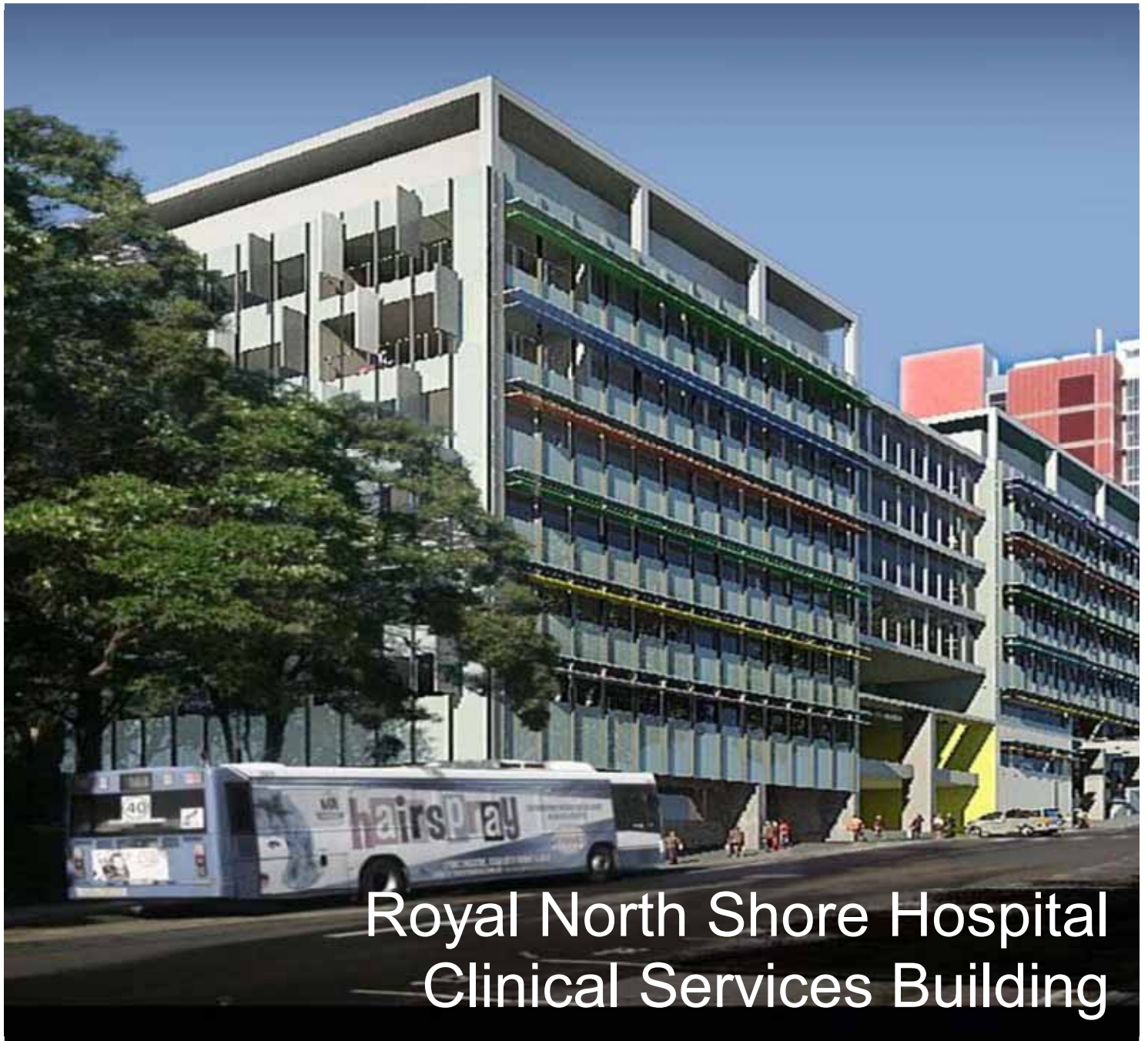




Royal North Shore Hospital Clinical Services Building

Section 75W to MP08_0172 Acute Hospital Building

January 2012

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This 75W Report has been prepared by Matthew O'Donnell and Paul Atree-Williams of Urbis Pty Ltd on behalf of Health Infrastructure.

It is declared that this report has been prepared to the affect that:

- The statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- That the information contained in the statement is neither false nor misleading.

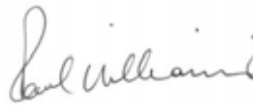


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1 Introduction

This planning report accompanies an Application made under Section 75W of the Environmental Planning and Assessment Act 1979 with respect to a proposed modification to Major Project Approval MP08_00172 – Royal North Shore Hospital (RNSH) and Community Health Building (CHB). Refer to **Appendix A** for copy of the Instrument of Approval..

The proposed modifications relate specifically to the location of the Mental Health Unit formerly approved in a location adjacent to the Acute Services Building (ASB). The new Clinical Services Building will replace the approved mental health building and together with the Mental Health Unit will accommodate a number of existing beds relocated from within the site and an additional 60 new beds. Further details of the proposal are outlined in **Section 2**.

1.1 BACKGROUND

Royal North Shore Hospital has been subject of on-going redevelopment which includes the following chronology of approvals and modifications:

- 13 April 2007 – a Concept Plan MP08_0051 was approved providing for consolidation of the hospital operations on the site into one hospital precinct and allowing for the redevelopment of the remainder of the site for other uses.
- 8 September 2008 – Minister declared the Royal North Shore Hospital site a Critical Infrastructure Project.
- 22 December 2008 – a modification 06_0051 (MOD3) was approved for the removal of trees.
- 19 June 2009 – a Project Application for the Acute Hospital and Community Health Facility MP08_0172 which comprised demolition of buildings on site and the construction of the Acute Services Building, Community Health Building and a multi-storey car park.
- 23 March 2010 – a modification MP08_0172 (MOD 1) was approved allowing changes to the design and layout of the Community Health Building.
- 3 August 2010 – a modification MP08_0172 (MOD 2) was approved allowing the demolition of Building 19 'Mortuary' and construction of a car park.
- 19 January 2011 – a modification MP08_0172 (MOD 3) was approved allowing height increase and addition of a helipad to the Acute Services Building.
- An application to amend the Concept Plan MP06_0051 is currently being considered by the Department of Planning and Infrastructure (DOPI). The Concept Plan Amendment (CPA) retains the structure of the eleven development precincts identified in the approved Concept Plan but updates the Precinct boundaries to reflect the Concept Plan Amendment Layout. Overall the project will continue to yield approximately 180,000m² of new development on the divestment precincts surrounding the hospital.

