Pacific Highway and Manns Road upgrade between Narara and Lisarow

Community Consultation Report

March 2017

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Executive summary

This report provides a summary of Roads and Maritime Services community and stakeholder consultation for the proposed Pacific Highway and Manns Road upgrade, between Narara and Lisarow. The proposed upgrade will be delivered in stages and would improve road user safety, travel times and reduce congestion.

The proposed upgrade would feature two lanes in each direction on the Pacific Highway and Manns Road, create a number of new bridges including crossings over Narara Creek and the railway line, improve 12 intersections and provide new and improved pedestrian and cycle paths. The concept design was a revision of a 2014 design exhibited for public display and feedback.

The new concept design incorporated a number of changes based on community feedback from the 2014 public display and further investigations. This included a number of design changes to allow for more accessible public transport, improved drainage along the Pacific Highway and Manns Road, a new proposed link road as well as changes to a number of proposed intersection upgrades.

Roads and Maritime sought feedback from 21 September to 28 October 2016 on the revised proposed upgrade. We received 398 comments and feedback on the proposal from the community and organisations, raising 18 matters.

The main comments received included:

- opposition to construction of the proposed Pandala Link Road
- questions and concern about property acquisition
- the type of intersections proposed (such as traffic lights) and reduced local traffic access into and out of Kent Street.

Roads and Maritime thanks everyone who provided comments and to the community and stakeholders for considering the updated proposal.

We will ensure matters highlighted by stakeholders and the community are considered in our decision making.

Outcomes from the 2016 consultation

Based on community and stakeholder feedback provided during the consultation, Roads and Maritime will:

- remove the proposed Pandala Link Road from the Roads and Maritime design in relation to this proposed upgrade
- investigate a potential upgrade of the Deane Street / Narara Valley Drive intersection to include traffic lights to be progressed to the next stage of design and assessment.

A decision has also been made to split the project into at least two parts. Further detail will be available when the Review of Environmental Factors goes on public display later in 2017.

Roads and Maritime will advance the concept design and proceed to environmental assessment. We will continue to consult with the community and stakeholders as the project progresses in the environmental assessment stage.

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1. Introduction

1.1. Background

Roads and Maritime is planning for the future upgrade of a 4.7 kilometre section of road along the Pacific Highway and Manns Road, which will be delivered in stages. The proposed staged upgrade would improve road user safety, travel times and reduce congestion.

We began consultation of the proposed upgrade in 2012, with the strategic design for the section of road between Narara Creek Road, Narara and Parsons Road, Lisarow. The preferred option was developed further with this section of road displayed for community comment in May 2014.

Following this consultation we carried out extensive investigations to develop a concept design for the proposed upgrade of the Pacific Highway and Manns Road between Narara and Lisarow.

We worked closely with local government in the development of the design. Representatives from Gosford City Council and then the new Central Coast Council were invited to all progress meetings.

This revised concept design, including changes to the design since the last public display in 2014, was presented in September and October 2016 for community feedback. This community feedback forms the basis of this Community Consultation Report.

The NSW Government has provided $2 million in 2016/2017 to continue planning for the future staged upgrade.

At this stage there is no timing set for construction to start. Roads and Maritime will continue to update the community as the current investigations and design progress.

1.2. The proposal

The key features of the proposed upgrade to the Pacific Highway and Manns Road now include:

- two lanes in each direction on the Pacific Highway and Manns Road
- new bridges along Manns Road over Narara Creek and the railway line
- traffic lights to replace the roundabouts at:
  - Manns Road and Pacific Highway intersection
  - Manns Road and Narara Valley Drive intersection
- new traffic lights on the Pacific Highway at:
  - Berrys Head Road
  - Parsons Road
  - Newling Street
  - Lenna Street and Pierce Street
  - Nurra Road and Argyle Avenue
  - Brooks Avenue
- new traffic lights on Manns Road at:
  - Adam Street and Reeves Street
  - Showground Road
- installing traffic lights at the intersection of Deane Street and Narara Valley Drive
- upgrading existing traffic lights at Manns Road, Narara Creek Road and Maliwa Road intersection
- provision of pedestrian and cycle paths along and across the Pacific Highway and Manns Road
- providing new pedestrian and cycle paths and crossings at traffic lights along both sides of the Pacific Highway and Manns Road.

These features are largely unchanged from the 2014 public display.

Changes from the 2014 public display

Several changes were made to the design since 2014 public display. These changes improve access for local roads, maximise traffic flow and improve safety along the Pacific Highway and Manns Road.

The changes consider community feedback and further investigation, including:

- new roundabout in Reeves Street at the new Glenmaggie Close intersection
- removing the originally proposed local road connecting Carrington and Reeves Streets
- proposed local street from Reeves Street to connect Pandala Road
- new intersection at Apanie Avenue to provide left and right turns in and out
- new culvert south of Newling Street
- revised intersection at Prings Road to provide left turns in and out, and a right turn in
- removing the originally proposed roundabout outside the Lisarow Heights Business Park to access Prings Road
- new northbound and southbound u-turn intersection at Pacific Highway and Parsons Road
- new roundabout at Parsons Road and Newling Street
- Rural Fire Station in Manns Road to be relocated
- Carrington Street to be closed and become a no through road due to level differences with reconstructed Manns Road bridge
- bus stops and indented bus bays provided along the length of the proposed upgrade to help the flow of traffic and improve safety
- inclusion of traffic lights at Brooks Avenue
- improving drainage along the Pacific Highway and Manns Road.

2. Consultation approach

2.1. Consultation objectives

We consulted with the community in September and October 2016 on the proposal to:

- seek comments, feedback, ideas and suggestions for Roads and Maritime to consider when developing the proposal. This includes incorporating consultation outcomes into the environmental impact assessment known as the Review of Environmental Factors
- further build a database of interested community members with whom Roads and Maritime can continue to engage during the proposal's development.

2.2. How consultation was done

Community members and stakeholders were encouraged to provide their feedback, leave comments and make suggestions at the information sessions or via mail, email or phone contact with the project team.

Table 1 – How consultation was done

Community update September 2016 (Appendix A)	Information about changes to the design since last display, including map of proposed upgrade. Print version distributed to 8,300 residences and businesses along the proposed route, electronically delivered to other interested parties and available on the Roads and Maritime website.
Doorknocking During September, October and November 2016	Roads and Maritime staff doorknocked 54 properties directly impacted by changes to the previously displayed proposed design.
Print advertising 28, 30 September and 5 October 2016 (Appendix B)	Print advertisements encouraging feedback were placed in the Central Coast Advocate.
Radio advertising September and October 2016	Radio advertisements encouraging feedback were broadcast on three local radio stations (2GO, Sea FM, Coast FM).
Media 19 September 2016 (Appendix C)	A Media Release was issued at the beginning of the consultation period, and responses from Roads and Maritime were given to all direct media inquiries.
Public display September and October 2016	Community update detailing latest proposed design was displayed at the Gosford Service NSW Centre and Central Coast Council throughout the consultation period.
Feedback September and October 2016	Feedback and more information was also received and given by phone (1800 814 968), email (central.coast.office@rms.nsw.gov.au) and post (Locked Bag 2030 Newcastle NSW 2300).
Website rms.nsw.gov.au/nararatolisarow	Information about the project was also made available via the Roads and Maritime internet site including frequently asked questions and answers.
Information sessions 13 October 2016 18 October 2016 20 October 2016	Roads and Maritime project team representatives provided an overview of the proposed upgrade and answered questions from the community. At least 165 individuals in total attended the information sessions.

