

Attention – Director
 Transport Assessment Planning Services
 Department of Planning and Environment
 GPO Box 39
 Sydney NSW 2201



Barry Portus / Carol Farebrother
 7/150 Birchgrove Drive
 Wallsend NSW 2287
 Phone/fax 02 4955 5890
 Mobile 0409 448 599
shibar55@bigpond.com

Newcastle City Bypass – Rankin Park to Jesmond – SSI-6888

We are for the completion of the bypass, but strongly oppose the redesign of the Western off ramp at the Northern Interchange.

Our objection to the proposed western off ramp is based on increased noise/dust pollution, visual impact, pedestrian safety, unnecessary clearing of the natural bushland barrier to the bypass itself, possible property damage and cost effectiveness.

In June 2016 we submitted our concerns to the project manager (attached). It is disappointing that our concerns were not addressed and in fact the redesign maintains major environmental impact and safety flaws.

Therefore we offer the following submissions for your consideration.

Jesmond Park Cycleway

If it is not feasible to provide a pedestrian underpass to negotiate off ramps, as suggested in our June 2016 submission (attached), (as a result of possible flooding), we suggest the following. A ramped pedestrian overpass would remove a dangerous and frustrating problem. Three of the cycleway access crossings are pedestrian control lights and as such and by default will present red to the cyclists/pedestrians. This situation if not amended will result in cyclist/pedestrian/motorist frustration and a constant disruption to the traffic flow on these off /on ramps. A ramped pedestrian over bridge would be an obvious solution to this problem. This amendment to the plan would be more cost effective than the installation and maintenance of multiple pedestrian control lights and have the added advantage a free flowing vehicle traffic – a win/win situation with a desired effect.

Amendment to the June 2014 Design – Alteration to the Off Ramp at Northern Interchange.

This off ramp was originally designed to allow traffic to proceed west onto Newcastle Road. The revised proposed off ramp has resulted in a long S shaped off ramp to include the building of an additional bridge under the actual bypass. This modified off ramp has been relocated closer to the community houses at 150 Birchgrove Drive. This in fact will inflict an unsatisfactory environmental impact on all residents in this area, as highlighted in the attached previous feedback. The Bypass was realigned to accommodate concerns by residents further south of the Northern Interchange. The same consideration has not been afforded to the area adjacent to this new S shaped off ramp. The impact of this new design will have an extremely detrimental effect on the immediate area as the structure will be some 36 metres from the fence alignment. The installation of sound barriers are of limited protection against the noise pollution of Jacob Brakes on prime movers, as the exhausts on these vehicles are elevated above cabin height.

Department of Planning
 Received
 13 DEC 2016
 Scanning Room

The redesign appears to have been made to accommodate traffic wishing to proceed east along Newcastle Road. This action will in fact disrupt six lanes of busy east/west traffic on this major road. To revert to the original 2014 design for this particular off ramp would eliminate the disruption to the six lanes of traffic on Newcastle Road. Off ramp traffic wishing to visit the Jesmond Centre or to travel east along Newcastle Road could use the existing University Drive off ramp and proceed along Bluegum Road, therefore having no impact on West bound Newcastle Road traffic. Again a win/win situation with the environmental impact greatly reduced in this section and a major cost saving on the off ramp construction and no bridge being required.

The value of this off ramp is questionable, when the costs and values are considered – building an additional bridge, the length of the ramp, the environmental impact on human, fauna and flora, major disruption to traffic flow on Newcastle Road. There are more satisfactory alternatives to this revised design, as in its current form, is totally opposed by all residents in the affected area and a total contradiction to the long term strategy, to improve north/south traffic flow and relieve congestion on inner city roads such as Newcastle Road.

Property Damage During Construction

The EIS Overview made no mention of who in fact will be responsible for any damaged caused by vibration during the construction phase. We live in a mine subsidence area and could be subjected to damage to homes, retaining walls, bridges and roads. Contractors have historically become insolvent when these issues arise.

Yours Sincerely,

B. Portus Carol Farebrother

Barry Portus / Carol Farebrother
10/12/2016

P.S. We have not made any political donations in the previous two years.

Mr. Matthew Mate
Project Development Manager
Roads and Maritime Services.

Barry Portus
7/150 Birchgrove Drive
Wallsend NSW 2287

Phone: 02 4955 5890
Mob: 0409 448 599
Shibar55@bigpond.com

Dear Matthew,

In June 2014 I supplied feedback on the Newcastle Inner City (NIC) Bypass – Rankin Park to Jesmond - Community Update. At that time I highlighted our current dust problem, with the Jesmond roundabout being the probable cause and I also wrote of our concerns as to access to the Jesmond Park cycleway and increased noise pollution from the final section of the NIC bypass.

It is pleasing to note from the 2016 Refined Strategic Design that the Jesmond roundabout is planned to be replaced by a traffic light controlled intersection, which could reduce the dust pollution. Equally pleasing is the proposed bypass alignment movement to reduce potential noise and visual impact on some residential areas to the south of us.

In an attempt to be constructive in my feedback on matters of concern still evident in the Refined Strategic Design, I offer the following suggestions/comments for your consideration.

Newcastle Inner City Bypass – Newcastle Road Intersection

At all road crossings on the currently completed sections of the NIC bypass, the bypass progresses under the intersecting roads. This is also the case on the recently completed Wallsend to Branxton Highway (except M1). The Refined Strategic Design indicates that the bypass is to proceed over Newcastle Road. This elevation will undoubtedly increase the noise, dust and visual pollution imposed on the nearby residential area. An under Newcastle Road passage for the bypass should have no planning impact on the proposed roundabout/traffic light change.

Jesmond Park Cycleway

Currently pedestrians and cyclists enter the western end of the cycleway via Illoura St or the eastern end of Victory Pde. After the completion of the NIC bypass this will no longer be possible (how will the access to the cycleway be maintained during the bypass construction period). The Refined Strategic Design indicates that these users of the cycleway, when completed, will in fact be required to negotiate six roadways and four sets of pedestrian traffic lights, to commence their journey through the park.

We access this cycleway every morning and know from experience that pedestrians/cyclists do not arrive in groups, but mostly in ones or twos. This pattern of cycleway usage will result in the constant disruption of traffic flow on four roads as the pedestrian lights are frequently activated.

This frustrating problem for motorists and pedestrians/cyclists could in fact be alleviated. At the time of construction, would it not be more practical to place pedestrian underpasses at the on/off ramps. This innovation performed during the construction phase of the ramps would be more economical than the installation and maintenance of multiple sets of pedestrian traffic lights – pedestrians/cyclists and motorists would be eternally thankful.