

# Nelson Bay Road Upgrade – Williamstown to Bobs Farm

## Community Consultation Report

Transport for NSW | June 2021



## Executive summary

Transport for NSW (Transport) is currently planning for the duplication of Nelson Bay Road from Williamtown to Bobs Farm (W2BF) as the next priority for the Nelson Bay Road corridor. We are considering both on-line and off-line route alignment options. The project would provide two lanes in each direction and would improve safety and travel times on Nelson Bay Road.

In September 2019, Transport consulted with the community on on-line and off-line route alignment options for two sections of duplication, Williamtown to Salt Ash and Salt Ash to Bobs Farm.

The community were asked to provide feedback on an on-line route that would follow the existing Nelson Bay Road alignment and an off-line route that would follow a new road alignment for both sections of duplication.

In March 2020, Transport published a Community Consultation Report that summarised the feedback received from the community during the September 2019 consultation period. This community feedback included suggestions for an alternative off-line route alignment.

Transport investigated an alternative off-line route alignment and sought further feedback from the community and project stakeholders between 2 November 2020 and 27 November 2020. This supplementary Community Consultation Report provides a summary of the submissions that were received from the community on all three route options following the November 2020 display period.

Late submissions about the proposal were accepted until 23 December 2020 and are also included in this report.

The key features of the W2BF project are:

- Two lanes in each direction
- Improved intersection access
- Improved shoulders for cyclists
- Minimum 80km/h design.

The W2BF project would provide the following key benefits:

- Better connectivity for residents, businesses and the community to Newcastle airport and Williamtown RAAF base
- Improved traffic flow, journey times and safety for motorists on Nelson Bay Road
- Improved pedestrian and bicycle safety
- Support for tourism and rural industries as major economic drivers in the Port Stephens area.

### Route options being considered

Three primary route alignment options are being considered for the project:

- Williamtown to Salt Ash
  - Option A on-line – duplication of existing road for about 5 km including widening of the road corridor
  - Option B off-line – build new off-line road for about 5 km.
- Salt Ash to Bobs Farm
  - Option A on-line – duplication of existing road for about 4.5 km including widening of the road corridor

- Option B off-line – build new off-line road for about 4km including widening of the road corridor.
- New alternative off-line route
  - Starts at Cabbage Tree Road roundabout (Lavis Lane)
  - Build new off-line road for about 11 km
  - Ends at the existing dual carriageway through the sand hills
  - Midway intersection at Salt Ash connecting to local network via link road (Oakvale Drive).

## Summary of submissions

The majority of submissions received by Transport during the consultation period nominated the new alternate off-line route as being preferred.

There was support and opposition to each of the route alignment options. Key issues raised and comments received included:

- Comments that the new alternative off-line route would have less impact on existing residents due to its location and the fewer number of properties that would need to be acquired compared to the other route alignment options
- Comments that the new alternative off-line route would be easier to construct with less impact on existing residents compared to the other route alignment options
- Concerns about the potential for reduced economic activity through the loss of agriculture and trade. There was concern that the new alternative off-line route would bypass some existing businesses and divide agricultural land, impacting some farming operations
- Comments that the new alternative off-line route would alleviate traffic congestion, particularly because sand mining heavy vehicles would be removed from the existing road network
- Comments that the new alternative off-line route would improve road safety
- Concerns from a small number of respondents about the potential for per- and polyfluoroalkyl substances (PFAS) to be uncovered during construction of any alignment that is in close proximity to existing residential properties
- Concerns about environmental impact (biodiversity loss and fragmentation) and heritage impact (to land owned by the Worimi Local Aboriginal Land Council (WLALC)).

A number of design option suggestions were also made by the community. The design option suggestions and the key issues raised in the submissions are being carefully considered by Transport in the preferred route alignment option decision-making process.

## The decision

Transport will consider all feedback received from the community to determine a preferred route option for the upgrade of Nelson Bay Road from Williamstown to Bobs Farm. We will continue to keep the community and stakeholders informed as the project progresses.

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# 1. Introduction

## 1.1. Background

The NSW Government is investing \$275 million to improve safety and travel times on Nelson Bay Road. The upgrade of Nelson Bay Road is being delivered as a program of work. Early work on the project to upgrade the intersection of Nelson Bay Road and Medowie Road and the intersection of Nelson Bay Road and Lemon Tree Passage Road has been completed.

Transport for NSW (Transport) is currently planning for duplication of Nelson Bay Road from Williamtown to Bobs Farm as the next priority for the corridor.

## 1.2. The proposal

The W2BF project involves a series of projects to improve safety and efficiency on the corridor, which would:

- Provide better connectivity for residents, businesses and the community to Newcastle airport and Williamtown RAAF base
- Improve traffic flow, journey times and safety for motorists on Nelson Bay Road
- Improve pedestrian and bicycle safety by providing enhanced facilities
- Support tourism and local industries as a major economic driver in the Port Stephens area.

