

# Appendix 12

## Submissions from Stakeholders

## RMS - Pacific Highway at Wyong Stakeholder Submissions

Item No.	Submission Date	Stakeholder Name	Submission
1	15/11/2012	Arneil, Colleen	Opposing to the development of the Eastern Corridor Bypass through Wyong
2	14/11/2012	Adam, Dianne & Andrew (John)	Opposition to the development of an eastern corridor bypass option through Wyong
3	19/11/2012	Angel, Bradley & Michelle	Re Pollock Avenue By-Pass
4	19/11/2012	Angel, Bradley & Michelle	Re Pollock Avenue By-Pass
5	11/11/2012	Barclay, Gaye & John	Pacific Highway upgrade
6	15/11/2012	Bowen, Rhonda & Campbell, Michael	Pacific Highway, Wyong - Upgrade
7	No date	Brece.....	OUTRAGE – Pollock Avenue Highway Bypass
8	30/11/2012	Chan, Michael, Development Manager at Investa Land	Wyong Planning Study   Pacific Highway at Wyong   Independent Evaluation of Upgrade Options
9	16/11/2012	Deacon, Ron & Margaret	Pacific Highway, Wyong – Road Upgrade
10	19/11/2012	Donovan, Michael & Margaret	Pollock Avenue By-Pass
11	17/11/2012	Elder, Lorraine	Wyong Eastern Corridor Bypass Option
12	No date	S & G Fortin	Opposition to the development of an Eastern Corridor By-Pass through

## RMS - Pacific Highway at Wyong Stakeholder Submissions

Item No.	Submission Date	Stakeholder Name	Submission
			the town of Wyong.
13	19/11/2012	Fisher, Brenda	Road Upgrade, Pacific Highway Wyong
14	23/11/2012	Gavin, Anthony	Bypass options for Pacific Highway Wyong CBD
15	26/11/2012	Greenwood, John	Wyong highway bypass
16	30/11/2012	Hoddinott, Mark, Chairman of Wyong Warriors	Submission - From Wyong Warriors Community Lobby Group
17	12/11/2012	Hofland, Glenda	Comment Wyong Planning Study
18	No date	Jenkins, Daphne	OUTRAGE – Pollock Avenue Highway Bypass
19	15/11/2012	Jones, Don & Betty	Declare opposition in the development of an Eastern Corridor Bypass option through the town of Wyong
20	19/11/2012	Jones, Wayne & Jennifer	Wyong - Pollock Avenue Highway by-pass
21	19/11/2012	Kerr, Roly & Margaret	Pollock Ave Highway By-Pass
22	30/11/2012	Kerr, Sandra, President of Wyong Regional Chamber of Commerce	Response to the Pacific Highway at Wyong, Independent Evaluation of Upgrade Options
23	30/11/2012	Kerr, Sandra, President of Wyong Regional Chambers of Commerce	Joint Media Release – Chamber and Warriors back Residence

## RMS - Pacific Highway at Wyong Stakeholder Submissions

Item No.	Submission Date	Stakeholder Name	Submission
		Cowden, Jim, Wyong Warriors Representative	
24	14/11/2012	Kirk, Terry	RTA – Wyong NSW, Pacific Highway – Eastern Bypass Option
25	16/11/2012	Lusted, John	The development of an Eastern Corridor bypassing the township of Wyong is opposed and rejected
26	19/11/2012	McCaig, James & Sheena, Forsythe, Isabella	Wyong 4 Lane Carriageway
27	06/12/2012	McDonald, Greg, Director Infrastructure Management of Wyong Shire Council, Central Coast	Pacific Highway, Wyong – Evans & Peck Independent Evaluation of Upgrade Options
28	06/12/2012	McDonald, Greg, Director Infrastructure Management of Wyong Shire Council, Central Coast	Pacific Highway, Wyong – Evans & Peck Independent Evaluation of Upgrade Options
29	14/11/2012	McKenzie, Ian & Sheelagh	Pacific Highway, Wyong
30	13/11/2012	Miers, Greg & Joan	Wyong Planning Study
31	12/11/2012	O'Brien, Barbara	Eastern By-Pass Wyong
32	30/11/2012	Oven, Neil & Vikki	Objection to Pollock Ave Wyong as a Bypass



## RMS - Pacific Highway at Wyong Stakeholder Submissions

Item No.	Submission Date	Stakeholder Name	Submission
33	30/11/2012	Oven, Neil, Managing Director of ELN, Ford Pty Ltd	Planned Bypass of Wyong Township
34	30/11/2012	Oven, Neil, Managing Director of ELN, Ford Pty Ltd	Planned Bypass of Wyong Township
35	19/11/2012	Portelli, Andrew & Patrice	Objection to Eastern Corridor Bypass
36	24/10/2012	Reddy, Jai of Roads & Maritime Services	RMS Submission to Independent Evaluation
37	17/11/2012	Reynolds, Carol & Cyril	Letters re Wyong By-Pass
38	5/11/2012	Reynolds, Cyril	Preferred option of widening the Pacific Highway through Wyong Township
39	No date	Robertson, Jeff	OUTRAGE – Pollock Avenue Highway Bypass
40	13/11/2012	Seton-Wilkinson, L R	Eastern Option
41	13/11/2012	Smith, Catherine	Wyong Bypass
42	13/11/2012	Smith, Robert	Wyong Bypass
43	13/11/2012	Smith, Robert	Wyong Bypass (signed)
44	19/11/2012	John Votano	Opposition to the development of an eastern corridor bypass option

## RMS - Pacific Highway at Wyong Stakeholder Submissions

Item No.	Submission Date	Stakeholder Name	Submission
			through Wyong
45	15/11/2012	Wealleans, Ray & Kathy	Opposition to the proposed Eastern Corridor Bypass
46	4/12/2012	Wesolowski, Rene	Wyong Planning Study (Late Submission)
47	14/11/2012	Whitbread, Paul	Letter of Opposition to Pollock Ave Bypass
48	17/11/2012	Winkworth, Aileen	Opposition to the development of the Eastern Corridor Bypass Option through the town of Wyong
49	17/11/2012	Wright, Margaret	Opposition to the development of the Eastern Corridor Bypass Option through the town of Wyong

Mrs Colleen Arnell  
3 Marathon Street  
Wyang 2259.

To The Minister  
Roads and Maritime Services  
c/- Evans and Peck

I am opposing the development of the Eastern Corridor Bypass through Wyong. This decision would disadvantage the community on the eastern side of the rail line. (and destroy 80 or so houses).

The Only way for this upgrade to go is through the town of Wyong along the original Pacific Highway with minimal disruption to anyone (One Shop to go)

A four lane carriageway through town was unanimously supported by residents and Wyong Shire Council meeting on 5th November 2012.

Thank you for taking the time to read my concerns and I hope you can come to the best decision for all concerned.

Thanking you Sincerely

C. Arnell.

15.11.12.

Tel/Fax: 43532316 5 Bayce Avenue  
Wyong 2259  
14th November, 2012

To the Minister  
Roads and Maritime Services  
c/- Evans and Peck,

We wish to declare our opposition to the development of an Eastern Corridor Bypass option through Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect our lifestyle and property values; and in many instances the ongoing freedom and health of families, pensioners (which we are) and elderly people who have made their home in this area.

We fully support the development of

2/  
a four-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5th November 2012 meeting.

The last thing we ever expected when building our home here was having a highway so close to us

yours faithfully,

Dianne Adam Dianne Adam

Andrew (John) Adam J Adam

19/11/2012

**Bondcob Pty Ltd ITF B & M Angel Family Trust**  
28 Panonia Road  
Wyong 2259  
N.S.W.

To the Minister  
Roads & Maritime Services  
C/- Evans & Peck

Re: Pollock Avenue Highway By-Pass

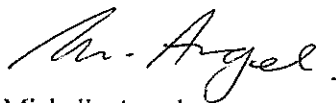
We wish to declare our opposition to the development of an Eastern Corridor By-pass option through the town of Wyong. Such a development would greatly disadvantage our community, destroy valuable wetlands and native habitats, polarize the community, severely affect our lifestyles and our property values, and in many instances, the ongoing freedom and health of both the families, pensioners and elderly people who have spent many years building their lives and their home in this area.

We fully support the development of a four lane carriageway through the town centre, as it was unanimously supported by our elected Shire Council at their 5<sup>th</sup> November 2012 meeting.

Yours Sincerely



Bradley Angel



Michelle Angel

19/11/2012

**Mr B & Mrs M Angel**  
30 Panonia Road  
Wyong 2259  
N.S.W.

To the Minister  
Roads & Maritime Services  
C/- Evans & Peck

Re: Pollock Avenue Highway By-Pass

We wish to declare our opposition to the development of an Eastern Corridor By-pass option through the town of Wyong. Such a development would greatly disadvantage our community, destroy valuable wetlands and native habitats, polarize the community, severely affect our lifestyles and our property values, and in many instances, the ongoing freedom and health of both the families, pensioners and elderly people who have spent many years building their lives and their home in this area.

We fully support the development of a four lane carriageway through the town centre, as it was unanimously supported by our elected Shire Council at their 5<sup>th</sup> November 2012 meeting.

Yours Sincerely



Bradley Angel



Michelle Angel

**From:** [John Barclay](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Pacific Highway upgrade  
**Date:** Sunday, 11 November 2012 4:49:23 PM  
**Attachments:** [DCP\\_0006.JPG](#)

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Dear People

We have read your information regarding the comparison of placing the widening of the Pacific Highway Wyong through the Centre Corridor OR altering the Highway to an Eastern or Western option.

If the Eastern option was used for the Highway your report indicated that the road would return to what is now the present level of Panonia Street after it crosses the Wyong River.

Were you informed that this area floods?

Enclosed is one of the photographs we took during the floods of 2007. This was not a '100 year flood', but a much smaller variety.

We object to the road being put through the Eastern option for several reasons:

1. This area is a flood zone. Any raising of the level of the road through this area would increase the risk of homes being inundated in a future flood.
2. Thousands of people would be adversely affected, some losing their homes, others losing the beauty, quietness and peace of this area.
3. Many of the people affected are elderly.
4. There are many shops empty in Wyong town and removing the traffic from the town Centre would encourage even more people to stop shopping there and shop at the major centre of Westfield at Tuggerah. This is approximately 4 kilometers from Wyong.
5. During the community consultation in 2006 the majority of people who responded favoured the Pacific Highway to remain at, or close to its present position.
6. As the Central Corridor was the favoured option this was the one which the RTA spent our money proceeding with.
7. Why should money be wasted on alternative routes that the majority of Wyong residents do not want. This was demonstrated last week at a meeting in Baker Park on the corner of Warner and Pollock Avenue when 130 residents were present with people from the Express Advocate WYONG (see edition of Wednesday 7th November), and a representative from Council.
8. In late October a motion was placed before Council condemning the eastern option as ill conceived and an attack on a wonderfully quiet and picturesque area of Wyong. This motion was carried unanimously by council.

I look forward to seeing some sense prevail and the Pacific Highway upgrade be confirmed as using the Centre Corridor.

If you would like more pictures of flooding in Rockleigh Street Wyong please let me know.

Regards

Gaye and John Barclay



15<sup>th</sup> November, 2012

**Wyang Planning Study**

**Evans & Peck**

**Level 6**

**Tower 2**

**475 Victoria Avenue**

**Chatswood NSW 2067**

and sent to: [WyangPlanningStudy@EvansPeck.com](mailto:WyangPlanningStudy@EvansPeck.com)

To the Minister – Roads & Maritime Services c/- Evans & Peck

We wish to declare our strong opposition to the development of an Eastern Corridor Bypass option through the residential / rural area in the township of Wyong, NSW.

Such a development would:

- Greatly disadvantage our community;
- Destroy valuable wetlands and native habitat;
- Polarize the community;
- Severely affect our lifestyle and property values;
- and in many instances, the ongoing freedom and health of both families, pensioners and elderly people who have made their home in this area.

We are a working couple who have a long established internet and marketing business based in Sydney and we love coming 'home' to our rural retreat, which backs on to Pollock Avenue, Wyong. This is the very reason we chose to invest in property in the Wyong area, more than 5 years ago.

We pay our rates on time and give to sporting, disability, charities and the indigenous communities of the Wyong area and have tolerated the dreadful condition of our road (Pollack Avenue), which is indeed a disgrace and an embarrassment to many visitors we invite to our home in Wyong.


