

Sam Laybutt

HIGHWAY TO THE INDUSTRIES

A History of Industrial Drive

By Sam Laybutt

Acknowledgements

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Abbreviations

The following abbreviations have been used in this article.

DMR = Department of Main Roads
NCC = Newcastle City Council
NRL = Newcastle Region Library
RTA = Roads and Traffic Authority
RTAA = Roads and Traffic Authority Archives
SRNSW - State Records of New South Wales

Metric and imperial measurements are used where quoted in historical sources.

City of Greater Newcastle, Greater Newcastle Council and Newcastle City Council are used where historically appropriate and all refer to what is now Newcastle City Council.

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Introduction

Main Road No. 316 (Stewart Avenue/Hannell Street/Industrial Drive) is a dual carriageway route in Newcastle, NSW, running from Newcastle West along the southern side of the Mayfield/Waratah industrial area to the Pacific Highway near Sandgate. It has gradually usurped the Pacific Highway (Maitland Road) route as the main entrance to Newcastle from the north-west.

This article focuses on the section named Industrial Drive, between Elizabeth Street, Tighes Hill, and Pacific Highway at Mayfield West. The Hannell Street and Stewart Avenue sections of the route will be the subject of a future article.

Early Planning

Prior to World War Two, when continued growth of automobile use was still uncertain and economic conditions variable, improvements to main roads in Newcastle were largely project-based and incremental, lacking a long-term plan.

In 1944, with post-war reconstruction looming, the Department of Main Roads began to give consideration to the comprehensive layout and improvement of the main roads system of the Newcastle district.¹

Investigations carried out for that purpose indicated the need for a new arterial road skirting the fringe of the industrial area along the south bank of the Hunter River² to provide for easy access to and from the industrial areas whilst eliminating through traffic from existing residential areas. This route would later be known as 'Route No. 1' or the 'Industrial Route'. Following traffic surveys, a full plan for a system of Main Roads serving the Newcastle district was developed by mid-1945 adopted by Council in February 1946.³

By March 1947, the Department of Main Roads and City of Greater Newcastle had agreed in principle on Route 1 being 132 ft in width⁴, sufficient for the provision of dual three-lane, 33 ft wide carriageways, a median strip and flanking cycleways. The tentative route would continue Hannell Street north from Elizabeth Street, thence make its way via Gross Street, Ferndale Street railway overbridge, Smith Street, Kitchener Parade, Bull Street and Werribi Street to Pacific Highway, widening and deviating the existing 66 ft wide roads. In the Smith Street section it was resolved to find an alternative alignment to avoid existing residential areas.⁵

¹ Secretary, DMR, to Town Clerk, City of Greater Newcastle, 30 August 1945, DMR File 43/M.265 Part 1, RTAA

² *ibid.*

³ Town Clerk, City of Greater Newcastle, to Secretary, Department of Main Roads, 22 February 1946, DMR File 43/M.265, Part 1, RTAA

⁴ 'Arterial Road System. Schedule of Routes Proposed to be Widened', 26 March 1947, NCC File 254/12, NCC Archives, A2669

