



Transport
Roads & Maritime
Services

BERRY BYPASS ALIGNMENT

Issues Report

January 2012

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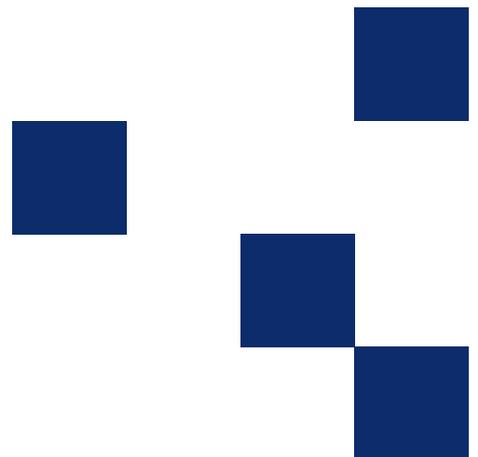


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1. Introduction

The proposed Foxground and Berry bypass would provide a four lane highway with median separation for approximately 11.6 kilometres on the Princes Highway between Toolijooa Road and Schofields Lane. It would include a bypass of Berry with on and off-ramps at the north and south of the town.

The *Preferred Options Report (October 2008)* described the Berry bridge as “a relatively long low-level structure” with its height “largely dictated by the clearance required over Woodhill Mountain Road”. The report described the future alignment near North Street as having “minor visual impact”.

The preferred route for the Foxground and Berry bypass was announced in 2009. Following the announcement of the route and over the ensuing 18 months RMS (Roads and Maritime Services) developed a concept design for the route.

Local residents communicated with RMS their strong view that the concept design did not, in fact, meet the objectives outlined in the *Preferred Options Report (October 2008)*.

In August 2011, local MP Gareth Ward announced a review of the Berry bypass project in the area immediately north of Berry township noting that not enough had been done to maintain noise and visual amenity close to Berry. It was noted that the review was however not a route selection process and that the preferred route to the north of town was finalised in 2009.

RMS committed to a process to re-examine the concept design in this area with the community and invited interested members of the community to be part of a community review group. RMS agreed to work through options in more detail with the community, with a focus on improving the aesthetics and form of the Berry bridge and aiming to keep the overall alignment as low as possible to minimise environmental and community impacts.

The community review process was successful in revising the alignment and design of the Berry bypass.

2. Community review process

RMS commenced a process of consultation with the community to re-examine the Berry bypass route to the north of Berry. The process is outlined below in Figure 1.

Develop New Design Options



Figure 1 Community consultation process

RMS invited interested members of the community to be part of a new Berry bypass community review group. The community review group included approximately 20 representatives from community and stakeholder groups such as:

- Better Options for Berry.
- Berry Chamber of Commerce.
- North Street Corridor Amenity Group.
- Representative of the local member Gareth Ward.
- Landowners in the study area identified at the start of the review process.
- Shoalhaven City Council.
- South Coast Dairy.

RMS agreed to work with the group to:

- Re-examine the preferred concept design in this area, with a focus on improving aesthetics and form of the Berry bridge.
- Keep the bridge alignment as low as possible to minimise environmental and community impacts.
- Identify appropriate urban design solutions for the space between the bypass alignment and North Street.

Between August and November seven community review group meetings were held to examine the design and consider how to improve it. The process included inputs from technical studies, independent experts and community written submissions. Updates documenting the meeting proceedings were published to inform the wider community. The review process also included two separate one-day workshops to carry out a detailed review of the Berry bridge and north interchange alignment and design. Detailed information about the community review group the collaborative process undertaken to revise the alignment can be found in the *Community Review Group Option Review, December 2011* on the project website www.rms.nsw.gov.au/fbb.

The community review process was a key component of informing the revised alignment and design for the Berry bypass. The proposed alignment has resulted in the following visual and noise improvements:

- The bridge has been moved approximately 95 metres further away from Berry as it crosses Woodhill Mountain Road.
- The bridge has been lowered by up to 6.4 metres.
- Along North Street the bypass has been moved further north, using the original road reserve as a 40 metre buffer along North Street between Alexandra and Edward Streets.
- Along North Street the bypass has been lowered by up to two metres between Alexandra and George Streets, reducing the visual impacts of the noise wall.
- At the southern interchange to Berry the northbound off-ramp has been re-aligned to avoid Huntingdale Park Road and the junction of Huntingdale Park Road with Kangaroo Valley Road has been relocated to the west of its current position.

During a two week public display period, from 1 December 2011 to 14 December 2011, the community was invited to provide feedback on the revised Berry bypass option.