# 2. Consultation approach

## 2.1. Previous Consultation

In September 2019, Transport consulted with the community on on-line and off-line route alignment options for two sections of duplication, Williamtown to Salt Ash and Salt Ash to Bobs Farm.

The community were asked to provide feedback on an on-line route that would follow the existing Nelson Bay Road alignment and an off-line route that would follow a new road alignment for both sections of duplication. In March 2020, Transport published a Community Consultation Report that summarised the feedback received from the community during the September 2019 consultation period. This community feedback included suggestions for a new alternative off-line route.

Based on this feedback, Transport investigated a new alternative off-line route and requested community feedback on three route options, including the existing on-line and off-line route alignment options.

## 2.2. Consultation objectives

Transport consulted with the community and key stakeholders on the proposal to:

- Inform the community and stakeholders of the proposal and possible impacts
- Seek feedback on the proposal and issues of concern for consideration in developing alternative route alignment options
- Build a database of interested and concerned community members with whom to continue engagement during the development of the W2BF.

## 2.3. Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** - We place the customer at the centre of everything we do
- **Collaboration** - We value each other and create better outcomes by working together
- **Solutions** - We deliver sustainable and innovative solutions to NSW's transport needs
- **Integrity** - We take responsibility and communicate openly
- **Safety** - We prioritise safety for our people and our customers.

## 2.4. How consultation was done

We consulted with the community on the route alignment options for the W2BF project over a four-week period from 2 November 2020 to 27 November 2020. The consultation process was flexible and extended to 24 December 2020 to facilitate the inclusion of interested community member submissions.

Community members were encouraged to provide their feedback and leave comments via mail, email, or phone contact with the project team. We also directly consulted a number key stakeholders via individual meetings. Our key consultation tools are listed in Table 1.

Table 1 – Key consultation tools

W2BF Have your say – Route alignment options project update (November 2020)	2200 Have your say project updates were hand delivered to letter boxes in Williamstown, Bobs Farm and Salt Ash in early November 2021. A copy of the Have your say is provided in <b>Appendix A</b> .
Facebook advertisement	A paid Facebook advertisement was uploaded to the Transport Facebook page and shared by Kate Washington, MP. A copy of the post is provided in <b>Appendix B</b> .
Facebook Live	An online community Q&A session (Facebook Live) was hosted by Transport on 24 November 2020. It enabled the project team to describe the proposed route alignment options, answer questions and seek feedback from the online participants. 2057 Facebook users either attended the live event or viewed the recorded video of the Facebook Live event.
Media release	A media release covering the project was issued by Transport in early November 2020. It was subsequently published by the <i>Port Stephens Examiner</i> and the <i>Tilligerry Community News</i> .
Email notifications	Direct emails were sent from Transport staff to key project stakeholders including those identified during the 2019 consultation period and any individuals who made submissions about W2BF in the past. The emails advised stakeholders of the public exhibition and invited feedback on the route alignment options.
Newspaper advertisement	An advertisement covering the project was published in the <i>Port Stephens Examiner</i> on 5 November 2021 is included in <b>Appendix C</b> .
Consultation with key stakeholders	Transport staff attended meetings and consulted with key stakeholders including Hunter Water, Worimi LALC, NSW Department of Premier and Cabinet, Port Stephens Council, Port Stephens Buses, Williamstown RAAF Base, and a number of property owners upon request.

The consultation closed on 27 November 2020 however Transport accepted late submissions until 24 December 2020 and these late submissions have been included in this report.

## 3. Consultation summary

### 3.1. Overview

Comments on the W2BF Have your say closed on Friday 27 November 2020. Late submissions were also accepted until 24 December 2020 and are included in this report. Some submissions included multiple comments and raised multiple issues. 140 submissions were received in total.

There was support and opposition to each of the route alignment options. Key issues raised included:

- Comments that the new alternative off-line route would have less impact on existing residents due to its location and the fewer number of properties that would need to be acquired compared to the other route alignment options
- Comments that the new alternative off-line route would be easier to construct with less impact on existing residents compared to the other route alignment options
- Concerns about the potential for reduced economic activity through the loss of agriculture and trade. There was concern that the new alternative off-line route would bypass some existing businesses and divide agricultural land, impacting some farming operations
- Comments that the new alternative off-line route would alleviate traffic congestion, particularly because sand mining heavy vehicles would be removed from the existing road network
- Comments that the new alternative off-line route would improve road safety
- Concerns from a small number of respondents about the potential for per- and polyfluoroalkyl substances (PFAS) to be uncovered during construction of any alignment that is in close proximity to existing residential properties
- Concerns about environmental impact (biodiversity loss and fragmentation) and heritage impact (to land owned by the Worimi Local Aboriginal Land Council (WLALC)).

A number of design option suggestions were made by the community and will be considered by Transport.

