

The register provides a plain English description of suggestions that were put to Roads and Maritime Services (RMS) by community members and stakeholders for consideration as part of the concept design.

This information has been obtained from visitors to the project office in Berry, the project information line (1800 506 976), the project email (berrytobomaderryupgrade@rms.nsw.gov.au) and from focus groups held at the Nowra Showground Pavilion and Berry School of Arts in 2012.

If you have further concept design or project suggestions, please email berrytobomaderryupgrade@rms.nsw.gov.au

No.	Comment/suggestion put to RMS	Response	Outcome
1.0	Meroo Meadow heavy vehicle facility		
1.1	Is the facility really needed?	<p>The Statewide heavy vehicle rest area strategy recommends truck parking is provided every 100 kilometres along the Princes Highway. These facilities are necessary to reduce the risk of driver fatigue and assist heavy vehicle operators comply with legal requirements for rest breaks.</p> <p>Heavy vehicle inspection bays are required across the road network to ensure heavy vehicles are operating in a manner that does not place the travelling public at risk. Large permanent facilities are placed at key network locations, and smaller locations for part-time use are located at other strategic sites.</p> <p>The heavy vehicle facility that was proposed at Meroo Meadow was originally designed to perform both of these functions at one location.</p>	RMS has investigated alternative locations for both the truck park component and the part-time heavy vehicle inspection bay (refer 1.2).
1.2	Can the facility go elsewhere?	<p>In response to feedback from the community and further investigations, RMS no longer proposes to build a combined northbound heavy vehicle rest area and heavy vehicle inspection bay at Meroo Meadow, as part of the Berry to Bomaderry upgrade. RMS' preferred option is now to:</p> <ul style="list-style-type: none"> • Further investigate upgrading the existing light vehicle rest area at Rotary Park on the Princes Highway, South Nowra to a combined light and heavy vehicle rest area. 	RMS no longer proposes to provide a heavy vehicle facility at Meroo Meadow.

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		<ul style="list-style-type: none"> Move the heavy vehicle inspection bay to an alternative location near Jaspers Brush (still within the Berry to Bomaderry upgrade). <p>The heavy vehicle inspection bay will be included in the Berry to Bomaderry upgrade concept design and Review of Environmental Factors (REF).</p> <p>Preliminary investigations indicate that upgrading the Rotary Park facility to accommodate heavy vehicles appears feasible. RMS is continuing to work closely with Shoalhaven City Council and plans to carry out further investigations to better determine this.</p>	
1.3	How and when will noise be assessed and treated?	The proposed upgrade will undergo an environmental assessment called a REF, including the assessment of noise impacts for the proposed heavy vehicle inspection bay. Mitigation measures for noise would be considered on a case by case basis.	No further action at this stage.
1.4	How often will the heavy vehicle inspection bay be opened?	The heavy vehicle inspection bay would be open part-time and would be locked outside of hours of operation. The facilities operating hours would be determined based on operational requirements, and as such would be variable.	No further action.
1.5	Concerns about emissions from accelerating and decelerating trucks, cleanliness and potential drainage issues from toilet facilities.	RMS no longer proposes to build a combined northbound heavy vehicle rest area and heavy vehicle inspection bay at Meroo Meadow, as part of the Berry to Bomaderry upgrade. The proposal for a heavy vehicle inspection bay does not include toilet facilities. The proposed upgrade will undergo an environmental assessment called a REF, including the assessment of water runoff and emissions. Mitigation measures would be considered where necessary.	No further action at this stage.

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2.0	Truck parking at Bomaderry		
2.1	Call for a southbound heavy vehicle parking/rest area to assist with truck marshalling for entry into Nowra across the Nowra bridge.	These issues are currently outside the scope of the Berry to Bomaderry upgrade project, but have been raised with the appropriate RMS staff for consideration.	No further action.
2.2	Trucks currently parking on the highway at Bomaderry while waiting for police escorts or supermarket deliveries will not be able to park on the upgraded highway.	RMS recognises that northbound trucks currently make use of an informal stopping opportunity on the Princes Highway north of Cambewarra Road. This would no longer be possible under the proposed upgrade. RMS' preferred option is further investigate upgrading the existing light vehicle rest area at Rotary Park on the Princes Highway, South Nowra to a heavy vehicle rest area.	RMS will continue to work with Shoalhaven City Council to further investigate a heavy vehicle rest area in South Nowra.
3.0	Intersections and interchanges		
3.1	Please explain the proposed access arrangements for properties on Hitchcocks Lane.	Hitchcocks Lane is outside of the scope of the Berry to Bomaderry upgrade project.	Please refer to the Foxground and Berry bypass project.
3.2	Please explain the proposed access arrangements for properties on Schofields Lane.	Schofields Lane is outside of the scope of the Berry to Bomaderry upgrade project.	Please refer to the Foxground and Berry bypass project.
3.3	Please explain the proposed access arrangements for properties on Andersons Lane.	Andersons Lane is proposed to be a left-in left-out side street. The separated median on the Princes Highway will prevent vehicles from turning right into or out of Andersons Lane. Vehicles wishing to turn right into Andersons Lane will need to travel further south and perform a u-turn at the u-turn bay proposed at Croziers Road. Vehicles wishing to turn right out of Andersons Lane will need to perform a left turn, travel north and perform a u-turn at the grade separated interchange proposed at Kangaroo Valley Road.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.4	Please explain the proposed access arrangements for properties on Mullers Lane.	A protected right turn bay is proposed into Mullers Lane. Vehicles wishing to turn right out of Mullers Lane will need to perform a left turn, travel south and perform a u-turn at the u-turn bay proposed at Croziers Road.	RMS proposes to retain a right turn bay and u-turn bay at Mullers Lane, but will continue to consult with directly affected residents to see if an adjusted layout might

