

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.

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. The widened public domain thus created is more than ample for generous street tree provision, and appropriate for both pedestrians traversing Herbert Street and pedestrians using the retail frontages at Precincts 4 to 6.

Figure 4.2 details the various setbacks, build to lines and active ground level frontages that will be provided.



Figure 42: Indicative building edges / setback plan, prepared by Cox Richardson (Ref. C15.)

7.10 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 43: 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.

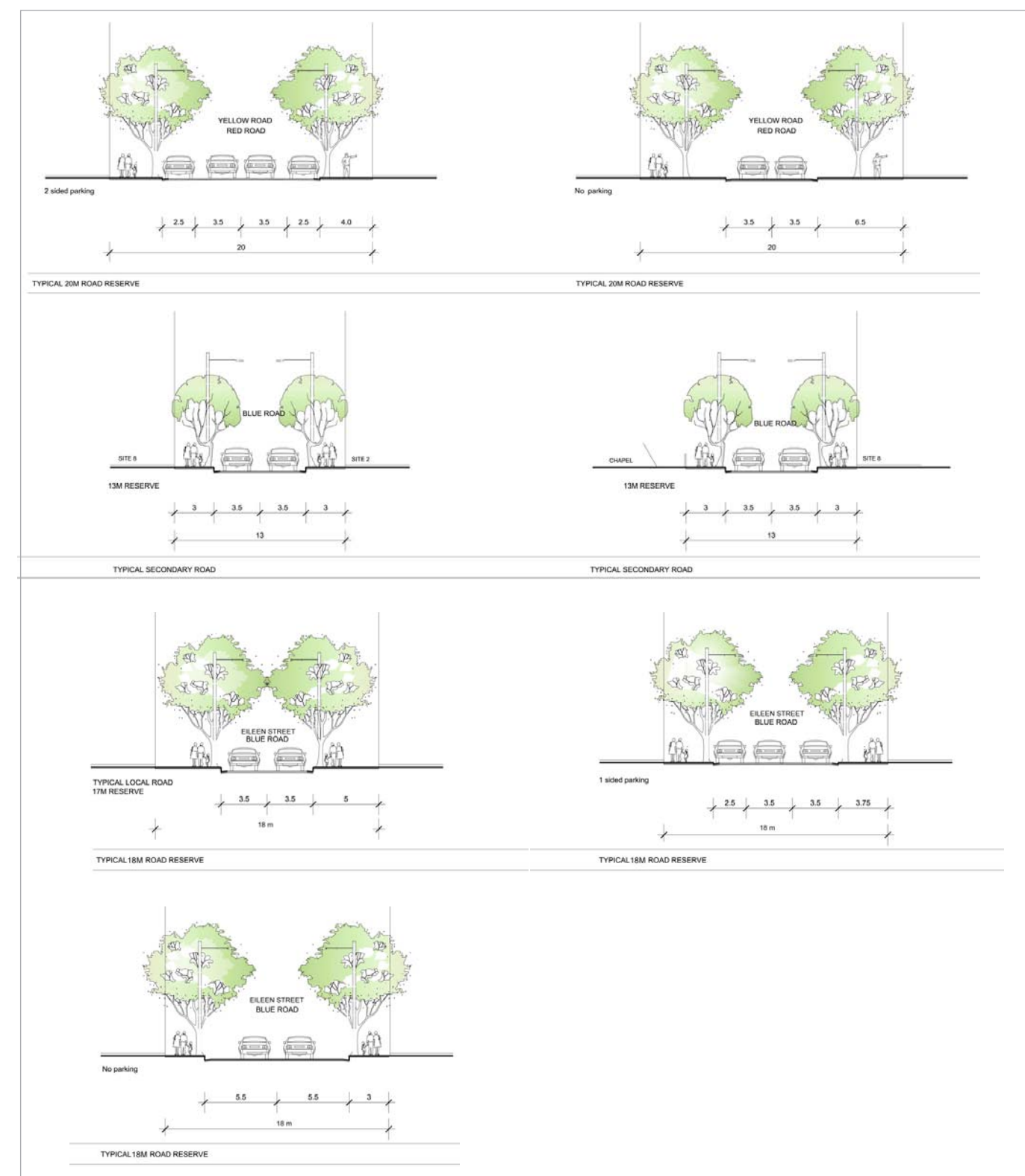


Figure 44: Street Sections (Ref. C18.1.)

The proposed vehicular circulation network is detailed at Figure 45.

