

## 8 ENVIRONMENTAL ASSESSMENT

The following is our assessment of the key environmental issues arising in relation to the Concept Plan, with particular regard to the matters raised in the Director General's EARs (see Section 5).

### 8.1 CONSISTENCY WITH RELEVANT ENVIRONMENTAL PLANNING INSTRUMENTS

All relevant Environmental Planning Instruments, circulars and the like are summarised at Section 3.5. While listing under Schedule 3 of SEPP Major Projects is required to permit the range of non-hospital-related uses proposed on the site, the project is otherwise consistent with relevant EPIs as detailed below.

#### ***State Environmental Planning Policy (Major Projects)***

The project is consistent with SEPP Major Projects in that it involves the redevelopment of an existing hospital of significance to the State, and the orderly use, development and conservation of surplus transit oriented public land in direct accordance with the objectives and provisions of the Metro Strategy. It is primarily for a public purpose and includes the redevelopment of those parts of the site no longer required for that public purpose.

#### ***State Environmental Planning Policy 55 – Remediation of Land***

Preliminary contamination analysis has been undertaken to demonstrate that the site can be made suitable for its proposed purpose (see Section 8.13). The Statement of Commitments (see Section 9) includes commitment to implement and audit a Remediation Action Plan.

#### ***State Environmental Planning Policy 11 – Traffic Generating Developments***

It is assumed that the Minister will seek the views of the Roads and Traffic Authority in accordance with the aims and provisions of SEPP 11.

#### ***State Environmental Planning Policy 8 – Surplus Public Land***

The project involves the co-ordinated, orderly and economic use of land in public ownership which is no longer required for its current public purpose, and the application in made to the Minister for Planning, in consultation with Willoughby Council, in accordance with SEPP 8.

#### ***Draft SEPP 66 – Integration of Land Use and Transport***

The project is a strategic opportunity to help integrate land use and transport, and minimises the need to travel by private car, in direct accordance with Draft SEPP 66.

#### ***Willoughby Local Environmental Plan 1995 (WLEP 1995)***

The proposed hospital and related components that characterise the project are specifically permissible under the existing 5(a) Special Uses (Hospital) zoning. While the extent of proposed

commercial, residential and retail uses are beyond the scope of ancillary hospital uses permitted in the existing zone, such high density mixed use development is not inconsistent with the use and built form provisions applicable in adjacent and comparable commercial zones, and is permissible pursuant to Part 3A of the EP&A Act, subject to Schedule 3 listing under SEPP Major project.

With regard to the specific provisions of WLEP 1995:

- Clause 11 – Project approval will be sought for any future subdivision of land.
- Clause 13c – Existing significant trees are preserved (see Section 7.6) and approval is sought for the removal of others.
- Clause 13D – Potential loss of views, privacy and sunlight are considered at Sections 8.5.2 and 8.6 respectively.
- Clauses 56-62 – No heritage items are currently listed on the site pursuant to WLEP 1995. In accordance with the objectives of Clauses 56-62, several local and state heritage items are proposed to be conserved in accordance with their heritage values and are identified for proposed statutory listing (see Appendix 3 and Section 7.14).

#### ***Section 117 Direction No. 3 - Business Zones***

The project will increase the supply of business zoned land within the St Leonards commercial centre in direct accordance with the Metro Strategy.

#### ***Section 117 Direction No. 17 - Integrating Land Use and Transport***

The proposed density, mix and location of new residential and business uses adjacent to St Leonards Railway Station is directly consistent with 'Improving Transport Choice – guidelines for planning and development' (DUAP 2001), and 'The Right Place for Business and Services – Planning Policy' (DUAP 2001).

#### ***Section 117 Direction No. 21***

In accordance with Direction 21:

- The site is already served by water and sewerage infrastructure, that will be augmented in consultation with the relevant utility provider as necessary to accommodate the project (see Section 7.11).
- The project provides for a variety of housing forms and increases the permissible residential density on the land.

#### ***Section 117 Direction No. 26 – Special Area Zones and Recreation Zones***

The Director General of Health has authorised the proposed reduction in the amount of land zoned Special Uses - Hospital.

## 8.2 STRATEGIC PLANNING AND SITE SUITABILITY

The development provided for in the Concept Plan is essentially the implementation of specific aspects of the State Government's 'Metro Strategy' and the locality specific refinement of that Strategy provided within the Draft St Leonards Strategy.

### 8.2.1 METRO STRATEGY

As discussed at Section 3.1, the Metro Strategy was released on 4 December 2005 and represents the State Governments latest strategic policy for the future development of greater metropolitan Sydney. The following extracts of the Metro Strategy are relevant to the RNS Hospital project.

