The Princes Highway is the main link from Sydney and the Batemans Bay area to the South-East and south-west areas of NSW, including South West and north-eastern Victoria.

- A key route with peak traffic in holiday periods.
- A link for local activity and agriculture.
- A link to access areas for residents of the surrounding areas.

A commuter route to Nowra, the Illawarra and metropolitan Sydney.

A link to Nowra, the Illawarra and metropolitan Sydney.

A link to local industry and agriculture.

A link to access areas for residents of the surrounding areas.

The community update

The community update provides an overview of the options that have been short listed for community consideration.

Your comments are an important part of the decision making process.

The options will be on public display until Friday 29 February 2008.

The project team will make every effort to contact all property owners potentially directly affected by one or more of the short listed routes and arrange to meet with them to discuss the options. If you're concerned that your property is potentially affected by one or more of the new routes, please refer to pages 23 and 25 in this community update for further information on how to request a formal hearing for your property.

The project team will make every effort to contact all property owners potentially directly affected by one or more of the short listed options and arrange to meet with them to discuss the options. If you're concerned that your property is potentially affected by one or more of the new routes, please refer to pages 23 and 25 in this community update for further information on how to request a formal hearing for your property.

Section A: South Gerringong to Berry

The short listed route map on page 1 shows the option that was shortlisted for community consideration. The map shows the route that has been shortlisted for community consideration. The route is shown in red on the map.

Section B: South Gerringong to north Berry

The short listed route map on page 1 shows the option that was shortlisted for community consideration. The map shows the route that has been shortlisted for community consideration. The route is shown in red on the map.

Section C: Berry Township bypass

There are four short listed route options identified in Section C. The short listed route options are:

- Route A (Blue) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route B (Black) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route C (Blue) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route D (Red) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route E (Orange) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route F (Green) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route G (Purple) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route H (Orange) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route I (Gray) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route J (Blue) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route K (Red) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route L (Green) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route M (Purple) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route N (Orange) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route O (Gray) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

The short listed route maps on pages 1 and 2 of this community update show the short listed options that pass through the Princes Highway at Berry. The short listed route options are:

- Route A (Blue) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route B (Black) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route C (Blue) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route D (Red) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route E (Orange) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route F (Green) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route G (Purple) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route H (Orange) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.

- Route I (Gray) + Section B (Pink) + Section C (Red) + Section D (Brown) + Section E (Yellow) + Section F (Green) + Section G (Purple) + Section H (Orange) + Section I (Gray). This route follows the existing highway to north of Berry except for the section between South Gerringong and north Berry. The route is shown in red on the map.
**OVERVIEW OF OPTION 1**
- 30.5 km in length.
- Approximately $760 million
  (2007 construction estimate).
- Potentially 190 directly affected properties.
- Predominantly makes good use of 23 kilometres of the existing highway corridor.
- Purple and red routes are common to all options.
- Requires 7.5 kilometres of new corridor.
- New corridors are designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

**POSITIVE FEATURES (MIDDLE TWO SECTIONS)**
- Minimises noise and visual impact on Berry Township (blue).
- Improves pedestrian safety and amenity within Berry shopping precinct (blue).
- Avoids area of high significance habitat (flora/fauna) (pink).

**OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)**
- Potential impact on moderate value habitat near Tindalls Lane (blue).
- Potential impact on heritage listed Broughton Creek Bridge (pink).
- 3 creek crossings requiring bridges over Broughton Creek (pink).
- Visual disconnect from Berry Township, northern side (blue).
- High visual and noise impacts on rural community (blue).
- 1 bridge required crossing Crooked River (pink).
- Potential northbound climbing lane at Foxground to service 8% grade (pink).
- High visual impact of large scale earthworks (pink).
- 3 creek crossings requiring bridges over Broughton Mill, Connelly’s and Bundewallah creeks (blue).

