

done by another party, or by a director, officer, agent or employee of that party before this Agreement was executed, except as permitted by law.

12. FURTHER ACTS

Each Party agrees to promptly execute all documents and do all such things that another Party from time to time reasonably requests to affect, perfect or complete this Agreement and all transactions incidental to it.

13. GOVERNING LAW AND JURISDICTION

This Agreement is governed by the law of New South Wales, Australia. The parties submit to the non-exclusive jurisdiction of its Courts and Courts of appeal from them. The parties will not object to the exercise of jurisdiction by those Courts on any basis provided that the dispute resolution provisions in clause 8 of this Agreement have first been satisfied.

14. NO FETTER

Nothing in this Agreement is to be construed as requiring Council to do anything that would cause it to be in breach of any of its obligations at law, and without limitation, nothing is to be construed as limiting or fettering in any way the exercise of any statutory discretion or duty.

15. SEVERABILITY

If a clause or part of a clause in this Agreement can be read in a way that makes it illegal, unenforceable or invalid, but can also be read in a way that makes it legal, enforceable and valid, it must be read in the latter way. If any clause or part of a clause is illegal, unenforceable or invalid, that clause or part is to be treated as removed from this Agreement, but the rest of the Agreement is not affected.

16. WAIVER

The fact that a Party fails to do, or delays in doing, something the Party is entitled to do under this Agreement, does not amount to a waiver of any obligation of, or breach of obligation by, another Party. A waiver by a Party is only effective if it is in writing. A written waiver by a Party is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.

EXECUTED as a Voluntary Planning Agreement

Date:

The Common Seal of WYONG SHIRE COUNCIL
was hereunto affixed on the day of
20 pursuant to a resolution of the Council
made on the day of 20 :

General Manager

Mayor

Executed for and on behalf of Stephen Thorne
& Associates Pty Limited
ABN 51 057 514 860 in accordance with
section 127(1) of the Corporations Act:

Director/Secretary [if not Sole Director]

Director/Sole Director

SUSAN GAI THORNE

Name [BLOCK LETTERS]

STEPHEN RICHARD THORNE

Name [BLOCK LETTERS]

5.7 Councillor Weekend Workshop - February 2013

TRIM REFERENCE: F2012/01427 - D03179714

MANAGER: Stephen Naven, Chief Financial Officer

AUTHOR: Kathleen Morris; Manager Integrated Planning

SUMMARY

A report to provide options for the upcoming strategic planning workshop and seek Council direction.

RECOMMENDATION

That Council note the contents of the report and provide direction to staff regarding a venue for the strategic planning workshop.

BACKGROUND

At the Ordinary Meeting held on 14 March 2012 Council resolved as follows:

“RESOLVED unanimously on the motion of Councillor GRAHAM and seconded by Councillor VINCENT:

That Council consider holding all future off-site Councillor workshops, including the Councillor Weekend Workshops at locations on the Central Coast.

FOR: COUNCILLORS BEST, EATON, GRAHAM, MATTHEWS, MCBRIDE,
MCNAMARA, SYMINGTON, VINCENT, WEBSTER AND WYNN

AGAINST: NIL”

At the Councillor briefing held on 7 November 2012 Council requested that the workshop be held in Shoal Bay.

This report provides options that support both the above resolution and briefing direction as it relates to Council's Strategic Planning workshop.

CURRENT STATUS

Quotations to host a weekend workshop from 15-17 February 2013 have been sought from conference and accommodation providers in the local and surrounding area and are provided as a confidential attachment in accordance with the Local Government Act Section 10A(2(d(i))) – commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

THE PROPOSAL

To seek Council direction on the venue for a weekend workshop that provides Councillors with opportunity to engage with the General Manager and staff, to plan strategic outcomes and provide direction in respect of Council's objectives against the community's vision as defined in the Community Strategic Plan and via other engagement feedback.

OPTIONS

Three quotations are provided under separate cover.

STRATEGIC LINKS**Wyong Shire Council Strategic/ Annual Plan**

<i>Principal Activity</i>	<i>Service</i>	<i>Key Action and Objectives</i>	<i>Funding Source and Description</i>	<i>Impact on Key Performance Indicators/ Service Performance Indicators</i>
12.07	Integrated Planning	Integrate systems for strategic Councillor and community input into the annual strategic planning process	Internal	Assist in the delivery of Council's Integrated Planning & Reporting requirements under the Local Government Act 1993

Contribution of Proposal to the Principal Activity

The proposal provides a direct link to the delivery of Council's four year delivery program and operational plan, as required by legislation.

Long term Financial Strategy

The proposal includes a review of the Long Term Financial Strategy to ensure alignment with Council's strategic goals.

Asset Management Strategy

The proposal includes a review of the Asset Management Strategy to ensure alignment with Council's strategic goals.

Workforce Management Strategy

The proposal includes a review of the Workforce Management Strategy to ensure alignment with Council's strategic goals.

Link to Community Strategic Plan (2030)

The proposal links to the Sustainability Principle of the Community Strategic Plan.

Budget Impact

Funding is provided in the Corporate Governance Service Unit budget, however it should be noted that the final quotation may vary subject to other expenses once plans are finalised.

CONSULTATION

Residential conference venues in the local and surrounding areas have been approached for quotations.

Council has provided feedback through the abovementioned resolution and briefing.

CONCLUSION

This report seeks Council direction regarding a venue for the 2013 strategic planning workshop.

ATTACHMENTS

- 1 Confidential : Quotations - D03190380

5.8 NSW Local Infrastructure Renewal Scheme (LIRS) Round 2. Proposal to submit projects to incur borrowings to be subsidised under the LIRS

TRIM REFERENCE: F2004/06305 - D03189878

MANAGER: Greg McDonald, Director Infrastructure Management

AUTHOR: Robert Fulcher; Manager Asset Management

SUMMARY

This report proposes projects, for approval by Council, to be submitted under the LIRS Round 2, for an interest subsidy to assist council to accelerate investment in infrastructure to progress with waterway improvement projects in and around Tuggerah Lakes.

RECOMMENDATION

That Council approve the submission of the following two projects for approval to incur borrowings to be subsidised under LIRS Round 2:

- a Purchase of capital equipment to facilitate increased wrack harvesting.***
- b Renewal and upgrading of Gross Pollutant Traps and Stormwater Treatment Devices to benefit water quality in Tuggerah lakes.***

BACKGROUND

The LIRS is a state government initiative that provides an interest subsidy to assist councils with legitimate infrastructure backlogs to cover the cost of borrowing.

Council was successful in having two projects approved under this scheme in Round 1.

Applications are now open for Round 2. In Round 2, the interest subsidy rate is reduced from 4% to 3%.

Councils may submit up to two applications. Eligible projects are required to meet either:

- (a) Core purpose infrastructure backlog works, as per round 1 criteria, or
- (b) Projects which provide "enabling infrastructure" that will facilitate the provision of new housing in a specific site

Proposed projects need to be in a reasonably advanced stage of preparation and, if approved, be ready to commence within twelve months of signing an LIRS agreement.

Applicants who did not receive LIRS assistance in Round 1 may be given higher priority over councils who successfully obtained LIRS assistance in previous rounds.

Applications open on 1 November and must be submitted by 31 December 2012. The application forms are detailed and rigorous in nature to allow objective assessment.

5.8 NSW Local Infrastructure Renewal Scheme (LIRS) Round 2. Proposal to submit projects to incur borrowings to be subsidised under the LIRS (contd)

CURRENT STATUS

Council has not approved of any projects to be submitted in LIRS Round 2. This report proposes two projects for approval by Council. These projects have been part of informal discussions with Council.

THE PROPOSAL

It is proposed that Council approve two projects for submission under LIRS Round 2.

The first project involves the purchase of \$1M worth of plant to facilitate an increased programme of wrack collection. The plant involved is a new pontoon/punt to transport harvested wrack and a Truxor tractor and associated attachments to allow harvesting of wrack from the foreshores of the lakes.

The second project involves \$2M worth of work involved in renewing and upgrading old Gross Pollutant Traps and other Stormwater Treatment Devices that are currently difficult to clean and maintain and therefore are not very effective in protecting the water quality in the lakes.

OPTIONS

Council could choose not to apply for this assistance and consider funding the projects through its current revenue or unsubsidised loan sources.

Unsubsidised loans will be more costly than using subsidised interest rates. Funding from revenue will not result in an accelerated programme of work.

