



September 2021

Peatties Road work compound site

The Australian and NSW governments are funding the Rankin Park to Jesmond section 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.

Transport for NSW is continuing to plan for the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond. We are continuing early work on the project and aim to start construction on the main project in 2022.

Feedback on a proposed Peatties Road compound site

In June 2021, we submitted a modification proposal for the project which was displayed by the Department of Planning, Industry and Environment (DPIE) for feedback from the community, stakeholders and government agencies. The proposal sought permission to use four additional compound sites outside of the existing project area, including a site at 6 Peatties Road, Kotara.

We responded to issues raised by the community and other stakeholders in our submissions report to the feedback received. The full submissions report detailing the issues raised and our responses has been published by DPIE on the Major Projects Portal. It is also available on the Newcastle Inner City Bypass project webpage nswroads.work/rp2j.

We have included information below on some of the most frequently asked questions in submissions for your information.

Frequently asked questions

Would road users face long delays to exit Peatties Road on to Charlestown Road with the extra traffic from a compound?

We carried out further traffic investigations following community feedback on our proposal. These investigations included assessment from the Transport for NSW Network Operations division, and manual traffic counts at peak times over a number of days. The Network Operations assessment and manual counts confirmed the intersection would cope with the additional construction traffic. There is more detail on the investigations and operation of the traffic lights in our submissions report.

Can the intersection at Peatties Road and Charlestown Road handle long vehicles?

It is expected heavy vehicle movements would be mainly needed during the set-up (start of project) and demobilisation (end of project) of the proposed compound site. Light vehicles (cars and work utes) would be the main vehicles accessing the site during normal operation, with occasional exceptions.

We carried out investigations to see if heavy vehicles could safely use the intersection. The analysis included long vehicles (12.5 metres), semi-trailers (19 metres) and 'truck and dog' (22 metres). The

investigations showed all vehicle types and lengths would be able to complete turns in and out of Peatties Road without any road widening. However, the longer vehicles would encroach upon opposing lanes of traffic when travelling in all directions in and out of Peatties Road. To ensure road user safety, traffic control would be required to manage these occasional large vehicle movements.

Is Peatties Road wide enough to handle heavy vehicles?

The current width of Peatties Road is 7.1 metres. As general traffic lanes are three to 3.5 metres wide, the existing road is wide enough for a lane of traffic in each direction. The entrance point to the compound site would be designed to ensure vehicles could safely enter the site.

Could we walk safely along Peatties Road to the intersection with Charlestown Road?

We carried out a pedestrian count survey to measure how many people were using Peatties Road on foot and accessed data from the traffic lights to see how many people were using the crossings at the intersection. The number of pedestrians was low - two or less per hour during peak times. Our existing Condition of Approval for pedestrians and cyclist access, which requires our contract partner to develop a Traffic Management plan to maintain safe pedestrian and cyclist safety would sufficiently manage safety on Peatties Road. This may include a temporary walk way along Peatties Road to the intersection.

Would the compound site be noisy at night?

The compound site would largely be used during standard work hours (from 7am to 6pm Monday to Friday, and from 8am to 5pm Saturdays). Work outside of standard hours at the site would be limited, and only to support out-of-hours construction of the project. No actual construction work would be carried out at the site. The community would be consulted prior to any out of hours work. This consultation would include providing the community with a schedule of likely out of hours work for a period of at least three months and would identify respite periods. The site would be connected to utilities and would not rely on generators as a main source of power.

Would trees be cleared and would we be able to see the compound site?

Native vegetation around the boundary of the site would not be removed. This would help to provide a visual buffer to nearby residents.

Clearing would only be carried out within the compound area to provide a safe work space. We would lease the land from the landowners, being City of Newcastle and Sydney Trains and at a minimum, the site would be restored to a condition similar to the existing, upon completion of the work.

What materials would be stored at the compound site?

The site would primarily be used to house office facilities and for light vehicle parking, such as cars and utes. The site may also be used for temporary storage of materials and equipment, such as pre-cast concrete drains, light poles and work equipment. Materials which may produce dust or other environmental impacts would not be stored at the Peatties Road site.

Next steps

DPIE are currently assessing our modification proposal and submissions report. Following their assessment, they will make a decision on our application. We will provide more information about our proposal when we receive feedback from DPIE.

Contact

If you would like more information about the DPIE assessment of our modification proposal, please visit the Major Projects Portal at www.planningportal.nsw.gov.au/major-projects/project/40836.

For more information about the Newcastle Inner City Bypass between Rankin Park and Jesmond, visit nswroads.work/rp2j. Thank you for your patience during this important work.