1.2 RECENT CONSTRUCTION PROGRESS

- The Acute Services Building is currently under construction with completion expected in 2014.
- The Community Health Building was completed in early 2011.
- The Clinical Services Building is due to be completed in 2014.

2 Proposal

2.1 IMPETUS FOR THE MODIFICATIONS

The new Clinical Services Building includes the already approved Mental Health Services and incorporates existing clinical services (currently in the Douglas Building) and includes:

- 34 Bed Acute Adult Mental Health/ High Dependency Unit (as per the existing approved Mental Health Services)
- 119 Beds currently in the Douglas Building for:
 - Bed Severe Burns/Plastics unit
 - Dedicated Operating Theatre for Severe Burns/Plastics Unit
 - Bed Maternity Inpatient Unit
 - Bed Paediatric Inpatient Unit
 - Neonatal Intensive Care Unit
 - Birthing Suites
 - Dedicated Operating Theatre for Birthing Suite
- An additional 60 beds to be located in the Clinical Services Building for orthopaedics, hands, rheumatology, pain and rehabilitation.
- Women's Health and Paediatric Ambulatory Care

The modification proposes a total of 213 beds to be provided in the Clinical Services Building, 60 of which are an additional net increase to the overall RNSH campus.

The relocation of existing services into the new combined building will create direct links and integration to the core Hospital functions in the Acute Services Building through the provision of direct linkages from one building to the other.

2.2 DETAILS OF THE MODIFICATIONS

The proposed modifications alter the layout of part of the Approved Concept Plan (MP08_0051) and Preferred Project Application (MP08_0172) in the north east of the campus to include:

- The closure of Red Road at its junction with Westbourne Street by the proposed siting of the Clinical Services Building across Red Road.
- The altering of the layout of the Divestment Lands on Precinct 7 by reducing the size of the Precinct, by 50% to allow the siting of part of the proposed Clinical Services Building footprint within Precinct 7.
- The introduction of hospital uses into Precinct 7, that was previously identified as residential/commercial as part of the Approved Concept Plan.
- The services proposed to occupy the Clinical Services Building are being transferred from the Douglas Building. In addition, a net increase of 60 beds has been introduced across the site to accommodate orthopaedics, hands, rheumatology, pain and rehabilitation services.
- Following the transfer of services to the CSB, the Douglas Building will then become occupied by services from elsewhere on the campus to include:
 - Medical Records / Information Management

- Human Resources / Local Health District Executive / Quality / Clinical Governance
- Pain Management Service
- Displaced Services from Level 9 of the ASB
- Acute Post Care Unit (APAC).

The modifications include the provision of an 8 storey Clinical Services Building containing the following services on each level:

- Level 1 contains Plant, the Women's and Children's Ambulance Entry and potential shell space for future fit out and occupation of clinical services. This level has a service Tunnel linking to the Acute Services Building for Support Services;
- Level 2 contains the Women's, Children's and Severe Burns entry foyer, Plant and the physically separated Acute Adult Mental Health Unit. The Acute Adult Mental Health Unit incorporates both a formal public entrance (off the north end of Red Road) and a discreet High Dependency Unit Ambulance / Police entry (off the Kolling Building service road to the west). This level links directly to the Acute Services Building;
- Level 3 contains the Women's Health Ambulatory Care and Maternity Inpatient Unit. Space for future expansion is provided to the southern side of and between the two units. An option for an additional 10 Women's Health beds has been investigated. This level links directly to the Acute Services Building;
- Level 4 contains the Birthing Suites, Birthing Theatre and the Newborn Intensive Care Unit. Space for future expansion is provided to the southern end of the plan. There is an external link directly to the Acute Services Building;
- Level 5 contains the 60 Inpatient Bed Unit comprising of Beds for Orthopaedics, Hands, Rheumatology, Pain and Rehabilitation. This level includes a lounge area and a therapy space area and offers future expansion to the southern end of the plan. There is an external link directly to the Acute Services Building;
- Level 6 contains the Burns Ambulatory Care clinic, the Burns Inpatient Unit, an Outdoor Terrace and a component of combined offices. The Burns Unit is provided with an Operating Theatre suite. Space for future expansion is provided to the south of the plan. There is an external link directly to the Acute Services Building;
- Level 7 contains the Paediatric Ambulatory Care, Paediatric Inpatient Unit and a Fairy Sparkle Outdoor Terrace. Access to the Acute Services Building will be via level 4 of the Clinical Services Building; and
- Level 8 contains building plant and roof top services.
- The proposed CSB has four separate public access points:
 - Public access to the Women's, Children's and Burns units via Westbourne Street (level 2)
 - Ambulance access to Women's, Children's and Burns via Westbourne Street (level 1)
 - Ambulance and police access to the Mental Health unit via the Kolling Building access road
 - Front entry and public access to the Mental Health unit via Red Road.
- The modification also includes the closure of the approved Red Road, and includes two primary addresses for the building facing Westbourne Street and Red Road (northern end).
- The majority of car parking will be within the new PPP car park.

- A discreet pick up and drop off area has been proposed on Red Road to facilitate entry to the Mental Health unit that will only be accessible from Red Road.
- A discreet entrance for Police and Ambulance is via the Kolling Building access road. Other patient drop off and pick up areas are provided via Red Road.
- Loading dock facilities are not proposed as part of the CSB, and will be shared with the existing approved Acute Services Building loading facilities.