STRATEGIC LINKS

Wyong Shire Council Strategic/ Annual Plan

<i>Principal Activity</i>	<i>Service</i>	<i>Key Action and Objectives</i>	<i>Funding Source and Description</i>	<i>Impact on Key Performance Indicators/ Service Performance Indicators</i>
6	3	Implementation of the Tuggerah Lakes Estuary Management Plan	This application	Volume and frequency of wrack collection Improved effectiveness of GPTs and STZs

Long term Financial Strategy

The loan repayments will need to be factored in to the Long Term Financial Plan

5.8 NSW Local Infrastructure Renewal Scheme (LIRS) Round 2. Proposal to submit projects to incur borrowings to be subsidised under the LIRS (contd)

Asset Management Strategy

The project supports the Asset management Strategy by improving the management of natural assets and by renewing older assets that no longer provide effective service

Link to Community Strategic Plan (2030)

The projects links to the objective of “areas of natural value will be enhanced and maintained”

Budget Impact

This proposal will form part of the budget preparation for 2013/14

CONSULTATION

The Managers of Open Space, Plant and Fleet and the Estuary Management Plan and the Chief Financial Officer were consulted in the preparation of this report

MATERIAL RISKS AND ISSUES

A detailed resourcing strategy and a business case will be prepared and submitted to council before specific purchases are made.

CONCLUSION

The proposal allows council to take advantage of a low interest loan to proceed with identified priority projects

ATTACHMENTS

Nil.

6.1 Information Reports

TRIM REFERENCE: F2012/00026 - D03187219

MANAGER: Lesley Crawley, Manager Corporate Governance

AUTHOR: Jacquie Elvidge; Councillor Services Officer

SUMMARY

In accordance with Council's Code of Meeting Practice reports for the Information of Council are provided for adoption either by nominated exception or in total.

RECOMMENDATION

That Council receive the report on Information Reports.

ATTACHMENTS

Nil.

6.2 Works in Progress - Water Supply and Sewerage

TRIM REFERENCE: F2004/07830 - D03171427

MANAGER: Daryl Mann; Manager Water and Sewerage Operations

AUTHOR: Vanessa Trzcinka; Technical Operations Engineer Water and Sewerage Operations

SUMMARY

Water supply and sewerage works in progress and completed for October 2012.

RECOMMENDATION

That Council receive the report on Works in Progress - Water Supply and Sewerage.

WATER SUPPLY

The table below is a status report of current major new and upgrade water projects.

Item Description	Est Cost \$	Start Date	% Spent	% Comp	Est Comp Date	Comments
Bateau Bay Charmhaven Killarney Vale Ourimbah The Entrance Toukley Tuggerah Watanobbi Wyong	400,000	Jul 2012	42	33	Jun 2013	This is an ongoing valve, fittings and hydrant replacement programme to improve water quality and system efficiency in the nominated areas. This is being funded by the Water and Sewerage Operations and Maintenance Program.
Hillcrest Ave Tacoma	60,000	Oct 2012	20	60	Nov 2012	This work consists of lowering 13 water services in aid of future road resurfacing works by Roads and Stormwater. This is being funded by Roads and Stormwater Capital Works Program.

Item Description	Est Cost \$	Start Date	% Spent	% Comp	Est Comp Date	Comments
Shaw St Killarney Vale	10,000	Nov 2012	5	5	Nov 2012	<p>This work consists of replacing about 40m of 100mm asbestos cement water pipe with an equivalent sized MPVC pipe in aid of new development works.</p> <p>This is being funded by Water and Sewerage Capital Works Program.</p>
Tuggerawong Rd, Tuggerawong between Thursday St and Friday St	150,000	Nov 2012	5	5	Dec 2012	<p>This work consists of replacing in-situ approximately 500m of 100mm asbestos cement main with equivalent sized MPVC water pipe in aid of future footpath works by Roads and Stormwater.</p> <p>This is being funded by Roads and Stormwater Capital Works Program.</p>
Stage 1; Hamlyn Terrace Rocky Point Tacoma Tacoma South Tuggerawong	274,000	Aug 2012	100	100	Oct 2012	<p>Water main flushing work was carried out in various suburbs as part of the water quality program to improve water quality in the Shire.</p> <p>The work was carried out on weekdays between 7pm and 10pm and the program ceased on 31 October 2012.</p> <p>Stage 2; There are 18 suburbs outstanding and dirty water complaints will be monitored over the summer period. It is proposed to clean these suburbs in the cooler months in 2013.</p> <p>This work was funded by the Water and Sewerage Operations and Maintenance Program.</p>

SEWERAGE

The table below is a status report of current major new and upgrade sewerage projects.

Location	Est Cost \$	Start Date	% Spent	% Comp	Est Comp Date	Comments
Bateau Bay Berkeley Vale Blue Haven Budgewoi Buff Point Gorokan Killarney Vale Lake Munmorah Long Jetty Watanobbi Wyong	150,000	Jul 2012	30	33	Jun 2013	<p>Ongoing sewer main and manhole replacement and adjustment works are underway to improve system reliability and to reduce blockages and possible overflows.</p> <p>Council's maintenance program of CCTV inspections identifies those sections of sewer mains, manholes and junctions that cause operational problems due to root infestation and stormwater infiltration.</p> <p>This work is being funded by the Water and Sewerage Operations and Maintenance Program.</p>

PROCESS**Water Treatment**

All treated water produced by Mardi Water Treatment Plant, for the period 1 to 31 October 2012 met the health requirements of the Australian Drinking Water Guidelines produced by the National Health and Medical Research Council.

Sewage Treatment

The effluent discharged from Toukley Sewage Treatment Plant, for the period 1 to 31 October 2012 has met Environmental Protection Authority Licence requirements.

Sewage Overflows

There was one reported sewage overflow that occurred for the period 1 to 31 October 2012.

An escape of sewage occurred on 21 October 2012 at the overflow pipe for sewage pumping station B8 located at the intersection of Marine Pde and Denning St, The Entrance as a result of a mechanical failure at the pump station. Although liquid sewage leaked through the overflow pipe the sewage was contained and the incident had minimal environmental impact on the surrounding area. The affected area was cleaned and warning signs were erected to advise local residents.

This incident was reported to Council's Environment Hotline and the Office of Environment and Heritage, NSW Department of Public Health, Work Cover and Fire and Rescue.

WATER STORAGE

Sunday, 18 November 2012				
DAM STORAGES				
Storage	Capacity Full	Volume in	Percent Full [%]	Storage Change over
Mangrove Dam	190,000	91,401	48.1	Down 234
Mardi Dam	7,400	3,035	41.0	Up 47
Mooney Dam	4,600	1,597	34.7	Down 90
Total	202,000	96,033	47.5	Down 277
Total Dam Storage this time last month was			48.5 Percent	
Total Dam Storage this time last year was			39.3 Percent	
GROUNDWATER & HUNTER TRANSFERS (ML)				
Period	Groundwater	From Hunter	To Hunter	
Week to Date	8.4	0.0	0.0	
This year to date	174.4	0.0	0.0	
RAINFALL(mm)				
Period	Somersby WTP	Mardi WTP	Mangrove Dam	
Week to Date	19	22	19	
Previous Week	16	42	23	
Current week last year	18	38	26	
This year to date	1,082	1,069	708	
Same period last year	1,614	1,543	1,055	
Water Usage (ML)				
Period	Usage			
Week to Date	531			
Previous Week	544			
Percent change from previous week	2.3 % less			
Current week last year	494			
Percent change from same week last year	7.5 % more			
This year to date	22,724			
Same period last year	23,173			
Percent change from same period last year	1.9 % less			
MARDI- MANGROVE DAM TRANSFERS (ML)				
Period	To Mangrove Dam		From Mangrove Dam	
	From Mardi Dam		To Mangrove Creek	To Mardi Dam / WTP
Last week	0		153	113
This year to date	12,445		228	113
Total to date *	13,529		228	113

* Post M2M Commissioning

ATTACHMENTS

Nil.

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services

TRIM REFERENCE: F2004/08230 - D03179359

MANAGER: Robert Fulcher, Manager Asset Management

AUTHOR: Bob Burch; Principal Transportation Engineer

SUMMARY

This report is in response to a Notice of Motion from the 24 October 2012 Ordinary meeting requesting the General Manager to provide a report to Council in support of the Road and Maritime Service's preferred option, along the existing Pacific Highway corridor, that was exhibited in November 2011. The report also contains a list of comments on the project which are to be forwarded to the Roads & Maritime Services (RMS) as well as information on the Independent Evaluation of Upgrade Options Report prepared by consultants Evans & Peck on behalf of the State Government.

