



Mr Sam Sangster  
Chief Executive  
Health Infrastructure  
PO Box 1060  
North Sydney NSW 2059

Our ref: SSI 9022

Dear Mr Sangster

**Response to Submissions – New Maitland Hospital (Concept Proposal and Stage 1)  
Metford Avenue, Metford (SSI 9022)**

The exhibition of the State significant infrastructure application and Environmental Impact Statement (EIS) for the above proposal ended on Thursday 19 July 2018. All submissions received by the Department during the exhibition of the proposal are now available on the Department's website (<http://majorprojects.planning.nsw.gov.au>) under project title reference 'SSI 9022'.

In accordance with section 5.17(6)(a) of the *Environmental Planning and Assessment Act 1979*, the Secretary requires the Applicant to respond to the issues raised in these submissions. Particular consideration should be given to the issues raised by Maitland Council. Please provide your response to the Department as soon as possible.

Please also be aware that the Office of Environment and Heritage will be providing comments on the application shortly. A copy of these comments will be forwarded once received.

The Department has also undertaken a preliminary assessment of the EIS and has identified a number of key issues that must be addressed to the Department's satisfaction before the application can proceed. These matters are outlined in **Attachment A**. Please note that the comments relating to built form and site layout have been prepared in consultation with the Government Architect NSW and its comments have also been attached.

If you have any questions, please contact Megan Fu on 9274 6531 or via email at [megan.fu@planning.nsw.gov.au](mailto:megan.fu@planning.nsw.gov.au).

Yours sincerely



Karen Harragon  
Director

27/7/2018

**Social and Other Infrastructure Assessments  
as delegate of the Secretary**

## **ATTACHMENT A: KEY ISSUES**

### **Built Form and Site Layout**

1. Detail how the location and scale of the building envelope was developed, including options analysis and why the final proposal was selected (including detailing key vehicle and pedestrian connections and circulation requirements).
2. The bushland in the vicinity of the helipad is envisaged to be regenerated. Please confirm that the envisaged regenerated bushland would not pose any restrictions on approach and departure procedures for the proposed helipad.

### **Biodiversity Impacts**

3. The EIS should clearly identify alternative options and justification for the positioning of the building envelopes within the context of the site constraints to demonstrate that biodiversity impacts have been avoided and minimised.

### **Contamination**

4. Provide a contamination assessment that addresses the entire site area, including Lot 401 DP755237.

## Megan Fu

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**From:** Airport Developments <Airport.Developments@AirservicesAustralia.com>  
**Sent:** Thursday, 12 July 2018 4:41 PM  
**To:** Megan Fu  
**Cc:** 'Airspace Protection (Airspace.Protection@casa.gov.au)'  
**Subject:** AIRSERVICES RESPONSE: NSW-MA-559 - Dev, New Maitland Hospital - Concept Proposal & Stage 1 [SEC=UNCLASSIFIED]

Good afternoon Megan,

I refer to your request for an Airservices assessment of Development at New Maitland Hospital – Concept Proposal & Stage 1.

### Airspace Procedures

With respect to procedures designed by Airservices in accordance with ICAO PANS-OPS and Document 9905, at a maximum height of 56.3m (185ft) AHD the Development at New Maitland Hospital – Concept Proposal & Stage 1 will not affect any sector or circling altitude, nor any instrument approach or departure procedure at RAAF Base Williamtown, Maitland Airport or Newcastle Westpac Base helicopter landing site.

Note that procedures not designed by Airservices at RAAF Base Williamtown, Maitland Airport or Newcastle Westpac Base helicopter landing site were not considered in this assessment.

### Communications/Navigation/Surveillance (CNS) Facilities

This for the development at New Maitland Hospital – Concept Proposal & Stage 1 will not adversely impact the performance of any Airservices Precision/Non-Precision Nav Aids, Anemometers, HF/VHF/UHF Comms, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links.

Kind regards,

Daniela Carrafa  
Development Applications Coordinator  
Airservices  
Level 1, Building 330, Tower Road  
Tullamarine VIC 3043  
Phone: 03 9339 2182  
Email: [airport.developments@airservicesaustralia.com](mailto:airport.developments@airservicesaustralia.com)

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12 July 2018

Attention: David Gibson  
Team Leader – Social Infrastructure Assessments  
GPO Box 39  
Sydney  
NSW 2001

145 Newcastle Road  
Wallsend NSW 2287  
All mail to PO Box 487  
Newcastle NSW 2300  
T +61 2 131 525  
[www.ausgrid.com.au](http://www.ausgrid.com.au)

-via email-  
[Megan.Fu@planning.nsw.gov.au](mailto:Megan.Fu@planning.nsw.gov.au)

David,

**New Maitland Hospital – Concept Proposal and Stage 1 Metford Road Metford  
SSI 9022 – Notice of Exhibition**

I refer to your advice dated 18 June 2018, concerning the above development referenced SSI 9022. This letter is Ausgrid's response under clause 45(2) of the State Environmental Planning Policy (Infrastructure) 2007.

As you would be aware, the assessment and evaluation of environmental impacts for a new development consent (or where a development consent is modified) is undertaken in accordance with requirements of Section 79C of the Environmental Planning and Assessment Act 1979. One of the obligations upon consent authorities, such as local councils, is to consider the suitability of the site for the development which can include a consideration of whether the proposal is compatible with the surrounding land uses and the existing environment.

In this regard, Ausgrid requires that due consideration be given to the compatibility of proposed development with existing Ausgrid's infrastructure, particularly in relation to risks of electrocution, fire risks, Electric & Magnetic Fields (EMFs), noise, visual amenity and other matters that may impact on Ausgrid or the development.

Ausgrid consents to the above mentioned development subject to the following conditions:-

**Proximity to Existing Network Assets**

Safework Document – Work Near Overhead Powerlines outlines the minimum safety separation requirements between these overhead mains / poles to structures within the development throughout the construction process. It is a statutory requirement that these distances be maintained throughout construction.

The "as constructed" minimum clearances to the mains should also be considered. These distances are outlined in the Ausgrid Network Standard, NS220 Overhead Design Manual. This document can be sourced from Ausgrid's website, [www.ausgrid.com.au](http://www.ausgrid.com.au)

Ausgrid also requires any works undertaken adjacent to our underground assets to be undertaken with care in accordance with Safework Document – Work Near Underground Assets and Ausgrid Network Standard Document NS 156 – Work Near or Around Underground Cables.

**Existing Electricity Easements**

Should any existing Ausgrid easements be identified within the subject site during development any works proposed within the easements must be approved by Ausgrid.

The purpose of easements is to protect Ausgrid assets and to provide adequate working space along the route of the line for construction and maintenance work and also to ensure that no work or other activity is undertaken under or near the assets which could either by accident or otherwise create an unsafe situation for persons or for the security of the assets.

**Relocating Electricity Assets**

Should any existing Ausgrid assets require relocating to facilitate the development, this relocation work is generally at the applicants cost. These costs would not only include the cost of the works but also all costs associated with the creation of revised easements.

**Supply of Electricity**

It is recommended for the nominated electrical consultant/contractor to provide a preliminary enquiry to Ausgrid to obtain advice for the connection of the proposed development to the adjacent electricity network infrastructure. An assessment will be carried out based on the enquiry which may include whether or not:

- The existing network can support the expected electrical load of the development
- A substation may be required on-site, either a pad mount kiosk or chamber style and;
- site conditions or other issues that may impact on the method of supply.

Please direct the developer to Ausgrid's website, [www.ausgrid.com.au](http://www.ausgrid.com.au) about how to connect to Ausgrid's network.

The works associated with the connection of these proposed works may be 'contestable' and would be developer funded. Information regarding Contestability and connection to the Ausgrid network can be found in our Electricity Supply Standards.

Please do not hesitate to contact me should you require any further information or assistance.

Yours sincerely



**Peter Keith**

**Engineering Officer**

Customer Supply – Planning & Reliability

**Ausgrid**

☎ (02) 4910 1662  
✉ [pkeith@ausgrid.com.au](mailto:pkeith@ausgrid.com.au)

🖨 (02) 4933 0814  
🌐 [www.ausgrid.com.au](http://www.ausgrid.com.au)

**Ausgrid Reference: Trim 2017/26/118**

**Notification: 1900085033**



**Australian Government**  
**Civil Aviation Safety Authority**

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: GI18/41-1

13 July 2018

Mr David Gibson  
Team Leader  
Social Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Email: david.gibson@planning.nsw.gov.au

Dear Mr Gibson

Thank you for your letter of 18 June 2018 requesting comment from the Civil Aviation Safety Authority (CASA) on a State significant infrastructure application for the New Maitland Hospital (Concept Proposal and Stage 1) at Metford.

CASA has reviewed the proposal and I am advised that the advice I provided to you on 1 February 2018 remains valid. A copy of the correspondence is attached for your information.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CHutton'.

Carolyn Hutton  
Branch Manager  
Government and International Relations



**Australian Government**  
**Civil Aviation Safety Authority**

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: GI18/41

February 2018

Ms Luisa Maguire  
DA Coordinator  
Social and Other Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Email: [Luisa.maguire@planning.nsw.gov.au](mailto:Luisa.maguire@planning.nsw.gov.au)

Dear Ms Maguire

Thank you for your email of 18 January 2018 requesting comment from the Civil Aviation Safety Authority (CASA) on a request for Secretary's environmental assessment requirements for New Maitland Hospital (Concept Proposal and Stage 1) at Metford.

CASA has reviewed the proposal and I am advised that, under NSW Government contractual arrangements, aeromedical helicopter operations are required to be conducted under Performance Class 1. CASA expects that a formal survey of the Obstacle Limitation Surface (OLS) for the proposed Helicopter Landing Site will be required, and a program for monitoring the OLS on an ongoing basis is recommended. CASA supports the approach by the NSW Government.

CASA recommends that the NSW Government considers the compatibility of the site and the associated lighting is appropriate for operators using night vision systems.

CASA offers guidance through Civil Aviation Advisory Publication (CAAP) 92-2 regarding the design and operation of Helicopter Landing Sites. A copy of the CAAP can be downloaded from the following link: <https://www.casa.gov.au/files/922pdf>.

I am also advised that the Department of Infrastructure, Regional Development and Cities is currently drafting a safeguarding policy for Helicopter Landing Sites, and it is recommended that the NSW Government considers the design of this facility in accordance with this draft guideline.

The proponent should also consider the specific issues which are contained in the attachment as part of any planning and development.

For more information or to discuss this matter further, please email: [anaa.corro@casa.gov.au](mailto:anaa.corro@casa.gov.au).

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CHutton'.

Carolyn Hutton  
Manager  
Government and International Relations Branch

## **ATTACHMENT – CASA Recommendations**

### **Departure and Approach Procedures**

Any proposed structures and cranes if used in construction should be referred to the procedure design organisation/s responsible for the maintenance of instrument flight procedures at the Aerodrome. Please be aware that there may be more than one organisation responsible for the procedures at the aerodrome.

To check which organisations are responsible you can view the procedures at:

<http://www.airservicesaustralia.com/aip/aip.asp> then Departure and Approach Procedures. The logo on the bottom of each procedure plate indicates the design organisation responsible.

