



# HOSPITAL PRECINCT STRUCTURE PLAN

## DRAFT STRUCTURE PLAN REPORT

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MACROPLAN DIMASI + ARUP

Prepared for Northern Beaches Council

**NORTHERN BEACHES  
COUNCIL**

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# EXECUTIVE SUMMARY 1.0

EXECUTIVE SUMMARY

# 1.0 Executive Summary

The Hospital Precinct Structure Plan (Structure Plan) creates a sustainable future for the repositioning of Frenchs Forest to a Strategic Centre as established by “A Plan for Growing Sydney” and guides potential future growth in the area over the next 20-30 years.

The Structure Plan has been informed by community and stakeholder consultation to facilitate the progress of Frenchs Forest into a Strategic Centre, with enhanced transport infrastructure.

The Structure Plan balances the development potential of the preferred growth scenario, with current transport and infrastructure limitations. Scenario 4 was identified as the preferred growth scenario during the community engagement process. Also referred to as “Strategic Centre Full Potential,” it considers both local street upgrades and the integration of public transport initiatives commensurate with a Strategic Centre.

The Structure Plan acknowledges that future development beyond that currently mapped within Frenchs Forest may be desired and this opportunity still exists, subject to further careful analysis and appropriate infrastructure improvements.

The Structure Plan Report is the third report produced as part of the Structure Plan process. Building upon the previously completed Analysis Report and Scenarios Report, it also incorporates the results from the Northern Beaches Hospital Detailed Transport Assessment (Transport Assessment) produced by Arup, and included as Appendix A.

The Structure Plan report articulates a staged approach to development. It balances development potential that is presently viable based on current infrastructure and transport capacity upgrades, with the longer term development framework underpinned with the objective of Frenchs Forest evolving into a Strategic Centre.

The Structure Plan is the result of a detailed and collaborative process with the local community, stakeholders, Northern Beaches Council and New South Wales (NSW) State Government including the Department of Planning and Environment, Transport for NSW, Roads and Maritime Services, Health Infrastructure, the Department of Education and Communities, and the Office of Environment and Heritage. The consultative process identified the aspirations of these groups in transitioning Frenchs Forest to a Strategic Centre. In particular, highlighting an urban typology that incorporates a mode shift to public transport and supports other transit oriented development initiatives as the preferred way forward.

Cognisant of these aspirations and the desire to transition Frenchs Forest into a Strategic Centre, the Structure Plan responds to infrastructure limitations as highlighted within the Transport Assessment (Appendix A). It further outlines high level land use capacity, traffic and transport initiatives, diversity of built form and density as well as identity and place making initiatives.

The Structure Plan identifies future transport and infrastructure recommendations which are required to facilitate the transitioning of Frenchs Forest into a Strategic Centre, whilst highlighting the potential relocation and redevelopment of key assets to aid the precinct’s transition into a Strategic Centre. Notably, the potential relocation of Forest High School to the existing Warringah Aquatic Centre, and the development of a retail core including increased residential density on the existing Forest High School site.

The Structure Plan provides a foundation for the next steps the Northern Beaches Council will need to undertake including amendments to the LEP, DCP and the preparation of a Section 94 Contribution Plan.









# INTRODUCTION 2.0

THE CASE FOR CHANGE

# 2.0 Introduction

The Structure Plan process as outlined within this report is underpinned by urban economics, strategic traffic and transport recommendations and best practice urban design to guide the long term development and implementation of a Strategic Centre at Frenchs Forest.

More than simply describing a Structure Plan for the precinct, the following report results from coordination with the community, Northern Beaches Council and the NSW State Government including; the Department of Planning and Environment, Roads and Maritime Services, Transport for NSW, Health Infrastructure and NSW Department of Education and Communities. To deliver a strategic methodology that underpins the integrated urban design, planning, transport and economic inputs that will lead to the sustainable development of the precinct.

## OVERVIEW

The Structure Plan report is the third report produced as part of the Hospital Precinct Structure Plan process. Building upon the previously completed Analysis Report and Scenarios Report, it further incorporates the Northern Beaches Detailed Transport Assessment (Detailed Transport Assessment) conducted by Arup and included as Appendix A. The Detailed Transport Assessment was undertaken subsequent to the completion of these reports. It was produced following a request by State agencies who identified the need for more traffic and transport modelling to ensure the future network could support the growth identified within the Structure Plan. As a collective, these documents provide the foundation of information, underpinning the Hospital Precinct Structure Plan.

This report seeks to articulate a place that achieves the Northern Beaches Council and the Department of Planning and Environment's goal for a Strategic Centre that performs a vital economic and employment role for both the region and metropolitan Sydney. The report is structured to demonstrate the ability of the precinct to reach its full potential as a Strategic Centre, and its capacity to evolve over time to include a greater mix of residential, retail and service uses.

The Structure Plan report acknowledges that development presently mapped represents the first stage of the precinct's development into a Strategic Centre. It acknowledges that future development beyond that currently mapped, may be desired should appropriate infrastructure improvements occur.

The Hospital Precinct Structure Plan intends to take advantage of the strengths of the precinct to create a synergy between the various uses and users as the area evolves. This project has the opportunity to deliver more than just the mix of land uses and health support industries associated with a major hospital. It can create localised employment opportunities to spur the economic evolution and redevelopment of the Northern Beaches, as well as the sequenced delivery of increased residential density (through up-zoning of existing residential land). In doing so, the Northern Beaches can become a more dynamic, more liveable location with the injection of associated research and health industries, driving jobs and growth within the Northern Beaches. Simultaneously providing appropriate housing provisions including affordable housing to enable the diversification of housing stock, accommodate population growth and generate greater activity throughout the area.





## THE CASE FOR CHANGE

The construction of the new level 5 Frenchs Forest Hospital creates opportunity to leverage off this significant investment and provide a new strategic centre to cater for the health, retail, commercial, residential, education and recreational needs of the Northern Beaches community. In addition to the construction of a new Hospital, The NSW Government is investing \$500 million to upgrade the roads around the new Northern Beaches Hospital with work proposed to be completed in time for the hospital opening in 2018. The roadworks are being undertaken in two stages. Stage 1 consists of works to provide essential connections to the new Hospital. Stage 2 consists of network enhancement works including the provision of a grade separated underpass for approximately 1.3 kilometres below the intersections of Forest Way, Hilmer Street and Wakehurst Parkway.

The Structure Plan report is based upon the direction established in *A Plan for Growing Sydney*. The opportunity exists to bring to Frenchs Forest best practice integrated urban design development initiatives that will enable the precinct to evolve beyond its current capacity. Moreover, this will enable the precinct to meet the criteria for a Strategic Centre as established by *A Plan for Growing Sydney* and enable the centre to contribute to the region and city's economy.

People are key inputs to production and therefore, the ability to move people to and between dense urban clusters of economic activity, be it for jobs, research, education, living or recreating, means establishing a successful transport network. It is also recognised there is a move away from personal vehicle dependence in a trade-off with lifestyle, a desire for reduced commute times and ability to live close to work. For Frenchs Forest, this means the opportunity exists to provide appropriate residential up-zoning provisions to accommodate population growth and housing demand presently experienced within the Northern Beaches. It also means opportunity exists to use the economic performance of the existing business park and leverage the hospital development to invest in infrastructure initiatives that support a 21st century integrated, mixed use precinct, that is sustained and enabled by transit.

Underpinned by precinct visioning, development principles and the Detailed Transport Assessment, the Structure Plan considers a number of infrastructure based scenarios to determine the capacity of the precinct for the future. The varying scenarios quantify different long term outcomes for

the site with respect to housing density, diversity of uses and infrastructure delivery, as well as qualitative aspirations for open space, built form and community events.

The determination of a preferred scenario for the precinct is enabled through this analysis. This process ensures a robust and flexible approach to the development of the area that can respond to changing market conditions and development opportunities as they arise.

## INVESTIGATION AREA 2016



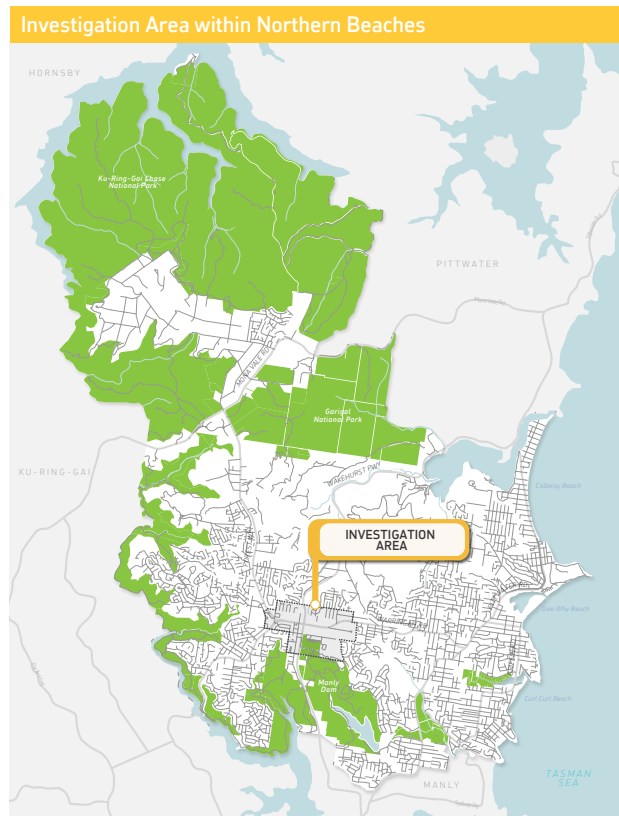
## DEFINING THE INVESTIGATION AREA

The Hospital Precinct Structure Plan adopts a 200 hectare investigation area. The investigation area is located within the Northern Beaches Council, situated approximately 10 kilometres north-west from Manly and approximately 15 kilometres south-west from Mona Vale. The investigation area is located in the suburb of Frenchs Forest and is intersected by two major thoroughfares, Warringah Road and Wakehurst Parkway, with Forest Way feeding into Warringah Road in the investigation area's north western end.

The purpose of the investigation area is to provide an area within which to test the long term objectives to establish a Strategic Centre at Frenchs Forest. This investigation area is supported by an area of influence (A 1.5 kilometre radial area from the intersection of Warringah Road and Wakehurst Parkway). The investigation area has been the primary focus area for the development of the Structure Plan.

The investigation area is bound by Iris Street to the north, Jones Street into Allambie Road to the east, Yarraman Avenue extending through Manly Dam lands to the south, and Rangers Retreat Road up to Grace Avenue to the west. It encompasses land that falls within the Frenchs Forest suburb and includes the Forestway Shopping Centre as well as the former Bantry Bay and Skyline Shops neighbourhood centres. RMS have undertaken construction work to remove the existing buildings and structures from properties between No. 449 - 467 Warringah Road, including the former Bantry Bay Shops. These properties were acquired by RMS for the Northern Beaches Hospital Road upgrade project.

The investigation area encourages continued coordination and allows for the creation of a Hospital Precinct Structure Plan responsive to the investment of the Northern Beaches Hospital site currently underway.





Investigation Area with 1.5 km radius Area of Influence





## CONFIRMING THE ASPIRATIONS

During the development of the Scenarios Report, a series of aspirations for the Structure Plan were identified by the community. These aspirations respond to an analysis of the existing context, outcomes of previous consultation undertaken including the Community Strategic Plan, comments received during the Drop In Sessions and Workshops at Forestville RSL as well as Strategic Centre Criteria outlined in *A Plan for Growing Sydney*.

This is coupled with key elements that constitute urban design excellence for Strategic Centres such as place creation, identity, movement networks, land uses, future proofing and social, economic, environmental and governance sustainability.

The intent for the delivery of the Hospital Precinct Structure Plan is described in the following aspirations as the first step to achieving a whole-of-project vision. This intent is then translated into possible future precinct typologies for the Hospital Precinct.



**ASPIRATION 01  
TRANSITION FROM A BUSINESS  
PARK TO A STRATEGIC CENTRE**



**ASPIRATION 02  
CREATE A HEALTH AND WELLNESS  
PRECINCT**



**ASPIRATION 03  
INCLUSION OF AFFORDABLE  
HOUSING**



**ASPIRATION 04  
REINFORCE THE PRECINCT AS AN  
ECONOMIC HUB**



**ASPIRATION 05  
CLARIFY THE STREET NETWORK**



**ASPIRATION 06  
EXTEND AND CONNECT TO THE  
EXISTING FABRIC**



**ASPIRATION 07  
ENHANCE THE IDENTITY OF THE  
PRECINCT**



**ASPIRATION 08  
INTEGRATE PUBLIC TRANSPORT  
COMMENSURATE WITH A  
STRATEGIC CENTRE**



**ASPIRATION 09  
MAKE THE PRECINCT BIGGER**



ASPIRATION 10  
DEFINE THE MIX OF USES



ASPIRATION 11  
LEVERAGE THE NATURAL  
ENVIRONMENT



ASPIRATION 12  
DESIGN FOR THE FUTURE



ASPIRATION 13  
CREATE A VIBRANT COMMUNITY  
DESTINATION



ASPIRATION 14  
MAKE THE PRECINCT ACTIVE AND  
HEALTHY



ASPIRATION 15  
CREATE A LEGACY















# COMMUNITY & STAKEHOLDER ENGAGEMENT 3.0

CONFIRMING THE PREFERRED SCENARIO

# 3.0 Community and Stakeholder Engagement

The development of the Hospital Precinct Structure Plan is underpinned by an engagement strategy that involved key stakeholders and the community. The aim of the consultation process was to:

- + Obtain a good understanding of stakeholder and community issues and aspirations for the area;
- + Inform stakeholders and the community about the project; and
- + Provide opportunities for stakeholder and community participation in the development of the Hospital Precinct Structure Plan.

This section of the report summarises engagement sessions undertaken, highlights key outcomes from these sessions and the capacity to which they have informed the Structure Plan.

The engagement process comprises three steps that are embedded within the development of the Structure Plan, including:

- + Step 1: Project Definition and Visioning
- + Step 2: Scenario Development and Evaluation
- + Step 3: Preferred Scenario Exhibition

**Step 1: Project Definition and Visioning** involved two drop in sessions at Forestville RSL on the evening of Thursday, 9 October 2014 and the afternoon of Saturday, 18 October 2014. Approximately 150 stakeholder and community members attended each drop in session.

This provided interactive community drop in sessions which introduced the project to stakeholders and the community, then sought comments from attendees around topics including community facilities, open space, housing, jobs, businesses, access and transport. The comments informed the aspirations identified in Section 2.0 of this report.

In addition to the interactive community drop in sessions, further engagement measures undertaken during Step 1 of the engagement process included:

- + On line engagement using spatial tool 'Social Pinpoint' & Your Say website;
- + Project updates using the Community Engagement Register (CER);
- + Development of an online educational video;
- + Targeted letter box drops of 10,000 brochures to residents inside the investigation area and area of influence;
- + Wider community mail outs;
- + Collaboration with State Agencies through the Inter Agency Working Group; and
- + Media articles / advertisements.

**Step 2: Scenario Development and Evaluation** involved three workshop sessions at Forestville RSL on the afternoon of Saturday, 8 November 2014, the afternoon of Wednesday, 19 November 2014 and the evening of Wednesday, 19 November 2014. Approximately 40 stakeholder and community members attended each workshop. The workshops undertaken can be summarised as follows:

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- + Key Stakeholder Engagement (1 on 1 Meetings & Workshops);
- + Community Reference Group (Workshops);
- + Resident Input (Workshops);

Four development scenarios were presented during the workshop sessions. The scenarios presented consider different development parameters in relation to the investigation area, land ownership, traffic and transport initiatives as well as open space and pedestrian connectivity.

