

Gerringong to Bomaderry Princes Highway Upgrade
Route Selection, Concept Design and Environmental Assessment

Notes of Community information sessions (February 2007)

Workshop	Date / Venue / Location	Attendance (approx)
Berry	Tuesday, 20 February 2007 6pm to 8.30pm School of Arts Hall, Berry	120
Gerringong	Wednesday, 21 February 2007 6pm to 8.30pm Gerringong Town Hall	80
Bomaderry	Thursday 22 February 2007 6pm to 8.30 pm Bomaderry Community Hall	80

RTA Attendees	
Jay Stricker	Regional Manager, Southern
Dr. Graham Brisbane	RTA Project Director
Ron de Rooy	RTA Project Manager
Christine Taylor	Infrastructure Communications Officer
Agnes Donovan	Aboriginal Cultural and Heritage Advisor
Maunsell Attendees	
Richard Merrett	Project Manager
Jon Williamson	Assistant Project Manager
Kerry Morrison	Community Liaison Manager
Sigrid Sanderson	Team Leader Social and Community
Ann-Marie Mulligan	Community Consultation
Michael Daly	Team Leader Engineering (Berry & Gerringong)
Steven Andrew	Engineering (Bomaderry)
Gillian Eckert	Team Leader Environmental
Angela Malpass	Project Secretary
Ross Butler	B-Cubed (Berry & Bomaderry)

Purpose of the meeting

- To introduce the RTA and Maunsell project teams to the community
- To provide an outline of the project studies, the process to examine the options and ways to involve the community.
- To provide an opportunity for the community to discuss their concerns and ideas about the proposed upgrade.

Meeting Agenda

- Welcome and Introduction
- Progress update (RTA)
- Project outline (Maunsell)
- Clarification questions
- Information gathering
- Information collation
- Close

The following details the clarification question and answer discussions held at the meeting.

	Question	Response	Workshop in which question was raised
1.	What has happened to the original community submissions which were collected by the RTA? Are they going to be passed onto Maunsell?	Yes, all previous feedback has been / will be passed to the Maunsell team.	Berry Gerringong
2.	In addition to community comments other information has previously been collected e.g. studies, photos, video etc. Is this going to be passed onto Maunsell?	Yes, the RTA is currently in the process of passing this information onto the Maunsell team. [Post meeting note: Maunsell has received all information]	Berry
3.	Why is the word 'bypass' not being used?	The word "bypass" has not been used because the scope of the study is larger than just the Berry Bypass, and stretches from Gerringong to Bomaderry. A bypass of Berry will be included in the options assessment.	Berry
4.	Previous studies, land acquisitions etc. were undertaken by the RTA (in 1972) along Bolong Road. This project was then shelved with land owners still in limbo. Land owners have received no help / guidance with regard to land acquisition. Will the RTA appoint an independent legal advisor to provide residents with assistance this time?	As this issue falls outside the current project, the RTA representative will raise the landowners concerns with the RTA property section. The RTA's process makes no provision for providing independent legal advice. However, the RTA will pay for conveyance costs associated with the acquisition of a property. The RTA will thoroughly explain the acquisition process during the next round of community information sessions. A fact sheet on the acquisition process is available and can be obtained from the RTA website or by contacting Maunsell on 1800 506 976.	Berry Bomaderry

	Question	Response	Workshop in which question was raised
5.	<p>Will the road be a toll road? What will happen to the existing Princes Highway in relation to maintenance?</p>	<p>No decision has been made in regards to the introduction of a toll road. Part of this study will include a review of the best way to deliver and maintain the upgraded highway.</p> <p>If a section of the highway is to be retained for access, the RTA will repair it and then hand it over to the local council for maintenance and management.</p>	Berry
6.	<p>Bolong Road is not in the study area, yet residents have observed that cameras were being placed there mid week to monitor traffic. It is felt that mid week would not be a true reflection of traffic levels (weekends are far busier).</p>	<p>Cameras have been used as part of an Origin – Destination traffic survey to supplement existing data. Further weekend studies may be commissioned in the future.</p>	Berry
7.	<p>Maunsell advised in their presentation that the following factors would be considered in the selection of the preferred route:</p> <ul style="list-style-type: none"> • Social and community • Environment • Engineering • Economics <p>Who decides on the level of weighting for each? Is this list in order of priority of weighting?</p>	<p>Maunsell will use a methodology which has been successfully implemented on other projects. Along with Maunsell, the RTA will play a part in reviewing weightings. All community issues will be considered as part of the review.</p> <p>The list in the presentation is in no specific order with regards to the level of weighting placed against each area. All factors will be considered to ensure the most appropriate route is selected.</p>	Berry Bomaderry
8.	<p>Maunsell identified four key areas for the selection of the preferred route: social and community, environmental, engineering and economics. Please clarify economics as this did not appear on later slides.</p>	<p>Economic factors will include travel time costs for vehicle users (cars and trucks), crash cost savings by improving the safety of the road and cost of construction, and will play a role in determining a balanced outcome. Business impacts were listed under Social Impacts in the presentation.</p>	Bomaderry
9.	<p>Will the community be involved in discussions for the preferred route?</p>	<p>Yes. The project team will ensure the community are informed and involved all the way through the process to select the preferred route.</p> <p>The next stage is to identify and display for comment a number of feasible route options. This is likely to be later this year. The community will be involved at this stage.</p>	Berry Gerringong