3. Consultation summary

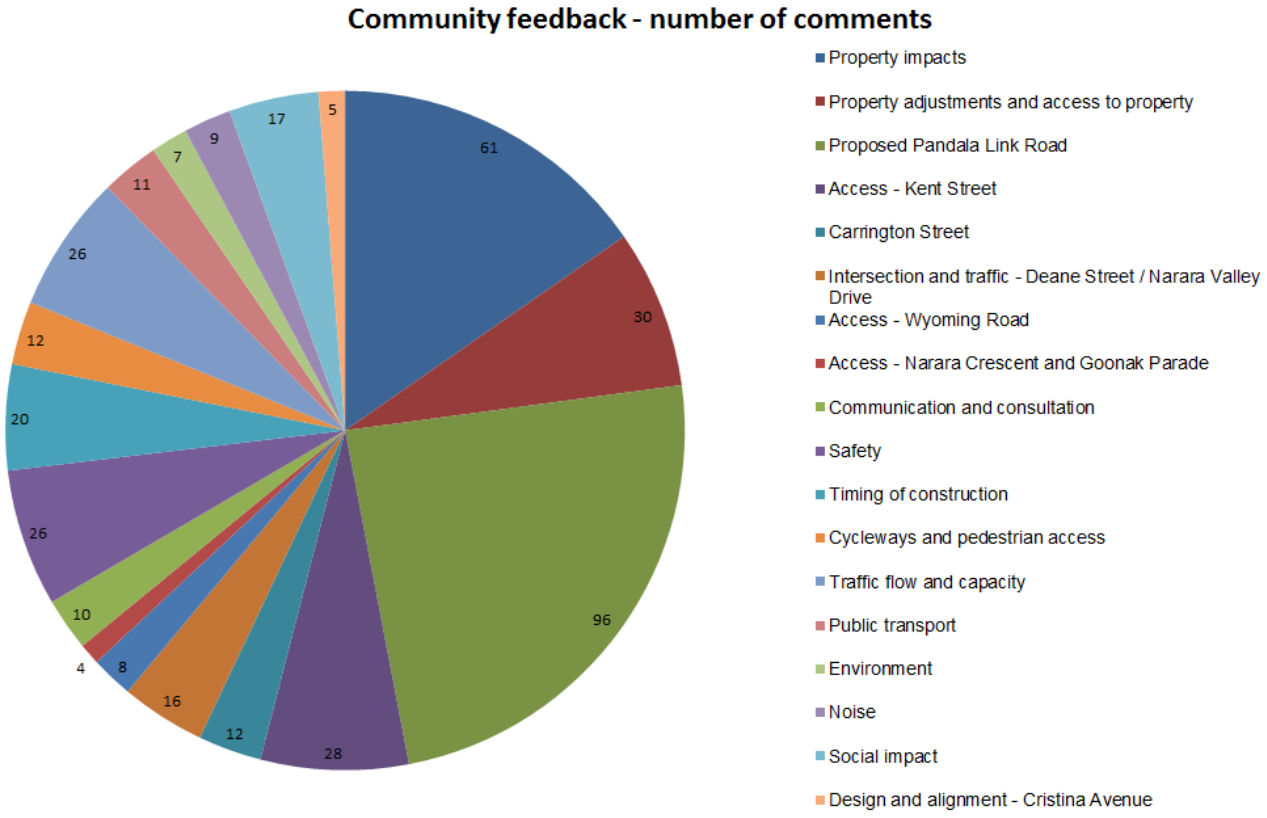
3.1. Overview

Roads and Maritime received a total of 398 comments and feedback on the proposal during the consultation period. Three petitions were also received with a total of 271 signatures.

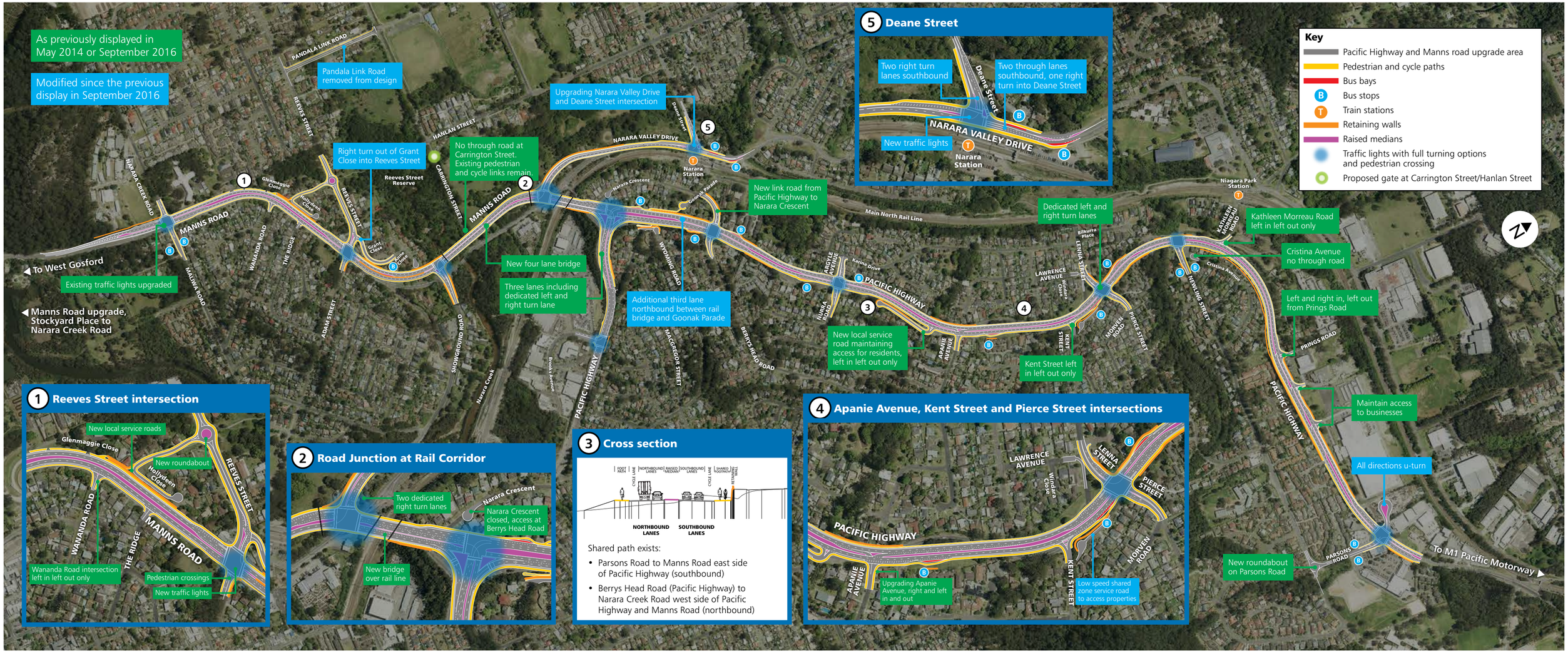
The main comments received included:

- opposition to construction of the Pandala Link Road
- questions and concern about property acquisition
- the type of intersections proposed (such as traffic lights) and reduced local traffic access into and out of Kent Street.

Further detail about comments received and Roads and Maritime's response is provided in Table 2.



Proposed Pacific Highway and Manns Road upgrade



The opportunity to provide comment on the updated design, which now includes changes since the September 2016 display, will be provided when the Review of Environmental Factors for the proposal is displayed.

Table 2 – Consultation overview

Issue	Comments received	Roads and Maritime Services response
Proposed Pandala Link Road	There were 96 comments about the Pandala Link Road. In addition, three petitions objecting to the proposed link road with a total of 271 signatories were received. There were concerns from residents relating to road user safety, heavy vehicle use, property acquisition, pedestrian safety, flora and fauna, flooding, traffic congestion, traffic flows, new developments and school student safety.	Providing near 100 year flood free road access to the Narara Valley has been a long-term aim of the Central Coast Council and is supported by Roads and Maritime. For the proposed Pacific Highway and Manns Road upgrade, we investigated ways to provide the access and also support the aims of our particular proposal where these aligned. With Carrington Street no longer connected to Manns Road under the proposed upgrade (due to substantial revised level differences), alternative access routes to provide access during a flood event were investigated. A road connection between Reeves Street and Carrington Street, Narara was identified as the most feasible option to provide road access in and out of the Narara Valley during a major flood event. A number of other options to link Reeves Street and Carrington Street have been considered and investigated. **Hanlan Street option** An option to extend Hanlan Street to Reeves Street through the Reeves Street Reserve was included in an earlier design of the proposed upgrade. The Hanlan Street option went out for community consultation in 2014 and received limited community support. During further investigation work carried out following its initial proposal, Roads and Maritime established the then proposed Hanlan Street link would not be fit-for-purpose as it would not provide near 100 year flood free access in or out of the Narara Valley and potential water flow speeds during severe flooding could be a safety concern. Additionally, Central Coast Council indicated they had concerns regarding the safety of road users during a flood event if the Hanlan Street option was constructed. It was further identified new upstream flood impacts could happen in the Narara Valley due to changed water flows resulting from the road construction. Destruction of flora and habitat for native fauna in the Reeves Street Reserve and surrounding areas would also have happened if the Hanlan Street option was constructed. Therefore, this option was deemed not viable and removed from the concept design. **Cross Street option** Central Coast Council indicated in their feedback to the proposed upgrade their preferred option to address access issues during flood events in the Narara Valley was an extension of Cross Street, together with an upgrade of the Reeves Street causeway.

