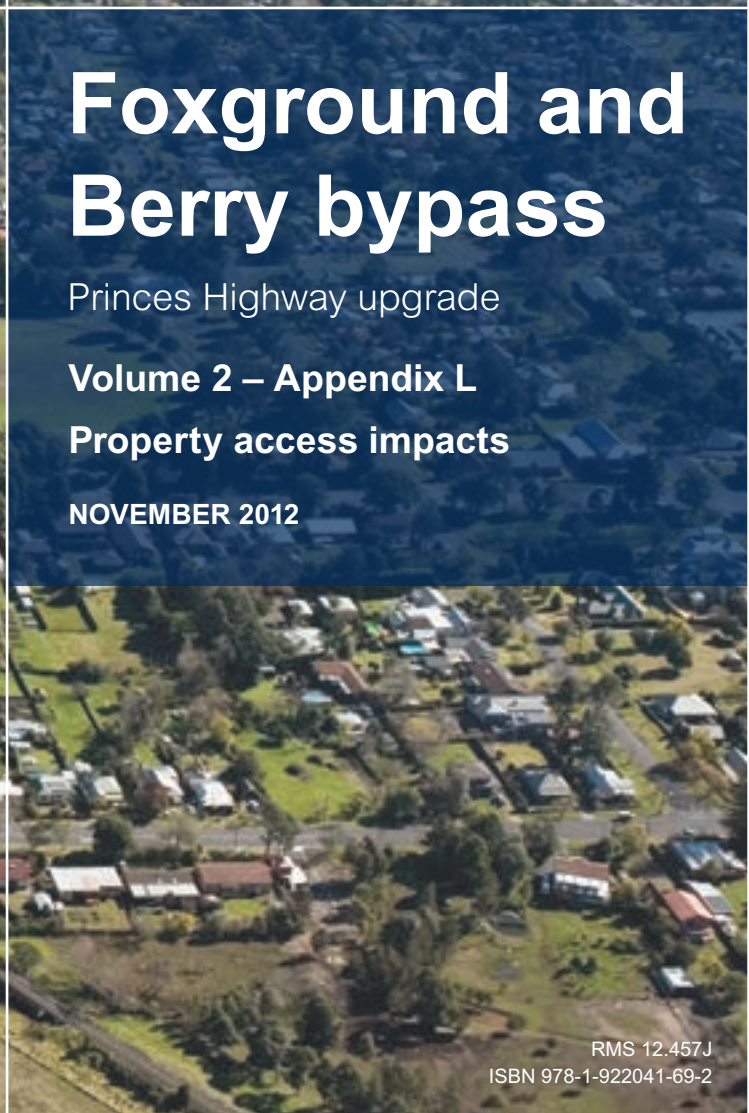




Transport
Roads & Maritime
Services



Foxground and Berry bypass

Princes Highway upgrade

Volume 2 – Appendix L
Property access impacts

NOVEMBER 2012

RMS 12.457J
ISBN 978-1-922041-69-2

(blank page)

Appendix L – Property access changes

The purpose of this appendix is to provide detail on the internal and external access impacts of the project. This appendix should be read in conjunction with **Figure L-1**, **Figure L-2** and **Section 7.9**. This appendix does not include properties that have no physical access changes or direct impacts to the property as a result of the project. For example, properties located along the existing highway between Toolijooa Road interchange and Austral Park Road interchange would need to travel to these interchanges to access the upgrade. However, no physical change would be undertaken at these individual properties (unless specified in **Table L-1**).

Table L-1 Details of internal and external access impacts of the project

Lot number or property reference*	Internal access impacts	External Access Impacts
1	No impact.	Loss of direct highway access and replaced with a new access onto Toolijooa Road. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.
A	No impact.	Direct access to existing Princes Highway unchanged without the need to use the u-turn facility provided at chainage 7850 as part of the Gerringong upgrade. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
B	No impact.	Access to existing Princes Highway unchanged with modified driveway provided as part of the Gerringong upgrade. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
C	No impact.	Access to existing Princes Highway unchanged with modified driveway provided as part of the Gerringong upgrade. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
2	No impact.	Access to Millers Lane unchanged. Opportunity for a new access via an underpass to existing Princes Highway at chainage 8400 would be considered during detailed design. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
3	No impact.	Access via new underpass to existing Princes Highway at chainage 8400. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
4	Property severed, no internal access between severed portions provided in design.	Access to existing Princes Highway unchanged for northern portion. No external access to southern portion and would require property amalgamation. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.
5	No impact.	No impact.
6	No impact.	No impact.
7	Property severed, no internal access between severed portions provided in design.	Access via new underpass to existing Princes Highway at chainage 9470. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.

