

Wyong Shire Key Infrastructure Study – Interim Report
Prepared for Wyong Shire Council

4.3 Agency responses and concerns

Wyong Council lodged a written submission to the Phase 1 Study (2 September 2011). Gosford Council did not make a formal submission. The following responses to the Study have been assembled from the Wyong submission and from Interviews with Wyong and Gosford Council executive staff.

- Wyong and Gosford Councils both support the HSR following the F3 Freeway alignment.
- Both Councils consider Ourimbah as a preferable location to Kariong for a Central Coast station on the basis that Ourimbah would provide better proximity to the emerging population and employment centres in the North Wyong Structure Plan and Wyee employment areas as well as the Ourimbah campus of the University of Newcastle and the freeway. Ourimbah is generally a more convenient location and will be the centroid of the Central Coast's future population.
- Wyong Council officers stressed that the Northern Wyong / Southern Hunter strategies should be given due consideration in station selection in the Phase 2 analysis.
- Wyong Council requested that government priority be placed on construction of the Sydney-Central Coast stage of the HSR.

4.4 Project Status

Cardno staff conducted an interview with Mr. Richard Farmer, General Manager, High Speed Rail in the Policy and Research Division of the Federal Department of Infrastructure and Transport (DIT). Mr. Farmer provided the following information on the current status of the Project:

An announcement that the Phase 2 Study has been commissioned was imminent at the time of interview.

Phase 2 of the Study will:

- Assess market needs and user benefits.
- Develop preferred alignments.
- Look at systems development, staging, costing; environmental / social / economic appraisal, finance and implementation planning. It's still the beginning of a long decision making process.

The completion of the Phase 2 Study will still be the beginning of a long and protracted decision making process.

Mr Farmer's opinion is that Central Station would be the most likely Sydney station for the HSR and the route would tunnel under metropolitan areas.

With regard to local government consultations, Mr Farmer stated that DIT are not consulting directly with Councils due principally to the very large number of local government areas involved. However, individual presentations to Councils can be arranged.

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To register support for a HSR station at Ourimbah in lieu of Kariong, Wyong / Gosford should lodge a formal submission to DIT with supporting information.

When asked to comment on the synergy between the HSR Central Coast corridor and the possible Central Coast location for a second Sydney airport, Mr Farmer stated that DIT are consulting closely with the group doing the Federal aviation study. Mr. Farmer's opinion is that the Peats Ridge site is unlikely to be shortlisted by the study.

5 Second Sydney Airport

5.1 Background

Studies and proposals to develop Sydney's second airport date back decades. Sites considered as options for an airport occur in the western outskirts of Sydney, the southern tablelands and Canberra and the Central Coast and Hunter. Central Coast and Hunter sites that remain under consideration at present include Newcastle, Somersby and Peats Ridge.

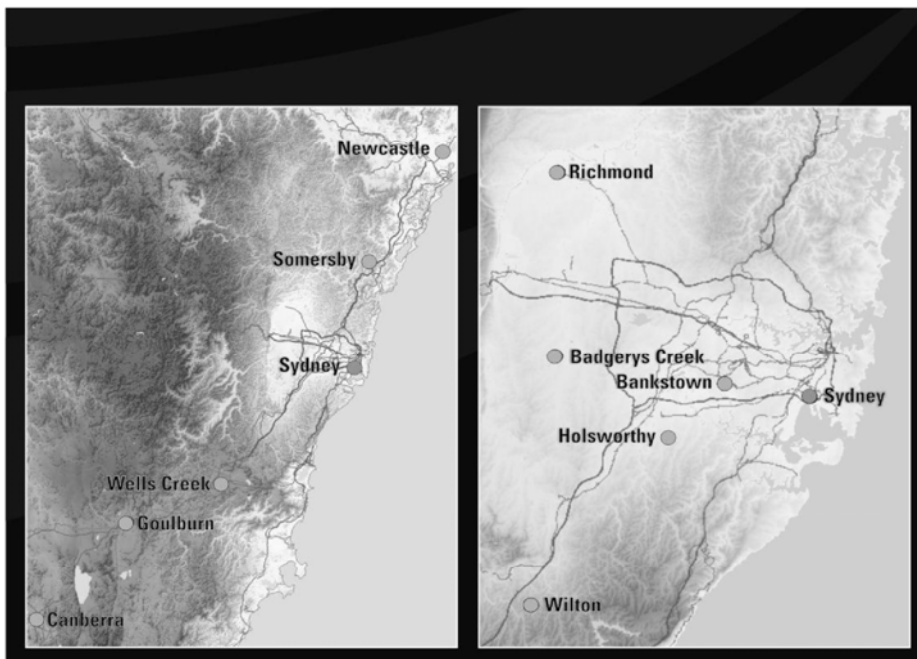


Figure 8 Sites that have been considered for a second Sydney airport

Of the studies carried out to date, only the *National Aviation Policy White Paper* (the Australian Government, December 2009) is publicly available.

A joint study by the Commonwealth and NSW Governments has recently been released. The outcomes of the study with regard to implications for Wyong and the Central Coast are reviewed in Section 5.4 of this Report.