		This option was investigated by Roads and Maritime, however, it was deemed as not viable for inclusion within the proposed Pacific Highway and Manns Road upgrade. A number of issues with a proposed extension of Cross Street were identified during Roads and Maritime's investigation, including: • environmental impact • social impact, including a large amount of property acquisition • road safety issues associated with increased traffic travelling along the length of Reeves Street • significant cost due to the need for multiple bridge construction • constructability difficulties. Some community feedback received indicated the Cross Street option should be considered as property acquisition was thought to not be required and an upgrade could be constructed within the existing road corridor. Construction of the Cross Street option would require full acquisition of a number of properties as well as partial acquisition of at least four other properties, to allow for extension of the existing vacant corridor to allow for the width of road to be constructed. Feedback received during the recent community consultation also indicated Narara Valley residents strongly objected to more traffic being directed towards and down Reeves Street. A Cross Street extension would direct crossing traffic to travel almost the entire length of Reeves Street to access Manns Road. This would include increased traffic due to the construction of new housing developments north of the proposed upgrade. **Pandala Link Road** The Pandala Link Road proposal was included in the 2016 design proposal to address daily access issues and evacuation routes during flood events in the Narara Valley. This would have helped alleviate traffic issues associated with the closure of Carrington Street at Manns Road under the proposed upgrade (see Appendix A). Following consideration and investigation of a number of alternative options to provide flood free access to the Narara Valley (including Hanlan Street and Cross Street detailed above), the Pandala Link Road was identified by Roads and Maritime as the only viable option in the area to provide near 100 year flood free access. The majority of feedback received by Roads and Maritime in relation to the Pandala Link Road during consultation strongly objected to its construction. Issues raised included concerns regarding: • property acquisition • Reeves Street duck pond safety

		• existing flooding issues around Pandala Road • school student safety • road user safety • safety for Carrington Street / Pandala Oval users • traffic volume, particularly on Reeves Street • condition of adjacent roads • social impact and disruption • impact of future housing development. **Property acquisition** Property acquisition is avoided were possible, however, a viable option to provide near 100 year flood free access in the local area without some private property acquisition was not possible. Construction of the proposed Pandala Link Road would require full acquisition of three properties on Reeves and Carrington Streets. Alternative link road options investigated, including the Cross Street option, would have still property acquisition. Residents directly impacted by the acquisitions strongly objected to the proposal, as did the surrounding community of the Narara Valley. Roads and Maritime staff met with the directly impacted residents face-to-face on a number of occasions to discuss their concerns, including at the community information sessions and in private meetings. Feedback and concerns raised by residents and the surrounding community were noted by Roads and Maritime and were considered during assessment of the proposed design. **Reeves Street duck pond safety** Concerns about the impact on the 'Reeves Street Duck Pond' were raised in feedback regarding the Pandala Link Road. Construction of the proposed Pandala Link Road would be close to the pond (about 50 to 100 metres). As the pond lies west of the link road, predicted traffic volumes passing the pond would not increase from current volumes if the Pandala Link Road proposal was to be constructed. If alternative link roads were constructed further west of the proposed Pandala Link Road, such as the proposed Cross Street option, traffic volumes passing the pond would have likely increased. It was noted in the feedback that ducks are frequently on Reeves Street and any increase in traffic

		passing the pond may result in increased safety risk for fauna and road users. **Existing flooding issues around the proposed Pandala Link Road** The Narara Valley is low lying and includes a number of waterways connecting to Brisbane Water. As a consequence the area is subject to flooding and impacts to the valley are further complicated by tidal influences. The purpose of the proposed Pandala Link Road was to provide an alternative all-weather entry and exit from the Narara Valley. Residents within Reeves Street and the area to the south do not experience the flooding issues experienced by residents between Carrington and Deane Streets. The provision of traffic lights at Reeves Street and Manns Road would significantly improve access and provide a safe entry and exit for traffic that currently cuts through between Reeves Street and Narara Creek Road to utilise signals at Narara Creek Road. The Pandala Link Road was included in the design to provide near 100 year flood free access for the Narara Valley. Road users and residents who are currently cut off during a major flood event would be able to cross to Reeves Street from Carrington Street to access Manns Road. The Pandala Link Road was the only viable near 100 year flood free access road that could be constructed to provide access for residents of the Narara Valley. A number of images from previous flood events were provided to Roads and Maritime and anecdotes from residents indicated belief the construction of the Pandala Link Road would not alleviate all flood issues experienced in the local area. **School student safety** Some feedback was received regarding safety of school children and the impact of the Pandala Link Road on local schools, in particular, Narara Valley High School. The construction of the Pandala Link Road may have increased traffic along the length of Pandala Road which passes by Narara Valley High School. Feedback stated Pandala Road is in poor condition and the intersection of Pandala Road and Fountains Road may not cope with an increase in traffic volume. Current and ongoing maintenance of Pandala Road is the responsibility of Central Coast Council. Feedback received regarding the road's condition will be passed on to Council. Council have indicated customers can report maintenance issues to Council at any time via their web site www.centralcoast.nsw.gov.au or by phone to their Customer Service Centre 02 4325 8222.

		Safety of Carrington Street / Pandala Oval users A small amount of feedback was received regarding safety of users of the Carrington Street / Pandala Oval and the impact of the proposed Pandala Link Road on future safety of oval users. Feedback indicated current parking facility at the oval did not meet capacity requirements and often overflowed on to surrounding streets. The Carrington Street / Pandala Oval and its car park is managed and maintained by the Central Coast Council. We will pass on feedback received regarding its use to the Council. **Traffic volume, particularly on Reeves Street and upgrade to Deane Street intersection** A number of residents raised concerns regarding an increase in traffic volume on Reeves Street and the surrounding road network if the proposed Pandala Link Road was constructed. Feedback suggested new 'rat runs' would be created in both north and south directions. A number of community members also noted the current intersection of Deane Street and Narara Valley Drive did not meet the traffic capacity requirement for existing traffic volumes. Roads and Maritime recognises the importance of the Deane Street / Narara Valley Drive intersection within the local traffic network. The potential upgrade of this intersection would provide improved traffic flow and reduce congestion in the morning and afternoon peak times. In response to community feedback, this intersection is now being investigated for a potential upgrade as part of the proposal. More information on the Deane Street / Narara Valley Drive intersection is available in other Roads and Maritime responses to feedback contained within this report. A road connection between Reeves and Carrington Streets was identified as the best option to provide road access in and out of the Narara Valley during a major flood event. Its location was in part selected to minimise traffic along as much of Reeves Street as practicable. Other options, such as the Council suggested Cross Street option, would force traffic down almost the full length of Reeves Street. **Condition of adjacent roads** All roads directly surrounding the proposed Pandala Link Road are maintained by the Central Coast Council. The Pandala Link Road would also have been transferred to the Central Coast Council network once completed. Roads and Maritime works closely with Council to ensure impacts from our projects are clearly identified and considered within Council's ongoing road maintenance program. A number of local roads and intersections would be upgraded as part of the broader proposed Pacific Highway and Manns Road upgrade.

		Roads and Maritime have passed on feedback regarding local roads to Central Coast Council. **Social impact and disruption** Negative social impact on the local community was raised regarding the proposed Pandala Link Road. Several hundred community and stakeholder responses were received directly related to the proposed Pandala Link Road, including a number of petitions. Feedback received indicated due to the possible increase in traffic in the area following construction of the proposed link road, the 'character' of the local area would change. Some comments received described the local area as 'quiet', 'peaceful' and 'rural' and construction of the Pandala Link Road would jeopardise this current state. Feedback also indicated the property acquisition required for the proposed link road would cause a negative social impact. Feedback and concerns raised by residents and the surrounding community regarding the social impact of the proposed link road were noted by Roads and Maritime and were strongly considered during assessment of the proposed design. **New housing developments** A number of new housing developments are being established in the Narara Valley, west of the proposed Pandala Link Road. The largest being the Narara Eco Village, which contains about 120 house lots. These developments were considered by Roads and Maritime when determining the need for flood free access. Some feedback received by Roads and Maritime raised concerns regarding the impact of increased traffic from the new developments on the local road network in the Narara Valley. This included concerns if the proposed Pandala Link Road was constructed more traffic would travel down Reeves Street. Consideration of the proposed housing and its impact on the existing road network is for Central Coast Council to consider. **Central Coast Council opposition to the Pandala Link Road** Central Coast Council indicated in their feedback to the community consultation that they do not support the Pandala Link Road. Central Coast Council indicated in their feedback to the proposed upgrade their preferred option to address access issues during flood events in the Narara Valley was an extension of Cross Street, together with an upgrade of the Reeves Street causeway. This option was investigated by Roads and Maritime, however, it was deemed as not viable for inclusion within the proposed Pacific Highway and Manns Road upgrade. More information regarding

