



Transport
Roads & Maritime
Services

ALBION PARK RAIL BYPASS PREFERRED OPTION

Community Feedback Report

JUNE 2015

RMS 15.271
ISBN 978-1-925357-99-8

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EXECUTIVE SUMMARY

The preferred option for the Albion Park Rail bypass was announced on 28 October 2014 and displayed for comment until 24 November 2014. A range of community consultation activities were carried out during this period to inform the community about the preferred option and to seek feedback.

Objectives

The objectives of the community and consultation activities were to:

- Raise awareness of the Albion Park Rail bypass preferred design in the local community, explain the preferred option design and provide information about the project development and approval process
- Engage key stakeholders early in the planning process, so that issues raised can be identified to help refine the motorway design and inform the Environmental Impact Statement (EIS)
- Provide a range of opportunities for community members to meet with the project team (including a range of specialists) to ask questions and to provide feedback on the preferred option
- Engage early with property owners about the potential need for property acquisition for the development of the motorway.

Activities

Communication and engagement activities included:

- Delivery of the preferred option flyer to more than 17,500 residences and businesses
- Two newspaper advertisements to promote the preferred option display and invite feedback
- More than 15 individual meetings about property acquisition and discussions with nearby owners
- Approximately 20 stakeholder meetings with industry, government, businesses and local service providers
- More than 1600 face to face discussions with team members at four community information sessions and three pop up displays in local shopping centres.

Feedback

Feedback on the preferred option design was received via:

- Email – 45 received
- ‘Have your Say’ online survey – 171 received
- ‘Have your Say’ written survey – 23 received

- 1 Phone call
- Face to face discussions with project team members at community information sessions and pop up displays.

Some of the most frequently raised concerns include:

- Questions and suggestions about the design of the motorway including concern about Cormack Avenue becoming a cul-de-sac and the capacity of the Oak Flats Interchange
- Traffic flow and traffic congestion
- Comments on the Yallah Interchange entry and exit ramps
- Concerns about flooding impacts
- Provision of cycling and pedestrian access

Next steps

This feedback will be used to refine the motorway design and will be further considered and addressed in the EIS.

Updates will be made available to the community as the project progresses and the EIS will be placed on public exhibition late in 2015 when the community will have a further opportunity to provide feedback.

1. Introduction

1.1 About the project

Roads and Maritime Services is planning for a 9.8 kilometre extension of the M1 Princes Motorway between Yallah and Oak Flats to bypass Albion Park Rail.

Once constructed the motorway would complete the 'missing link' to provide for a high standard road between Sydney and Bomaderry.

It would provide easy access to Dapto, Albion Park and Oak Flats, have two lanes in each direction with median separation and have capacity for additional lanes. It would be signposted at 100km/h.

The motorway would reduce travel times for through and local traffic, improve the reliability of journeys through greater flood immunity and provide more consistent driving conditions. It would also divert a substantial proportion of through traffic onto the motorway, reducing traffic volumes on the Princes Highway through Albion Park Rail. This would improve local access and reduce other traffic related impacts such as noise for nearby residents.

1.2 Background

In the mid-1990s the then Roads and Traffic Authority (RTA) undertook a study which identified a preferred route for the bypass. To reserve land for this bypass route, a road corridor was included in the Wollongong and Shellharbour City Council Local Environmental Plans. This road corridor protected the route from development and reserved the land for the road.

In 2013 Roads and Maritime reviewed the reserved bypass corridor to assess if it was still a suitable location for the Albion Park Rail bypass.

The review confirmed the reserved corridor is suitable. It highlighted that when designed to current day road standards the bypass would largely fit within the existing road corridor except for a section around the Croom Regional Sporting Complex.

A strategic concept design was developed by Roads and Maritime at that time.

Since then, Roads and Maritime has completed work to identify options for the road alignment and interchange locations, and undertaken a number of key tasks to select a preferred option for the project.

1.3 Previous community engagement

Community and stakeholder consultation has been an integral part of project planning since the mid-1990s.

Following the release of the Road Corridor Review Report in 2013, a range of communication and consultation activities for the motorway have been undertaken to consult the community about the project and seek feedback.

Communication and engagement activities have included:

- Focus group to gather opinions, beliefs and attitudes to help Roads and Maritime tailor communications for the broader community
- Delivery of the Road Corridor Review Report Summary to more than 17,500 residences and businesses
- Six newspaper advertisements to promote the release of the Corridor Review Report and community information sessions
- Visits to around 150 local businesses
- More than 400 face to face discussions with team members at four community information sessions
- More than 140 face to face discussions with team members at the Wings Over the Illawarra event
- Three Croom Regional Sporting Complex stakeholder group meetings
- 20 one-on-one meetings with sporting groups who use Croom Regional Sporting Complex
- Two newspaper advertisements to invite community representatives to be involved in the value management workshop
- Value management workshop to assess motorway options, attended by council, industry, business and community representatives.

Some of the most frequently received feedback included:

- Timing for construction – there is strong support for the motorway to be constructed as soon as possible
- Access to Dapto, Albion Park and Oak Flats
- Impact of shortening the motorway through Croom Regional Sporting Complex
- Property impacts, including potential impacts on property values.

1.4 Purpose of this report

This consultation period on the Albion Park Rail bypass preferred option was an opportunity for early community engagement to ensure local ideas and opinions were considered by the project team in the development and environmental assessment phase of the project, rather than during the formal statutory process when the EIS is displayed.

The Albion Park Rail bypass Community Feedback Report outlines the consultation activities held during the Albion Park Rail bypass preferred option display period from the 28 October 2014 to 24 November 2014. It provides a summary of the comments received, suggestions and questions raised by stakeholders and the community. Feedback was received via the project information line, project email, letters, four community information sessions including Camp Quality Convoy, three information stands at local shopping centres and individual stakeholder meetings.

The feedback received has been grouped into issue categories and sub-categories and is presented in Chapter 5.

The comments received will be considered and used to refine the motorway concept. They will be formally addressed as part of the EIS.

2. Project Status

The preferred design is continuing to be refined, taking into consideration the feedback from the community.

An EIS is under preparation. This will have more detailed information about the design features, identification of impacts on the environment and their management during construction and operation of the motorway.

The EIS is expected to be exhibited in late 2015 when further community feedback will be sought.

Roads and Maritime is targeting planning approval in 2016.

The NSW Government has committed funding through Rebuilding NSW to allow construction of the Albion Park Rail bypass to start by early 2019.

3. Engagement approach

The objectives of the community and stakeholder involvement during this planning phase of the project were to:

- Raise awareness of the Albion Park Rail bypass preferred design in the local community, explain the preferred option design and provide information about the project development and approval process
- Engage key stakeholders early in the planning process, so that issues raised can help refine the motorway design and inform the environmental impact statement
- Provide a range of opportunities for community members to meet with the project team (including a range of specialists) to ask questions and to provide feedback on the preferred option
- Engage early with property owners regarding the potential need for property acquisition for the development of the motorway.