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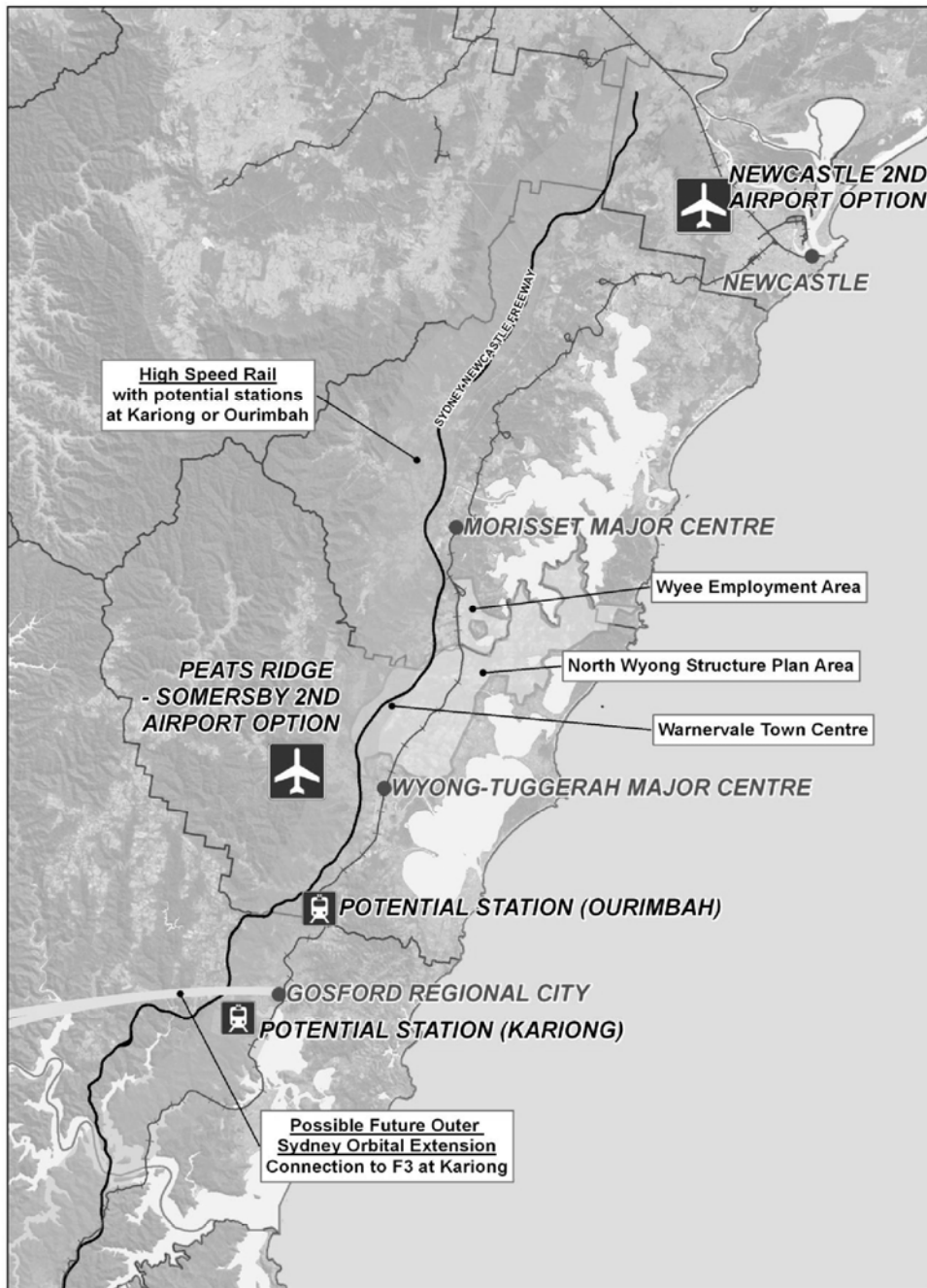


Figure 9 Potential second Sydney airport sites on the Central Coast

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5.2 Literature review

National Aviation Policy White Paper, 2009

The purpose of the White paper was to set out a comprehensive long-term aviation policy framework and provide a range of initiatives to support the development of the Australian aviation industry at all levels.

The White Paper:

- Sets out the Government's commitment to a continuation of Australia's excellent aviation safety record and to strengthen aviation security systems;
- Provides a policy framework for the development of the aviation industry at all levels – international, domestic, regional and general aviation; and
- Sets out initiatives to ensure better planning and integrated development on and around airports and to lessen the adverse effects of aviation activity on the environment and communities.

With respect to aviation in the Sydney region, the Paper:

- Recognises that to meet the demands of a growing population, the Sydney Region will require a second major airport. The Sydney Kingsford Smith Airport cannot handle projected long-term growth in the region.
- Commits the Australian Government to working with the NSW Government to develop an Aviation Strategic Plan as part of an integrated transport plan for the Sydney region. The Strategic Plan is to be released in 2011.
- Recognises that the key issue in examining new aviation capacity for the Sydney region has to be the successful integration of future aviation requirements with the NSW land use and infrastructure planning regime. This includes economic and employment node development and having key linkages with land transport and other infrastructure networks.