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		<p>After community consultation, RMS has reviewed the proposed access arrangements at Mullers Lane. It is not possible to relocate the Mullers Lane right turn bay and u-turn bay to another side street that would perform an equivalent role for local access. Relocating to a driveway or mid block would miss an opportunity to service a local road and would have travel time implications on traffic accessing Mullers Lane. The Mullers Lane proposal is also strongly supported by the wider community.</p>	<p>reduce any impacts.</p>
3.5	<p>Please explain the proposed access arrangements for properties on Croziers Road.</p>	<p>A protected right turn bay is proposed into Croziers Road. Vehicles wishing to turn right out of Croziers Road will need to perform a left turn, travel north and perform a u-turn at the u-turn bay proposed at Mullers Lane.</p>	<p>RMS will continue to liaise with affected residents and businesses to explain the proposed changes.</p>
3.6	<p>Query as to why Croziers Road was a left-in left-out arrangement only. Comments that all movements should be available at Croziers Road to accommodate tourist attractions in the area (e.g. wineries) and to allow commercial operators and residents ease of access.</p>	<p>Croziers Road is not a left-in left-out only arrangement; a protected right turn bay is also proposed to allow safe entry into Croziers Road from the Princes Highway. The only movement that is restricted is the right turn out of Croziers Road, and this is consistent with all of the at-grade intersections along the upgraded Princes Highway (there are no right turn out movements proposed anywhere for road safety reasons).</p> <p>The right turn out movement can be achieved by instead turning left and performing a u-turn at the u-turn bay at Mullers Lane. RMS has consulted with many residents of Croziers Road who accept this proposal.</p> <p>The alternative would be to provide a local road overpass, however this is impractical due to terrain, property impacts, the configuration of the local road network and the proximity to the proposed local road overpass at Strongs Road and Jaspers Brush Road.</p>	<p>RMS will continue to liaise with affected residents and businesses to explain the proposed changes.</p>

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3.7	<p>Call for provision at intersections, particularly Croziers Road, for larger vehicles such as horse floats, milk trucks, buses and B-double trucks (carrying cattle etc) that currently operate locally in a commercial capacity.</p> <p>The planned turning circles do not seem adequate to accommodate large vehicles, and travelling to the nearest overhead interchange would add 8 km onto each pickup and delivery.</p>	<p>The u-turn bays would cater for heavy vehicles up to the size of a semi-trailer or a bus. The shoulders provided at these facilities would enable adequate turning space for B-doubles. RMS considers the current u-turn bay designs to be an appropriate compromise between servicing the freight industry and reducing impact on the local community.</p>	<p>No further action.</p>
3.8	<p>Please explain the proposed access arrangements for properties on O'Keefes Lane (particularly for trucks).</p>	<p>O'Keefes Lane is proposed to be a left-in left-out side street. The separated median on the Princes Highway will prevent vehicles from turning right into or out of O'Keefes Lane. Vehicles wishing to turn right into O'Keefes Lane will need to travel further north and perform a u-turn at the u-turn bay proposed at Mullers Lane. Vehicles wishing to turn right out of O'Keefes Lane will need to perform a left turn, travel south and perform a u-turn at the grade separated local road overpass proposed at Strongs Road and Jaspers Brush Road.</p>	<p>RMS will continue to liaise with affected residents and businesses to explain the proposed changes.</p>
3.9	<p>Please explain the proposed access arrangements for properties on Jaspers Brush Road.</p>	<p>Jaspers Brush Road is proposed as a left-in left-out intersection, however it would form part of a grade separated local road overpass which would allow for all movements.</p>	<p>RMS will continue to liaise with affected residents and businesses to explain the proposed changes.</p>
3.10	<p>Please explain the proposed access arrangements for properties on Strongs Road.</p>	<p>Strongs Road is proposed as a left-in left-out intersection, however it would form part of a grade separated local road overpass which would allow for all movements.</p>	<p>RMS will continue to liaise with affected residents and businesses to explain the proposed changes.</p>
3.11	<p>Concerns about the direct impacts from the proposed overpass to residents living on the highway near Strongs Road. Alternatives were suggested.</p>	<p>The current proposal has Strongs Road operating as a local road overpass connecting to Jaspers Brush Road and allowing access for all turning movements. Strongs Road was originally selected for this arrangement due to spacing between other grade separated facilities, favourable terrain and constructability, and less impact</p>	<p>RMS proposes to retain the Strongs Road local road overpass for the purposes of environmental assessment, but will continue to consult with residents to try to reduce any local impacts of this</p>