Underpinning each scenario is the common intention to reposition the project from an isolated “hospital” and logistics based business park to a sustainable, liveable, commercially minded, urban precinct connected with the broader Frenchs Forest community and Northern Beaches region.

In summary, the scenario’s presented included:

- + Scenario 1, “Base Case,” represents the 2018 redevelopment of the precinct including the completed Northern Beaches Hospital and RMS road upgrades.
- + Scenario 2, “Local Street Network Upgrade,” considers the possibility by 2036 of increased site capacity by introducing an inner loop road, elevating the role of some identified existing streets and creating new street connections to enable an outer loop road system. In this scenario the existing bus system is retained.
- + Scenario 3, “Mode Shift,” considers by 2036 a new focus on public transport initiatives and potential Bus Rapid Transit network (or similar). While an inner loop road is clarified for the precinct, the emphasis is on pedestrian amenity and connectivity associated with public transport initiatives.
- + Scenario 4, “Strategic Centre Full Potential,” considers by 2036 both local street upgrades and the integration of public transport initiatives commensurate with a Strategic Centre.

It is evident that stakeholders and the community have a strong preference towards achieving Scenario 4 - Strategic Centre Full Potential with 56.1 per cent of all votes across the three workshops awarded to this scenario. The second most preferred scenario was Scenario 3 – Mode Shift with 36.4 per cent of all votes across the three workshops.

Most noticeably, stakeholders and the community do not have a strong preference towards Scenario 1 – Base Case (5.9 per cent of all votes) or Scenario 2 – Local Street Network Upgrade (1.6 per cent of all votes). This translates to a preference and ambitious appetite for change with a public transport focus as Frenchs Forest transitions to a Strategic Centre.

In addition to community and stakeholder workshops, State Agency Input has been provided through the vehicle of the Interagency Working Group (IWG). Working together with Northern Beaches Council, the IWG, including NSW Department of Planning and Environment, Roads and Maritime Services, Transport for NSW, Health Infrastructure, and NSW Department of Education and Communities, have identified a number of cross-government opportunities that facilitate the desired outcomes at Frenchs Forest. The IWG workshops have continued throughout the development of the Structure Plan process.

Following the engagement process and confirmation of a preferred growth scenario (Scenario 4), discussions were held with relevant NSW Government agencies to discuss the future transport requirements of the precinct for the next 20 years. It was resolved more traffic and transport modelling was required. This was to ensure the future transport network could support the increased growth as intended by the Structure Plan, and identify if any additional infrastructure upgrades were required, beyond what was already planned for the hospital, to enable the transitioning of Frenchs Forrest into a Strategic Centre.

Subsequently, the preparation of the Hospital Precinct Structure Plan was put on hold while a detailed transport assessment was undertaken. The process and outcomes of this assessment are detailed in following section.

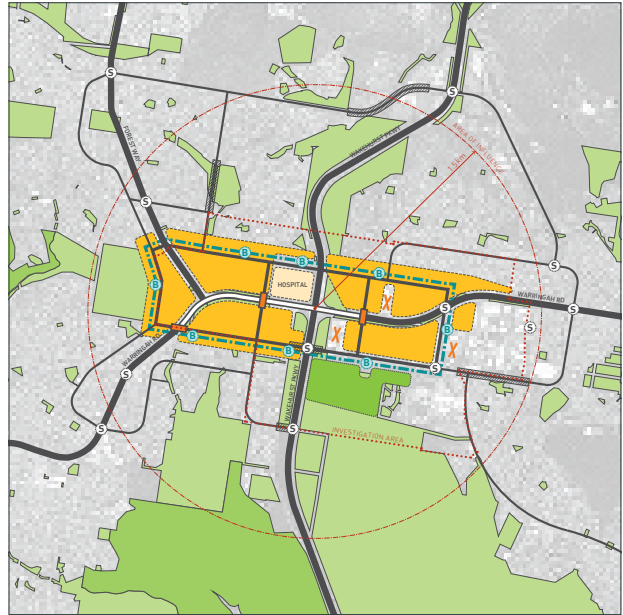
**Step 3: Public Exhibition of Draft Structure Plan** will now be undertaken following the finalisation of the draft Plan and endorsement of Council to publicly exhibit the document. The engagement methodology for this process includes (but not limited to):

- + Online engagement via the project page;
- + Targeted letter box drops of brochures to local residents;
- + Media articles/advertisements; and
- + Drop in sessions where community members can discuss the draft with Council staff.

# Growth Scenarios



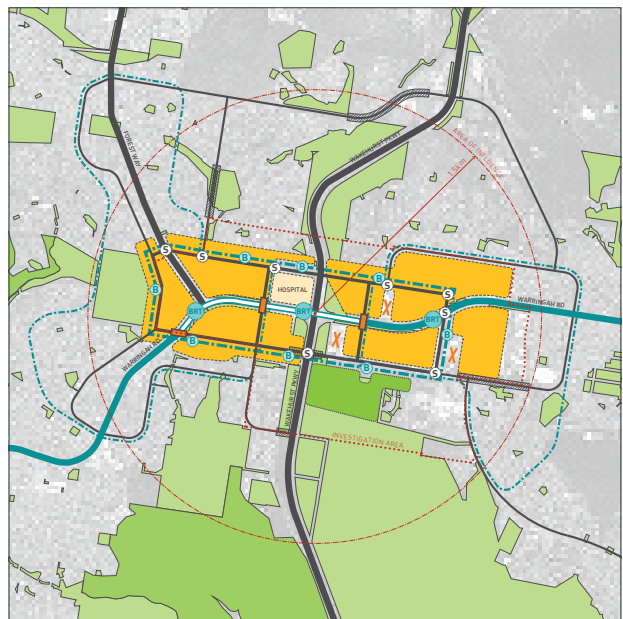
Scenario 1 – Base Case



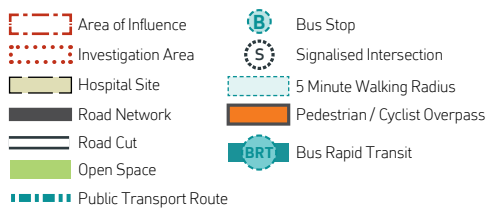
Scenario 2 – Local Street Network Upgrade (Including new streets)



Scenario 3 – Mode Shift (No change to local street network)



Scenario 4 – Strategic Centre Full Potential (Scenario 2 plus 3)







## DETAILED TRANSPORT ASSESSMENT

The preferred scenario (Scenario 4) as determined by community and stakeholder involvement, resulted in a Strategic Centre which provided an additional 4,500 dwellings and achieved the State Governments employment target of 10,000 jobs. In addition to growth spread across the investigation area, the preferred scenario identified a Town Centre precinct adjacent to the Hospital site on the existing High School site.

This scenario relied heavily upon infrastructure upgrades to the public transport (Bus Rapid Transit) and road network in the area, including a number of road bridges.

The preferred scenario was presented to the IWG in mid-2015. At this meeting the RMS and TfNSW identified a requirement for further traffic assessment of the preferred growth scenario. Subsequently, Northern Beaches Council and the Department of Planning and Environment engaged ARUP to undertake further traffic assessment.

In undertaking the further traffic assessment, it became apparent that there were significant constraints that limit the ability to provide a fully functioning Strategic Centre, as presented in the preferred scenario to the IWG in mid-2015.

As part of the Stage 2 Network Enhancement works, RMS undertook analysis which outlined the employment and housing assumptions adopted in the modelling for the RMS's Northern Beaches Hospital Connectivity and Enhancements project.

The employment and housing assumptions adopted in the modelling are based on growth forecasts to the year 2028 by the Bureau of Transport Statistics (BTS). The growth forecast used by BTS did not explicitly include the level of growth that would normally be associated with a new 'Strategic Centre'.

It is for this reason that the road network notwithstanding the current upgrades, has limited ability to cater for additional employment and housing growth. Additional growth is further limited by the absence of a long term east/west public transport solution in the form of a Bus Rapid Transit system for which Council has long advocated.

The proceeding report further outlines the constraints of the area, the network's inability to cater for any substantial growth and the extent to which the additional transport assessments have informed the draft precinct structure plan. This includes the capacity for growth and the appropriate location of potential growth within the precinct.

From this point onwards the capacity of the road network has largely driven the preferred growth scenario. Four growth scenarios were developed and tested and modelled by ARUP against the capacity of the road network and functioning of particular intersections including Frenchs Forest Road. The traffic movements generated by the location of the town centre have also been modelled.

The Detailed Transport Assessment undertaken by ARUP identified a viable preferred growth scenario; however, upgrades to Grace Avenue and an extension of Naree Road would be required to deliver this scenario.

In the absence of these upgrades the Detailed Transport Assessment identified a level of growth that provides between 700-1300 new dwellings could be delivered within the road capacity, post Stage 1 and Stage 2 RMS upgrade works being completed.

In comparison, the preferred growth scenario (identified as Scenario 2 in the ARUP Transport Study) requires local road upgrades to Grace Avenue and Naree Road and would provide additional road capacity and potentially cater for a Strategic Centre in the order of 12,000 jobs and an additional 2,500 dwellings.

The Detailed Transport Assessment is contained in its entirety as **Appendix A** of this report.





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PLAN 4.0  
GUIDING FUTURE GROWTH

## 4.0 Draft Structure Plan

This section of the Hospital Precinct Structure Plan Report describes the agreed Structure Plan. Not a design, the Structure Plan is intended to provide a strategic framework for the long term development of the Northern Beaches Hospital Precinct.

The Structure Plan maps the development potential based on the current network and transport capacity. Developable areas of the Structure Plan are underpinned with the objective of transitioning the precinct into a Strategic Centre, and are strategically located to consolidate development to facilitate this transition.

The Structure Plan consists of four nominated precincts that combine to create the Hospital Precinct Structure Plan. The precincts encompass a range of land uses that will support the areas transition into a Strategic Centre.

It is acknowledged that future development capacity beyond that currently mapped within Frenchs Forest may be desired and this opportunity still exists, subject to further careful analysis and appropriate infrastructure improvements.

The key elements of the Structure Plan include a revised road network hierarchy, transit integration, open space networks, pedestrian and active transport connectivity and land use and density intensification. These elements are combined in the following pages to describe the holistic and sustainable approach to precinct development commensurate with a Strategic Centre.

In the following section, each of the identified precincts are described in further detail. In evaluating the capacity and appropriate urban form to the Strategic Centre, we have made the following considerations:

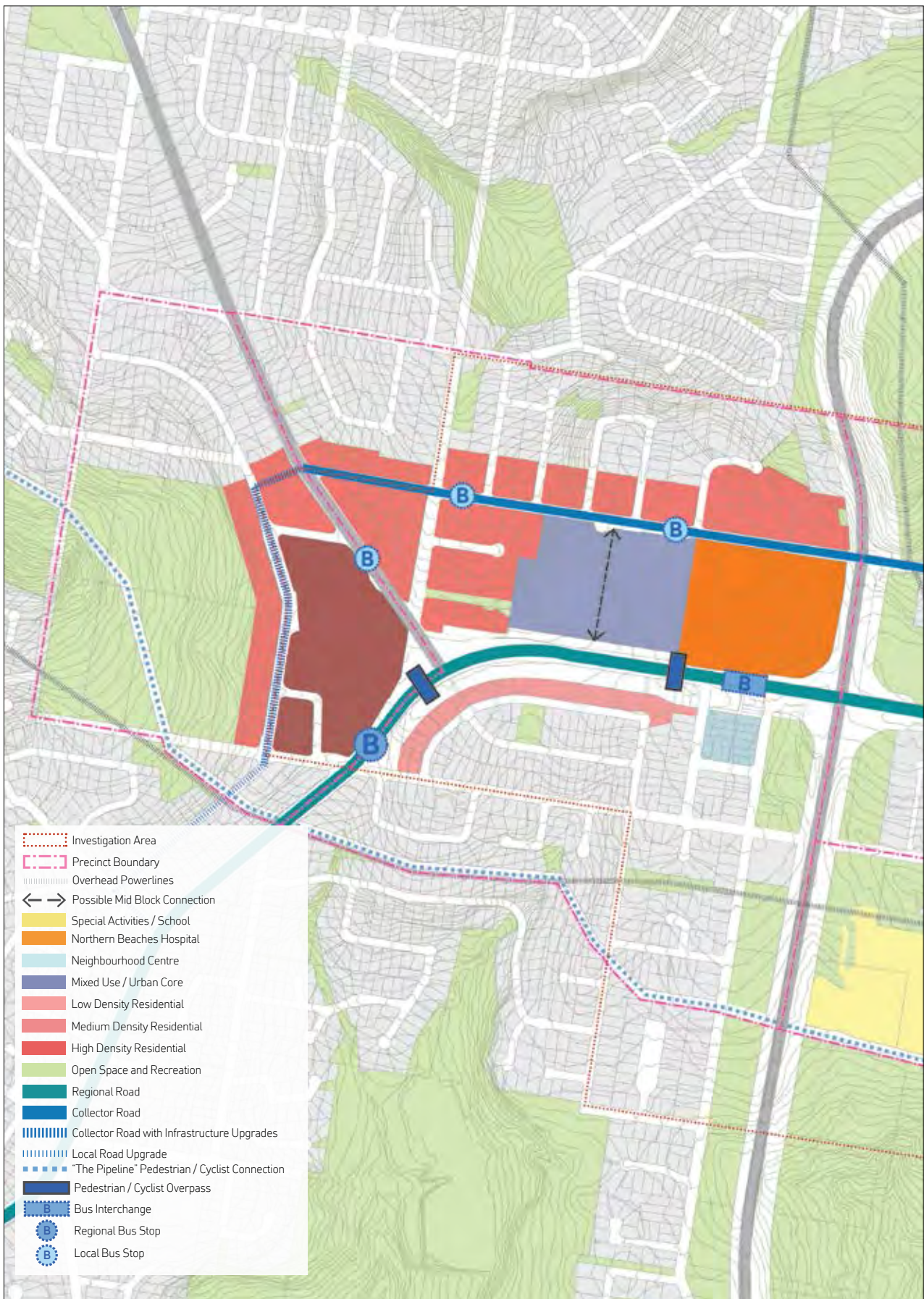
- + In determining the residential capacity of the study area, we have had regard for the characteristics and locational qualities of the various precincts; the comparative yields from other infill residential projects across Sydney; the likely spread of new housing north and south of Warringah Road; and limitations of developable areas due to network and transport constraints.
- + In determining the investigation area's employment capacity we have taken into consideration the existing employment numbers, the estimated employment growth likely to be generated by the new hospital, the benchmark employment target of 10,000 jobs as set by A Plan for Growing Sydney, in addition to current network capacity limitations. The investigation areas presently yield approximately 8,000 jobs. Taking the additional number of jobs anticipated to be provided through the development of the new hospital (1300), it is anticipated minimal growth is needed to achieve the benchmark employment target in the short to medium term.
- + In determining an appropriate location for the initial development of the Structure Plan, growth is consolidated to the west of the Hospital Precinct Structure Plan area. Consolidation will provide the critical mass required to activate and spur additional development within the Structure Plan area. Should infrastructure and transport upgrades be provided in the future, it will also facilitate the transitioning of the area into a Strategic Centre. In determining an appropriate scale for future development, we have taken the approach of establishing a height datum for the precinct to reinforce its identity as a Strategic Centre.



