



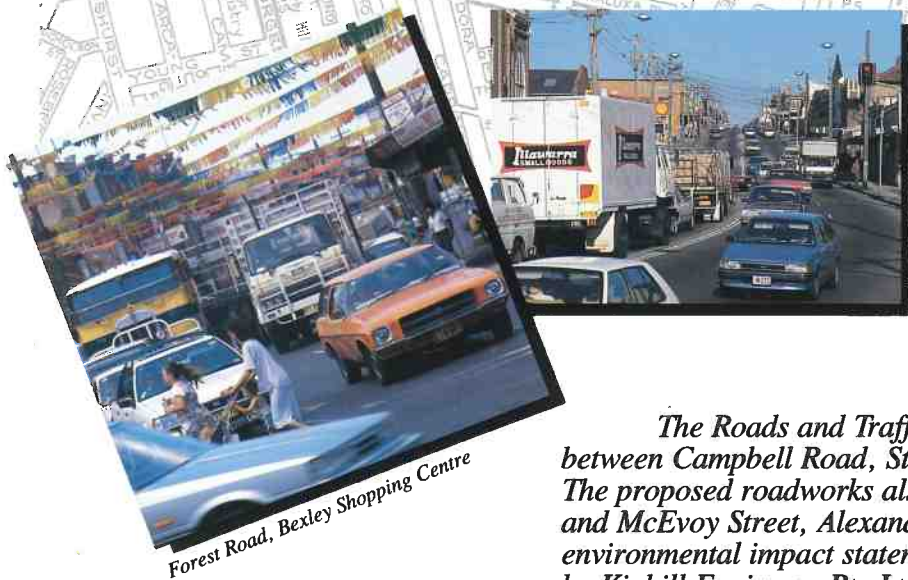