### **Compliance with standards**

Any aerodrome developments to aviation facilities associated with the planning proposal need to be consistent with the requirements of Civil Aviation Safety Regulations 1998 Part 139 and the associated Manual of Standards. Further details are available on the CASA website:

<https://www.casa.gov.au/standard-page/casr-part-139-aerodromes>

The National Airports Safeguarding Framework provides guidance on planning requirements for development that affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. The Framework consists of a set of guiding principles with six guidelines relating to aircraft noise, windshear and turbulence, wildlife strikes, wind turbines, lighting distractions and protected airspace. Further information is available from the following link:

[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/)

### **Aerodrome operations**

Consultation should also be undertaken with the aerodromes operational management team to manage the following issues with developments adjacent to any aerodromes:

- Airport master planning: Council should ensure that the proposal does not affect any future development or upgrades planned by the aerodrome's operational management.
- Obstacle limitation surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations: Prior to construction, the development and crane activity should be reviewed by the aerodrome's management team for the protection of these surfaces.
- Wildlife hazard management plan: Consideration needs to be given to the final heights and bird attractions of landscaping provisions which potentially may cause a risk to aviation activities.
- Obstacle lighting: The building and any construction cranes would need to be marked to comply with CASR 139 and associated MOS, paying particular attention to the quantity, type, luminescence and whether day and/or night marking is required.
- Lighting in the vicinity of an aerodrome: Any proposed non-aeronautical ground light in the vicinity of an aerodrome may by reason of its intensity, configuration or colour, cause confusion or glare to pilots and therefore might endanger the safety of aircraft.
- Gaseous plume: Exhaust plumes can originate from a number of sources and aviation authorities have established that an exhaust plume with a vertical gust in excess of 4.3 metres/second may cause damage to an aircraft airframe, or upset an aircraft when flying at low levels.
- Control of dust: During any construction the emission of airborne particulate may be generated which could impair the visual conditions.

Our Ref: P35381

Phone Enquiries (02) 49349784  
Carolyn Maginnity

25 July 2018

Director, Social & Other Infrastructure Assessments  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Sir/Madam

**Re: SSI 9022 - New Maitland Hospital (Concept Proposal and Stage 1)  
Metford Road, Metford (Lot 7314 DP 1162607 and Part Lot 401 DP 755237)**

I refer to your letter dated 15 June 2018, inviting Council to comment on the State Significant Infrastructure (SSI) application for the development of the New Maitland Hospital (Concept Proposal and Stage 1), located at Metford Road, Metford and advise that Council wishes to make the following comments in relation to the SSI proposal:

1. Metford Road/Chelmsford Drive Intersection

It is understood that Health Infrastructure (HI) have committed to completing the upgrade of the Metford Road/Chelmsford Drive roundabout as part of the NMH. The upgrade will be undertaken separate to the Stage 1 SSI application, under *State Environmental Planning Policy (Infrastructure) 2007* and Part 5 of the EP&A Act and Council will be consulted as part of this process. However, Council requests that a condition be included on any project approval issued by the Minister requiring the completion of the upgraded intersection prior to the hospital becoming operational.

2. Traffic Survey Data

The traffic surveys which informed the Stage 1 Traffic Impact Assessment (TIA) were undertaken in May 2017, prior to completion of the final stages of the Stockland Green Hills Shopping Centre development. Fieldsend Street was also closed for reconstruction at the time. Revised surveys should therefore be carried out now that the final stage of the Stockland development is fully operational, with new survey data applied to all intersections on the Metford Road corridor – Chelmsford Drive, Fieldsend Street and Raymond Terrace road. This data will better reflect the impact of the new Metford Road/Fieldsend Street roundabout on traffic patterns, especially during peak hour. Actual survey results may well

vary from the assumptions made in the Stage 1 TIA and could potentially influence the design of the Metford Road/Chelmsford Drive roundabout and the required intersection upgrade at New England Highway/Chelmsford Drive.

It is Council's understanding that HI have committed to undertake updated traffic surveys once the final stage of the Stockland development is fully operational. This survey work should address not only the New England Highway/Chelmsford Drive intersection but also the 'gaps' in the earlier surveys, to give greater certainty to the concept design solution for the Metford Road/Chelmsford Drive roundabout. It is unlikely that the detailed design of the Metford Road/Chelmsford Road roundabout will be significantly advanced by the time the additional survey work is done for the Stage 2 SSI Application. Whilst the current survey data would not prevent DoPE's consideration of the Stage 1 SSI Application (concept), Council is of the view that there should be scope for further refinement of the design under the Stage 2 application, once additional survey data has been collected.

### 3. Future Widening of Metford Road

Development of the NMH site should allow for the future widening of the Metford Road corridor. Traffic growth and future development of the Crown land adjoining the NMH site will require upgrading of Metford Road to four (4) lanes. Council therefore requests that the development maintain sufficient area for required future road upgrades and incorporate adequate setbacks from a widened road corridor.

### 4. Access to Businesses on Metford Road

Council requests that specific consideration be given to the traffic impacts of the NMH on the business precinct that fronts Metford Road, between Fieldsend Street and Chelmsford Drive, given that over 80% of traffic is expected to travel from the hospital site to the NE highway. Will any turn treatments on Metford Road be required to maintain satisfactory access to these business premises?

### 5. Car Parking Associated with Fieldsend Oval

Council acknowledges that the peak demand for car parking in the area currently occurs on Saturdays, in conjunction with use of the Fieldsend Oval for club soccer competition. There is also demand for parking, to a lesser extent, on weekday afternoons in conjunction with club soccer training.

All existing on-street parking along Metford Road, between Fieldsend Street and Council's depot (approximately 80 spaces), has been removed to accommodate the construction of the new Metford Road/Fieldsend Street roundabout and the Emergency access to the hospital. Similarly, all on-street parking along Fieldsend Street near Metford Road (referred to as Zone D in the TIA report) has been removed.

A proportion of this displaced demand can be accommodated within the existing Council Depot car park, which has capacity for around 72 vehicles. Most of these spaces are

available for the weekend peak parking demand associated with Fieldsend Oval, due to the depot facilities largely being 'off-line' at this time. Council has no objection to this car park being used on weekends for parking associated with the sportsground activities and has no plans to gate the car park.

It should also be noted that Council's recent reconstruction of Fieldsend Street (between Turton Street and Metford Road) has resulted in the provision of approximately 50 on-street parallel parking spaces and 15 angled spaces (i.e. a total of 65 spaces), which would largely be available to meet the weekend peak demand associated with the playing fields. In addition, approximately 35 sealed spaces are available within the Fieldsend Oval Football Club car park, and additional informal parking occurs in this area as vehicles spill over onto the adjacent grassed areas. In summary, there are approximately 172 formal parking spaces in the vicinity of Fieldsend Oval available to meet the needs of the Saturday peak when the playing fields are in full use.

A potential issue, once the hospital commences operation, is the extent to which hospital-related parking might occur on the local road network and hence further reduce parking availability for the adjacent sporting fields. This could become a significant issue should the hospital introduce paid parking. It is understood that the parking cost structure is yet to be determined by HI. Accordingly, Council requests that the impact of introducing paid parking on the demand for on-street parking in the local area be further examined as part of the Stage 2 SSI application.

A further consequence of hospital-related parking around the Fieldsend Oval site would be increased pedestrian movements across Metford Road – which may warrant the provision of a signalised pedestrian crossing on Metford Road.

#### 6. Signalised Pedestrian Crossing

Council requests that consideration be given to the provision of pedestrian signals on Metford Road, in close proximity to the Fieldsend Street roundabout, to provide safe connectivity of the hospital site to the recently constructed pedestrian/bicycle shared path in Fieldsend Street, which links to the Victoria Street railway station. Pedestrian safety is a key factor given the traffic volumes on Metford Road and the potential for use of the crossing by persons walking or cycling to the hospital from Victoria Street Railway Station, from surrounding residential areas and also from visitors who might potentially park off-site around the perimeter of Fieldsend Oval.

#### 7. Shared Path Connection from NMH to Chelmsford Drive

Council requests consideration be given to the provision of a shared pedestrian/bicycle path along the eastern side of Metford Road, from the NMH site to Chelmsford Drive, in accordance with the objectives of the draft Greater Newcastle Metro Plan (GNMP). The GNMP identifies the East Maitland Catalyst Area as incorporating the hospital precinct, Green Hills retail precinct and the residential and industrial areas that lie between these. Improving connectivity within the catalyst area between all key development sites is

consistent with the GNMP. A specific action of the GNMP relating to the NMH Precinct is *"Hunter New England Health will . . . work with Maitland City Council and Transport for NSW to develop a master plan for the new Maitland Hospital and align local plans to promote a diverse health precinct providing pedestrian, cycling, road and public transport connectivity and accessibility for workers and visitors"*. Given that Stockland provided formal shared path connection between the Green Hills Shopping Centre and the New England Highway, to both the Chelmsford Drive and Mitchell Drive intersections (off-site works), the provision of a shared path from the new hospital site to Chelmsford Drive is considered appropriate and reasonable. Such a pathway will complete the pedestrian link between the new hospital and the Green Hills Shopping Centre. The design of the shared path should consider the future widening of Metford Road to four (4) lanes to service the expected future increase in traffic volumes. In addition, appropriate lighting should be an integral part of the design to ensure the safety of its users.

## 8. Visual Impacts

Whilst Council has no objection to the overall NMH concept, given the bulk and scale of the proposed building, Council requests that in the Stage 2 detailed design, particular attention be given to minimising the visual impacts of the building through the use of appropriate external materials, colours, textures and finishes.

## 9. Industrial Heritage

In March 2018, Council was asked to provide comment on the SEARS for the new hospital. Council provided the following comments in relation to the demolition of the former PGH Brickworks facilities previously located on the site:

*"Development Application No. 11-1875 for the demolition of the former PGH brickworks facilities previously located on the site was approved by Council on 22 November 2011. Condition No. 6(c) of this consent states:*

The demolition of the Brick Press Building is to be carried out in accordance with the recommendation of letter dated 16 December 2013 by Sue Singleton, Principal Archaeologist of Eureka Heritage RE: Application under Section 96(1A) of EP&A Act 1979. The items will be salvaged and stored in weather and vermin proof containers on-site for use in the future development of the site.

*By way of background the hospital site was previously the location of the former PGH Brickworks. Demolition of the brickwork infrastructure occurred around 4 years ago under the terms of the above consent. Some components of this infrastructure had significance in terms of its contribution to the regions industrial heritage. The intention in consenting to the demolition of the brickworks was that those significant components of the brick press facility be incorporated in some way into the redevelopment of the site. This could be in some form of heritage interpretation either within the internal public spaces or external landscaped areas.*

*Council requests that the EIS contain evidence of consultation with CSR/PGH on the gaining of access to, and rights to use, the stored items and details of how the re-use of the items is to occur. This should involve input from a qualified heritage consultant."*

It would appear that Council's request was not included in the SEARS issued on 21 March, 2018 and has therefore not been addressed in the EIS for Stage 1. Accordingly, Council requests that further detailed consideration be given to the retrieval and re-use of the salvaged heritage items and their incorporation into the redevelopment of the site, as part of the Stage 2 SSI application.

Should you have any questions or wish to discuss the matter further, please don't hesitate to contact Carolyn Maginnity on (02) 4934 9784.

Yours faithfully



**Bernie Mortomore**  
**Group Manager**  
**Planning, Environment & Lifestyle**

OUT18/9331

Megan Fu  
Social and Other Infrastructure Assessments  
Division of Priority Projects Assessments  
NSW Department of Planning and Environment

[Megan.Fu@planning.nsw.gov.au](mailto:Megan.Fu@planning.nsw.gov.au)

Dear Ms Fu

**New Maitland Hospital (Concept Proposal and Stage 1) – SSI 9022  
EIS Exhibition**

I refer to your email of 19 June 2018 to the Department of Industry (DoI) in respect to the above matter. Advice has been sought from relevant branches of Lands & Water and Department of Primary Industries, and the following comments are provided:

- The Department advises that crown land adjoining the hospital will not be subject to a specific maintenance regime, and will be generally managed as if it were any other land with limited vegetation and remediation issues consistent with the mine closure plan (being implemented by Boral as part of its lease termination and planning requirements).

