



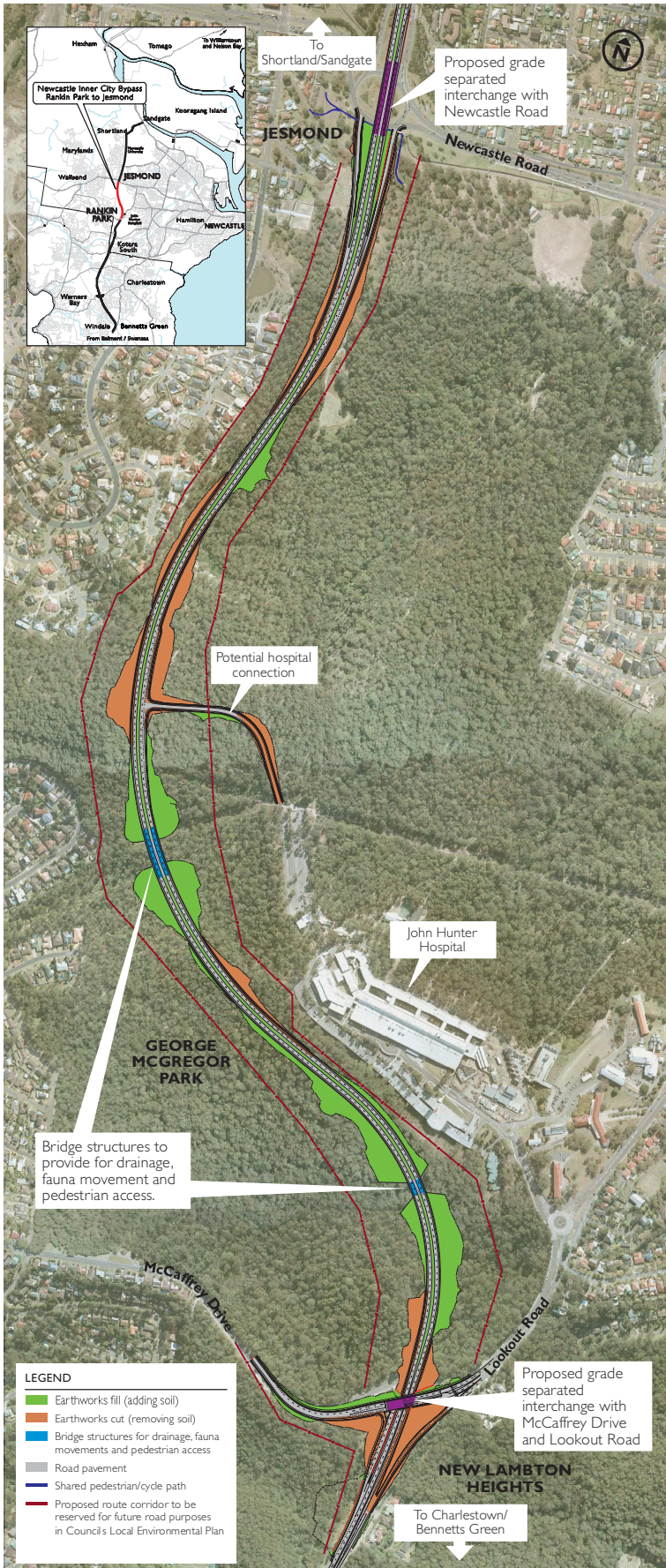
A New South Wales Government Initiative



# Newcastle Inner City Bypass

## Rankin Park to Jesmond

PREFERRED ROUTE FEBRUARY 2007



The Newcastle Inner City Bypass (Highway 23) between the Pacific Highway at Bennetts Green and the Pacific Highway at Sandgate is a long standing scheme to provide an orbital road to link Newcastle's road network. A preferred route has been identified for the Rankin Park to Jesmond section of the bypass and is now on display for community comment. This project is fully funded by the NSW Government.

### Background

In 1986 a preferred route was adopted for the section of the bypass between Rankin Park and Jesmond and the corridor was reserved for future road purposes in Newcastle City Council's Local Environmental Plan. The location and connection of the bypass to Lookout Road as proposed in 1986 is no longer feasible due to the expansion of John Hunter Hospital and the growth of traffic along Lookout Road. A route options study investigated the route and the potential for a western access to John Hunter Hospital.

### Objectives and benefits

An objective of this investigation is to identify a future route for the Rankin Park to Jesmond Section of the Newcastle Inner City Bypass, with consideration of the feasibility of a future connection to a western access to John Hunter Hospital.

The revised road corridor can then be included in Newcastle City Council's Local Environmental Plan and preserved for the future road link, which would provide a final link in the Newcastle Inner City Bypass.

The section of the bypass between Rankin Park and Jesmond would provide traffic relief to the surrounding road network, in particular the existing route of Lookout Road, Croudace Street and Newcastle Road.

### Local constraints

Four route options have been investigated. Only one cost effective and practical option was identified due to significant constraints in the study area, including:

- Mine subsidence areas.
- Undulating terrain.
- Local ecology.
- The John Hunter Hospital.