The Paper confirms that a new airport will not be located at Badgerys Creek.

"The development of an integrated planning approach to examining future Sydney region airport capacity does not support the construction of an airport at Badgerys Creek. Badgerys Creek is no longer an option. It has been overtaken by years of urban growth in the area and is inconsistent with future NSW spatial planning and land use development for the south-west region of Sydney."

Federal / State Joint Study on Aviation Capacity for the Sydney Region

At the time of preparation of Cardno's initial report to Council (December 2011), this study had not been released. Cardno reported that the study was foreshadowed by the White Paper and is required to consider short and long term aviation needs within the Sydney region. The terms of reference and objectives of the study are articulated in a document on the Department of Infrastructure and Transport website entitled 'Aviation Strategic Plan for the Sydney Region – Terms of Reference'.

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The Strategic Plan is required to consider the immediate and long-term aviation infrastructure requirements for the Sydney region and the capacity of the existing aviation infrastructure to serve the region. It is to examine:

- Current and future state land use and land transport planning strategies;
- Sydney's future requirements for transport and economic infrastructure, including future employment nodes;
- Existing and required transport infrastructure to support additional aviation capacity for the region;
- The need for other supporting infrastructure (energy, communications, gas, water etc);
- The availability and application of off-airport protection measures to ensure existing and future airport capacity is protected from inappropriate development which may limit its effective long-term operations and growth;
- The interaction between airports in the region, including Sydney (Kingsford Smith) Airport;
- Economic investment and environmental opportunities and challenges associated with future land use; and
- Existing airport policy and legislative requirements.

At the time of its initial report Cardno had discussed the Joint Study with officers of Transport for NSW who reported that the study is examining "up to 10 potential sites with priority to a shortlist". They also confirmed that Badgerys Creek was no longer an option as an airport site but that Central Coast sites remained on the agenda.

In March 2012 *The Joint Study on aviation capacity in the Sydney region* was issued to the Premier of NSW and the NSW Minister for Infrastructure and Transport. The specific outcomes of the report of relevance to Wyong and the Central Coast are summarized in Section 5.4.

5.3 Agency responses and concerns

State Government attitudes

Cardno discussed implications of a major airport on the Central Coast with officers of the Central Coast office of the Department of Planning and Infrastructure (**DP&I**). The Department did not make a submission to the Joint Study. However, major implications of a Central Coast airport for planning in the region were identified by DP&I and Cardno staff. These included:

- Environmental and amenity impacts;
- Impacts of substantially accelerated growth, including bringing forward demands for local infrastructure;
- Major increase in development interest and development opportunities in proximity to any selected site and across the region; and
- New constraints on land use in proximity to the selected airport site and at a regional level in response to flight paths, noise and building height restrictions.

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Central Coast Council attitudes

Executive officers of both Wyong and Gosford Councils were given the opportunity to offer opinions regarding the regional implications of a second Sydney airport locating on the Central Coast.

- Neither Gosford nor Wyong Councils made submissions to the Joint Aviation Capacity Study.
- Wyong Council's previous Mayor expressed support for the Peats Ridge site. Opinion within Council is that an airport would immediately kick start development on the Central Coast and that investment would begin immediately after an announcement.
- Council officers have expressed support for Newcastle as a second airport site as a second preference if the Central Coast option is unsuccessful.
- An airport is considered to be the catalyst to provision of other key infrastructure on the Central Coast.
- Officers have expressed preference for a freight rather than passenger airport. It is considered that a freight based airport would create an immediate stimulus to local industrial development and airport support uses which would in turn kick start development of the employment zones identified in the regional planning strategies.

Gosford Council urban and transport planning officers expressed reservations regarding an airport on the Peats Ridge site based on:

- The potential for lost resource opportunities (agricultural land / sand mining / spring water).
- Opinion that the site is fog prone.
- The fact that significant strategic studies for Central Coast plateaus and valleys (identified in the Central Coast Regional Strategy) remain outstanding and that an airport site should not be considered in isolation of these.

The Gosford Council officers see advantages in the Newcastle site associated with HSR access to Sydney / Central Coast.

5.4 Project status – May 2012 update

The Joint Study on aviation capacity in the Sydney region (March, 2012) concluded that regional population growth and local development constraints will result in the need for an additional airport to supplement the capacity of Sydney (Kingsford Smith) Airport from around 2030. Governments will need to have determined the location and commenced investment into another airport site capable of handling Regular Public Transport (RPT) aircraft within the next five years (Joint Study – op cit Executive Summary, P.8).

The Study examined options for sites for a second RPT airport within the broader Sydney region, from the Hunter region in the north to Canberra in the south and the Blue Mountains in the west. Localities were assessed to find a suitable site for either a:

- Type 1 airport – a full service airport with a runway length of up to 4,000 metres, capable of serving all market segments and accommodating a future parallel runway layout; or

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- Type 3 airport – a limited service airport with a runway length of up to 2,600 metres, capable of serving all market segments but with a single runway layout only.