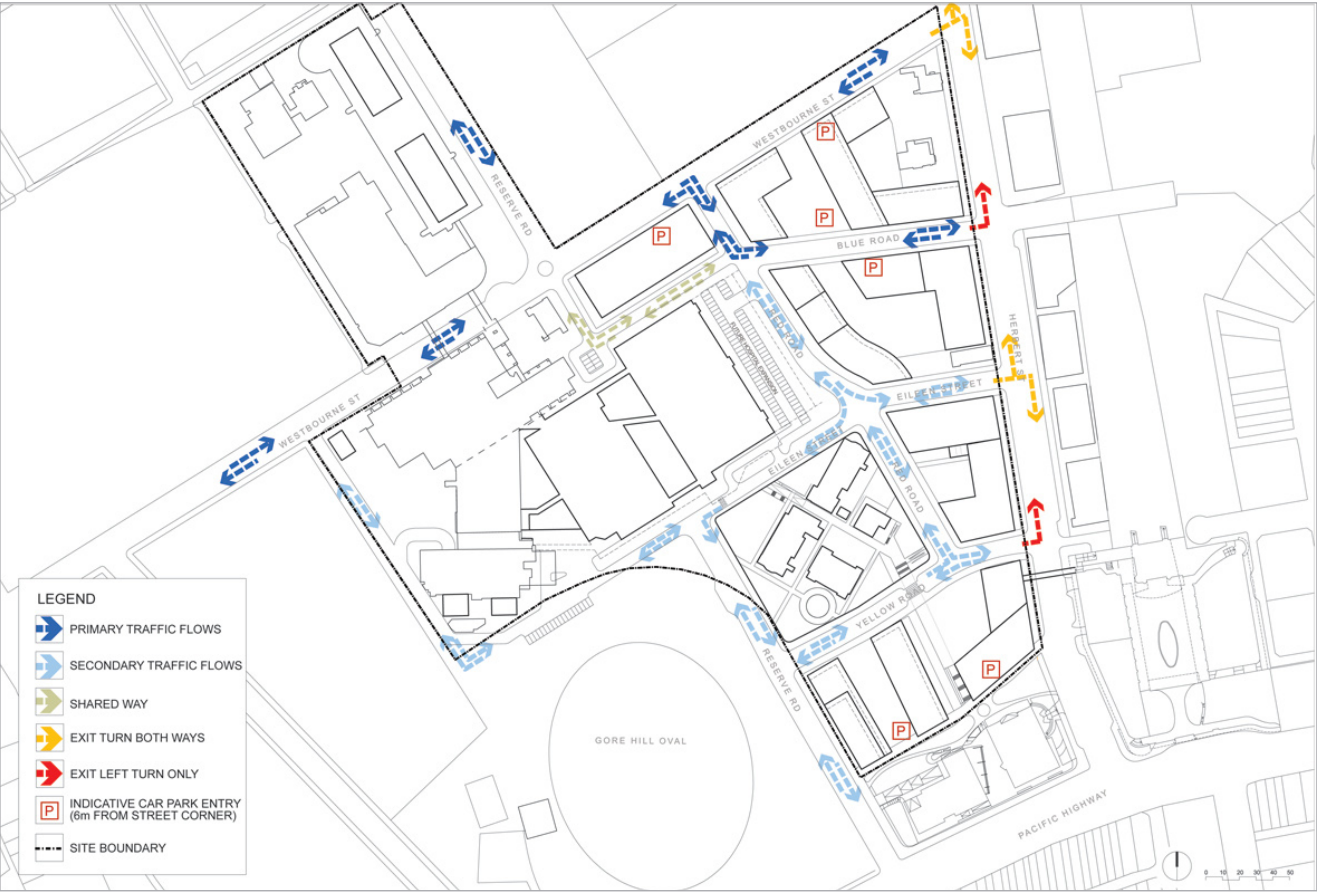


Figure 45: Illustrative vehicular circulation plan, prepared by Cox Richardson

7.10.1 PEDESTRIAN AND CYCLE ACCESS

A more direct pedestrian connection through the campus is proposed between St. Leonards Station and the TAFE site past a local shopping/activity precinct, and the new hospital building.

The proposed main pedestrian access to the hospital main entry is from St Leonards Railway Station, across a pedestrian footbridge over Herbert Street, and along an on-grade dedicated public way. This public way passes through a ground level plaza on Precinct 4, across Yellow Road shared way, and leads through the heritage building Precinct 3 to the main hospital entry.

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.



Figure 46: Public Linkages, prepared by Cox Richardson

7.10.2 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.