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		<p>on properties compared to other alternatives.</p> <p>The design team has met at various times with the residents in the immediate vicinity to discuss alternatives. At the most recent meeting in February 2013 RMS presented the findings of an assessment of alternatives, all of which RMS considers to be of greater impact on residents than the original proposal. Refer to 7.4.</p>	proposal.
3.12	Please explain the proposed access arrangements for properties near Silos Winery.	A protected right turn bay is proposed into the u-turn bay and properties located near Silos Winery. Vehicles wishing to turn right out of this access will need to perform a left turn, travel north and perform a u-turn at the grade separated local road overpass proposed at Strongs Road and Jaspers Brush Road.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.13	Please explain the proposed access arrangements for properties on Turners Lane.	Turners Lane is proposed to be a left-in left-out side street. The separated median on the Princes Highway will prevent vehicles from turning right into or out of Turners Lane. Vehicles wishing to turn right into Turners Lane will need to travel 1.25 km further north and perform a u-turn at the proposed u-turn bay. Vehicles wishing to turn right out of Turners Lane will need to perform a left turn, travel south and perform a u-turn at the grade separated local road underpass proposed at Morschels Lane and Devitts Lane.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.14	Please explain the proposed access arrangements for properties on Morschels Lane.	Morschels Lane is proposed as a left-in left-out intersection, however it would form part of a grade separated local road underpass which would allow for all movements.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.15	Please explain the proposed access arrangements for properties on Devitts Lane.	Devitts Lane is proposed as a left-in left-out intersection, however it would form part of a grade separated local road underpass which would allow for all movements.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.

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3.16	Please explain the proposed access arrangements for properties on Lamonds Lane.	A protected right turn bay is proposed into Lamonds Lane. Vehicles wishing to turn right out of Lamonds Lane will need to perform a left turn, travel south and perform a u-turn at the grade separated interchange proposed at Meroo Road and Pestells Lane.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.17	Please explain the proposed access arrangements for properties on Boxsells Lane.	Boxsells Lane is proposed to be a left-in left-out side street. The separated median on the Princes Highway will prevent vehicles from turning right into or out of Boxsells Lane. Vehicles wishing to turn right into Boxsells Lane will need to travel further south and perform a u-turn at the grade separated interchange proposed at Meroo Road and Pestells Lane. Vehicles wishing to turn right out of Boxsells Lane will need to perform a left turn, travel north and perform a u-turn at the grade separated local road underpass proposed at Morschels Lane and Devitts Lane.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.18	Failure to provide southbound access to/from Boxsells Lane will increase travel time and fuel consumption and therefore has an environmental and cost impact to local residents and businesses.	RMS has reviewed the placement of right turn bays at Boxsells Lane and Lamonds Lane, including an attempt to produce a design with right turn bays for both of these local roads.	RMS proposes to retain the right turn bay into Lamonds Lane with left-in left-out access at Boxsells Lane, but will continue to consult with the local community in order to identify a mutually beneficial solution if one can be found.
3.19	Concerns with right turns into Lamonds Lane, preference for it to be at Boxsells Lane. Request for right turn facilities at both Boxsells and Lamonds Lanes.	Designing dual right turn bays is considered a road safety hazard and therefore not a desirable option. The current design is considered to provide a good balance between safety and accessibility.	
3.20	Concerns about residents wanting to turn right in or out of Boxsells Lane having to go to Pestells Lane, increasing the length of the trip and inconvenience due to its current condition.	RMS has considered swapping the right turn bay access into Boxsells Lane instead of into Lamonds Lane. The effects of such a change would include: <ul style="list-style-type: none"> • Constructability issues due to the additional excavation that would be necessary on the western side of the highway. • Additional property impacts due to the provision of the u-turn bay on Boxsells Lane. • Issues associated with relocation of the existing 	

