

Section 0.3 One Identity

St Leonards has a number of different identities due to three Councils converging at St Leonards. The strategy states that:

“Streetscape improvements can also help to create a unified identity. North Sydney has recently prepared a streetscape strategy for St Leonards, and begun to implement it in Atchison Street. The works undertaken have created a high quality and distinctive identity for that area. Therefore, we propose that the streetscape character established by North Sydney be extended into the other council areas, including the hospital redevelopment.”

Any future developments should incorporate the North Sydney streetscape strategy.

Section 1.2 The Royal North Shore (RNS) Hospital, northwest of the station

The RNS Hospital is a major source of employment and a dominant use in the area. The Draft St Leonards Strategy provides background on the site:

“The hospital currently creates around 5000 full- and part-time jobs, along with a significant number of related jobs in the surrounding area. Its age means that there are some buildings of heritage significance. The need to provide easy access between facilities has led to the closure of Westbourne Street and Reserve Road where they pass through the hospital.”

The Draft St Leonards Strategy identifies that there is a proposal being prepared for the RNS Hospital site which provides for:

- “approximately 59,000m² of new office space
- approximately 6,000m² of new research space
- approximately 8,000m² of new retail space
- a new ‘medi-hotel’ of approximately 200 beds (around 12,000m²)
- approximately 16,000m² of new nurses accommodation
- approximately 67,000m² of new apartments
- the refurbishment of half of Building 2 for non-hospital uses, including potentially other health-related uses, offices or aged care accommodation
- a new public street network providing improved access through the site
- new public open spaces
- the retention of heritage buildings and mature trees”

Section 2.2 Urban Structure

The urban structure of St Leonards requires some improvements. The Draft Strategy implements:

Royal North Shore Hospital	Northwest part of current hospital site	Consolidation of hospital functions and facilities, releasing land for new development (see Western Mixed Use Transition area below) that can take advantage of proximity to public transport services and other town centre amenities.
Western Mixed Use Transition area	Linking the Town Centre with the Royal North Shore Hospital	A mix of business space, residential accommodation and local shops and eateries along the key pedestrian route. In particular, this precinct will provide opportunities for hospital-related uses, such as medical research and clinics, and aged care, nurses and visitor accommodation. It may also offer the opportunity for student accommodation. Overall, the precinct will provide opportunities for a substantial number of workers and residents within a comfortable walking distance of the station, adding to the economic vitality and safety of the centre.

The Draft St Leonards Strategy states that the RNSH facilities should be consolidated. The western mixed use transitional area, which generally reflects the extent of surplus hospital land, is highlighted to provide a mix of business, residential and local shops.

Section 3.1 Is a medical specialty credible?

One of the major uses in the area is the RNS Hospital. The Draft Strategy examines if the hospital use and associated medical uses will be economical on the site.

“Overall, there is likely to be less emphasis on finance and more on production, particularly design and product development. One area where it has been suggested that St Leonards can specialise is in medical research and product development (broadly defined – it may include service innovation and for the purpose of this discussion does not include additional research activity directly sponsored by the hospital). St Leonards has several potential strengths in this area:

- The RNS Hospital is large and research oriented.
- The Hospital is associated with two universities. There is also potential association with North Sydney TAFE in medical technology.
- There is an (albeit diminishing) IT industry base in St Leonards/ Artarmon that could develop in the area of medical IT.
- St Leonards’ workforce catchment area is rich in personnel qualified in medical research and development, and in allied fields including marketing.
- There would be scope for allied manufacturing to take place in Artarmon, close by.
- St Leonards is close to the CBD and hence to its financial expertise.”

The RNS Hospital site is identified as being a strength in the St Leonards area.



The Metro Strategy highlighted the location of additional jobs across Sydney, with 8,000 jobs to be accommodated in St Leonards.

“A ‘strategic growth’ scenario in which the Metropolitan Strategy targets are achieved, including 8,000 additional jobs for St Leonards. The scenario thus assumes achievement of the targets in the rest of Sydney, and investigates how St Leonards might achieve its target.”

The development strategy identified for St Leonards is one of targeted change or strategic development. This involves:

Section 3.1B ‘Targeted change’

- “Key sites identified for statutory zoning changes to promote focused development opportunities
- Basis for chosen sites is a function of:
 - Significant development which promotes the desired urban structure for St Leonards
 - Sites that are currently significantly underdeveloped in broader CBD context of St Leonards
 - Sites that have potential to accommodate significant growth without adverse impacts upon adjoining lands.
- FSR increases applied to selected sites
- Development occurs on selected sites commensurate with new zoning + FSR changes
- Underlying development pattern continues on all other lands
- 25 year planning horizon

	A Unchanged planning		B Targeted change	C Maximum develop- ment
	No RNS	With RNS		
RNS redevelopment				
TOTAL NEW JOBS	-	3,250	3,250	3,250
Remainder of study area				
Take-up of vacant FS (m2)	28,500	28,500	28,500	28,500
New commercial FS (m2)	2,403	2,403	80,385	200,411
TOTAL NEW JOBS	1,236	1,236	4,355	9,156
Total new jobs	1,236	4,486	7,605	12,406

Figure 57: Draft St Leonards Strategy: p40

Given the opportunity to build high-quality space as part of the hospital and other redevelopments, St Leonards has the opportunity to achieve the ‘strategic development’ scenario.”

