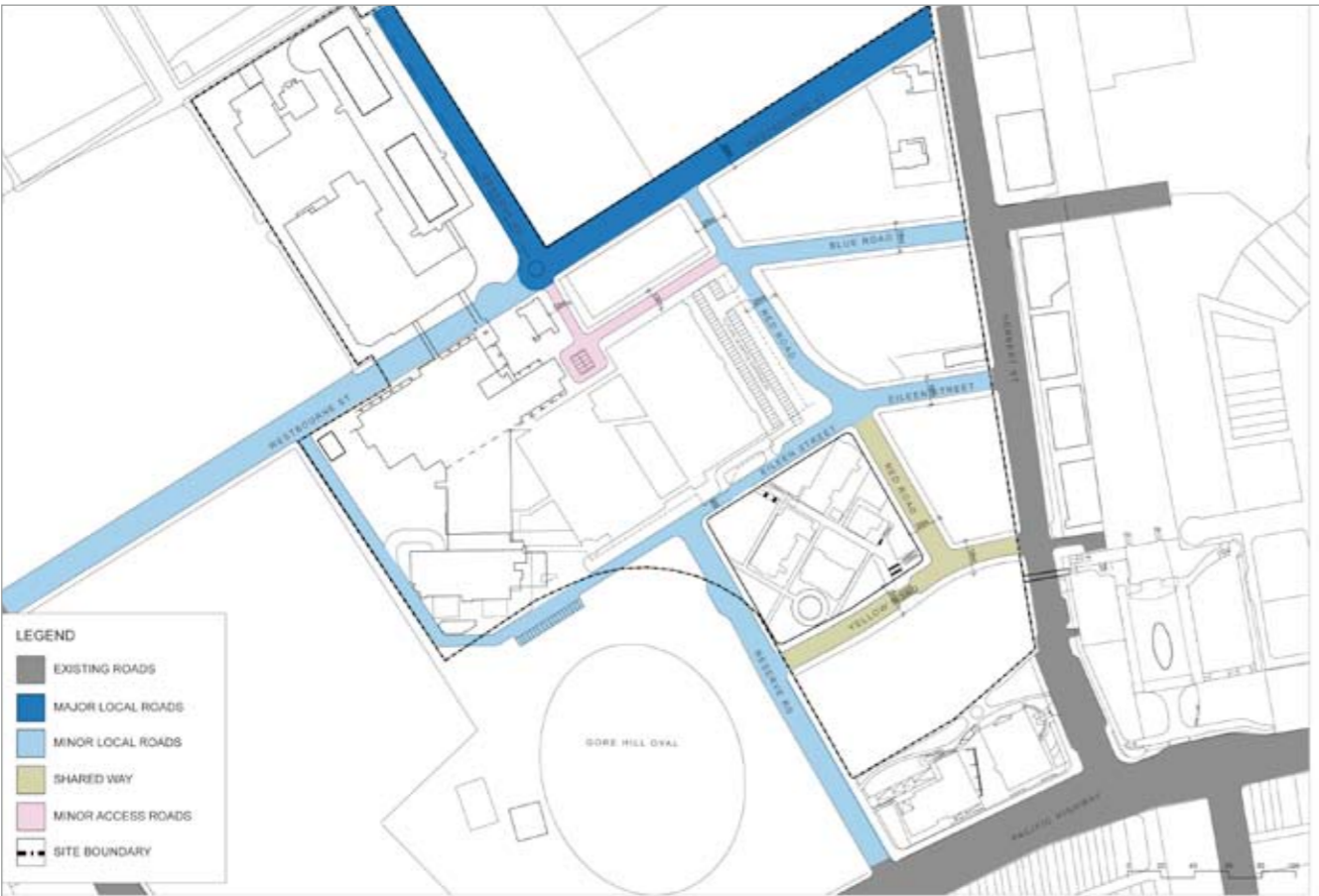


Figure 55: Road Hierarchy (Ref. C3.1.)

Major local roads will be formed by:

- Reserve Road from Pacific Highway to the hospital entrance (this will be suitable for buses);
- Reserve Road from Westbourne Street to the north into the Artarmon industrial area; and
- Westbourne Street from Pacific Highway to Herbert Street.

All other streets will be ‘minor local’ or ‘access’ roads. The major local roads will typically have carriageways 12 to 13m wide and priority at intersections. They will read as being higher order streets. The minor local streets will typically have two traffic lanes plus indented parking where appropriate. Their streetscape, cross section and surfacing will strongly denote their very local function. Minor access roads are intended to carry only limited through traffic and will emphasise pedestrian movements.

