Appendix F
Summary issues report - responses received community update 23 September to 24 October 2012
WARNERVALE TOWN CENTRE
SPARKS ROAD ISSUES REPORT

PREFERRED OPTION DISPLAY SEPTEMBER 2012

Community consultation issues report

OCTOBER 2012
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## Executive summary

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Executive summary

This report provides an overview of consultation activities conducted for the Warnervale Town Centre / Sparks Road Duplication Project. This report summarises community and stakeholder feedback received during the preferred option public consultation period between Monday 24 September and Wednesday 24 October 2012.

A number of consultation activities were conducted to provide opportunities for key stakeholders and community members to learn about the project and provide feedback. These activities, which informed the community and provided an opportunity for feedback, were: a static display, a community update and the opportunity to provide feedback.

Analysis of feedback collated during the public display period indicated that there is general support for the project within the community. The consultation process has provided valuable insight into community and stakeholder views on potential impacts of the project and has also allowed for the identification of potential mitigation measures.

The results of this community and stakeholder consultation will be incorporated into the Review of Environmental Factors (REF) and considered during ongoing development of the project; including the detailed design and approvals process phase.

1 Introduction

The aim of the project’s consultation activities was to update local residents, businesses, road users and the wider public about the proposed option; and provide the community and stakeholders with the opportunity to provide feedback. This report provides details of the comments and feedback received from community members and stakeholders during the public consultation period held 23 October 2012 to 24 October 2012.

1.1 Project overview and objectives

In the 2012/2013 State Budget the Government announced that this project was included in the Housing Acceleration Fund for delivery.

As a response to the current low rate of new dwelling construction in NSW the Government has responded by developing a package of measures which targets and funds infrastructure specifically to address constraints to encourage construction of new houses. This package includes the provision of a new intersection on Sparks Road for the Warnervale Town Centre funded through the Housing Acceleration Fund.

The need for the Sparks Road upgrade is based on a predicted growth of 100,000 more people on the Central Coast by 2031.

Should the area continue to develop the Wyong Employment Zone (WEZ) once operating, is expected to generate 6,000 jobs. The proposed Warnervale Township is expected to house 5,000 people in 1,700 dwellings and permanent retail employment in the new township is expected to be approximately 1,260 persons.
Key features of the upgrade include:

The project involves the provision of a new intersection on Sparks Road to provide access to a new Warnervale Town Centre (and associated rail station). The project includes the widening of Sparks Road from two to four lanes between Minnesota Road and the new Warnervale Town centre intersection, a length of 0.4 km. The project also includes minor capacity upgrades to the Minnesota Road intersection.

The project involves:

- Construction of a new signalised intersection on Sparks Road approx 500m west of Minnesota Road.
- Widening the existing Sparks Road from two to four lanes over a 0.4 kilometre distance between the Minnesota Road intersection and the entry to the new Warnervale Town centre intersection.
- Construction of a retaining wall of approximately 100 metres in length and up to 2.0 metres in height through the cut west of Minnesota Road.
- Provision of a left turn lane on Sparks Road, east bound into MacKillop Drive.
- Provision and a second right turn lane on Sparks Road into Mary MacKillop Drive.
- Provision of an on road cycle path, both east and west bound on Sparks Road between Minnesota Rd and the Warnervale Township entry.
- Utility relocation associated with the road widening works.
- Provision of street lighting between Minnesota Road and the Warnervale Town Centre intersection.
- Provision of appropriate landscape treatment.
- Provision of a three (3) metre wide off road shared path, 0.6km in length on the southern verge of Sparks Road.
- Property adjustments as required.

1.1.1 Project objectives

The key road safety issues will be to ensure that the provision of new traffic signals do not significantly increase rear end crashes.

The objectives of the project are to:

- Reduce the number of crashes and improve safety for motorists and pedestrians.
- Reduce congestion by duplication of a 500 metre section of Sparks Road and improving intersection efficiency at Minnesota Road.
- Provide access to the proposed Warnervale Town Centre site.
Road safety

A report from RMS Crash Link reporting system has provided crash statistics for the 5 year period 1 Oct 2006 to 30 Sep 2011 between Hiawatha Road and Virginia Road. Installation of new Traffic Control Signals (TCS) in conjunction with the new Warnervale Township access road may lead to a slight increase in rear end crashes, consequently no savings are expected.

A total of twenty two (22) reported crashes were recorded within the study area between Hiawatha Road and Virginia Road on Sparks Road. These crashes resulted in ten (10) injury crashes with thirteen (13) individual injuries and twelve (12) non injury crashes. There were no recorded fatalities during the statistical period. Crashes consisted of the following:

- Thirteen (13) “rear end crashes”;
- Six (6) “crashes at intersection, vehicles from adjacent approaches”
- One (1) “off road on straight hit object;
- One (1) apposing vehicle turning and;
- One (1) motor cycle accident.

There were no pedestrians involved in any of the crashes. Ten (10) or 45% of all crashes involved trucks.

