

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**