Further detailed comments regarding this issue are provided at **Attachment A**.

- The Department requests that a clear image of Appendix 2 – Stage 1 Site Plan of the Preliminary Construction Management Plan be provided to DoI Water, at:

- o [water.referrals@dpi.nsw.gov.au](mailto:water.referrals@dpi.nsw.gov.au)

Any further referrals to Department of Industry can be sent by email to [landuse.enquiries@dpi.nsw.gov.au](mailto:landuse.enquiries@dpi.nsw.gov.au).

Yours sincerely



Alison Collaros  
A/Manager, Assessment Advice  
**Lands and Water - Strategy and Policy**  
19 July 2018

## New Maitland Hospital (Concept Proposal and Stage 1) – SSI 9022 EIS Exhibition

### Crown Lands

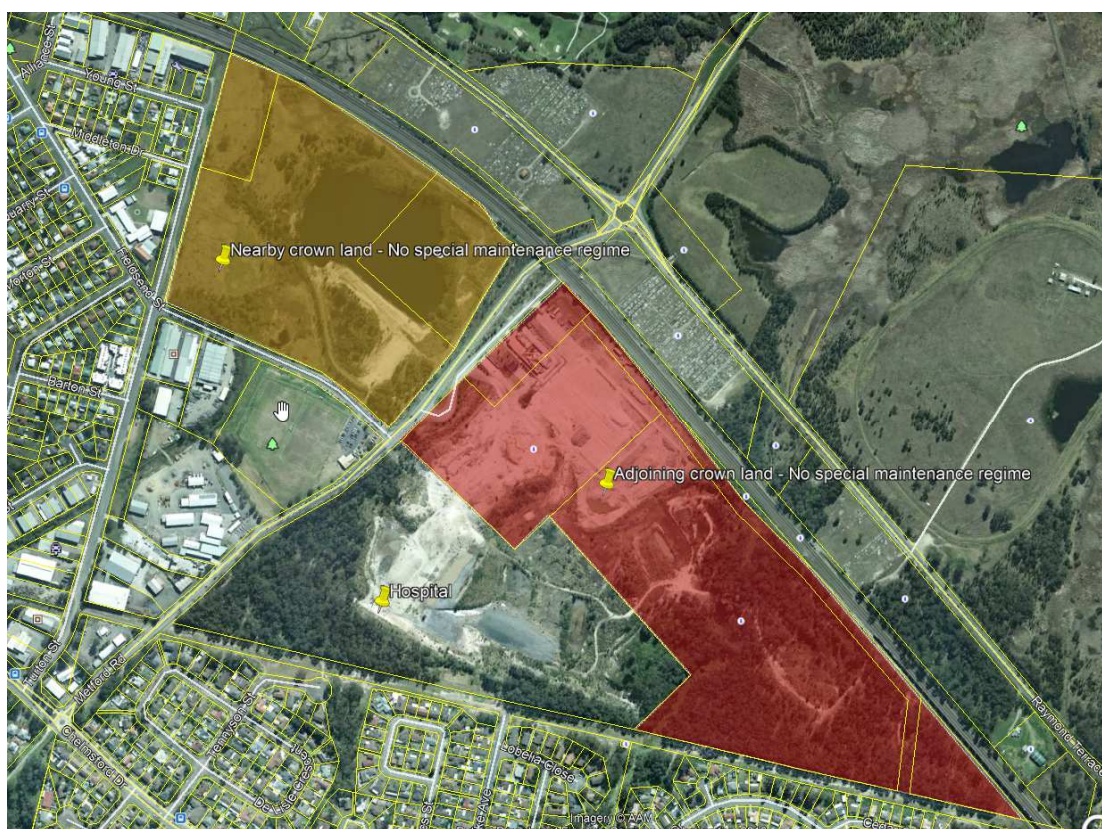
- The hospital is on lot 7314//DP1162607.
- Adjoining Crown land is lot 401//DP755237, lot 266//DP755237, lot 3//DP1091727.
- Nearby Crown land (across the road, referred to as “The Pond”) is lot 3//DP1091727, lot 7313//DP1162607, lot 269//DP755237.

The Department of Health have communicated a desire for DoI Lands to maintain the former Boral site in a high standard of presentation after Boral vacate the site. DoI Lands recommends that the Department of Health should seek approval to acquire the land in the first instance, under the *Land Acquisition (Just Terms Compensation) Act 1991*, or alternatively seek a tenure over the land until an acquisition can be arranged.

Please note that DoI Lands will not apply resources to maintain that property any differently from other vacant regional land (see Map 1).

Also, if the adjoining crown land may be required for temporary storage of material and spoil as part of the proposed Hospital works, the Department of Health will should make an early application to obtain tenure over the land or acquire the land.

Similarly, DoI Lands does not propose a specific maintenance regime for crown land across the road from the Hospital site (see Map 1).



**Map 1 – Location of Crown land in relation to the New Maitland Hospital**

END ATTACHMENT A

DOC18/401057-07

Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Megan Fu  
By email: [megan.fu@planning.nsw.gov.au](mailto:megan.fu@planning.nsw.gov.au)

19 JUL 2018

Dear Ms Fu

**New Maitland Hospital Stage 1 (Concept Plan and Early Works) – SSI 9022  
Environmental Impact Statement  
Recommended Condition**

I refer to your email to the Environment Protection Authority (EPA) dated 18 June 2018, regarding the New Maitland Hospital concept plan and stage 1 works, reference SSI 9022. Provided with the application is the report titled '*New Maitland Hospital Stage 1 (Concept Design and Early Works) – Environmental Impact Statement*' (EIS) dated 7 June 2018.

The EPA has reviewed the EIS and has no objection to the proposal as outlined and assessed. The proponent has identified appropriate mitigation measures to address relevant environmental pollution matters of concern.

The EPA understands that the proposal has been determined to proceed as a staged infrastructure application as follows:

- Stage 1: Concept plan, site clearance and related preparatory works; and
- Stage 2: Detailed design, construction and operation of the hospital.

This application relates to Stage 1 with a separate application and EIS to be prepared to assess the Stage 2 impacts.

The EPA notes that an Environment Protection Licence will be required for Stage 1 construction works as these works exceed the threshold for extractive activities defined by Schedule 1, Clause 19 of the *Protection of the Environment Operations Act 1997* (the POEO Act). Irrespective, the EPA remains the Appropriate Regulatory Authority for any environmental pollution matters for activities undertaken a public authority or a state-owned corporation in New South Wales.

The EPA's recommended condition of approval is as follows:

- That the proponent must apply for and hold an in-force Environment Protection Licence issued under the POEO Act prior to undertaking any site clearing and related preparatory works associated with Stage 1.

If you have any questions about this matter, please contact Michael Howat on (02) 4908 6830.

Yours sincerely

A handwritten signature in black ink, appearing to be 'MB' followed by a horizontal line and a stylized flourish.

**MITCHELL BENNETT**  
**Head Strategic Programs Unit – Hunter**  
**Environment Protection Authority**



23 July 2018

David Gibson  
Team Leader, Social  
Infrastructure Assessments  
Via email –  
David.Gibson@  
planning.nsw.gov.au

CC:  
Megan Fu  
Megan.fu@  
planning.nsw.gov.au

**STATE SIGNIFICANT INFRASTRUCTURE 9022 NEW MAITLAND HOSPITAL  
(CONCEPT DESIGN AND EARLY WORKS)**

Dear David,

On 18 June 2018, the Department of Planning and Environment requested the Government Architect NSW (GANSW) provide an independent design review of application SSI 9022 for the development of the New Maitland Hospital (Stage 1 Concept Plan and Early Works), Metford Road, Metford. In conducting the review, GANSW has considered the EIS submitted by Pitt & Sherry on 7 June 2018 and its appendices.

The proposed New Maitland Hospital (NMH) at Metford will replace the existing Maitland Hospital which is at capacity. NMH will cater for a regional population that is growing, aging and experiencing rising levels of chronic illness.

The development of the NMH is the subject of a staged application. The first stage comprises the concept plan and early works, and the second stage, detailed design and construction and operation.

The concept plan comprises:

- development of the 42 hectare former brickworks site known as the Metford Triangle, retaining remnant forest to the south and providing 61,000sqm of hospital space across:
  - o a 37m tall 7 storey building with a 97 x 118m two storey podium and 5 storey 'H' shaped tower
  - o a one and two storey 50 x 93m hospital wing to the south of the primary building
- two vehicular entries, the northern, primary entry for cars and deliveries, the southern for ambulance entry
- a short stay carpark to the west and a larger, split level carpark to the east of the proposed hospital building
- a helipad to the north or the western carpark.

Notwithstanding this is a concept plan which does not require detailed architectural drawings, we consider the information provided in the Design Report and Plans (Appendix K) insufficient to adequately describe or justify the proposed built form. Further, we note that a building envelope study justifying the proposed built form as required by the Secretary's Environmental Assessment Requirements has not been provided.

**Government Architect  
New South Wales**  
L24, 320 Pitt Street  
Sydney NSW 2000  
GPO Box 39  
Sydney NSW 2001

government.architect  
@planning.nsw.gov.au  
T +61 (02)9373 2800



We recommend the proponent provides further information which details:

- how the building envelope was developed, including options analysis and why the final proposal was chosen
- the master planning strategy and how future development is supported by the proposal
- how the primary objectives of the NMH as set out in the Architectural Design Statement are achieved by the proposal
- how the needs of the local indigenous community have been well met and how local indigenous identity and culture is integrated in the design
- the approach to ESD, particularly measures to reduce water and energy usage
- the adequacy of the offset distances between east and west wings of the hospital building
- the adequacy of the traffic strategy to manage delivery and public vehicular traffic.

Based on the information provided, we are concerned about the overall site strategy and the provision and accessibility of landscaped areas in and around the hospital building. We recommend the proponent prepares a detailed landscape plan which demonstrates how:

- the natural setting will be incorporated
- landscaping will be integrated with car parking areas to break down their impact
- patients, staff and visitors will be able to enjoy easy and direct connections between the hospital building and landscaped areas.

We anticipate review of the Stage 2 Detailed Design application through GANSW's State Design Review Panel, and recommend the proponent schedule this review as early as possible to benefit the ongoing design development of the proposal.

Sincerely,



Olivia Hyde  
Director of Design Excellence



Hunter Water Corporation  
ABN 46 228 513 446

PO Box 5171  
HRMC NSW 2310  
36 Honeysuckle Drive  
NEWCASTLE NSW 2300  
hunterwater.com.au  
1300 657 657 (T)  
enquiries@hunterwater.com.au

18 July 2018

Our Ref: 2014-398

Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

-via email-  
Megan.Fu@planning.nsw.gov.au

Dear Megan

**RE: New Maitland Hospital (Concept Proposal and Stage 1), Metford Road, Metford (SSI 9022)**

I refer to your correspondence dated 18 June 2018 inviting Hunter Water's comments on the proposed new Maitland Hospital development (the development). Hunter Water has no objections to the proposed development.

Hunter Water has provided Preliminary Servicing Advice for the development proposal to Health Infrastructure NSW on 8 August 2017 (attached). This correspondence included general advice on the availability of water and wastewater capacity in Hunter Water's networks to service the proposed development as well as network upgrades that the proponent may need to deliver.

To determine Hunter Water's specific servicing requirements for the development and connection to Hunter Water's networks, the proponent is required to submit a Development Application to Hunter Water. On receipt of a Development Application, Hunter Water will issue a Notice of Requirements letter to the proponent. When the proponent has met these requirement, Hunter Water will issue a Compliance Certificate in accordance with section 50 of the Hunter Water Act 1991.

