An artists 3D impression looking west across Oak Flats interchange.
Contents

Albion Park Rail bypass overview 2
Environmental impact statement 2
Overview 3
Scope 3
Key benefits 4
Albion Park Rail bypass key features 5
Design features 5
Construction 9
Croom Regional Sporting Complex 10
Assessment of key issues 12
Traffic and transport 12
Biodiversity 14
Socio – economic 15
Flooding 16
Noise 18
The community 20
The environmental assessment and approval process 20
Project progress chart 21
Have your say 22
Albion Park Rail bypass overview

Environmental impact statement

A detailed environmental impact statement (EIS) has been developed to identify potential impacts associated with the Albion Park Rail bypass. The NSW Department of Planning and Environment has placed the EIS on display for comment.

The EIS outlines the key features of the Albion Park Rail bypass and assesses its potential environmental and social impacts during construction and operation.

This overview outlines some of these key issues.

For detailed information please refer to the environmental impact statement in full.

All submissions must be received by the NSW Department of Planning and Environment by Friday 27 November 2015.

The environmental impact statement is available to view electronically at majorprojects.planning.nsw.gov.au or in hard copy at locations listed on page 22.

More information on how to make a submission is outlined on page 22.

Traffic congestion at Albion Park Rail
Overview

The Princes Highway is the main north–south transport corridor linking Sydney and Wollongong with the NSW south coast and eastern Victoria.

The highway is an important freight, bus and tourist route for the south coast. The section of the highway between Yallah and Oak Flats is used as a local route for areas such as Albion Park, Albion Park Rail, Oak Flats, Yallah and Dapto.

The Illawarra and South Coast population has substantially grown over the last 20 years. Over the next 30 to 50 years around 30,000 new homes are planned for Calderwood, Tullimbar, Tallawarra and West Dapto.

The Princes Highway between Yallah and Oak Flats is currently heavily congested during morning and afternoon peak periods and in peak holiday periods. This already causes queuing and long delays. The high proportion of through traffic which mixes with local traffic, and the multiple traffic lights and intersections along the Princes Highway contribute to stop-start traffic conditions.

With expected growth, major traffic congestion would extend over large parts of the day within the next 20 years.

Flooding also closes the Illawarra Highway around seven times a year and the Princes Highway around three times a year. This limits access and worsens traffic congestion during periods of flood.

To meet the demand of this growth the NSW Government is planning the Albion Park Rail bypass.

Scope

The Albion Park Rail bypass is a proposed new 9.8 kilometre motorway to bypass Albion Park Rail. It would deliver significant benefits to the local community by reducing congestion in the area.

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 a motorway standard of safe and quick travel between Heathcote and Bomaderry.

The proposed new motorway is forecast to cut morning northbound travel times by almost 65 per cent, from nine minutes down to five and a half minutes.

Similarly, the motorway is forecast to save motorists two and a half minutes in the evening peak on a southbound journey from Yallah to Oak Flats, cutting travel times from seven minutes down to four and a half minutes.

It would reduce flood impacts on roads. The motorway would provide an alternative route to the Princes Highway and replace the section of the Illawarra Highway most affected by flooding.

The motorway would be built so access is maintained during a one in 100 year flood except for where the motorway crosses Duck Creek. Here it would be above the one in 50 year flood.

The NSW Government has committed funding of $550 million, through Rebuilding NSW to allow construction to start by early 2019, subject to planning approval.

During construction the Albion Park Rail bypass is expected to generate around 550 jobs.
Key benefits

- **Increase road capacity**
- **Improved connectivity** for the Albion Park community
- **6 times less likely to crash**
- **Reduce flood impacts**
- **Impprove the efficient movement of freight**
- **Up to 16 intersections bypassed**
- **Last town** to be bypassed between Sydney and Bomaderry
- **Return local streets to local communities**
- **Planning for the future**
- **Better and more reliable trips** for locals, tourists, businesses and freight
- **Up to 65% travel time saving by 2041**
- **Construction starts in 3-4 years**
Albion Park Rail bypass key features

Design features

This map provides an overview of the proposed motorway route. You can see more of the design detail in the following three maps, including detail on the proposed interchanges. The maps provide a graphical representation of the Albion Park Rail bypass project. For further detailed information go to rms.nsw.gov.au/apr

LEGEND
- Motorway
- Local roads/motorway ramps
- Bridge
- Major existing road
- Local existing road
- Railway line