The proposed vehicular circulation network is detailed at Figs 55-57.

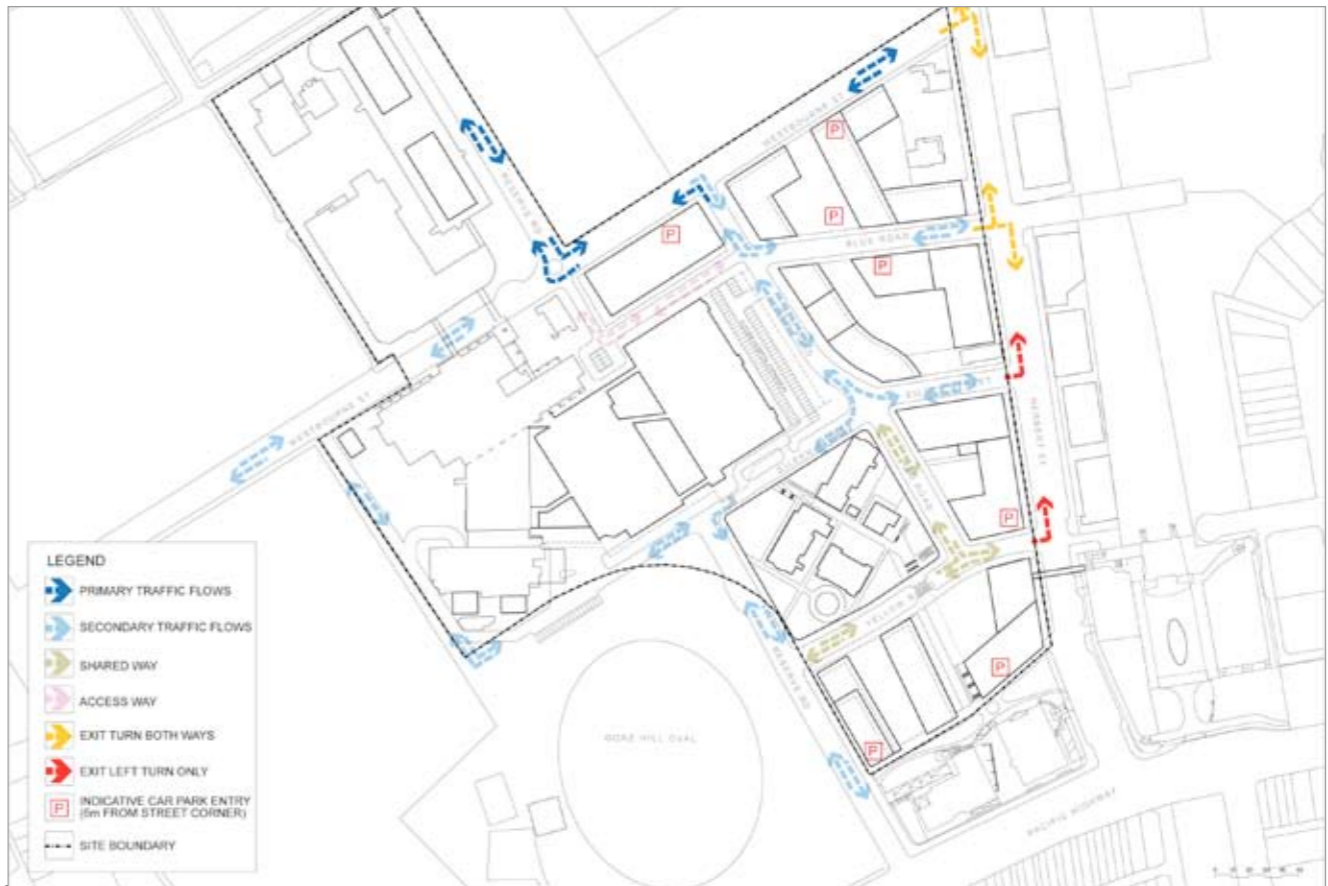


Figure 56: Illustrative vehicular circulation plan, prepared by Cox Richardson



Figure 57: Street Sections (Ref. C18.1.)

7.11.1 PEDESTRIAN AND CYCLE ACCESS

A more direct pedestrian connection through the campus is proposed between St. Leonards Station and the TAFE, via the Herbert Street pedestrian bridge, the Precinct 4 retail plaza, the Precinct 3 heritage precinct and the new hospital building. This route will have continuous grades accessible to pedestrians, cycles and wheelchairs.

