

TABLE 1 – SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
1.	<p>NAME & ADDRESS Peter Veneris Albury Wodonga Corporation</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 22 April 2014</p>	<p>AWC1</p> <p><u>Impact on environmental lands requires further evaluation</u></p> <p>It is noted that all route options (1-6) pass through a large parcel of land zoned E3 Environmental Management, which were identified in the Thurgoona Threatened Species Conservation Strategy. This land was transferred to the NSW Government free of cost with funding for its ongoing management and allows for the creation of easements for the purposes of access and services.</p> <p>In another example where environmental land was required for road access (Somerset Rise), an environmental assessment was undertaken to identify suitable offsets to be provided to ensure the objectives of the Strategy were not compromised. The Corporation expects that the same process will be undertaken in relation to this project to maintain the integrity of the Strategy.</p>	<p>AWC1</p> <p>It is acknowledged that all proposed route options traverse environmental zoned land.</p> <p>Should Council resolve to proceed with an East West Connector Road, AlburyCity acknowledges that the detailed design of any alignment option will be subject to further more detailed environmental assessment including an Assessment of Significance (7 Part Test) similar to other recent developments, where environmentally zoned land has been traversed to facilitate development.</p>

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		<p>AWC2</p> <p><u>Route Option 5 realignment sought</u></p> <p>Route option 5 extends along the northern side of the title boundary separating Lots 303 and 304, DP 1166158 and is situated within Lot 303. Although this is not the preferred route, should it gain favour the Corporation believes it should be moved to the southern side of the title boundary within Lot 304 for the following reasons:</p> <ul style="list-style-type: none"> • Lot 303 is situated within an R1 – General Residential Zone and therefore has a higher end use compared to Lot 304; • Lot 304 is situated in a flight path promoting Council to place the land in a Special Use Zone so as to prevent the erection of structures on the land; • The Council’s land acquisition costs would be lower if route 5 was situated within Lot 304 for the reasons outlined above; • Whilst the suggested change is not significant, it would enable route 5 to skirt around the southern edge of the E3 zoned land minimising the environmental impact. 	<p>AWC2</p> <p>It is acknowledged a deviation of Route Alignment Option 5 (at the western end) further south into Lot 304 DP 1166158 would have less of an impact on R1 General Residential Zone land (higher end use), and consequently, would result in lower acquisition costs.</p> <p>However, should Council proceed with an East West Connector Road, in particular Route Alignment Option 5, any deviation further south is not supported on the basis that this would detract from achieving a mid block termination point along Elizabeth Mitchell Drive between both Corrys Road and Fallon Street that would be more conducive to sharing traffic loads across the combined road network.</p> <p>East West Connector Road documentation acknowledges that should generated traffic be assigned to all existing five crossings in proportion to current levels of usage, Corrys Road is forecast to still operate at a reasonable level of service compared to the other roads.</p> <p>Accordingly, in recognition of the surplus capacity available along Corrys Road, added advantages inclusive of access to/from the Hume Highway, albeit to/from the south only, AlburyCity does not support any deviation that would render Route Alignment Option 5 less attractive from a traffic efficiency perspective.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

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		<p>AWC3</p> <p><u>Preliminary environmental investigations status (Gilgai)</u></p> <p>An environmental assessment commissioned by the NSW Office of Environment and Heritage (OEH) has been carried out in relation to Lot 304 in respect of threatened ecological community (Gilgai). Whilst the Corporation is yet to receive the final report, it is understood from preliminary discussions that the environmental value of the land is such that it would not represent a barrier to the proposal being put forward in relation to route 5.</p>	<p>AWC3</p> <p>Noted.</p> <p>Preliminary advice in relation to the significance (or lack thereof) of potential Gilgai habitat, depicts Route Alignment Option 5 in a more favourable light when compared against other Route Alignment Options where environmental impacts (inclusive of the removal of both remnant vegetation and forward tree plantings) are more notable.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

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2.	<p>NAME & ADDRESS Lindsay & Janice Poy 210 Kosciuszko Rd Thurgoona</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 22 April 2014</p>	<p>LJP1</p> <p><u>Impact on residential amenity along Corrys Road</u></p> <p>Five of the six Route Alignment Options involve channelling the traffic along Corrys Road. This will create a bottleneck at the freeway overpass, into Union Road and cause distress to the residents of Corrys Road, the new housing estate at Corrys Road and the users of the Equestrian Centre.</p>	<p>LJP1</p> <p>East West Connector Road Review documentation recognises that the increase in traffic volumes associated with any option directing traffic towards Corrys Road would result in a higher level of exposure for existing road users (inclusive of equestrians).</p> <p>Should Council resolve to proceed with an East West Connector Road, AlburyCity acknowledges that the detailed design of any alignment option would need to be supported by further detailed analysis and/or local area traffic management investigations to assist in mitigating any potential adverse impacts with respect to the safety of existing road users, residential amenity of existing dwellings and residential housing estates.</p>
		<p>LJP2</p> <p><u>Cost imposition/ adverse environmental impacts</u></p> <p>An East West Connector Road is a huge cost imposition to the Albury rate payers, in addition, there is major destruction to the environment both flora and fauna.</p>	<p>LJP2</p> <p>In relation to the concern raised about the cost imposition associated with an East West Connector Road and limited resultant traffic benefits derived a response is provided as per Submission 16 and Issue TPA1.</p> <p>In relation to concerns raised about adverse environmental impacts associated with the East West Connector Road a response is provided as per Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

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		<p>LJP3</p> <p><u>Road network upgrades (ring road) elsewhere preferred</u></p> <p>A better solution to the East West Connector Road would be to create a 'ring road' starting with:</p> <ul style="list-style-type: none"> • duplication of Riverina Highway to four lanes from Kerr Road to Young Street. Improvements to roundabouts between the Harvey Norman Complex and the freeway and the interchange/overpass at the freeway that would be funded by the NSW Roads and Maritime Service (not the rate payers of Albury); • upgrade of Kerr Road between the Riverina Highway and Thurgoona Drive; and • upgrade of Thurgoona Drive from Kerr Road to and including the freeway interchange/overpass to four lanes. <p>The ring road concept is a better option than dissecting Thurgoona with a Corrys Road extension to Kerrs Road (as proposed). The ring road will be better for funding, less of an impact on our environment and a better overall traffic control solution.</p>	<p>LJP3</p> <p>Analysis undertaken of the overall network capacity in each direction for the AM and PM peak hours (inclusive of an upgrade of both the Riverina Highway and Thurgoona Drive to two lanes in each direction west of Kerr Road) has revealed that regardless of how traffic gets distributed and the trip generation rate used, the network overall is effectively forecast to operate at LoS E (over capacity) for both westbound movements in the AM peak and for eastbound movements in the PM peak.</p> <p>This analysis provides a compelling argument that a ring road concept (inclusive of both Riverina Highway and Thurgoona Drive upgrades) alone will simply not accommodate future anticipated traffic demand.</p> <p>Consequently, in the event that Council should decide not to proceed with the East West Connector Road, AlburyCity acknowledges that further investigations and augmentation beyond minimum upgrades to both Riverina Highway and Thurgoona Drive will be required to accommodate future anticipated traffic demand.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

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3.	<p>NAME & ADDRESS Wayne Brady E-mail submission Postal address not supplied</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 15 April 2014</p>	<p>WB1</p> <p><u>Road network upgrades elsewhere preferred</u></p> <p>The best outcome for Thurgoona would be to widen the Riverina Highway, Elizabeth Mitchell Drive and Thurgoona Drive into four lanes.</p> <p>Turning and merge lanes be provided on the Riverina Highway to allow heavy vehicles the ability to merge without causing obstructions.</p> <p>Also, a new interchange and road at Davey Road, Ettamogah linking Thurgoona and Table Top where a lot of residential development is occurring is preferred.</p> <p>The main problem being experienced heading to and from Thurgoona is the inability to overtake slower moving traffic and turning traffic.</p>	<p>WB1</p> <p>In response to calls for required road network upgrades elsewhere in lieu of a proposed East West Connector Road a response is provided in Submission 2 and Issue LJP3.</p> <p>The introduction of turning/merge lanes along Riverina Highway so as not to compromise through traffic flow is noted. Such improvements will be investigated by the AlburyCity Transport and Traffic Section as part of their ongoing functions.</p> <p>Whilst a new/upgraded connection to Davey Road is likely, especially as the Nexus Industrial Estate progresses, it should be noted that the East West Connector Road Review analysis of traffic impact (at full development) at all key approach roads on the eastern side of the Hume Highway has confirmed that the re-assignment of northbound traffic from the northern development zone to Davey Road will have minimal impact on the overall projected performance of Thurgoona Drive.</p> <p>It is acknowledged that slower moving and turning traffic compromises traffic flow, however, these issues can be managed through augmentation including dual carriageway (two lanes in both directions) and intersection redesign for the main eastern approach roads to the Hume Highway. However, the critical issue continues to be the pinch points created by capacity issues at the Hume Highway</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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			crossing points (overpasses/interchanges). A strategic approach that seeks to resolve this issue is considered warranted (refer to response provided to Submission 16 and Issue TPA7)
4.	<p>NAME & ADDRESS Robyn Davis 26 Baw Baw Street THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 3 April 2014</p>	<p>RD1</p> <p><u>Adverse environmental impacts</u></p> <p>My home is next to the Nature Reserve and we have enjoyed the use of this land for the past 6 years.</p> <p>The abundance of birdlife in the Reserve is amazing as are the number of frogs and reptiles in the Reserve. The presence of threatened species such as the squirrel and sugar gliders as well as the possibility of supporting the endangered regent honeyeater make it a very special place.</p> <p>My concern about the proposed road is not however focused on the damage it would do to the Nature Reserve. No doubt, you will receive many submissions regarding the detrimental impacts that segmenting this piece of land will have on biodiversity and to Thurgoona locals, but rather the costs involved and the likely key benefits as detailed in RD2.</p>	<p>RD1</p> <p>Noted.</p> <p>Response as per Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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		<p>RD2</p> <p><u>Cost imposition/ negligible traffic congestion anticipated to suggest that an East West Connector Road is not warranted</u></p> <p>Although the building of the road has been presented as a project for future years, the spending of \$23 million of ratepayer's money at any time is very worthy of much closer scrutiny than the Council appears to have given this current proposal.</p> <p>I have not conducted any study of traffic nor can I possibly project future traffic needs of Thurgoona. I do however drive every day to work in Albury from Thurgoona. I choose one of two routes: either along Thurgoona Drive and the freeway; or along Table Top Road then the Riverina Highway.</p> <p>Both of these routes currently move very well. The roundabout at Thurgoona Drive/Elizabeth Mitchell Drive can get a bit busy around 8:30am and 3:30pm, as well as traffic delays on the Borella Road interchange, which is a concern for the future as it would be imperative not to have traffic backed up onto the Freeway. The Riverina Highway has very little traffic on it and the only delays are experienced at the Borella Road interchange. The only real congestion comes when you cross the freeway and enter the Albury CBD.</p>	<p>RD2</p> <p>Response as per Submission 16 and Issue TPA1.</p> <p>It is acknowledged that the estimated cost to construct the East West Connector Road varies between \$15.5M and \$27.5M (pending Road Alignment Option) is substantial, and accordingly, AlburyCity agrees that such a cost commitment warrants demonstration of a commensurate derived traffic benefit before any decision is made to proceed with the East West Connector Road.</p> <p>Whilst it is acknowledged that under existing traffic conditions capacity issues presently only exist for short periods each day, analysis undertaken through the East West Connector Road Review, confirms that without further action, existing traffic congestion issues will exacerbate over time as growth and development occurs.</p> <p>It is noted that East West Connector Road Review documentation findings (as exhibited) identifies that the combined road network overall at full development (with high trip generation rates) is forecast to operate at LoS D and E (over capacity) in the AM/PM peak hours for both west and east bound movements in the absence of an East West Connector Road.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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		<p>Albury is a provincial city and part of moving around a centre that has a large population is that you have to move around a lot of traffic or people. Anyone who visits or has lived in metro centres knows what congestion is. In this context, the traffic conditions in Albury are not 'congested'. Albury is simply a busy place, where a growing number of people work and live. If we have to wait at a traffic light or roundabout for more than a minute, this reflects that we live in a thriving and growing city.</p> <p>Future traffic trends, I contend, regardless of what consultants may present, do not reflect any significant 'congestion'. There are a number of available routes that can be enhanced. For example making dual lanes on the Thurgoona Drive/ Elizabeth Mitchell drive intersection, and the nearby the freeway entry, would support traffic flow.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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		<p>RD3</p> <p><u>Traffic benefits negligible</u></p> <p>The proposed road makes no sense in relieving supposed congestion. Corry's Road has a 60km speed limit. Riverina Highway has a speed limit of 80km then 100km. Anyone living in Kerr Road or Wirlinga would get into town much more quickly by the Riverina Highway which is less than 300 metres from the end of the proposed road. Putting more traffic onto the freeway via the Corry's Road entry would result in more traffic needing to exit the freeway via Borella Road, which is already showing a worrying build up of traffic.</p>	<p>RD3</p> <p>Whilst it is accepted that travel speeds along much of the Riverina Highway (compared to an East West Connector Road) will be better for commute purposes through higher regulated speed limits, it is expected that traffic congestion encountered at the interchange (pinch point) will most likely offset travel time advantages elsewhere on the Riverina Highway.</p> <p>Consequently, it is anticipated that the East West Connector Road (via the additional capacity available at both the Fallon Street overpass and Corrys/Racecourse Road interchange) will become a more attractive proposition to use despite lower regulated speed limits.</p> <p>It is reiterated that those investigations carried out to date to determine the merits of the East West Connector Road have been undertaken in the interests of identifying and providing viable alternatives that seek to alleviate projected capacity issues (traffic congestion) elsewhere on the transport network.</p> <p>Consequently, should Council decide not to proceed with the East West Connector Road, AlburyCity acknowledges that further investigations and augmentation beyond minimum upgrades to both the Riverina Highway and Thurgoona Drive will still be required to accommodate future anticipated traffic demand.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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		<p>RD4</p> <p><u>Adverse impacts on native wildlife (kangaroos)</u></p> <p>Traffic moving through the Reserve would prove a hazard to residents as well as wildlife. There is a group of kangaroos (about 20-30) that are always in the Reserve. After living near the bush, I know the damage a car colliding with kangaroos can do to vehicles or that cause a collision as a result of trying to avoid hitting one. This risk would need to be addressed and may require a cull of animals to ensure resident's safety when using the road. A cull of this nature sits at odds with the biodiversity plan of Albury City Council, and is avoidable if other road options are used.</p>	<p>RD4</p> <p>Noted.</p> <p>In relation to concerns raised about adverse environmental impacts, including loss of kangaroo habitat a response is provided as per Submission 10 and Issue BOC2-1.</p> <p>In relation to concerns raised about Council obligations under its biodiversity plan and certifications previously issued, a response is provided as per Submission 9 and Issue BOC1-3.</p>
		<p>RD5</p> <p><u>Other more pressing projects require attention</u></p> <p>There are so many projects that require Council funding including upgrading Kerr Road that an extension to Corrys Road to Wirlinga is not required. The best legacy for the future residents of Thurgoona is not another road, but rather an intact reserve.</p>	<p>RD5</p> <p>Noted.</p> <p>All future infrastructure works will be balanced against other priorities and funding options. It is noted that Council has included an allocation in this years' budget to upgrade a portion of Kerr Road including a realignment of Kerr Road with the Riverina Highway.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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5.	<p>NAME & ADDRESS Joanne Martin 15 Rosewood Court THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 4 April 2014</p>	<p>JM1</p> <p><u>Route Alignment Option 3 preference</u></p> <p>I submit my preference for Option 3 of the East-West connector road review, in particular the section between Elizabeth Mitchell Drive and Table Top Road. I prefer this option as it takes the road further away from current residential areas, particularly if the road may become 4 lanes in the future.</p>	<p>JM1</p> <p>Noted.</p> <p>All Route Alignment Options were subject to a multi-criteria analysis that included an evaluation against environmental impacts, constructability and geometric design, safety of existing road users, traffic efficiency and socio-economic factors.</p> <p>The outcome of this analysis has been the ranking and selection of Route Alignment Option 6 (being a hybrid of Route Alignment Options 4 and 5) as the preferred route alignment option.</p> <p>Those investigations undertaken to date have been strictly for route alignment option ranking and selection purposes. It is anticipated that should Council resolve to proceed with the East West Connector Road, that specific issues relating to impacts on the residential amenity of nearby development will be deferred to the detailed design stage for appropriate consideration and mitigation.</p> <p>These impacts are significant. Whilst the East West Connector Road Review defers further detailed environmental investigations and resultant mitigation measures to the road design process, those submissions received and issues raised that convey significant environmental concerns make it increasingly difficult to progress the</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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			<p>East West Connector Road in the absence of further investigation.</p> <p>Notwithstanding a preferred route alignment option has been identified for exhibition purposes, detailed consideration of submissions received and issues raised may warrant further variation and/or a decision not to proceed with the East West Connector Road.</p>
6.	<p>NAME & ADDRESS Joy Bryant E-mail submission</p> <p>Postal address not supplied</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 2 April 2014</p>	<p>JB1</p> <p><u>Corrys Road interchange traffic safety concerns</u></p> <p>I have concerns with the proposed link in regards to the flow of traffic on the half diamond exit from the Hume Freeway at Racecourse Road. The north bound exit is currently quite dangerous with the current amount of traffic. An increase in traffic with the East –West link would only increase the risk. Has this been considered in the current plan?</p>	<p>JB1</p> <p>Any redistribution of traffic from either Thurgoona Driver and/or the Riverina Highway onto the East West Connector Road would involve by extension additional traffic volume (peak hour and daily) onto the Corrys/Racecourse Road interchange.</p> <p>In the absence of network modelling for the area under consideration (as an additional service), a quantifiable impact on the wider road network (including the Corrys/Racecourse Road Interchange) cannot be provided with any level of certainty. Consequently, it is increasingly difficult to support the progression of the East West Connector Road in the absence of implications on the wider transport network being determined.</p> <p>Accordingly, it is recommended that investigations be undertaken as part of a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

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7.	<p>NAME & ADDRESS Peter Spencer E-mail submission</p> <p>Postal address not supplied</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 2 April 2014</p>	<p>PS1</p> <p><u>Information session appreciation</u></p> <p>Thank you for the invitation to attend your information morning on the East-West connector road and your policy of keeping the public fully informed of Council deliberations.</p> <p>PS2</p> <p><u>Existing freeway inadequacies and suggested improvements</u></p> <p>I am opposed to the road on environmental grounds and would make the following observations.</p> <p>The objective of the road seems to be to divert traffic away from the Borella Road and Thurgoona Drive with the Hume freeway and onto the Racecourse Road junction. But this would only lead to this junction being overloaded as was the Thurgoona Drive intersection before the roundabouts were installed.</p>	<p>PS1</p> <p>Noted.</p> <p>PS2</p> <p>Response as per Submission 6 and Issue JB1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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		<p>The reason for this diversion is because of the poor design of the freeway and the intransigence of the RMS to correct their mistakes. The RMS appears to have designed the freeway as an interstate road only and not as a combined commuter and interstate road which should have had 6 lanes from Thurgoona to Wodonga with access junctions designed as such. I believe that any money spent should be on improving the existing junctions before a new road is proposed. The first amendment should be a left turn filter lane to bypass the traffic lights and roundabouts at each on and off ramp as each ramp has 2 lanes but only one is needed with the present set-up.</p> <p>PS3</p> <p><u>Example interchange design suggested</u></p> <p>The intersections should have been designed on the lines of the British motorway junctions (an aerial view is attached to the submission), showing two bridges forming a multi-lane roundabout.</p>	<p>PS3</p> <p>Noted.</p> <p>Response as per Submission 6 and Issue JB1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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8.	<p>NAME & ADDRESS Daniel McElholum 190 Kosciuszko Road THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 10 April 2014</p>	<p>DM1</p> <p><u>Existing connections into both Albury and Lavington are more desirable than the East West Connector Road</u></p> <p>Even though all the proposed routes are proximate to me, I am unlikely to use any of them as the Riverina Highway and Thurgoona Drive would remain my preferred routes.</p> <p>The reason for this is because I would be able to reach my destination more quickly using either of these routes. Motorists are primarily motivated by time when it comes to route selection and if I wanted to go to the Lavington or Albury CBD, the journey would be slower if I took the east-west connector road.</p>	<p>DM1</p> <p>Response as per Submission 4 and Issue RD3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
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		<p>DM2</p> <p><u>Time of travel considerations render the East West Connector Road inferior to other more desirable connections into both Albury and Lavington</u></p> <p>If travel time has not been considered, I request that it be considered in this study and/or any future studies into an east-west connector road, as time is the primary consideration for motorists when planning non-recreational trips.</p> <p>In particular, the Riverina Highway has a speed limit of 80km/h for much of the journey from Thurgoona to Albury. Similarly, Thurgoona Drive has a speed limit of 70km/h to Elizabeth Mitchell Drive, the speed then drops to 60km/h and then increases to 110km/h on the Hume freeway.</p> <p>The same could not be said for the proposed east-west connector road. Whatever the proposed speed limit will be east of where Corrys Road currently terminates, the 2-2.5km drive along Corrys Road at 60km/hr will ensure that the east-west connector is at a disadvantage. Given Corrys Road has light industrial development on the southern side and several residential driveways directly accessing this road, there appears no prospect that the speed limit along Corrys Road will be increased.</p>	<p>DM2</p> <p>Response as per Submission 4 and Issue RD3.</p>