The Transport Facebook post attracted a large number of visitors and achieved the following statistics:

- 105,657 reach
- 1.44 frequency
- 14 post reactions
- 33 post shares
- 639 clicks
- 14 comments.

The Facebook post shared on the page of Kate Washington, MP, also attracted visitors and interaction. The Facebook comments and issues raised by Facebook users were generally consistent with those made via the Have your say submissions.

The next section of this report contains a summary of the submissions.

Some submissions received by Transport were outside the scope of W2BF. They included:

- Identification of other traffic congestion points between Stockton and Williamtown (Williamtown roundabout)
- Installation of electric car recharge networks



- Provision of speed humps at Bobs Farm School
- Building a flyover at the Lavis Lane intersection
- Tunnelling some of the road to reduce property impacts.

These submissions have been noted and forwarded to the appropriate Transport representative for investigation and response where required.

One submission appended a petition of 590 signatories that supported the on-line route alignment on the basis of perceived impact to local businesses.

## 3.2. Have your say submissions

Table 2 provides a summary of stakeholder preferences for the three potential route options shown in the map at Appendix D;

- On-line route option (blue)
- Off-line route option (purple)
- New alternative off-line route option (orange)

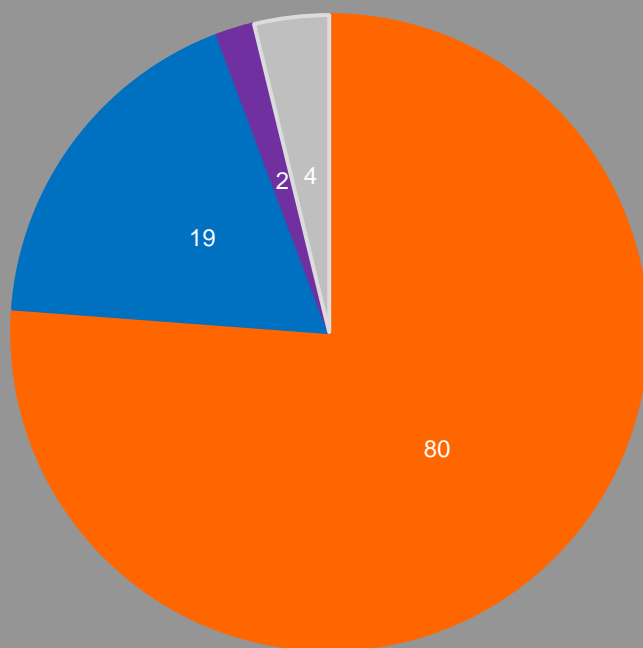
Table 3 provides a summary of all issues raised in the submissions received and Transports response.

**Table 2 – Route preference summary**

	Number of submissions	Preferred route	Rationale for preferred route selection
Route option preference	78	Support for off-line route (orange)	There is substantial support for the orange off-line route with respondents noting its capacity to deliver; <ul style="list-style-type: none"> <li>▪ improved road safety</li> <li>▪ reduced congestion</li> <li>▪ improved travel times</li> <li>▪ reduced impact on existing residents on Nelson Bay Road</li> <li>▪ an alternate route to and from Nelson Bay in emergency situations</li> </ul>
	19	Support for on-line route (blue)	A number of submissions supported the blue on-line route with respondents noting: <ul style="list-style-type: none"> <li>▪ it does not bypass local retail businesses and is therefore less likely to affect their economic viability</li> <li>▪ it does not bypass local tourism businesses and is therefore less likely to affect visitation</li> <li>▪ it reduces the impact on existing agricultural businesses</li> </ul> <p>There is also a perception that the blue off-line route has the least impact on property acquisition and fragmentation. It should be noted that preliminary investigations by Transport have determined that the property impacts would be greatest if the blue on-line route were to be selected as the preferred route. This is based on expectation that the blue on-line route would result in the partial acquisition of</p>

	Number of submissions	Preferred route	Rationale for preferred route selection
			many property frontages, including possible demolition of about 11 dwellings.
	4	No preferred route alignment option given	Four respondents did not nominate a preferred route and instead requested that Transport deliver the project as soon as possible.
	2	Support for the purple off-line route or orange off-line route	Two respondents supported the off-line orange and off-line purple routes on the basis of impacts on sand mining businesses.
	1	Suggestion of further alternative off-line route alignments providing connections to Nelson Bay Road at its intersection with Williamtown Drive	The suggestion to connect new alternative off-line routes at the Williamtown Drive intersection has been considered by Transport and does not meet the objectives of the project.
	2	Any alternative off-line link road route must be aligned to the eastern side of Oakvale Wildlife Park	Two submissions noted concerns about the location of the proposed link road near Oakvale Wildlife Park and the potential impact on the operation of the facility. Transport are continuing to consult with the operators of Oakvale Wildlife Park on link road routes that would minimise impacts on the park.
Opposition to route alignments	4	Opposition to the new alternative off-line route (orange)	There were four submissions opposing the offline orange route with respondents expressing concern that the route would: <ul style="list-style-type: none"> <li>• bypass and subsequently negatively impact on existing businesses</li> <li>• fragment parcels of land</li> <li>• negatively impact on agricultural businesses</li> <li>• negatively impact on residential properties</li> <li>• be a waste of government finances which could potentially be used for green energy initiatives for example electric car charging stations</li> </ul>
	2	Opposition to all options	Two submissions objected to any new roads on the project area, preferring either more sustainable transport alternatives that would benefit the environment or upgrades to the existing road network.

