

Duplication of Tourle Street and Cormorant Road, Kooragang



Roads and Maritime Services is planning an upgrade of Tourle Street and Cormorant Road at Kooragang to improve traffic flow and cater for future traffic growth. This community update includes information on the concept design and review of environmental factors.

A review of environmental factors has been carried out to identify potential impacts of the proposal and mitigation measures to be implemented.

Stakeholders and the community are invited to comment on the review of environmental factors by **5 October 2014**. Roads and Maritime will consider feedback before finalising the review of environmental factors and the design.

Background

Kooragang Island is home to a major industrial and employment centre in NSW and is part of the world's largest coal export port.

Tourle Street and Cormorant Road form the main corridor connecting Kooragang Island to Newcastle and the southern section of the Port of Newcastle. The road is also the main transport corridor connecting Newcastle with Newcastle Airport and Port Stephens. About 33,000 vehicles use the corridor each day, including more than 3000 heavy vehicles.

Roads and Maritime is planning an upgrade of the corridor to improve traffic flow and cater for the forecast increase in traffic movements due to future urban development in Port Stephens, the expansion of Newcastle Airport and growth of industrial development on Kooragang Island.

Tourle Street Bridge was replaced in 2009 to improve heavy vehicle loading capacity. The bridge was built as the first stage of providing four continuous travel lanes between Industrial Drive at Mayfield West and Fern Bay. Duplication will ensure the corridor has sufficient capacity to accommodate current and projected traffic volumes.

The NSW and Australian governments have committed funding to plan and construct the upgrade.

Review of environmental factors

Roads and Maritime has carried out a review of environmental factors to assess the potential environmental impacts of the proposal and identify activities to manage and mitigate these impacts.

The review of environmental factors was carried out in consultation with a range of key stakeholders, technical specialists and considered feedback received from the community.

The investigations found the proposal is unlikely to have a significant impact on the environment with the implementation of a range of environmental mitigation and management measures.

Key considerations for assessment

The following key areas of potential impact have been assessed by the environmental investigations. The review of environmental factors describes these potential impacts and mitigation measures to minimise them.

Biodiversity

A detailed biodiversity impact assessment has identified the presence of the threatened species Green and Golden Bell Frog. A management plan has been developed to minimise potential impacts on this species from the proposal's construction and operation. Some removal of native vegetation and fauna habitat is required, however the upgrade has been designed to minimise these impacts. Overall, the proposal has been assessed as unlikely to result in a significant impact on existing habitat values or the Green and Golden Bell Frog.

Contaminated land

There is known contaminated land in the proposed work area as a result of past industrial activities on both the southern bank of the south arm of the Hunter River and Kooragang Island. Additional investigations to identify contaminated land in the project area will be carried out during detailed design. Contamination is considered likely to occur within the river bed sediments based on the known historical surrounding land uses and analysis. Bridge construction methods have been identified to minimise disturbance to contaminated land.

Water quality and hydrology

A surface water assessment has been prepared for potential water quality and hydrology impacts. Potential short term impacts of soil disturbance during construction would be mitigated through the implementation of a soil and water management plan. The potential impacts of the additional bridge and road widening on drainage and flooding have been assessed as minor.

Noise and vibration

Noise and vibration from the proposed work have been assessed as low impact to nearby residents. Safeguards and management measures would be implemented to address potential noise and vibration impacts as a result of the proposal's construction and operation.

Most of the proposed work will be carried out in standard hours between 7am and 6pm Monday to Friday and 8am to 1pm Saturday. Some work may need to be carried outside of standard hours and include night work to minimise traffic disruptions and ensure the safety of workers. Night work would be limited to activities of minimal noise impact wherever possible.

Proposed construction

There would be no closure of Tourle Street, the existing bridge or Cormorant Road for motorists during the proposed construction work. A minimum of one lane of traffic in each direction would be maintained during peak periods. A reduced speed limit would be implemented for traffic through the construction zone. Lane widths may be reduced to accommodate construction and barriers required for worker safety. Short term lane closures would be required but would be restricted to off peak hours.