**ARTIST IMPRESSION OF MAJOR CUTTING 900 METRES LONG AND UP TO 27 METRES HIGH**
- Red route is common to all options and generally follows the existing highway corridor.
- Major cutting approximately 900 metres long and up to 27 metres deep.
- Large cutting 400 metres long and up to 7 metres deep.
- Large embankment approximately 400 metres long and up to 12 metres high.
- Possible northbound heavy vehicle rest area within the existing road corridor.
- Access to Gerringong is being reviewed between Belinda and Fern streets.
- Potential impact on high value species habitat near Broughton Creek (pink).
- Potential northbound climbing lane at Foxground to service 8% grade (pink).
- High visual impact of large scale earthworks (pink).
- 3 creek crossings requiring bridges over Broughton Mill, Connelly’s and Bundewallah creeks (blue).

**BERRY**
- Severance of high value agricultural land, i.e. vineyard and dairy producers.
- Possible southbound heavy vehicle rest area within the existing road corridor.
- Direct impact on area of moderate value habitat (flora/fauna).

**GERRINGONG**
- Possible interchange locations for Berry.
- Large embankment approximately 900 metres long and up to 27 metres deep.
- Major cutting approximately 900 metres long and up to 27 metres deep.
- Large cutting 400 metres long and up to 7 metres deep.
- Large embankment approximately 400 metres long and up to 12 metres high.
- Possible northbound heavy vehicle rest area within the existing road corridor.
- Access to Gerringong is being reviewed between Belinda and Fern streets.
- Potential impact on high value species habitat near Broughton Creek (pink).
- Potential northbound climbing lane at Foxground to service 8% grade (pink).
- High visual impact of large scale earthworks (pink).
- 3 creek crossings requiring bridges over Broughton Mill, Connelly’s and Bundewallah creeks (blue).
OVERVIEW OF OPTION 2

- 30 km in length.
- Potentially 190 directly affected properties.
- Predominantly makes good use of 21.8 kilometres of the existing highway corridor.
- Requires 8.2 kilometres of new corridor.
- Purple and red routes are common to all options.
- New corridors designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

POSITIVE FEATURES (MIDDLE TWO SECTIONS)

- Minimises noise and visual impact on Berry Township (blue).
- Improves pedestrian safety and amenity within Berry shopping precinct (blue).
- Avoids area of high significance habitat (flora and fauna) (green).
- Reduces property severance and acquisition (green).
- High strength rock suitable for tunnelling (green).
- Tunnels reduce noise and visual impact on surrounding communities (green).
- Avoids the need for a climbing lane at Foxground (green).

OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)

- 3 creek crossings requiring bridges over Broughton Creek (green).
- 1 bridge crossing over Crooked River (green).
- 3 creek crossings requiring bridges over Broughton Mill, Connelly’s and Bundewallah creeks (blue).
- Potential impact on moderate value habitat near Tindalls Lane (blue).
- Visual disconnect from Berry Township, northern side (blue).
- High visual and noise impacts on rural community (blue).

ARTIST IMPRESSION OF TWIN TUNNEL ENTRANCE
OVERVIEW OF OPTION 3

- 30.5 km in length.
- Potentially 175 directly affected properties.
- Predominantly makes good use of 18.5 kilometres of the existing highway corridor.
- Requires 12 kilometres of new corridor.
- Purple and red routes are common to all options.
- New corridors designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

POSITIVE FEATURES (MIDDLE TWO SECTIONS)

- Minimises noise and visual impact on Berry Township (blue).
- Improves pedestrian safety and amenity within Berry shopping precinct (blue).
- High strength rock suitable for tunnelling (yellow).
- Long length of flat alignment parallel to railway line (yellow).
- No climbing lane required to cross Toolooa Ridge (yellow).
- Avoids area of high significance habitat (flora and fauna) (yellow).

OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)

- Direct impact on area of moderate value habitat (flora/fauna).
- Direct impact on organic farm.
- Possible acid sulphate and soft soils.
- Possible impact to Aboriginal heritage.
- 2-3 metre high embankment required adjacent to railway line.
- 3 creek crossings requiring bridges over Broughton Mill, Connelly’s and Bundewallah creeks (blue).
- 1 bridge required crossing Crooked River (yellow).
- 1 bridge required crossing Broughton Creek (yellow).
- Direct impact on Effluent Re-use Irrigation Scheme – this would require acquisition of additional land to relocate irrigation plant (yellow).
- Additional land acquisition would be required for heavy vehicle rest area (yellow).