RECOMMENDATION

That Council receive the report on Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services.

At the Ordinary meeting held on 24 October, Council received a Notice of Motion from Councillors BEST, EATON and WEBSTER requesting Council support the Roads and Maritime Services' (RMS's) preferred option which was exhibited in November 2011. Council resolved unanimously on the motion of Councillor BEST and seconded by Councillor WEBSTER:

- "1 That Council recognise the importance of delivering the Pacific Highway upgrade through Wyong, linking up with the new Tuggerah Straight works as this is an economically vital road corridor providing business and job opportunities.*
- 2 That Council recognise that having regard to the State Government annual budgetary processes, the need to now facilitate its agreeance/concurrence on this road upgrade to meet the new budgetary cycle.*
- 3 That Council give certainty to the hundreds of residents that live with the real prospect of the Pacific Highway upgrade bypass being funnelled through their residential streets, resulting in major loss of amenity, safety and property values/forced resumptions.*
- 4 That Council formally give the RMS its support and concurrence for the through town Pacific Highway upgrade favouring the maximum parking option to assist local businesses and finally get this road started.*

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

- 5 *That Council request the General Manager to provide a report to Council in support of the RMS's preferred option along the existing Pacific Highway corridor that was exhibited in November 2011.*
- 6 *That Council note opportunity in the existing Pacific Highway corridor option to provide incremental improvements through the life of the project."*

This report is in response to Item 5 of the above Resolution. The report also includes information on the Independent Evaluation of Upgrade Options Report carried out by consultants Evans & Peck on behalf of the State Government together with comments Council will be submitting in response to the Report.

In response to Item 4 of the Resolution, Council has forwarded correspondence to the RMS giving formal support to its preferred option, along the existing Pacific Highway corridor, which was exhibited in November 2011, favouring Option 2 for the Church Street intersection, as this Option provides the maximum number of parking spaces.

BACKGROUND

On Wednesday 23 November 2011, Mr Glenn Weymer and Mr Craig Leckie from NSW Roads & Maritime Services (RMS), formerly the Roads and Traffic Authority, briefed Councillors on the preferred option for upgrading the Pacific Highway through Wyong.

On Thursday 24 November 2011, RMS publicly exhibited the proposal, calling for comments. Attachment 1 shows the exhibited Community Update, which contains the RMS Preferred Option. Council was given to 14 February 2012 to make its submission.

At a public forum held at Wyong on 31 January 2012, the Minister for Roads and Ports announced that in accordance with commitments given by his party prior to the last State elections, that there will be an independent audit on the costings of the alternative routes/strategies, previously considered for the Pacific Highway through the Wyong Township. Consequently, it was decided that it was appropriate and proper for Council to withhold its comments on the proposal until such time as the results of the audit were announced. Councillors were advised of this in a Councillor Update, dated 2 February 2012.

Council consequently sent a response to the RMS saying that it will forward comments on the exhibited Community Consultation Strategy after the first available Council meeting, following release of the results from the independent audit.

HISTORY

In 2006 the Roads and Traffic Authority (RTA) exhibited three potential corridors for the upgrading of Pacific Highway for community input. The options consisted of a western bypass, an eastern bypass and a central corridor following the alignment of the existing highway. Following the 2006 consultation the RTA adopted the central corridor option. Five options for this upgrade were presented to the community in 2008 for further input and refinement. These options were for a tunnel, a land bridge, a new one way southbound carriageway utilising Howarth Street, a split level carriageway and widening of the existing carriageway.

CURRENT PROPOSAL

As a result of the 2008 consultation, the RTA (RMS) preferred option was identified as widening of the existing carriageway. Since 2008, a number of changes have been made to this option, including new traffic lights at the intersection of Rose Street and Pacific Highway, the removal of the southbound right turn at Alison Road and the provision of a southbound right turn lane at Church Street. This is the revised preferred option which was displayed in November 2011.

Since 2008, the RTA/RMS has undertaken a new traffic origin / destination study that confirmed previous study results that traffic at Wyong has grown at about 1% per annum and approximately 40% of the traffic in the peak periods is through traffic.

The majority of peak period traffic either originates at or is destined for Wyong or needs to pass through it to go to local destinations. Outside the peaks, an even greater proportion of traffic originates at or is destined for Wyong.

Features and benefits of the exhibited 2011 Preferred Option include;

- Two through lanes in each direction.
- Retains some on-road parking in the town centre generally.
- Integrates with the bus/rail interchange.
- Pedestrian crossings. (Church St, Alison Rd, Rose St, Anzac Ave and North Rd.).
- Improves access by upgrading key intersections (Church St, Rose St, Anzac Ave and North Rd).
- Configures Anzac Ave as the main entry and exit to the town centre.
- Off-road cycleway/shared pathway along the eastern side of the highway.
- Provides for palm trees in the future town centre design.
- Incorporates the Wyong heritage theme into the future town centre design

Church Street Options

Two options were proposed for the intersection of Church Street and Pacific Highway.

Option 1 has the least impact on the existing heritage buildings on the eastern side of Pacific Highway, with no impact on the Station Master's Cottage and some impact by the demolition of approximately 3 metres of the "Warner" Building in Railway Square. However, this is achieved at the expense of a number of road safety features such as the deletion of the on-road cycle lanes through the intersection. Unless there is an alternative cycle route along the rail track and back onto the Highway, there will be an isolated squeeze point for cyclists given that on-road cycle lanes are proposed for the remainder of the project. This Option also results in a loss of parking on Pacific Highway, south of Church Street, and adjustment to the existing awning of the Royal Hotel.

Option 2 has a more significant impact on the heritage buildings on the eastern side of the Highway, due to the retention of the on-road cycle lanes and parking on the Highway. Option 2 proposes a possible relocation of the Station Masters Cottage and demolition of approximately 7 metres of the Warner Building. Additional parking spaces can be provided, south of Church Street, with Option 2 compared with Option 1.

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

Car Parking

The following table indicates the impact on total parking by both options for the Church Street intersection. The majority of the on street parking is proposed for the western side of the Highway, with a small amount being provided on the eastern side, south of Church Street.

Location	Existing		Option 1		Option 2	
	East of Hwy	West of Hwy	East of Hwy	West of Hwy	East of Hwy	West of Hwy
On Street	30	95	10	27	13	42
Western Commuter Car Park	179	-	47	-	45	-
Sub Totals	209	95	57	27	58	42
Totals without new commuter car park	304		84		100	
Shortfall			-220		-204	
New commuter car park	211		211		211	
Totals with new commuter car park	515		295		311	

There will be a significant loss of parking on the highway (mainly south of Church Street) and within the western commuter parking area. For Option 1, there will be a loss of 220 parking spaces, whilst for Option 2, the loss will be 204 spaces. Option 2 therefore provides 16 parking spaces more than Option 1.

If you take into account that few motorists currently use the new commuter car park, which is located adjacent to the racecourse, the overall shortfall in parking spaces lost within the town centre by the RMS project, for Option 2, is virtually balanced by the additional 211 spaces recently provided in the new commuter carpark.

COUNCILLORS COMMENTS FROM 23 NOVEMBER 2011 BRIEFING

- Consideration should be given to the relocation of the River Road intersection to the north to mitigate the impact on the riverside park. This would also facilitate expansion of the park.
- River Road needs to be upgraded.
- Investigate either closure or reversed traffic flow in Alison Road and the need for the proposed mid block pedestrian signals
- Consider relocating the shared pedestrian/cycle path behind heritage buildings at Church Street to further minimise potential impacts.
- Consider the inclusion of a roundabout at the intersection of Hely Street and North Road and investigate existing flooding impacts in this area.
- Consider upgrading Apex Park (north of North Road) as a gateway feature for the town centre.

MEETING WITH LOCAL MEMBER FOR WYONG - 16 DECEMBER 2011

A meeting was organised by the Local Member for Wyong, Mr Darren Webber. It was attended by the Local Member, staff from the Minister of Roads and Ports and representatives from Wyong Chamber of Commerce, Wyong Warriors, Roads & Maritime Services and Council.

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

The meeting was to discuss the RMS Wyong Town Centre Planning Study – November 2011 Community Consultation Strategy.