Lot number or property reference*	Internal access impacts	External Access Impacts
8	Property severed, no internal access between severed portions provided in design.	Access to existing Princes Highway unchanged for western portion. No external access to eastern portion and would require property amalgamation. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.
9	Property severed, internal access between severed portions under Broughton Creek bridge number two.	No physical change to external access arrangements with access to existing Princes Highway unchanged. No external access to eastern portion and would require property amalgamation. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.
10	Property severed, internal access between severed portions under Broughton Creek bridge number two.	No physical change to external access arrangements with access to existing Princes Highway unchanged. Access via right of way maintained through Austral Park Road extension and lot 11 (common owner). Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
11	Property severed, internal access between severed portions under Broughton Creek bridge number three. Extended cattle pass.	No physical change to external access arrangements with access to existing Princes Highway unchanged. Access via right of way maintained through Austral Park Road extension. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
D	No impact.	Modified driveway access to existing Princes Highway. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
12	No impact.	Loss of direct highway access. Replaced with modified driveway access to via a service road to existing Princes Highway. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
13	No impact.	Loss of direct highway access via private road passing through property E (common owner). Replaced with modified driveway and access via a right of way and Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
E	No impact.	Loss of direct highway access via private road passing through lot 13 (common owner). Replaced with modified driveway and access via a right of way and Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.

Lot number or property reference*	Internal access impacts	External Access Impacts
14	No impact.	Loss of direct highway access via private road which also has right of way provisions for several nearby properties. Replaced with access via Austral Park Road extension to Austral Park Road interchange. The current right of way provisions would no longer be required, however, right of way provisions would be required for property 13 and property E. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
15	No impact.	Modified driveway access to Austral Park Road. Access via Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.
16	No impact.	Loss of direct highway access via private road and replaced with access via Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
F	No impact.	Modified driveway access to Austral Park Road. Access via Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
17	No impact.	Modified driveway and access to the project via Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound. RMS owned.
18	No impact.	Loss of direct highway access with modified driveway and access to the project via Austral Park Road extension to Austral Park Road interchange. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
19	No impact.	Loss of direct highway access. Modified driveway access to via a service road to existing Princes Highway. Access to project via Toolijooa Road interchange northbound and Austral Park Road interchange southbound.
20	No impact.	Modified driveway access with left in / left out direct access to the project northbound. Southbound access via the Austral Park Road interchange.
21	No impact.	Modified driveway access with left in / left out direct access to the project southbound. Northbound access via the Austral Park Road interchange. RMS owned.

Lot number or property reference*	Internal access impacts	External Access Impacts
G	No impact.	Existing access to Gembrook Lane unchanged. Gembrook Lane extended and intersection with project restricted to left in / left out access to the project southbound. Northbound access via the Austral Park Road interchange.
H	No impact.	Existing access to Gembrook Lane unchanged. Gembrook Lane extended and intersection with project restricted to left in / left out access to the project southbound. Northbound access via the Austral Park Road interchange.
I	No impact.	Existing access to Gembrook Lane unchanged. Gembrook Lane extended and intersection with project restricted to left in / left out access to the project southbound. Northbound access via the Austral Park Road interchange.
22	No impact.	Loss of direct highway access with modified driveway access to Tindalls Lane interchange (via the existing right of way through property 24). The opportunity to provide access via the Gembrook Lane extension, which would be explored during detailed design. Access to project northbound and southbound via Tindalls Lane interchange.
23	100 per cent impact to lot by project.	The property is 100 per cent impacted by the project and would become part of the road reserve.
24	No impact.	Loss of direct highway access with modified driveway access to Tindalls Lane interchange. Access to project northbound and southbound via Tindalls Lane interchange. RMS owned.
25	No impact.	Primary access on the eastern side of the property is not impacted by the project. For the quarry, modified driveway access at new location and access to project northbound and southbound via Tindalls Lane interchange. On the western boundary, loss of direct highway access for secondary access. Replaced with modified driveway and new access road connecting to the northern interchange for Berry.
26	No impact.	Loss of direct highway access with modified driveway access to Tindalls Lane interchange. Access to project northbound and southbound via Tindalls Lane interchange.