EXISTING ENVIRONMENT LOOKING FROM TINDALLS LANE SOUTH TOWARDS BERRY (RELATES TO BLUE ROUTE)

- Potential impact on moderate value habitat near Tindalls Lane (blue).
- Visual disconnect from Berry Township, northern side (blue).
- High visual and noise impacts on rural communities (blue/yellow).
- Retention of long length of poorly aligned existing highway corridor (yellow).
- Potential acid sulphate soils adjacent to railway line (yellow).
- 4.5 kilometres long and generally 2-3 metres high embankment adjacent to railway line.
- 3 creek crossings requiring bridges over Broughton Mill, Connelly’s and Bundewallah creeks (blue).
- 1 bridge required crossing Crooked River (yellow).
- Access to Gerrong is being reviewed between Belinda and Fern streets.
**OVERVIEW OF OPTION 4**

- 30.5 km in length.
- Potentially 210 directly affected properties.
- Predominantly makes good use of 27 kilometres of the existing highway corridor.
- Requires 3.5 kilometres of new corridor.
- Purple and red routes are common to all options.
- New corridors designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

**POSITIVE FEATURES (MIDDLE TWO SECTIONS)**

- Minimises severance of high value agricultural land and property acquisition (orange).
- Opportunity to mitigate flooding impacts at Berry (orange).
- Improves pedestrian safety and amenity within Berry shopping precinct (orange).
- Uses existing North Street corridor as identified in current land use planning (orange).
- North Street remains as a service road for residents (orange).
- Retains visual connection to Berry Township (orange).
- Avoids area of high significance habitat (flora and fauna) (pink).

**OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)**

- Noise and potential visual impact to North Street residents (orange).
- Requires new access to sportsground (orange).
- Potential impact on heritage listed Broughton Creek Bridge (pink).
- 3 creek crossings requiring bridges over Broughton Creek (pink).
- 1 bridge crossing over Crooked River (pink).
- Potential northbound climbing lane near Foxground to service 8% grade (pink).
- High visual impacts of large scale earthworks (pink).
OVERVIEW OF OPTION 5

- 30 km in length.
- Potentially 210 directly affected properties.
- Predominantly makes good use of 25.8 kilometres of the existing highway corridor.
- Requires 4.2 kilometres of new corridor.
- Purple and red routes are common to all options.
- New corridors designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

POSITIVE FEATURES (MIDDLE TWO SECTIONS)

- Minimises severance of high value agricultural land and acquisition (orange).
- Opportunity to mitigate flooding impacts at Berry (orange).
- Improves pedestrian safety and amenity within Berry shopping precinct (orange).
- Uses existing North Street corridor as identified in current land use planning (orange).
- North Street remains as a service road for residents (orange).
- Retains visual connection to Berry Township (orange).
- Avoids area of high significance habitat (flora and fauna) (green).
- Reduces property severance and acquisition (green).
- High strength rock suitable for tunnelling (green).
- Tunnels reduce noise and visual impact on surrounding communities (green).
- Avoids the need for a climbing lane at Foxground (green).

OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)

- 3 creek crossings requiring bridges over Broughton Creek (green).
- 1 bridge crossing over Crooked River (pink).
- Noise and potential visual impact to North Street residents (orange).
- Requires new access to sportsground (orange).

ARTIST IMPRESSION OF TWIN TUNNEL ENTRANCE

- Artist impression of twin tunnel entrance.
- Twin 350 metre tunnels.
- Large cutting 400 metres long and up to 7 metres deep.
- Access to Gerringong is being reviewed between Belinda and Fern streets.

Purple route is common to all options and generally follows the existing highway corridor.

Purple route is common to all options and generally follows the existing highway corridor.

Utility North Street reserve corridor.

Possible interchange locations for Berry.

Possible impact on European heritage precinct at Pulman Street and Tannery Road.

Large bridge 300 metres long and up to 10 metres high.

Possible southbound heavy vehicle rest area within the existing road corridor.

Tunnels reduce noise and visual impact on surrounding communities (green).

Large cutting approximately 300 metres long and up to 12 metres deep.

Possible northbound heavy vehicle rest area within the existing road corridor.

