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Royal North Shore Hospital and Community Health Services Redevelopment— Consultation Report

Prepared for InfraShore

c/- Thiess
15/26 College Street
Sydney NSW 2000
December 2008

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Jackie Ohlin
Senior Consultant	Zoe Cox
Consultant	Tomas Lopata
Research Assistant	Lara Vella
Support Staff	Leighanne Frith

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www.urbis.com.au

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1 Introduction

The proposed development is for the construction of a new Acute Hospital, Community Health Facility, multi-level car park and associated works on land known as the 'Royal North Shore Hospital and Community Health Services Redevelopment' site.

This Environmental Assessment accompanies a Project Application under Part 3A of the Environmental Planning and Assessment Act 1979, (the Act).

The scope of the subject Project Application includes:

- Acute Hospital building.
- Community Health Facility.
- New Multi-level car park for 576 vehicles.
- Refurbishment/alterations to the Douglas Building.
- Pedestrian bridge linking Acute Hospital and Douglas Building.
- New roads associated with the development of the Hospital, Community Health Facility and car park.
- At grade parking and the temporary use of land for parking purposes during construction.
- Public Domain works including footpaths, lighting and street tree planting.
- Demolition of Buildings 1, 2, 10 and part 19 (demolition of all other buildings requiring demolition has already been approved).
- Landscaping.
- Civil works including storm water and drainage infrastructure, new roads and utilities.

This Report has been prepared to address those matters related to the assessment of MP 08_0172. Refer to 'Background' discussion below.

1.1 Background

1.1.1 Concept Plan

A Concept Plan Approval was issued by the Minister for Planning on 9 February 2007, (Major Project Application No. 06_0051), which gave concept approval for the following hospital related components:

- Subdivision of the site into a hospital precinct and other development precincts.
- A maximum floor area of 178,370m² across the identified development precincts (maximum FSR are prescribed for each precinct)
- Minimum and maximum FSR for the various components of the proposal including residential, employment generating uses, nurses accommodation etc.
- The conceptual road design.
- Urban design, landscaping, open space and heritage concepts.
- Maximum heights.
- Car parking provision to be in accordance with Willoughby Council DCP.
- Improved servicing of the site.

- Staged re-opening of Westbourne Street to through traffic.

Project Application Approval was given for demolition works and site preparatory works to ground level.

On 31 January 2008, the Concept Plan and Project Application Approval was modified in so far as amendments being to conditions related to agreements with public transport providers and with respect to the scheduling of a Traffic Management and Accessibility Plan (TMAP) (Conditions M9.1 and M10.1).

The Concept Plan and Project Application was further modified on 7 April 2008. The modification allowed for the erection temporary buildings and imposed relevant conditions.

1.1.2 Project Application

Further to the Concept Approval for the whole Royal North Shore Hospital (RNSH) site, and along with it the identification of development precincts within the site, on 19 August 2008 a request was made to the Minister to declare the core medical precinct of the site "Critical Infrastructure Project", under Clause 6 of SEPP Major Projects 2005 (the SEPP), to permit the lodgement of a Project Application, under Part 3A of the Environmental Planning and Assessment Act 1979, (the Act).

The application was accompanied by a Preliminary Environmental Assessment, (PEA), for development within the core medical precinct and a request for any relevant Director-General's environmental assessment requirements.

On 30 September 2008, the Director-General Requirements, (DGR's), were issued by the NSW Department of Planning, under s.75F of the Act. The project has been declared a Major Project Application, (MP 08-0172).

1.2 The Consultation Process

The consultation process took place within a constrained timeframe, from 10 to 24 October 2008 and was thus limited to consultations with key stakeholders identified in the Director-General's Environmental Assessment Requirements. These are:

- Willoughby City Council
- NSW Roads and Traffic Authority
- Ministry of Transport
- Railcorp.

In addition, consultations were sought and held with officers of North Sydney Council's Community Development Team.

Issues relating to social and economic impacts in the written submissions received from Roads and Traffic Authority, Sydney Buses, Ministry of Transport and Willoughby City Council were summarised.