#### Strategy A - Economy and Employment

The background section 'Health and Education' states that:

*"Major education and health facilities are clustered in or close to the centre of Sydney in particular around Sydney University and Royal Prince Alfred Hospital, St Vincent's Hospital, Garvan Institute, and around the University of NSW and Prince of Wales...Five of Sydney's six universities are in the global economic corridor. There are also concentrations of pharmaceutical companies around Ermington/ Rydalmere, Parramatta, Chatswood/Frenchs Forest and **a significant hospital and research precinct in the lower north shore.**"*

St Leonards is specifically identified as a specialised centre.

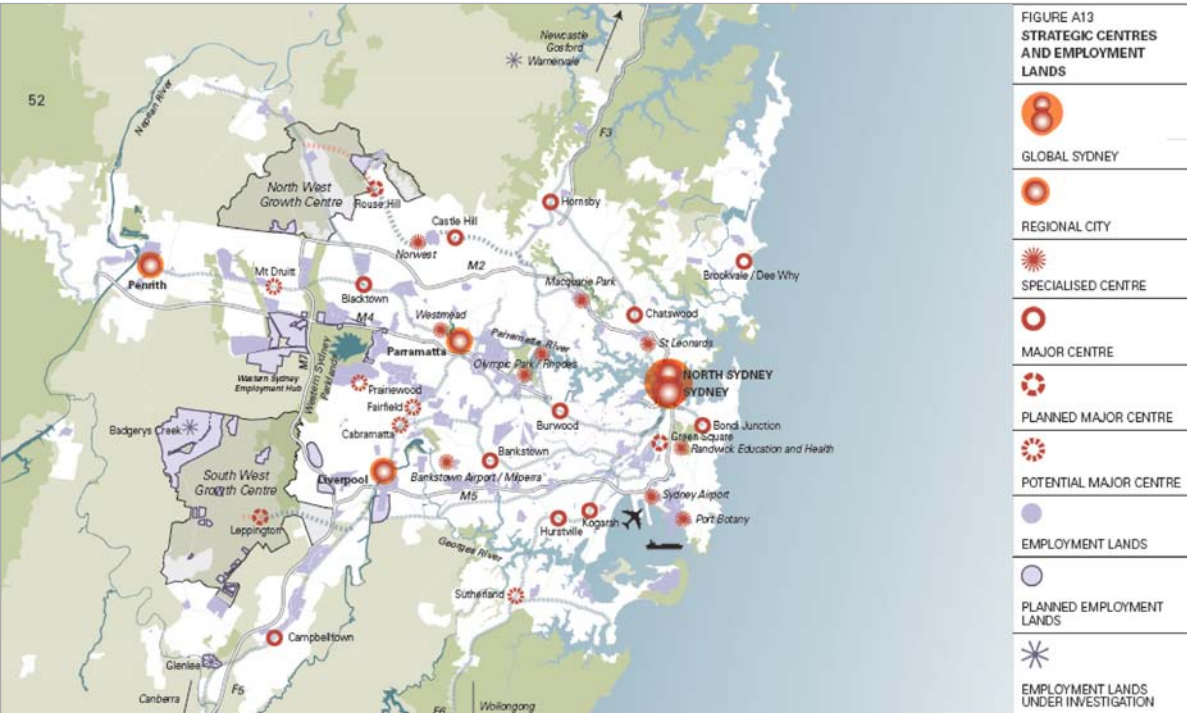


Figure 50: Metro Strategy Figure A13: Strategic Centres and Employment Lands, p52

The Lower North Shore (i.e. St Leonards and the surrounding district) is identified as containing a significant hospital and research precinct. The RNSH is identified as a major hospital.

