



NSW GOVERNMENT
Department of Planning

**MAJOR PROJECT ASSESSMENT:
Royal North Shore Hospital (RNSH)
*Concept Plan***



Source: Cox Richardson

Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

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1 EXECUTIVE SUMMARY

- 1.1 NSW Health intends to redevelop the Royal North Shore Hospital (RNSH) site, consistent with the State Infrastructure Strategy, the NSW Metropolitan Strategy and St Leonards Strategy. The proposal is one of the Government's key priorities to cater for growing population, and provide greater flexibility and capacity in the State's health system.
- 1.2 The Minister has recently declared that the RNSH site and the development upon it is a **Critical Infrastructure Project** and it has since been added to Schedule 5 of the Major Projects SEPP.
- 1.3 On 8 March 2006, the Minister formed the opinion that the project is a development that meets the criteria of Clause 18, Group 7 of Schedule 1 of State Environmental Planning Policy (Major Projects) 2005 on the basis that the Capital Investment Value (CIV) exceeds the \$15 million threshold identified in the SEPP. The overall CIV of the project (including private development) is approximately **\$1 billion** of which **\$702 million** is for the redevelopment of public hospital.
- 1.4 At that time, the Minister agreed to commence the process of making the RNSH site a State significant site (SSS) in Schedule 3 of the Major Projects SEPP and on 9 January 2007 agreed to approve an amendment to the Major Projects SEPP under Section 37(2) of the Act to incorporate the site into Schedule 3 of that SEPP.
- 1.5 A concept plan was lodged under Part 3A of the Environmental Planning and Assessment Act 1979 (the Act) which seeks the subdivision of the site into hospital precincts and other development precincts. **Precincts 1 and 2 will provide modernised, state of the art hospital facilities, including a new hospital building, community precinct and research and education facilities.**
- 1.6 There will be **no significant change to the range of services or floorspace provided within the existing 740 bed hospital**. The existing outdated piecemeal buildings will be consolidated into a smaller number of integrated and more efficient buildings so as to improve the existing services currently provided and increase useable hospital floorspace. Significant heritage items are to be retained and incorporated into the proposal.
- 1.7 Building 1 will be part demolished (leaving 10,115m² floorspace) whilst Building 2 (54,451m²) will be retained which, when added to the new hospital building (63,800m²), will result in overall hospital related gross floor area (GFA) decreasing from approximately 136,000m² to 130,000m². This will result in an **improved, centralised and autonomous facility occupying less than half the current site** thereby opening up the remainder of the site for private development.
- 1.8 **Precincts 3, 4, 5, 6 and 7** will facilitate the hospital related redevelopment by providing opportunities for the development of complimentary health facilities and key workers accommodation as well as providing **mixed use development opportunities for residential and employment generating uses totalling no more than 173,370m² GFA**. **Precinct 8** will be developed as a specialist medical research and education facility with a maximum **GFA of 28,200m²**. This will provide for potential expansion following project approval of a **24,000m² GFA** facility by the Minister on 29 January 2007.
- 1.9 Direct access to the main hospital building and the Emergency Department is currently provided from Pacific Highway via Reserve Road and access to the multistorey car park is provided from Reserve Road and Westbourne Street. Implementation of the proposal will result in a grid shaped system of new roads to open up the site thereby making it more permeable to traffic and pedestrians with a new road hierarchy.
- 1.10 Project approval is also sought under the proposal for demolition and preparatory site works to ground level on the basis that no further environmental assessment is required pursuant to Section 75P(1)(c) of the Act. The Department is generally satisfied that this can take place (excluding significant heritage buildings) subject to the imposition of conditions.