The project involves the proponent funding the realignment of the existing pedestrian bridge over Herbert Street to provide a more direct, level and obvious pedestrian route between the Railway Station and the Precinct 4 Plaza. The proponent will also fund the review and replacement of directional signage throughout St Leonards Railway Station to ensure that this new pedestrian route is clear and apparent to all rail users.

The public domain of roads and footpaths proposed throughout the site facilitate pedestrian access to all development precincts surrounding the hospital. In addition, through-site pedestrian links to surrounding destinations (such as Gore Hill Park, 207 Pacific Highway), North Sydney Institute of TAFE, former ABC site, and the industrial and residential areas to the north and east of the site are provided.

While the new hospital will span part of the alignment of Reserve Road, and the spanned area will be partially enclosed by glazing to create a climate controlled 'winter garden', 24hr at grade pedestrian access will be maintained through this structure. The spanning of this area is proposed to permit the safe, efficient and comfortable transport of patients, staff, visitors and equipment between the different wings of the hospital.



Figure 58: Public Linkages, prepared by Cox Richardson

7.11.2 PARKING

The existing multi-storey car park off Reserve Road will be retained to serve the private hospital, public hospital staff and activities associated with re-use of the existing hospital building. Additional parking for the new public hospital including that for visitors, patients and others needing immediate parking will be provided beneath the new hospital building. Other new non-hospital development will have its own parking beneath or beside it. Constraint on parking will be a major tool in reducing reliance on private vehicle transport. Subject to the formulation of a hospital ‘green plan’, no future increase in hospital parking is proposed, notwithstanding ongoing future growth over time.

Proposed car parking rates have been based upon Council’s current DCP rates for development near a railway station. Commercial office space will have a maximum of one car space per 110m² of ‘gross floor area’, which represents a provision rate of just over one third of the RTA’s unconstrained parking provision rate of one space per 40m². Residential car parking will be provided at a maximum average rate of 1 space per dwelling, with residential visitor parking provided at the maximum rate of 1 space per 3 dwellings. However, hospital related staff housing be provided at only half this rate, where appropriate. Parking for retail uses is based upon the expectation that about half of the business will be generated from on or near the site, and a maximum provision rate of one space per 30 m² of retail ‘gross floor area’ is therefore proposed.

Parking for other uses on the site (e.g. research) will need to be determined on a case by base basis, with an expectation that the proximity to the railway station will reduce parking needs below those which might apply in other circumstances.

Car parking for residential uses will be provided at a rate not exceeding those specified in relevant Willoughby City Council development control plan/s.

7.12 UTILITIES AND SERVICES

The indicative master plan requires reconfiguration of the road network on the site together with a major new clinical services building proposed for Reserve Road. Existing site services will be reconfigured to coordinate with the new work. Much of the existing infrastructure serving existing buildings will be made redundant and demolished. These services will be capped off and where appropriate removed as part of the demolition and excavation works. To maintain continuity of Hospital services throughout the staged construction, some temporary diversions and extensions to the existing services will be required.

In some instances the utility mains are run in registered easements, which will be extinguished and registered in new locations to suit the services diversions.

7.13 LAND TENURE AND OWNERSHIP

Figure 59 indicates the proposed land tenure and ownership of the various parcels of land created within the Concept Plan, including rights of public way to be included on title.

Hospital ownership

- Precinct 1
- Reserve Road north (refer diagram)
- Red Road north

Private ownership

- Precinct 3
- Precinct 5
- Precinct 7
- Precinct 4
- Precinct 6

Dedicated public roads

- Red Road south
- Eileen Street east
- Blue Road
- Yellow Road



Figure 59: Tenure Plan, prepared by Cox Richardson

7.14 STAGING

The project will be constructed in the five stages detailed at Figure 60.



Figure 60: Subdivision Plan, prepared by Cox Richardson

Stage A is the new Research/Education building. This building will proceed first to permit various uses to be decanted out of the existing hospital, to permit the construction of Stage B to commence.

Stage B includes the main hospital buildings, the limited re-opening of Westbourne Street, the community health building on the northern part of Precinct 5 and associated roads and open spaces. Precinct 6 is nominated as the location of a construction compound for this stage. Once complete, Stage B will be accessible via the existing alignment of Reserve Road and the newly constructed Blue Road, Eileen Street and Westbourne Street. Private development of Precinct 6 will provide a public street address/identity for the project, and establish initial Herbert Street activity.

Following the decanting of existing hospital uses from the various private development precincts, these precincts will become available for redevelopment. Given that it may be some years before this process is completed, and as the timing of each Stage becoming available will be largely dependant upon operational management decisions involved in the relocation of various existing hospital functions into the new hospital, no specific staging order has been proposed for these stages. Each has therefore been packaged as a discrete and functionally independent stage. As each stage comprises distinct mixes of uses, the proposed staging will permit each stage to proceed in accordance with which uses the market determines to be in most demand at the time these stages become available.