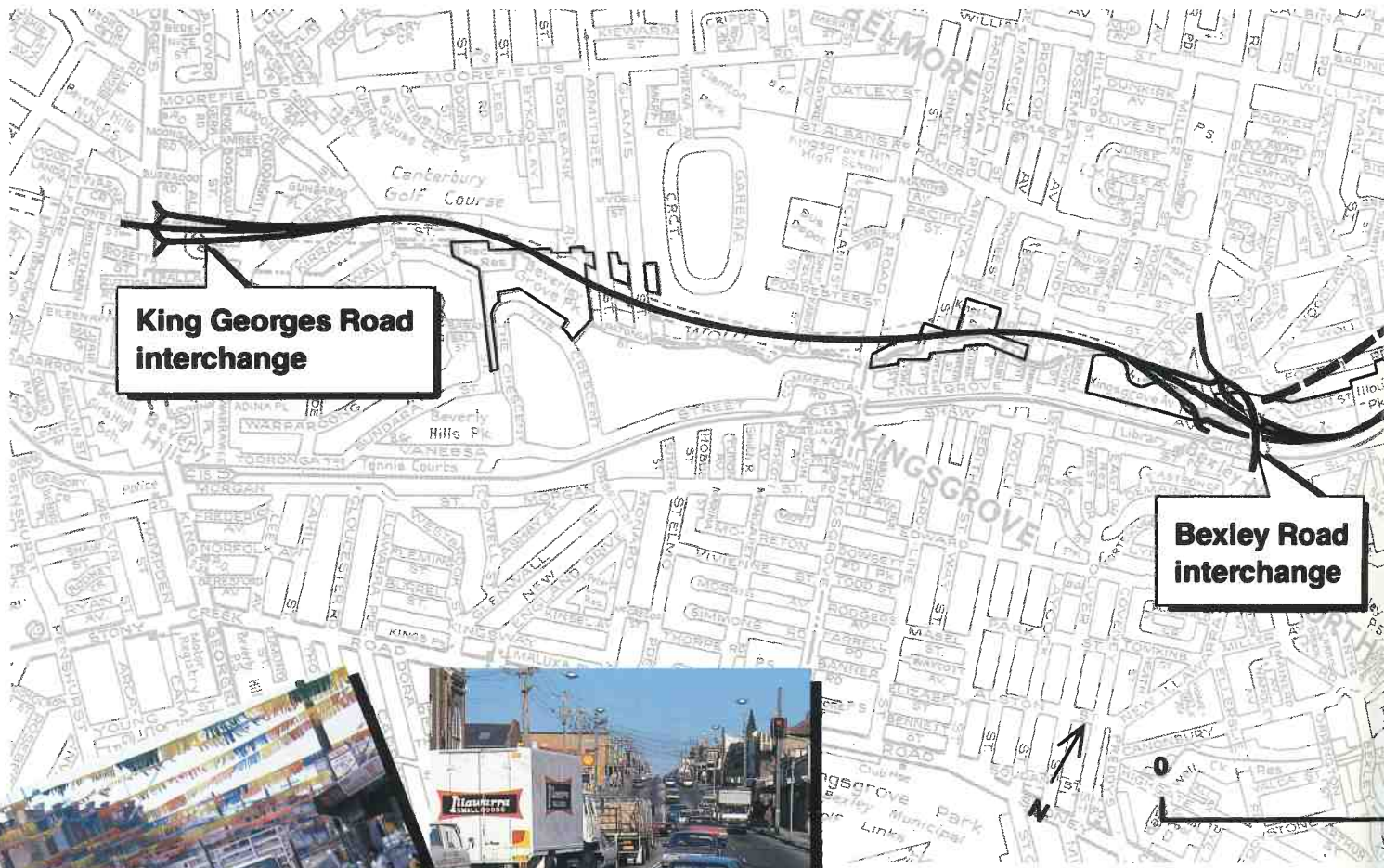
Roads and Traffic Authority