Not only do we fully support the development of a 4 – lane carriageway through the town centre as was unanimously supported by our elected Shire Council at its' 5<sup>th</sup> November, 2012 meeting. **We will do everything; use every resource available to us as Internet and marketing professionals to fight this option. We have our own connections with national media and celebrities in print, radio and television, and online and we will ensure 'all voices are heard' who oppose the Eastern Corridor Bypass Option and expose those who are pushing for it.**

Every week, thousands of families gather to play sport, netball, soccer, touch football, coaching, exercise groups on the soccer and netball sporting area on the corner of Pollock Avenue.

This truly should be considered by those who are calling the shots at this point, because there will be a complete outrage and public shaming if this option is confirmed.

There maybe people of Wyong who are unable to 'speak up'. We have the means and expertise to help them and to ensure their voices are heard too - no matter what their circumstances are and our voice will be from all walks of life.

Whilst we do not want to make any baseless threats – I guess you could say we are threatened and we will fight.



Rhonda Bower



Michael Campbell.



# **“OUTRAGE”**

## **Pollock Avenue Highway By-Pass**

Hello everyone,

Please find some suggestions for a letter that needs to be emailed or posted to Evans & Peck **no later than 20 November** which is Tuesday of next week:

**Email:** [wyongplanningstudy@evansspeck.com](mailto:wyongplanningstudy@evansspeck.com)

**Or Postal Address:** Wyong Planning Study  
Evans & Peck  
Level 6, Tower 2, 475 Victoria Avenue  
Chatswood NSW 2067"

The RTA (RMS) have requested that all correspondence- ie email or post- be sent directly to Evans & Peck so that they can be included in their final submission.

*"To the Minister  
Roads & Maritime Services  
C/- Evans & Peck*

*I/~~We~~ wish to declare my/~~our~~ opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect my/~~our~~ lifestyle/s and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

*G. McCaig*

This is only a suggested response, feel free to make your own comments but, please, **keep it short** and make sure you sign it or it will be disregarded.

Many thanks,

George McCaig

**From:** [Michael Moore](#)  
**To:** [Jane Hanlon](#)  
**Subject:** Fwd: Wyong Town Centre - Wyong Shire Council Submission Extension  
**Date:** Friday, 9 November 2012 1:09:22 PM

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Jane  
Plse note date below for wyong council response to our report  
Michael  
Sent from my iPhone

Begin forwarded message:

**From:** Kevin Hays <[khays@evanspeck.com](mailto:khays@evanspeck.com)>  
**Date:** 9 November 2012 10:02:07 AM AEDT  
**To:** Michael Moore <[mmoore@evanspeck.com](mailto:mmoore@evanspeck.com)>  
**Subject:** FW: Wyong Town Centre - Wyong Shire Council Submission Extension

ffyi

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**From:** REDDY Jai R [[Jai.REDDY@rms.nsw.gov.au](mailto:Jai.REDDY@rms.nsw.gov.au)]  
**Sent:** Thursday, 8 November 2012 3:23 PM  
**To:** Kevin Hays  
**Subject:** Wyong Town Centre - Wyong Shire Council Submission Extension

Hi Kevin,

We have just heard from Bob Burch that Wyong Shire Council will not be in a position to provide a submission to the review until 7 December. Both Glenn and Craig have approved this extension of time for Wyong Shire Council only.

Cheers,  
**Jai Reddy**  
Project Development Manager  
Central Coast Services Hunter | Hunter Region  
T 02 4379 7008 M 0411 128 767  
E [Jai.Reddy@rms.nsw.gov.au](mailto:Jai.Reddy@rms.nsw.gov.au)  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
29-37 George St Woy Woy NSW 2256



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IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services (RMS) is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of RMS. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient.

**From:** [Chan, Michael](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong Planning Study | Pacific Highway at Wyong | Independent Evaluation of Upgrade Options  
**Date:** Friday, 30 November 2012 3:24:59 PM

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Dear Sir / Madam

Thank you for giving Investa Property Group the opportunity to make comment concerning the report prepared by Evans & Peck Pty Ltd who were engaged by the NSW Roads and Maritime Authority (RMS) to independently review the cost estimates for the various through-town and bypass options for the future Pacific Highway upgrade at Wyong.

Investa Property Group is the developer of Mercure Kooindah Waters Residential Golf and Spa Resort. The development comprises a 4.5 start Resort, 18 hole Championship Golf Course and 252 residential lots when fully development. As you are aware, Kooindah Waters is located on Kooindah Boulevard off Pollock Ave which would be impacted by the Eastern Corridor Option (Eastern Bypass).

Following a review of the report prepared by Evans & Peck, Investa would like to make the following comments concerning the Review and in particular in relation the Eastern Corridor Option

- Investa is uncertain as the exact alignment of the proposed corridor and the overall impact on Kooindah Waters including the entry and the future presentation of the development should the Eastern Corridor be adopted..
- Investa is concerned that there is insufficient modelling undertaken to predict distribution and volume of traffic expected on the Eastern bypass and its impact on existing properties such as Kooindah Waters.
- Investa is uncertain there is appropriate documentation in relation to noise attenuation to address the likely increase in road traffic noise levels along Pollock Avenue where there is currently little noise.
- Investa supports the recommendation by Evans and Peck that the RMS prepare a Project Appraisal Report comparing the road user benefits and costs for the preferred option(s). Investa also supports preparation of a comprehensive risk analysis and quantitative risk assessment of the preferred option.
- Investa supports the recommendation by Evans and Peck that the RMS undertake further investigation to validate the impact of the cost of property acquisitions. Investa notes that Kooindah Waters incorporates a Community title component over the Estate for community areas (infrastructure – water and sewer, roads, parks etc). The proposed acquisition of properties fronting Pollock Avenue which are accessed from Championship Drives would impact the entire development as it is uncertain from the Study as to whether compensation takes into consideration the flow-on impact that will require unit entitlements to be recalculated and redistributed over the balance of remaining properties.
- Further clarification is required concerning status of s94 contribution payments that

Investa has made to Council to maintain and upgrade Pollock Avenue in accordance with the development consent that was issued by Wyong Council should the Eastern Corridor be adopted.

I trust the comments will be considered in your review.

Please do not hesitate to contact me should you have any questions.

Regards

**Michael Chan**

Development Manager | [Investa Land](#)

**Investa Property Group**

Deutsche Bank Place, Level 6, 126 Phillip Street, Sydney NSW 2000

**ph** +61 2 8226 9476 **fax** +61 2 9844 9476 **mobile** +61 408 446 809

**email** [mchan@investa.com.au](mailto:mchan@investa.com.au) | [investa.com.au](http://investa.com.au)

Please consider the environment before printing this e-mail. This email is confidential. If received in error, please delete it from your system.

27 Pollock Avenue  
WYONG NSW 2259

16<sup>TH</sup> November 2012

Wyong Planning Study  
Evans & Peck  
Level 6, Tower 2  
475 Victoria Avenue  
Chatswood NSW 2067

To The Minister – Roads & Maritime Services.  
Re: Pacific Highway, Wyong – Road upgrade

*We wish to declare our opposition to the development of an Eastern Corridor By-pass option through the town of Wyong.*

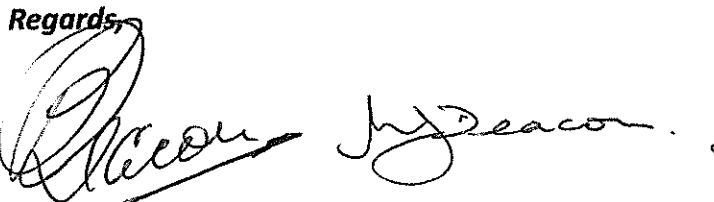
It has been proven by many country towns that when a Town is by-passed the town centre then dies. Since the building of the F3 and the building of Westfield Tuggerah, many passing motorists forget that the Town of Wyong exists ! We, the Community, do not wish our Town to die. Wyong Council and their rate payers want to attract businesses that will flourish and grow with the people. As fairly new residents to Wyong it was NEVER revealed in our research that our new home would be threatened in this way ! We feel that not only our homes, but our clubs, sporting facilities and local schools will also be affected, not to mention the environmental effect on wetlands and waterways.

Lets' get realistic !. Don't knock down multiple homes that many residents have lived in for over 30 years.

Stop wasting tax payers money on Consultants and Feasibility Studies. Get working and improve the road THROUGH Town

*Let our Town continue to live and flourish and give a future to the next generation. DON'T BY-PASS WYONG TOWN CENTRE !*

Regards,

The block contains two handwritten signatures in black ink. The first signature is a stylized, cursive 'R' followed by 'Deacon'. The second signature is a more fluid, cursive 'M' followed by 'Deacon'.

Ron & Margaret Deacon  
Pollock Avenue

19/11/2012

**Mr M & Mrs M Donovan**  
46 Panonia Road  
Wyong 2259  
N.S.W.


To the Minister  
Roads & Maritime Services  
C/- Evans & Peck

Re: Pollock Avenue Highway By-Pass

We wish to declare our opposition to the development of an Eastern Corridor By-pass option through the town of Wyong. Such a development would greatly disadvantage our community, destroy valuable wetlands and native habitats, polarize the community, severely affect our lifestyles and our property values, and in many instances, the ongoing freedom and health of both the families, pensioners and elderly people who have spent many years building their lives and their home in this area.

We fully support the development of a four lane carriageway through the town centre, as it was unanimously supported by our elected Shire Council at their 5<sup>th</sup> November 2012 meeting.

Yours Sincerely



Michael Donovan



Margaret Donovan

**From:** [Lorraine elder](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong Eastern Corridor Bypass Option  
**Date:** Saturday, 17 November 2012 4:47:21 PM

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Minister  
Roads & Maritime Services  
c/- Evans & Peck

I wish to declare my opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarise the community; severely affect my lifestyle and property value; and in many instances the ongoing freedom and health of both the families, the pensioners and the elderly people who have made their home in this area due to easy access to local facilities.

I fully support the development of a 4 lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

Lorraine Elder  
3 Boyce Avenue  
Wyong 2259

19th November 2012

The Minister

Roads + Maritime Services

Re: Road Upgrade - Pacific Highway Wyong.

I wish to declare my opposition to the development of an Eastern Corridor Bypass option through the town of Wyong.

I have lived with my family in the area for more than 40 years. If the proposed bypass is granted approval it would not only negatively impact my family home it would destroy my quality of life and that of the community through loss of facilities, conveniences and natural habitats and wetlands.



I have always believed that major infrastructures are to progress for the better/future development of the community.

I can see no advantage to myself, my neighbours or the wider community in this proposal and



respectively request that common sense prevail and the option of an Eastern corridor By-pass be removed from the agenda. There are NO benefits to this proposal proceeding.

Regards.

Brenda Fisher  
25 Pallock Avenue  
Wyang. 2259




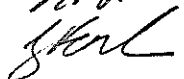
AS and GR Fortin  
230 Pollock Ave  
Wyang North 225

"To the Minister  
Roads & Maritime Services  
C/- Evans & Peck

~~We~~ We wish to declare ~~my~~ our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect ~~my~~ our lifestyle/s and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.

We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

 S. FORTIN  
 G. Fortin.

**From:** [Anthony Gavin](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Bypass options for Pacific Highway Wyong CBD  
**Date:** Friday, 23 November 2012 1:27:26 PM  
**Attachments:** [image.png](#)

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Dear Planning Committee,

Can't we simply North Bound Traffic going through Wyong CBD and South Bound Traffic going south down where Howarth st is now?

All we need then are turning ramps or link roads so you can change direction at the northern and southern ends of the CBD.

I would imagine that we would need (2) concrete flyovers (just like the one that is built next to Blue Tongue Stadium at Gosford) so get across the railway line.

Please consider that Wyong CBD has the potential to become a thriving commuter hub if we concentrate apartments/high rise so we need to make sure we get the traffic planning right now for the next 20 years



Regards,

**Anthony Gavin**  
**Financial Controller**  
QAD Australia  
Level 3, Building B,  
Pinnacle Office Park,  
4 Drake Avenue,  
Macquarie Park, NSW 2113

Ph: +61 2 9857-3036  
Mb: +61 438 140-666



**From:** [wingelo7@bigpond.net.au](mailto:wingelo7@bigpond.net.au)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong highway bypass  
**Date:** Monday, 26 November 2012 10:08:22 AM

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I wish to lodge my objection to the Eastern option that follows Pollock Avenue -

- 1) This option destroys environmentally valuable flora, fauna and rural land/amenities. Large numbers of properties will be impacted or forcibly acquired.
- 2) As a property holder in Jensen Road close to the proposed route, the noise, congestion, dust and lack of safe access will all be adversely impacted. Also Jensen Ave will experience dangerous levels of traffic as people use it as a convenient by pass to the new highway.
- 3 The proposed western route makes better long term sense and the town option is obviously the cheapest option.