⁵ *ibid.*

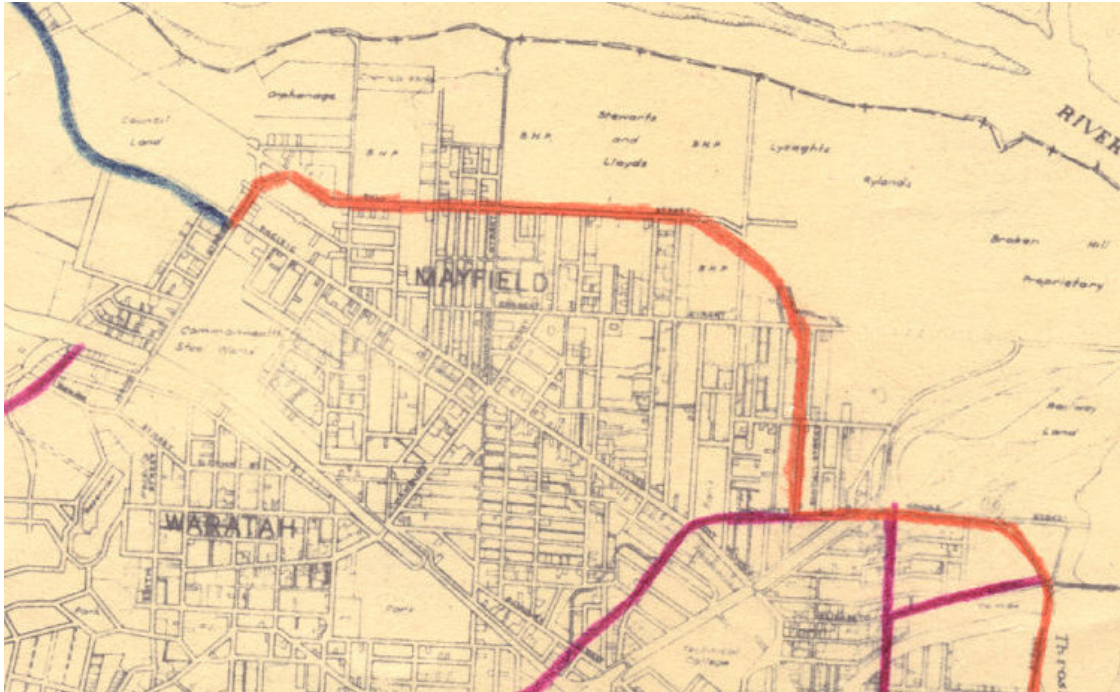


Figure 1 - Map dated 26 March 1947 showing, in Orange, the proposed 'Route 1' or 'Industrial Route' between Throsby Creek and Pacific Highway at Mayfield West. Note that the western end follows Bull Street, Gregson Avenue and Werribi Street to join Pacific Highway at Maud Street. Source: NCC File 254/12, NCC Archives, A2669.

Interim Route

The first action taken by the Department of Main Roads was the proclamation of the existing route used by traffic as a Main Road under the *Main Roads Act*, to allow the Department to contribute to the maintenance of the roads that traffic along this route was currently using.⁶

In conjunction with the proclamation and re-proclamation of other Main Roads in the Newcastle district, Main Road No. 316 was proclaimed on 16 August 1946, with the following route:

From the Pacific Highway (State Highway No. 10) at the intersection of Stewart-avenue and Parry-street, Newcastle, via Stewart-avenue, Hannell-street, Gross-street, Smith-street, Crebert-street and Bull-street to the intersection of Werribi-street and Maitland-road (State Highway No. 10), Mayfield.⁷

Whilst the proclamation did not specify this, the interim Main Road route between Smith Street and Bull Street was via George Street, Kitchener Parade, Crebert Street, and Ingall Street.⁸

⁶ Town Clerk, City of Greater Newcastle, to Manager, BHP Co. Ltd., 25 August 1949, DMR File 325.135, Part 1, RTAA

⁷ *NSW Government Gazette* No. 90 of 16 August 1946, p. 9511

⁸ Untitled and undated (circa 1960/61) sketch showing current and proposed locations of Main Road No. 316, DMR File 325.135, Part 2, RTAA



Figure 2 - May 2008 photograph showing Smith Street, Mayfield East, the interim alignment of Main Road No. 316 between 1946 and 1967. Source: Sam Laybutt.

Under the terms of the *Main Roads Acts 1924-47*, the Department contributed two-thirds to the cost of maintenance and construction of a 20 ft carriageway along the gazetted Main Road route.⁹ Works undertaken on the interim route include the following:

- Reconstruction, widening to 30ft and construction of kerbs and guttering on Ingall Street between Crebert and Bull Streets (1949-51)¹⁰;
- Surface treatment with tar, William Street to Greaves Street (1951)¹¹;
- Surface treatment with tar, Mounter Street to George Street (1951)¹²;
- Reconstruction and curve easing at the Bull/Ingall Street intersection (1951-52)¹³;
- Surface treatment with tar, Buruda Street to Pacific Highway (1953)¹⁴; and
- Reconstruction of Gregson Avenue from Tourle Street to Werribi Street (1961-62)¹⁵.

As new sections of Industrial Drive were opened to traffic, DMR contributions for construction and maintenance of the corresponding interim sections of Main Road No. 316 were discontinued.

⁹ 'Ald. Richardson Claims - Department Pays for 20ft. Road' in *Newcastle Morning Herald*, 29 August 1947.