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		<p>All route options are inferior as they are too close to existing superior options and this will remain the case in the future. A new road needs to offer something that is better than what is already available.</p> <p>DM3</p> <p><u>Traffic management alternatives</u></p> <p>Simply because a number of options have been proposed, it does not mean that the best option must be selected. In this instance, it appears that none of the options presented are satisfactory.</p> <p>A better option would be to upgrade the Riverina Highway or Thurgoona Drive (or both) via duplication, to improve safety and travel times. Whilst these roads may be compromised as population increases, this is something that can be managed. For example the use of service roads to separate highways and residential traffic could be used. Access could also be improved for existing roads, including the construction of a new slip-lane to allow for improved safety and access to Kerr Road.</p>	<p>DM3</p> <p>Noted.</p> <p>Whilst upgrades to both the Riverina Highway and Thurgoona Drive (to dual carriageway) will assist traffic flow and provide additional queuing capacity, ‘pinch points’ will continue to be experienced at the interchanges in the absence of further upgrades/augmentation.</p> <p>Accordingly, it is recommended that an Interchange Strategy, involving joint investigations by AlburyCity and RMS, be undertaken to determine the future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses/interchanges with the Hume Highway.</p>

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9.	<p>NAME & ADDRESS Bridget O'Connor 24 Baw Baw Street THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 24 April 2014</p>	<p>BOC1-1</p> <p><u>Environmental impacts lack differentiation</u></p> <p>The method used to assess the environmental impact of the route options appear highly questionable. All routes, including preferred route 6 are given the same score (-17.5/65) for impact on the environment. Given that variations in biodiversity are expected and exist within the environmental reserve, it would be expected that each route would have different levels of environmental impact and hence have a different score. The consultant's assessment of environment risk appears rudimentary in its failure to detect even the most obvious environmental impacts.</p> <p>Common knowledge of the reserve would suggest that route 5 will have less negative impacts than routes 1-4. Proposed route 6 carries the highest negative environmental impact as unlike all other routes it passes through remnant White Box Gum Grassy Woodland with known vulnerable fauna species and it bisects the high value habitat and bigger reserve and then passes through an allocated vegetation corridor of Crown Land connecting the reserve area to the roadside vegetation of Table Top Road.</p>	<p>BOC1-1</p> <p>It is acknowledged that the scoring system adopted does provide little differentiation between Route Alignment Options when assessing environmental impacts, despite variations in biodiversity that exist in the Crown Land Reserve.</p> <p>AlburyCity has requested that the Multi Criteria Assessment (MCA) scoring previously used to assess Route Alignment Options be subject to a full review by the consultants. Consequently, the project consultants have revised report documentation in an attempt to provide additional differentiation in scoring to better reflect environmental values.</p> <p>Notwithstanding Route Alignment Option 5 will have a lesser negative impact on the Crown Reserve Land than Route Alignment Options 1-4 and 6. It is acknowledged that all proposed Route Alignment Options will, to varying degrees, have a negative impact on local native flora and fauna via habitat removal and fragmentation to existing habitat linkages etc.</p> <p>These impacts are significant. Whilst the East West Connector Road Review defers further detailed environmental investigations and resultant mitigation measures to the road design process, those submissions received and issues raised that convey significant environmental concerns make it increasingly difficult to progress the East West Connector Road in the absence of further investigation.</p>