### The preferred route

The 'blue option' was chosen as the preferred route as it provides the best overall balance between functional, geotechnical, engineering and economic considerations. The preferred route:

- Provides enhanced connectivity with Lookout Road, and best caters for future traffic volumes.
- Provides the greatest benefits to the surrounding road network.
- Has less risk associated with mine subsidence areas.
- Minimises impact on George McGregor Park.
- Primarily follows the existing Local Environmental Plan route corridor.

The preferred route would be a four lane dual carriageway, 3.4km in length and include:

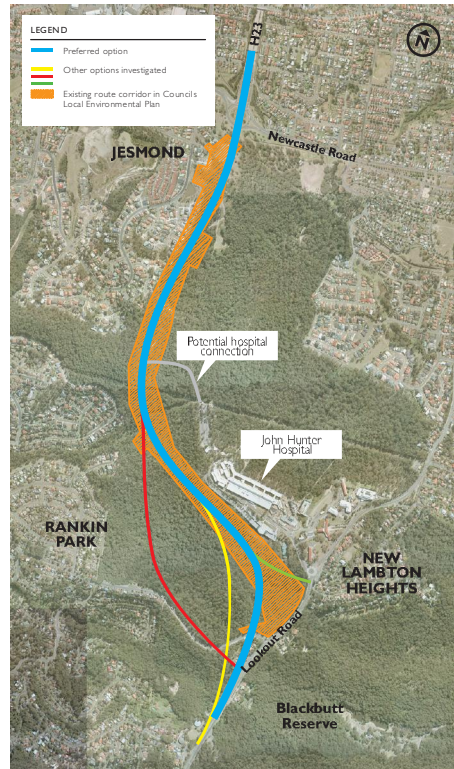
- A grade separated interchange at the northern connection with the existing Newcastle Road to Shortland section of the bypass.
- Potential for a connection to the rear of John Hunter Hospital.
- Bridge structures along the route to provide for drainage, fauna movements, and pedestrian access.
- A grade separated interchange with Lookout Road and McCaffrey Drive at the southern connection.

### What happens next?

Following the public display, the next steps are to finalise the preferred route corridor and to protect the route from future development by assisting Newcastle City Council to include the modified route corridor in their Local Environmental Plan.

### Please provide your comments

Your comments are welcome and written submissions will be received until Friday 16 March 2007. If you would like further information please contact the project manager (details below).



➔ For further information

✉ Matthew Mate, Project Manager, roads and Traffic Authority, Locked Bag 90, Newcastle NSW 2260

✉ Matthew\_Mate@rta.nsw.gov.au

☎ (02) 4924 0646

🌐 rta.nsw.gov.au

All information included in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information may be used by the RTA and/or the RTA's project contractors.

All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless clear indication is given in the correspondence that all or part of that information is not to be published.

## Newcastle Inner City Bypass – Rankin Park to Jesmond

Rankin Park to Jesmond is the fifth and final section of the Newcastle Inner City Bypass to connect the Pacific Highway at Windale and the Pacific Highway at Sandgate.

In June 2014 the NSW Government announced it would complete the \$280 million Rankin Park to Jesmond section including \$150 million from Restart NSW to progress the project.

### Background

Rankin Park to Jesmond is the final stage of the Newcastle Inner City Bypass. The 3.4 kilometre bypass would be built between Rankin Park and Jesmond, to the west of John Hunter Hospital.

In 2006 Roads and Maritime Services completed a route options study for Rankin Park to Jesmond. The study identified a preferred route which included a potential western access to John Hunter Hospital.

The preferred route was chosen as it provides the best overall balance between functional, geotechnical, engineering and economic considerations.

### Project features and benefits

The Rankin Park to Jesmond section of the Newcastle Inner City Bypass would provide traffic relief to the surrounding road network, in particular the existing route of Lookout Road, Croudace Street and Newcastle Road.

The project would be 3.4 kilometres of four-lane divided road and would include:

- A grade-separated interchange at the northern connection with the existing Newcastle Road to Shortland section of the bypass
- Potential for a connection to the rear of John Hunter Hospital
- Bridge structures along the route to provide drainage, fauna movements and bushwalker access
- A grade-separated interchange with Lookout Road and McCaffrey Drive at the southern connection.

### Community involvement

The preferred route for the Rankin Park to Jesmond section of the Newcastle Inner City Bypass was displayed for community comment in early 2007. The preferred option was subsequently finalised and the preferred route corridor included in Newcastle City Council's local environmental plan to protect the route from development.

Roads and Maritime Services will continue to work with the community and stakeholders as planning for the Rankin Park to Jesmond project continues.