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The proposal

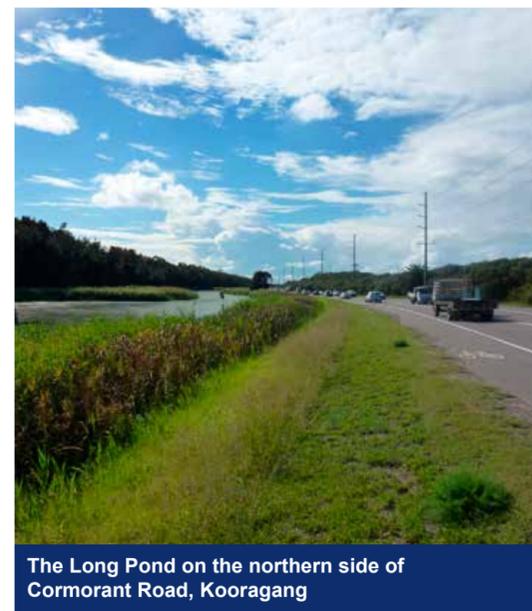
Key features of the proposed upgrade include:

- Duplicating 3.8 kilometres of the road between Industrial Drive, Mayfield West and Egret Street, Kooragang to provide two lanes in each direction
- A new two lane bridge on the western side of the existing bridge
- 2.5 metre shoulders along Cormorant Road to cater for on-road cyclists
- Minimising impact on the Long Pond by mainly widening the road on the southern side of the existing Cormorant Road
- Maintaining access to existing businesses along the corridor
- Catering for future industrial development on Kooragang Island next to the existing road.