Signed - John Greenwood

## **Wyong Warriors Pty Ltd**

Community Lobby Group

PO Box 189

Wyong NSW 2259

30<sup>th</sup> November 2012

### **Submission – Wyong Town Study – Proposed Upgrading of Pacific Highway Wyong**

#### **Introduction:**

The Wyong Warriors is a community lobby group that seeks to ensure that major strategic government decisions potentially affecting the health and well-being of our town (and surrounding areas) are reviewed and commented upon on behalf of citizens and business owners. The proposed upgrade of the Pacific Highway through Wyong is one of those strategic decisions and our group has been actively following and participating in the issue for some 5 years now.

Our simple goal is to ensure that any such decisions do not have a negative impact on the economic and social health of our town. Our submission on the study does not seek to argue at this stage the merits of the micro traffic and road design issues as there are forums and opportunities for those both in the past and no doubt also in the future. Our submission is about how the report deals with the Macro issue of what is in the best long term interests of the town and in particular how the Study weighed the merits of costs against long term benefits.

Members of the Wyong Warriors are business owners, property owners, and citizens of the town of Wyong, some of whom have lived in the town over 50 years and all of whom have a practical and accurate knowledge of how the town functions on a day to day basis for both citizens and business. We are not a bunch of radicals, we are a group of rational citizens seeking to find a solution that is in the best interest of all concerned.

#### **The Current Situation:**

*What is the problem that needs to be solved?*

At certain times of the day (mostly associated with school arrival and departure hours – am and pm) the current Pacific Highway through Wyong struggles to cope with the traffic volumes as cars use the town. This is because people are using the highway to get to work in a concentrated time zone (peak) and this adds to the other vehicle activity associated with children arriving at school. In the afternoon, again associated with school exit hours, the problem arises in a slightly less acute form as work closure hours for the general public are less aligned with the schools– nonetheless there is a congestion problem as these events and the normal use of the town as a retail and commercial hub, come together.

Based on first-hand experience by Wyong Warriors members, this congestion can add up to 10 to 15 mins to the normal travel times through the town (assuming no accidents). Between school hours, in the evenings and on weekends there is no measurable regular traffic flow problem through the town of Wyong.

Whilst road planning needs to consider both present and future traffic volumes it is fair to say that the delays through Wyong are modest and only at certain focussed times during weekdays (assuming schools are in session). During non-school periods (eg holidays) these problems do not occur in any measureable way.

The need to upgrade the Pacific Highway is in response to a conflict in traffic usage (at peak times) where local motor vehicle and pedestrian traffic need and must use the town and 'through' traffic that need or desire to get past the town as quickly as possible. This conflict causes delays and is what the proposed upgrade seeks to remedy not just for now but for the future.

### **A Macro Perspective**

In an ideal world the solution to this problem is to separate local and through traffic so they are not in physical conflict and this is often done by way of by-passes. Indeed in the 1970's when the freeway west of Wyong was first proposed and constructed, that too was (in part) a response to the need to separate local and through traffic. Interestingly the removal of the through traffic at the time had the impact of boosting the economic health of Wyong as the town became a more attractive and safer place to come to.

There are many successful examples of by-passes all over the State as well as Australia. We see no reason why such a solution should not be used for Wyong.

Wyong as a town however is not blessed with the greatest topography with the railway line hemming it in on the east side and hills, rivers and wetlands hugging its western perimeters. An obvious and simple bypass is not so evident and large areas of residential precincts also surround the town.

### **Preferred Option**

The Wyong Warriors preferred option is a tunnel under the town using the existing highway alignment. This we believe provides the most efficient long term solution and whilst it costs more and is very disruptive throughout construction, it does in our view provide the best long term solution.

The other options including the RMS's cheap through the town option is at best a short term solution and we feel will only serve to attract more cars and the problem will continue to exist shortly thereafter. In the meantime the functioning of the town is severely compromised. The tunnel however guarantees the separation of local and through traffic on a permanent basis irrespective of increases in traffic volumes.



Equally important is that the tunnel option ensures the town as a functioning economic and social structure is not divided and sanitised by a major through road where parking is significantly curtailed and where stopping and turning is increasingly unattractive.

### **The Review of the Evans Peck Report**

Through no fault of Evans Peck we believe the Wyong Town Study was flawed from the beginning as the terms of Reference for the Study were deliberately kept narrow by the current State Government. At a public meeting in January 2012 (before the study was commissioned) in the presence of Minister Duncan Gay and Local Member for Wyong Darren Webber, the community asked that the Terms of Reference be widened as a simple review of costs would not go to the heart of the need for “the best solution”. The community were assured this would happen and were asked to submit their terms of reference for inclusion. In the end, despite the many submissions none of these items were included in the brief to Evans Peck and the Study became largely one of cost review.

The proverbial ‘Blind Freddie’ would have told everyone that the best option for the town was always going to be more expensive – we already knew this from the 2008 Report. Sure the costs needed to be updated and some new by-pass options were added but in the end the RTA preferred option was always going to be cheaper as it involved the least amount of commitment to the well-being of Wyong.

There also appears to be an unwavering commitment to the principle in the report that the more cars a town has passing through it the better it is for business – nothing could be further from the truth. The example mentioned earlier in this submission with regards to the 1970’s Freeway construction, demonstrate the fallacy of that argument. The Study regularly trots out the view that a tunnel that pushes ‘through cars’ underground and out of conflict with local traffic is a bad thing for business but does not demonstrate how that is so or provides evidence to support that proposition.

### **Summary of Report Weaknesses:**

1. Terms of Reference limited to costs only
2. No documented evidence to show social and financial impact on the town
3. No cost/benefit analysis of each option in terms of long term benefits and traffic solutions
4. No regard to Heritage buildings and values for the town – buildings that have heritage listing and landscaping that is a hallmark of the town
5. No consideration of ‘doing nothing’ as an option in the short term in support of funding a better long term solution.

### **Summary**

The Wyong Town Study is prepared in detail but is limited in value due to the narrow and myopic terms of reference. The Wyong Warriors believe that the low cost RMS preferred option will see the



economic and social deterioration of the town – a town already struggling against the giants of retailing and a town trying to rediscover a new identity.

The extra cost of a tunnel is approx. \$200 million. Not a small sum and not to be taken lightly. That said there are very large contingencies in the costings. When one considers the traffic volumes using the town and if the \$200 million is amortised over say 100 years, the actual cost of getting the best solution is at worst around 50 cents per trip. On top of this is the benefit of getting a working and socially cohesive town with enhanced economic prospects.

We would urge the RTA and the State Government not to take the cheap solution as the long term costs will be enormous to all. In any event we also believe if the cheap option is taken in a very short period of time traffic volumes will increase and take up the increase flows provided by a new road. A simple review of traffic problems on the 4 lane Wyong Road between Tuggerah and Long Jetty support this assertion.

We encourage decisions make a decision for the future not just for the present.

We look forward to you response in due course

Regards  
The Wyong Warriors

*Mark Hoddinott*

Mark Hoddinott - Chairman

**From:** [Glenda](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Comment Wyong Planning Study  
**Date:** Monday, 12 November 2012 11:44:23 AM

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I would like to make comment on the proposed alternatives for Pacific Hwy upgrade. My preferred option is the Eastern Corridor. I feel this option allows the best solution to avoid Wyong if planning to travel through.

It also allows for a future option of extension of an additional road on the eastern side of the railway at Tuggerah which could allow traffic that is heading east from Tuggerah to avoid the bottlenecks that can occur at busy periods through Tuggerah. This other road could link up with Bryant Drive.

Glenda Hofland

# **“OUTRAGE”**

## **Pollock Avenue Highway By-Pass**

Hello everyone,

Please find some suggestions for a letter that needs to be emailed or posted to Evans & Peck **no later than 20 November** which is Tuesday of next week:

Email: [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)

Or Postal Address: Wyong Planning Study  
Evans & Peck  
Level 6, Tower 2, 475 Victoria Avenue  
Chatswood NSW 2067"

The RTA (RMS) have requested that all correspondence- ie email or post- be sent directly to Evans & Peck so that they can be included in their final submission.

*"To the Minister  
Roads & Maritime Services  
C/- Evans & Peck*

*I/We wish to declare my/our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect my/our lifestyle/s and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

*Daphne Jenkins*

This is only a suggested response, feel free to make your own comments but, please, **keep it short** and make sure you sign it or it will be disregarded.

Many thanks,

George McCaig

Wyang Planning Study  
Evans & Peck  
Level 6  
Tower 2  
475 Victoria Avenue  
CHATSWOOD NSW 2067

15 November 2012

To the Minister  
Roads & Services  
C/- Evans & Peck

We wish to declare our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community;

The township of Wyong is already split into three sections:

1. Pacific Highway;
2. Shops and Businesses; and
3. Railway.

Taking the Highway through the eastern side of Wyong Town would again split the town into four different areas. Which would be totally absurd.

We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

Don Jones



Betty Jones



Wyang Planning Study  
Evans & Peck  
Level 6  
Tower 2  
475 Victoria Avenue  
CHATSWOOD NSW 2067

19 November 2012

To the Minister  
Roads & Services  
C/- Evans & Peck

We wish to declare our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community.

We would also be personally affected as our home lies just a short distance away from the outlined Eastern Corridor Bypass. No doubt we and our young family would suffer from noise and exhaust emissions if we are still standing on our hard earned real estate. I perish the thought of having our beautiful home demolished for the sake of satisfying a whim of a minority group planning or even considering the Eastern Corridor Bypass option.

We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully



Wayne Jones



Jennifer Jones

**From:** [margaret.kerr2@bigpond.com](mailto:margaret.kerr2@bigpond.com)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Pollock Ave Highway By-Pass  
**Date:** Monday, 19 November 2012 9:06:02 PM

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To The Minister  
Roads & Maritime Services  
c/- Evans & Peck

We Roly and Margaret Kerr wish to strongly declare our opposition to the development of an Eastern Corridor Bypass option through the heart of Wyong. Firstly such a development would greatly impact on and disadvantage our community, destroy flora and fauna in our wetlands and impact on natural habitats.

Such a move would polarize the community, severely affect our well-being and lifestyles, also our property values. We have wonderful residential and rural blocks in this immediate environs and such an intrusion which is uncalled for in a bypass is both extreme in cost and loss and would impact on health and future of the many families and pensioners who have settled in this lovely picturesque area.

We fully support the further development of the existing Pacific Highway through Wyong township to a 4 lane Highway. This was unanimously supported by our Wyong Shire Councillors in meeting on 5 November.

Yours faithfully

Mrs Margaret Kerr /Mr Roly Kerr

28<sup>th</sup> November, 2012

Wyong Planning Study  
Evans & Peck  
Level 6, Tower 2, 475 Victoria Avenue  
Chatswood NSW 2067

Email: [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)

To whom it may concern,

On behalf of the Wyong Regional Chamber of Commerce executive committee I would like to put forward the following comments in response to the Pacific Highway at Wyong, Independent Evaluation of Upgrade Options – DRAFT 24 October, 2012

Over the years the Wyong Regional Chamber of Commerce has provided feedback on the RMS (formerly RTA) proposals, we refer you to that past correspondence. Also in the past the Chamber of Commerce have undertaken design reviews and independently contracted alternate design options in an effort to counter the through-town option which is the Chamber's key concern in loss of customer car parking and by increasing four lanes of traffic going through the town, the already troubled public interface between the East and the West of the rail and highway corridor is increased.

Chamber Board representatives were present at the Evans and Peck Independent findings held at RMS Conference Centre on Wednesday 31 October and a further detailed meeting was requested by representatives of the Board of the Chamber of Commerce with RMS representatives held at the Mardi Depot on Friday 9 November 2012; Chamber Board representatives also held a meeting with the Member for Wyong Darren Webber on Friday 16 November 2012 and finally we refer to the press release, refer copy attached given to the Central Coast Express which confirmed that the East and West Bypass be taken off the agenda due to the grief and uncertainty of the existing residences in those areas.