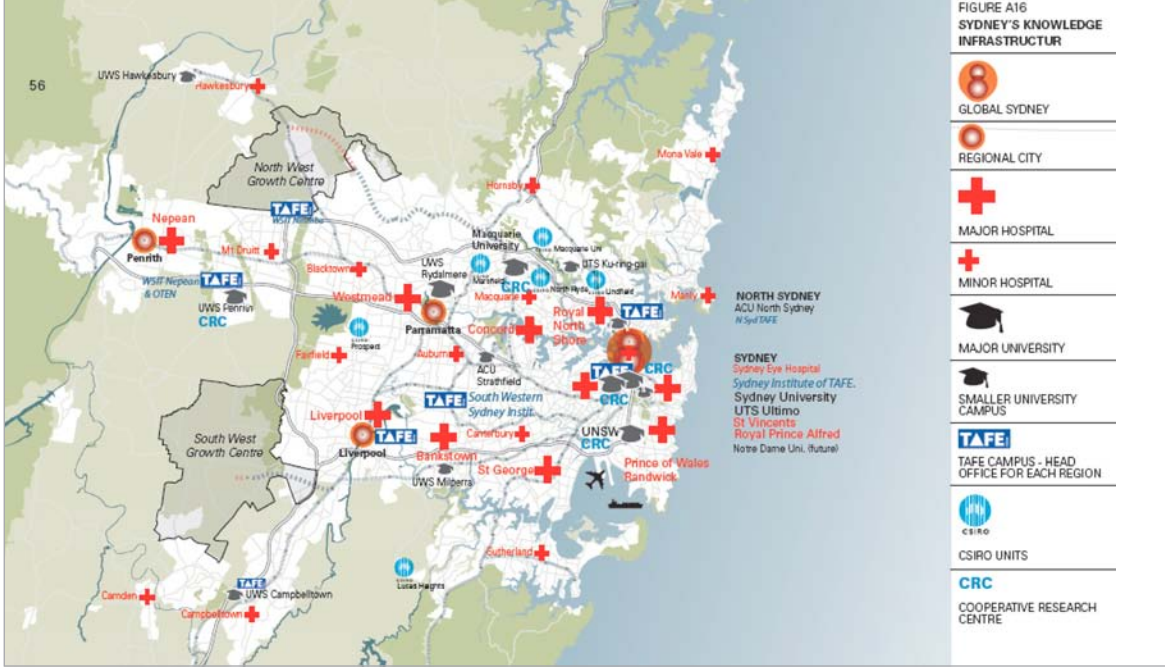


Figure 51: Metro Strategy Figure A16: Sydney's Knowledge Infrastructure, p56

The St Leonard's area is identified as containing employment lands and additional planned employment lands.



Figure 52: Metro Strategy Figure A17: Strategic Employment Precincts, p62



Objective A2 of the Metro Strategy highlights the need to increase opportunities for innovation and skills development, and states that:

*“Strategic centres and magnet infrastructure associated with universities, hospitals and research institutions, provide the foundation for both public and private sector achievements that drive innovation and economic growth. These assets build the research base for advances in industry and can generate commercial success in the form of spin-off companies and new technologies. The State Government departments of State and Regional Development, Health, and Education and Training, and the Ministry of Science and Medical Research, are working with the Department of Planning to drive the increase in innovation and skills development around these strategic assets and hubs of knowledge.”*

The development of hospitals and research institutions are key magnet infrastructure that will promote the goals of innovation and skills development. The RNSH clearly has the potential to act as a base to generate growth in the surrounding areas, and the proposed additional commercial space will be ideally suited to accommodate that growth.

Objective 2.3.1 of the Metro Strategy identifies that:

*“Magnet infrastructure has the following characteristics:*

- provides demonstrably high economic benefits within a centre and region;*
- enhances reputation and specialisation of centres around value-added activities;*
- requires a whole of Government approach to establish and manage rather than being the responsibility of any one Government agency;*
- complements but doesn’t substitute conventional capital works that are the responsibility of State Government agencies and local government;*

*Types of magnet infrastructure include:*

- performing arts centres, children’s activity centres and music studios;*
- research and medical knowledge infrastructure;*
- specialised transport and communications infrastructure (for example, secure transmission biodata); and*
- advanced and special education facilities (for example, languages, finance and insurance).”*

The Metro Strategy therefore clearly identifies the RNSH as ‘magnet infrastructure’ with the potential to drive investment in research and medical knowledge, thereby reinforcing the role of St Leonards as a specialised centre of medical employment.

The Metro Strategy notes the need to provide a structure for future innovative growth. Objective A2.1.1 establishes the Premier’s Council on Science, Innovation, Economic Development and Trade, the goal of which is to prepare an Innovation Strategy focusing on boosting innovation activities at key locations. The objective states:

*“The Premier’s Council on Science, Innovation, Economic Development and Trade will be established in early 2006 to oversee the development of an Innovation Strategy to expand the Greater Metropolitan Region’s innovative capacity consistent with the principles and directions of the Metropolitan Strategy. ...*

*The Innovation Strategy will focus on the geographic locations and infrastructure where knowledge and innovation activity is concentrated. This includes the following:*