¹⁰ Town Clerk, City of Greater Newcastle, to Divisional Engineer, DMR, 23 September 1949, NCC File 254/2, NCC Archives, A2668; Divisional Engineer, DMR, to Town Clerk, City of Greater Newcastle, 21 September 1950, NCC File 254/2, NCC Archives, A2668

¹¹ 'Schedule: Surface treatment with tar', undated, NCC File 254/2, NCC Archives, A2668

¹² *ibid.*

¹³ Chief Engineer, DMR, to Divisional Engineer, DMR, 30 May 1951, DMR File 325.135, Part 1, RTAA

¹⁴ *ibid.*

¹⁵ Works Committee Report, City of Greater Newcastle, 10 May 1960, NCC File 254/1, NCC Archives, A2668

Finance

Proposed as a future Main Road (No. 316), the initiative for the planning and design of Industrial Drive was the responsibility of Council and initially proceeded on the premise that the Department of Main Roads would contribute to acquisition, construction and maintenance as per the terms of the *Main Roads Act*, i.e.:

- Two-thirds of the cost of any resumptions necessary for the full width of the road; and
- Two-thirds of the cost of construction and maintenance of a 20 ft wide carriageway, irrespective of the width of the Main Road;

with Council contributing the remaining costs.¹⁶ However, as planning of the Newcastle Port and Kooragang Island developments progressed the Department of Main Roads recognised the importance of the Industrial Route and in 1967¹⁷ agreed to fund the full cost of land acquisition and the cost of constructing two 33ft wide carriageways.¹⁸ Work was subsequently undertaken by Council on behalf of the Department¹⁹, with the exception of the Gross Street railway overbridge which was constructed jointly by Council, the DMR and the Department of Railways.²⁰

Bull Street to Pacific Highway

The early planning for this section is somewhat confusing.

A newspaper article dated 19 April 1945 refers to Greater Newcastle Council approving a plan for construction “of a main highway at the northern extremity of its land at Mayfield West to give direct access to industrial areas.”²¹ This description indicates that the proposed road was to be an extension of Gregson Avenue to the north of Stevenson Park, to meet Pacific Highway in the vicinity of its current junction with Industrial Drive.

However, a letter from the DMR to the Town Clerk dated 30 August 1945 states that “it will be necessary for [the proposed Industrial Drive] to join the Pacific Highway at its junction with Werribi Street... as the existing Maud Street - Werribi Street road provides the only satisfactory crossing of the Great Northern Railway in this vicinity.”²² A roundabout-controlled intersection was proposed to cater for the anticipated traffic volumes which include heavy turning movements.²³

To make things even more interesting, a Department of Main Roads map dated June 1945²⁴ shows the proposed road along today’s alignment from Bull Street via a deviation to Adams Street and thence to Pacific Highway west of the Abattoirs. However, this route is whited-out, and the aforementioned route along Bull Street and thence via deviation to Pacific Highway at Maud Street is shown as the proposed location of Industrial Drive. A further, undated, map bundled with correspondence from 1948,²⁵ shows Route 1 meeting Pacific Highway in the vicinity of the Abattoirs, along a line closely resembling what was eventually built.

¹⁶ ‘Ald. Richardson Claims - Department Pays for 20ft. Road’ in *Newcastle Morning Herald*, 29 August 1947.

¹⁷ Divisional Engineer to Chief Engineer, DMR internal memorandum, 24 July 1970, DMR File 325.135, Part 4, RTAA

¹⁸ ‘Road aid pact hailed as breakthrough’ in *Newcastle Morning Herald*, 22 June 1967

¹⁹ Divisional Engineer to Chief Engineer, DMR internal memorandum, 31 August 1970, DMR File 325.135, Part 4, RTAA

²⁰ ‘The end of a bottleneck’ in *Newcastle Sun*, 4 April 1967

²¹ ‘New Highway to Industries’ in *Newcastle Morning Herald*, 19 April 1945

²² *ibid.*

²³ ‘Report of action taken re: widening between Hawkesbury River and East Maitland - State Highway Nos. 10 and 9’, 16 May 1956, DMR File 325.1351, Part 1, RTAA

²⁴ untitled map, DMR File 43/M.265, part 1, RTAA

²⁵ ‘Planning of Newcastle & District Future Road System: Route Reference Numbers’, undated, DMR File 43/M.265, part 1, RTAA

