

# **Pacific Highway upgrade through Wyong town centre**

## **Community Consultation Report**

**August 2015**





## Executive summary

This Community Consultation Report provides a summary of the community consultation carried out by Roads and Maritime Services to support the display of the revised design in May 2015 for the Pacific Highway upgrade through Wyong town centre.

The revised design for the upgrade of the Pacific Highway through the Wyong town centre provides two lanes in each direction between Johnson Road, Tuggerah and Cutler Drive, Wyong to improve traffic flow and safety. The proposed upgrade would include an integrated rail interchange with bus and taxi services as a whole of transport solution. Long term commuter parking is proposed to be relocated to a purpose built facility to the east of the railway station.

The revised design was displayed for community feedback between 19 May and 19 June 2015. During the public display we received 75 submissions from the community and stakeholders. Most of the responses received showed general appreciation for the need for the project and supported the proposal.

Key issues raised by the community include:

- Car parking – commuter
- Property acquisition
- Sports facility (Wyong Squash Centre)
- Traffic capacity, growth, origin and destination
- Heritage
- Traffic lights and traffic movement
- Alternative designs

The community also provided feedback on visual impacts and intersection designs, particularly at Panonia Road and Rose Street.

## The decision

We will take the community and stakeholder feedback into account when finalising the concept design for the Pacific Highway upgrade through Wyong town centre.

## Contents

Executive summary.....	3
The decision.....	3
Contents .....	4
Introduction .....	5
Background .....	5
The proposal .....	5
Consultation approach .....	6
Consultation objectives.....	6
Values .....	6
How consultation was carried out.....	7
Consultation summary.....	8
Overview .....	8
Recommendations .....	14
Next steps .....	14
Appendix A: Community Update May 2015.....	15
Appendix B: Newspaper advertisement .....	20
Appendix C: Media releases .....	22

## Figures and tables

Table 1 .....	7
Table 2 .....	10

## Introduction

### Background

Roads and Maritime Services has been carrying out extensive investigations and community consultation since 2006 to finalise a preferred option for the upgrade of the Pacific Highway through Wyong town centre.

The Pacific Highway through Wyong is currently a single lane in each direction. Previous studies and community consultation carried out determined any future upgrade would be along the route of the existing Pacific Highway. The preferred option involves widening the Pacific Highway to provide two lanes in each direction to improve traffic flow and safety.

In refining the design, considerable changes have been made as a result of technical studies and to allow for future expansion of the rail lines, if demand requires. The revised design presents an integrated transport solution to benefit the wider Wyong community.

Our objectives for the proposed upgrade are:

- Improved safety for all road users including cyclists and pedestrians
- Improved traffic flow to provide reliable road access through Wyong town centre
- Provide a road environment that maintains the town's identity while providing opportunities for future revitalisation and growth
- Provide a road design which is compatible with public transport services
- Provide improved facilities for pedestrians and cyclists.

The NSW Government's Long Term Transport Master Plan identifies the upgrading of the Pacific Highway at Wyong as a key short term goal for the Central Coast.

### The proposal

The key features of the revised design include:

- Two lanes in each direction on the Pacific Highway between Johnson Road and Cutler Drive
- Integrating the rail interchange with bus services, taxi services, disabled and short term parking as a whole of transport solution
- Relocating all commuter parking spaces to the east of the railway station, in a purpose built facility
- As much on-street parking as possible on the highway for businesses through Wyong town centre
- Upgrading the existing intersection at Church Street and providing new signalised intersections at Rose Street, Anzac Avenue, North Road and Cutler Drive
- Provision for the upgrade and replacement of the Rose Street rail overbridge
- Improving pedestrian access across the highway by partially closing Bakers Lane
- An off-road shared pathway from the existing cycleway at Johnson Road to Cutler Drive
- Replacing the existing Wyong River road bridge with two new road bridges
- A roundabout on the highway at McPherson Road.

## Consultation approach

### Consultation objectives

Our consultation objectives were to:

- Inform the community and stakeholders of the revised design and potential impacts
- Work with the community and stakeholders during the planning process to identify issues and minimise potential impacts
- Invite feedback on the revised design to further refine the proposal
- Expand the database of stakeholders who would like to be kept informed about the project.

### Values

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

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

We consulted with the community during May and June 2015 on the revised design to seek comment, feedback, ideas and suggestions for us to consider when developing the proposal.

## How consultation was carried out

Community members and stakeholders were encouraged to provide their feedback by mail, email or phone contact with the project team. Our key consultation tools are listed below:

**Table 1**

Newspaper advertisements	<ul style="list-style-type: none"><li>• Central Coast Express Advocate on 20 May 2015</li><li>• Wyong Regional Chronicle on 29 May 2015</li><li>• A copy of the advertisement is available at <b>Appendix B.</b></li></ul>
Community update newsletter	<ul style="list-style-type: none"><li>• Delivered to 4950 properties including residences and businesses in the Wyong area</li><li>• Directly mailed to key stakeholders in the local area</li><li>• A copy of the community update is provided at <b>Appendix A.</b></li></ul>
Webpage	<ul style="list-style-type: none"><li>• Project webpage updated 19 May 2015 with latest project information including community update newsletter and a digital animation showing the revised design of the upgrade through the town centre northbound</li><li>• The project page URL is: <a href="http://www.rms.nsw.gov.au/projects/central-coast/pacific-highway/wyong-town-centre-upgrade/index.html">http://www.rms.nsw.gov.au/projects/central-coast/pacific-highway/wyong-town-centre-upgrade/index.html</a></li></ul>
Media releases	<ul style="list-style-type: none"><li>• A media release announcing the public display and inviting comments from the community was issued on 20 May 2015 and another reminding the community to provide feedback was issued on 11 June 2015</li><li>• Copies of the media releases are available at <b>Appendix C.</b></li></ul>
Stakeholder briefings	<ul style="list-style-type: none"><li>• Wyong Shire Council</li><li>• Wyong Chamber of Commerce</li><li>• Wyong Race Club</li><li>• Central Coast Bicycle Users Group</li><li>• Wyong Warriors</li><li>• Sydney Trains</li><li>• Member for Wyong</li><li>• Directly affected property owners.</li></ul>

## Consultation summary

### Overview

The revised design was displayed for community feedback between 19 May and 19 June 2015. We received 75 submissions from the community and stakeholders in response to the display, including:

- 45 emails
- 8 letters
- 18 telephone calls
- 4 meetings.

A total of 19 issues were raised in the submissions received. Some submissions contained multiple comments and raised multiple issues. Submissions were received from residents, business owners, users of local facilities who resided outside the immediate area, Wyong Shire Council and several local interest groups. A number of submissions were generated from a petition on the Wyong Squash Centre website, opposing the expansion of the Rose Street car park and closure of the centre.

It is important to note we follow issues based decision making. This means that although preferences on options are noted, we examine the issues raised throughout the consultation period using the fact based assessment process to assist in finalising the concept design and preparing the review of environmental factors.

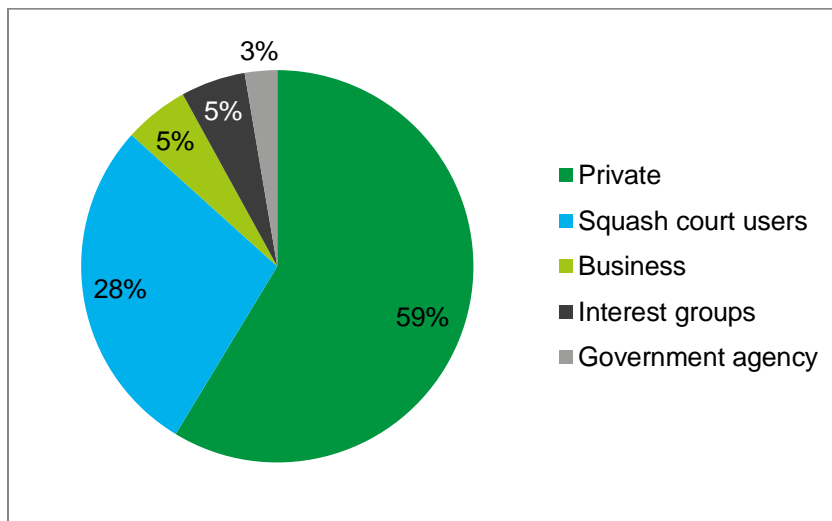
The most commonly raised issues included:

- Car parking – commuter (14%)
- Property acquisition/adjustment (12%)
- Sports facility (11%)
- Traffic capacity, growth, origin and destination (10%)
- Heritage (8%)
- Traffic lights and traffic movement (7%)
- Alternative designs (6%).

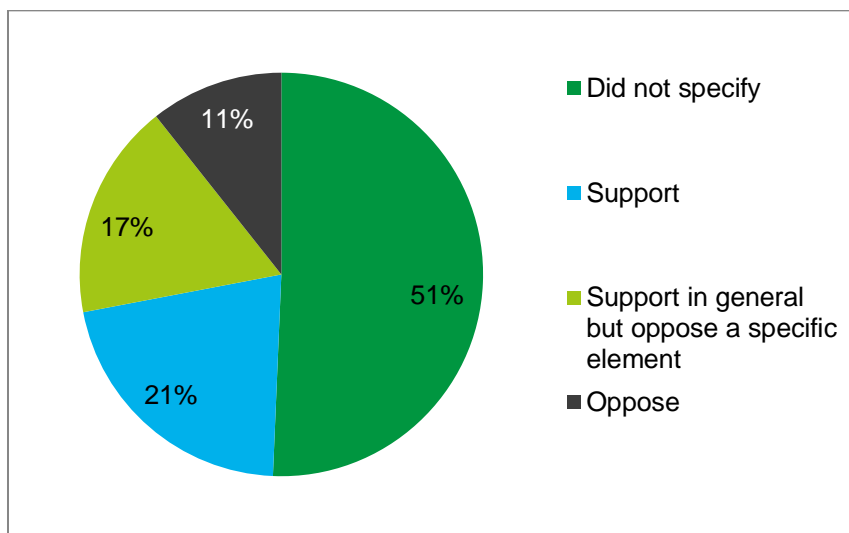
Most of the responses received showed general appreciation for the need for the project and supported the proposal. The feedback received will be considered when finalising the concept design and preparing the review of environmental factors, which is scheduled to be displayed for community comment later in 2015.