In addition, interviews were sought with key stakeholders. The outcomes of these consultations are included below. A consultation log is attached at Appendix B.

A Community Newsletter (Appendix A) was also distributed to residents, businesses and institutions in the immediate vicinity of the hospital site, with provision for a follow-up Newsletter.

Processes for receipt of feedback resulting from the Newsletter were established, including telephone, post or email responses.

2 Consultation Outcomes

2.1 Summary of Written Submissions

The following is a summary of issues identified in written submissions:

2.1.1 Roads and Traffic Authority written submission

The RTA indicated it would like the following issues to be included in the transport and traffic impact assessment:

Issue	How the issue is being addressed
The hospital development take into consideration and contribute to the achievement of transport objectives contained in high-level NSW Government strategies, including the Metropolitan Strategy designating St Leonards as a Specialised Centre and major focal point for transport connections and jobs growth. Strategies aim to increase the use of walking, cycling and public transport and improved efficiency of the road network. The EA report needs to demonstrate how users of the new hospital facilities are able to make travel choices that support the achievement of relevant State Plan targets.	See <i>Traffic and Transport study attached to Environmental Assessment</i>
Daily and peak traffic monitoring to assess impacts of the proposal and possible requirements for upgrading and road improvement works particularly at the intersections of Pacific Highway and Reserve Road; Herbert Street and Westbourne Street; Westbourne Street and Reserve Road; Reserve Road, West Side Road and Eileen Street; Westbourne Street and West Side Road; Pacific Highway and Westbourne Street.	See <i>Traffic and Transport study</i>
Details of proposed accesses and parking provisions associated with the development including compliance with Australian Standards e.g. for turn paths, sight distance requirements, aisle widths etc.	See <i>Traffic and Transport study</i>
Numbers of carparking spaces and compliance with appropriate parking codes.	See <i>Traffic and Transport study</i>
Details of service vehicle movements (including vehicle type and likely arrival and departure times)	See <i>Traffic and Transport study</i>
Impacts of the proposal on non-car travel modes, the provision of facilities to increase non-car mode travel to and from the site.	See <i>Traffic and Transport study</i>
The provision of a traffic management plan for demolition and construction activities detailing vehicle routes, truck numbers, hours of operation, access arrangements and control measures.	See <i>Environmental Assessment</i>

The RTA also provided these responses by email to the following questions:

What are your key concerns about the ongoing operation of bus routes to the hospital and how can these best be managed?

To encourage increased usage of public transport to the development, the developer is to sign a Planning Agreement with the Department of Planning and Ministry of Transport to increase the patronage by rail and to increase the bus service provision to the site (including improved access to the St Leonards Station).

The Department of Planning must ensure that both the Ministry of Transport and the State Transit Authority commit to the future provision of bus services through the development site. This would also include the provision of a road layout that is flexible enough to allow, if required, buses to run directly through the Hospital precinct along with the provision of layover facilities, bus shelters with seats and bus service information if a commitment is made.

The draft TMAP should be appropriately reviewed 1 year after the opening of the Epping to Chatswood Rail Line. Should significant modal changes away from car usage not be achieved then additional strategies should be examined and implemented (at full cost to the developer). This may include but not be limited to: additional parking restraint; subsidized shuttle bus service; designated discounted parking for carpooling.

Whilst access to the hospital from the railway station has been fully considered, are there any particular issues that should be considered from your perspective?

Key issues would be: Pedestrian safety/accessibility, cyclist safety / accessibility. This may include the need for Shared Zones. The design of such paths for pedestrians / cyclists should comply with the relevant standards / codes / design criteria. Consideration should also be given to wheelchair accessibility.

Are there any concerns about ongoing access to all forms of public transport, including taxis during construction?

As we are trying to promote a greater emphasis upon the use of other modes of transport and to reduce the reliance upon the motor vehicle it would be preferable to try to not discourage any people away from other modes of transport. Therefore our concerns would relate to the need to have accessibility to all forms of public transport in place during construction. This could be achieved through the provision of temporary facilities / infrastructure (ie: paths, layover facilities, shelters, etc). However, where possible, the ultimate provision of such facilities should be constructed as soon as possible.

