Councillors,

In accordance with section 367 of the Local Government Act, 1993 notice is hereby given that a Public Voice Committee will be held on:

**DATE:** Tuesday 21 February 2017  
**TIME:** 5.30pm  
**VENUE:** Council Chambers  
2nd Floor  
City Hall  
290 King Street  
Newcastle NSW 2300

Frank Cordingley  
Acting Interim Chief Executive Officer

City Administration Centre  
282 King Street  
NEWCASTLE NSW 2300

Monday 13 February 2017  

**Please note:**

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*Council meetings are recorded for the purposes of verifying the accuracy of minutes taken. Only the official minutes may be relied upon as an official record of the meeting. Council may be required to disclose recordings pursuant to the Government Information (Public Access) Act 2009, or where Council is compelled to do so by court order, warrant or subpoena or by any other legislation.*
# PUBLIC VOICE COMMITTEE

## 21 February 2017

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<td>ITEM-1</td>
<td>PV 21/02/2017 - DA2015/0820 - 30 FLEET STREET NEW LAMBTON - DEMOLITION OF DWELLINGS AND OUTBUILDINGS, ERECTION OF 9 ATTACHED TWO STOREY UNITS, ASSOC. SITE WORKS, BOUNDARY ADJUSTMENT, 2 LOT SUBDIVISION (LOT1) AND 7 LOT STRATA SUBDIVISION (LOT13 SEC W)</td>
<td>5</td>
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PURPOSE

An application has been received seeking consent for the demolition of dwellings and outbuildings, erection of nine attached two-storey dwellings, associated site works, site consolidation and boundary adjustment including a two lot strata subdivision and a seven lot strata Subdivision. The application was notified in accordance with Council's Public Notification Policy for a period of 14 days, on two occasions, to adjoining property owners. The initial notification period received 32 submissions in response. The most recent notification period received 36 submissions in response. There were three public voice applications received during the second notification period.

A copy of the submitted plans for the proposed development is attached at Attachment A.

1.0 THE SITE

The subject site comprises of Lot 1 DP 20700, known as 30 Fleet Street, New Lambton and Lot 13 Sec W DP 1949, known as 25 Queens Road, New Lambton. The lots are rectangular shaped parcels of land and each lot currently contains a single dwelling. The Queens Road frontage is 20.12 metres and the Fleet Street...
The site has a minor slope from south to north and is bounded by residential lots to the east and west. The general character of the immediate area is low scale residential accommodation. There is sparse vegetation on the subject site and in the immediate location.

Under the provisions of Newcastle Local Environmental Plan 2012, the principal development standards for the subject site include:

i) Zone: R2 Low Density Residential  
ii) Maximum FSR - 0.6:1  
iii) Maximum Height - 8.5 metres

2.0 THE PROPOSAL

The initial proposal was for the demolition of existing dwellings and outbuildings, erection of multi dwelling housing and strata subdivision consisting of:

i) nine attached two-storey units  
ii) nine lot strata subdivision  
iii) two into one lot consolidation  
iv) associated site works

The plans have been amended after initial lodgment, in response to concerns raised by Council officers and the community. The amendments consist of:

i) a reduction in bulk and scale  
ii) Dwelling units 1 and 2 have been redesigned to allow for access from Fleet Street. The remaining seven dwellings are proposed to have access from Queens Road.  
iii) changes to waste management a reduction in the height of a proposed retaining wall  
iv) alterations to the onsite car parking arrangements a change in subdivision layout to include:  
v) boundary adjustment  
vi) two lot strata subdivision  
vii) seven lot strata subdivision

A copy of the submitted plans is included at Attachment A. The various steps in the processing of the application to date are outlined in the Processing Chronology included at Attachment B.

3.0 PUBLIC NOTIFICATION

The application was publicly notified for a period of 14 days on two occasions in accordance with Council's Public Notification Policy. There were 32 submissions
received during the first round of notification and 36 submissions during the second notification period, which related to the amended proposal. There has also been three public voice applications received, which is the subject of this Public Voice note.