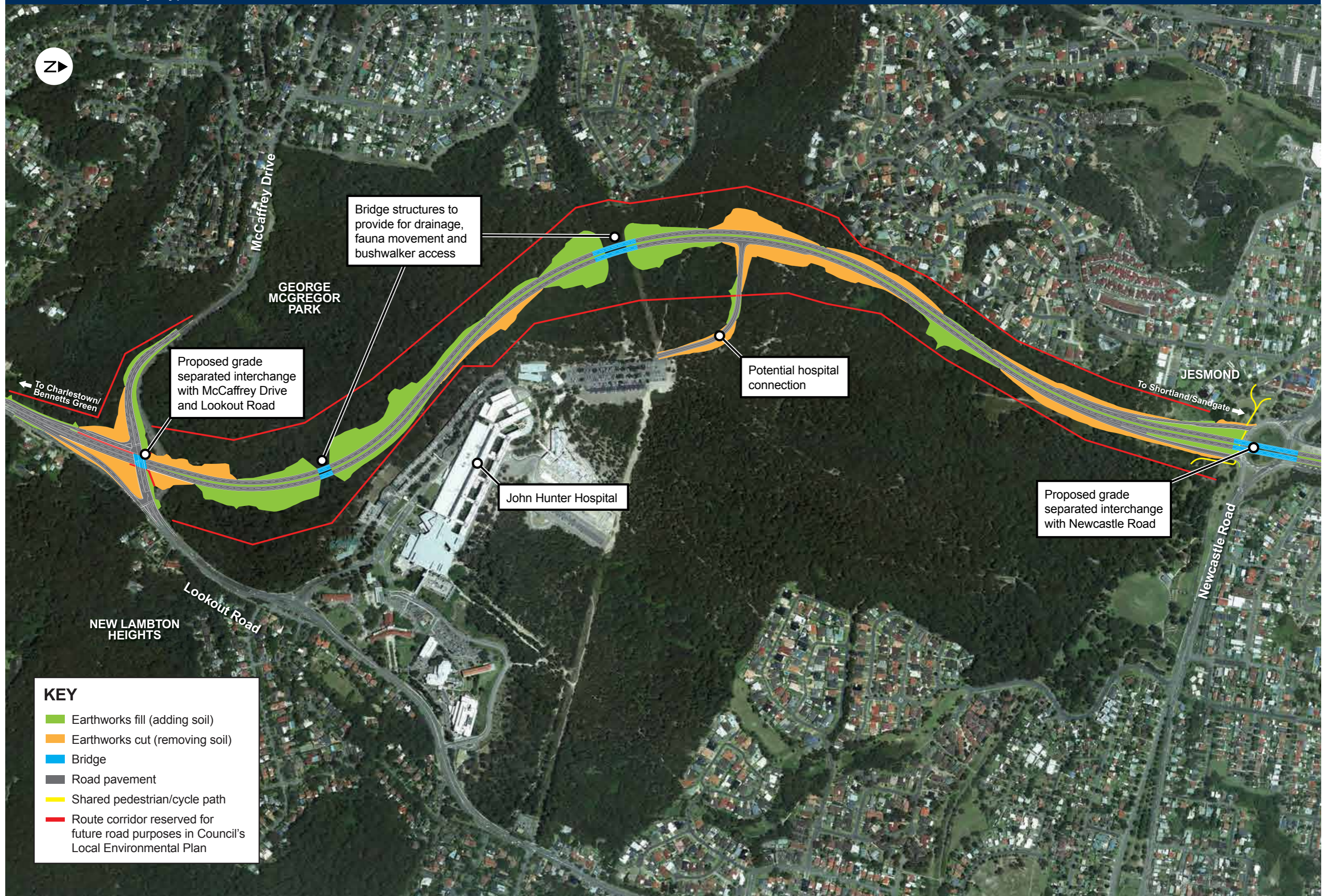
### History of the construction of the Newcastle Inner City Bypass

The Newcastle Inner City Bypass is part of Roads and Maritime's long-term strategy to provide an orbital road to link Newcastle's road network.

Sections of the Newcastle Inner City Bypass have opened progressively since the early 1980s, with Rankin Park to Kotara opening in 1983, Jesmond to Shortland opening in 1993, West Charlestown Bypass opening in 2003 and Shortland to Sandgate opening in early 2014.

When completed, the final section between Rankin Park to Jesmond would improve north/south traffic flow in the inner western suburbs of Newcastle.