	Question	Response	Workshop in which question was raised
10.	Environmental assessment is planned last? What happens if environmental issues affect the preferred route?	Environmental investigations will be ongoing throughout the project. The overall process will ensure there are no major issues late in the project.	Berry
11.	The study only extends to the existing roundabout at Cambewarra Road. Is an alternative river crossing excluded from this project?	Yes, the study area only extends to the Cambewarra Road roundabout. The assessment of an alternative crossing of the river or any other routes to Nowra is the subject of a separate RTA study.	Berry Bomaderry
12.	Does the RTA have any options on land in the Berry area?	The RTA currently owns a number of properties along the North Street corridor.	Berry
13.	The 'sandtrack' has been excluded from the study area. Is the government likely to exclude anything else?	The NSW Government has committed to undertaking this study process to identify the preferred route for this upgrade. The preferred route is expected to be identified within the highlighted grey area on the study area map. We are unable to comment on the approach that may be taken by any future governments.	Gerringong
14.	Gerringong is a small but growing town surrounded to the east by the sea and the rail line to the west. Is the study area likely to interfere with prime land areas where potential growth can take place?	In identifying route options and the preferred route the project team will consider all factors including physical constraints to the growth of Gerringong.	Gerringong
15.	Is the Maunsell team going to review loss of land to farmers and their ability to continue to run economically viable farms? Farmers feel that on one hand the road is allowed to economically violate the land while at the same time they are faced with numerous restrictions put up as environmental constraints?	The project team understands the effect that loss of land has on individual farmers, and will therefore be thorough in its approach to selecting a preferred route. All land acquisitions will be subject to negotiations.	Gerringong
16.	Is a house currently in the grey area regarded as RTA affected land? Is the owner bound by law to advise a potential purchaser that it is RTA affected?	Property identified as needed to be purchased for a road project is referred to as "affected". Land will not be declared as RTA affected until a route is approved. Councils will advise prospective purchasers if the property lies within the study area through their Section 149 certificates.	Gerringong

	Question	Response	Workshop in which question was raised
17	Several previous studies have been executed over the last several years. Are these now redundant?	<p>The amount of time lapsed since previous studies has seen significant changes to the area, particularly in land use.</p> <p>The project we have today now covers a much larger area – 32 km.</p> <p>Maunsell will be assessing data collected previously as well as collecting new data as part of this project.</p>	Gerringong
18.	Is it ethical that the final decision will rest with one person i.e. government official?	A preferred route will be recommended by the RTA only after thorough studies and community involvement. Once a preferred route is recommended, the government of the day, through the appropriate ministerial office is the approving body.	Gerringong
19.	Is the previous initiative to provide an additional crossing of the Shoalhaven River on the eastern side of the railway still being considered?	<p>A recent feasibility study has shown an additional crossing of the Shoalhaven River, east of the current bridge would not be viable.</p> <p>Consideration of an additional crossing adjacent to or west of the existing Shoalhaven bridge would be the subject of a separate study.</p>	Bomaderry
20.	Is the RTA aware of the level of freight (70,000 tonnes per day) which is currently passing through Berry to Nowra?	Yes. The studies will consider the level of freight and the number of vehicles carrying freight.	Bomaderry
21.	Will the increased noise factor be reviewed during the study?	The project team will undertake studies to review current and assess predicted noise levels. Noise mitigation will be considered where required.	Bomaderry
22.	Will the current capacity of the Cambewarra Road roundabout be considered?	Yes, this will be part of the study.	Bomaderry
23.	Has a route been chosen?	There is no preferred route at this time. Maunsell have been commissioned to undertake this study to identify a preferred route. This process includes community input.	Bomaderry

	Question	Response	Workshop in which question was raised
24.	The RTA presentation mentions issues which are 'negotiable' and 'non negotiable'. Please explain.	There are some aspects of the project that the community will be able to influence, and there are some aspects which it will not be able to influence. For example, a bypass will definitely be provided around Berry. Other issues that are non negotiable will depend on which route is chosen. These will be identified as options are generated.	Bomaderry
25.	Key issues were identified in May 2006. Why are we having further meetings to identify further issues?	These meetings in February 2007 were organised to: <ul style="list-style-type: none"> • Introduce the project team to the community. • Provide opportunity to those who are new to the process to raise important issues; and • To capture more detailed information on the key issues that were provided last year. 	Bomaderry
26.	How will change be managed through the project?	The project team will have ongoing dialogue with council and other agencies to ensure all issues are considered. For example, existing and planned land use changes will be considered in the study.	Bomaderry
27.	Acquisition of property and negotiation. What about property which is close but is not regarded as subject for acquisition? What process of compensation does the RTA have for these properties?	Monetary compensation is not offered to land owners where a property is not subject to acquisition. The project aims to minimise the impact on the surrounding community and environment.	Bomaderry
28.	Access to Cambewarra Road roundabout. Will the study consider an additional road / connection to the roundabout to ease traffic congestion?	The traffic studies will assess the traffic movements through the roundabout and evaluate any future requirements.	Bomaderry
29.	Does the RTA have a policy for internal or external bypasses?	The study will help to conclude which type of bypass serves the community best.	Bomaderry
30.	What consideration is given to loss of land value to remaining properties?	All impacts will be considered in negotiations. Each will be considered on a case-by-case basis.	Bomaderry

Information gathering / Open workshop sessions

From the community feedback received during the consultation process held in 2006, the following issues were identified as the most important to the community:

1. Traffic issues and road safety
2. Access and public utilities
3. Environmental and heritage issues
4. Flooding and drainage
5. Agricultural land and dairy industry impacts
6. Real estate and economic impacts
7. Social impacts, community division, local amenity and scenic attraction

The project team explained at each of the information sessions that as we move through the process to identify the preferred route, it is important to capture detailed information on these key issues, as early as possible.

A total of eight “issue” stations were set up around the room at all three sessions with a member of the project team positioned at each station to act as facilitator and scribe. Each work station represented one of the key issues listed above and an “other” station was also included which provided an opportunity to record new issues and questions.

All attendees were encouraged to discuss the issues that concerned them and provide more detailed information.

The following represents the issues, comments and questions raised and responses provided at the Berry, Gerringong and Bomaderry information sessions.