- 1.11 The project was placed on formal exhibition between 2 August 2006 and 1 September 2006. The Department received **20 written submissions** from a number of agencies (State Transit Authority of NSW, NSW Heritage Office, Ministry of Transport, Railcorp and the RTA), Council and key stakeholders (Gore Hill Memorial Cemetery Trust, Sydney Water, Space 207 Partnership, Energy Australia, Broadcast Australia, North Sydney Council, Lane Cove Council). **5 submissions were received from hospital staff and 2 were received from local residents.**
- 1.12 Following the exhibition period there were a number of outstanding issues which required further consideration and resolution. These were Land Use and Floor Area, Urban Design and Built Form, Gore Hill Transmission Tower, Transport Management, Heritage and Conservation, Improvement of Amenities and Services and Early Works Package. These are assessed within Section 6.
- 1.13 Following the exhibition period the proponent met with representatives from the Department, Government Agencies, Council and other key stakeholders to resolve outstanding issues. Additional plans and documentation were subsequently lodged on 1 December 2006 and appropriate modifications and conditions were discussed.
- 1.14 Legally binding agreements between the proponent, RTA, Council and other agencies are nearing finalisation and include a combination of financial contributions in the order of **\$3.5 million**, works in kind and dedication of certain public open space and road infrastructure. A number of improvements to amenities and services will be made including road network and intersection works and provision of public open space and community facilities.
- 1.15 The Department is of the view that the combination of statements of commitment made by the proponent together with supplementary modifications and conditions of approval that are recommended be imposed by the Minister, will effectively mitigate and manage this issue within acceptable environmental limits.
- 1.16 The Department **recommends that the application be approved** subject to the imposition of modifications and conditions set out in **Appendix A**.

2 BACKGROUND

2.1 Site Context

- 2.1.1 Royal North Shore Hospital (RNSH) comprises approximately 12 hectares and is located on the North Shore approximately 4 kilometres to the north west of Sydney CBD. It is legally described as Lots 21 and 22 DP 863329 and Lot 102 DP 1075748. It comprises two distinct elements, namely a private hospital to the north of Westbourne Avenue and a public hospital to the south of Westbourne Avenue.



Figure 1 Site Context (Source: UBD Street Directory)

- 2.1.2 RNS public hospital is bounded by Westbourne Street to the north and Herbert Street to the east. No. 207 Pacific Highway and Gore Hill Park forms the site's southern boundary whilst Gore Hill Cemetery delineates its western boundary. The site is segmented by the North Shore and Western Railway Line and the Pacific Highway which skirt beyond the site's southern and eastern perimeter.



Figure 2 Aerial Photograph of RNSH (Source: Cox Richardson)

- 2.1.3 The RNSH site occupies a prominent ridge to the north of Pacific Highway consisting of a variety of building types, styles and sizes ranging from small scale Queen Anne heritage buildings to multi-storey buildings. Building 2 is the largest of the hospital buildings and is a prominent landmark that is visible from several vantage points.

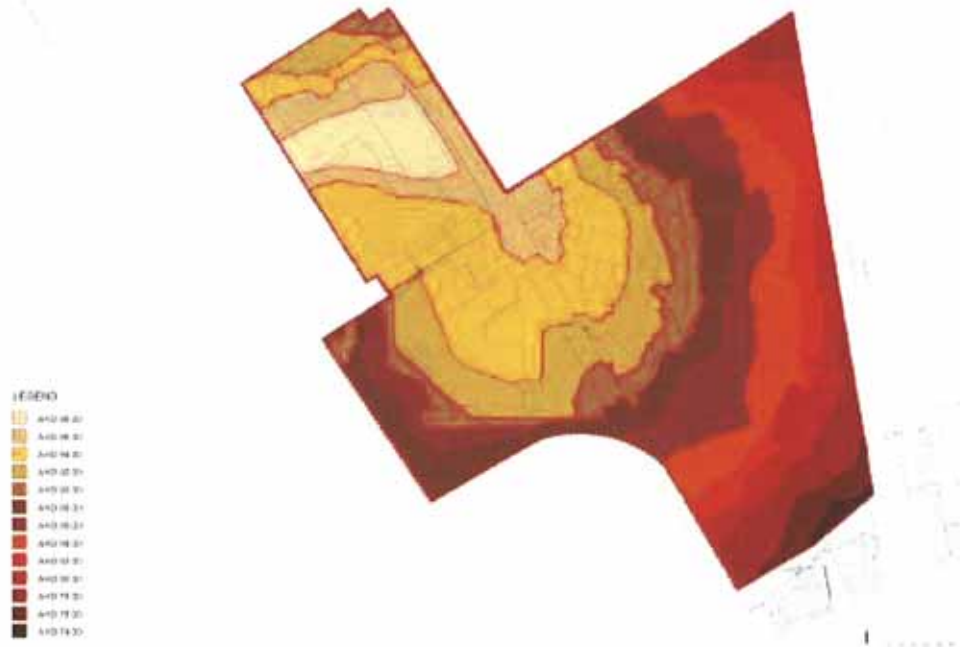


Figure 3 Existing Topography (Source: Cox Richardson)

2.2 Surrounding Area

- 2.2.1 The site is surrounded by a wide variety of land uses, including Artarmon Industrial Estate, SBS, ABC Studios and the Australia Post handling facility to the north. St Leonards CBD lies across the railway line to the east. New high density residential development has been constructed adjacent to Herbert Street, including the Forum towers over St Leonards Railway Station.