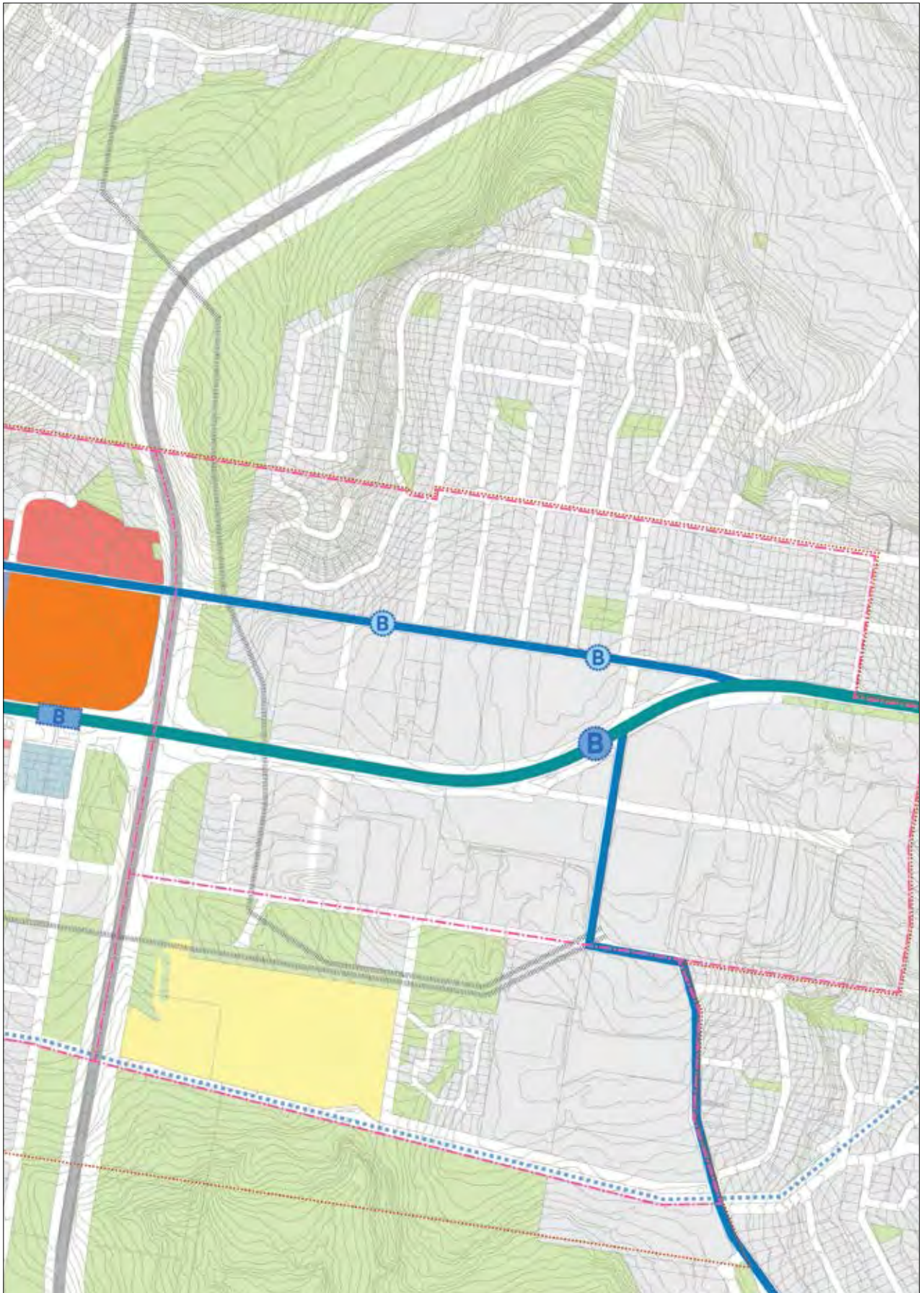




# Structure Plan







## TRANSPORT AND ROAD NETWORK HIERARCHY

High performance public transport and road network hierarchy are essential criteria in the delivery of Strategic Centres across metropolitan Sydney. This section describes the road network strategy that underpins the delivery of the Hospital Precinct Structure Plan.

A detailed transport assessment of the future land use changes identified for the hospital precinct has been undertaken, including network modelling of future traffic movement options beyond those currently proposed by the NSW State Government as part of the Northern Beaches Hospital Road Connectivity and Network Enhancement Project.

This involved a two stage process: Stage One analysed the transport influencers and impacts on the Frenchs Forest Strategic Centre to help inform the identification of the most appropriate land use scenario for the precinct from a transport and accessibility perspective. Stage Two involved a detailed evaluation of the preferred land use scenario using modelling to understand the impacts on the function and operation of the surrounding transport network from the proposed land use changes. The Detailed Transport Assessment Report is included as **Appendix A**.

This section of the report provides a strategic overview of the integrated approach to transport and traffic at the Frenchs Forest Strategic Centre.

## ROAD NETWORK

An established road network exists at Frenchs Forest. Due to the catalytic development of the new Northern Beaches Hospital, considerable upgrades to the regional road network have commenced. Further upgrades are required to transition the centre from a business park and hospital construction site to a fully functioning Strategic Centre. An overview of the road network hierarchy is described below.

### Regional Roads

Warringah Road, Wakehurst Parkway and Forest Way connect the Hospital Precinct to metropolitan Sydney. Warringah Road, and the associated RMS upgrades, connects the Hospital Precinct east-west, from Dee Why to Chatswood. Wakehurst Parkway provides north-south connectivity from central Sydney to the Northern Beaches. Forest Way provides connection to Mona Vale Road in the north.

### Collector Roads

Connect the sub-arterial roads to the local road system in developed areas.

### Local Roads

In brief, a number of local roads have been identified for upgrade to provide improved local access to sites within the Hospital Precinct. The first component of the local road upgrades is currently underway with the upgrade to Frenchs Forest Road West and East to facilitate the hospital delivery (RMS Stage 1 works).

The other key local road improvement required is in the western portion of the Hospital Precinct (Naree Road extension and Grace Avenue upgrade). The local road upgrades should provide complete streets including pedestrian and cycle amenity as well as vehicle functionality.

### Complete Streets

Complete streets incorporate pedestrian and cycle movement as part of their character and function, as shown in the indicative street section overleaf. Pedestrian / cyclist overpasses of Warringah Road have been identified to provide north-south connectivity, providing greater access to bus stops and enhancing precinct connectivity.



## PUBLIC TRANSPORT

A Bus Rapid Transit (BRT) system has been identified as the appropriate public transport system for Frenchs Forest, particularly from Dee Why to Chatswood. A BRT system would correspond with the identity of Frenchs Forest as a Strategic Centre for metropolitan Sydney. However, this has not been identified as being able to be provided in the short term development of the precinct. The absence of a BRT system limits the current ability for Frenchs Forest to reach its full potential as a Strategic Centre in metropolitan Sydney. In the short term, increased frequency bus services have been identified as the most appropriate public transport system to cater for the growth proposed under the Structure Plan.

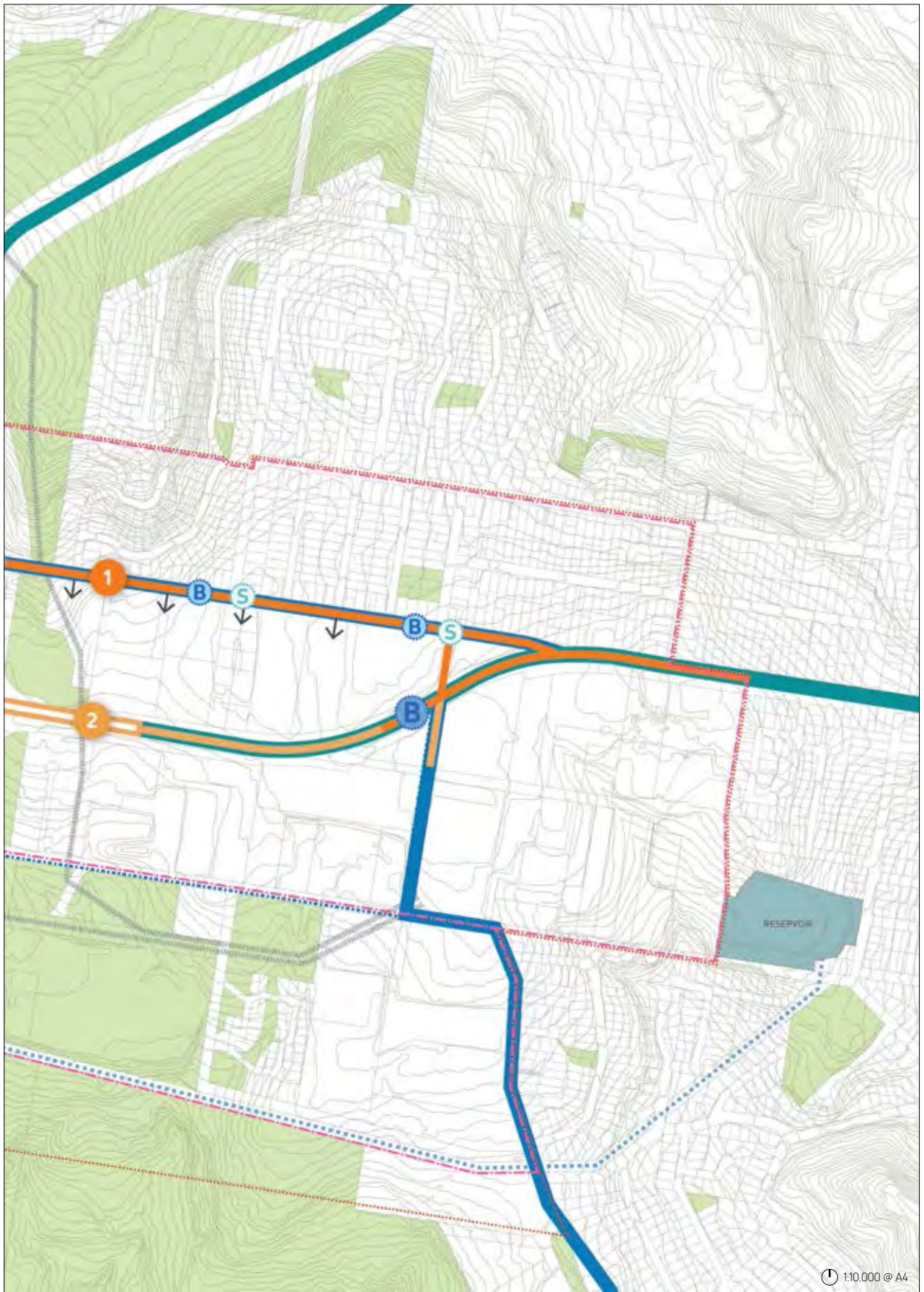
## INDICATIVE SECTION AND PLAN FOR A COMPLETE STREET



# Movement and Public Transport Network







## IMPLEMENTATION

The establishment of a Structure Plan for Frenchs Forest has been a highly collaborative process. Working together with Northern Beaches Council, the Interagency Working Group, including NSW Department of Planning and Environment, Roads and Maritime Services, Transport for NSW, Health Infrastructure, and NSW Department of Education and Communities, have identified a number of cross-government opportunities that facilitate the desired outcomes at Frenchs Forest.

In addition, changes in land ownership, options and amalgamations have similarly created private sector opportunities that can deliver the long term aspirations for the Structure Plan. As an overview, the following approach to implementation is nominated:

## ACHIEVING THE URBAN CORE AND RESIDENTIAL GATEWAY (PRECINCTS 1 & 2)

- + **STEP 1:** Collaboratively with NSW Department of Education and Communities investigate the potential to relocate The Forest High School to the existing Warringah Aquatic Centre site.
- + **STEP 2:** In parallel, develop a new retail and mixed use facility at the existing Forest High School site, following discussions with NSW Department of Education and Communities that includes provision for potential community facilities, including a new aquatic centre.
- + **STEP 3:** General residential uplift, including provision for affordable housing located to the west and north of the urban core.





### **ACHIEVING THE BUSINESS PARK AND INNOVATION PRECINCT (PRECINCT 3)**

The current planning controls provide opportunity for a wide range of land uses that could facilitate the transition of this precinct into a business and innovation precinct in the short term.

Any development beyond this is restricted by the current infrastructure capacity limits. As such, any investment and/or growth within this precinct beyond what is permissible under current planning controls is dependent upon the implementation of a BRT system.

### **ACHIEVING A RECREATION AND SPECIAL USES PRECINCT (PRECINCT 4)**

Opportunity exists to develop an education precinct, whilst concurrently establishing provision for shared multi-purpose community facilities within the Recreation and Special Uses Precinct.





# STRUCTURE PLAN PRECINCTS 5.0

DEFINING THE CHARACTER OF THE PRECINCTS

# 5.0 Structure Plan Precincts

The Structure Plan acknowledges the long term objective to transition Frenchs Forest to a Strategic Centre, this objective is fundamental and reflective of community and state government aspirations. It therefore underpins the current development framework outlined within this section.

The Structure Plan describes both the repositioning of Frenchs Forest to a Strategic Centre, guiding future growth in the area over the next 20-30 years. Whilst simultaneously balancing the long term growth objective with the current development potential presently viable under the current infrastructure and transport capacity.

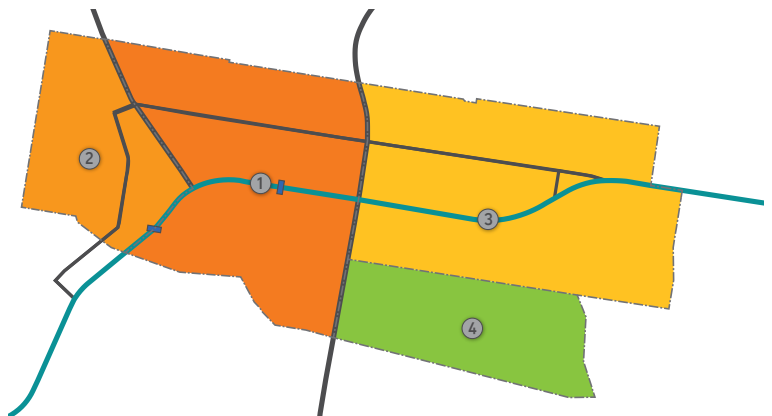
In this section of the report, four precincts have been nominated. The precincts reflect four different character areas within the Investigation area that combine to create the Hospital Precinct Structure Plan.

Not mutually exclusive, the precincts work together to achieve an integrated and holistic framework for the future delivery of a Strategic Centre at Frenchs Forest. Each precinct, has specific characteristics and infrastructure requirements that require consideration on an individual basis. As illustrated in the diagram below, the four precincts, which collectively form the Northern Beaches Hospital Precinct Structure Plan are as follows:

- + **Precinct 1. Frenchs Forest Urban Core**
- + **Precinct 2. Residential Gateway**
- + **Precinct 3. Business Park and Innovation Precinct**
- + **Precinct 4. Recreation and Special Use Precinct**

The following section is divided in to four parts, each part describing an individual precinct. The description of each precinct is related to the following:

- + **Urban Form**, considering the relationship between land use and an appropriate built form;
- + **Movement**, incorporating public transport, street infrastructure and active transit initiatives;
- + **Environment**, highlighting key assets for enhancement or inclusion;
- + **Activity**, the employment and activation generator of the area; and
- + **Implementation**, describing the intended actions to achieve a Strategic Centre at Frenchs Forest.