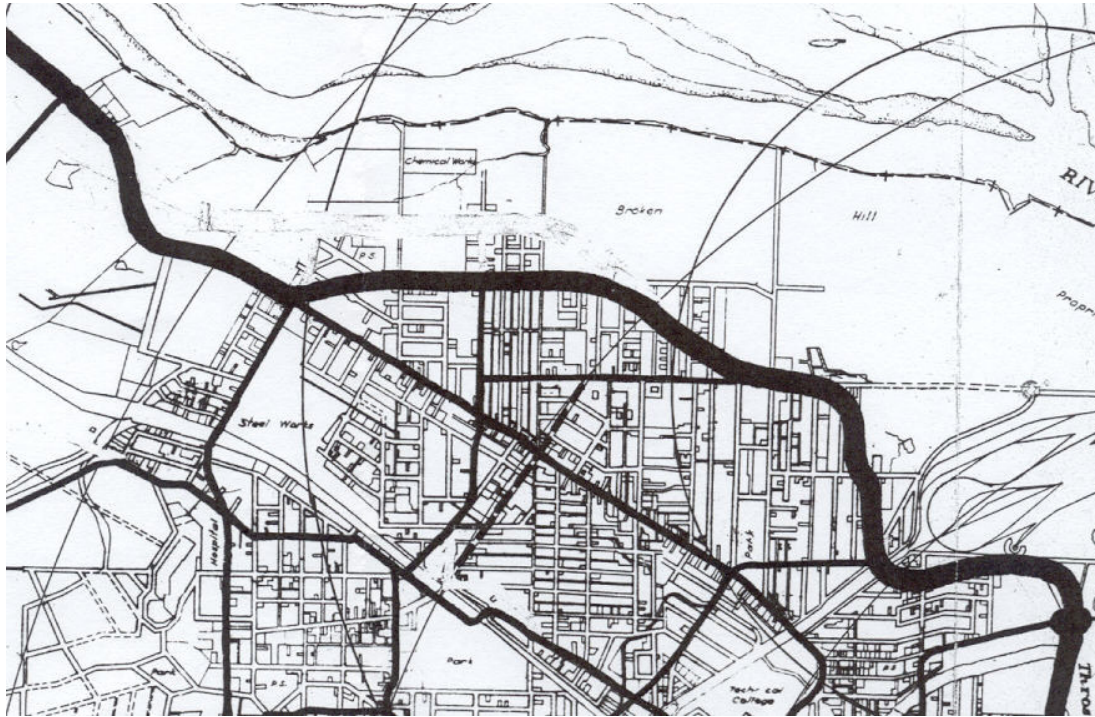


Figure 3 - Excerpt from an untitled DMR map, dated June 1945²⁶, showing proposed arterial road network in Mayfield area. Note that the eventual alignment of Industrial Drive has been whited-out and replaced with the initially planned alignment via Bull Street to Pacific Highway at Maud Street.

A report from the City of Greater Newcastle's Town Planning Committee in March 1947 then advocates a deviation from Bull Street to Pacific Highway at Mayfield West.

An alternative route between Gregson Avenue and Stewart and Lloyds has been investigated and it shown in blue on the attached plans. This alternative has definite advantages over the route originally proposed. It will keep through traffic away from Mayfield West Public School, give improved alignment and avoid the steep grades that are encountered in Bull Street. Expensive construction in rock will also be avoided. It will be closer to the probable future industries on the flatter portions near the Hunter River and will thus give better access.

The alternative route will continue the conception of the route being a buffer between residential and industry. The original route divided the residential portion and included part with future industry.

*It is recommended that the alternative scheme be adopted.*²⁷

²⁶ untitled map, DMR File 43/M.265, part 1, RTAA

²⁷ Town Planning Committee Report, 26 March 1947, p.2, NCC File 254/12, NCC Archives, A2669.



Figure 4 - May 2008 photograph showing the steep grade on Bull Street, looking east from Elizabeth Street. The Bull Street section of Industrial Drive can be seen in the distance. Source: Sam Laybutt.

The alternative route appears to have been adopted by the Department of Main Roads soon afterwards, as a reservation along that alignment was included in the Northumberland County Planning Scheme in 1951, with no reservation shown along Bull Street, Gregson Avenue or Werribi Street.²⁸ The DMR's response to the road reservations included in the Planning Scheme indicates approval of that alignment.²⁹

A final decision on the relocation of Industrial Drive to the north of Bull Street and Gregson Avenue appears to have been made in March 1955, with the DMR noting that "an amended location has been found desirable and this lies to the north of the planned route and junctions with the [Pacific] Highway at a point of opposite the Newcastle Abattoirs."³⁰ The relocated road reservation thus led straight into the proposed 'County Route 14' which had been relocated from its originally proposed line by 1955.³¹

²⁸ 'Map of Northumberland County Showing Proposed Land Use', Sheet 2, December 1950, NRL C711.40994/5

²⁹ 'Examination of Northumberland District Planning Scheme. New Proclamations Recommended. City of Newcastle. Schedule "A", Sheet No. 1', undated, DMR File 43/M.265, Part 2, RTAA