Road congestion

Increasing the traffic capacity of the intersection will be achieved through changes to turning facilities, which will result in a reduction in queuing required, merging and separate traffic movements. When implemented these features will also result in overall increased driver and pedestrian safety at the intersections.

Duplication of Sparks Road on approach to Minnesota Road and through the intersection to the new (proposed) Warnervale Town Centre intersection will significantly improve flow through the Minnesota Road intersection. Duplication of Sparks Road is also expected to address the predicted traffic volumes entering exiting the new Warnervale Town Centre intersection.

1.2 Consultation

1.2.1 Consultation objectives

The consultation objectives of the project were to provide balanced and objective information to assist the community in building an understanding of the project and provide an opportunity for feedback to be obtained. Specifically, the objective of stakeholder and community consultation was to:

- provide clear, consistent and timely information about the project and assessment process
raise awareness of the project to ensure that the local community, road users and commuters are kept informed of the intersection upgrade

- explain key features of the upgrade

- provide a point of contact for stakeholders and community members

- Monitor and evaluate community feedback for inclusion in the REF.

1.2.2 Community and stakeholder identification

A number of stakeholders were identified to be engaged as part of the consultation process. These stakeholders included:

- **Local community**, including property owners and those directly affected by the upgrade. Specifically, Woongarrah and Hamlyn Terrace residents.

- **Stakeholders**, including local businesses, local services and facilities, specifically Busways, Local Government, DET and the Darkinjung Local Aboriginal Land Council.

- **Government agencies and representatives**, including the Wyong Shire Council and elected representatives, Transport for NSW, Department of Education and Training, Department of Lands and the Land and Property Management Authority.

- **Regional community members**, including road users, users of local facilities and services, and residents of the wider Central Coast area.

1.2.3 Consultation tools and activities

Between September 23 and October 24 2012 Roads and Maritime Services displayed the preferred option for community comment.

The public display included:

- distributing 1,500 community updates to local residents and businesses in the Woongarrah and Hamlyn Terrace Area.

- provision of community updates to all Motor Registries in the area.

- providing information on the RMS website and in displays

- meeting with Wyong Shire Council members

- discussing the preferred option with interested parties face to face, by written correspondence and over the telephone.

Roads and Maritime Services received four (4) submissions from stakeholders and community members.

Table 1 below summarises the consultation activities used to engage with stakeholders and community members.
<table>
<thead>
<tr>
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<th>State and Local elected government representatives</th>
<th>Interested local and regional businesses</th>
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1.2.3.1 Community update

Approximately 1,500 community updates were distributed throughout the Woongarrah and Hamlyn Terrace residential areas in September 2012 on announcement of the proposed option display for the Warnervale Town Centre / Sparks Road upgrade.

The community update provided information about the project including:

- details about the project’s background
- key features and benefits including an overlay map of the planned upgrade with pop-out boxes emphasising changes
- next steps and approvals process
- RMS contact details, to encourage stakeholders and community members to access further information or provide comment.

A copy of the community update and map of the distribution area are provided in Appendix A and B respectively.

1.2.3.2 Project website

Roads and Maritime Services (RMS) have established project based web pages where project information can be viewed and downloaded. The project website provides details relating to project background, key features and benefits, the approvals process and provides RMS contact details, should stakeholders and community members wish to provide comment or request further information.
The project website was updated with the preferred option on 23 September 2012. The url link to the project website is:


1.2.3.3 Static display

Static displays were not provided due to the remoteness of the motor vehicle registry sites to the effected area and site of works. That said; copies of the community update were provided to each of the following sites for information (and available to the public at motor registry sites):

- Wyong Motor Registry
- Long Jetty Motor Registry
- The Entrance Motor Registry.
- RMS Central Coast Office, Woy Woy.
- Mary MacKillop Catholic School and;
- The Aged Care Facility, Minnesota Road.
- Health Clinic – Mary MacKillop Drive.

1.2.3.4 Stakeholder meeting

Multiple meetings were held between Roads and Maritime Services and staff from Wyong Shire Council. The purpose of these meeting was to present the preferred option, outline project objectives and gather stakeholder feedback.

1.2.3.5 Project contact details

Project contact details were provided on all project communications. This was to ensure that community members were provided multiple methods for contacting the RMS project team should they wish to ask further questions or provide comment. Project contact details included:

- Telephone - (02) 4379 7001
- Email – Central.Coast.Office@rms.nsw.gov.au
- Mail – Roads and Maritime Services Central Coast Office,
  Upper Level, The Pavilion,
  29-37 George Street (PO Box 766)
  Woy Woy NSW 2256
- RMS website - www.rms.nsw.gov.au
1.3 **Consultation outcomes**

The proposed option was put out for public comment. Comments were received via telephone and email. During the display period four (4) comments were received from community members. Of these:

1. One enquiry concerned mis-information from the newspaper stating that a roundabout and not a signalised intersection would be provided into the Warnervale Town centre.