		the unsuitability of the Cross Street option is detailed in other Roads and Maritime responses. **Decision to remove proposed Pandala Link Road from future designs** Following the consultation, Roads and Maritime have a greater understanding of the potential impact the proposed Pandala Link Road could have on the local community. After listening to the community and receiving feedback from the Central Coast Council, in December 2016 we responded by removing the Pandala Link Road from future Roads and Maritime design options for the Pacific Highway and Manns Road upgrade proposal (see Appendix D). It must be noted that as a result of the proposed link road removal from the proposal, there would be the loss of the regular bus route (Route 36) through the Narara Valley area. Route 36 currently uses Carrington Street to connect with Manns Road after travelling north / south on Hanlan Street. We were advised by bus service providers the route changes required by the closure of Carrington Street and removal of Pandala Link Road would not allow for timetables to be maintained. It would require the purchase of additional buses to service this route and others, making the service no longer viable. We understand the existing dedicated bus services that provide transport for students to Narara Valley High School would not be affected by the proposal. Roads and Maritime will continue to consult with bus services providers to ensure public transport needs are considered throughout the proposal development. Any future link to provide additional or flood free access in the area will be the full responsibility of Central Coast Council. More information regarding the decision to remove the Pandala Link Road from future Roads and Maritime design options for the Pacific Highway and Manns Road is available online at rms.nsw.gov.au/nararatolisarow.
Property impacts	There were 61 comments about property impacts: • 56 about property acquisition • five about property value. These concerns were from residents and businesses inquiring if	**Property acquisition** To carry out the proposed Pacific Highway and Manns Road upgrade, Roads and Maritime would need to purchase a number of private and commercial properties. This would include both full (purchasing the entire property) and partial acquisition (purchasing a section of property). We understand property acquisition for roads can be a difficult experience for land owners, residents and businesses. At the same time, it is also important public infrastructure be developed to meet the needs of the community and the economy. This is why Roads and Maritime is committed to working with people who are impacted by infrastructure projects. In October 2016, the NSW Government announced a range of improvements to the land acquisition process, making it fairer, easier to understand and more transparent. These improvements will apply to

	their property would need to be fully or partly acquired, what the acquisition process involves, and if individual property values would be affected during and after construction	anyone impacted by this proposal. The Land Acquisition (Just Terms Compensation) Amendment Bill passed in Parliament on 9 November 2016 and the legislative requirements took effect from 1 March 2017. The Land Acquisition Reform 2016 delivers a range of improvements, including: **Fairer compensation** • **Increased solatium –** compensation for non-financial impact (known as 'solatium') has increased from $27,235 to a maximum of $75,000, backdated to 26 February 2014. • **No rent after acquisition** – landowners staying in their property following acquisition will not be required to pay rent for the 90 days they are entitled to remain in the property after acquisition. **More time** • **Guaranteed six month negotiation period** – landowners will have more time to consider their options and seek advice, with a legislated six month period for engaging with Roads and Maritime before the compulsory process can start (unless a shorter period is agreed with the owner or there are exceptional circumstances). • **More time for Valuer General's determination** – the time for issuing compensation notices will be extended from 30 to 45 days, or for up to 90 days with the agreement of the Minister for Finance, Services and Property, allowing the Valuer General more time to make complex valuations. **More support** • **Guaranteed face-to-face meetings** – landowners are already entitled to at least one face-to-face meeting with Roads and Maritime at the start of the acquisition process. • **New personal manager** – the new process allows for a more personalised approach to property acquisition consultation and for a Personal Manager Acquisition to be assigned to individual property owners to provide help and support throughout the entire acquisition process. • **Community place manager** – communities will continue to benefit from the appointment of Place Mangers to manage all general communication about the proposed road project with affected landowners, their neighbours, communities and stakeholders. **More and better information** • **New website** – new land acquisitions website www.landacquisition.nsw.gov.au. • **Clearer information guide** – a Land Acquisition Information Guide, setting out the process in an easy to understand format has been developed.

		• **Simplified compensation claim form** – simplified claim for compensation (section 39) form that landowners can submit directly to the Valuer General, removing the need for the acquiring authority to be involved in the process. The reform also includes: • **A new framework** – new ministerial authority, whole-of-Government standards and training, performance tracking. • **Greater procedural fairness** – merits review for hardship decisions, right to repurchase, reinstatement for unique properties. • **More transparency** – dealing directly with and providing information to the Valuer General. More information on the reform is available online at landacquisition.nsw.gov.au. Roads and Maritime is currently updating and improving our processes in line with the reform. We have endeavoured to directly engage and speak in person with every directly impacted resident and business affected by the proposed Pacific Highway and Manns Road upgrade. Where possible, directly impacted residents and business owners were met in person to discuss their specific concerns and were provided more information on the acquisition process. A number of directly impacted residents and businesses have met in person with Roads and Maritime on numerous occasions. Roads and Maritime will continue to consult and liaise with people whose property would be affected by the proposed upgrade. Impact to properties such as loss of land, structures, utilities, access alterations, changes to adjoining properties and business operations will be further investigated in detail as the proposal investigations progress. This will continue to form part of Roads and Maritime's property acquisition discussions. Concerns about the impact to properties and business from the upgrade proposal will be noted and forwarded to the Roads and Maritime Property team for future investigation. A number of individual inquiries have already been addressed by the Roads and Maritime Property team who will continue to work with them. When the Review of Environmental Factors is determined and the project receives funding for construction, Roads and Maritime aims to negotiate with property owners to establish mutually agreed market value of the property to be acquired. The payment for land acquired by negotiation (or through compulsory acquisition) must be in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991.* It is based on the assessment of market value, unaffected by the road proposal. Property acquisition would not happen until after approved environmental assessment. At this time we are not

		able to advise when Roads and Maritime will start property acquisition negotiations. **Property values** Directly impacted property owners would be compensated if their property was to be acquired. Landowners can be compensated for the market value of their land on the date of acquisition (the value does not include any impacts of the project), legal and valuation costs incurred in the acquisition process, relocation costs (including things like removalist costs, mail redirection, utilities reconnection costs, mortgage and refinancing costs and stamp duty ion a new property), and compensation payable for the overall inconvenience and disadvantage of having to relocated (known as 'solatium'). Valuations are carried out by Roads and Maritime and an independent verifier. As detailed above, the NSW Government recently announced a range of improvements to the acquisition process to make it fairer, easier to understand and more transparent. Most acquisitions happen through negotiation and agreement between the land owner and Roads and Maritime, without the need for compulsory acquisition. If Roads and Maritime and the landowner cannot reach agreement, the Valuer General (a statutory office independent of both State and local Government) may become involved in the acquisition process. The Valuer General's independent determination is binding on both the Government (Roads and Maritime) and the landowner, however only the landowner can appeal the determination. Roads and Maritime does not provide compensation for potential changes in property values resulting from infrastructure projects. We would identify potential impact on value as part of the environmental assessment for the proposal and would seek to avoid or minimise impact where possible.
Property adjustments and access to property	There were 30 comments about property adjustments and access to property. • 13 about property adjustments • 17 about access to property. These concerns were	**Property adjustments** Roads and Maritime would carry out noise impact assessments along the proposed road corridor as part of the Review of Environmental Factors for the proposal. Possible noise abatement (reduction) measures including noise barriers, architectural treatments of houses or noise mounds, would only be installed by Roads and Maritime where they are reasonable, feasible and required due to increases in noise levels expected by the proposed upgrade. Adjustments may also be needed in the case of partial property acquisition, including access alterations and property boundaries (fencing). Roads and Maritime would consult with impacted property owners about any potential noise and property impacts and appropriate adjustments from the proposal following the Review of Environmental

	from residents and businesses inquiring about how any required adjustments to property would be managed and how access to their property would be affected during and after construction.	Factors. Roads and Maritime aims to minimise impact to property access during construction where possible. We would work closely with property owners during the latter stages of planning and during construction to minimise any impact to property access, including, identifying alternative options and providing advance notice. Some disruption to property access would occur during construction of the proposed upgrade. Roads and Maritime would seek to minimise disruption and consult with impacted residents and businesses during construction. Ongoing property access would be affected to a number of properties following construction of the proposed upgrade. Changes would be unavoidable due to a range of issues, including: • realignment of road corridor • new road heights • installation of road safety barriers • duplication of road • intersection upgrades, and • closure of a number of existing nearby streets. The proposed road geometry (route, height, intersections) has been developed in accordance with Australian standards, set out by Austroads Guides and Roads and Maritime supplementary standards. Community feedback has also been used to help guide design aspects. A number of alternative design aspects have been investigated and acted on by Roads and Maritime following community feedback. More information regarding specific aspects of the proposal are detailed in other Roads and Maritime responses contained within this Community Consultation Report. Roads and Maritime would continue to consult and seek feedback from the community regarding property access during the design and development stage of the proposal.
Access – Kent Street	There were 28 comments about the intersection of Kent Street and the Pacific Highway in Niagara Park. These concerns related to right turn	The proposed Pacific Highway and Manns Road upgrade includes duplication of the Pacific Highway adjacent to Kent Street with raised medians and traffic lights at the nearby intersection of Pierce Street / Lenna Street / Pacific Highway. The installation of raised medians in the proposed upgrade would remove the current option to make a right turn in to Kent Street from the Pacific Highway. The upgrade would also remove the current option to make a right turn out of Kent Street on to the Pacific Highway. Under the proposal, access to Kent Street and surrounding streets would be via the new signalised intersection of Pierce Street / Lenna Street / Pacific Highway then the local road network.