FIGURE 1 – CLINICAL SERVICES BUILDING WESTBOURNE STREET ELEVATION - HASSELL



FIGURE 2 – CLINICAL SERVICES BUILDING NORTH EASTERN ELEVATION FACING PRECINCT 7. – HASSELL

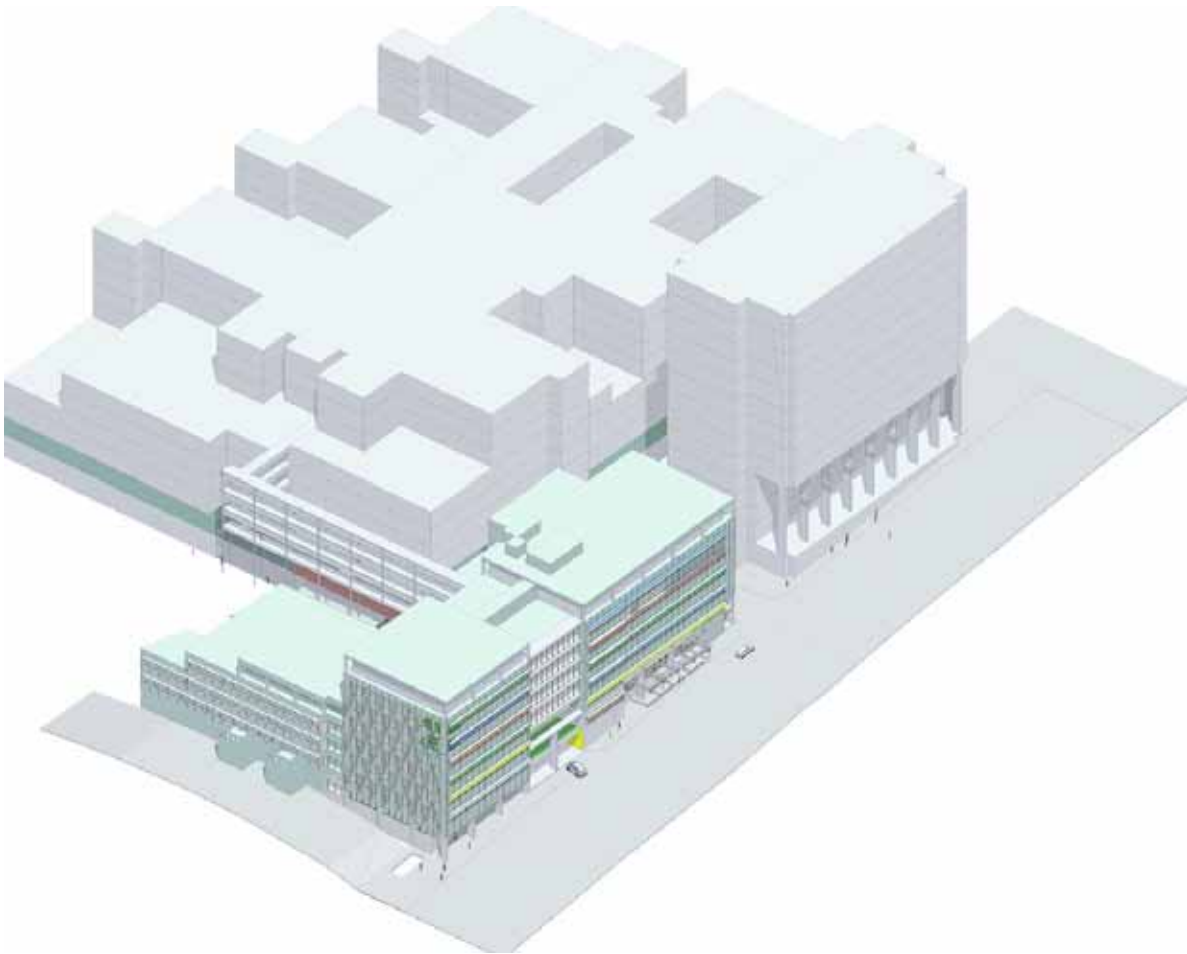


FIGURE 3 – THE CLINICAL SERVICES BUILDING IN THE CONTEXT OF THE SURROUNDING ACUTE SERVICES BUILDING AND KOLLING BUILDING – HASSELL

Details of the changes are illustrated in the modified drawings at **Appendix B**.

3 Environmental Assessment

3.1 ASSESSMENT CRITERIA

Under Section 75W of the Act, the Minister may provide environmental assessment requirements to be addressed by the proponent prior to any application under this Part being determined.

In this respect, and to assist the Department in the consideration of this matter, it is proposed for the purposes of this assessment that those Director General Requirements, as they applied to the original Project Application and as relevant to the current proposal, be re-considered.

In this respect, the following relevant environmental assessment criteria have been adopted:

- Consistency with the Concept Approval,
- Consistency with the Preferred Project Approval,
- Urban form and design,
- Amenity impacts,
- Heritage impacts,
- Utilities and Services,
- Traffic, Transport, Car Parking and Accessibility.

The following table lists the DGRs and their relevance to the proposed 75W.

[illegible]

	qualifications of person(s) preparing the Assessment and that the information contained therein is neither false nor misleading.	
Key Assessment requirements	The Environmental Assessment must address the following key issues: <i>Urban Form and Design</i> Urban design, height, density, bulk and scale of the development and relation to surrounding development, landscape and topography; - Site analysis and architectural plans; - External materials and finishes, including a sample board; - Photomontages and view analysis; - Details of proposed areas of landscaping and open space; and - Measures to reduce visual impact of car parking structure including architectural treatments and opportunities for landscaping on the car park roof.	Section 3.2.3
	<i>Amenity Impacts</i> - Address the visual impact, privacy and overshadowing of the development on adjoining properties, with particular regard to any sensitive uses.	Section 3.2.4
	<i>Heritage</i> - Existing heritage items should be identified, including significant heritage buildings, landscape elements, curtilages, setting and important views. Any impacts should be minimised and mitigated where appropriate. It is desirable that all significant historical components of RNSH be conserved and adaptively reused.	Section 3.2.5
	<i>Traffic, Transport and Accessibility</i> - Provide a traffic and transport study that addresses the following: - Surrounding context and how the proposal fits within the overall hospital campus in terms of transport and traffic management; - Measures to encourage mode shift to public transport and reduce reliance on on-site car parking; - Identify existing public transport services in the site, together with other transport services offered by the hospital; - Detail existing pedestrian and cycle movements within the vicinity of the subject site and determine the adequacy of the proposal to meet the likely future demand for increased pedestrian and cycle access. May include facilities for secure bicycle storage; - Identify Travel Demand Management (TDM) measures that will optimise the opportunity provided by the project site's proximity to public transport. Demonstrate compliance with the RTA Guidelines for Traffic Generating Development. - Internal road and access arrangements including entry/drop off points, traffic management and hierarchy. The primary drop off area to the hospital and community health facility should be clearly identified and appropriate disability access provided in accordance with appropriate Disability Access Guidelines. - Off street car parking provision and management of on-street parking. - Service delivery. - Proposed emergency evacuation and public access.	Section 3.2.7