- Global Sydney, the specialised centres and Regional Cities, in particular those containing the seven Sydney based biomedical hubs (Darlinghurst, Randwick, Westmead, Central Sydney, **St Leonards**, North Sydney and Liverpool);*
- educational institutes (TAFEs, universities and colleges);*
- technology parks (such as Australian Technology Park);*
- Western Sydney (information and communication technologies, manufacturing);*
- North Ryde (significant information and communication technologies, biotechnology biomedical device and pharmaceutical industry clusters);*
- **North Shore biomedical;***
- magnet infrastructure (in addition to universities and hospital associated hubs noted above);*
- UWS/Campbelltown Clinical School;*
- Westmead BioHub; and*
- Elizabeth Macarthur Agricultural Institute, Camden”*

The Metro Strategy identifies the need to provide affordable housing located near employment uses, and Objective A3.2 promotes the integration of the employment and housing markets:

*“Analysis of Sydney’s job markets indicates discrepancies between some high growth jobs in certain subregions of Sydney and the skills of the local workforce.*

*Some areas of Sydney have difficulty in attracting workers because of high housing prices and rents. This gives rise to skill shortages or leads to extended journey to work distances and travel times. Examples include primary school teachers, childcare workers, retail and hospitality staff, and home care and nursing aides.”*

In transport nodes and employment centres such as St Leonards, the Metro Strategy seeks to ensure a balance of both employment and proximate housing suitable to accommodate the employee demand generated, particularly given the high cost of existing local house stock, relative to the incomes of various categories of essential hospital staff.



Strategy B - Centres and Corridors

The Metro Strategy identifies St Leonards as being a ‘specialised centre’ within an existing established corridor.



Figure 53: Metro Strategy Figure B3: Sydney’s Strategic Centres, p93

A major focus of the Metro Strategy is the establishment of employment targets for existing centres and along transport corridors. Objective B1.2.1 establishes employment targets as follows:

“The Metropolitan Strategy is planning for one million jobs to be located in the 27 existing strategic centres by 2031, an increase of 236,000 jobs.

The share of total jobs in strategic centres is expected to increase from just over 40 per cent to almost 45 per cent.

A growing proportion of jobs will be service based, aiding the shift to centres.”

Centre Type	Centre/Precinct	2001 Employment	2031 Capacity Target	Change 2001–2031
Specialised Centres	MACQUARIE PARK	32,308	55,000	70.0%
	ST LEONARDS	25,166	33,000	31.0%
	OLYMPIC PARK/RHODES	13,667	25,000	83.0%
	PORT BOTANY AND ENVIRONS	11,264	12,000	6.5%
	SYDNEY AIRPORT AND ENVIRONS	36,063	55,000	52.5%
	RANDWICK EDUCATION AND HEALTH	9,790	12,000	22.6%
	WESTMEAD	13,267	20,000	50.1%
	BANKSTOWN AIRPORT/MILPERRA	16,325	20,000	22.5%
	NORWEST	4,651	15,000	322.0%

Metro Strategy Table B3: extract from Sydney’s Strategic Centres Employment Capacity Targets 2001-2031, p95

St Leonards is expected to accommodate an additional 7,834 jobs over the next thirty years, with the specialist medical facilities of the RNSH targeted to be a significant focus and driver of this growth.

Objective B3.3.4 provides that growth in specialised centres should support the core economic role of the centre, in this case the RNSH.

“The Metropolitan Strategy has identified nine specialised centres and precincts which are listed in Table B1. These centres, Global Sydney and the Regional Cities encompass a range of activities including high tech, business and office parks and major research areas, special use zones such as port and airports, and health and knowledge precincts that have significant economic and social implications for Metropolitan Sydney.

Planning in and around these centres needs to support and encourage their specialised function. This means ensuring that development controls (where appropriate) State Government business attraction and development initiatives, and the Government’s own investment activities are directed to reinforcing the specialities in these centres. It also means that transport planning should focus on increasing connectivity to these centres, particularly rail transport.”

Table B1 identifies St Leonards as a specialised centre due to the RNSH:

Specialised Centres	Areas containing major airports, ports, hospitals, universities, research and business activities that perform vital economic and employment roles across the metropolitan area. The way they interact with the rest of the city is complex and growth and change in and around them must be	Macquarie Park, St Leonards, Olympic Park/Rhodes, Port Botany, Sydney Airport, Randwick Education and Health, Westmead, Bankstown Airport/Milperra, Norwest
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Metro Strategy Table B1: Types of Strategic Centres, p92

Objective B1.2.2 seeks to implement the employment targets at the local government level through the implementation of new Local Environmental Plans (LEPs) that are based upon the employment targets of the strategy. It states:

“New Local Environmental Plans (LEPs) will be required to reflect the employment capacity targets. State led planning in strategic centres and council’s involvement in subregional planning will inform this process.

The capacity of infrastructure in centres will be a key consideration in achieving the targets and State agencies will be involved in reporting on these issues through subregional planning. The targets will also inform agency capital works and services planning.”

