



Transport
Roads & Maritime
Services

Albion Park Rail bypass SEATS presentation – May 2016



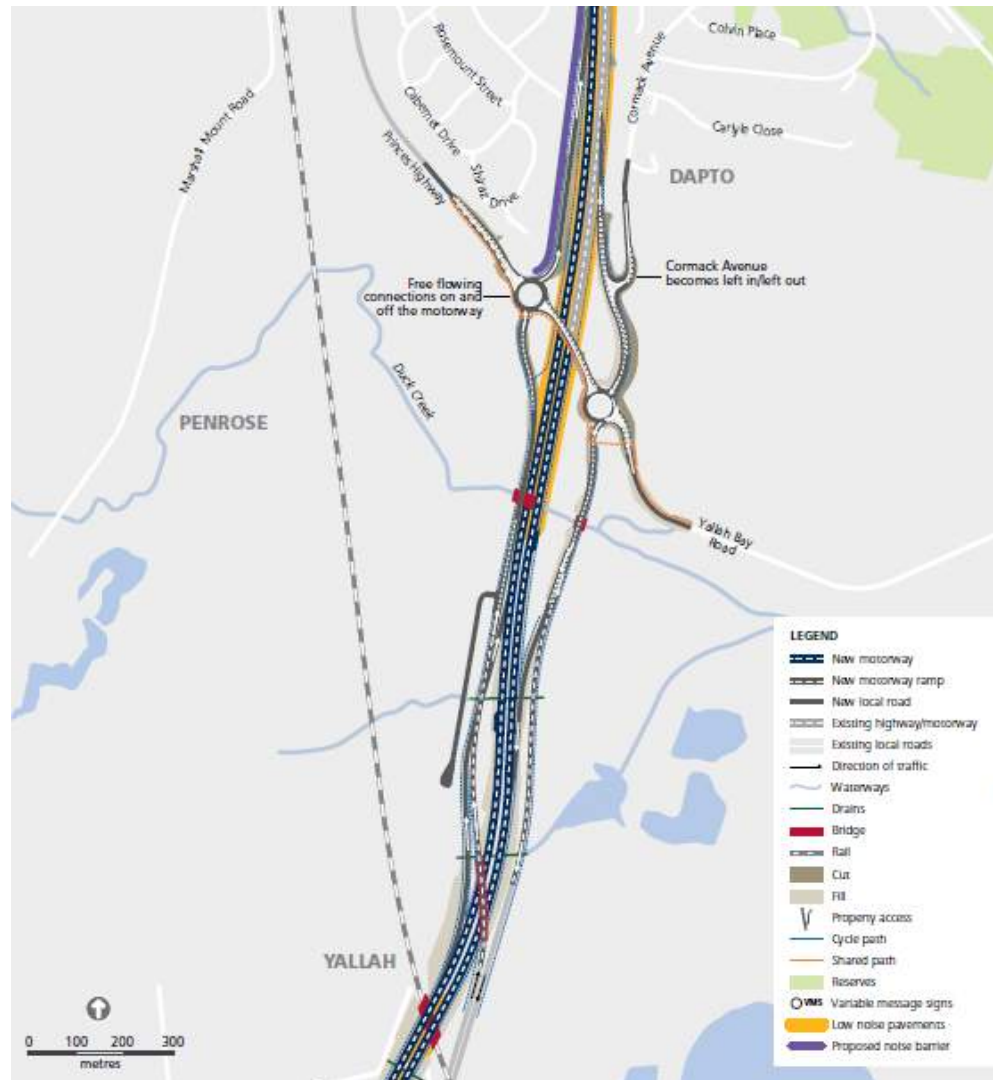
Overview

- The Albion Park Rail bypass is a proposed new 9.8 kilometre motorway to bypass Albion Park Rail
- The new motorway would complete the ‘missing link’ for a high standard road between Sydney and Bomaderry
- It would bypass six sets of traffic lights in Albion Park Rail and enable high speed travel from Heathcote to Bomaderry