	ability in and out of Kent Street, condition of adjacent road, safety of pedestrians and road users, local traffic impact.	Roads and Maritime received a number of concerns from residents regarding the removal of right turn options in to and out of Kent Street under the proposed upgrade. The changes at the intersection were also included in the 2014 design display. In response to residents' concerns about this issue we carried out further investigation of the Pacific Highway and Kent Street intersection with a view to retaining the right turn at this location. A turn facility at this location would create conflict for vehicles traveling north accelerating after exiting Apanie Avenue and travelling past the Kent Street intersection, and vehicles slowing down past Kent Street moving into position for the right turn into Pierce Street. Accordingly, the right turn option cannot be added to future design proposals. Concerns were also raised regarding the condition and suitability of the local road network to cope with increased traffic movements created by the proposed arrangements. The concerns chiefly related to Morven Road which would be used to connect road users between Kent Street and surrounding streets. The local road network near Kent Street, including Morven Road, is maintained by the Central Coast Council. Roads and Maritime works closely with Council to ensure impacts from our projects are clearly identified and considered within Council's ongoing road maintenance program. Roads and Maritime have passed on feedback regarding the concerns raised about Morven Road to Central Coast Council, who confirmed: *"Morven Road is identified on Councils local road rehabilitation list for renewal in the next 3-5 years depending on availability of funding. Council's maintenance crews will regularly inspect the road pavement and undertake repairs as necessary. Customers can report maintenance issues to Councils at any time via our web site or by phone to our call centre".*
Safety	There were 26 concerns about safety for road users. These concerns related to driver, pedestrian and cyclist safety.	The core purpose of the proposed Pacific Highway and Manns Road upgrade is to improve road user safety, travel times and reduce congestion. The proposed section for the future upgrade has a history of crashes mainly near intersection and driveways. Improved road alignment, intersection upgrades, flood mitigation, road treatments (including resurfacing and raised medians) and inclusion of dedicated pedestrian and cycle paths along the entire proposed route would deliver improved safety for road users and the local community. Safety issues raised with specific intersections have been addressed in other Roads and Maritime responses.

Traffic flow and capacity	There were 26 concerns about traffic flow and capacity. These concerns related to how traffic flow would improve and whether the proposal would have capacity to manage current and future traffic volume.	The proposed Pacific Highway and Manns Road upgrade between Narara and Lisarow would improve road user safety, travel times and reduce congestion. During peak travel times motorists experience congestion and queueing along the Pacific Highway and Manns Road. The proposed section for the future upgrade also has a history of crashes mainly near intersection and driveways. The proposed 4.7kilometre upgrade would address current congestion and future traffic growth, improve traffic flow, public transport access and the efficiency of freight transport. Traffic volumes along the Pacific Highway are forecast to increase from about 30,000 vehicles per day to about 41,000 vehicles per day by 2039. A study into the 30 year traffic projections found the number of traffic lights proposed as part of the upgrade would improve the existing road connectivity and provide better, safer access to and from local roads. These lights would be synchronised with priority given to traffic flow on the Pacific Highway and Manns Road. It is noted at times the lights may add to some small delay on the Highway but will reduce overall delay for all road users. Additional roundabouts have not been considered as part of the proposal as they have limited capacity and are not appropriate for roads with high volumes of traffic entering the Pacific Highway.
Timing of construction	There were 20 concerns about the timing of construction. These concerns related to when construction would start, if the work would be staged and when properties would be purchased.	The NSW Government has provided $2 million in 2016/2017 to continue planning for the proposed Pacific Highway and Manns Road upgrade between Narara and Lisarow. The proposal is currently in the concept design phase. Following concept design, proposals with adequate funding and approval must undergo environmental assessment and detailed design before progressing to construction. If the proposal progressed to construction, work would be conducted in smaller stages which would be determined during detailed design. Property acquisition would not start until after approval of the environmental assessment and construction funding is secured. At this time we are not able to advise when the process would start. At this stage there is no timing for construction. The approximate total time required for construction has not yet been determined. Further detail will be made available when the environmental assessment is prepared and displayed.
Social impact	There were 17 concerns about social impact. These concerns related to impact on	Whenever possible, impact on land owners, residents and businesses will be avoided or minimised. The role of Roads and Maritime in regards to the development of this proposal is to ultimately provide an upgrade to the State Road network to improve road user safety, travel times and reduce congestion by improving facilities for all road users and the local community.

	suburb character, business impact and Roads and Maritime commitment to the community.	The local area surrounding the proposed upgrade is mainly residential, of medium density housing, with small rural properties on the edges. It has shops, parks, sporting grounds, a skate park and a number of schools. There is also light industrial activity around the railway and station. A number of residential properties would need to be acquired by Roads and Maritime to construct the proposed upgrade. See other response for more information on the improved property acquisition process. Roads and Maritime seeks to avoid or minimise impact on local businesses where possible, however, a number of businesses would be impacted by the proposed upgrade. Impacts may include: acquisition of land; loss or increase of business; loss of parking spaces; increase or decrease in convenience and accessibility; changes in amenity; improvements in travel times and safety; and, impact during construction. Roads and Maritime consulted with impacted businesses during the consultation period and a number of adjustments to the proposed design may be made based on feedback received. A number of social-economic and environmental investigations will be carried out as part of the Review of Environmental Factors stage of the proposal development. These investigations include assessments of: • business impact • socio-economic impact • noise and vibration • urban and landscape design • biodiversity impact • threatened species impact • visual impact • soil and water • geotechnical • heritage – Aboriginal and non-Aboriginal • hydrology and flooding • traffic and transport.
Intersection and traffic – Deane Street / Narara Valley Drive	There were 16 concerns about the intersection of Deane Street and Narara Valley Drive. These concerns	The intersection of Deane Street and Narara Valley Drive, Narara, was originally out of scope of the Pacific Highway and Manns Road future upgrade proposal. Feedback from the community and the Central Coast Council was received about the intersection and it was suggested it should be included within the proposed upgrade. Additionally, it was identified the removal of the Pandala Link Road (see Roads and Maritime response regarding Pandala Link Road)

	related to safety of the intersection and increased traffic.	from the upgrade proposal may increase traffic at the intersection. Roads and Maritime recognises the importance of the Deane Street / Narara Valley Drive intersection within the local traffic network. Due to the removal of the proposed Pandala Link Road and in response to community feedback, this intersection is now being investigated for a potential upgrade as part of the proposal. The potential upgrade of this intersection would provide improved traffic flow and reduce congestion in the morning and afternoon peak times. An upgrade of the intersection would not be a direct replacement for the proposed Pandala Link Road, given the localised flooding issues in the area of this intersection and the lack of north / south connectivity between Carrington Street and Reeves Street. Initial investigations for a potential upgrade of the intersection have started and nearby residents have been informed of these investigations. The community will have the opportunity to comment on the updated design when the Review of Environmental Factors goes on public display during 2017. Impacted residents have been contacted and Roads and Maritime will continue to update them as the design progresses.
Carrington Street	There were 12 concerns about the proposed disconnection of Carrington Street from the local traffic network at its east end.	The proposed Pacific Highway and Manns Road upgrade includes a new four lane bridge on Manns Road between Showground Road and Narara Valley Drive which makes a connection at Carrington Street unfeasible. Carrington Street would no longer link with Manns Road as the proposed bridge will exist about eight metres above the existing Carrington Street / Manns Road intersection. Carrington Street will no longer be accessible from either north or south and the existing Manns Road alignment will no longer be accessible for private vehicles. Some emergency and electrical and sewer utility vehicle access may be maintained under the new bridge however there would be no through connectivity to the local road network. Pedestrian and cyclist access would be maintained under the bridge and a service vehicle gate would be installed on Carrington Street. The reason for constructing the bridge through the Narara Valley at the proposed height is to provide the roadway with 100 year flood immunity and to ensure the grade (slope) of the road meets current design standards. This is a fundamental requirement of the proposal for the Pacific Highway and this section of Manns Road. Elevation of the Carrington Street formation was considered but it would have a serious impact on flood water flows through the Narara Valley resulting in backing up of flood waters (afflux) and the potential increase in flooding of additional properties upstream. This outcome is unacceptable and would contravene a Central Coast Council requirement stating that afflux levels are not increased by more

