

height in this context relates to solar access to existing and proposed public open spaces and residences on and around the site.

Location	Proponent Justification
Gore Hill Park	<ul style="list-style-type: none"> <li>No additional overshadowing of the playing surface between 10:00 and 14:00 on any day of the year.</li> </ul>
On Site Open Space	<ul style="list-style-type: none"> <li>The following open space will maintain a minimum area of 40% in direct sun, averaged between the hours of 12:00 and 14:00 year round:               <ul style="list-style-type: none"> <li>Precinct 3 (Heritage Precinct).</li> <li>Precinct 7 (Park).</li> <li>Precinct 4 (Square).</li> </ul> </li> </ul>
Eastern Side of Herbert Street	<ul style="list-style-type: none"> <li>Key living spaces within residential developments on the eastern side of Herbert Street will not be overshadowed between 10:00 and 15:00 above AHD 92.</li> <li>Horizontal height planes have been imposed to prevent buildings from extending as high as the sun access planes so as to integrate with the existing hospital tower without overwhelming Precinct 3 or Gore Hill Oval.</li> </ul>
Herbert Street Frontage	<ul style="list-style-type: none"> <li>The Herbert Street frontage will be limited to AHD 110 stepping up to AHD 140 at Precinct 4 adjacent the AHD 160 Forum Tower.</li> <li>Such heights are consistent with recent development on the opposite side of Herbert Street, which vary in height from AHD 111 to AHD 140.</li> <li>The refurbished heritage building on the eastern side of Herbert Street at AHD 93 is located amongst a number of other taller buildings.</li> </ul>
RNS Public Hospital	<ul style="list-style-type: none"> <li>RNS public hospital is not subject to any height limits given its special uses zoning.</li> <li>Application of a sun access plane could imply that buildings over AHD 200 are intended on the northern side of the site and this is not the case.</li> <li>To provide some certainty without duly constraining the future growth potential of the hospital a nominal height of AHD 160 is specified some 20 metres more than the existing hospital building. This is consistent with the envelopes within the concept plan.</li> </ul>
RNS Private Hospital	<ul style="list-style-type: none"> <li>RNS private hospital is not subject to any height limits given its special uses zoning.</li> <li>To permit reasonable growth potential whilst ensuring that a suitable transition is provided to the lower heights at Artarmon industrial area, the height limit will be AHD 135.</li> </ul>
Precinct 4	<ul style="list-style-type: none"> <li>The sun access planes would not impose any height limits upon the majority of this precinct.</li> <li>A height limit of AHD 140 will be appropriate in the context of the adjacent Space 207 commercial development at between AHD 106 and 126 and the Forum at between AHD 160 and AHD 190.</li> <li>The development will sit well below the Forum without overwhelming Space 207.</li> <li>This grouping of buildings will step down from AHD 190 at the highest point of the Forum, to AHD 160 at the lower tower of the Forum, to AHD 140 at Precinct 4, to AHD 126 on the eastern tower of Space 207 and down to AHD 106 on the lowest area of Space 207.</li> </ul>

- 3.6.3 The following Composite Building Height Control Plan has been developed in response to these principles.



Figure 12 Composite Building Height Plan (Source: Cox Richardson)

- 3.6.4 The issues of land use and floor area and building height are assessed in detail within Sections 6.3 and 6.4.

### 3.7 Precinct Character

- 3.7.1 Precinct Character Statements have been developed for each of the development precincts (i.e. Precincts 3 to 7). These outline the key planning and public domain features that have guided the overall form and structure of the concept plan proposal. Future project applications for development will need to demonstrate consistency with the statements.
- 3.7.2 An underlying principle for all buildings within the development precincts is that they be modulated so as to mitigate their potential bulk within the proposed building envelopes. Particular attention 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 architecture. At the same time, a consistent street edge would be desirable.

#### Precinct 3

- 3.7.3 Precinct 3 will comprise 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.

- 3.7.4 All areas not occupied by existing buildings will be landscaped as publicly accessible space designed to compliment the heritage qualities of the buildings, and to form a deep soil soft landscaped space forming the central feature of the precinct. New works outside the existing buildings will be landscape works and possibly the erection of some incidental buildings.
- 3.7.5 The design will have a formal character consistent with the heritage qualities of the precinct with effective linkages extending between the heritage buildings, linking the hospital to the public open space in Precinct 4. The precinct will be sold for development and occupation by private parties who will be required to obtain approval for a Conservation Management Plan (CMP).