Is there anything further you need to know about the marshalling and/or movement of construction or other vehicles during construction?

Yes. This should be addressed in a Construction Management Plan and submitted to both Council and the RTA for comment (addressing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures).

2.1.2 Sydney Buses written submission

Sydney Buses indicated it would like the Traffic Impact Study to include:

Issue	How the issue is being addressed
▪ Traffic implications (and possible impacts on bus operations)	▪ See <i>Traffic and Transport study</i>
▪ Bus operations on the Pacific Highway in the vicinity of the hospital	▪ See <i>Traffic and Transport study</i>
▪ Bus operations within the hospital grounds	▪ See <i>Traffic and Transport study</i>

▪ Traffic impacts during demolition and construction	▪ See commitment provided in Environmental Assessment
▪ Affects on Sydney Buses 144 service with currently operates along Reserve Road and into the hospital.	▪ See Traffic and Transport study
▪ Sydney buses would also like other opportunities in regard to bus access explored.	▪ See Traffic and Transport study

2.1.3 Ministry of Transport written submission

The Ministry of Transport raised concerns regarding the potential of the proposal for impeding a holistic approach to transport planning and effective public transport delivery in the precinct. It emphasised the need for a Transport and Accessibility report as part of the environmental assessment to address the following:

Issue	How the issue is being addressed
▪ Detailed accessibility mapping for the locality to determine how best to meet the State Plan target of 25% Journey to Work Trips by public transport (at full development).	▪ A TMAP is not required to be completed with the Project Application for the Acute Hospital. These matters will be resolved in the context of the application for divestment lands. A Traffic and Transport study has been undertaken as a prelude to finalisation of the TMAP.
▪ Transport modelling should address: estimation of distribution of trips generated between origins and destinations; estimate of likely model split of generated trips; likely impacts of generated trips on existing transport infrastructure, land uses and urban environment; and development of a package of measures to support the higher mode split to non-car modes.	▪ See above
▪ Determine likely transport needs of future clients and capacity of existing services based on projected operations of hospital and health care facility, and determine levels and costs of additional infrastructure to meet demands in the short, medium and longer terms.	▪ See above
▪ Assess the capacity of existing public transport to adequately meet the needs of future workers to the site over time.	▪ See above
▪ Demonstrate a minimalist approach to car parking provision based on the accessibility of the site to public transport. The Ministry is keen to reduce the provision of on-site parking as an effective measure to encourage greater mode shift to public transport, walking and cycling, particularly for staff of the medical facilities.	▪ See above
▪ Identify and resolve barriers to efficient and safe pedestrian and cycle access. Identify all possible options for pedestrian and cycle connections	▪ See above

through the subject site during construction and operation, including provision of secure storage for bikes	
The Ministry also requested it be included in further consultation and be given an opportunity to comment on any planning agreement which has potential to secure funding for local and regional public transport infrastructure.	See above

2.1.4 Willoughby City Council written submission

Council indicated it supports the redevelopment of the RNSH and supports the State Government commitment to the project.

Council supports the restoration and conservation of Buildings 29 and 30.