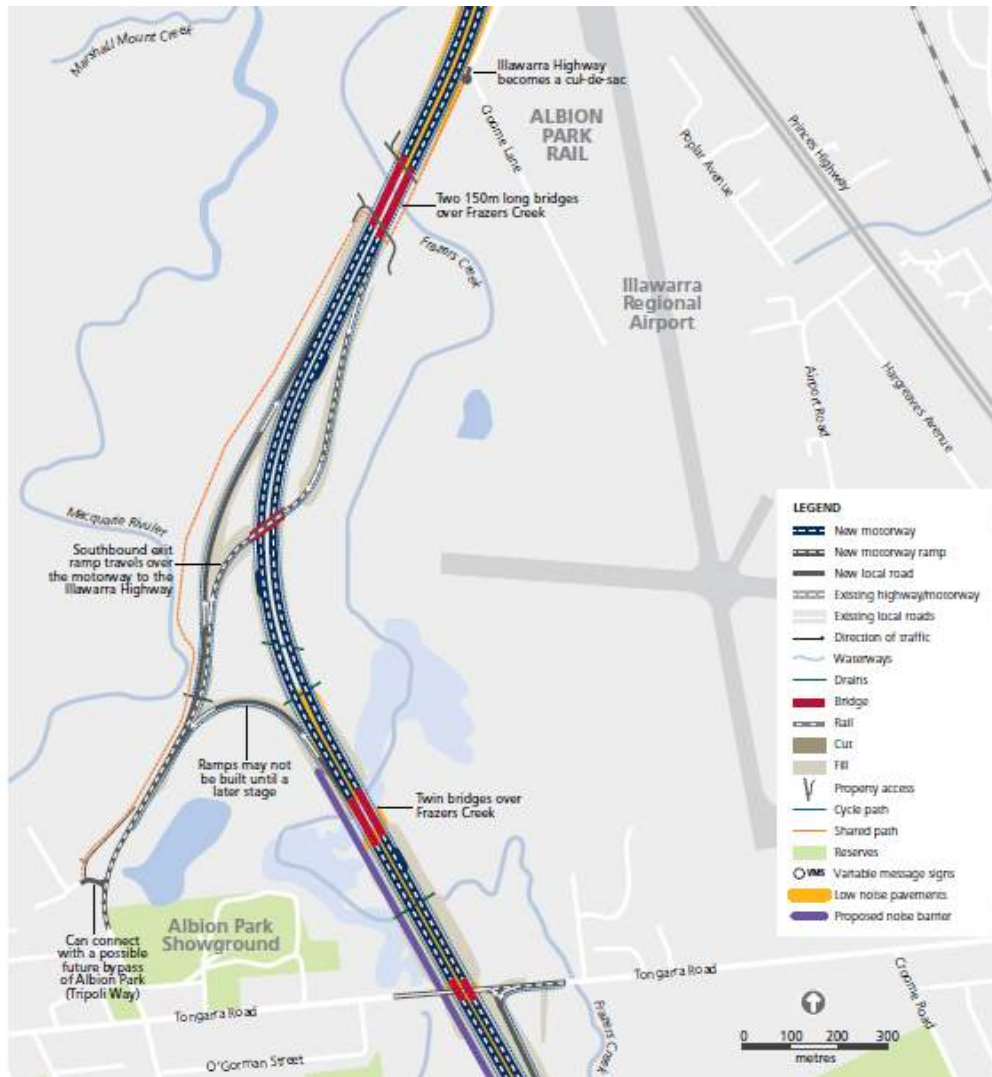
Overview map



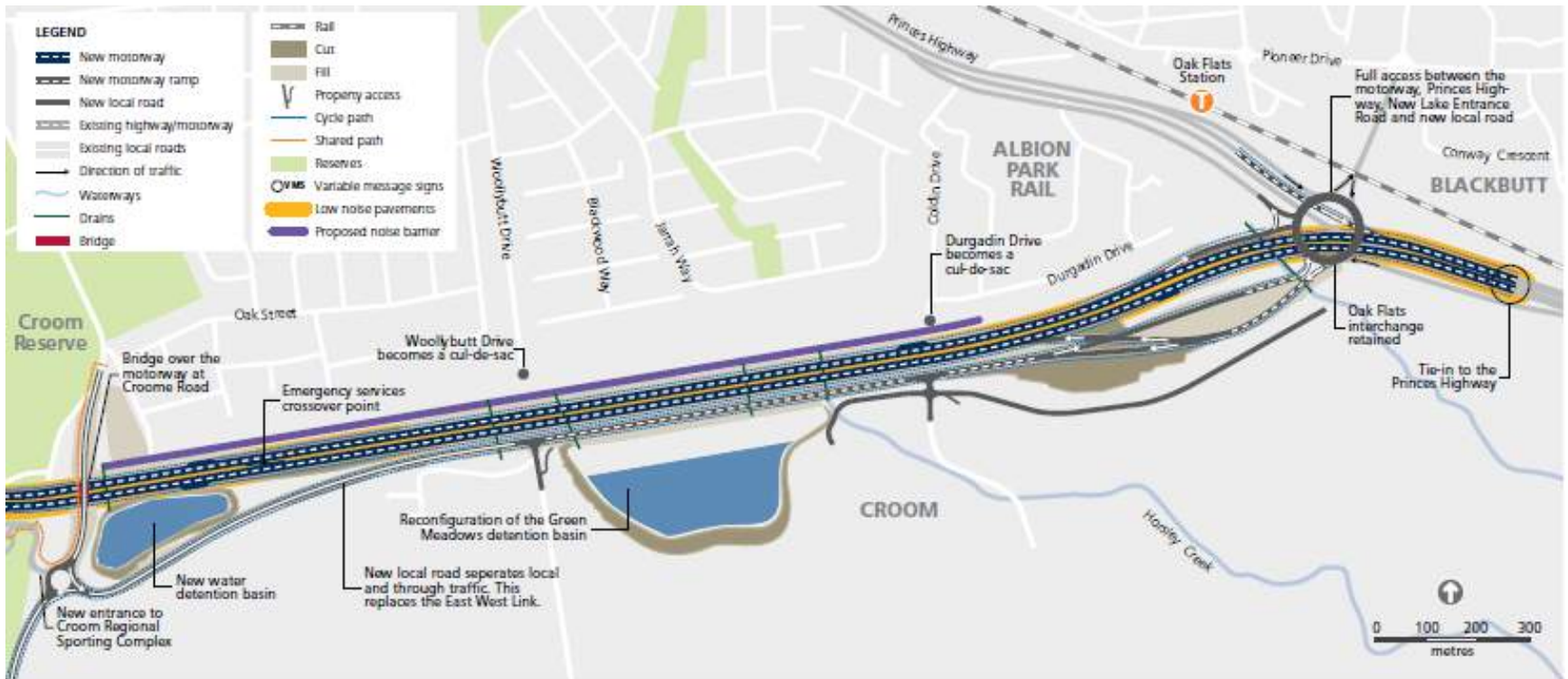
Northern interchange



Central interchange



Southern interchange



Assessment of key issues

Traffic and transport

- The motorway would reduce congestion
- Provide motorists with shorter trips

Year	Scenario	Travel time (minutes) Northbound AM Peak	Travel time (minutes) Southbound AM peak	Travel time (minutes) Northbound PM Peak	Travel time (minutes) Southbound PM peak
2041 (future development year)	No Albion Park Rail bypass	18.2	7.3	11.5	16.7
2041 (future development year)	Albion Park Rail bypass complete	6.3	6.3	6.2	6.4
	Albion Park Rail bypass saves	11.9	1.0	5.3	10.3
	% saving	65%	14%	46%	62%

Peak travel times Yallah to Oak Flats – at 2041

Assessment of key issues

Traffic and transport



- Motorway would carry around 41,000 vehicles per day at opening and around 53,000 vehicles per day in 2041

Assessment of key issues

Traffic and transport

- Access to Albion Park would be improved
- East west connectivity maintained
- Changes to local roads:
 - Cormack Avenue – left in, left out only,
 - Illawarra Highway, Woollybutt Drive and Durgadin Drive become cul-de-sacs.

Assessment of key issues

Biodiversity

- Extensive surveys have been carried out, including:
 - Field surveys
 - Identification and likelihood of impacts to threatened species, communities, wetland areas and high value ecosystems
 - Assessment of impacts under OEH's Framework for Biodiversity Assessment.

Assessment of key issues

Biodiversity

- We are impacting:
 - 110 Eastern Flame Pea plants, an endangered species