## Precinct Zoning Changes



Precinct Boundary

Zoning Changes

Possible Mid Block Connection

Northern Beaches Hospital

Open Space

B1 Neighbourhood Centre

B4 Mixed Use / Urban Core

B7 Business Park

E2 Environmental Conservation

R2+ Low Density Residential

R3 Medium Density Residential

R4 High Density Residential

SP1 Special Activities

Regional Road

Collector Road

Collector Road with Infrastructure Upgrades

Local Road Upgrade

Pedestrian / Cyclist Overpass

## Precinct 1: Frenchs Forest Urban Core



### LONG TERM OBJECTIVE (20+ YEARS)

The long term objective for Precinct 1: Frenchs Forest Urban Core is to reinforce this area as the urban centrepiece of the Hospital Precinct Structure Plan. Leveraging investment at the new hospital, it is identified as the civic and community focus. The Frenchs Forest Urban Core includes significant retail development, community and social infrastructure, civic scaled open space, commercial activities and diverse residential opportunities including affordable housing options. It is also identified as a suitable location for a future aquatic centre to replace the existing Warringah Aquatic Centre. It is anticipated to be the highest order destination within the Frenchs Forest Strategic Centre, co-located with the hospital, these activities can secure the precinct as an attractor and destination for the region and local community alike.

### SHORT TERM OBJECTIVE

Presently, infrastructure and network limitations do not enable the complete uplift of this precinct as envisioned for the long term. Consequently, the Structure Plan proposes a development framework which enables a staged approach to facilitate the ultimate realisation of the precinct's long term objective. Residential development is consolidated north of Frenchs Forest Road West, and west of the town centre. This will provide an activated urban core for the short term whilst

enabling future residential growth, should infrastructure and network improvements permit.

A pedestrian 'green link' is proposed to connect the town centre with the residential areas located west and east of Forest Way. A north-south connection link proposed within the town centre provides a pedestrian focused "main street", which is to be characterised by slow moving traffic and pedestrian prioritization in order to create a vibrant street environment and promote walkability.

The former Bantry Bay Shops are proposed as medium density shop top housing, reflecting the community's desire to include a retail neighbourhood presence within the area. Activated ground floor uses are encouraged directly adjacent to the town centre and hospital site, north of Frenchs Forest Road West. These tenancies are intended to accommodate ancillary uses, complementary to the new hospital.

The Structure Plan proposes additional permitted land uses to properties immediately adjoining the southern side of Warringah Road however, beyond this, minimal residential growth is proposed. Like much of the Hospital Precinct this growth is heavily restricted by network capacity and transport limitations.



**Precinct 1 Short Term Jobs** (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Northern Beaches Hospital	100,000 sqm	1300
Retail	25,000 sqm	800 - 850
Other (e.g. personal services, recreation, childcare)	2,400 sqm	150 - 200
<b>Total Employment</b>	<b>127,500 sqm</b>	<b>2,250 - 2,350</b>

**HOUSING** (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 1	940	2,068
<b>Total Housing</b>	<b>940</b>	<b>2,068</b>

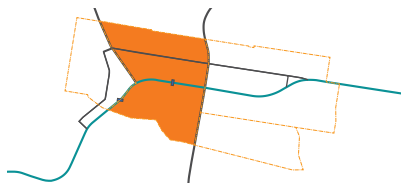
**Precinct 1 Long Term Jobs** (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Northern Beaches Hospital	100,000 sqm	1,900
Retail (Includes allied health & medical)	25,000 sqm	800 - 850
Other (e.g. personal services, recreation, childcare)	2,400 sqm	150 - 200
<b>Total Employment</b>	<b>127,500 sqm</b>	<b>2,850 - 2,950</b>

**HOUSING** (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 1	1,700 - 1,980	4,250 - 4,950
<b>Total Housing</b>	<b>1,700 - 1,980</b>	<b>4,250 - 4,950</b>

## Precinct 1: Frenchs Forest Urban Core



### URBAN FORM

#### Description and Character

The character of the precinct will reinforce the civic identity with medium to large scale buildings set within a residential context. The central area of this precinct, notably the town centre and hospital site will be the most highly activated area of the Structure Plan. The ground floor will be primarily retail. Where retail is not the primary use of the building (such as commercial, health and civic buildings) the ground floor treatment should have a unique address reflective of the building type.

The character of the central area of the precinct will be notably different to the surrounding residential areas. The buildings of the Urban Core precinct should be treated as discreet buildings. Materials used at the ground plane should enhance the pedestrian environment and precinct role as a civic focal point.

#### Typology and Built Form

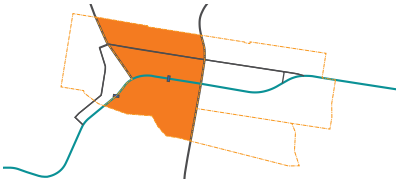
- + Built form complements and reinforces the place as a major hub, similar to the Major Centre of Brookvale-Dee Why.
  - + Sited on the highest area of the precinct the built form should take advantage of views and reinforce the ridgeline.
  - + The overall height datum for the Urban Core precinct is 40m, supported by residential uses which range from 11m - 40m.
  - + Ground level should be consistent with the delivery of the RMS Stage 1 Road Works for Frenchs Forest Road West, to assist the legibility and walkability of the area.
  - + Topography should be utilised to sleeve and conceal car parking. Under-croft parking is encouraged to provide discrete vehicle access and egress.
  - + Frenchs Forest Road West provides the physical regional address for the precinct with Warringah Road providing the visual address for the area.
  - + Include a civic space that is the centrepiece of the Frenchs Forest Urban Core. The character of the place is envisioned to be an active contemporary urban civic space.
- + Retail: Rather than a traditional shopping mall, the retail component should be considered as a town centre, delivered as a number of buildings and places, and supported by community, cultural, commercial and residential uses.
  - + Commercial: These buildings can be individual or related to a retail podium. They should reinforce the precinct's identity through architectural form.
  - + Community and Civic Activities: Should be included within the town centre. These activities provide opportunity for place based activation of public spaces. Opportunity exists for the inclusion of a potential aquatic centre.
  - + Higher Density Residential: Transition from single lot housing can appropriately include terrace, walk up, and residential flat buildings. Opportunity exists for the inclusion of affordable housing options.
  - + Sustainable Planning Measures: Such as the development of energy and water targets will be implemented through development control plans. Further investigations into sustainable development practices and incentives will be undertaken.
  - + There will be a transition from areas of greater density and built form to adjoining low density residential areas. This transition will be carefully managed by planning controls including the proposed floor space ratios which limit the amount of building area that can be developed on each site as well as building setback and building envelope controls.





*Indicative internal perspective of the Town Centre*

## Precinct 1: Frenchs Forest Urban Core



### URBAN FORM (Continued)

#### Land Use and Zoning

- + B4 Mixed Use for Town Centre (retail supported by commercial, health and wellness, civic, cultural, entertainment, cultural and formal public open spaces with residential above).
- + R2+ Low Density Residential plus amendments to Schedule 1 Additional Permitted Uses for dual occupancy and attached dwellings (Concentrated south of Warringah Road).
- + R3+ Medium Density Residential plus amendments to Schedule 1 Additional Permitted Use for supportive uses at ground level (Adjacent to the town centre and hospital site) to activate Frenchs Forest Road West.
- + R3 Medium Density for residential to enable a diversity of housing types commensurate with a Strategic Centre for metropolitan Sydney (which respond to topographical constraints).
- + B1 Neighbourhood Centre for former Bantry Bay.
- + SP1 Special Activities for Northern Beaches Hospital.



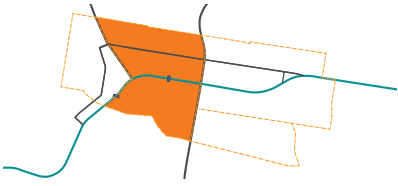
### Indicative Zoning for Precinct 1: Frenchs Forest Urban Core



- Investigation Area
- Precinct Boundary
- Open Space
- B1 Neighbourhood Centre
- B4 Mixed Use / Urban Core
- B7 Business Park
- E2 Environmental Conservation
- R2+ Low Density Residential
- R3 Medium Density Residential
- R3+ Medium Density Residential + Additional Uses
- R4 High Density Residential
- SP1 Special Activities
- Potential Property Acquisition



# Precinct 1: Frenchs Forest Urban Core



Indicative Heights for Precinct 1: Frenchs Forest Urban Core



1:10,000 @ A4






- Investigation Area
- Precinct Boundary
- 8.5m
- 11m
- 17.5m
- 21m
- 21-27.5m
- 28-34m
- 40m
- Transition Zone



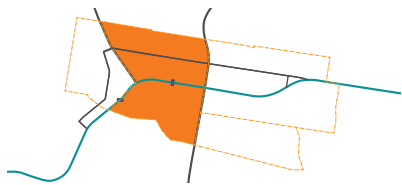


Indicative Floor Space Ratio for Precinct 1: Frenchs Forest Urban Core



-  Investigation Area
-  Precinct Boundary
-  Max FSR 0.6
-  Max FSR 1.0
-  Max FSR 1.3

## Precinct 1: Frenchs Forest Urban Core



### MOVEMENT

#### Public Transport

A Bus Rapid Transit (BRT) system has been identified as the appropriate public transport system for Frenchs Forest, particularly from Dee Why to Chatswood. A BRT system would correspond with the identity of Frenchs Forest as a Strategic Centre for metropolitan Sydney. However, it has not been identified as a short term deliverable for the Hospital Precinct Structure Plan.

The absence of a BRT system limits the current ability for Frenchs Forest to reach its full potential as a Strategic Centre in metropolitan Sydney. In the short term, increased frequency bus services have been identified as the most appropriate public transport system to cater for the growth proposed under the Structure Plan

#### Connections (Regional, Centre, Precinct)

The primary address of the Urban Core precinct is Warringah Road and its associated upgrades. This regional scaled road connects the Strategic Centre directly to Dee Why and Chatswood. The Urban Core precinct is bounded to the east by the regional connector Wakehurst Parkway. At a Strategic Centre scale, the key roads are Frenchs Forest Road West and Forest Way. Due to block size, additional local roads may be appropriate within the retail core.

#### Pedestrian and Cyclist Movement

The Structure Plan roads are identified as complete streets. These streets incorporate pedestrian and cycle movement as part of their character and function. Pedestrian / cyclist overpasses of Warringah Road have been identified to provide north-south connectivity, proving greater access to bus stops and enhancing precinct connectivity.

#### Servicing

The servicing and access of the new Northern Beaches Hospital remains unchanged, with the primary hospital entrance and drop off located on Frenchs Forest Road West and ambulance and servicing access from Warringah Road. The inclusion of a retail core adjacent the new hospital requires servicing of retail, food and beverage, and refuse management.

This functionality should be separated from pedestrian prioritised areas. Access to the retail core will be focused on Frenchs Forest Road West.

#### Parking Strategy

A significant structured car park dedicated to the hospital is located to the west of the hospital site. Opportunity exists to collocate car parking and car park access for the retail core with the hospital car park. Moreover, a car parking strategy should be considered that best utilises cross function performance. In addition, a car parking strategy and port cochere strategy for residential and hotel uses within the urban core should also be considered with respect to transit orientated development initiatives and legibility of relationship between car space and residential address.

#### Connection In and Around the Precinct

- + Warringah Road is the visual address of the Urban Core precinct. The potential for busy roads to divide the Precinct will be mitigated using strategically located pedestrian and cyclist bridges.
- + The north-south link within the town centre provides a pedestrian focused "main street" or "identity street". It is characterised by slow moving traffic, prioritising pedestrians to create a vibrant street environment and promote walkability.
- + All streets in the Urban Core precinct are activated by mixed use retail, commercial, residential, community, education, health and civic uses. These are address streets and can be reinforced with public squares, forecourts and urban pocket parks.
- + Service and access is separated from pedestrian and active transport wherever possible.
- + A "Green Link" is proposed to connect the town centre to residential areas located directly west. The green link should facilitate an accessible town centre, and may require a property acquisition to facilitate its complete development.
- + Potential partial lot acquisition is proposed to enable a precinct loop road, which will connect with Naree Road.

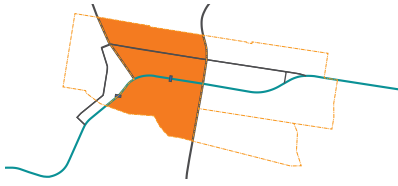


### Movement Network for Precinct 1: Frenchs Forest Urban Core



- Investigation Area
- Precinct Boundary
- Access / Servicing
- Possible Mid Block Connection
- Overhead Powerlines
- "The Pipeline" Pedestrian / Cyclist Connection
- Open Space
- NBH Site
- RMS Hospital Connectivity Work
- RMS Network Enhancement Work
- RMS Four Land Underpass Upgrade
- Regional Road
- Collector Road
- Collector Road with Infrastructure Upgrades
- Local Road Upgrade
- Potential Road Closure
- Signalised Intersection
- Pedestrian / Cyclist Overpass
- Bus Interchange
- Regional Bus Stop
- Local Bus Stop

## Precinct 1: Frenchs Forest Urban Core



### ENVIRONMENT

#### Topography and Landform

The Urban Core precinct is located at the highest topographical point of the Hospital Precinct. The bordering Warringah Road runs along the natural east-west ridge line providing the opportunity for substantial district views.

#### Open Space Structure and Links

The area identified for the Urban Core does not presently have any existing open spaces commensurate with the envisaged role of this precinct. Accordingly, the Structure Plan proposes a civic space for the Urban Core which can provide a destination for residents and visitors. It is envisaged the space will be activated by appropriate uses, and host weekly, monthly and annual events.

The civic space is to be associated with the north-south complete street, located through the centre of the potential town centre site. This link and associated civil space provides the identity address for the Urban Core and links the hospital and retail uses to residents south of Warringah Road.

An existing pocket park within the southern residential precinct is to be preserved and enhanced as residential densities increase. Existing neighbourhood parks and access to Rabbet Park to the north are also to be preserved and enhanced.

#### Cultural and Social Assets

No cultural and social assets currently exist within the Urban Core precinct. Opportunity exists to include these assets within proximity to the potential town centre site and new Northern Beaches Hospital. Cultural and social assets identified for inclusion within the precinct are:

- + Free public wifi to enable a connected and integrated digital urban core. These facilities could be provided by private enterprise for the community.
- + Small scale meeting places and recreational facilities in a flexible format that can serve dual purposes. This place could also be used by the hospital auxiliary as a community connection.
- + Childcare services commensurate with a Specialised Precinct and its workforce.
- + Community centre including the provision of an aquatic centre.

The civic space described above, also makes a significant contribution to the cultural identity and activation of the Urban Core.

#### Conservation Areas

Native vegetation and a wildlife corridor exist within the Urban Core as part of the north-south Wakehurst Parkway system. This reinforces the green identity of the Hospital Precinct Structure Plan and provides a place based outcome for Frenchs Forest as a Strategic Centre.



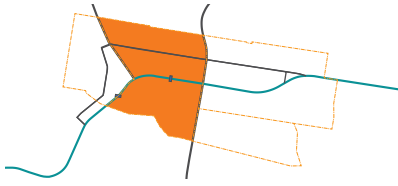


### Indicative Environmental Plan Precinct 1: Frenchs Forest Urban Core



- |  |  |   |
|--|--|---|
| Investigation Area                             | Civic Space                              | Regional Road                               |
| Precinct Boundary                              | Recreation                               | Collector Road                              |
| Possible Mid Block Connection                  | Pocket Park                              | Collector Road with Infrastructure Upgrades |
| Open Space Link                                | Open Space                               | Local Road Upgrade                          |
| "The Pipeline" Pedestrian / Cyclist Connection | Open Space Conservation                  |   |
| Overhead Powerlines                            | Pedestrian / Cyclist Overpass (Existing) |   |
| Streams and Waterways                          | Pedestrian / Cyclist Overpass (Proposed) |   |

## Precinct 1: Frenchs Forest Urban Core



### ACTIVITY

The activity focus of the Urban Core is the Northern Beaches Hospital, currently in construction and being delivered by Healthscope together with Health Infrastructure. The development provides a significant employment focus for both the region and the precinct. It is further a catalyst for additional activity surrounding the development. The hospital is anticipated to provide an additional 1,300 jobs upon opening in 2018, with a further 600 to be added by 2036.