3. Berry bypass issues report

This *Berry bypass alignment issues report* provides a summary of the issues raised during the public display of the revised bypass alignment. Issues were raised by the community in written submissions and during meetings with project team members. A total of 153 written submissions were received and the issues raised will be considered during preparation of the environmental assessment.

While this report does not respond in detail to each issue raised, it does include information on how certain issues will be addressed during the preparation of the environmental assessment.

This report describes the ideas and issues raised in the 153 written submissions as well as verbal submissions received by project team members during the public display period.

4. Communication and consultation activities

The consultation activities undertaken from 11 August to 14 December 2011 aimed to provide information about the Berry bypass option review process and subsequent public display period for the revised alignment.

The objectives of the communication and consultation activities were to:

- Advise the community that RMS was committed to a process to re-examine the Berry bypass route to the north of Berry in collaboration with the local community.
- Work with local community to identify and address the issues of a bypass in the study area.
- Work collaboratively with the community to examine the design and consider how to improve it.
- Engage the local community and stakeholders in the process and discuss next steps in developing a revised alignment.
- Offer the community and stakeholders an opportunity to provide feedback, ask questions and identify areas of concern with respect to the Berry bypass.

A summary of the activities undertaken during the consultation period is provided in Sections 4.1 and 4.2.

4.1 Informing the community of the review process

- Community review group meeting statements published on the project website:
 - Meeting statement one - 25 August 2011
 - Meeting statement two - 9 September 2011
 - Meeting statement three - 22 September 2011
 - Meeting statement four - 13 October 2011
 - Meeting statement five - 27 October 2011
 - Meeting statement six - 17 November 2011
 - Meeting statement seven - 1 December 2011
- Newspaper advertisement of community review group meeting statements published in the *South Coast Register*:
 - 31 August 2011
 - 14 September 2011
 - 28 September 2011
 - 19 October 2011
 - 2 November 2011
 - 23 November 2011
 - 7 December 2011
- Newspaper advertisement of community review group meeting statements published in the *Berry Town Crier*:
 - October 2011 edition
 - November 2011 edition.

- Distribution of approximately 3500 'letters to the householder' on 11 September 2011 to inform Berry residents of the Berry bypass option review and process.
- Distribution of approximately 200 'letters to the householder' on 8 November 2011 to residents of the North Street precinct regarding urban design
- The Berry project office was open every Friday from 10am to 5pm and staffed by members of the project team.
- The 1800 project information line was manned Monday through Friday from 8.30am to 5pm.
- Incoming emails were received via the dedicated project email address.
- Project update emails were sent to approximately 400 stakeholders registered on the project database.
- The project website was updated regularly with the bypass review updates.

4.2 Announcement of community meeting and public display of revised alignment

- Publication and distribution of 3500 community updates on 1 December 2011 announcing details of the community meeting and the revised Berry bypass alignment.
- Distribution of 80 'letters to the householder' on 1 December 2011 to residents of Huntingdale Park Road and Kangaroo Valley Road regarding the proposed changes to Huntingdale Park Road.
- Telephone calls on 30 November 2011 to 17 residents of Huntingdale Park Road and Kangaroo Valley Road to advise of alignment announcement and offer a meeting with the project team.
- Public display of the revised alignment at the Berry project office from 1 December to 14 December 2011 at the following times:
 - 10am to 5pm Monday to Friday (extended to 8pm on 7 December)
 - 10am to 2pm Saturdays.
- Newspaper ads announcing the community meeting was placed in the *South Coast Register*, *Nowra News* and the December issue of *Berry Town Crier*.
- Radio advertising on I98FM, 96.5FM, 2STAM and FM between 1 December and 7 December 2011.

- Electronic message signs were placed at the northern and southern ends of Berry to advertise the date, time and location of the community meeting.
- Community meeting opened by Local MP Gareth Ward on 6 December 2011 at the Berry School of Arts from 6.30pm to 8.30pm.
- Incoming emails were received via the dedicated project email address.
- Project update emails were sent to approximately 400 stakeholders registered on the project database.
- The project website was updated to include details of the revised alignment, community meeting and public display period.

5. Community and stakeholder issues

Submissions received

153 written submissions were received comprising 14 feedback forms, 22 emails and 117 letters (including 105 individually signed form letters) between 1 December and 14 December 2011.

Staff at the project office listened to various community members during the display period and these issues have also been considered in preparing this report.

Most submissions received contained comments about more than one issue.

Issue categories were developed based on previous project consultation and in relation to the most recent changes to the proposal. Each issue category was supported by a series of sub issues to ensure thorough analysis of submissions.

The key issues categories and statistics for each are provided in Table 5.1 below.