Number of respondents by stakeholder category



Number of submissions for/against proposal



Number of comments by key issue category

Key issue	Number of comments
Air quality	1
Alternative designs	12
Commuter parking	29
Commuter parking – security and safety	3
Construction staging/start	3
Cycle/pedestrian facilities	8
Flooding/hydrology	5
Heritage buildings	17
Intersection design – Panonia Road	7
Local roads	2
Parking – on road	11

Key issue	Number of comments
Property acquisition/adjustment	26
Public transport	6
Rose Street	10
Sports facility	23
Trade loss	7
Traffic capacity, growth, origin and destination	20
Traffic lights and movement	14
Visual impact	6

**Table 2**

Issue category	Number of comments	Issues raised	Roads and Maritime response
Car parking – commuter	29	<ul style="list-style-type: none"> <li>Expansion of the Rose Street car park which is currently underused.</li> <li>A multi-level facility could be built without impact to adjoining buildings.</li> <li>Some support for the proposed expansion.</li> </ul>	<p>It is proposed to relocate the 316 existing commuter parking spaces on both sides of Wyong Railway Station which are impacted by the proposed upgrade. The existing parking facility at Rose Street is underused and presents an opportunity for expansion to provide the 500 parking spaces required to meet existing and predicted demand, while also improving accessibility and security for commuters. The proposal involves building an additional level over the lower part of the current Rose Street rail commuter car park and extending the existing upper level through to Howarth and Rose streets.</p> <p>This design provides better value than an alternative location or a multi-level facility behind the existing buildings.</p>
Property acquisition	26	<ul style="list-style-type: none"> <li>Acquisition of properties for the proposed multi-level car park at Rose Street, particularly the Wyong Squash Centre.</li> </ul>	<p>A key challenge of replacing the car parking was to find a location close to the station for up to 500 vehicles which offers convenient access and minimises impacts on the community. The existing NSW Government parking facility at Rose Street is underused and presents an opportunity for expansion to provide additional parking, and improved accessibility and security for commuters.</p> <p>The impact of the Rose Street car park expansion will be assessed as part of the environmental assessment, which will be displayed for community comment later in 2015.</p>
Sports facility	23	<ul style="list-style-type: none"> <li>Loss of the Wyong Squash Centre as a result of the Rose Street car park being expanded and the impact this could have on</li> </ul>	<p>Several property acquisitions, including the Wyong Squash Centre, would be required as part of the proposal to upgrade the commuter car park at Rose Street. The environmental assessment will consider the social and economic impacts of the proposal and will be displayed for community comment later in 2015.</p> <p>The proposal could present opportunities to encourage sporting and other redevelopment in</p>

Issue category	Number of comments	Issues raised	Roads and Maritime response
		the squash community, recreation opportunities and health.	the area. The recommendation from the Wyong Chamber of Commerce about a combined effort to create a planned and improved 'sporting precinct' will be investigated.
Traffic capacity, growth, origin and destination	20	<ul style="list-style-type: none"> <li>Proposed upgrade unnecessary due to perception traffic does not stop in Wyong.</li> <li>Congestion is a significant issue in Wyong needing to be addressed.</li> <li>Concerned traffic growth would exceed the capacity of the proposed upgrade in a short period of time, referred to the future development of Warnervale.</li> </ul>	<p>Detailed traffic studies were carried out between 2006 and 2013 including three origin and destination surveys, which indicated about 60 per cent of road users on the Pacific Highway had a destination, origin or stop within the Wyong town centre.</p> <p>Traffic modelling carried out demonstrates the proposal would ease congestion through Wyong to 2041, while also providing necessary access to McPherson Road, Church Street, Rose/Howarth Street, Anzac Avenue, North Road and Cutler Drive. The traffic forecast included consideration of the future Warnervale town centre and other development planned to the north of Wyong.</p> <p>A detailed traffic study will be included in the environmental assessment, which will be displayed for community comment later in 2015.</p>
Heritage impacts – removal of former Station Master's Cottage and Warner Shops	17	<ul style="list-style-type: none"> <li>Support and objection to the loss of the buildings.</li> <li>Suggestions to mitigate the loss of heritage buildings in Railway Square including establishment of a heritage park at the river and reinterpretation of the building's key features in the park's design.</li> </ul>	<p>The local heritage value of these buildings is acknowledged. During development of the project, considerable time and effort was spent examining options to avoid or minimise the impact on these buildings however changes to the rail corridor influenced the decision to remove the buildings.</p> <p>The suggestions to record or mitigate the heritage impacts will be considered in finalising the environmental assessment.</p> <p>A detailed heritage impact assessment is being prepared as part of the environmental assessment, which will be displayed for community comment later in 2015. Heritage interpretation is also being considered in the urban design strategy, as part of the environmental assessment.</p>