As such, Hunter Water requests that the Department of Planning include a development consent condition that the proponent is to submit a Development Application to Hunter Water and is required to obtain a Compliance Certificate from Hunter Water prior to commencing construction.

Yours faithfully

A blue ink signature of Barry Calderwood, consisting of a stylized 'B' followed by a long horizontal stroke.

**BARRY CALDERWOOD**  
**Account Manager Major Development**

Tel: 02 4979 9721  
Email: [barry.calderwood@hunterwater.com.au](mailto:barry.calderwood@hunterwater.com.au)



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8 August 2017

Our Ref: 2014-398/4.011

Health Infrastructure NSW  
PO Box 1060  
North Sydney NSW 2059

Attention: Michael Brooks

Dear Michael

## **PRELIMINARY SERVICING ADVICE FOR PROPOSED HOSPITAL - METFORD**

Thank you for your request for Hunter Water's preliminary servicing advice for the provision of water and sewer services to the proposed development of the new Maitland Hospital at Lot 7314 Metford Road, Metford.

General information on water and sewer issues relevant to the proposal is included in this correspondence. This information is based on Hunter Water's knowledge of its system performance and other potential development in the area at the present time.

Preliminary servicing advice is not a commitment by Hunter Water and may be subject to significant change prior to the development proceeding. General information on the provision of Hunter Water funded and delivered infrastructure may also be provided. This advice may also change substantially due to a range of factors. In particular, you should note that water and sewer systems are dynamic by nature and, as such, capacity availability and system performance varies over time. As a consequence, the advice provided herein regarding servicing availability is indicative only. A detailed analysis of available capacity will be undertaken upon lodgement of an application for a Notice of Formal Requirements.

If you proceed with a development application you will need to lodge a further application with Hunter Water to then determine the formal requirements that shall apply. Hunter Water will then issue a **Notice of Formal Requirements**. You will need to comply with each of the requirements in this Notice for the issue of a Section 50 Compliance Certificate for the specific development.

Hunter Water's preliminary servicing advice is as follows:

### **Water**

The property currently does not have frontage to an adequately sized water main to serve the proposed development.

For a primary point of connection, the developer should extend a DN250 water main from the DN300 PVC-M water main in Turton Street along Fieldsend Street to ensure the property has frontage. To provide security of supply, the developer is also required to extend a DN150 water main along Metford Road and cross connect with the proposed DN250 extension from Primary connection point as shown in Figure 1.

There is currently sufficient capacity available in these mains to serve the proposed development, however, you should note that capacity availability and system performance varies over time. A detailed analysis will be undertaken upon lodgement of an application for a **Notice of Formal Requirements**.

### **Wastewater Transportation**

The site of the proposed development is located in the East Maitland 4 WWPS (previously Maitland 7) catchment area. The nearest sewer connection point to service this development is at AC D3768 (Invert 10.38m), located at the western boundary as shown in Figure 2. Pumping may be required to access this connection point. If pumping is required, a servicing report will be required. Please discuss options with Hunter Water before commencing the servicing report.

There is insufficient pumping and emergency storage capacity within Maitland 7 WWPS. A future upgrade is proposed at the station to increase pumping capacity and Hunter Water will continue monitoring the growth within the catchment and will bring the upgrade forward as required.

### **Wastewater Treatment**

The proposed development falls within the Morpeth Wastewater Treatment Works (WWTW) catchment. There is currently sufficient capacity in the Morpeth WWTW for this development.

### **Financial Contribution**

Dependent on the connection points and utilisation of infrastructure, it may be necessary to pay a reimbursement towards capacity uptake in infrastructure assets constructed by other developers. Hunter Water administers reimbursements for a maximum period of 15 years following hand over to Hunter Water.

It is not possible to calculate reimbursement values at this time due to the tentative nature of information, connection points etc, and accordingly such calculations are usually deferred until definitive information is available.

### **Environmental Assessment**

Please note that a Review of Environmental Factors will be required for any works external to a particular development site, or where the service design includes infrastructure or activities that may have environmental impacts that would not have been specifically addressed in the consent authorities assessment and determination of the proposed development. Examples may be the construction of new or augmented water and sewer pump stations, sewer vents, trunk mains, reservoirs, development in a Wastewater Treatment Plant buffer zone, or development in a water reserve. Furthermore, a Controlled Activity Approval will be required from the NSW Office of Water for any excavation within 40m of a water body or should groundwater be present.

Prior to commencement of environmental assessment please contact the Hunter Water Developer Services Group to confirm the scope and need for such an assessment. It is recommended to meet and agree these matters prior to the developer engaging the services of a design or environmental consultant. In addition, please refer to the Hunter Water Review of Environmental Factors Guidance Notes, located in the Building & Development section of the Hunter Water website. The document provides the minimum requirements and an example template for the preparation of a REF.

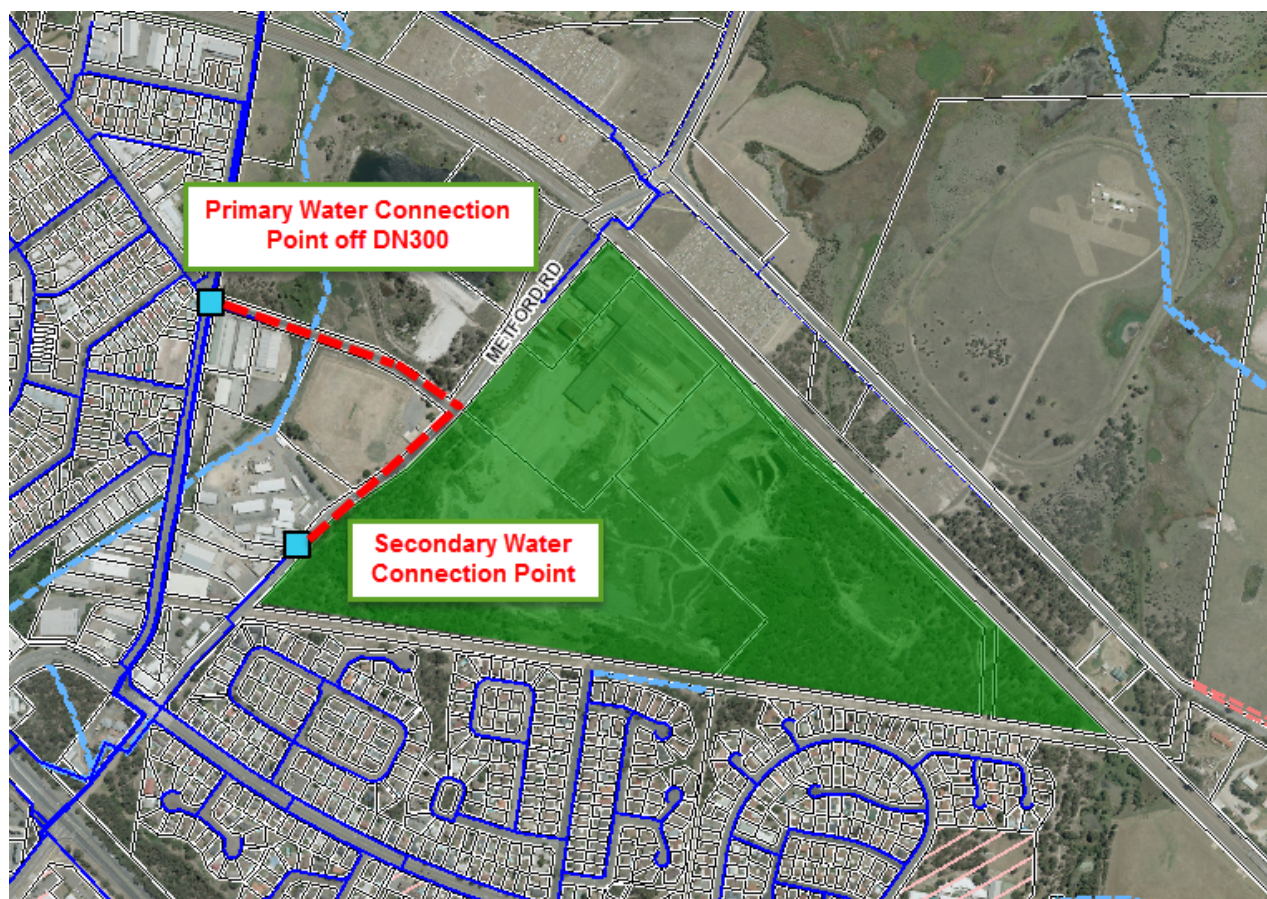
Should you require further clarification or assistance please do not hesitate to contact me on 4979 9545.

Yours Sincerely

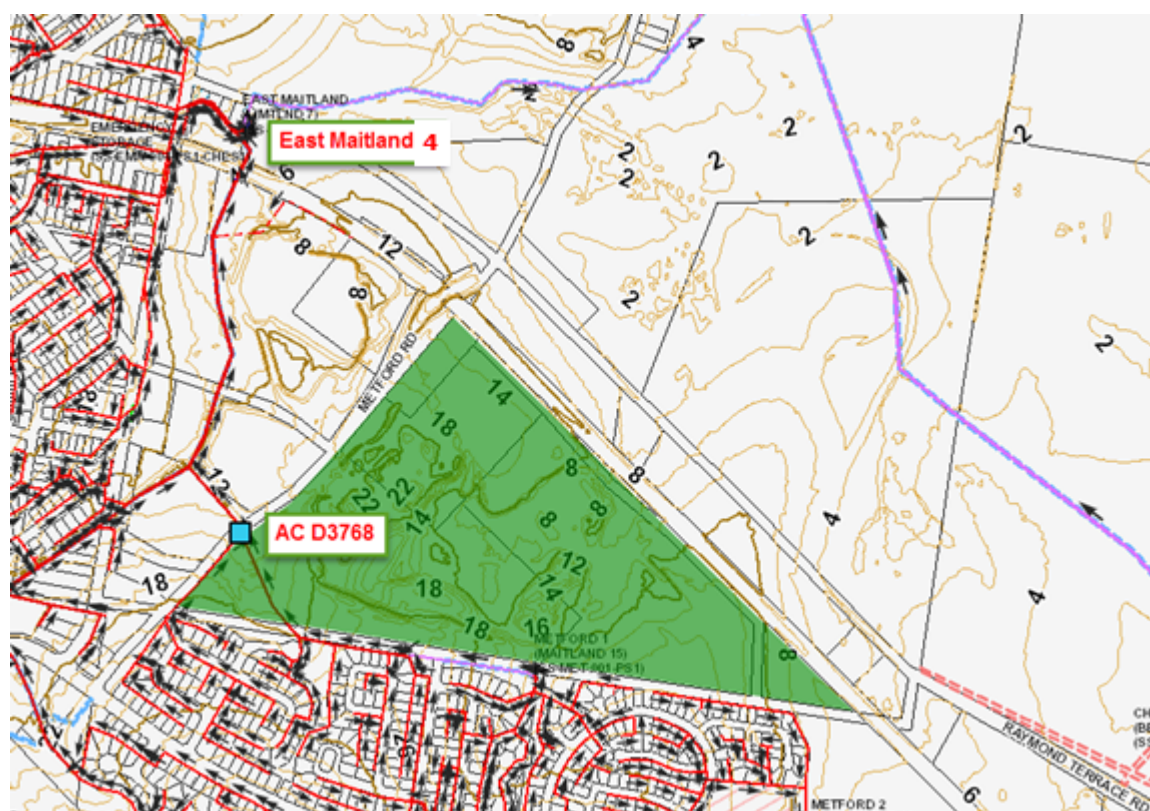
A handwritten signature in blue ink, appearing to read 'M. Withers', is positioned above the printed name.