Figure 4 Site and Surrounding Land Uses (Source: Cox Richardson)

- 2.2.2 To the south of the site, beyond Gore Hill Park, lie a number of commercial uses on both sides of Pacific Highway, but predominantly on the southern side of the road from the Herbert Street and Pacific Highway intersection as far as Bellevue Avenue. There is a mix of medium and low density residential development located behind this to the south and west of the site.

2.3 Vehicular Accessibility

- 2.3.1 The site is easily accessible by road given its location adjacent to the Pacific Highway and the Sydney – Newcastle Freeway (Route 1), Gore Hill Freeway and Warringah Freeway (Route 2).



Figure 5 Vehicular Accessibility (Source: Cox Richardson)

- 2.3.2 Vehicular access to the site is gained via the Pacific Highway to the south and the Gore Hill Freeway to the north. Service vehicle access is available from Herbert Street and the western section of Westbourne Street. An internal road network provides vehicular access to the existing hospital buildings.

2.4 Public Transport Accessibility

- 2.4.1 RNSH is extremely well served by public transport given that the extremity of the site lies within a 500 metre radius of St Leonards Railway Station and Pacific Highway.



Figure 6 Public Transport Network (Source: Cox Richardson)

- 2.4.2 The North Shore and Western Rail Railway Line provides regular services to and from Sydney CBD to Chatswood and Hornsby and as far north as Wyong on the Central Coast during peak hours. Various bus routes operate along the Pacific Highway providing services to the centres of Manly, St Leonards and Chatswood (143/144/143/E43) and from Chatswood to Bondi Junction via Sydney CBD (200).

2.5 Pedestrian Accessibility

- 2.5.1 There is not a strong formal pedestrian route through the site given the dispersed nature of the existing development. Signalised pedestrian crossings are provided at the Pacific Highway intersection with Reserve Road and Herbert Street providing a safe crossing to St Leonards Railway Station, bus stops and local shops. The existing pedestrian footbridge is an alternative route to and from St Leonards Railway Station.



Figure 7 Pedestrian Links (Source: Cox Richardson)

2.6 Cycling Accessibility

- 2.6.1 A number of regional and inter-district cycling routes pass nearby the site but none traverse it. A route is present in St Leonards to the east but this does not continue through or around the site. The closest bicycle route is provided along Atchison Street between St Leonards Railway Station and Crows Nest into West Street.



Figure 8 Cycle Routes (Source: Cox Richardson)

2.7 Heritage Listings

- 2.7.1 The RNSH site itself, nor any element of it, is currently listed at Commonwealth, State or local level as having heritage significance. However, two buildings lying within the RNSH site are listed on the Department of Health Section 170 State Agency Heritage Register namely Building 7 (Regional Diabetic Services) and Building 9 (Lanceley Cottage).
- 2.7.2 Both buildings are being retained along with Building 3 (Chapel), Building 19 (part) (Mortuary), Building 29 (Pavilion Wing), Building 30 (Pavilion Wing), Building 31 (RMO Quarters), Building 32 (Ansto-Body Protein) and Building 33 (Orthotics).
- 2.7.3 The site can be identified into seven main precincts namely the core hospital precinct, clinical teaching precinct, staff precinct, cottages precinct, old precinct, UTS precinct and main block precinct. These precincts have been defined by the history and function of areas within the wider site and the characteristic or related groups of buildings.

2.8 Hospital Facilities

- 2.8.1 RSN Hospital comprises two distinct elements comprising a public facility located to the south of Westbourne Avenue and a private facility to the north of Westbourne Avenue which is operated by Ramsay Health Care Limited. Whilst the application encompasses the entire site the concept plan proposal involves the redevelopment of the public hospital element of RNSH only.