The concerns raised by the objectors in respect of the proposed development are summarised in the following table.

| Statutory issues | i. Land zoning  
The proposal is not permissible and is not consistent with the zone. |
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>ii. Density</td>
<td>The proposed density is greater than 0.6:1.</td>
</tr>
</tbody>
</table>
| Amenity issues   | iii. Privacy  
Privacy impacts onto adjacent dwellings and associated swimming pool area. |
|                  | iv. Rainwater tanks  
Proximity of rainwater tanks to the boundary has amenity impacts. |
|                  | v. Overshadowing/solar access  
Solar access to each unit is unsatisfactory and overshadowing impacts on the adjacent dwelling and associated swimming pool. |
| Design and aesthetic issues: | vi. Building appearance and character impacts  
The development is not compatible with the existing built form character of surrounding homes. |
|                  | vii. Bulk and scale  
The buildings are bulky and are of the scale of a medium density development. |
|                  | viii. Open space  
Each unit has open space compromised by rainwater tanks and clothes lines. |
|                  | ix. Storage requirements  
A storage area of 6m³ is required for each unit and this is not noted in the application. |
|                  | x. Heritage Impacts  
The proposal will have impacts on heritage items within close proximity to the site and New Lambton's heritage. |
| Traffic and Infrastructure Issues: | xi. Traffic impact  
Increase in traffic on Fleet Street and Queens Road. |
|                  | xii. Visitor car parking  
There is a lack of parking on the site, which results in on street impacts. |
| Environmental issues: | xvii. Tree removal  
Tree removal has not been supported by an arborist report. |
| | xviii. Noise pollution  
There are six air-conditioning units on the western boundary. |
| Miscellaneous: | Notification  
Only neighboring properties in the immediate area were notified and not the wider community. Two weeks is not a sufficient time period to make a considered submission.  
Property Values  
The proposal will result in devaluation of surrounding properties.  
Construction impacts  
Impacts on the neighbours from the construction process including dust, noise, traffic movements and pedestrian movements.  
Building Codes of Australia (BCA) compliance  
The proposal is not compliant with the BCA. |

### ATTACHMENTS

Attachment A: Submitted plans  
Attachment B: Processing Chronology

Attachment A - Under Separate Cover
### ATTACHMENT B – PROCESSING CHRONOLOGY
**DA 2015/0820 – 30 FLEET STREET, NEW LAMBTON**

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
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<tbody>
<tr>
<td>04 August 2015</td>
<td>Development application lodged.</td>
</tr>
<tr>
<td>14 August - 28 August 2015</td>
<td>First public notification period. Thirty two submissions received.</td>
</tr>
<tr>
<td>05 November 2015</td>
<td>Further information requested from the applicant and the applicant advised of the number and nature of submissions received in objection to the proposal.</td>
</tr>
<tr>
<td>05 November 2015</td>
<td>Further information received.</td>
</tr>
<tr>
<td>08 December 2015</td>
<td>Further information requested from the applicant</td>
</tr>
<tr>
<td>24 August 2016</td>
<td>Further information requested from the applicant received</td>
</tr>
<tr>
<td>29 August 2016</td>
<td>Further information requested from the applicant</td>
</tr>
<tr>
<td>15 September 2016</td>
<td>Further information requested from the applicant received</td>
</tr>
<tr>
<td>28 September - 13 October 2016</td>
<td>Second public notification period. Thirty seven submissions received, including three public voice applications.</td>
</tr>
<tr>
<td>07 October 2016</td>
<td>Memo sent to all Councillors</td>
</tr>
<tr>
<td>07 October 2016</td>
<td>Application called in for DAC determination by Councillor Clausen</td>
</tr>
<tr>
<td>19 October 2016</td>
<td>Development Engineer's comments received</td>
</tr>
<tr>
<td>24 October 2016</td>
<td>Further information requested from the applicant</td>
</tr>
<tr>
<td>07 November 2016</td>
<td>Further information requested from the applicant received</td>
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<tr>
<td>07 November 2016</td>
<td>Additional information referred to Development Engineer</td>
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<tr>
<td>16 November 2016</td>
<td>Further information requested from the applicant</td>
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<tr>
<td>21 November 2016</td>
<td>Further information requested from the applicant received</td>
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<tr>
<td>21 November 2016</td>
<td>Additional information referred to Development Engineer</td>
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<tr>
<td>23 November 2016</td>
<td>Development Engineer's comments received</td>
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<tr>
<td>28 November 2016</td>
<td>Further information requested from the applicant</td>
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<td>30 November 2016</td>
<td>Development Engineer's comments received</td>
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<td>30 January 2017</td>
<td>Further information requested from the applicant</td>
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<td>02 February 2017</td>
<td>Further information received from the applicant</td>
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ITEM-2 PV 21/02/17 - NEWCASTLE INNER CITY BYPASS - RANKIN PARK TO JESMOND

REPORT BY: PLANNING & REGULATORY GROUP AND INFRASTRUCTURE

CONTACT: ACTING DIRECTOR PLANNING AND REGULATORY / DIRECTOR INFRASTRUCTURE

PURPOSE

The NSW Department of Planning and Environment has received an application from Roads and Maritime Services (RMS) seeking approval to construct the Rankin Park to Jesmond section of the Newcastle Inner City Bypass.