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		<p>BOC1-2</p> <p><u>Social Impact</u></p> <p>There is no documented evidence in the report of how/what information was gathered to assess the social impacts of the route options. There is no data that reflects the level of community use and values attributed to this area of woodland reserve. There is inadequate data available to support the statement on pp. 33 that ‘the proposed connector road is unlikely to be an adverse impact on socio-economic conditions’.</p>	<p>BOC1-2</p> <p>Amongst those socio-economic elements that were considered and scored as part of the MCA, it is acknowledged that the loss of parts of the Crown Land Reserve for passive recreational purposes (walking, cycling and general access) was not included.</p> <p>Accordingly, AlburyCity has sought that the Multi Criteria Assessment scoring used to assess Route Alignment Options be subject to a full review. Consequently, project consultants have revised report documentation in an attempt to provide additional documented consideration of socio-economic issues including the loss of the Crown Lands Reserve (or parts thereof) to passive recreation. It is anticipated that a more robust assessment and scoring process will assist Council with its deliberations on this project.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>BOC1-3</p> <p><u>Inconsistent with Council policy document: Biodiversity Strategy (2012-2016)</u></p> <p>Approval of the proposed road corridor either now or into the future will directly contradict the AlburyCity Biodiversity Strategy objectives and the responsibilities that come with biodiversity certification status.</p> <p>In particular all route options pass through a significant 53ha area of land zoned E3 Environmental Management, which contains threatened species. The AlburyCity website states that: 'AlburyCity has developed a strategy to protect and enhance the City's unique biodiversity' and that this strategy 'addresses major threats and establishes conservation measures to protect and enhance biodiversity'. The Strategy also outlines that 'it is widely acknowledged that the highest priority for native vegetation management should be to protect and manage existing remnant vegetation before vegetating cleared areas of habitat'.</p>	<p>BOC1-3</p> <p>It is acknowledged that irrespective of the selected alignment, all East West Connector Road Alignment Options proposed will have (to varying degrees) an adverse impact (involving a combination of habitat removal and fragmentation) on the existing network of E3 Environmental Management Zone through both initial construction activities and eventual operation.</p> <p>East West Connector Road Review documentation notes that should Council resolve to proceed with an East West Connector Road, the detailed design of any preferred alignment option would be subject to further more detailed environmental assessment including an Assessment of Significance (7 Part Test) similar to other recent developments that have involved environmental zoned land being traversed by infrastructure including roads.</p> <p>It is noted that Albury Local Environmental Plan 2010 (ALEP 2010) and associated provisions in addition to other measures (including controls in the 'Albury Development Control Plan 2010' (ADCP 2010)) was assessed as leading to an overall improvement and maintenance of biodiversity values, and consequently, biodiversity certification was conferred over the ALEP 2010 under the 'Threatened Species Conservation Act 1995'.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>Amongst those measures considered critical in the conferring of biodiversity certification included the allocation of a network of environmental zoned land (and associated controls that seek to protect, manage and restore areas of high ecological, scientific, cultural or aesthetic value). A substantial quantum (approximately 8000 hectares) of Natural Areas has been assigned an environmental zone throughout the Albury LGA. It is noted that the Crown Lands Reserve was included amongst this network of environmental zoned Natural Areas.</p> <p>Whilst the Natural Areas (through zoning) are focused on improving and maintaining environmental values, the construction of roads and/or other infrastructure required to aid and assist future development is not prohibited, subject to more detailed environmental assessment being undertaken to assess, manage and mitigate impacts (where possible).</p> <p>AlburyCity is of the view that any required infrastructure provision that traverses environmental zoned land (including the East West Connector Road) will be subject to necessary investigations to identify impacts and determine appropriate mitigation measures. It is anticipated that an ongoing adherence to this process will ensure that all relevant biodiversity certification protocols will be adhered to.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p><u>Inconsistent with Council policy document:</u> <u>Social Plan (2012-2016)</u></p> <p>The road proposal directly threatens existing community engagement and community aspirations to enhance this significant community asset, as well as undermining the goals and intent of Council's Social Plan.</p>	<p>It is however accepted that such investigations should be most appropriately undertaken upfront rather than deferred to the road design stage as recommended by East West Connector Road Review documentation. It is also acknowledged that the outcome of such investigations when balanced against both the cost to construct and traffic benefits derived may dictate that Council resolves not to proceed with the East West Connector Road.</p> <p>AlburyCity accepts that it is most definitely not ideal to locate a road through an area already identified as being of environmental value. However, proximity to the Fallon Street overpass and Corrys/Racecourse Road interchange (identified as having surplus capacity) has dictated its location in this instance.</p> <p>Noted.</p> <p>Response as per BOC 1-2 and 1-3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>One of the stated objectives of Albury 2030 is to ‘create and promote a physical active culture’ with the stated action to ‘support, facilitate and implement programs that promote physical activity and social wellbeing’. A working party consisting of interested Thurgoona residents, Council, Crown Lands, Woolshed-Thurgoona Landcare and Parklands Albury Wodonga already exists and is currently implementing a management plan to protect, preserve and restore this significant community asset.</p> <p>The proposed route bisects a significant area of green space that is used extensively by Thurgoona residents for a range of physical activities and recreational purposes that promote social well-being. The impacts of this road will be detrimental on the environmental and social benefits that this area currently creates.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
10.	<p>NAME & ADDRESS Bridget O'Connor Second Submission (Petition) 24 Baw Baw Street THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 1 May 2014</p>	<p>BOC2-1</p> <p><u>Environmental Impact</u></p> <p>Proposed Route 6 fragments a significant area of land containing critically endangered White Box-Gum Grassy Woodlands that is protected under the Commonwealth '<i>Environment Protection and Biodiversity Conservation Act 1999</i>', and is listed in AlburyCity Council's <i>Biodiversity Strategy 2012-2016</i> and the <i>Thurgoona Threatened Species Conservation Strategy 2004</i>. Damage to this woodland would be irreversible.</p> <p>Route option 6 has been recommended despite the risk level to flora and fauna being identified as "High". There has been very limited investigation into the environmental impacts of all route options.</p>	<p>BOC2-1</p> <p>Noted.</p> <p>Response as per Submission 9 and Issue BOC1-1.</p> <p>It is acknowledged that all proposed Route Alignment Options will, to varying degrees, have a negative impact on local native flora and fauna via habitat removal and fragmentation to existing habitat linkages etc.</p> <p>It is acknowledged that these impacts are significant. Whilst East West Connector Road Review does provide an environmental assessment of different route options as part of the Multi Criteria Assessment (MCA) and does defer further detailed environmental investigations and resultant mitigation measures to the detailed road design process, those submissions received and issues raised that have conveyed environmental concerns make it increasingly difficult to progress the East West Connector Road in the absence of these studies and likely impacts being determined upfront.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>BOC2-2</p> <p><u>Social Impact</u></p> <p>The proposal will have an immediate adverse social impact on the outdoor experiences that this Woodland provides to current and future residents. There is no data that reflects the level of community use and values attributed to this area.</p> <p>Relevant documents have not been consulted to inform and assess the social impacts of the route including: AlburyCity's <i>Social Plan (2012-2016)</i> (pp. 187) and the CSU Study <i>Thurgoona and Wirlinga Community Understanding & Knowledge of Biodiversity</i> (pp. 26). In addition road safety measures for users and the destruction of wildlife within the reserve have not been considered.</p>	<p>BOC2-2</p> <p>Response as per Submission No 9 and Issues BOC1-1 and 1-2.</p>
		<p>BOC2-3</p> <p><u>Inconsistent with Council policy document:</u> <u>Biodiversity Strategy (2012-2016)</u></p> <p>Approval of the proposed road corridor either now or into the future will directly contradict the AlburyCity Biodiversity Strategy objectives and the responsibilities that come with biodiversity certification status.</p>	<p>BOC2-3</p> <p>Response as per Submission 9 and Issue BOC1-3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>The AlburyCity website states that: 'AlburyCity has developed a strategy to protect and enhance the City's unique biodiversity' and that this strategy 'addresses major threats and establishes conservation measures to protect and enhance biodiversity'. The Strategy also outlines that 'it is widely acknowledged that the highest priority for native vegetation management should be to protect and manage existing remnant vegetation before vegetating cleared areas of habitat'.</p> <p>Approval of the proposed road will undermine the Thurgoona community's confidence in the AlburyCity Council's commitment to the Biodiversity Strategy and its implementation of the biodiversity certification, as well as undermining the goals and intent of the Social Plan (2012-2016).</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
11.	<p>NAME & ADDRESS Bridget O'Connor Third Submission</p> <p>24 Baw Baw Street THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 2 May 2014</p>	<p>BOC3-1</p> <p><u>Inconsistent with previous Council commitments to maintain and improve biodiversity values</u></p> <p>How can Council use the Corrys Wood reserve as a traffic corridor when this area of land has been transferred to the Albury Environmental Lands (AEL) for the purpose of preserving biodiversity of the habitat network across the Albury region?</p> <p>Given that the AEL habitat network was used as a stated 'relevant measure to improve and maintain biodiversity values' to gain biodiversity certification as part of the Albury LEP, how is it that AlburyCity can now consider using this area for the conflicting purpose of a traffic corridor?</p>	<p>BOC3-1</p> <p>Response as per Submission 9 and Issue BOC1-3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>BOC3-2</p> <p><u>Disruption to the existing movement network</u></p> <p>Have Council considered that an additional intersection of proposed route 6 and Table Top Road will:</p> <ul style="list-style-type: none"> • Increase the travel time for people in Thurgoona to drive to and from Albury; • Interfere with the recently approved bike path along Table Top Road. 	<p>BOC3-2</p> <p>It is acknowledged that the introduction of an East West Connector Road will introduce an additional intersection onto Table Top Road that will to some extent disturb the north south movement of traffic (including both vehicular and pedestrian).</p> <p>Notwithstanding, the benefits derived from making both the Fallon Street overpass and the Corrys/Racecourse Road interchange more accessible to east west traffic movement (in an attempt to alleviate some of the existing and anticipated future capacity issues elsewhere on the transport network) render the disturbance of traffic flow along Table Top Road an acceptable consequence.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
12.	<p>NAME & ADDRESS Sally & Keith Hendy 5 Gleneagles Court THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 22 April 2014</p>	<p>SKH1</p> <p><u>Alternative southern East-West linkage alignment proposed</u></p> <p>It is good to see that council is trying to plan ahead to meet the needs of the area, however, I am greatly concerned about the proposals as I feel that there are a number of other options that would achieve the same or better traffic flows at less cost to the council, community and the environment.</p> <p>Council should look at a real alternative from Corry's Road. A connecting road could sweep south, perhaps along the alignment of Elizabeth Mitchell Drive, then down to join up with the Riverina Highway either near the junction of Elizabeth Mitchell Drive or sweep to cut across the lower part of the hill and join the Riverina Highway near the junction of Table Top Road (see map with overlay). This route would minimise the costs and environmental impacts of the whole project, while still improving connectivity and traffic flow in this area. I cannot see that with the planned and necessary duplication of Thurgoona Drive and the Riverina Highway that a third East-West road is required.</p> <p>Refer to the submission (in full) (Appendix 3) for a copy of the referenced map above that details an alternative road network providing an east west link to Fallon Street and beyond. Road traffic strategy referenced above.</p>	<p>SKH1</p> <p>It is noted that the alternative east west linkage alignment suggested is very similar to that provided in the Thurgoona Progress Association (TPA) submission with the exception being that this alternate linkage sought seeks connection to Fallon Street instead of Hoffmann Road.</p> <p>Accordingly, response as per Submission 16 and Issue TPA2.</p> <p>It is noted that the submission suggests that augmentation/upgrade of the Riverina Highway and other road networks elsewhere would accommodate future anticipated traffic demand. Analysis undertaken to date on the combined network to establish an expected Level of Service (with or without an East West Connector Road) is compelling insofar as demonstrating that even with an upgrade to both Riverina Highway and Thurgoona Drive (two lanes in both directions) alone will not address future traffic demand and anticipated transport network capacity issues.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Even in large cities, with traffic flows much greater than that predicted for the Thurgoona Wirlinga area, there are not three parallel roads within 2 kilometres of one another heading in the same direction. The extra traffic route planned to the Kerr Road area, could easily and much more cheaply, be provided by improving the current roadways. Widening the Riverina Highway, as planned, and lifting the height so it was above the flood level where it is susceptible to flooding. This cost could also be met by State funding, rather than relying on the local community to provide a necessary interstate route.</p> <p>The council has other options open to it, which would address future transport infrastructure requirements for this area. The proposed Southern route would provide similar infrastructure solutions for developing areas, it would protect the reserve and crown land, not impact on the environment as significantly or be such a financial burden on the community.</p> <p>Refer to the submission (in full) (Appendix 3) for a copy of the multi-criteria assessment that compares the abovementioned alternate east west connector road alignment with the preferred route alignment option 6 shown and recommended in the East West Connector Road Review documentation. This table has been provided in support of the southern East-West connector road alignment.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>SKH2</p> <p><u>Environmental impacts</u></p> <p>The proposed extension to Corry's Road would cut right through the reserve that is the largest area of intact remnant habitat in the Thurgoona area. The road development would not only destroy a significant proportion of this area, but would prevent the movement of species from one area to the next. The land is significant and has already received biodiversity certification, as it is important for over 41 native bird species including the endangered Regent honey eater, as well as squirrel gliders and other native mammals which inhabit the area. It also provides a space for people to walk, exercise themselves and their dogs safely, helping to maintain physical and mental wellbeing.</p> <p>All proposed routes would cut through some of the most valuable area in the reserve. This would have an irreversible impact on the habitat and its connectedness. If this work was to be carried out, the impact on the biodiversity and the natural values of the Thurgoona area would be devastating now and into the future. Hopefully the council has more foresight than to rip this reserve apart when there are so few natural areas left within the urban space. Many people have chosen to live in Thurgoona rather than in the urban sprawl of major cities because of the important habitat and natural areas on our door step. As population</p>	<p>SKH2</p> <p>Response as per Submission 9 and Issues BOC1-1 and 1-2.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>pressures continue to grow, it is more and more important that we maintain these valuable and irreplaceable resources.</p>	
<p>13.</p>	<p>NAME & ADDRESS Paul Trebilcock E-mail submission Postal address not supplied</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 22 April 2014</p>	<p>PT1</p> <p><u>East West Connector Road will funnel people onto both the Borella Road and Bridge Street interchanges anyway via the Highway which will only exacerbate capacity issues</u></p> <p>The proposed road will fail to connect the growth areas with the Albury CBD because of the direction of travel and congestion when exiting the freeway. To access the Albury CBD using the new road, commuters have to travel further than using Borella Road. This would not be a problem if it was a quicker route however accessing the freeway via Corrys Road and travelling south to the Albury CBD still requires getting off the freeway. Both exits at Borella Road and East Street already have significant delays. At best the proposed road only provides a quicker access route to the freeway for commuters travelling to Victoria. The return trip from the Albury CBD has the same problem.</p>	<p>PT1</p> <p>It is acknowledged that whilst the Corrys/Racecourse Road Interchange does provide direct access to and from the Lavington CBD and Wodonga, it is accepted that access to and from the Albury CBD will necessitate the funnelling of Highway traffic back onto either the Borella Road or East Street interchanges which will only exacerbate existing capacity issues.</p> <p>Accordingly, it is recommended that a city wide Interchange Strategy, being joint investigations between AlburyCity and RMS, be undertaken to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>PT2</p> <p><u>Redirecting traffic to both the Fallon Street and North Street overpasses would prove more effective in resolving capacity issues elsewhere</u></p> <p>Redirecting traffic to North Street and Fallon Street would be effective because these roads are free-flowing and under-utilised at the moment, especially given that there will be no new freeway interchanges provided. Despite the swampy ground, the Fallon Street route therefore appears the best option (amongst those presented) as it will provide direct access to the Albury CBD, can address environmental issues during the construction stage and the additional cost does not seem unreasonable when compared against other options.</p> <p>Redirecting traffic away from Borella Road, must be a priority to provide real alternative routes to the Albury CBD. Has AlburyCity considered acquiring land via an extension of Fallon Street to the rear of the properties at Ramsden Drive that links up to North Street to the South? This route redirects traffic away from Borella Road and gives commuters a choice to access the Albury CBD and also avoids the school zones of Fallon Street.</p>	<p>PT2</p> <p>It is recognised that of all the Highway crossing points, the North Street overpass, Fallon Street overpass and the Corrys/Racecourse Road interchange are relatively underutilised.</p> <p>The purpose of the East West Connector Road is to make these underutilised crossing points more accessible (with the exception of North Street where no direct access exists), and in doing so, direct traffic away from both the Borella Road and Thurgoona Drive interchanges where existing/future traffic congestion is anticipated.</p> <p>Preliminary advice in relation to significance (or lack thereof) of potential Gilgai habitat depicts Route Alignment Option 5 (being a connection that enjoys close proximity to Fallon Street) in a more favourable light (compared to other Route Alignment Options) insofar as habitat issues not being insurmountable.</p> <p>A direct connection between Fallon Street and North Street (immediately west of the Albury Airport) has considerable merit in redirecting and making the North Street overpass a more attractive and accessible option to access the northern outskirts of the Albury CBD.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>It is recognised that the North Street overpass current only directly benefits a small area of both residential/industrial land north of Borella Road, east of Keene Street, south and west of the Albury Airport. A direct connection to Fallon Street (via that land immediately west of the Albury Airport) would expose the North Street overpass to a potential larger catchment population which could only assist in alleviating both existing and future anticipated capacity issues elsewhere. However, it is considered that operational requirements (height controls etc.) associated with flight paths to and from the Albury Airport are likely to render this option not viable.</p> <p>It is recommended that such investigations would be best considered as part of a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements and inform any upgrades/augmentation to the road network, particularly interchanges with the freeway.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>PT3</p> <p><u>Additional traffic impacts on Union Road</u></p> <p>The proposed new road will encourage motorists to use Union Road rather than Wagga Road to access the Lavington CBD, which will increase congestion on this road as it will be quicker than using Thurgoona Drive and Wagga Road. Union Road is narrow and contains many residential properties. It is already a bottleneck and connecting up Corrys Road will increase the amount of traffic on Union Road, which is already at capacity. Access to the Lavington CBD should be encouraged along Wagga Road as it is a wider road and can cater for the increased use.</p> <p>At the public information session, AlburyCity outlined that no analysis had been done regarding the impacts of traffic on Union Road, resulting from the freeway or from the new east-west road connector. This lack of information is of great concern and it is requested that a complete analysis of road use covering access to the Albury CBD and both sides of the freeway be conducted (including Union Road) before a decision is made on the proposed east-west road connector.</p>	<p>PT3</p> <p>It is noted that the East West Connector Road connection to Corrys Road will provide a more direct access to the Lavington CBD (via Union Road) compared to Thurgoona Drive (via Wagga Road).</p> <p>It is agreed that further analysis on the wider road network will be essential to ascertain likely traffic impacts associated with an East West Connector Road (on Union Road) prior to any commitment and/or undertaking to proceed with an East West Connector Road.</p> <p>It is recommended that such investigations would be best considered as part of a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements and inform any upgrades/augmentation to the road network, particularly interchanges with the freeway.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
14.	<p>NAME & ADDRESS</p> <p>Robert Stevens on behalf of D & J Unger</p> <p>286 Union Road LAVINGTON</p> <p>PROPERTY AFFECTED:</p> <p>Union Road</p> <p>DATE</p> <p>24 April 2014</p>	<p>RS1</p> <p><u>Additional traffic impacts on Union Road</u></p> <p>The proposal to extend Corrys Road from Elizabeth Mitchell Drive to Kerr Road will have an impact on the traffic movements from the Lavington CBD to the Riverina Highway via Union Road.</p> <p>The increase in vehicle movements will impact on the existing amenity of the area and further increase both commercial and private vehicle movements through the corridor. Vehicle movements will be encouraged by access to the 24 hours/ 7 day commercial retail fuel outlet in Union Road and access South on the Hume Freeway by the Corrys Road extension.</p> <p>It is requested that the traffic and strategic study be extended to review the vehicle movement impact on the western side of the Hume Freeway, in particular Union Road as part of the public consultation process for this project.</p>	<p>RS1</p> <p>Response as per Submission 13 and Issue PT3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
15.	<p>NAME & ADDRESS Ian Lunt 7 Boree Court THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 30 April 2014</p>	<p>IL1</p> <p><u>Six pseudo-options and Lack of Choice</u></p> <p>Although 6 options were given, all 6 routes were directed through the same environmental area and no alternatives were provided for degrading this large environmental reserve and public land.</p> <p>The land directly south of the Corry's Wood reserve cannot be developed for housing because of the airport runway. This area is suitable for further investigation for an alternative road route. By moving the road less than 100m south of the Corry's Wood Reserve, all of the major environmental impacts could be alleviated. This option could travel north of the Gilgai environmental area.</p>	<p>IL1</p> <p>It is accepted that the study area used for the East West Connector Road is spatially restricted insofar as all Route Alignment Options will significantly impact the Crown Lands Reserve.</p> <p>Proximity to both the Fallon Street overpass and Corrys/Racecourse Road interchange (being relatively underutilised) combined with NSW Roads and Maritime Service (RMS) advice to date that has confirmed a general unwillingness to consider augmentation to existing and/or the additional provision of Hume Highway overpasses and interchanges elsewhere has, to a large extent, dictated East West Connector Road study area boundaries, and by extension, Route Alignment Options that seek to utilise these network connections other than the Riverina Highway and Thurgoona Drive.</p> <p>In relation to a suggested realignment of the East West Connector Road further south a response is provided as per Submission 1 and Issue AWC2.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>IL2</p> <p><u>Inadequate environmental risk assessment</u></p> <p>The consultant’s report provides an inadequate assessment of the environmental impacts of all six routes on the Corry’s Wood reserve. The reserve contains nationally threatened vegetation community (White Box woodland) and the endangered Squirrel Glider and Regent Honeyeater. The impact on these environmental assets is not examined at all by the consultants.</p> <p>All six routes are given the same negative rating for environmental impact. This indicates the degree of inadequacy of the assessment as the reserve varies greatly in vegetation types and habitat values.</p> <p>The preferred route directly bisects the reserve and has the greatest impact in dividing the reserve in half. Clearly this has far greater impact than alternative routes that avoid the centre of the reserve.</p> <p>The Corry’s Wood Reserve was part of the offset proposal that Albury Council entered into in developing the Corry’s Wood estate area. Council now proposes to degrade this offset area on the basis of providing unspecified future offsets elsewhere.</p>	<p>IL2</p> <p>In relation to concerns raised about adverse environmental impacts and inadequate consideration given to differentiation of habitat and associated impacts across the Crown Lands Reserve a response is provided as per Submission 9 and Issue BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>A biased approach to risk assessment and planning highlights the need for council to undertake a full environmental impact assessment of options before agreeing to any of the options that impact on the Corry's Wood reserve.</p>	
		<p>IL3</p> <p><u>Social Assessment</u></p> <p>The consultant's report provides an inadequate assessment of social impacts as the social impacts are confined to perceived - and unmeasured impacts on the existing community. No consideration is given to impacts on community options in the future.</p> <p>From a recreational and social amenity perspective, the Corry's Wood reserve will be as valuable to future communities as the major parklands of central Albury are to residents of the central city now. As the Thurgoona area expands by many thousands of residents in coming decades, these residents will require large pieces of public land for recreational use.</p> <p>All road works through this area will reduce and limit future options. The plan presents a very biased and unbalanced view of future development needs by assessing only future traffic needs and not the role of the Corry's Wood Reserve for other future (not</p>	<p>IL3</p> <p>Response as per Submission 9 and Issue BOC1-2.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>current) social needs. The inadequate assessment of social impacts in the consultant's report must be rectified before decisions are made on preferred routes.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
16.	<p>NAME & ADDRESS Thurgoona Progress Association</p> <p>c/o: Thurgoona Community Centre, Kosciuszko Road THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 27 April 2014</p>	<p>TPA1</p> <p>The TPA objects to the proposed East West Connector Road and instead provides the following recommendations for the further consideration of Council.</p> <p>Recommendation 1</p> <p><u>Economic concerns versus traffic benefits derived</u></p> <p>Reject the current East-West connector proposed by OPUS, due to the high cost, low impact on short and long term traffic issues, and high environmental and social impacts.</p> <p>Instead, as a priority, Council should accurately identify where in the Thurgoona/Wirlinga region population growth will occur so an accurate demographic "window" is developed that can support the development of an accurate, efficient and safe transport plan for the area.</p> <p>In support of this recommendation TPA make available the following comments.</p>	<p>TPA1</p> <p>It noted that the TPA seeks that Council abandon the East West Connector Road in the absence of more detailed analysis being undertaken to inform an efficient and safe transport plan for the area.</p> <p>AlburyCity acknowledges that analysis undertaken to date compares Levels of Service (LoS) expected between existing and future forecast development conditions during peak hour on each of the eastern approach roads to the Hume Highway. In addition, further analysis has also been undertaken and documented for the overall network comparing Levels of Service (LoS) expected both with and without the provision of an East West Connector Road.</p> <p>Whilst this analysis is particularly useful as a demonstration of anticipated traffic conditions on the overall network and improvements derived from the inclusion of an East West Connector Road during peak hour, a demonstration of the likely traffic relief provided in terms of peak and daily traffic volume data is not readily available on a road by road basis.</p> <p>In the absence of such information being readily available (quantified) and a general recognition that significant environmental impacts would ensue, it becomes increasingly difficult to advocate the progression of the East West Connector Road based on the level of investigation undertaken to date.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>The consultants reported that "the proposed connector road was intended to accommodate additional traffic from proposed future residential development to encourage traffic efficiency and safety for ongoing access to the Freeway and Albury CBD".</p> <p>The TPA believes that the recommended route Option 6 does not adequately address this intent.</p> <p>The Thurgoona/Wirlinga area is over 4,500 ha and is planned to support an ultimate population of around 50,000 people over the next 50 years or more.</p> <p>Item 3.2.3 Trip Distribution outlines three catchment zones; northern, southern and central. Out of a total of 10,586 dwellings in this total catchment</p> <ul style="list-style-type: none"> • 5,322 or 60% of dwellings are estimated in the northern zone • 2,275 or 30.2% of dwellings are estimated in the southern zone • 987 or 9.3% of dwellings are estimated in the central zone. <p>This indicates that the northern catchment is the primary development area followed by southern and then central</p>	<p>It is accepted that the bulk of that growth projected for the Thurgoona Wirlinga area is likely to occur in the northern zone of the development area which is not benefited by readily available access to the proposed East West Connector Road.</p> <p>Proximity to both the Fallon Street overpass and Corrys/Racecourse Road interchange (being relatively underutilised) combined with NSW Roads and Maritime Service (RMS) advice to date that has confirmed a general unwillingness to consider augmentation to existing and/or the additional provision of Hume Highway overpasses and interchanges elsewhere has, to a large extent, dictated the East West Connector Road study area boundaries, and by extension, route alignment options that seek to utilise network connections other than the Riverina Highway and Thurgoona Drive.</p> <p>An assessment that supports the East West Connector Road on economic grounds demonstrating a derived traffic benefit commensurate with the estimated cost (monetary) is simply not available. Whilst assumptions can be made to determine the assignment of both peak and daily traffic volumes on a road by road basis to ascertain benefits derived from the inclusion of an East West Connector Road, in the absence of city wide traffic modelling being undertaken, this is an extremely speculative exercise that cannot be provided with any level of certainty.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>catchments. The central catchment development will be restricted by the Defence Training grounds.</p>	<p>Notwithstanding, the analysis that has been undertaken is compelling insofar as demonstrating that augmentation of both the Riverina Highway and Thurgoona Drive (two lanes in both directions) alone will not address future traffic demand and anticipated transport network capacity issues.</p> <p>Accordingly, in consideration of the substantial costs involved (that may be better spent elsewhere) and the absence of detailed analysis that demonstrates a commensurate derived traffic benefit, it is recommended that Council not progress the East West Connector Road, and instead undertake further investigations as part of a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway.</p> <p>Whilst RMS have previously shown a reluctance to finance further augmentation/provision of existing and/or new overpasses and interchange infrastructure, it is anticipated that a commitment from AlburyCity to assist with cost apportionment may open the channels of discussion to at the very least investigate network requirements via a city-wide Interchange Strategy.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TPA2</p> <p>Recommendation 2</p> <p><u>Alternate Route Option 7 to be considered</u></p> <p>If a road is to be built, ACC should explore a smaller shorter term alternate (Route Option 7 as presented within this submission), which carries significantly less financial, social and environmental cost.</p> <p>Route option 7 diverges at the junction of Table Top Road and the Riverina Highway and proceeds diagonally below and around the hill immediately to the east of Lot 304 and the eastern end of the Airport runway. It follows the hill contour to meet with Hoffman Road and follows the extension of this road to intersect with Corry's Road.</p> <p>Refer to the submission (in full) (Appendix 3) for a copy of the map titled TPA East West Connector Road – Route 7 Option referenced above.</p> <p>In recommending that the Council consider Option 7 for the modified East-West connector road, the TPA is aware that this route tracks under the flight path of aircraft arriving and departing</p>	<p>TPA2</p> <p>AlburyCity acknowledges that, comparatively speaking, Route Alignment Option 7 as presented by the TPA will no doubt involve less financial, social and environmental costs than those other Route Alignment Options identified and considered as part of the East West Connector Road Review.</p> <p>Notwithstanding proximity to the Albury Airport flight path and associated operational requirements relating to both construction and design requirements associated with Route Alignment 7 may not be insurmountable, AlburyCity is reluctant to support Route Alignment 7. Grounds provided are similar to those criticisms directed at the East West Connector Road, that being proximity to and/or use of the Riverina Highway would generally make the likelihood of existing traffic diverging from a route that provides direct access to the Albury CBD to an alternative route remote as to render costs associated with its construction ineffective (despite the comparative advantages).</p> <p>In addition, partial use of Hoffmann Road is not supported on the basis that its capacity to accommodate an upgrade from a local to an arterial road in the road network hierarchy is extremely limited.</p> <p>It is also noted that Hoffmann Road provides direct vehicular access to several industrial lots which is not conducive to the functions of an arterial road that seeks to accommodate through traffic movement.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Albury Airport to the east.</p> <p>Approaches to airports are required to be "obstacle free" by Air Services Australia. An annual Obstacle Limitation Survey is carried out on Albury Airport, the most recent being in September 2013.</p> <p>The hill surface to the immediate east of the airport needs to be free of obstacles or any obstacle occurring, such as trees, poles, and towers. These are required to be below the 2.0 degree minimum gradient for plane take-offs or the 3.3 degree gradient for plane approaches. This is the main objective of the Obstacle Limitation Survey.</p> <p>Air Services Australia policy is to "future proof" airports in order to retain plane approach open space. To achieve this at Albury Airport Council may consider in the future acquiring the hill area immediately to the east of Elizabeth Mitchell Drive.</p> <p>In order to comply with the "obstacle free" requirement for airport approaches, the TPA considers that their Option 7 Road Alignment from the Table Top Road/Riverina Highway intersection, follows a lower contour below and around the hill ridge and follows the contour to meet Elizabeth Mitchell Drive at Hoffman Road. Street lights would not be required along this section other than at intersections.</p>	<p>If anything, the East West Connector Road Review, associated investigations, consultation undertaken and representations made relating to other alignment options has reinforced a need to undertake further city wide traffic modelling before any decision can be made to progress the East West Connector Road or a version thereof.</p> <p>Accordingly, whilst Route Alignment 7 has some merit compared to route alignment options considered (as documented by the TPA submission), it is recommended that, prior to any decisions being made in relation to the progression or non-progression of the East West Connector Road, further investigations be undertaken as part of a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>The lower hill contour would also not present an obstacle in the future if the Albury Airport runway is extended a further 200 metres to the east. Air Services Australia would need to assess the impact of the TPA Option 7 Road Alignment on the flight approach to departure paths at Albury Airport.</p> <p>Further support for Route Option 7, outlined as follows:</p> <p>Option 7 ties in with the Riverina Highway road and bridge upgrade thus eliminating the need for a new bridge construction across the Eight Mile/Woolshed Creek flood plain as required in Option 6. It services the limited traffic wishing to travel to both Fallon Street and to Union Road via Corry's Road.</p> <p>By adopting Option 7 the length of the East-West connector road is reduced by 52% to that proposed in Option 6. This is a very significant cost savings.</p> <p>Significant cost savings by adopting Option 7 in reduced road length, no new bridge, less land acquisition and compensation (subject to study) and the cost sharing with Riverina Highway upgrade which TPA understands would be a State Government cost due to the Highway road classification.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Option 7 significantly reduces the negative impact on the Corry's Wood Reserve threatened species and the Thurgoona residents use and value for the park.</p> <p>The future neighbourhood centre on the corner of Kerr Road and the Riverina Highway would still be adequately serviced.</p> <p>Lot 304 Elizabeth Mitchell Drive's high conservation values can be adequately protected by responsible environmental road design and management. Environmental impacts are minimised and the threatened species corridor along Corry's Wood Reserve and extension will be retained, protected and maintained as a major reference monitoring site.</p> <p>Undertake additional costings and specialist environmental, archaeological, land acquisition and compensation studies on the TPA Option 7 East-West Connector route.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TPA3</p> <p><u>OPUS recommendations rejected</u></p> <p>In support of this recommendation TPA make available the following comments.</p> <p>TPA strongly supports OPUS recommendations, listed as follows:</p> <ul style="list-style-type: none"> • Upgrade Thurgoona Drive and the Riverina Highway as development occurs to provide two lanes of traffic in each direction. • Complete specialist environmental investigations including impact assessment and archaeological assessment. • Undertake further consultation with Crown Lands and other key stakeholders in determining suitable design solutions. <p>The words "traversing through Crown Lands" has been omitted due to the TPA alternative option.</p> <ul style="list-style-type: none"> • Consider developing a detailed network traffic model for the whole of the Thurgoona/Wirlinga area to better 	<p>TPA3</p> <p>Noted.</p> <p>East West Connector Road Review analysis undertaken is compelling insofar as demonstrating that augmentation of both the Riverina Highway and Thurgoona Drive (two lanes in both directions) alone will not address future traffic demand and anticipated transport network capacity issues.</p> <p>Whilst further specialist environmental investigations and consultation with relevant government agencies has been recommended, this is contingent on a Council decision to progress the East West Connector Road. Notwithstanding the East West Connector Road Review defers to further detailed environmental investigations and resultant mitigation measures to the detailed road design stage, in consideration of submissions received and issues raised it has become increasingly difficult to progress the East West Connector Road in the absence of such impacts being determined upfront.</p> <p>An AlburyCity position relating to further city wide traffic modelling being undertaken is outlined in TPA1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>understand staging requirements and timing for upgrades to the existing road network as well as the new East-West link road and the impact of development over time as developments come online.</p>	