Matters arising from the meeting included:

- The Wyong Warriors wanting a by-pass, not upgrading of the existing Highway. Their comments included:
 - “The latest RMS proposal will ruin the Town Centre.”
 - “If sufficient money was not available for a by-pass, then prefer nothing be done.”
 - “The new road will only be a by-pass for motorists to use to go to other areas such as Tuggerah.”
- Input from RMS identifying that additional work/studies have been carried out since 2008. These included: business impact, shopper surveys, traffic surveys, modelling, heritage surveys, bridge and drainage inspections. These reports are available on the RMS project web site.
- The Local Member saying that in accordance with commitments given by his Party prior to the last election, an independent review of the process into the assessment of the alternative alignments will be carried out.
- The independent review is to be carried out in conjunction with the current exhibition, with the results being available prior to the Minister for Roads and Ports making an announcement on the project, which is anticipated in January/February 2012.
- The Government may not necessarily proceed with the plan currently on exhibition.
- Wyong Chamber of Commerce is carrying out a survey on the RMS’s proposal, distributing it to approximately 1,000 people.
- The Local Member identified the three main “hot spots” for Central Coast roads as being the Pacific Highway at West Gosford, the Wyong Road intersections and the Pacific Highway through Wyong.

COMMENTS FROM COUNCIL MANAGERS WORKSHOP 19 DECEMBER 2011.

Relevant Council Managers held a workshop to review the proposal. Comments from the workshop were as follows:

- In order for the realisation of the LEP Amendment for the Wyong Town Centre to be implemented, an efficient functioning transport network and infrastructure is critical. One of the key focus areas of the LEP Amendment was to increase both residential and commercial densities in the town centre but with an additional focus on enabling employment generation through commercial development. One of the essential criteria to be fulfilled was the location of the train station but also key linkages north and south via the Pacific Highway, thus any improvements in circulation and efficiency is highly sought.
- It was agreed that Alison Road should be retained in its current form, i.e. shared zone, one-way in a westerly direction. Speed control devices should be installed in Alison Road to reinforce the 10kph speed zoning.
- RMS should give consideration to replacing the pedestrian signals at Alison Road with a grade separated pedestrian facility. It would need to assess the practicability, usability and safety of any proposed facility.
- The retention of Alison Road one-way in a westerly direction, together with the central median on the Highway across Alison Road, would permit the RMS to consider moving the proposed bus zone (western side) from the approach side of the Alison

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

Road intersection to the departure side of the intersection. A request for the relocation of this bus zone also came from the businesses on the Highway between Bakers Lane and Alison Road.

- It is essential to have right turns for the Highway southbound traffic at Church Street, particularly as there will not be a right turn from the Highway into Alison Road.
- Option 1 is the preferred option for the Church Street intersection from a heritage viewpoint for the following reasons:
 - The Heritage Assessment prepared by City Plan Heritage states that any changes to the exterior of the building would be considered detrimental to its heritage significance. While Option 1 is considered to be of high impact, Option 2 requires considerably more change to the exterior than Option 1.
 - The Heritage Assessment also identifies the crenellated parapet to the northern elevation as the most significant feature of the heritage item. Option 1 would retain a larger proportion of the significant northern façade than Option 2 and is consequently the preferred option for retaining the heritage significance of the item in this instance.
 - It retains the Station Master's cottage in its current location.
 - It largely conforms to Article 3 of the ICOMOS (International Council on Monuments and Sites), Burra Charter Conservation Principles – change as much as necessary but as little as possible.
- The number of parking spaces along the Highway should be maximised.
- RMS should investigate direct entry from the Highway to the parking area servicing the Railway Square shops.
- RMS should investigate parking opportunities for businesses on the western side of the Highway, south of Anzac Avenue, to replace those lost as a consequence of the project.
- Consideration should be given to the relocation of the bus stop proposed on the western side of the Highway, adjacent to Apex Park. It would be preferable to relocate it to the southern side of North Road to make it more convenient for passengers, particularly those shopping at the proposed Aldi store.
- There appears to be no other options to the intersection treatments proposed, with the possible exception of the pedestrian signals at Alison Road. It is essential that all sets of signals along the Highway be synchronised.
- RMS need to provide easier/shorter access to South Tacoma Road.

PUBLIC FORUM WITH MINISTER FOR ROADS AND PORTS AND LOCAL MEMBER FOR WYONG – 31 JANUARY 2012

The Minister announced at the public forum, that in accordance with a previous commitment given by his party in March 2011, the Government will carry out an independent review on the cost estimates for the seven options (five central and the eastern and western by-passes) previously considered for the Highway through the Wyong Township. The independent review was completed in October 2012.

INDEPENDENT EVALUATION OF UPGRADE OPTIONS REPORT OCTOBER 2012

Consultants Evans & Peck (E&P) carried out an Independent Evaluation of Upgrade Options study for the State Government. Councillors were briefed on the results of the study on 31 October 2012. A copy of the presentation is included as Attachment 2. The consultant's full

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

report is available on the RMS web site. Following the briefing to the Councillors, the consultants held a similar briefing with the Wyong Chamber of Commerce and the Wyong Warriors. The consultant's have requested comments on their report by 23 November 2012. Council has written to the RMS/Consultants requesting an extension to 7 December 2012.

In summary, the Evans & Peck report identified:

Cost:

- Cost estimates (5.1 km) were within 10% of most RMS estimates, despite some scope differences. The Split-Level option is an exception.
 - Split-Level option: RMS (adjusted upwards) - \$200M, E&P – \$280M
- Cost estimate for the Eastern Corridor (\$290M) is within 5% of the Central Corridor. The consultants noted that this provides scope to consider re-assessing an Eastern Bypass.
- As a comparison, E&P's estimated cost for the 5.1km Central Corridor is \$280M.
- Central Corridor alternatives through Wyong town centre (2.1km):
 - Split-level Carriageway \$140M
 - RMS Preferred Widened Carriageway \$140M
 - Tunnel - \$360M
 - Land Bridge - \$150M
 - Howarth St (Southbound carriageway) - \$190M

Other Comments in the Report:

- Insufficient information available to properly assess impacts on indigenous heritage, potential for F3 link, and future upgrade needs of the existing highway.
- Prediction of low traffic volumes attracted to the bypass corridors appears inconsistent with 2005 Traffic Report.
- The Tunnel, Land Bridge & Howarth Street alternatives are higher cost & do not offer the benefits of the Widened or Split-Level carriageway options, i.e. intersection movements, access in & out of Wyong and pedestrian movements.
- E&P considers all options are likely to have adverse impact on the heritage-listed buildings, based on the design alignments provided.
- RMS qualitative comparison of through-town alternatives is high-level only. E&P found reasonable concurrence with RMS outcomes favouring the Widened Carriageway option on cost, traffic benefit, retail trade impact & car parking.
- The results of the analysis for RMS preferred option appear favourable with BCR sensitivity ranging from 6.7 to 20.

E&P recommendations:

- Further investigation to improve the certainty of the RMS cost estimates and validate RMS evaluation of options:
- Validate the feasibility of the concept designs, in particular for the Eastern Corridor;
- Update the traffic models that predict the distribution & volumes of traffic;
- Validate the impact on property;
- Validate the extent of environmental impacts, in particular the Eastern Corridor;
- Upon validation of scope and predicted traffic, update the detailed estimates to confirm the lowest cost outcome for the corridor route selection study;

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

- Complete a comprehensive risk analysis and quantitative risk assessment;
- Complete a Project Appraisal Report comparing road user benefits and costs for preferred option(s).

OTHER CONSULTATIONS/SURVEYS

As identified previously, the RMS carried out consultations in 2006 and 2008 to determine the preferred alignment of the Pacific Highway through the Wyong Township. The Local Member for Wyong had one meeting as well as a public forum that were attended by members of the Wyong Warriors group.

Council carried out its own survey in 2008 to determine the preferred Highway upgrading through the Wyong Township. The face to face survey was carried out with 19 businesses that front the Pacific Highway between Church Street and Anzac Avenue. The results were as follows:

- 8 (40%) were in favour of the RTA's Preferred Option
- 9 (50%) preferred a land bridge through the commuter carpark.
- 2 (10%) preferred the through traffic to go along Howarth Street.

A second survey was carried out by Council staff late in 2008. This questionnaire was hand delivered to Wyong Township business operators, with staff returning to collect them. The questionnaires were also sent by mail to the relevant property owners. A total of 96 questionnaires were distributed to the shopkeepers, 82 were collected / returned. A response rate of 85%. 106 questionnaires were sent to property owners with only 8 being returned. A response rate of 7.5%. It is highly likely that a lot of the property owners were also shopkeepers and consequently only submitted one questionnaire and their response has been listed as a shopkeeper. The total response rate from the combined survey was therefore 44.5%.