At the Council meeting of 13 December 2016 it was resolved:

'That Newcastle City Council-

i) Reiterates its motion of 28 June 2016, supporting residents and cyclists' calls for RMS to deliver a full interchange at McCaffrey Drive, and for RMS to implement design changes to mitigate the need for cyclists to traverse three additional sets of traffic lights when travelling east/west to/from Wallsend on the off road cycle path through Jesmond Park.

ii) Endorses Council making a submission to RMS' EIS by Friday 16 December which highlights these concerns and requests design changes.

iii) Invites a representative from RMS, a McCaffrey Drive resident, and a representative from Newcastle Cycleways to present at a Public Voice session in February 2017 on the project.

iv) Receives a briefing from Council officers on the proposal in February, 2017.'

Mr Matthew Mate (Roads and Maritime Services), Mr Rob Brook (representing McCaffrey Drive residents) and Dr Ben Ewald (Newcastle Cycleways Movement) will make presentations.

1.0 THE PROJECT

The RMS is seeking approval under Part 5.1 (State Significant Infrastructure) of the Environmental Planning and Assessment Act, 1979 to construct the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond.

The project would involve the construction of 3.4 kilometres of four-lane divided road between Lookout Road at New Lambton Heights and Newcastle Road at Jesmond. The project includes three interchanges:
i) Northern interchange - This full interchange would accommodate all movements to/from the bypass and Newcastle Road, and connect the project to the existing Jesmond to Shortland section of the Newcastle Inner City Bypass.

ii) Hospital interchange. - This half interchange would provide vehicular access to/from the north to the John Hunter Hospital campus.

iii) Southern interchange - This half interchange would provide access to Lookout Road and the existing Kotara to Rankin Park section of the bypass.

An overview of the EIS is included at Attachment A. Key features of the proposal, including interchange arrangements, bridges and pedestrian and cycle facilities are shown on pages 7-10 of the attachment. Further information on the project can be found at http://www.rms.nsw.gov.au/projects/hunter/newcastle-inner-city-bypass/rankin-park-to-jesmond/.

According to the EIS, the proposed cyclist and pedestrian facilities would be refined during the detailed design stage of the project in consultation with Council and the Hunter New England Local Health District.

The NSW Minister for Planning is the consent authority for State Significant Infrastructure applications.

ATTACHMENTS

Attachment A: Newcastle Inner City Bypass Rankin Park to Jesmond - Environmental impact statement overview - November 2016
Newcastle Inner City Bypass – Rankin Park to Jesmond
Environmental impact statement overview – November 2016
Contents

Rankin Park to Jesmond overview
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Rankin Park to Jesmond overview

Environmental impact statement

An environmental impact statement (EIS) has been developed for the Newcastle Inner City Bypass between Rankin Park and Jesmond. The EIS outlines the key features of the project and assesses its potential environmental, social and economic impact during construction and operation.

The Department of Planning and Environment has placed the EIS on display for comment.

This overview outlines some of the key issues identified in the EIS.

For detailed information please refer to the EIS in full which is available to view electronically at majorprojects.planning.nsw.gov.au or in hard copy at locations listed on page 19.

All submissions must be received by the Department of Planning and Environment by Friday 16 December 2016.

More information on how to make a submission is outlined on page 18.
Overview

The Newcastle Inner City Bypass is part of Roads and Maritime Services’ long-term strategy to provide an orbital road within Newcastle’s road network to connect the Pacific Highway at Bennetts Green with the Pacific Highway at Sandgate.

The bypass 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 precinct, the University of Newcastle and the Pacific Highway.

Construction of the Newcastle Inner City Bypass began in the early 1980s. Completed bypass sections are:

- Kotara to Rankin Park (completed in 1983)
- Jesmond to Shortland (completed in 1993)
- West Charlestown Bypass (completed in 2003)
- Shortland to Sandgate (completed in 2014).