Large cutting over Crooked River (pink).

Possible interchange locations for Berry.

Improves pedestrian safety and amenity within Berry shopping precinct (orange).

Noise and potential visual impact to North Street residents (orange).

Tunnels reduce noise and visual impact on surrounding communities (green).

Avoids the need for a climbing lane at Foxground (green).

Utilises North Street reserve corridor.


Potentially 210 directly affected properties.

Red route is common to all options and generally follows the existing highway corridor.

Predominantly makes good use of 25.8 kilometres of the existing highway corridor.

Requires 4.2 kilometres of new corridor.

Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

Within the existing road corridor.

Purple route is common to all options and generally follows the existing highway corridor.

Tunnels reduce noise and visual impact on surrounding communities (green).

Avoids the need for a climbing lane at Foxground (green).

Possible interchange locations for Berry.

Large bridge 300 metres long and up to 10 metres high.

Possible southbound heavy vehicle rest area within the existing road corridor.

Tunnels reduce noise and visual impact on surrounding communities (green).

Avoids the need for a climbing lane at Foxground (green).
**OVERVIEW OF OPTION 6**

- 30.5 km in length.
- Potentially 195 directly affected properties.
- Predominantly makes good use of 22.8 kilometres of the existing highway corridor.
- Requires 7.7 kilometres of new corridor.
- Purple and red routes are common to all options.
- New corridors designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

**POSITIVE FEATURES (MIDDLE TWO SECTIONS)**

- High strength rock suitable for tunnelling (yellow).
- Long length of flat alignment (yellow).
- Minimises severance of high value agricultural land and property acquisition (orange).
- Opportunity to mitigate flooding impacts at Berry (orange).
- Improves pedestrian safety and amenity within Berry shopping precinct (orange).
- Uses existing North Street corridor as identified in current land use planning (orange).
- North Street remains as a service road for residents (orange).
- Retains visual connection to Berry Township (orange).
- No climbing lane required to cross Toolijooa Ridge (yellow).
- Avoids area of high significance habitat (flora and fauna) (yellow).

**OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)**

- Noise and potential visual impact to North Street residents (orange).
- Requires new access to sportsground (orange).
- Property acquisition and severance of high value agricultural land i.e. mainly used for dairy production and organic farming (yellow).
- Retention of long length of poorly aligned existing highway corridor (yellow).
- Potential acid sulphate soils adjacent to railway line (yellow).
- Embankment 4.5 kilometres long and generally 2-3 metres high adjacent to railway line (yellow).
- 1 bridge required crossing Crooked River (yellow).
- 1 bridge required crossing Broughton Creek (yellow).
- Direct impact on Effluent Re-use Irrigation Scheme. This would require acquisition of additional land to relocate irrigation plant (yellow).
- Additional land acquisition would be required for heavy vehicle rest area (yellow).

**EXISTING ENVIRONMENT, LOOKING SOUTH FROM BELINDA STREET TOWARDS TOOLIJOOA (RELATES TO YELLOW AND BROWN ROUTES)**

- Direct impact on Effluent Re-use Irrigation Scheme.
- Large cutting 400 metres long and up to 7 metres deep.
- Large cutting 300 metres long and up to 14 metres deep.
- High noise and visual impact on Toolijooa community.
- Access to Gerringong is being reviewed between Belinda and Fern streets.
POSITIVE FEATURES (MIDDLE TWO SECTIONS)
- Improves pedestrian safety and amenity within Berry shopping precinct (brown).
- Opportunity to improve flooding impacts to Berry (brown)
- Retains visual connection to Berry Township (brown).
- Uses existing North Street corridor as identified in current land use planning (brown).
- No climbing lane required to cross Toolooa Ridge (brown).
- Uses existing North Street corridor to Berry (brown).
- Opportunity to improve flooding impacts to Berry (brown).
- Direct impact on Effluent Re-use Irrigation Scheme. This would require acquisition of additional land to relocate irrigation plant.
- Efficient long flat alignment.