		than 10mm.
Cycleways and pedestrian access	There were 12 concerns about cycle paths and pedestrian access. These concerns related to how the proposal would impact existing cycleways and pedestrian facilities.	The proposed upgrade would include construction of a dedicated foot path (northbound lanes) and shared cycle path / footpath (southbound lanes) along its entire length. The new intersections with traffic lights would provide improved safety for pedestrians and cyclists in crossing roads. A number of new access points with pedestrian and cycle access would be created in instances where street closures are proposed to occur and connections would be provided to existing paths. Further information would be available following detailed design of the proposal.
Public transport	There were 11 concerns about public transport. These concerns related to bus routes and facilities, and rail connectivity.	Roads and Maritime is working with the local bus services in regards to the development of the proposed road design and they are supportive of the bus stop locations as proposed. A number of bus routes would be affected by the proposal. Bus routes currently connecting to the Pacific Highway from Wyoming Road would be lost. Additional community consultation regarding this change was carried out with little negative feedback from the community. With the removal of the proposed Pandala Link Road from the upgrade proposal (see earlier Roads and Maritime response) the regular bus route through the Narara Valley area would be lost. We understand the existing dedicated bus services that provide transport for students to Narara Valley High School would not be affected by the proposal. Due to the reduced congestion and improved traffic flow, overall bus travel times may decrease. The existing rail infrastructure would not be affected by the proposal. The proposed design includes a new road over rail bridge near the intersection of Manns Road and the Pacific Highway. Roads and Maritime will continue to consult with public transport providers to ensure community needs are considered throughout the proposal development.
Communication and consultation	There were 10 concerns about communication and consultation. These concerns	Roads and Maritime is committed to providing accurate and timely information regarding the proposed upgrade to interested community members, impacted residents and business owners as the project evolves. The Roads and Maritime project team responded to requests for further information from stakeholders and the community throughout and following the public display period. See 2.2 for more information

	related to a lack of consultation and information received.	about how consultation was carried out.
Noise	There were nine concerns about noise. These concerns related to noise during construction and operation of the proposed upgrade.	To minimise noise impact of the completed road, Roads and Maritime will carry out noise assessment in conjunction with other environmental assessments during the development of the project proposal. Noise mitigation including the provision of noise walls at some locations would be investigated in more detail during the future design phases of the development and an overview would be referenced in the Review of Environmental Factors. There will be an opportunity for the community to provide feedback on noise mitigation as part of the Review of Environmental Factors consultation. There would be some unavoidable noise during construction of the proposed upgrade. Roads and Maritime would seek to minimise noise impact, where possible.
Access – Wyoming Road	There were eight concerns about the closure of Wyoming Road. These concerns related to access to the Pacific Highway, local bus routes and pedestrian access to the highway and train station.	Under the proposed upgrade of the Pacific Highway and Manns Road, Wyoming Road will be closed off and will no longer intersect with the Pacific Highway at the northern end due to significant level differences and traffic flow issues with having three intersections in close proximity. There was a proposal to provide linkage between Wyoming Road and Berrys Head Road previously but there was strong opposition and little community support for the option. Traffic wishing to travel north along the Pacific Highway would most likely travel south to the Pacific Highway and then u-turn at the Renwick Street roundabout. The closure would require a change to local bus routes (including Route 38) and closure of a number of bus stops on Wyoming Road. A new bus stop would be constructed on the Pacific Highway near the intersection of Pacific Highway / Berry's Head Road, about 100 metres from the western end of Wyoming Road and another just north of the Pacific Highway / Manns Road intersection. Both of these new stops would be accessible via signalised intersections. Pedestrian and cyclist access to the Pacific Highway from Wyoming Road would be maintained through the construction of a shared ramp at the end of Wyoming Road. Safe pedestrian and cyclist crossing of the Pacific Highway toward Narara Rail Station would be available at the new intersection with traffic lights at Berry's Head Road / Pacific Highway / Narara Crescent.
Environment	There were seven concerns about the environment. These concerns related to flora, fauna, visual impact and	There have been environmental investigations as part of the project to date, however Roads and Maritime would complete a detailed environmental assessment to assess potential impacts of the proposal and identify mitigation measures as the project proceeds. This assessment would involve detailed studies of flora and fauna and visual, flood and detailed noise assessments. Protection of local roads and private property from flooding would be carefully assessed by Road and Maritime. Information about potential impacts and mitigation measures would be available

	flooding.	in the Review of Environmental Factors report. This would be displayed for community comment.
Design and alignment – Cristina Avenue	There were five concerns about the impact on Cristina Avenue. These concerns related to road design and alignment and property acquisition.	Roads and Maritime Services did investigate the possibility of using the currently vacant land to the west of the highway, rather than impact people's homes in Cristina Avenue. Unfortunately we were not able to get a safe design to work without impacting the industrial properties immediately north of Prings Road, and all the homes between Prings Road and Kathleen Moreau Road. It would have also required the re-routing of a creek posing some environmental issues. We have used as much of that land as environmentally sound. It is regretted the proposal impacts homes in Cristina Avenue, however, we have not been able to find a design solution to eliminate the impact as the geometry of pushing the road onto the vacant blocks would result in an unacceptable safety compromise as well as impact to more properties.
Access – Narara Crescent and Goonak Parade	There were four concerns about the closure of Narara Crescent and Goonak Parade. These concerns related to property acquisition, access	Under the proposed upgrade of the Pacific Highway and Manns Road, Narara Crescent would be closed off and no longer intersect with Manns Road at the southern end. Goonak Parade would also be closed to the Pacific Highway. A new link road extending Narara Crescent to the Pacific Highway at Berrys Head Road will be constructed to provide access into and out of this area and to provide access to Narara Rail Station. The closures and new intersection would provide improved traffic flow and safety for road users. The closure of Narara Crescent at the southern end at Manns Road was required due to significant level difference between the highway and Narara Valley Drive and because the inclusion of a fourth traffic leg at this location would have significantly impacted the ability of the intersection to operate efficiently. A number of properties would need to be acquired to allow for the closures and new link road construction opposite Berrys Head Road. The Roads and Maritime project team have spoken with impacted property owners. More information regarding property acquisition is available at rms.nsw.gov.au/acquisition.

3.2. Outcomes from 2016 consultation

Based on community and stakeholder feedback provided during the consultation, Roads and Maritime will:

- remove the proposed Pandala Link Road from the Roads and Maritime design in relation to this proposed upgrade
- investigate a potential upgrade of the Deane Street / Narara Valley Drive intersection to include traffic lights to be progressed to the next stage of design and assessment.

A decision has also been made to split the project into at least two parts. Further detail will be available when the Review of Environmental Factors goes on public display later in 2017.

Roads and Maritime will advance the concept design and proceed to environmental assessment. We will continue to consult with the community and stakeholders as the project progresses in the environmental assessment stage.

3.3 Next steps

Roads and Maritime have considered all comments and will make sure matters highlighted by stakeholders and the community are considered during the development of the road design and the Review of Environmental Factors. It is likely the updated road design (including the new upgrade to the Deane Street and Narara Valley Drive intersection) and Review of Environmental Factors will go on public display during 2017.

We will continue to consult with the community and key stakeholders as the project progresses. See the website for the latest updates rms.nsw.gov.au/nararatolisarow.

Appendix A – September Community Update

NSW MAKING IT HAPPEN

Roads & Maritime

Pacific Highway and Manns Road upgrade
between Narara and Lisarow

September 2016

The NSW Government is providing $2 million in 2016/17 to plan for a future staged upgrade of the Pacific Highway and Manns Road between Narara Creek Road, Narara and Parsons Road, Lisarow. The proposed staged upgrade would improve road user safety, travel times and reduce congestion. This project update provides information on the updated proposed design for this section of road.

Comments on the proposed design are invited by **28 October 2016** and will be considered in developing and finalising the design.

Background

Roads and Maritime Services is planning for the future upgrade of a 4.7 kilometre section of road along the Pacific Highway and Manns Road, which will be delivered in stages.

Roads and Maritime displayed the strategic design for the section of road between Narara Creek Road, Narara and Parsons Road, Lisarow in March 2012. The preferred option was developed further and this section of road was displayed for community comment in May 2014.

Following this consultation we have carried out extensive investigations to develop a concept design for the proposed upgrade of the Pacific Highway and Manns Road between Narara and Lisarow.

This community update provides information on the concept design, including changes to the design since the last public display in 2014.

Roads and Maritime is seeking community feedback to help finalise the design and provide input into the environmental assessment.

More information is available at **rms.nsw.gov.au/nararatolisarow**

Features

- Two lanes in each direction on the Pacific Highway and Manns Road
- New bridges along Manns Road over Narara Creek and the railway line
- Traffic lights to replace the roundabouts at:
  - Manns Road and Pacific Highway intersection
  - Manns Road and Narara Valley Drive intersection
- New traffic lights on the Pacific Highway at:
  - Berrys Head Road
  - Parsons Road
  - Newling Street
  - Lenna Street and Pierce Street
  - Nurra Road and Argyle Avenue
  - Brooks Avenue
- New traffic lights on Manns Road at:
  - Adam Street and Reeves Street
  - Showground Road
- Upgrading existing traffic lights at Manns Road, Narara Creek Road and Maliwa Road
- Provision of pedestrian and cycle paths along and across the Pacific Highway and Manns Road
- Providing new pedestrian and cycle paths and crossings at traffic lights along both sides of the Pacific Highway and Manns Road.