The proposed Rankin Park to Jesmond section of the bypass would provide traffic relief to the existing route of Lookout Road, Croudace Street and Newcastle Road, which is currently used by about 40,000 to 60,000 vehicles each day.

When completed, motorists travelling north-south on the proposed section of bypass would avoid up to 11 sets of traffic lights along the existing route, which is expected to reduce travel times by up to 80 per cent during the morning and afternoon peaks.

In June 2014, the NSW Government announced it would provide $280 million to complete the Rankin Park to Jesmond section of the bypass, including $150 million from Restart NSW. A concept design has been developed for the project which forms the basis of the EIS assessment.

Scope

The Rankin Park to Jesmond section of the Newcastle inner City Bypass is a proposed new 3.4 kilometre bypass between Lookout Road at New Lambton Heights and Newcastle Road at Jesmond, to the west of the John Hunter Hospital.

The proposed bypass would provide two lanes in each direction separated by a median, as well as three interchanges designed to improve traffic flow and increase connectivity:

- Northern interchange providing access to Newcastle Road and the existing Jesmond to Shortland section of the Newcastle inner City Bypass. The full interchange provides all movements to/from the bypass and Newcastle Road.
- Hospital interchange providing access between the John Hunter Hospital precinct and the bypass. The half interchange provides access to/from the north.
- Southern interchange providing access to Lookout Road and the existing Kotara to Rankin Park section of the Newcastle Inner City Bypass. The bypass would travel under McCaffrey Drive. The half interchange provides connection in both directions on Lookout Road.

The project would include upgrades to connecting roads, pedestrian and cycling facilities, noise barriers as required and permanent operational water quality treatment measures.

The project would also include structures along the road for drainage, animal and bushwalker access.

The surrounding road network experiences high levels of traffic congestion and delays at key intersections. These issues are likely to worsen in the future as traffic volumes increase.

The project would deliver significant benefits to the local community and road users by reducing congestion in the area.
Key benefits

Increase road capacity

Provide traffic relief on key parts of the surrounding road network

5th section of the Newcastle Inner City Bypass

Improved connectivity for the John Hunter Hospital precinct

Up to 11 sets of traffic lights bypassed

Up to 80% travel time saving on the bypass by 2030

Reduce flood impacts

Additional connectivity for pedestrians and cyclists

32 per cent reduction in crashes

Improve the efficient movement of freight
Key features

This map provides an overview of the proposed bypass route. You can see more of the design detail in the following three maps, including detail on the proposed interchanges. The maps provide a graphical representation of the Newcastle Inner City Bypass between Rankin Park and Jesmond.

**Project overview map**

**Key**
- Road
- Bridge structures
- Existing shared path
- Proposed shared path
- Earthworks fill (adding soil)
- Earthworks cut (removing soil)
- Fauna underpass

**FEATURES**
- 3.4 kilometres of four lane divided road
- A northern interchange at Newcastle Road
- A southern interchange at Lookout Road
- An interchange providing access to John Hunter Hospital precent to/from the north
- Three structures provided along the bypass to improve connectivity in the bushland for people and animals
- Off-road provisions for pedestrians and cyclists including a shared path bridge over Newcastle Road at Jesmond Park.
Map 1 – Southern interchange

- Bridge takes northbound traffic on Lookout Road over the bypass
- Extension of right and left turn lanes
- Bridge over the bypass
- Traffic lights to control southbound traffic
- Proposed off-road shared path
- Newcastle Inner City Bypass
- Extension of left turn lane out of McCaffrey Drive
- Two right turn lanes to and from McCaffrey Drive

An artist’s 3D impression looking south across the southern interchange
Map 2 – Hospital interchange (John Hunter Hospital)

- Bridge over bypass
- Shared path on bridge connects to existing track
- On-ramp to the bypass (northbound)
- Off-ramp to hospital (southbound)

John Hunter Hospital

Bypass ramp would connect to John Hunter Hospital's internal road system

An artist's 3D impression looking south across the hospital interchange
Map 3 – Northern interchange

- Bridge to allow off-ramp to pass under bypass
- Bridge over Newcastle Road with two lanes in each direction
- Three lanes in each direction on Newcastle Road
- Turn lanes provided to enter and exit the bypass in all directions
- Two right and left turn lanes
- Cycleway modified to connect to new intersection
- Traffic lights replace roundabout
- Connection from Robert Street retained

An artist’s 3D impression looking west across the northern interchange
Construction

The Rankin Park to Jesmond project would take around two and a half years to build.