	<i>Drainage, Stormwater and Groundwater Management</i> - Identify drainage, stormwater and groundwater management issues, including onsite stormwater detention, water sensitive urban design measures and drainage infrastructure.	Section 3.2.6
	<i>Geotechnical and Contamination</i> - Geotechnical report assessing the suitability of the site for the structures with regard to slope stability, erosion hazard, proposed earthworks and retention methods. - Contamination report assessing the potential for contamination and the suitability of the site for proposed uses.	N/A, see existing PA conditions
	<i>Construction Impacts</i> - Noise and vibration; - Soil and erosion control; - Stormwater management; - Waste management; - Cut/fill and retaining structures; - Traffic management; and - Car parking for construction workers.	N/A, see existing PA conditions
	<i>Operational Impacts</i> - Address noise generated from plant and equipment; - Waste management including biomedical, infectious or toxic wastes, storage of any chemicals I hazardous materials; - Site security; - Emergency and evacuation procedures; - Fire safety; - Lighting; and - Signage.	N/A, see existing PA conditions
	<i>Ecological Sustainable Development</i> - Address proposed ESD measures including thermal massing, water sensitive urban design measures, energy efficiency, recycling and waste disposal.	N/A, see existing PA conditions
	<i>Utilities and Services</i> - Address capacity of utilities including water, sewer, stormwater, gas, power and telecommunications Infrastructure that will serve the project.	Section 3.2.6
	<i>Development Staging and Impacts on Existing Uses</i> - The Environmental Assessment should include the proposed method of development staging and demonstrate that It is consistent with, and can accommodate, the future redevelopment of RNSH as well as operate independently. - Detailed plans and documentation should be submitted that articulates the status of existing buildings and how it is intended to relocate or displace existing uses temporary or otherwise, possible future expansion areas, vehicular car parking (location and numbers), access and delivery areas and proposed road closures.	N/A, see existing PA conditions

	<i>Telecommunications</i> - The Environmental Assessment should identify and address any implications of the proposal on the use of the broadcast tower at 217A Pacific Highway, Artarmon and other telecommunications facilities in terms of the level of electromagnetic radiation environment, interference issues and existing microwave links.	N/A, see existing PA conditions
Consultation Requirements	Provide written evidence of detailed and on-going consultation with the following parties Requirements during the preparation of the Environmental Assessment: - Willoughby City Council - NSW Roads and Traffic Authority - NSW Ministry of Transport - Railcorp Document all community consultation undertaken to date or discuss the proposed strategy for undertaking community consultation. This should include any contingencies for addressing any issues arising from the community consultation and an effective communications strategy.	Consultation through assessment period

3.2 ASSESSMENT

3.2.1 CONSISTENCY WITH THE CONCEPT APPROVAL

The proposed modifications enhance the functional and aesthetic properties of the existing campus and its relationship with its surrounds and the public domain. The proposed modifications are generally consistent with the Approved Concept Plan for the following reasons:

- The uses and functions envisaged for the core health precinct do not change.
- With exception to 60 new beds (representing a percentage increase of 8% to the overall 730 of hospital beds), the modification does not introduce any new use that might require additional assessment that hasn't already been considered in the context of the existing Concept Plan Approval.
- Precinct 7 will still contain a large proportion of residential/commercial development, despite the proposed layout encroaching on Precinct 7. The proposed modification may result in a loss of GFA for residential uses within Precinct 7, however this is under review by Northern Sydney Local Health District and has not been determined at this stage.
- The proposal will not result in any increase in GFA to any other "divestment land" surrounding the core hospital use.
- The development will conform to the design principles embedded in the concept approval.
- The closure of Red Road will not significantly impact upon the vehicle circulation and intersection performance surrounding the site.
- The existing approved car park (currently under construction) is sufficient to adequately cater for the additional car parking requirement for the 60 additional beds.
- The proposed finished levels of the new Clinical Services Building remain within the prescribed height limits of RL150-190 of the Concept Plan. The proposed upper height limit of the proposed Clinical Services Building is RL115.20.



FIGURE 4 – COMPOSITE BUILDING HEIGHT CONTROL PLAN – AMENDED CONCEPT PLAN AND PREFERRED PROJECT REPORT MP06_0051

- The proposed building envelope whilst larger than indicated in the Concept Plan Approval is generally consistent with the Concept Plan. The proposed building envelope is still contained partially within Precinct 8, however is proposed to occupy up to 50% of Precinct 7.
- The built form townscape principles, streetscapes, public domain, solar access and view corridors are retained or enhanced.
- The proposed Clinical Services Building provides a consolidated health facility in proximity and adjoining to other hospital and health facilities on site, and provides direct linkages into the Acute Services Building.
- The proposal does not impact on the heritage significance of the local heritage buildings located in Precinct 7 (Building 7 & 9), refer to discussion at Section 3.2.5.



FIGURE 5 – APPROVED CONCEPT PLAN MP06_0051 – COX RICHARDSON

3.2.2 CONSISTENCY WITH THE PREFERRED PROJECT APPROVAL

The proposed modifications are generally consistent with the Project Application for the Acute Services Building and Community Health Building that also included a multi-level car park for 576 vehicles and associated public domain improvements.