Private Hospital

- 2.8.2 The private hospital has a gross floorspace of 20,013m² and currently is five stories in height with basement car parking for 123 vehicles. It accommodates 2 day surgery rooms, 18 recovery operating suites, 8 theatres, 15 recovery bays and 178 beds. It has gradually been extended over the last 10 years in accordance with an approved masterplan for the site (DA-1996/24).
- 2.8.3 A development application was approved on 8 November 2006 for the "stage three northern extension of the hospital and one additional car parking level" (DA-2006/165) which will increase the total gross floorspace from 20,013m² to 28,965m² (an increase of 8,952 m²). The extension will be developed over the existing ground level car park adjoining the rear of the hospital building and construction of an additional level of car parking onto the existing RNSH multi-level car park.

RNS Public Hospital

- 2.8.4 The public hospital is both a local and major referral/tertiary hospital for an area that extends north of Sydney Harbour across the Hawkesbury River and west to Wiseman's Ferry, having a population of approximately 1,110,600 people. It is a major teaching and research hospital providing State wide services for burns and spinal injuries. Combined, the total floorspace of the RNS public hospital is approximately 136,000m².
- 2.8.5 It is a 740 bed acute general teaching hospital providing care to residents of the Hornsby, Ku-ring-gai, Ryde, Hunters Hill, Lane Cove, Willoughby, North Sydney, Mosman, Manly, Warringah and Pittwater LGAs. It is also a teaching hospital of the University of Sydney and the University of Technology, Sydney and part of a cooperative network of public and private hospitals and community health services in the Northern Sydney Area.
- 2.8.6 RNSH is home to prize-winning research in a variety of areas. The Kolling Institute of Medical Research (the oldest research group on campus) is a consistent winner of NSW infrastructure grants in recognition of both the excellence of its theoretical research and the practical applications of such research. In addition we are proud to claim two Centres of Clinical Excellence in Hospital Based Research (NHMRC) - The Pain Management and Research Centre and the Institute of Magnetic Resonance Spectroscopy.

- 2.8.7 It has a major emergency department and plays a significant role in the provision of specialist services for the Sydney Metropolitan area particularly in surgical, paediatrics, maternity and community services. The hospital operates from over 50 buildings scattered across the site including 7 demountable buildings although the facilities are primarily housed in Building No 1, Building No 2 and the Douglas Building.
- 2.8.8 Building 1 comprises 19,515m² and is 5 stories in height. It accommodates pharmacy stores, staff facilities and administrative offices, emergency and medical imaging, ambulatory care clinics and facilities, pathology and biomedical services. The Douglas Building comprises 9,483m² and is a 6 storey building housing emergency and maternity facilities.
- 2.8.9 Building 2 comprises 54,451m² and is 13 stories in height. It is the largest of the existing hospital buildings and accommodates a range of medical services such as operating theatres and intensive care as well as more specialist services including pathology, cardiology and neurosurgery. The main entrance to the hospital is provided in this area as is the staff accommodation and facilities.
- 2.8.10 A number of smaller buildings are scattered across the site providing a range of medical and rehabilitation services, education and research facilities as well as student accommodation. Collectively, their total floorspace comprises approximately 52,612m². All the buildings have designated building numbers that have been used consistently in various reports.

2.9 Hospital Accessibility

- 2.9.1 Direct access to the main hospital building and the Emergency Department is currently provided from Pacific Highway via Reserve Road and access to the multistorey car park is provided from Reserve Road and Westbourne Street. Implementation of the proposal will result in a grid shaped system of new roads to open up the site thereby making it more permeable to traffic and pedestrians with a new road hierarchy (see Section 3.10).

2.10 Car Parking Provision

- 2.10.1 The existing total car parking provision at RNSH is approximately 2,760 car parking spaces. The main car parking facility is located off Reserve Road, north of Westbourne Street, and provides 1,850 car parking spaces. The remaining spaces are located in several surface car parking areas dispersed across the RNSH site, comprising 910 car parking spaces, primarily for use by staff and patients.