 - Seven hectares of Illawarra Lowlands Grassy Woodlands endangered ecological community
 - Seven hectares of freshwater wetlands endangered ecological community



Illawarra Lowlands Grassy Woodlands

Assessment of key issues

Biodiversity

To compensate for impacts to threatened communities and species, biodiversity offsets would be provided.



Eastern flame pea

Assessment of key issues

Flooding

- Our flood model was based on Wollongong City Council and Shellharbour City Councils existing flood models
- A detailed process of design refinement was undertaken
- Three floodplain catchments
- Flood focus groups



Assessment of key issues

Flooding

- The proximity of the Illawarra Regional Airport to the motorway restricts how high the motorway can be built
- The motorway design is a balance between raising the motorway out of the floodplain and keeping the motorway low, out of the Airport's operational space

Assessment of key issues

Flooding

The motorway design includes a range of long bridges, culverts and other structures to manage flooding impacts:

- **Duck Creek** - two bridges (45 and 30 metres long), a series of culverts
- **Macquarie Rivulet** - three bridges (200, 150 metre and 90 metres long), a series of large culverts, 114 metres long earth mound between Frazers Creek and Tongarra Road
- **Horsley Creek** - a series of large culvert and culvert upgrades, a new 19,000m³ detention basin

Assessment of key issues

Flooding



Motorway would provide alternative to Princes Highway and replaces the section of the Illawarra Highway most affected by flooding.