SOUTH WESTERN (F5) FREEWAY

Alexandria to Beverly Hills

Information Brochure

KINHILL



Canterbury Road, Canterbury, near Cooks River

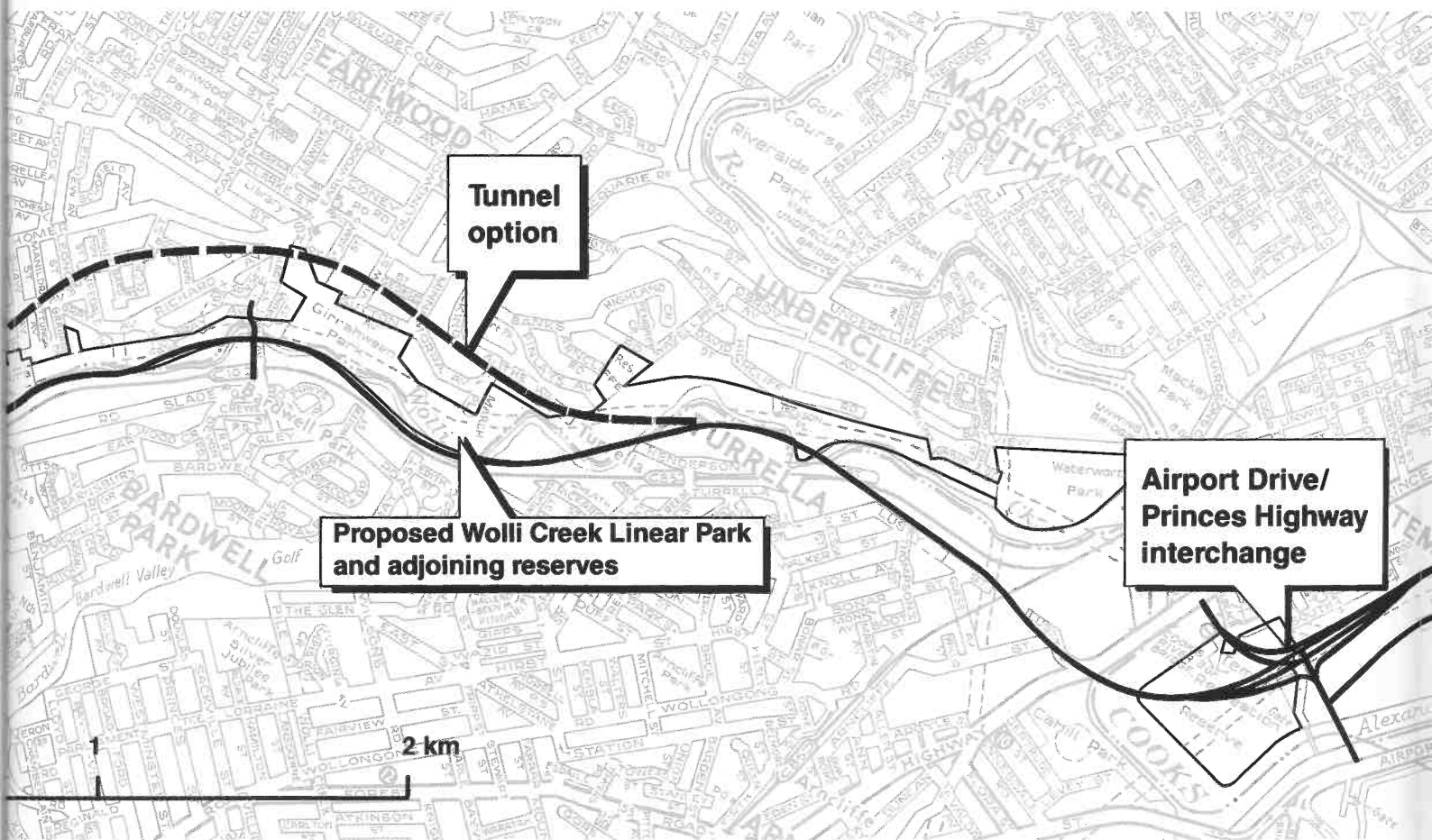
The Roads and Traffic Authority proposes to construct a freeway between Campbell Road, St Peters and King Georges Road, Beverly Hills. The proposed roadworks also include the upgrading of Euston Road and McEvoy Street, Alexandria and Campbell Road, St Peters. An environmental impact statement (EIS) has been prepared for this project by Kinhill Engineers Pty Ltd.

WHY DO WE NEED THE FREEWAY?

The growth of industrial and commercial areas including Liverpool, Campbelltown, Port Botany and Alexandria, has highlighted the need for improved access for the economic and efficient movement of people and goods through south-western Sydney. There is also a need to reduce traffic congestion in residential areas and shopping centres as well as the number of traffic accidents along major roads in the south-western sector. The existing road network in the south-western area is characterized by several heavily congested arterial roads including Canterbury Road, Stoney Creek Road, Forest Road, Princes Highway, Airport Drive and General Holmes Drive. Each road currently provides poor trip times during commercial hours and a high number of traffic accidents.

If no further road improvements were made:

- increasingly severe traffic congestion would occur at numerous locations throughout the south-western area resulting in extended delays and higher transport costs;
- the number of accidents would increase in the area, which already has one of the worst accident rates in Sydney;
- further deterioration of the amenity of residential and shopping areas would occur.