I. Traffic issues and road safety

Issue/question	Response	Sessions where issue was raised
Road safety issues associated with North Street – children accessing sports ground and Home Farm School.	Noted.	Berry
It is important to have pedestrian and bicycle access to the highway.	Noted. Pedestrian and bicycle access will be considered as part of the study	Berry
North Street corridor would require more accesses and bridges than alternative corridors. Other attendees argued the opposite.	Noted.	Berry
Trucking accidents near Tomlins Road/Broughton Creek	Noted. Accident history and road alignment will be considered as a part of this study.	Berry
The new road will result in less likelihood of road closures from heavy vehicle accidents.	Noted.	Berry
The new road will improve road	Noted.	Berry

safety and amenity in Berry, Shoalhaven Heads, Gerroa and Gerringong.		
<p>Truck stops need to be considered as part of the upgraded highway. This should include:</p> <ul style="list-style-type: none"> • Emergency stopping areas to check loads; • Truck service / rest area with facilities. <p>The closest truck stop to the north is at North Kiama which has a load limit. There are no truck stops on Mt Ousley Road. Truck stops with facilities such as Minnamurra (before 5T limit) should be provided.</p>	Noted. The need for truck rest areas and breakdown bays will be considered as part of this study.	Berry, Bomaderry
The study should address ingress/egress of Gerringong. There are currently lots of side swipe accidents at the T-intersections at Fern Street and Belinda Street.	One of the project objectives is to improve road safety. The study will consider connections to and from towns in the study area.	Berry, Bomaderry
How will a lower traffic volume/speed environment be addressed on the old highway?	These issues will be considered for those sections of the existing highway bypassed by the preferred route and still required for local access before handover to the appropriate council.	Berry
There are currently road safety issues on Main Street, Berry (trucks, pedestrians, narrow streets) particularly on weekends.	Noted.	Berry
Truck safety should be considered, including incident management, alternative routes, OH&S with delays due to road closures.	Noted. This will be considered as part of this study.	Berry
The timeframe for this study is too slow. Accidents are happening now. Something needs to be done about black spots now.	One of the project objectives is to improve road safety. Existing blackspots are considered under the RTA Road Safety Blackspot Program.	Berry
Will there be u-turn bays or service roads?	Access will be considered as a part of this study.	Gerringong
There are road safety issues between the Broughton Creek bridge and Foxground Road due to speeding vehicles.	Noted. Road safety will be considered as part of the study.	Gerringong
Accessing existing highway heading north near Foxground Road – safety issue with vehicles	Noted.	Gerringong

overtaking on the highway.		
Slippery road in wet weather due to environment (south side, trees etc.) between Foxground Road and Toolijooa Road.	Noted.	Gerringong
There is no alternative route south to Nowra if existing highway becomes blocked as trucks cannot use the sandtrack.	Noted.	Gerringong
How do you integrate the Cambewarra and Bomaderry suburban development with the upgrade to the highway?	Adjacent land uses (existing and planned) will be considered in the context of access requirements.	Bomaderry
The preferred route for the highway should be the most energy efficient (fuel efficient) route, particularly for trucks.	Noted.	Berry, Bomaderry
The economic benefits of trucks using the upgraded highway should have a high weighting (For example, shortest / straightest / flat, minimal grades). Other attendees disagreed with this statement.	Noted. All issues will be considered.	Bomaderry
Local roads should not be used for through traffic e.g. east of the Cambewarra Road roundabout.	Noted.	Bomaderry
Meroo Road is becoming a rat run due to congestion.	Noted.	Bomaderry
Meroo Road / the Princes Highway intersection – safety must be addressed (as the population of North Bomaderry is increasing). In particular turning right out of Meroo Road it is difficult to see northbound traffic in the through or right turning lane on the highway.	Noted. Access to Bomaderry will be considered as part of the study.	Bomaderry
Pull over areas should not be used for stockpiling / dumping.	Noted.	Bomaderry
Service stations / rest areas (with facilities) should be provided on the upgraded highway. The upgraded highway should comply with RTA guidelines for rest areas / truck stops.	Noted.	Gerringong, Bomaderry
The fuel used equates to the length of journey. Therefore, the trucking industry would prefer the shortest, flattest route. Productivity relates directly to efficiency and use of resources.	Noted, the economic assessment includes consideration of vehicle operating costs.	Bomaderry

NSW productivity needs to be improved.		
The upgraded highway will service through traffic heading north and south and this needs to be appreciated.	Noted.	Berry
The speed zone between Mt Pleasant and south of Fern Street is too fast. It is currently 80km/h around Kiama Bends and down Mt Pleasant then it changes to 100km prior to Fern Street. There are too many accidents in along this section.	Noted.	Gerringong
A roundabout should be installed at Albert Street in Berry.	Traffic flow around and within Berry will be considered as part of the study.	Berry
Something needs to be done about the black spots on Bolong Road.	This is a matter for Shoalhaven City Council as Bolong Road is not in the study area of this project.	Berry
A high traffic growth rate at Cambewarra Road should be considered.	Noted.	Bomaderry
Commercial and industrial traffic accessing Manildra etc should be considered.	Noted.	Bomaderry