During construction there would be some disruption to traffic on the road network surrounding the Newcastle Inner City Bypass between Rankin Park and Jesmond. In particular, sections of Lookout Road, McCaffrey Drive and Newcastle Road.

Construction activities are expected to be completed while maintaining through traffic on existing roads.

The successful contractor would develop construction and traffic management plans to deliver the project with impacts minimised on local residents, motorists using the existing road network and the environment.

Construction hours

Standard construction hours in NSW are:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturday

We are seeking approval for extended construction hours to allow the project to be completed as quickly as possible to reduce impacts on local residents, motorists and the community.

The proposed extended hours would be:

- 6am to 7pm Monday to Friday
- 7am to 5pm Saturday

Out of hours work

Out of hours work, such as night work, would be required where construction activities would otherwise severely impact traffic flow, stakeholders or worker safety.

Information for local residents

The majority of construction would occur along the bushland area. This would minimise impacts on the existing route and surrounding road network.

Temporary detours and construction traffic management measures would be used to ensure the safety of motorists, pedestrians, cyclists and workers. Road closures are not expected, however temporary short-term diversions may be required.

We would work closely with directly impacted residents and nearby neighbours. A 24-hour information line would be staffed throughout construction. Residents would be regularly consulted and informed through emails, letters and the project website.

Information for motorists

The contractor would work with the Transport Management Centre to manage all planned and unplanned incidents during construction. Traffic changes would be communicated to motorists through electronic message signs and livetraffic.com.

Motorists would be advised of temporary changed traffic conditions via construction signage.

Construction compounds

Secured construction compounds would be located close to the project corridor. Compounds would potentially be used for:

- Offices and parking
- Materials handling and storage
- Crushing and batching equipment
- Deliveries.

For more information go to Chapter 5 in the EIS.
Assessment of key issues

Traffic and transport 🚗

The project is predicted to provide major benefits for motorists using the Newcastle Inner City Bypass with substantial improvements in traffic flow and travel time for northbound and southbound journeys.

The road network surrounding the Rankin Park to Jesmond project area has high levels of traffic congestion and delays for motorists at key intersections. Around 40,000 to 60,000 vehicles use the existing route of Lookout Road, Croudace Street and Newcastle Road every day.

Extensive traffic modelling has been carried out to primarily assess the predicted traffic performance of the project and the forecast redistribution of traffic on the road network in the study area.

The project is expected to carry up to 34,500 vehicles per day in 2030, reducing traffic volumes on the existing route of Lookout Road, Croudace Street and Newcastle Road by about 25 to 45 per cent depending on location.

The project is predicted to provide major benefits for motorists using the bypass with substantial improvements in travel time for both northbound and southbound journeys. The project is also predicted to improve travel times for north-south trips on the existing route and for east-west trips on Newcastle Road.

The project is expected to improve road safety on the existing route due to the reduction in traffic volumes and improved traffic flows, with a predicted 32 per cent reduction in crashes each year.

Traffic relief on key parts of the surrounding road network is expected when the project opens to traffic, including nearby key intersections. The project would include upgrades on McCaffrey Drive where it joins Lookout Road to improve traffic flow.

The project would provide additional connectivity for pedestrians and cyclists via on-road cycleways and off-road shared paths, including a shared path bridge over Newcastle Road.

For more information go to Chapter 8 in the EIS.
Biodiversity

The environment around the proposed bypass has been assessed to minimise environmental impacts where possible.

Extensive surveys were carried out as part of the EIS to understand the existing environment and evaluate the potential impact of the Rankin Park to Jesmond bypass.

The assessment included:

- Field surveys
- Research and analysis of relevant databases, literature and reports
- Identification and likelihood of impacts to threatened species, communities and high value ecosystems
- Assessment of impacts under the Office of Environment and Heritage’s Framework for Biodiversity Assessment
- Identification of mitigation and management measures.

The bypass would impact:

- About 39 hectares of native vegetation, including about four hectares of Lower Hunter Spotted Gum Ironbark Forest endangered ecological community
- Black-eyed Susan (*Tetratheca juncea*)
- Habitat for the Grey-headed Flying-fox (*Pteropus poliocephalus*).