Source: Roads and Traffic Authority

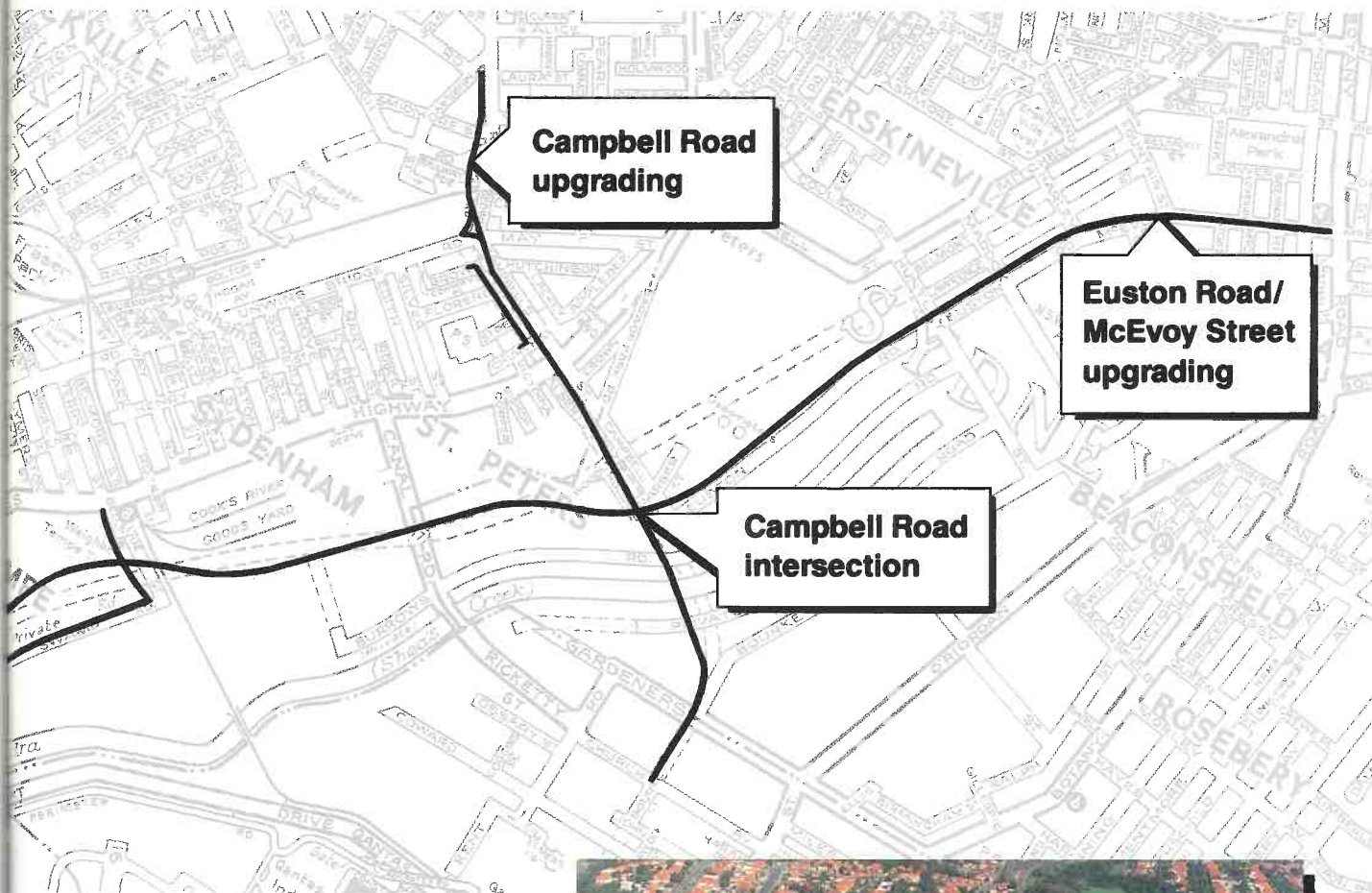
ALTERNATIVES CONSIDERED

Prior to the detailed evaluation in the EIS, an extensive community consultation programme was undertaken to ascertain the community's views of the alternatives and to encourage input of new ideas. The 899 submissions received during this programme strongly influenced the Roads and Traffic Authority's presentation of a preferred alternative and transport strategy to the Minister for Transport. Alternatives considered by the Authority included:

- a freeway standard road on various alignments;
- a tunnel accommodating a freeway standard road;
- road improvements equivalent to freeway capacity;
- lower investment schemes addressing local traffic problems;
- public transport improvements;
- a 'no build' alternative.