# Newcastle Inner City Bypass – Rankin Park to Jesmond

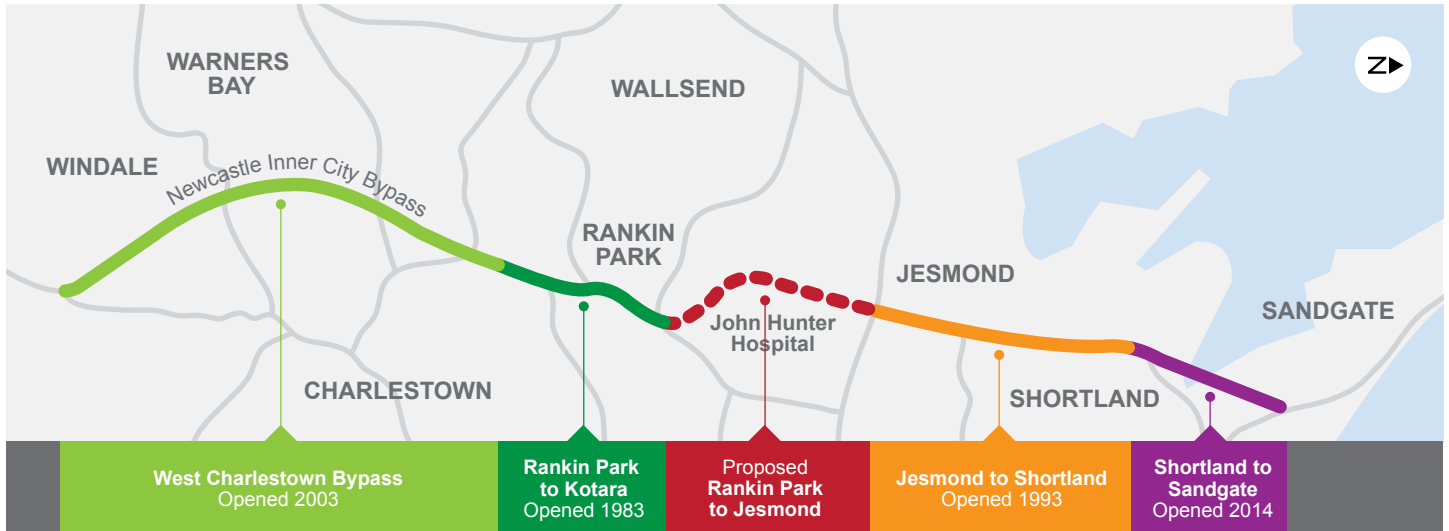
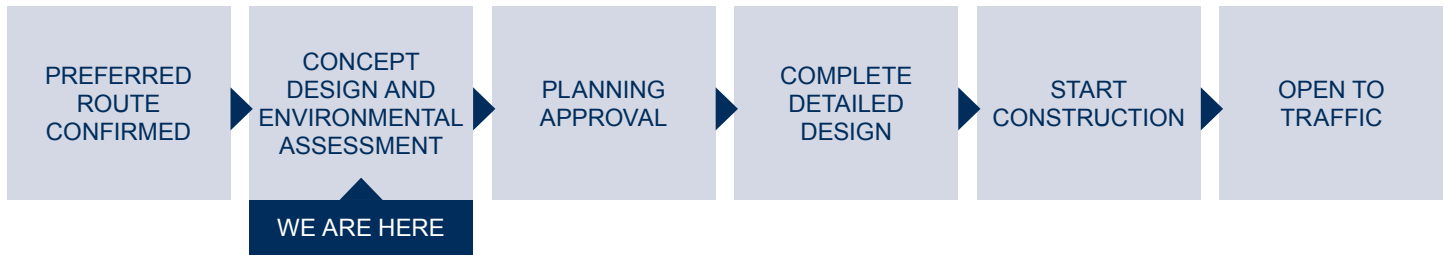


**KEY**

- Earthworks fill (adding soil)
- Earthworks cut (removing soil)
- Bridge
- Road pavement
- Shared pedestrian/cycle path
- Route corridor reserved for future road purposes in Council's Local Environmental Plan

## Next steps

The project will now move to concept design and environmental impact assessment stage. The environmental impact statement is expected to be displayed for community comment in 2015.



## Further information

For more information about the project:

Visit: [rms.nsw.gov.au/roadprojects](http://rms.nsw.gov.au/roadprojects)

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

Email: [matthew.mate@rms.nsw.gov.au](mailto:matthew.mate@rms.nsw.gov.au)

Mail: Roads and Maritime Services  
Hunter Regional Office  
Locked Bag 2030  
Newcastle NSW 2300



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# Newcastle Inner City Bypass Rankin Park to Jesmond



FEBRUARY 2015

## Project update – February 2015

The NSW Government will provide \$280 million for development and construction of the Rankin Park to Jesmond section of the Newcastle Inner City Bypass.

Roads and Maritime is continuing to plan for the Rankin Park to Jesmond section of the Newcastle Inner City Bypass with work underway to prepare the concept design and environmental assessment work.

As part of planning activities, we are reviewing and refining the preferred route which was displayed in 2007 to develop a refined strategic design. The refined strategic design is expected to be displayed for community and stakeholder feedback in mid-2015.

### Have your say

We are inviting early feedback on the project to help us understand potential issues for consideration in developing the refined strategic design.

Issues raised by stakeholders and the community during and since the preferred route display in 2007:

- The impact on residents whose homes will be acquired to enable construction of the project
- The impact on the bushland corridor and flora and fauna species
- Potential changes to access to the bushland corridor for recreational activities
- Access to and from the bypass at the proposed southern interchange with McCaffrey Drive
- Potential access to John Hunter Hospital from the bypass
- Amenity and noise impacts from the bypass.

You are invited to provide written feedback by **Friday 20 March 2015** to:

**Email:** [rp2j.community@aurecongroup.com](mailto:rp2j.community@aurecongroup.com)  
**Mail:** Matthew Mate, Project Development Manager  
Roads and Maritime Services  
Locked Bag 30, Newcastle 2300

You can also discuss the project with us at one of our drop-in information sessions:

**When:** Thursday 12 March 2015 from 4pm to 8.30pm  
Saturday 14 March 2015 from 9am to 12.30pm

**Where:** Stockland Jesmond Shopping Centre  
28 Blue Gum Road, Jesmond

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

For information on scheduled road work, visit [www.livetraffic.com](http://www.livetraffic.com)  
or outside business hours call the Transport Management Centre on **132 701**

## **Planning activities**

Upcoming planning and consultation activities include:

- Community and stakeholder discussions
- Prepare the refined strategic design
- Display the refined strategic design for comment in mid-2015
- Prepare the concept design and environmental assessment
- Display the concept design and environmental assessment for comment in early 2016.