Table 5.1: Key issues categories

Issue category	Section where addressed	No. times issue was raised	% of total issues raised
Kangaroo Valley Road interchange	5.1	55	31
North Street alignment	5.2	49	27.5
Victoria Street	5.3	37	21
Consultation process	5.4	14	8
Diversion of Town Creek	5.5	9	5
Berry bridge	5.6	7	4
Northern interchange	5.7	6	3
Construction timing	5.8	1	0.5

5.1 Kangaroo Valley Road interchange

Issues raised include:

- The direct impact on two property owners of moving the entrance to Huntingdale Park Road.
- Potential visual impacts, including headlight glare, and noise impacts on residents now adjacent to the realigned Huntingdale Park Road entrance.
- Concerns regarding future traffic volumes on Kangaroo Valley Road as a result of the future development of Huntingdale Park.
- Possible loss of connectivity between Kangaroo Valley Road and North Street and the impact on both cyclists and pedestrians who currently use this route.
- Concerns regarding Kangaroo Valley Road being the sole access point into Berry from areas north-west of the alignment, limiting access in the event of an incident on the proposed Kangaroo Valley Road bridge over the highway.
- Potential severance of pedestrian access between Kangaroo Valley Road and Berry (shops, parks, sporting fields, showground, primary school and pre school) via North Street as a result of the bypass alignment.
- Concerns regarding the safety of pedestrians and cyclists from Huntingdale Park Road / Kangaroo Valley Road crossing over the highway via Kangaroo Valley Road bridge into Berry.
- Reconsidering the need for two roundabouts on Kangaroo Valley Road interchange.
- Provision of a third roundabout, this one at the junction of the revised junction of Kangaroo Valley and Huntingdale Park Roads.

Community suggestions to improve the Kangaroo Valley Road interchange include:

- Continue the northbound off-ramp beneath the Kangaroo Valley Road bridge and then connect to Kangaroo Valley Road
- Relocate the Kangaroo Valley Road interchange, off-ramps and on-ramps to the south of Berry.
- Move the start of the southbound off-ramp as far as practical south of the corner of North Street and George Street to further ameliorate the noise and visual impact on North Street residents.

- Alternative traffic management measures e.g. traffic lights or traditional junctions to be included as part of Kangaroo Valley Road interchange rather than the two roundabouts shown.
- Traffic calming measures will be required at the Kangaroo Valley Road interchange.
- Provide access to Huntingdale Park Road via Ford Street.
- Move the entrance to Huntingdale Park Road and the proposed roundabout further south to reduce the impact (noise and headlight glare) on residents of Kangaroo Valley Road.
- Provide a permanent alternative vehicle access from Kangaroo Valley Road into Berry.
- Provide a second on-ramp to the highway near Rawlings Lane in conjunction with an overpass above the highway connecting to North Street, both controlled by boom gates which are only opened to traffic in an emergency.
- Two way pedestrian and cycle access to be provided across the Kangaroo Valley interchange bridge.
- Construct pedestrian and cycle access to connect Kangaroo Valley Road to North Street.
- Construct a dedicated interchange to service Huntingdale Park Estate via Schofields Lane.
- RMS should consider a tear-drop or oval style interchange at Kangaroo Valley Road, similar to the Leura interchange on the Great Western Highway or the Keystone Parkway Project in Carmel, Indiana.
- The Kangaroo Valley Road bridge should be sympathetic to the heritage values of Berry.

How RMS will address these issues

The impacts of the updated bypass design will be considered in the environmental assessment, which will be exhibited for public comment during 2012. The environmental assessment will include detailed traffic, safety, noise, visual, property and connectivity impacts and performance of the whole proposal, including the proposed Kangaroo Valley Road interchange.

In relation to connectivity, RMS will also consult residents, community and stakeholders to develop a plan for providing safer pedestrian access and cycle links over the proposed highway to connect the east and west sides of town. This will

involve consulting the community on ways to make the Kangaroo Valley Road interchange and bridge pedestrian and cyclist friendly.

RMS will investigate ways of reducing the risk of major incidents closing the Kangaroo Valley bridge by modifying the design of the bridge to provide for controlled access in the event of an incident affecting the bridge. This could be achieved by providing a wider bridge with shoulders that could carry traffic around obstructions if required.

RMS will examine ways to minimise the impact of the realigned Huntingdale Park Road junction on adjacent properties.

RMS will develop an incident response plan in consultation with NSW Police, other emergency service providers and Shoalhaven City Council, to guide the management of and response to major incidents.