³⁰ 'Report of action taken re: widening between Hawkesbury River and East Maitland - State Highway Nos. 10 and 9', 16 May 1956, DMR File 325.1, Part 1, RTAA

³¹ 'Northumberland County District Scheme Map as exhibited by the Minister (for Local Government): City of Newcastle', Sheet 6, 1955, NRL C711.40994/1

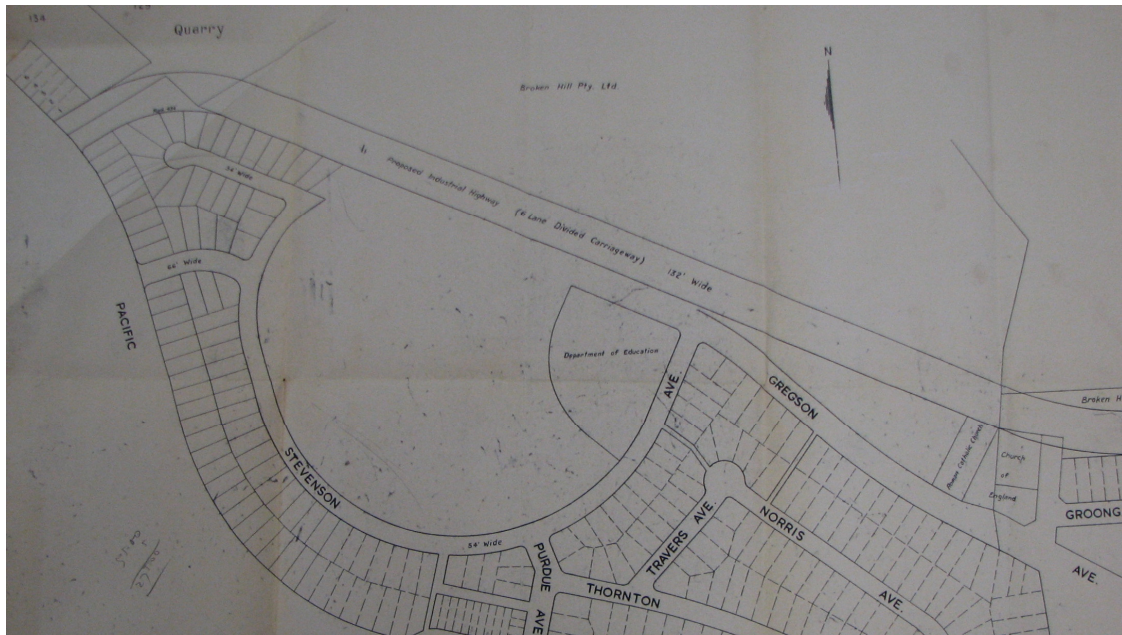


Figure 5 - Excerpt of a plan³² dated 16 August 1954, showing Mayfield West subdivision with the proposed alignment of Industrial Drive skirting the northern boundary. Source: NCC File 254/12A, NCC Archives, A2770.

The section between Bull Street and Werribi Street was second in importance only to the Gross Street overbridge as it formed part of the approaches to the Tourle Street Bridge, facilitating the dispersal of industrial traffic from Kooragang Island onto the arterial road network at Vine Street and Maud Street. The decision was made in 1962³³ to construct the section between Bull Street and Werribi Street initially as a single 24 ft wide carriageway to complement the opening of Tourle Street Bridge³⁴ which was planned for early 1965. This work eliminated the need to widen Tourle Street between Industrial Drive and Pacific Highway through the established residential area and avoided the steep grade on Tourle Street north of Bull Street.³⁵

Despite intentions for the Bull Street to Tourle Street section to be the first constructed, aerial photographs from 1965 show the section between Tourle Street and Werribi Street constructed as a single carriageway following the bridge's opening in February with the former section still under construction.³⁶ The section from Bull Street to Tourle Street was eventually opened as a single 24 ft wide carriageway in 1966³⁷

Duplication of this section was commenced following the completion of the section from Bull Street to George Street in 1969 and was substantially complete as far as Tourle Street by the end of 1971.³⁸

³² 'Mayfield West Subdivision - Existing Subdivision & Proposed Development of Residue', plan drawn by City Engineer's Department, Council of the City of Newcastle, 16 August 1954, NCC File 254/12A, NCC Archives, A2770.