FIGURE 6 – PROJECT APPLICATION SITE LAYOUT – BLIGH VOLLER NEILD

The proposal is consistent for the following reasons:

- The uses and functions envisaged for the Acute Services Building will not substantially change, and the proposed modification includes the existing approved Mental Health Unit together with services already existing on site but relocated into the proposed Clinical Services Building.
- The proposed modification introduces additional core health facilities into the precinct to be located in the Clinical Services Building, from the Douglas Building. The additional core health facilities include units for Burns, Maternity, Paediatric, Critical Care, Women's Health, and a Paediatric Ambulatory clinic. All uses are core health facilities consistent with the Project Application.
- The Clinical Services Building is located to the north-west of the Acute Services Building, and provides appropriate connectivity internally to link to the Acute Services Building. The modification maintains the direct link between the Mental Health Unit and the Acute Services Building.
- The proposed modification does not increase the overall maximum heights approved as part of the Project Application within the Hospital Precinct, in that the Clinical Services Building will remain lower than the principle Acute Services Building. The proposed modification proposes a maximum height of RL115.20 (plant), whilst the Project Application proposed an uppermost height of RL 126.35.
- The maximum height approved for the Mental Health Unit under the Project Application was RL98.4. The proposed Clinical Services Building is located within part of the approved footprint of the Mental Health Unit, and the proposed modification increases the height to RL115.20. The impact of increased height is minimal and discussed in detail at 3.2.3 and 3.2.4 of this report.

- The proposed frontage to Westbourne Street is considered an appropriate height and scale transition from the adjacent Acute Services Building and the Kolling Building to the west. Section 3.2.3 and 3.2.4 of this report address the impacts of density and scale.
- The proposed Clinical Services Building, similarly to the Project Application approval will engage the health precinct and the adjoining precincts, and includes active frontage to Westbourne Street and Red Road. The proposed modification will achieve a strong presence along precinct frontages.
- The modifications to include the Clinical Services Building will continue to maintain the heritage significance of the heritage buildings in Precinct 7. A detailed assessment of heritage impacts is contained in Section 3.2.5 of this report.
- The addition of the Clinical Services Building and its proposed users (staff and visitors) will utilise the multi storey car park approved under the Project Application. No additional parking is required and the impact of traffic and parking is addressed in detail in Section 3.2.7 of this report.
- Vehicular access to Red Road from Westbourne Street will be altered as part of the proposed modification, and is inconsistent with the Project Application Approval. The modification proposes to close vehicular access to Westbourne Street from Red Road. The impact of the road closure is minimal and is addressed further in Section 3.2.7 of this report and the ARUP Transport Report at **Appendix C**.
- Pedestrian access from Westbourne Street will be maintained into the campus and the hospital Precinct. Access and legibility for pedestrians is consistent with the Project Application approval and will still allow pedestrian permeability to and from Westbourne Street via Precinct 7.

3.2.3 URBAN FORM AND DESIGN

3.2.3.1 VISUAL IMPACTS

- The Acute Services Building, Douglas Building and Kolling Building are all prominent features of the existing urban streetscape along Westbourne Street owing to their location along a natural ridge running east-west along Westbourne Street.
- The new CSB will continue the prominent streetscape character and will be an integral element within Westbourne Street. The CSB design has corresponded to the topography of Westbourne Street, distinctly maintaining an appropriate streetscape appearance consistent with its surrounds.
- The quality design and proposed façade treatments will be consistent in style and appearance with the surrounding recently constructed hospital buildings, and when viewed together will form a positive outcome for the site.
- The impact of the proposed CSB has been minimised by ensuring it is less prominent than the Acute Services Building, and the adjacent Kolling Building in terms of its scale, bulk and height.
- The overall visual environment along Westbourne Street is considered to improve as a result of the proposed CSB given the appropriate scale of the building that relates to the streetscape and is enhanced through street level activation.



FIGURE 7 – INDICATIVE STREETSCAPE VIEW ALONG THE SOUTHERN SIDE OF WESTBOURNE STREET LOOKING WEST - HASSELL



FIGURE 8 – INDICATIVE STREETScape VIEW ALONG THE SOUTHERN SIDE OF WESTBOURNE STREET LOOKING EAST – HASSELL

3.2.3.2 HEIGHT, BULK AND SCALE

- The overall height of the proposed CSB is consistent with the envisaged building height upper limits as prescribed in the Approved Concept Plan. The proposed finished levels of the new Clinical Services Building remain within height limits of RL150-190 of the Approved Concept Plan. The proposed upper height limit of the proposed Clinical Services Building is RL115.20.
- The proposed CSB is located within part of the footprint of the Mental Health Unit approved under the Project Application, and occupies a portion of Precinct 7. The proposed modification increases the overall approved developable footprint, bulk and height of the precinct by introducing an additional 12,672m² GFA into the precinct. The overall increased scale bulk and height is however considered an appropriate increase in the context of its surrounds for the following reasons:
 - Compliance with the overall building envelope under the approved Concept Plan.
 - The building will retain appropriate separation and ensure a reasonable relationship with the nearby heritage buildings.
 - The scale of the building will be consistent or less than that already existing buildings along Westbourne Street (including the Kolling Building directly to the west) and the residential buildings further to the east (at 10 storeys in height).
- The design of the CSB provides an appropriate transition of scale, bulk and height between the surrounding Acute Services Building and the Kolling Building.

3.2.3.3 BUILDING SEPARATION

- The separation distances between the proposed CSB building and the existing surrounding health buildings is considered acceptable, given the types of complimentary adjacent land uses. The

separation distances between the CSB and the surrounding buildings are typical of a health precinct within an urban area.

- The City Plan Heritage report, dated December 2011, concludes that the separation to the buildings considered to have moderate heritage significance (Buildings 7 and 9) is sufficient to ensure no unreasonable impact upon the heritage character of this building. In addition, the report notes that Building 8 is of “Little” heritage significance and we note that it is likely that building 8 will be demolished as part of the future development of Precinct 7.