Parking for commercial uses will be provided at the Willoughby City Council DCP rate of one space per 110m² of floor area. This represents a provision rate of just over one third of the RTA's unconstrained parking provision rate of one space per 40m² and will lead to a substantial reduction in private car use. It is proposed that Willoughby Council's DCP rate for residential parking be set as a maximum and that hospital related staff housing be permitted to be provided with parking at only 50 per cent of the DCP rate where appropriate. Parking for retail uses will be based upon the expectation that about half of the business will be generated from on or near the site. A parking provision rate of one space per 30 m² of retail space 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 Council development control plan/s.

7.11 UTILITIES AND SERVICES

The 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 shall 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.

7.12 LAND TENURE AND OWNERSHIP

Figure 47 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

It is proposed that the hospital retain ownership of:

- | | |
|--------------------------------------|----------------------|
| • Precinct 1 | • Precinct 2 |
| • Reserve Road north (refer diagram) | • Westbourne Street |
| • Red Road north | • Eileen Street west |

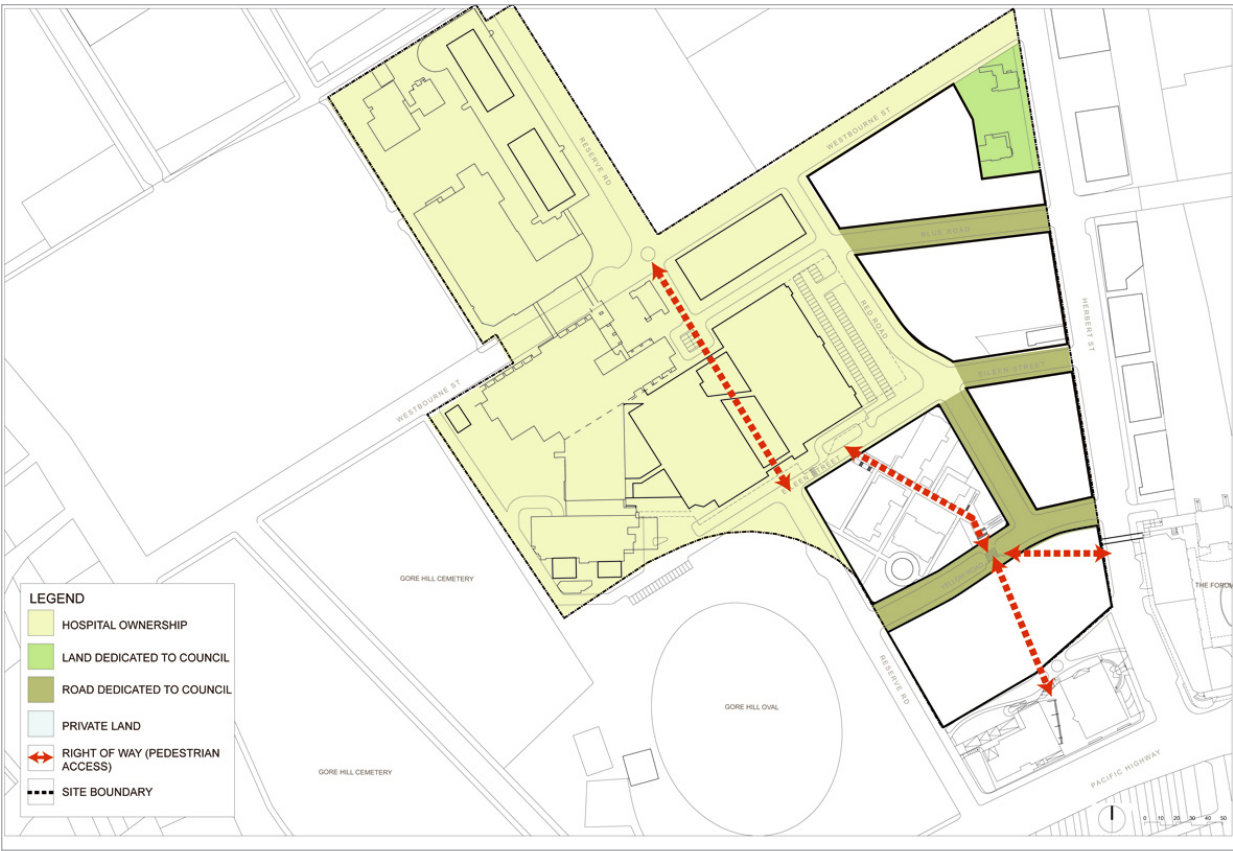


Figure 47: Tenure Plan, prepared by Cox Richardson

Private ownership

It is proposed that the following site Precincts are privately owned:

- | | |
|--------------|--------------|
| • Precinct 3 | • Precinct 4 |
| • Precinct 5 | • Precinct 6 |
| • Precinct 7 | |

Dedicated public roads

It is proposed that, following construction, the following new roads will be dedicated to Willoughby City Council as public roads:

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

7.13 STAGING

The project will be constructed in the five stages detailed at Figure 48.

