

16 December 2016

Attention: Director, Transport Assessments
Planning Services
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Director

I write to make a submission on the Environmental Impact Statement and concept design for Stage 5 of the Newcastle Inner City Bypass (NICB) which is now on exhibition.

Following extensive consultation with the Wallsend Electorate over the past 12 months, the following concerns and issues have been raised with me and need attention:

1. McCaffrey Drive Interchange

The McCaffrey Drive Interchange needs to have both north and south bound access ramps. Despite the figures used by the RMS, it is evident from the feedback and survey responses that I have received from local residents that considerably more than 90 people would use the Interchange if it was built. Failure to build the access ramps would result in an increase in traffic on Elbrook Drive, Grandview Road and Marshall Street as traffic would be forced onto these roads to gain access to the Bypass. These roads are local roads and not designed or built to take the increase in traffic that would be forced onto them.

2. John Hunter Hospital Interchange

Building for the future is something that Governments should strive for, in the 1930's the State Government built the Sydney Harbour Bridge with 8 lanes for traffic. The Interchange at the John Hunter Hospital needs to have both north and south bound access ramps to cater for future traffic. It is short sighted to only build half an Interchange and leave room for it to be built in the future. We have seen previous Governments make mistakes by not planning for future use, such as the Tourle Street Bridge duplication. We have also seen both the Hunter New England Local Health District and the Ambulance Union supporting a complete Interchange.

3. Impact of traffic lights at the Jesmond Interchange

Newcastle Road at Jesmond is a constant choke point for traffic on a daily basis. Traffic currently queues west from the roundabout back towards Wallsend and east back towards Croudace Street from the roundabout during peak times. The installation of traffic lights that will replace the roundabout will only add to the congestion for east/west traffic. My understanding was that there was to be a flyover for east/west traffic though the Interchange as well at the north/south flyover, but this is not reflected on the plans.

4. Treatments for increased traffic noise

Residents in Brenmar Close, Victory Parade and Myall Street, Wallsend, will see the biggest impact of noise as the Bypass will pass close to their properties. These residents will require sound barriers and appropriate treatments to reduce the impact on their properties. Also the properties on Newcastle Road and Roberts Street, Jesmond, will see traffic lanes encroach on their properties, particularly the property at 230 Newcastle Road.

5. Bike Path at the Jesmond Interchange

Currently cyclists can travel along an uninterrupted section of bike path through Jesmond Park through to the Blue Gum Road traffic lights. The current plan shows that cyclists would be required to cross three sets of traffic lights at the busy Jesmond Interchange. A better solution must be reached for the shared pathway as crossing three sets of lights is completely unacceptable.

Your consideration of these matters would be greatly appreciated

Yours sincerely

A handwritten signature in dark ink, reading "Sonia Hornery". The signature is written in a cursive, flowing style.

SONIA HORNERY MP
MEMBER FOR WALLSEND