2.11 Landscaping and Trees

- 2.11.1 Whilst no trees on the site are listed within Willoughby Local Environmental Plan 1995 (WLEP 1995), a tree heritage study prepared in support of the application identifies the following six main groups of significant vegetative elements on the site, in particular:
- (a) *A partial avenue of Phoenix canariensis (Canary Island Date Palms) along the boundary between the UTS Precinct and the Old Hospital Precinct in the southern part of the site.*
 - (b) *The trees and palms comprising the landscape curtilage to Building 31.*
 - (c) *A large and established Ficus macracarpa var. "hilli" to the southeast of the entrance of Building 10 (adjacent Buildings DM1 and DM2), and to a lesser extent the Cinnamomum camphor (same location).*
 - (d) *The remaining vegetative elements of the former avenue planting to Reserve Road.*
 - (e) *The lines of Lophostomen confertus to Reserve Road and Westbourne Street.*
 - (f) *The groups of Syncarpia glomulifera trees immediately northwest of Buildings 28 and 29.*



Figure 9 Significant Heritage Elements (Source: Cox Richardson)

2.12 Project Objectives

2.12.1 The proponent has identified the following objectives of the Royal North Shore Hospital (RNSH) project:

- Provide new "state of the art" hospital facilities with high quality care standards.
- Facilitate the delivery of improved health, education, research and community facilities on site.
- Provide improved access to and between different health and community services on site.
- Provide flexible building design to allow for future modification and expansion to meet anticipated growth in demand for services and changes in clinical practice.
- Encourage supplementary and support private hospital health facilities on lands core to the RNS public hospital.
- Ensure development provides harmony and balance with the surrounding areas.
- Facilitate the broader redevelopment of St Leonards and surrounding environs.
- Introduce a wide range of uses onto the site consistent with the site's proximity to the St Leonards Railway Station, including commercial, retail and residential uses, whilst maintaining as a dominant feature, the RNS hospital and complementary health activities.
- Provide a high quality urban environment through careful design of buildings and a well designed public domain.
- Improve and enhance the public domain, including a variety of public areas and pedestrian and vehicular connections through the site.
- Retain significant heritage items, within a campus-wide strategy for adaptive reuse.
- Enhance access to public transport, including walking, cycling, rail and bus networks.
- Provide adequate car parking on site in a way that maintains pedestrian safety, the quality of

public space and built form.

- *Manage traffic through the site so that pedestrians can move freely and safely, and amenity is maintained.*
- *Encourage public transport use by enhancing convenient access to rail and bus networks, and ensuring that roads within the site are navigable by buses.*
- *Maintain a leafy, green environment.*
- *Amend land use zoning under WLEP 1985 to reflect the concept plan.*

3 PROPOSED DEVELOPMENT

3.1 Approval Sought

3.1.1 Approval is sought for the following:

- (a) Subdivision of the site into hospital precincts and other development precincts.
- (b) Consolidated hospital redevelopment within Precincts 1, 2 and 8 (hospital development is permitted in other precincts where an application for development is approved or granted).
- (c) A maximum GFA of 178,370m² across the development precincts (Precincts 3, 4, 5, 6 and 7).
- (d) A maximum GFA per development precinct as follows:

Precinct 3	4,000m ²
Precinct 4	46,345m ²
Precinct 5	24,920m ²
Precinct 6	37,365m ²
Precinct 7	65,740m ²
Precinct 8	28,200m ²

- (e) The following minimum and maximum GFA for each broad land use:
 - (i) A maximum of 76,200m² shall be developed for residential use (and a minimum of 42,500m²).
 - (ii) A minimum of 15,000m² shall be developed for the purposes of temporary accommodation, of which:
 - A minimum of 10,000m² shall be developed for the purposes of nursing and student accommodation; and
 - A minimum of 5,000m² shall be developed for the purposes of a short term, hotel style accommodation.

Note: If it can be successfully demonstrated to the Director-General that arrangements are in place for provision of temporary accommodation within the total GFA identified for residential use, as referred to at Modification M1.1(e)(i), this can be subtracted from the minimum total GFA identified for temporary accommodation, as referred to at Modification M1.1(e)(ii).

- (iii) A minimum of 77,500m² shall be developed for employment generating uses.

Despite the above, the total maximum GFA shall not exceed 178,370m².

- (f) The following broad land use distribution across the development precincts:
 - (i) Precinct 3 shall be developed for employment generating land uses only.