The RNS Hospital is identified as substantially contributing to the strategic growth scenario and expected to accommodate an additional 3250 jobs through the ‘Targeted Change’ growth scenario.

The Draft Strategy identifies a strategic growth plan for the St Leonards area. The RNSH site is identified as being a future mixed use zone.



Figure 58: Draft St Leonards Strategy Figure 7: Scenario 2 Strategic Growth, p43

More Homes

The Draft Strategy notes that the DoP has given a target of between 2,000 and 5,000 more homes in St Leonards by 2031. The Draft Strategy envisages approximately 1,500 residents, including around 450 nurses/students and 200 hotel rooms, on the RNS Hospital site:

“The Department of Planning has given a target of between 2,000 and 5,000 more homes in St Leonards by 2031. An increase in housing in St Leonards would also be consistent with the NSROC Northern Sydney Sub-regional Planning Strategy.”

Housing type	Precinct	Reason
Apartments in mixed-use developments	The Centre & Mixed Use Transition areas, at upper levels only	Introducing dwellings into commercial areas increases the patronage for their services—particularly public transport and ‘evening economy’ uses such as bars and restaurants—and enhances their safety outside business hours. However, it should be limited to upper levels, to maintain an ‘active’ ground floor street frontage. Recent mixed-use developments in the North Sydney mixed use zone north of the Highway and east of the rail line indicate that there is a market for such development. However, it can have an adverse effect on the ‘prestige factor’ of a business area. Therefore, we propose that the Southern Business District remain purely commercial.
Nurses and student accommodation	Western Mixed Use Transition precinct	There is a shortage of nurses and student accommodation in the area. The redevelopment of the Royal North Shore Hospital offers an ideal opportunity to provide new nurses and student accommodation close to the hospital and TAFE, and within a comfortable walking distance of the amenities of the centre.
High and low-dependency aged care accommodation	Western Mixed Use Transition precinct	There is a shortage of aged-care accommodation in the area. The redevelopment of the Royal North Shore Hospital offers an ideal opportunity to provide new high and low-dependency aged-care accommodation within a comfortable walking distance of the amenities of the centre.
‘Medi-hotel’	Western Mixed Use Transition precinct	‘Medi-hotels’—visitor accommodation geared towards people needing to stay in the area for day surgery or visiting hospital patients—are another form of residential accommodation that would be appropriate close to the hospital.

The RNSH site is identified as being within the ‘Western Mixed Use Transition Precinct’, as such it is highlighted to provide apartments in mixed use developments. The precinct is also highlighted to provide nurses accommodation, student accommodation, aged care accommodation and hostels.

The residential development is highlighted to be provided on the upper floors only to maintain the activation of the street at the ground floor.