*Precinct 4*

- 3.7.6 Precinct 4 will be a distinctly commercial precinct but with up to half of the gross floor area being potentially available as a medi-hotel, serviced apartments or some other form of temporary accommodation. No permanent residential accommodation will be provided.
- 3.7.7 A retail square is proposed on a pedestrian link between St Leonards Railway Station and Precinct 3 for use by staff, patients, clients and the general public. The square will connect to the Herbert Street pedestrian bridge.
- 3.7.8 The square will be linked to the Pacific Highway, through 207 Pacific Highway, by a pedestrian link forming an extension of the existing link through 207 Pacific Highway. This link will connect to open space and the public thoroughfare that exists along the southern boundary of Precinct 4. The link will be aligned to permit views from the Pacific Highway to Precinct 3.
- 3.7.9 A 4 metre building setback will be provided, with an additional 4 metre "articulation zone" in which built structures will occupy no more than 50% of the plan area of the zone. It is intended that 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.

*Precinct 5*

- 3.7.10 Precinct 5 will be a predominantly commercial zone with some limited retail floor space to activate the Yellow Road frontage and retail/showroom at ground level to Herbert Street. Precinct 5 will have 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.
- 3.7.11 The existing group of significant fig trees will be retained in deep soil as a focal point for a publicly accessible open space addressing Red Road. It is intended that 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.

*Precincts 6 and 7*

- 3.7.12 Precinct 6 will be the most flexible precinct, and may accommodate various land use options. This flexibility has been provided to allow the proposal to remain relevant through market changes during the time it takes to complete the redevelopment of the site.
- 3.7.13 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.
- 3.7.14 Precinct 6 will have 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 Building 19 and the adjacent grand fig tree on Eileen Street.



- 3.7.15 Precinct 7 will be a predominantly residential precinct, with some floorspace being available for local service retail and for use as a community centre and child care facilities. It will be defined by a 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.
- 3.7.16 This area has been 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 and provide a sensitive curtilage to the retained "heritage" buildings.

### 3.8 Development Staging

- 3.8.1 The project will be constructed in five stages.

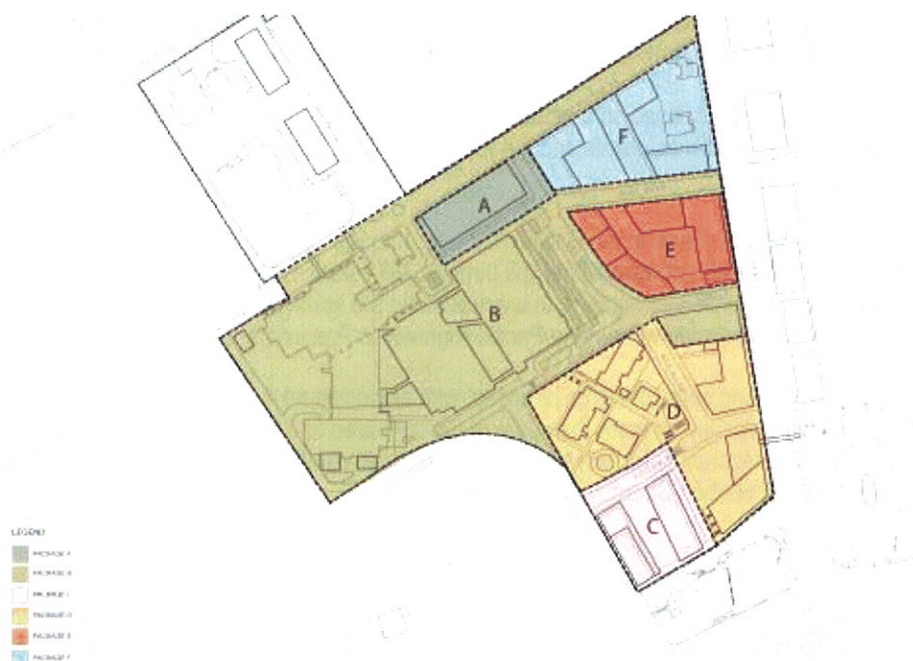


Figure 13 Development Staging (Source: Cox Richardson)

- 3.8.2 Stage A is the development of a new medical research and education facility which will proceed first to permit various uses to be decanted out of the existing hospital to facilitate the commencement of construction of Stage B. Project Approval MP 06\_0192 was granted for this development by the Minister on 29 January 2007 and development has commenced.
- 3.8.3 Stage B includes the main hospital buildings, the limited re-opening of Westbourne Street, the development of a 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.
- 3.8.4 Following the decanting of existing hospital uses from the various development precincts, these will become available for redevelopment. There is no clear timeframe for this to occur given that operational and management decisions are yet to be made in relation to the process of relocating various hospital functions in the new buildings.
- 3.8.5 Consequently, no specific staging order has been proposed for these stages and each has been packaged as a discrete and functionally independent stage. As each stage comprises a distinct mix of uses, the flexible staging programme will permit each stage to proceed based upon which use the market determines to be in most demand at the time these stages become available.