Engagement with the community will be ongoing throughout the preparation and exhibition of the EIS and will include a formal submissions process late in 2015.

3.1 Overview of engagement activities

The following communication activities were carried out to raise awareness of the Albion Park Rail bypass preferred option and consultation activities being held during the display period.

A media announcement releasing the Albion Park Rail bypass preferred option was made on 28 October 2014 by the Member for Kiama, Gareth Ward.

- 14 phone calls were made to property owners to discuss the potential acquisition of their property
- Albion Park Rail bypass project website updated with the preferred option design, community update and flyover video
- During this period there were more than 5,200 unique page views on the project website (and more than 6,300 page views)
- The Princes Highway Facebook page was used to promote the preferred option display. More than 19,000 people were reached via Facebook
- Project email broadcasts
 - Announcement of preferred option display – sent 28 October 2014
 - Reminder of the community information sessions - sent 7 November 2014
 - Reminder and comments close on 24 November – sent 20 November 2014
- Distribution of the October Albion Park Rail bypass post card to more than 17,500 residences and businesses, local organisations, schools and community groups to inform them of the preferred option display in the project area. See Appendix A. An unaddressed letter box drop was carried out to the areas outlined in Table 1.

Table 1 Postcodes for Have Your Say post card

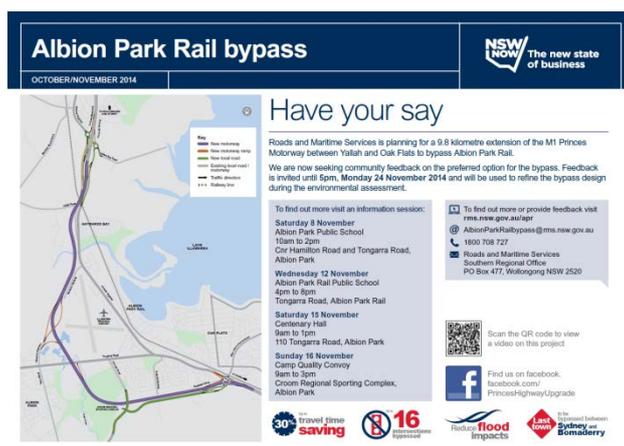
Postcode	Suburb
2527	Albion Park, Albion Park Rail, Tullimbar
2529	Oak Flats, Shellharbour, Flinders, Blackbutt
2530	Dapto (part), Haywards Bay

- Copies of the preferred option community update and 'Have your say' poster were displayed. See Appendix B. See locations detailed in Table 2.

Table 2 Poster display locations

Location	Address
Wollongong City Council	41 Burelli Street, Wollongong
Ribbonwood Centre Library	93-109 Princes Highway, Dapto
Shellharbour City Council	Lamerton Crescent, Shellharbour
Albion Park Library	Russell Street, Albion Park
Oak Flats Library	Central Avenue, Oak Flats
Albion Park Post Office	Tongarra Road, Albion Park
Member for Kiama's Electoral Office	102 Terralong Street, Kiama

- Information was provided directly to local schools and pre-schools for inclusion in school newsletters
- Advertisements were placed in local newspapers to promote the display of the preferred option and the community information sessions:
 - Illawarra Mercury (1 November 2014)
 - Lake Times (5 November 2014)



Advertisement placed in the Illawarra Mercury and Lake Times

- Approximately 20 local businesses door knocked to discuss the preferred option display

- Two variable message signs promoting the preferred option display and consultation sessions were used. One was located on the Princes Highway at Albion Park Rail and the other on Tongarra Road Albion Park.

3.2 Consultation activities

3.2.1 Project information phone line

The project information line, 1800 708 727, provided a direct communication channel with the project team for community members and stakeholders to ask questions, arrange individual meetings and discuss individual questions.

3.2.2 Project email

Community members and stakeholders were invited to provide their comments on the preferred option via the project email address: AlbionParkRailbypass@rms.nsw.gov.au

3.2.3 Online 'Have your Say' survey and digital tools

An online survey was available for community members to submit their comments and feedback on the preferred option design. See Appendix C.

The survey and a flyover video were available via the project website. The digital flyover was viewed almost 8000 times via visitors to the project website, Facebook and You Tube. The online 'Have your say' survey was completed 171 times.

A QR code helped direct the community to the online feedback function. A QR code is a two-dimensional barcode that can be read using a smartphone. There were 46 unique visits to the flyover and feedback survey from the QR code.

3.2.4 Stakeholder meetings

Approximately 20 meetings were held with industry, government departments and agencies and local service providers. This included Wollongong City Council, Shellharbour City Council, Office of Environment and Heritage, utility service providers and Albion Park Chamber of Commerce.

3.2.5 Croom Regional Sporting Complex stakeholder group

A Croom Regional Sporting Complex stakeholder group was established in February 2014. The group was established to involve the regular users of the sporting complex in decisions around reconfiguring the sporting complex due to shortening the motorway through the sporting complex.

During the development of the preferred option design three Croom Regional Sporting Complex stakeholder group meetings were held. This involved representatives from around 20 sporting groups and Shellharbour City Council.

More than 30 individual meetings were also held with representatives from each sporting group.

These meetings involved the users of the sporting complex in the decisions around the reconfiguration of the sporting complex.

Feedback from the sporting groups was used in the development of the Croom Regional Sporting Complex structure plan displayed a part of the preferred option.

3.2.6 Individual property meetings

Project team members met with 14 property owners, impacted businesses and nearby neighbours to discuss the potential impact of the project on individual properties and explain the property acquisition process. Questions were answered on the preferred option design and concerns were recorded about potential project impacts during construction and operation.

3.2.7 Community information sessions

The community was invited to drop in and speak with project team members during four community information sessions held during November 2014. The purpose of these sessions was to hear ideas and concerns from the community about the preferred option design, respond to questions and provide further information on the planning and design process. Project team members from a range of technical backgrounds including road design, environment, traffic, engineering, project management and communications attended the information sessions to assist in providing information to community members.

Community updates, maps, detailed panels, visualisations, digital and paper feedback surveys were available at the information sessions. A digital flyover was also projected onto a large screen for visitors to familiarise themselves with the scope and detail of the project.

Table 3 outlines where and when each of the community sessions were held and the approximate number of people who attended each session.

Table 3 Community session locations and attendance

Date	Location	Approximate attendees
8 November 2014	Albion Park Public School 10am to 2pm	70
12 November 2014	Albion Park Rail Public School 4pm to 8pm	32
15 November 2014	Centenary Hall 9am to 1pm	81
16 November 2014	Camp Quality Convoy, Croom Regional Sporting Complex 9am to 3pm	535

3.2.8 Pop-up displays

Pop-up displays at local shopping centres, staffed by project team members, provided information about the motorway and upcoming community information sessions. Community updates were available, along with iPads showing a flyover of the route and an option to complete an online or paper feedback survey about the design.

Table 4 outlines where and when each of the pop up sessions were held and the approximate number of people who attended each session.