Whilst the Chamber Board acknowledges that the purpose of the Evans and Peck report was to assess the accuracy of the costing's by the RMS of each of the options. We have given the following comments as we do not believe that an accurate costing can be made by any one authority when only one option has been detailed. We also acknowledge that it is not possible to spend the time and the resources on detailing each of the options. Therefore we are requesting that a commitment be made to narrow the decision down to three options. Thus enabling all stakeholders that will be affected by the final decision to make a more informed choice in regards to their preferred option.

## STRATEGIC ROUTE OPTIONS

The Chamber of Commerce supports a Central corridor (through-town option).

### 1. A Town Bypass to the East

We are requesting that it be rejected and taken off the agenda due to the enormity of the project, the disruption to residences, the breaking up of natural vehicle corridors and the impact on the environment to name but a few.

## **2. Town Bypass to the West**

We are requesting that it be rejected and taken off the agenda due to the sheer scale and cost of the project, the disruption to residences, the breaking up of natural vehicle corridors and the impact on the environment to name but a few.

## **THROUGH-TOWN CENTRAL CORRIDOR ALTERNATIVES**

### **3. Through-Town using a Tunnel**

From the advice we have received from RMS representatives particularly from our meeting from 9 November 2012, the tunnel option would hold a great environmental impact during construction and the sheer cost of the project; we believe common sense will prevail and the project therefore could not be supported by State Government funding. We believe the tunnel option should be taken off the agenda.

### **4. Through-Town using Howarth Street**

The Chamber is aware of the rezoning to medium and high density residential immediately to the East of Howarth Street which falls in line with strategic planning of greater residential densities adjacent to railway and transport links. The Chamber is also aware of potential track widening for future rail services that may take place on the Eastern side of the existing railway station. The sheer enormity of bridges to run over the railway line to then run parallel along the existing highway route along Howarth Street and then another bridge system to run over the railway line again to link up with the Pacific Highway and the visual impact and scale of the project and the diversion of traffic closer to an expanding residential hub and a misalignment of a through corridor for traffic, along with the excessive cost of the proposal and the disturbance during construction to residents on the Eastern side of the rail; with all these things considered that the Chamber of Commerce do not support the Howarth Street option and request that it be taken off the agenda.

The Chamber has effectively narrowed the seven Pacific Highway upgrade options from seven down to three and for the benefit of residents, townspeople and businesses alike together with road users the Chamber believes the Minister should narrow these seven options down to three specific areas for consideration. Firstly, taking the first four off the agenda; Bypass to the East, Bypass to the West, Tunnel and Howarth Street options off the table. The remaining three, widening the existing highway, split-level carriageway, and the use of a land bridge are the only options that have any merit to consider.

### **5. Through-Town involving Widening the Existing Highway**

The chamber is not supportive of this "third option". This option will destroy the majority of parking along the Pacific Highway; further parking is lost by bringing a bus stop further within the town. The historic palms planted by the veterans of WWI from seeds from the Middle East are being uprooted and moved. The town will be left with an exposed four lane highway running through the current heart of the town which will impact the livelihood of shop-owners and residents wishing to traverse the town East-West. It further enlarges the highway/rail corridor which already splits the town, and this will only magnify it. It was raised in the closed meeting with RMS that the deleting of commuter car-parking between the highway corridor and the rail line could be from a commuter car-parking to short-term parking and the area raised to be close to grade of the new Pacific Highway which would compensate for the lost parking in this Pacific Highway upgrade. It is noted that it is currently not noted on the Government "preferred option" and due to



the cost and filling required and retaining walls from the current bus terminus up to the Highway upgrade and the expense of the exercise, we have grave doubts whether the Government would proceed with the raising of the car-park level when there is currently already one there albeit too low and out of sight for normal on grade pedestrian access to support the livelihood of the town. This option also currently keeps albeit reduced, four intersections from Anzac Avenue to Church Street, and the intersections from Rose Street bridge and Alison Road seem to be dramatically affected which hinders the town growth and connectivity between East and West which is vital to the residential expansion proposed along the Eastern corridor of the rail line. Finally, it is believed this option would create the most disturbance on the direct town whilst under construction. The Chamber does not support this option and strongly request that it stop being referred to as the "preferred option". We believe it is the greatest disregard to the town in which it divides. It is not supported.

We also note that out of the seven options, the widening of the existing highway is the only design that has been developed further by RMS and to consider the items 6 and 7 commented on below without further design development, the Government cannot with a clear conscience say that all options were given due and fair consideration. This was also supported by the direct meeting with RMS.

#### **6. Through-Town using a Split Level Carriageway**

As mentioned in the closing of item number 5, this option is yet to have design development undertaken and the representatives that undertook these concept plans are no longer employed by RMS. For the Chamber to consider this option further more detailed design work at least up to the next stage and in a larger scale would need to be undertaken.

We note the following, from what we can interpret from these concept plans. It is undetermined on the extended parking that will remain on the existing carriageway. It is unclear on how the town will traverse East-West with this option; it is unclear on what intersections will remain and how left and right hand turn lanes will be treated. The biggest problem with this option, similar to the widening of the existing highway, item 5, is that the Pacific Highway and rail corridor widens even with this split-level carriage way and acts as a buffer for the town to grow and further hampers the connectivity between East and West particularly the residential growth expansion expected along the rail corridor to the East. In the current state of plan development we could not support this option. The Government may wish to spend more time developing the drawings but ultimately due to the widening of the highway/rail corridor we believe it not to be the best option for the town.

#### **7. Through-Town using a Land Bridge**

This option uses similar concepts that the Chamber developed back in September, 2008 that was presented and submitted to the RTA. We acknowledge the loss of heritage and commercial space between the intended highway upgrade and the rail corridor on the Southern end of the town as it is also lost in option 6 (split level carriageway) and also significantly reduced in the widening option (widening existing highway) in item 5. Also, item 1 using a tunnel system, RMS advised that these building would also be dramatically affected. That is the only major drawback that the Chamber can see with this land bridge option. Again, further design development needs to be undertaken so that this option may be fully considered not only by the Chamber and other submissions, but also by the RMS who again in our joint meeting indicated that the staff who put this proposal together are no longer employed by the RMS. Further design development of this option

is a must. On face value there are a number of positives and is the only option of the seven options that actually gives something back to the town. The land bridge which runs from the walkway over the rail through to just past Alison Road intersection would become like a centre Town park on grade or some steps slightly higher and would facilitate itself as a town park covering the four lane highway at this particular section allowing toilet facilities in the heart of town to be installed and much improved access to the walkway bridge which assists in the future expansion of the town, improving the connectivity between East and West which is vital. This is the only option that addresses that important point about the livelihood of the town. It also creates the most parking – even more than what is currently provided with the one way option servicing the town. On the West we have parking that remains unchanged, and to the East of the single service lane of “Main Street” 45 degree parking could be installed similar to that of Alison Road. This then increases the parking which will help the livelihood of the town and will encourage others to stop in the town with great toilet facilities which have been reduced through the town due to toilets being located in isolated park spaces which are not monitored. In this option it is a must that the roundabout be installed at the bottom of North Road to give people options and to swing back into the town as required. This option also gives support to the deletion of the Rose Street bridge and a new bridge which would be constructed linking Anzac Avenue as an intersection to form a new Anzac bridge over to the Western side of the rail and opening up the sports precinct where the Race club, swimming pool, tennis court area is currently situated. Redevelopment of this area has been identified by Wyong Shire Council, thus by installing the Anzac bridge future rail corridors can be expanded by the Government and traffic congestion reduced for through Pacific Highway traffic and more emphasis is given on the Anzac Avenue intersection which as per Council’s Master Plan is the new business sector of the town. In this option, the retail centre through the main street can still be maintained with the creation of a new business sector with the upgrading of this intersection at Anzac Avenue. This option gives the most hope and certainty for the town. There are many items that need to be resolved directly with RMS and this can only be taken if the design development is taken on this option which is the Chamber’s strongest request in this submission; time be spent designing and talking through with interested parties on the through-town using a land bridge option.

In closing, we welcome all initiatives to improve the traffic flow in and around Wyong. Key priorities should include Car Parking with the town centre, Vehicle and Pedestrian access/connectivity with consideration to the integrity and Heritage of Wyong Town Centre.

On behalf of the Wyong Regional Chamber of Commerce I would welcome the opportunity to present our response in person to the representatives of Evans and Peck.

Please do not hesitate to contact the Chamber office for further details.

Kind regards

Sandra Kerr  
President  
Email: [president@wyongchamber.com.au](mailto:president@wyongchamber.com.au)  
Mobile: 0407 795 557

# **WYONG REGIONAL CHAMBER of COMMERCE Inc &**

## **WYONG WARRIORS Pty Ltd**

### **JOINT MEDIA RELEASE**

**19 November 2012**

#### **Chamber and Warriors back Residents**

After review of the recently announced draft report completed by Evans & Peck, The Wyong Regional Chamber of Commerce and the Wyong Warriors lobby group remain united to voice their opposition to the preferred RMS "Widening" Option to push a four lane highway through the centre of Wyong. In addition, the East Bypass option and the Western Bypass option is also not an option that either group would support. Both groups will request that these two options are withdrawn from any further discussions.

In a joint statement signed by the President of the Chamber, Ms Sandra Kerr and representative of the Wyong Warriors, Mr Jim Cowden, the groups have stated:

Whilst both parties welcome the draft report facilitated by NSW Roads Minister Mr Duncan Gay and the Member for Wyong Darren Webber it is our hope that through this continued process the RMS will be able to improve on the current plans and provide a solution better suited to the needs of business operators and motorists.

We welcome all initiatives to improve traffic flow in and around Wyong. Key priorities should include Car Parking with the town centre, Vehicle and Pedestrian access/connectivity with consideration to the Integrity and Heritage of Wyong Town Centre.

-----end-----

Editors Contacts:

Wyong Regional Chamber of Commerce – President Sandra Kerr - 0407 795 557

Wyong Warriors Representative - Mr Jim Cowden – 0418 688 151

**From:** [Toni Terri](#)  
**To:** [wyongplanningstudy@evanspeck.com](#)  
**Cc:** [the\\_beerbaron@inet.net.au](#); [sheba101@iprimus.com.au](#); [the.deacons@bigpond.com](#);  
[timardi@aapt.net.au](#); [toniterry@dodo.com.au](#); [stocky2011@hotmail.com](#); [sutts@hotmail.com](#)  
**Subject:** RTA - Wyong NSW, Pacific Highway - Eastern Bypass Option.  
**Date:** Wednesday, 14 November 2012 11:25:51 PM

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**"To the Minister  
Roads & Maritime Services C/- Evans & Peck**

The Eastern Bypass option needs to be removed off the table for good.

My Name is Terry Kirk, I am 49 years of age and I have lived on the route of the Eastern option for over twenty five years, and can't believe I need to defend our Town and our way of life, yet again.

In 2006, the residents of Wyong, including myself, attended meetings held with the RTA (RMS) and Wyong Council, to raise all issues relating to the upgrade of the Pacific Highway through Wyong. After many months of studies by the RTA (RMS), several options were offered. The options were quite varied to allow a sensible answer to be reached.

The Western option was quickly ruled out due to its price tag. The Eastern Bypass was also quickly dismissed due to the personal cost to the residents, the stagnation of Wyong to develop, the segmentation of the township into three parts and the list goes on. The RTA (RMS) were very clear that they saw the best option was to upgrade the Pacific Highway straight through the Town. Leaving the only issue of, which of the four options through town was the most suitable and price affective in the long term. At this point, any bypass option should have died the natural death it deserved.

Alas, whilst the rest of the residents of Wyong were getting on with their lives, a few squeaky wheels that would be effected during the construction phases, have been squeaking loudly and using whatever influence they could gain, including that of an ex-mayor, to try and change what was once set. This same group pushed very hard to get the tunnel option which they believed would be personally beneficial to themselves, so therefore happy to have the road built through town. When this option was not looking viable, they turned there view around, to making it somebody else's problem.

The RTA (RMS) was right the first time back in 2006.  
A bypass would turn Wyong into a ghost town.

