

17 November 2022

File No: NTH22/00571/02

Your Ref: PP-2021-6648

Chief Executive Officer  
Lake Macquarie City Council  
PO Box 1906  
HRMC NSW 2310

**Attention: Amber Stewart**

**PACIFIC HIGHWAY (HW 10): PP-2021-6648, AMENDMENT TO THE HEIGHT OF BUILDING MAP TO ENABLE EXPANSION OF THE LAKE MACQUARIE PRIVATE HOSPITAL, LOTS: 6-7 DP: 24268, LOT: 2 DP: 1223084 & LOT: 90 DP: 1233497, 3 SYDNEY STREET, GATESHEAD**

I refer to the abovementioned Planning Proposal referred to Transport for NSW (TfNSW) on 25 October 2022 for agency consultation in accordance with Condition 3 of the Gateway determination under Section 3.34(2) of the *Environmental Planning and Assessment Act 1979*.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

The Pacific Highway (HW 10) is a classified State Road and Sydney and Casey Streets are local roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the Traffic Impact Assessment (TIA) prepared by Transport and Traffic Planning Associates (Reference 21297, Revision C) dated October 2021. Insufficient information has been provided by the applicant to enable TfNSW to complete an assessment.

At this time, TfNSW withholds its final response to agency consultation as the full impact on the road network is undetermined. To enable TfNSW to undertake a thorough assessment of the proposal, an updated TIA addressing the following comments is required:

1. Traffic distributions contained in the Hospital Access Movements diagram (Figure 5) should illustrate the splits assumed for intersections along the Pacific Highway with Oxford, Sydney and Hughes Street, including traffic generated to and from the health facility.
2. Current traffic counts undertaken at the Pacific Highway intersection with Sydney and Oxford Streets are required. Base traffic counts are to be provided for easy interpretation.

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3. A swept path analysis is identified in the Table of Contents under 'List of Appendixes', however, these diagrams did not accompany the supporting documentation (i.e. Appendix F was not attached to the Traffic and Parking Assessment Report).
4. The TIA is accompanied by an indicative 'masterplan' prepared by HPI Architects and Health Facility Planners. It is unclear from the proposed masterplan what works have previously been approved and what works relate to the subject proposal. In particular, further clarification is required with respect to the following:
  - Stage 2 includes sub-staging (e.g. 2A, 2B and 2C) which hasn't been mentioned in the overall five (5) stage masterplan. Do these works reflect a future amendment to DA443/2018?
  - The outlined masterplan suggests that Stage 2 was approved by DA443/2018 however this consent only related to the enclosed walkway to the link bridge and sterile stock room at ground floor level. It therefore appears that future additions and reconfiguration of the ground floor are proposed.
  - The existing ambulance drop-off area has been relocated to the Pacific Highway service road, however, is shown as existing not proposed.

## **TRAFFIC MODELLING**

5. Traffic modelling used to inform the TIA should involve network modelling (using Sidra network or similar) and include the Oxford Street, Sydney and Hughes Street intersections with the Pacific Highway.
6. TfNSW have identified anomalies in the submitted SIDRA modelling and request that the following be addressed:
  - The models contain results that do not match the TIA findings.
  - The models use different traffic volumes to those documented in the TIA.
  - The source of the traffic signal phasing and phase timings is not provided.
  - The supporting documentation should justify the 15% extra bunching on the Pacific Highway approaches.
  - The pedestrian movements are not set as opposing any turning movements.
  - The supporting documentation should justify why the 'Late Start' parameters were adjusted for the left turn movements.
  - The models do not consider the marked foot crossing in Sydney St and the potential for queuing back into this intersection.
  - The models and supporting documentation do not identify what year and development stage each modelled scenario represents.

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In addition to the above request, TfNSW provides the following comments for Council's consideration:

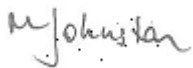
- It appears that the proposed height limitation map does not reflect the proposed ward tower as indicated on the accompanying masterplan since departures occur within Lot 90 DP 1233497.
- As the Planning Proposal is required to align with the Gateshead Medical Precinct concept plan, this structure plan should ideally be adopted prior to gazettal of the LEP amendment.
- It is understood that any future development application will need to demonstrate how expected noise impacts from the Pacific Highway will be appropriately mitigated. The planning proposal should ensure that the anticipated ward tower is appropriately sited so that acoustic impacts of the highway can be avoided or adequately managed.

Council must therefore be satisfied that acoustic treatment can be adequately achieved given the proximity of future noise sensitive development to a classified road.

- The applicant is to identify what major infrastructure improvements are required to support the ultimate development scenario under the proposed LEP amendment, including appropriate funding mechanism(s).

Should you require further information please contact Holly Taylor, Development Services Case Officer, on 1300 207 783 or 0499 313 670 or by emailing [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au).

Yours faithfully



**Marg Johnston**

Team Leader Development Services  
North Region | Community & Place  
Regional & Outer Metropolitan

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