³³ Urban Design & Planning Engineer Minute, 21 May 1964, DMR File 325.135, Part 2, RTAA

³⁴ Chief Engineer to Divisional Engineer, 12 April 1962, DMR File 325.135, Part 2, RTAA

³⁵ Assistant Chief Engineer's Minute, 12 April 1962, DMR File 325.135, Part 2, RTAA

³⁶ Aerial photograph marked 'Northumberland Project 1965 - Run 4, 29/9/65', provided to the author by NCC

³⁷ Works Committee Report, 25 January 1966, NCC File 254/12A, NCC Archives, A2770

³⁸ Aerial photograph marked 'Stockton Bight - Run 4, 2/10/71', provided to the author by NCC

The dual carriageway extension from Werribi Street to Pacific Highway was not commenced until after October 1971³⁹ and no completion date is recorded, however it appears the road was opened to traffic and the section between Tourle and Werribi Streets duplicated by the end of 1972.⁴⁰

George Street to Bull Street

Initial plans for this section were tied in with the originally proposed Smith Street alignment, which would have seen Industrial Drive turn south at Crebert Street, running behind the row of houses abutting Kitchener Parade and thence along Smith Street. The desirability of locating a better alignment for the proposed road was recognised early by both the Department and Council⁴¹ and by 1951 the alignment had been shifted to its current location, skirting the eastern edge of the residential area to form a buffer between it and the industrial land uses.⁴²

Construction of this section remained a lower priority with the Gross Street overbridge and Bull Street to Werribi Street extensions constructed first. Work on filling what became a missing link between George Street and Bull Street was commenced in 1968⁴³ and the dual 33 ft wide carriageways were opened to traffic on 22 December 1969.⁴⁴

Bridge over the Port Waratah Railway Line at Morandoo Sidings and Approaches (Elizabeth Street to George Street)

The first bridge in the vicinity was constructed in 1907 as part of the reconstruction and regrading of the railway line from Islington Junction to Port Waratah.⁴⁵ A railway at this location had existed since at least 1863, when the Waratah Coal Company first constructed loading staithes at Port Waratah,⁴⁶ but an overbridge was not required until the Government resumed the private railway easements and made provision for the future construction of four tracks for the carrying of coal to Port Waratah and Bullock Island.

The bridge, referred to as the Rose Street overbridge, was of timber construction with two 26-foot spans and a 30ft wide deck⁴⁷, linking Ferndale Street with Selwyn Street immediately north of the intersections with Rose and Mounter Streets respectively. In 1915, tram tracks and a footway were added to the bridge to accommodate the Port Waratah tramway.⁴⁸ A segregated tramway easement was provided on both approaches to the bridge; on the eastern side between Ferndale and Rose Streets, and on the western side from Selwyn Street northerly to the intersection of Selwyn and George Streets.⁴⁹

³⁹ Aerial photograph marked 'Stockton Bight - Run 4, 2/10/71', provided to the author by NCC

⁴⁰ An undated excerpt from the *Newcastle Morning Herald* titled 'Highway Cost \$3 Mill More' is bundled in DMR File 325.135, Part 4, between correspondence from late 1972 and early 1973, refers to Industrial Drive being complete from Elizabeth Street to Pacific Highway.

⁴¹ 'Arterial Road System. Schedule of Routes Proposed to be Widened', 26 March 1947, NCC File 254/12, NCC Archives, A2669

⁴² 'Map of Northumberland County Showing Proposed Land Use', Sheet 2, December 1950, NRL C711.40994/5. The buffer function of the Industrial Route is referred to in 'Report of Town Planning Committee', 26 March 1947, NCC File 254/12, NCC Archives, A2669

⁴³ A letter from the Town Clerk, NCC, to the General Manager, BHP, dated 31 August 1966 (NCC File 254/12A, NCC Archives, A2770) advises that the commencement of work on this section is not anticipated prior to January 1968.

⁴⁴ 'Another Highway Section to Open' in *Newcastle Herald*, 20 December 1969.

⁴⁵ Keenan, D., McCarthy, K., Wilson, R., 1999, *Tramways of Newcastle*, Petersham: Transit Press, p.54.

⁴⁶ Marsden, S., 2002, *Coals to Newcastle: A history of coal loading at the Port of Newcastle, NSW, 1797-1997*, Wagga Wagga: Bobby Graham Publishers, p.57.

⁴⁷ Keenan et al, *op cit*, p.54

⁴⁸ *ibid*.

⁴⁹ 'Plan showing Tramway land required for the Industrial Highway', undated, NCC File 408/104, NCC Archives.

The bridge was a natural crossing point as it was located almost immediately south of the expansive Morandoo railway sidings, the bridging of which would have been prohibitively expensive and operationally inconvenient. However, the wooden bridge was poorly aligned with right-angled bends for general traffic on both approaches.