**Malcolm Withers**  
**Senior Developer Services Engineer**

**Figure 1 – Modelled Water Supply Connection Points**



**Figure 2 – Assessed sewer point of connection**





Office of  
Environment  
& Heritage

DOC 18/403075-1  
SSI 9022

Mr David Gibson  
Team Leader – Social Infrastructure Assessments  
Department of Planning & Environment  
[david.gibson@planning.nsw.gov.au](mailto:david.gibson@planning.nsw.gov.au)

Dear David

**OEH Review of Environmental Impact Statement: New Maitland Hospital (Concept Proposal and Stage 1) – SSI 9022 – Maitland LGA**

I refer to your letter dated 18 June 2018, seeking comments on the Environmental Impact Statement for the New Maitland Hospital (Concept Proposal and Stage 1) proposal, on Lot 7314 in DP 1162607 and Part Lot 401 DP 755237, located on the eastern side of Metford Road near East Maitland (known as the 'Metford Triangle'), in the Maitland local government area.

OEH has reviewed the Environmental Impact Statement, including relevant appendices, annexures, attachments and parts of the document titled '*New Maitland Hospital Stage 1 (Concept Design and Early Works) Environmental Impact Statement*' (Prepared by Pitt and Sherry, and dated 7 June 2018) in relation to impacts on biodiversity.

OEH's recommendations are provided in **Attachment A** and detailed comments are provided in **Attachment B**. If you require any further information regarding this matter, please contact Steven Cox, Senior Team Leader Planning, on 4927 3140.

Yours sincerely

**SHARON MOLLOY**  
Director Hunter Central Coast Branch  
Conservation and Regional Delivery Division

Contact officer: STEVEN COX  
02 4927 3140

Enclosure: Attachments A and B

## OEH's recommendations

### **New Maitland Hospital (Concept Proposal and Stage 1) (SSI 9022)**

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#### **Biodiversity**

1. OEH recommends that the proponent includes a *freshwater wetland on man-made ponds* vegetation zone (and identifies the appropriate plant community type) in the biodiversity assessment report and re-runs the credit calculator.
2. OEH recommends that the proponent include *native plantings* as a separate vegetation zone and re-runs the credit calculator to determine a revised credit yield.
3. OEH recommends that the Biobank plots on Figure 7 are labelled to include the BioBank plot number (identifier).
4. OEH recommends that the level of native overstorey cover and mid-storey cover in the connectivity assessment section of the credit calculator are entered as 'within benchmark' and the credit calculator is re-run.
5. OEH recommends that the reduction of the threatened species offset multipliers of the barking owls and powerful owl are removed from the biodiversity assessment report.
6. OEH recommends the removal of all the species entered as species credit species from the biodiversity assessment report and the credit calculator.
7. Once the credit yield is re-calculated, OEH recommends that a condition of consent is included which requires the proponent to retire all ecosystem credits, in accordance with the proposed biodiversity offset strategy.

#### **Aboriginal cultural heritage**

8. OEH is satisfied with the Aboriginal cultural heritage assessment provided and no further assessment is required.

#### **Flooding**

9. OEH is satisfied with the flooding assessment provided and no further flooding assessment is required.

## OEH's detailed comments

### New Maitland Hospital (Concept Proposal and Stage 1) (SSI 9022)

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#### Biodiversity

1. OEH recommends a *freshwater wetland on man-made ponds* vegetation zone is included

OEH's review of the biodiversity assessment report and site inspection identified a *freshwater wetland on man-made ponds* vegetation zone that should have been identified in the biodiversity assessment report.

*Freshwater wetland on man-made ponds* may not have been identified as a vegetation zone due to the small size of the ponds recorded on the site. This community is dominated by native wetland genera, such as *Baumea*, *Casuarina* (as a tree 'emergent'), *Eleocharis*, *Juncea*, *Phragmites* and *Typha* and is characteristic of many potential wetland Plant Community Types (PCTs).

OEH noted approximately 30% exotic species cover associated with the ponds during the site inspection. Notable weeds included: *Cortaderia selloana* (Pampas Grass), *Lantana camara* (Lantana), *Megathyrsus maximus* (Guinea Grass), *Pavonia hastata* (Spear-leaf Swamp-mallow) and other common annual/biennial weeds.

The BioBanking Assessment Methodology (BBAM) allows vegetation zones that are smaller than 0.25 hectares to be combined with adjacent larger vegetation zones. The BAR indicates that two of these freshwater ponds occur within the development footprint, but does not specify their sizes. If the total of these two ponds is less than 0.25 hectares then they could be included in the adjoining vegetation zone. However, given that freshwater wetlands PCTs are uniquely different from the adjoining dry sclerophyll forest vegetation types, OEH recommends that *freshwater wetland on man-made ponds* is included as a separate vegetation zone.

#### Recommendation 1

OEH recommends that the proponent includes a *freshwater wetland on man-made ponds* vegetation zone (and identifies the appropriate plant community type) in the biodiversity assessment report and re-runs the credit calculator.

2. OEH recommends the inclusion of vegetation zone: Native plantings as a low condition variant of PCT 1592.

OEH's review of the biodiversity assessment report and site inspection indicated that a *native plantings* vegetation zone (a low condition variant of PCT 1592) should have been identified in the biodiversity assessment report.

*Native plantings* was dominated by regeneration, rather than specific replanting. Only some minor eucalypts and scattered *Melaleuca armillaris* were the notable plantings. *Acacia elongata*, *Acacia parvipinnula*, *Daviesia ulicifolia*, *Dillwynia retorta* and *Pultenaea villosa* were the dominant regeneration species and are characteristic shrub species of the adjacent vegetation zone – PCT 1592: *spotted gum – red ironbark – grey gum shrub-grass open forest of the lower Hunter*. OEH recommends that native plantings are mapped as a low condition variant of PCT 1592. Existing BBAM plot data can be used for this vegetation community, as per those shown on Figure 7 in the biodiversity assessment report.

#### Recommendation 2

OEH recommends that the proponent include *native plantings* as a separate vegetation zone and re-runs the credit calculator to determine a revised credit yield.

### 3. Biobank plots should be labelled on Figure 7

Figure 7 within the biodiversity assessment report depicts the vegetation zones and the biobank plots. However, the biobank plots are not labelled or numbered making it difficult to match the plots to the data sheets provided. OEH recommends that Figure 7 be updated to include the plot number (identifier).

#### Recommendation 3

OEH recommends that the Biobank plots on Figure 7 are labelled to include the BioBank plot number (identifier).

### 4. Native overstorey and mid-storey connectivity values should be at benchmark

As part of the connectivity assessment in the credit calculator, the accredited assessor has entered the level of *native overstorey cover* as 'PFC > than the lower benchmark' and *mid-storey cover* as 'no mid-storey / groundcover'. However, there is no reduction to the overall connectivity condition before or after development due to the small scale of the proposed disturbance (i.e. a combination of minor broad-scale clearing and clearing for bushfire asset protection zones). The connectivity value *after development* in the credit calculator should be entered as 'within benchmark' for both overstorey and mid-storey cover.

#### Recommendation 4

OEH recommends that the level of native overstorey cover and mid-storey cover in the connectivity assessment section of the credit calculator are entered as 'within benchmark' and the credit calculator is re-run.

### 5. The threatened species offset multipliers of the masked owl and powerful owl should not be reduced

Section 2.5 of the biodiversity assessment report indicates that the threatened species offset multiplier for the masked owl and powerful owl has been discounted by approximately 30 per cent. This approach is inconsistent with the Biodiversity Assessment Method.

The threatened species offset multiplier is calculated based on the  $T_G$  score of a species. The  $T_G$  score is based on the ability of a species to respond to improvement in site value with management actions at a biobank site; where it is based on an assessment of, the effectiveness of management actions, life history characteristics, naturally very rare species, and very poorly known species. Any proposed change to a threatened species offset multiplier must be justified by demonstrating that there is more appropriate local data that indicates one or more of the  $T_G$  components should be changed.

The proponents proposed 30 per cent reduction in the threatened species offset multiplier due to a lack of hollows and other habitat components does not address any of the criteria used to calculate the  $T_G$  score.

As there is at least one other species with an equal threatened species offset multiplier, the proposed reduction of the threatened species offset multiplier for the masked owl and powerful owl will not impact on the number of credits generated by vegetation zones. OEH is noting this methodological error for the consultant so that it doesn't occur in future assessments.

#### Recommendation 5

OEH recommends that the reduction of the threatened species offset multipliers of the barking owls and powerful owl are removed from the biodiversity assessment report.

### 6. No species credit species should be generated for the proposal

The assessor has incorrectly applied the criteria for generating 'species credits' under the BBAM. The assessor has added the species as 'species credits' on the basis they were recorded during previous field surveys (as per Table 12 in the biodiversity assessment report).

'Species credit' species are identified in OEH's Threatened Species Profile Database on the basis of specific breeding and foraging habitat requirements. They are not based on the presence of a species during a field survey.

#### Recommendation 6

OEH recommends the removal of all the species entered as species credit species from the biodiversity assessment report and the credit calculator.

#### 7. OEH recommends appropriate offsetting be incorporated into the conditions of consent.

The proposal requires the retirement of 83 ecosystem credits, equivalent to PCT 1592 *Spotted Gum – Red Ironbark – Grey Gum – grassy open forest of the Lower Hunter*. The proponent in their EIS have committed to a biodiversity offset strategy, which states that the 83 credits will be retired via:

- a. purchase of 'like-for-like' credits from a registered biobanking / stewardship site
- b. establishment of a stewardship site (and retire the credits), or
- c. payment into the Biodiversity Conservation Trust.

OEH is satisfied with the above approach as it is consistent with Framework for Biodiversity Assessment, but notes that the number of credits will change given that the calculator must be re-run in accordance with the recommendations above. OEH recommends that the Department of Planning and Environment include a condition of consent to retire all ecosystem credits in accordance with the proposed biodiversity offset strategy.

#### Recommendation 7

Once the credit yield is re-calculated, OEH recommends that a condition of consent is included which requires the proponent to retire all ecosystem credits, in accordance with the proposed biodiversity offset strategy.

## **Aboriginal cultural heritage**

#### 8. OEH is satisfied with the Aboriginal cultural heritage assessment provided.

The Aboriginal cultural heritage assessment provided to support the Maitland Hospital (Concept Proposal and Stage 1) (SSI 9022) adequately addresses the Aboriginal cultural heritage potential of the site. OEH has no additional comments with respect to the Aboriginal cultural heritage and the proposed development of Maitland Hospital.

#### Recommendation 8

OEH is satisfied with the Aboriginal cultural heritage assessment provided and no further assessment is required.

## **Flooding**

#### 9. OEH is satisfied with the flood impact assessment provided.

OEH is satisfied the project will have no significant flooding impacts on or near the site. No further assessment of flooding is required.

#### Recommendation 9

OEH is satisfied with the flooding assessment provided and no further flooding assessment is required.



## NSW RURAL FIRE SERVICE



The Secretary  
NSW Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Your reference: SSI 9022  
Our reference: D18/310

2 July 2018

**Attention:** Erin White

Dear Sir/Madam,

### **New Maitland Hospital (Concept Proposal and Stage 1) – Metford Road, Metford NSW 2323**

Reference is made to the correspondence dated 18 June 2018 seeking the New South Wales Rural Fire Service's (NSW RFS) advice for the above mentioned State Significant Infrastructure application in accordance with the *State Environmental Planning Policy (Infrastructure) 2007*.