See map 1
See map 2
See map 3
Tie-in to Princes Motorway
Cormack Avenue becomes left in/left out
Free flowing connections on and off the motorway

Legend:
- New motorway
- New motorway ramp
- New local road
- Existing highway/motorway
- Existing local roads
- Direction of traffic
- Waterways
- Drains
- Bridge
- Rail
- Cut
- Fill
- Cycle path - on road
- Reserves
- Proposed noise barrier

Map 1 - Northern interchange
Tie-in to Princes Motorway
Cormack Avenue becomes left in/left out
Free flowing connections on and off the motorway

YALLAH
ALBION PARK
RAIL

Illawarra
Regional
Airport

Croom
Regional
Sporting
Complex

Emergency services crossover point
Two 150m long bridges over Frazers Creek
Vehicles to be diverted under new twin bridges

Croom Reserve
Croom Regional Sporting Complex

Map 2 - Central interchange

LEGEND
- New motorway
- New motorway ramp
- New local road
- Existing highway/motorway
- Existing local roads
- Direction of traffic
- Waterways
- Drains
- Bridge
- Rail
- Cut
- Fill
- Cycle path - on road
- Reserves
- Proposed noise barrier
Map 3 - Southern Interchange

LEGEND
- New motorway
- New motorway ramp
- New local road
- Existing highway/motorway
- Existing local roads
- Direction of traffic
- Waterways
- Drains
- Bridge
- Rail
- Cut
- Fill
- Cycle path - on road
- Reserves
- Proposed noise barrier

Tie-in to the Princes Highway

Full access between the motorway, Princes Highway, New Lake Entrance Road and new local road

Oak Flats interchange retained

Bridge over westbound access ramps

Durgadin Drive becomes a cul-de-sac

Woollybutt Drive becomes a cul-de-sac

Reconfiguration of the Green Meadows detention basin

New local road separates local and through traffic. This replaces the East West Link.

Emergency services crossover point

Bridge over motorway for Croome Road

New water detention basin

New entrance to Croom Regional Sporting Complex

Illawarra Regional Airport

Emergency services crossover point

Two 150m long bridges over Frazers Creek

Two lanes each way with median separation

Southbound exit ramp travels over the motorway to the Illawarra Highway

Twin bridges over Frazers Creek

Can connect with a possible future bypass of Albion Park (Tripoli Way)

Frazers Creek to be diverted under new twin bridges

Vehicle and pedestrian access under motorway

New entrance to Croom Regional Sporting Complex

Reconfiguration of the Green Meadows detention basin

New water detention basin

New local road separates local and through traffic. This replaces the East West Link.
The Albion Park Rail bypass would take around three years to build. Subject to approval, construction is expected to start by early 2019.

During construction there would be some disruption to traffic on the Princes Highway. The Illawarra Highway would remain open for almost all of construction. The East West Link would remain open until the new East West Link is built and traffic switched onto it. Woollybutt Drive and Durgadin Drive would become cul-de-sacs before the existing East West Link closes.

The successful contractor would develop construction and traffic management plans to best deliver the motorway with minimal impacts on local residents, motorists using the Princes Highway and local roads and the environment.

**Construction hours**

Standard construction hours in NSW are:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturday.

We are seeking approval for extended construction hours to allow the motorway to be completed as quickly as possible. This would allow the motorway to open about three months earlier.

The proposed extended hours would be:

- 6am to 7pm Monday to Friday
- 8am to 5pm Saturday.

Noisy works close to residential or business areas including the townships of Albion Park Rail, Albion Park and Yallah would be avoided during extended hours.

Extended work hours would be limited to daylight hours, with shorter working periods throughout winter months.

Less noisy activities, such as refuelling, light vehicle movements and briefing of the workforce would be done outside of the standard construction hours (early morning). Noisy activities, such as starting machinery, would be done during working hours where possible.

**Out of hours work**

Out of hours work, such as night work, would be required where construction activities would otherwise severely impact traffic flow or stakeholders. For example, work that would close the operation of the South Coast Rail Line may be carried out outside of normal working hours.

**Information for local residents**

The majority of construction would occur along the project corridor. This would minimise impacts to access on the local road network.

Temporary detours and construction traffic management measures would be used to ensure the safety of motorists, pedestrians, cyclists and workers. The project would not result in any long term road closures.