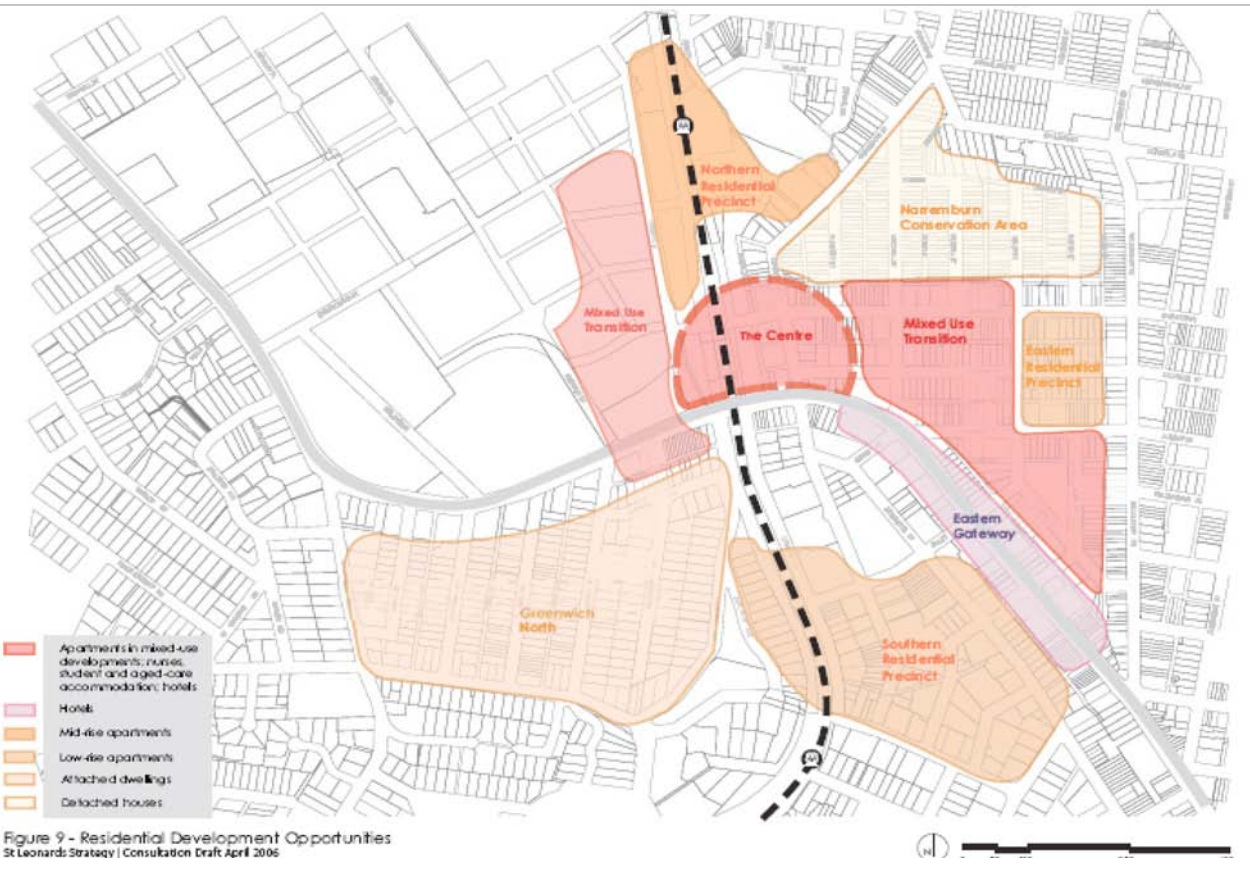


Figure 59: Draft St Leonards Strategy Figure 9: Residential development opportunities, p51

Section 3.3 More Shopping and leisure activities

The Draft includes provisions for retail development, including:

Uses	Location	Reason
Local shops, retail services, bars, cafes and restaurants	The Centre, along the key pedestrian routes of the two Mixed Use Transition areas & Eastern Gateway	St Leonards has been designated a specialised centre due to its existing and potential level of employment. It is not—and is not intended to be—a major comparison retailing centre. Therefore, we propose to limit retail uses to those that serve the local worker and resident population, such as convenience shops—including, potentially, a larger supermarket—, small-scale specialty shops, retail services—such as banks, bars, cafes and restaurants in the centre and where needed to animate key pedestrian routes. This is to avoid rivaling the sub-regional retail role of North Sydney and Chatswood centres, and to maintain the viability and distinct village centre identity of Crows Nest.
Medium-size showrooms for household goods	Eastern Gateway	Showrooms are best located on highways adjoining town centres. This gives them the high profile location they rely on, facilitates trip combining with town centre functions and activates building frontages that are inappropriate for smaller retail outlets. We, therefore, propose to continue the role of the Eastern Gateway as a household goods showroom cluster.
Sandwich shops and cafes serving local working population	Remainder of the Mixed Use Transition areas, ‘Gateway’ & Southern Business District precincts	Coffee and lunch outlets are a crucial ingredient of an attractive business precinct. Therefore, we propose that cafes and sandwich shops scaled to serve the local working population be allowed throughout the business areas.

The scale and size of retail development is to be limited to including a possible, supermarket, small scale specialty shops, convenience shops and retail services.

The RNS Hospital is identified as a mixed use transitional area and an area that can provide for future public open space and community facilities.



Figure 60: Draft St Leonards Strategy Figure 10: Supporting services development opportunities, p51

Proposed public transport improvements include an opportunity to provide a new bus service through the RNSH site on Reserve Road.