The only way that Wyong can properly develop is for the main route to be straight through town. In the end, the shop keepers/ businesses will also be the winners. The businesses that line Tuggerah Straight, on the southern entrance to Wyong, are in prime positions, now that this section of road has been developed into a modern four lane Highway, as part of the Pacific Highway upgrade.

You don't destroy a community to build a town, you build the town around the Community.

Terry Kirk.  
Rockleigh Street  
Wyong, NSW

**JOHN LUSTED** O.A.M.

---

P.O. Box 249  
WYONG 2259

16<sup>th</sup> November, 2012

Wyang Planning Study  
Evans & Peck  
Level 6, Tower 2,  
475 Victoria Avenue  
CHATSWOOD N.S.W. 2067

To the Minister  
Roads & Maritime Services  
C/- Evans & Peck

The development of an Eastern Corridor bypassing the township of Wyong is opposed and rejected by myself, family, and a great number of residents who reside in the area under consideration.

The main road through Wyong township should remain where it is.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'John Lusted', with a large loop at the end.

JOHN LUSTED O.A.M.

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**From:** Jimmy McCaig <jv.mccaig@bigpond.com>  
**Sent:** Monday, 19 November 2012 8:06 PM  
**To:** wyongplanningstudy@evanspeck.com  
**Subject:** Wyong 4 Lane Carriageway

205 Pollock Ave  
Wyong Nth  
NSW 2259

Wyong Planning Study  
Evans & Peck  
Level 6, Tower 2, 475 Victoria Avenue  
Chatswood NSW 2067

*We wish to declare our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect our lifestyle/s and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

*Jimmy McCaig*  
*Sharon M. Caig*  
*Indella together*

19/11/2012

james mccaig  
[jv.mccaig@bigpond.com](mailto:jv.mccaig@bigpond.com)  
kindest regards



RCB/R Burch  
F2004/08230  
D03180089, D03184467  
6 December 2012

Project Manager  
Wyong Planning Study  
Level 6, Tower2, 475 Victoria Avenue  
Chatswood NSW 2067

Dear Sir,

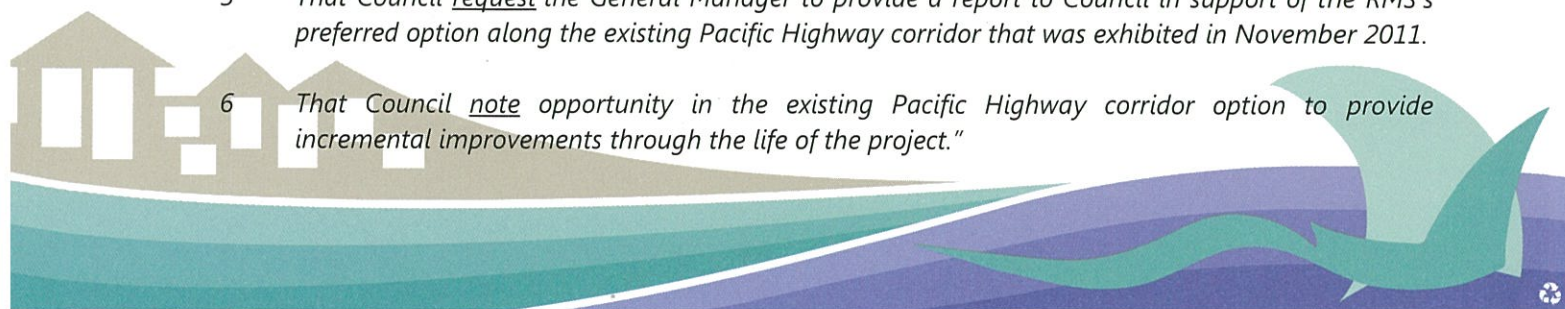
**Pacific Highway, Wyong – Evans & Peck Independent Evaluation of Upgrade Options**

I refer to the Evans & Peck Independent Evaluation of Upgrade Options which was placed on exhibition in October 2012. As you are aware, Council has received an extension to 7 December 2012 to submit comments on the Review.

The Councillors thank you for the briefing held on 31 October, by staff from your company on the results from the Independent study.

At the Council meeting held on 24 October 2012, Council received a Notice of Motion from Councillors Best, Eaton and Webster. At that meeting Council *RESOLVED unanimously on the Notice of Motion from Councillor BEST and seconded by Councillor WEBSTER, the following:*

- 1 *That Council recognise the importance of delivering the Pacific Highway upgrade through Wyong, linking up with the new Tuggerah Straight works as this is an economically vital road corridor providing business and job opportunities.*
- 2 *That Council recognise that having regard to the State Government annual budgetary processes, the need to now facilitate its agreeance/concurrence on this road upgrade to meet the new budgetary cycle.*
- 3 *That Council give certainty to the hundreds of residents that live with the real prospect of the Pacific Highway upgrade bypass being funnelled through their residential streets, resulting in major loss of amenity, safety and property values/forced resumptions.*
- 4 *That Council formally give the RMS its support and concurrence for the through town Pacific Highway upgrade favouring the maximum parking option to assist local businesses and finally get this road started.*
- 5 *That Council request the General Manager to provide a report to Council in support of the RMS's preferred option along the existing Pacific Highway corridor that was exhibited in November 2011.*
- 6 *That Council note opportunity in the existing Pacific Highway corridor option to provide incremental improvements through the life of the project."*



As identified in Item 4 of the Council Resolution, Council formally supports the Roads and Maritime Services' (RMS's) preferred option along the existing Pacific Highway corridor that was exhibited in November 2011, favouring the maximum parking option. This therefore refers to Option 2 for the Church Street intersection, as it provides the maximum parking opportunities. The results of the Independent study do not change this.

In regards to Item 5 of the Resolution, a full report was submitted to Council on 28 November 2012. At that meeting, Council *RESOLVED unanimously on the Notice of Motion from Councillor BEST and seconded by Councillor NAYNA:*

533/12 That Council receive the report on Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services.

534/12 That Council reaffirm its previous resolution, of the 24 October 2012, supporting the Roads and Maritime Service's (RMS) preferred option through the town.

A copy of the Council Report is attached. You will note that the report contains a number of comments/concerns Council has with the current RMS "Preferred Option". Council requests that Evans & Peck take these comments and concerns into account when finalising its report to the Minister.

In supporting the RMS proposal for upgrading the Pacific Highway along its existing alignment, Council considered the opportunities available for incremental improvements to traffic flows being achieved. Given the current level of congestion along the Highway any improvements to the current situation would be appreciated by Council and the general public.

If you have any enquiries, please contact Council's Principal Transport Engineer, Mr Bob Burch (Phone 4350 5455 or email [Bob.Burch@wyong.nsw.gov.au](mailto:Bob.Burch@wyong.nsw.gov.au)).

Yours faithfully,



Greg McDonald

**DIRECTOR INFRASTRUCTURE MANAGEMENT**



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

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TRIM REFERENCE: F2004/08230 - D03179359

MANAGER: Robert Fulcher, Manager Asset Management

AUTHOR: Bob Burch, Principal Transportation Engineer

#### SUMMARY

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

#### RECOMMENDATION

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

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

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

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

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

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

## **BACKGROUND**

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

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

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

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

## **HISTORY**

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



## **CURRENT PROPOSAL**

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

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

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

Features and benefits of the exhibited 2011 Preferred Option include;

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

## **Church Street Options**

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

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

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

**Car Parking**

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

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

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

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

**COUNCILLORS COMMENTS FROM 23 NOVEMBER 2011 BRIEFING**

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

**MEETING WITH LOCAL MEMBER FOR WYONG - 16 DECEMBER 2011**

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



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

Matters arising from the meeting included:

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

#### **COMMENTS FROM COUNCIL MANAGERS WORKSHOP 19 DECEMBER 2011.**

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

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



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

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

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

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

#### **INDEPENDENT EVALUATION OF UPGRADE OPTIONS REPORT OCTOBER 2012**

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



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

In summary, the Evans & Peck report identified:

Cost:

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

Other Comments in the Report:

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

E&P recommendations:

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

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

#### **OTHER CONSULTATIONS/SURVEYS**

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

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

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

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

The results of the questionnaire were as follows:

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

#### **Survey carried out by Wyong Regional Chamber of Commerce**

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

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



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

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

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

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

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

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

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

**FINANCIAL IMPACT ON COUNCIL**

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

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

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

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

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

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

## **CONCLUSION**

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

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

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

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

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



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

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

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

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

**ATTACHMENTS**

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

**From:** [McDonald, Steven](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Cc:** [Burch, Bob](#)  
**Subject:** Wyong Shire comments on Independent Review Of Pacific Highway options through Wyong Township  
**Date:** Monday, 10 December 2012 1:08:45 PM  
**Attachments:** [12-12-06 - Response to Independent Review.doc](#)  
[img-Z10120432.pdf](#)

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Please find attached a copy of Council's submission on the Independent Review Of Pacific Highway options through Wyong Township, and report to Council of 28 November 2012.

Originals were sent by mail on 5 December 2012

Regards

**Steven McDonald**

Transportation Engineer

Transport Planning

***Wyong Shire Council***

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RCB/R Burch  
F2004/08230  
D03180089, D03184467  
6 December 2012

Project Manager  
Wyong Planning Study  
Level 6, Tower2, 475 Victoria Avenue  
Chatswood NSW 2067

Dear Sir,

**Pacific Highway, Wyong – Evans & Peck Independent Evaluation of Upgrade Options**

I refer to the Evans & Peck Independent Evaluation of Upgrade Options which was placed on exhibition in October 2012. As you are aware, Council has received an extension to 7 December 2012 to submit comments on the Review.

The Councillors thank you for the briefing held on 31 October, by staff from your company on the results from the Independent study.

At the Council meeting held on 24 October 2012, Council received a Notice of Motion from Councillors Best, Eaton and Webster. At that meeting Council *RESOLVED unanimously on the Notice of Motion from Councillor BEST and seconded by Councillor WEBSTER, the following:*

- 1 *That Council recognise the importance of delivering the Pacific Highway upgrade through Wyong, linking up with the new Tuggerah Straight works as this is an economically vital road corridor providing business and job opportunities.*
- 2 *That Council recognise that having regard to the State Government annual budgetary processes, the need to now facilitate its agreeance/concurrence on this road upgrade to meet the new budgetary cycle.*
- 3 *That Council give certainty to the hundreds of residents that live with the real prospect of the Pacific Highway upgrade bypass being funnelled through their residential streets, resulting in major loss of amenity, safety and property values/forced resumptions.*
- 4 *That Council formally give the RMS its support and concurrence for the through town Pacific Highway upgrade favouring the maximum parking option to assist local businesses and finally get this road started.*
- 5 *That Council request the General Manager to provide a report to Council in support of the RMS's preferred option along the existing Pacific Highway corridor that was exhibited in November 2011.*
- 6 *That Council note opportunity in the existing Pacific Highway corridor option to provide incremental improvements through the life of the project."*



As identified in Item 4 of the Council Resolution, Council formally supports the Roads and Maritime Services' (RMS's) preferred option along the existing Pacific Highway corridor that was exhibited in November 2011, favouring the maximum parking option. This therefore refers to Option 2 for the Church Street intersection, as it provides the maximum parking opportunities. The results of the Independent study do not change this.

In regards to Item 5 of the Resolution, a full report was submitted to Council on 28 November 2012. At that meeting, Council *RESOLVED unanimously on the Notice of Motion from Councillor BEST and seconded by Councillor NAYNA:*

*533/12 That Council receive the report on Upgrading of the Pacific Highway through the Wyong Township by the Roads and Maritime Services.*

*534/12 That Council reaffirm its previous resolution, of the 24 October 2012, supporting the Roads and Maritime Service's (RMS) preferred option through the town.*

A copy of the Council Report is attached. You will note that the report contains a number of comments/concerns Council has with the current RMS "Preferred Option". Council requests that Evans & Peck take these comments and concerns into account when finalising its report to the Minister.

In supporting the RMS proposal for upgrading the Pacific Highway along its existing alignment, Council considered the opportunities available for incremental improvements to traffic flows being achieved. Given the current level of congestion along the Highway any improvements to the current situation would be appreciated by Council and the general public.

If you have any enquiries, please contact Council's Principal Transport Engineer, Mr Bob Burch (Phone 4350 5455 or email [Bob.Burch@wyong.nsw.gov.au](mailto:Bob.Burch@wyong.nsw.gov.au)).