Lot number or property reference*	Internal access impacts	External Access Impacts
27	No impact.	Modified driveway access with left in / left out direct access to the project northbound. Access to the project southbound via Tindalls Lane interchange. Southbound access to the property from the project via northern interchange for Berry and u-turn at the roundabout at the junction of the existing Princes Highway and Woodhill Mountain Road. RMS owned.
J	No impact.	Modified driveway access with left in / left out direct access to the project northbound. Southbound access to the property from the project via northern interchange for Berry and u-turn at the roundabout at the junction of the existing Princes Highway and Woodhill Mountain Road.
28	No impact.	Loss of direct highway access and replaced with modified driveway, new access road and underpass at chainage 15100 connecting to the existing highway near 'Mananga'. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
29	No impact.	Loss of direct highway access and replaced with modified driveway, new access road and underpass at chainage 15100 connecting to the existing highway near 'Mananga'. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
30	No impact.	Loss of direct highway access and replaced with modified driveway, new access road and underpass at chainage 15100 connecting to the existing highway near 'Mananga'. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
31	Lot severed. Internal access between severed portions provided under the bridge at Berry.	No impact to the primary access to the lot via Woodhill Mountain Road. Loss of direct highway for secondary access on the eastern edge of the property. Replaced with modified driveway, new access road and underpass at chainage 15100 connecting to the existing highway near 'Mananga'. Access to and from the project for the main access via the northern and southern interchanges for Berry. Northbound access to and from the project for the secondary access via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
32	No impact.	Loss of direct highway access. Replaced with modified driveway and new access road connecting to the northern interchange for Berry. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.

Lot number or property reference*	Internal access impacts	External Access Impacts
33	No impact.	Loss of direct highway access. Replaced with modified driveway and new access road connecting to the northern interchange for Berry. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
34	No impact.	Loss of direct highway access. Replaced with modified driveway and new access road connecting to the northern interchange for Berry. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
35	No impact.	Loss of direct highway access. Replaced with modified driveway and new access road connecting to the northern interchange for Berry. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
36	No impact.	Loss of direct highway access. Replaced with modified driveway and new access road connecting to the northern interchange for Berry. Northbound access to and from the project via the northern interchange for Berry and southbound access through Berry via the southern interchange for Berry.
37	100 per cent impact to lot by project	Existing road reserve lot and is 100 per cent impacted by the project. RMS owned.
38	100 per cent impact to lot by project	The lot is 100 per cent impacted by the project and would become part of the road reserve. RMS owned.
39	Property severed, no internal access between severed portions provided in design.	No impact.
K	No impact	Slightly modified intersection of access road and existing highway, but existing access provisions unchanged.
40	Lot severed, no internal access between severed portions provided in design..	No impact.
41	Lot severed. Internal access between severed portions provided under the bridge at Berry.	No impact. RMS owned.

Lot number or property reference*	Internal access impacts	External Access Impacts
42	Lot severed, no internal access between severed portions provided in design.	No impact. RMS would acquire directly impacted land, and would investigate potential to acquire the entire lot.
43, 46 and 47	No impact.	Loss of access to North Street and replaced with modified driveway access to Rawlings Lane. Rawlings Lane modified to connect to North Street and southern interchange for Berry.
K	No impact.	Modified driveway access to be provided to connect to the North Street cul-de-sac.
44	No impact.	Access to lot via North Street lost and not replaced in design.
45 and 48	No impact.	Modified driveway access to be provided to connect to the North Street cul-de-sac.
49, 50 and 51	100 per cent impact to lot by project.	Each lot is 100 per cent impacted by the project. All are RMS owned.
52	No impact.	Existing access to Rawlings Lane unchanged. Rawlings Lane modified to connect to North Street and southern interchange for Berry.
53	Residual land is not viable.	No longer a viable lot and requires amalgamation. RMS owned.
54, 55 56	Residual land is not viable.	No longer a viable lot (lot 55 and 56 are 100 per cent impacted). RMS owned.
57	No impact.	No impact.
58	Residual land is not viable.	Residual land is not viable. Would be subject to acquisition.
59	100 per cent impact to lots by project.	Each lot is 100 per cent impacted by the project and would become part of the road reserve.. Both lots are RMS owned.
60	Residual land is not viable.	No longer a viable lot. RMS owned.
61, 62 and 63	100 per cent impact to lot by project.	Each lot is 100 per cent impacted by the project and would become part of the road reserve. Both lots are RMS owned.
64 and 65	100 per cent impact to lot by project.	Each lot is 100 per cent impacted by the project and would become part of the road reserve. Both lots are RMS owned.