## **Further information**

For more information about the project please call the project information line on 1800 818 433, email [rp2j.community@aurecongroup.com](mailto:rp2j.community@aurecongroup.com) or visit [rms.nsw.gov.au/roadprojects](http://rms.nsw.gov.au/roadprojects).

MAY 2015

## Project update – May 2015

The NSW Government will provide \$280 million for development and construction of the Rankin Park to Jesmond section of the Newcastle Inner City Bypass.

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Roads and Maritime Services is continuing its planning work for the Rankin Park to Jesmond section of the Newcastle Inner City Bypass.

We are currently reviewing and refining the preferred route which was displayed in 2007 to develop a refined strategic design. The review includes consideration of a range of environmental, engineering, traffic and community issues.

The project poses design and construction challenges due to the area's heavily vegetated steep terrain, historic mine workings, endangered flora and fauna, proximity to local residences, and high volumes of traffic where the project connects to the existing road network at the northern and southern ends.

### Community consultation – Questions and Answers

In February and March we invited the community to provide early feedback on the project to help us understand potential issues for consideration in developing the refined strategic design.

Feedback was invited by a project update distributed to around 13,500 properties in the project area, newspaper advertising, the project website and two information sessions held in March 2015 which were attended by around 300 people.

Since late 2014 we have received around 210 inquiries via email, phone and mail. Key issues raised have included:

- The impacts on local residents, including potential noise, traffic and visual impacts
- The impact on the bushland corridor and flora and fauna species
- The impacts of not providing a northbound on-ramp and/or southbound off-ramp at the southern interchange at Lookout Road and McCaffrey Drive
- The need for a full access connection to John Hunter Hospital from the bypass
- Potential impacts for pedestrian access to and across the bushland corridor
- The need for off-road cyclist provisions as part of the project.

All of these issues, including the design of the southern interchange at McCaffrey Drive, are being investigated. Community feedback will help us develop the refined strategic design for the project.

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[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

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or outside business hours call the Transport Management Centre on **132 701**

The project team has developed **Questions and Answers** which provide more detail about the project and answer questions raised in the community feedback provided to date. The **Questions and Answers** are available on the project website.

### **Planning activities**

The refined strategic design is expected to be displayed for community and stakeholder feedback later this year. Upcoming planning and consultation activities include:

- Preparing the refined strategic design
- Displaying the refined strategic design for community comment later this year
- Preparing the concept design and environmental assessment
- Displaying the concept design and environmental assessment for community comment in mid 2016.

### **Further information**

For more information about the project please call the project information line on 1800 818 433, email [rp2j.community@aurecongroup.com](mailto:rp2j.community@aurecongroup.com) or visit [rms.nsw.gov.au/roadprojects](http://rms.nsw.gov.au/roadprojects).



The information in this sheet was developed to provide more detail about the Rankin Park to Jesmond project and to respond to questions raised in community feedback about the project.

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The Rankin Park to Jesmond project is the fifth and final section of the Newcastle Inner City Bypass. The 3.4 kilometre bypass would be built between Lookout Road, New Lambton Heights, and Newcastle Road at Jesmond, to the west of John Hunter Hospital. Funding to complete the project was announced by the NSW Government in June 2014.

In February 2015, Roads and Maritime Services invited stakeholders and the community to provide early feedback on the project to help us understand potential issues for consideration in developing and refining the design. The information below was developed to provide more detail about the project and to respond to questions raised in the community feedback.

## **Project need and benefits**

### **Why is the project needed and what are its benefits?**

The project would finalise construction of the Newcastle Inner City Bypass, which provides improved traffic flows across the western suburbs of Newcastle and connects key regional destinations such as Bennetts Green, Charlestown and Jesmond shopping centres, John Hunter Hospital, Newcastle University and the Pacific Highway.

The Rankin Park to Jesmond section of the Newcastle Inner City Bypass would provide traffic relief to key parts of the surrounding road network, in particular the existing route of Lookout Road, Croudace Street and Newcastle Road.

The road network surrounding the project currently has high levels of existing traffic congestion and delays at key intersections. These issues are likely to worsen in the future as traffic volumes increase, with existing traffic volumes along this route currently around 40,000 to 60,000 vehicles per day. The Rankin Park to Jesmond project is expected to deliver major benefits to motorists by providing improved north-south travel conditions and bypass 11 sets of traffic lights along the existing route.

## **Current status and design review**

### **What do the terms “preferred route corridor”, “strategic design”, “refined strategic design” “concept design” and “detailed design” refer to in relation to the Rankin Park to Jesmond project?**

In 2006 Roads and Maritime completed a route options study. The study identified a ‘preferred route corridor’ with a strategic design developed to fit within the corridor. The strategic design was developed in sufficient detail to establish engineering feasibility and to allow a realistic evaluation of design aspects such as vertical and horizontal alignment of the bypass.

In 2007 Roads and Maritime displayed the preferred route corridor and strategic design for comment. In 2008 Roads and Maritime released a Submissions Report to provide responses to submissions received during the 2007 public display and how they had been considered in finalising the preferred route corridor.