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		<p>southbound bus stop.</p> <ul style="list-style-type: none"> • Additional travel for west side residents north of Pestells Lane heading to Nowra. • Additional travel for northbound traffic wanting to access Lamonds Lane from Nowra. 	
3.21	Please explain the proposed access arrangements for properties on Meroo Road.	Meroo Road is proposed as a left-in left-out intersection, however it would form part of a grade separated interchange with Pestells Lane which would allow for all movements.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.22	Please explain the proposed access arrangements for properties on Pestells Lane.	Pestells Lane is proposed to be extended east over the Princes Highway as part of a grade separated interchange with Meroo Road which would allow for all movements.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.23	Please explain the proposed access arrangements for properties on Abernethys Lane.	Abernethys Lane is proposed to be a left-in left-out side street. The separated median on the Princes Highway will prevent vehicles from turning right into or out of Abernethys Lane. Vehicles wishing to turn right into Abernethys Lane will need to travel further south and perform a u-turn at the roundabout at Cambewarra Road. Vehicles wishing to turn right out of Abernethys Lane will need to perform a left turn, travel north and perform a u-turn at the grade separated interchange proposed at Meroo Road and Pestells Lane.	RMS will continue to liaise with affected residents and businesses to explain the proposed changes.
3.24	Headlights on the highway are already an issue at night, how will this be addressed?	The proposed upgrade will undergo an environmental assessment called a REF, including the assessment of visual impacts. All lighting for the proposal would be in accordance with Australian Standard 1158 Road Lighting. Lighting around the interchanges would be designed for a non-intrusive angle to minimise light spill impacts on adjoining residential properties as far as practicable. Mitigation measures for headlight spill would be considered on a case by case basis.	No further action at this stage.

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4.0	Local roads		
4.1	Concerns about the condition of Pestells Lane. It is muddy when wet, subject to flooding and dusty when dry. A hard surface will be required to accommodate the increased traffic using the new interchange.	The project team met with Shoalhaven City Council in June 2012 and January 2013 to discuss the highway upgrade and local road networks (Council comments are included at the end of this Issues Register). Local road traffic volumes are to be assessed as part of the REF in mid 2013. Once these traffic volumes are better understood decisions can be made on the future of Pestells Lane.	RMS will continue to consult with Shoalhaven City Council as part of the REF.
4.2	Will RMS seal and widen and raise Pestells Lane?		
4.3	Who will be responsible for maintaining Pestells Lane?		
4.4	Increased traffic flow along Pestells Lane will cause damage to the unsealed road increasing the burden on Shoalhaven City Council and ratepayers.		
5.0	Property access		
5.1	Property access points are of concern to locals, particularly as some driveways are not shown on the concept design drawings.	The design process is currently at the concept stage. Driveway accesses are a level of detail which will need to be addressed as the design progresses. Property owners will be consulted individually regarding driveway accesses as the concept design and detailed design progress. Property owners are encouraged to contact RMS in the meantime if they have concerns.	No further action at this stage.
5.2	Calls for RMS to consider a service road that connects properties directly to Strongs Road.	A service road at this location is not considered to be cost effective due to the location and density of properties accessing the highway and local road network. A service road would result in additional property impacts on residents.	RMS does not propose to include a service road at Strongs Road.

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5.3	Concerns from the residents and proprietors of a local caravan park regarding no right turn access northbound for emergency vehicles, elderly residents and large vehicles (caravans, trailers etc).	<p>The proposed upgrade allows for protected right turns at limited strategic locations. To meet the road safety and traffic efficiency objectives of the project, RMS is limiting the amount of right turn bays.</p> <p>RMS continues to consult with affected property owners and businesses, and emergency services will be consulted directly during the REF.</p>	RMS will continue to consult with affected property owners and businesses.
6.0	Road safety		
6.1	General concerns regarding safety for commuters on the Princes Highway.	<p>One of the project objectives is to improve road safety for all road users, including motorists, cyclists and pedestrians. The proposed upgrade will provide a safer alignment, removing many of the existing crests and improving sight distances.</p> <p>The dual carriageway and separated median will also improve road safety by reducing the potential for head-on collisions.</p>	No further action.
6.2	Concerns about safety at Devitts and Morschels Lanes due to lack of vision over two hills, one in each direction at a distance of about three hundred metres. A suggestion that this hazard could be ameliorated by the provision of acceleration lanes in both directions.	The upgraded highway will have improved sight distance once the alignment of horizontal curves and crests is improved. The visibility for vehicles using either of these intersections will be in accordance with AUSTROADS design guidelines'. The latest concept drawings indicate sight distances of about 300 metres will be achieved.	No further action at this stage.
6.3	<p>Safety concerns about accessing the highway from side roads during peak traffic periods, particularly in and out of Croziers Road and O'Keefes Lane during events and peak traffic periods. Concerns about length of queues at right turn bays and request for acceleration and deceleration lanes.</p> <p>Safety concerns resulting from the lack of breaks in the traffic, heavy vehicles and local traffic trying to enter and cross the traffic stream to get to the opposite side of the highway.</p>	<p>RMS has modelled increased traffic volumes on the highway as a result of the upgrade. The upgraded highway is expected to deliver better traffic efficiency than currently exists. It is expected this efficiency will allow sufficient gaps for safe access from side streets.</p> <p>Local traffic volumes will be assessed during the REF.</p>	No further action at this stage.