St Leonards contains significant existing infrastructure.



Objective B2 states there is a need to accommodate higher densities in centres while providing diversity to increase livability:

*“Higher density residential and commercial development in and around centres is compatible with enhancing livability. Centres like Kogarah have significantly increased densities and successfully revitalised shopping and service precincts.*

*Through new development, these centres provide for increased social interaction and enhanced services.*

*Busy and lively centres provide communities with a sense of identity and assist some people to overcome a sense of isolation. They can facilitate upgrades of services due to higher potential returns from growing use.*

*Centres encourage diversity. Successful centres provide a range of cultural, community and educational services as well as business and retail activities. As well as the other actions to encourage greater activity in centres, additional residential development is also encouraged.”*

Notwithstanding the identified key health and employment roles for the RNSH site, the Metro Strategy also seeks to encourage additional high density residential development.

Objective B2.1.1 -The Centres and Corridors Strategy states:

*“Strategic centres will accommodate residential development compatible with the employment capacity targets set out in Tables B3 and B4. State led planning in strategic centres, and subregional planning will establish compatible housing targets in centres.*

*Local government will reflect these housing targets and provide a mix of housing types and densities based on a sound analysis of housing capacity and housing needs, including for the ageing population.*

*These targets will be incorporated in local planning instruments.”*

This aims to encourage greater housing densities in centres where capacity for employment and civic roles are provided.

Objective B3 of the Metro Strategy promotes the clustering of business and knowledge based activities in strategic centres such as St Leonards. It provides that:

*“Industry clustering and specialisation in centres improves business transactions, promotes continuous learning and spurs economic innovation. Recent literature on ‘learning cities’ emphasises the benefits of constant interaction between knowledge institutions, business and the community as a driver of competitiveness.*

*To achieve the benefits of clustering, and the employment capacity targets for the strategic centres, there is a need to plan for and create environments that attract new business activities and to provide magnet infrastructure as a catalyst for new investment.*

*Proactive planning with local government and between State agencies is critical. The State Government will couple strong planning in the strategic centres with the use of available levers, such as coordinating Government investment and locating Government office activities to support clusters of office and knowledge-based activity in centres.”*

Objective B3.4 ensures that sufficient commercial office sites are located in strategic centres. It states that:

*“Current estimates suggest that up to 6.8 million square metres of additional commercial floorspace (about eight times the amount in North Sydney or ten times that in Parramatta) will be required to 2031 in Sydney.*

*Constraints on the supply of commercial land are likely to be most acutely felt in the centres through the global economic corridor, in particular the City, North Sydney and Chatswood. In these centres the emphasis will be on lifting development potential, redevelopment, refurbishment and high quality design.*

*In specialised centres there is generally sufficient land zoned for anticipated commercial development but the challenge is to orient these centres to more sustainable transport including reduced car dependence, while protecting and extending their unique advantages.”*

The RNSH site provides a strategic opportunity to provide a significant supply of employment floorspace in the Global Employment Arc, within the St Leonards Specialist Centre, and within walking distance of St Leonards railway Station.

Objective B3.4.2 identifies the Global Economic Corridor as an opportunity to provide for the redevelopment of business space:

*“In Sydney City and the global economic corridor, there are documented capacity constraints. **The Government will ensure there are sufficient strategic sites available** and infrastructure capacity to support the growth of these commercial office markets, particularly in North Sydney, Sydney City, East Darling Harbour, City South, Redfern and at rail stations in the City to Airport Corridor. The Property Disposal Assessment Panel will also prioritise the use of Government assets to increase land supply for commercial development consistent with other objectives.”*

The RNSH site is an important strategic site with capacity to support commercial growth at an existing railway station within the Global Economic Arc.

St Leonards is identified as a link in the global economic arc.





Figure 54: Metro Strategy Figure B9: The Global Economic Corridor, p108

Objective B3.4.1 of the Metro Strategy highlights that commercial floor space and potential commercial sites should be protected:

*“Core commercial areas around rail stations will be protected from conversion to other uses in all Regional Cities and existing and potential Major Centres until future office floorspace needs in these locations have been assessed and planned for as part of the subregional planning to be undertaken with councils.*

*If necessary, Ministerial Directions may be used to manage proposed rezonings.”*

The RNSH site represents a unique opportunity for redevelopment.

Objective B3.4.3 The Metro Strategy aims to identify, protect and promote sites for large scale development in strategic centres.