The preferred route corridor was chosen because it provided the best overall balance between traffic, environmental, geotechnical, engineering and economic considerations.

The preferred route corridor was subsequently updated in Newcastle City Council's Local Environmental Plan (LEP) so that the corridor was protected for the future road bypass.

In June 2014, construction funding was announced for Rankin Park to Jesmond. A key task following the funding announcement was to collect updated environmental and engineering data for the new bypass. This includes undertaking detailed environmental surveys throughout the bushland corridor and the collection of various forms of traffic and engineering data. This is an ongoing process with additional data collected to inform the strategic design review as it progresses.

The updated environmental and engineering data is an input to the detailed review of the strategic design (2007) in order to develop a 'refined strategic design' – this is the work currently being undertaken by Roads and Maritime. The refined strategic design is expected to be displayed for community comment later this year.

The refined strategic design will be more detailed than the previous strategic design (2007) produced for the Rankin Park to Jesmond project. However, it is not the final design and the community will be encouraged to view and comment on the refined strategic design and its supporting documentation that will be provided as part of the public display.

Following the display of the refined strategic design, the project team will consider community feedback which will be used as input to the next design phase being concept design and environmental assessment. The concept design goes into more detail to allow a thorough assessment of potential environmental impacts to be undertaken. For example, this phase will utilise the results of geotechnical investigations for the design of bridge structures and will utilise results of noise testing for the design of any noise mitigation works required as part of the project.

As part of the development of the concept design and environmental assessment for the project, potential impacts to the surrounding environment will be assessed and opportunities to avoid and minimise impacts will be further investigated. Roads and Maritime will continue to refine the design further taking into account feedback from the refined strategic design display and any additional engineering and environmental information once obtained from site investigations. The intent is to produce an integrated 'concept design' that responds to environmental, engineering and community considerations.

The concept design and environmental assessment will be exhibited for public comment and this is expected by mid-2016.

Subject to approval of the environmental assessment by the Minister for Planning, the project will then move from 'concept design' into 'detailed design' phase. The detailed design will further progress the design into detailed plans suitable for construction purposes. Community consultation will continue throughout all these design phases.

In summary, the development of the design for the Rankin Park to Jesmond project will step through:

- Preferred route corridor
- Strategic design
- Refined strategic design
- Concept design and
- Detailed design.

Roads and Maritime is currently reviewing the strategic design, which is the early stages of the project design cycle.

### **What is Roads and Maritime currently doing on the Rankin Park to Jesmond project?**

Roads and Maritime is currently reviewing and refining the strategic design which was displayed in 2007 to develop a refined strategic design. The refined strategic design is expected to be displayed for community comment later this year.

A range of environmental and engineering studies are being done as part of this work including:

- Road and bridge design
- Environmental surveys
- Traffic data collection and traffic modelling
- Utility and ground surveys
- Geotechnical investigations, including underground mine workings.

The project poses challenges in both design and construction due to the area's heavily vegetated steep terrain, historic mine workings, endangered flora and fauna, proximity to local residences, and high volumes of traffic where the project connects to the existing road network at the northern and southern ends of the project.

The strategic design review subsequently involves consideration of a range of environmental, engineering and community issues including:

- Local ecology and environmental impacts
- Access and connectivity across the corridor for both animals and people
- Proximity of residents including potential noise, traffic and visual impacts
- Access requirements for John Hunter Hospital
- Undulating terrain and design fit into the landform
- Geotechnical risks including mine subsidence
- Design features such as grades, typical cross sections and design speed
- Constructability and future maintenance requirements
- Provision for pedestrians and cyclists
- Design layout of the southern interchange at Lookout Road and McCaffrey Drive, including a review of the need for a northbound on-ramp and/or southbound off-ramp
- Design layout of the northern interchange at Newcastle Road and Newcastle Inner City Bypass.

### **In the 2007 strategic design why doesn't the southern interchange provide a northbound on-ramp from McCaffrey Drive to the bypass or a southbound off-ramp from the bypass to McCaffrey Drive and Lookout Road?**

The 2007 strategic design included a southern interchange at Lookout Road and McCaffrey Drive with Lookout Road/McCaffrey Drive connected as a bridge over the bypass. This layout would separate the north-south traffic on the bypass and the east-west traffic on Lookout Road/McCaffrey Drive at this location.

The 2007 strategic design did not provide a northbound on-ramp from McCaffrey Drive to the bypass or a southbound off-ramp from the bypass to McCaffrey Drive and Lookout Road. This was due to:

- The traffic modelling that was done as part of the preparation of the 2007 strategic design indicated the forecast traffic volumes using both ramps would be low and therefore their inclusion in the project could not be economically justified.
- The steep grade of the proposed bypass under McCaffrey Drive and the undulating topography on the northern side of McCaffrey Drive make the provision of the northbound on-ramp and southbound off-ramp at this location difficult for design and construction. These factors also make the ramps costly.

However the current review of the 2007 strategic design involves a detailed review of the design and configuration of this southern interchange including the need and justification for providing a northbound on-ramp and/or southbound off-ramp.