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6.4	Concerns about the safety of pedestrians, particularly school students needing to access buses on the highway in both directions, and how this will be managed. Request to consider providing underpasses.	<p>RMS has consulted with the community and has not been able to identify any locations where there would be a strong demand for pedestrian access across the Princes Highway. RMS proposes to proceed with the revised concept design as shown in the Community Update of March 2013. This design can accommodate future provisions for pedestrians and cyclists at the three grade separation locations of Strongs Road and Jaspers Brush Road, Devitts Lane and Morschels Lane, and at Meroo Road and Pestells Lane. The proposed concept design will be displayed with the REF.</p> <p>The revised concept design will include relocated bus stops off the Princes Highway, and bus operators have been consulted about this.</p>	RMS will continue to seek information on the demand for pedestrian crossing at specific locations.
6.5	Concerns that the 100 km/h speed limit will be unsafe for elderly residents to cross the road outside a local caravan park at Bomaderry and for emergency vehicles (ambulance) to access the property.	The proposed speed limit for the upgraded highway is 70 km/h at this location. The properties on the western side of the highway at Bomaderry are generally accessed from the local road network, which should reduce the need for crossing of the Princes Highway. On the eastern side of the highway a pedestrian footpath will be provided to allow pedestrians to access the local road network safely	No further action at this stage.
6.6	Concerns about anti-social and unsafe road behaviour at the proposed u-turn bays.	Street lighting that could be directed down onto the pavement at these locations is being considered which would not only discourage anti-social behaviour but would also serve as a road safety design element.	No further action at this stage.
6.7	Concerns about access for emergency services along the highway.	There are three median crossovers proposed which would allow emergency vehicles to perform u-turns. There may be other opportunities for emergency	No further action at this stage.

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		vehicles to u-turn at other locations where there are gaps in the median barrier. Emergency service providers will be consulted directly during the development of the REF.	
7.0	Property impacts		
7.1	Concerns about the proximity of the upgraded highway road reserve boundary to a heritage listed house and other dwellings. Request for this to be reviewed.	The REF will investigate all environmental factors including heritage, and will propose appropriate mitigation measures or avoidance.	No further action at this stage.
7.2	Privacy concerns in houses due to the elevation of the proposed highway and request for screening (plants are preferable).	The REF will investigate all environmental factors including social impacts, and will propose appropriate mitigation measures. These could include screening and/or structures to address privacy.	No further action at this stage.
7.3	Concerns that the current design was not provided during previous community consultation, in particular the Strongs Road intersection. Belief that the current design has not adequately considered social impacts.	<p>The draft concept design was communicated to residents in a letter in April 2012. A series of focus group meetings during May and June 2012 were held to gain community feedback into the draft concept design.</p> <p>The concept design drawings were also placed on the project website and are available at the Berry project office.</p> <p>The design team has been visiting affected residents and stakeholders on site to discuss the draft concept design, and will continue to do so in order to help develop a final concept design. Social impacts will also be assessed in the REF.</p>	RMS will continue to consult with affected stakeholders.

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7.4	Clarity sought on what alternatives have been considered to the Strongs Road intersection (e.g. move it to the south of the existing entry/exit point away from the immediate vicinity of property and driveways).	<p>The proposed concept design has Strongs Road operating as a local road overpass connecting to Jaspers Brush Road and allowing access to all turning movements. Strongs Road was originally selected for this arrangement due to spacing between other grade separated intersections, favourable terrain and constructability, and less impact on properties compared to other alternatives.</p> <p>The design team has met at various times with the residents in the immediate vicinity to discuss alternatives. At the most recent meeting in February 2013 RMS discussed alternatives, all of which were considered to be of greater impact on residents than the original proposal. Refer also to 3.11.</p>	RMS proposes to retain the Strongs Road local road overpass for the purposes of environmental assessment, but will continue to consult with residents to try to reduce any local impacts of this proposal.
7.5	Questions raised about how the project will affect land zoning and future development applications and when properties would need to be acquired.	<p>Individual property owners who are concerned about current or proposed zoning can contact RMS, who will discuss issues on a case by case basis. RMS will discuss property acquisition with impacted residents on a case by case basis, including applications for hardship acquisition.</p> <p>The REF identifies areas of proposed acquisition associated with the proposal.</p>	No further actions at this stage.
7.6	Questions about the highway impacting on private assets (entry, driveway, fences, and other structures) and if there will be replacement or compensation available.	RMS will, where possible, help affected property owners retain or replace assets where necessary. Details will be resolved on a case by case basis.	No further action at this stage.