### Summary of route alignment option preferences



Off-line route (orange) On-line route (blue) Off-line route (purple) No preference

**Figure 1: Summary of route alignment preferences**

**Table 3 – Submissions issues summary**

Table 3 below contains a detailed summary of the issues raised by stakeholders in the submissions on the W2BF Have your say – Route alignment options project update (November 2020).

Issue category	Number of submissions	Issues raised	Transport response
Business	19	Impact of new alternative off-line route (orange) bypassing business	<p>Transport acknowledges that building the orange off-line route would impact on passing trade for some local businesses.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include a socio-economic study to assess potential impacts on businesses, agriculture and farming.</p> <p>Transport would continue to consult with local businesses and farming operations that have concerns with regard to loss of revenue.</p>
	6	On-line route options will benefit business	<p>Transport acknowledges that the blue on-line option would have the least impact on existing businesses and that building the orange off-line route would impact on passing trade for some existing businesses.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include a socio-economic study to assess potential impacts on businesses, agriculture and farming.</p> <p>Transport will continue to consult with local businesses and farming operations that have concerns with regard to loss of revenue.</p>

	6	Agricultural impact and ability to farm	<p>Transport has considered the potential impacts on agricultural businesses and farming operations in developing the three route options.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include a socio-economic study to assess potential impacts on agriculture and farming. In addition, Transport is exploring design options to manage the impact on cattle farming businesses.</p> <p>The Transport property team would contact property owners to discuss the property acquisition process once the preferred route has been selected.</p>
	4	Impacts to tourism in the area including impacts on cultural heritage facilities, wildlife breeding programs and environmental education facilities	<p>Transport acknowledges that building the orange off-line route could impact existing tourism, wildlife and cultural heritage operators in the project area.</p> <p>Transport has met with the operators of cultural heritage facilities, wildlife breeding programs and environmental education facilities to identify their concerns with the three proposed route options and to investigate strategies that could reduce potential impacts.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include a socio-economic study to assess potential impacts on tourism operations.</p> <p>Transport will continue to consult with tourism, wildlife and cultural heritage operators during the development of the project.</p>
	4	The new alternative off-line route (orange) must support and enhance tourism	<p>Transport acknowledges the need to support tourism and local industries as a major economic driver in the Port Stephens area. Transport has considered potential impacts on tourism in the development of the three proposed route options.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include a socio-economic study to assess potential impacts on tourism operators. Transport will continue to consult with tourism operators during the development of the project.</p>
	2	Opportunities for tourism/wayfinding signage/cultural art instalments along the new alternative off-line route (orange)	<p>The request for appropriate road signage, wayfinding signage and cultural heritage installations is noted and supported by Transport and would be considered as the project is developed.</p>

	5	The new road must facilitate access to services	<p>Access to services, businesses and residential properties has been considered in the development of all the proposed route options.</p> <p>The on-line blue route retains traffic growth along the existing road and has limited options for improving access to community services and facilities.</p> <p>The off-line purple route would reduce the amount of traffic on some sections of the existing road and some community services and facilities would have better access.</p> <p>The off-line orange route would reduce the amount of traffic on the existing road. It would also reduce traffic through the Salt Ash area and have a generally positive outcome providing safer access to community services and facilities (e.g. school, child care). All options would maintain access to the Worimi conservation lands.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include consideration of access to community services and facilities in the area.</p>
	2	Impacts to environmental educators and native wildlife breeding programs	<p>Transport acknowledges that building the orange off-line route could impact existing tourism operators in the project area.</p> <p>Once a preferred route is selected a concept design would be developed and an environmental assessment completed. This would include a socio-economic study to assess potential impacts on tourism operations. Transport would continue to consult with tourism operators during the development of the project.</p>
	1	Supports the new alternative off-line route (orange) because it will positively impact trade	<p>Transport notes this comment and expects that the orange off-line route would provide regional economic benefits. These would include better connectivity for residents, businesses and the community to Newcastle airport, and support for tourism and local industries as major economic drivers in the Port Stephens area.</p>
	1	The project area is not highly productive agricultural land and therefore its agricultural impact would be minimal	<p>This comment is noted. Transport is continuing to investigate the potential impacts of the three route options on agricultural businesses.</p>