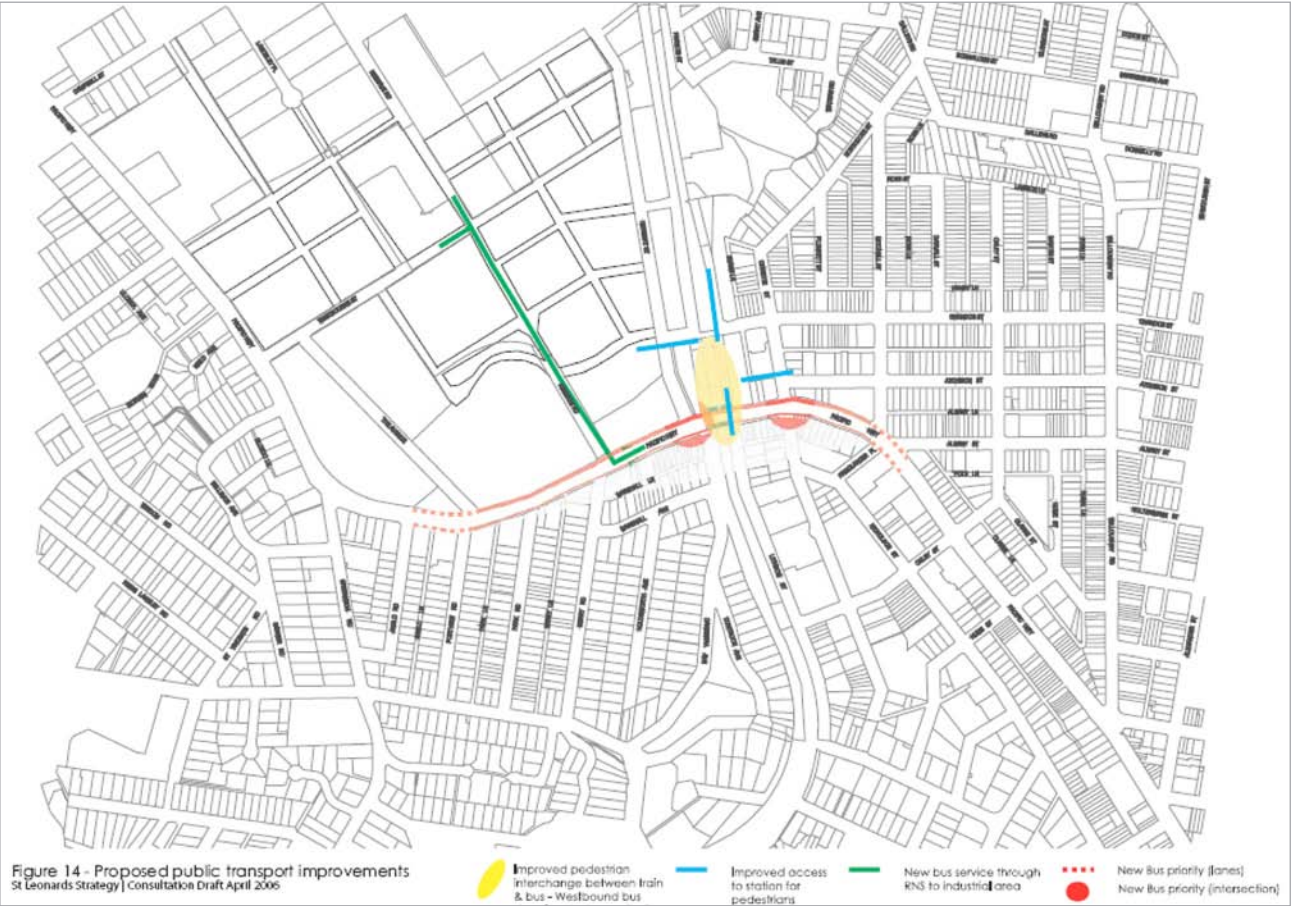


Figure 61: Draft St Leonards Strategy Figure 13: Proposed public transport improvements, p59

Section 3.5 Royal North Shore Hospital

The RNS Hospital development should provide for an improved pedestrian network:

“The proposed consolidation of the hospital onto a smaller footprint and development of the remaining land for other uses presents the opportunity to create a new, legible and permeable public street network within the site. Indeed, the current master plan for the site proposes just such a network. We strongly support this, not only for the improved accessibility it would provide from the town centre to the hospital, but also for the improved connections it would facilitate to Gore Hill Park, Cemetery and the TAFE.

The new streets should provide for vehicular movement wherever possible, to contribute to the safety of the routes by providing ‘eyes on the street’ and ensuring buildings face them. However, care must be taken to avoid opportunities for ‘rat running’ between Herbert Street and Pacific Highway and adverse impacts of traffic movement on pedestrians and cyclists.

Therefore, we recommend that the RNS redevelopment team work with Council to develop a network that improves accessibility for all modes without creating new traffic-related issues.

We also recommend that new development on the hospital site should be integrated with the existing pedestrian overpass on Herbert Street in order to facilitate higher levels of usage for this connection to the station.”

In-particular the RNS Hospital project should not create any traffic related issues. The Strategy supports the current master plan for the site.

Figure 14 highlights the potential new road network and proposed pedestrian network on the RNS site. The site is also highlighted to provide a cycle route and shared cycle footpaths.