- (ii) *Precinct 4 shall be developed for employment generating land uses and may include residential and temporary accommodation.*
- (iii) *Precinct 5 shall be developed for employment generating land uses only.*
- (iv) *Precinct 6 shall be developed for employment generating land uses and may include residential and temporary accommodation.*
- (v) *Precinct 7 shall be developed for residential land uses and may include temporary accommodation and employment generating uses.*
- (g) *Conceptual road design.*
- (h) *Urban design, landscape, open space and heritage design concepts.*
- (i) *Maximum height of building envelopes specified within Figure 28: Illustrative Master Plan, prepared by Cox Richardson, with the Preferred Project Report.*
- (j) *Provision of car parking in accordance with the terms of C.4.1, C.4.2 and C.4.3 of Part C – General Development Guidelines, Willoughby Development Control Plan (WDGP) adopted on 26 June 2006 as in force on 21 August 2006.*
- (k) *Improved amenities and services which may include a mix of financial contributions and works in kind towards open space and community facilities (including provision of child care facilities for a minimum of 180 spaces) and dedication of certain public open space and road infrastructure (refer to Modification M6).*
- (l) *Staged re-opening of Westbourne Street to through vehicular traffic.*

3.2 Strategic Policy Justification

- 3.2.1 The strategic policy justification for the proposal can be found within the State Infrastructure Strategy, NSW Metropolitan Strategy and the St Leonards Strategy. Various references are made to the Lower North Shore, St Leonards Centre and the RNSH site within both documents together with references to various key aims and objectives.

State Infrastructure Strategy

- *The State Infrastructure Strategy commits to the upgrading of RNSH within the next four years (to 2010/2011).*
- *Up to \$702 million has been committed to this upgrade by budget and forward estimates for next four years by the Strategy.*

NSW Metropolitan Strategy

- *The Lower North Shore is identified as a significant hospital and research precinct with RNSH specifically identified as a "Major Hospital".*
- *St Leonards is identified as a specialist centre within the context of the "Global Economic Corridor".*
- *St Leonards has been targeted to increase the number of new jobs from 25,166 to 33,000 between 2001 and 2031; an increase of 7,834 new jobs (31% increase).*
- *The Inner North Sub Regional Area has been targeted to provide an additional 29,744 new dwellings over the next 30 years.*

St Leonards Strategy

- *RNSH should be consolidated to release the "western mixed use transitional area" for mixed development to take advantage of the proximity to public transport and town centre amenities.*
- *Development opportunities for commercial, residential, small scale convenience goods retail and food and drink outlets should be made along the key pedestrian route within the precinct.*
- *Medical research and clinics, aged care, nurses and visitor and student accommodation should be provided within the precinct.*
- *The precinct will provide opportunities for a substantial number of workers and residents within a comfortable distance of St Leonards Railway Station adding to the vitality and viability of the centre.*
- *RNSH is identified as a key driver of the strategic growth scenario including the creation of an additional 3,250 new jobs on surplus land.*
- *RNSH should yield approximately 1,500 new residents, including about 450 nurses and 200 hotel rooms.*

3.2.2 A detailed analysis of the strategic planning and site suitability of RNSH is set out by the proponent within Section 8.2 of the Amended Concept Plan and Environmental Assessment in **Appendix C**.

3.3 Early Site Works

3.3.1 The development proposal involves the demolition of all buildings not required for hospital purposes or to conserve the heritage significance of the site.



Figure 10 Existing Buildings to Be Retained (Source: Cox Richardson)

3.3.2 As part of the application for concept approval, project approval is sought for early works involving demolition and preparatory site works. This can be achieved (without a separate application for development) through the provisions of Section 75P(1)(c) of the Environmental Planning and Assessment Act 1979 ("the Act") on the basis that no further environmental assessment is required (see Section 4).

3.4 RNSH Concept Plan

- 3.4.1 The application seeks approval of a concept plan to facilitate the redevelopment of the RNS public hospital site on Lots 21 and 22 in DP 863329. A range of design options and alternatives were considered by the proponent prior to the current proposal being formalised. These are set out within Section 6 of the Amended Concept Plan and Environmental Assessment (EA) in **Appendix C**.
- 3.4.2 The application seeks approval for the development of new, state of the art hospital facilities, including a new hospital building, community precinct and research and education facilities. This refurbishment and expansion will result in an improved, centralised and autonomous facility occupying less than half the current site. The residual land will provide opportunities for the development of complimentary health facilities and key workers accommodation as well as providing mixed use development and private development opportunities to facilitate the hospital related redevelopment, and make use of good public transport corridors.