The Council registered its objection to Condition M6.2 of the current approval being contrary to the negotiations with WCC focussed on provision of a financial contribution towards improvements to Gore Hill Park and requests that consistent with the Draft Deed of Agreement \$3m (indexed from January 2007) be used for "upgrade of landscape, urban design and irrigation within Gore Hill Park".	<i>In relation to the Gore Hill Park issues, in accordance with the Concept Plan, details are to be provided in any application for the redevelopment precincts.</i>
Other concerns raised by WCC are:	
Issue	How the issue is being addressed
Re-opening of Westbourne Street to through traffic, with the potential for it to provide a 'rat-run' for southbound traffic. If Westbourne St east of Red Road remains open, then Council view is that it be for bus services only	See Traffic and Transport study
Council advocates the closure of Eileen St to traffic other than service truck access to the loading dock.	See Traffic and Transport study
The number of vehicle access points to Herbert St is of concern.	See Traffic and Transport study
Location of parking for the new Community Health building in the new Multi Level Carpark near the Gore Hill Cemetery. Council advocates provision of carparking for patients and staff in the basement of the new Community Health Building.	The car park in the new Community Health Building provides for patients, but staff car parking is provided in the multi-level car park.
The revised location of the Community Health building, further away from transport services than that previously approved.	The Environmental Assessment indicates that the proposed location is a better location.
The limited bus route. Council requests approval provide for the extension of the proposed bus route through the site to pass under the main entry overbridge continuing to the Westbourne St intersection, on to Reserve Road and north past North Shore Private Hospital to provide an opportunity for the future extension of the bus service	See Traffic and Transport study

from the Pacific Highway to the Artarmon Industrial Area.	
Limited pedestrian/bicycle route. Council requests provision for a dedicated pedestrian/cycle route from the south eastern corner of the former ABC site to Reserve Road and then through the hospital site to the Herbert St pedestrian bridge.	See <i>Traffic and Transport study</i>
Council seeks provision of community meeting room/facility within the new Community Health Building.	In accordance with the <i>Concept Plan</i>, details are to be provided in any application for the redevelopment precincts.
The plan provides no detail regarding setbacks on upper levels of the new Community health building.	See <i>Environmental Assessment</i>
Council requests a 12 metre setback in Herbert St to create a tree lined boulevard as 'Gateway to Willoughby', with not high wall effect but rather modulation of building facades and enhancement of the streetscapes.	See <i>Environmental Assessment – setback complies</i>
Council seeks the following information prior to any approval:	
Compliance with previous conditions of approval, specifically confirmation the proposal is in accordance with the previous Statement of Commitments dated November 2006 including provision on site for a child care centre and reinstatement of the hydrotherapy pool. Confirmation that building heights are within the height maximums previously approved under the Royal North Shore Concept Plan dated 13 April 2007.	- Re child care centre, in accordance with the <i>Concept Plan</i>, details are to be provided in any application for the redevelopment precincts. . - Re hydrotherapy pool see statement on Northern Sydney Central Coast Area Health Service website and the RNSH Redevelopment website. - Re building heights, see <i>Environmental Assessment</i>
A commitment that subsequent states of development will be in accordance with the previously approved Concept Plan.	See <i>Environmental Assessment</i>
Commitment to the Draft Deed of Agreement.	In accordance with the <i>Concept Plan</i>, details are to be provided in any application for the redevelopment precincts. .
More detailed plans showing the height of the Main Hospital Building in storeys and as an RL, height of the Multi Level Capark for 576 car spaces in storeys and as an RL, clarification of the extent of the alterations to the Douglas Building, the street setback in Herbert St and setbacks for all upper levels of the new Community Health Building, location of parking and access for the new Community Health Building and review of the location of the building in relation to public transport.	See <i>Environmental Assessment</i>