A four phase assessment process resulted in a short list of 17 potential sites in 5 localities within the greater Sydney region. The final phase of the assessment involved a comparative analysis to identify sites considered more suitable in each geographic area. The phase included application of technical criteria (such as strategic planning context, accessibility to Sydney, construction / earthworks costs, noise impacts, airspace interaction, land acquisition costs, capacity for expansion, topographic constraints and infrastructure costs) and a high level cost / benefit analysis. The sites were rated against each criterion as 'More suitable', 'Suitable' and 'Less suitable'.

Contrary to the findings of the 2009 White Paper and the subsequent advice provided to Cardno from Transport for NSW officers, the Joint Study identified the Badgerys Creek site as the best site for an additional RPT airport for Sydney, notwithstanding government statements and commitments that the site is no longer suitable for airport development. Wilton, South of Sydney in the Cordeaux-Cataract locality, was identified as the next best site if Badgerys Creek is ruled out.

Within the Central Coast locality, three sites (Peats Ridge, Somersby and Wallarah) were carried through to the final short list of potential airport sites. The following table extracted from the Study report indicates the results of the technical assessment. The findings of the Study with regard to each of these sites are summarized below.

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Table 49 Central Coast locality suitable sites

Criterion	Type 3 Airport Sites			Maximum Type 1 Airport Sites	
	Peats Ridge	Somersby	Wallarah	Somersby	Wallarah
1 – Comparative transport upgrade costs (\$ millions) ¹	✓ ✗ \$260	✓ ✓ \$80	✓ ✓ \$70	✓ ✗ \$80 (road) \$2,190 (rail)	✓ ✓ \$110 (road) \$740 (rail)
2 – Proximity to growth centres	✓ ✓ Not affected	✓ ✓ Not affected	✓ ✓ Not affected	✓ ✓ Not affected	✓ ✓ Not affected
3 – Earthworks platform comparative cost (\$ millions)	✓ ✗ \$410	✓ ✗ \$430	✓ ✓ \$180	✓ ✗ \$530	✓ ✓ \$280
4 – Noise impacts (PEI: N70, person-events)	✓ ✓ 45,500	✓ ✗ 236,600	✗ ✗ 1,048,700	✓ ✗ 670,600	✗ ✗ 2,534,200
5 – Mine subsidence areas (MSAs)	✓ ✓ n/a	✓ ✓ n/a	✓ ✓ n/a	✓ ✓ n/a	✓ ✗ Surrounded by MSAs
6 – Property acquisition (number of lots)	✓ ✗ 110	✓ ✗ 140	✓ ✗ 200	✓ ✗ 190	✓ ✗ 500
7 – Airspace interaction capacity (movements per hour)	✗ ✗ ²	✗ ✗ ³	✓ ✗	✗ ✗ ⁴	✓ ✗
8 – Potential to expand to a maximum Type 1 airport	✗ ✗ No	✓ ✓ Yes	✓ ✓ Yes	✓ ✓ n/a	✓ ✓ n/a
9 – Major flood risk	Non Major	Non Major	Non Major	Non Major	Non Major
10 – Other major costs	No major items	No major items Closure of Somersby Airfield	Freeway, rail and major power realignment Closure of Somersby, Mangrove Mountain Airfields	No major items	Freeway, rail and major power realignment Closure of Somersby, Mangrove Mountain Airfields

Notes: 1. For Type 3 – road upgrade cost only.

2. Must be integrated with Sydney (Kingsford-Smith) Airport airspace management and may be unable to operate for periods of time due to close connection with Sydney (Kingsford-Smith) Airport, such as during major wind shifts, which requires change of runway at Sydney (Kingsford-Smith) Airport. It may also be further constrained by military airspace associated with RAAF Base Richmond and RAAF Base Williamtown.

3. As per comment above.

4. As per comment above.

Source: WorleyParsons/AMPC and Airservices Australia.

Figure 10 Central Coast Locality – suitable airport sites (Ref: Joint Study on aviation capacity in the Sydney region, Australia Govt / NSW Govt, March 2012, P.299)

Peats Ridge

For a Type 3 airport, the Peats Ridge site was rated as More suitable against 3 criteria, Suitable in 3 criteria and Unsuitable in 2 criteria. Area constraints meant that the site was rated as unsuitable for development of a Type 1 airport. It also received an Unsuitable rating for Airspace interaction capacity (movements per hour) because it was considered to be operationally connected to Sydney (Kingsford-Smith) Airport. In this regard, the Study considered that the day to day capacity of an airport on the site in terms of aircraft movements would be likely to be seriously affected by the necessary interaction with Sydney Airport (*Joint Study, op cit Part 8, P.300*).

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Somersby

For a Type 3 airport, the Somersby site was rated as More suitable against 4 criteria and Suitable against 3 criteria. As with the Peats Ridge site, Somersby was also rated as unsuitable with regard to Airspace interaction capacity, again because of considered operational connections with Sydney Airport. Unlike Peats Ridge, the site was identified as being capable of expansion to a Type 1 Airport. A subsequent assessment for suitability for a Type 1 Airport resulted in More suitable ratings against 3 criteria and Suitable ratings against 4 criteria. The Unsuitable rating against Airspace interaction capacity was retained.