To compensate for impacts to threatened ecological communities and species, biodiversity offsets would be provided in accordance with the NSW Biodiversity Offsets Policy for Major Projects.

A Construction Environmental Management Plan, including a Flora and Fauna Management Plan, would be developed to manage potential environmental impacts during construction. After construction, the site would be rehabilitated and landscaped.

For more information go to Chapter 7 in the EIS.
Noise and vibration

Vehicle engines, exhausts, tyres and brakes can create traffic noise for people working and living near roads. The impact of long term traffic noise and short term construction noise has been assessed to inform how we can:

1. Reduce factors that can contribute to traffic noise levels
2. Mitigate the extent of unavoidable noise
3. Schedule unavoidable construction noise at the best possible time
4. Resolve any unreasonable long term change in noise levels

How we assessed noise

A detailed noise assessment was carried out to evaluate and predict the potential impact of construction and operation. Noise monitoring and traffic counts were carried out to measure traffic noise from the existing road network.

A computer-based noise model was used to simulate the existing noise environment, predict future road traffic noise levels and assess the need for noise mitigation measures.

Managing construction noise

Practical steps would be used to minimise noise on construction sites including diesel exhaust dampeners, switching engines off when not in use, keeping machinery well maintained and smart scheduling of work. Additionally:

- Construction scheduling would consider school holidays, public holidays and weekend options
- Work that must be done at night to avoid heavier traffic conditions would be carefully managed and residents would be advised
- Simultaneous use of loud machines or construction methods would be avoided where possible.

A Noise and Vibration Management Plan would be prepared for the construction period. This would include:

- Noise and vibration monitoring and reporting requirements
- Specific mitigation and management measures to be implemented during construction
- Construction timetabling to minimise noise impacts
- Procedures for notifying residents and business owners likely to be affected by noise and vibration
- Contingency measures to be implemented in the event of non-compliance and/or noise complaints.

Managing operational noise

Ongoing noise reduction measures for traffic noise when the project has opened would include:

- Providing low noise pavement for sections of the project, where feasible
- Noise barriers at two potential locations
- Consideration of property noise treatments for some sensitive receivers.

The need for noise barriers, and their design, would be confirmed in detailed design. Affected property owners would be consulted.

Mitigation measures

The noise assessment and preliminary noise reduction measures will be re-evaluated at the detailed design stage and are subject to change. This may result in more or less properties qualifying for consideration of noise mitigation. It will take into account any changes to the design and, where required, feedback from consultation with affected residents.

The effectiveness of noise mitigation measures would be assessed to check actual noise after the bypass is opened to traffic. Additional mitigation measures may be required.

For more information go to Chapter 9 in the EIS.
Landscape character and visual impact

A landscape character and visual impact assessment was prepared to inform the concept design for the project and to assess the potential landscape character and visual impacts of the project.

The project is situated in a bushland setting in an otherwise urban environment. The rugged topography and dense bushland limits the visual and landscape character impacts to the surrounding areas.

During the development of the concept design, urban design objectives and principles have been considered with the aim of integrating the project into the existing landscape. As a result, a number of potential adverse visual and landscape impacts have been avoided or minimised.

Elevated residential areas in the southern parts of the project area have panoramic views to the north, east or west.

In the northern parts of the project area distant views are typically limited to views across Newcastle Road to the south or north.

Views from most residential and recreational areas in the project area are into nearby areas of bushland.

The concept design aims to protect and enhance the existing visual character of the study area.

Public vantage points that have potential views of the project, are generally limited to the John Hunter Hospital precinct and existing roads.

Based on the visual catchment of the project area, direct views of the project would be limited to areas generally around Lookout Road and Newcastle Road. Parts of the John Hunter Hospital precinct would also have views to the project.

Urban design and landscape plans would be finalised during detailed design, including consideration of vegetation screening for affected residents.

For more information go to Chapter 10 in the EIS.