The hospital, though a high employer, will not provide a destination in its own right. The opportunity exists to couple a major retail facility with the hospital to achieve an activated and diversified urban core. The Structure Plan highlights the potential location for a retail based mixed use precinct on the high school site immediately to the west of the new hospital. In line with demand as highlighted within the Transport Assessment, the Structure Plan suggests a town centre in the order of 27,400sqm of GFA. This development will be associated with public domain and place based initiatives that create a formalised destination for Frenchs Forest.

High density residential development with activated ground floor uses, hotel and serviced apartments are considered appropriate within this precinct. Particularly to support the new Northern Beaches Hospital and shift to transit orientated development.

### Strategic Intent

- + Function as the central activity area for the precinct.
- + Accommodate core retail and medical uses.
- + Provide a central transport hub with service links to broader region.
- + Support core functions with ancillary, street based uses and activation.
- + Accommodate regional community and civic functions.
- + Deliver height strategies to reinforce the core.

### Anchor Activities

- + Northern Beaches Hospital.
- + District retail.
- + Transport service stops.
- + Community facilities including provision for a potential public aquatic centre.

### Employment Potential

- + Primary generators are hospital and town centre retail.
- + New uses proposed for ground floor tenancies located north of Frenchs Forest Road West, adjacent to the town centre and hospital.

### Housing Potential

- + High density housing to support hospital and core commercial activities.
- + Primary activity expected adjacent to major arterials and facilities.
- + Affordable housing.



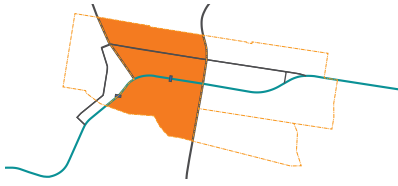
**Precinct 1 Short Term Jobs** (Source: MacroPlan Dimasi)

<b>Employment Type</b>	<b>GFA</b>	<b>Jobs</b>
Northern Beaches Hospital	100,000 sqm	1300
Retail	25,000 sqm	800 - 850
Other (e.g. personal services, recreation, childcare)	2,400 sqm	150 - 200
<b>Total Employment</b>	<b>127,500 sqm</b>	<b>2,250 - 2,350</b>

**HOUSING** (Source: MacroPlan Dimasi)

<b>Location</b>	<b>Number</b>	<b>Residents</b>
Precinct 1	940	2,068
<b>Total Housing</b>	<b>940</b>	<b>2,068</b>

## Precinct 1: Frenchs Forest Urban Core



### IMPLEMENTATION

#### Opportunity Sites

The Urban Core Precinct has two key opportunity sites; the Forest High School site and the former Bantry Bay shops site.

The Forest High School site (63,500sqm) has been identified as the appropriate location for a retail based mixed use development. The site can provide the new hospital and surrounding areas with community facilities, retail, restaurants, cafés, entertainment, and residential accommodation.

The area located south of the former Bantry Bay Shops has been identified as the appropriate location for a neighbourhood centre development, that is connected to retail core amenities and the Northern Beaches Hospital via new pedestrian infrastructure. Community feedback supported the inclusion of shop top housing and the desire to have a neighbourhood presence continued in this location.

#### Further Investigations

The appropriate development tools and mechanisms to achieve a high performance urban core requires a number of further investigations, including:

- + Development mechanisms appropriate for the transition of land use from education to retail mixed use.
- + Section 94 contributions associated with infrastructure upgrade requirements for the precinct.

#### Capacity Limits

Height limits proposed throughout the Urban Core precinct are reflective of the desired built form for the Hospital Precinct Structure Plan Precinct. Height limits provide a development framework to guide future growth and outline the overall development intent of the precinct.

In comparison to height limits, floor space ratios are low. Maintaining low floor space ratio's (FSR) ensures developable areas are commensurate with current infrastructure limitations.



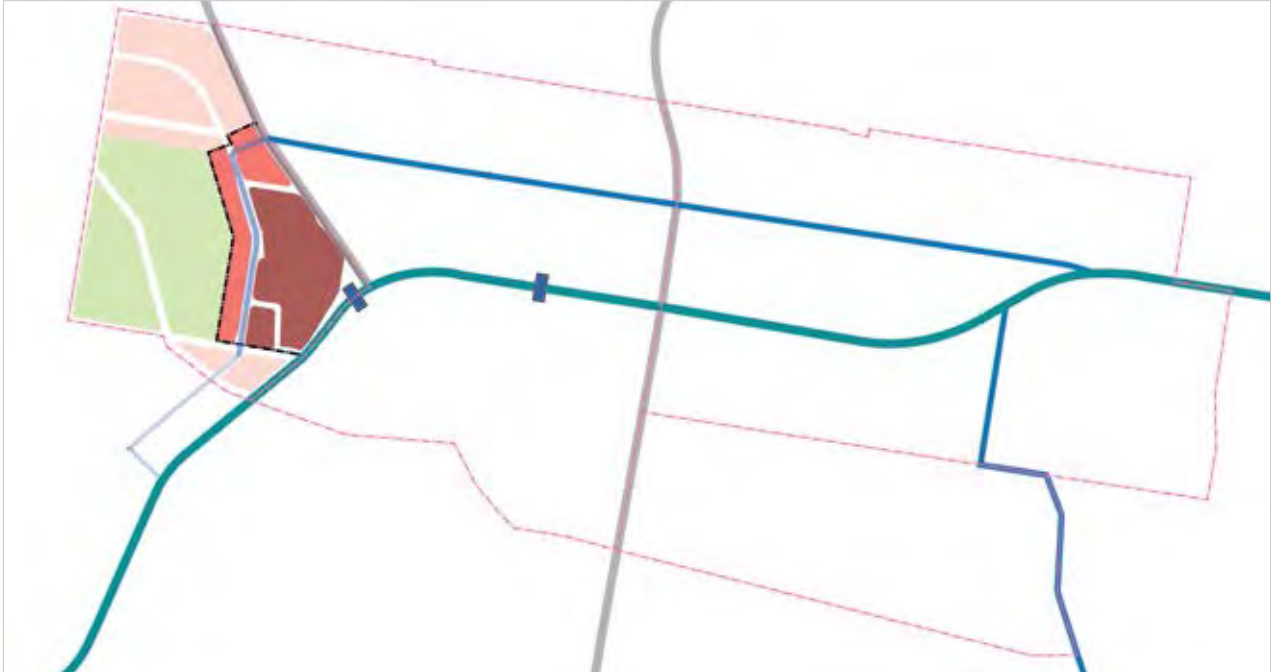


Indicative Staging and Implementation Plan Precinct 1: Frenchs Forest Urban Core



- Investigation Area
- Precinct Boundary
- "The Pipeline" Pedestrian / Cyclist Connection
- Pedestrian / Cyclist Overpass
- RMS Hospital Connectivity Work
- RMS Network Enhancement Work
- Northern Beaches Council Short Term Infrastructure Upgrades
- (0-2 YRS) Short Term Rezoning

## Precinct 2: Residential Gateway



### LONG TERM OBJECTIVE (20+ YEARS)

The Residential Gateway is the western threshold to the Structure Plan and is identified as the appropriate location for landmark architecture and residential gateway. The precinct has also been identified as a suitable location for affordable housing provisions.

### SHORT TERM OBJECTIVE

Residential areas of this precinct are in close proximity to the 'green link' provided within the Urban Core Precinct. As such the Residential Gateway Precinct has pedestrian connectivity and high accessibility to local amenities.

The significant investment in public infrastructure and rezonings associated with the Structure Plan are likely to create major uplifts in land value in and around the Hospital Precinct Structure Plan. In this context, it is considered appropriate that allowance be made for the provision of affordable housing. Without provision of affordable housing dwellings are expected to be unattainable for low to moderate income earners.

This has negative impacts on a diverse cross section of community members. Notably, young people trying to enter the housing market, hospital staff needing to live close to employment opportunities and other essential workers in aged

care, retail and teaching. Ensuring there is sufficient housing for all community members is essential to sustain and create a vibrant, active and connected Strategic Centre. The Residential Gateway has been identified as a suitable location to include affordable housing. Notably, due to its close proximity to local amenities, pedestrian and cycle infrastructure and public transit options. In addition to the precinct's ability to accommodate increased density.

Although the precinct supports residential uplift, consideration has been given to the surrounding context, notably adjoining bushland located to the west and existing residential areas located to the north and south. As a result, residential density transitions as it encroach this area and heights reduce to provide a contextually appropriate interface.

The primary school site is proposed to be retained in its current location. The proposed zoning of the school site will allow for the ongoing provision of an education facility and mixed use development concurrently.



**Precinct 2 Short Term Jobs** (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Other	0 sqm	0
<b>Total Employment</b>	<b>0 sqm</b>	<b>0</b>

**HOUSING** (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 2	1,176	2,587
<b>Total Housing</b>	<b>1,176</b>	<b>2,587</b>

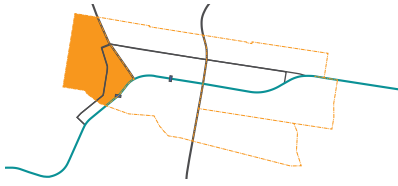
**Precinct 2 Long Term Jobs** (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Other (Anticipated relocation to Town Centre)	0 sqm	0
<b>Total Employment</b>	<b>0 sqm</b>	<b>0</b>

**HOUSING** (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 2	1,700 - 1,980	3,000 - 3,375
<b>Total Housing</b>	<b>1,700 - 1,980</b>	<b>3,000 - 3,375</b>

## Precinct 2: Residential Gateway



### URBAN FORM

#### Description and Character

The Residential Gateway creates a community based neighbourhood for the region supported by high density residential development within close proximity to local amenities. Affordable housing is encouraged within the Residential Gateway, taking advantage of the precinct's ability to accommodate increased density, increased height and its proximity to local services and amenities.

The precinct will provide a community and recreation destination for the area through the integration of shared recreational facilities and access to the regional open space network of Fitzpatrick Reserve. Located at the eastern edge of Fitzpatrick Reserve, the area is intended to reinforce the bushland setting by providing a complementary identity for development within the area.

#### Typology and Built Form

- + Diversity of housing choice with lower scale on neighbourhood streets, higher scale on arterial roads.
- + Bush Edge Residential: These buildings should contribute to a built edge that reinforces Frenchs Forest Reserve and formalises containment to bushland. These buildings should consider local and natural materials to support the bush edge character.
- + Higher Density Residential: Transition from single lot housing can appropriately include terrace, walk up, and residential flat buildings. A variety of best practice residential typologies from townhouses to apartment buildings to towers that respond to their context, create a clear and distinctive identity for the precinct and achieve sustainable outcomes are considered appropriate for this precinct.
- + The datum height for the precinct is 40m. The 40m datum provides a suitable interface to the adjacent high density residential zones located east. Heights gradually step down to the west as they respond to the existing natural environment and provide appropriate edge conditions.
- + Sustainable Planning Measures: Such as the development of energy and water targets will be implemented through development control plans. Further investigations into sustainable development practices and incentives will be undertaken.



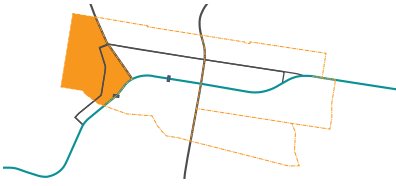


*Intersection of Warringah Road and Forest Way looking north*



*Grace Avenue looking south*

## Precinct 2: Residential Gateway



### URBAN FORM (Continued)

#### Land Use and Zoning

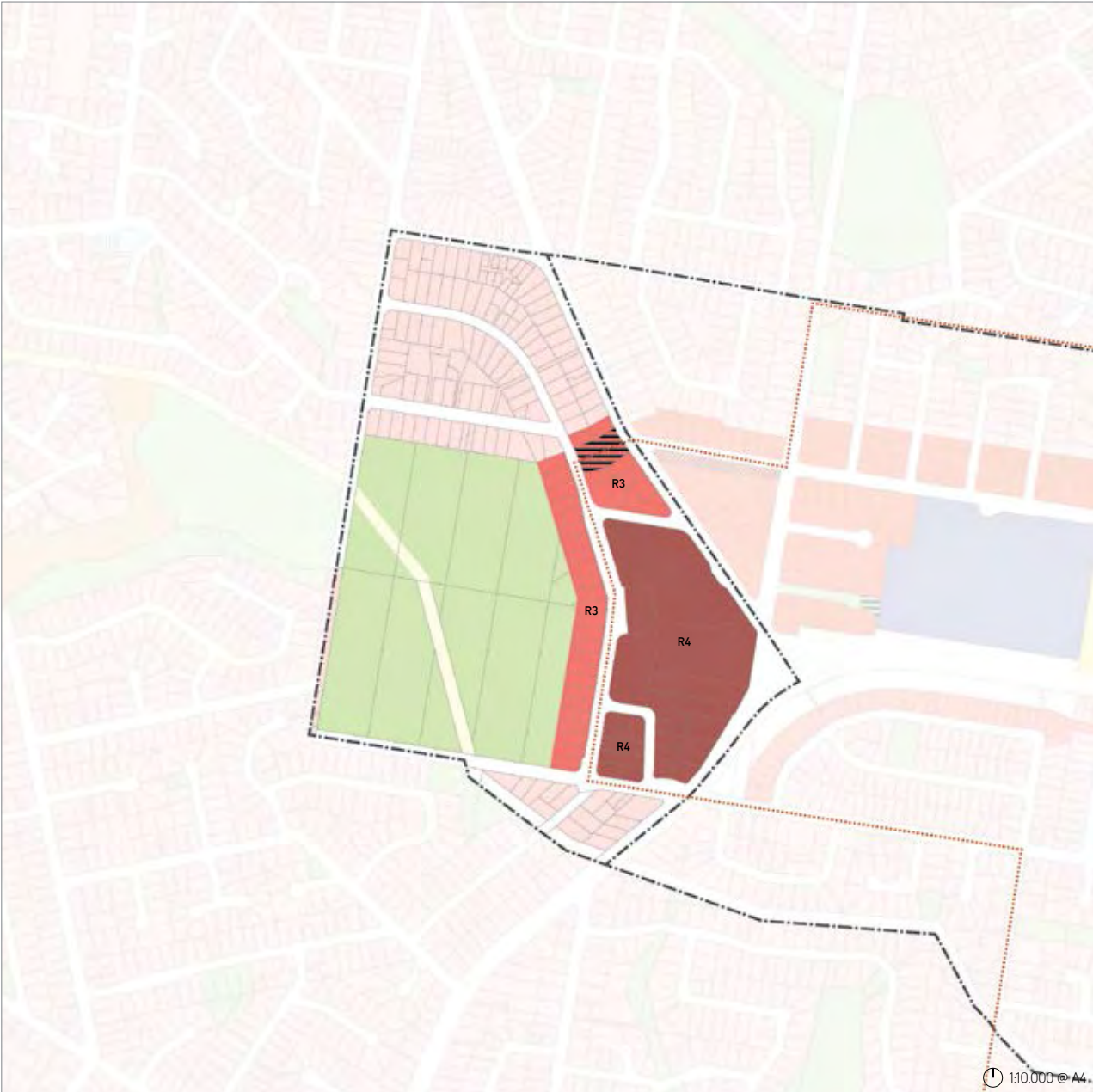
- + R3 Medium Density for residential to enable a diversity of housing types commensurate with a Strategic Centre for metropolitan Sydney (responding to topographical constraints and existing infrastructure barriers).
- + R4 High Density for residential to enable a diversity of housing types commensurate with a Strategic Centre for metropolitan Sydney (responding to topographical constraints and existing infrastructure barriers).