2. Access and public utilities

Issue/question	Response	Sessions where issue was raised
Should be aware of constraints presented by Eastern Gas Pipeline and other infrastructure.	Noted. All current and future proposed infrastructure will be considered as part of this study.	Berry
More than one access to Berry is required.	Noted.	Berry
The upgrade highway should provide access to Bomaderry and Shoalhaven Heads, as well as links to Nowra. Pinch points such as the Shoalhaven River bridge should be taken into account.	Noted.	Berry
The study should take into account property division.	Noted.	Berry
The study should take into account high voltage supply lines.	Noted. All critical infrastructure will be considered as part of this study.	Berry
The study should take into account flight patterns.	Noted.	Berry
Farm access across the highway should be provided. Will access tunnels under the highway be considered?	Noted. The need for access to, from and across the highway will be considered as part of this study. Access tunnels is one possible solution.	Berry, Gerringong
Speeding vehicles and safe access to farm properties should be taken into account.	Noted.	Berry
Access provision directly off the highway should be provided.	The highway upgrade will be a controlled access road. This means that access to all properties and public roads will be provided, but not all will have direct access to the upgraded highway. Some may have access via a service road or other local road.	Gerringong
Access should not be restricted to Gerringong. In particular, access should not be restricted for northbound vehicles from Gerringong via Fern Street onto the Princes Highway. This traffic should not be re-routed via Belinda Street.	Noted.	Gerringong
Access should be provided across the median to allow north / south turns.	Noted.	Bomaderry
Ensure public utilities are not affected.	Noted. The potential impact on all public utilities will be considered as part of this study.	Gerringong

Access from west of highway heading south should not be restricted.	Noted. The safety of right hand turns will be considered as part of the study.	Gerringong
Will consideration be made for the fire station located on Foxground Road.	Yes. The project team is aware of the fire station's location. An appropriate solution will be recommended to maintain access.	Gerringong
Need for commercial service station (24 hour with facilities).	Noted.	Bomaderry
There will be impacts to existing local road intersections with the upgraded highway. These should not be changed.	Noted. Access to the highway will be considered as part of this study.	Bomaderry
How does the Eastern Gas Pipeline affect route selection?	The Eastern Gas Pipeline is a significant piece of infrastructure which has the potential to impact the generation of options and selection of a preferred route. The project team is currently in consultation with Alinta who own the pipeline.	Bomaderry
Will a service road/access road be constructed adjacent to the new highway so that individuals can access their property safely? Will this widen the road corridor?	Access to and from private property will be considered. If a service road is required then the road corridor would need to be wider.	Gerringong
Safe access is required both to and from the highway at Broughton Village.	Noted. Access to the highway will be considered as part of this study.	Berry
Access across the median should be provided on the new highway to enable travel in both directions.	Noted.	Gerringong
Access via Bolong Road.	Bolong Road does not lie within the identified area of investigation. Access via Bolong Rd is not being considered as a part of this study.	Berry
Difficult turning manoeuvres into properties should be addressed.	Noted.	Bomaderry

3. Environmental issues and heritage

Issue/question	Response	Sessions where issue was raised
There are wetlands near the rail line including Crooked River, Foys and Coomonderry swamps.	Noted.	Berry
Near the rail line in the Toolijooa Valley there are endangered ecological communities, and remnant vegetation. There are a large number of microbats in eaves of property on Toolijooa Road. There are previous records of threatened species. Noise and air pollution in this wildlife corridor is a concern.	Noted.	Berry
The upgraded highway should result in minimal disturbance to the area. The new route should be close to the existing highway and the North Street corridor in Berry should be used. Rural landscapes and communities should not be fragmented.	Noted.	Berry
The North Street corridor in Berry is visited by echidnas, wallabies and kangaroos. If the highway uses this route it will split the historic community.	Noted.	Berry
There is temperate rainforest near Foxground Hill and a threatened plant – ziera granulata.	Noted.	Berry
Visual impact must be considered and minimised. For example, Would putting a highway on rolling countryside be less visible than on the river flats? A scar on the landscape should be avoided by locating the highway in rolling rather than open country.	Noted. The urban design process will aim to minimise adverse visual impacts and enhance positive visual impacts.	Berry
Pulman Street and adjacent parts of the highway are Berry’s most historic areas. There will be a trade off between upgrading the highway and heritage, buildings, trees etc.	Noted. Heritage studies will be undertaken as part of this study.	Berry
Wildlife corridors are present from escarpment to sea. For example Moeyan Hill, Seven Mile Beach.	Noted. Flora and fauna studies will be undertaken as part of the study.	Berry
Air pollution / air quality should be taken into account.	Noted. Air quality will be considered as part of the study.	Berry

<p>The upgraded highway should use existing disturbed areas, for example rail corridor, existing highway, sandtrack. etc.</p>	<p>Noted.</p>	<p>Berry</p>
<p>The Crooked River wetlands include ephemeral wetlands west of the rail line. Vegetation should not be disturbed.</p>	<p>Noted.</p>	<p>Berry</p>
<p>Can property owners be informed of which properties have been visited during the field investigations? If individual properties could not be identified then could a diagram showing the areas where surveys had covered be published? The concern is that individuals may have endangered species on their properties that they already know of but have not been contacted regarding the studies.</p>	<p>Post meeting advice – To maintain and protect land owners privacy, the project team will not identify individual properties, only general areas will be identified. Future community updates or displays will provide information and a map on what studies have been done and what has been identified. If there are property owners who feel they have something on their property that would be of value to the study and have not as yet been contacted, then please ring the project information line on 1800 506 976.</p>	<p>Berry</p>
<p>The community would like to be informed as to where endangered species were found during the field investigations.</p>	<p>Noted. The RTA will provide information to the community about the general location of threatened or rare species. Specific co-ordinates will not be provided (to protect these assets).</p>	<p>Berry</p>
<p>The Sydney Water Corporation has purchased two dairy farms between the highway and rail line for irrigation of effluent from sewage treatment plants in Gerroa (200 acres). The farms are located at Bryn-y-mor 2.5km south of Gerringong near Belinda Street intersection with the Princes Highway.</p>	<p>Noted. The project team is aware of this property.</p>	<p>Gerringong</p>
<p>Bunya pines (from Queensland) planted 80 years ago are located next to Bryn-y-mor.</p>	<p>Noted.</p>	<p>Gerringong</p>
<p>A dairy farm has been in the family for seven generations, since 1855 located next to Bryn-y-mor.</p>	<p>Noted.</p>	<p>Gerringong</p>
<p>The following properties are not currently heritage listed:</p> <ul style="list-style-type: none"> • 'Warrabank', Dooley Road, Toolijooa (east of rail line) 	<p>Noted. A heritage study will be undertaken as part of the study.</p>	<p>Gerringong</p>