Issue category	Number of comments	Issues raised	Roads and Maritime response
Traffic lights and traffic movement	14	<ul style="list-style-type: none"> <li>Already too many traffic lights on the highway.</li> <li>Concerns more traffic lights and roundabouts would increase congestion.</li> </ul>	<p>The proposal aims to ease traffic congestion by providing additional traffic lanes.</p> <p>Traffic modelling carried out demonstrates the proposal would ease congestion through Wyong to 2041, while also providing necessary access to McPherson Road, Church Street, Rose and Howarth streets, Anzac Avenue, North Road and Cutler Drive.</p> <p>Pedestrian safety would be improved with crossings at the additional traffic light intersections on the Pacific Highway and side streets.</p> <p>A detailed traffic study will be included in the environmental assessment, which will be displayed for community comment later in 2015.</p>
Alternative designs	12	<ul style="list-style-type: none"> <li>Suggestions for alternative routes including flyovers, tunnels and bypass options.</li> </ul>	<p>Assessments have been carried out which indicate the expected growth of demand in the area would not warrant flyovers, tunnels or underpasses. Alternative routes were considered previously and the existing highway alignment through Wyong is the best option.</p> <p>The capacity of the highway and allowing for on-street parking would help maintain accessibility to the businesses in the town centre.</p> <p>Detailed information about the options considered will be included in the environmental assessment, which will be displayed for community comment later in 2015.</p>
Car parking – on road (highway)	11	<ul style="list-style-type: none"> <li>Parking on the highway is important for businesses. The revised design has improved on-street parking on the highway.</li> </ul>	<p>Previous designs displayed for community comment reduced parking on the highway. Feedback from the community during the previous consultation raised the importance of retaining on-street parking, which was considered in revising the design.</p> <p>The revised design provides 36 parking spaces on the highway between Church Street and Anzac Avenue. This represents a small reduction of parking spaces when compared to the existing 38 space capacity. Many respondents provided positive feedback on the substantial improvement to on-street parking.</p>
Intersection design – Rose Street	10	<ul style="list-style-type: none"> <li>Increased traffic going over the rail bridge, including buses and cars accessing the</li> </ul>	<p>The existing traffic congestion from Baker Park over the Rose Street bridge is acknowledged. The traffic patterns have been examined to revise the design, which includes a signalised intersection at Rose Street and the Pacific Highway to help alleviate the congestion currently experienced.</p> <p>The longer, wider and higher bridge over the</p>

Issue category	Number of comments	Issues raised	Roads and Maritime response
		<p>new car park.</p> <ul style="list-style-type: none"> <li>Concerns about traffic congestion from sporting related traffic on weekends and access onto the highway in peak periods.</li> </ul>	<p>railway at Rose Street in the revised design would provide two left turn lanes for southbound traffic and one right turn lane for northbound traffic.</p> <p>The traffic modelling carried out considered the increased traffic generated by the additional buses and cars travelling over the rail bridge to access the bus layover and commuter car park. The modelling found the revised design would have sufficient capacity for the changed traffic, in most conditions.</p>
Intersection design – right turn closure at Panonia Road	7	<ul style="list-style-type: none"> <li>Residents concerned about the removal of the right turn onto the highway at Panonia Road and adverse impact this may have on Howarth and Rose streets.</li> </ul>	<p>The location of the rail corridor, available road width, road levels and flooding constraints mean an intersection providing all direction access to the Pacific Highway at River and Panonia roads is not feasible as part of the proposed upgrade.</p> <p>The revised design provides left in and left out access to the highway and the new roundabout would improve access to River and Panonia roads. There would be no impact to motorists travelling northbound from Panonia or River roads. Motorists travelling southbound would be diverted to Howarth and Rose streets to join the highway.</p> <p>The longer, wider and higher bridge over the railway at Rose Street in the revised design would provide two left turn lanes for southbound traffic and one right turn lane for northbound traffic. Traffic modelling indicates this arrangement would provide sufficient capacity for motorists travelling from Baker Park even with additional traffic diverted to Rose Street.</p> <p>A detailed traffic study will be included in the environmental assessment, which will be displayed for community comment later in 2015.</p>
Road based public transport	6	<ul style="list-style-type: none"> <li>Concerns about increased walking distances from buses and taxis to Wyong Railway Station as well as concerns about access to the station.</li> <li>Objections to moving the bus facility to the eastern side of</li> </ul>	<p>The proposed rail corridor widening has required unavoidable changes to the bus infrastructure at Wyong Railway Station. It is acknowledged the walking distances to the station would be longer for some bus services, but comparable for others. However, accessibility to all bus stops would be improved by the new pedestrian bridge which would provide level access from the highway through to the station, as well as lifts to all platforms.</p> <p>The bus layover has been moved to the eastern side of the station to reduce traffic congestion in the town centre and would accommodate routes which are not restricted to the Pacific Highway. Level access would be provided to the station,</p>