We would work closely with directly impacted residents and nearby neighbours. A 24 hour information line would be staffed throughout construction. Residents would be regularly consulted and informed through emails, letters and the project website.

**Information for motorists**

The contractor would work with the Transport Management Centre to manage all planned and unplanned incidents during construction. Traffic changes would be communicated to motorists through electronic message signs and [livetraffic.com](http://livetraffic.com)

Motorists would experience temporary traffic changes and would be asked to pay attention to construction signage.

**Site compounds**

Secured site compounds would be located as close as possible to the Albion Park Rail bypass or on government land. Site compounds would be used for:

- Offices
- Bridge construction
- Materials handling and storage
- Equipment maintaining.

For more information on these changes go to Chapter 5 in the environmental impact statement.
Croom Regional Sporting Complex

The proposed motorway would travel through the Croom Regional Sporting Complex.

This improves safety by removing a below standard curve that was in an earlier design and shortens the motorway by around 800 metres. The shortening of the route will achieve about half a minute time saving for each motorway trip and would save a typical commuter $170 in vehicle and operating costs each year.

We have provided a commitment that clubs could maintain sports competitions while the project is planned and during construction.

The sporting groups directly affected include:
- Junior AFL
- Cricket
- Junior rugby league
- Netball
- Recreational horse user groups.

A design of the proposed changes to the sporting complex is shown on the next page.

The southern access into the complex would be changed. The Shellharbour City Stadium would remain.

Vehicle and pedestrian access through the complex would change. Parking would be formalised to make better use of space. An additional single lane vehicle access into the complex would be provided from Hughes Drive. This would be a controlled access managed by council.
Proposed changes to the Croom Regional Sporting Complex

- **Underpass providing access for motorists and pedestrians**
- **Junior rugby league fields reconfigured**
- **Stadium not affected**
- **Horse arenas reconfigured**
- **Public horse arenas relocated here**
- **New internal road providing access from Hughes Drive**
- **New cricket/AFL ground**
- **New entrance**
- **Grass netball courts moved here**

**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**
- **Existing roadway/car park**
- **Proposed roadway/car park**
- **Existing fence**
- **Proposed fence**
- **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 trees**
Assessment of key issues

Traffic and transport

When the Albion Park Rail bypass is open to traffic it is forecast to cut morning northbound travel times by almost 33 per cent, from nine minutes down to six minutes.

Similarly, the motorway is likely to save motorists one and a half minutes in the evening peak on a southbound journey from Yallah to Oak Flats, cutting travel times from seven and a half minutes to six minutes.

The Princes Highway between Yallah and Oak Flats is currently heavily congested during morning and afternoon peak periods and in peak holiday periods. This already causes queuing at intersections and long delays. The proportion of through traffic which mixes with local traffic, and the multiple traffic lights and intersections along the Princes Highway contribute to stop-start traffic conditions.

The completion of the Albion Park Rail bypass would enable travel between Heathcote and Bomaderry without a single set of traffic lights and allow motorists to avoid the 16 intersections between Yallah and Oak Flats.

When open to traffic, the motorway would carry between 34,000 and 41,000 vehicles per day on a typical weekday. This would increase to between 45,000 and 53,000 vehicles per day in 2041. The bypass would reduce the number of vehicles on the Princes Highway by up to 74 per cent in some locations.

The timing of construction of the northbound off-ramp and southbound on-ramp at Albion Park is directly linked to the construction of the proposed Tripoli Way bypass of Albion Park.

If the ramps are opened before Tripoli Way, the Terry Street and Tongarra Road intersection would become significantly more congested for long periods of the day.

Tripoli Way is a Shellharbour City Council project. If council can bring forward the construction of Tripoli Way, we could build the northbound off-ramp and southbound on-ramp at Albion Park at the same time as the rest of the motorway.

In the meantime motorists are still able to use the Oak Flats interchange, the Princes Highway and Tongarra Road as they do now.

We will update the community as this progresses.
Access to Albion Park would be improved with an interchange providing direct access on and off the motorway.

The motorway would provide east west connectivity between Albion Park and the Oak Flats areas and reduce congestion in the Albion Park Rail town centre. With fewer cars per day on the Princes Highway and Tongarra Road there would be less congestion and fewer crashes.

The Albion Park Rail bypass would provide motorists with shorter trips and would reduce congestion in the area. The traffic reduction on the Princes Highway would improve business access, reduce traffic noise and improve air quality for nearby residents.