▪ Consistency between plans.	▪ <i>See Environmental Assessment</i>
▪ Helicopter location details and flight path details.	▪ <i>See Environmental Assessment</i>
▪ Hydrotherapy pool location details.	▪ <i>Re hydrotherapy pool see statement on Northern Sydney Central Coast Area Health Service website and the RNSH Redevelopment website.</i>
▪ New Community health Building details including uses within the building and clarification regarding proposals for the Hercules St, Chatswood redevelopment proposal.	▪ <i>See Environmental Assessment</i> ▪ <i>NSW Health is separately proceeding with the Chatswood Redevelopment; see the RNSH Redevelopment website.</i>
▪ Clarification around Gore Hill Park. Concern exists over the use of any part of the park for the redevelopment of the hospital. A survey map needs to be provided showing the boundary of Westside and the boundary of Gore Hill Oval being Crown Land and ensure no encroachment; and a commitment that any part of Gore Hill Park currently being used as a carpark or for any other hospital related activity be returned to landscaped park areas.	▪ <i>See Environmental Assessment</i>
▪ A report from a suitably qualified person on how the project application addresses the principles for Crime Prevention Through Environmental Design.	▪ <i>See Environmental Assessment</i>
▪ Environmentally Sustainable Development	▪ <i>See Environmental Assessment</i>
▪ Clarification of internal road widths	▪ <i>See Environmental Assessment</i>
▪ Detailed Traffic and Transport Study	▪ <i>See Environmental Assessment</i>
▪ Construction Management Plan	▪ <i>See Statement of Commitments</i>
▪ Traffic Management Plan	▪ <i>See Statement of Commitments</i>
▪ Spoil Route Plan	▪ <i>See Statement of Commitments</i>
▪ Dilapidation Report on the condition of Council's assets adjoining the development, extending to a distance of 50m from the development including footpath, pavement, kerb and gutter.	▪ <i>See Statement of Commitments</i>
▪ Stormwater Plan	▪ <i>See Environmental Assessment</i>
▪ Reconstruction of road pavement commitment	▪ <i>See Environmental Assessment</i>
▪ Reconstruction of kerb and gutter commitment	▪ <i>See Environmental Assessment</i>
▪ Commitment of meeting full costs of adjustments to public utilities' mains and services	▪ <i>These will be resolved throughout the process of Assessment</i>
▪ Commitment to the provision of approved street light and furniture	▪ <i>These will be resolved throughout the process of Assessment</i>
▪ Commitment to relocate underground all existing	▪ <i>These will be resolved throughout the</i>

overhead electricity supply mains adjoining street frontages of the development and the removal of all redundant power poles.	<i>process of Assessment</i>
A commitment to consult with Energy Australia regarding the need and location of any electrical enclosures for the development, which should be landscaped and located within the property.	<i>See Environmental Assessment</i>
Comprehensive Arborist Report and Arboricultural Method Statement	<i>This is subject to a separate application to modify the Concept Plan</i>
Detailed Landscape Plan.	<i>See Environmental Assessment</i>

2.2 Stakeholder interviews

2.2.1 North Sydney Council Community Development Team

Urbis consulted with representatives of Council's Community Development Team (Martin Ellis, Director; Helen Campbell Manager, Social Planning and James Marshall, Social Planner) on 22 October 2008.

Staff noted that both Mosman and North Sydney Councils had previously met with the Hospital concerning potential development and that they were aware of previous community discussions about potential development at the Hospital, involving in particular Kirribilli Neighbourhood Centre and North Sydney Rotary, where key concerns were the loss to the local area of the hydrotherapy pool and how Rotary's fund-raising to provide for accommodation for country patients and their families would be accounted for in any proposed development.

They indicated that it would be critically important for the proposed Community Health Services Facility to not have an institutional 'feel' about it, in order for it to be seen as user-friendly by clients, and that any temporary facility used during the construction period would need to have a similar presentation. This would be particularly important in order to ensure that mental health clients would continue to access services. It was noted that issues of noise during construction as well as changes in routine or access could adversely affect mental health clients. It was suggested that discussions could be held with Cremorne Community Mental Health about the possibility of temporary use of facilities during construction.

It was also felt that it is important for outreach services to be made aware of and able to plan in advance for any disruptions associated with temporary relocations, in order that the service delivery focus is not adversely affected.

Staff indicated that a Communications Plan should be developed, with a rollout of information for service providers, clients of services and community members, to create awareness of the proposed development; acknowledge the likelihood of changes and disruptions and to provide reassurance. This process should include opportunities to bring together staff of community services to discuss issues and promote a sense of inclusion and responsiveness to the proposals. The process should include adequate signage and the removal of any current signage which would result in confusion. It was also suggested that iterations of plans used for illustrative purposes should be appropriately dated to assist community members to understand their currency.

Staff asked for clarification as to whether the current needle exchange program operating from the Hospital would continue, indicating that it was the only such service operating in the area.