*“In many centres development of key sites can act as a catalyst for additional development. Developers may be risk averse when it comes to being the first to undertake a significant development in a relatively untested market. As part of the Stronger Centres Initiative, sites which might have development potential will be identified.”*

The RNSH has been identified as such a key site, and the Metro Strategy supports large scale development to complement the St Leonards Specialist Centre and the Global Economic Arc generally.

Objective B4 of the Metro Strategy aims to concentrate activities in centres served by public transport:

*“Concentrating activities in centres has substantial environmental benefits by reducing travel times, pollution, congestion and car dependence, protecting the character of existing suburbs and supporting public transport. Public transport networks and other Government investment in services are concentrated in existing centres. Hence, strengthening the centres makes better use of existing infrastructure and services already in place.*

*People living within one kilometre of strategic centres are more than twice as likely to travel by public transport than those living outside centres. Furthermore, they own half the number of cars on average than those living outside centres. Even a marginal increase in the share of jobs in centres will significantly increase the share of trips by public transport. The benefit of even modestly more concentrated employment in Sydney has been modeled at almost \$5 billion of travel related savings over 16 years.”*

As the RNSH site is located directly adjacent to St Leonards Railway Station and numerous bus services on the Pacific Highway, with the entire site being within one kilometer of the railway station and the St Leonards Strategic Centre, implementation of the Metro Strategy will clearly involve significant concentration of development on the site.

Objective B4.1 Concentrate retail activities in centres, business development zones and enterprise corridors.

*“More than any other Australian metropolitan city, Sydney has successfully limited out of centre retail development and this has strengthened centres. Clear guidance is required as to where retail and commercial office activities should be located with a critical determinant being good public transport and boosting activity and vitality in centres across the spectrum to encourage and sustain investment.”*

The site is ideally positioned to reinforce the retail function of the St Leonards centre.

Objective B4.2.1 aims to carry out transport planning and align investment in rail and bus corridors to support the concentration of employment in that centre. The transport corridors need to be identified and employment concentrated along transport corridors.

*“The transport sustainability of centres is at the heart of the Metropolitan Strategy and has underpinned the focus on concentrating development in centres.*

*This has been and will continue to be backed by a commitment of resources to rail and other public transport investments that support these concentrations. The Rail Clearways project and the bus reforms are examples of significant investments to strengthen centres and corridors. The recent announcement regarding the new rail lines connecting the North West and South West, and across the harbour through the global economic corridor, are all about strengthening the role of centres as locations for economic activity and connecting the labour force with jobs. Workers are more likely to use public transport if their home or job is located within easy reach of public transport.”*



Growth in centres will strengthen the public transport sustainability for that centre.

Objective B4.2.2 examines the future links to strengthen Regional Cities and specialised centres:

*“International experience shows that stronger Regional Cities and specialised centres, which contribute to more self contained subregions, ultimately need upgraded public transport links that provide more efficient connections than cars.”*

The RNSH site is already located within an identified rail and bus corridor.

The RNSH is identified as being within the St Leonards specialised centre within the North Sydney to Macquarie Park economic corridor.

