Appendix E

Community consultation documentation
# Appendix E1: Community submissions summary

A summary of submissions received by stakeholders and how they have been considered is provided in Table E1 below.

## Table E1 Summary of community submissions received for the proposal

<table>
<thead>
<tr>
<th>Date</th>
<th>Organisation</th>
<th>Community submission</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 Nov 2013</td>
<td>Kooragang Wetlands Rehabilitation Project - Hunter Central Rivers Catchment Management Authority</td>
<td>• Request for additional provision of cycle provisions - cycle crossings in both directions to Industrial Drive and access from both directions to the river road cycleway (Tourle Street Bridge to Ash Island Bridge).</td>
<td>• Provisions for cyclists as part of the proposal include on-road via widened shoulders. This includes 3.0 m shoulders over both bridges and 2.5 m shoulders along Cormorant Road. The provision of a cycle connection below the northern side of the new Tourle Street Bridge would be investigated further during detailed design.</td>
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</tbody>
</table>
| 20 Nov 2013 | Kooragang Open Cycle Club                              | • Expressed support for the proposal of duplicating Tourle Street and Cormorant Road.  
• The proposal provides a good sized shoulder for the cyclists that use these roads on a regular basis.  
• The inclusion of these shoulders will improve safety for not only cyclists making their way to and from Kooragang Island for weekend racing, but it will greatly improve safety for cycling commuters who use this road daily by providing greater clearance from the traffic. | • Support for the proposal noted, particularly support for proposed cyclist provisions. |
| 22 Nov 2013 | Hunter District Cycling Club (HDCC)                    | • The HDCC committee has discussed the plans you provided for duplication of Tourle Street and Cormorant Road and supports the design.  
• Thanks for the consideration of cyclists in your planning. | • Support for the proposal noted, particularly support for proposed cyclist provisions. |
| 25 Nov 2013 | Hunter Bird Observers Club (HBOC)                      | • General consensus of the HBOC committee is that we don't have any major concerns with the proposal and appreciate efforts already made to avoid the Long Pond.  
• Appreciate Roads and Maritime efforts in consulted with HBOC early in the process. | • Support for the proposal noted, particularly the design efforts made to minimise impacts on the Long Pond. |
<p>| 6 Dec 2013  | Newcastle Port                                         | • NPC identify the proposal as a high priority and support                            | • Support for the proposal noted, particularly the |</p>
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<tbody>
<tr>
<td></td>
<td>Corporation (NPC)</td>
<td>the proposal.</td>
<td>positive impacts on traffic flow across/to Kooragang Island.</td>
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<tr>
<td></td>
<td>Request consideration of:</td>
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<tr>
<td></td>
<td>• Any land acquisition requirements either temporary or permanent to accommodate the duplication</td>
<td>• No land acquisition is currently required for the proposal. The duplication is designed to fit within the existing road reserve.</td>
<td></td>
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<tr>
<td></td>
<td>• The proximity to and impact upon the approved swing basin to be constructed in the South Arm of the Hunter River in the location of the current wind turbine</td>
<td>• The proposal does not impact on the location of the proposed swing basin.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The proximity to and impact upon the design for proposed PWCS Coal Export Terminal 4.</td>
<td>• Extensive consultation has been undertaken between Roads and Maritime and PWCS regarding their proposed T4 Project. The Roads and Maritime proposal accommodates the T4 Project, with in principle agreement reached between Roads and Maritime and PWCS to a number of design aspects to ensure compatibility of the two proposals.</td>
<td></td>
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<td></td>
<td>• The design for drainage, where the water is directed.</td>
<td>• The design of drainage structures has been undertaken in accordance with appropriate design standards and would be further investigated during the detailed design.</td>
<td></td>
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<td></td>
<td>• Roads and Maritime should consult with Newcastle Port Operator regarding construction work, access restrictions, site compound locations and movement of plant and machinery.</td>
<td>• Roads and Maritime would consult with the Newcastle Port Operator during the detailed design and construction phases, regarding construction related activities.</td>
<td></td>
</tr>
<tr>
<td>5 Dec 2013</td>
<td>Individual non-government stakeholder</td>