Artist's impression of shared path bridge over Newcastle Road looking west
Community involvement

Environmental assessment and approval process

### Preparation and assessment
- **Roads and Maritime decides that the project will require an Environmental Impact Statement (EIS) to be obtained under Part 5.1 of the EP&A Act.**
- **Roads and Maritime prepares and submits a State Significant Infrastructure (SSI) application to the Secretary of the Department of Planning and Environment accompanied by an SSI application report.**
- **Roads and Maritime prepares and submits a referral to the Commonwealth Department of the Environment. The Australian Government Minister for the Environment and Energy determines the project as a controlled action.**
- **Secretary prepares environmental assessment requirements in consultation with relevant public authorities. Supplementary environmental assessment requirements issued as part of the NSW Commonwealth bilateral agreement.**
- **Secretary provides the environmental assessment requirements to Roads and Maritime. Issues raised in the Secretary’s environmental assessment requirements are addressed through the preparation of an EIS.**
- **Roads and Maritime prepares EIS.**
- **Roads and Maritime submits the EIS to the Secretary for approval by the Minister for Planning in consultation with the Australian Government Minister for the Environment and Energy.**

### Exhibition and consultation
- **Secretary considers EIS and may require revisions to fully address environmental assessment requirements.**
- **EIS placed on public exhibition (minimum 30 days).**
- **At completion of exhibition period, the Secretary of the Department of Planning and Environment provides a copy of the submissions received during the exhibition period to Roads and Maritime.**
- **Roads and Maritime prepares a submission report (and preferred infrastructure report if required by the Secretary).**

### Assessment and decision
- **Secretary prepares assessment report. Preferred infrastructure report (if required) may be available to the public if the Secretary considers that significant changes to the nature of the infrastructure are proposed.**
- **Minister for Planning and Australian Government Minister for the Environment and Energy decide whether or not to approve the Project, any modifications that must be made for the infrastructure and conditions to be attached to any approval.**
Project progress chart

The Rankin Park to Jesmond project is a state significant infrastructure project and an environmental impact statement has been prepared under part 5.1 of the Environmental Planning and Assessment Act 1979.
Have your say

The submissions process plays a vital role in the development of the project and provides an opportunity for you to have your say. At the close of the exhibition period a submissions report will document all issues raised during the formal consultation process and provide responses.

The NSW Minister for Planning and Australian Government Minister for the Environment and Energy will determine whether to approve the project and any conditions of approval to be applied.

How to make a formal submission

Before making your submission, please read the Department of Planning and Environment’s Privacy Statement at www.planning.nsw.gov.au/privacy or call 1300 305 695 for a copy.

Your submission must reach the Department of Planning and Environment by Friday 16 December 2016.

The Department of Planning and Environment will publish your submission on its website in accordance with the privacy statement.

Online

Any person wishing to make a submission should use the online form if possible. To find the online form go to www.majorprojects.planning.nsw.gov.au/page/on-exhibition.

In writing

If you want the Department of Planning and Environment to delete your personal information before publication, please make this clear at the top of your letter. You need to include:

- Your name and address, at the top of the letter only
- The name of the application and the application number (SSI-6888)
- A statement on whether you support or object the proposal
- The reasons why you support or object to the proposal
- A declaration of any reportable political donations made in the previous two years. To find out what is reportable, and for a disclosure form, go to www.planning.nsw.gov.au/donations or call 1300 305 695 for a copy.

Send your written submission to:

Attention: Director, Transport Assessments
Planning Services
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

All submissions must be received by the NSW Department of Planning and Environment by Friday 16 December 2016.
Drop-in sessions
Drop in anytime to view the project information and speak with the project team at one of the following community drop-in sessions:

Saturday 26 November
Silver Ridge Community Cottage
13 Iranda Grove, Wallsend
9am to 2pm

Thursday 1 December
Silver Ridge Community Cottage
13 Iranda Grove, Wallsend
3pm to 6pm

Environmental impact statement
Will be on public display until Friday 16 December 2016 at these locations:

Roads and Maritime Services
59 Darby Street, Newcastle

Department of Planning and Environment
Level 22, 320 Pitt Street, Sydney

Department of Planning and Environment
Level 2, 26 Honeysuckle Drive, Newcastle

Nature Conservation Council of NSW
Level 14, 328 Pitt Street, Sydney

Newcastle City Council
282 King Street, Newcastle

Newcastle City Library
15 Laman Street, Newcastle

New Lambton Library
93 Regent Street (corner Alma Lane), New Lambton

WallSEND District Library
30 Bann Street, WallSEND

Lambton Library
Morehead Street (corner Elder Street), Lambton

Further information:

rms.nsw.gov.au/rp2j
rp2j.community@aurecongroup.com
1800 818 433 (during business hours)