Figure 11 Illustrative Concept Plan (Source: Cox Richardson)

- 3.4.3 The development will seek to generally achieve the broad requirements set by the St Leonards Strategy for private residential and temporary accommodation as well as employment generating uses.
- 3.4.4 There will be no significant change to the range of services or floorspace provided within the existing hospital. The existing outdated piecemeal buildings will be consolidated into a smaller number of integrated and more efficient buildings so as to improve the existing services currently provided and increase useable hospital floorspace. Building 1 will be part demolished (leaving 10,115m² floorspace) whilst Building 2 (54,451m²) will be retained which, when added to the new hospital building (63,800m²), will result in overall hospital related floorspace decreasing from approximately 136,000m² to 130,000m².
- 3.4.5 Building 1 will be partially demolished with approximately 9,400m² being retained for pathology, offices, stores and staff amenities. Building 2 will be primarily occupied by health services with surplus space being made available to be leased to private sector health providers. It will house a number of services including support services, medical records, CSSD and a pharmacy. The Douglas Building will remain primarily unaffected by the redevelopment aside from the introduction of a new mental health unit on level one and the provision of new links to other hospital buildings on the site.

- 3.4.6 The new hospital facility will comprise an acute service building and ambulatory care building that are linked at multiple levels with the central courtyard/galleria constructed over the former alignment of Reserve Road. The said facilities will comprise 63,800m² of new floorspace. Precinct 8 will be developed as a specialist medical research and education facility (Project Approval was granted by the Minister on 29 January 2007) comprising some 24,000m² of new floorspace. A primary care and community health building is proposed that will comprise some 8,000m² of new floorspace.
- 3.4.7 The redevelopment of RNS public hospital will be realised, and is in part contingent upon, the release of residual land to the private sector for mixed use development. Those parts of the site not required in direct association with the hospital will be sold to a private developer(s) for a range of commercial, retail, residential (including temporary nurses and student accommodation) and community uses.

3.5 Land Use and Floor Area

- 3.5.1 As noted in Section 3.3, implementation of the development proposal will reduce the total floorspace of RNS public hospital from about 136,000m² to 130,000m² (with no change proposed to RNS private hospital). However, it is likely that both the public and private hospitals will continue to grow incrementally over time.
- 3.5.2 No maximum gross floor area is specified within the hospital precincts although heights planes have been included to allow for hospital expansion in the future subject to a separate application. All floor space proposed within Precincts 1 and 2 will be used solely for 'hospital' and ancillary purposes such as food and beverage outlets, small scale convenience goods retail and research and education facilities.
- 3.5.3 Precinct 8 will be developed as a specialist medical research and education facility. Project Approval was granted by the Minister on 29 January 2007 for the staged development of 24,000m² of new floorspace. There may be an opportunity for this to expand in the future so the proponent is seeking approval of 28,200m² in the event that this aspiration is realised.
- 3.5.4 There is presently no certainty which non-hospital precinct will be developed first given that the concept plan has been developed to cater for perpetually changing market conditions. Consequently, the proponent is seeking approval of maximum and minimum gross floor areas to be expressed numerically and as a percentage for Precincts 3 to 7.
- 3.5.5 Despite this, from a land use planning perspective, achieving development closest to St Leonards Railway Station would be desirable.
- 3.5.6 A land use and floor area matrix has been prepared by the proponent to express this information on this basis in the hope of gaining a flexible approval that can facilitate a range of outcomes dependent upon market conditions at that time. It is envisaged that up to 10 years may elapse before the development precincts are available for development.
- 3.5.7 The Department has assessed this issue in the context of the strategic planning policy context pertaining to the RNSH site and has developed the terms of approval for the concept plan accordingly. This issue is assessed in detail within Section 6.3.

3.6 Building Height

- 3.6.1 The indicative scheme (as shown in Figure 11) is one interpretation of how the site may be developed in the future. All of the proposed envelopes are below the height planes as indicated above within the composite building height map dictating how solar access will be achieved. The indicative scheme is generally reflective of the maximum development potential and gross floor area articulated by the land use and floor area matrix referred to above.
- 3.6.2 Solar access planes have been determined to preserve appropriate solar access at the following key locations on the basis that the principal potential environmental effect of optimised built form and