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7.7	<p>Clarity sought on whether compensation will be offered to property owners who experience hardship as a result of a decline in property value and indirect impacts of the upgrade.</p> <p>Comments that this project will now impact the sale of properties in the area and will decrease property values.</p>	<p>Properties are often referred to as either being 'directly' affected, or 'indirectly' affected. 'Directly' affected properties are those that are likely to be subject to some property acquisition, while 'indirectly' affected properties are not.</p> <p>RMS is not in a position to compensate 'indirectly' affected properties for perceived devaluations. Any 'directly' or 'indirectly' affected land owners who have questions regarding property issues are encouraged to contact RMS.</p>	No further action at this stage.
7.8	Concerns about how local agricultural businesses will be compensated for loss of revenue and business potential due to the highway widening and subsequent changes to access/loss of land.	<p>RMS is not in a position to compensate 'indirectly' affected properties for perceived devaluations. Any 'directly' or 'indirectly' affected land owners who have questions regarding property issues are encouraged to contact RMS.</p>	No further action at this stage.
7.9	Concerns regarding acquisition of the best agricultural land which then impacts on the viability of the whole farm or business.	<p>'Directly' affected property owners will have the opportunity to negotiate the value of land necessary for acquisition, and this may take into account the viability of the residual land. Any 'directly' affected land owners who have questions regarding property issues are encouraged to contact RMS.</p>	No further action at this stage.
7.10	Questions about when the property acquisition and negotiation process can start	<p>RMS initiated property negotiations will start once the project has been approved and the approved road reserve boundary is known.</p> <p>Owner initiated property negotiations can start prior to the approved road reserve boundary being known, provided hardship provisions apply.</p> <p>Property owners are encouraged to contact RMS at any time to discuss their options.</p>	No further action at this stage.
7.11	Concerns about who will maintain the future road reserve	<p>The appearance and use of future road reserve will be subject to landscape and urban design, as well as other design and maintenance considerations. RMS will continue to liaise with adjacent land owners to try and address any long term concerns.</p>	No further action at this stage.
7.12	Can the road reserve land be rented back for use prior to construction?		

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7.13	Questions raised about whether the footprint of the highway can be decreased by reducing the proposed width of the maintenance corridor.	Generally RMS proposes to retain the additional width of the maintenance corridor. This additional space provides some contingency for changes to batter slopes and drainage structures during detailed design, provides access for vehicles for maintenance purposes and safe working width during construction, and helps to ensure that any further impacts on property are minimised during detailed design and construction. There may be isolated instances where the boundaries can be reduced slightly, and RMS will liaise directly with any affected property owners.	No further action at this stage.
7.14	For more information on property impacts or the acquisition process please refer to the "Land acquisition information guide February 2012" and the fact sheet 'Your property and RMS projects questions and answers December 2011' on the Berry to Bomaderry upgrade website project document page.		
8.0	Traffic flow		
8.1	Concern over potential traffic issues in Nowra following the upgrade which will create more congestion, particularly on Nowra bridge.	This issue is beyond the scope of the Berry to Bomaderry upgrade project. The issue has been raised with the appropriate RMS staff and subsequent projects in Nowra will plan for expected future traffic changes.	No further action.
8.2	Questions raised about restrictions on slow moving vehicles (ie tractors) on the upgraded highway.	Registered road vehicles, including tractors, will not be restricted from using the upgraded Princes Highway.	No further action at this stage.
8.3	Request for details on expected local road traffic volumes at the Strongs Road overpass.	RMS has been consulting with the local community at Strongs Road and Jaspers Brush Road to try and minimise any impacts of the proposed local road changes. Expected local road traffic volumes in this area will be available as part of the REF.	RMS will provide these details to the local residents once they are available.

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9.0	Timing		
9.1	Questions raised around project timing, in particular when the construction is likely to start.	<p>The Berry to Bomaderry upgrade is in the planning phase. There are a number of activities to be carried out before a construction start date is identified. These activities include:</p> <ul style="list-style-type: none"> • The final concept design and REF is expected to be publically displayed in mid 2013. The community and stakeholders will have the opportunity to comment and make a formal submission. • A submission report, which will document and respond to all issues raised during the REF display period and will be published on the project website. • Provided satisfactory mitigation measures are identified to address any environmental issues identified in the REF, it is expected that the project will be approved. • Following project approval and subject to funding availability, detailed design and other pre-construction activities such as land acquisition and adjustments to utilities would start. <p>RMS will continue to update the community with the progress of this project through the planning approval stage.</p>	No further action at this stage.
10.0	Utilities		
10.1	Question regarding the location of the fibre optic cable running along frontages in Lamonds Lane.	This has been considered in the design along with other existing services and utilities.	No further action at this stage.
10.2	Question asked about who will pay for reconnection of utilities if issues or interruptions are experienced due to construction.	RMS will attempt to minimise any changes to services at no cost to the resident.	No further action at this stage.