Stage C, which comprises the western half of Precinct 4, is not dependant upon the prior development of any other infrastructure. It will be fully accessible from the existing alignment of Reserve Road, and will involve the construction of the adjacent section of Yellow Road. If it proceeds independently of Stages D and E, it will form a logical Reserve Road extension of the recently developed ‘Space 201’ commercial development immediately to the south, and will feed into the pedestrian through-site link incorporated in that development.

Stage D includes the Heritage Precinct, the eastern half of Precinct 4, the southern half of Precinct 5, associated open spaces, the southern end of Red Road and the eastern end of Yellow Road. Subject to the final hospital decanting timetable, it is intended that this Stage will be the first private development stage to proceed. It includes the new pedestrian linkage between the hospital railway, the focal heritage precinct and the retail core of the campus. If developed in isolation of Stages C and E, all components of this stage will be fully accessible via Yellow and Red Roads, the realigned Herbert Street pedestrian bridge and the existing alignments of Reserve Road and Herbert Street.

Stage E is the most flexible precinct in terms of land use. As it will be developed after Stage B, it will be accessible via all four of its street frontage.

Stage F, which comprises the primarily residential Precinct 7, is surrounded on all sides by existing roads and development within Stages A and B. It will therefore be fully accessible at any time following completion of the hospital.

7.15 PROPOSED STATUTORY PLANNING AMENDMENTS

The Minister for Planning has formally agreed to consider listing the site in Schedule 3 of the Major Projects SEPP (see Appendix 2). This listing is necessary to permit the range of non-hospital uses proposed in the Concept Plan. A draft listing, prepared in accordance with the standard LEP template gazetted by the Minister for Planning, is submitted as a separate application, and is outlined below:

The objectives of the draft listing are to:

- (a) encourage a diverse range of health care, living, employment, retail, temporary accommodation and community facilities which are compatible with the ongoing operation of the Royal North Shore Hospital, and consistent with the role of the St Leonards Town Centre as both a 'Specialised Centre for Employment' and a centre for high density transit oriented housing,
- (b) create an interesting and vibrant precinct with a safe, high quality, mixed use urban environment,
- (c) restrict building heights to limit overshadowing of sensitive surrounding properties, including Gore Hill Oval and residential development on the eastern side of Herbert Street,
- (d) define the maximum development potential,
- (e) ensure the provision of sufficient publicly accessible open space
- (f) control the mix of land uses, and
- (g) conserve the environmental heritage of the hospital.

The Draft listing provides that the Minister for Planning will remain the approval authority for development proposals for 'hospital' purposes that have a capital investment value of more than \$15 million for any development on the site with a capital value of more than \$50 million, and that Willoughby City Council will remain the consent authority for all other proposals.

The Draft listing establishes two zones. The draft 'Special Activity (Hospital)' zone permits only hospital and ancillary uses. The draft 'Mixed Use' zone permits a wide range of town centre uses consistent with the Concept Plan.

The following development standards are also included in the Draft listing:

- Height
A height plan is included that relates new development with existing built context and prevents additional overshadowing of the playing surface of Gore Hill Oval, the Precincts 3, 4 and 7 open spaces and existing dwellings on the eastern side of Herbert Street between 10.00am and 2.00pm on any day
- Floor area
The total 'gross floor area' in the proposed 'Mixed Use' zone is not to exceed 180,000m², and not less than 50,000m² of this floor area is to be used for non-residential, employment generating uses. The maximum GFA proposed for each precinct is also included as a standard in the draft listing.
- Publicly Accessible Open Space
The minimum amounts of publicly accessible open space stipulated in this Concept Plan are included as standards in the draft listing.

- Heritage
The following are formally identified as 'heritage items':
 - Building 7 'North Sydney Brick and Tile Co Building.'
 - Building 9 'Lanceley Cottage'
 - Building 29 'Original Pavilion Wing Building'.
 - Building 30 'Second Pavilion Wing Building'.
 - Building 31 'Vanderfield Building'.
 - Building 32 'Ansto Building'.
 - Building 33 'Orthotics/Dietetics Building'.

Incentives are included to allow these heritage items to be used for any purpose if that purpose is consistent with their heritage values, and an adopted Conservation Management Plan. Such plans are to be approved by the Minister prior to the submission of any project application relating to a heritage item.



Figure 61: Schedule 3 Listing, prepared by Cox Richardson