Issue category	Number of comments	Issues raised	Roads and Maritime response
		<p>the station, particularly the impact on the elderly and disabled.</p> <ul style="list-style-type: none"> <li>The current local bus timetable usually allows passengers time to catch Sydney trains, concerns about the extra time required to reach the station from relocated bus stops.</li> </ul>	<p>beside the eastern lift.</p> <p>A set down bay would be provided directly outside the lifts on the eastern side of the station specifically for the convenience of the elderly and disabled. We are working closely with taxi providers to clarify this provision. There would be more spaces for taxis on the eastern side of the station than the current facility.</p> <p>Discussions have started with Transport for NSW, Sydney Trains and bus operators about revisions to timetables to coordinate buses and trains.</p>
Commuter parking – security and safety	3	<ul style="list-style-type: none"> <li>Potential safety and security issues of the multi-level car park at Rose Street.</li> </ul>	<p>The proposed design allows for improved visibility of the car park to the general public and includes provision for lighting and CCTV cameras. Safety will form a key consideration in finalising the design.</p>

## Recommendations

We will discuss opportunities to review the timed parking restrictions on Rose Street, particularly in the vicinity of the preschool, with Wyong Shire Council.

We will follow up on Wyong Chamber of Commerce's recommendation about a combined effort to create a planned and improved 'sporting precinct' with council.

Suggestions for the heritage interpretation opportunities, including the establishment of a heritage park at Wyong River, will be further investigated in consultation with Council.

## Next steps

We have considered all submissions and are aware of concerns raised by the community. We will ensure issues highlighted by stakeholders and the community are appropriately addressed when finalising the concept design and environmental assessment.

During the next phase of the project we will:

- Provide project updates via letterbox drop
- Hold community information sessions
- Provide project website updates
- Prepare and publish a final submissions report for the proposal.

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

## **Appendix A: Community Update May 2015**





## Pacific Highway upgrade through Wyong town centre

### Revised design

In July 2013 Roads and Maritime Services displayed the preferred option for the future upgrade of the Pacific Highway through the Wyong town centre to provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive.

This community update provides information about the changes to the design which were required to preserve a wider rail corridor for the future.

#### Background

The Pacific Highway through Wyong is currently a single lane in each direction. Previous studies and community consultation carried out by Roads and Maritime has determined any future upgrade would be along the route of the existing Pacific Highway.

In refining the design considerable changes have been made as a result of technical studies and allowing for future expansion of the rail line, if demand requires. Comments received during the display in July 2013 have also been considered in refining the design. The revised design presents an integrated transport solution to benefit the wider Wyong community.

The NSW Government has allocated \$3 million this financial year to allow planning for the upgrade to continue.



## Features and benefits

- Provides two through lanes in each direction.
- Integrates the rail interchange with bus services, taxi services, disabled and short term parking as a whole of transport solution. The township would have direct entry from the highway to the overhead walkway above Wyong railway station.
- All long term commuter parking spaces relocated to the east of the railway station, in a purpose built facility.
- Provides as much on-street parking as possible on the western side of the highway for businesses through Wyong town centre and some on-street parking on the eastern side of the highway.
- Upgrades the existing intersection at Church Street and provides new signalised intersections at Rose Street (railway overbridge), Anzac Avenue, North Road and Cutler Drive to improve access for vehicles entering or exiting the highway and improve safety for pedestrians crossing the highway.
- Provides for the upgrade and replacement of the Rose Street rail bridge, improving access to the Baker Park precinct.
- Improves pedestrian access across the highway by the partial closure of Bakers Lane.
- Provides an off-road shared pathway through the town centre along the eastern side of the highway connecting to the existing cycleway on Tuggerah Straight.
- Relocates and retains most of the existing palm trees.
- Replaces the existing Wyong River road bridge with two new road bridges offering greater flood immunity and improved overhead clearance heights for River Road and South Tacoma Road.
- Provides a roundabout on the Pacific Highway at McPherson Road which allows access in all directions.

## Heritage impacts

The anticipated future passenger and freight rail requirements and the road widening can no longer allow for preservation of the Station Master's Cottage and Warner Shops.

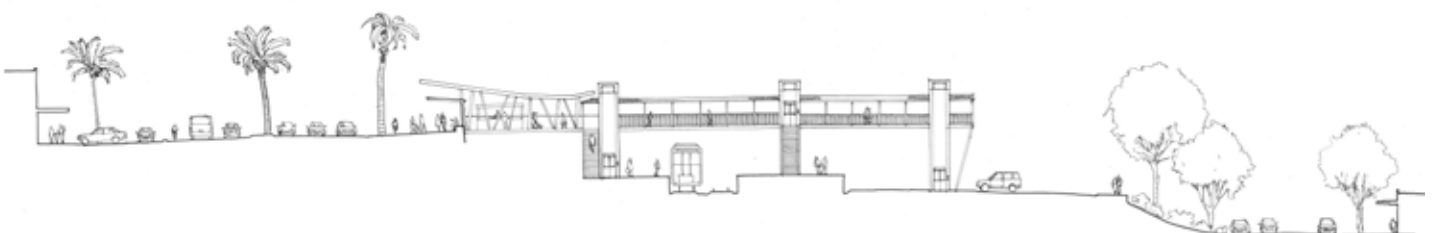
Roads and Maritime will assess the impact of removing the heritage properties and possible mitigation measures during the environmental assessment.

## Commuter parking

About 320 commuter parking spaces are impacted by the revised road upgrade and the wider rail corridor plans. All commuter parking would be shifted east of the railway station into a purpose built, multi storey facility.