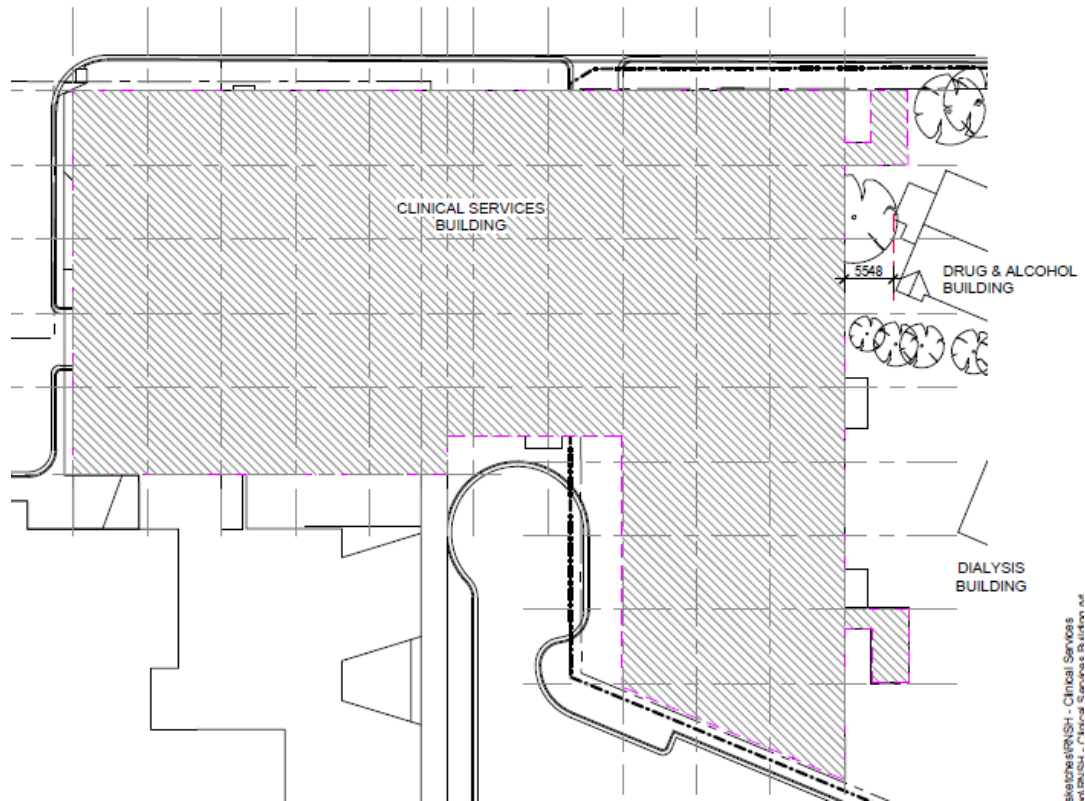


FIGURE 9 – SEPARATION BETWEEN CSB AND BUILDINGS IN PRECINCT 7

- Adequate separation between buildings needs to be considered with the future development of Precinct 7 in order to maximise available footprint and ensure reasonable amenity impacts.

3.2.3.4 SITE LEGIBILITY

- The main pedestrian entrances activate the ground level streetscape on Westbourne Street and Red Road. Emergency access on Westbourne Street is provided to allow clear visibility and accessibility externally from the site.
- Opportunity for way finding from Red Road to Westbourne Street exists between the north-eastern façade of the CSB and Precinct 7, presenting opportunity for alternative pedestrian circulation as a result of the closure of the northern end of Red Road.
- Future planning of Precinct 7 is likely to consider pedestrian and cycle accessibility across the Precinct adjacent the CSB in what would likely be a separation buffer zone.
- The figure below shows site legibility for pedestrians and cyclists as a result of the new CSB and the closure of Red Road. Directional signage will be erected to clearly direct hospital users to the correct location. Importantly, although Red Road will now be closed, the access path to the main car park (via Westbourne Street) will remain unaffected. That is, the main entrance for the public travelling along Herbert Street is via the intersection with Westbourne Street.



FIGURE 10 – SITE LEGIBILITY

3.2.4 AMENITY IMPACTS

3.2.4.1 PRIVACY

- The greatest potential for impacts on privacy exists between the north eastern elevation of the CSB, and the adjacent Precinct 7.
- As the proposed CSB building extends into Precinct 7 and would occupy up to 50% of Precinct 7, adequate separation between buildings needs to be considered with future development of Precinct 7 in order to maximise available footprint. Therefore a re-configuration of the proposed buildings in Precinct 7 would need to be considered with any future redevelopment of the Precinct.
- A “buffer” zone of landscaped screen planting along the eastern side of the new CSB would assist with softening any potential conflict. Landscaping will be undertaken with the future development of Precinct 7.

3.2.4.2 VIEWS

- The proposed CSB would not impact on significant views from, and within the site. The approved Project Application identified views from Westbourne Street towards the Willoughby skyline. The proposed CSB will not impact upon these identified views.

3.2.4.3 SHADOWING

- The shadow diagrams below (see also **Appendix D**) indicate the expected shadows throughout the year (mid-winter and mid-summer). In the context of the site, during mid-winter solstice at 3pm the shadows are the longest across the site.
- The shadow diagrams indicate that over shadowing of the remainder of Precinct 7 would be minimally affected by the proposed development of the CSB. The angle of the 3pm June shadow is such that the vast majority of Precinct 7 remains unaffected.

- There will be no over shadowing on the surrounding areas external to the Royal North Shore Hospital Precinct.



FIGURE 11 – SHADOW DIAGRAMS (SEE ALSO APPENDIX E) - HASSELL

3.2.5 HERITAGE IMPACTS

A supplement to the 2006 Concept Plan Heritage Impact Statement has been prepared by Godden Mackay Logan is attached at **Appendix E**. The report assesses the impact of the proposal on existing heritage items within the vicinity of the proposed development.

The items of heritage significance include:

- Buildings 7 (Regional Diabetic Services Building) and Building 9 (Lanceley Cottage) located within Precinct 7.

The report identifies that there are no further listings pertaining to the landscape, built or archaeological components of the Precinct 7. The report concludes that the proposed separation is reasonable and the proposal will not impact upon the heritage significance of Buildings 7 and 9.

In addition, the report notes that Building 8 has been identified as having little heritage significance and was approved for demolition in the previous concept plan.

The following plan identifies the heritage buildings within Precinct 7.