	1	Compensation for loss of land	<p>Transport would need to acquire properties or part of properties to build the Nelson Bay Road upgrade. The impact on individual properties would not be known until a preferred route is selected and further investigations and concept design are completed.</p> <p>Acquisition generally would not start until the concept design is finalised and the environmental assessment approved.</p>
	2	The new alternative off-line route (orange) must allow for the existing Nelson Bay Road to become a service road	Transport confirms that the existing road network will be retained should the orange off-line route be selected as the preferred route alignment.
Property	9	Objections to property acquisitions	Transport would need to acquire properties or part of properties to build the Nelson Bay Road upgrade. The impact on individual properties would not be known until a preferred route is selected and further investigations and concept design are completed. Acquisition generally would not start until the concept design is finalised and the environmental assessment approved.
	2	Reduced property viability with the new alternative off-line route (orange)	Transport would need to acquire properties or part of properties to build the Nelson Bay Road upgrade. The impact on individual properties would not be known until a preferred route is chosen and further investigations and design are completed. Acquisition generally would not start until the concept design is finalised and the environmental assessment approved.
	1	PFAS devaluing property and impacting ability to sell	Property acquisition would be required for all route options. The impact on individual properties would not be known until a preferred route is selected and further investigations and design are completed.
	1	Property acquisition requirements for the new alternative off-line route	<p>Property acquisition would be required for all route options. The extent of property acquisition would be determined once the preferred route is selected.</p> <p>Acquisition generally would not start until the concept design is finalised and the environmental assessment approved.</p> <p>Affected landowners are encouraged to contact the project team to discuss their individual circumstances, including the process of acquisition.</p>
	2	The on-line route can relieve PFAS impacted home-owners with due compensation	<p>This comment is noted. Transport would need to acquire properties or part of properties to build the Nelson Bay Road upgrade. The impact on individual properties would not be known until a preferred route is selected and further investigations and design are completed.</p> <p>Acquisition generally would not start until the concept design is finalised and the environmental assessment approved.</p>

	1	Concern that the project cost includes land acquisition fees associated with the on-line option	Transport has completed preliminary value for money assessments of all the route alignment options which includes cost estimates for potential land acquisitions.
Community	1	Concern whether the road upgrade project is an appropriate use of state funding	Construction of Williamtown to Bobs Farm is subject to business case approval which includes consideration of the strategic need for the project and value for money.  Transport has completed preliminary value for money assessments of all the route alignment options and would conduct a full cost-benefit analysis for the project once the preferred route alignment option is selected.
	2	Support for the project without further delay or consultation	The comments favouring delivery of the project without further consultation or delay are noted.
Biodiversity	9	The loss of habitat, trees, and vegetation	Transport has completed preliminary ecological studies to identify significant flora and wildlife habitat for all the route alignment options.  All route alignment options would have some environmental impacts that would have to be managed. Once a preferred route alignment is selected a concept design would be prepared and an environmental assessment would be completed and displayed. This would include assessment of the impact on wildlife and wildlife habitat.
	8	Support for the orange off-line route (orange) in reference to the impact of natural disasters such as bushfires/flooding etc. on traffic access	Transport acknowledges that the offline route alignment options would provide alternative access for emergency situations.
	8	Flooding and impacts to wetlands	Preliminary flood studies have been conducted to identify hydrology patterns near the route alignment options. Additional flooding and hydrology studies would be conducted to inform the design and minimise impacts of flooding and drainage once the preferred route alignment is selected.



	5	Impact to fauna A number of submissions raised concerns that a new alternative off-line route would result in negative fauna impacts loss (including the local Koala population).	<p>Preliminary ecological studies have been conducted by Transport to identify significant flora and wildlife habitat near the three route alignment options. All options would have some environmental impacts that would be managed.</p> <p>Once a preferred route alignment is selected a concept design would be developed and an environmental assessment completed and displayed. This would include assessment of the impact on wildlife and wildlife habitat.</p>
	5	Environmental road design	Once a preferred route alignment is selected a concept design would be developed that would include consideration of environmentally sustainable design and materials.
Heritage	4	Worimi land - The community raised concerns that a new alternative off-line route would impact Worimi land.	<p>None of the proposed route alignment options would impact on Worimi Conservation Lands however all route have potential to impact on Aboriginal heritage generally.</p> <p>Following the selection of a preferred route alignment, an Aboriginal and European heritage assessment would be undertaken, as part of the environmental assessment for the project, to identify and mitigate any potential aboriginal cultural heritage impacts.</p>
Health and safety	5	Traffic accidents and collisions	Transport acknowledges that all the route alignment options would significantly improve road safety when compared to the existing conditions on Nelson Bay Road. The orange off-line route provides the safest environment for motorists by minimising exposure to construction traffic and providing a better road alignment with reduced property access points.
	4	PFAS contamination	<p>The on-line blue and off-line purple routes both require building about 5 km of road within the mapped PFAS secondary management zone, which includes residential land.</p> <p>The off-line orange route mostly avoids PFAS mapped land. The project would be managed in accordance with the requirements of the PFAS National Environmental Management Plan. Transport will continue to work with the NSW Department of Planning, Industry and Environment to manage PFAS affected land.</p>
	3	Crossing roads with cattle safely	Transport is exploring design options to manage the impact of the project on agricultural businesses. This includes exploring the feasibility of installing cattle underpasses.