Yours faithfully;

Greg McDonald  
**DIRECTOR INFRASTRUCTURE MANAGEMENT**

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

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TRIM REFERENCE: F2004/08230 - D03179359

MANAGER: Robert Fulcher, Manager Asset Management

AUTHOR: Bob Burch, Principal Transportation Engineer

#### SUMMARY

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

#### RECOMMENDATION

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

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

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

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

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

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

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

#### BACKGROUND

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

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

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

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

#### HISTORY

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

## CURRENT PROPOSAL

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

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

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

Features and benefits of the exhibited 2011 Preferred Option include;

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

## Church Street Options

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

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

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

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

#### Car Parking

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

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

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

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

#### COUNCILLORS COMMENTS FROM 23 NOVEMBER 2011 BRIEFING

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

#### MEETING WITH LOCAL MEMBER FOR WYONG - 16 DECEMBER 2011

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

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

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

Matters arising from the meeting included:

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

#### COMMENTS FROM COUNCIL MANAGERS WORKSHOP 19 DECEMBER 2011.

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

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

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

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

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

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

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

#### **INDEPENDENT EVALUATION OF UPGRADE OPTIONS REPORT OCTOBER 2012**

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

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

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

In summary, the Evans & Peck report identified:

#### Cost:

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

#### Other Comments in the Report:

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

#### E&P recommendations:

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



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

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

#### OTHER CONSULTATIONS/SURVEYS

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

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

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

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

The results of the questionnaire were as follows:

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

#### Survey carried out by Wyong Regional Chamber of Commerce

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

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

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

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

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

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

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

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

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

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

#### **FINANCIAL IMPACT ON COUNCIL**

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

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

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

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

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

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

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

### CONCLUSION

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

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

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

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

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

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

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

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

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

**ATTACHMENTS**

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

**From:** [Ian McKenzie](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Pacific Highway, Wyong  
**Date:** Wednesday, 14 November 2012 11:03:05 AM

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To  
The Minister Roads & Maritime Services

C/-  
Evans & Peck

We wish to declare our opposition to the development of an Eastern Corridor Bypass option around the town of Wyong.

Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect our lifestyle/s and property values; and in many instances, the ongoing freedom and health of both the families and the pensioners and elderly people who have made their home in this area.

Cognisance should also be taken of the fact that the Eastern Corridor option would pass by or near two schools, putting our children at greater risk from the increased traffic along the corridor. Any 40 km/h school zones and managed school crossings along the route would be counter to the objective of a smoother traffic flow through the corridor.

We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Reportedly, some businesses in Wyong town centre have objected to the Central Corridor. Yet, the RMS' (ex RTA) own assessment of the town centre through route describes a minimal influence on trade (about 3.5%) even during construction of the road and growth of trade once the road is completed. The businesses may even experience a boost in trade from the road construction crews. So, the objections of business owners/operators fronting onto the Pacific Highway through Wyong town centre should not prevent the more logical Central Corridor option being adopted.

Yours faithfully

Ian and Sheelagh McKenzie  
Residents of Kooindah Waters

Email: [ian@sheelaghmckenzie.com](mailto:ian@sheelaghmckenzie.com)

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**From:** [Greg & Joan Miers](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong Planning Study  
**Date:** Tuesday, 13 November 2012 6:14:30 PM

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The Minister  
Roads & Maritime Services  
C/- Evans & Peck

Dear Sir,

My wife and I have been residents in the eastern side of Wyong for more than 30 years.

We write to express our **opposition** to any proposal for **an Eastern Corridor bypass** through Wyong for the following reasons:

- it will divide the community further as the Pacific Highway will also still exist,
- the proposed route passes through important wetlands and will require extensive and expensive environmental studies and potential impacts on native habitat,
- many people will suffer a disconnect from public transport and shopping hubs,
- residents from as far away as Tacoma, Rocky Point, Tuggerawong and beyond will also be affected,
- it is probable that people driving from the eastern side of Wyong would join the bypass and travel to Westfield thus impacting the businesses in the Wyong shopping precinct,
- residents will be subject to increased traffic noise,
- property values will decrease,
- many properties, wholly or in part, will need to be sold.

On the other hand we would **support** the upgrading of the **existing Pacific Highway** to a four lane carriageway through the town centre for the following reasons:

- the road reserve already exists,
- there will be no more division than what already exists,
- there will be minimal need to purchase properties,
- in time there will be a natural link with the proposed Link Road from Sparkes Road to the roundabout at Wattanobbi. This would have considerable advantage for access to the F3 for traffic travelling to and from the Wyong township,
- our elected representatives on Wyong Council on the 5<sup>th</sup> November 2012 unanimously supported the upgrade of the existing Pacific Highway,
- for those businesses that are concerned about the loss of trade, I thought businesses sought and paid higher rents to have main road exposure.

Thank you for considering our submission.

Regards,

Greg & Joan Miers  
36 Boyce Ave  
WYONG

**From:** [Barbara O'Brien](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Eastern By-Pass - Wyong  
**Date:** Monday, 12 November 2012 1:00:35 PM

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In regards to the proposed Eastern By-Pass for Wyong, I find this totally unacceptable for the following reasons:

Destruction of at least 80 homes and having a 4 lane highway in this area would destroy flora and fauna, the Wetlands and not to mention our peaceful and quiet community. With the prospect of having at least 11,000 vehicles going past our front door every day, this also would create noise and air pollution.

St. Cecilia's Catholic Primary School is also situated in this area on Panonia Road. Think of all the children it would affect with the noise and pollution!!

Wyong Bowling Club. which is the oldest bowling club on the Central Coast is also on Panonia Road (next to the school) and if part of this was to be destroyed it would affect the community as well, as our community is mainly retirees and most of them are patrons of the club and play bowls there.

The shopkeepers would lose all the passing trade and Wyong would become like a ghost town like many other towns have with main roads by-passing the town!

The Pacific Highway through Wyong would still need to be upgraded in the near future and this would fall back onto Wyong Council and the ratepayers because the RMS would have already paid for the Eastern By-Pass of Wyong.

Therefore, I can't understand why the Eastern By-Pass is even on the table when the most logical solution is to go through the centre of Wyong town. I understand that part of the car park for Wyong station would need to be taken, but we need a multi level car park for the station anyway and this could be something that is looked into by Council for the near future.

Destroying homes, schools, peaceful communities etc should not even be considered when you have a solution of going through the town staring you right in the face!!!!!!!

Thank you,

Barbara O'Brien.



Level 6, Tower 2, 475 Victoria Avenue  
Chatswood NSW 2067"

The preferred option being suggested to bypass Wyong Town Centre is via Pollock Ave will displace 250 – 300 people of some 80 plus families without determining what other disturbance, alienation to neighbours families and create physical barriers between the community by the road works, which will include underpass tunnels for safe crossing that would also be flood prone thus requiring a number of over head bridges for pedestrians cyclists etc to transgress the four lane highway

The study did not address the disturbance to St Cecilia school nor other community facilities such as the river front for recreational boating, fishing picnicking or any other community activities that is enjoyed within this affected area

With such a diversion the vehicles diverted to a roundabout at the Johns rd region where there is only single lane distribution would compound traffic congestion into the future and not link with a cohesive road network that I envisage would occur if the highway remained through the township of Wyong, as the plan I understand exists is that the road would continue passed the Wyong Golf Club roundabout North along the railway line on the Western side linking with Sparks rd that has had extensive road works to accommodate the development of the region and that the Warnervale town Centre is planned for commencement next year that will beg for the two areas to linked by a four lane road

While you get the argument from the shop owners of Wyong they want another bypass how many can it survive there are many examples of towns dying when I bypass has occurred while there are some that have that is by natural geographic's of the area and population / housing close by to sustain the impact of less customers Wyong does not have this reliance

Form the suggested plans the roadway would go through our Tennis court majority of the house, stables, shed, post and rail fencing rendering the property useless it could not be redevelop in any way of giving us what we have enjoyed for 30 years

And the adjoining acreage we own that has residential development potential with consolidation of our acreage would be extinguished causing us a substantial financial loss, if we were to be disturbed to find and replicate what we have in terms of facilities proximity to my business and eliminate financial loss would be substantially more than you have suggested in the budget for compensation by 3 maybe 4 times

There are elements of flora and fauna issues that have been highlighted by Wyong Council when they have done road works on Pollock Ave , the development by Kooinda Waters Golf Resort they also raised many issues when I requested cleaning of debris etc from Zairds drain that accommodates the water flow from our property and immediate community then between the Hopetown school and Kooinda Waters as major environmental problems this no doubt would also impact on many other location within the proposed bypass corridor

The viability of the Pollock Ave proposal has many shortfalls financially , community displacement in mass numbers ,life style disturbance and not seem to integrate fluently with good future Town Planning

Yours faithfully



Neil & Vicki Oven

170 Pollock Ave

Wyong

2259

[neil.oven@elnford.com.au](mailto:neil.oven@elnford.com.au)



A.B.N. 54 497 370 529

Phone: (02) 4350 4333

Fax: (02) 4350 4335

136 Pacific Highway,  
Tuggerah. 2259

P.O. Box 636,  
Wyong. 2259

Wyong Planning Study

30/11/12

Evans & Peck

Level 6 Tower 2 476 Victoria Avenue

Chatswood NSW 2067

Re Planned Bypass of Wyong Township

The affect of a bypass has an impact on the businesses North and South of the Wyong Town Centre As it is now there is the initial bypass of the F3 then there is Sparks Rd not officially a bypass but has the same affect of a bypass as many residence from the North and East of Sparks Rd avoid the Wyong centre and as a result avoid passing the Businesses of North Wyong near the Golf Club and south of the town Tuggerah Precinct so the preferred Pollock Ave bypass would impact on the North Wyong Businesses there would also be an impact in Tuggerah as people would avoid the extra turmoil of traffic deviation and limit the repetitive exposure of our Businesses to passing traffic This is borne out by the absence of customers at the same level we enjoyed prior to the F3 opening from the Southern areas of Tuggerah as our clientele volumes have suffered , any more would be devastation .

Employment can be a victim also as this business had 43 employee's in the past now 31 and the same for other Businesses over this time

I have operated at Tuggerah for 33 years and have experienced all this first hand

There is a plan by Wyong Council and I believe in concert with RMS for the road (Pacific Highway ) to be linked with Sparks Road via the Western side of the Railway line from the Golf Club this would assist in long term viability of all the Businesses in the area not to satisfy a few short sighted operators in Wyong Town Centre

So the need for the Town Centre Pacific highway upgrade is important to a large section of the community in spite of a few who are unable to see past their desks

This area has a lot of growth potential but can be curtailed if the wrong decisions are made

Bypassing Wyong Town Centre

Yours faithfully

Neil Oven

Managing Director

" ON THE COAST, FOR THE COAST "

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30/11/12

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So the need for the Town Centre Pacific highway upgrade is important to a large section of the community in spite of a few who are unable to see past their desks

This area has a lot of growth potential but can be curtailed if the wrong decisions are made  
Bypassing Wyong Town Centre

Yours faithfully

Neil Oven  
Managing Director



**From:** [Andrew Portelli](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Objection to Eastern Corridor Bypass  
**Date:** Monday, 19 November 2012 11:27:04 PM

---

"To the Minister Roads & Maritime Services  
C/- Evans & Peck

We wish to declare our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. A development such as this would greatly disadvantage our community (Wyong would be split into three sections); it will destroy valuable wetlands and native habitat (a lot of time and effort has been spent by our Landcare group to beautify the Wetlands between Rockleigh and Marathon Street); and affect the freedom and health of both the families and elderly people who have made their home in this area. We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

Andrew & Patrice Portelli  
19 Rockleigh Street Wyong NSW 2259

**From:** [REDDY Jai R](#)  
**To:** [Michael Moore](#); [Kevin Hays](#); [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Cc:** [WEYMER Glenn W](#); [LECKIE Craig W](#)  
**Subject:** RMS Submission to Independent Evaluation  
**Date:** Thursday, 29 November 2012 3:26:02 PM  
**Attachments:** [RMS Submission to Independent Evaluation.pdf](#)

---

Hi Michael and Kevin,

Please find attached the RMS submission to the Evans & Peck, Pacific Highway at Wyong, Independent Evaluation of Upgrade Options.

We appreciate the professionalism with which Evans & Peck has undertaken the evaluation. We have found no major deficiencies within the report. Any comments we have made are based on our professional opinion or relate to the interpretation of the Terms of Reference.