Table 4 Pop-up displays locations and attendees

Date	Location	Approximate attendees
30 October 2014	Stockland Shellharbour	400
1 November 2014	Stockland Shellharbour	400
6 November 2014	Centro Woolworths	100

3.2.9 Media coverage

During the display of the preferred option media coverage of the project featured in:

- Newspapers: Illawarra Mercury, Lake Times and the Kiama Independent
- Television: WIN TV News
- Radio: ABC Illawarra and i98FM

3.3 Individual feedback

The majority of feedback was received via the online survey.

- Online feedback survey: 171
- Paper feedback survey: 23
- Feedback by email: 45

Feedback was open between 28 October 2014 and 24 November 2014, although feedback was accepted until 30 November 2014. Some people provided feedback more than once.

All feedback was considered, regardless of whether or not a name was attached to a submission.

4. Government and agency feedback

The motorway would be within two local government areas, Shellharbour City Council and Wollongong City Council. Regular meetings were held with both councils during the development of the preferred option.

Comments on the preferred option were received from both councils, with a number of similar issues raised.

The NSW Office of Environment and Heritage (OEH) provided a response to the preferred option.

The following tables 5, 6 and 7 summarise the issues raised.

Table 5 Issues raised by Shellharbour City Council

Summary of issues raised by Shellharbour City Council
1. Agreement on the design, funding and provision arrangements for the upgraded Croom Regional Sporting Complex
2. Upfront provision of all identified interchanges and ramps
3. Integration and facilitation of the proposed Albion Park bypass (Tripoli Way extension)
4. Minimising impacts on the Illawarra Regional Airport
5. Minimising the environmental impact of the proposal on biodiversity in the motorway corridor

Table 6 Issues raised by Wollongong City Council

Summary of issues raised by Wollongong City Council:
1. Calderwood impacts and an extension of Tripoli Way
2. Provision of cycling and pedestrian facilities
3. The importance of Yallah Road connecting to the motorway
4. Support of and suggestions for improvement of the Northern and central interchanges
5. Support for realignment of the motorway near Croom Regional Sporting Complex
6. Minimising and mitigating impacts to biodiversity

Table 7 Issues raised by the Office of Environment and Heritage

Summary of issues raised by Office of Environment and Heritage (OEH)
1. Road design be planned and designed in accordance with NSW Flood Prone Land Policy
2. Biodiversity assessment should be consistent with NSW Biodiversity Offsets Policy for Major Projects
3. Road design should be flexible to the findings of the archaeological test excavations
4. Concern the design is based on a relatively frequent flood design level
5. The design should appropriately consider future development west of the motorway and climate change
6. The alignment should avoid impacts to Croom Reserve

5. Issues and responses

During the display of the preferred option the community provided feedback via a number of channels including 45 emails, 1 phone call, 191 people provided feedback via the 'Have Your Say' survey. More than 1,600 people spoke directly with and provided comments to project team members during the information sessions.

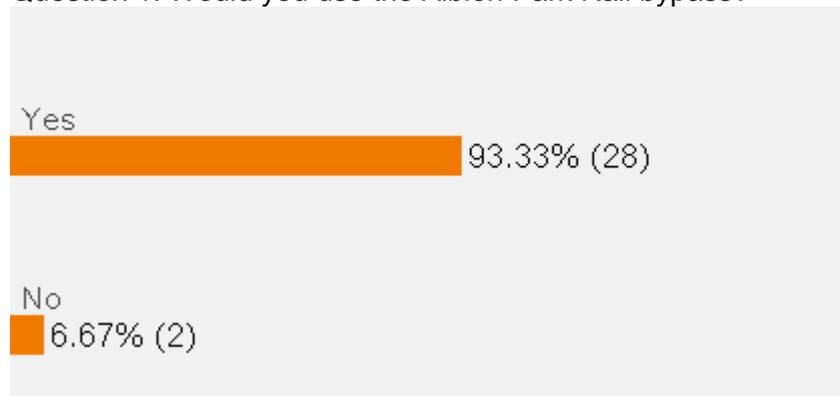
A summary of the feedback received has been documented below under broad headings that best categorise the range of suggestions and concerns raised. Detailed comments have not been recorded.

Feedback on issues that have been addressed in other publications, such as the Options Report or the Route Corridor Review Report, have not been repeated in this report. See the project website for copies of these reports.

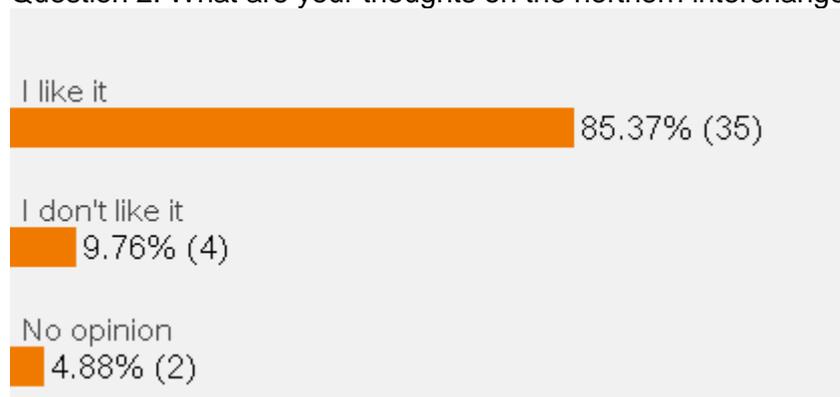
5.1 'Have Your Say'

Below is an overview of the responses received to the online 'Have Your Say' survey

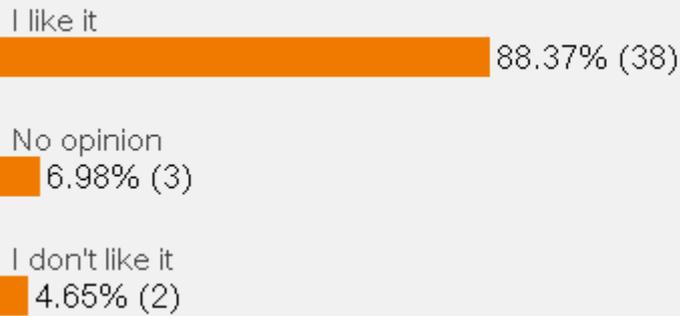
Question 1: Would you use the Albion Park Rail bypass?



Question 2: What are your thoughts on the northern interchange at Yallah?



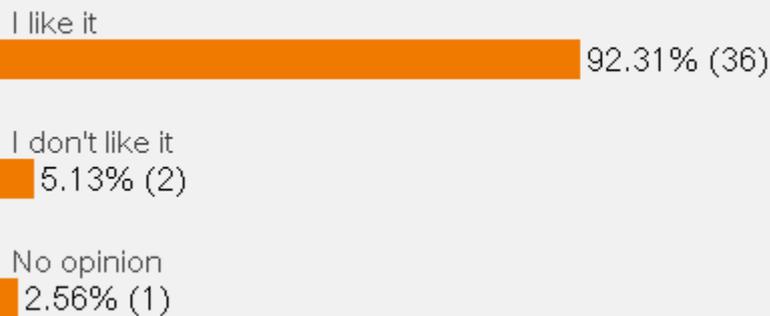
Question 3: What are your thoughts on the central interchange at Albion Park?