	2	The orange off-line route (orange) avoids areas with PFAS	This comment is noted and Transport acknowledges that the orange off-line route has the least exposure to PFAS risk.
	2	Personal safety during construction (unearthed PFAS)	The on-line blue and off-line purple routes are both within the mapped PFAS secondary management zone. The off-line orange route mostly avoids PFAS mapped land. Once a preferred route is selected the project would be managed in accordance with the requirements of the PFAS National Environmental Management Plan. Transport will continue to work with the NSW Department of Planning, Industry and Environment to manage PFAS affected land.
Noise, vibration and air quality	5	Noise and air quality	The management of air quality (dust) and road traffic noise is a major factor in road planning. Once a preferred route is selected, a concept design would be developed and an environmental assessment completed. During this stage of the project further environmental studies including noise and vibration and air quality impact assessments would be completed.
	2	Impacts to residential properties as a result of vibration from heavy vehicles	Once a preferred route is selected, a concept design would be developed and an environmental assessment completed. During this stage of the project Transport would identify properties that may be affected by vibration during the construction and operation of the new road. Mitigation measures would be identified and may include property condition dilapidation surveys to ensure any future damage to affected properties are able to be identified and rectified.
Amenity	3	Impacts to sense of place - concerns were raised that property acquisition could lead to a new or upgraded road passing through a property or encroaching towards dwellings. This is considered to impact sense of place and the quality of life for residents.	<p>The project team acknowledges the importance of residential amenity and maintaining and enhancing a sense of place in the project area.</p> <p>The on-line blue route would retain high traffic volumes along Nelson Bay Road, reinforcing its primary purpose as a movement corridor for commuters and heavy vehicles.</p> <p>The off-line purple route would generally improve the amenity of residents living along Nelson Bay Road however would impact on existing residents in the Williamtown to Salt Ash area due to another road being constructed behind their properties.</p> <p>The off-line orange route would provide the greatest opportunity for urban amenity improvements and place-making enhancements to communities' along the corridor as it would remove the greatest amount of traffic from the existing network. This option has the greatest potential to improve access to community services such as schools and day care. This option has the greatest potential for removing heavy vehicles from the residential areas along existing Nelson Bay Road.</p>

	1	Reduced traffic volumes improved community amenity	<p>All three proposed route options would improve traffic flow, travel times and safety for motorists.</p> <p>Transport acknowledges that the orange off-line route would provide improved amenity for existing residents on Nelson Bay Road. Transport has conducted preliminary traffic studies that have indicated that traffic volumes on Nelson Bay Road would be reduced by 50% if the orange off-line route was constructed.</p>
	1	The off-line option (purple) is expected to impact home viability due to changed traffic patterns	<p>All three proposed route options would improve traffic flow, travel times and safety for motorists.</p> <p>The off-line (purple) route may impact on the amenity of existing residents on Nelson Bay Road, particularly between Williamtown and Salt Ash, because a new road would be constructed behind the existing properties.</p>
Traffic	20	Impact of existing traffic conditions, with specific reference made to congestion	All three proposed route options would improve traffic flow, travel times and safety for motorists in the project area.
	7	Sand mining truck diversion	Transport acknowledges that the orange off-line route would be most effective in diverting heavy vehicles from residential areas and the existing road network.
	4	Access to residences during the construction and operational phases	It is proposed to maintain existing property access as a part of the project. Once a preferred route is selected a concept design would be developed and discussions held with residents to ensure that access arrangements are appropriate. Transport also acknowledges the need to manage access to existing properties during construction and would work with residents to ensure that property access is maintained. .
	3	Current speed of motorists along the road network	<p>Transport notes these submissions. Should community members have concerns with regard to speeding motorists and existing speed zones it is recommended that they visit the Safer Roads website, link below;</p> <p><a href="https://www.saferroadsnsw.com.au/haveyoursay.aspx">https://www.saferroadsnsw.com.au/haveyoursay.aspx</a></p> <p>The website provides the community with the opportunity to comment on speed limits, make requests for speed zone reviews and suggestions about locations for speed cameras using the online portal.</p> <p>It should be noted that suggestions from the community do not automatically guarantee the completion of a speed zone review however all suggestions are fully assessed.</p> <p>Once a preferred route is selected Transport would seek advice from NSW Police about features of the road design that could assist with police enforcement.</p>