Lot number or property reference*	Internal access impacts	External Access Impacts
66	100 per cent impact to lot by project.	The lot is 100 per cent impact by the project and would become part of the road reserve. Would be subject to acquisition.
67 and 68	Residual land is not viable.	Each lot is no longer a viable lot and would require amalgamation. RMS owned.
69, 70, 71, 72, 73 and 74	100 per cent impact to lot by project.	Each lot is 100 per cent impacted by the project and would become part of the road reserve. All are RMS owned.
75	100 per cent impact to lot by project.	The lot is 100 per cent impact by the project and would become part of the road reserve. Would be subject to acquisition.
76 and 78	100 per cent impact to lot by project.	Each lot is 100 per cent impacted by the project and would become part of the road reserve. All are RMS owned.
77	No impact.	Loss of direct access to highway via Hitchcocks Lane, and replaced with modified Hitchcocks Lane connecting to Huntingdale Park Road. Northbound and southbound access to the project via southern interchange for Berry.
L	No impact.	Loss of direct access to highway via Hitchcocks Lane, and replaced with modified Hitchcocks Lane connecting to Huntingdale Park Road. Northbound and southbound access to the project via southern interchange for Berry.
79	No impact.	Loss of access to the highway via Victoria St. Replaced with access via Victoria, George and Queen streets. Northbound and southbound access to the project via southern interchange for Berry.
80	No impact.	Loss of direct access to highway via Hitchcocks Lane, and replaced with modified Hitchcocks Lane connecting to Huntingdale Park Road. Northbound and southbound access to the project via southern interchange for Berry.
81	No impact.	Loss of direct access to highway via Hitchcocks Lane, and replaced with modified Hitchcocks Lane connecting to Huntingdale Park Road. Northbound and southbound access to the project via southern interchange for Berry.
82	100 per cent impact to property by project	The lot is 100 per cent impact by the project and would become part of the road reserve. Would be subject to acquisition.
83	No impact (road corridor).	Owned by Shoalhaven City Council (road corridor for Schofields Lane). The potential for full acquisition would be investigated.

Lot number or property reference*	Internal access impacts	External Access Impacts
84	No impact.	Left in / left out northbound access to and from the project via the modified Schofields Lane junction. Southbound access to the project via the southern interchange for Berry. Southbound access from the project via the Mullers Lane u-turn facility.
M	No impact.	Left in / left out northbound access to and from the project via the modified Schofields Lane junction. Southbound access to the project via the southern interchange for Berry. Southbound access from the project via the Mullers Lane u-turn facility.
85	No impact.	Left in / left out northbound access to and from the project via the modified Schofields Lane junction. Southbound access to the project via the southern interchange for Berry. Southbound access from the project via the Mullers Lane u-turn facility.
86	No impact.	No impact.
87	No impact.	Modified driveway access with left in / left out direct access to and from the project. Northbound access to the project via the Mullers Lane u-turn facility. Northbound access from the project to the property via the southern interchange for Berry.
88	No impact	Modified driveway access (requiring a deep cutting to connect to internal driveway) with left in / left out direct access to and from the project. Northbound access to the project via the Mullers Lane u-turn facility. Northbound access from the project to the property via the southern interchange for Berry.
89	No impact.	No impact with existing access via George Street, Berry.
90	No impact.	Loss of direct access to highway and replaced with new access road connecting to the cul-de-sac at the western end of Victoria Street. Northbound and southbound access to the project via the southern interchange for Berry.