It is proposed to build an additional level over the lower part of the current Rose Street rail commuter park. The existing upper level would also be extended through to Howarth Street.

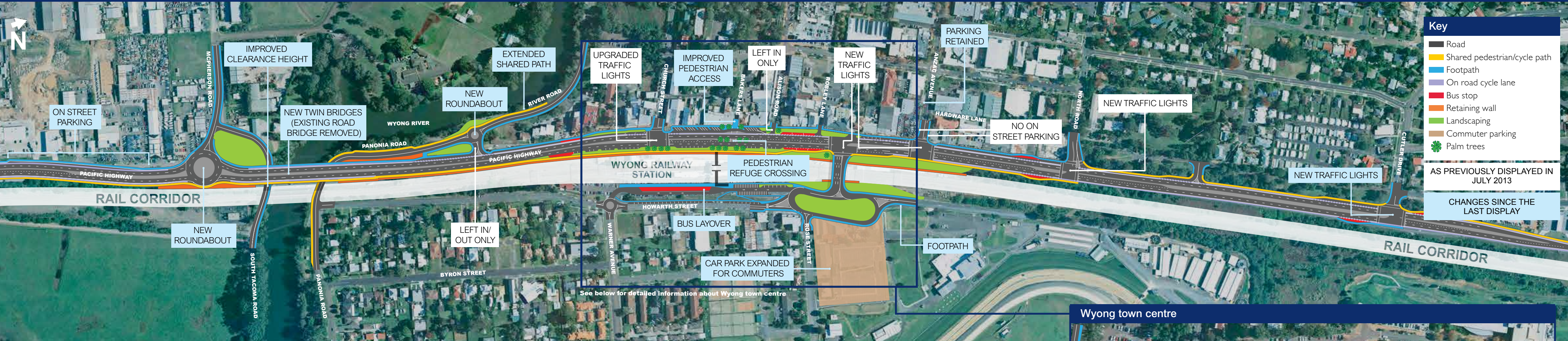
The car park would be built in the early stages of the project to allow for the relocation of all commuter parking during construction of the Pacific Highway.



**Preliminary artist's impression of Wyong town centre at the new pedestrian bridge**



# Pacific Highway upgrade through Wyong town centre revised design



## Changes since the last display

The rail corridor has been widened into the existing bus interchange to preserve land for anticipated future passenger and freight requirements. This has required changes to the road design, particularly in the railway station precinct:

- The Warner Shops and Station Master's Cottage would not be retained. See heritage impacts section in this update.
- The previously proposed bus lanes have been removed including the underpass at Rose Street. The existing bus facilities would be replaced with bus stops on the Pacific Highway and a bus layover area east of the railway station. This change lessens the impact within the rail corridor, allowing for potential upgrades in the future.
- All commuter parking spaces would be relocated to the east of the railway station.

Other changes to the design:

- The upgrade has been extended to include the intersection of Cutler Drive following the relocation of primary schools in the area.
- The Anzac Avenue intersection arrangement has changed as a result of community feedback. Anzac Avenue would now be a single lane entry from the Pacific Highway, with some potential for westbound on-street parking in Anzac Avenue to be retained. Parking would still be removed eastbound between Hely Street and the highway.
- The existing Wyong River road bridge would be demolished and replaced with new twin road bridges at a higher level to ensure flood impacts are mitigated.

## Whole of transport solution

Rail

The proposed road upgrade presents an integrated transport solution which allows for future expansion of the rail line if demand requires.

Bus

The future operational needs of buses have been reconsidered in the revised design. Bus stops would be provided on the Pacific Highway near Alison Road in both directions. Facilities for a bus layover would be relocated east of the railway station off Howarth Street.

Taxi and disability parking

The existing provisions for taxi services and disability parking at the railway station would be relocated east of the station. They would remain close to the lifts and stairs.