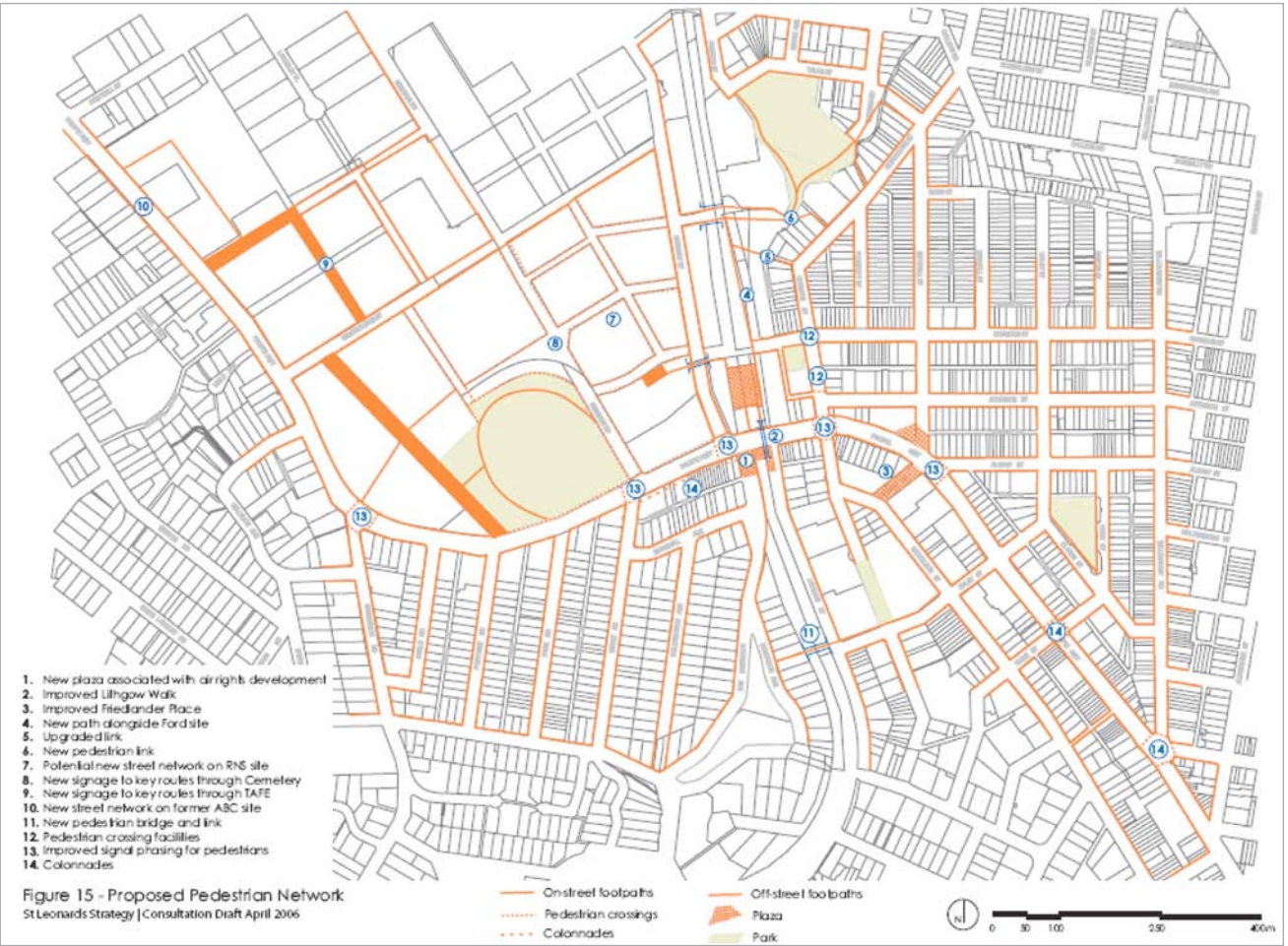


Figure 62: Draft St Leonards Strategy Figure 14: Proposed pedestrian network, p60

Section 5.3 Public Domain improvements

The Draft Strategy provides for the actions to implement the recommended public domain improvements.

Action	Prerequisites	Key stakeholders	Primary responsibility
Advocate for a legible and permeable public street network as part of the redevelopment of the RNS site	-	RNS Hospital	Willoughby Council
Plan and install additional street tree planting along Herbert Street	-	RNS Hospital	Willoughby Council
Advocate the continuation of the North Sydney streetscape strategy in the redevelopment of the RNS site	-	RNS Hospital	Willoughby Council

The RNSH is identified to continue the North Sydney Streetscape Strategy, install additional street trees and provide a permeable public street network.

Figure 17 provides for the proposed public domain improvements:



Figure 63: Draft St Leonards Strategy Figure 17: Proposed public domain improvements, p63

Section 4.7 Royal North Shore Hospital

In summary the Draft St Leonards Strategy recommends the following concepts which specifically relate to the RNSH site.

Concept	Recommendations	Reasons
More jobs	<ul style="list-style-type: none">Promote the development of mix of premium-quality business buildings with larger floorplates and B-grade office space, particularly close to the station.	<ul style="list-style-type: none">To attract export-oriented businesses such as electronics, information technologies and research industries, and provide for service businesses, respectively.
More homes	<ul style="list-style-type: none">Promote the development of a range of residential accommodation including nurses and student accommodation, aged care and a medi-hotel.	<ul style="list-style-type: none">To increase the number and range of homes in St Leonards.
More supporting services	<ul style="list-style-type: none">Promote convenience shops, small-scale specialty shops, retail services, bars, cafes and restaurants along key pedestrian routes.Prohibit large-scale comparison retail outlets.Provide new public open space and community facilities.	<ul style="list-style-type: none">To provide the 'lifestyle ingredients' needed to attract people to work and live in St Leonards and to create an active route to the hospital and TAFE.To maintain the sub-regional shopping roles of North Sydney and Chatswood.To provide for the new worker and resident populations.
Getting there	<ul style="list-style-type: none">Explore the potential for bus services to pass through the redeveloped hospital site.	<ul style="list-style-type: none">To increase the convenience of bus services.
Getting around	<ul style="list-style-type: none">Promote the development of a new public street network on the land released by the consolidation of the hospital (without encouraging rat-running).Provide an on-road cycle route between St Leonards and Artarmon via either Herbert or Reserve Road.	<ul style="list-style-type: none">To provide more direct, legible and safe routes through the area for pedestrians and cyclists.
One identity	<ul style="list-style-type: none">Promote stepping down of building heights from Highway and Herbert StreetIntroduce high quality streetscapes matching that in the North Sydney part of the centre.Introduce more tree planting along Herbert Street	<ul style="list-style-type: none">To create a more unified image for the centre.To enhance the 'boulevard' character of this important entrance to the centre.

Section 5.4 Lifestyle agreements

The Draft Strategy identifies the actions to implement lifestyle aspects on the RNS site. The RNSH will be required to undertake a needs based analysis for incoming populations associated with the redevelopment. Council should amend community services and open space delivery plans that reflect the results of this analysis.