Following the closure of the Port Waratah tramway in November 1938,⁵⁰ Council began investigating ways of improving the approaches to the bridge under the guise of an 'Industrial Highway'. Council proposed to utilise the tramway reservation from William Street to the intersection of George and Selwyn Streets and the Department of Government Transport was generally agreeable to the dedication of the land as a public road at no cost.⁵¹ Survey and design of the proposed 'Industrial Highway' appears to have proceeded slowly, with Council stating in October 1946 that proposals had not yet been finalised, but that they envisage only the temporary use of the tramway reservation in the near future.⁵²

By March 1947, proposals had been advanced sufficiently to recognise that a new overbridge and approaches would be required, linking with Gross Street on the eastern side and Smith Street on the western side.⁵³ From Smith Street, Industrial Drive was planned to turn northwards, running parallel and east of Kitchener Parade before turning west to join Bull Street near its intersection with Ingall Street.

By 1951 the DMR had shifted the location of the proposed overbridge to a line connecting Gross Street with Lindsay Street, with the western approach between Selwyn and Ingall Streets correspondingly shifted east to skirt the existing residential area.⁵⁴

Survey and design work proceeded throughout the 1950s as part of an extensive programme to survey the final boundaries of all arterial roads proposed in the Newcastle district. In the meantime, traffic conditions at the Rose Street overbridge grew steadily worse as traffic volumes increased, particularly following the 4:00pm shift change at BHP.⁵⁵ In response to this, Council decided in 1957 to expedite land acquisition and the final design of the bridge and approaches.⁵⁶

Construction of the bridge, a four-lane steel and concrete structure, was included in Council's Five Year Priority Programme in 1960 and given a high priority due to the impending construction of a bridge over the South Arm of the Hunter River at Tourle Street. The work was deferred, however, pending a decision from the Department of Railways as to their future requirements within the railway easement. Additional work previously required, including the relocation of Selwyn Street and the provision of an additional bridge span, was ultimately abandoned prior to the commencement of construction.⁵⁷ Nonetheless, the Department of Railways constructed the bridge foundations and superstructure, whilst the Department of Main Roads constructed the deck and approaches.

⁵⁰ Keenan et al, *op cit*, p.105

⁵¹ Secretary, Department of Road Transport and Tramways, to Town Clerk, City of Greater Newcastle, 4 May 1942, NCC File 408/104, NCC Archives

⁵² Town Clerk, City of Greater Newcastle, to Secretary, Department of Road Transport and Tramways, 10 October 1946, NCC File 408/104, NCC Archives

⁵³ 'Report of Town Planning Committee', 26 March 1947, NCC File 254/12, NCC Archives, A2669

⁵⁴ 'Map of Northumberland County Showing Proposed Land Use', Sheet 2, December 1950, NRL C711.40994/5

⁵⁵ Town Clerk, City of Greater Newcastle, to Divisional Engineer, DMR, 14 August 1957, NCC File 254/12A, NCC Archives, A2770

⁵⁶ *ibid.*

⁵⁷ Secretary for Railways to Chief Engineer, DMR, 9 September 1964, DMR File 325.1233, Part 2, RTAA

Construction began in 1965 and the bridge was opened to traffic on 10 April 1967.⁵⁸ The work also included the provision of a four-lane divided carriageway along Gross Street and a single carriageway along Hannell Street to the intersection with Elizabeth Street, which were completed in 1968.⁵⁹ On the north-western side of the bridge, the four-lane approach terminated abruptly at the intersection with George Street, pending subsequent further construction.



Figure 6 - May 2008 photograph showing the bridge carrying Industrial Drive over the Port Waratah railway line. Source: Sam Laybutt.

The old, and now redundant, timber Rose Street overbridge was removed by the Department of Railways during the first half of 1969.⁶⁰ All that remained were the abutments and approach embankments on either side of the railway easement, although the eastern abutment and embankment were subsequently removed when the State Railway Authority added an additional shunting neck to the railway easement in mid-1994.⁶¹

⁵⁸ 'Too Much Caution!' in *Newcastle Sun*, 10 April 1967

⁵⁹ 'New bridge to speed traffic' in *Newcastle Morning Herald*, 24 March 1967 and untitled map showing proposed and completed sections of Main Roads No. 316, DMR File 325.135, Part 4, RTAA

⁶⁰ Secretary for Railways to Secretary, DMR, 4 June 1969, DMR File 325.1233, Part 2, RTAA

⁶¹ Alexander King recollections



Figure 7 - Circa 1984 photograph showing eastern approach embankment and bridge abutment remaining following the removal of the bridge itself. Source: Brad Coulter.



