Local access
Berry to Bomaderry upgrade Princes Highway upgrade

Property accesses between Mullers Lane and Strongs Road overpass

Property accesses between Strongs Road overpass and Morschels Lane underpass

Property accesses between Morschels Lane underpass and Pestells Lane half interchange

Property accesses between Pestells Lane half interchange and Cambewarra Road

Local access constraints

Properties with direct access to the upgraded highway would be provided with left-in and left-out access due to the introduction of median safety barriers to separate opposing directions of traffic. Median safety barriers would prevent right turn movements for direct property access to and from the highway. Traffic would be required to travel to the nearest u-turn bay, Strongs Road overpass, Morschels Lane underpass or Pestells Lane half interchange to make a safe right turn and proceed in the desired direction.

Access strategy

Local road and property access arrangements for the proposal were determined through the development of an access strategy, which considered feedback from property owners.

Key design considerations when selecting right turn and u-turn bays included:
- Minimising the number of entry and exit points to and from the upgraded highway to reduce potential conflict points.
- Providing an even spread of u-turn bays across the proposal area.
- The ability of proposed u-turn bays to satisfy engineering design criteria - such as sight distances – to provide safe access to and from the upgraded highway.

This strategy is considered to most appropriately meet the proposal objectives while satisfying the functional requirements of the upgraded highway.