<p>built in 1908;</p> <ul style="list-style-type: none"> • 233 Princes Highway, old residence built for first school in area and probably paid for by Alexander Berry (east of existing highway) built in 1872. 		
<p>Vineyard owners are concerned about the spread of <i>Phylloxera</i>.</p>	<p>Noted. A procedure has been developed in consultation with the Department for Primary Industries (DPI) for all site staff, including sub-consultants to follow when undertaking field investigations.</p>	<p>Gerringong</p>
<p>National Park constraints – Why can the F6 go through a National Park?</p>	<p>A full environmental assessment will be undertaken as part of the study in accordance with the EP&A Act 1979. We are unable to comment on how other projects were approved under the legislation of the time.</p>	<p>Gerringong</p>
<p>There are planted exotic trees of heritage significance next to the highway in Meroo Meadow area. There are also remnant native trees further north.</p>	<p>Noted. Flora and fauna studies will be undertaken as part of the study.</p>	<p>Bomaderry</p>
<p>It is important to engage and consult with all aboriginal key stakeholders, i.e. traditional owners, landowners and community members regarding issues of cultural significance. Aboriginal site officers / monitors should be engaged from start to finish of project (i.e. excavation works).</p>	<p>Noted. It is required under RTA policy to establish an Aboriginal focus group for this project. Many members of the Aboriginal community have registered as stakeholders for this project including traditional landowners. Site officers and knowledge holders will be employed from a list of registered stakeholders to be involved in the early investigative works for this project.</p>	<p>Bomaderry</p>
<p>Aboriginal culture – all sites of significance need to be recognised.</p>	<p>Noted.</p>	<p>Bomaderry</p>
<p>There is morning fog in Toolijooa, especially along the railway line. This occurs approximately six days per year.</p>	<p>Noted. The presence and impact of fog will be considered as part of this study.</p>	<p>Berry, Gerringong</p>
<p>Fog occurs at Jasper's Brush east of the highway.</p>	<p>Noted.</p>	<p>Bomaderry</p>

4. Flooding and drainage

Issue/question	Response	Sessions where issue was raised
The impact of climate change should be considered including changing sea levels.	This issue will be considered as part of the environmental studies	Berry, Gerringong
The current flood study at Berry should be considered.	Noted. This will be considered in the flooding study required as part of the process.	Berry
Flash flooding has previously overtopped the road near 'Innisfail' property.	Noted.	Berry
Flash flooding has previously overtopped the road at Tomlins Road ("the big Dipper").	Noted.	Berry
The study should take into account the Coomonderry and Foys swamps and in particular: <ul style="list-style-type: none"> • Their environmental significance; • Links between swamps; • Tidal influences. 	Noted. Environmental studies will be undertaken.	Berry
Flooding has previously backed up behind the rail line and the rail corridor is a flood plain.	Noted.	Berry
There is concern about potential route corridors which cross the floodplain downstream towards the Shoalhaven River. Noise and air quality are also a concern in this area.	Noted.	Berry
The study should understand the dynamics of the Shoalhaven River in terms of flooding.	Noted.	Berry
Flooding in general should be taken into account as part of the study.	A specific study is being carried out to take into account the impact of options on flooding.	Berry
Flash flooding has previously overtopped the highway (rarely), Fern Street (regularly) from Ooaree Creek / Omega flat behind Gerringong (this has occurred 3 times in last 13 years).	Noted. Flood studies will be undertaken as part of the study.	Gerringong
Broughton Creek floods at Berry.	Noted.	Gerringong
Flash flooding has previously overtopped the highway and against the railway line from Crooked Creek.	Noted.	Gerringong
There is flood prone land south-east of the rail line near Dooley Road to Sharpes Road.	Noted.	Gerringong
There are poor ground	Noted.	Gerringong

conditions in the low lying land at Toolijooa.		
There is shallow ground water in some areas.	Noted.	Gerringong
The study should take into account the location of acid sulphate soils.	Noted.	Gerringong
Property owner observed that the rail line at Toolijooa appeared to be sinking and needed to be consistently lifted and ballasted.	Noted. Advised that this is typical of rail lines and may be part of general maintenance but will be looked into.	Gerringong
Flooding currently occurs at Creston Grove in Bomaderry on the existing highway.	Noted.	Bomaderry

5. Agricultural land and dairy industry impacts

Issue/question	Response	Sessions where issue was raised
A-grade agricultural land should be given a high weighting in the study due to high value, consistency in productivity and rainfall.	Noted.	Berry
The Rural Lands Protection Board is a key stakeholder.	Noted.	Berry
If the upgraded highway follows the railway corridor, this will have a high impact due to severance of agricultural land.	Noted.	Berry
Will the dairy industry have the same consideration as boutique interests (secondary)? How will weightings work?	The impact of route options on all agricultural industries will be considered under the study. This will include consideration of the importance of each industry to the local and regional communities and economies.	Berry
Changes to the agricultural character of the area are a concern.	Noted.	Berry
There is potential for the generation of boutique and/or tourist interests along the existing highway once the upgraded highway is built. For example, cellar doors etc.	Noted.	Berry
Use of existing corridors (eg. rail corridor) will facilitate the minimisation of agricultural impacts.	Noted.	Berry
Access should be provided for milk trucks across a four lane highway and railway if a route	Noted. Access for milk tankers will be considered as part of the study.	Bomaderry

along Jaspers Brush is selected.		
Land severance should be considered.	Noted.	Bomaderry
If the road bypasses or divides vineyards / tourist attractions it affects the whole industry not just the individual property.	Noted.	Gerringong
Freight productivity, gas emissions and noise should all be taken into account.	Noted.	Bomaderry
The economic impacts of splitting dairy farms with the loss of land should be considered.	Noted.	Bomaderry