	1	Dust/dirt tracked onto the road from construction trucks using the orange off-line route (orange)	Tracking dirt onto roads during construction would be managed through appropriate measures included in the construction environmental management plan.
Design	3	Provision of pedestrian facilities	<p>Transport has previously improved pedestrian facilities at existing roundabouts along Nelson Bay Road.</p> <p>The on-line blue route would result in continuing traffic growth and road widening along the corridor which constrains opportunities for improved safety and amenity for pedestrians.</p> <p>The off-line purple and off-line orange routes would remove some traffic from the existing network providing further opportunities for improvements to pedestrian facilities.</p> <p>Once the preferred route alignment has been selected Transport would consider opportunities for inclusion of pedestrian facilities.</p>
	3	The on-line route (blue) is considered to be the most cost-effective option	<p>Transport has completed financial modelling which includes value for money assessments of the cost benefit of each route option. The blue on-line route is the most expensive to build due to construction inefficiencies and provides the least cost benefit.</p> <p>The orange off-line route is the most efficient to build and provides the greatest cost benefit.</p>
	2	Bridge over Tilligerry Creek	Transport confirms that regardless of which route is selected, new bridging over Tilligerry Creek would be provided on the proposed alignment.
	2	The orange off-line route (orange) is considered to be the most cost-effective option and favours easy construction	<p>Transport has completed financial modelling which includes value for money assessments of the cost benefit of each route option. The orange off-line route is the most efficient to build and provides the greatest cost benefit.</p> <p>The on-line blue route is the most expensive due to construction inefficiencies, and provide the least cost benefit.</p>
	1	Installation of electric car recharge facilities	Installation of electric car recharge facilities is outside the scope of the project.
	1	Substitution of the Williamtown roundabout with traffic lights	The request for a signalised intersection at the Medowie Road roundabout has been noted. Notwithstanding the recent upgrade of this intersection, the need for further upgrades to the intersection would be considered in further development of the preferred option.

	1	Request for signalised intersection at Lemon Tree Passage Road and the approved route alignment alternative.	The request for a signalised intersection at the Lemon Tree Passage roundabout has been noted. Notwithstanding the recent upgrade of this intersection, the need for further upgrades to the intersection would be considered in further development of the preferred option.
	1	Diversion of funds to provide speed humps at Bobs Farm School	Provision of speed humps at the school is outside the scope of the project.
	1	Properties will require new access from the new alternative off-line route (orange)	Once a preferred route is selected a concept design would be developed and discussions held with potentially affected residents to ensure that access arrangements are appropriate.
	1	Detailed assessment of current and predicted traffic volumes (especially heavy vehicles)	Transport acknowledges this submission and confirms that detailed traffic modelling is being conducted as part of project planning.
	1	Request for travel time analysis	Transport acknowledge this submission and confirm that detailed traffic modelling is being conducted as part of project planning.
	1	Current alignment passes through a sand mine	Transport acknowledges that the orange off-line route does pass through a parcel of land that is currently operating as a sand mine. Transport has consulted with sand mine operators during the project development. Once a preferred route is selected Transport would work with sand mining operations to manage any potential impacts.
	1	Confusion between approach lights at airport and road illumination lights	The design and installation of lighting along the preferred route alignment would take into account appropriate legislation and guidelines for managing the installation and operation of traffic infrastructure and lighting near airports. It should be noted that the orange off-line route avoids conflict with the airport light landing towers.
Construction	5	Construction impacts	Submissions suggesting that that the orange off-line route would have the least amount of impacts to the community overall is noted and will be taken into account in the decision-making process.

Requests for additional information	2	Requests by stakeholders for more detailed maps and project information	Where additional information was requested, stakeholders were contacted directly to discuss information requirements. Information was provided where available.
Out of scope items	1	Resolving traffic related impacts of other choke points between Stockton and Williamstown should be considered	Resolving all traffic related concerns between Stockton and Williamstown is outside the scope of the project.  All relevant concerns have been raised with the appropriate Transport staff member, where necessary, for investigation as part of future road infrastructure projects.
	2	Provision of a flyover at the Lavis Lane intersection	Once a preferred route is selected a concept design would be developed which would include consideration of designs for the intersection of Nelson Bay Road and Lavis Lane.

### 3.3. Recommendations

The majority of submissions (80) supported the new alternative off-line route (orange), which can be broken down into:

- 73 submissions supported the orange option (with reasons);
- 5 submissions supported the orange option (without reasons); and
- 2 submissions supported either the orange or purple options.

A smaller number (19) conveyed support for the on-line option (blue). We also acknowledge the receipt of a petition included as a part of a submission supporting the on-line option. The submissions and the range of issues outlined in Table 3 will be considered when progressing the project. Based on the feedback received Transport will be proceeding with further development of W2BF.