Please let me know if you require any clarification with regards to the comments.

Regards,

**Jai Reddy**

Project Development Manager  
Central Coast Services Hunter | Hunter Region  
T 02 4379 7008 M 0411 128 767  
E [Jai.Reddy@rms.nsw.gov.au](mailto:Jai.Reddy@rms.nsw.gov.au)  
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Roads and Maritime Services  
29-37 George St Woy Woy NSW 2256



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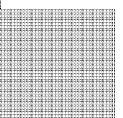
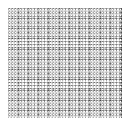
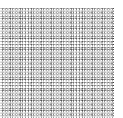
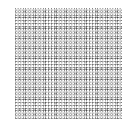
**Transport**  
Roads & Maritime  
Services

# ROADS AND MARITIME SERVICES SUBMISSION

Pacific Highway at Wyong

Submission to the Independent Evaluation  
of Upgrade Options (dated 24 October 2012)

NOVEMBER 2012



## Introduction

The methodology, and implementation of that methodology, which Evans & Peck have utilised for the independent evaluation has been scrutinised. Overall it is considered that a thorough and methodical analysis of the planning study has been undertaken. Comments on the findings of the review have been made in subsequent sections of this submission. Any remarks are purely based on the opinion of the Roads and Maritime Services (RMS) planning study team or relate to the interpretation of the Terms of Reference. No substantial deficiencies have been found in the carrying out of the review.

Technically, Evans & Peck have completed the review using appropriately qualified people in suitable roles within their team while major tasks have been undertaken in logical order.

## Estimate Comparison

- Strategic investigations are undertaken at early stages of the planning for infrastructure proposals. These investigations are undertaken to a level to give sufficient information to base decisions, but not to a level where details of any option are fully investigated (as would be the case once concept design commences). As options are progressed more detail is added. As a result, the designs displayed in 2006, 2008 and 2011, and their corresponding estimates were at varying stages of development and accuracy. As the designs and investigations were progressed, that is, from 2006 through to 2011, a more refined understanding of the proposal was gleaned and this refined understanding led to more detailed estimates. This is not acknowledged by Evans & Peck in their review.
- It is acknowledged that, with one exception, all cost estimates produced from 2004 – 2011 for the planning study have been validated by the Evans & Peck independent evaluation to be within 10% of the originally determined estimates.
- It is acknowledged that the 2008 Split Level Carriageway option estimate had errors that led to an under estimation of costs for that option.
- It is acknowledged that the overall estimate order of magnitude of the options produced by Evans & Peck is similar to that produced by RMS / RTA in 2006, 2008 and 2011.
- Although there is overall agreement with the Evans & Peck estimates it is considered that the contingency provided within each of their estimates is low given the level of detail of respective drawings. The designs provided for the eastern and western bypasses are at a strategic stage of development with many unknowns. RMS considers it prudent to include greater levels of contingency at this early stage to account for the yet to be determined proposal detail.
- The assumption by Evans & Peck that the Wyong River bridge (formerly the railway bridge) would be demolished and replaced in all through town options is likely to be incorrect. At this stage of investigation it is seen that the existing bridge can be utilised in the new design.
- Evans & Peck have stated that ‘the cost estimates do not include allowance for loss of business, retail trade or the commercial value of any business affected by the proposal’. These elements of cost are generally not included within Roads and Maritime Services estimates as per the cost estimating manual.

## 2006 Corridor Analysis

- It is confirmed that traffic modelling for the Eastern Bypass has not been updated since 2005. However, Evans & Peck do not make reference to the four (4) origin / destination traffic surveys that been undertaken over a period of 10 years being 2002, 2007, 2010, and 2011. These surveys give a thorough understanding of the volumes of vehicles travelling around the network and the desire lines for these volumes. From this analysis, a thorough understanding of how many vehicles could utilise an Eastern Bypass has been established.
- Evans & Peck have stated that the Eastern Bypass may not have a ‘Low impact on traffic during construction’ as was stated in the 2006 RTA Options Study material. It is acknowledged that this statement may not have been clearly described. The wording of this statement within the 2006 study



could be interpreted in several ways. The intention was that this 'low' level of impact was relative to the other two corridors.

- Evans & Peck have stated that they do not agree that a disadvantage of the Central Corridor is the 'Potential impacts on the connection between the commercial area and the railway station.' It is considered that there are reasonable impacts and this Evans & Peck point is not agreed with. A roadway with two trafficable lanes in each direction is generally considered harder to cross than a roadway with one trafficable lane in each direction.

## **2008 Through Town Qualitative Analysis**

- It appears that overall, Evans & Peck have confirmed 'strongly' the reasoning of the Qualitative Analysis displayed in 2008.
- Evans & Peck have determined that the assessment of the Heritage component of the analysis was incorrect. This point by Evans & Peck is not agreed with. The impact of the options as displayed in 2008, was accurately represented in Table 15 within the 2008 RTA Pacific Highway Wyong, Options Study Report. This assessment was based on the strategic nature of the drawings at the time and the assertions were considered appropriate. Some options clearly show that the entire / partial removal of the Warner Shops and Station Masters Cottage is required whereas others do not.

## **Road User Benefit-Cost analysis**

- Evans & Peck have asserted that 'the data and information to support the analysis is incomplete' and 'the key assumptions are not defined'. This point is disagreed with. All information utilised to calculate the Benefit Cost Ratio (BCR), in accordance with standard operating procedure, have been provided to Evans & Peck. RMS believes that the ability for Evans & Peck to analyse the BCR produced was not inhibited.
- Evans & Peck have stated that 'Time Streams of Costs and Benefits' information was not provided. The provision of a time stream of costs is considered irrelevant as only a year of opening and an overall proposal cost is required. A time stream of benefits is what is being calculated. Information required can be calculated simply from first principles. It is considered that this did not need to be provided particularly if the evaluation was to be fully independent.
- It was stated in the Evans & Peck report that the traffic data that the BCR analysis was based on has not been provided. Traffic data for the review was provided to Evans & Peck on 20/08/2012 via email after a written request was received by RMS.
- It is acknowledged that Evans & Peck have generally confirmed that the results of the BCR analysis for the Widened Carriageway option – between 6.7 and 20 are favourable. From this the Widened Carriageway option does provide significant benefits for the community and can be considered value for money.

## **Recommendations and Actions**

Several recommendations have been made for RMS follow up in the Independent Review report. These are addressed via proposed actions in the table below. RMS is not able to commit to complete these actions until final recommendations have been made and accepted by the Minister for Roads and Ports.

It is advised that many of these actions, due to their involved nature, will take some time to complete. In the interest of providing information to the planning study, these items will be expedited as far as practical.

Evans & Peck recommendations arising from the Independent Evaluation	Proposed Roads and Maritime Services actions
<b>From Section 1.6, 5.4.2 and 6.4 of the Report</b>	
<p>Regarding the Warner Shops and Station Masters Cottage:</p> <p><i>Any proposal that retains these buildings in their current position should be confirmed with rigorous design assessment and road safety audit</i></p> <p><i>Internal approval to implement any non-conforming road geometry for the RMS preferred option adjacent to or near the heritage buildings, is recommended before any further analysis of traffic models or cost estimating is progressed</i></p> <p><i>Evans &amp; Peck recommend further investigation, based on site inspection, survey, road safety audit and structural assessment, be undertaken as a basis for ongoing evaluation of options</i></p>	<p>RMS regularly undertakes safety audits as standard procedure on designs. A Road Safety Audit has been undertaken on the November 2011 proposal affecting these heritage buildings.</p> <p>Noted, this is standard procedure.</p> <p>Noted, this is standard procedure.</p>
<b>From Section 1.8 of the Report</b>	
<p><i>Further investigation is undertaken to refine the scope and validate the feasibility of the concept designs, in particular the concept design for the Eastern Corridor</i></p>	<p>Further road design work can be undertaken to refine the strategic design for an Eastern Corridor alignment with a view to further assessing its feasibility</p>
<p><i>Further investigation is undertaken to update the traffic models that predict the distribution and volumes of traffic</i></p>	<p>This was last undertaken in 2012 with the results confirming 4 previous studies.</p>
<p><i>Further investigation is undertaken to validate the impact on property and cost of acquisition, in particular for the Eastern Corridor, as this is a significant contributor to total project cost</i></p>	<p>Roads and Maritime Services' Property Services Section can review the acquisition required for an Eastern Bypass option and provide an estimate of the costs required.</p>
<p><i>Further investigation is undertaken to validate the extent of environmental impacts associated with the proposals, in particular the Eastern Corridor</i></p>	<p>An environmental consultant can be engaged to validate the environmental constraints associated with the Central and Eastern Corridors.</p>

<i>Upon validation of the scope and predicted traffic, update the detailed estimates to confirm the lowest cost outcome from the corridor selection study</i>	Noted.
<i>Prepare a Project Appraisal Report comparing the road user benefits and costs for the preferred option(s)</i>	The analysis of the options will comply with the Roads and Maritime Services Economic Analysis Manual.
<i>Complete a comprehensive risk analysis and quantitative risk assessment of the preferred option</i>	Risk assessments will be undertaken as the preferred option is developed as per standard RMS procedure.
<b>From Section 5.6 and 7.4 of the Report</b>	
<i>Clearly define the project limits for all options consistent with the objectives listed in the Options Study October 2006, or alternatively update the project objectives in accordance with revised constraints</i>	<p>The objectives of the project will be reviewed.</p> <p>The option displayed for the existing highway alignment widening in November 2011 was intended to be the first stage of a larger upgrade of the Pacific Highway between Johnson Road and the Johns Road / Pollock Avenue intersections.</p>
<i>Ensure the project and alternative options are feasible and set clearly against the project objectives</i>	As above.
<i>For the purpose of the Road User Benefit analysis clarify whether a through town alternative such as the widened carriageway option, is a stand-alone project or part of a series of jobs in a link or corridor</i>	<p>For the purpose of a meaningful Road User Benefit analysis the upgrade of the Pacific Highway through the town centre to the Johns Road / Pollock Avenue intersection is considered a series of discrete, stand alone stages with a separate Benefit Cost Ratio calculated for each stage.</p> <p>For the purposes of comparing an Eastern Bypass and the Widened Carriageway options the proposals in their entirety have been considered to be implemented as one project. The development and construction period for each option (and sections within the option) can only be estimated at a strategic level at this time and for this reason an attempt to generate a BCR for the entire length of the upgrade is not definitive but can be used as a high level comparison of project options.</p>
<i>Update the traffic models and traffic report to align with the preferred scope of feasible options and thereby improve the reliability of the Road User Benefit analysis</i>	<p>The traffic model can be updated.</p> <p>Results of this modelling can be utilised to calculate a BCR.</p>

<p><i>When the project limits are clarified and feasible project alternatives are developed, the estimates be updated from Strategic to Concept and used in economic analysis to compare alternatives and to assist with decisions to fund this project in relation to others.</i></p>	<p>Further road design work can be undertaken to refine the concept design for an Eastern Corridor and Widened Carriageway alignment.</p> <p>Results of this work can be utilised to calculate a BCR for the options.</p>
<p><i>Reassess the Road User Benefits and report the analysis in the form of a completed Project Appraisal Report, in accordance with the Economic Analysis Manual requirements</i></p>	<p>The analysis of the options will comply with the Roads and Maritime Services Economics Analysis Manual.</p>

Carol & Cyril Reynolds  
26 Marathon Street  
Wyong NSW 2259

17 November 2012

To the Minister Roads & Maritime Services

C/- Evans & Peck

We wish to declare our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect our lifestyles and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.

We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

Carol Reynolds



Cyril Reynolds



**From:** [Cyril Reynolds](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Preferred option of widening the Pacific Highway through Wyong Township  
**Date:** Monday, 5 November 2012 3:44:07 PM

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As a resident of Marathon Street I am of the view that the residents of Wyong would benefit more by having the existing Pacific Highway widened along its present course. This is instead of creating a new highway going through built-up areas that are presently quiet suburbs, with the consequent destruction of homes and the possible devaluation in the value of the land along side the new highway. I am also led to believe that if such a new highway was to be constructed an additional burden would be imposed on the ratepayers of this Shire in regards to the maintenance of the defunct Pacific Highway, as I understand the now State Pacific Highway would revert to the local council on the new highway being opened. I also note that in respect to the Eastern option the highway would encroach somewhat on the wet lands that run alongside properties adjoining the Wyong Race Course, the Race Course and those wetlands that are between Marathon and Rockley Streets. Also keeping in mind that there is a Primary School, Bowling Club, Hopetown School and Golfing Resort alongside or near to the route of the Eastern Option. The Eastern Option does not in my mind open up the town rather it would form a barrier for those residents who live to the east of any new highway, lessening any trade or activity within the town by those residents.