This review includes:

- Assessing the forecast usage of the ramps based on updated traffic surveys and traffic modelling
- Assessing traffic impacts on the surrounding road network, with analysis based on providing ramps and analysis based on not providing the ramps. This includes assessing increases or decreases to traffic volumes on surrounding roads such as Grandview Road, Marshall Street, Cardiff Road and McCaffrey Drive
- Developing designs for the ramps to estimate their cost and to assess environmental impacts.

### **What is the project team doing in relation to the potential connection from the bypass to the John Hunter Hospital?**

Development of the refined strategic design of the bypass includes investigation in consultation with NSW Health Infrastructure and Hunter New England Local Health District regarding the need, form and function of the proposed western access to John Hunter Hospital.

The outcome of the investigation and related consultation will be included in the refined strategic design which is expected to be displayed for community comment later this year.

## **Community engagement**

### **How is Roads and Maritime engaging with stakeholders and community during the development of the Rankin Park to Jesmond project?**

Roads and Maritime is committed to consulting with stakeholders and the community to identify any potential issues or concerns relating to the project.

Stakeholders and the community will be kept informed of the development of the project through regular project updates. Project updates will be posted on the project website and delivered to households in and around the study area. Interested stakeholders and community members can be added to a mailing list by registering their details on the project website or by contacting the project team by email or phone.

The project team is also consulting with key local stakeholders including Newcastle City Council, Lake Macquarie City Council, John Hunter Hospital (NSW Health Infrastructure and Hunter New England Local Health District), Fire & Rescue NSW (bushfire management), and utility authorities.

Key previous community consultation and communication activities included:

- Display of the preferred route corridor for comment (February 2007)
- Release of Newcastle Inner City Bypass Rankin Park to Jesmond Submissions Report (March 2008)
- Community update (June 2014)
- Project update (February 2015)
- Community information drop-in sessions at Jesmond (March 2015)
- Project update (May 2015)

Stakeholders and the community will have the opportunity to provide feedback on the refined strategic design, concept design and environmental assessment. Future community consultation activities include:

- Display the refined strategic design for comment later this year
- Display the concept design and environmental assessment for comment by mid-2016. (This display will be undertaken and managed by the NSW Department of Planning & Environment).

The public displays will be promoted and advertised to provide advanced notice of upcoming dates. Roads and Maritime will continue to offer the following contact points for project information as part of ongoing community engagement:

- Project information line: 1800 818 433
- Project email: [rp2j.community@aurecongroup.com](mailto:rp2j.community@aurecongroup.com)
- Roads and Maritime Website: [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

## Assessing and managing potential environmental impacts

### How will the project's environmental impacts be assessed?

The Rankin Park to Jesmond project will be assessed under a specific act and will involve NSW Government agencies outside of Roads and Maritime Services.

In December 2014 Roads and Maritime Services submitted a State Significant Infrastructure (SSI) Application to the Department of Planning and Environment (DP&E) for the project to be assessed under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A) EP&A Act. The SSI Application is available to view on the Roads and Maritime website.

Roads and Maritime is required to produce an Environmental Impact Statement (EIS) and approval from the Minister for Planning would be sought.

The EIS reviews the potential environmental, economic and social benefits of the project's concept design. It also assesses the potential impacts of the project and details how the concept design avoids or minimises effects on the environment and local communities. Where impacts cannot be avoided, management measures are identified to minimise these impacts.

The environmental assessment also considers a detailed description of the construction work required for the project and describes how the project would function once it is built.

### What is a State Significant Infrastructure application?

Part 5.1 of the *Environmental Planning and Assessment Act 1979* deals with the assessment and approval of State Significant Infrastructure (SSI). Major infrastructure proposals, in particular linear infrastructure projects such as roads, railway lines or pipes, may be considered as State Significant Infrastructure. The Minister for Planning's approval is required for SSI projects, with input sought from local government, other NSW Government agencies and the community as part of the assessment process.

Roads and Maritime submitted a SSI application for the project in December 2014 to the NSW Department of Planning & Environment. The application is available at the Roads and Maritime website and NSW Department of Planning & Environment's website at [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6888](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6888).

The SSI application provides detailed information on the project, results from preliminary biodiversity surveys within the bushland corridor, potential impacts from the project, as well as future studies proposed to be undertaken to assess potential impacts and associated mitigation measures.

As a result of the SSI application the Department of Planning & Environment issued the Secretary's Environmental Assessment Requirements (SEARs) in March 2015.

In preparing the SEARs, State government agencies and local authorities were consulted to identify key issues and environmental assessment requirements. The EIS will include an environmental impact assessment consistent with the SEARs. The issued SEARs are placed on the NSW Department of Planning & Environment's website at [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6888](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6888).

### What will Roads and Maritime do about noise and other impacts from the new bypass project?

Roads and Maritime is committed to avoiding or minimising the potential effects of projects on the environment and local communities. As part of the development of the concept design and environmental assessment for the project, potential impacts to the surrounding environment will be

assessed and opportunities to avoid and minimise impacts will be further investigated.

The following studies will be undertaken as part of developing the concept design and environmental impact assessment.