Question 4: What are your thoughts on the southern interchange at Oak Flats?

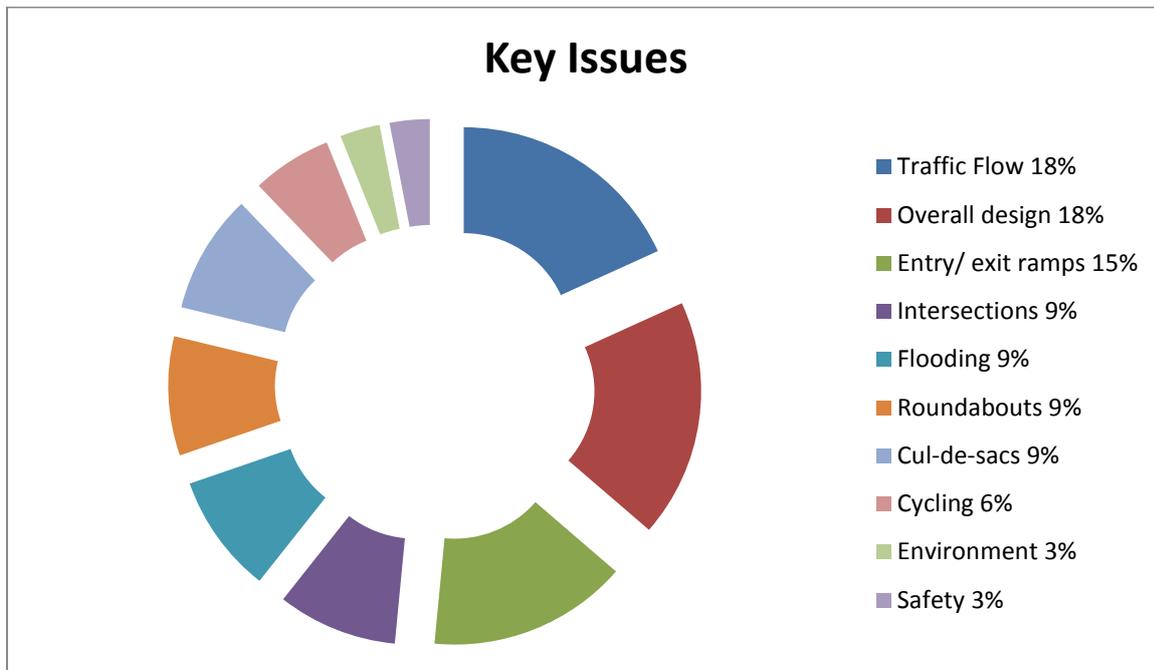


Question 5: What are your thoughts on the new local road?



5.1 Key issues

The below pie chart shows the top 10 issues considered important by respondents in relation to the preferred option (as a percentage of total feedback).



Issue	Percentage who raised this issue	Number of individual stakeholders
Traffic flow	18%	56
Overall design	18%	55
Entry and exit ramps	15%	45
Intersections	9%	30
Flooding	9%	27
Roundabouts	9%	23
Cul-de-sac	9%	25
Cycling	6%	17
Environment	3%	2
Safety	3%	2

5.2 Traffic Flow

Concerns about the impact of the motorway on traffic flow was the most frequently raised issue from the community.

Feedback	Roads and Maritime's Response
Concern about possible congestion at the southbound Albion Park exit ramp during the afternoon peak period, causing traffic to bank up on the motorway and impeding property access.	Traffic flow and property access on the southbound exit ramp are currently being refined. Impacts will be discussed with Shellharbour City Council and residents whose access may be affected.
What impact will the development of 6000 homes at Calderwood have on through traffic accessing the motorway?	Traffic modelling has considered the impacts of all known housing developments in the area, including Calderwood. The proposed motorway design is being developed to consider these future traffic flows. The preferred option considers Council's

	proposed Albion Park bypass along Tripoli Way.
Concern the design of the four lane freeway is inadequate as it does not provide for public transport, pedestrians and cycling access.	Traffic modelling is based on traffic flows predicted in 2036 and shows that four lanes (two lanes in each direction) is suitable for the predicted traffic numbers. The proposed motorway has a wide central median suitable for additional lanes to be built if needed in the future. Public transport (buses) will be considered in the next stage of design. Cycle access and pedestrian access is currently being reviewed and will form part of the next stage of design. Cyclist and pedestrian facilities and integration with public transport will be detailed in the EIS. The EIS is expected to be displayed for community comment later this year.
Want a solution for traffic slow down issues from Yallah to Berkeley.	This is outside the scope of this project.
Concern surrounding access with Durgadin Drive becoming a cul de sac.	For the motorway to be a motorway standard road, direct property and local road access is not allowed.
Concern about the safety impacts of Jarrah Way northbound traffic being forced to use the Oak Flats interchange.	Traffic heading into Albion Park (including Jarrah Way) northbound from the proposed motorway would be required to do so via the Oak Flats Interchange. The potential for changed traffic to cause safety issues will be assessed as part of the concept design.
Concern about future movements of the quarry trucks which currently use the East West Link.	Quarry trucks would use the new local road to access the proposed motorway. There are no plans to change the load limit on Croome Road.
Will the motorway impact residents of Jarrah Way?	Jarrah Way and other local roads would access the Princes Highway via the existing Woollybutt Drive and Princes Highway intersection. Given the changes to traffic flows, an assessment of this intersection will be done as part of the concept design and any required changes would be included in the proposed scope of works.
Suggestion that two northbound on ramps at Yallah Interchange are not required as they disrupt through traffic.	All ramps proposed are due to traffic demand and to move traffic from local roads onto the motorway where possible. Traffic assessment during the concept design will ensure merge lengths for ramps do not impede traffic on the motorway.

5.3 Design

The motorway design generated a significant number of comments including design suggestions and questions on the necessity for a new local road to replace the East West Link.