Conclusion

The amount and distribution of floor space for various land uses proposed in the Concept Plan, and the proposed built form, is consistent with the recommendations and in fact is a direct implementation of the recommendations of the Metro Strategy and the Draft St Leonards Strategy.

In accordance with both strategies, the Concept Plan:

- Identifies and meaningfully retains heritage buildings and mature trees;
- Facilitates hospital staff accommodation to address the housing cost issues arising for certain essential lower income hospital staff working in an area with high housing costs.
- Facilitates bus services into and through the site
- Improves linkages through the site from St Leonards Railway Station to and beyond the new hospital facility;

8.3 TRANSPORT

The site is easily accessible from the Pacific Highway and is immediately adjacent to St Leonards Railway Station. Masson Wilson Twiney Traffic & Transport (MWT) have prepared a Traffic and Transport Report, which is included at Appendix 7.

8.3.1 TRAFFIC VOLUMES

MWT have estimated future traffic volumes on roads near the site, including estimates of increased traffic generation, effects of new or re-opened roads and estimates of traffic likely to be generated by the re-development of the nearby former ABC site at Gore Hill.

Road	Location	AM			PM		
		Historic	Current	Future	Historic	Current	Future
Pacific Highway	East of Herbert Street	5762	4914	5511	5913	4860	5463
Pacific Highway	West of Herbert Street	5215	4264	4769	5486	4185	4670
Pacific Highway	East of Reserve Road		4235	4719		4180	4630
Pacific Highway	West of Reserve Road		4005	4426		4052	4462
Pacific Highway	South of Westbourne St.		3321	3774		3480	3896
Pacific Highway	North of Westbourne St.		3326	3846		3408	3913
Herbert Street	North of Pacific Highway	1095	1420	1712	989	1335	1666
Herbert Street	North of Ella Street	1533	1645	1879	1564	1510	1879
Herbert Street	North of Frederick Street		1511	1561		1220	1273
Reserve Road	North of Pacific Highway		510	798		453	859
Reserve Road	South of Frederick Street		454	1029		508	1220
Westbourne Street	East of Pacific Highway		395	327		498	387
Frederick Street	West of Herbert Street		575	632		704	713

Source: MWT, with historic counts taken from Ove Arup Transportation Planning (March 1989) St. Leonards Traffic and Parking Study Final Report

Since the opening of the Gore Hill Freeway current traffic volumes along the Pacific Highway have dropped by between 15% and 24% during the peak hours. Along Herbert Street the reverse has occurred, traffic volumes have increased by as much as 35%, except north of Ella Street in the PM peak.

When the future traffic volumes are compared to the existing counts, there is between 11% and 24% increase. However, on Pacific Highway the difference between the future volumes and the historic volumes is even less and in fact there is actually a reduction in volumes. The trend for traffic volumes to increase on Herbert Street is expected to continue.

8.3.2 INTERSECTION OPERATIONS

Intersections surrounding the RNSH campus were analysed by MWT using SCATES modelling for the future scenario including traffic generated by the proposed development of RNSH and the Gore Hill Technology Park. This analysis shows that there would be a change in the level of service and delay at most intersections in the AM and PM peaks. In some cases the delay and LOS will be reduced, such as at Westbourne Street. However, this reduction will be minimal.

The most significant change would be the reduction in LOS at Pacific Highway/Reserve Road and Pacific Highway/Campbell Street from A to C in the PM peak, resulting in an increase in the average delay but still satisfactory operating conditions. The Pacific Highway/Greenwich Road intersection would continue to operate at the existing LOS F in the AM peak and D in the PM peak. However

this existing LOS is not the result on the Concept Plan and the proposed opening up of Westbourne Street would allow additional traffic generated by the Concept Plan to avoid the intersection, such that traffic generated by the Concept Plan would not impact on its operation.

8.3.3 PUBLIC TRANSPORT

The capacity of the railway station was observed by MWT during morning and evening peak periods. These observations (see Appendix C of the MWT report) established that there is currently spare platform capacity, but notes that the SRA needs to provide additional ticket barrier capacity and improved signage to the overhead walkway across Herbert Street.

In terms of future capacity, the Chatswood to Epping Line is due for completion in 2008, and will significantly improve services. The expansion of the North West Rail line is expected to be completed after 2017, and will include a 9 kilometre tunnel from Central to St. Leonards, under the CBD and Sydney Harbour and extra tracks between St/ Leonards and Chatswood. It will create the capacity for an additional 12,000 rail passengers daily and includes an extension to Rouse Hill via Castle Hill, thus providing rail connections to several new destinations.

MWT have reviewed the Environmental Impact Statement for the Parramatta Rail Link project and note the following key implications of that project upon the future capacity of the North Shore railway line to accommodate the hospital project:

- In 1999, the North Shore line south of Lindfield carried 13,700 passengers in 20 trains.
- Each train had an average loading of 690 passengers, notwithstanding a capacity limit of 1,200 persons per train (noting that it is not possible to sustain maximum capacities over an extended time).
- The line had a capacity of 40 trains per peak two hours and hence was only operating at 50 per cent of capacity.
- Projected demand will increase from 13,700 in 1999 to 19,200 in 2021.
- This growth would require 24 trains per two hours, requiring only 60 % of the 1999 operational capacity.
- While the North Shore line has a spare capacity of 10 trains per hour each way at Chatswood, at present there is only capacity for an additional 8 trains per hour to travel through North Sydney to the Sydney CBD.
- Thus, there is the potential to run 36 trains per two hour peak period through St Leonards and SRA forecasts indicate that allowing for North Shore passenger growth there will only be the need for 24 trains per peak period to cater for such demand.
- There would thus be the potential to run an additional 12 trains per two hours to satisfy any additional passenger demand generated in St Leonards or other centres on the north shore.