The NSW Rural Fire Service provides the following advice regarding bush fire protection measures for the proposed development:

#### **Asset Protection Zones**

The intent of measures is to provide sufficient space for firefighters and other emergency services personnel, ensuring radiant heat levels permit operations under critical conditions of radiant heat, smoke and embers, while supporting or evacuating occupants. To achieve this, the following shall apply:

1. At the commencement of building works, and in perpetuity, the property shall be managed as an Inner Protection Area (IPA) for a distance of 70 metres, as identified on the plans provided by Fitzpatrick + Partners, Project No. 21701, Drawing DA09, Issue 10, Dated 6 June 2018. This is to be provided as outlined within section 4.1.3 and Appendix 5 of *Planning for Bush Fire Protection 2006* and the NSW Rural Fire Service's document *Standards for Asset Protection Zones*.

#### **Design and Construction**

The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack. To achieve this, the following conditions shall apply:

2. New construction shall comply with Sections 3 and 5 (BAL 12.5) Australian Standard AS3959-2009 *Construction of buildings in bush fire-prone areas* or NASH Standard (1.7.14 updated) *National Standard Steel Framed Construction in Bushfire Areas – 2014* as appropriate and section A3.7 Addendum Appendix 3 of *Planning for Bush Fire Protection 2006*.

#### **Postal address**

NSW Rural Fire Service  
Planning and Environment Services  
Locked Bag 17  
GRANVILLE NSW 2141

T 1300 NSW RFS  
F (02) 8741 5433  
E [records@rfs.nsw.gov.au](mailto:records@rfs.nsw.gov.au)  
[www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au)

### Water and Utilities

The intent of measures is to provide adequate services of water for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building. To achieve this, the following conditions shall apply:

3. The provision of water, electricity and gas shall comply with section 4.1.3 of *Planning for Bush Fire Protection*.

### Access

The intent of measures for internal roads is to provide safe operational access for emergency services personnel in suppressing a bush fire, while residents are accessing or egressing an area. To achieve this, the following conditions shall apply:

4. Internal roads shall comply with following requirements of section 4.2.7 of *Planning for Bush Fire Protection 2006*:
  - Internal roads are two-wheel drive, sealed, all-weather roads.
  - Internal perimeter roads are provided with at least two traffic lane widths (carriageway 8 metres minimum kerb to kerb) and shoulders on each side, allowing traffic to pass in opposite directions.
  - Roads are through roads. Dead end roads are not more than 100 metres in length from a through road, incorporate a minimum 12 metres outer radius turning circle, and are clearly signposted as a dead end.
  - Traffic management devices are constructed to facilitate access by emergency services vehicles. - A minimum vertical clearance of 4 metres to any overhanging obstructions, including tree branches, is provided.
  - Curves have a minimum inner radius of 6 metres and are minimal in number to allow for rapid access and egress.
  - The minimum distance between inner and outer curves is six metres. Curves have a minimum inner radius of 6 metres and are minimal in number to allow for rapid access and egress.
  - Maximum grades do not exceed 15 degrees and average grades are not more than 10 degrees.
  - Crossfall of the pavement is not more than 10 degrees.
  - Roads do not traverse through a wetland or other land potentially subject to periodic inundation (other than flood or storm surge).
  - Roads are clearly signposted and bridges clearly indicate load ratings.
  - The internal road surfaces and bridges have a capacity to carry fully-loaded fire fighting vehicles (15 tonnes).

### Emergency and Evacuation Planning

The intent of measures is to provide suitable emergency and evacuation (and relocation) arrangements for occupants of special fire protection purpose developments. To achieve this, the following conditions shall apply:

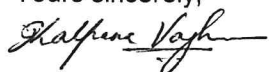
5. A Bush Fire Emergency Management and Evacuation Plan shall be prepared consistent with *Development Planning- A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan December 2014* and Australian Standard AS3745 2010 *Planning for Emergencies in Facilities*.

### Landscaping

6. Landscaping to the site is to comply with the principles of Appendix 5 within *Planning for Bush Fire Protection 2006*.

If you have any queries regarding this advice, please contact Adam Small, Development Assessment and Planning Officer, on 1300 NSW RFS.

Yours sincerely,



Kalpana Varghese

A/Team Leader, Development Assessment and Planning  
Planning and Environment Services (East)



4 July 2018

Department of Planning & Environment  
Social and Other Infrastructure  
GPO Box 39  
Sydney NSW 2001

Attention: Megan Fu

**SSI 9022 – NOTICE OF EXHIBITION - NEW MAITLAND HOSPITAL (CONCEPT PROPOSAL AND STAGE 1), LOT: 7314 DP: 1162607, PART LOT: 401 DP: 755237, METFORD ROAD METFORD**

Reference is made to Department of Planning and Environment's letter dated 18 June 2018, requesting Roads and Maritime Services (Roads and Maritime) comment on the abovementioned proposal. The proposal is State Significant Infrastructure under Section 115U of the Environmental Planning and Assessment Act 1979, and the Minister for Planning is the approval authority.

Transport for NSW and Roads and Maritime's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport. Roads and Maritime understands that the proposal involves:

- A concept proposal for the development of a new hospital with approximately 60,000sqm of floor space on the subject site, including a nine storey building envelope and site access arrangements; and,
- Stage 1 physical works, comprising site clearance and preparatory works, including: bulk earthworks, utility connections, in-ground infrastructure works, vegetation removal, building foundations, drainage infrastructure, construction of temporary roads, temporary car parking area, temporary fencing and site compound.
- Stage 2 works, not forming part of this application, are for the detailed design, construction and operation of the New Maitland Hospital.

Roads and Maritime response

Roads and Maritime have reviewed the submitted information, including the Traffic Impact Assessment (TIA) by GTA consultants dated 9 May 2018. The TIA generally relates to the concept proposal, which will ultimately be the construction of the New Maitland Hospital as stage 2 works. Roads and Maritime were consulted as the TIA was developed, and are satisfied with the trip generation and distribution assumptions made within the report.

Roads and Maritime note the proposed improvements are to the local road network, which are to be to Maitland City Council's satisfaction and provided at no cost to Roads and Maritime.

- For stage 1 works, a Traffic Management Plan (TMP) will be required to be reviewed and approved by Maitland City Council for site access, and Roads and Maritime for any impact on the state road network. It is noted that the TIA included a preliminary TMP.
- Installation of a roundabout at the intersection of Metford Road, Fieldsend Street and the proposed Hospital access. Roads and Maritime recommend that this upgrade be operational prior to the construction certificate for stage 2 works.
- Upgrade of the existing roundabout at the Metford Road and Chelmsford Drive intersection. Roads and Maritime recommend that this upgrade be operation prior to receiving the final occupation certificate for stage 2 works.

Roads and Maritime recommend that consideration be given to the following:

- With the recent completion of the Greenhills Shopping Centre redevelopment, the New England Highway specifically between Mitchell Drive and Chisholm Road has experienced variable traffic conditions due to road works and increased interest in the Centre. Roads and Maritime agree that analysis of the New England Highway between Mitchell Drive and Chisholm Road shall be included within the Stage 2 application for this site. Any upgrades identified as part of this analysis are to be completed at no cost to Roads and Maritime.
- Raymond Terrace Road and Metford Road intersection will require upgrading within the first 10 years of operation of the New Maitland Hospital. It is recommended that Maitland City Council update their Thornton North Section 94 Contributions Plan 2008 to include upgrades to this intersection. It is recommended that appropriate mechanisms be in place by Council or the Department for Health Infrastructure to contribute towards future upgrades of this intersection as part of the stage 2 development, and any future stages.
- The Traffic Impact Assessment is to be updated for the stage 2 application, with a comprehensive pedestrian access plan. This is to be submitted for Roads and Maritime, and Council's review.
- Any land dedication required for the future widening of Metford Road be undertaken in accordance with Maitland City Council's requirements.

Should you require further information please contact Marc Desmond on 0475 825 820 or by email at [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au)

Yours sincerely



Peter Marler  
**Manager Land Use Assessment**  
**Hunter Region**

Mr. David Gibson  
Team Leader  
Social Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Megan Fu

Dear Mr. Gibson

**New Maitland Hospital (Concept Proposal and Stage 1), Metford Road, Metford (SSI 9022)  
Notice of Exhibition**

Thank you for your correspondence dated 18 June 2018 requesting Transport for NSW (TfNSW) comment on the exhibition of the subject State Significant Infrastructure (SSI) application.

The proposal seeks approval for the concept plan, site clearance and related preparatory works for New Maitland Hospital (NMH). Separate approval will be sought for the detailed design, construction and operation of NMH.

The relevant documents have been reviewed and the following comments are provided for your consideration:

- To ensure bus services are able to be provided, details of the internal road environment and all relevant infrastructure needs to be included in the concept plan. Please update the concept plan to include the following:
  - o Swept path analysis conducted by a 14.5 non-rear steer bus; and
  - o Disability Discrimination Act (DDA) compliant bus stop.

These comments, which have been expanded upon, can be found in **TAB A**.

If the proposed development is to be approved, TfNSW request the Department of Planning and Environment to include the following condition:

- As part of the ongoing operation of the hospital, a detailed Green Travel Plan (GTP), which includes target mode shares for staff and visitors to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

If you require further clarification regarding this matter, please don't hesitate to contact Lee Farrell, Transport Planner, 8265 9943.

Yours sincerely



18/07/18

Billy Yung  
**A/Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning**

Objective Reference CD18/05718

## **TAB A**

### **Internal Road Network**

#### Comment

Prior correspondence dated 10 April 2018 detailed basic requirements to ensure the internal road environment provided safe, efficient and operationally viable infrastructure for buses. To satisfy this requirement, provision of roads built with 3.5m travel lanes, a swept path analysis conducted by a 14.5m non rear steer bus and a DDA compliant bus stop located on the hospital side of the internal road is necessary. These requirements are to be considered in the Stage 1 concept plan.

The Traffic Impact Assessment (TIA) notes that Metford road and northern internal roundabouts have been designed to accommodate bus movements, however does not provide a swept path analysis of this.

#### Recommendation

- Provide a swept path analysis conducted by a 14.5m non rear steer bus.
- Confirm the internal road network is to be built with 3.5m travel lanes and the bus stop will be DDA compliant.

### **Bus Bays**

#### Comment

The EIS notes that due to the high level of activity expected from NMH a significant demand for public transport will be generated. As such, it is proposed that sufficient allocation of space is reserved to accommodate three buses in the bus bay at any given time.

#### Recommendation

Reserve a sufficient allocation of space to accommodate three buses in the bus bay at any given time.



# Two More Trains For Singleton

*Campaign for two additional daily passenger rail services from Newcastle to Singleton*

## **Submission – SSI 9022, New Maitland Hospital (Concept & Stage 1 works)**

Two More Trains for Singleton has reviewed the environmental impact statement for the New Maitland Hospital on public exhibition and makes the comments below. Two More Trains for Singleton is a community group based in Singleton representing the public transport interests of Upper Hunter residents and users of the new hospital.

The group has made submissions to the NSW Government seeking additional passenger rail services to connect Singleton with Maitland, Newcastle and Sydney and with major public infrastructure such as the proposed New Maitland Hospital.

This submission proposes re-orientation of the New Maitland Hospital building and design amendments to ensure that effective public transport access can be provided from the railway line, including a future Maitland Hospital railway station. This would complement and support future improvement to passenger rail transport services in the Hunter Region.

### **Overview of comments**

More emphasis should be given to public transport accessibility and alternatives to private car transport. As a rural referral hospital, the fastest and safest way for many users and workers to access the hospital will be by rail from Upper Hunter towns including Singleton.