These features are largely unchanged from the 2014 public display.

What has changed since the 2014 public display?

There have been several changes made to the design since the 2014 public display. These changes improve access for local roads, maximise traffic flow and improve safety along the Pacific Highway and Manns Road.

The changes consider community feedback and further investigation, including:

- New roundabout in Reeves Street at the new Glenmaggie Close intersection
- Removing the originally proposed local road connecting Carrington and Reeves Streets
- New local street from Reeves Street to connect to Pandala Road
- New intersection at Apanie Avenue to provide left and right turns in and out
- New bridge south of Newling Street
- Revised intersection at Prings Road to provide left turns in and out, and a right turn in
- Removing the originally proposed roundabout outside the Lisarow Heights Business Park to access Prings Road
- New northbound and southbound u-turn intersection at Pacific Highway and Parsons Road
- New roundabout at Parsons Road and Newling Street
- Rural Fire Station in Manns Road to be relocated
- Carrington Street to be closed and become a no through road
- Bus stops and indented bus bays provided along the length of the proposed upgrade to help the flow of traffic and improve safety
- Improving drainage along the Pacific Highway and Manns Road.

Local properties

Some properties along the Pacific Highway will be affected by the upgrade. We will be in contact with these property owners during the community consultation process.

If you have any concerns about your property please contact us. Potentially affected property owners will be invited to make an appointment for a property information meeting.

Please see the back page for contact details or to provide your feedback.

You can also visit **rms.nsw.gov.au/acquisition**

Next steps

The community are invited to comment on the design by **28 October 2016**.

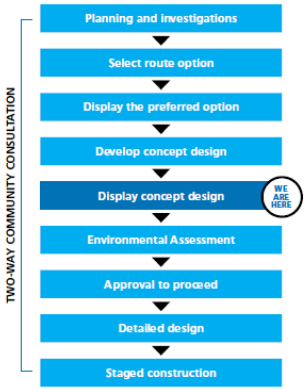
Feedback received will be considered when finalising the design. This upgrade is part of the NSW Government's commitment to planning for important road infrastructure on the Central Coast.

Community information sessions

Roads and Maritime is committed to working with the community and stakeholders during the planning process to understand issues and minimise potential impacts.

The community is invited to view the plans and find out more at a drop in staffed display at **Niagara Park Stadium, 16 Washington Avenue, Niagara Park NSW 2250**, on:

- Thursday 13 October: 4pm to 7pm
- Tuesday 18 October: 4pm to 7pm
- Thursday 20 October: 4pm to 7pm



Your feedback and more information

Phone: 1800 814 968 during business hours

Email: central.coast.office@rms.nsw.gov.au

Mail: Pacific Highway and Manns Road Upgrade
Roads and Maritime Central Coast Office
Locked Bag 2030
Newcastle NSW 2300

Website: rms.nsw.gov.au/nararatolisarow

131 450

This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call the project team on **1800 814 968**. The interpreter will then assist you with translation.

Please send us your comments by 28 October 2016.

Visit rms.nsw.gov.au/nararatolisarow for more information and to provide your comments on the proposed future upgrade.