		<p>TPA4</p> <p><u>Opus recommendations not supported</u></p> <p>OPUS recommendations not supported by the TPA include:</p> <ul style="list-style-type: none"> • An East-West Connector Route option 6, connecting Corry's Road through Corry's Wood Reserve to Kerrs Road adjacent to Knoble Road take-off. • A new bridge crossing over Eight Mile/Woolshed Creek. • A cost estimate of up to \$27.5 million plus additional costs for wildlife crossings, vegetated overpass, connectivity plantings, land acquisition and compensation. 	<p>TPA4</p> <p>Noted.</p> <p>A response to concerns relating to costs associated with an East West Connector Road and traffic benefits derived is outlined in TPA1.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TPA5</p> <p><u>Environmental Impacts</u></p> <p>TPA objections to the OPUS Route Option 6 proposal are on the basis that routes through the Corrys Wood Reserve will result in:</p> <ul style="list-style-type: none"> a) The removal and loss of Box Gum Grassy Woodland habitat which is listed as a critically endangered ecological community under the federal 'Environment Protection and Biodiversity Conservation Act 1999'. b) Loss of Squirrel Glider (<i>Petaurus norfoicensis</i>) habitat which is listed as vulnerable in the Albury region under the 'NSW Threatened Species Conservation Act 1995'. c) Loss of a permanent key benchmark monitoring site for threatened bird species as Corry's Wood Reserve comprises remaining remnant vegetation. d) Bisection of the most frequently used natural open space in Thurgoona. e) Will pose a significant safety risk for people and wildlife. f) Lack of community support for the proposed extension of Corry's Road. 	<p>TPA5</p> <p>Noted.</p> <p>All proposed East West Connector Road route alignment options will, to varying degrees, have a negative impact on the Crown Lands Reserve local native flora and fauna via habitat removal and fragmentation to existing habitat linkages etc. and will also result in the loss of land that is considered crucial to existing and ongoing passive recreational pursuits (walking and cycling activities).</p> <p>Environmental impacts and their significance are not disputed.</p> <p>Whilst it is acknowledged that the East West Connector Road Review documentation defers further detailed environmental investigations and resultant mitigation measures to the detailed road design stage, in consideration of submissions received and issues raised it has become increasingly difficult to progress the East West Connector Road in the absence of such impacts being determined upfront.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TPA6</p> <p><u>Environmental/Economic/wider road network concerns</u></p> <p>Other TPA concerns regarding Route Option 6 include:</p> <ul style="list-style-type: none"> • When traversing Corrys Wood Crown Land (Environmental Land) on Corrys Wood reserve the combined road width of route Option 6 and the power line easement will result in significant destruction of wildlife habitat and connectivity for known threatened flora and fauna species in this area. • Costings of up to \$27.5 million do not include the additional costs (outlined in the OPUS assessment) for wildlife crossings, vegetated over pass, connectivity plantings, land acquisition and compensation and will add considerably to the overall cost. A bike and foot path has not been included in this estimate. 	<p>TPA6</p> <p>Noted.</p> <p>Noted.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> • There are likely socio-economic impacts for rate payers if it has to be funded by an ACC special infrastructure community levy as provided for under the Local Government Act. • The proposed route Option 6 crosses Table Top Road 500m north of the Riverina Highway, and intersects Kerrs Road at Knoble Road, 350m north of the Highway. If route 6 is intended to provide an additional freeway access to people travelling to the CBD, it raises the question of why they wouldn't go the shorter and faster route of the Riverina Highway (80 km/h speed limit, Corrys Road is currently 60 km/h and cannot be safely increased on a downhill entry). 	<p>Should Council resolve to proceed with the East West Connector Road, project funding will largely be sourced over the entire Thurgoona Wirlinga area through relevant Infrastructure Contributions Plan(s). Long term planning for those projects requiring significant capital funds is advisable to reduce a reliance on direct funding from other sources including rate revenue and/or loans.</p> <p>Noted.</p> <p>Whilst it is accepted that travel times along much of the Riverina Highway (compared to an East West Connector Road) will be better through higher regulated speed limits, it is expected that traffic congestion encountered at the interchanges (pinch points) will most likely offset travel time advantages elsewhere on the Riverina Highway.</p> <p>Consequently, it is anticipated that the East West Connector Road (and additional capacity at both the Fallon Street overpass and Corrys/Racecourse Road interchange) will become a more attractive proposition to use.</p> <p>It is reiterated that those investigations undertaken to determine the merits of the East West Connector Road have been undertaken in the interests of assessing the provision of viable alternatives that seek to alleviate projected capacity issues (traffic congestion)</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>elsewhere on the transport network.</p> <p>Consequently, should Council decide not to proceed with the East West Connector Road, AlburyCity acknowledges that further investigations and augmentation beyond minimum upgrades to both the Riverina Highway and Thurgoona Drive will still be required to accommodate future anticipated traffic demand.</p>
		<ul style="list-style-type: none"> • If it is intended that Corrys Road will service those travelling to North Albury and Lavington, then it is a very expensive option for minimal traffic. The TPA option 7 reported later in this proposal provides a much cheaper option. • If increased traffic is diverted to the Racecourse Road interchange via Corrys Road, the off ramp coming from Albury would need to be redesigned to incorporate a roundabout at the top of the exit ramp. Presumably more traffic entering the freeway here would indicate more traffic exiting. The current off ramp from Albury is not suitable for increased traffic flows, as: <ul style="list-style-type: none"> • vision to the right is seriously impaired by the safety fencing, and increased traffic crossing the freeway in both directions would make it difficult to enter the traffic flow. 	<p>A response to concerns relating to costs associated with an East West Connector Road and traffic benefits derived is outlined in TPA1.</p> <p>Response as per Submission 6 and Issue JB1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> there is insufficient capacity in the off ramp resulting in the potential for banking up of traffic on the freeway, so additional costs would be involved. This would be an additional expense to the extension of Corrys Road. 	
		<ul style="list-style-type: none"> The TTM Group Traffic and Transport Study indicates that daily traffic volumes at Thurgoona Drive in 2011 were 13500 vpd (vehicles per day), and 11600 vpd at Racecourse Road. This does not indicate much additional capacity at Racecourse Road, considering it is only a southbound interchange. The TTM report goes on to list (at Table 8.1), a Transport Infrastructure Schedule. This indicates what the report considers to be the required road projects for the next 20 years plus. Corrys Road and the Racecourse Road interchange do not feature anywhere in this schedule. 	<p>Noted.</p> <p>A response to concerns relating to costs associated with an East West Connector Road and traffic benefits derived is outlined in TPA1.</p> <p>It is noted that at the time of the TTM Report the Corrys/Racecourse Road Interchange was already constructed and in use. Whilst the TTM Report identifies future road network requirements (including an East West connection to provide direct access to Albury and Lavington CBDs via Fallon Street and Corrys Road), recommendations relating to future works has not included provision of a Corrys/Racecourse Road interchange on the basis that it has already been provided.</p> <p>Notwithstanding, it is acknowledged that both previous transport and traffic studies (undertaken by the TTM Group) and most recent investigations (undertaken by Opus International P/L) has not</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> <li data-bbox="533 775 1267 1123">• The extension of Fallon Street to Table Top Road and Kerr Road is scheduled for beyond 20 years in the report, but with the following comment: "In particular, traffic volumes on the Fallon Street crossing are very low, comparable to a residential collector road. It is understood that this low volume exists as Fallon Street provides only limited access to existing development areas and is bypassed by city bound traffic, with Borella Road offering a parallel route directly to the CBD". <p data-bbox="483 1190 1227 1257">These comments would seem to support the point made at dot point 5 above.</p>	<p data-bbox="1294 284 1995 351">provided the detailed consideration of impacts on the wider road/traffic network.</p> <p data-bbox="1294 421 2101 568">Accordingly, impacts on the wider road network (including the Corrys/Racecourse Road interchange) warrants further investigation prior to any decision being made in relation to the East West Connector Road.</p> <p data-bbox="1294 778 1375 807">Noted.</p> <p data-bbox="1294 877 2085 1066">It is accepted that to date there has generally been a preference to use both Thurgoona Drive and Riverina Highway for commute purposes in recognition of the advantageous location and direct connections to significant nodes including the Albury and Lavington CBDs.</p> <p data-bbox="1294 1136 2051 1283">However, over time as traffic congestion is encountered at these interchanges (Levels of Service are diminished) both the Fallon Street overpass and Corrys/Racecourse Road interchange will become a more attractive proposition to use.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TPA7</p> <p>Recommendation 3</p> <p><u>Implement a Ring Road/Interchange concept that links Riverina Highway with the Hume Highway north of Ettamogah Road and south of Williams Road</u></p>	<p>TPA7</p> <p>In relation to information provided in support of a new ring road/interchange (in lieu of an East West Connector Road), a response is provided to TPA7(a) to TPA7(e), as follows:</p>
		<p>This is supported in the TTM Group Traffic and Transport Study to ACC in March 2013, and in the Precinct Plan.</p> <p>a) A ring road could provide easy access for existing and future developments to the north of Thurgoona Drive. From the intersection of Kerr Road and Thurgoona Drive, it would be less distance to the freeway via this proposed route, than via the proposed Corry's Road extension. This would reduce congestion on Thurgoona Drive.</p> <p>Refer to the submission (in full) (Appendix 3) for a copy of the map titled TPA Ring Road and East West Connector Road.</p>	<p>Noted.</p> <p>Response as per Issue TPA7(b).</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>b) An interchange north of Ettamogah Road, and south of Williams Road, would only need to have freeway access and egress to the south. A continuation of the bridge over the freeway to the old Hume Highway, would mean traffic wishing to go north (currently 4% of all traffic from Thurgoona according to the TTM Group report), could follow the old Highway and enter the freeway at Davey Road. Similarly vehicles from the north could exit at the existing Davey Road interchange, and follow the old Highway south to the new interchange to cross into Thurgoona. Traffic from Thurgoona wishing to travel to Lavington could cross the freeway and follow the old Highway south, avoiding busy Thurgoona Drive.</p>	<p>AlburyCity does not support the introduction of an additional overpass/interchange with the Hume Highway in the absence of an Interchange Strategy, being prepared jointly by AlburyCity and RMS, to determine future traffic demands and network requirements.</p> <p>A reluctance to commit to any additional provision for an interchange and/or overpass (as suggested), in the absence of further detailed investigations, is substantiated by East West Connector Road investigations that suggest that the re-assignment of northbound traffic from the northern development zone to Davey Road will have minimal impact on the overall projected performance of Thurgoona Drive.</p> <p>AlburyCity will continue to liaise with the RMS to investigate in more detail, the preferred configuration of the transport network, and identify appropriate sources of funding for required works, however, as with those investigations undertaken for East West Connector Road purposes, in the absence of a derived traffic benefit being demonstrated and in recognition that indicative costs to construct a half interchange in this location will approximate \$20M (minimum), AlburyCity is unable to support an additional northern interchange at this time.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>c) Consult with Albury Conservation Company and CSU about the exact northern ring road route to determine how to reduce the loss of roadside vegetation which provides significant squirrel glider habitat in the area.</p> <p>d) Existing developments at Spring Park, Mitchell Park North, Somerset Rise, Ettamogah Rise and the proposed development north of Thurgoona and East of Table Top Road, could all have easy access to this interchange, avoiding the concentration of traffic at the Elizabeth Mitchell Drive/Thurgoona Drive roundabout.</p> <p>e) Funding for the planned complete interchange at Davey Road (mentioned by ACC as an option), could be diverted to this proposed new ring road/interchange. Similarly, money which would be needed to upgrade the Racecourse road exit ramp (a roundabout?), could be similarly diverted.</p> <p>It was disturbing to the TPA delegation to the ACC briefing on 6th March 2014 that Council appears to have given up in their advocacy role to the NSW Roads and Maritime Services, for future road funding regarding the Freeway. It would appear that the original design of the Freeway was inadequate for even current demand, and took no account of the projected growth of Thurgoona. The TPA strongly urges the Council to continue their</p>	<p>Noted.</p> <p>Noted, response as per Issue TPA7(b).</p> <p>Noted.</p> <p>Whilst RMS have previously shown a reluctance to finance further augmentation/provision to existing and/or new overpasses and interchange infrastructure, it is anticipated that further investigations via a city wide Interchange Strategy may gain support for necessary infrastructure/improvements where warranted.</p> <p>AlburyCity will continue to liaise with RMS and lobby for required network improvements where investigations support such actions.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>advocacy role to Governments on these matters on behalf of their community in which TPA is prepared to actively assist.</p>	
		<p>TPA8</p> <p>Recommendation 4</p> <p><u>Alternate road options to be considered</u></p> <p>That the TPA strongly opposes the reservation of the land along the proposed East-West connector road corridor with a review at a later date, and strongly suggest that Albury City Council consider alternative road options.</p> <p>The TPA considers that the reservation of the road corridor, would be in effect a decision to proceed with that route. If money is spent to reserve the road corridor, it would be very unlikely that a more satisfactory alternate route would be selected at a later date.</p> <p>In closing, the TPA considers the recommended Corry's Road East-West Connector proposal by the consultants to be a short term and expensive proposal which carries significant negative social and environmental costs, and does not support the community's long term vision of transport needs in the Thurgoona/Wirlinga area. The report fails to provide a robust</p>	<p>TPA8</p> <p>Any decisions made in relation to the East West Connector Road will be holistic insofar as being a commitment or non-commitment in full (including land acquisition, design and construction).</p> <p>AlburyCity confirms that the intent of the East West Connector Road Review is to undertake those investigations necessary to determine the merits (or lack thereof) for a new east west link road insofar as alleviating projected traffic congestion elsewhere on the transport network resulting from the barrier that the Hume Highway creates.</p> <p>The purpose of these investigations being to provide certainty for the community, investors and land holders into the future. AlburyCity accepts that any decision to reserve land, in the interim, and defer detailed investigations to a later date is not conducive to providing the necessary certainty required to guide future development activities.</p> <p>In relation to concerns raised about the level of environmental and social impact assessment a response is provided as per Submission 9 and Issues BOC1-1 and BOC1-2.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>assessment of the environmental and social impacts of the road to support its recommended route.</p> <p>The TPA therefore strongly opposes the reservation of the land along the proposed East-West connector road corridor now or with a review at a later date, and strongly recommends that Albury City Council consider alternative road options.</p> <p>This submission to ACC by the TPA documents a medium and long term approach for an effective and safe transport network in this region, which is also consistent with ACC's Biodiversity Strategy. Should Albury City Council deem an additional traffic route absolutely necessary, following upgrades of the Riverina Highway and Thurgoona Drive, the TPA has put forward a preferred route option with significantly less environmental and social impact, and reduced financial costs.</p>	
		<p>TPA9</p> <p><u>Other upgrades required</u></p> <ul style="list-style-type: none"> • Immediate upgrade of Thurgoona Drive to provide two lanes of traffic in both directions. 	<p>TPA9</p> <p>Noted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> The upgrade of the Riverina Highway to provide two lanes of traffic in both directions including the bridge upgrade across 8 Mile/Woolshed Creek with due care being taken for roadside vegetation. Upgrade Kerr Road, Table Top Road and Elizabeth Mitchell Drive as major north-south feeder roads. Kerr Road could still service the future neighbourhood centre planned at the junction of Kerr Road and Riverina Highway. 	
17.	<p>NAME & ADDRESS John Gordon 60 Lobbe Road THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 30 April 2014</p>	<p>JG1 <u>Land Acquisitions</u></p> <p>Concerned about the large amount of privately owned land that will need to be acquired compared to the public land or easements land that could be used/acquired.</p>	<p>JG1</p> <p>Noted.</p> <p>East West Connector Road Review analysis confirms that the preferred route alignment involves the acquisition of 103,432m² of private land and 16,228m² of public land (Crown Land).</p> <p>The substantial acquisition of privately owned land is not disputed.</p> <p>Consideration has been given to the partial use of the adjacent electricity transmission line easement to assist in minimising the extent of developable land disturbed by proposed works. However, liaison with relevant service provider (TransGrid) confirms that parallel road encroachments into the easement will not be permitted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>JG2</p> <p><u>Concerns with Route Option 5</u></p> <p>Following a review of all options, I don't believe that route option 5 is viable. All this option provides is another link to Elizabeth Mitchell Drive, which in turn will just move the bottleneck/ congestion from the Riverina Highway and Thurgoona Drive but not provide the desired link to the freeway, Lavington CBD and Albury CBD as desired.</p>	<p>JG2</p> <p>Noted.</p> <p>Amongst those advantages identified in relation to Route Alignment Option 5 has been an ability to better redistribute future traffic between both Fallon Street and Corrys Road.</p> <p>Notwithstanding these advantages, it is acknowledged that Route Alignment Option 5 doesn't provide direct access to Hume Highway, compared to other assessed Route Alignment Options (including the preferred Route Alignment Option 6), albeit to and from the south.</p>
		<p>JG3</p> <p><u>Use of TransGrid Easement</u></p> <p>It was suggested on the night that the easement under the powerlines that runs the length of the proposed route be used as it will minimise the effect to private landholders. The project seems far too willing to use privately owned land instead of publicly owned land or easements.</p>	<p>JG3</p> <p>Requests to purchase the existing electricity transmission line easement are acknowledged. This was originally the preferred alignment that AlburyCity sought on the basis that it would provide a dual function on that land that is already sterilised from development.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>In conjunction with this, the power company and Council could take this opportunity to place the powerlines underground. This would be consistent with other States and placing powerlines underground to help reduce bushfire risk and would improve land sales in the area.</p> <p>If the route were to follow the powerline easement it appears to be less affected by Eight Mile Creek as the options proposed. The additional advantage of using this route is that it would enable the connector road to intersect with Knoble Road at a more strategic point if the future development were to head more towards the Weir.</p>	<p>Representations were made to TransGrid (as the relevant service provider and infrastructure owner) regarding the use of this easement for the co-location of an east-west connector road. Following further liaison, TransGrid has confirmed that parallel road encroachments into the electricity transmission line easement will not be permitted.</p> <p>It is noted that representations at a recent information night held during exhibition of the East West Connector Road Review urged AlburyCity to pursue this option further. Consequently, AlburyCity investigated what other options may be available, including any compulsory acquisition powers that it may have. These investigations revealed that Council could acquire/purchase the rights to this easement. However, as TransGrid are a State government body, Council cannot acquire land against the State without the NSW Minister for Local Government's approval. In purchasing the rights to this easement, Council would then become the responsible owner of the infrastructure and would be required to maintain this infrastructure ongoing, which is cost-prohibitive.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>JG4</p> <p><u>Current road improvements</u></p> <p>With both the Riverina Highway and Thurgoona Drive being expanded to dual lanes in each direction, they should also include properly constructed left and right turning lanes, which would help alleviate some of the problems. It is also recommended that Council include turn-out lanes at each of the intersections Council has placed turn-in lanes, without significant more cost.</p>	<p>JG4</p> <p>East West Connector Road Review documentation recommends (as a minimum) that both Thurgoona Drive and the Riverina Highway be duplicated to assist expected future traffic volumes.</p> <p>In more recent times, Council has undertaken a number of upgrades of existing roads to help improve traffic safety and flow. These include designated turn lanes at the intersections of Bottlebrush Drive and Bogong Street with other works identified in Council’s budget this financial year including Kerr Road reconstruction works and the realignment of this road with the Riverina Highway.</p> <p>AlburyCity will continue to investigate and implement necessary improvements to both Thurgoona Drive and Riverina Highway (in liaison with RMS) as part of its ongoing transport and traffic functions, especially where augmentation is being undertaken to facilitate dual carriageway (being two lanes in each direction).</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>JG5</p> <p><u>Wider Impacts on Lavington Residents</u></p> <p>The study does not address the problem that would occur with the increased traffic flow along Corry's Road into Lavington and how this would affect these residents on the Lavington side of the Freeway. Potential traffic issues may arise along Dallinger Road, Union Road and where Union Road meets Wagga Road. This would need further investigation prior to any decision being made.</p>	<p>G5</p> <p>Response as per Submission 13 and Issue PT3.</p>
		<p>JG6</p> <p><u>Need to address issues at existing interchanges</u></p> <p>Council and the RMS would be wasting their time and money constructing the Connector road if they don't first address existing problems at both the Racecourse Road and Thurgoona Drive interchanges. The Racecourse Road interchange needs to be modified to allow for traffic to turn right safely onto Racecourse Road when exiting from the north bound off ramp. I believe it needs to be converted to a full interchange.</p> <p>The Thurgoona Drive interchange needs to be modified to allow for traffic to turn right safely onto Thurgoona Drive from the south bound off ramp without having your vision blocked by the sun during pm periods. We need to persist and get both RMS and NSW Government support for these works as in their absence it</p>	<p>JG6</p> <p>Response as per Submission 6 and Issue JB1.</p> <p>Traffic safety concerns currently being experienced at both the Corrys/Racecourse Road and Thurgoona Drive interchanges are noted.</p> <p>In response, Council will investigate traffic safety concerns on these interchanges in consultation with the RMS. It is recommended that these investigations take the form of an Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>would just be wasting ratepayer's money.</p> <p>JG7</p> <p><u>Cost of the Project</u></p> <p>With an estimated cost of \$27.5M at today's prices just for the roadworks and drainage (which doesn't include land acquisition), is this the best place to be spending ratepayer's money? Are we better putting this money towards another full interchange at the top of Elizabeth Mitchell Drive south of Davey Road as a majority of residential expansion is north of Thurgoona Drive?</p> <p>I don't believe that there has been enough research or investigations conducted on alternative solutions to enable the Councillor's to make an informed decision especially when we are looking out 20 to 25 years. The Council needs to find a way forward with the RMS and NSW Government that would be mutually beneficial to both, before spending large amounts of rate payer money on band-aid solutions.</p>	<p>JG7</p> <p>In relation to concerns raised about costs associated with construction and traffic benefits derived a response is provided as per Submission 16 and Issue TPA1.</p> <p>In relation to the request for a new interchange south of Davey Road to accommodate residential development in the northern development zone a response is provided as per Submission 16 and Issue TPA7(b).</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>JG8</p> <p><u>Upgrade of Kerr Road</u></p> <p>Has any real planning been done into upgrading Kerr Road? To date Council's response is that we are working with a developer. A majority of Kerr Road is falling apart and becoming a safety hazard with what appears like no clear plan for a solution. Recent examples of poor workmanship include the intersection of Kerr Road and Fairway Gardens, which didn't last 3 weeks prior to it requiring repairs. The road also did not include suitable safety barriers at the T intersection and a turn in lane hasn't been provided into this estate.</p>	<p>JG8</p> <p>All future infrastructure works will be balanced against other priorities and funding options. It should be noted that Council has allocated approximately \$1.5M in the 2014-15 financial budget to undertake Kerr Road reconstruction/improvement works (inclusive of a realignment with Riverina Highway) with further budget allocations expected thereafter until project completion.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
18.	<p>NAME & ADDRESS Glenda Datson 4 Wickham Court BARANDUDA VIC</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 30 April 2014</p>	<p>GD1</p> <p><u>Objection on environmental grounds</u></p> <p>I wish to object to all proposed routes for the following reasons:</p> <ul style="list-style-type: none"> • The proposed options for the East-West connector road lie within an extremely important part of a strategic network of corridors and patches of remnant and planted vegetation set aside by the Albury Wodonga Development Corporation under the Thurgoona Threatened Species Conservation Strategy (Davidson, I., Datson, G. & McLennan, B. February 2004. Albury-Wodonga Development Corporation) through an agreement process with NSW National Parks & Wildlife. • The Corry's Wood conservation area was set aside particularly to aid conservation of the Regent Honeyeater, a Critically Endangered species listed under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) and the NSW <i>Threatened Species Conservation Act 1995</i> (TSC Act). 	<p>GD1</p> <p>Response as per Submission 10 and Issue BOC2-1.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>GD2</p> <p><u>Audit of environmental impacts</u></p> <p>A brief assessment of environmental impacts associated with each of the proposed Route Alignment Options is outlined, as follows:</p> <ul style="list-style-type: none"> • Route Alignment Options 1 - 6 each impacts on large clumps of Eucalyptus sideroxylon (Red Ironbark), known as a feed tree species for the Regent Honeyeater, • Route Alignment Option 5 lies across the only watering source for wildlife in this conservation area, • Route 3, 4 and 6 lies across the endangered ecological community Grassy White Box Woodland/White Box-Yellow Box-Blakely's Red Gum Woodland, listed under the EPBC Act and TSC Act • Each of these routes would fragment the conservation area, leading to a severe depletion of values for the listed threatened and other protected species relying on this habitat for foraging, nesting and roosting purposes. 	<p>GD2</p> <p>AlburyCity has requested that the Multi Criteria Assessment (MCA) scoring previously used to assess Route Alignment Options be subject to a full review by the consultants. Whilst it is expected that this review will provide a greater understanding of the relative environmental impacts it is also recognised that all of the Route Alignment Options will, to varying degrees, have a negative impact on local native flora and fauna via habitat removal, fragmentation and disruption to existing habitat linkages etc.</p> <p>These impacts are significant. Whilst the East West Connector Road Review defers further detailed environmental investigations and resultant mitigation measures to the road design process, those submissions received and issues raised that convey significant environmental concerns make it increasingly difficult to progress the East West Connector Road in the absence of further investigation.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> • Fragmentation of habitat is one of the known causes for the demise of Australian wildlife, particularly woodland birds, and the reason that so many are now listed as threatened, vulnerable or extinct. • Offsetting for any removal is not, in my opinion, an option because the planted and remnant vegetation specific to this conservation area is unique and cannot be found elsewhere in the Thurgoona area as it has in recent years been removed for development purposes. • That removal was allowed only because the Albury Wodonga Development Corporation undertook lengthy environmental studies at the behest of NSW National Parks & Wildlife Service (upon referral by AlburyCity of the Corry's Wood Stage 8 development application) to identify key environmental assets and the development of a strategy for urban development which protected and enhanced threatened species and their habitats and established a framework for the long term management of the habitat areas which were to be set aside in public ownership. <p>The Thurgoona Threatened Species Conservation Strategy identified the conservation lands (in the proposed East West Connector Road area) as a key asset and for this reason it should not be disturbed in any way.</p>	<p>Noted.</p> <p>AlburyCity acknowledges that any offsets to the removal of remnant vegetation (100+ years old) would be very difficult to achieve given the absence of a like environment elsewhere across the landscape.</p> <p>Noted.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>A footnote that details the history behind the setting aside of the Corrys Wood Conservation Area and Attachments 1-6 have also been provided in support of the above objection/assessment.</p> <p>Refer to copy of submission in Attachment 3 for a full copy of submission attachments, list as follows:</p> <ol style="list-style-type: none"> 1. Threatened Species Assessment for Corry's Wood Stages 7 & 8 Subdivision Proposal (Sept 1999), 2. Presentation to PLA seminar, Wagga Wagga: Indigenous Vegetation, Development and the Regent Honeyeater (First Draft)(1999), 3. Flora & Fauna Survey & 8 Part Test: Corrys Wood Stage 8 Thurgoona (Sept 2003), 4. Brief for Consultant Ornithologist (First Draft), 5. Letter to Albury City Council from Michael Saxon, Threatened Species Unit, NSW National Parks and Wildlife Service regarding Regent Honeyeater Habitat – Corrys Wood Stage 8 (20 November 2003), 6. Thurgoona Treeplanting Areas Map (Albury-Wodonga Development Corporation)(5 Sept 1999) 	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
19.	<p>NAME & ADDRESS Chester Merrick</p> <p>24 Baw Baw Street THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 2 May 2014</p>	<p>CM1</p> <p><u>Consideration to be given to other transport modes</u></p> <p>Traffic projections cannot be considered adequate without incorporating any future role of public transport. Council's response when questioned about this lack of information was that the role of council is only to enable people to do what they want, that being to drive individual cars. This reflects poorly on council's leadership and commitment to sustainable living in terms of both fossil fuels and community health.</p>	<p>CM1</p> <p>Previous planning investigations (including TWSP), that recommended further investigations to determine the merits of an East West Connector Road, has also promoted other transport modes including public transport (bus), cycling and walking.</p> <p>TWSP transportation and secondary movement plan makes recommendations that seek to make provision and encourage use of all transport modes, as follows:</p> <ul style="list-style-type: none"> • all roads of collector standard and above are to be designed to cater for buses, which will assist in locating 90% of lots within 400m distance of a bus stop, • grid distributor road network and appropriate road design that will both enhance and improve existing linkages to the Albury CBD and other surrounding urban areas, and • provision of key nodes (shopping, recreation etc.) and higher density housing which will inform and support the provision of public transport to the precinct <p>Notwithstanding abovementioned provisions, it noted that that public transport uptake in Albury is currently minimal (being 0.8% as sourced from the Community Profile: AlburyCity Website) . Whilst AlburyCity will continue to make provision for and encourage other</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>modes of transport (including public transport), it is acknowledged that current residential densities (typical of the Albury urban environment) by comparison to metropolitan standards is simply not conducive to high frequency and high coverage routes.</p> <p>Notwithstanding current transport preferences, over time, as transport preferences change, the structure planning previously undertaken for the Thurgoona Wirlinga area is flexible enough to cater for higher bus patronage (as and when required).</p> <p>The TWPSP transport and secondary movement plan has identified that the higher priority transport needs in the short to medium term will be to extend and promote cyclist facilities and to promote developers to operate private buses where suitable (such as at schools, aged care, etc.).</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>CM2</p> <p><u>Environmental Impact</u></p> <p>It is clear that no valid assessment and consideration of environmental impacts have been undertaken as follows:</p> <p>There has been no consideration of any alternative route that avoids the Corrys Wood environmental reserve. By not considering routes outside the boundaries of the environmental reserve it is clear there is little commitment by Council to maintain and protect areas of biodiversity that have passed on to Crown Lands and the Thurgoona Community from the Albury Wodonga Corporation.</p> <p>The environmental score gives equal negative scores across all proposed road options, which is incorrect given the different vegetation types the options pass through.</p> <p>While Route 6 has been relocated to have regard to two future residential subdivisions, there is no evidence given to the environmental factors being taken into consideration with regards to this proposed route.</p>	<p>CM2</p> <p>Response as per Submission 9 and Issues BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>CM3</p> <p><u>Social Impact</u></p> <p>There is no acknowledgement of the social impact of the proposed road on the surrounding community, apart from road users. The few remaining environmental lands in Thurgoona are used and valued by the Thurgoona community, which is reflected in the community's involvement in the management of these lands.</p> <p>CM4</p> <p><u>Integrated public transport planning required</u></p> <p>The proposed road aims to reduce congestion for Thurgoona residents into Albury/Lavington/Wodonga. While travel times to these areas might be reduced these savings will disappear with the increased traffic congestion adjacent to and within these areas. Getting more cars to a destination faster doesn't alleviate the problems of more cars at those destinations. This reinforces the need for planned public transport in Thurgoona.</p>	<p>CM3</p> <p>Response as per Submission 9 and Issue BOC1-2.</p> <p>CM4</p> <p>Noted.</p> <p>It is accepted at destination nodes that integrated transport planning will be required to address local traffic conditions. It is anticipated that such undertakings will be carried out as part of the ongoing transport and traffic functions of AlburyCity.</p> <p>It is reiterated that the primary purpose of the East West Connector Road Review has been to assess the merits (or lack thereof) associated with a new east west connector road insofar as alleviating projected traffic congestion elsewhere on the transport network, namely Riverina Highway and Thurgoona Drive, resulting from the barrier that the Hume Highway creates.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