It was noted that community transport services travel regularly to the Hospital (both car and bus movements) and Lower North Shore Community Transport would need to be advised of any changes to parking and drop off points as well as to changed service locations. Staff also noted that community transport operators were not fans of speed bumps, as these could jostle frail clients.

In relation to the Communications Plan, this is to be developed as part of the Statement of Commitments.

Other issues and the ways they are being addressed are noted below:

Issue	How the issue is being addressed
It was noted that it is currently difficult for pedestrians to negotiate a pathway from St Leonards Station to the Hospital, and it was suggested that appropriate signage and directions to clarify such pedestrian movements in future would be beneficial.	• See <i>Environmental Assessment</i>
Staff noted that, at the request of Willoughby Council, they had made Christie Park (adjacent to St Leonards Station) an alcohol-prohibited zone. This was in response to concern that clients attending the Methadone Clinic were afterwards drinking alcohol in the Park. This was the only anti-social behaviour Council staff could identify as occurring in the area.	• See <i>CPTED in Environmental Assessment</i>
It was considered that aged care and disability access may become a concern during construction, and that attention would need to be given, in particular, to slopes, to provision of ramps, and to surfaces. It was suggested that a Disability Access Plan be developed for this purpose.	• See <i>Environmental Assessment</i>
Staff also requested clarification as to when the Traffic Management Plan would be finalised.	• See <i>Statement of Commitments</i>

Mr Ellis proposed, as a follow-up to the meeting, he would send a letter to Urbis confirming discussions, and outlining a proposal to contact Child and Family Health Services and Drug and Alcohol Services in order to determine what information they may have received about the proposed development. Mr Ellis also noted that Council would follow-up and advise as to the process (es) which had previously proposed for addressing the Rotary accommodation issue, understood as being discounted accommodation.

2.2.2 Willoughby Council representatives

Urbis consulted with Willoughby City Council representatives on 22 October 2008: Greg Woodhams, Environmental Services Director, Linda McClure, Strategic Planning Manager and Craig O'Brien, Strategic Planner.

Staff indicated that their responses in relation to social and economic impacts would be based largely upon the issues addressed in their letter about the Major Project Application to the Department of Planning, dated 22 September 2008.

These included:

Issue	How the issue is being addressed
▪ Council's desire for the proposed development to be consistent with the Draft Deed of Agreement and contributions for the embellishment of Gore Hill Park, including car parking; a children's sensory area; upgrade of the Oval and landscaping and concern	▪ <i>In accordance with the Concept Plan, details are to be provided in any application for the redevelopment precincts. .</i>

these are not reflected in the Consent	
The social impact of the re-opening of Westbourne Street upon the hospital precinct, with the likelihood of it becoming a 'rat-run'. It was suggested that there may be potential for regulated opening hours of the street or for the street to be available for hospital-related traffic only	<i>See Traffic and Transport study</i>
Council staff reiterated the position that parking in the proposed multi-level car park should be available only to essential workers, and patients and that all other needs be met by public transport. Council's objective is to restrain commuter parking across the area. It was suggested that Council could offer to Area Health a Ranger service similar to that which currently operates within Westfield Shopping Centre to discourage commuter parking	<i>See Traffic and Transport study</i>
It was noted that the proposed new location of the Community Health Services Building was not as conveniently located in relation to public transport, and that this could be addressed through widening the pedestrian space on Herbert Street (to provide a 'boulevard' effect). The presence of the pedestrian bridge over Herbert Street was noted, and the need for connectivity reinforced, in this regard	<i>The Environmental Assessment indicates that the proposed location is a better location.</i>
The importance of a bus connection northward to the freeway was indicated (however it is unclear how this would occur if Westbourne Street is not re-opened). It was suggested that there may be scope for a bus-only connection through the middle of the site	<i>Noted</i>
The preference for a domestic-scale Community Health Services Building (particularly for mental health clients) was noted, however, it was suggested that the design of the proposed building could be mitigated to an extent to achieve a more user-friendly building, including set-back of the upper levels of the building. It was also noted that the positioning of windows should be carefully considered in order to protect privacy of both occupants and Herbert Street residents	<i>See Environmental Assessment</i>
Staff noted that with the approval of the Gore Hill Technology Park is a requirement to provide bus services to address the transport needs of 2000 workers. Council is keen to ensure connectivity with the Hospital site and associated services in this regard. Improvements to public transport, pedestrian and cycle access would be included in this approach. Previous discussions with representatives of the Hospital had been positive to this end, and Council is hopeful of pursuing discussions with TAFE in this regard as well. Staff indicated that they believed these connections would	<i>See Traffic and Transport study</i>