Wallahah

For a Type 3 airport, the Wallarah site was rated as More suitable against 5 criteria and Suitable against 2 criteria. The site received a Suitable rating against Airspace interaction capacity due to its geographic location in relation to Sydney Airport. In this regard, the Study makes the following comment:

“Wallahah, while not subject to such a limitation in regard to Sydney (Kingsford-Smith) Airport, is operationally affected by other airspace issues such as RAAF Base Williamtown and would still require detailed consideration of a number of airspace management issues in order for it to be able to operate at 100% of theoretical runway capacity” (Joint Study op cit P.300)

The site was rated as capable of development for both Type 3 and Type 1 Airports, although it received Unsuitable ratings for noise impacts for both Types due to its proximity to urban development.

Summary of outcomes

- The Study identifies Badgerys Creek as the most suitable site for a second airport in the Sydney Basin. However, as the Study acknowledges, the site does not have current support from State or Federal governments;
- Wilton is identified as the second most suitable site. However, the Study’s qualitative assessment of the site identifies partial mine subsidence hazards and major costs from a range of impacts including proximity to water catchments and major power lines as well as the requirement for closure or two local airfields and conflicts with three others.
- On the Central Coast, setting aside the issue of potential conflicts with Sydney Airport, both Wallarah and Somersby have been assessed as suitable sites for Type 1 RPT airports. Peats Ridge has been identified as suitable for a Type 3 airport.
- Our opinion is that the issue of operational connections between Somersby / Peats Ridge and Sydney Airport requires further investigation. In the event that Air Services Australia was able to adjust operations so that the operational connection with Sydney was removed or minimised, then Somersby would be likely to rate as equally or more suitable than Wilton or Wallarah for a Type 1 airport on the basis

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that the assessments of the three sites against most technical criteria are comparable. In fact, operational conflicts with Sydney is the only identified major issue for the Somersby site.

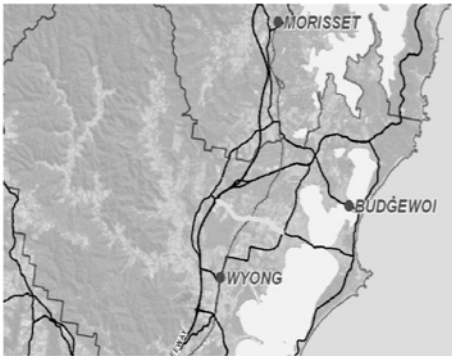
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6 Local infrastructure

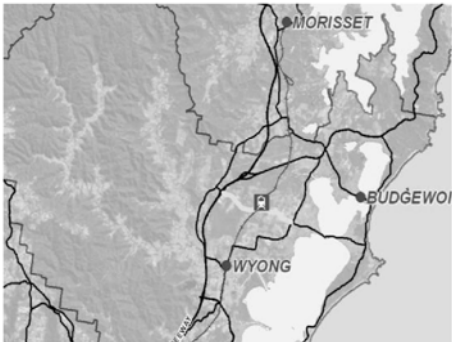
As an adjunct to the investigations into the status of the three items of major transport infrastructure, Cardno has also canvassed Wyong and Gosford Councils to identify their priorities for their respective local road networks and has consulted the Central Coast office of Roads and Maritime Services with regard to their program for local road infrastructure delivery. The results of these investigations are summarised below.

6.1 Local infrastructure priorities

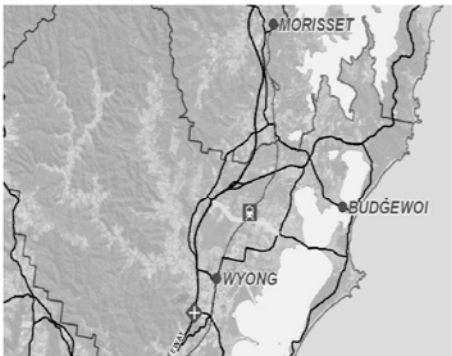
Wyong local priorities (with or without the F3 links):



■ Sparks Road upgrade

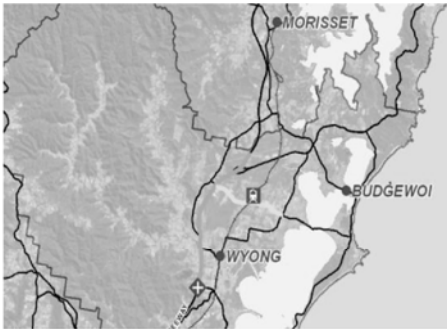


■ North Warnervale Station / Transport Interchange



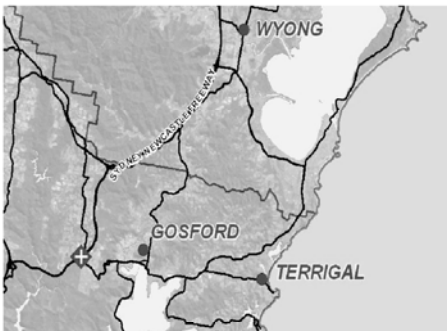
■ Wyong Road / F3 Freeway interchange upgrade

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- F3 Freeway widening (Tuggerah to Bushells Ridge) & Pacific Hwy upgrade at Wyong Town Centre

Figure 11 Wyong Local Infrastructure Priorities



- Kariong interchange is at saturation point and requires a solution



- Central Coast Highway upgrades (to relieve pressure on the interchange)



- East-west bypass (potentially Erina to Gosford). The Transport NSW Gosford TMAP includes a bypass. Transport for NSW has informed Council they will investigate the link in 2012.