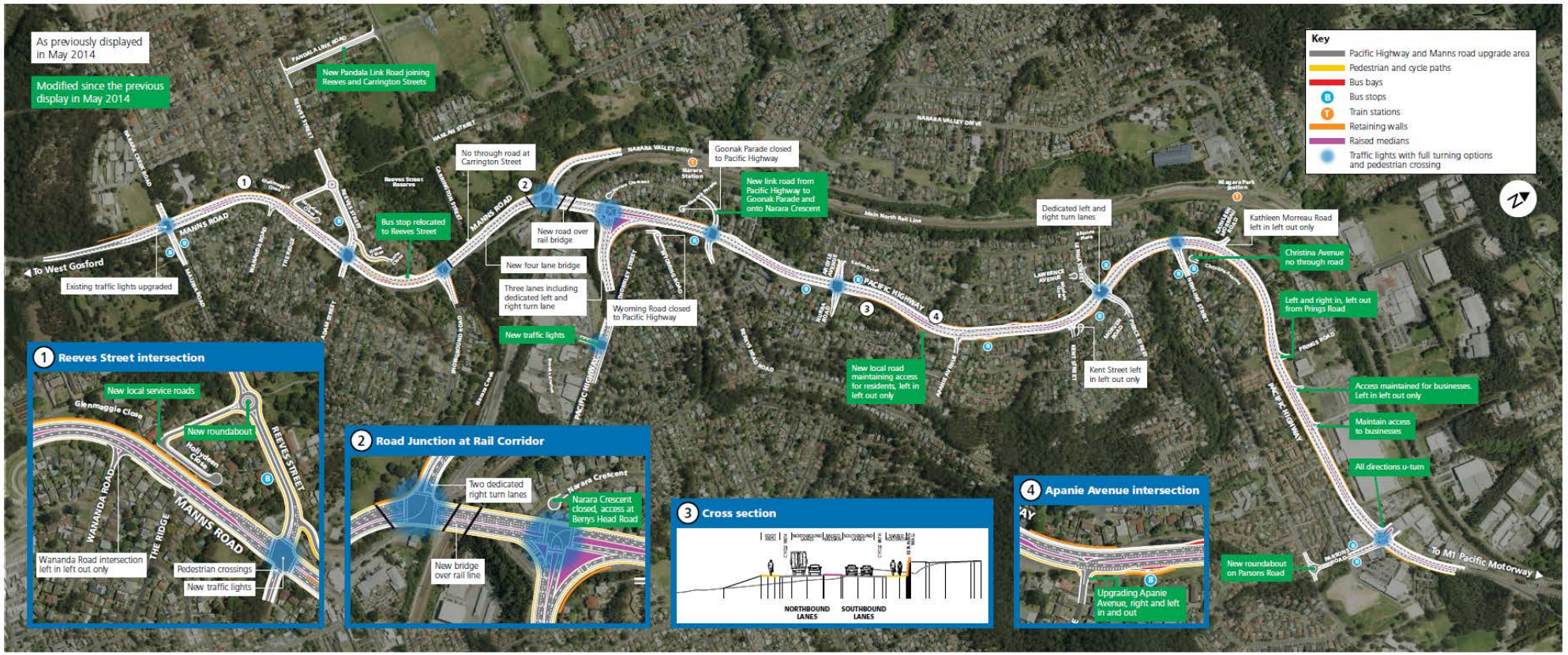
ISO

September 2016
RMS 16.399

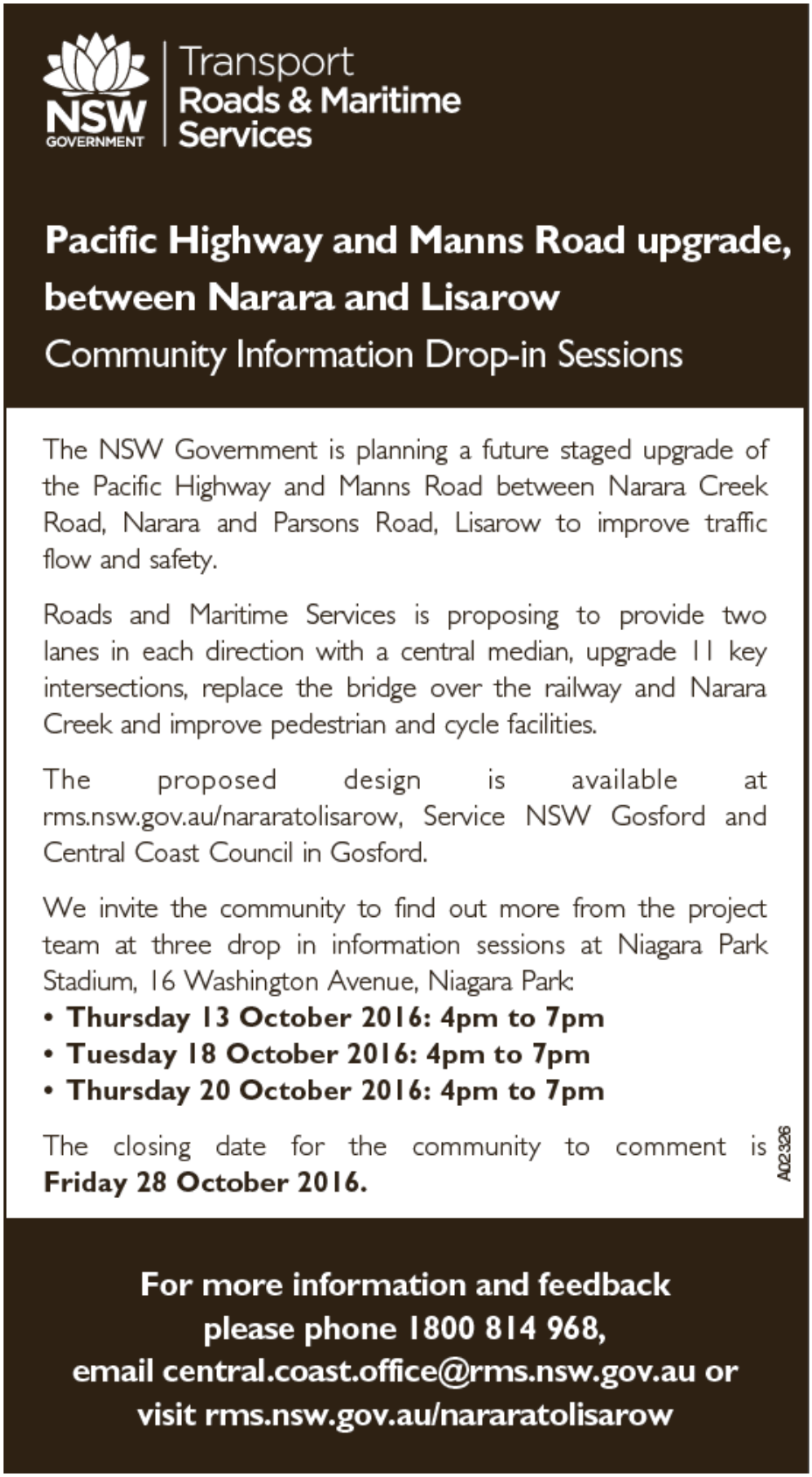
NSW Transport Roads & Maritime Services

Privacy Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("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 delivering this project. 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 to be 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 Level 1, 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.

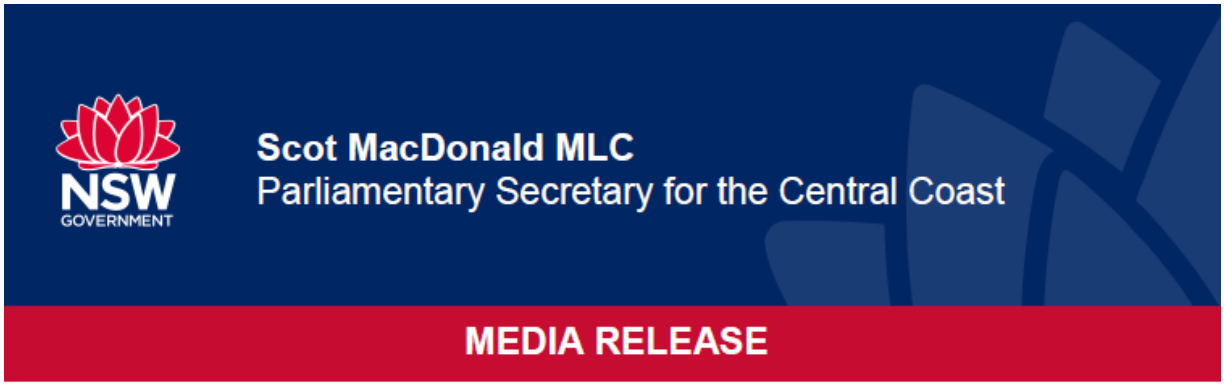
Proposed Pacific Highway and Manns Road upgrade



Appendix B – Print advertising



Appendix C – Media Release



Monday, 19 September 2016

UPGRADE OF PACIFIC HIGHWAY AND MANNS ROAD

Roads and Maritime Services invites the community to comment on the proposed design to upgrade the Pacific Highway and Manns Road between Lisarow and Narara.

Parliamentary Secretary for the Central Coast Scot MacDonald said the NSW Government allocated $2 million in 2016/17 to plan for the future upgrade between Parsons Road at Lisarow and Narara Creek Road at Narara.

"There have been several changes made to the design since the 2014 public display," Mr MacDonald said.

"These changes improve access to local roads and will improve journey times and safety for motorists."

"Around 30,000 cars use this road daily and the proposed 4.7 kilometre upgrade will provide two lanes in each direction with a central median."

"New bridges will be built on Manns Road across Narara Creek and the railway line and 11 key intersections will be upgraded."

"The upgrade will also improve pedestrian and cycle amenities with the provision of shared pathways."

Mr MacDonald said the proposal is part of a broader strategy to upgrade the Pacific Highway on the Central Coast in four key stages.

Three community drop in sessions will be held at the Niagara Park Stadium at 16 Washington Avenue between 4pm and 7pm on Thursday 13 October, Tuesday 18 October and Thursday 20 October to discuss the proposed design.

The community is invited to provide comment by Friday 28 October this year.

Feedback can be provided via email at central.coast.office@rms.nsw.gov.au, in writing to Pacific Highway and Manns Road upgrade, Roads and Maritime Services, Locked Bag 2030, Newcastle NSW 2300 or by phoning 1800 814 968.

More information is available at rms.gov.au/nararatolisarow

Media:
Scot MacDonald | 02 9230 2393

Appendix D – Community Update December 2016

Roads & Maritime

Community update

Proposed Pandala Link Road – Pacific Highway and Manns Road future upgrade

December 2016

The NSW Government is planning for a future staged upgrade of the Pacific Highway and Manns Road between Narara Creek Road, Narara and Parsons Road, Lisarow, to improve safety, travel times and reduce congestion.

Proposed Pandala Link Road

Several hundred community and stakeholder responses were received by Roads and Maritime Services during the recent community consultation on the Pacific Highway and Manns Road upgrade proposal.

This included a significant number of responses about the proposed new link road extending Pandala Road between Reeves Street and Carrington Street.

The Pandala Link Road was included in the design to address access issues during flood events in the Narara area and the closure of Carrington Street at Manns Road. The Pandala Link Road was identified as the only viable option in the area to provide near 100 year flood free access.

Following the recent consultation, Roads and Maritime have a greater understanding of the potential impact the Pandala Link Road would have on the local community.

After listening to the community and receiving feedback from the Central Coast Council stating they would not accept this new link road as an asset to maintain once built, we are responding by removing the Pandala Link Road from future Roads and Maritime design options for the Pacific Highway and Manns Road upgrade proposal.

It must be noted a negative impact resulting from the proposed link road removal will be the loss of the regular bus route through the Narara Valley area.

Alternative options to provide access between Reeves Street and Carrington have been investigated. However, all were considered not viable due to community concern, environmental issues, social impact or significant cost.

Further detail about the other options and why they were considered not viable by Roads and Maritime, will be included in the Community Consultation Report due to be published in early 2017. Any future link to provide flood free access in the area will be the responsibility of Central Coast Council.

Deane Street and Narara Valley Drive intersection

In addition to the change regarding the removal of the proposed Pandala Link Road, feedback from the community was received about the Deane Street and Narara Valley Drive intersection.

This intersection was originally out of scope of the Pacific Highway and Manns Road future upgrade proposal.

Roads and Maritime recognises the importance of the Deane Street / Narara Valley Drive intersection within the local traffic network. Due to the removal of the proposed link road, this intersection is now being investigated for a potential upgrade as part of the proposal as additional traffic will be redirected to this intersection.

The potential upgrade of this intersection would provide improved traffic flow and reduce congestion in the morning and afternoon peak times.

It is not a replacement for the proposed Pandala Link Road, given the localised flooding issues in the area of this intersection.

Initial investigations for a potential upgrade of the intersection have started and adjacent residents have been informed of these investigations.

What happens next?

Investigations for a potential upgrade to the Deane Street and Narara Valley Drive intersection will continue over the coming months.

Any proposal to upgrade the intersection will go on public display and community feedback and comment will be sought around mid 2017 when the environmental assessment for the proposal will be displayed for comment.

The Community Consultation Report detailing feedback Roads and Maritime received during the recent community consultation will be published in early 2017.

This report will include Road and Maritime responses to issues raised in the feedback, including the Pandala Link Road.

Go online

For more information about the Pacific Highway and Manns Road, Narara to Lisarow upgrade proposal visit **rms.nsw.gov.au/nararatolisarow**

For more information

For questions, please call the Project Team on 1800 814 968 during business hours or email central.coast.office@rms.nsw.gov.au.

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rms.nsw.gov.au/nararatolisarow

1800 814 968

Pacific Highway and Manns Road Upgrade
Roads and Maritime Central Coast Office
Locked Bag 2030
Newcastle NSW 2300

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between Narara and Lisarow
Community Consultation Report