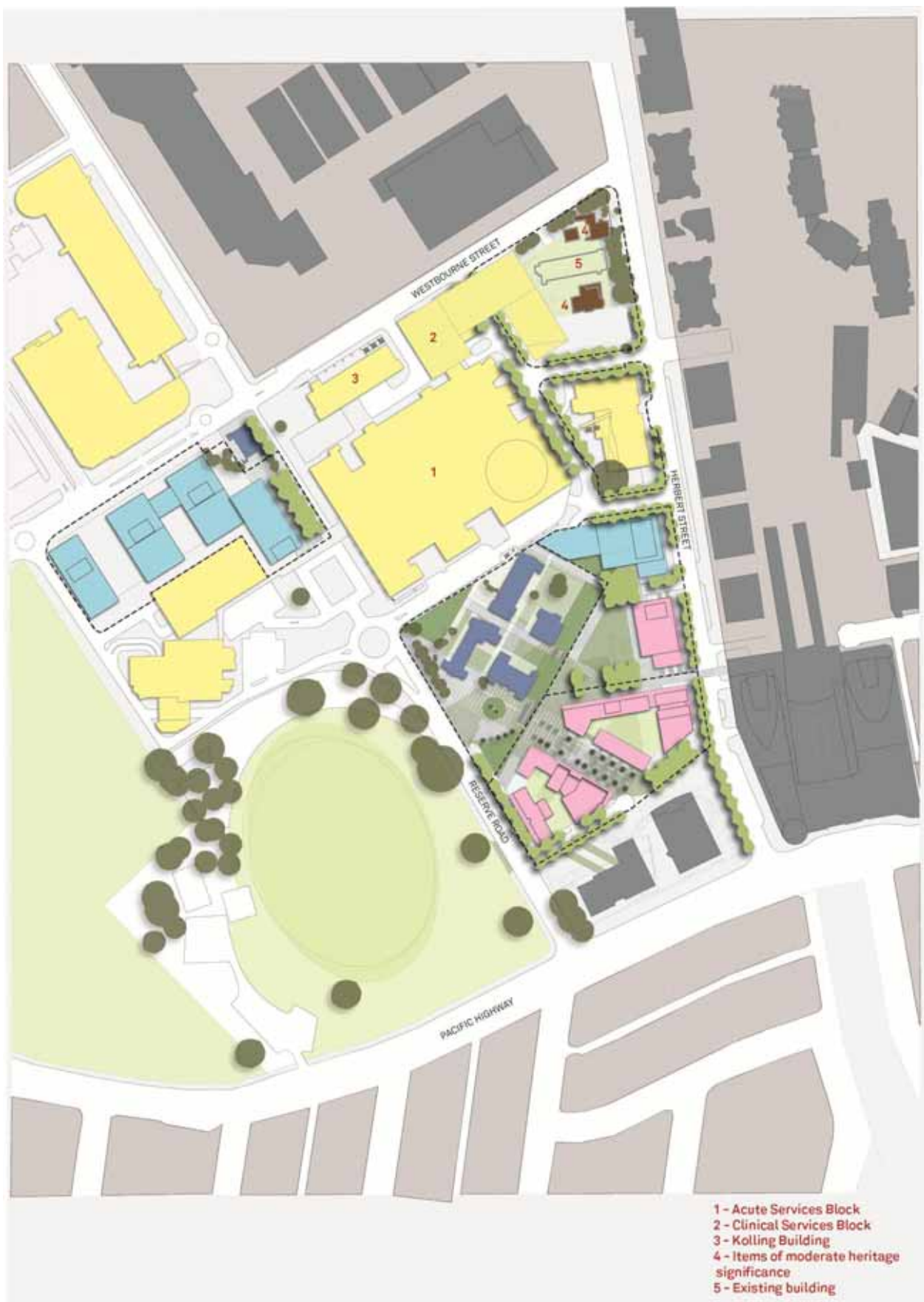


FIGURE 12 – HERITAGE BUILDINGS IN PRECINCT 7 - HASSELL

In summary the report prepared by Godden Mackay Logan does not consider any significant heritage impacts on the significance of Building 7 and Building 9 within Precinct 7 will occur as a result of the proposed siting and scale of the Clinical Services Building. The report recommends that the following be implemented to mitigate against any additional heritage impacts arising from the current proposal:

- It is recommended that landscaping responding to the character of the building and the previous planting on the site be undertaken at the rear of the cottages to mitigate the impact of the new development on their setting (particularly Building 9);
- Detailed design at the lower levels of the east elevations should employ modulation to mitigate the visual impact of large areas of blank wall in the vicinity of the cottages;
- Planting appropriate to the setting of the cottages should be provided to screen the east elevation of the new building from the rear of Buildings 7 and 9;
- Building 8 should preferably be demolished, if/when possible (as previously approved) to improve the setting of Buildings 7 and 9 and to assist in interpretation of their historic relationship; and
- Urgent maintenance works to Buildings 7 and 9 should be undertaken as part of the proposal, at least until such time as a decision is taken that these buildings will be removed.

3.2.6 UTILITIES AND SERVICES

The proposed new CSB building will require additional works to services on site. A services review prepared by ARUP in a Civil Concept Design Report at **Appendix F** has identified:

- The portion of the site east of Red Road contains a ø500mm water main crossing precinct 7 which Sydney Water consider a critical asset.
- The area of the site to the west of Red Road is free of regulatory services other than the waste water supplying the Kolling Building.

The Civil Concept Design Report prepared by ARUP provides achievable solutions to facilitate development of the proposed CSB and associated additional civil works. The following service connections/solutions are identified as required in response to the CSB footprint, along with the new building and the closure of Red Road:

- A potable water service connection will be made from the northeast side of the building into the ø200mm water main in Westbourne Street;
- A sewer service connection will be made from the western side of the building, adjacent to the Red Road roundabout. A second connection to the eastern side of the roundabout is possible if deemed necessary. The connection will be to the existing sewer main in Red Road.
- The ø500mm water main identified as crossing through the site has been relocated and now runs along Westbourne Street, Red Road and connects to Herbert Street via an easement through Precinct 7.
- The section of the ø500mm water main identified as currently crossing Precinct 7 has not currently been relocated. As part of the CSB construction it will be relocated along Red Road and into Blue Road to move it out of Precinct 7.
- The section of ø500mm water main within the northern end of the previous alignment of Red Road is not to be relocated and will pass under the proposed CSB building footprint.
- The sewer main running through the western side of the CSB site will require relocation to avoid the structural piles and the lift cores of the new CSB building. The sewer running through the western side of the CSB site may require relocation to avoid the structural piles and the lift cores. This relocation will require further investigation and early consultation with Sydney Water in order to gain approval to build over the sewer main.