No.	Comment/suggestion put to RMS	Response	Outcome
11.0	Drainage		
11.1	Concerns about the impacts of water run off and increased risk of flooding due to changed conditions on local roads.	Drainage issues have been considered in the concept design and will continue to be considered as the design progresses. The design will consider appropriate mitigation measures for any changes to flow characteristics. , and a water quality strategy will be implemented to manage changes caused by road run off.	No further action at this stage.
11.2	Drainage around the area opposite the proposed Meroo Meadow heavy vehicle rest area and inspection bay is a concern as water is currently channelled through a culvert into properties in the area. Request consideration is given to directing this culvert away from local residences or to a more suitable location on the properties.	Refer to 11.1. Additionally property owners may consult with RMS during the detailed design phase to discuss drainage details. The previously proposed heavy vehicle rest area and inspection bay is no longer proposed at this location.	No further action at this stage.
12.0	Project alternatives		
12.1	Suggestion that a route following the railway line from Gerringong to Bomaderry would have been a better option.	The route selection process for the entire Gerringong to Bomaderry alignment was conducted over several years, culminating in the announcement of the current alignment in 2009. There is no scope to revisit the route selection process and a construction tender has already been awarded for the northern section of the project between Gerringong and Toolijooa.	No further action.
12.2	Queries about the proposed Nowra bypass and how it will affect the Berry to Bomaderry upgrade project.	This is outside of the scope of the Berry to Bomaderry upgrade project. The proposal that has been designed is unlikely to impact future options for a bypass of Nowra.	No further action at this stage.

No.	Comment/suggestion put to RMS	Response	Outcome
13.0	Community consultation		
13.1	Issue raised that labelling of property owner names on concept drawings has been incorrect and the new concept design drawings indicate additional strip acquisition beyond what was previously shown.	RMS acknowledges that there have been changes made in the current concept design, including changes to property ownership, and changes will continue to be made as the concept design is refined. New and existing residents will be consulted about any property acquisition changes on a case by case basis.	No further action at this stage.
13.2	Questions raised about whether the community will have involvement in noise mitigation measures such as urban design and landscaping.	Community members will have the opportunity to comment on noise mitigation measures, landscaping and urban design during the REF display period.	No further action at this stage.
14.0	Operational and construction noise		
14.1	Belief that by elevating the highway, noise impacts will increase.	Noise impacts will be assessed as part of the REF.	No further action at this stage.
14.2	Concerns raised regarding visual impact of noise walls and requests for other mitigation measures to be considered.	Visual impacts of any proposed mitigation measures will be considered as part of the REF.	No further action at this stage.
14.3	Concerns the elevated highway would increase daytime noise during and after construction and negatively impact shift workers.	RMS has policies in place to assist shift workers that may be affected by daytime construction noise, regardless of the height of the roadworks. RMS will negotiate arrangements with affected residents on a case by case basis closer to the time of construction.	No further action at this stage.
15.0	Cycling facilities		
15.1	Queries regarding facilities available to cyclists on the upgraded highway.	The widened shoulder could potentially be used by cyclists. RMS has reviewed the design and believes there is an opportunity to improve provision for cyclists on the proposed upgrade. Shoulder widths have been reviewed to ensure design guidelines are met satisfactorily for cyclists, and delineation and road markings will be proposed at appropriate locations.	RMS will include linemarking and signposting on the shoulders at major interchanges to better provide for cyclists.

No.	Comment/suggestion put to RMS	Response	Outcome
16.0	Business access		
16.1	Concerns that if individual businesses are given dedicated right turn lanes it will create an unfair advantage not available to all business operators.	The proposed locations for right turn bays have been identified to best balance the impact of additional travel for the local community. There is no intention to provide advantage to particular businesses.	RMS has reviewed the access strategy and does not intend to add further right turn opportunities to those originally proposed.
16.2	Concerns that the proposed upgrade will compromise local traffic access in favour of local businesses.	RMS has made efforts to spread the locations of turning opportunities evenly throughout the project length to support both business and residential use.	
17.0	Environment		
17.1	Questions raised regarding fauna crossings, drainage design, street lighting, noise and visual impacts.	The REF will assess all environmental impacts, including noise, air quality visual impacts, flora/fauna impacts, drainage issues and other environmental impacts. The REF will also propose mitigation measures, where necessary. The community will have the opportunity to review and comment on all details during the REF display period.	No further action at this stage.
7.2	Concerns about noise and increased emissions from additional traffic generated by highway upgrade.		No further action at this stage.
17.3	Questions about how Aboriginal and cultural heritage issues are identified and managed.	Aboriginal and non-Aboriginal heritage is assessed as part of the REF. It is carried out by technical staff, including archaeologists and heritage specialists. Aboriginal heritage investigations are carried out in consultation with local Aboriginal communities. Cultural heritage is managed in accordance with Department of Environment and Heritage policies.	No further action at this stage.