20.	<p>NAME & ADDRESS Trevor Bent 378 Union Road LAVINGTON</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 5 May 2014</p>	<p>TB1</p> <p><u>Additional traffic impacts on Union Road</u></p> <p>I am a resident of Union road, and it is a concern that this will increase the traffic on Union Road.</p> <p>Currently the traffic is already too busy, considering when I purchased my house the internal highway/Union Road exit was not existent.</p> <p>Why does Albury City Council not reroute heavy vehicles away from Union Road as well? It is a 50km zone which I guess is classed residential, yet heavy vehicles make their way down at all hours of the day. This never happened until the Union Road exit existed.</p> <p>I am concerned that the new proposed road works will increase traffic even more on Union Road and effect my way of living already more than it has. I was disgusted with the increased traffic after the internal bypass as Union Road is now a highway with high number of vehicles, so obviously I do not want to see this increase more. I would like to see a decrease in traffic.</p>	<p>TB1</p> <p>Response as per Submission 13 and Issue PT3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TB2</p> <p><u>Adverse impact on land value</u></p> <p>I also have to ask what this has done to the value of my house. Do you think it is fair that there is a possibility the value of my house has decreased due to increased traffic, and you want to increase it more?</p> <p>TB3</p> <p><u>Local traffic issues</u></p> <p>Do you think it was a sensible idea to have planted trees on the corner of Union Road and Dick Road? There have been enough accidents at this intersection already, and by planting these trees it will impair vision even more. This corner during peak hour is extremely busy, and when raining even worse.</p>	<p>TB2</p> <p>Issues regarding the value of land are noted, but are however determined by a number of factors including the free market and levels of supply and demand. Notwithstanding, it is agreed that further analysis on the wider road network will be essential to ascertain likely traffic impacts (including residential amenity considerations) associated with an East West Connector Road (on Union Road) prior to any commitment and/or undertaking to pursue.</p> <p>TB3</p> <p>This issue is outside of the scope of this project, however, as this issue raises a valid traffic concern it has been forwarded to Council's Transport and Traffic Section for investigation.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
21.	<p>NAME & ADDRESS Simon & Paula Bosse</p> <p>20 Rosewood Court THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 5 May 2014</p>	<p>SPB1</p> <p>Objection to the proposed East West Connector Road on the following grounds:</p> <p><u>Environmental impact</u></p> <p>Every reason for us choosing this fantastic place to call home will be impacted negatively by all 6 route options, as follows:</p> <ul style="list-style-type: none"> • Grassy box woodlands cannot be replaced with offsets, • The regent honeyeater is critically endangered in NSW. The Thurgoona Threatened Species Conservation Strategy doesn't appear to have been considered, • Open green connected spaces are no longer connected if a 4 lane road transects it. Habitats are destroyed and wildlife becomes isolated. • We the residents and users of this woodland have not been consulted in regards to any impacts and given the above disagreed strongly with the Noise Impact being assessed as a positive 5 points. 	<p>SPB1</p> <p>Response as per Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Our woodland needs to be protected and maintained so that it can be continued to be enjoyed by us and future generations who will also choose to live here, not destroyed for a quicker alternate route to the CBD.</p>	
		<p>SPB2</p> <p><u>Issues to be resolved prior to progressing</u></p> <p>The following issues are of higher priority and need addressing today as a matter of urgency:</p> <ul style="list-style-type: none"> • The exit from the freeway on to Racecourse Road is extremely dangerous and needs immediate attention as the current intersection when turning right is dangerous. 	<p>SPB2</p> <p>It is acknowledged that both previous transport and traffic studies (undertaken by the TTM Group) and most recent investigations (undertaken by Opus International P/L) has not provided the detailed consideration of impacts (particularly traffic safety) on the wider road/traffic network (including the Corrys/Racecourse Road interchange).</p> <p>It is agreed that it is imperative that further analysis on the wider road network will be essential to ascertain likely traffic impacts associated with an East West Connector Road (including safety at existing interchanges) prior to any commitment and/or undertaking to pursue.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>Accordingly, it is recommended that a Interchange Strategy, be prepared jointly by AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway. AlburyCity will continue to liaise with the RMS to investigate in more detail, the preferred configuration of the transport network, and identify appropriate sources of funding for required works.</p> <p>Whilst RMS have previously shown a reluctance to finance further augmentation/provision to existing and/or new overpass and interchange infrastructure, it is anticipated that further investigations via a city wide Interchange Strategy may gain support for necessary infrastructure/improvements where warranted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> • The intersection of Bottlebrush Street and Thurgoona Drive is not safe during school hours. A turning lane needs to be added to Thurgoona Drive so that traffic can exit Bottlebrush Street and merge safely into Thurgoona Drive. An option has recently been presented to Council in regards to opening up a through road on the eastern side of the Thurgoona Public School (the Hume and Hovell Track) that flows one way back onto Thurgoona Drive. This would aid traffic flow and would enable emergency service vehicle entry/exit should anything happen at the school (or preschool) in the morning or afternoon when the traffic currently comes to a standstill. • There is also a need for a public high school in Thurgoona. <p>In closing, Council needs to listen to the current residents (opposed to the Corrys Road extension). Council needs to upgrade and improve existing infrastructure as well as consider an alternate route that does not destroy Corrys Woodland or the limited Crown land protecting our threatened species.</p>	<p>The introduction of turning/merge lanes along Thurgoona Drive from Bottlebrush Street will be referred to and investigated by the AlburyCity Transport and Traffic Section as part of their ongoing functions.</p> <p>It is noted that AlburyCity has recently constructed a designated turn in lane on Thurgoona Drive into Bottlebrush Street.</p> <p>Thurgoona Wirlinga Precinct Structure Plan (TWSP) investigations that seek to guide an urban structure/land use pattern across Thurgoona/Wirlinga have made provision for future infrastructure needs which has identified the need to construct a number of schools (both primary and high schools).</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
22.	<p>NAME & ADDRESS</p> <p>Esler & Associates on behalf of Fairway Gardens Thurgoona and Mascorp Operations</p> <p>598 Macauley Street ALBURY</p> <p>PROPERTY AFFECTED:</p> <p>General</p> <p>DATE</p> <p>30 April 2014</p>	<p>E&A1</p> <p><u>Query the need for the East West Connector Road</u></p> <p>Is this proposed road needed given that both Thurgoona Drive and the Riverina Highway are planned to be upgraded to two lane (each way) major distributors?</p>	<p>E&A1</p> <p>Response as per Submission 2 and Issue LJP3.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>E&A2</p> <p><u>Suggested removal of the Table Top Road to Kerr Road link</u></p> <p>There does not appear to be a traffic catchment east of Kerr Road (between Pickworth Street and Knobles Road) to warrant this link to Kerr Road. Alternatively this link may achieve the desired outcome if it only linked Elizabeth Mitchell Drive to Table Top Road.</p> <p>Thurgoona traffic off Table Top Road would then be given a direct route to access Albury/North Albury via the Corrys/Racecourse Road overpass. By not extending the proposed east-west connector road to Kerr Road this avoids the need to traverse the Woolshed Creek floodplain. This section of the road will have major environmental and cultural heritage issues and construction will be extremely expensive for minimal traffic flow gain. This would also reduce the length of the proposed east-west link road by 57%.</p>	<p>E&A2</p> <p>The suggested removal of that section of the East-West Connector Road between Table Top Road and Kerr Road on the grounds of a limited surrounding catchment population is noted.</p> <p>The East West Connector Road (east of Table Top Road) provides access to a designated Major Neighbourhood Centre and residential estate development either side and via Knobles Road access to a larger development catchment that will accommodate residential development, schools, parks etc. Notwithstanding, it is accepted that the bulk of that growth projected for the Thurgoona Wirlinga area is likely to occur in the northern zone of the development area which is not benefitted by readily available access to the proposed East West Connector Road.</p> <p>In the absence of detailed analysis that demonstrates a commensurate derived traffic benefit, it becomes increasingly difficult to support the progression of the East West Connector Road either in part or in whole.</p> <p>The substantial cost savings associated with not proceeding with that section of the East West Connector Road between Table Top Road and Kerr Road is not disputed.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>E&A3</p> <p><u>Realignment further south warranted</u></p> <p>Between Table Top Road and Kerr Road there will be a loss of viable R1 zoned land that will be removed from this areas future development potential and consequently will push up the final cost of residential lots produced which negates many government aims to produce affordable housing. It would make sense for this section of the east-west link to be relocated approximately 100m south. This realignment would avoid two existing residences on Table Top Road and achieve a better intersection angle with Kerr Road/Knoble Road (Routes 5 & 6).</p>	<p>E&A3</p> <p>In response to both this and other submissions seeking a realignment of the proposed East-West Connector Road further south, Council has requested that the project consultants investigate a proposed Route 6a (being a deviation of Route Option 5), which is located to the immediate south of Route Option 6 (east of Table Top Road).</p> <p>Whilst Route Alignment Option 6a, within revised East West Connector Road Review documentation, is preferred on the basis that it will have comparatively lesser environmental, social and economic impacts, it is noted that this option does not compare favourably with respect to traffic efficiency (derived traffic benefit).</p> <p>It acknowledged that AlburyCity already has significant reservations on whether an East West Connector Road should be progressed on grounds including environmental/social impacts and cost implications in the absence of a commensurate derived traffic benefit being demonstrated. Any realignment further south (as suggested) will only exacerbate these concerns.</p> <p>Consequently, when balanced against environmental, social and monetary costs to construct and traffic benefits derived, it becomes increasingly difficult for AlburyCity to support the progression of the East West Connector Road.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>E&A4</p> <p><u>Main infrastructure to be considered in route alignment selection</u></p> <p>Non-preferred route options 1, 2 and 3 all create problems with existing infrastructure (trunk sewer main) that traverses our client's property. The alignment of this trunk sewer main has been recently constructed to align with future lot layouts in consultation with Council.</p>	<p>E&A4</p> <p>Issues regarding the location of a recently constructed trunk sewer main are noted.</p> <p>Should Council proceed an East West Connector Road, it will be responsible for the protection and/or replacement of existing infrastructure.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
23.	<p>NAME & ADDRESS Stuart Lucas 32 Trout Farm Road LAKE HUME</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 5 May 2014</p>	<p>SL1</p> <p><u>Question the need for the East-West Connector Road</u></p> <p>With previous investigations, background studies and information available I cannot understand the priority that Council has given to the East- West Link concept. To me it is more important to undertake a number of other works as listed below:</p> <p>SL2</p> <p><u>Upgrades to Riverina Highway</u></p> <ul style="list-style-type: none"> • Work with the RMS in widening the Riverina Highway to four (4) lanes from East Street to Kerrs Road, • Work with the RMS to raise the Riverina Highway at Woolshed Creek and increase under road water flow capacity, rather than building a second road across the Woolshed Creek floodplain at \$20 million, • Development will be split across the Riverina Highway when the land south of the Riverina Highway is developed. This will cause a major bottleneck and safety issue. More off street pedestrian/cycle infrastructure, especially an underpass would greatly reduce vehicle congestion at this point. 	<p>SL1</p> <p>Response as per Submission 2 and Issue LJP3.</p> <p>SL2</p> <p>Requests to duplicate Riverina Highway from East Street to Kerr Road are noted. AlburyCity advises that previous investigations and planning strategies (including the East West Connector Road Review documentation) have identified the need to duplicate this road in an effort to accommodate future traffic demands.</p> <p>Flooding issues associated with the existing Riverina Highway are also noted and will be reviewed at the time of undertaking duplication works to this road.</p> <p>Issues regarding pedestrian and cyclists safety between land north and south of the Riverina Highway are noted and it is accepted that at destination nodes, integrated transport planning will be required to address local traffic conditions. It is anticipated that such undertakings will be carried out as and when development occurs as part of the ongoing transport and traffic functions of AlburyCity.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>SL3</p> <p><u>North-South Road & Feeder Roads</u></p> <p>Request that Council:</p> <ul style="list-style-type: none"> • upgrade/build new North-South aligned roads in Thurgoona-Wirlinga East (see attached map); and • prioritise/build new minor feeder roads to encourage traffic to follow particular routes. 	<p>SL3</p> <p>Requests to upgrade and build new north-south road linkages are noted and it is advised that the TWSPSP provides for these linkages, including a new link/ring road linkage to the Davey Road interchange to assist traffic demands and movement into the future.</p> <p>The TWSPSP has also identified as part of its transport and movement network plan, arterial roads and main distributor roads throughout the Thurgoona Wirlinga growth area that will provide the overall grid pattern that local feeder and collector roads will connect to.</p> <p>It is reiterated that the primary purpose of the East West Connector Road Review has been to assess the merits (or lack thereof) associated with a new east west connector road insofar as alleviating projected traffic congestion elsewhere on the transport network resulting from the barrier that the Hume Highway creates rather than north-south traffic issues within the Thurgoona/Wirlinga area.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>SL4</p> <p><u>Use of ADF Land</u></p> <p>Recommend gaining access to part of the Army base site for the purposes of a traffic link.</p>	<p>SL4</p> <p>Whilst requests for gaining access to the Australian Defence Force land for road construction purposes are acknowledged, it is noted that given the level of potential contamination on-site, particularly Unexploded Ordinance, this land remains unavailable.</p>
		<p>Critical supporting points of the above items, outlined as follows:</p> <ul style="list-style-type: none"> • The Thurgoona-Wirlinga Precinct Structure Plan (TWSP) emphasises the importance of employment within the local area but makes little mention of a commercial hub/CBD (major employers such as Government, service companies). This is necessary and will happen, as businesses and customers establish/using businesses in Thurgoona; • The freeway/railway and the associated overpasses are major blocks to east-west traffic movement across Albury. Borella Road on/off ramps (including the south bound on ramp) are at capacity now at peak times. Others are busy, demonstrated recently when a truck rolled over at the Thurgoona overpass round about; 	<p>TWSP seeks to coordinate the ongoing and future commercial, retail and community functions in Thurgoona/Wirlinga through the provision of a hierarchy of commercial/retail nodes in the form of Major Neighbourhood Centres (x3) and Village Centres (x6) designated locations throughout the wider Thurgoona/Wirlinga area.</p> <p>Noted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> <li data-bbox="539 293 1267 400">• The TWSP mentions the Nexus 450 ha industrial area to the north and considers Nexus the primary source of employment ahead of Albury and Lavington CBD; <li data-bbox="539 469 1267 855">• The TWSP proposes the main north south access road to Nexus will be extension of Elizabeth Mitchell Drive. This includes the 40 km/hr areas adjacent to Trinity and Border Christian College, already resembling a funeral procession at 8.30 am, and the Thurgoona Drive/ Elizabeth Mitchell Drive is already a busy intersection. Other schools are proposed around that area. This proposal does not address safety or traffic flow needs adequately, and an option further to the east would be better. <p data-bbox="584 927 1267 1034">Refer to the submission (in full) (Appendix 3) for a copy of the Thurgoona Wirlinga Precinct Structure Plan extract figure that details the traffic strategy referenced above.</p> <ul style="list-style-type: none"> <li data-bbox="539 1102 1267 1251">• The TWSP mentions heavy vehicle traffic will not be an issue in the Thurgoona—Wirlinga area as there is no heavy industry. Prime movers will travel between the Airport industrial area and Nexus. 	<p data-bbox="1294 293 1375 320">Noted.</p> <p data-bbox="1294 437 2092 663">In addition to a Elizabeth Mitchell Drive extension, TWSP also recommends a ring road extension of Kerr Road to the extended Elizabeth Mitchell Drive to aid and assist access to the Davey Road interchange. It is anticipated that such provisions combined a grid road network will provide convenient and safe access to the Nexus Industrial Estate.</p> <p data-bbox="1294 1118 1375 1145">Noted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> <li data-bbox="539 293 1267 440">• The TWSP proposed the densest populated areas to be on the eastern side of Wirlinga. This will necessitate a major road linkage north to Nexus and south to the Riverina Highway. <p data-bbox="584 507 1267 616">Refer to the submission (in full) (Appendix 3) for a copy of the Thurgoona Wirlinga Precinct Structure Plan extract figure that details the traffic strategy referenced above.</p> <ul style="list-style-type: none"> <li data-bbox="539 683 1267 871">• Woolshed Creek has a wide 1:100 inundation floodplain and a catchment that is rapidly becoming developed with hard surfaces. Runoff characteristics have already started to change as any substantial rainfall event creates a traffic hazard or closure of the Riverina Highway, <p data-bbox="584 943 1267 1090">This will become more frequent and a second road crossing of the Woolshed Creek floodplain will be very expensive and is likely to incur the same flood related problems presently experienced at the Riverina Highway,</p>	<p data-bbox="1294 293 1375 320">Noted.</p> <p data-bbox="1294 387 2085 456">Again, the TWSP has made appropriate provisions to assist local traffic movements in and around the Thurgoona/Wirlinga area.</p> <p data-bbox="1294 667 1375 694">Noted.</p> <p data-bbox="1294 762 2056 909">Should Council resolve to proceed with an East West Connector Road, future design considerations will need to ensure that post development storm water runoff (both quality and quantity) is contained to achieve pre-development conditions/flows.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> The recent planning decision on the land south of the Riverina Highway means this area has jumped the queue and TWSP suggested staging for development is out of date. <p>Infrastructure and the village/schools/sports grounds will be required here sooner. Development split across the Riverina Highway will cause a major bottleneck and safety issue. More off street pedestrian/cycle infrastructure, especially an underpass would greatly reduce vehicle congestion at this point.</p> <p>Refer to the submission (in full) (Appendix 3) for a copy of the Thurgoona Wirlinga Precinct Structure Plan extract figure that details the off street pedestrian/cycle infrastructure referenced above.</p>	<p>Noted.</p> <p>TWSP indicative development staging is inclusive of that land situated on the south side of Riverina Highway. Indicative staging remains consistent with current development planning related to this land and no further changes to indicative staging is warranted.</p> <p>It is also noted that ALEP 2010 requires the preparation of a site specific development control plan for this land that should assist with long term local traffic and associated infrastructure planning provision.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
24.	<p>NAME & ADDRESS Rod & Marnie Woodham E-mail submission Postal address not supplied</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 5 May 2014</p>	<p>RMW1</p> <p><u>Support for the TPA submission and issues raised</u></p> <p>I write in support of the recommendations submitted by the Thurgoona Progress Association on 27 April 2014 for alternate proposals to the Opus proposed route option.</p> <p>The evidence and arguments as detailed in this submission are compelling and as outlined, these alternate proposals will provide longer term financial, logistical and environmentally effective outcomes than what has been proposed.</p>	<p>RMW1</p> <p>Noted.</p> <p>Response as per Submission 16 and Issues TPA1-TPA9.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
25.	<p>NAME & ADDRESS Gillian Earl 7 Boree Court THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 5 May 2014</p>	<p>GE1</p> <p>In general object to the East West Connector Road on the following grounds:</p> <p><u>Limited scope of consideration</u></p> <p>All Route Alignment Options dissect through one of the most substantial and significant public land areas in Thurgoona (all variations of the same plan). A broader perspective encompassing other road options, such as a northern ring road connection to the freeway, expanded lanes for the Riverina Highway, or a road easement to the south of the Red Hill Reserve have not been canvassed as options.</p>	<p>GE1</p> <p>Response as per Submission 15 and Issue IL1.</p>
		<p>GE2</p> <p><u>Vision of future transport options</u></p> <p>Creating more roads leading from Thurgoona Wirlinga will do nothing to address the greatest traffic congestion where most commuter traffic exits at Borella Road. How the proposal will impact on Union Road was not mentioned in the consultant's report.</p>	<p>GE2</p> <p>Concerns regarding a derived traffic benefit (or lack thereof) from the provision of the East West Connector Road a response has been provided as per Submission 16 and Issue TPA1.</p> <p>In particular, it is recommended that Council not progress the East West Connector Road, and instead undertake further investigations as part of a larger Interchange Strategy, prepared jointly by AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/ augmentation to the road</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Council needs to apply systems thinking to its strategic transport planning, considering how decisions made in one part of the system influence other parts of the system.</p> <p>Transport systems of the future need to focus on how to move people, rather than maintaining the current emphasis on moving people in cars. Future transport needs to look beyond individuals in cars, to other approaches including public transport, car pooling, increase cycling areas. The consultant's report noted that no significant change in these transport options is envisaged. The point is that no change will occur unless some organisation (such as Council) starts to show some leadership in trying to achieve these types of changes.</p> <p>People won't change their behaviours unless someone sets up triggers to encourage those changes. For public transport, the types of triggers include frequent/ efficient services that meet commuter needs, restrictions/cost for parking that exceed/match transport fares, incentives/rewards for using public transport, positive encouragement from leaders, leading by example.</p>	<p>network, particularly overpasses and interchanges with the Hume Highway. AlburyCity will continue to liaise with the RMS to investigate in more detail, the preferred configuration of the transport network, and identify appropriate sources of funding for required works.</p> <p>Response to issues regarding impacts on the wider road network a response is provided as per Submission 13 and Issue PT1.</p> <p>Issues relating to the encouragement of public transport and other transport alternatives are noted. A response is provided as per Submission 19 and Issue CM1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>GE3</p> <p><u>Environmental Values</u></p> <p>The Corry's Wood Crown Land Reserve is one of the largest and best quality remnants in the area, yet it seems to be viewed as a 'wasteland' that is cheap and easy to stick a road through.</p> <p>The remnants there support threatened White Box grassy woodland, contains a number of large, hollow bearing trees, and supports one of the few remaining populations of kangaroos. The vegetation also provides suitable habitat for Squirrel Gliders and Regent Honeyeaters, with the latter having nested in the reserve area previously.</p> <p>The Crown Land areas has formed part of the environmental offset for the development of Corry's Wood, the purpose of environmental offsets is not so they can be progressively traded for ever diminishing returns. This is an appalling disregard for environmental values and environmental legislation.</p>	<p>GE3</p> <p>Response as per Submission 9 and Issue BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>GE4</p> <p><u>Social values</u></p> <p>I am a regular user of the Crown Land Reserve. There is a growing body of work showing the importance open spaces such as this, to human wellbeing. The consultant's report appears to have totally ignored these aspects.</p>	<p>GE4</p> <p>Response as per Submission 9 and Issue BOC1-2.</p>
		<p>GE5</p> <p><u>Closing</u></p> <p>I request that Council oppose all options that impact on the Corry's Wood Crown Land Reserve. Options that avoid this area must be investigated properly. At the very least, no decisions on preferred routes should be made until adequate levels of environmental and social assessment of roadworks on the Corry's Wood reserve are undertaken.</p>	<p>GE5</p> <p>Response as per Submission 9 and Issues BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
26.	<p>NAME & ADDRESS</p> <p>Aaron Van Werkhoven</p> <p>17 Rosewood Court THURGOONA</p> <p>PROPERTY AFFECTED:</p> <p>General</p> <p>DATE</p> <p>5 May 2014</p>	<p>AVW1</p> <p>I strongly feel more investigation & consideration needs to be tabled due to the following:</p> <p><u>East West Connector Road is at odds with the objectives of the Environmental zoned lands in which it is located</u></p> <p>The issue here is the mapping shows large areas of land identified as E3 Environmental Management that the proposed road will impact on, but the objectives of an area zoned E3 don't seem to support the development of a major arterial road.</p>	<p>AVW1</p> <p>Response as per Submission 9 and Issue BOC1-3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>AVW2</p> <p><u>Prioritise environmental investigations</u></p> <p>I have attached some highlighted pages from the Environmental Assessment. This is not a great document. If the areas selected (proposed routes) are going to affect the environmental elements of the area & as such will have to have a detailed environmental assessment (flora & fauna impacts) in the future (as stated in the table on document page 9) to allow a complete assessment of the proposed road routes,</p> <p>Rather than defer detailed environmental investigation to time of development why not undertake these assessments now so that council & the community have a better understanding of the actual impacts & their significance rather than in the future when a decision has already been made & it is too late.</p> <p>I request an Extension of Time be motioned and granted at the next Council Meeting to further investigate the full environmental impacts and affected residents concerns.</p>	<p>AVW2</p> <p>Response as per Submission 9 and Issue BOC1-1.</p> <p>Requests for an extension of time are also noted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>AVW3</p> <p><u>Impact on the safety of existing road users</u></p> <p>I would also like to highlight the fact that an extension of this road will increase traffic on Corry's Road which is home to the Albury / Wodonga Equestrian Centre & two (2) Pony Clubs with many young children riding their horses along the side of Corry's Road thus increasing the risk of a serious incident. To me a more logical road route is coming off the Riverina Highway past Table Top Road.</p> <p>Refer to copy of submission (in full) (Attachment 3) for extract information containing highlighted pages from documents, list as follows:</p> <ul style="list-style-type: none"> • Proposed Biodiversity Certification for the Albury Local Environmental Plan 2009 (NSW Department of Environment, Climate Change and Water)(January 2010), • Thurgoona Wirlinga East West Connector Road Review – Environmental Risk Assessment (November 2013) 	<p>AVW3</p> <p>Response as per Submission 2 and Issues LJP1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
27.	<p>NAME & ADDRESS David Petrovic President, Woolshed Thurgoona Landcare Group</p> <p>PO Box 684 LAVINGTON</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 4 May 2014</p>	<p>DP1</p> <p>Environmental Impact</p> <p>Members of the Thurgoona Landcare Group would like to express their concerns about the proposed east-west connector road and the effect it will have on local wildlife. Corrys Wood reserve is revered for supporting high numbers of wildlife species, including many that are listed as threatened; such as the Regent Honeyeater, Squirrel Glider and Sloane's Froglet and request that other alternative options that have less impact on the social natural environment of Thurgoona be considered.</p> <p>The environmental land that the road is to pass through serves as both a corridor for wildlife movement and as quality habitat. Specific concerns of Landcare are listed below:</p>	<p>DP1</p> <p>Response as per Submission 9 and Issue BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>DP2</p> <p><u>Habitat loss</u></p> <p>Loss of Habitat – the road construction would destroy habitat crucial to the ongoing survival of threatened species, including the loss of large hollow bearing trees that are hundreds of years old. Complex, aged vegetation communities such as this cannot be replaced in the short to medium term by offset plantings.</p> <p>DP3</p> <p><u>Fragmentation of habitat linkages</u></p> <p>Segregation – the road would separate the reserve into two, making wildlife movements across the landscape hazardous. This would increase wildlife fatalities and/or reduce habitat patch size and gene flows.</p>	<p>DP2</p> <p>Response as per Submission 9 and Issues BOC1-1 and Submission 16 and Issue TPA5.</p> <p>DP3</p> <p>Response as per Submission 9 and Issues BOC1-1 and Submission 16 and Issue TPA5.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>DP4</p> <p><u>Hydrological impacts</u></p> <p>Water flows – there are documented populations of Sloane’s Froglet on the low-lying South corner of the reserve near the Riverina Highway. Changing the landscape would alter water flows affecting the quantity of water available to Sloane’s Froglet.</p> <p>DP5</p> <p><u>Water quality impacts</u></p> <p>Water quality – along with the changes in water quantity, the quality of water running off into the swamp land would be of reduced quality with pollutants such as petrol, oil and litter from the road flowing into Sloane’s Froglet habitat.</p>	<p>DP4</p> <p>It is noted that there are low-lying areas throughout the Study Area, including known Gilgai areas, which are home to species including Sloane’s Froglet. Whilst it is acknowledged that the construction of an East West Connector Road throughout the study area could create issues regarding water flows and hydrological impacts, these matters can be addressed through engineering design processes such as the innovative use of culverts and stormwater drainage systems.</p> <p>Recent investigations into the Gilgai have also been undertaken recently by the NSW Office of Environment and Heritage and further information and response regarding this matter is provided as per Submission 1 and Issue AWC3.</p> <p>DP5</p> <p>Impacts regarding water quality and pollutants resulting from any proposed East West Connector Road are acknowledged and it is noted that these issues can be addressed during the detailed design of any preferred alignment option. Should Council resolve to proceed with the East West Connector Road, this will be subject to further more detailed environmental assessment in relation to water quality and runoff as part of best-practice engineering design, through such measures including gross pollutant traps and the like.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>DP6</p> <p><u>General pollution concerns</u></p> <p>Pollution – in addition to water pollution, there is also the problems of litter, air pollution, noise pollution and light pollution from headlights and street lights.</p>	<p>DP6</p> <p>Other issues associated with the construction and operation of an east-west connector road are acknowledged. Should Council resolve to proceed with an East West Connector Road, AlburyCity acknowledges that detailed design of any preferred alignment option would be subject to further more detailed environmental assessment including issues regarding pollution such as air, noise and light pollution.</p>
		<p>DP7</p> <p><u>Flora and fauna not valued</u></p> <p>Wrong message – the construction of this road would send a message to Thurgoona residents that wildlife and wildlife habitat are unvalued and expendable.</p>	<p>DP7</p> <p>Noted.</p> <p>Response as per Submission 9 and Issues BOC1-1</p> <p>Whilst it is acknowledged that the East West Connector Road Review documentation defers further detailed environmental investigations and resultant mitigation measures to the detailed road design stage, in consideration of submissions received and issues raised it has become increasingly difficult to progress the East West Connector Road in the absence of such impacts being determined upfront.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>DP8</p> <p><u>Loss of land for passive recreation</u></p> <p>Reduced recreation and spiritual values for Thurgoona residents – opportunities to interact with native vegetation and wildlife is one of the great attractions of the Thurgoona area and the proposed road would reduce the aesthetic and recreational value of Thurgoona as a whole.</p>	<p>DP8</p> <p>It is acknowledged that all proposed East West Connector Road route alignment options will, to varying degrees, have a negative impact on the Crown Lands Reserve local native flora and fauna via habitat removal and fragmentation to existing habitat linkages etc. and will also result in the loss of land that is considered crucial to existing and ongoing passive recreational pursuits (walking and cycling activities).</p> <p>Amongst those socio-economic elements that were considered and scored as part of the MCA, it is acknowledged that the loss of parts of the Crown Land Reserve for passive recreational purposes (walking, cycling and general access) was not included.</p> <p>Accordingly, AlburyCity has sought that the Multi Criteria Assessment scoring used to assess Route Alignment Options be subject to a full review. Consequently, project consultants have revised report documentation in an attempt to provide additional documented consideration of socio-economic issues including the loss of the Crown Lands Reserve (or parts thereof) to passive recreation. It is anticipated that a more robust assessment and scoring process will assist Council with its deliberations on this project.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
28.	<p>NAME & ADDRESS Paul Frauenfelder</p> <p>13 Fry Road THURGOONA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 5 May 2014</p>	<p>PF1</p> <p><u>Not proceed with constructing or reserving the road</u></p> <p>The road should not be built or reserved for the following reasons:</p> <ul style="list-style-type: none"> • The study area is too small to consider the future residential growth areas of Thurgoona; • The road will only service a small percentage of current and future residents of Thurgoona Wirlinga; • The road will provide no relief to traffic issues on Thurgoona Drive and Elizabeth Mitchell Drive; • In 20-230 years when it is built, it will be too late as the population growth would already have occurred; • I believe that hardly anyone will use the road; • The northern catchment area, being 60% of the future growth areas will never use the road. 	<p>PF1</p> <p>Response as per Submission 16 and Issue TPA1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>PF2</p> <p><u>A ring road should be advanced from Kerr Road to the Freeway</u></p> <p>A ring road should be advanced in the interim from Kerr Road across Table Top Road and Elizabeth Mitchell Drive connecting to the Freeway (RMS funded) for the following reasons:</p> <ul style="list-style-type: none"> • The ring road is already identified within the Thurgoona Wirlinga Precinct Structure Plan, with the exception of the connector point onto the freeway; • The northern catchment area, being 60% of the future growth areas (including estates such as Spring Park, Thurgoona Park) will utilise this road most of the time; • The connector road needs to be close enough to Albury so people will use it. Davey Road, which is proposed further north will not get used due to its distance from Albury; • The ring road will relieve traffic pressures on Thurgoona Drive and Elizabeth Mitchell Drive, especially given the number of educational establishments in this area and issues during peak hours and times. <p>I believe that the east-west connector road (in any form) would most likely be a waste of money and will not do anything to service the existing let alone future population traffic flow. We need to get something like a ring road with a freeway connector as it will be the most efficient infrastructure for future traffic.</p>	<p>PF2</p> <p>Issues relating to the advancement of a ring road are acknowledged.</p> <p>Response as per Submission 16 and Issue TPA7(b) and (e).</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