It is disappointing that little attention has been given in the exhibited EIS to promoting the use of public transport to access the New Maitland Hospital and specifically rail access, given that it is located within 300 metres of the existing railway line. This proximity makes it the most rail accessible major hospital site in NSW.

Applicable regional and state plans promote improved public transport accessibility:

- Hunter Regional Plan 2036 (Direction 4 – Enhance interregional linkages to support economic growth, and Direction 26 – Deliver infrastructure to support growth and communities).
- Draft Greater Newcastle Metropolitan Plan 2036 (Strategy 1 – Integrate land use and transport planning, and ‘develop a master plan for the new Maitland Hospital and align local plans to promote a diverse health precinct providing pedestrian, cycling, road and public transport connectivity and accessibility for workers and visitors’).
- Regional NSW Services and Infrastructure Plan 2018 and Greater Newcastle Future Transport Plan (provide ‘station upgrades and integration between stations and surrounding land uses to support increased public transport travel, to reduce private vehicle travel for long distances’).

This submission proposes that the hospital concept design and road access be changed to minimise distance to the railway line and to a nearby potential future railway station, and that suitable pedestrian and bicycle links be provided to Victoria Street Station in the short term.



# Two More Trains For Singleton

*Campaign for two additional daily passenger rail services from Newcastle to Singleton*

## Detailed comments

It is essential that the initial design include provision for train access, since the rail network underpins local and regional public transport accessibility into the future. The EIS recognises that traffic congestion is a likely and high risk of the proposal (p117). Experience with John Hunter Hospital and other similar facilities shows that public transport must be provided to for a regional hospital facility in an urban location to function efficiently in the long term.

While the importance of public transport has been discussed (p134 & 240), it has largely been dismissed (p125), and is not considered effectively in the design and layout of the hospital. The impact assessment fails to consider ways to provide effective public transport and pedestrian access (p258) and no analysis or data is provided to justify the conclusions.

The Traffic Impact Assessment (Appendix F) focuses almost exclusively on road and traffic works. It completely fails to identify accessibility requirements for future hospital users, including public transport demand, pedestrian needs, and aged and disabled access. The assessment is an inappropriate basis on which to determine the design and layout requirements to provide the optimum accessibility to the facility. It fails to consider the opportunities presented by the close proximity (<300m) to a potential future railway station, and requirements to improve access to Victoria Street Station in the interim period. For a development of major regional significance this is an unforgiveable and short sighted error.

## Proposal

The following proposals should be incorporated in an amended design for the new Maitland Hospital to improve accessibility to passenger rail services and public transport:

1. Re-orient the building by rotating it 90° so that the main entrance is on the northern side (or north eastern corner) as close as possible to the railway line.
2. Provide separated, and covered pedestrian access on the northern and western sides of the buildings linking to walkways and bicycle paths to link to railway stations.
3. Provide a bridge/walkway over Metford Road to separate pedestrians from vehicles.
4. Request Transport for NSW undertake a concept design for a layout for a New Maitland Hospital Railway Station, and linked pedestrian and disabled access to integrate with the final hospital layout and building design.
5. Identify bus route options and preferred routes for linking the hospital to Victoria Street Station, not relying on existing bus routes.
6. Provide for bus stops and routes to the hospital compatible with the proposals above.

## More information

For further information or details concerning this submission, please contact Two More Trains for Singleton by email – [2moretrains@gmail.com](mailto:2moretrains@gmail.com) or Facebook at

[www.facebook.com/pages/Two-More-Trains-for-Singleton](https://www.facebook.com/pages/Two-More-Trains-for-Singleton)

**Two More Trains for Singleton** – 25 July 2018

## Community Comments

|                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p>Resident<br/>1</p> <p>BW,<br/>Metford<br/>NSW</p> | <p><b>Objects</b></p> <p>As a long-term resident of Foveaux Crescent Metford and someone living very close to the New Maitland Hospital site, I would like to express my concerns about the thinning and potential removal of the existing tree barrier along the southern boundary.</p> <p>The area of influence comes right out to the boundary fence will this require vegetation clearing in the early stage of earth works? Is this correct? If so removing the large trees that currently provide the existing buffer.</p> <p>If this area be cleared as part of the early stages of construction, it is only going to open up the residential area to increased noise and dust?</p> <p>Why can't additional trees not be planted now along the boundary fence and in the cleared areas that will not be involved in the construction site, why wait for four of five years to replant?</p> <p>Already since work started on the construction site there has been a change made a to the noise levels in our area; the coal trains that you only sometimes heard of a night are now just a regular occurrence, and the only thing that has changed is the number of the trees between Metford and the rail corridor have been reduced.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Resident<br/>2</p> <p>CH,<br/>Metford<br/>NSW</p> | <p><b>Comments (generally in favour)</b></p> <p>I have reviewed the EIS document for Stage 1 of the New Maitland Hospital. This duty was undertaken in my capacity as an officer of the Owner's Corporation. A private interest component as one of the owner/occupiers is declared.</p> <p>The review period was short and clashed with end of financial year duties. Hence the brevity of the submission and lack of a separate personal submission. Closer and wider review of Stage 2 documents is planned.</p> <p>Generally I'm in favour of the selected site and usage proposed. Medical services such as Burns and Cardiology Catheterisation would be appreciated by the city and region.</p> <p>More specific concerns and suggested mitigations are attached as file attachment 1.</p> <p>Our property is within the affected area of the development. It is a block of four units located to the south east of the proposed site. The building has historically been occupied by its owners. Surrounding buildings house a mix of tenants and owner/occupiers.</p> <p><b>Attachment 1</b></p> <p><b>KEY IMPACTS</b></p> <p>The proposal will likely result in a construction site next door of five years duration. As with all construction sites it will generate noise, dust and traffic. These will result in reduced amenity for us. The typical response will be to shut the doors and windows and increase cleaning. Others will move away to avoid the impacts on everyday life.</p> <p>For those that remain they'll look to mitigate the impacts at their own living units and prevail on Local and NSW governments for those they have little control over. Some of the key problems and suggested mitigations are outlined below.</p> <p><b>TRAFFIC</b></p> |

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|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                   | <p>Traffic jams corresponding with school and shopping centre peaks are already compromising turns onto Chelmsford Drive and then getting through the roundabout. Worker and shopping centre peaks are also creating long delays in accessing the highway and making town trips. Surface level intersections and roundabouts, with or without traffic lights, will not alleviate the congestion anticipated. Roads above and/or below the surface will be needed to handle the traffic. (Concerned that proposed upgrades will not 'alleviate the congestion anticipated', proposes the construction of new roads)</p> <p><b>NOISE &amp; DUST</b></p> <p>Noise and dust levels will rise during construction whilst traffic noise will rise and rise with time.</p> <p>Helicopter noise and trip frequency has been witnessed at the Broadmeadow base of the rescue service whilst attending the adjacent Paceway. The frequency far exceeds that listed in the EIS.</p> <p>To attenuate the noise, it is suggested that retrofitting of windows and glass doors with double glazing be considered for the residents to the south of the site.</p> <p>To enable windows and doors to be closed year-round, it is suggested that air conditioning will make life more comfortable for residents to the south of the site.</p> <p><b>SECURITY</b></p> <p>During operations of the hospital many more trips by employees and family of patients can be expected within Metford. These will be made by car, bike and on foot. A certain amount of unauthorized access to properties can be expected, including criminal activity.</p> <p>To increase the security of occupiers it would be prudent to stiffen barriers to entry at the property, building and living unit levels. In a Strata Plan the legislation requires a 'reasonable' level of security. In our instance the individual unit security can be improved with the addition of balcony balustrades plus balcony security doors &amp; screens. At the building level the foyer would need a stronger entrance door &amp; screen. Communication and lock releases with the individual units can also be considered necessary.</p> <p>Securing the entire property perimeter with additional fencing and gates is hoped to be unnecessary but may have to be considered if crime rates explode.</p> |
| <p>Resident<br/>3<br/>GU,<br/>Metford<br/>NSW</p> | <p><b>Objects</b></p> <p>As a long-term resident of Foveaux Crescent Metford and someone living very close to the New Maitland Hospital site, I would like to take this opportunity to express my concerns about several areas of the proposed development. These areas being: The proposed mature tree buffer on the southern boundary and the traffic management plan for Metford Road.</p> <p><i>Buffer Zone Southern Boundary</i></p> <p>In the New Maitland Hospital concept and design EIS including the Executive Summary, it mentions on numerous occasions the requirement for the site is to provide a buffer to minimise the adverse impacts on the visual, acoustic and solar amenity of the surround properties.</p> <p>When looking into this further the southern area of influence comes right out to the boundary fence which would require vegetation clearing in the early stage of earth works. So removing the large trees (probably 40 or 50 years old) that currently provide the existing buffer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

So there will be no buffer zone on south eastern corner of the area of influence from early in the construction.

Why has the area of influence got to come right out to the boundary?

Why can't a section of say, 10 metres wide area be maintained along the boundary thus saving some of the existing mature growth trees?

Why must this area be cleared as part of the early stages of construction, as it is only going to open up the residential area to increased noise and dust?

Why can't additional trees not be planted now along the boundary fence and in the cleared areas that will not be involved in the construction site, why wait for four or five years to replant?

Already since work started on the construction site there has been a change made to the noise levels in our area; the coal trains that you only sometimes heard of at night are now just a regular occurrence, and the only thing that has changed is the number of the trees between Metford and the rail corridor have been reduced.

In your risk assessment for noise in construction and operation you come up with numbers of 13 and 17 but what are the controls to address risk levels? The only action I can see is it will be made worse by removing more trees and thinning the existing vegetation.

The area of greatest impact with the construction on the New Maitland Hospital will be to the residents of Foveaux Crescent that back onto the existing reserve; this impact will be made a lot worse with the removal of the mature tree buffer along the southern boundary.

