

Frequently Asked Questions



Transport
Roads & Maritime
Services

FOXGROUND AND BERRY BYPASS

Frequently Asked Questions (FAQs) on the project website updated August 2013

Transitional Part 3A Projects

Q. Is the Foxground to Berry bypass a 'Transitional Part 3A project'?

A. Yes. This project was formerly classified as a Part 3A project under the *Environmental Planning and Assessment Act 1979*. In 2011, the NSW Government repealed Part 3A from the Act, effectively abolishing projects allocated under Part 3A. However, some projects under this clause that were well advanced were allowed to continue planning and were classified as Transitional Part 3A projects; the Foxground to Berry bypass was one of these projects.

For more information on Transitional Part 3A projects, please visit the NSW Department of Planning and Infrastructure website: www.planning.nsw.gov.au

Community Consultation

Q. Will there be a Community Reference Group formed for the Foxground to Berry bypass?

A. At this stage it is not appropriate to continue with a Community Reference (or Review) Group for this project as a contract for the detailed design and construction has not been awarded. RMS has taken careful consideration of the opinions and feedback gathered from stakeholders, community groups and residents when preparing the concept design for the bypass. We have provided regular updates about the project via our newsletters, meetings and on our website. We have a community information line and a project office for prompt response for queries about the project. We understand the importance of transparency and integrity of information and decision making and are committed to these principles.

Once a detailed design and construction contract has been awarded, RMS will consider what community groups are needed in response to the conditions of approval for the detailed design, construction and operation of the project..

Q. Will there be an RMS appointed community advocate specifically for the Foxground to Berry bypass during the environmental assessment approval stage of the project?

A. During the planning of this project, there has been extensive engagement with the community including facilitation of community information sessions, workshops and meetings by RMS. As noted in the previous answer, we have ensured that community members have many ways in which they can make enquiries and give feedback about the project. Information related to the project is available online, over the phone and in person at the Berry project office. We can advise that should there be a need, we will re-visit the option of a Community Advocate, following commencement of the detailed design and construction.

Cost

Q. How much is the Foxground and Berry bypass costing?

A. The strategic cost estimate for the bypass is \$510 million (in 2012 dollars).

Property Acquisition

Q. When will RMS talk to me about purchasing my property?

A. Normally RMS would commence negotiations for property purchases following project approval and funding approval for the detailed design and construction. However, RMS is

prepared to commence negotiations with those property owners who prefer an early start to the acquisition process now. If you would like to know more information on property acquisition, please do not hesitate to contact us through the project information line or via the project email.

More detailed information on RMS' land acquisition process is contained in its publication "RMS land acquisition information guide, February 2012".

Design

Q. Why has RMS prepared a concept design that proposes closing Victoria Street?

A. In response to issues raised in submissions, RMS has reviewed the design and Victoria Street is to remain open. The two-way connection between Queen and Victoria streets and the southbound on-ramp south of Victoria Street have been adopted. A change has been made to the private property access south of Victoria Street which would be via an access road to a new underpass at Schofields Lane.

Q. What will the community working group design changes to the Kangaroo Valley Road interchange achieve?

A. The design changes would:

- Reduce noise and visual impacts on residences in the Huntingdale Park Estate and Kangaroo Valley Road.
- Preserve Mark Radium Park as a local park.
- Reduce the amount of property acquisitions on Kangaroo Valley Road.
- Provide pedestrian and cyclist connectivity from Kangaroo Valley Road to Mark Radium Park and Victoria, Queen and North streets.

For further information about the Kangaroo Valley Road interchange and Victoria Street precinct working group, go to Kangaroo Valley Road interchange and Victoria Street precinct page.

Q. Is the design of the Berry bridge finalised?

A. No. As with most road and bridge proposals, the design of the bridge is being carried out in two stages, the concept design which is now finalised will be followed by a detailed design for construction.

The Berry bridge concept design was revised in 2011 following community input surrounding the design options.

The bridge dimensions are:

- Around 600 metres long.
- Around 25 metres wide.
- Around 12 metres above the Broughton Mill Creek bank level to the bridge deck as it leaves the ridge.
- Around 6.5 metres above Woodhill Mountain Road to the bridge deck.
- Around 1.8 metres to the bridge deck at the southern abutment (for bridge maintenance, no pedestrian access proposed).

For further information about the Berry bridge and northern interchange, go to Berry bridge and northern interchange page.

Q. Is it possible for the Nungarry heavy vehicle rest area to be upgraded, rather than building a new heavy vehicle rest area at Austral Park Road?

A. Following community consultation and an internal review by RMS, the proposed heavy vehicle rest area at Austral Park Road in Broughton Village has been removed from the Foxground and Berry bypass project, and was not included in the environmental assessment and the approved concept design.

Pending design and a separate environmental assessment, RMS plans to upgrade the existing Nungarry heavy vehicle rest area so that it is compliant with RMS policy on heavy vehicle rest areas. If an upgrade of the Nungarry site is not feasible, RMS will need to identify an alternative site.

However, any alternative will not include the Austral Park Road proposal.

For further information about the Austral Park Road interchange and heavy vehicle rest area, go to [Austral Park Road interchange and heavy vehicle rest area page](#).

Q. What are the design changes to the North Street precinct resulting from the community review group and the community working group?

A. RMS has made several design changes for the North Street precinct as a result of community feedback, including the 2011 community review group and the 2012 North Street precinct working group. Changes include:

- Adjusting the highway alignment along North Street to move it further north to increase the buffer area between residents and the highway.
- Lowering the highway alignment to reduce the visual impact of the noise barrier to residents on North Street.
- Providing a vegetated earth mound type noise barrier to reduce the visual impact of the barrier.
- Diverting the upper section of Town Creek into Bundewallah Creek to facilitate lowering of the alignment along North Street. This also reduces flood impacts for Berry.

For further information about the North Street precinct, go to [North Street precinct page](#).

Q. What happened to the height marker poles on North Street?

A. The North Street precinct community working group agreed in May 2012 that the height markers on North Street should not be replaced. 3D animation videos are available to view on this website. In addition, a 3D animation model is available at

the Berry project office showing how the upgraded highway will look from various aspects of North Street and include the embankment and shadowing effects at various times of the day. The animations are interactive and show the residents of North Street the view of the upgraded highway from their property.

Noise

Q. What are the predicted future noise levels and how will RMS provide a means of comparing current highway noise with predicted future noise levels?

A. A detailed noise assessment has been done as part of the environmental assessment for the project. This assessment monitors current noise and compares the findings with the expected noise impact following the project's completion.