The results of the questionnaire were as follows:

- 49 (55%) were in favour of the RTA's "Preferred Option" with modifications,
- 28 (31%) were in favour of the Chamber of Commerce's "Cut and Cover" (Land Bridge),
- 10 (11%) said they did not like either and wanted the through traffic to go along Howarth Street,
- 3 (3%) said that they didn't favour any option.

Survey carried out by Wyong Regional Chamber of Commerce

The Wyong Regional Chamber of Commerce advised that it sent out in December 2011, 1,013 survey forms as follows:

- 250 - Wyong Regional Chamber of Commerce Members via email campaign
- 463 - Subscribers to the Wyong Regional Chamber of Commerce Website via email campaign
- 180 - Local Wyong CBD business owners \ operators, directly delivered to premises
- 120 - Commercial Property Owners - Special Levy Rate Payers

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

The recipients were asked to tick the box on the following questions:

- I do not support the RMS plan presently on display; an alternative route must be sought.
- I do not support the RMS plan presently on display, it needs further work.
- I would support the RMS plan presently on display, but it needs further work.
- I do support the RMS plan presently on display in its current format.

The Chamber of Commerce advised that it received back 52 forms. This represents a response rate of 5.1%. The results were as follows:

- 43 (83%) in favour of - I do not support the RMS plan presently on display, an alternative route must be sought.
- 3 (6%) in favour of - I do not support the RMS plan presently on display, it needs further work.
- 6 (11%) in favour of - I would support the RMS plan presently on display, but it needs further work.
- 0 (0%) in favour of - I do support the RMS plan presently on display in its current format.

Evans & Peck briefing to the Wyong Regional Chamber of Commerce and Wyong Warriors on 31 October 2012.

Evans & Peck, held a briefing with the Wyong Regional Chamber of Commerce and Wyong Warriors on 31 October 2012 in regards to the results from the Independent Evaluation of the Upgrade Options. Excluding staff from Evans & Peck, RMS and Council, the briefing was attended by 15 people. Comments made by those in attendance included:

- "Widening of the existing highway would have a significant adverse impact on the businesses; it will ruin the Town Centre."
- "Disappointed that the Independent Evaluation did not cover social impacts on the businesses and their families etc."
- "Would prefer to have a through road, such as a tunnel or land bridge."
- "If sufficient money was not available for a by-pass, then prefer nothing be done."

FINANCIAL IMPACT ON COUNCIL

Council may need to fund its share of the cost for the project. This is usually determined in accordance with the RMS "Arrangements with Councils for Road Management". The value is unknown at present. Items that Council may be asked to contribute towards include:

- Off-road cycleways, including that on the bridge crossing Wyong River - half cost to Council
- Parking – full cost to Council where they currently do not exist
- Kerb and guttering – half cost to Council where it does not exist
- Footpaths – any enhancements
- Pedestrian (grade separated) facilities – half cost to Council

The order of cost to Council will not be known until more detailed plans have been prepared by the RMS.

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

As there is a significant net loss of on-street parking (in excess of 200 spaces) identified in either option, Council should object to paying contributions towards any parking lanes/spaces provided in the project. This should include improvements to existing parking spaces, and those currently existing along the road shoulder south of Church Street.

The Highway upgrading works are required solely to improve conditions for through traffic. Council should advise the RMS that it believes that it should not be required to contribute to the works at all.

If alternative routes were adopted, when constructed, it is highly likely that the RMS would make it a State Road and therefore change the status of the Pacific Highway to a local road. Any maintenance or future upgrading work on the existing Pacific Highway would then need to be funded by Council. Anticipated future traffic volumes on the existing Highway are anticipated to increase considerably

CONCLUSION

The Independent Evaluation of the Upgrade Options carried out by Evans & Peck, whilst recommending further studies, particularly for the Eastern Corridor, found:

- RMS qualitative comparison of through-town alternatives is high-level only. E&P found reasonable concurrence with RMS outcomes favouring the Widened Carriageway option on cost, traffic benefit, retail trade impact & car parking.
- The results of the analysis for RMS preferred option appear favourable with BCR sensitivity ranging from 6.7 to 20.
- The Tunnel, Land Bridge & Howarth Street alternatives are higher cost & do not offer the benefits of the Widened or Split-Level carriageway options, i.e. intersection movements, access in & out of Wyong and pedestrian movements.
- E&P considers all options are likely to have adverse impact on the heritage-listed buildings, based on the design alignments provided.

The survey carried out by the Wyong Regional Chamber of Commerce identified that 43 (83%) of the 52 (5.1%) responses received, from the 1013 surveys distributed, did not support the RMS's revised preferred option. These results differ significantly to the survey carried out by Council in 2008, which identified that 49 (55%) of the 90 (45%) responses received from the 202 distributed to the local businesses, were in favour of the RTA's preferred Option, with modifications. Given the small number and small percentage of responses received in the Wyong Chamber of Commerce survey, the results may not be truly representative of the community's attitude to the RMS project.

The plan proposed by the RMS can be carried out in stages, with immediate benefits being achieved by construction of various elements of the project. For example, construction of the Anzac Road intersection will have an immediate affect in reducing the significant traffic queues which currently exist on Church Street.

Council Resolved on 24 October 2012, to support the Pacific Highway upgrade along the existing corridor, exhibited in November 2011, favouring the maximum parking option. That is, Option 2 for the Church Street intersection.

6.3

Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

Council staff will forward letters to Evans & Peck and the RMS stating that Council supports the RMS Preferred Option, as exhibited in November 2011 and does not support the other options, particularly the Eastern Corridor. The following comments / suggestions will also be included in Council's response to the RMS preferred option and the Evans & Peck report:

Rose Street Railway Overbridge	Council requests that a review on the traffic volumes and the adequacy of the single lane approach over the railway line to the Highway be carried out.
F3 /Alison Road half Interchange, with ramps to and from Sydney.	Council requests that a review on the benefits/impact of a half F3 Freeway/Alison Road interchange be carried out.
River Road Intersection	RMS is requested to investigate moving this intersection as far north as possible to mitigate the impact on the riverside park and facilitate expansion of the park.
River Road Upgrading	RMS is requested to upgrade River Road as part of the Highway upgrading project.
River Foreshore	RMS is requested to ensure that it does not reduce Council's opportunities for construction of a pedestrian/cycle path along River Road/Panonia Road.
Church Street	Council resolved 24 October 2012 to support the proposal which maximises parking. Option 2 is therefore Council's preferred Option for this intersection.
Alison Road	Council requests that Alison Road be retained in its current form; one-way in a westerly direction. Speed control devices are required to reinforce the existing 10 kph shared zone.
Alison Road Pedestrian Signals	RMS is requested to give consideration to replacing the signals with a grade separated facility.
Bus Stop (western side) south of Alison Road	RMS is requested to give consideration to the relocation of the bus stop to the northern (departure) side of Alison Road, to reduce the loss of parking spaces.
Bus Stop (western side) north of North Road	RMS is requested to give consideration to the relocation of this bus stop to the southern (approach) side of North Road to make it more convenient for passengers, particularly those shopping at Aldi.
North Road Intersection	RMS is requested to consider the placement of a roundabout instead of signals at this intersection, though pedestrian movements at this location need to be considered.
Access to Railway Square Shops	RMS is requested to investigate providing direct entry from the Highway to the parking area for the Railway Square shops
Need to maximise parking opportunities for the Wyong Township businesses	RMS to investigate opportunities to provide maximum parking for the Township businesses, particularly on western side of Highway south of Anzac Avenue.
Access to South Tacoma Road	RMS is requested to provide easier/shorter access to South Tacoma Road
Public Domain	RMS is requested to liaise with Council on the treatment of the Public Domain area along the Highway, including landscaping (replanting of the palm trees etc) and treatment of pedestrian/cycle path etc.
Relocation of part of the shared pedestrian/cycle path.	RMS is requested to give consideration to the relocation of the shared pedestrian/cycle path to the rear of the Station Masters cottage and the Warner Building; particularly if it will assist in reducing the impact on the Warner Building.

6.3 Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services (contd)

Budget Impact	Council considers that as the upgrading works are required solely to improve conditions for through traffic; Council should not be required to contribute funds to the works, particularly in regards to the retention of parking.
Staging of Works	Council considers that with the RMS preferred there is a significant advantage in that the works can be completed in stages, providing incremental relief for motorist.

ATTACHMENTS

- 1 RMS - Community Update November 2011 D02851070
- 2 Evans & Peck - Independent Evaluation of Upgrade Options presentation D03180603



Transport
Roads & Maritime
Services

Bob Burch
Wyong Shire Council
PO Box 20
WYONG, NSW 2259

Dear Mr Burch

Wyong Town Centre Planning Study.

