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

![Diagram of Central interchange]

**Legend**
- New motorway
- New motorway ramps
- New local road
- Existing highway/motorway
- Existing local roads
- Direction of traffic
- Roundabouts
- Drains
- Bridge
- Rail
- Cut
- Fill
- Property access
- Cycle path
- Shared path
- Reserves
- Variable message signs
- Low noise pavements
- Proposed noise barrier

*every journey matters*
Southern interchange
Assessment of key issues

Traffic and transport

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

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

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, Woolybutt 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
Assessment of key issues

Biodiversity

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

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

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