Figure 12 Gosford Local Infrastructure Priorities

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6.2 Local infrastructure - planning

Discussions with NSW Roads and Maritime identified the following priorities for roads related infrastructure works on the Central Coast.

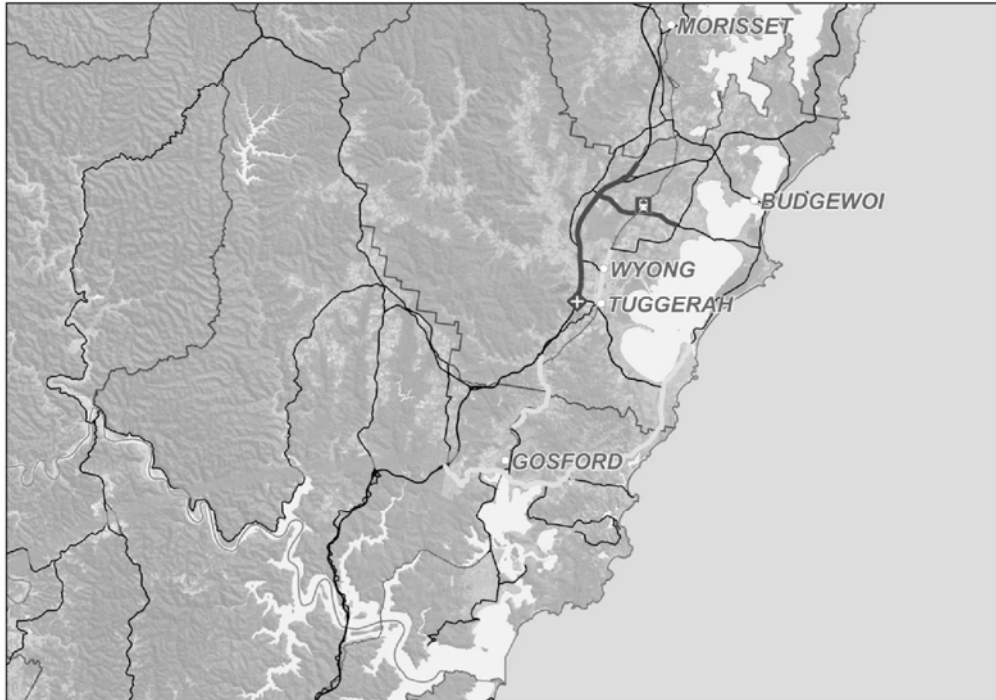


Figure 13 Central Coast Infrastructure – current planning

Yellow: Projects listed in the NSW 2011 / 2012 budget (funding allocated to planning, preconstruction or construction):

- Central Coast Highway;
- Brisbane Water Drive, Manns Road Intersection Upgrade (Planning and Preconstruction);
- Carlton Road to Matcham Road, widen to 4 lanes;
- Matcham Road to Ocean View Drive, widen to 4 lanes;
- Wisemans Ferry Road Intersection Upgrade (Planning and Preconstruction);
- F3 Freeway;
- Wyong Road Interchange Upgrade;
- Pacific Highway;
- Wyong Town Centre Upgrade (Planning);
- Wyong Road Intersection Upgrade (Planning);
- Lisarow to Ourimbah, Railway Crescent to Glen Road, widen to 4 lanes (Planning);
- Narara to Lisarow Upgrade, Manns Road to Railway Crescent (Planning); and
- Terrigal Drive Improvements.

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Blue: Funding application made - F3 to M2 Link (not on map)

Red: planned future infrastructure (in Regional Transport Strategy but not budgeted):

- F3 Freeway widening – Wyong Rd to Doyalson Link;
- North Warnevale Station & Transport Interchange; and
- Sparks Rd Upgrade.

Orange: Future planning and investigations required – Outer Sydney Orbital

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CHAPTER 3 Key Messages

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The research and consultation process for this study has identified a number of key results that may inform decisions for future planning for key infrastructure, particularly with regard to implications for the Central Coast. These are summarised below under the headings in the body of the report along with a final overview.

1 Overview

- It is critical to appreciate the national significance of the three infrastructure projects reviewed in this report. Singularly they are nation building projects that will have major long term implications for growth on the East Coast. As a package they have the potential to be the largest transport infrastructure project in Australian history.
- With respect to the Central Coast region, the key infrastructure has the potential to impact on the region's economy, environment and people for decades to come. It also presents a unique opportunity for development, employment and social change.
- There appears to be a lack of collective integrated planning for the three infrastructure components and a services corridor is not under consideration. It is to be noted, however, that coordination between the Federal Government divisions investigating High Speed Rail and Sydney aviation capacity is reportedly occurring.
- A united LGA front (Hunter, Central Coast, W. Sydney and potentially Illawarra) is needed to lobby State and Federal Government and progress the initiatives.
- The Central Coast Development Corporation could potentially act as a coordinating agent for Central Coast Councils to drive infrastructure initiatives.

