

Suzanne Gander
8/150 Brichgrove Dr
Wallsend NSW 2287



014A

Newcastle Inner City Bypass- Ranking Park To Jesmond.

Application no (SSI-6888)

This is an Objection to the proposal.

I would like to address and lodge an objection to new revised bypass plan for Rankin Park to Jesmond.

Referring to your RMS frequently asked questions leaflet dated May 2016

Point no 5. What are the key design changes to the bypass alignment since the 2007 display?

The reference to the alignment has **been moved to reduce potential noise and visual impact on residential areas** as well as avoid reduce impacts on threatened Flora and Fauna in the bushland corridor.

This statement is contradictory - to say the least.

Whilst you have moved it for the benefit for some you are now impacting and made is worse for others. Being the residents at 150 Birchgrove Drive a small estate of 7 homes now to be only 36 metres away from the off ramp and the residents at the end of Victory Parade.

Why we are not entitled to the same consideration. Are we less important?

There is also an array of bird and wildlife living in the bushland area you are about to destroy in this area.

You already have an existing off ramp in less than 1 kilometre to the University Birmingham Gardens and the Fletcher/Maryland precinct which could be utilised instead.

Residents which purchased property based on your past designs 10 years ago are now being penalised with your design changes. We are currently trying to sell for health reasons for the last 4 weeks. Every serious buyer comes back with an issue with the bypass and the high visual impact in our area. Without a detailed design layout in our exact area it is going to be impossible, the general information you are providing is not good enough. We have now dropped the price by \$50K and now been told we with have to drop another \$25k at this stage until this bypass has been resolved.

They also include the fact the cycle way will not be family friendly on your revised plans these changes the benefits of living in this area so another negative factor.

Where is our compensation for your proposed changes and the impact you are going to cause.

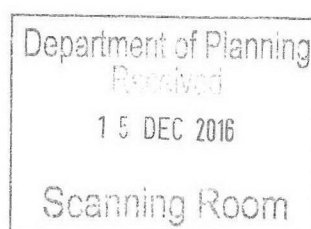
Hoping some common sense will prevail for all of us with concerns.

I declare I have not made any reportable political donation in the previous 2 years.

Regards

Suzanne Gander

11.12.16



functionality of the project and improve amenity for nearby residential areas.

The design changes consider previous community feedback and additional technical investigations including:

- Environmental studies
- Road and bridge design
- Geotechnical investigations
- Traffic surveys and traffic modelling.

Information about the options, investigations and studies carried out is available in the Refined Strategic Design Report which can be viewed at rms.nsw.gov.au/rp2j

4. What is a “refined strategic design”?

The refined strategic design is more detailed than the 2007 strategic design, however is not the final design.

We are encouraging the community to provide feedback on the refined strategic design and its supporting report to help prepare the concept design and environmental assessment for public display later this year.

5. What are the key design changes to the bypass alignment since the 2007 display?

Key changes to the bypass alignment include:

- The alignment has been moved to reduce potential noise and visual impacts on residential areas as well as avoid or reduce impacts on threatened flora and fauna within the bushland corridor
- Three structures provided along the bypass to improve connectivity in the bushland for people and animals.

6. What are the key design changes to the northern interchange (Jesmond)?

Key changes to the northern interchange include:

- Existing roundabout on Newcastle Road has been replaced with traffic lights to manage future traffic flow
- Three lanes would be provided in both directions on Newcastle Road to improve traffic flow
- Pedestrian and cyclist crossings at the intersection would be controlled by

traffic lights to improve safety across Newcastle Road

- Existing mid-block traffic lights for pedestrians crossing Newcastle Road would be replaced with a footbridge linking to the existing off-road pedestrian and cyclist facilities either side of Newcastle Road.

7. What are the key design changes to the hospital interchange (John Hunter Hospital)?

Key changes to the hospital interchange include:

- Half interchange provided at John Hunter Hospital to provide access to/from the north
- A bridge over the bypass would include a shared path for pedestrians and cyclists, providing a connection between the hospital and residential areas to the west.

8. What are the key design changes to the southern interchange (Lookout Road)?

Key changes to the southern interchange include:

- A bridge on Lookout Road for motorists traveling northbound over the bypass, connecting to the existing traffic lights at McCaffrey Drive to improve traffic flow
- Traffic lights would be provided for southbound traffic where the bypass connects to Lookout Road to safely connect traffic and allow safe access to right turns at Grandview Road and Cardiff Road
- Upgrades would be provided on McCaffrey Drive, including two right turn lanes and lengthening the left turn lane to improve traffic flow at the intersection with Lookout Road.

9. Why doesn't the refined strategic design include ramps for McCaffrey Drive at the southern interchange?

In the 2007 strategic design ramps for McCaffrey Drive were not provided. In assessing options for the southern interchange, a detailed review was carried out to investigate the need to provide a northbound on-ramp from McCaffrey Drive