OTHER CONSTRAINTS/ISSUES (MIDDLE TWO SECTIONS)
- 4 bridges required crossing Broughton Creek floodplain west of David Berry Hospital (brown).
- 3 bridges required crossing Crooked River, Harley Hill Road and Galls Lane (brown).
- Requires approximately 500,000 cubic metres of imported fill to construct (brown).
- Multiple drainage structures (culverts and small bridges) required adjacent to railway line (brown).
- Property acquisition of small rural communities (brown).
- Additional land acquisition would be required for heavy vehicle rest area (brown).

OVERVIEW OF OPTION 7
- 30 km in length.
- Potentially 180 directly affected properties.
- Predominantly makes good use of 16.5 kilometres of the existing highway corridor.
- Requires 13.5 kilometres of new corridor.
- Purple and red routes are common to all options.
- New corridors designed for 1 in 100 year flood event.
- Property and local road access to and from the upgraded highway will be controlled through service roads and intersections.

TYPICAL CROSS SECTION, BROWN ROUTE LOOKING SOUTH
- Existing railway
- 20m Eastern Gas Pipeline easement
- Proposed Princes Highway upgrade
- Two traffic lanes southbound
- Two traffic lanes northbound
- Four lane dual carriageway highway
- Telstra fibre optic
- Existing eastern gas pipeline
- Future duplication of eastern gas pipeline

Legend
- Existing Pacific Highway
- New alignment
- Local roads
- Existing Princes Highway
- Proposed Princes Highway upgrade
- Existing railway
- 20m Eastern Gas Pipeline easement
- Proposed Princes Highway upgrade
- Two traffic lanes southbound
- Two traffic lanes northbound
- Four lane dual carriageway highway
- Telstra fibre optic
- Existing eastern gas pipeline
- Future duplication of eastern gas pipeline

Overview of Option 7

Purple route is common to all options and generally follows the existing highway corridor.

North Street remains a service road for residents.

Possible interchange locations for Berry.

Minimises severance of high value agricultural land and property acquisition.

Retention of long length of poorly aligned existing highway corridor.

Extensive lengths of potential acid sulphate and soft soils adjacent to railway and across Broughton Creek floodplain.

Red route is common to all options and generally follows the existing highway corridor.

Large cutting 400 metres long and up to 7 metres deep.

Direct impact on Effluent Re-use Irrigation Scheme. This would require acquisition of additional land to relocate irrigation plant.

Access to Gerringong is being reviewed between Belinda and Fern streets.

BERRY

High noise and visual impact on Toolooa and Harley Hill communities.

Large bridge 300 metres long and up to 10 metres high.

Direct impact on area of high value habitat (flora/fauna).

10 kilometres of embankment approximately 2 - 3 metres high required adjacent to the railway line.

Efficient long flat alignment.

TO NOMIA

TO NOWRA

TO BOMADERRY

TO GERRINGONG

OIL WOODHILL Mountain Road

Broughton Road

Broughton Creek

To the south of Flinders Road

Sawtell Road

The sandtrack

Coolangatta Road

Bundewallah

Berrima

Wyong

Burrill

Pambula

ALLULLA

Jimboomba

Laverton

Taree

Mullumbimby

Livingstone

Bundaberg

Bega

Thornton

Gerringong

BERRY

TO KIAMA

BOMADERRY

Purple route is common to all options and generally follows the existing highway corridor.

Utilises North Street reserve corridor.

Noise and visual impacts to North Street residents.

Requires new access to sportsground.

Large bridge 300 metres long and up to 10 metres high.

Requires approximately 500,000 cubic metres of imported fill to construct.

4 bridges required crossing Broughton Creek floodplain west of David Berry Hospital (brown).

3 bridges required crossing Crooked River, Harley Hill Road and Galls Lane (brown).

Requires approximately 500,000 cubic metres of imported fill to construct (brown).

Multiple drainage structures (culverts and small bridges) required adjacent to railway line (brown).

Property acquisition of small rural communities (brown).

Additional land acquisition would be required for heavy vehicle rest area (brown).
How will a preferred option be selected?

The upgrade of the Princes highway between Gerringong and Bomaderry is being developed in a way that is both ecologically sustainable and achieves the best overall outcome for the whole community.

The RTA recognises the importance of addressing social, ecological, engineering and cost factors while continuing to provide for future transport needs.