Feedback	Roads and Maritime's Response
Concern that there should be a 3 lane crossing on the bridge at the northern interchange.	Traffic modelling is based on traffic flow predicted in 2036 and shows that four lanes (two lanes in each direction) are suitable for the predicted traffic numbers. The proposed motorway has a wide central median suitable for additional lanes to be built as needed in the future.
Should the merge at the northern interchange be positioned to the south of the bridge?	A ramp bringing traffic north from Albion Park Rail merges south of the Princes Highway bridge under the Princes Motorway. An additional ramp merges with the Princes Motorway to the north of the bridge to provide access to the Princes Motorway for residents of Dapto.
The need for a new road to replace the East West Link road is not necessary, as this traffic can be incorporated into the motorway.	A new local road is required to provide direct access for quarries as they cannot directly access the proposed motorway. The road would allow slower moving local traffic to avoid using the motorway for short journeys. Mixing slower local traffic and faster motorway traffic could disrupt traffic flow and cause safety issues.
A bridge along and above the existing railway line instead of the proposed design was suggested as an alternative.	This option was excluded during the route selection process in the mid 1990s. This was due to the visual and noise impacts and very high construction costs. The corridor review report published in 2013 confirmed the current road corridor as the most suitable for the motorway.
Could the local access road to the north of the motorway provide access for quarry traffic straight on to the motorway?	For the bypass to be a motorway standard road, direct property and local road access is not allowed.
Is it possible to provide a rest area near Albion Park?	No rest areas are proposed as part of the project. The project provides the opportunity for both Albion Park and Albion Park Rail townships to offer rest and service facilities following opening of the motorway.
Could the design of the road be straightened through the airport? Concern surrounding possible impacts on air traffic.	This is not considered feasible. The Illawarra Regional Airport is a key local facility. The motorway design is being developed in line with airport operational requirements. Specialist airport design advice is being sought and the airport operator and CASA are being closely consulted.
Concern about the amount of excavation required at Croome Road. Could a two lane bridge over the new highway be built as an alternative?	There will be very little excavation required at Croome Road. Croome Road will cross over the motorway with a new two lane bridge.
Suggestion that there be a 100 km/h speed limit for the length of the motorway with clear signage.	The minimum posted speed along the length of the motorway would be 100 km/h. Clear signage will be in place.
Concern that access for residents west of Croome Road and the Croom Regional Sporting Complex will be impeded, resulting in a longer drive.	All residents could continue to use their existing routes along Tongarra Road, Croome Road and the new local road to access the Princes Highway at Oak Flats so

	there is no increased travel time. Otherwise residents could access the motorway via the new ramps at Albion Park.
Can a smooth road surface be provided?	Yes. Geotechnical investigations have been done for the EIS to inform the best way to design and construct the road pavement.

5.4 Entry and exit ramps

Extensive feedback was received about entry and exit ramps.

Feedback	Roads and Maritime's Response
Could additional access ramps be provided between the Illawarra Highway and the Oak Flats interchange?	This option was considered and discounted earlier in the development process. See the Preferred Option Report on the project website for more details.
Could all ramps be built when the motorway is built?	The timing of the construction of the northbound exit ramp and southbound entry ramp at Albion Park is currently being assessed. More detail will become available as planning progresses.
On and off ramps for cyclists should be provided.	We will review cycle access both along and across the new motorway as part of the next stage of design.
Suggestion that the northbound exit ramp be built now and this exit should be positioned at Tongarra Road (similar to the southbound entry ramp).	This option was considered earlier in the development process; however traffic modelling showed traffic congestion would be worse at the Terry Street/Tongarra Road intersection. This would become more apparent if the proposed Albion Park bypass along Tripoli Way was built. More detail can be found in the Preferred Option Report on the project website.
Due to growth in the area, could the exit ramp be extended up to the Tongarra Road traffic lights and be two lanes?	The traffic flows, growth and intersection impacts have all been considered in the design development. The traffic assessment shows that building the northbound exit ramp before the construction of the proposed Albion Park bypass along Tripoli Way would result in heavy congestion at the Terry Street/Tongarra Road traffic lights. The construction of the southbound exit ramp would place more pressure on the Tongarra Road/Terry Street intersection. With the proposed Albion Park bypass along Tripoli Way, this congestion can be avoided and an extension of two lanes to Tongarra Road is not required.
Could a southbound exit ramp at Croome Road be provided to cater for lack of access at Woollybutt Drive and Durgadin Drive?	This option was investigated earlier in the development process but found unsuitable. More detail can be found in the Preferred Option Report on the project website.
Concern about the impact on local streets with an exit south of Dapto.	There is an existing exit from the motorway south of Dapto. Traffic modelling of this exit

	shows this is an important link to provide the necessary access from the Princes Highway for local residents.
Lack of exit ramps at Tongarra Road and Croome Road.	This option was considered, however, traffic modelling showed unacceptable traffic impacts. More detail can be found in the Preferred Option Report on the project website
Could on ramps be provided at Croome Road?	This option was investigated but rejected. More detail can be found in the Preferred Option Report on the project website
Concern about lack of access to Dapto, and request for ramps at Kanahooka Road or Fowlers Road.	This is outside the scope of this project.
Could an additional lane on the northern interchange ramps at Dapto be provided?	Additional detailed traffic modelling will be done during the refinement of the design to assess ramp designs, including the number of lanes on ramps, how lanes merge, and the impacts of ramp traffic on traffic flow.
Suggestion that a northern exit from the motorway be provided to access Macquarie Pass as part of the project.	Access to Macquarie Pass would continue to be provided via Tongarra Road. The southbound entry and northbound exit ramps at Albion Park may not be built until a later stage. When these are built they would improve access to Macquarie Pass.

5.5 Intersections

Issues surrounding the intersections at Haywards Bay and Terry Street and Tongarra Road generated the most feedback.

Feedback	Roads and Maritime's Response
Have the impacts of the proposed Albion Park bypass along Tripoli Way been considered.	The preferred option incorporated traffic modelling that considered the construction of a proposed Albion Park bypass along Tripoli Way. Further refinement of the preferred option will further investigate a future connection.
Concern about the impact of increased traffic on Oak Flats roundabout with the closure of Durgadin Drive.	Oak Flats interchange will have a number of changed traffic patterns, both increases and decreases. Ongoing analysis is being done to ensure the end solution is safe and workable for the future.
Concern that access to/from the Haywards Bay service centre has not been considered.	Access to the service facilities at Haywards Bay remains via the Princes Highway. This has not changed.
Could bans on right hand turns out of Colden Drive and Station Road be introduced to prevent the use of Shellharbour Road as an alternative route?	Existing intersections impacted by changes in traffic patterns will be further assessed during the next phase of design. Changes to the road network outside of the scope of this project would be subject to our review in conjunction with Shellharbour City Council.
Concern that access out of O'Gorman Street will create impacts.	The project isn't expected to have any direct impacts on O'Gorman Street.
Concern about the adequacy of the	The preferred option was chosen based on

intersection of Terry Street and Tongarra Road to handle future traffic.	traffic modelling that considered the capacity of the Terry Street and Tongarra Road intersection at peak times. It was also assessed with and without the inclusion of the proposed bypass of Albion Park at Tripoli Way.
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5.6 Flooding

A wide variety of considerations and comments were provided surrounding the potential impacts of flooding.