A number of changes would be implemented to local roads as part of the project.

- Woollybutt Drive would become a cul-de-sac near the intersection with Spotted Gum Drive.
- New traffic lights at the intersection of Woollybutt Drive and the Princes Highway to maintain access to this area.
- Durgadin Drive would become a cul-de-sac near the existing East West Link. Motorists would need to use the Princes Highway to access the Albion Park Rail business park.
- The proposed cul-de-sac on the Illawarra Highway would become a cul-de-sac north of Albion Park and be replaced by a northbound entry ramp and a southbound exit ramp.
- Cormack Avenue would become left in and left out where it meets the southbound off-ramp at Dapto.

These changes to local roads would increase travel times for some motorists. Motorists visiting the Albion Park Rail business park previously had direct access to the East West Link. Access would now be via the Princes Highway.

The Illawarra Highway cul-de-sac would mean Albion Park motorists wanting to travel to the northern end of Albion Park Rail would need to use Tongarra Road and the Princes Highway.

With reduced traffic volumes on the Princes Highway, access on and off the Highway is predicted to be easier.

For more information on these changes go to Chapter 7 in the environmental impact statement.

### Without the Albion Park Rail bypass major traffic congestion on the Princes Highway would extend over large parts of the day within the next 20 years.

In 2041, the Albion Park Rail bypass would save motorists nearly 12 minutes in the morning peak on a northbound journey and more than 10 minutes on a southbound evening peak journey. This is more than a 60 per cent travel time saving.

<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</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</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>2041</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 between Yallah and Oak Flats – at 2041
Biodiversity

We have assessed the environment around the proposed motorway to minimise environmental impacts where we can.

Extensive surveys were carried out as part of the environmental impact statement to understand the existing environment and evaluate the potential impact of the Albion Park Rail bypass.

The assessment included:
- Field surveys
- Research and analysis of relevant databases, literature and reports
- Identification and likelihood of impacts to threatened species, communities, wetland areas and high value ecosystems
- Assessment of impacts under the Office of Environment and Heritage’s Framework for Biodiversity Assessment
- Identification of mitigation and management measures.

The bypass would impact:
- 110 Eastern Flame Pea plants, an endangered species in the Illawarra
- Seven hectares of Illawarra Lowlands Grassy Woodlands endangered ecological community
- Seven hectares of freshwater wetlands endangered ecological community.

To compensate for impacts to threatened ecological communities and species, biodiversity offsets would be provided under the Framework for Biodiversity Assessment.

A Construction Environmental Management Plan, including a Flora and Fauna Management Plan, would be developed to manage potential environmental impacts during construction. After construction, the site would be rehabilitated and landscaped.

For more information go to Chapter 9 in the environmental impact statement.
Socio-economic

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

Socio-economic considerations:

- Population
- Agriculture
- Tourism, retail and commercial industry
- Cultural, community and recreational facilities.

The assessment included:

- Identification of a study area and its demographics
- Analysis of key stakeholders and identification of potentially impacted businesses
- Identification of mitigation and management measures.

Social and economic assessment

- Improved quality of life for residents living near the bypassed section of the Princes Highway
- Several clubs within 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
- Some businesses dependent on highway trade may be adversely impacted
- Some adverse social impacts are associated with agricultural land acquisition for the project.

For more information go to Chapter 13 in the environmental impact statement.

Retail business activity in Albion Park Rail

Albion Park commercial centre along Tongarra Road looking west
Flooding

The motorway crosses three floodplain catchments - Duck Creek, Macquarie Rivulet and Horsley Creek. The project area is known for fast but short flooding following heavy rainfall. Currently flooding closes the Illawarra Highway around seven times a year and the Princes Highway around three times a year.

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, avoiding the Airport’s operational airspace.

To assess and minimise the impact of the project on flooding, Wollongong and Shellharbour City Council’s existing flood models for each catchment were used. A detailed process of design refinement and modelling was carried out. This process was critical in ensuring the impacts on neighbouring properties could be avoided or minimised as much as possible.

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

Duck Creek
- Two bridges to carry the motorway over watercourses (45 and 30 metres long)
- A series of large drains.

Macquarie Rivulet
- Three bridges to carry the motorway over watercourses (200, 150 and 90 metres long)
- A series of large drains
- 114 metre long earth mound between Frazers Creek and Tongarra Road.