On November 1 2011, a new organisation called Roads and Maritime Services (RMS) was formed to replace the Roads and Traffic Authority and Maritime Services.

This letter is to formally advise you that the revised Wyong Town Centre Planning Study has been released for community input. Enclosed for your information, are copies of the community update material. Copies of background reports are available on website at http://www.rta.nsw.gov.au/roadprojects/projects/central_coast_region/partic_highway/wyong/index.htm

Roads and Maritime Services staff will be available to discuss the options at the below location:
Shop 1 Alison Road, Wyong.

Between the hours of:

11am to 3pm Tuesday 29 November, 2011

4:30pm to 6:30pm Thursday 1 December, 2011

Your comment on this proposal is requested. If you could provide all comments in writing by **Monday 23 January 2012** it would be appreciated.

If you require any further information regarding the planning study, please don't hesitate to contact Project Development Manager, Jai Reddy in the Central Coast Office on (02) 4379 7008

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Craig Leckie'.

Craig Leckie
Network Manager

23.11.11

Roads & Maritime Services

Level 1, The Pavilion Building 29-31, George Street, Woy Woy NSW 2256 | PO Box 766 Woy Woy NSW 2256
T 02 4379 7001 | F 02 4379 7032 | E central_coast_office@rta.nsw.gov.au

www.rms.nsw.gov.au



Transport
Roads & Maritime
Services

November 2011

Dear community member,

Wyong Town Centre Planning Study – Community Consultation Strategy

On 1 November 2011 a new organisation called Roads and Maritime Services was formed to replace the Roads and Traffic Authority and NSW Maritime. Roads and Maritime Services will focus solely on delivering quality services to the customer.

Previous consultation was undertaken with the community in 2008 seeking feedback on the preferred option for the Pacific Highway through Wyong.

As a result of that feedback, Roads and Maritime Services has conducted extensive additional work, including business impact and shopper surveys, field studies including traffic surveys and modelling, bridge and drainage inspections, boreholes to test the soil, and heritage surveys. Reports are available on the project web page.

Your comment is invited

We recognise that input from the community is important to finalise the preferred option. Interested parties should indicate their ideas and issues on the options presented.

For more information on the revised preferred option please see the project website www.rms.nsw.gov.au or the attached community update (November 2011) which also details options for the Pacific Highway and Church Street intersection.

Roads and Maritime Services staff will be available to discuss the options at the below location:

- Shop, 1 Alison Road, Wyong
Between the hours of 11am to 3pm, Tuesday 29 November, 2011 and
4:30pm to 8:30pm Thursday 1 December, 2011.

Drop in anytime (no appointment is necessary).

Finalising the preferred option completes investigations to inform future planning and development of the Wyong Town Centre.

Yours faithfully,

Glenn Weymer

Central Coast Manager
Roads and Maritime Services

Roads & Maritime Services

Level 1, The Pavilion, 29-37 George Street Woy Woy 2256 | PO Box 766 Woy Woy 2256

T 02 4379 7001 (during business hours) | F 02 4379 7032 | E Central_Coast_Office@rta.nsw.gov.au

www.rms.nsw.gov.au

Community Update



Transport
Roads & Maritime
Services

NOVEMBER 2011



Pacific Highway, Wyong, planning study, revised preferred option

Following community consultation in 2008, Roads and Maritime Services (RMS) has considered comments received and undertaken additional studies to revise the option for the future upgrade of the Pacific Highway through Wyong. Finalising the preferred option completes investigations to inform future planning and development of the Wyong town centre.

Your comment is invited

The overall preferred option using the central corridor has been adopted. Two options for access to Church Street have been developed and we are now seeking your comments.

Background

The Pacific Highway through Wyong is currently a single lane in each direction. In 2006 the RTA displayed eastern and central corridor options. The majority of respondents agreed that the eastern or western corridors had unacceptable impacts and should not be further examined. The RTA concluded that the preferred corridor is the central corridor, through the township of Wyong.

In 2008 the RTA displayed an Options Study Report showing a number of options for the central corridor. This included widening the existing carriageway, a tunnel, a land bridge, an alignment using Howarth Street, and a split level carriageway. This study concluded that widening the existing carriageway provided the most benefits and had the least overall impacts for the community. The report described a layout for the section of the highway through Wyong from Johnson Road, Tuggerah to North Road, Wyong. Community feedback was then sought on this preferred option in 2008.

Further refinements have been made to address issues arising from RMS reviews as well as community and other stakeholder feedback.

What has changed since the last display in 2008?

The community input in 2008 called for better traffic access to and from the eastern side of the rail line. This required a significant redesign. Traffic lights would now allow for all turn movements at the intersection of Rose Street and the Pacific Highway, however this would require the right turn bay previously proposed for Alison Road to be removed.

Accordingly a new right turn bay at Church Street for southbound traffic would be required. The extra width required for the right turn bay would have greater impacts on the Warner shops building and potentially the station masters cottage. The exit from the commuter car park and transport interchange would become one way out only. These changes are necessary due to the revised layout of the preferred option requiring additional width.

View a display

A larger panel showing the two intersection treatments is on display at the locations listed below until **Monday 23 January 2012**.

- Wyong Motor Registry.
- RMS Central Coast Office, Woy Woy.

Identifying a preferred option completes investigations and provides a basis for future planning and development of the Wyong town centre.

Features and benefits of the revised preferred option

See drawing below:

- Two through lanes in each direction.
- Retains most on-road parking in the town centre generally on the western side of the highway between Church Street and North Road.
- Integrates with the bus/rail interchange. Parking spaces for commuters would be relocated and the short term parking reconfigured.
- Provides pedestrian crossings across the Pacific Highway between Church Street and North Road. Crossings would be located at Church Street, Alison Road, Rose Street (railway overbridge), Anzac Avenue and North Road.
- Improves Wyong township access by upgrading key intersections with the Pacific Highway of Church Street, Anzac Avenue and North Road.
- Provides significant improvement to access to and from the highway at Rose Street (railway overbridge) for areas east of the railway line.
- Configures Anzac Avenue as the main entry and exit to the town centre on the western side of the highway.

- Has an off-road cycleway/shared pathway through the town centre along the eastern side of the highway.
- Provides for palm trees in the future town centre design.
- Incorporates the Wyong heritage theme into the future town centre design.



Project reports

A number of further investigations were undertaken to assist in the refinement of the preferred option.

The following revised and updated reports are available on the project website or can be viewed at the Central Coast Office, in Woy Woy (during business hours).

(Left) Warner Shops.

(Below) Station Master's cottage



Heritage Assessment and Statement of Heritage Impact

A heritage study was undertaken to assess the extent of the impact that widening the carriageway would have. The Heritage Assessment and Statement of Impact concluded that the partial demolition of the Warner Shops and relocation of the station masters cottage within the site 'would be an acceptable impact that does not result in a reduction of the assessed local significance of the place.' As part of further work we will investigate relocating of the Station Master's cottage back further into the existing property should it be required.

Business Impact Assessment

An updated Business Impact Assessment was undertaken to review changes in business activity, shopping behaviour and parking since the 2007 study, and to consider the current preferred option. Another shopper survey was conducted as part of the updated study.

Urban Design Report

To ensure the proposed road upgrade integrates with the town centre the previous Urban Design Report was updated. The updated report focuses on the preferred option with respect to a Landscape Character Assessment and Visual Impact Assessment and a Structure Plan of treatments, features and opportunities to be incorporated into the design.

Parking

The proposal would affect parking at the existing commuter car park on the western side of the railway line, and would instead create short-term parking for local business users at this location.

The existing car parking on the western side of the railway line includes 125 on-road highway spaces, 42 short-term spaces and 128 long-term spaces. This would be replaced on the western side of the Main Northern Rail Line by one of the following:

- Option 1 provides approximately 37 on-road spaces, 41 short-term spaces and no long-term parking.
- Option 2 provides approximately 55 on-road spaces, 39 short-term spaces and no long-term parking.

The actual number of provided parking spaces will be advised when design progresses on the adopted option.

Parking spaces for the disabled in the existing commuter car park next to station lifts would be retained and a commuter car parking facility with 211 spaces has now been constructed on the eastern side of the Main Northern Rail line in Rose Street.