Feedback	Roads and Maritime's Response
Could the motorway be bridged instead of fill to reduce flooding impacts?	Flood modelling shows the full length of the motorway does not need to be bridged to mitigate flooding impacts. Flood opening bridges have been included to limit changes to the movement of flood waters. The cost of bridging the full motorway would make it economically unfeasible. Consultation with the community, councils and the Department of Planning and Environment is continuing to inform the motorway design.
Suggestion that the motorway design provide on and off ramps at Tongarra Road to account for floods, as the intersection of the Illawarra Highway and Taylors Road is flood prone and often the cause for closing the Illawarra Highway.	The motorway would replace the section of the Illawarra Highway most affected by flooding. The area around Taylors Road is part of the flood assessment done for this project. Designs are aiming to provide no negative impacts on existing flood events as a result of the project.
If the flooding impacts change because of the motorway, will this negatively impact homes and insurance costs?	The design of the motorway flood openings and our detailed flood modelling is focussed on ensuring no new or unacceptable flooding impacts to properties as a result of this project. The flood modelling done is based on the same flood model used by both Shellharbour City and Wollongong City Councils. This is the model used for future insurance assessments.
Concern that a 'dam' will be created when motorway is built.	The motorway design aims to limit changes to flooding by using flood modelling to maintain key flows around the new road embankments.
Can the motorway be designed to show 1 in 100 year flood and impacts of 'Probable Maximum Flood'?	The Hydraulics and Hydrology Assessment Report Technical Paper which will be published as part of the EIS will include mapping to show impacts of a range of flood events including the 1 in 100 and Probable Maximum Flood (PMF) events. The minimum flood immunity guaranteed for this project is 1 in 20 due to limitations on the route and existing infrastructure (e.g. around Duck Creek). Efforts are being made to maximise

	flood immunity within the known constraints of the project.
Could entry and exit ramps at Tongarra Road be provided to cope with floods?	No. Providing entry and exit ramps at Tongarra Road would not improve access during a flood as Tongarra Road is affected by flooding in a small rainfall event.
Concern about future development in the area and impact on the flood.	The impacts of the proposed housing developments, together with potential impacts of climate change, will be reported as part of the EIS. These developments have been accounted for within the flood models developed by Wollongong City and Shellharbour City Councils.

5.7 Roundabouts

Feedback received covered concerns about the ability of the roundabout at the Oak Flats Interchange to cope with additional traffic. Safety concerns were also raised.

Feedback	Roads and Maritime's Response
Concern that access for the Marshall Mount and Calderwood developments via roundabouts is considered inadequate.	All proposed intersections will be assessed to ensure they work well at day of opening and into the future. This assessment will include the impact of housing developments.
Concern about the design of the roundabout at the Oak Flats Interchange and its ability to safely cope with extra traffic.	Oak Flats Interchange will have a number of changed traffic patterns, both increases and decreases. These are subject to ongoing analysis to ensure the end solution is safe and workable for the motorists.
Suggestion that the southern interchange should include a protected turn lane from the Princes Highway at Albion Park Rail for motorists travelling to Oak Flats and Shellharbour.	Building the motorway would result in less traffic on the Princes Highway through Albion Park Rail. This would alleviate pressure on the left hand turn from the Princes Highway to New Lake Entrance Road. Providing a dedicated left turn lane in the future would be dependent on traffic volumes.

5.8 Cul-de-sacs

The preferred option proposes the conversion of three local streets into cul-de-sacs. There was considerable feedback received about this..

Feedback	Roads and Maritime's Response
Concern that Cormack Avenue becoming a cul-de-sac will increase travel times in the short term, until development occurs.	We are investigating options to allow Cormack Avenue to remain open. Closing Cormack Avenue is a condition of the approval of the Tallawarra development. Cormack Avenue would be closed when the Tallawarra site has been developed and an alternative access has been provided.
Concern that access for Jarrah Way residents to the Princes Highway will be blocked by Woollybutt Drive becoming a cul-de-sac.	Jarrah Way and other local roads will access the Princes Highway via the existing Woollybutt Drive and Princes Highway intersection. Given the changes to traffic

	flows, an assessment of this intersection will be done as part of the concept design and any required changes would be included in the proposed scope of works.
Concern about the impacts on businesses if access via Durgadin Drive is removed.	This will be assessed as part of the EIS. Other proposed changes in this area such as the Masters Development and the proposed connection of Shandan Circuit and Shaban Street will improve accessibility to the industrial area.

5.9 Cycling and pedestrians

A number of comments were received in relation to cycling and pedestrian access. The main feedback received supports a concept design providing cycle access.

Feedback	Roads and Maritime's Response
Suggest a concept design which supports cyclist access. Suggest providing cycle lanes on both sides of the motorway, with connections to existing and proposed cycle networks.	We are currently reviewing the provision of cycle access both along and across the new motorway. This will form part of the next stage of design.
Concern for the safety of pedestrians near Larkins Lane.	The motorway would have controlled access fencing to prevent pedestrians accessing the road. All road crossings over and under the motorway would include safe pedestrian access.

5.10 Environment

Comments relating to environment including concerns about noise and impacts on wetlands.

Feedback	Roads and Maritime's Response
Concern about the impacts of the motorway on sensitive wetlands and conservation areas as a result of earth fill and other construction activities.	Wetlands and other sensitive and protected environmental areas are being assessed as part of the EIS. The Department of Planning and Environment will determine if the design and proposed mitigation strategies are acceptable.
Suggestion that a macro environmental analysis be provided for areas outside the preferred corridor.	Where required, the environmental assessment covers more than the road corridor.
Could noise mitigation measures be considered near Larkins Lane, Durgadin Drive, Jarrah Way and other areas of Albion Park Rail?	Noise impacts and required mitigation will be assessed as part of the EIS to be published in late 2015.
Concern about the management of water run-off.	All water run-off from the site during both construction and operation is examined as part of the EIS.
Will there be any noise impacts for the area between Woollybutt Drive and the industrial estate?	Noise impacts and required mitigation will be assessed as part of the EIS. Initial plans in are to retain and adapt the existing noise protection in this area.
Could lighting of the motorway be considered to reduce light pollution?	Lighting of the motorway will be limited to only areas that require this for safety

	reasons. Typically this would be limited to entry and exit ramps and intersections between ramps and the local road network.
How will construction impacts such as noise, runoff and pollution be managed?	All construction impacts will be assessed as part of the EIS and accompanying Technical Papers in accordance with relevant guidelines.

5.11 Safety

Several safety issues were raised by the community in relation to the preferred option.

Feedback	Roads and Maritime's Response
Can provision for breakdown lanes be considered as part of the motorway design?	Three metre shoulders would be provided along the length of the motorway. Regularly spaced breakdown and maintenance bays will be provided.
Concerns surrounding road curvature.	The motorway has been designed to meet or exceed desirable minimum standards for motorways and ensure user safety.
Concern about the potential for speeding on the Tongarra Road overpass.	Tongarra Road would remain at the same level as the existing Tongarra Road, with the new motorway passing over the top. All new roads will be designed in keeping with the local speed environment.

5.12 Shortening the motorway through Croom Regional Sporting Complex

Due to the direct consultation with the regular users of the sporting complex and Shellharbour City Council in the development of the structure plan for Croom Regional Sporting Complex minimal feedback was received.