<td>• Very keen for the proposed cyclist provisions to be included in the final design and ultimately constructed for the benefit of all cyclist that use the route.</td>
<td>• Support for the proposal noted, particularly support for proposed cyclist provisions.</td>
</tr>
<tr>
<td>November 2013</td>
<td>Newcastle City Council (NCC)</td>
<td>• Briefing given to NCC staff during first week of public display. Main comments with respect to request for provision of cycle path below the bridge on northern side.</td>
<td>• Provisions for cyclists as part of the proposal include on-road via widened shoulders. This includes 3.0 m shoulders over both bridges and 2.5 m shoulders along Cormorant Road. The provision of a cycle connection below the northern side.</td>
</tr>
<tr>
<td>Date</td>
<td>Organisation</td>
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<td>Roads and Maritime response</td>
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<tr>
<td>17 Dec 2013</td>
<td>NSW Roads and Maritime Services (RMS) – Maritime Division</td>
<td>• Requests improvements to cyclist provisions on Stockton Bridge.</td>
<td>side of Tourle Street Bridge would be investigated further during detailed detail.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>The proposal ties in approximately 200 m west of Egret Street. There are no works proposed at Stockton Bridge, and are outside the scope of the proposal.</td>
</tr>
<tr>
<td>4 Dec 2013</td>
<td>Regional Development Australia Hunter</td>
<td>• RDA Hunter fully supports the proposal and considers it the Hunter's number one infrastructure priority that will unlock productivity and improve efficiency.</td>
<td></td>
</tr>
<tr>
<td>November 2013</td>
<td>Port Waratah Coal Services (PWCS)</td>
<td>• Meeting held with PWCS T4 Project manager during first week of public display. Variety of design related issues have been agreed to in principle in relation to the compatibility of the Roads and Maritime proposal and proposed T4 Project.</td>
<td>Extensive consultation has been undertaken between Roads and Maritime and PWCS regarding their proposed T4 Project. The Roads and Maritime proposal accommodates the T4 Project, with agreement reached to a number for design aspects to ensure compatibility of the two proposals.</td>
</tr>
<tr>
<td>9 Nov 2013</td>
<td>Individual non-government stakeholder</td>
<td>• Request provision for cyclist under both bridges on the northern side to link with bike paths through to Kooragang Wetlands.</td>
<td>Provisions for cyclists as part of the proposal include on-road via widened shoulders. This includes 3.0 m shoulders over both bridges and 2.5 m shoulders along Cormorant Road. The provision of a cycle connection below the northern side of Tourle Street Bridge would be investigated further during detailed detail.</td>
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<tr>
<td></td>
<td></td>
<td>• Requests safety improvements for cyclists turning right into and out of Tourle St from Industrial Highway.</td>
<td>The proposal ties in approximately 350 m of the existing Tourle Street and Industrial Drive intersection. There are no works proposed at the existing intersection, and are outside the scope of</td>
</tr>
<tr>
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<tr>
<td></td>
<td></td>
<td>Requests improvements to cyclist provisions on Stockton Bridge.</td>
<td>The proposal ties in approximately 200 m west of Egret Street. There are no works proposed at Stockton Bridge, and are outside the scope of the proposal.</td>
</tr>
<tr>
<td>28 Nov 2013</td>
<td>Newcastle Coal Infrastructure Group (NCIG)</td>
<td>Suggests very little consideration has been given to the movement and operation of local industrial traffic and that the sole focus of the proposal is through traffic.</td>
<td>As per the Roads and Maritime Community Update (Nov 2012), a key consideration in developing the preferred option has been maintaining access to existing businesses along the route. The proposal has maintained the same access arrangements and turning movements at all three intersections along Cormorant Road.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The proposal will act as a hindrance to current and future industry in its current proposed arrangement.</td>
<td>This view is not supported by Roads and Maritime, and other key stakeholders such as the Newcastle Ports Corporation who identify the proposal as a high priority. The proposal also fits in with the goals and objectives of the NSW Port and Freights Strategy 2012, as well as related strategic planning documents as detailed in the REF.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Appreciate opportunity to discuss safety concerns further with Roads and Maritime.</td>
<td>Meeting held between Roads and Maritime and NCIG in December 2013. Roads and Maritime advised of constraints in terms of the lengths of the back to back right turn bays into Pacific National Access Road and NCIG site. Roads and Maritime agreed to investigate the access provisions further during detailed design in consultation with NCIG.</td>
</tr>
</tbody>
</table>
Duplication of Tourle Street and Cormorant Road, Kooragang