#### Connection Typologies

- + “Precinct Loop Road” link across Warringah Road, along Grace Avenue and across Forest Way is characterised as a “complete street” typology. This provides a clear address and allows for safe travel by those walking, cycling, riding public transport or driving.



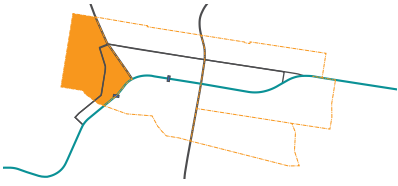
**Indicative Zoning for Precinct 2: Residential Gateway**



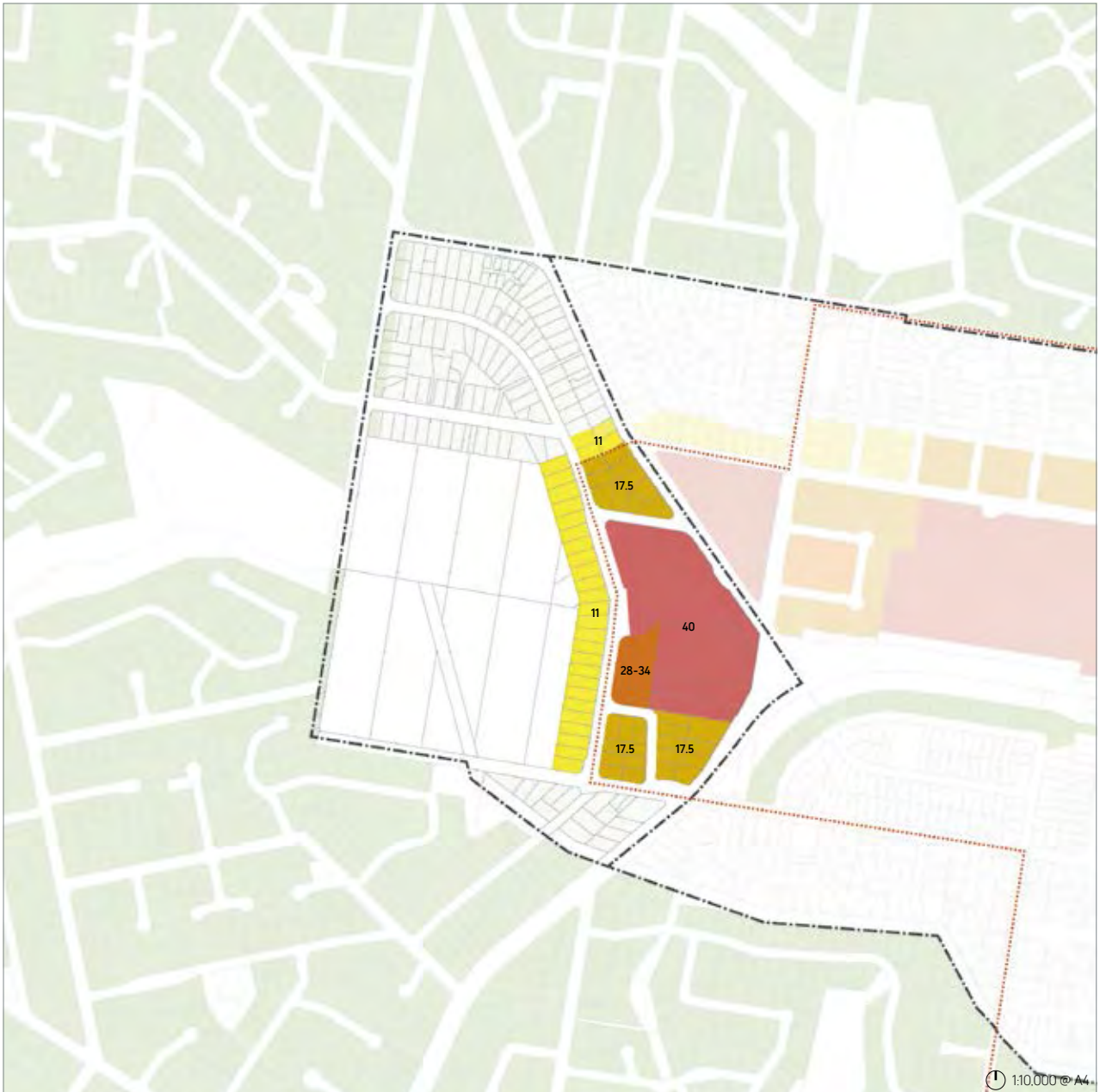
- |                           |                                |
|---------------------------|--------------------------------|
| Investigation Area        | R2 Low Density Residential     |
| Precinct Boundary         | R3 Medium Density Residential  |
| Open Space                | R4 High Density Residential    |
| B1 Neighbourhood Centre   | SP1 Special Activities         |
| B4 Mixed Use / Urban Core | Potential Property Acquisition |
| B7 Business Park          |                                |



## Precinct 2: Residential Gateway



Indicative Heights for Precinct 2: Residential Gateway








- Investigation Area
- Precinct Boundary
- 8.5m
- 11m
- 17.5m
- 28-34m
- 40m



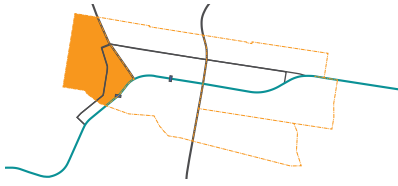


### Indicative Floor Space Ratio for Precinct 2: Residential Gateway



-  Investigation Area
-  Precinct Boundary
-  Max FSR 0.6
-  Max FSR 1.0
-  Max FSR 1.3

## Precinct 2: Residential Gateway



### MOVEMENT

#### Public Transport

A Bus Rapid Transit (BRT) system has been identified as the appropriate public transport system for Frenchs Forest, particularly from Dee Why to Chatswood. A BRT system would correspond with the identity of Frenchs Forest as a Strategic Centre for metropolitan Sydney. However, it has not been identified as a short term deliverable for the Hospital Precinct Structure Plan.

The absence of a BRT system limits the current ability for Frenchs Forest to reach its full potential as a Strategic Centre in metropolitan Sydney. In the short term, increased frequency bus services have been identified as the most appropriate public transport system to cater for the growth proposed under the Structure Plan

#### Connections (Regional, Centre, Precinct)

The primary regional addresses of the Residential Gateway are Warringah Road and Forest Way. These provide connection to Dee Why and Chatswood, and Mona Vale Road respectively. At a Strategic Centre scale, Grace Avenue is to be upgraded to form part of the long term delivery of the Strategic Centre road system and provide a four lane Collector Road.

This involves land acquisition to enable Naree Road to be extended west across Forest Way to connect with Grace Avenue. The two-fold benefit of this connection is an increase in road capacity to service the precinct and improved east west connectivity to the town centre. The east west spine along the Frenchs Forest Road alignment is important for the proper functioning of the Strategic Centre.

#### Pedestrian and Cyclist Movement

Grace Avenue once upgraded is identified to be a complete street. Complete streets incorporate pedestrian and cycle movement as part of their character and function. In turn promoting active modes of travel within the Structure Plan Precinct.

Investigations should be undertaken to facilitate a green pedestrian link from Forest Way Shopping Centre to the Urban Core Precinct.

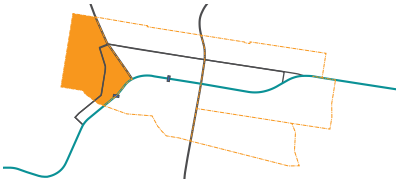


### Movement Network for Precinct 2: Residential Gateway



- |  |   |                               |
|--|---|-------------------------------|
| Investigation Area                             | RMS Hospital Connectivity Work              | Potential Road Closure        |
| Precinct Boundary                              | RMS Network Enhancement Work                | Signalised Intersection       |
| Access / Servicing                             | RMS Four Land Underpass Upgrade             | Pedestrian / Cyclist Overpass |
| Possible Mid Block Connection                  | Regional Road                               | Bus Interchange               |
| Overhead Powerlines                            | Collector Road                              | Regional Bus Stop             |
| "The Pipeline" Pedestrian / Cyclist Connection | Collector Road with Infrastructure Upgrades | Local Bus Stop                |
| Open Space                                     | Local Road Upgrade                          |                               |
| NBH Site                                       |   |                               |

## Precinct 2: Residential Gateway



### ENVIRONMENT

#### Topography and Landform

The Residential Gateway is located at the eastern edge of the Frenchs Forest Reserve. The natural landform slopes significantly from Forest Way to the Frenchs Forest Reserve. Higher density residential is located to take advantage of the views afforded by the precinct's topography.

#### Open Space Structure and Links

Investigations should be undertaken to facilitate a green pedestrian link from Forest Way Shopping Centre to the Urban Core Precinct.

#### Cultural and Social Assets

A church, community and childcare facility are currently located within the precinct. Opportunity exists to preserve or co-locate these facilities, particularly the recreation facilities to reinforce the area as a community asset. Uses identified for inclusion within the precinct are typically a more traditional offer than that suggested for Frenchs Forest Urban Core, these include:

- + Indoor / outdoor recreation.
- + Childcare facilities.
- + Primary School.





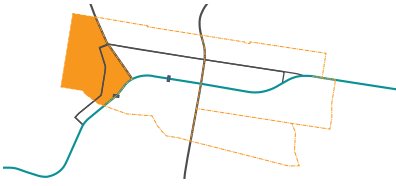
**Indicative Environmental Plan Precinct 2: Residential Gateway**



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- |  |  |   |
|--|--|---|
| Investigation Area                             | Civic Space                              | Regional Road                               |
| Precinct Boundary                              | Recreation                               | Collector Road                              |
| Possible Mid Block Connection                  | Pocket Park                              | Collector Road with Infrastructure Upgrades |
| Open Space Link                                | Open Space                               | Local Road Upgrade                          |
| "The Pipeline" Pedestrian / Cyclist Connection | Open Space Conservation                  |   |
| Overhead Powerlines                            | Pedestrian / Cyclist Overpass (Existing) |   |
| Streams and Waterways                          | Pedestrian / Cyclist Overpass (Proposed) |   |

## Precinct 2: Residential Gateway



### ACTIVITY

The activity focus of this precinct is the creation and consolidation of a high density residential precinct located east of Grace Avenue. The Structure Plan suggests the Forestway Shopping Centre presents an opportunity to create a residential focus gateway on the amalgamated land.

This precinct has also been identified as a suitable location to include affordable housing due to its proximity to public transport and local amenities.

### Strategic Intent

- + Function as the key north west link to broader region.
- + Consider arterial road frontage as supporting higher density housing.
- + Continue to provide transport link to north west residential and business areas.
- + Provide important pedestrian and cyclist network connectivity for broader precinct.
- + Provide western access and address to regional open space corridor.

### Anchor Activities

- + High density residential dwellings.

### Housing Potential

- + Higher density housing potential.
- + Primary activity expected adjacent to arterial roads (Forest Way and Warringah Road) and supporting school or community services.
- + Affordable housing provisions enabled through a range of planning mechanisms.



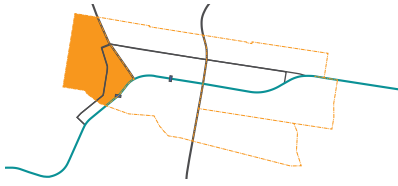
**Precinct 2 Short Term Jobs** (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Other	0 sqm	0
<b>Total Employment</b>	<b>0 sqm</b>	<b>0</b>

**HOUSING** (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 2	1,176	2,587
<b>Total Housing</b>	<b>1,176</b>	<b>2,587</b>

## Precinct 2: Residential Gateway



### IMPLEMENTATION

#### Opportunity Sites

The Residential Gateway presents a key opportunity site, the potential amalgamation of Forestway Shopping Centre and Council owned land site. This site provides the opportunity to transition the current urban environment towards a Strategic Centre through land consolidation and uplift.

The site (51,300sqm) has been identified as the appropriate location for a benchmark higher density residential development. Located immediately adjacent to transit provisions, the site has the opportunity to deliver an integrated and diversified residential product that is underpinned by transit orientated principles.

#### Further Investigations

The appropriate development tools and mechanisms to achieve a residential precinct at Frenchs Forest requires a number of further investigations, including:

- + Car parking strategy associated with residential density and transit orientated development.
- + Land parcelisation for expressions of interest and tender.
- + Section 94 contributions associated with infrastructure upgrade requirements for the precinct.
- + Affordable housing planning mechanisms.

#### Capacity Limits

Height limits proposed throughout the Residential Gateway Precinct are reflective of the desired built form outcomes. Height limits are intended to provide a development framework to guide future growth and outline the overall development intent of the precinct.






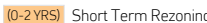
In comparison to height limits, floor space ratios are low. Maintaining low floor space ratio's (FSR) ensures developable areas are commensurate with current infrastructure limitations.





### Indicative Staging and Implementation Plan Precinct 2: Residential Gateway



-  Investigation Area
-  Precinct Boundary
-  "The Pipeline" Pedestrian / Cyclist Connection
-  Pedestrian / Cyclist Overpass
-  RMS Hospital Connectivity Work
-  RMS Network Enhancement Work
-  Northern Beaches Council Short Term Infrastructure Upgrades
-  (0-2 YRS) Short Term Rezoning

## Precinct 3: Business Park and Innovation Precinct



### LONG TERM OBJECTIVE (20+ YEARS)

The long term vision for the Business Park and Innovation Precinct is to evolve from its current logistics focus towards a higher performing commercial precinct for the region. It will remain the primary employment focus within the Structure Plan area. Coupled with public transport initiatives and improved road networks should they eventuate, it will also attract a new labour force to the area. The possibility for research and development associated with the health provision of the area is also enabled as the area becomes more desirable to diverse industries and talent. Should infrastructure and network capacity improve, the precinct also provides opportunity to accommodate residential uplift to the north of Frenchs Forest Road East. Albeit, this is highly dependant on further analysis and appropriate network improvements.

*A Plan for Growing Sydney* sets a target of a Strategic Centre providing 10,000 jobs. Currently the development potential of the Business Park is constrained by road network limitations. However, it presently provides approximately 8,000 jobs. Taking into consideration the additional number of jobs to be provided through the development of the new hospital (1300), it is anticipated minimal growth is needed to achieve *A Plan for Growing Sydney* employment target in the short to medium term.

### SHORT TERM OBJECTIVE

Cognisant of the long term strategic objective to transition this precinct into an area of innovation, interim measures are proposed within the Structure Plan to enable this gradual transition.

Notably, land owners are encouraged to explore current planning controls that permit a range of land uses that are complementary to the development of a Business Park and Innovation Precinct.