* Property numbers are assigned to properties directly impacted by the project and are consistent with the lot references in Section 7.9. References A ,B and so on have used for additional properties.

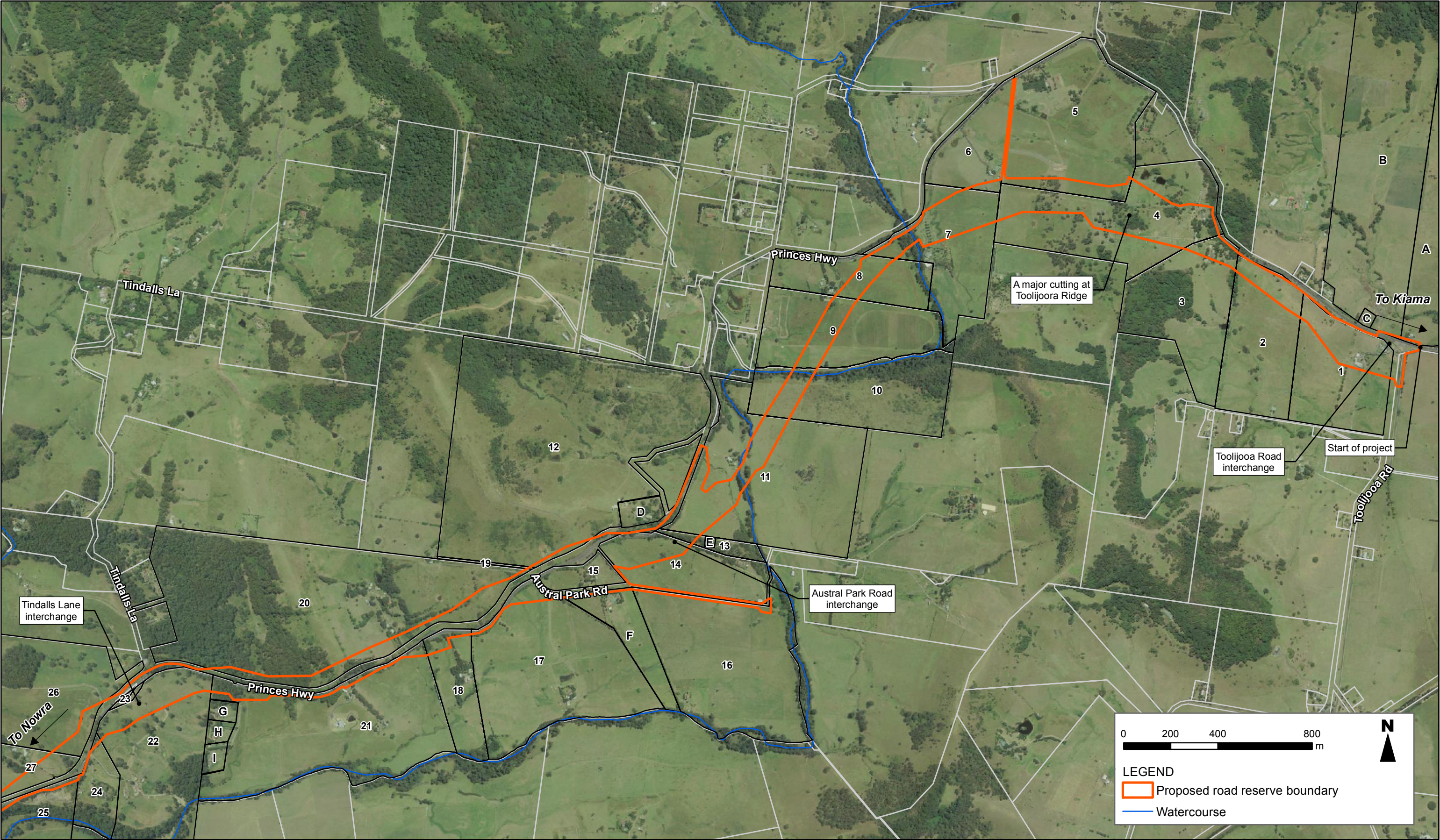


Figure L-1 Properties impacted by internal or external property access changes (Toolijooa Road interchange to Tindalls Lane interchange)