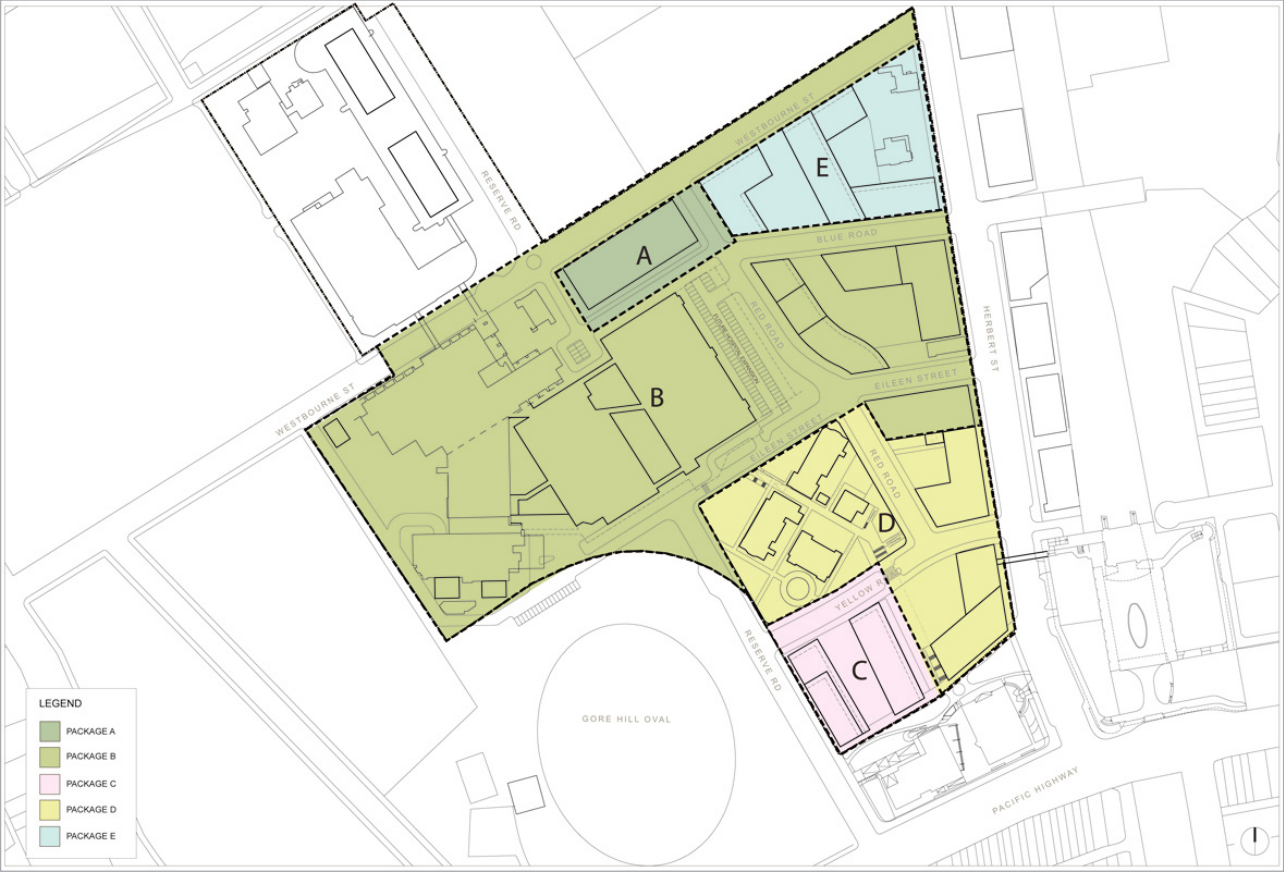


Figure 48: Subdivision Plan, prepared by Cox Richardson

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 re-opening of Westbourne Street, Precinct 6 and associated roads and open spaces. The development of Precinct 6 at this stage will provide some early funding to offset the cost of Hospital works. When the hospital buildings are complete, hospital users will be decanted back out of the Stage A Research/Education building, making the Hospital fully operational, and making the new research building available for the growth of medical related specialties and associated hospital uses. Once complete, Stage B will be accessible via the existing alignment of Reserve Road and the newly constructed Green 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 infrastrure. 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, 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.

7.14 PROPOSED STATUTORY PLANNING AMENDMENTS

Documneted at Appendix 2, the Minister for Planning has formally agreed to consider listing the site in Schedule 3 of the Major Projects SEPP. This listing is necessary to permit the range of non-hospital uses proposed in the Concept Plan. A draft listing 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, and
- (e) 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. Willoughby City Council will be the consent authority for all other proposals.