2 Strategic planning

- Central Coast strategic targets will not be achieved without Govt investment in infrastructure and anchor development.
- The Sparks Road upgrade is critical to commencement of the Warnervale Town Centre and Wyong Employment Zone development.
- Transport for NSW has reported that funding for structure planning assistance is available via the Department of Planning and Infrastructure. Council may wish to take advantage of this with regard to planning for Precinct 7A at North Wyong (and potentially for other sites). TfNSW suggested that Council should apply to DP&I and that TfNSW would be likely to support such an application.
- Funding is also available for Cycle Way planning

3 Freeway infrastructure

- The F3 to M2 connection is planned for commencement 2014, subject to successful funding application (A submission has been lodged and a response is expected in early 2012)
- The Outer Sydney Orbital is under consideration with a link between the Western Sydney Growth Centres as first priority and with possible secondary extensions north to Central Coast and south to Port Kembla. The Orbital is consistent with the Metro Plan 2036

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4 High Speed Rail

- The Phase 1 Joint Study prioritises the Sydney to Newcastle link with Sydney to the Central Coast as first stage.
- The Sydney to Central Coast link has been costed at \$10.7-\$17.9billion (\$2012)
- Wyong and Gosford Councils both support the rail proposal and favour Ourimbah over Kariong as a Central Coast station.
- Government is committed to completing Phase 2 of the study but dates are not being made available at this point.
- Council should consider preparing a detailed submission, preferably in collaboration with Gosford Council, to make an argument to Federal Government for location of a Central Coast station at Ourimbah rather than Kariong.

5 Second Sydney airport

- The Joint State / Federal Sydney Aviation Capacity Study, released in March 2012, favoured Badgerys Creek as a 2nd airport site with Wilton as the next best site. Badgerys Creek is currently not a favoured site by Federal or NSW governments.
- On the central Coast, the Study identified Peats Ridge, Somersby and Wallarah as suitable sites for Type 3 airports (limited service, single runway) and Somersby and Wallarah as suitable for upgrade to Type 1 airports (full service, potential dual runway).
- Cardno's opinion is that Somersby would have equal rating to Wilton as a Type 1 airport site if the issue of operational connection to Sydney Airport can be addressed. This matter requires further investigation.

6 Local critical infrastructure

- Planned and funded:
 - F3 / Wyong Rd interchange.
- Planned with funding proposals submitted or imminent:
 - F3 – M2 link.
 - Central Coast Highway upgrades.
 - Pacific Highway, Ourimbah to Lisarow.
- Required but not funded:
 - Sparks Road upgrade.
 - Warnervale Station and transport interchange.
 - Sparks Road / Warnervale Town Centre Intersection.
 - Wyong Road Intersections.
 - F3 Freeway widening.

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- Kariong interchange upgrade and East-West bypass.

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Appendix A – Bibliography

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Appendix B – Stakeholder consultations

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STAKEHOLDER CONSULTATIONS

As part of the study we identified the following stakeholders to consult regarding their involvement in each of the key infrastructure projects, their knowledge of local priority projects and their opinion as to what local infrastructure would be required to support the projects.

The key stakeholders consulted comprised:

- Wyong Shire Council Planners.
- Gosford City Council Planners.
- NSW Department of Planning and Infrastructure.
- Central Coast Regional Development Corporation.
- Transport for NSW (formerly NSW Department of Transport).
- Roads and Maritime Services (formerly Roads and Traffic Authority).
- Australian Government Department of Infrastructure and Transport.

Interviews were conducted with each of the targeted stakeholder groups. Notes recording the outcomes of each of these meetings are included in this Appendix.

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Roads and Maritime Services (Central Coast)

Meeting 27 October 2011 – Notes prepared by Cardno

Present

Craig Leckie	RMS Network Manager
Glen Weymer	RMS Central Coast Manager
Steve McDonald	WCC – Transport Engineer
Anissa Levy	Cardno
John O’Grady	Cardno
Julie Quinn	Cardno

NOTES

Current structure of RTA will soon change – will become NSW Roads and Maritime Services. Maritime and Roads both have registry functions and deal with safety.

The Central Coast RTA deal with network performance, deficiencies, assessment management – mostly east of the freeway and covering Gosford and Wyong. They provide travel time information and SMS congestion levels to registers commuters.

They have a list of priority projects. Annual investment was approx. \$30 Mill 10 years ago, now around \$100M.

The RMS informs strategies – they support the Central Coast Transport Strategy.

Craig is a significant advocate of cycle paths. See Bike Plan.

Priority Projects:

- Duplicate the Central Coast Highway.
- Tuggerah Interchange about to go out for tender. Increase capacity northbound – entry and exit from freeway.
- Planning Pacific Highway Wyong Rd duplication - road over rail bridge.
- Wyong Town Centre – Johnson – Cutler Drive duplication.
- Sparkes Rd Freeway to Pacific Highway – 4 lanes, plan for 6.
- San Remo capacity upgrade.
- Wyong Road roundabouts – planning.
- Doyalson Link Road.
- Karingong to Somersby 4 lanes, lower priority for 6 lanes.