29.	<p>NAME & ADDRESS</p> <p>Habitat Planning on behalf of Warwick Phegan and Graham and Lyn Knobel</p> <p>64 and 67 Table Top Road</p> <p>THURGOONA</p> <p>PROPERTY AFFECTED:</p> <p>General</p> <p>DATE</p> <p>5 May 2014</p>	<p>HP1</p> <p><u>Objection to the Preferred Route Option alignment</u></p> <p>Objection to the Preferred Route Option alignment (as nominated in the East West Connector Road Review documentation) on grounds listed as follows:</p> <ul style="list-style-type: none"> • It will require higher acquisition costs associated with the two Phegan and Knobel developed properties (as distinct from vacant land). • It will require higher acquisition costs of land zoned for urban residential development (as distinct from cheaper land zoned for a much lower density). • The route will remove land designated for future residential development at an urban scale (i.e. the R1 General Residential Zone). • There will be significant social impacts on the two property owners through involuntary sale and relocation from their properties. 	<p>HP1</p> <p>Objections to the proposed Route Option Alignment on the basis of land acquisition costs, socio-economic impacts related to impacts on existing occupied dwellings and future land holdings are acknowledged.</p> <p>Any decision to proceed with the East West Connector Road as per that alignment identified amongst East West Connector Road Review documentation as preferred would necessitate further discussion with affected land owners to determine fair and appropriate compensation associated with relevant land acquisitions.</p> <p>It is accepted that the study area used for East West Connector Road investigations is spatially restrictive on the basis that it seeks to retain its mid-block location between the Riverina Highway and Thurgoona Drive.</p> <p>Proximity to both the Fallon Street overpass and Corrys/Racecourse Road interchange (being relatively underutilised) combined with NSW Roads and Maritime Service (RMS) advice to date that has confirmed a general unwillingness to consider augmentation to existing and/or the additional provision of Hume Highway overpasses and interchanges elsewhere has, to a large extent, dictated East West Connector Road study area boundaries, and by extension, route alignment options that seek to utilise network connections other than</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> • The route unnecessarily bisects a lot at the eastern end on Kerr Road causing disruption to the landowner and difficulty with future land management. • There are alternative alignments outside of the nominated study area that will have less impact and should be investigated. 	<p>the Riverina Highway and Thurgoona Drive.</p> <p>The location of the East West Connector Road through R1 General Residential Zone land also seeks to facilitate convenient access to a surrounding catchment population that would be promoted by residential housing development (as permitted) either side.</p> <p>It is acknowledged that the preferred route alignment (Route Option 6) will require the demolition of two existing dwellings and will create issues regarding socio-economic impacts and land acquisition costs that could be avoided with further deviations.</p> <p>Accordingly, Council has agreed to investigate an alternative route option 6A to the south that avoids the need to demolish existing occupied dwelling houses. These investigations have been undertaken by the project consultant at the request of AlburyCity and have resulted in revised East West Connector Road Review documentation being prepared.</p> <p>Notwithstanding revised documentation supports realignment of the East West Connector Road further south (so as to avoid existing occupied dwellings) it is expected that environmental impacts and economic costs when balanced against traffic benefits derived will most likely dictate that Council resolves not to proceed with the East West Connector Road.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>HP2</p> <p><u>Realignment further south sought</u></p> <p>Alternative routes (indicated as yellow and blue lines on the attached map)(refer to copy of submission in Attachment 3) are considered superior on the following grounds:</p> <ul style="list-style-type: none"> • They do not introduce any additional impediments to the link road that don't already exist for other routes considered in the Route Assessment. • The preferred yellow alternative route will provide an appropriate separation distance for the link road from the two subject residences. • The distance between the existing roundabout in Table Top Road at Kosciuszko Road and a future roundabout where the proposed link crosses Table Top Road, will be increased. This is a better outcome in terms of a traffic management. 	<p>HP2</p> <p>It is acknowledged that during the public exhibition process of the East-West Connector Road, a number of representations were made to Council seeking the relocation of the east-west connector road.</p> <p>In response to these representations, AlburyCity requested that project consultants investigate an additional route alignment option (being route option 6a) being a deviation of Route Alignment Option 5. This additional Route Alignment Option has been subject to a MCA similar to the other Route Alignment Options considered.</p> <p>As a result of these and other investigations, the project consultants have prepared and submitted a revised East West Connector Road Review – Route Option Assessment (revised ROA Report). In this revised assessment it is noted that Route Alignment Option 6a received the highest score as part of the multi-criteria assessment on the basis that it would have a comparatively lower socio-economic and environmental impact when compared to other options considered. As a consequence, proposed route option 6a is now identified as the preferred road alignment option within the revised ROA Report.</p> <p>It is noted that Route Alignment Option 6a (east of Table Top Road) takes a very similar alignment to that identified in the submission as a second preference.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> • The alternative routes will place a large proportion of the future road alignment within a zone with a minimum lot size for subdivision of 10 hectares compared to a zone as proposed with a minimum lot size of 450m². This will enable adequate separation of future dwellings from the proposed link road. It will also significantly reduce the potential for detrimental amenity impacts from traffic on future urban residential development and the need for unsightly and costly noise attenuation devices. • The alternative routes are likely to 'score' at least as well, if not better than, the preferred route in the consultant's Route Assessment. • The cost of land acquisition will be reduced courtesy of the different zoning and absence of the two dwellings on the subject properties. • The preferred yellow alternative route creates the opportunity to reconsider the southern alignment (Route 5) of the link road through to Elizabeth Mitchell Drive in the vicinity of Fallon Street. This southerly route has the least impact on the vegetated Crown land of all routes. • The distance across the Eight Mile Creek floodplain along the yellow preferred route is shorter than any of the other 	<p>Whilst Route Option Alignment 6a, within revised East West Connector Road Review documentation, is preferred on the basis that it will have comparatively lesser environmental and socio-economic impacts, it is noted that this option does not compare favourably with respect to traffic efficiency (derived traffic benefit).</p> <p>AlburyCity already has significant reservations on whether an East West Connector Road should be progressed on grounds including environmental/social impacts and cost implications in the absence of a commensurate derived traffic benefit being demonstrated. Any realignment further south (as suggested) will only exacerbate these concerns.</p> <p>Consequently, when balanced against environmental, social and monetary costs to construct and traffic benefits derived, it becomes increasingly difficult for AlburyCity to support the progression of the East West Connector Road.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>routes (with the exception of Route 1) contemplated in the Route Assessment. This would result in a cost saving of the infrastructure necessary to cross the floodplain.</p> <ul style="list-style-type: none"> • The preferred yellow alternative route at the eastern end utilises the existing long narrow battle-axe handle access (addressed as Birdwood Lane) off Kerr Road. This alignment would have the dual benefit of avoiding the disruption of the consultants preferred route to an existing lot (Lot 2 DP1004069) and removing an undesirable long (620m) battle-axe access. The lot the battle-axe services will be able to have a direct access to the new link road. • The area of Forward Tree Planting on the western side of Table Top Road, south of the Knoble property is not significant in terms of habitat because it is not part of the desirable or retained habitat network shown in the Thurgoona Threatened Species Conservation Strategy and it is already zoned R1 and therefore deemed suitable for urban residential development (i.e. trees to be removed). <p>In closing, it is recommended that Council expand the Study Area to include land to the south for consideration of alternative and superior routes for the proposed east-west link road.</p>	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
30.	<p>NAME & ADDRESS Nicole Osborne</p> <p>Lot 302, DP 1166158 Corner of Riverina Highway and Table Top Road</p> <p>PROPERTY AFFECTED: Lot 302, DP 1166158</p> <p>DATE 5 May 2014</p>	<p>NO1</p> <p><u>Objections to Route Alignment Options 5 & 6</u></p> <p>I strongly oppose routes 5 and 6.</p> <p>As the owner of the land between the Riverina Highway and proposed routes 5 and 6 from Table Top Road to the old St John's Road I am concerned that the proposed road and the Riverina Highway are only metres from each other. This proposed route (5 & 6) would not allow good traffic flow as it is not connecting with the other flow of traffic.</p> <p>NO2</p> <p><u>Environmental Impact</u></p> <p>There is no need to destroy the local corridor of the endangered squirrel glider and sloanes froglet from the woodland in question to the small parcel of land owned by the Crown Land. This would also impact on other wildlife living in this woodland. It would be devastating to these endangered species living in the area that routes 5 and 6 are proposed to go through.</p>	<p>NO1</p> <p>Response as per Submission 5 and Issue JM1.</p> <p>NO2</p> <p>Response as per Submission 9 and Issues BOC1-1 and Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
31.	<p>NAME & ADDRESS Allan Frauenfelder 129 Yackandandah Road VICTORIA</p> <p>PROPERTY AFFECTED: 62 Table Top Road</p> <p>DATE 23 April 2014</p>	<p>AF1</p> <p><u>Query of the scope of investigations</u></p> <p>During the exhibition of the Thurgoona Wirlinga Precinct Structure Plan and East-West Connector Road my property was not included in the study area.</p>	<p>AF1</p> <p>It is acknowledged that the subject property was not identified amongst Thurgoona Wirlinga Precinct Structure Plan and East-West Connector Road Review documentation as being affected by the East West Connector Road by virtue of its location outside that Study Area identified for further investigations.</p> <p>However, this does not preclude investigations that may seek to implement a Route Alignment Option elsewhere in response to submissions received and issues raised where circumstances permit.</p> <p>It is noted that AlburyCity had received representations from landowners directly affected to the immediate north seeking further consideration be given to a realignment south (outside Study Area boundaries) to avoid impacts on existing dwellings.</p> <p>Consequently, in the interests of proper planning processes, an opportunity was extended to the submitter to meet with AlburyCity staff to discuss and express any views and/or concerns in person. This invitation was accepted and subsequently resulted in all necessary information being provided and explained to enable the submitter to consider and make further representations via a formal submission.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>AF2</p> <p><u>Socio-economic impacts (removal of dwelling houses)</u></p> <p>Whilst I am in support of the recommendation of utilising Corrys Road (Route 6) due to its connection to the freeway, I feel that Council should ensure that no inhabited dwellings are impacted.</p>	<p>AF2</p> <p>Response as per Submission 5 and Issue JM1</p> <p>It is acknowledged that the scoring system adopted provides little differentiation between Route Alignment Options when assessing variations in socio-economic impacts, namely the need to demolish existing residential dwellings.</p> <p>AlburyCity has requested that the Multi Criteria Assessment (MCA) scoring previously used to assess Route Alignment Options be subject to a full review by the consultants. Consequently, the project consultants have revised report documentation in an attempt to provide additional differentiation in scoring from a socio-economic perspective.</p> <p>It is noted that Route Alignment Options 1-4 will have a lesser negative socio-economic impact as they avoid existing dwellings when compared to Route Alignment Options 5 & 6, which would involve the demolition and removal of existing dwellings. However, when balanced against a MCA that included consideration of environmental impacts, constructability and geometric design, safety of existing road users, traffic efficiency and socio-economic factors, it is noted that Route Alignment Option 6 remains preferred.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>AF3:</p> <p><u>Opposed to any realignment further south</u></p> <p>During a meeting with Council staff I was informed that representations were made to move the road to the south, which would impact on my northern boundary. I strongly oppose this as it is outside of the study area and has not been assessed in accordance with the project criteria. If this route is to be considered a further study must be conducted to include this area and have it assessed in accordance with the project criteria.</p>	<p>AF3</p> <p>Response as per Issue AF1.</p> <p>In response to those representations received seeking an East West Connector Road realignment further south, AlburyCity has requested that project consultants investigate and assess an additional Route Alignment Option (proposed Route Alignment Option 6A) similar to other Route Alignment Options considered.</p> <p>It is noted that revised East West Connector Road documentation recommends Route Alignment Option 6A on the basis that, amongst other things, it will have a lesser socio-economic impact in terms of the number of occupied dwellings that would need to be demolished. However, it is further noted that any decision to proceed with the East West Connector Road with as per the revised Route Alignment Option 6A would necessitate the demolition of the existing unoccupied dwelling presently situated on the property: 62 Table Top Road, Thurgoona.</p> <p>It is noted from discussions held with the current landowner and observations on-site that this dwelling has not been occupied for approximately 25 years and quite possibly may be beyond repair.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>Whilst Route Alignment Option 6A, is preferred on the basis that it will have comparatively lesser environmental, social and economic impacts, it is noted that this option does not compare favourably with respect to traffic efficiency (derived traffic benefit) against other Route Alignment Options considered.</p> <p>Consequently, when balanced against environmental, social and monetary costs to construct, as per the exhibited documentation, it remains increasingly difficult for AlburyCity to support the progression of the East West Connector Road.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
32.	<p>NAME & ADDRESS</p> <p>Peter Ewin NSW Office of Environment and Heritage</p> <p>PO Box 544 ALBURY</p> <p>PROPERTY AFFECTED:</p> <p>General</p> <p>DATE</p> <p>23 April 2014</p>	<p>OEH1</p> <p><u>Does not adequately justify the need for the road</u></p> <p>The report does not confirm that any of the proposed routes will adequately address the potential traffic flow issues and that other options such as further consideration to the north of Thurgoona may be required.</p>	<p>OEH1</p> <p>Response as per Submission 22 and Issue E&A1.</p> <p>AlburyCity agrees with the significant reservations on whether an East West Connector Road should proceed on the basis that a derived traffic benefit commensurate to the known environmental/social impacts and significant monetary costs have not been demonstrated.</p> <p>Notwithstanding these reservations, the analysis that has been undertaken is compelling insofar as demonstrating that augmentation of both the Riverina Highway and Thurgoona Drive (two lanes in both directions) alone will not address future traffic demand and anticipated transport network capacity issues.</p> <p>In consideration of the substantial costs involved (that may be better spent elsewhere) and the absence of detailed analysis that demonstrates a commensurate derived traffic benefit, it is recommended that Council not progress the East West Connector Road, and instead undertake further investigations as part of a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>Whilst it has been suggested that further consideration should be given to other options available to the north, such options have not been pursued on the basis that East West Connector Road investigations suggest that the re-assignment of northbound traffic from the northern development zone to Davey Road will have minimal impact on the overall projected performance of Thurgoona Drive.</p>
		<p>OEH2</p> <p><u>Need to review of the Multi-Criteria Assessment</u></p> <p>It is recommended that the multi-criteria assessment be revised to more accurately assess the impacts of the proposed routes on biodiversity and how these can be minimised. The MCA shows the five route options as having an identical impact on biodiversity, which OEH believes is incorrect and identifies flaws in the MCA. The following items should be included in the revised assessment:</p> <ul style="list-style-type: none"> • Area of native vegetation impacted; • Area of threatened ecological communities impacted; • Habitat quality (differentiate between planted/intact vegetation); • Corridors impacted; and • Biodiversity certification. <p>The likely result of incorporating these elements is that Route 5 would have a much higher score for environmental impact, changing the final preferred route, though it is acknowledged that</p>	<p>OEH2</p> <p>Noted.</p> <p>Response as per Submission 9 and Issue BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>other considerations beyond impacts of biodiversity, such as traffic flow may also influence the final outcome.</p>	
		<p>OEH3</p> <p><u>Biodiversity (including Native Vegetation and Corridors)</u></p> <p>Protecting and managing existing remnant vegetation is a high priority strategy for native biodiversity management. Development of the route options has not given sufficient consideration to avoiding impacts to biodiversity.</p> <p>Routes 3, 4 and 6 would require clearing through the centre of an identified habitat corridor resulting in fragmentation of native habitat and loss of landscape connectivity. Fragmentation results in limited gene flow between small isolated populations, reduced potential to adapt to environmental change and loss or severe modification of the interactions between species. It also permits the establishment and spread of pest plants and animals.</p> <p>Construction of Route 6 would result in removal of Box-Gum Woodland, listed as an endangered ecological community (EEC) under the <i>Threatened Species Conservation Act 1995 (TSC Act)</i> (as White Box Yellow Box Blakely's Red Gum Woodland) and as a critically endangered ecological <i>community (CEEC) under the Commonwealth Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i> (as White Box-Yellow Box-</p>	<p>OEH3</p> <p>Response as per Submission 9 and Issue BOC1-1 and Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		Blakely's Red Gum Grassy Woodland), and impact known threatened fauna habitat.	
		<p>OEH4</p> <p><u>Impacts on Biodiversity Certification</u></p> <p>The Route Option Assessment report fails to identify Crown land zoned E3 as an offset area for biodiversity certification of the <i>Albury Local Environment Plan 2010</i>. Biodiversity certification was conferred on ALEP 2010 in 2011 and ensures that biodiversity values within Albury are improved or maintained by offsetting the potential loss of native vegetation proposed for development.</p> <p>According to the order conferring Biodiversity Certification on ALEP 2010, the potential losses of vegetation and habitat from the developable zones are enabled by the protection/management of threatened ecological communities and threatened species habitat within natural areas (E2 and E3 zones). To this end, corridor networks were identified and transferred from the Albury Wodonga Corporation to NSW Crown Lands for environmental purposes.</p>	<p>OEH4</p> <p>Response as per Submission 9 and Issue BOC1-3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>OEH5</p> <p><u>Impacts on Biodiversity Strategy</u></p> <p>The Crown land between Elizabeth Mitchell Drive and Table Top Road is Zoned E3 and is identified as a 'significant biodiversity asset' in the Albury Biodiversity Strategy 2012-16. The Thurgoona Threatened Species Conservation Strategy appraised the Crown land as having a Medium-High habitat rating.</p> <p>The Biodiversity Strategy is a statutory requirement and adheres to the measure provided in the order conferring Biodiversity Certification on ALEP 2010. The Biodiversity Strategy identifies Significant Environment Areas, including areas described as having high conservation value in the Albury Ranges and Thurgoona Threatened Species Conservation Strategies.</p> <p>OEH recognises that the outcome of the Review is to identify a route to guide future development in the vicinity of the route to prevent conflicts in future landuse, which potentially extends beyond the timeframe of the current Biodiversity Certification. However, the values associated with the Biodiversity Certification are important enough to add considerable weight to the overall selection of the proposed route, and to adequately assess the overall costs and impacts of the proposed routes, identification of a suitable offset area to replace the area lost for each of the proposed options should be considered.</p>	<p>OEH5</p> <p>Response as per Submission 9 and Issue BOC1-3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>OEH6</p> <p><u>Threatened Fauna (including Habitat Quality)</u></p> <p>Although the Crown land is partly vegetated by tree plantings initiated during the 1970's, 'the forward tree plantings' of Thurgoona are known to provide habitat for the Squirrel Glider and threatened bird species including the Regent Honeyeater. These plantings also provide drought refuge habitat for a number of woodland bird species.</p> <p>Sloane's Froglet, listed as vulnerable under the TSC Act, occurs within the vicinity of the intersection between Elizabeth Mitchell Drive and the Riverina Highway, and therefore the impacts on this species should also be considered in the overall assessment of the proposed routes.</p>	<p>OEH6</p> <p>Response as per Submission 9 and Issue BOC1-1 and Submission 10 and Issue BOC2-1.</p> <p>In relations to concerns raised about appropriate consideration being given to habitat that supports the Sloane's Froglet, a response is provided as per Submission 26 and Issues DP4 and DP5.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>OEH7</p> <p><u>Threatened Ecological Communities</u></p> <p>The north-western extension of the Crown land is vegetated by Box-Gum Woodland consisting of mature trees in good condition, which would be cleared for construction of Route 6. As noted above this vegetation is considered an Endangered Ecological Community (EEC) under the 'NSW Threatened Species and Conservation Act 1995' and a Critically Endangered Ecological Community (CEEC) under the Commonwealth 'Environmental Protection Biodiversity and Conservation Act' (EPBC Act).</p> <p>Gilgai's are also listed as a CEEC under the EPBC Act and OEH has commissioned a survey to determine whether Gilgai wetlands in Albury meet the definition of the federally-listed CEEC. Preliminary results indicate that Gilgai at the western end of route 5, immediately to the east of Elizabeth Mitchell Drive, is in poor condition due to invasion by the exotic grass Phalaris. This area is considered unlikely to benefit from recovery actions without considerable investment, so is a lower priority for recovery.</p>	<p>OEH7</p> <p>In response to concerns raised relating to the ongoing protection of Box-Gum Woodland a response is provided as per Submission 9 and Issue BOC1-1 and Submission 10 and Issue BOC2-1.</p> <p>In relation to matters about Gilgai habitat a response as per Submission 1 and Issue AWC3.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>OEH8</p> <p><u>Flooding issues need to be addressed</u></p> <p>To be consistent with the NSW Government’s Flood Prone Land Policy any environmental assessments will need to allow for investigations into the impacts of flooding and flooding behaviour including any cumulative impacts. Impacts on surrounding landholders are also critical with regards to current and future development in the Thurgoona area.</p> <p>The NSW Office of Water (NOW) also needs to be involved in any road construction works as they are the consent authority for works on the floodplain under the <i>Water Management Act 2000</i>).</p>	<p>OEH8</p> <p>Should Council resolve to proceed with an East West Connector Road, AlburyCity acknowledges that the detailed design of any preferred Route Alignment Option would be subject to further detailed environmental assessment including issues regarding flooding and the need to be consistent with relevant State Government flood policies and controls in consultation with the NSW Office of Water.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>OEH9</p> <p><u>Aboriginal Cultural Heritage need to be further addressed</u></p> <p>Without a full archaeological assessment of each proposed route it is difficult to determine if any are likely to have significantly different impacts on Aboriginal cultural heritage and any requirements under the <i>National Parks and Wildlife Act 1974</i> that may influence the route selection. Areas in the vicinity of Eight Mile Creek are likely to have the highest potential for Aboriginal objects and sites and further assessment of these areas may identify any significant barriers to the development of the road.</p>	<p>OEH9</p> <p>Preliminary investigations undertaken as part of the Route Option Assessment have concluded that the proposed Route Alignment Options would not negatively impact on aboriginal cultural heritage as they traverse 'disturbed land'. No known heritage items or areas were also identified within the Study Area.</p> <p>Notwithstanding, it is acknowledged that aboriginal cultural heritage assessments undertaken to date have been preliminary. Accordingly, should Council resolve to proceed with an East West Connector Road, AlburyCity acknowledges that the detailed design of any preferred Route Alignment Option would be subject to further more detailed environmental assessment including issues regarding aboriginal cultural heritage, being undertaken by an archaeologist.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
33.	<p>NAME & ADDRESS</p> <p>Lindsay Tanner NSW Roads & Maritime Service</p> <p>1 Simmons Street WAGGA WAGGA</p> <p>PROPERTY AFFECTED:</p> <p>General</p> <p>DATE</p> <p>9 May 2014</p>	<p>RMS1</p> <p><u>Realignment to the north east sought</u></p> <p>RMS notes that the majority of the Urban Release Area within the Thurgoona Wirlinga Precinct is located to the north and east of the intersection of Thurgoona Drive and Kerr Road.</p> <p>Given the Thurgoona Wirlinga Precinct location, particularly the Urban Release Area, and the desire to retain the Albury Central Business District (CBD) as the focal commercial precinct, RMS considers that the East West Connector Road alignment should generally be in a north easterly direction between Elizabeth Mitchell Drive and Kerr Road which would be more in keeping with the desire line between the precinct and the Albury CBD.</p> <p>RMS acknowledges that there are benefits in providing options for motorists to use either the Fallon Street overpass or the Corrys/Racecourse Road interchange and therefore the location of the intersection of the new east west link road with Elizabeth Mitchell Drive between its intersections with Corrys Road and Fallon Street could prove beneficial to the distribution of traffic within the road network. Corrys Road would provide access to the Hume Highway and Lavington via the interchange whereas Fallon Street would provide for access to the western side of the Hume Highway and the Albury CBD via Mates Street.</p>	<p>RMS1</p> <p>Noted.</p> <p>All Route Alignment Options were subject to a multi-criteria analysis that included an evaluation against environmental impacts, constructability and geometric design, safety of existing road users, traffic efficiency and socio-economic factors.</p> <p>The outcome of this analysis has been the determination of a preferred Route Alignment Option (being option 6).</p> <p>Whilst the request for the realignment of the proposed east-west connector road further north is acknowledged, it is noted that there are limited opportunities to realign this road further north as it would traverse several parcels of land that have received recent development consent for residential subdivisions. Other limiting factors restricting this road being relocated further to the north also include the topography of Kerr Road and issues regarding traffic safety and sight lines.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>In keeping with the north easterly alignment sought and to provide for an attractive and convenient route for motorists from the Urban Release Area, RMS considers that the intersection of the east west link road with Kerr Road should be located as far north along Kerr Road as possible recognising existing constraints posed by the natural and built environments. Any intersection with Kerr Road in close proximity to the Riverina Highway would most likely encourage the further use of the Riverina Highway in preference to the east west link road, especially for motorists that utilise Kerr Road, same principle should also apply to the intersection of the east west link with Table Top Road.</p>	
		<p>RMS2</p> <p><u>Fallon Street preference/augmentation required</u></p> <p>Fallon Street along the northern side of the Albury Airport and with limited development along its length could be appropriately treated and managed to maintain minimal interruption to the flow of traffic so as to provide for convenient access to the west of the Hume Highway from the Thurgoona Wirlinga precinct. It is acknowledged that currently Fallon Street passes through a school zone before its intersection with Mate Street. Given the timeframes proposed for the construction of the east west link planning for the appropriate treatment of the school zone area could also be undertaken with works to coincide with the works to the link road.</p>	<p>RMS2</p> <p>Noted.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>RMS3</p> <p><u>Traffic modelling suggested</u></p> <p>The East West Connector Road Review has considered the development of the precinct against the network capacity of the main routes to the east of the Hume Highway. Given the broader strategic nature of the Thurgoona Wirlinga precinct and the east west link road in relation to the overall transport network it may be beneficial for the Council to consider the impacts of the various options for alignment and capacity of the East West Link Road within the context of a network wide strategic traffic model for Albury.</p> <p>The development of a strategic network model for traffic within Albury would also provide Council with the tool for the recognition of the potential impacts and network options required within the road framework to accommodate future growth and larger scale developments such as new urbanised areas.</p>	<p>RMS3</p> <p>Response as per Submission 16 and Issue TPA1.</p> <p>It is recommended that an Interchange Strategy, be prepared jointly by AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway. AlburyCity will continue to liaise with the RMS to investigate in more detail, the preferred configuration of the transport network, and identify appropriate sources of funding for required works.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>RMS4</p> <p><u>Cost Apportionment</u></p> <p>RMS considers that East West Connector Road Review recommendations to upgrade the Riverina Highway to dual carriageway (with 2 lanes in each direction) between East Street and Kerr Road are attributable to the development of the Thurgoona Wirlinga precinct and not to existing natural trends in traffic growth along the Riverina Highway.</p> <p>Apportionment of the costs of these works that are attributable to natural growth within the network versus the additional impacts caused by traffic due to the location and development within the Thurgoona Wirlinga precinct is required.</p>	<p>RMS4</p> <p>Whilst issues of cost apportionment associated with works along the Riverina Highway are noted, both natural growth trends in traffic and demands associated with future development across the Thurgoona Wirlinga area are considered to be one and the same.</p> <p>It is noted that development within the Thurgoona Wirlinga Precinct Structure Plan (TWSP) study area will accommodate the natural forecast growth for Albury over a 30-50 year time horizon, and is not the result of any major industry and/or stimulus that would otherwise require significant short term investment into road infrastructure beyond that required as part of normal infrastructure planning purposes.</p> <p>Whilst AlburyCity accepts responsibility for the funding of and administering necessary works to the local road network to accommodate anticipated traffic demands from the TWSP study area and surrounding lands, likewise RMS will be expected to undertake a similar level of planning (as the responsible Authority) for the State classified road network.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
			<p>It is recommended that a larger Interchange Strategy, be prepared jointly by AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway. AlburyCity will continue to liaise with the RMS to investigate in more detail, the preferred configuration of the transport network, and identify appropriate sources of funding for required works.</p> <p>Whilst RMS have previously shown a reluctance to finance further augmentation/provision of existing and/or new overpass and interchange infrastructure, it is anticipated that a commitment from AlburyCity to assist with cost apportionment may open the channels of discussion to at the very least investigate network requirements via a city-wide Interchange Strategy.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>RMS5</p> <p><u>General support subject to realignment</u></p> <p>As outlined in previous submissions the Roads and Maritime Service has concerns regarding the degree of development proposed by the Thurgoona Wirlinga precinct to the east of the Hume Highway and the potential impacts of the resultant traffic generation on the Riverina Highway and the Hume Highway and associated intersections and interchanges. As a result the RMS supports the development of the east west road link within the study area to aid in the distribution of the resultant traffic intending to cross the Hume Highway, however, RMS currently questions the desirability of that alignment recommended by the East West Connector Road Review documentation in lieu of a preferred alignment that aligns in a north easterly direction when heading east.</p>	<p>RMS5</p> <p>Response as per RMS1.</p> <p>All Route Alignment Options were subject to a multi-criteria analysis that included an evaluation against environmental impacts, constructability and geometric design, safety of existing road users, traffic efficiency and socio-economic factors.</p> <p>Consequently, a preferred East West Connector Road has been proposed from a number of Route Alignment Options that were considered.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
34.	<p>NAME & ADDRESS Helen Wilson Local Land Services – Murray</p> <p>421 Swift Street ALBURY</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 6 May 2014</p>	<p>LLS1</p> <p><u>Appreciate community consultation</u></p> <p>Thank you for the opportunity to provide feedback on the draft east-west connector road review proposed for Thurgoona Wirlinga’s future urban expansion. Murray Local Land Services (Murray LLS) supports Council’s collaborative approach to planning that involves the wider community working together to balance social, economic and environmental outcomes.</p>	<p>LLS1</p> <p>Noted.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>LLS2</p> <p><u>Legislative Responsibility</u></p> <p>Murray LLS is responsible for administering the <i>Native Vegetation Act 2003</i> (NVA). It is likely that any clearing works carried out for the future east-west connector road will be done in accordance with an approval under the <i>Environmental Planning & Assessment Act 1979</i>. Accordingly, any consequences and mitigation of native vegetation removal within a Statement of Environmental Effects or an Environmental Impact Assessment will override the requirement to seek approval under the NVA.</p> <p>Consequently, the Murray LLS will not formally be required to provide an approval for vegetation clearing in this instance.</p>	<p>LLS2</p> <p>Noted.</p> <p>Although the requirements of the <i>Native Vegetation Act 2003</i> would not apply where an approval is required under the <i>Environmental Planning & Assessment Act 1979</i>, should Council resolve to proceed with an East West Connector Road, AlburyCity acknowledges that detailed design of any alignment option will be subject to further more detailed environmental assessment including an Assessment of Significance (7 Part Test) similar to other recent developments where environmental zoned land has been traversed by infrastructure provisions to facilitate development.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>LLS3</p> <p><u>Environmental Concerns</u></p> <p>All proposed routes run through significant and threatened native species communities including White box – Yellow box – Blakely's red gum and Inland grey box woodlands which are Endangered Ecological Communities (EEC). The area has been identified by the community as a valued asset and is included in the NSW Murray Biodiversity Management Plan (2012) as a priority management area for iconic and threatened species including the squirrel glider, threatened woodland birds including the regent honey eater, swift parrot, speckled warbler and the Sloane's Froglet.</p> <p>Establishment of routes 3, 4, 5, and 6 will require the clearing of native vegetation that will cause significant loss in native vegetation extent, connectivity and condition, impacting on habitat values for threatened fauna species. The preferred route 6 appears to have the greatest requirement for clearing and therefore is likely to have the greatest impact on native vegetation and habitat values.</p>	<p>LLS3</p> <p>Noted.</p> <p>Response as per Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Murray LLS has significant concerns regarding the preferred option of route 6. Purely from the objective of limiting the impact on the environment, Murray LLS would rather see development of a connector route that avoids or minimises clearing vegetation in sensitive environments. It is understood, however, that selection of a preferred option needs to balance many factors.</p>	
		<p>LLS4</p> <p><u>Other options to be considered</u></p> <p>A route alignment option just south of route option 5 is considered worthwhile of further exploration due to the following points:</p> <ul style="list-style-type: none"> • Minimise clearing of EEC community, • Creates a decision point entering Elizabeth Mitchell Drive, allowing traffic to filter to one of four separate routes to eastern and central Albury, • Traverses areas not earmarked for urban development (cemetery and flight path), • Reduces the grade of the road and in turn construction costs, will not lengthen the route or travel times in either direction 	<p>LLS4</p> <p>Noted.</p> <p>Response as per Submission 1 and Issue AWC2.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>LLS5</p> <p><u>Environmental impacts warrant further investigations</u></p> <p>Murray LLS has significant concerns regarding the selection of route 6 as the best option for the proposed East-West connector road due to the impacts on native vegetation extent, connectivity and condition and subsequent impacts on habitat and social amenity values. Murray LLS recommends that further consideration be given to the study area boundary and other options be explored that may not have as major an impact on existing remnant native vegetation extent, condition and connectivity.</p>	<p>LLS5</p> <p>Noted.</p> <p>Response as per Submission 9 and Issue BOC1-1 and Submission 10 and Issue BOC2-1.</p>
		<p>LLS6</p> <p>Noting existing and future limitations to traffic movement from eastern to central Albury:</p> <ul style="list-style-type: none"> • In the absence of RMS upgrades to Riverina Highway, Corrys Road and Thurgoona Drive the premise that the Connector road will alleviate future traffic concerns is questioned on the basis that movement will still be restricted at these three entry points, 	<p>LLS6</p> <p>Noted.</p> <p>Response as per Submission 13 and Issue PT1.</p> <p>It is recommended that a larger Interchange Strategy, being joint investigations between AlburyCity and RMS, to determine future traffic demands and network requirements to inform any upgrades/augmentation to the road network, particularly overpasses and interchanges with the Hume Highway.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<ul style="list-style-type: none"> • The CBD is not planned to be moved from the current location, thus traffic movements in and out of the CBD are not likely to be benefited by the Connector Road, • Route option 6 aims to direct traffic to the Corrys Road on-ramp and overpass. This traffic will enter Albury central by exiting at the Riverina Highway off-ramp, overpass and points closer to central Albury. The restricted traffic flow is only being shifted from one point to another. • Spikes in traffic congestion are of short duration currently, only set to increase as a Connector Road feeds traffic to these points quicker, • Upgrade of traffic flow patterns (longer duration east west flows) at the Riverina Highway overpass would possibly achieve swifter eastern traffic access to the CBD. This has shown to improve flows out of the CBD, where two lanes are now provided for traffic from Young Street on to the Riverina Highway. 	