A preferred option has not been selected at this stage.

A decision will be made by considering:

1. Outcomes of further investigations on physical impacts of these options in relation to economic, environmental and community issues.

2. Community and stakeholder comments on these options.

3. Outcomes of a value management workshop. This workshop will include participants from the community, government and technical areas. The workshop will assess the performance of each of the options against the project objectives.

A recommendation will be made to the Minister for Roads to decide the preferred option, which will then be displayed for further comment and refinement.

PRELIMINARY INVESTIGATIONS

BUILDING ON PREVIOUS PLANNING STUDIES:
- 1991 GERRINGONG TO BERRY ROUTE EVALUATION STUDY
- 1997 NORTH STREET BERRY BYPASS CORRIDOR
- 2005 KIAMA TO NOWRA QUANTM STUDY

CONSULTANTS APPOINTED TO INVESTIGATE OPTIONS AND PREFERRED UPGRADE

DEVELOPMENT OF PRELIMINARY OPTIONS

SHORTLISTING OF OPTIONS

SELECTION OF PREFERRED OPTION INCLUDING IDENTIFICATION OF STAGING OPPORTUNITIES

FURTHER INVESTIGATIONS AND REFINEMENT OF PREFERRED OPTION

APPROVAL OF THE PROJECT
Display locations

These options will be on display from Monday 26 November 2007 until Friday 29 February 2008 at the following locations:

- Berry project office (Broughton Court)
  3/113 Queen Street, Berry
  26 November to 21 December 2007
  Monday to Friday from 8.30am to 4pm and 10 January to 29 February 2008
  Thursday and Friday from 8.30am to 4pm.

- Kiama Council
  11 Manning Street, Kiama
  Monday to Friday from 9am to 4pm.

- Shoalhaven City Council
  36 Bridge Street, Nowra
  Monday to Friday from 9am to 5pm.

- Kiama Fair Shopping Centre
  Terralong Street, Kiama
  Monday to Sunday from 9am to 5pm.

- Nowra Fair Shopping Centre
  32-60 East Street, Nowra
  Thursday, 31 January 2008 from 3pm to 8pm.

- Kiama Fair Shopping Centre
  Terralong Street, Kiama
  Thursday, 31 January 2008 from 3pm to 8pm.

Staffed displays

Members of the project team will be available to discuss the options in more detail at:

- Berry project office (Broughton Court),
  3/113 Queen Street, Berry
  26 November to 21 December 2007
  Monday to Friday from 8.30am to 4pm and 10 January to 29 February 2008
  Thursday and Friday from 8.30am to 4pm.

- Nowra Fair Shopping Centre
  32-60 East Street, Nowra
  Thursday, 31 January 2008 from 3pm to 8pm.

Information sessions

The project team and study specialists will be available at the following locations to discuss the route options in more detail. Other information on display at these sessions will include 3D drive throughs and flyovers of the short listed options and the key constraint maps. Some light entertainment will be provided for children.

- Gerringong Town Hall
  Fern Street, Gerringong
  Saturday, 2 February 2008 from 10am to 3pm.

- Berry School of Arts
  Alexandra Street, Berry
  Saturday, 9 February 2008 from 10am-3pm.

- Bomaderry Community Hall
  19 Birriley Street, Bomaderry
  Saturday, 16 February 2008 from 10am to 3pm.

Workshop

The study team will hold workshop sessions during February 2008 with a number of stakeholder groups including community, business and agricultural communities. Please register your interest in attending by phoning the project information line on 1800 506 976.

Detailed report

The Gerringong to Bomaderry Princes Highway upgrade - route options development report outlines how the options were identified, the major constraints and the potential impacts of each option. This report is available on the project website www.rta.nsw.gov.au and copies of the report will be available for viewing at the staffed display locations and the Berry project office.
Have your say

Written submissions are welcome and should be sent by close of business Friday 29 February 2008 to the reply paid address below.

Gerringong_to_Bomaderry@maunsell.com

www.rta.nsw.gov.au

1800 506 976 (free call)
project information line

Gerringong to Bomaderry Project
Maunsell | AECOM
P.O. Box Q410, QVB Post Office
Sydney NSW 2000

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