*Traffic Management Plan for Metford Road.*

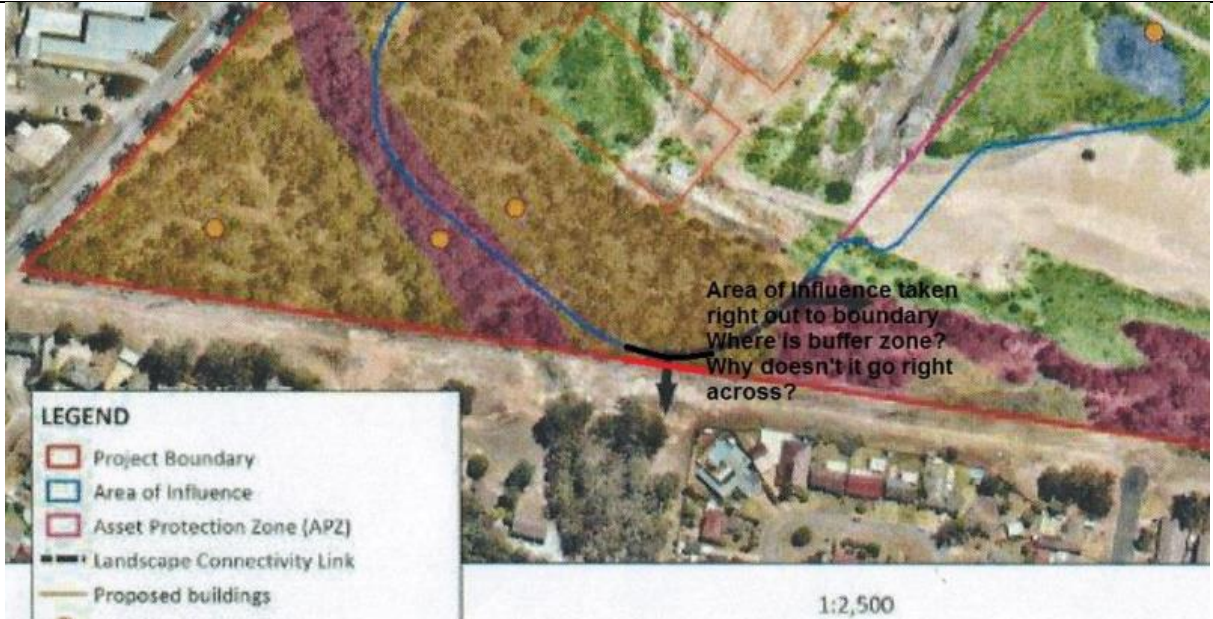
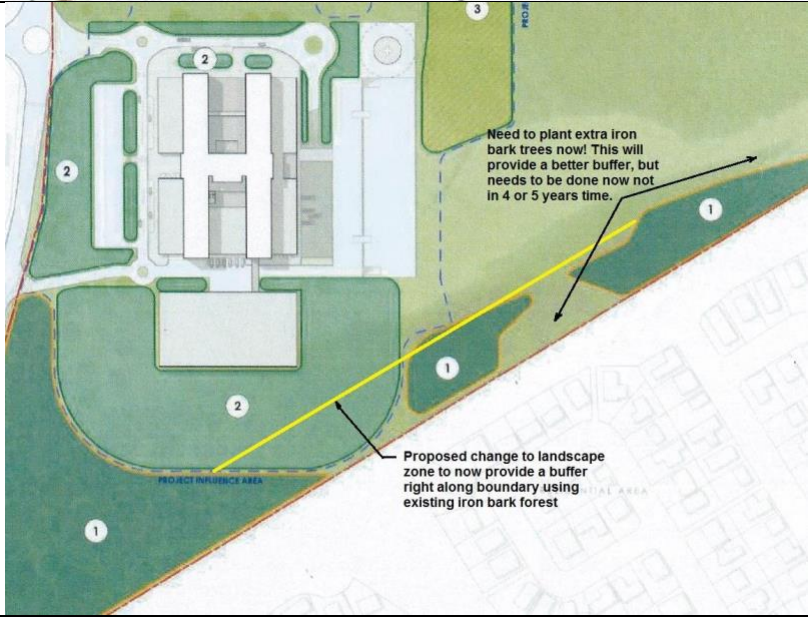
In relation to your traffic data where many areas are predicted to have a fail (F) level of service by 2032, if you conducted you're testing at peak times now and not on an average you would find the system is currently failing. It is nothing to spend 8 to 10 minutes exiting Chelmsford Drive roundabout at 8.30 AM or 3.00 PM and this is without the New Maitland Hospital being open. I suggest the planned new traffic survey in July and August 2018 will show the traffic flow problems are worse than expected.

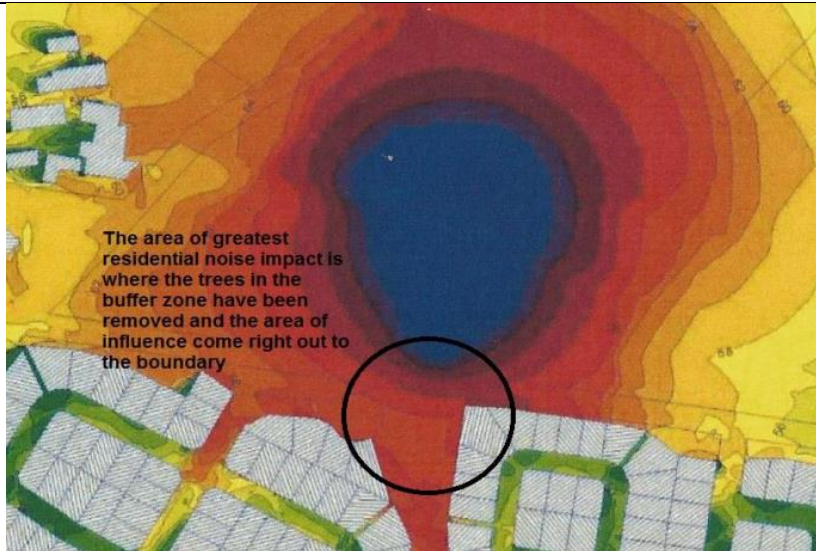
I note that the proposed corrective action is to modify the two existing roundabouts by increasing the east to south side to two lanes on the Chelmsford Drive roundabout and the addition of several extra 50 metre approach and departure lanes on both the Chelmsford and Raymond Terrace road roundabouts.

The concerns with two lane roundabouts that go back to single lane road creates problems with merging and slowing the traffic flow rate, the fact that there will be three roundabouts on Metford Road within 1.1 kilometre this will also act as a check valve and again slow the traffic flow rate down.

I note that it is recommended that parking will be restricted along Metford Road, if this is to be the case why wasn't the road made a little wider to make the road 4 lanes (2 lanes each direction)?

The fact it can at certain times take up to 10 minutes to exit the Chelmsford Drive roundabout and the only corrective action is a further traffic survey and a plan to sometime in the future to make some modifications to the roundabouts. This shows a very reactive approach.

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|    | <p>The traffic flow rates are not going to reduce, the authorities should take a proactive approach and future proof the traffic movement along Metford Road and make Metford Road between Chelmsford Drive and Raymond Terrace Road 4 lanes (2 lanes each direction). Do it once and do it right!</p>                                                                                                                                 |
| GU |  <p>Area of Influence taken right out to boundary. Where is buffer zone? Why doesn't it go right across?</p> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Project Boundary</li> <li>Area of Influence</li> <li>Asset Protection Zone (APZ)</li> <li>Landscape Connectivity Link</li> <li>Proposed buildings</li> </ul> <p>1:2,500</p> |
|    |  <p>Need to plant extra iron bark trees now! This will provide a better buffer, but needs to be done now not in 4 or 5 years time.</p> <p>Proposed change to landscape zone to now provide a buffer right along boundary using existing iron bark forest</p>                                                                                        |

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| Resident<br>4<br>JC,<br>Metford<br>NSW | <p><b>COMMENTS</b></p> <p>I reside 100m from the Metford Hospital construction site. My family have had little impact from the construction in terms of noise pollution so far, however the amount of dust coming into our house has risen exponentially.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| Resident<br>5<br>RU,<br>Raworth<br>NSW | <p><b>OBJECTS</b></p> <p>In relation to your traffic data where many areas are predicted to have a fail (F) level of service by 2032, if you conducted you're testing at peak times now and not on an average you would find the system is currently failing.</p> <p>It is nothing to spend 8 to 10 minutes exiting Chelmsford Drive roundabout at 8.30 AM or 3.00 PM and this is without the New Maitland Hospital being open. I suggest the planned new traffic survey in July and August 2018 will show the traffic flow problems are worse than expected.</p> <p>I note that the proposed corrective action is to modify the two existing roundabouts by increasing the east to south side to two lanes on the Chelmsford Drive roundabout and the addition of several extra 50 metre approach and departure lanes on both the Chelmsford and Raymond Terrace road roundabouts.</p> <p>The concerns with two lane roundabouts that go back to single lane road creates problems with merging and slowing the traffic flow rate, the fact that there will be three roundabouts on Metford Road within 1.1 kilometre this will also act as a check valve and again slow the traffic flow rate down.</p> <p>I note that it is recommended that parking will be restricted along Metford Road, if this is to be the case why wasn't the road made a little wider to make the road 4 lanes (2 lanes each direction)?</p> <p>The fact it can at certain times take up to 10 minutes to exit the Chelmsford Drive roundabout and the only corrective action is a further traffic survey and a plan to sometime in the future to make some modifications to the roundabouts. This shows a very reactive approach.</p> <p>The traffic flow rates are not going to reduce, the authorities should take a proactive approach and future proof the traffic movement along Metford Road and make Metford Road between Chelmsford Drive and Raymond Terrace Road 4 lanes (2 lanes each direction). The traffic along this road is only going to increase and not only with time but with the number of new DA's already at council for new businesses along Metford Road. Metford Road in its current form is just a</p> |  |

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|                                        | <p>suburban road and the proposed changes don't look to address any future traffic problems, this development and inevitable other developments will create.</p> <p>While I <b>support the development</b> of a new hospital, I <b>don't believe this is the right location</b> and as a daily frequenter on this road, I cannot support this development in its current form as it does not address or rectify any of the problems that will be created on the roads.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Resident<br>6<br>RG,<br>Metford<br>NSW | <p>SUPPORTS</p> <p>Rodney</p> <p>Application: New Maitland Hospital Stage 1, No. 551 9022</p> <p>Statement: I support the Proposal.</p> <p>Reason: The rapid growth in POPULATION in this area.</p> <p>Declaration: I have made NO political donations in the last two years.</p> <p>To: The Director –<br/>Social and Other Infrastructure Assessments<br/>Planning Services, Department of Planning and Environment,<br/>GPO Box 39 SYDNEY NSW 2001.</p> <p>Dear Miss Harrigan,</p> <p>As a retiree in my 80th year and a nearby resident for the last ten years, and also that in my training as a surveyor, I studied Town Planning and Development. I would like to offer my suggestions about vehicular access to this proposed facility.</p> <p>There appears to be only ONE point of access to the hospital via a round-a-bout at the junction of Metford Road and Fieldsend Street.</p> <p>PROBLEM:</p> <p>(1). North of this access point is an underpass of the railway line which is subject to flooding up to 2 or 3 metres deep which can last several days in wet and flood conditions – Frequently!</p> <p>(2) At the southern end of Metford Road is a round-a-bout which is a "bottleneck" for two hours every school day, 8 to 9 am and 3 to 4 pm.</p> <p>(3) Fieldsend Street has a low crossing of the waterway which backs up in flood time.</p> <p>(4) The sports field opposite has restricted parking area causing traffic congestion.</p> <p>SOLUTION: A hospital needs more than ONE access point.</p> <p>Construct an Access road from the East of the proposed development, starting from the southern side of Thornton Railway Station and following the southern side of the line to form an eastern entry to the hospital car park and Emergency Ambulance entry points.</p> <p>It would be easily accessible from the Maitland to Raymond Terrace Road, the Paterson– Largs – Morpeth – Hinton area on the north and easily accessible in all weather conditions from the M1 and New England Highways on the south.</p> <p>There is very little residential development on this corridor and it seems to me to be the obvious solution to what could become a major problem if not provided for NOW!</p> |
| Resident<br>7,<br>NW1,<br>Gillieston   | <p>I would urge the planning group to consider that one road in and one road out of the new hospital will lead to chaos. When 150 Allied Health staff finish work at 4.30pm and all need to leave the one carpark it will lead to horrendous traffic and wait times. I would urge the planning group to consider</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| Heights<br>NSW                          | the traffic that is built up at the John Hunter Hospital for this exact reason and consider that there should be more than one entry and exit point.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Resident<br>8<br>NW2,<br>Metford<br>NSW | Zone 1 be increased along the fence line at the edge of zone 2 so that it is a continuous forest zone providing a noise barrier all along the fence, helping to mitigate noise levels. At present Figure 9-2 on page 150 of the Early Works EIS shows a noise level of 70-72 dB(A) closest to the residences of Foveaux Crescent. The continuous tree planting, as soon as practicable, will help reduce noise during construction and beyond. At present, according to the EIS, trees will be removed but not replaced for up to 6 years. As a long time resident of Foveaux Crescent, I can already discern the change in the noise level from passing trains, as a result of trees being removed. Before this work began trains were less audible. If a substantial barrier of trees was planted all the way along the south fence, we would be less impacted by noise. |