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
35.	<p>NAME & ADDRESS</p> <p>Ian Davidson Regeneration Solutions</p> <p>No postal address provided</p> <p>PROPERTY AFFECTED:</p> <p>General</p> <p>DATE</p> <p>9 May 2014</p>	<p>ID1</p> <p><u>Environmental concerns</u></p> <p>Concerned about the various route options for the east-west connector road. As the principal author of the Thurgoona Threatened Species Conservation Strategy (TTSCS), I am aware of the environmental values of the area likely to be impacted by the road</p> <p>The key environmental feature of the Albury Environmental Lands (AEL) is the consolidated area known as Blocks 4A and 4B in Precinct F of the TTSCS. This area known locally as St John's Hill is the largest block of habitat in Thurgoona and is home to many species of wildlife, including threatened species and several patches of the nationally-listed Endangered Box-Gum Woodland Endangered Ecological Community (EEC).</p> <p>Ecologically threatening processes likely to occur from the road include edge effects; fragmentation, habitat simplification and isolation need to be addressed in the planning and design phase.</p>	<p>ID1</p> <p>Noted.</p> <p>Response as per Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>ID2</p> <p>The environmental impacts of all route options need to be considered in the context of the direct effect on listed threatened species and communities but also the integrity of the TTSCS.</p> <p>Cursory consideration of the proposed routes indicates that Route 5 appears to be the least likely to damage environmental values, but requires further scrutiny and field assessment. Irrespective of which of these routes are selected there will be impacts upon the integrity of the AEL estate and the aims of the TTSCS and careful consideration will need to be given to how these impacts are best mitigated.</p>	<p>ID2</p> <p>Noted.</p> <p>Response as per Submission 9 and Issue BOC1-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
36.	<p>NAME & ADDRESS Grant Marsden Manager South West Trade & Investment Crown Lands Division Corner Johnston and Tarcutta Street WAGGA WAGGA</p> <p>PROPERTY AFFECTED: General</p> <p>DATE 9 May 2014</p>	<p>TTCL1</p> <p><u>Environmental impacts</u></p> <p>The proposed location of the East West Connector road on the Albury Environmental Lands would impact the environmental (biodiversity) values in three (3) key areas:</p> <ul style="list-style-type: none"> • Interruption of wildlife links • Fragmentation of habitat • Loss of habitat on road alignment <p>Our comments below (Issues TTCL2-6) will address the principles of each of these and the impact of each route on these key areas.</p>	<p>TTCL1</p> <p>Noted.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TTCL2</p> <p><u>Interruption of wildlife links</u></p> <p>Wildlife linkages are vital to ensure the safe movement of fauna between habitat areas, extending feeding and breeding capabilities. They further enhance opportunities for genetic diversity within a particular species, which improves the chances of survival of the species.</p> <p>Linkages are similarly important for native flora to expand enhancing preservation of the species themselves whilst also providing habitat and food sources for fauna.</p> <p>All of the routes have significant impacts on the north – south wildlife link (being the Albury Environmental Lands, also known as the Crown Land Reserve) (AEL) and to a lesser extent on the east – west link.</p> <p>Route 5, while still intersecting the link, would do so at a flatter cross-fall thus minimising the width of the interruption. The impact of such a disruption on the movement of squirrel gliders and some birds would be partially mitigated, however the effects on small woodland birds, ground dwelling fauna (particularly reptiles) and flora dispersion would be significant.</p>	<p>TTCL2</p> <p>Response as per Submission 9 and Issue BOC1-1 and Submission 10 and Issue BOC2-1.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>As discussed at earlier agencies' briefings, the inclusion of a land bridge over the East West Connector Road could be a mitigating measure. Such a land bridge would be more feasible for the routes higher up the hill where a cutting is envisaged.</p>	
		<p>TTCL3</p> <p><u>Habitat fragmentation</u></p> <p>Wildlife habitats have a critical size below which their viability becomes significantly compromised. This size varies for different flora and fauna species.</p> <p>In the overall context of Thurgoona, the AEL (Crown Lands Reserve) is one of largest areas of wildlife habitat, strategically located between other large areas such as the Equestrian Centre, Gilgai at Airport North, Eight Mile Creek and Bells Reserve. It is particularly significant as habitat for Squirrel Gliders as well many bird species. It is in this area that the critically endangered Regent Honey Eater was identified.</p> <p>Apart from its size, the habitat value of the land is enhanced by its relative width (east – west) to its length (north - south) which minimises edge effects. Edge effects are the perimeters of a habitat which are transition or buffer zones offering protection to</p>	<p>TTCL3</p> <p>Significant adverse impacts on core habitat attributed to East West Connector Road traversing the Crown Lands Reserve and thereby resulting in increasing exposure to edge effects is not disputed.</p> <p>Response as per Submission 9 and Issue BOC1-1 and Submission 10 and Issue BOC2-1.</p> <p>A preference for Route Alignment Option 5 on the basis that it will have a comparatively lesser impact on the Crown Lands Reserve is acknowledged.</p> <p>All Route Alignment Options were subject to a multi-criteria analysis that included an evaluation against environmental impacts, constructability and geometric design, safety of existing road users, traffic efficiency and socio-economic factors.</p> <p>The outcome of this analysis has been the ranking and selection of Route Alignment Option 6 (being a hybrid of Route Alignment</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>species in the core of the habitat. If the perimeter zone is extensive the core becomes too small to be sustainable for some species.</p> <p>All Routes except Route 5 would have serious impacts on the area by fragmenting the habitat and increasing the edge effects. For some species, the divided habitat could become too small to be sustainable as suitable habitat.</p> <p>NSW Trade & Investment, Crown Lands would expect Council to undertake appropriate investigations to establish that habitat fragmentation will not be detrimental.</p> <p>Because of its lower impact on habitat fragmentation, NSW Trade & Investment, Crown Lands would consider Route 5 to be a preferable option.</p>	<p>Options 4 and 5) as the preferred route alignment option.</p> <p>Those investigations undertaken to date have been strictly for route alignment option ranking and selection purposes. It is anticipated that should Council resolve to proceed with the East West Connector Road that specific issues relating to impacts including interruption to wildlife linkages, habitat fragmentation and loss of habitat will be deferred to the detailed design stage for appropriate consideration and mitigation.</p> <p>These impacts are significant. Whilst the East West Connector Road Review defers further detailed environmental investigations and resultant mitigation measures to the road design process, those submissions received and issues raised that convey significant environmental concerns make it increasingly difficult to progress the East West Connector Road in the absence of further investigation.</p> <p>Notwithstanding a preferred route alignment option has been identified for exhibition purposes, detailed consideration of submissions received and issues raised may warrant further variation and/or a decision not to proceed with the East West Connector Road.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TTCL4</p> <p><u>Loss of habitat on road alignment</u></p> <p>The Crown Lands Division is concerned about the loss of the vegetation itself on whichever road alignment that is ultimately selected. In this regard we consider your consultant’s approach resulting in all Options having the same Environmental Impact score (-17.5) to be inadequate and failing to consider the differing environmental characteristics along each route.</p> <p>In support, we draw your particular attention to:</p> <ul style="list-style-type: none"> • Route 3, 4 and 6 on the western side of the former St Johns Road pass through a very significant stand of mature box trees. <p>These trees are sufficiently mature to contain nesting hollows essential habitat for many birds and animals, in particular for Squirrel gliders.</p> <ul style="list-style-type: none"> • Routes 1, 2 and 6 on the western side of the former St Johns Road may impact significant roadside vegetation along Corry’s Road depending on final location of the road. 	<p>TTCL4</p> <p>Noted.</p> <p>In relation to concerns about the loss of habitat and inadequate consideration to differentiation of habitat that exists across the Crown Lands Reserve within those investigations undertaken to assist in the ranking and selection of Route Alignment Options a response is provided as per Submission 9 and Issue BOC1-1.</p> <p>In relation to a preference for Route Alignment Option 5 on the basis that it will have a comparatively lesser impact on the Crown Lands Reserve a response is provided as per TTCL3.</p>

