Pacific Highway upgrade through Wyong town centre
Concept design and environmental assessment
October 2015

Roads and Maritime Services is planning an upgrade of the Pacific Highway through the Wyong town centre to provide two lanes in each direction between Johnson Road at Tuggerah and Cutler Drive at Wyong.

An environmental assessment has been carried out to identify potential impacts of the proposal and mitigation activities. Comments from stakeholders and the community are invited by 27 November 2015. Roads and Maritime will consider feedback in finalising the proposal.

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

A revised design was displayed for feedback in May 2015 and comments received have been considered in developing the concept design. The NSW Government has allocated $1.5 million this financial year to allow planning for the upgrade to continue.

The proposal
The proposed upgrade provides the best overall balance between environmental, social and technical considerations. Key features include:

- Two through lanes in each direction
- Integrating the rail interchange with bus services, taxi services, disabled and short term parking
- All long term commuter parking relocated to the east of the railway station
- Retaining as much on-street parking as possible on the western side of the highway for businesses through Wyong town centre and some on-street parking on the eastern side of the highway
- Upgrading the existing intersection at Church Street and providing new signalised intersections at Rose Street, Anzac Avenue, North Road and Cutler Drive to improve access for vehicles entering or exiting the highway and improve safety for pedestrians crossing the highway
- Replacing the Rose Street rail bridge, improving access to the Baker Park precinct
- Pedestrian access across the highway improved by the partial closure of Bakers Lane
- An off-road shared pathway along the highway connecting to the existing cycleway on Tuggerah Straight
- Relocating and retaining most of the existing palm trees
- Replacing the existing Wyong River road bridge with two new road bridges improving overhead clearance heights for River Road and South Tacoma Road
- A roundabout on the Pacific Highway at McPherson Road.

Benefits
Key benefits of the proposed upgrade include:
- Improved traffic flow and more consistent travel times for motorists
- Improved safety for all road users including cyclists and pedestrians
- Providing opportunities for future revitalisation and growth while maintaining the town’s identity
- Compatibility with public transport services
- Improved facilities for pedestrians and cyclists.
Key considerations for assessment

The following key areas of potential impact have been identified in the environmental investigations. The environmental assessment describes these impacts and measures to reduce them.

Socio-economic
Commuter car parking would be transferred to the eastern side of Wyong railway station to an expanded commuter car park on Rose Street. A number of properties would require full or partial acquisition to construct the proposed upgrade.

The proposal would have some impacts for businesses in the town centre during construction. As much on street parking as possible would be maintained on the highway to ensure access to businesses during construction.

The environmental assessment found the impact on businesses would be reduced by implementing a range of mitigation measures during construction.

The completed project would benefit local businesses through reducing highway congestion, encouraging active transport and by retaining most of the on street parking through the town centre.

Traffic and transport
Alternative routes have been considered in the design and are described in the environmental assessment. Pedestrian and cycle access would be provided along both sides of the highway to improve safety and encourage active transport options.

During construction there would be some delays impacting on all road users. Roads and Maritime would work with road users to ensure any adverse impact or delay is minimised.

Construction is anticipated to be implemented in separate stages to minimise impacts to traffic, businesses and residents. One lane in each direction would be maintained on the highway and at least one direct connection from the Wyong township to Baker Park would be open at all times.

Operational traffic noise
Operational traffic noise modelling was carried out to compare the current traffic background noise with future predicted noise levels. The results show any increase in operational noise would be a result of predicted traffic growth rather than the proposal.

Specific individual noise treatments would be discussed with relevant property owners, if required.

Construction noise
The proposal includes extended construction hours between 6am and 8pm Monday to Friday and 7am to 5pm Saturday. Some construction activities would generate substantial noise including earthworks, saw cutting and piling activities. Management measures would include limiting noise related work to standard construction hours and minimising noise generated by machinery wherever possible.

Work would be performed outside these hours to fit with planned rail outages which are usually scheduled over long weekends. The demolition and construction of some elements of the Rose Street bridge would be required during these times to ensure the safety of workers and road users. During rail outages work may be carried out continuously for up to 60 hours to ensure the railway reopens for trains to return to regular service.