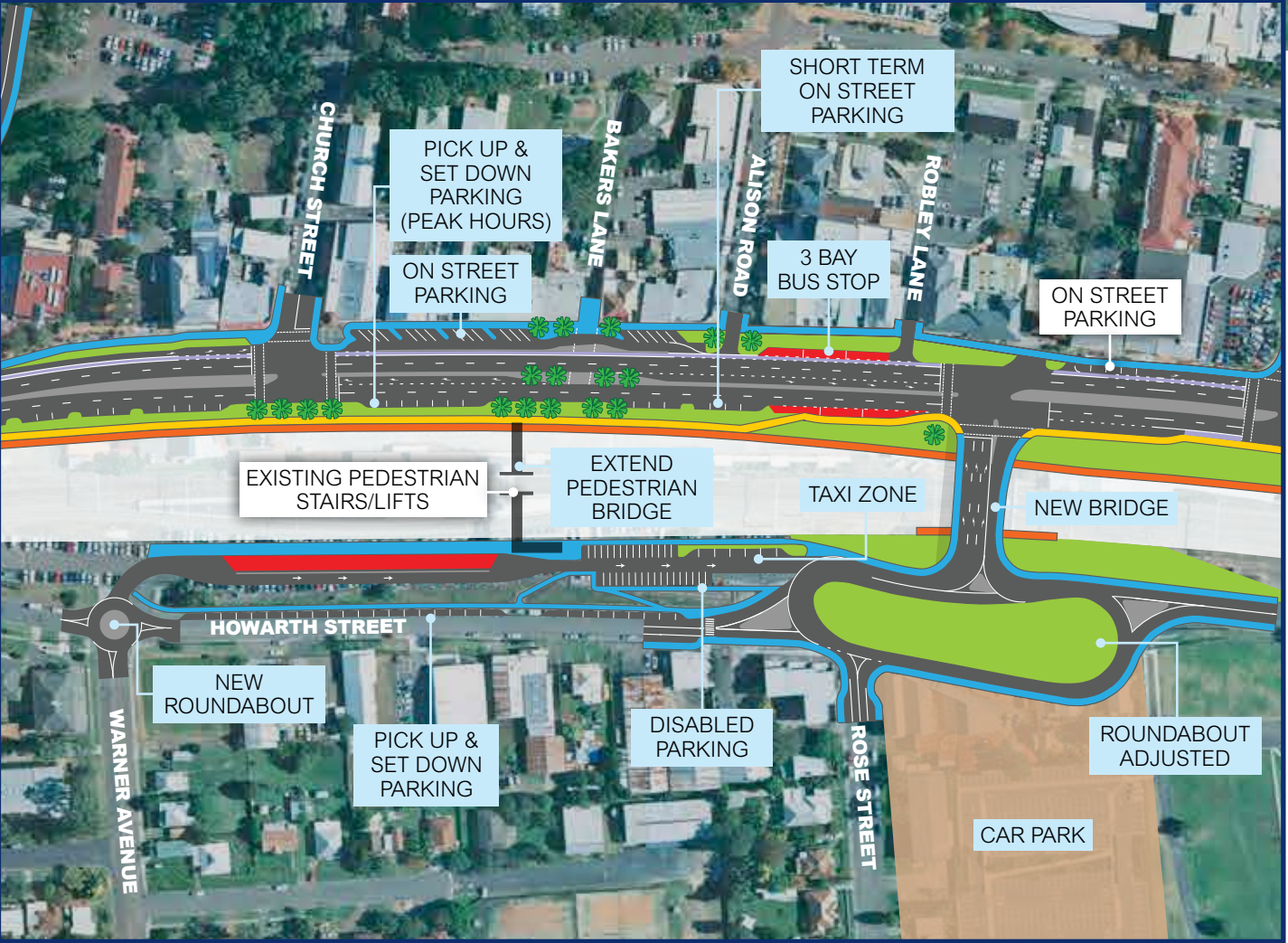
Short term parking

Existing short term parking at Wyong railway station would be relocated east of the station to Howarth Street, between Warner Avenue and Rose Street. The parking on the west side of Howarth Street would be dedicated to passenger pick up and set down.

West of the railway station on the Pacific Highway, pick up and set down facilities would only be provided during peak times to promote convenient visitor parking on the highway.



## Wyong town centre





## Involving the community and stakeholders

Roads and Maritime is working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

## Next steps

Stakeholders and the community are invited to comment on the revised design by **19 June 2015**.

Roads and Maritime will consider the feedback received when finalising the concept design and preparing the review of environmental factors, which will be displayed for community comment later in 2015.

Community information sessions will be held during the review of environmental factors display period.

There is no timeframe for construction at this time.

## Please send us your feedback by:

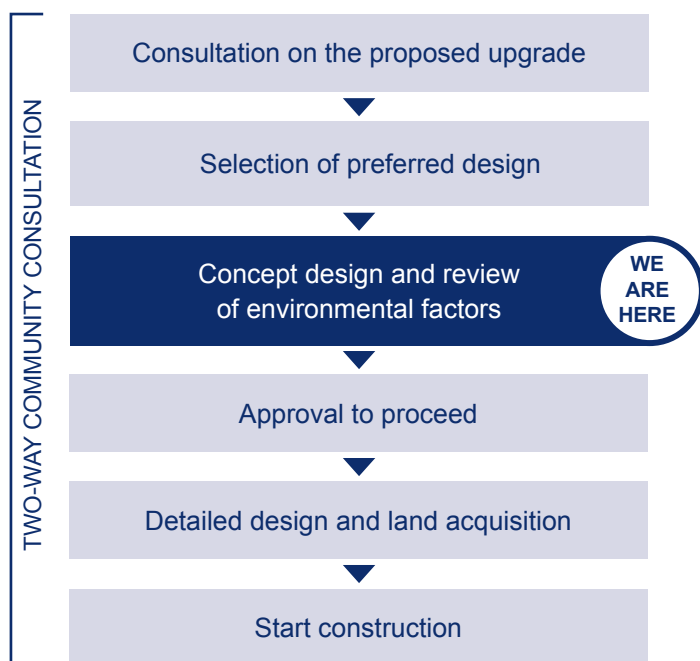
**Phoning:** Pete Styles, Project Manager,  
on (02) 4379 7008 (during business hours)

**Emailing:** [Central.Coast.Office@rms.nsw.gov.au](mailto:Central.Coast.Office@rms.nsw.gov.au)

**Writing to:** Roads and Maritime Services  
Central Coast Office  
Locked Bag 2030  
Newcastle 2300

Comments on the revised design are invited by **19 June 2015**.