Feedback	Roads and Maritime's Response
Any sporting facilities impacted by shortening the route should be replaced before they are removed.	We are working closely with sporting groups to understand their needs. We have given a commitment that every effort will be made to ensure there are no disruptions to sporting activities.
Pedestrian and vehicle connections within Croom Regional Sporting Complex are important and should be maintained.	We understand that pedestrian, vehicle and horse access within the complex is important and needs to be maintained. The preferred option provides an underpass. This would facilitate vehicle, pedestrian, cyclist and horse user access.
Would like more detail about how close the motorway will be to sporting clubs once shortened through the complex.	More detail will be provided as the design of the motorway progresses. A master plan showing more detail has recently been displayed for community comment. Further details will be included in the EIS display later this year.

6. Next Steps

The comments and concerns raised by stakeholders and the community during the display of the preferred option have been provided to the design team for consideration, and where possible, used in refining the design and in identifying potential opportunities for minimising impacts on the local community.

Studies that assist with the preparation of the EIS are well underway and will continue over the coming months. Investigations and studies include noise monitoring and modelling, flood modelling, traffic and transport, heritage, socio economic, flora and fauna, geotechnical investigations (ground condition) and visual assessment.

Engagement with the community and key stakeholders will continue during the preparation of the EIS. This will include meetings and briefings with community members and key stakeholders.

Late in 2015, the EIS will be placed on exhibition and formal submissions will be invited. The EIS will provide a detailed assessment of project benefits and potential project impacts. During the exhibition period a range of engagement activities will be held including 'drop in' information sessions, briefings, meetings and updated website information.

The Albion Park Rail bypass project team will then prepare a response to submissions received and provide a report on submissions to the Department of Planning and Environment. The design for the Albion Park Rail bypass may change in response to the submissions received.

The Minister for Planning will determine whether or not to approve the project and any conditions to be applied.

Appendices

Appendix A – Postcard



Albion Park Rail bypass Have your say



Albion Park Rail bypass – preferred option display

Roads and Maritime Services is planning for a future extension of the M1 Princes Motorway between Yallah and Oak Flats to bypass Albion Park Rail.

The community is invited to provide feedback on this design. You may like to attend one of the information sessions below or have your say using one of the other options.

Learn more about:

- The preferred route
- Interchanges
- Changes to Croom Regional Sporting complex
- Project benefits

To find out more or provide feedback visit rms.nsw.gov.au/apr
 @ AlbionParkRailbypass@rms.nsw.gov.au
 1800 708 727
 Roads and Maritime Services
 Southern Regional Office
 PO Box 477, Wollongong NSW 2520

Scan the QR code to view a video on this project

Find us on facebook. facebook.com/PrincesHighwayUpgrade

RMS 14.457

Saturday 8 November

Albion Park Public School
 10am to 2pm
 Cnr Hamilton Road and Tongarra Road, Albion Park

Wednesday 12 November

Albion Park Rail Public School
 4pm to 8pm
 Tongarra Road, Albion Park Rail

Saturday 15 November

Centenary Hall
 9am to 1pm
 110 Tongarra Road, Albion Park

Sunday 16 November

Camp Quality Convoy
 9am to 3pm
 Croom Regional Sporting Complex, Albion Park

Unstaffed displays have been provided at:

Wollongong City Council
 Shellharbour City Council
 Dapto Library
 Albion Park Library
 Oak Flats Library

Feedback is invited until 5pm, Monday 24 November 2014.



Albion Park Rail bypass – preferred option

Roads and Maritime Services is planning a 9.8 kilometre extension of the M1 Princes Motorway between Yallah and Oak Flats to bypass Albion Park Rail.

The bypass will complete the 'missing link' for a high standard road between Sydney and Bomaderry. It will provide easy access to Dapto, Albion Park and Oak Flats, have two lanes in each direction, with capacity for additional lanes and be signposted at 100km/h.

We are now seeking community feedback on the preferred design for the Albion Park Rail bypass and will be holding information sessions over the coming weeks (see back page for details).

Feedback is invited until **5pm, Monday 24 November 2014** and will be used to refine the bypass design during the environmental assessment.



Scan the QR code to view a video on this project

Visit

rms.nsw.gov.au/apr

to view the video and provide feedback



1800 708 727

A graphic for a video player. It features a dark blue header with the word 'Visit', a dark blue bar with the URL 'rms.nsw.gov.au/apr', and the text 'to view the video and provide feedback'. Below this is a video player icon showing a road bypass with a play button in the center. At the bottom is a dark blue bar with a phone icon and the number '1800 708 727'.

Community Update

Flooding

Flooding closes the Illawarra Highway around seven times a year and the Princes Highway three times a year.

The bypass will replace the section of the Illawarra Highway most affected by flooding. This will significantly improve access for bypass traffic during periods of intense rain. The bypass will be built so access is maintained during a one in 20 year flood event as a minimum.

Further studies will be done as part of the Environmental Impact Statement (EIS) in 2015 to better understand the impacts of flooding.



Illawarra Highway closed due to flooding in 2014

Local traffic

The bypass provides easy access to Dapto, Albion Park and Oak Flats. It separates local and through traffic, provides east west connectivity between Albion Park and the Oak Flats area and reduces congestion in Albion Park Rail and Albion Park town centres.

It can connect to a future bypass of Albion Park (Tripoli Way).

To better manage traffic in Albion Park we are investigating the upgrade of the Terry Street and Tongarra Road intersection. In the future parking restrictions in Albion Park may also be considered.

The bypass services the growth areas of Calderwood, Tullimbar, Tallawarra and West Dapto. The preferred design includes a new southbound motorway entry ramp from Tongarra Road and a northbound exit ramp at the Illawarra Highway. These ramps may not be needed until a later stage. This is influenced by Wollongong and Shellharbour City Councils' future developments.



Traffic queuing at the roundabout at Albion Park Rail in 2014

Environment

There are two endangered ecological communities (EEC's) within the bypass route. These are:

- Illawarra lowlands grassy woodlands north and south of Yallah Road and south of Duck Creek, and
- Freshwater wetlands on coastal floodplains around Frazers Creek and north of Macquarie Rivulet.

Croom Reserve is part of the Illawarra lowlands grassy woodlands EEC. Three threatened plant species - the Eastern Flame Pea, Illawarra Greenhood Orchid and Pimelea Curviflora – are also within the reserve. This is one of the last locations where the Illawarra Greenhood Orchid is found.