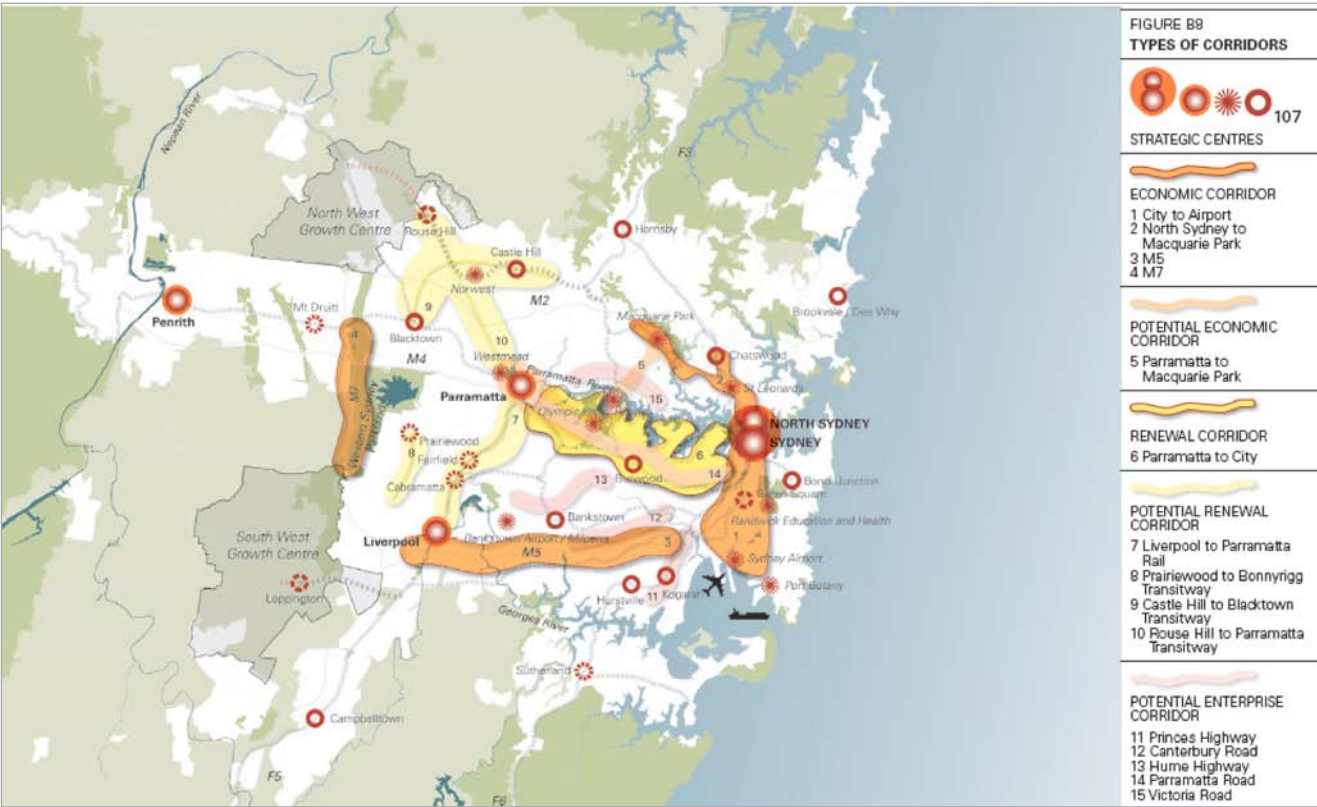


Figure 55: Metro Strategy Figure B8: Types of Corridors, p107

Objective B5 identifies the need to protect and strengthen the primary role of economic corridors through the provision of transport. It states that:

*“Economic Corridors are distinguished by a collection of activities that play a critical role in the metropolitan economy. For example, the global economic corridor (also known as the Global Arc) extending from Macquarie Park to North Sydney and continuing through the City to the Airport contains 660,000 jobs (around 32 per cent of Sydney’s total jobs).*

*The global economic corridor is a key driver of Sydney’s wealth generation and will continue to be into the future. Jobs are concentrated in this area so it is important to consider how to make these jobs more accessible to the people of the metropolitan area.”*

The RNSH site is a key link in the global economic corridor.

Objective B5.1 of the Metro Strategy establishes a stronger corridors planning and development initiative:

*“The global economic corridor covers a number of local government areas, includes high value rail, road, health and other public investments, high amenity areas and high land values. In this economic climate it is not surprising that there are a range of competing interests. The importance of the corridor to the economy demands that a sound structure planning framework is in place for future development. The economic strength of the corridor is built on strong planning decisions made in the past.”*

The RNSH site is an example of a high value health investment that has strengthened the economic corridor.

Objective B5.1.1 aims to establish a Stronger Corridors Initiative covering the North Sydney to Macquarie Park corridor. The Metro Strategy proposes that:

*“There is a need to establish a planning and development framework that provides for growth and development in the North Sydney to Macquarie Park and City to Airport corridors, and manages potential conflict....Work is also soon to commence on the North Sydney to Macquarie Park corridor. The Stronger Corridors Initiative will resource this work.*

The Stronger Corridors Initiative will involve:

- preparation of land use and structure plans examining at the future distribution of residential and employment activities in the corridor;
- an access and parking plan, analysing internal movement and access, maximising existing and proposed infrastructure investments (NW-CBD-SW Rail Link, Rail Clearways and Lane Cove Tunnel) plus managing parking demand across the corridor (consistent with principles that emerge from the Metropolitan Parking Policy see D3.2);
- an economic development plan, examining ways to maximise networks and clusters of economic activity, including strengthening precincts, developing key sites for magnet infrastructure and improving centre management;
- an infrastructure plan supporting and underpinning the above land use, access and economic development directions.”

The RNSH site is contained within the North Sydney to Macquarie Park corridor and this objective promotes the need to establish a framework to manage growth and development within this corridor.

**Strategy C - Housing**

Objective C1 ensures that there will be an adequate supply of land and sites for residential development.

The Metro Strategy provides for an additional 29,744 dwellings in the 'Inner North Area' over the next 30 years.