Note: Lot numbers refer to Table L - 1
Source: AECOM (2012)

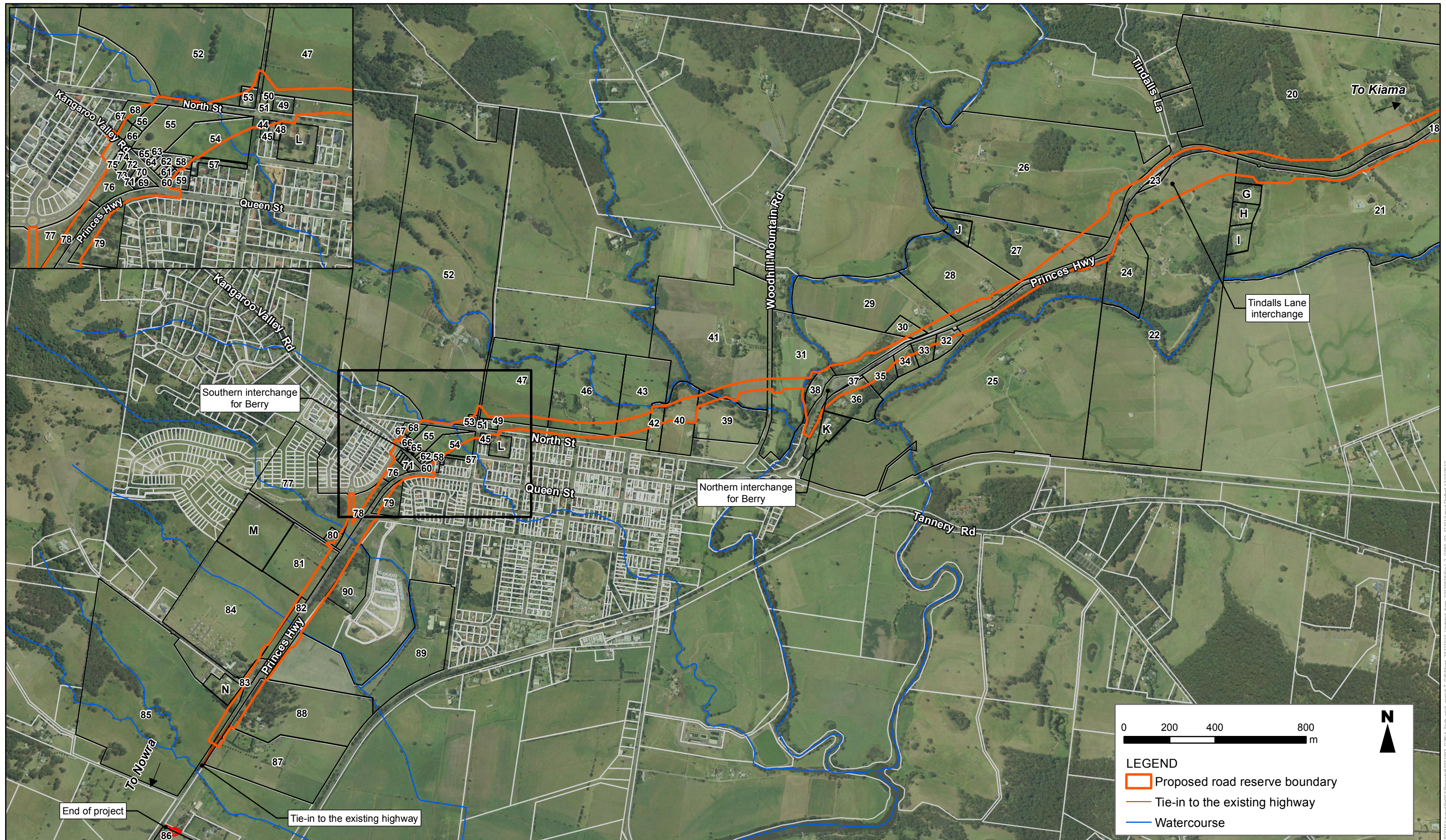


Figure L-2 Properties impacted by internal or external property access changes (Tindalls Lane interchange to Schofields Road junction)

Note: Lot numbers refer to Table L - 1
Source: AECOM (2012)