Just completed Erina Heights (4.5km for \$155M) – huge constraints.

In Wyong it is easier and cheaper to upgrade – the streets are wider.

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Informal car parking to car pool definitely exists. These are growing in number up and down the freeway. It is not within the RMS Charter to provide these car parks.

Wyong Shire Key Infrastructure Study – Interim Report
 Prepared for Wyong Shire Council

Central Coast Regional Development Corporation

Meeting 4 November 2011 – Notes prepared by Cardno

Present

Brett Phillips General Manager

John O’Grady Cardno

NOTES

Function of the CCRDC

The CCRDC was established under the Growth Centres (Development Corporations) Act to be the State Government’s leader for prime developments on Government land on the NSW Central Coast.

Role is to pave the way for revitalization, growth and investment across the Central Coast.

Current lead role or key participant in the following Central Coast projects:

- Implementation of the Gosford City Centre Master Plan.
- Mt Penang Parklands.
- Warnervale Town Centre.
- Wyong Employment Zone.
- The Landing at Gosford.
- The Entrance Town Centre revitalization.

Comments on local development interest

Brett’s opinion is that development on the Central Coast doesn’t stack up in the current economic climate.

Government needs to make anchor investments to kick start development on the Central Coast.

Sparks Road intersection needs Government funding – Warnervale won’t develop without the investment.

Gosford Landing – government needs to pay an economic rent to stimulate development on this site.

Regional infrastructure aside, local transport on the Central Coast is inefficient and at capacity. It needs to be upgraded urgently to encourage development and secure future populations.

Government should view Central Coast as a key growth area (same distance from Sydney CBD as Penrith).

The region would benefit greatly from a single amalgamated Local Government Area.

Wyong Shire Key Infrastructure Study – Interim Report
Prepared for Wyong Shire Council

CCRDC could potentially act as a coordinating agent representing the Central Coast to drive infrastructure initiatives.

Wyong Shire Key Infrastructure Study – Interim Report
Prepared for Wyong Shire Council

Federal Department of Infrastructure and Transport – High Speed Rail Policy and Research Division

Meeting 8 November 2011 – Notes prepared by Cardno

Present

Richard Farmer	DIT – General Manager, High Speed Rail Policy and Research Division
Anissa Levy	Cardno – Market Sector Leader, Transport
John O’Grady	Cardno – Senior Town Planner

NOTES

Commissioning of Stage 2 of the joint study will be announced this Sunday with a 1 year timeframe for delivery.

Phase 2 will:

- Assess market needs and user benefits.
- Develop preferred alignments.
- Look at systems development, staging, costing; env / social / economic appraisal, finance and implementation planning. Its still the beginning of a long decision making process.

Richard's opinion is that Central would be the Sydney station. The route would tunnel under metro areas.

DIT are consulting closely with the group doing the aviation study. Richard thinks the Peats Ridge site is highly unlikely to make the cut.

DIT are not consulting directly with Councils but Richard has done presentations on request.

To register support for a HSR station at Ourimbah in lieu of Kariong, Wyong / Gosford should lodge a submission to DIT with supporting information.

Wyong Shire Key Infrastructure Study – Interim Report
Prepared for Wyong Shire Council

Department of Planning and Infrastructure, Central Coast

Meeting 4 November 2011 – Notes prepared by Cardno

Present

Robert Hodgkins Senior Planner, Department of Planning and Infrastructure, Central Coast

John O’Grady Cardno

NOTES

Draft North Wyong Structure Plan to be finalized by end 2011 or early 2012.

Mount Penang site is going through a State Significant Site process.

Tuggerah-Wyong is also going through a State Significant Site process.

Upcoming projects

Gosford Council has commenced preparation of a planning strategy for Erina as part of their program of work to address a 2000 dwelling shortfall in Central Coast Strategy housing projections for the Gosford district.

Infrastructure NSW is preparing a 20 year State Infrastructure Strategy for coordination of major infrastructure of value >\$100m. Will be broken up into 5 year Infrastructure Plans – Sector State Infrastructure Strategy Statements.

The Central Coast Centres Hierarchy proposes the development of a strong network of mixed use centres. The region’s ‘Big Box’ retail centres’ are likely to change over time into mixed use centres.

Woolworths, Lake Munmorah has been approved – Woolworths has stated that they would like to be operating by 2013.

Woolworths Warnervale – Part 3A Application has just come off public exhibition.

Warnervale Town centre Project Steering Group has been set up by the Premiers Dept and Council and meets monthly. Leonie Baldwin (Premiers Dept) is the Regional Coordinator and Chair of this Group..

Sparks Road – Landcom / Woolworths / Council will joint fund the access road but need State input to fund the intersection.

Robert’s opinion is that lower density development will dominate development in the medium term and higher densities will not start to appear until the market for this type of development strengthens.

SIC Plans are in place for Warnervale and Wyong Employment Zone.

Wyong Shire Key Infrastructure Study – Interim Report
Prepared for Wyong Shire Council

Govt has announced a review of the State Infrastructure Contributions framework.