- The proposed footprint of the CSB requires a volume of OSD to be provided and will require connection to the existing stormwater drainage network on Westbourne Street.
- Confirmation will need to be sought from Willoughby Council within detailed design to confirm whether the extra provision for OSD is sufficient to allow runoff from the development into the existing stormwater network.

3.2.7 TRAFFIC, TRANSPORT, ACCESSIBILITY AND CAR PARKING

The proposed modifications and associated traffic and transport modifications have been assessed in detail in the Transport Report prepared by ARUP (see **Appendix C**).

The Transport Report analyses the impact of:

- The closure of Red Road to the internal and external road network and the impact of traffic distribution and circulation;
- Transport and parking impacts a result of the modification and increased GFA.
- The impacts on public transport, bicycles and pedestrians.

The Transport Report identifies the following impacts and solutions as a result of the proposed modifications:

- Separating the public access for the Mental Health Unit on Red Road and emergency/public access for Women's, Children's and Burns to Westbourne Street improves legibility for vehicle circulation and way finding around the site.
- The difference in grade that exists on Eileen Street at the intersection of Red Road acts as a physical barrier to vehicle movement between Reserve Road and Westbourne Street. The closure of Red Road would therefore only affect vehicles entering the precinct via Herbert Street and not Reserve Road.
- As staff and visitors to the CSB will access car parking areas external to Red Road, the traffic generation to the Red Road drop off area is solely dependent on the number of available patient beds. It is not anticipated that any more than 50 vehicles on a single day would access the CSB via Red Road. Spread over a 10 hour time period, this equates to only 5 vehicles per hour. This is considered a conservative assumption and is likely that on most days this number will be significantly lower, and likewise the level of impact on Red Road.
- Previously vehicles utilising the approved Project Application Mental Health unit drop off on Red Road would continue through to Westbourne Street. As a result of the proposed modifications vehicles will now utilise the roundabout and exit the site via Eileen Street and Blue Road onto Herbert Street. Subsequently there is forecast to be no additional traffic generated to the site to that which has already been approved.
- The closure of the northern end of Red Road will prevent drivers from 'rat running' through this section of road to access on-site public car parking. Vehicles instead would be redirected to Herbert Street and Westbourne Street, providing a more pedestrian friendly environment within the site.
- The location of staff and public car parking determines how the majority of vehicles enter and exit the hospital precinct – not public drop off areas. As a result Herbert Street and Westbourne Street will provide the key access points for staff and visitors to the CSB to parking areas. Herbert Street and Westbourne Street will continue to carry the majority of traffic associated with the CSB entering the site, and this intersection is forecast to operate satisfactorily following the completion of the approved development.
- The approved opening up of Westbourne Street to permit two-way traffic flow will accommodate entries and exits to the Women's, Children's and Burns unit for both public and emergency vehicles.

- There is to be no long term on-site parking required in addition to the 2,550 already approved under the existing concept plan. Technically, the additional 60 beds will generate an additional 15 staff and 30 visitor car parking spaces. In relation to parking provision, the transport report concludes:

This Section 75W Application proposes no additional on-site parking to be provided in addition to the 2,550 spaces already approved as part of the Acute Hospital Project Application. This recognises the strong public transport availability and reasonably good staff and visitor mode share to public transport that results. By taking a minimalist approach to on-site parking, the RNSH will be promoting the use of sustainable transport modes and reducing the impact on the local road network. The additional patients and visitors will be accommodated through the significant increase in visitor parking to be provided as part of the development.

- Pedestrian and public transport routes will remain unaffected. An on-road bicycle lane provides access to the site for cyclists travelling along Herbert Street.

3.2.8 WASTE MANAGEMENT

- The Waste Management System for the Clinical Services Building remains consistent with that approved under the Project Application MP 08_0172. A fully detailed Waste Management Plan will be submitted prior to occupation of the Clinical Services Building that documents waste management practices that comply with relevant legislation relating to waste and resource recovery, environmental protection and occupational health and safety.
- The Waste Management Plan will also be consistent with waste systems implemented for the Acute Services Building, and the Community Health Building under the Project Application Approval.

4 Conclusion

In summary the site is considered appropriate for the proposed modification for the following:

- The modification does not introduce any new use that might require additional assessment that hasn't already been considered in the context of the existing Concept Plan Approval: the proposed use is essential to the provision of adequate health services and core hospital related. Apart from 60 new hospital beds, the beds will be relocated from buildings already existing on site and contemplated as part of the existing Project application approval (from within the Douglas Building).
- Precinct 7 will still contain a large proportion of residential development, despite the proposed layout extending into Precinct 7. Future site planning of Precinct 7 will require reconfiguration and appropriate design responses to consider any potential impacts on the CSB, noting that there is no proposed increase in overall floor area as approved under the Concept Plan.
- The new CSB will continue the prominent streetscape character and will be an integral element within Westbourne Street. The CSB design has corresponded to the topography of Westbourne Street, distinctly maintaining an appropriate streetscape appearance consistent with its surrounds.
- The overall height of the proposed CSB is consistent with the envisaged building height upper limits as prescribed in the approved Concept Plan. The impact of the proposed CSB has been minimised by ensuring it is less prominent than the Acute Services Building and the adjacent Kolling Building in terms of its scale, bulk and height.
- The CSB will not result in any detrimental on amenity impacts on the campus, and the surrounding locality.
- The proposal will not result in any significant increase in vehicular traffic or congestion as, with exception to an additional 60 beds, the proposal consists largely of a relocation of existing uses from within the campus.
- The additional car parking demand generated from the additional 60 beds will be accommodated within the car parking that is already approved (but yet to be constructed) on the site.
- The proposal is considered to be in the public's best interest and it is recommended that approval be granted to the proposed revisions.

Appendix A

Instrument of Approval

Appendix B

Proposed Architectural Plans – Hassell

Appendix C

Transport Report ARUP

Appendix D

Shadow Diagrams – Hassell

Appendix E

Heritage Impact Statement – Godden Mackay Logan

Appendix F

Civil Concept Design Report - ARUP

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