Horsley Creek
- A series of large drains and drain upgrades
- A new detention basin
- Reconfiguring Green Meadows basin.

Would there be changes to flooding?

The motorway would provide an alternative route to the Princes Highway and replace the section of the Illawarra Highway most affected by flooding.

The motorway would improve access for motorists during a flood. Access would be maintained along the motorway during a one in 100 year flood event, except for where the motorway crosses Duck Creek. At this location access would be maintained on the motorway during a one in 50 year flood event.

Albion Park is currently severely restricted during flood events. The improved accessibility provided by the motorway would benefit local residents and businesses. It would improve reliability of access and reduce down time and road closures as a result of flooding.

The flood immunity of Tongarra Road would be improved. Tongarra Road currently floods in a two to five year flood event. After the motorway is built Tongarra Road would be flood free up to a 10 to 20 year flood event. This improvement is due to an earth mound which would reduce the volume of water breaking out of Frazers Creek and flowing onto Tongarra Road.

The new East West Link would maintain the same level of flood immunity as the current East West Link.

Flooding at Terry Street in Albion Park would not change.

There would be some reductions in flood depths for properties in Albion Park Rail’s Horsley Creek catchment. Around 20 properties would become flood free in a 100 year flood event. This is due to an additional detention basin which would provide more flood storage capacity.

The motorway would not improve flooding in all areas and would not solve all of the flooding problems across the three floodplains.
There are three properties that would have increased flood levels due to the project. These include:

- 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.

For more information go to Chapter 8 in the environmental impact statement.

To help understand the changes to flooding we have a flood mapping tool and time lapse animation on the project website rms.nsw.gov.au/apr
Vehicle engines, exhausts, tyres and brakes can create traffic noise for people working and living near roads. The impact of long term traffic noise and short term construction noise has been assessed to inform how we can:

1. Reduce factors that can contribute to traffic noise levels
2. Mitigate the extent of unavoidable noise
3. Schedule unavoidable construction noise at the best possible time
4. Resolve any unreasonable long term change in noise levels

How we assessed noise
A detailed noise assessment was carried out to evaluate and predict the potential impact of the motorway’s construction and operation. Noise monitoring and traffic counts were carried out during February and July 2015 to measure traffic noise from the existing local road network.

A computer-based noise model was used to simulate the existing noise environment, predict future road traffic noise levels and assess the need for noise mitigation measures.

Managing construction noise
Practical steps would be used to minimise noise on construction sites including diesel exhaust dampeners, switching engines off when not in use, keeping machinery well maintained and smart scheduling of work. Additionally:
- Construction scheduling would consider school holidays, public holidays and weekday options
- Work that must be done at night to avoid heavier traffic conditions would be carefully managed and residents would be advised
- Simultaneous use of loud machines or construction methods would be avoided where possible.

A Noise and Vibration Management Plan would be prepared for the construction period. This would include:
- Noise and vibration monitoring and reporting requirements
- Specific mitigation and management measures to be implemented during construction
- Construction timetabling to minimise noise impacts
- Procedures for notifying residents and business owners likely to be affected by noise and vibration
- Contingency measures to be implemented in the event of non-compliance and/or noise complaints.

Managing operational noise
Ongoing noise reduction measures for traffic noise once the motorway has opened would include:
- Providing low noise pavement for sections of the motorway
- Noise barriers and property treatments where appropriate.

Mitigation measures
- 218 properties may be considered for noise reducing architectural treatments
- Noise barriers have been identified at three locations. The need for noise barriers, and their design, would be confirmed in detailed design. Affected property owners would be consulted.

The effectiveness of noise mitigation measures would be assessed to check actual noise after the motorway is opened to traffic. Additional mitigation measures may be required.