We will work closely with stakeholders and local residents on the future development of W2BF by:

- Informing the community and stakeholders of consultation outcomes and the next steps for the proposal by the distribution of this report
- Ensuring community and stakeholder comments and suggestions are considered when finalising the preferred option
- Publication of a preferred option report once the preferred option is selected
- Continuing to carry out communication activities as the project progresses and informing the community through the Transport website and project notifications.

In addition to the community consultation outcomes, other factors will influence the preferred route decision-making process including cost, time, engineering, safety and environmental considerations.

### 3.4. Next steps

We have considered all submissions and concerns raised by the community and key stakeholders. We will ensure that issues highlighted by stakeholders and the community are appropriately addressed in the next phase of planning for the upgrade of Nelson Bay Road from Williamtown to Bobs Farm.

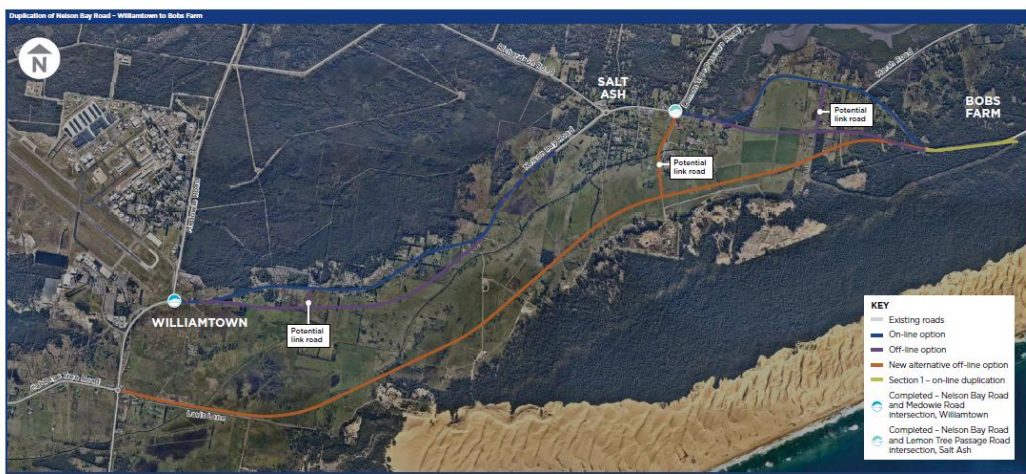
During the next phase of the project we will communicate with the community by:

- project updates
- publication of a preferred option report
- webpage updates

We will continue to keep the community informed as the project progresses.

Program timeline

Activity	Week
Introduction	1
Basic principles of epidemiology	2
Advanced epidemiology	3
Public health and epidemiology	4
Global health and epidemiology	5
Healthcare and epidemiology	6
Environmental health and epidemiology	7
Occupational health and epidemiology	8
Community health and epidemiology	9
Healthcare systems and epidemiology	10
Healthcare policy and epidemiology	11
Healthcare law and epidemiology	12

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## Appendix B – Facebook advertisements

**NSW Roads**   
Sponsored · 



👉 We want to know what you think about our proposed route alignment options for Nelson Bay Road by 5pm on Friday 27 November.




NSWROADS.WORK/NBR  
**Nelson Bay Road Feedback**  
Submissions close 27 Nov

LEARN MORE

 Like  Comment  Share

**NSW Roads**   
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Join us on November 24 from 4-4:45pm for an online Q&A session on the Nelson Bay Road upgrade!



TUES, 24 NOV  
**Nelson Bay Rd Upgrade -  
Williamtown to Bobs Farm...**

INTERESTED

## Appendix C – Newspaper advertisement



### Have your say – Nelson Bay Road upgrade – Williamtown to Bobs Farm route alignment options

Community and stakeholders are invited to comment on three route alignment options for the upgrade of Nelson Bay Road from Williamtown to Bobs Farm.

Visit [nswroads.work/nelsonbayroad](https://nswroads.work/nelsonbayroad) to find out more information and view maps of the route alignment options.

Please send your feedback to our project team at:  
[nelsonbayroad2@transport.nsw.gov.au](mailto:nelsonbayroad2@transport.nsw.gov.au) or:

Nelson Bay Road project team  
Transport for NSW  
Locked Bay 2030  
Newcastle NSW 2300

Comments are invited until **5pm on Friday 27 November 2020** and will be considered in finalising the preferred route option.

This proposal is part of the NSW Government's \$275 million investment to improve safety and travel times on Nelson Bay Road.

**For more information** contact the project team on (02) 1800 512 277 (during business hours) or email [nelsonbayroad2@transport.nsw.gov.au](mailto:nelsonbayroad2@transport.nsw.gov.au)

## Appendix D – Map of route options





nswroads.work



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Customer feedback  
Transport for NSW  
231 Elizabeth Street  
Sydney NSW 2000

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