- This surplus capacity represents about 60 percent of the present supply on the North Shore line.
- Thus the North Shore railway line is able to carry an additional forecast passenger growth of 5,500 persons per peak two hours, some of which could reasonably have been expected to come from new development in St Leonards such as that now proposed on the RNSH site plus a further 8,300 persons (using the spare capacity of 12 trains per peak hour).
- In summary the railway has the capacity to carry twice its 1999 passenger loads.
- The proposed Royal North Shore Hospital development with an expected 3,000 to 4,000 new jobs would at most generate about 700 additional passengers per direction per peak hour (4,000 jobs x 60% travel in peak hour x 50% by train x 60% in one direction).
- There is thus more than sufficient rail system capacity to cater for the additional rail demand arising from the RNSH development.

Naturally the SRA would need to progressively operate more trains as passenger demands were actually realised. This is the normal procedure for any public transport operator.

At present the 144 bus route has a stop at the front door of the hospital. This provides an important public transport connection from St Leonards Station to the hospital for mobility impaired persons. This service will be maintained and discussions have taken place with the Department of Transport and Sydney Buses, with the intent of encouraging additional bus routes to be diverted through the site, as indicated at Figure 64.

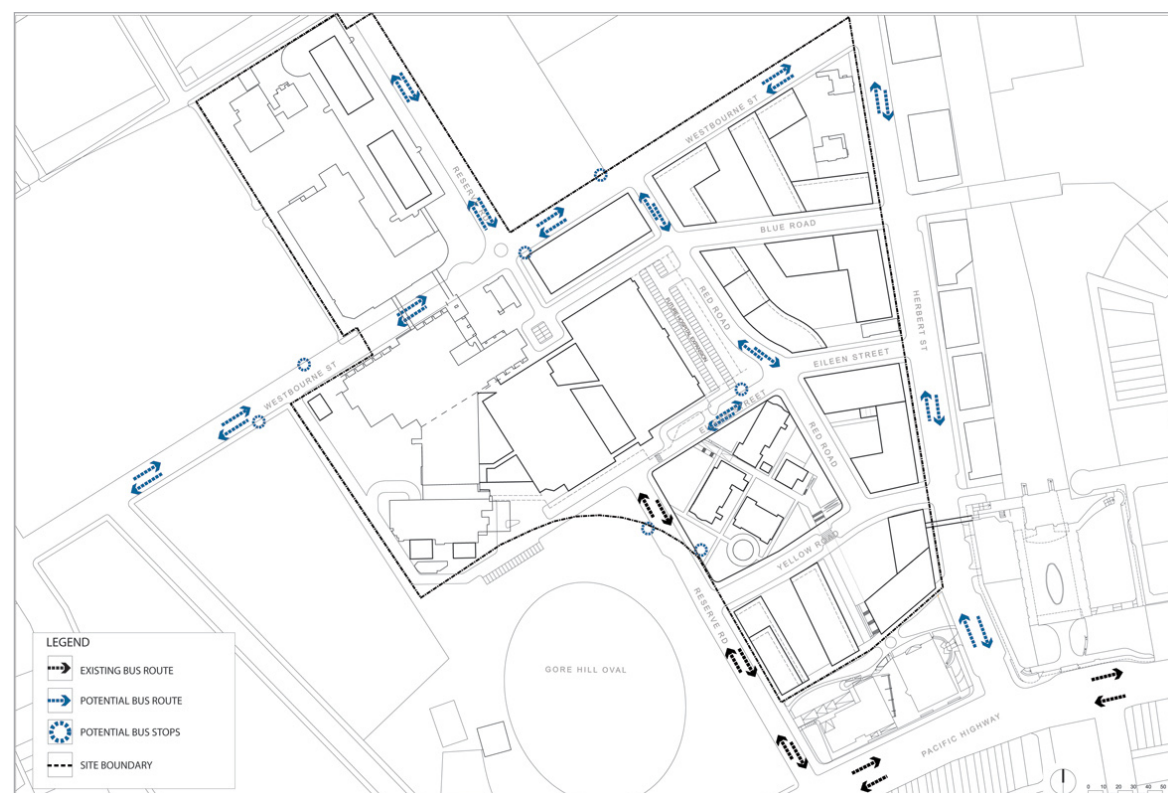


Figure 64: Illustrative Public Transport plan, prepared by Cox Richardson (Ref. C5.)

The combination of improved pedestrian access to the railway station and major bus stops, and constraints on parking on the site, will substantially enhance use of this significant existing, and additional future public transport capacity.

A 15% reduction in day time car usage for the hospital has therefore been targeted. This will be achieved through increased opportunities for employees to live locally, through more convenient and secure public transport access and the variety of other initiatives (e.g. car sharing staff rail ticketing) detailed in the Initial Transport Management and Accessibility Plan included at Appendix 8.