For more information go to Chapter 12 in the environmental impact statement.
### Proposed noise barriers location

<table>
<thead>
<tr>
<th>Proposed noise barriers location</th>
<th>Barrier height</th>
<th>Barrier length</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dapto</strong> - West side of Princes Motorway between Princes Highway overpass in the south to meet existing noise barrier in the north</td>
<td>5 metres</td>
<td>975 metres</td>
</tr>
<tr>
<td><strong>Albion Park</strong> - West side of elevated section of motorway over Tongarra Road</td>
<td>0.8 metres</td>
<td>1070 metres</td>
</tr>
<tr>
<td><strong>Albion Park</strong> - 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>

See maps on page 4, 5 and 6 for locations.
The community

Environmental assessment and approval process

Roads and Maritime decides whether the activity would require an EIS to be obtained under Part 5 of the EP&A Act

Minister for Planning orders that a project is to be considered State Significant Infrastructure (SSI)

Roads and Maritime prepares an SSI application to the Secretary of the Department of Planning and Environment, accompanied by an SSI application report, seeking approval from the Minister for Planning for the activity

Secretary of DP&E prepares environmental assessment requirements in consultation with relevant public authorities

Secretary of DP&E issues environmental assessment requirements to Roads and Maritime

Roads and Maritime prepares EIS

Roads and Maritime submits EIS to the Secretary of DP&E for approval by Minister for Planning referred to Commonwealth Minister for the Environment (if required)

Exhibition and consultation

EIS on public exhibition

We are here

At the completion of the exhibition period, the Secretary of DP&E provides Roads and Maritime with a copy of submissions or summary of issues raised

Roads and Maritime prepares a submissions report (and preferred infrastructure report, if required by the Secretary of DP&E)

Assessment and approval

Assessment report prepared by the Secretary of DP&E

Preferred infrastructure report (if required) may be made available to the public if the Secretary of DP&E considers that significant changes to the nature of the infrastructure are proposed

Minister for Planning decides whether or not to approve the project, any modifications that must be made to the infrastructure and the conditions to be attached to any approval
The Albion Park Rail bypass is a state significant infrastructure project and an environmental impact statement has been prepared under part 5.1 of the Environmental Planning and Assessment Act 1979.

Community consultation for the Albion Park Rail bypass November 2014

Community consultation

Pre-construction activities

Construction

Detailed design

Seek project approval

Environmental impact assessment

Preferred option - community review

Review the road corridor

Adopt route into Council planning documents

Select preferred route

Route options analysis

Preliminary investigations

Occured 15-18 years ago

If approved

We are here

Community consultation for the Albion Park Rail bypass November 2014
Have your say

The submissions process plays a vital role in the project’s development and provides an opportunity for you to have your say. At the close of the exhibition period a submissions report will be prepared to document all issues raised during the formal submissions process and provide responses.

The NSW Minister for Planning will determine whether to approve the project and any conditions of approval to be applied.

To view the environmental impact statement or to make a formal submission go to majorprojects.planning.nsw.gov.au.

The Department of Planning and Environment major projects planning website details how you can make a formal submission. Written submissions must be received by Friday 27 November 2015.

If you cannot lodge your submission online it can be sent via email to plan_comment@planning.nsw.gov.au or via written submissions to:

Project number SSI 6878
Major Projects Assessment
GPO Box 39
Sydney NSW 2001

Drop in sessions

Drop in anytime to view the project information and speak with the project team at one of the following community drop-in sessions:

Saturday 7 November, Albion Park Public School, Tongarra Road, Albion Park
9am to 1pm

Sunday 15 November, Camp Quality Convoy, Croom Regional Sporting Complex
9am to 3pm

Thursday 19 November, The Rail Community Centre, Corner Ash Avenue and Tongarra Road, Albion Park Rail
6pm to 9pm

Environmental impact statement

Will be on public display until Friday 27 November 2015 at these locations:

- NSW Department of Planning and Environment
  22-33 Bridge Street, Sydney
- Wollongong City Council
  41 Burelli Street, Wollongong
- Shellharbour City Council
  Lamerton House, Lamerton Crescent, Shellharbour City Centre
- Roads and Maritime Services
  Level 4, 90 Crown Street, Wollongong
- Albion Park Library
  Russell Street, Albion Park
- Dapto Library, Dapto Ribbonwood Centre
  93 - 109 Princes Highway, Dapto
- Oak Flats Library
  Corner Central Avenue and Fisher Street

All submissions must be received by the NSW Department of Planning and Environment by Friday 27 November 2015.

Further information

- rms.nsw.gov.au/apr
- AlbionParkRailbypass@rms.nsw.gov.au
- 1800 708 727
- facebook.com/PrincesHighwayUpgrade

A 3D visualisation of the project and a series of videos have been developed to help understand the key impacts of the project. These, together with information on how to make a submission, and locations where the information can be viewed, can be found at the project website rms.nsw.gov.au/apr