### **Noise and vibration**

A noise and vibration study will be prepared to provide a detailed assessment of potential noise impacts of the project consistent with the NSW Road Noise Policy (DECCW 2011). This work will include noise modelling, which will be used to determine noise levels as a result of the project and if noise mitigation is required. At this stage it is too early to predict in detail the exact type and nature of noise mitigation that will be required for the Rankin Park to Jesmond project. More information regarding noise is available in the Roads and Maritime Noise Fact Sheet (December 2011)

<http://www.rms.nsw.gov.au/documents/projects/factsheet-noise.pdf>

### **Biodiversity**

Biodiversity surveys and assessment of the potential ecological impacts of the project will be prepared, with specific reference to vegetation and habitat clearing and any related impacts to threatened species. This will be undertaken in accordance with the NSW Office of Heritage and Environment's Framework for Biodiversity Assessment (NSW Office of Heritage and Environment (2014). Since the June 2014 funding announcement Roads and Maritime has undertaken various fauna and flora surveys in the bushland area and is consulting with key stakeholders such as Newcastle City Council, NSW Office of Environment and Heritage (OEH) and local Landcare groups.

### **Traffic and transportation**

A traffic and transport study will be prepared to provide a detailed assessment of the project including potential impacts on the surrounding road network.

Since the June 2014 funding announcement Roads and Maritime has been undertaking various traffic surveys to assist with providing a detailed assessment of existing and predicted traffic movements. This traffic assessment is a major input into the review and development of the southern interchange at Lookout Road and McCaffrey Drive and the northern interchange at Newcastle Road, Jesmond.

### **Visual Amenity**

A Landscape Character and Visual impact study will be prepared to assess visual impacts and assist in developing the concept design and mitigation measures to integrate the design with the existing landform and landscape.

### **Connectivity and access to bushland corridor**

The potential impacts on the use of the bushland corridor by recreational activities (walking and cycling) will be assessed, including consideration of existing and proposed pedestrians/bicycle networks.

### **Air quality**

Studies will assess the potential construction and operational impacts on local and regional air quality, including details of the proposed mitigation measures to prevent the generation and emission of dust.

### **Drainage and water quality**

Drainage investigations will be done to assess and manage potential impacts on existing flood regimes and downstream receivers. Water quality assessment of the potential erosion, sediment and water quality impacts will be undertaken and mitigation measures to manage water pollution during construction and operation will be examined.

### **Cyclists**

A traffic and transport study will be developed to provide a detailed assessment of the potential impacts on the surrounding road network, including maintaining existing cycle routes and consideration of opportunities to integrate recreational and commuter cycleway and pedestrian elements with existing and proposed networks, including those identified in the Newcastle Cycling Strategy and Action Plan

(Newcastle City Council, 2012).

### Geotechnical investigations

Geotechnical investigations are required both within the bushland area and at the southern connections to Lookout Road, New Lambton Heights, and at the northern end near Newcastle Road, Jesmond. Geotechnical investigations are an important part of planning activities and the findings will be used to inform the concept design and environmental assessment. Geotechnical investigations started in the bushland area in March 2015 and will continue during the development of the project.

### Underground mine workings

The majority of the project lies over abandoned mine workings dating back to the late 1800s. Thorough analysis of the geotechnical investigations will be carried out to determine the extent and condition of mine workings and the need and type of any remedial work required to eliminate the risk of subsidence. Roads and Maritime has experience in this area from projects such as the Hunter Expressway and will undertake investigations and designs in consultation with the NSW Mine Subsidence Board.

### Property acquisition and access

#### What is the current status of property acquisitions for the project?

Roads and Maritime has identified the properties that need to be acquired for the project and has contacted property owners. General information about Roads and Maritime's policy regarding property acquisition is available here <http://www.rms.nsw.gov.au/documents/projects/factsheet-property-acquisition.pdf>

#### Will Roads and Maritime Service need to enter my property?

Roads and Maritime Services sometimes need to enter private property to carry out field investigations to assist in the development of road projects. You will be contacted by Roads and Maritime if access to your property is required. A fact sheet answering some commonly asked questions about why Roads and Maritime would need to access properties and the rights of landowners in this situation is available here <http://www.rms.nsw.gov.au/documents/projects/factsheet-access-to-private-property.pdf>

### Key dates

Key project milestones and timeframes include:

Action	Expected Timeframe
NSW Government announces funding to complete the Rankin Park to Jesmond project	June 2014
SSI Application submitted to Department of Planning and Environment	December 2014
SSI Application made available on DP&E website.	January 2015
Secretary's Environmental Assessment Requirements (SEARs) received from Department of Planning and Environment	March 2015
Refined strategic design placed on public display for comment	Second half of 2015
Environmental Assessment placed on public display for comment. This display will be undertaken and managed by the	Mid 2016

NSW Department of Planning and Environment.	
Submission report placed on public display for information	Post EA display
Minister for Planning Infrastructure decides on project approval	Late 2016
Construction to commence (subject to project approval)	Late 2017

### Further information

If you require further information please contact the project team by:

Email: [rp2j.community@aurecongroup.com](mailto:rp2j.community@aurecongroup.com)

Project information line: 1800 818 433

Roads and Maritime Website: [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

Mail: Roads and Maritime Services, Hunter Regional Office, Locked Bag 2030 Newcastle NSW 2300