6. Real estate and economic impacts

Issue/question	Response	Sessions where issue was raised
The North Street corridor has already affected property values and settlement patterns.	Noted.	Berry, Bomaderry
Part of the infrastructure for the North Street corridor is already in place (Beechwood Wall).	Noted.	Berry
The RTA already own some land making property acquisition cheaper.	Noted.	Berry
The route should be selected quickly so that land prices are not continually affected. Prices have already fallen since March 2006.	Noted.	Berry
Does the RTA have a conflict if they already own land on North Street?	The preferred route will be selected based on a number of evaluation criteria, not only on land ownership.	Berry
There will be property value impacts at Jasper's Brush and Beach Road, Berry up to the train line. Properties were purchased east and south of Berry on the understanding that the bypass would be west of Berry (ie. North Street).	Noted.	Berry
If high land is purchased, remaining low land is no longer valuable as there is no place for cattle.	Noted, this will be taken into consideration through land valuations.	Berry
Council has allowed residential subdivision around Berry limiting options for a road corridor. Therefore, the road needs to be further from Berry.	Noted.	Berry
Land on North Street between	Noted.	Berry

sports ground and town is valuable therefore RTA could sell to fund another route.		
Who values the land which the RTA wishes to purchase?	The RTA will acquire property in accordance with the <i>Land Acquisition (Just Terms Compensation) Act, 1991</i> . The RTA will engage one of its own valuers or a valuer from its panel of registered valuers for each purchase. Landowners will also be able to seek an independent valuation. An agreed price is usually determined by negotiation.	Berry
It is not a fair system that the RTA will only compensate properties directly affected by the upgraded highway through acquisition. The RTA should compensate for more than directly affected property as near by properties will be impacted by property values, especially when the route is a long distance from the existing highway.	The RTA will only provide monetary compensation to properties that are directly affected by acquisition.	Berry, Gerringong, Bomaderry
The regional economic impacts should be considered with a higher importance weighting compared to the local community.	Noted.	Berry
Economic performance must increase for jobs to be created on the South Coast in next 20 years. More efficient travel times will help to attract businesses.	Noted.	Berry
There is concern about property values within the entire study area.	Noted.	Berry
The economic factors of road closures due to accidents should be considered. Local businesses are currently affected by any closures.	Noted.	Berry
The preferred route needs to be discussed with the Illawarra Regional Development Board as they will assist in demonstrating the economic benefits.	Noted.	Berry
There is concern that owners were not aware of the proposed upgrade when property was purchased.	Noted.	Gerringong
When purchasing a property, how does one find out whether	Both Kiama Municipal Council and Shoalhaven City Council	Gerringong

it is located in the study area?	have agreed to advise when properties lie within the study area through the issuing of Section 149 Certificates.	
Residents have purchased property for the quiet life and community lifestyle, not road noise, access to amenities etc.	Noted.	Gerringong
Two residents stated that a local land valuer had increased the value of their property. Does the valuer know something the community is not aware of?	No, a route has not been selected to date so the RTA cannot explain why the land value has increased dramatically. To date the RTA has contacted both local councils and identified the lots that are included in the study area. A zoning map is available from the council which clearly identifies which properties are in the study area.	Gerringong, Bomaderry
Could any remaining property, once the RTA has purchased part of it, be recognised for subdivision?	The RTA will raise this issue with Kiama Municipal Council and Shoalhaven City Council.	Bomaderry
If a property is for example 120 acres and RTA purchases 30 acres, leaving 90 acres, the owner cannot build due to council rules. This needs to be considered in the study.	Noted and will be considered.	Bomaderry
There is an economic benefit of employment.	Noted.	Bomaderry
An Aboriginal employment strategy should be addressed during the RTA's tendering and contractor process.	Construction work arising from this study will be subject to the NSW Government's policy for Aboriginal Participation in Construction.	Bomaderry
Property values, access and severance should be taken into account.	Noted.	Bomaderry
There is a pinch point at Jasper's Brush. The land located between the railway and the existing highway consists of small properties which will be subject to increased impacts if the upgraded highway goes through this area.	Noted.	Bomaderry
Property owners will need to be compensated for the impacts of a new alignment including declining property values.	The RTA's role is to provide the best outcome for the whole community by minimising the impacts. Monetary compensation will only apply to	Berry

	those individuals whose properties are directly affected by acquisition.	
There should be recognition that smaller affected land holders may be effectively excluded from the area.	This will be considered as part of this study.	Gerringong

7. Social impacts, community division, local amenity and scenic attraction

Issue/question	Response	Sessions where issue was raised
The existing highway should be maintained as a service road and tourist route.	Noted.	Berry
The North Street corridor has already split the community. Realignment of the highway through North Street will create safety problems for school children.	Noted.	Berry
The visual impacts should be taken into account. Views to the escarpment should be retained. This is a country area, so the road should follow the rail corridor to minimise the impacts.	Noted.	Berry
There will need to be tradeoffs between impacts to the landscape, agriculture and community.	Noted.	Berry
The impact of community division by separating Berry from the sports fields needs to be taken into account.	Noted.	Berry
The impacts on development in the area should be recognised and considered.	Noted.	Berry
There is community uncertainty – we have been here before.	Noted.	Berry
If the upgraded highway was to follow the rail corridor this would have a significant impact on the retirement villages in the area.	Noted.	Berry
Fragmenting rural and urban communities should be taken into account as part of the study.	Noted.	Berry