KEY

- New road pavement
- Bridge
- On-street parking
- Short term parking
- Median
- Retaining wall
- Shared pedestrian/cycle path
- New footpath
- Stairs
- Bus Bay
- Landscaping

As previously displayed in 2008

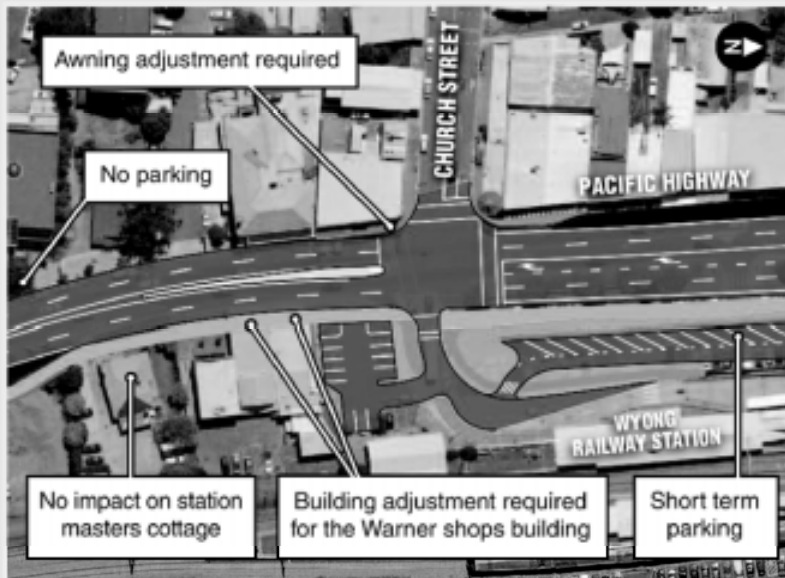
Modified since the previous display in 2008

Wyong town centre – Revised preferred option



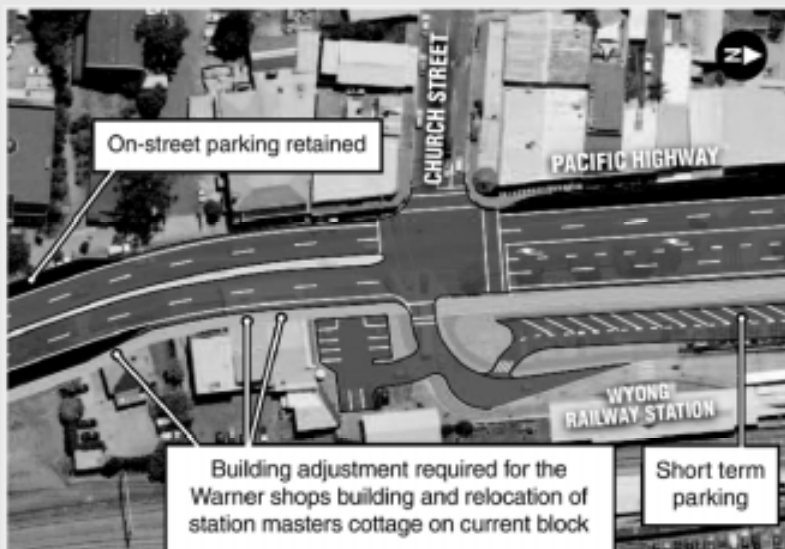
Roads and Maritime Services (RMS) has identified two alternative options, with varying benefits and impacts, at the Church Street intersection.

Church Street intersection – Option 1



- Does not impact the Station Master's cottage.
- Demolishes about 3 metres of Warner shop building and reconstruction of façade on new building line (moderate impact on building).
- Removes existing on-road parking on western side of highway south of Church Street.
- Removes some parking spaces on western side of highway north of Church Street.
- No provision for on-road cycle lanes.
- Encroaches into some property frontages along western side of highway south of Church Street.
- Provides good traffic access to Wyong town centre.

Church Street intersection – Option 2



- Requires the relocation of Station Master's cottage if feasible.
- Demolishes about 7 metres of Warner shop building and reconstruction of façade on new building line (high impact on building) which has heritage significance.
- Retains existing on-road parking on western side of highway south of Church Street.
- Provides on-road cycle lanes south of Church Street.
- Provides good traffic access to Wyong town centre.

Another option was investigated to reduce the impact on the Warner shop building, involving the removal of the right-hand turn into Church Street and removal of parking on the western side of the Pacific Highway south of Church Street. The awning of the Warner Shop building did require minor adjustment in this option similar to the option displayed in 2008. If this right-hand turn into Church Street was allowed with no right turn bay and in combination with the additional traffic lights at Rose Street, traffic flow would be significantly impacted and accessibility to the township from the north would be compromised. This was considered unacceptable by the project team and was assessed as not viable.

How we will consult with the community

We would like to involve the community in a number of ways:

Displays – panels showing plans and text descriptions will be displayed in locations that are accessible to the local community.

Community updates – to inform the community and other stakeholders with information about the project and lists staffed display times and locations. Community updates will be delivered to letterboxes within the study.

Staffed displays – project staff will be available to discuss the options.

Drop in anytime (no appointment is necessary) at **1 Alison Road, Wyong**, between the hours of:

11am to 3pm, Tuesday 29 November, 2011

4:30pm to 8:30pm Thursday 1 December, 2011.

Have Your Say forms attached to this community update – to provide feedback on the Church Street options.

Project website updates – updates about the project will be posted on the RMS website.

Relevant documents can be found on the website (www.rms.nsw.gov.au).

E-mail communications – the project team will respond to requests for information that are received by email to central_coast_office@rta.nsw.gov.au.

Mailing lists will be updated for those wishing to be kept informed on the status of the project.

Have your say

We are working with stakeholders to improve the proposal and minimise future impacts on the community. Your comments on the intersection options at Church Street would be appreciated.

Please complete the tear-off response form and return it by **Monday 23 January 2012** (no postage stamp is required).

Alternatively you can contact the project team, (see below).

Roads and Maritime Services

Privacy: Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Act 1996 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at Central Coast Office, Upper Level, The Pavilion Building, 29-37 George Street, Woy Woy, NSW, 2256. You have the right to access and correct the information if you believe that it is incorrect.

For further information on the Pacific Highway, Wyong planning study, revised preferred option, or any of our Central Coast road projects please visit www.rms.nsw.gov.au or contact the Central Coast Office:

(02) 4379 7001 (during business hours) | Central_Coast_Office@rta.nsw.gov.au

RMS Central Coast Office, Upper Level, The Pavilion, 29-37 George Street (PO Box 766) Woy Woy 2256

Pacific Highway, Wyong, Revised preferred option



Have your say on the Church Street intersection treatment options

Your comments on the proposed intersection treatments are appreciated. We invite you to complete this questionnaire and return it by **Monday 23 January 2012** (no postage stamp required).

1. Which intersection option performs better for you and why?

Option 1 Option 2

2. Are there any further modifications to an option at Church Street that you believe should be considered?

3. Is there any other information you would like to share with RMS about the proposal?

* A separate submission is welcome if there is insufficient room, or you wish to add further comment.

Pacific Highway at Wyong

Independent Evaluation of Upgrade
Options

Evans & Peck
October 2012

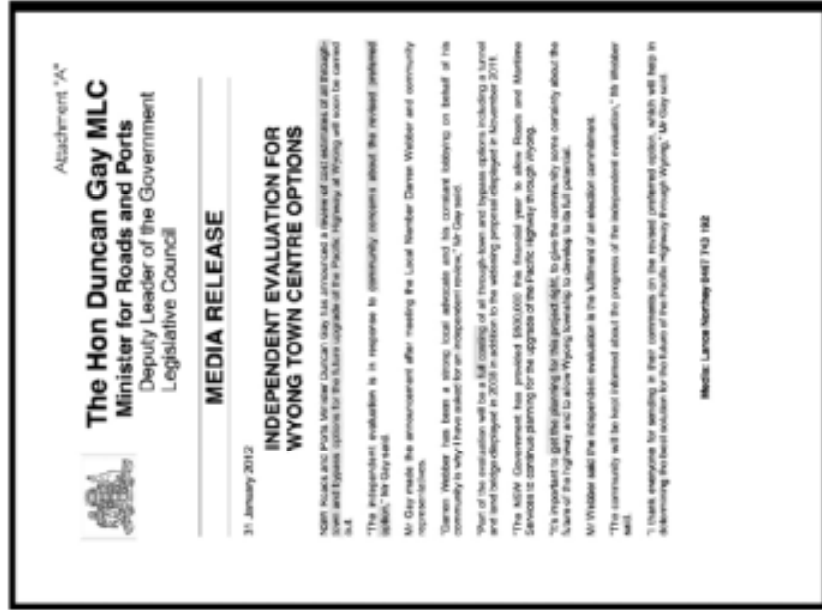


E&P Brief

The AIM of the review as outlined in the Terms of Reference:

Review the RMS cost estimates for the through-town and bypass options for the future Pacific Highway upgrade at Wyong. The review was to:

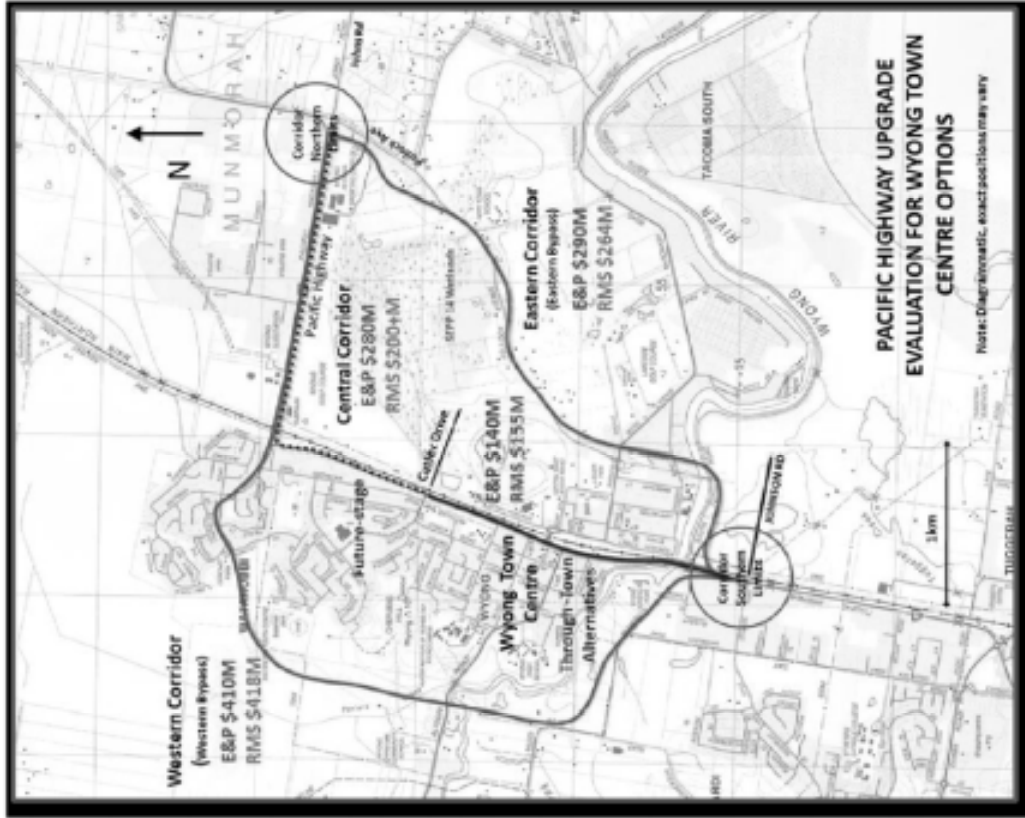
1. *Provide cost estimates for two bypass options displayed in 2006*
2. *Provide cost estimates for five through-town options displayed in 2008*
3. *Provide cost estimates for the preferred through-town option displayed in 2011*
4. *Ratify or otherwise the advantages and disadvantages for the three corridor options investigated to 2006*
5. *Ratify or otherwise the qualitative comparison between the five through-town options investigated to 2008*
6. *Review the Road User Benefit-Cost analysis by RMS*





The Project – Pacific Highway, Wyong

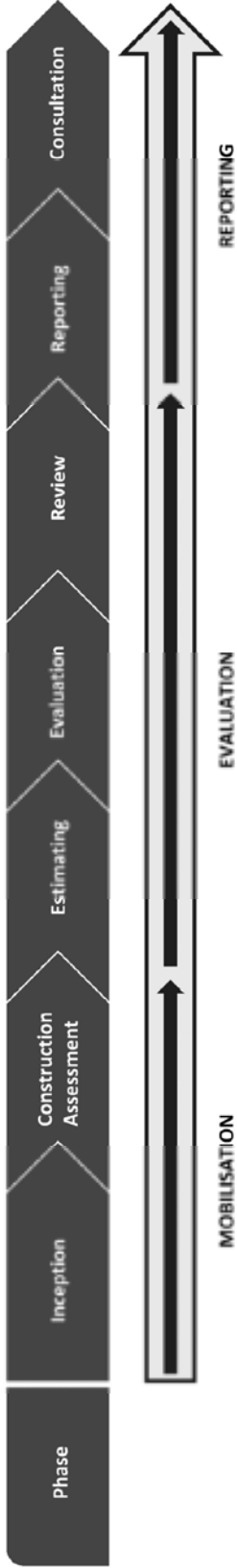
- Commitment**
 - NSW Govt \$500k- continue planning upgrade
 - Independent review announced by Roads Minister
- Objectives**
 - High standard direct link - Tuggerah to north of Wyong
 - Improve safety
 - Reduce traffic congestion
 - Improve urban amenity
 - Improvements to road-based public transport
 - Provide for pedestrians & cyclists
- Corridor Options**
Johnson Road, Tuggerah to Johns Road, Wadalba:
 1. Eastern Bypass
 2. Western Bypass
 3. Central Corridor using existing highway
- Through-Town Alternatives**
 1. Tunnel under existing highway
 2. Land bridge along existing highway
 3. Southbound carriageway via Howarth Street
 4. A widened carriageway
 5. A split-level carriageway





Our Approach

WE ARE HERE



Phase	MOBILISATION	EVALUATION	REPORTING
Time interval	Months 1 to 2	Months 2 to 4	Months 5 to 6
Key Activities	<ul style="list-style-type: none"> Commence early June 2012 Desktop review of RMS documentation Information request & further review Meet with project team Scope review Site visits & familiarisation 	<ul style="list-style-type: none"> Preliminary staging analysis Critical assumptions definition Scoping & quantification Estimate preparation RMS estimate review & variance analysis Review available documents & ratify qualitative assessment Estimate reviews Commence draft report 	<ul style="list-style-type: none"> Prepare draft report Issue draft report 5 Oct 2012 & present findings to Roads Minister & local MP Presentation to stakeholders Post report to RMS website Collate stakeholder & community feedback Issue Final Report to RMS end Nov 2012

E&P Brief	The Project	Our Approach	Findings/Observations	Cost Estimates	Recommendations	Next Steps
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Key Findings/ Observations

Cost Estimates

- E&P's cost estimates **within 10%** of most RMS estimates, despite some scope differences.
 - Split-Level option is an exception.
- E&P's cost estimate for Eastern Corridor \$290M is **within 5%** of the Central Corridor.
 - Provides scope to consider re-assessing an Eastern Bypass.
- E&P's **lowest cost** alternative through Wyong town centre (2.1km):
 - Split-level Carriageway \$140M
 - RMS Preferred Widened Carriageway \$140M
- For comparison, E&P's estimated cost for the 5.1km Central Corridor is \$280M.



Key Findings/ Observations

Corridor Options

- Ranking on cost appears similar to RMS with **Western Corridor the highest cost.**
- E&P broadly agrees with **RMS' assessment (2006)** of advantages and disadvantages of each corridor, with some qualifications.
 - most closely agree with Central Corridor assessment
- **Insufficient information** to assess impacts on indigenous heritage, potential for F3 link, and future upgrade needs of the existing highway.
- Prediction of **low traffic volumes** attracted to the bypass corridors appears inconsistent with 2005 Traffic Report.



Key Findings/ Observations cont...

Through-Town Alternatives

- Ranking on cost, appears similar to the RMS ranking with the Tunnel option ranked highest cost.
- RMS Preferred Widened Carriageway is only 2.1km of 5.1km Central Corridor, is not fully in accord with project objectives, **requires future stage**
 - Providing a high standard direct link between Tuggerah & residential precincts north of Wyong
 - Reducing traffic congestion (over the 5.1km corridor)
 - Allowing improvements to public transport along the corridor (entire 5.1km)
 - Providing facilities for pedestrians and cyclists along the corridor (entire 5.1km)
- The **Tunnel, Land Bridge & Howarth Street** alternatives are higher cost & **do not offer the benefits** of the Widened or Split-Level carriageway options, i.e.
 - intersection movements
 - access in & out of Wyong
 - pedestrian movements

