



12 August 2019

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

Attention: Megan Fu

**SSI 9775 – NOTICE OF EXHIBITION – NEW MAITLAND HOSPITAL (STAGE 2 – DETAILED DESIGN AND CONSTRUCTION), LOT: 7314 DP: 1162607, PART LOT: 401 DP: 755237, METFORD ROAD METFORD**

Reference is made to Department of Planning, Industry and Environment's (the Department) letter dated 8 July 2019, requesting Roads and Maritime Services (Roads and Maritime) requirements for 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.

Roads and Maritime understand the proposal to be for stage 2 of the New Maitland Hospital, which is for detailed design, construction and operation of the New Maitland Hospital.

Roads and Maritime response

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 note that on 7 November 2018, Stage 1 of the New Maitland Hospital (concept and early works) was approved. Within the Stage 1 Environmental Impact Statement, the traffic issues relating to the hospital being located on Metford Road were assessed with upgrades identified to be conditioned. Traffic analysis of the New England Highway (NEH) in the vicinity of New Maitland Hospital was delayed to Stage 2 due to the impact on the Highway from the recent completion and opening of the Stockland Green Hills shopping centre.

Roads and Maritime have reviewed the Transport Impact Assessment for Stage 2, by GTA consultants dated 17 May 2019, and the associated Sidra files, and make the following comments:

- The intersections on the New England Highway need to run in Sidra at the same cycle time. There are variations in cycle time shown in the Sidra output files. Applying a user-given cycle time of 120 would be appropriate.
- The phasing is to match the SCATS output from the survey date. The report does not discuss whether this has occurred.

## **NEH/Chelmsford**

- This intersection was reconstructed by Stockland Greenhills to make the through movement the primary movement, which has reduced right turn capacity and phase time for this movement. Adding traffic from the development may lead to re-phasing this intersection to provide more right turn out capacity. The predicted volumes are showing an extra 100 v/hr turning right here.
- The left slip lane from Chelmsford Drive to the NEH is short. The predicted volumes have an extra 100 v/hr for this movement. Whilst it models well, it is unlikely that the left turning vehicles will be able to readily access the left turn slip lane as it is short and the queues on the through movement exceed this length.
- Notes from Level Of Service (LOS) / queueing tables – 2032:
  - The queue lengths and LOS improves post development (AM peak) on Chelmsford Drive north-west leg with more traffic on it. The report does not discuss this.
  - 435m of queueing on Chelmsford Dr north-west in PM peak post development.
  - The right turn queue from Chelmsford Drive onto the NEH exceeds the lane length, which will result in queueing into the through lanes.

## **NEH/Chisholm**

- Notes from 2032 PM peak:

The Degree Of Saturation (DOS) indicates that the nominated lanes are approaching saturation as a result of the development traffic.

- Queuing increases from 230m pre-development to 460m post-development. The DOS on the south-east NEH leg increases from 0.77 to above 0.93.
- The DOS on the right turn north-west NEH leg increases from 0.74 to above 0.92.

## **NEH/Mitchell Dr**

- No comments.

Roads and Maritime recommend that the above points be checked within the modelling to ensure its accuracy, with additional comments provided where required. 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  
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