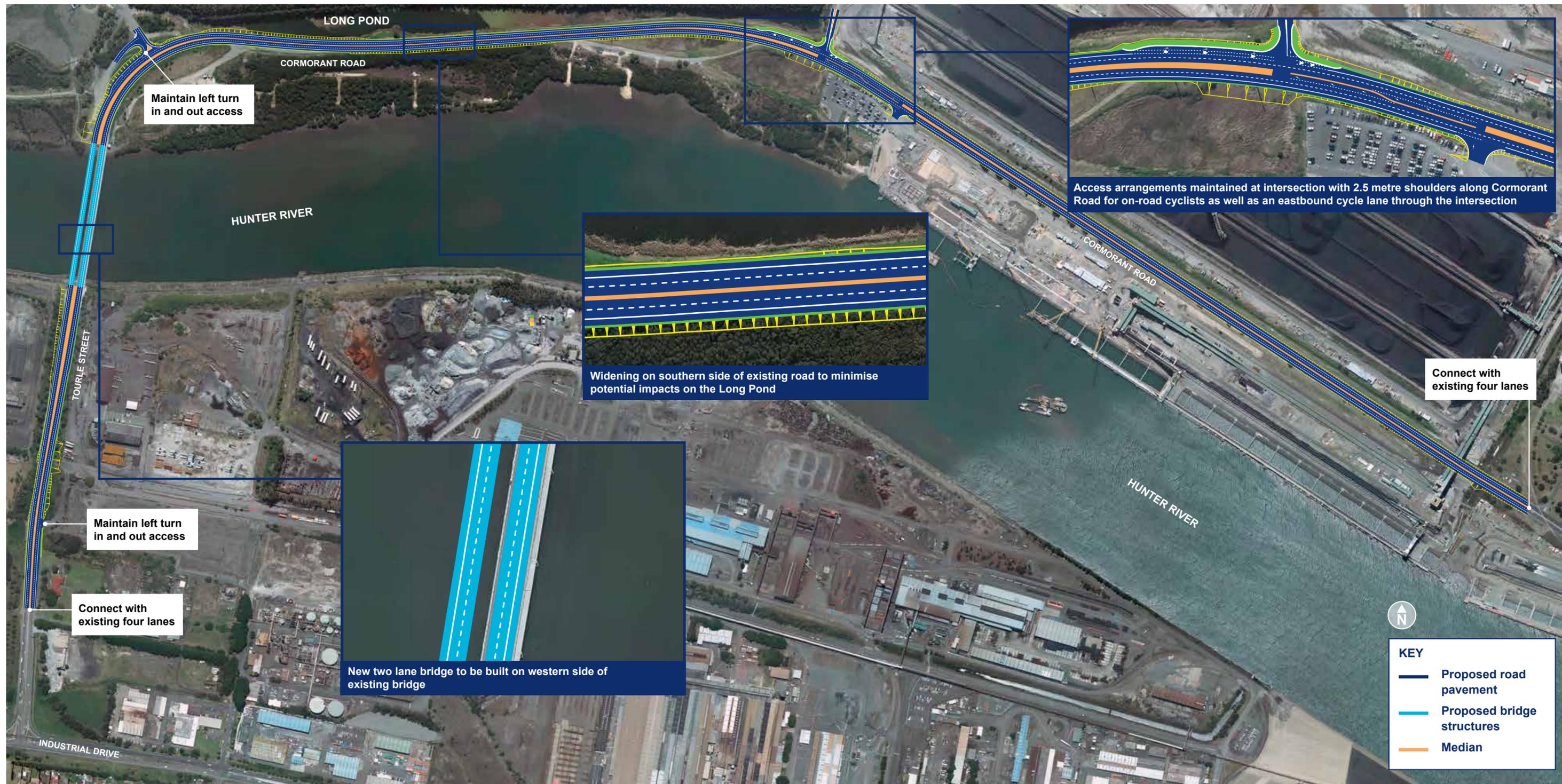
Benefits

Key benefits of the proposed upgrade would include:

- Catering for forecast traffic growth as a result of future development within the Port of Newcastle
- Improving access to/from Newcastle Airport and Port Stephens to cater for forecast increases in commercial, industrial and domestic traffic
- Improving traffic flow and travel times for motorists
- Improving road safety for through and local traffic as well as catering for cyclists.



The Long Pond on the northern side of Cormorant Road, Kooragang



Involving the community and stakeholders

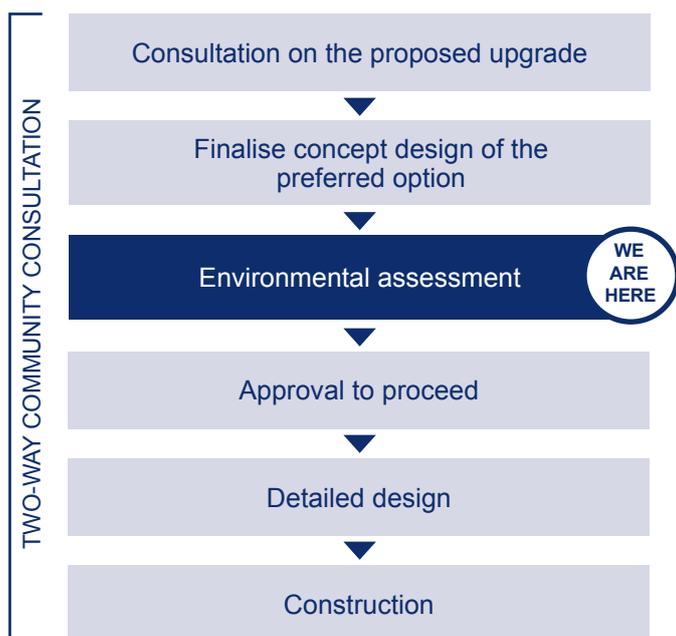
Roads and Maritime is working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

The preferred option for the upgrade was displayed for community comment in November 2013. The feedback received has been considered in preparing the review of environmental factors and the concept design.

Stakeholders and the community are invited to comment on the review of environmental factors by 5 October 2014.

Roads and Maritime will consider the feedback received when finalising the review of environmental factors and design.

Next steps



Please send us your feedback by:

Phoning: Matthew Mate, Project Manager
on (02) 4924 0646 (during business hours)

Emailing: Matthew.Mate@rms.nsw.gov.au

Writing to: Matthew Mate, Project Manager
Roads and Maritime Services
Locked Bag 2030
Newcastle NSW 2300

Visit a display

You may view the review of environmental factors until **5 October 2014** at the following locations, Monday to Friday from 9am to 4pm:

- **Roads and Maritime Services Regional Office**
59 Darby Street, Newcastle
- **Nelson Bay Motor Registry**
30 Yacaaba Street, Nelson Bay
- **Port Stephens Council**
116 Adelaide Street, Raymond Terrace
- **Newcastle City Council**
282 King Street, Newcastle

Copies of the community update are also available at the Stockton Library in King Street, Stockton. The Library is open Tuesday and Thursday from 9.30am to 5pm and Wednesday and Saturday from 9.30am to 12pm.

Comments on the review of environmental factors are invited by **5 October 2014**.

Information is also available on the website at rms.nsw.gov.au

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