Cyril Reynolds



# **“OUTRAGE”**

## **Pollock Avenue Highway By-Pass**

*To The Minister*

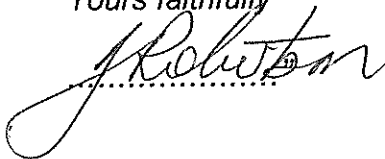
*Roads & Maritime  
Services*

*C/- Evans & Peck*

*I/We wish to declare my/our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect my/our lifestyle/s and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

A handwritten signature in black ink, appearing to read 'J. Robertson', written over a dotted line.

**From:** [lyellw@bigpond.net.au](mailto:lyellw@bigpond.net.au)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** re eastern option  
**Date:** Tuesday, 13 November 2012 4:32:09 PM

---

Hi I have read your costing submission with great interest .

Being a resident of marathon St I not these costing's seam higher then the through town option ,the wetlands area are potentially a large problem as they are a natural sump during heavy rains .The reserve in my street was originally donated to council by a private land holder under the understanding it be left for the people of wyong I am sure that did not include a four lane Hwy. The frog population in this area is very significant as well and I am sure you are aware of the potential for people to get exited over such creatures .In conclusion I have difficulty justifying causing massive heart ace to 80 odd families ,when the preferred option would upset about 2 businesses . lets hope commonsense prevails.

Cheers L R Seton-Wilkinson.

**From:** [Cate Smith](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong Bypass  
**Date:** Tuesday, 13 November 2012 4:13:33 PM

---

*To the Minister, Roads & Maritime Services*

*C/- Evans & Peck*

*I wish to declare my opposition to the development of an Eastern Corridor Bypass option through the town of Wyong.*

*Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarise the community; severely affect my lifestyle and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*It would also greatly increase traffic around the Baker Park area, an area that is already crowded when sporting events are being held.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

*Catherine Smith*

Catherine Smith  
43 Parry Parade  
Wyong NSW 2259  
0412 262 070  
[catie.smith@me.com](mailto:catie.smith@me.com)

**From:** [Robert Smith](#)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong Bypass  
**Date:** Tuesday, 13 November 2012 4:00:05 PM

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*To the Minister, Roads & Maritime Services*

*C/- Evans & Peck*

*I wish to declare my opposition to the development of an Eastern Corridor Bypass option through the town of Wyong.*

*Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarise the community; severely affect my lifestyle and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*It would also greatly increase traffic around the Baker Park area, an area that is already crowded when sporting events are being held.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

*Robert Smith*

Robert Smith  
[bob.smith@me.com](mailto:bob.smith@me.com)  
0402 852 193

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**From:** Robert Smith <bob.smith@me.com>  
**Sent:** Tuesday, 13 November 2012 4:05 PM  
**To:** wyongplanningstudy@evanspeck.com  
**Subject:** Wyong Bypass (signed)

*To the Minister, Roads & Maritime Services*

*C/- Evans & Peck*

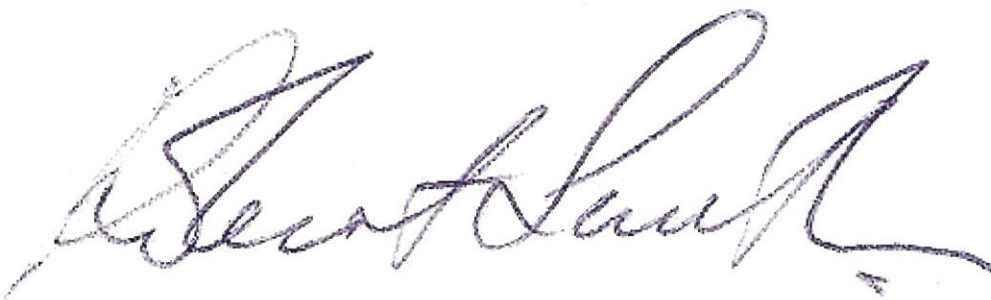
*I wish to declare my opposition to the development of an Eastern Corridor Bypass option through the town of Wyong.*

*Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarise the community; severely affect my lifestyle and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.*

*It would also greatly increase traffic around the Baker Park area, an area that is already crowded when sporting events are being held.*

*We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.*

*Yours faithfully*

A handwritten signature in dark ink, appearing to read 'Robert Smith', with a stylized, flowing script.

*Robert Smith*

Robert Smith  
[bob.smith@me.com](mailto:bob.smith@me.com)  
0402 852 193

19/11/2012

**Mr J Votano**  
41A Panonia Road  
Wyong 2259  
N.S.W.

To the Minister  
Roads & Maritime Services  
C/- Evans & Peck

Re: Pollock Avenue Highway By-Pass

I wish to declare my opposition to the development of an Eastern Corridor By-pass option through the town of Wyong. Such a development would greatly disadvantage our community, destroy valuable wetlands and native habitats, polarize the community, severely affect our lifestyles and our property values, and in many instances, the ongoing freedom and health of both the families, pensioners and elderly people who have spent many years building their lives and their home in this area.

We fully support the development of a four lane carriageway through the town centre, as it was unanimously supported by our elected Shire Council at their 5<sup>th</sup> November 2012 meeting.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'J. Votano', with a long horizontal stroke extending to the right.

John Votano



Wyong Planning Study  
Evans & Peck  
Level 6, Tower 2, 475 Victoria Avenue  
Chatswood NSW 2067

2 Boundary Drive  
Wyong NSW 2259

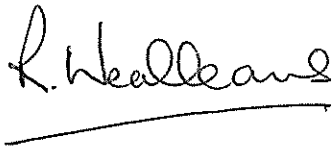
15 November 2012

My wife and I write this to declare our opposition to the proposed Eastern Corridor Bypass that would run up through Pollock Avenue past our residence. We have a pristine area here where the bush and native animal population reminds us of an oasis, comprising wetlands, native forest and some rain forest which if in Queensland would be protected against what is being proposed here.

We have built here to enjoy our retirement so this is possibly our last move and invested our life savings on this home, please leave it as it is!

Incidently we operated a local business on the Pacific Highway for several years and we always expected the highway to be widened to accomadate the growing population, look at the great highway we now have from Wyong to Tuggerah. Please put four lanes through town—and start asap.

Your faithfully

 . K. Wealleans .

Ray and Kathy Wealleans

**From:** [Wesolowski, Rene](mailto:Wesolowski.Rene@wyongplanningstudy.com)  
**To:** [wyongplanningstudy@evanspeck.com](mailto:wyongplanningstudy@evanspeck.com)  
**Subject:** Wyong Planning Study  
**Date:** Tuesday, 4 December 2012 5:27:52 PM

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Thank you for allowing me a late submission on my opinion on the Pacific Highway road widening.

I am owner occupier of 1/26 Hope Street Wyong for 5 years to date and work for Wyong Council, Engineering. I am a father two children 16 and 9 years of age and we all ride bicycles together on a regular basis. I and my children also catch the train regularly.

The RMS early this year or last sort public opinions on the Pacific Highway road widening. I submitted my views then as I would now as they are the same (Without looking at the current strategy plan) as follows:

### **1. CYCLEWAY**

I recall there was an option to relocate a structure or building to provide wider or more safer access to and along the cycleway to be carried through Wyong on the eastern side of the road. This may seem costly, however, I believe this would be a benefit for users now and into the future. If I remember correctly, this option would include a safety barrier between the road traffic and cyclists. I believe this is important for the purposes of keeping children veering off course unintentionally into traffic as this road is extremely busy in peak hour with occasional idiot driving too fast when there is less traffic on this road. Cyclist would feel safer and would be user/safe friendly, potentially, if it is perceived safe for families they are likely to use it. No point creating infrastructure if can't be used safely by others you are less likely for people to use it. I believe the cycleway should be continued uninterrupted on the eastern side of the Pacific Highway.

### **2. FOOTBRIDGE**

The over head foot bridge was also talked about last time as well. I would prefer that the foot bridge be located off Alison Road crossing the Pacific Highway if this is feasible or underpass (There is a height difference between Alison and car park at the train station?). This would take out the existing set of lights and keeping the traffic flowing. I would like to see the foot bridge linked with the cycleway as a safe means for children and adults with their bikes crossing the Pacific Highway. Meaning, If you have children then then you'll understand they struggle to walk with there bikes across a dangerous busy road or any other place. With the foot bridge the children would safely walk there bikes over the busy road (Peak hour specifically) and bearing in mind there are large to small trucks and buses use this road. The footbridge would also serve existing transport hub in Wyong, being the train station and also bus interchange. My view would be to link the foot bridge with the station as well as a safe means of crossing the Pacific Highway as there are many people as myself catch the train. On some occasions I realise I would be late to catch the train and risk dodging cars as the current lights take extremely long time to change. I don't I would be only victim falling in this trap as I have observed others making the same mistake. Council employees and the like (Students) catch the train as well not withstanding the public. Council has approved more medium density development on the western side of the Pacific and there is likely that more people will using the transport hub at Wyong. Bearing in mind increased pedestrian use crossing the Pacific Highway.

### **3. TRAFFIC LIGHTS**

Again recalling from last time, I agree with the lights being at the int. of Pacific Highway and Church Street. Secondly, I believe the Lights should be located at the int. of Pacific Highway and Anzac for reasons that NSW Gov. has agreed to develop an on ramp onto the F3 from Hue Hue Road (I think this is correct?), this will link up nicely from Anzac Road if road users are inclined to go this way but I understand this would take traffic from Westfield via Old Maitland Road. Having only two lights in Wyong servicing the two most busiest intersections enabling road users to turn right safely. I believe Pacific Highway and North Road has proposed lights, then you are forcing traffic past a Primary School. I think this would be problem as road users at times are more likely to take risks to drive too fast. I believe an accident waiting to happen. North Road also services the TAFE as turns onto Porter Street creating further traffic hazards and may lead congestion at the existing roundabout at the int. Alison Road and Porter. Existing Anzac Road has three roundabouts this indirectly will serve as traffic calming devices slowing traffic to safe speed along this road. The

roundabouts will also help feed traffic safely to other roads.

My thoughts, I have written are quick considering the delay in my submission. I contacted the RMS they said to make an attempt otherwise I can send this to them.

If you clarity, please contact me on mob.:0419613485

Regards,

**Rene Wesolowski**

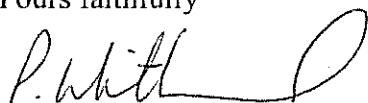
Paul Whitbread  
232 Pollock Ave  
Wyang 2259  
Ph 0402 078 539

To the Minister  
Roads and Maritime Services

My Family and I being residents of 232 Pollock Ave Wyong wish to declare our opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage our community; destroy valuable wetlands and native habitat; polarize the community; severely affect our lifestyles and property values; and in many instances, the ongoing freedom and health of my family and the residents in my local area who have made their home.

We fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P. Whitbread', with a stylized flourish at the end.

Paul Whitbread  
Resident of 232 Pollock Ave Wyong

Aileen Winkworth  
19 Panonia Road  
Wyang NSW 2259

17 November 2012

To the Minister Roads & Maritime Services

C/- Evans & Peck

I wish to declare my opposition to the development of an Eastern Corridor Bypass option through the town of Wyong. Such a development would greatly disadvantage my community; destroy valuable wetlands and native habitat; polarize the community; severely affect my lifestyle and property values; and in many instances, the ongoing freedom and health of the both the families and the pensioners and elderly people who have made their home in this area.

I fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully 

Aileen Winkworth (Mrs)

Margaret Wright  
17 Panonia Road  
Wyong NSW 2259

17 November 2012

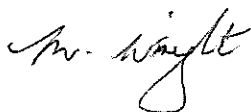
To the Minister Roads & Maritime Services

C/- Evans & Peck

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I fully support the development of a 4-lane carriageway through the town centre as was unanimously supported by our elected Shire Council at their 5 November 2012 meeting.

Yours faithfully

A handwritten signature in cursive script, appearing to read 'M. Wright', written in dark ink.

Margaret Wright (Mrs)