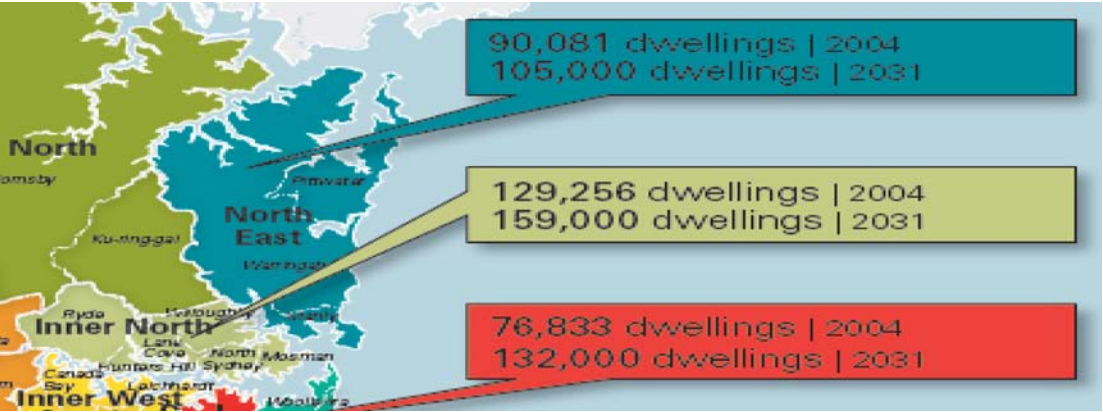


Figure 56: Metro Strategy Figure C9: extract from Subregional Housing Capacity Targets, p137

Objective C2 of the Metro Strategy identifies the need to provide a mix of housing types near jobs, transport and services. It states that:

*“Feedback from the Metropolitan Strategy community forums was that people enjoy having good access to shops, restaurants and social services, and a sense of community, embodying feelings about their local area, their family connections, their neighbours and involvement in community groups and sporting activities.*

*Vibrant and successful places that have these qualities, such as Kogarah and Crows Nest, all have one thing in common — a large residential population within and close to the centre that supports local businesses and generally make the centre vibrant and safe. These places can be models for other centres.”*

A mix of housing choices need to be available for a successful future development. The St Leonards centre already contains a high level of employment, transport and services infrastructure.

There is a need to focus residential development around centres, town centres, villages and neighbourhood centres. Objective C2.1.1 of the Metro Strategy requires the identification of locations for additional housing within centres:

*“Local government will be required to provide a mix of housing types and densities based on a sound analysis of housing capacity and housing needs. Councils will need to incorporate the aims and objectives of the Metropolitan Strategy into their planning and in particular recognise the needs of the ageing population.*

*Whilst intensification of larger State strategic centres will be a major focus for the Metropolitan Strategy, the high land values in these areas generally mean that mid to high rise apartments are usually the only financially feasible built form. These types of dwellings are attractive to only part of the market. A strategy which relies entirely on high rise in one or two centres in a local area is not what the community said they wanted for Sydney during the community forums.”*

While other types of housing will be required to provide the range of future options sought by the community, high density housing on the RNSH site will nevertheless be required to meet the housing targets of the Metro Strategy. Other housing options for other areas are canvassed in the Draft St Leonards Strategy.

**Conclusion**

The project is a direct application of these strategies. The DoP, in conjunction with relevant local Council’s has prepared a draft strategy to specifically identify the detail of how the Metro Strategy should be implemented in St Leonards. This strategy is considered in detail below.

**8.2.2 DRAFT ST LEONARDS STRATEGY**

As part of the Stronger Centres Initiative identified in the Metro Strategy the Department of Planning in conjunction with Lane Cove, North Sydney and Willoughby Council commissioned the preparation of the St Leonards strategy. This strategy was to provide an approach in achieving the required growth for the identified specialised centre.

The Draft St Leonards Strategy was prepared by David Lock and Associates and was released for public comment in April of 2006.

The following extracts of the Draft St Leonards Strategy are relevant to the RNS Hospital project.

**Getting Around**

The pedestrian network in and around St Leonards requires vast improvements. St Leonards currently presents many barriers to pedestrian and cycle movements. The strategies proposals for tackling these problems include:

- *“changes to traffic signal timings to maximise pedestrian crossing opportunities*
- *the bridge at 15/15a Herbert Street be linked to the east (sic) for pedestrians*
- *a new pedestrian route crossing the rail line on the line of Oxley Street*
- *a new, legible and permeable public street network within the RNS Hospital site*
- *enhanced pedestrian accessibility through the TAFE*
- *additional pedestrian entrances to and routes through the cemetery*
- *key improvements to the cycle network”*

The RNSH is highlighted to provide a new public street network.