Based on the construction activities and equipment used, construction noise is expected to impact some nearby residents. Residents who are likely to experience construction noise impacts would be contacted in advance.

A range of proposed mitigation and management measures are outlined in the environmental assessment.

Night work
Night work would be required at times to minimise traffic disruptions and ensure the safety of workers. Night work would be limited to activities of minimal noise impact wherever possible.

Heritage
The proposal would require the demolition of two local heritage listed buildings, the Warner Shops and the former Station Master’s Cottage. These buildings can no longer be retained due to the impact of the rail corridor changes and road widening.

The proposal would also require the demolition of the locally heritage listed road bridge over Wyong River.

An interpretation strategy would be developed and implemented to mitigate the removal of the former Station Master’s Cottage, Warner Shops, as well as the existing road bridge over the river.

Potential mitigation measures include archival photographic recording and managing vibration levels around other heritage listed items. The Canary Island Date Palms would be relocated as a feature statement on the highway to recognise their local heritage value. A locally listed historic milepost would also be preserved by removing and reinstating it after construction.

Biodiversity
There are potential impacts to native vegetation identified as endangered ecological communities and habitat suitable for threatened fauna and flora. Where possible, impacts on these communities would be minimised by retaining hollow-bearing trees and remnant vegetation in addition to carrying out suitable post construction revegetation. Ancillary sites would be situated in previously affected areas.

The environmental assessment identified there would not likely be any significant impact on flora and fauna if all mitigation measures are adopted. A species impact statement is not required for this proposal.
Pacific Highway upgrade through Wyong town centre concept design

Environmental assessment
Roads and Maritime has carried out an environmental assessment to assess the potential environmental and social impacts of the proposal and identify activities to manage and mitigate these impacts.

The assessment was carried out in consultation with a range of key stakeholders including technical specialists and considered feedback received from the community.

Proposed construction
Construction staging has been planned to maintain one lane of traffic in each direction on the highway at peak travel times. There would also be one direct connection from the township to Bakers Park open at all times, with Rose Street or Panonia Road the most likely options.

There would be no extended closures of the highway through Wyong town centre for motorists during the proposed construction work.

A reduced speed limit would be implemented for traffic through the construction zone. Lane widths may be reduced to accommodate construction and barriers required for worker safety. Short term lane closures would be required but would be restricted to off peak hours.

Hydrology and flooding
The proposed replacement of the existing road bridge and realignment of the bridge piers would improve potential flood impacts. However, minor flood level increases during major storm events are predicted to occur over a large area of Wyong and Tacoma, which would not impact on infrastructure or residential properties. The proposal includes improving drainage under the highway by installing additional drains near Apex Park.

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The investigation found the proposal is unlikely to have a significant impact on the environment with the application of a range of environmental mitigation and management measures.

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The proposal is expected to have little impact on the duration of flooding in the Wyong town centre, or the wider catchment. There would be no impact to flooding in the rail corridor as a result of the proposal.
Involving the community and stakeholders

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

The revised design for the upgrade was displayed for comment in May 2015. The feedback received was considered in preparing the environmental assessment and concept design.

Next steps

Stakeholders and the community are invited to comment on the environmental assessment by 27 November 2015.

Roads and Maritime will consider the feedback received in finalising the proposal.

The timing of construction is not yet confirmed.

Please send us your feedback by:

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

Emailing: Central.Coast.Office@rms.nsw.gov.au

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

Visit a display

The environmental assessment is now on display. You may collect a project update or view the display until 27 November 2015 at the following locations, Monday to Friday from 9am to 4pm:

- Tuggerah Library
  Westfield Tuggerah
  50 Wyong Road, Tuggerah

- Wyong Shire Council
  2 Hely Street, Wyong

Drop-in information sessions

Stakeholders and the community are invited to attend drop-in information sessions on Thursday 5 November 2015 between 10am-2pm and 4pm-8pm or Saturday 7 November 2015 between 10am-1pm at:

Roads and Maritime Services
Wyong Motor Registry Conference Centre
Corner Hely Street and Anzac Avenue
(entry from Anzac Avenue)
Wyong

Information is also available on the website at rms.nsw.gov.au/projects