In selecting a preferred alternative, three sets of factors encompassing economic, social and environmental considerations were used. Principal conclusions drawn from the evaluation of alternatives were that:

- the 'do nothing' alternative has adverse consequences for New South Wales
- alternatives that affect large numbers of residential properties are not desirable;
- lower investment alternatives do not meet overall objectives;
- alternatives with significant impacts on residents are not favoured;
- the tunnel alternatives were carefully considered by the Authority and in the EIS. However each alternative had a lower benefit cost ratio, being relatively costly and providing little advantage in terms of acceptable environmental impact and social dislocation.



The Wolli Creek Valley, Bardwell Park



THE PROPOSAL

After consideration of the issues raised, a preferred scheme was selected for the EIS which locates a new road in the Wolli Creek valley and meets the requirements of preserving the Wolli Creek bushland while minimizing social dislocation.

Each carriageway of the proposal would comprise three lanes with grade-separated interchanges provided at Airport Drive/Princes Highway, Bexley Road, and King Georges Road. An at-grade intersection would link the proposal with Campbell Road, St Peters. A total of thirteen bridge structures would be constructed along the route to avoid natural and man made features such as Cooks River, Wolli Creek and the East Hills rail line, and to minimize the effect on various playing fields. The proposal incorporates a linear park designed to manage the bushland along Wolli Creek for the enjoyment of the whole community.

The estimated cost of the project based on 1989 dollar values is approximately \$493 million. An overall economic analysis indicates that the project would provide benefits well in excess of the costs in present value terms.

FEATURES OF THE PROPOSAL

Transport

Following the construction of the proposal, the following benefits could be expected:

- reduction in traffic volumes on the existing road network;
- reduction in traffic accidents;
- improved travel times along all major routes;
- lower transport costs to the community;
- improved levels of amenity in residential and shopping areas.

Wolli Creek and environs

In the Wolli Creek Linear Park, landscaping treatments and the design of the proposed freeway will combine to restore the quality of the landscape. A plan of management for the park would involve the community, local councils and relevant government departments in the provision of a multiple use park including:

- nature conservation;
- passive and active recreational facilities;
- education and interpretative facilities;
- pedestrian, bridle and recreational cycling tracks the length of the park.

Flora and fauna

The proposed freeway has been designed to avoid the most extensive stands of native vegetation and potential wildlife habitats. Landscape treatments would enhance those areas currently affected by weed invasion and would integrate the proposed freeway with the existing environment.

Noise

During construction of the proposed freeway, noise attenuation measures would be implemented to ensure that the Roads and Traffic Authority's environmental goal of 63 dB(A) is achieved where practicable. These measures would include barriers to shield the elevated roadway, use of a noise reducing road surface, and noise mounds in association with extensive landscaping.

Landform, geology and soils

The construction phase would utilize soil conservation techniques that have been developed and successfully modified over the years to comply with the requirements of the Soil Conservation Service of New South Wales.

Traps would be provided to remove rubbish washed from the freeway and the local area. Several areas that are currently prone to flooding would have this risk reduced.

Archaeology and heritage

The proposed freeway has been carefully designed to avoid items of heritage significance including Tempe House, Wolli Creek sewer aqueduct, an Aboriginal site at Undercliffe, and the exposed Botany Bay shoreline at St Peters.

THE ENVIRONMENTAL IMPACT ASSESSMENT PROCEDURE



Invitation to participate

During the period of public display, copies of the EIS will be available for \$20 from the following offices of the Roads and Traffic Authority:

- Graphic Services Centre, 1st Floor
Centennial Plaza, 260 Elizabeth Street
SURRY HILLS NSW 2010
- 2 Dind Street
MILSONS POINT NSW 2060
- Cambridge Street (cnr Stoney Creek Road),
BEVERLY HILLS NSW 2209
- Shop 43/14 Amy Street
CAMPSIE NSW 2194
- 10 Cross Street
HURSTVILLE NSW 2220
- 60a Gray Street
KOGARAH NSW 2217

Individuals or organizations wishing to comment on the proposal are invited to make written submissions on or before 5 September 1989 to:

The Environmental Planner
Roads and Traffic Authority
PO Box K198
HAYMARKET NSW 2000

The proposal may also be discussed with Annette Ross (Telephone (02) 218 6545).