Assessment of key issues

Flooding

- Access is maintained in a one in 100 year flood event, except for where the motorway crosses Duck Creek which is a one in 50 year flood event
- Flood immunity of Tongarra Road improved - up to a 10 to 20 year flood event
- Around 20 properties would become flood free in a 100 year flood event
- We are not solving all of the problems

Assessment of key issues

Flooding

- Three properties would have increased flood levels due to the project:
 - Part of a pasture on one property in the Duck Creek catchment
 - Two properties in the Macquarie Rivulet catchment
 - One of these would experience an increase in over floor flooding
- If the impact on these properties is confirmed during detailed design, appropriate mitigation measures would be considered in consultation with the affected property owners.

Assessment of key issues

Noise

- A detailed noise assessment was carried out to evaluate and predict the potential impact of the motorway's construction and operation

Assessment of key issues

Noise

- 218 properties may need consideration for noise reducing architectural treatments
- Noise barriers at three locations
- The effectiveness of the noise mitigation measures would be assessed.

Assessment of key issues

Noise

Noise wall locations:

Location	Barrier height	Barrier length
Dapto - West side of Princes Motorway between Princes Highway overpass in the south to meet existing noise wall in the north	5 metres	975 metres
Albion Park - West side of elevated section of motorway over Togarra Road	0.8 metres	1070 metres
Albion Park - North side of motorway from Croome Road in the west to Durgadin Drive in the east	5 metres	1820 metres

Assessment of key issues

Aboriginal Heritage

- 21 Aboriginal cultural heritage sites were identified
- Eight of those sites have been avoided
- Three areas of cultural heritage significance identified – one to be impacted



Assessment of key issues

Non Aboriginal Heritage

- Three of the six heritage sites identified in project boundary would be avoided
- Direct impacts to Terry's Meadows structures at Boles Meadow, Duck Creek bridge, part impact on the Swansea dairy site



Assessment of key issues

Socioeconomic

- The project would benefit the community:
 - by facilitating local movement to and from major centres in and around the region
 - improved access to local facilities, employment and services by a reduction in through traffic
 - improved separation of through and local traffic.
- There would be significant social and economic benefits to the travelling public.

Assessment of key issues

Socioeconomic

The assessment included:

- Identification of a study area and its demographics
- Analysis of key stakeholders and identification of potentially impacted businesses
- Conducted business surveys and vehicle number plate surveys

Assessment of key issues

Socioeconomic

- Quality of life would be improved to residents living on the existing Princes Highway at Albion Park Rail due to decreased traffic volumes.
- Croom Regional Sporting Complex would benefit from new and improved facilities, including new buildings, improved car parking and new sporting facilities
- Significant construction employment of up to 550 jobs is expected

Assessment of key issues

Socioeconomic

- Some businesses dependent on highway trade may be adversely impacted
- Some adverse social impacts are associated with agricultural land acquisition



Construction

- Around three years to build
- We will work with nearby residents to minimise impacts
- We plan to seek approval for extended construction hours



EIS display

Community Engagement

- Extensive community engagement program
 - RMS website
 - Interactive platform
 - Pop Up and Drop in information sessions
 - Facebook
- A total of 109 submissions were received by DPE



Croom Regional Sporting Complex



Figure 7-1: Concept Plan Issued 21.07.15

LEGEND

- - - Limit of Works to the Croom Regional Sporting Complex
- Croom Regional Sporting Complex Boundary
- Limit of Works to the Croom Regional Sporting Complex adjacent to the motorway
- Existing Pedestrian and cycle pathway
- Proposed Pedestrian and cycle pathway
- Proposed sportsfield/court (relocated)
- Existing sports field/court (retained)
- Existing amenities block
- Proposed amenities block
- Revegetation to Croom Reserve
- Landmark tree
- Axis trees
- Screening trees
- Existing trees to be retained
- Parkland trees
- Screening trees
- Precinct tree
- Existing roadway/car park
- Proposed roadway/car park
- Existing Fence
- Proposed Fence

Figure 7-2: Legend

Next steps

- Targeting project approval in 2016
- Property acquisitions
- Pre construction activities
 - Utility relocations
 - Croom Regional Sporting Complex reconfiguration
- Construction of bypass