Concerns raised that there should be more than one access / egress to Gerringong. Although this will reduce through traffic it will produce other traffic and social problems.	Noted. Access to Gerringong will be considered in this study.	Gerringong
The view from Mt Pleasant is spectacular and is a big part of the scenic attraction of the South Coast.	Noted.	Gerringong
There are community divisions created by optional routes. There will be social / financial benefits for some people and emotional / financial losses for others – creating community divisions.	Noted.	Bomaderry
The shortest and fastest route equals the least social impact (particularly for heavy vehicles).	Noted.	Bomaderry
The Berry bypass should be constructed first as this will provide the community with the greatest benefit.	Noted	Bomaderry
The highway should bypass urban areas.	Noted.	Bomaderry
As the route moves closer towards the rail line this will affect more residents.	Noted.	Gerringong
The vistas from the Kiama bends should not be lost with an upgraded highway. Therefore, the upgrade should not be built.	Noted.	Bomaderry
The impacts of noise should be addressed. This should include noise mitigation for properties adjacent to the upgraded highway. Detailed modelling is required to recognise the impacts of increased truck speeds.	Noted. Noise modelling will be undertaken as part of this study.	Berry, Bomaderry, Gerringong
Noise carries in the Toolijooa Valley. There should not be a trade off between the old and new road just so that trucks can gain higher speeds. The project will change the quiet environment. Will vegetation be planted along the corridor to address the visual impacts?	Noted. Noise and operating efficiency will be considered along with many other factors in the selection of the preferred route. Landscape concept plans will address visual impacts.	Berry
Will noise walls take views into account, particularly in Burnett Avenue, east of the rail line?	Noted. An urban design study is included that will address visual impact.	Gerringong

There are concerns about the effect on real estate values.		
Noise walls do not always improve the situation as they destroy views. Noise walls also do not allow for truck noise.	Noted.	Gerringong
Noise walls should be considered at Gerringong.	Noted.	Gerringong
Would maintenance techniques and construction techniques be used to minimise road noise? For example, providing a smooth surface to reduce traffic noise.	Yes, these techniques will be considered.	Bomaderry
Severance, access across land, land loss, income, loss of lifestyle and heritage are all issues that should be considered.	Noted these issues will be addressed in the social, economic and environmental studies.	Gerringong

8. Other

Issue/question	Response	Sessions where issue was raised
There is a rumour about North Street.	Rumours should be brought to the attention of Maunsell or the RTA for clarification.	Berry
There should be a central location for all local submissions.	Local submissions should be delivered to Maunsell by: <ul style="list-style-type: none"> • Phone: 1800 506 976 • Email: Gerringong_to_Bomaderry@maunsell.com • Mail: PO Box Q410, QVB Post Office, Sydney NSW 2000 	Berry
There should be up front communication with the community – No scams!	Agreed. The RTA and Maunsell are committed to ensuring thorough community involvement throughout this project.	Berry
The consultation process is too long. The highway upgrade is needed now. The timeframe between the various phases of work has been too long. There are no other routes for trucks. Could localised upgrades such as passing lanes be constructed sooner?	This study is about the long term solution to road safety and efficiency. Any localised upgrading should fit in with the overall solution. Where the final solution includes upgrading the existing highway, there may be an opportunity to commence work sooner than where new routes are required.	Berry
Have politicians made the money for the construction phase available?	No. Funding has only been made available to undertake this study to identify a preferred route.	Berry
Could the existing highway be	Use of all or part(s) of the	Berry

improved?	existing highway will be considered as part of the study.	
Will the social and economic issues of local residents be put ahead of visitors? (for example, the Cleary Brothers development)	The impact to both residents and visitors will be considered without bias. Each interested party will be treated in a fair and equitable way.	Gerringong
There are two new developments south of Nowra – the jail and temple. These developments will increase traffic problems now therefore something needs to be done sooner rather than later. What is the timescale for building the road?	Environmental assessment is currently scheduled for completion in 2009. Detailed design and land purchase negotiations will then follow, typically lasting approximately 18 months. The earliest construction start is estimated to be four to five years.	Gerringong
When will construction of the road upgrade occur?	Construction is estimated to start in four to five years.	Berry
Can it be demonstrated how the Nowra structure plan connects with this project?	Planning policy, existing land use and zonings will be considered as part of the project.	Bomaderry
Information should be provided about the second crossing of the Shoalhaven River and the Nowra bypass.	A second crossing of the Shoalhaven river is outside the scope of this project. This comment has been passed on to the relevant RTA team.	Bomaderry
Keep all options open for future bypass of Nowra.	Noted.	Berry
The project team should consider the most appropriate starting point for upgrading the highway, for example upgrade the Berry section first.	Noted. Staging opportunities will be one of the considerations in selecting the preferred route.	Bomaderry
Is an upgrade to the highway going to happen? Will the study consider no upgrade to the highway?	The RTA and Maunsell are committed to identifying a preferred route for this project. The preferred route then requires State Government approval before construction commences. At the completion of the Oak Flats to Dunmore construction project in late 2009, this will be the only remaining section of the Princes Highway not upgraded to four lanes between Wollongong and Nowra.	Bomaderry
Traffic volumes are predicted to increase – 60,000 new residents and 25,000 new jobs in the next 25 years. If this assignment is not programmed for completion until 2009 when will construction begin?	The earliest construction start is estimated to be four to five years.	Bomaderry