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>Whilst some of these trees are not yet mature, they are well advanced in their progression to the forming of hollows.</p> <ul style="list-style-type: none">• Route 3, 4 and 6 on the eastern side of the former St Johns Road pass through an area of Albury Wodonga Development Corporation forward tree planting with some scattered mature remnant trees. The area also contains areas of well established understory shrubs and ground covers. <p>Consequently, Route 5 is considered a preferable option because of the reduced extent of vegetation which would need to be removed. An amended Option 5 would again result in less vegetation being removed.</p>	

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>TTCL5</p> <p><u>Western end of Route 5</u></p> <p>Reference has been made to potential adverse environmental impacts of Route 5 near its connection with Elizabeth Mitchell Drive.</p> <p>This land and the area to the south towards Riverina Highway has been identified as possibly environmentally significant land because:</p> <ul style="list-style-type: none"> • The land may contain Seasonal Herbaceous Wetlands (Freshwater) of the Temperate Lowland Plains which have been listed as Threatened Ecological Communities under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). Finalisation of investigations of the site's significance in this regard is awaited. • The known presence of Sloane's Froglet, which has been listed as vulnerable in NSW under the Threatened Species Conservation Act. <p>The impacts on Route 5 on either of the above are considered of</p>	<p>TTCL5</p> <p>Noted.</p> <p>Preliminary advice in relation to significance (or lack thereof) of potential Gilgai and Sloane's Froglet habitat depicts Route Alignment Option 5 in a more favourable light when compared against other Route Alignment Options where environmental impacts (inclusive of the removal of both remnant vegetation and forward tree plantings) are more notable.</p> <p>Should Council resolve to proceed with an East West Connector Road, the detailed design of any preferred alignment option would be subject to further more detailed environmental assessment including an Assessment of Significance (7 Part Test) similar to other recent developments including road construction and design.</p> <p>It is reiterated that whilst a preferred route alignment option has been identified for exhibition purposes, detailed consideration of submissions received and issues raised may warrant further variation and/or a decision not to proceed with the East West Connector Road.</p>

THURGOONA-WIRLINGA EAST-WEST CONNECTOR ROAD REVIEW –
SUMMARY OF WRITTEN SUBMISSIONS

No.	SUBMISSION DETAILS	ISSUES RAISED	COMMENT/RESPONSE
		<p>lesser environmental significance than the impacts of the other routes because:</p> <ul style="list-style-type: none"> • The area of impact in comparison with the overall site area is relatively small. • The movement of Sloane's Froglets across the road can be readily accommodated with appropriately designed drainage culverts and at minimal cost in relation to the overall project cost. 	
		<p>TTCL6</p> <p><u>Amended Route 5</u></p> <p>We are aware of a submission by Albury Wodonga Corporation proposing that Route 5 be moved to the southern side of the boundary between Lot 303 and Lot 304 DP1166158.</p> <p>We consider this amendment to have merit as its extension east of the former St Johns Road will have less impact on the environmental values of the Crown Land.</p> <p>In conclusion, whilst we would prefer that East West Connector Road be located to not impact any of the Crown Land, our preference would be amended Route 5.</p>	<p>TTCL6</p> <p>Noted.</p> <p>Response as per Submission 1 and Issue AWC2.</p>