- 3.8.6 Nonetheless, whilst not a specific issue raised during the Departments assessment of the proposal, it is recommended that a modification be imposed upon the approval requiring lodgement of a development staging programme outlining the intended implementation of the concept plan and related applications for development prior to or concurrent with the lodgement of any subsequent applications for development.
- 3.8.7 The staging programme should demonstrate consistency with prevailing strategic planning policies. Furthermore, the staging programme shall consider minimising disruption to the existing hospital operation and, where possible, provide development near St Leonards Railway Station earlier in the staged development of the site.

### 3.9 Built Edges and Setbacks

- 3.9.1 Built, active edges to the north east and south east corners of Precinct 4 and the frontage along Herbert Street encompassing Precincts 4, 5 and 6 are proposed to provide a strong built form definition so as to provide a "gateway" into the site. It is intended that this enable the development of active street frontage uses along Herbert Street and into Yellow Road.
- 3.9.2 While the majority of buildings within Precinct 7 will be set 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. A minimum setback of 8 metres to Herbert Street is intended to mitigate any potential "canyon effect" on Herbert Street, and provide north bound views along Herbert Street into the Precinct 7 Park.
- 3.9.3 Precinct frontages to Herbert Street west are proposed as active edges to contribute to the amenity, visual interest and social activation of Herbert Street. This strategy is intended to reflect the close walking distance of these frontages from St Leonards Railway Station, making uses such as retail and "shopfront" community health activities viable.
- 3.9.4 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. Various setbacks, build to lines and active ground level frontages will be provided.



Figure 14 Built Edges and Setbacks (Source: Cox Richardson)

### 3.10 Subdivision and Roads

- 3.10.1 The consolidated hospital will occupy the north western section of the site to meet both the current and future needs of the consolidated hospital operations. The conceptual road layout has been developed to provide definition of both the hospital site to the northwest and the heritage and development precincts on the residual land to the east and southeast.

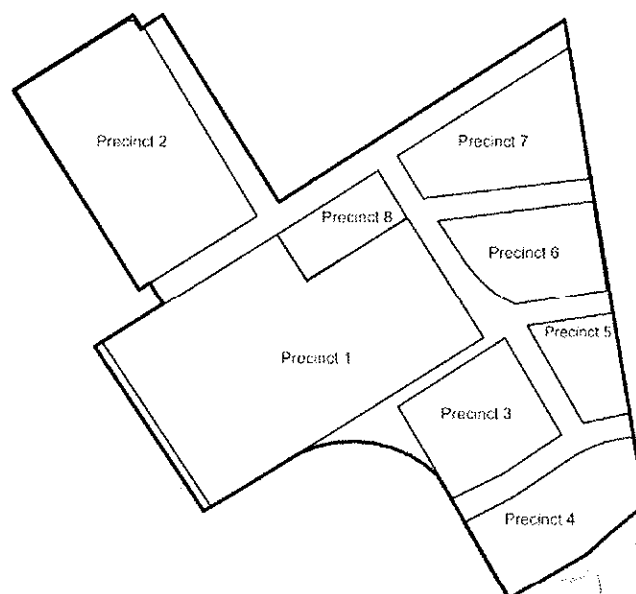


Figure 15 Precinct Plan (Source: Cox Richardson)

- 3.10.2 Red Road, Eileen Street and Yellow Road serve to subdivide the site in manner that provides direct vehicular and pedestrian access to the three functional components of the site namely the consolidated hospital site (Precincts 1, 2 and 8), the heritage building group (Precinct 3) and the development precincts (Precincts 4, 5, 6 and 7).
- 3.10.3 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.
- 3.10.4 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.
- 3.10.5 The road layout 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.
- 3.10.6 It has been designed to reflect the alignment and ratio of roads to developable area of the surrounding development pattern.