#### Precinct 3 Short Term Jobs (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Business Park	0 sqm	0
Other	0 sqm	0
<b>Total Employment</b>	<b>0</b>	<b>0</b>

#### HOUSING (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 3	0	0
<b>Total Housing</b>	<b>0</b>	<b>0</b>

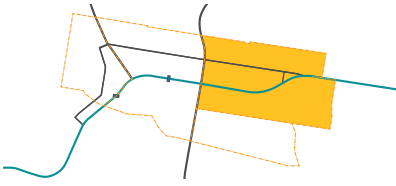
#### Precinct 3 Long Term Jobs (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Business Park	100,000 sqm	1,600 - 1,800
Other (e.g. hotel, convenience retail and services etc)	10,000 sqm	150 - 200
<b>Total Employment</b>	<b>110,000 sqm</b>	<b>1,750 - 1,980</b>

#### HOUSING (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 3	760 - 800	1,900 - 2,000
<b>Total Housing</b>	<b>760 - 800</b>	<b>1,900 - 2,000</b>

## Precinct 3: Business Park and Innovation Precinct



### URBAN FORM

#### Description and Character

The Business Park and Innovation Precinct is the economic centre of the Structure Plan. Rather than a traditional business park, the Business Park and Innovation Precinct is intended to provide a culturally and contextually appropriate response to the site and therefore, continue the legacy of long term employment in the region. Materials, built form and landscape design are to be considered with respect to the bushland identity of the area and respond to changed workplace initiatives for economic centres.

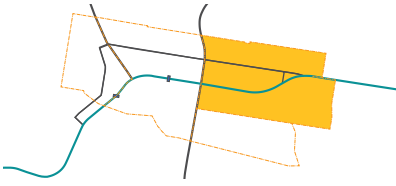
#### Typology and Built Form

- + Transition into a best practice 21<sup>st</sup> century business park and innovation precinct.
- + Allow for a mix of complementary and supporting uses to make this transition feasible.
- + Focus on employment uses with complementary activation beyond the 9am to 5pm work day.
- + Reinforce the “forest” character of the existing business park through landscape initiatives and building heights.
- + Large Format Commercial: commercial buildings supported by ground floor foyer, retail and food and beverage. Creating a high quality workplace is important for these large floor plate buildings. To reinforce identity, they should consider materials and construction that responds to context. Orientation should be considered with respect to open space.
- + Landmark Commercial: Commercial buildings supported by ground floor foyer, retail and food and beverage. These buildings can provide landmarks for the precinct and their architecture should reflect their importance. In the long term elevated height datum in key locations enables this identity to be coupled with height. Orientation should be considered with respect to open space.
- + Sustainable planning measures such as the development of energy and water targets will be implemented through development control plans and further investigations into sustainable development practices and incentives.





## Precinct 3: Business Park and Innovation Precinct



### MOVEMENT

#### Public Transport

A Bus Rapid Transit (BRT) system has been identified as the appropriate public transport system for Frenchs Forest, particularly from Dee Why to Chatswood. A BRT system would correspond with the identity of Frenchs Forest as a Strategic Centre for metropolitan Sydney. However, it has not been identified as a short term deliverable for the Hospital Precinct Structure Plan.

The absence of a BRT system limits the current ability for Frenchs Forest to reach its full potential as a Strategic Centre in metropolitan Sydney. In the short term, increased frequency bus services have been identified as the most appropriate public transport system to cater for the growth proposed under the Structure Plan

#### Connections (Regional, Centre, Precinct)

The primary address of the Business Park and Innovation Precinct is Warringah Road and its associated upgrades. This regional scaled road connects the Strategic Centre and business park activities directly to Dee Why and Chatswood. The precinct is also bounded to the west by the regional connector Wakehurst Parkway. At a Strategic Centre scale, the key road is the upgraded Frenchs Forest Road East. Due to block size, north-south connectors may be appropriate and would assist with servicing and access of development sites.

#### Pedestrian and Cyclist Movement

The Strategic Centre roads are identified as complete streets. These streets incorporate pedestrian and cycle movement as part of the character and function of the street.

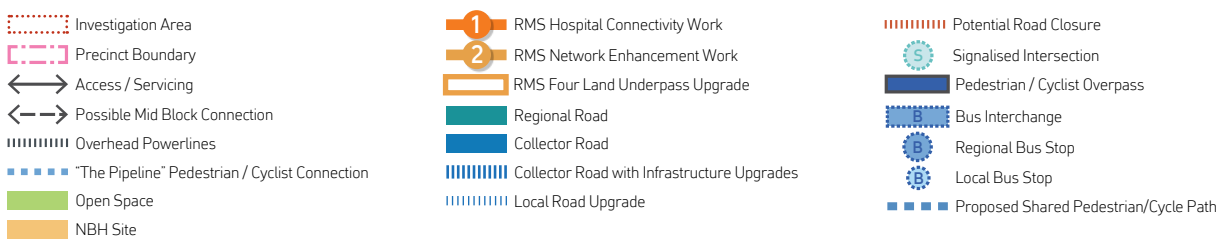
#### Parking Strategy

The long term delivery of the Business Park and Innovation precinct as a core employment provider of the Strategic Centre will result in the reduction of on-grade and under-utilised parking. The area will transition to alternative parking methods and should be coupled with a strategic car parking strategy that considers shared facilities and transit orientated initiatives.

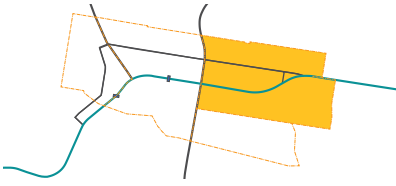




### Movement Network for Precinct 3: Business Park and Innovation Precinct



## Precinct 3: Business Park and Innovation Precinct



### ENVIRONMENT

#### Topography and Landform

Warringah Road runs along the east-west ridge line of the precinct. The natural landform slopes significantly from the ridge to the north and south. Development within the precinct can take advantage of views and assist in the resolution of the precinct's public domain topography.

#### Open Space Structure and Links

The precinct does not currently have any open space commensurate with the role of a business focused precinct. The Structure Plan proposes the location of a number of identified open spaces networked to reinforce pedestrian and bike connections. Furthermore, landscape buffers proposed to interface with major road infrastructure on Warringah Road will reinforce the green identity of the Strategic Centre.

#### Conservation Areas

Native vegetation exists along the eastern side of the intersections of Wakehurst Parkway and Frenchs Forest Road and Wakehurst Parkway and Warringah Road. These strips of vegetation are to be maintained and where possible enhanced to reinforce the green identity of the Frenchs Forest locality and Structure Plan.

#### Cultural and Social Assets

Apart from the hotel and pub, no cultural and social assets currently exist within the Business Park and Innovation Precinct. The opportunity exists to include cultural and social assets within the precinct to support the area as an employment hub. Uses identified for inclusion within the precinct are typically a more traditional offer than that suggested for Frenchs Forest Urban Core and include:

- + Childcare facilities.
- + Health related facilities.





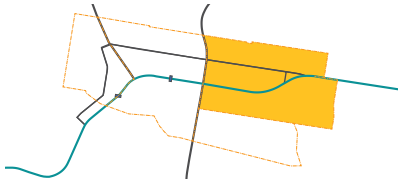
### Indicative Environmental Plan Precinct 3: Business Park and Innovation Precinct



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- |  |                         |   |
|--|-------------------------|---|
| Investigation Area                             | Civic Space             | Regional Road                               |
| Precinct Boundary                              | Recreation              | Collector Road                              |
| Possible Mid Block Connection                  | Pocket Park             | Collector Road with Infrastructure Upgrades |
| Open Space Link                                | Open Space              | Local Road Upgrade                          |
| "The Pipeline" Pedestrian / Cyclist Connection | Open Space Conservation |   |
| Overhead Powerlines                            |                         |   |
| Streams and Waterways                          |                         |   |

## Precinct 3: Business Park and Innovation Precinct



### ACTIVITY

The achievement of a Strategic Centre relies on the centre remaining a significant employer within the metropolitan region. The business park in its current format is limited as a result of poor regional transport infrastructure and access, as well as inadequate access to public transport. Significant road improvements and the introduction of high frequency public transport are required to support the long term delivery of the business park as a significant commercial employer.

As an interim measure, until such time infrastructure upgrades unlock the full development potential of the precinct, the agglomeration of permissible land uses are encouraged within the Business and Innovation Precinct.

The inclusion of additional uses encourage access to new labour forces. This in turn provides opportunity to shift the land uses to include research and development industries, health and medical ancillary services, education, and higher order commercial enterprises, as well as logistics based businesses.

### Strategic Intent

- + Continue as primary employment centre for local area.
- + Provide flexible zoning to encourage ancillary employment activities.
- + Transition to higher order employment categories with expansion of transport services.

### Anchor Activities

- + Existing businesses.
- + Allied health (physiotherapy, rehabilitation, etc.) and secondary medical services (hospital goods, equipment and service supplies).
- + Health related personal services (fitness, gymnasium, etc.).

### Employment Potential

- + Primary employment generator will be existing businesses (logistics based and small-medium sized business enterprises).
- + New business park entrants attracted by hospital proximity and service potential.
- + Other generators will include a range of ancillary uses such as allied and secondary medical, fitness and rehabilitation.

### Housing Potential

- + Long term opportunity to accommodate medium density housing north of Frenchs Forest Road East.
- + Could accommodate nursing facilities (learning and living).
- + All housing is subject to infrastructure and network improvements and is not viable under the current infrastructure and network provisions.



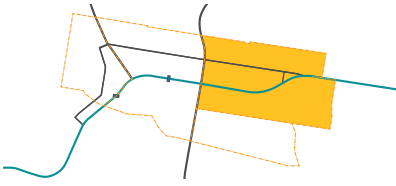
**Precinct 3 Short Term Jobs** (Source: MacroPlan Dimasi)

Employment Type	GFA	Jobs
Business Park	0 sqm	0
Other	0 sqm	0
<b>Total Employment</b>	<b>0 sqm</b>	<b>0</b>

**HOUSING** (Source: MacroPlan Dimasi)

Location	Number	Residents
Precinct 3	0	0
<b>Total Housing</b>	<b>0</b>	<b>0</b>

## Precinct 3: Business Park and Innovation Precinct



### IMPLEMENTATION

#### Development Staging

The existing business park has not seen take-up of development in current market conditions despite flexible planning controls. This is a consequence of lack of both road and public infrastructure to the area. Road upgrades and public transport improvements are anticipated to improve this however, development potential is largely hinged on the infrastructure networks ability to accommodate for new growth.

#### Further Investigations

The appropriate development tools and mechanisms to achieve a high performance Business Park and Innovation Precinct at Frenchs Forest requires a number of further investigations, including:

- + Car parking strategy associated with new commercial development as transit orientated development.
- + Detailed traffic assessment beyond concept in order to access and egress development parcels.
- + Development mechanisms appropriate for the transition of logistics to higher order commercial uses.
- + Land parcelisation for expressions of interest and tender.
- + Section 94 contributions associated with infrastructure upgrade requirements for the precinct.





### Indicative Staging and Implementation Plan Precinct 3: Business Park and Innovation Precinct



-  Investigation Area
-  Precinct Boundary
-  "The Pipeline" Pedestrian / Cyclist Connection
-  RMS Hospital Connectivity Work
-  RMS Network Enhancement Work
-  Northern Beaches Council Short Term Infrastructure Upgrades

## Precinct 4: Recreation and Special Use Precinct



### LONG TERM OBJECTIVE (20+ YEARS)

The long term vision for the Recreation and Special Use Precinct is intended to provide an education and recreation focus for the Strategic Centre.

A major recreational destination, connected to the regional open space network and the Manly Dam Reserve. It provides the major area of open space, and is anticipated to provide the "lungs" for the Hospital Precinct Structure Plan.

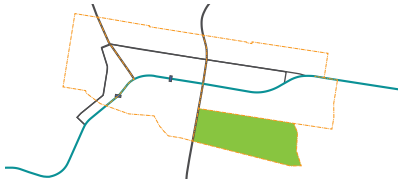
The long term vision for the Structure Plan is to confirm this area as a Recreation and Special Use precinct. Evolution of the existing recreational facilities is essential to ensure their long term sustainability.

### SHORT TERM OBJECTIVE

Aquatic Reserve provides a significant opportunity for a benchmark project including the integration of social infrastructure and educational facilities. The reserve has the potential to accommodate the relocated Forest High School in addition to multi-purpose and shared recreational space for community use.



## Precinct 4: Recreation and Special Use Precinct



### URBAN FORM

#### Description and Character

Traditionally the recreation focus of the region and in close proximity to Manly Dam and other regional recreational amenities, the Structure Plan confirms this area as a Recreation and Special Use precinct. Evolution of the existing recreational facilities is essential to ensure their long term sustainability. The special uses on site are to be supported by these recreational and lifestyle assets.

Built form within the recreational space, including the Warringah Aquatic Centre and baseball facilities, should be elevated to reflect the role of the building as a component of the recreation destination. Edge development, including existing and proposed special uses and residential development, should step down to respond to the bushland setting and provide a frame for the parkland.

#### Typology and Built Form

- + Elevate regional open space amenities and facilities as a regional destination commensurate with a Strategic Centre for metropolitan Sydney.
- + Reinforce the "forest" character of the precinct through landscape initiatives.
- + Sustainable planning measures such as the development of energy and water targets will be implemented through development control plans and further investigations into sustainable development practices and incentives.

### ACTIVITY

The activity focus of this precinct is the creation of a new state of the art educational facility, a multi-purpose and multi-functional centre as well as shared recreation spaces. Due to existing road network constraints and capacity limitations, and development beyond infrastructure provisions and recreation is not viable.

The Structure Plan suggests the potential relocation of the existing aquatic centre to the town centre site and construction of a new education facility (high school) in conjunction with other shared recreation buildings and spaces on the aquatic reserve.

#### Strategic Intent

- + Deliver a state of the art recreation and special use precinct to accommodate an educational facility and multi-purpose, multi-functional centre and shared recreation spaces for the use of the school and community.