be important for future economic development of respective sites	
The provision of an accessible community meeting room or facility was seen as important for community development – as a means of the Hospital ‘opening its doors’ to local community groups. It was noted that, while Council was offered one of the existing heritage buildings for this purpose, that was considered inappropriate, as the building may not be appropriate, and Council would be responsible for expensive upkeep	<i>To be assessed in any application for the Redevelopment Precincts.</i>
The removal of the hydrotherapy pool functions to Greenwich was seen as a matter of serious concern for Council, given identified need in the local area, and the view that the Greenwich facility would be undersized. Staff indicated that the desired position was for the hydrotherapy pool to be retained, or alternatively, for negotiations to occur in relation to potential use of the pool and gym on the ABC site for this purpose	<i>Re hydrotherapy pool see statement on Northern Sydney Central Coast Area Health Service website and the RNSH Redevelopment website.</i>
Staff noted that the original Concept Plan included a child care centre, and indicated that such a centre should be included. It was suggested that the only concerns in this regard would be to attend to EMR levels from the Broadcast Australia tower and to ensure a proper level of safety in drop-off and pickup zones	<i>Re child care centre, in accordance with the Concept Plan, details are to be provided in any application for the redevelopment Precincts.</i> <i>Re EMR levels, to be assessed in any application for the redevelopment precincts.</i>
Staff also indicated that the noise of helicopter flight paths may adversely affect residents on Herbert Street	<i>See Environmental Assessment</i>
It was noted that there had previously been problems in relation to the sexual assault of TAFE students using the Cemetery as a thoroughfare – this issue will be explored in more detail in CPTED Assessment discussions with local Police.	<i>See Environmental Assessment</i>
It was also suggested that the relationship of the site to the Cemetery needed to be considered, with the potential for ‘screening’	<i>This issue should be addressed in the context of future applications for the commercial precinct.</i>
Staff suggested that the longer term social sustainability of the proposed development needs to be considered, including key worker housing/affordable housing (minimum 4%); a medi-hotel; seniors living. It was suggested that this site is the perfect location for this to occur, and that private sector involvement to these ends would be welcomed	<i>In accordance with the Concept Plan, details are to be provided in any application for the redevelopment precincts.</i>
It was noted that other major commercial or retail activities would occur at later stages, and that these were seen as positive economic impacts. It was	<i>Noted</i>

also noted that Council has an Economic Development Manager who would be keen to assist in bringing about such future development	
In terms of potential impacts during construction, these were seen as the early morning movement of trucks and the need to get construction vehicles 'onto the freeway as soon as possible'. Sediment and erosion control and dirt on roads were also considered to be likely social impacts. It was felt that construction workers would have a positive economic impact in the area (eg patronage of cafes and fast food outlets; the Freeway Hotel, etc)	<i>See Statement of Commitments</i>
It was also suggested that it will be important for community information sessions to be conducted (and that these occur prior to approval), and that relevant information about the proposed development and impacts be conveyed to community service organisations using the Hospital on a daily basis (eg Community Transport.)	<i>See Environmental Assessment</i>

2.3 Newsletter Distribution

A Newsletter (Newsletter No 1) containing information about the proposal and inviting questions or comments was distributed on 13 October 2008 in the immediate vicinity of the hospital site. A total of 686 copies were distributed to adjoining residences; 395 copies to adjoining businesses, and 100 copies each placed at reception desks or community information boards at Royal North Shore Hospital, Royal North Shore Private Hospital and Northern Sydney TAFE College. A copy of the Newsletter was mailed to Gore Hill Memorial Cemetery Trust. Copies of the Newsletter were placed on the Notice Board at The Forum. At the publication date of this Report, December 2008, no responses had been received to these newsletters by telephone, mail or email.