The Draft listing establishes two zones. The draft ‘Hospital Zone’ permits only hospital, community and related 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
No additional overshadowing of the playing surface of Gore Hill Oval or property east of Herbert Street between 10.00am and 2.00pm on any day
- Floor area
The total ‘gross floor area’ in the ‘Mixed Use’ zone is not to exceed 180,000m2, and not less than 50,000m² of this floor area is be used for non-residential, employment generating uses.
- 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 plan/s are be approved by the Minister prior to the submission of any project application relating to a heritage item.

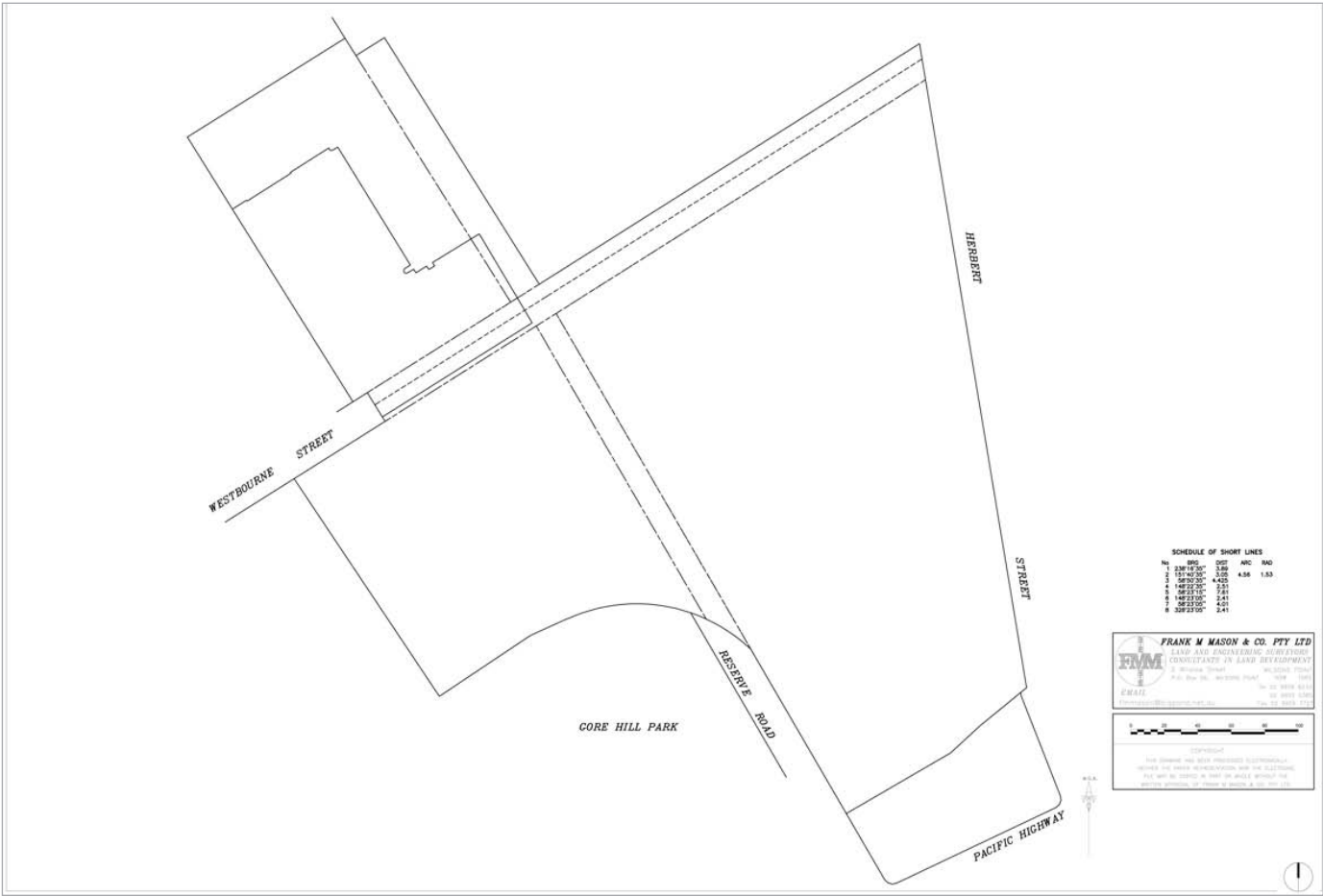


Figure 49: Schedule 3 Listing, prepared by Cox Richardson