SHOALHAVEN CITY COUNCIL COMMENTS – reflecting council staff opinion, may not reflect the opinion of the full council.

No.	Comment/suggestion put to RMS	Response	Outcome
C.1	Provide a roundabout at Abernethys Lane.	Abernethys Lane is within the proposed 100 km/h speed zone. It would present a road safety problem to locate the roundabout within that speed environment. RMS proposes to transition down the operating speed of the highway at the approaches to Bomaderry. This would be achieved by the use of raised medians on approach to Cambewarra Road, and the presence of increasing levels of development in the southern most length. A roundabout at Abernethys Lane would be too abrupt a change from the high speed environment of the adjoining highway.	Due to the road safety and design implications, RMS does not propose to include a roundabout at Abernethys Lane.
C.2	Provide on and off ramps at Pestells Lane and cul-de-sac the northern end of Meroo Road, consistent with the adopted Nowra Bomaderry structure Plan.	Northbound ramps are provided in the concept design, southbound ramps are a possible future addition. Southbound ramps would depend on future traffic volumes and future land use development requiring access to the highway.	RMS proposes to reserve land for future southbound ramps, but does not propose to construct them until/if necessary.
C.3	Provide grade separation at Croziers Road.	There is minimal benefit to providing grade separation at Croziers Road (the ability to turn right heading to Nowra, instead of using the u-turn bay at Mullers Lane), and it would only serve one local road instead of two, such as are served by an overpass instead at Strongs Road and Jaspers Brush Road. An interchange at Croziers Road would probably be at the expense of the grade separated access proposed at Strongs Road, resulting in far greater additional travel for the local community.	RMS does not propose to include a grade separation at Croziers Road.

No.	Comment/suggestion put to RMS	Response	Outcome
C.4	Provide service roads to link to local roads, including Croziers Lane, Mullers Lane and Penwood Lane.	Service roads are not considered to be cost effective on this length of the Princes Highway due to the alignment of the proposed upgrade and the location and density of properties accessing the highway and local road network. Additionally, property impacts on residents are not considered justifiable given the relatively small benefits that could be achieved in terms of reduced local travel.	RMS does not propose to include a service road at Croziers Road, Mullers Lane or Penwood Lane.
C.5	Consider moving the Morschels Lane and Devitts Lane underpass 330 metres north, provide service lanes between Devitts, Morschels and Turners Lanes.	There is little benefit in relocating the proposed grade separated intersection at Morschels Lane and Devitts Lane. The terrain and vertical alignment of the Princes Highway suit the currently proposed location, and moving the current proposal would be costly, require additional engineering to achieve, and would increase the impact on property owners. The proposed grade separated intersection at Morschels Lane and Devitts Lane has been generally supported by the community.	RMS proposes to retain the existing local road underpass at Morschels Lane and Devitts Lane.
C.6	Provide acceleration lanes at Lamonds, Morschels, Devitts, Turners and O'Keefes Lanes, Jaspers Brush Road and Strongs Road.	Acceleration lanes would need to be very long in order to satisfy AUSTRROADS design guidelines. RMS will assess each side street on its own merits in terms of need and feasibility while local traffic volumes are assessed during the REF.	RMS proposes to retain the current intersection configurations, but will consider providing acceleration lanes at any intersections which meet the design warrants.
C.7	Provide three metre sealed shoulders for full length of the Berry to Bomaderry upgrade.	The shoulder widths for the proposed upgrade were originally proposed at 2.5 metres. An assessment of the cross sections indicates an effective width of 3.0 metres is possible for the majority of the length of the project, including in the cuttings and on embankments.	RMS will provide effective three metre width at all possible locations.

No.	Comment/suggestion put to RMS	Response	Outcome
C.8	Allow right turns at every side road.	One of the objectives of the proposed upgrade is to improve road safety. The dual carriageway with median safety barrier, and the restriction of some right turn movements at local road intersections reduces conflict points, and therefore reduces road safety risk. Further, the Princes Highway is a rural arterial highway which serves a through traffic function, and local road access at every side street would compromise the function of the highway. A balance is required between reduction of road safety risk, through traffic movement, and local access.	RMS proposes to retain right turn access into some side streets at strategic locations.