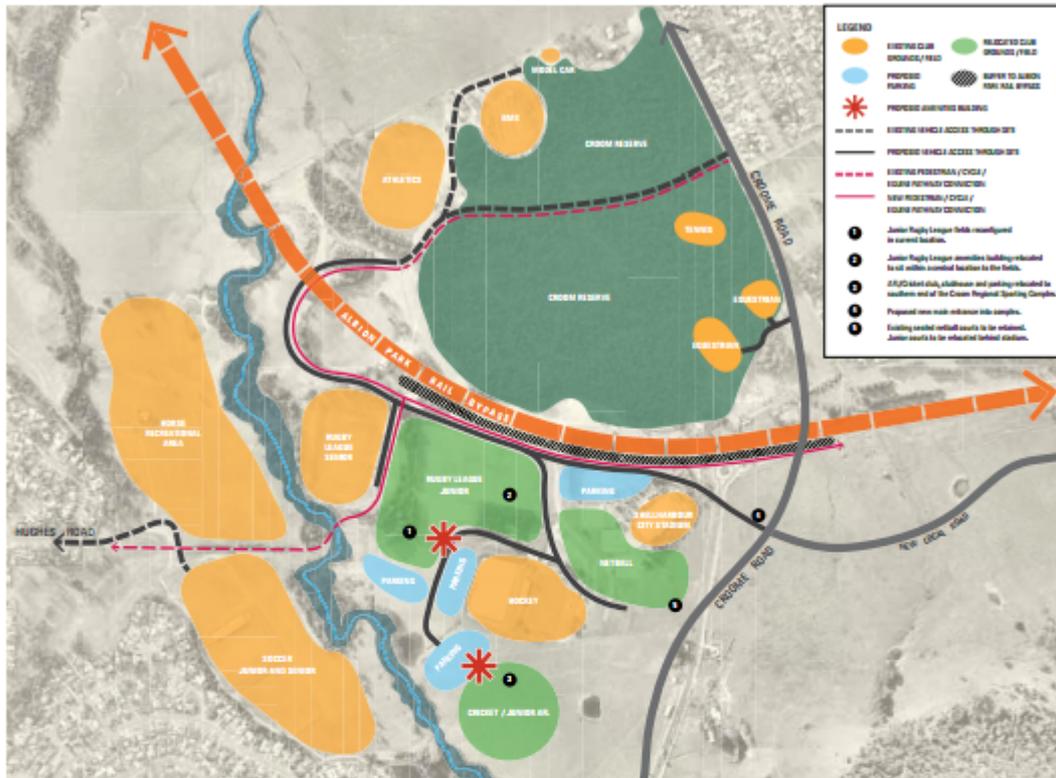
Croom Reserve is protected through a conservation agreement between Shellharbour City Council and National Parks and Wildlife Services. This is why the bypass has not been shortened through Croom Reserve.

More detailed environmental investigations have now started and will form part of the EIS.



Albion Park Rail bypass – preferred option

Proposed changes to Croom Regional Sporting Complex



The Albion Park Rail bypass will be shortened through the Croom Regional Sporting Complex. This improves safety by removing a below standard curve and shortens the bypass by 800 metres. The shortening achieves a 29 second time saving for each bypass trip and will save a typical commuter \$170 in fuel and vehicle operating costs each year.

Throughout the planning process we have been working closely with Shellharbour City Council and the sporting groups who regularly use the facility. This is continuing.

We will ensure directly impacted sporting facilities are replaced with similar facilities and that clubs can maintain sports competitions while the project is planned and built.

A landscape architect has been engaged to redesign the sporting complex. A design showing proposed changes to the sporting complex is above.

We expect Junior Rugby League, Netball, Cricket and Junior AFL to be directly impacted. We are discussing these changes with these sporting groups.

The southern access into the complex will be changed. Vehicle and pedestrian access through the complex will also change but will be maintained.

The Shellharbour City Stadium will remain.



You are invited to drop in at any time during an information session to discuss the bypass preferred option with members of the project team.

Saturday 8 November

Albion Park Public School
10am to 2pm
Cnr Hamilton Road and Tongarra Road,
Albion Park

Wednesday 12 November

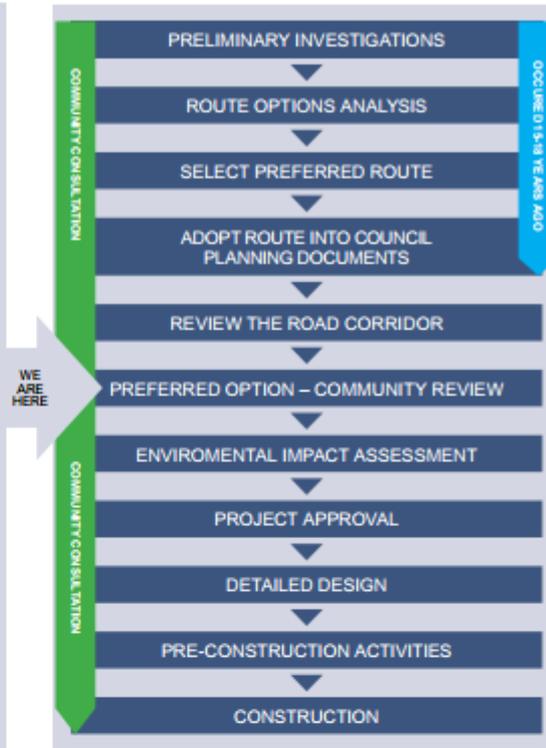
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Find us on facebook.
facebook.com/PrincesHighwayUpgrade



Roads and Maritime Services

Privacy: Roads and Maritime Services ("RMS") is subject to the *Privacy and Personal Information Protection Act 1998* ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Roads and Maritime Services at 90 Crown Street, Wollongong NSW 2500. You have the right to access and correct the information if you believe that it is incorrect.

RMS 14.459

What happens next?

The preferred option will continue to be refined, taking into consideration the feedback from the community.

An EIS is under preparation. This will have more detailed information about the design features, identification of impacts and their management during construction and operation of the bypass. The EIS is expected to be exhibited in late 2015 when further community feedback will be sought.

Timing of construction is yet to be confirmed.

Have your say

- To find out more or provide feedback visit rms.nsw.gov.au/apr
- AlbionParkRailbypass@rms.nsw.gov.au
- 1800 708 727
- Roads and Maritime Services
Southern Regional Office
PO Box 477, Wollongong NSW 2520

Have your say

NSW NOW The new state of business

OCTOBER/NOVEMBER 2014

We are seeking feedback on the preferred design for the Albion Park Rail bypass. Your feedback will be used to refine the bypass design. Feedback is invited until 5pm, Monday 24 November 2014.

Would you use the Albion Park Rail bypass?

Yes No

What are your thoughts on the northern interchange at Yallah?

I like it I don't like it No opinion

Comment:

What are your thoughts on the central interchange at Albion Park?

I like it I don't like it No opinion

Comment:

What are your thoughts on the southern interchange at Oak Flats?

I like it I don't like it No opinion

Comment:

What are your thoughts on the new local road?

I like it I don't like it No opinion

Comment:

Post feedback forms to: Roads and Maritime Services, Southern Regional Office, PO Box 477, Wollongong NSW 2520

For further information contact the Albion Park Rail bypass team on: 1800 708 727 (toll free)

AlbionParkRailbypass.com.au | www.rma.nsw.gov.au/apr