Constraints on parking for office employees will mean that only about 22.5% of employees would travel by private car, compared to the 62% that would do so if RTA unconstrained parking rates of 1 parking space per 40m² of floor area were applied. This will result in substantial use of public transport. A particular advantage of fostering public transport use by health related employees is the potential to increase public transport patronage outside of peak periods, when the public transport system has the greatest amount of spare capacity. RTA surveys of residential development have found that health related employees tend not to use their cars for travel to/from work. Many choose to live in such locations in order to be able to walk to/from work or public transport. Location of high density residential development on the site will therefore also reduce car dependence and encourage public, or non-vehicular transport use.

The Metropolitan Strategy provides for continued strong growth in the global economic arc from the airport through the city to Macquarie Park. Nationally, public transport services will need to be upgraded as necessary to accommodate the resultant increase in travel demand. This will be needed irrespective of the future of the RNSH site. However, the Concept Plan for the site will contribute to the viability of required service upgrading.

8.3.4 SUMMARY AND CONCLUSIONS

The site is very well served by public transport. One of the main transport focuses of the project is to provide a grid shaped road system and re-opening of existing dead end streets, to open up the site, making it more permeable to traffic and pedestrians, but managed to deter through traffic. The project seeks to take advantage of the proximity of St. Leonards Station through reduced parking provision. An initial Transport Management and Accessibility Plan to plan for and ensure sustainable travel outcomes for the project will be prepared and has been completed and implemented through subsequent approvals.

Intersection analysis results have shown that intersections within the vicinity of the site will operate satisfactorily or no worst than previously, upon completion of the project and the already approved Gore Hill Technology Park. Although traffic levels will increase on Pacific Highway, for the most part they will not reach levels experienced prior to the opening of the Gore Hill Freeway.

8.3.5 EMERGENCY SERVICES

The routes of emergency helicopters and ambulances are not proposed to change. The current helicopter pad is on top of the Douglas Building, the ground floor of this building being emergency.

It is proposed to move emergency to the new adjacent acute building. The helicopter approach route will therefore remain from the south across Gore Hill Oval. Helicopters from the north swing round between Building 2 and the transmission pylon across North Sydney TAFE and the cemetery and it is proposed that this will continue.

All ambulances currently approach via the Pacific Highway. Again it is proposed that this continue. The proposal under the Concept Plan to open the area up by reopening Reserve Road and Westbourne Street will allow further options should the ambulance service and hospital believe this to be necessary or preferable.

Any queuing due to the car park barriers in Reserve Road south will be eliminated by the proposed road pattern (that removes the car park barriers) and may result in improved access by ambulances.



Figure 65: Emergency ambulance, fire unit & helicopter plan (Flight Plan), prepared by Cox Richardson

8.4 HERITAGE

Godden Mackay Logan have prepared detailed archaeological investigations (see Appendix 5) and a Heritage Impact statement (HIS - see Appendix 10) in relation to the Concept Plan. Dominic Steele Consulting Archaeology has prepared an Aboriginal Archaeological and Cultural Heritage Assessment (see Appendix 9) The following analysis is drawn from these documents.

8.4.1 ARCHAEOLOGICAL POTENTIAL

The Archaeological Assessment (Non-Aboriginal) prepared by Godden Mackay Logan (see Appendix 5) concludes that:

"The potential historical archaeological resource at Royal North Shore Hospital is likely to relate primarily to the pre-Hospital early twentieth century suburban subdivision and cottage development of a portion of the site, and the truncated and disturbed landscape, services and ancillary building remains of the early Hospital phases of the site. There is a slight chance that deeper remains from Gore's early nineteenth century occupation of the site could be retained in some areas, but their location and anticipated degree of survival is very uncertain. In general, the anticipated archaeological resource is unlikely to be of substantial heritage significance. Some remains, however, such as those associated with Gore's occupation, or intact deposits relating to Building 7 (1910) and Building 9 (1908) (Lanceley family occupation) could be of Low—Medium Local significance if they have survived intact in undisturbed deposits. This, however, is unlikely. None of the potential archaeological resources are anticipated to be of State or High Local significance, and none, based on the assessments above, would be of sufficient integrity to warrant open area research archaeological investigation or conservation in situ."

The Archaeological Assessment (Aboriginal) prepared by Domonic Steele (see Appendix 9) identified a low Aboriginal archaeological potential on the site.

8.4.2 STATUTORY LISTING

The Royal North Shore Hospital site is not included in whole or part on the State Heritage Register (SHR), or included in whole or part on the heritage schedule of Willoughby LEP 1995, or any other planning instrument. Two buildings within the Royal North Shore Hospital are listed on the Department of Health State Agency Heritage Register established under Section 170 the Heritage Act. They are the:

- Regional Diabetic Services Building (Building 7); and
- Lanceley Cottage (Building 9).

There are no statutory heritage listings that identify any archaeological relics or archaeological sites within the Royal North Shore Hospital and it is understood that the site has not been previously subject to an archaeological assessment. Notwithstanding this absence of specific archaeological statutory listings, historical archaeological remains over 50 years old surviving on the hospital site would be defined as relics under the Heritage Act.