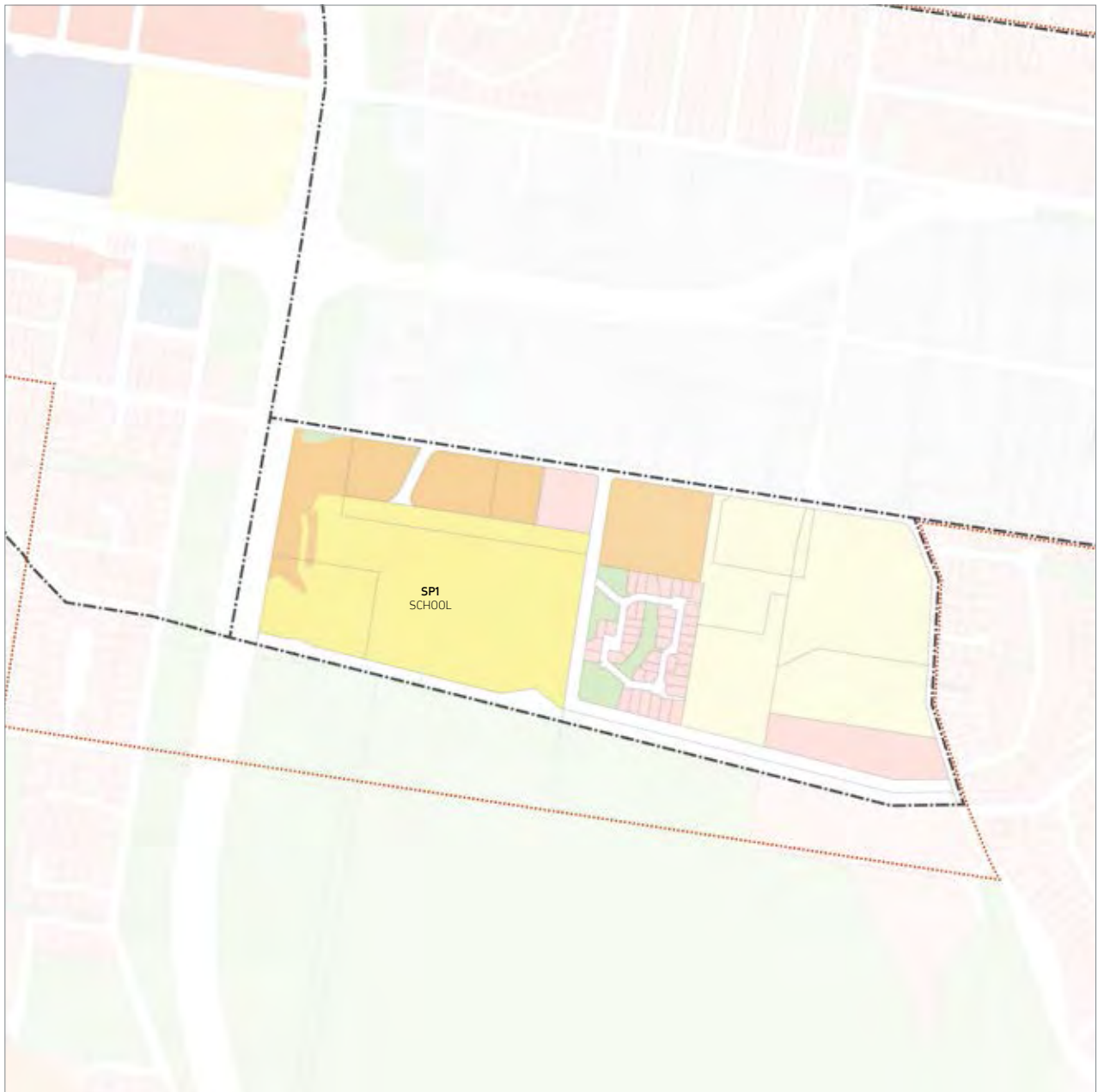
#### Anchor Activities

- + Education facility.
- + Shared multi-purpose/multi-functional centre (indoor sports centre).
- + Shared Recreation spaces (sporting ovals and fields).



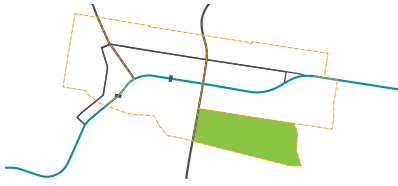


### Indicative Zoning for Precinct 4: Recreation and Special Use Precinct



- |                           |                               |
|---------------------------|-------------------------------|
| Investigation Area        | E2 Environmental Conservation |
| Precinct Boundary         | R2 Low Density Residential    |
| Open Space                | R3 Medium Density Residential |
| B1 Neighbourhood Centre   | R4 High Density Residential   |
| B4 Mixed Use / Urban Core | SP1 Special Activities        |
| B7 Business Park          |                               |

## Precinct 4: Recreation and Special Use Precinct



### MOVEMENT

#### Public Transport

A Bus Rapid Transit (BRT) system has been identified as the appropriate public transport system for Frenchs Forest, particularly from Dee Why to Chatswood. A BRT system would correspond with the identity of Frenchs Forest as a Strategic Centre for metropolitan Sydney. However, it has not been identified as a short term deliverable for the Hospital Precinct Structure Plan.

The absence of a BRT system limits the current ability for Frenchs Forest to reach its full potential as a Strategic Centre in metropolitan Sydney. In the short term, increased frequency bus services have been identified as the most appropriate public transport system to cater for the growth proposed under the Structure Plan

#### Connections (Regional, Centre, Precinct)

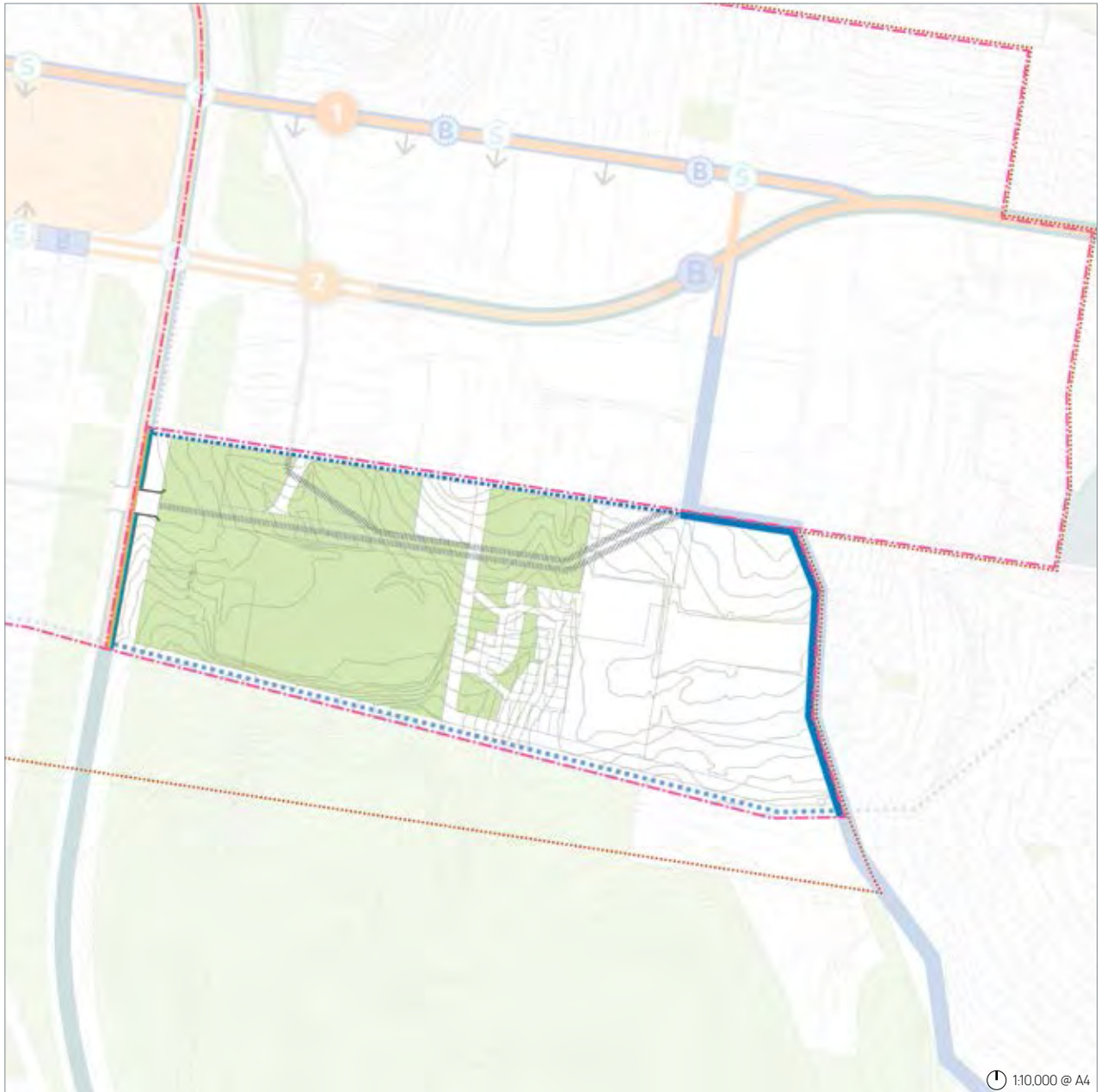
The primary regional address of the Recreation and Special Use Precinct is Aquatic Drive. Aquatic Drive does not currently provide access to Wakehurst Parkway. Following the completion of the RMS road upgrade works it will provide a limited connection to Wakehurst Parkway i.e. left hand and right hand turn in off Wakehurst Parkway and left hand turn out onto Wakehurst Parkway.

#### Pedestrian and Cyclist Movement

- + Aquatic Drive and Allambie Road have been identified as having the potential to provide regional shared pedestrian and cycle pathway to Warringah Road. This link will provide the opportunity to link the recreation and special use precinct with the rest of the precinct and in particular the urban core.
- + Further investigations should be undertaken to provide additional shared pedestrian and cycle pathways across Wakehurst Parkway providing a direct link to the new hospital and urban core.

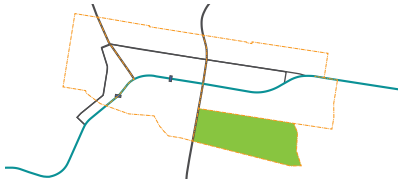


### Movement Network for Precinct 4: Recreation and Special Use Precinct



- |  |   |                                       |
|--|---|---------------------------------------|
| Investigation Area                             | RMS Hospital Connectivity Work              | Potential Road Closure                |
| Precinct Boundary                              | RMS Network Enhancement Work                | Signalised Intersection               |
| Access / Servicing                             | RMS Four Land Underpass Upgrade             | Pedestrian / Cyclist Overpass         |
| Possible Mid Block Connection                  | Regional Road                               | Bus Interchange                       |
| Overhead Powerlines                            | Collector Road                              | Regional Bus Stop                     |
| "The Pipeline" Pedestrian / Cyclist Connection | Collector Road with Infrastructure Upgrades | Local Bus Stop                        |
| Open Space                                     | Local Road Upgrade                          | Proposed Shared Pedestrian/Cycle Path |
| NBH Site                                       |   |                                       |

## Precinct 4: Recreation and Special Use Precinct



### ENVIRONMENT

#### Topography and Landform

The Recreation and Special Uses Precinct is located at the northern and highest point of the Manly Dam Reserve and its associated regional open space networks. The natural landform slopes significantly to the south of the precinct. The existing recreation and special uses take advantage of this bush land setting.

Future redevelopment within the area should be undertaken to positively respond to and reinforce the natural environment of the place.

#### Open Space Structure and Links

The existing recreational facilities should be maintained and enhanced. These are to be preserved and reinforced in the Structure Plan.

The precinct will also reinforce the existing connections to Many Dam Reserve and regional recreation by maintaining and improving access and linking it through to the adjacent precincts of the Structure Plan.

#### Cultural and Social Assets

The existing recreational facilities at the site provide significant cultural and social assets for the region. Additional uses can be considered to reinforce the identity of the place. Uses identified for inclusion within the precinct are typically a more traditional offer than that suggested for Frenchs Forest Urban Core and include:

- + A strong focus on sports facilities.
- + A strong focus on indoor / outdoor recreation.
- + Supporting childcare facilities.
- + Community facilities.
- + Educational facilities.

#### Conservation Areas

Native vegetation exists adjacent the Recreation and Special Uses Precinct as part of the north-south regional recreation system associated with Manly Dam Reserve. This adjacency is to be reinforced by the Structure Plan. This will reinforce the green identity of the Hospital Precinct Structure Plan and provide a natural place-based outcome for Frenchs Forest as a Strategic Centre.



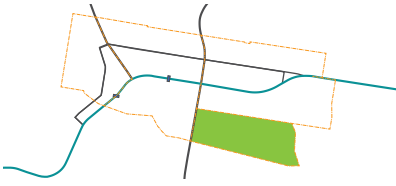


Indicative Environmental Plan Precinct 4: Recreation and Special Use Precinct



- Investigation Area
- Precinct Boundary
- Possible Mid Block Connection
- Open Space Link
- "The Pipeline" Pedestrian / Cyclist Connection
- Overhead Powerlines
- Streams and Waterways
- Civic Space
- Recreation (REC)
- Pocket Park
- Open Space
- Open Space Conservation
- Regional Road
- Collector Road
- Collector Road with Infrastructure Upgrades
- Local Road Upgrade

## Precinct 4: Recreation and Special Use Precinct



### IMPLEMENTATION

#### Development Staging

The existing aquatic centre may be required to be relocated to the new town centre site. This process may require the aquatic centre to cease operations for a period of time to allow for a new state of the art educational facility and multi-purpose and multi-functional centre and shared recreation spaces to be built on the current aquatic centre site.

#### Further Investigations

The appropriate development tools and mechanisms to achieve a state of the art recreation and special use precinct at Frenchs Forest requires a number of further investigations, including:

- + Development mechanisms and controls appropriate for the transition of recreation area into an educational facility, multi-purpose and multi-functional centre and shared recreation space.
- + Protection and enhancement of environmentally sensitive lands within the precinct within the legislative requirements and allowances.
- + Investigate opportunities to provide additional and improved pedestrian and bicycle connections between the precinct and the urban core.



Indicative Staging and Implementation Plan Precinct 3: Business Park and Innovation Precinct



- Investigation Area
- Precinct Boundary
- "The Pipeline" Pedestrian / Cyclist Connection
- 1 RMS Hospital Connectivity Work
- 2 RMS Network Enhancement Work
- 0-2 YRS Short Term Rezoning
- Northern Beaches Council Short Term Infrastructure Upgrades







# THE WAY FORWARD 6.0

DELIVERING A STRATEGIC CENTRE

# 6.0 The Way Forward

The Hospital Precinct Structure Plan Report is underpinned by urban economics, strategic traffic and transport recommendations and best practice urban design to guide the future development and implementation of a Strategic Centre at Frenchs Forest.

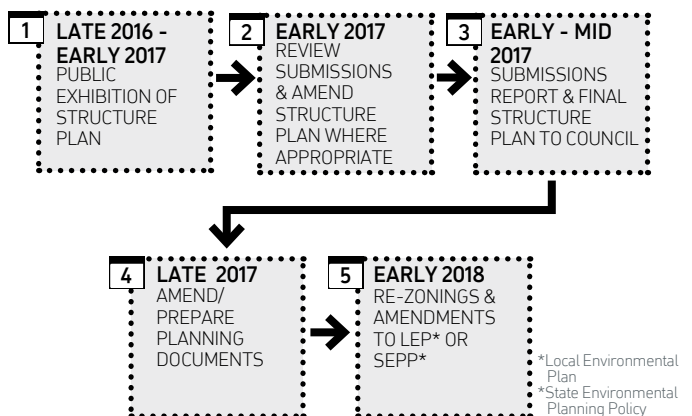
The Structure Plan provides the basis for the long term delivery of this Strategic Centre. It focuses on high level land use capacity, traffic and transport initiatives, diversity of built form and density, identity and place making.

The consultative process has identified an urban typology that incorporates a mode shift to public transport and supports other transit orientated development initiatives, including mixed use, as the preferred way forward. In doing so, the Structure Plan identifies priority public transport corridors and hubs in alignment with the staging and phasing proposed by TfNSW. It addresses local and regional pedestrian connectivity and amenity through enhanced precinct connectivity and open space improvements. The Structure Plan leverages opportunities for catalytic anchor development with respect to land use clustering and ownership, then confirms an appropriate built form type and scale that enhances the identity of Frenchs Forest.

The Hospital Precinct Structure Plan is the result of a detailed and collaborative process with the local community, stakeholders, Northern Beaches Council and NSW State Government including the Department of Planning and Environment, Transport for NSW, Roads and Maritime Services, Health Infrastructure, the Department of Education and Communities, and the Office of Environment and Heritage. It represents the aspirations of these groups in transitioning Frenchs Forest to a Strategic Centre.

The Hospital Precinct Structure Plan provides a foundation for the next steps for Northern Beaches Council to undertake including amendments to the LEP, DCP, Section 94 Contribution Plan and State Government SEPP amendments.

INDICATIVE TIMEFRAME AND PROCESS DIAGRAM





*French Forest Road West looking west*

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