2.5 Other Issues

It should be noted that a separate report assessing Crime Prevention through Environmental Design (CPTED) has also been prepared.

3 Recommendations

As a result of this necessarily limited consultation process, the following recommendations were proposed:

1. That a Stakeholder Identification and Engagement Strategy is undertaken, to encompass Local Governments; community service providers; local institutions; business and residents and hospital users affected by the proposed development, for the purposes of more extensive consultation, input and feedback about the proposed development, impacts and issues, during and beyond construction
2. That a Communication Plan is developed, to address consultation and communication needs at various stages in the development process (drawing upon the above Stakeholder Strategy)
3. That a process for considering stakeholder issues and concerns and feedback be developed by the project partners and included in future management arrangements
4. That the issues and concerns identified in this report be taken into account as an initial input to the consultation process.

Footnote:

As at 15 December 2008, the Stakeholder Identification and Engagement Strategy is being undertaken, and there will be liaison with the Hospital Communications Team in this regard. Similarly, a Communications Plan has been developed to address the period during an after Public Exhibition. Stakeholders will be invited to make submissions during the Public Exhibition period via the Department of Planning's website. Submissions will be collated by Urbis and provided to the project partners for follow-up.

Appendix A Newsletter

Appendix B Consultation Log

Stakeholders	Engagement strategy	Status	Date of Consultation
TARGETED CONSULTATION			
Roads and Traffic Authority	Telephone interview	An email response to the transport and access discussion questions was provided by RTA Assistant Planner Angela Malloch. RTA was unable to comment on social and environmental impacts of the proposal.	Initial phone call on 10.10.08 Response received 23.10.08
Ministry of Transport	Telephone interview	Senior Transport Planner, David Hartman indicated the MoT response is contained in their submission, the organisation is unable to comment on the merit of proposal but is happy to clarify any issues arising from their submission.	Initial phone call on 10.10.08
Willoughby City Council	Telephone interview/meeting regarding crime prevention strategies	Craig O'Brien, Environmental Services Division indicated Council's response is contained in their submission dated 15.09.08. Council seeks a meeting regarding crime prevention strategies.	Initial phone call 10.10.08, discussion guide emailed. Meeting held with Council representatives 22.10.08
Railcorp	Telephone interview	Urbis has left a message on the phone of Jim Tsiramiagous, Railcorp Town Planner and is awaiting a response.	Initial phone call 15.10.08
Adjoining residents	Letterboxing of newsletters	686 copies of Newsletter No. 1 distributed to adjoining residents, containing information about the proposal and phone number and email address for questions and comments.	Distribution of Newsletter No. 1 completed 13.10.08
Adjoining businesses	Letterboxing of newsletters	395 copies of Newsletter No. 1 distributed to adjoining businesses, containing information about the proposal and phone number and email address for questions and comments	Distribution of Newsletter No. 1 completed 13.10.08
TAFE NSW, Northern Sydney Institute, North Sydney College	Newsletters for distribution to TAFE staff and students	100 copies of Newsletter No. 1 have been placed at the central administration desk	Newsletter No. 1 placed on 13.10.08
Royal North Shore Hospital	Newsletters for hospital clients and staff	100 Newsletter No. 1 have been placed at the community information board	Newsletter No. 1 placed on 13.10.08

APPENDICES

North Shore Private Hospital	Newsletters for hospital clients and staff	100 copies of Newsletter No. 1 have been placed at the central reception desk	Newsletter No. 1 placed on 13.10.08
Gore Hill Memorial Cemetery Trust			Newsletter No 1 mailed on 13.10.08
The Forum Apartments			Copies of Newsletter No 1 placed on Notice Board
North Sydney Council			Meeting held with Council representatives 22.10.08