Will the Shoalhaven Council plans for traffic movements be taken into account?	Yes	Bomaderry
If no plan is in place, how can the RTA get road funding approved?	Completion of this study will assist the NSW Government in its determination of funding the upgrade of this section of the Princes Highway.	Bomaderry
What was the reaction of the Berry community to the timescale for construction of the upgraded highway?	There was initial disappointment, however the community understands that the studies need to be completed to ensure the best route is selected.	Bomaderry
Berry should not have an internal bypass, it should be external like the Kiama bypass.	Noted.	Bomaderry
Why is there a piecemeal approach to upgrading the highway?	The highway upgrading will occur as funding becomes available.	Bomaderry
The upgraded highway should follow the rail line to link in before Abermethys Lane, Merroo Meadow, in preparation for the North Nowra river crossing.	Noted.	Bomaderry
The rail line should be extended to take some of the traffic off the highway.	Noted. Rail upgrades are the responsibility of Railcorp however Railcorp will be consulted as part of this project.	Bomaderry
Clarification requested with regards to the RTA's decision to tie in to the Cambewarra Road roundabout and not to the east or west of Nowra.	Tying in at Cambewarra Rd is compatible with a recent study on feasible locations for an additional crossing of the Shoalhaven River. The study demonstrated that an additional crossing east of the current bridge would not be feasible. An additional crossing adjacent to or west of the existing bridge is compatible with this project's termination at Cambewarra Rd.	Bomaderry
Appropriate consultation should be undertaken with local and regional trucking associations.	Noted.	Bomaderry
What is the timing of the route option and preferred route displays?	Route option displays are scheduled to occur later this year (2007). It is expected a preferred route could be identified by early 2008.	Bomaderry
Previous data / surveys should be considered.	Noted. The project team will review all previous studies and data collected.	Berry
The planning stage should be	We will be in regular contact	Gerringong

<p>open and honest with the community.</p>	<p>with the community to provide updates and receive feedback. If you would like to discuss the project at any time please contact the project team on 1800 506 976.</p>	
<p>There should be early warning of the location of the preferred route.</p>	<p>Noted.</p>	<p>Gerringong</p>
<p>A DCP or similar instrument for land directly affected by the preferred route should be implemented. This will help to generate some positive land use change including:</p> <ul style="list-style-type: none"> • Helping land owners develop other options for affected land; • DCP will help to centralise existing planning instruments. 	<p>Noted.</p>	<p>Gerringong</p>
<p>Existing easements and road corridor should be considered to minimise impacts.</p>	<p>Noted.</p>	<p>Gerringong</p>
<p>What lighting is envisaged?</p>	<p>The road use will be assessed to determine lighting requirements. Urban and rural areas would likely have different lighting. In fog affected areas it is possible that a fog warning system would be installed.</p>	<p>Gerringong</p>
<p>What State / Federal commitments are there to fund construction?</p>	<p>At this time there is a State Government commitment to undertake the study and select a preferred route. There is no formal commitment to fund construction at this time.</p>	<p>Berry</p>
<p>What is the timeframe for the RTA purchasing property after the preferred route is selected?</p>	<p>Once the preferred route is approved and funding for construction is made available, the RTA is able to purchase property for the highway upgrade.</p> <p>The RTA will then approach land owners in a time that matches the construction program. If land owners wish to sell to the RTA ahead of this program there are two scenarios which may apply:</p> <ol style="list-style-type: none"> I. The RTA has a Preferred Route Option, that is not shown on a Local 	<p>Berry</p>

	<p>Environmental Plan (LEP). In this instance, the RTA can, if requested by an owner potentially affected by the preferred option, acquire property under the RTA's Preferred Option policy, contained in the RTA's Land Acquisition Policy Statement, 1999 (available on request). The owner needs to demonstrate they would suffer hardship as defined by the Land Acquisition (Just Terms Compensation) Act, 1991 (the Act), as a result of the RTA's Preferred Option becoming public knowledge and the owner is unable to sell the property. The Acquisition is subject to funding being available and is at the discretion of the RTA.</p> <p>2. The land is a designated road proposal and shown on an LEP. The land is acquired in accordance with the hardship provisions of the Act.</p>	
<p>The project is too late as the earliest construction could feasibly begin is 2011. The timescales for the project are too long.</p>	<p>Noted.</p>	<p>Berry, Bomaderry</p>
<p>A decision on the preferred route should be made quickly. The community has been waiting too long.</p>	<p>Noted.</p>	<p>Gerringong</p>
<p>The Illawarra Regional Development Board should be involved in the study process. In particular for integrated planning, economic opportunities and connections, land use / transport.</p>	<p>Noted. The Illawarra Regional Development Board will be included on the stakeholder database and in the consultation process.</p>	<p>Gerringong</p>

<p>Community updates should be mailed to property owners who live outside the study area.</p>	<p>Community updates are currently distributed to 11,000 households and businesses within and surrounding the study area between Gerringong and Bomaderry.</p> <p>In addition, community updates will be mailed to all property owners whose postal addresses are outside the above mailing area.</p> <p>If you would like to register to receive regular updates please call the community contact line on 1800 506 976.</p>	<p>Gerringong</p>
<p>There was concern that information is not getting through to residents e.g. rented business properties. The owner has been notified but has not passed down the information to the tenant. The first the tenant knew of the study was when they received a letter from Maunsell demanding access for field investigations.</p>	<p>Maunsell clarified that the letter is a request and not a demand. The property owner has the right to refuse. A number of properties throughout the study area were identified as being suitable sites for some of the studies.</p> <p>Both tenants and land owners will receive letters and community updates through the post.</p> <p>At key project milestones advertisements will be also be placed in local newspapers.</p>	<p>Gerringong</p>
<p>If the route changes then any old routes should be removed from planning documents.</p>	<p>There is a potential that bypassed sections of the existing highway will be required for local access. Redundant sections of the old highway could be considered for rezoning.</p>	<p>Bomaderry</p>

Meeting outcomes and commitments

Listed below are the project team commitments made at the three sessions in Berry, Gerringong and Bomaderry.

- Update study area map to incorporate changes as advised by the community and to include the Local Aboriginal Land Council boundaries.
- Continue to keep community informed through quarterly community updates.
- Mail future community updates to property owners whose postal address is outside the study area.
- Mail future community updates to interest groups in the area.

The RTA and Maunsell would like to thank all participants who took part in these community information sessions. Your time and input to this process is valued and we look forward to meeting with you again soon.

If you require further information please phone our project information line on 1800 506 976 or send an email to Gerringong_to_Bomaderry@maunsell.com.