Figure 8 - May 2008 photograph showing the remaining western approach embankment and abutment of the former Rose Street overbridge. Source: Sam Laybutt.

Grade-separation at Tourle Street

Early plans for Tourle Street bridge and approaches proposed the widening of Tourle Street between Industrial Drive and the Pacific Highway.⁶² In 1962 it was decided that the Industrial Route should be constructed in lieu of widening Tourle Street and that Tourle Street should be closed immediately south of that intersection.⁶³

With the proposed development of Kooragang Island for industrial purposes and construction of a high-level bridge between Kooragang Island and the Stockton peninsula imminent, Council developed plans for grade separation of the intersection of Industrial Drive and Tourle Street.⁶⁴ The Department of Main Roads 'considered that grade separation...will be most desirable in the future'⁶⁵ and subsequent investigations revealed that the anticipated ultimate peak hour traffic volumes would require grade separation.⁶⁶ A design for a trumpet interchange utilising undeveloped land on the eastern side of Tourle Street between Industrial Drive and Bull Street was prepared by Council and subsequently adopted by the Department of Main Roads.⁶⁷

However, the anticipated full development of Kooragang Island has not yet eventuated and the dedication of a large area of the Island as a nature reserve in the late 1970s means it most likely never will. Perhaps for this reason the Department of Main Roads/Roads and Traffic Authority quietly abandoned this proposal.

A visit today to the site of the once-proposed interchange shows the subdivision of the land and the development of a small housing estate. A perusal of old Newcastle street directories indicates that the subdivision occurred during the late 1990s⁶⁸, although it is quite possible that the proposal was abandoned some time beforehand.

⁶² Chief Engineer to Divisional Engineer, 12 April 1962, DMR File 325.135, Part 2, RTAA

⁶³ Assistant Chief Engineer's Minute, 12 April 1962, DMR File 325.135, Part 2, RTAA

⁶⁴ Divisional Engineer, DMR, to Town Clerk, NCC, 11 December 1970, DMR File 325.1294, RTAA

⁶⁵ *ibid.*

⁶⁶ Urban Investigations Engineer, Minute, 12 March 1971, DMR File 325.1294, RTAA

⁶⁷ 'Main Roads No. 316. Proposed grade separation of Industrial Route MR316 and Tourle Street at Mayfield', plan dated 19 August 1971, DMR File 325.1294, RTAA

⁶⁸ The subdivision does not appear in the 1995 edition of Universal Business Directories' *Citylink* street directory but does appear in the 2000 edition of UBD's *Newcastle* street directory.



Figure 9 - May 2008 photograph looking south along Tourle Street towards Industrial Drive. The land on the right side of Tourle Street is where the interchange would have been constructed. Source: Sam Laybutt.

Grade-separation at Pacific Highway

The intersection of Pacific Highway and Industrial Drive at Mayfield West is also the location where the reservation for the proposed 'County Route 14' joins Pacific Highway.

With the latter planned to be an important link between State Highway No. 23 (the Newcastle inner city bypass between Windale and Sandgate) and the industrial areas via University Drive, Council developed plans to grade-separate the junction of these two routes and Pacific Highway. The Department of Main Roads in 1974 adopted a plan for this intersection which would have seen Industrial Drive pass below Pacific Highway and lead directly into County Route 14.⁶⁹

Despite the plans for County Route 14 being reduced in scope in subsequent years⁷⁰, the proposal for grade-separation at this intersection appears to remain as an active, albeit long term proposal.

It was investigated most recently in 2006 when an option to construct County Route 14 and link it directly to Industrial Drive via a 280m radius curve beneath Pacific Highway was dismissed in favour of extending State Highway No. 23 from Sandgate Road to Pacific Highway.⁷¹

⁶⁹ Chief Engineer to Divisional Engineer, DMR internal memorandum, 8 January 1974, DMR File 325.135, part 4, RTAA

⁷⁰ The section south of University Drive via Dent Street to Croudace Street was abandoned in 1982 - see 'Report of City Engineer of 26 April 1983', provided to the author by Newcastle City Council.

⁷¹ Roads and Traffic Authority, 2006, *Newcastle Inner City Bypass - Shortland to Sandgate. Review of Environmental Factors. Main Volume*, Parramatta: RTA Environmental Technology Branch, p.22