

Albion Park Rail Bypass-Submissions and Preferred Infrastructure Report Sept 2017

Application No: SSI 6878

OBJECTIONS: See below

NIL Political Donations.

Planning Services, Department of Planning & Environment

GPO BOX 39

SYDNEY NSW 2001

Attention: Director-Transport Assessments.

www.majorprojects.planning.nsw.gov.au/page/on-exhibition/

Dear Sir

Albion Park Rail bypass OBJECTIONS

My name is Marian Tate, on behalf of Rex and Marian Tate, we submit this written objection to many major factors relating to the latest *Albion Park Rail bypass in RMS Submissions and Preferred Infrastructure Report Sept 2017*, which arrived on 11.9.17 requiring hours to pour over the documents to submit a response in an extremely short timeframe so have focused our objections on the relevant Volume applicable to the Tate dairying properties.

The RMS proposed motorway road design along the Illawarra Highway is due to have a major impact on the Tate's successful dairy farming business with implications of major flooding in heavy rain. Other factors impacting on this new motorway design are the Gas Pipeline, other essential services and height restrictions due to the Airport.

RMS should have demanded adequate funding to install raised bridgework (exceeding the proposed 150 metre long bridge) stretching from Croome Lane along the floodplain area, bridgework elevated above the existing Illawarra Highway to approximately the Boles paddock (similar to the elevated bridge at the entrance to Gerringong and the elevated bridge on the northern side of Berry). This bridgework would have had so much less impact on the prime agricultural land with far less abutment taking greater land and enabling free movement of cattle and machinery from Meadow View to Marks Villa thus leaving the prime agricultural paddocks minimally disturbed.

I, Rex Tate, repeat one again, the footprint of this proposed bypass along the Illawarra Highway affecting the Tate's property **MUST** be moved further from the west to the east running parallel to the existing Illawarra Highway.

PAGE 30: 2.4.1 Pedestrian & Cyclist facilities. Issues 22 & 23

"The proposed cycleway is to be relocated onto the new motorway (page 31-response-to utilise the 2.5metre wide shoulder") this will enable the RMS to shift the alignment of the motorway further east to border on the existing northbound lane of the Illawarra Highway still enabling service vehicles to travel along the southbound side of the existing Illawarra Highway thus allowing the abutments forming the new bridge over the Frazer's Creek placement to commence alignment on the northbound lane of the original Illawarra Highway allowing less agriculture land needed-see page 33-Issue 27 and Response .

Page 32 "measures to reduce the potential risk of interaction between farm operations and users of the shared path will be investigated during detailed design such as cycle friendly cattle crossings."

The Tate dairy property owners **have been assured by RMS** that their cattle would have uninterrupted access to the grass verge of the abutments to graze-this will keep vegetation/hazardous weeds etc to a minimum.

The Tate family are very conscientious in their farming practice to keep weed infestation in check.RMS should drive along the existing Illawarra Highway to check if weeds exist along the Tate's Illawarra Highway property.

FACT: RMS has NO insight into dairy management whilst sitting at an office desk.