2. One enquiry was received from a property speculator enquiring about the project and when it was likely to be completed.

3. One enquiry was received from the owner of an investment property who was curious about investigatory works being undertaken.

4. One enquiry was received from a company who wanted to sell the development team products for use in the construction.

Correspondence with members of Wyong Shire Council indicated general support for the project. Consultation outcomes indicate that the project has general public support. No negative comments were received in regard to the proposed design.

1.4 **Conclusion**

The proposal was announced by the Member for Wyong and received strong media coverage. Based on the general lack of community and stakeholder feedback during the proposed option public display period, this has been taken as an indication of a positive acceptance of the project.

Key issues raised include:

- Install a signalised intersection not a roundabout at the entry into the Warnervale Town Centre site.

To ensure ongoing community and stakeholder support for the project the following recommendations are made:

- Ensure that community suggestions are included in the ongoing development of the project.

- Continue to engage the local community in the project’s development.

- Send an email to respondents (where email is provided) thanking them for their input and providing a summary of key findings and outlining next steps.

- Provide an update on the preferred option display period on the RMS project website.
Appendix A

Community update
Sparks Road is the major road link between the M2 Motorway and the residential, tourist and beach areas of Gordon, Tennyson and Forster Roads. The surrounding area is identified by the NSW Government as an area of significant growth. This project forms part of the NSW Government commitment for the development of the Central Coast through the Housing Acceleration Funds. Preliminary investigations and design work have commenced and the proposal is shown on the opposite page.

### Further information

For more information or to comment on the proposal please contact the project team:
- T 02 4379 7000 (during business hours)
- E Central Coast Office@trans.nsw.gov.au
- RMS Central Coast Office, Upper Level, The Paragon, 29-31 George Street, PO Box 746, Woy Woy NSW 2256
- Information is also available on the RMS website at www.rms.nsw.gov.au

Further copies of the community update are available until 23 October 2012 at:
- Woy Woy Library, 322 Main Street, Woy Woy, 9.30am to 5.00pm Monday to Friday, 9.30am to 12:30pm Saturday, 9.30am to 8.00pm Monday to Friday
- RMS Central Coast Office, The Paragon Building, Upper Level, 29 George Street, Woy Woy
- www.rms.nsw.gov.au

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**Background**

The proposal involves an upgrade to the existing Minnesota Road intersection to improve safety and ease congestion during peak hours. An additional right turn lane for west-bound traffic on Sparks Road turning into Mary Paine Rep Drive is proposed to be provided to increase capacity and reduce delays for vehicles, particularly in peak periods.

Two through lanes in each direction would be constructed on Sparks Road between Minnesota Road and the new Warnervale town centre. The new Warnervale town centre access to increase capacity and reduce the possibility of delays associated with the new Warnervale town centre are once it is developed.

On-road cycle facilities are proposed in both directions between Minnesota Road and the new Warnervale town centre entry by bus bays being provided on Sparks Road for islanded in both directions at appropriate locations. Street lighting would be installed and orignalising Sparks Road between the two intersections. A new off-road shared pedestrian/ cycle path is proposed along the southern side of Sparks Road and a shared bike path zone for cyclists/bicyclists and vehicles would be available on the existing service road along the northern side of Sparks Road between the two intersections.

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**Project development process**

**Stage 1**

Preparation and investigation

**Stage 2**

Economic assessment and financial analysis

**Stage 3**

Environmental impact statement

**Stage 4**

Community consultation

**Stage 5**

Development approval

**Stage 6**

Construction

**Stage 7**

Commissioning

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**Sparks Road, new Warnervale town centre intersection**

Planning is underway for a new intersection and improvements on Sparks Road between Minnesota Road and Virginia Road at Woonarrah. The new intersection on Sparks Road will be constructed approximately 500 metres west of Minnesota Road to provide access to the new Warnervale town centre. Roads and Maritime Services (RMS) invites your comments and suggestions by 23 October 2012. This project is being funded by the NSW Government through the Housing Acceleration Fund.
The project would provide safe access to the new town centre, residential and commercial areas. The intersection would be controlled by traffic lights, with two traffic lanes in each direction between Minnesota Road and the new Wanneroo town centre intersection. The project is being designed to provide capacity to accommodate traffic growth for future years.

Benefits

- A new intersection for the new Wanneroo town centre to provide safe access for all road users.
- Increased capacity of Sparks Road with two lanes in each direction between Minnesota Road and the new Wanneroo town centre intersection to reduce congestion and allow for future growth.
- Two right turn lanes into Mary Hedling Drive at the Minnesota Road intersection to ease congestion in peak periods.
- Provision of street lighting on Sparks Road between Minnesota Road and the new Wanneroo town centre intersection to improve visibility.
- New shared cyclists and pedestrian path between Minnesota Road and the new Wanneroo town centre intersection to provide for cyclists.
- Provision of on-road cycle lanes in both directions on Sparks Road through the project length.
Appendix B

Map of the community update distribution area