Information is also available on the website at [rms.nsw.gov.au](http://rms.nsw.gov.au)



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**Privacy** Your personal information in correspondence is collected for the sole purpose of assisting in the assessment of the proposal. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless a clear indication is given in the correspondence that such information is not to be published. Otherwise Roads and Maritime Services will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by Roads and Maritime at 59 Darby Street, Newcastle NSW 2300. You have the right to access and correct the information if you believe that it is incorrect.

## Appendix B: Newspaper advertisement



Transport  
Roads & Maritime  
Services

## Have your say

### Pacific Highway upgrade through Wyang Town centre

Roads and Maritime Services is planning a future upgrade of the Pacific Highway through the Wyong town centre to improve traffic flow, travel times and safety.

A revised design has been developed to allow for future expansion of the rail line, if required.

The proposal involves two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong.

Please provide any feedback by **Friday 19 June 2015** to [Central.Coast.Office@rms.nsw.gov.au](mailto:Central.Coast.Office@rms.nsw.gov.au)

For more information visit [rms.nsw.gov.au](http://rms.nsw.gov.au) (search for Wyong Town Centre upgrade).

Your feedback will be considered in finalising the concept design and preparing our environmental assessment, which is scheduled to be displayed for your comment later this year.

Z03754

**For more information or to provide feedback  
please contact Pete Styles on (02) 4379 7008,  
email: [Central.Coast.Office@rms.nsw.gov.au](mailto:Central.Coast.Office@rms.nsw.gov.au)  
or visit [rms.nsw.gov.au](http://rms.nsw.gov.au)**

## Appendix C: Media releases

20 MAY 2015

## REVISED PACIFIC HIGHWAY WYONG DESIGN NOW ON DISPLAY

Roads and Maritime Services today announced the revised design for the future upgrade of the Pacific Highway through Wyong is now on display for community feedback.

"The NSW Government allocated \$3 million this year to continue planning for the upgrade which would provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong," a Roads and Maritime Services spokesperson said.

"After feedback to the community display in July 2013 and additional technical investigations, the initial design has been substantially revised and now presents a whole of transport solution integrating the rail interchange with bus, taxi, disabled and short term parking to benefit the wider community.

"The revised design includes upgrading the existing intersection at Church Street and new traffic light intersections at Rose Street, Anzac Avenue, North Road and Cutler Drive to improve safety and access for all road users on the highway."

Roads and Maritime Services is continuing to work closely with Transport for NSW rail planners to ensure the proposed road upgrade aligns with future rail requirements.

Feedback on the revised design is invited from stakeholders and the community until Friday 19 June 2015.

"Feedback received will be considered by Roads and Maritime when finalising the concept design and preparing the review of environmental factors, which is scheduled to be displayed for community comment later this year," the spokesperson said.

"Roads and Maritime will continue to work with the community and stakeholders during the planning process to identify issues and minimise the potential impact of the proposed upgrade and building activities."

More information about the revised design is available on the project website at [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

11 JUNE 2015

## REMINDER TO HAVE YOUR SAY ON PACIFIC HIGHWAY UPGRADE THROUGH WYONG

Community members are reminded feedback is invited to the revised design for the future upgrade of the Pacific Highway through Wyong by next Friday 19 June.

A Roads and Maritime Services spokesman said the NSW Government has allocated \$3 million this financial year to continue planning the upgrade which would provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong.

"Roads and Maritime will consider all feedback received in finalising the concept design and preparing the review of environmental factors (REF) on track to be displayed for community comment later this year," the spokesman said.

"The proposed design aims to improve safety, travel time and reduce congestion for the 30,000 motorists using this section of the Pacific Highway daily.

"In response to feedback provided during the community display in July 2013, the proposal now integrates the rail interchange with bus and taxi services and offers disabled and short term parking as part of the solution."

The Roads and Maritime spokesman said the revised design also includes upgrading the existing intersection at Church Street and new traffic light intersections at Rose Street, Anzac Avenue, North Road and Cutler Drive to improve safety and access for all road users on the highway.

"The proposal includes relocating the existing parking around Wyong Railway Station to an upgraded and expanded Rose Street car park which would provide the estimated 500 spaces required to meet the existing and predicted demand.

"The proposed car park would provide an additional level of parking above the current car park and extend the existing upper level through to Howarth Street, improving access and security for commuters.

"Roads and Maritime will continue to work with the community and stakeholders in finalising planning to identify issues and minimise the impact of the proposed upgrade."

More information about the revised design is available on the project website at [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au).

Community members can provide feedback by phone on (02) 4379 7008 during business hours by email to [central.coast.office@rms.nsw.gov.au](mailto:central.coast.office@rms.nsw.gov.au), or in writing to Roads and Maritime Services Central Coast Office, Locked Bag 2030, Newcastle NSW 2300.





[rms.nsw.gov.au](http://rms.nsw.gov.au)



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