Roads and Maritime Services is planning for the future upgrade of Tourle Street and Cormorant Road at Kooragang to improve traffic flow and cater for future traffic growth. This community update seeks comment on the preferred option.

Roads and Maritime has identified the preferred option for the 3.8 kilometre duplication of Tourle Street and Cormorant Road.

This community update contains information on the preferred option, which involves providing two lanes in each direction and improved on-road cyclist facilities.

The community is invited to comment on the proposal by 6 December 2013. Feedback will be considered by Roads and Maritime in finalising 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 predicted 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 due to structural issues and to improve the heavy vehicle loading capacity of the bridge. The new 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 Government has allocated $3 million this financial year to allow planning for this important upgrade to continue.
Benefits

The proposed upgrade would:

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

Key considerations

The preferred option considers a range of local constraints and issues identified through environmental and engineering studies carried out by Roads and Maritime. These issues include:

• Environmental significance of the Long Pond on the northern side of Cormorant Road
• Maintaining access to existing businesses along the corridor
• Future industrial development on Kooragang Island next to the existing road
• Use of the route by cyclists, including three cycling clubs on Kooragang Island.

Next steps

Roads and Maritime is seeking feedback from the community and stakeholders, which will be considered in finalising the design.

The next step will be to progress the concept design and environmental impact assessment. There is no timeframe for construction at this time.

The Long Pond on the northern side of Cormorant Road, Kooragang.
Duplication of Tourle Street and Cormorant Road, Kooragang
Preferred Option

- Maintain left turn in and out access
- Connect with existing four lanes
- Widening on southern side of existing road to minimise potential impacts on the Long Pond
- New two lane bridge to be built on western side of existing bridge
Access arrangements maintained at intersection with 2.5 metre shoulders along Cormorant Road for on-road cyclists as well as an eastbound cycle lane.
Preferred option

Roads and Maritime has identified a preferred road alignment which provides the best overall balance between environmental, social and technical considerations.

The preferred option:

- Duplicates 3.8 kilometres of the road between Industrial Drive, Mayfield West and Egret Street, Kooragang to provide two lanes in each direction
- Includes a new two lane bridge on the western side of the existing bridge
- Provides wider 2.5 metre shoulders along Cormorant Road to cater for on-road cyclists
- Minimises impact on the Long Pond by predominantly widening the road on the southern side of the existing Cormorant Road
- Maintains access to existing businesses along the corridor
- Caters for future industrial development on Kooragang Island next to the existing road.
Visit a display

The information outlined in this community update is now on display. You may collect a community update or view the display until 6 December 2013 at the following locations, Monday to Friday from 9am to 5pm:

- **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.

Your comments are invited by 6 December 2013

A plan of the preferred option is included in this update. Your comments are invited and will be considered in finalising the design of the preferred option. Comments will be received until 6 December 2013.

Please send us feedback by:

**Phone:** 02 4924 0646 during business hours

**Email:** Matthew.Mate@rms.nsw.gov.au

**Mail:**
Matthew Mate
Roads and Maritime Services
Locked Bag 2030,
NEWCASTLE NSW 2300

For more information


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