5.2 North Street alignment

Issues raised include:

Noise and visual amenity:

- Concerns the 40 metre buffer between North Street and the edge of the noise wall is inadequate.
- Concerns the alignment is too close to the church on North Street.
- Potential noise impacts on the residents of North Street resulting from traffic travelling at 100kph.
- Request for information regarding proposed noise mitigation on the north side of the bypass.
- Comment that the close proximity of the alignment to North Street will result in increased traffic, exhaust fumes and diesel gases which will impact North Street residents.
- Objection to North Street being open to traffic from either George Street or Kangaroo Valley Road and request that it be terminated in a cul-de-sac.
- Statement that there will be a loss of visual amenity and views to the escarpment in the area adjacent to the proposed noise wall.
- Concern about the location of off-ramp signage and street lighting and associated potential visual and light spill impacts on residents.

Farmers/co-op

- Request for RMS to produce documented evidence to substantiate the suitability or unsuitability of farming land considered for a land swap with the dairy farm.
- Concern the RMS has put a lot of weight on the future plans of the dairy farm and the co-op when no documented evidence has been presented by RMS which supports the proposed plans.

Flooding

- Request for information regarding the potential flooding impacts along North Street and impacts of run-off from the highway.
- Concerns about potential impacts on ground water levels to the south of the bypass, from lowering the bypass along North Street.

Residual land

- Enquiries regarding the future use of the RMS owned residual land along North Street and future maintenance of this land.
- Request for the residual strip between North Street and the bypass to be left as public space, planted to screen the noise wall.
- Concern the original North Street road reserve was proposed in the 1960's and is not relevant to today's traffic volume or township growth.
- RMS should consider relocating the RMS owned building at 79 North Street.

Design

- Statement that the proposed Berry bypass is too large for the current township.
- The highway will cut Berry in half. The growth area of the town is to the west and the upgrade will isolate this part of town from the established township.

Community suggestions made to improve the North Street alignment include:

- There should be more investigations into further lowering the vertical alignment of the highway adjacent to North Street between Alexandra and Edward Streets.
- A design workshop similar to that used on the Berry bridge should be adopted to review further lowering of the vertical alignment of the highway adjacent to North Street between Alexandra and Edward Streets.

- Regarding the proposed embankment or Ha Ha” wall (a vanishing slope effect) adjacent to North Street, noise mitigation should be achieved through the sole use of an earth mound rather than combined mound and wall. This should be planted with low level endemic native vegetation.
- A detailed design and construction methodology was received for the noise wall/retaining structure adjacent to the road.
- Adjust the alignment further north or completely relocate it to the south of Berry along the railway line.
- Consider alternative designs for the alignment along North Street e.g. tunnel.
- Early planting of vegetation and trees along the highway boundary adjacent to North Street so vegetation is well established when the upgrade occurs.
- Pedestrian access and cycle ways along North Street must be include in the design.
- Walking / cycle link to be maintained from the western end of North Street to the Mark Radium Park area (or southern side of the highway).
- Signage for Berry to include Shoalhaven Heads and Kangaroo Valley to capture tourist traffic.
- Provision for bus access and parking within Berry. Provide a bus parking area in Berry possibly on North Street, or between Queen Street and Albert Street, which is easily accessible, near the public toilets with two to three bays in each direction.
- Construct the Berry bypass first, followed by the Gerringong to Berry sections.
- Construct the Berry bypass section of the project first.

How the RMS will address these issues

In early 2012 RMS will continue a community engagement process that commenced in late 2011. Community workshops will examine urban design proposals to minimise the noise and visual impacts of the proposed alignment.

RMS accepts the merit of many of the community suggestions listed above and will investigate them further during the ongoing process of the design.

Specifically RMS will:

- Investigate further lowering the vertical alignment of the highway adjacent to North Street between Alexandra and Edward Streets.
- Consult with the community regarding options for the design of the green buffer zone, including the proposed embankment or “Ha Ha” wall effect, the use and design of noise walls/retaining structures.
- Consult relevant stakeholders about future ownership and asset management of buffer zone.
- Consult residents and consider the possibility of early plantings where appropriate.
- Consult residents, community and stakeholders to develop a plan for providing pedestrian access and cycle links over the proposed highway connecting the east and west sides of town.
- Develop a signposting plan for the proposal which includes appropriate signage for tourism destinations such as Berry, Shoalhaven Heads and Kangaroo Valley.
- Consult with Shoalhaven City Council and Berry Chamber of Commerce regarding opportunities for improved tourist/commercial bus access and parking within Berry.

The environmental assessment will include a social impact assessment, a flooding and drainage assessment, an assessment of land use impacts (including agriculture) and an urban design (landscape character and visual amenity) assessment.

5.3 Victoria Street

Issues raised include:

Safety

- Concerns about traffic changes impacting on the safety of children at Berry Primary School, on pedestrians from the retirement village and pedestrians who use Victoria Street to access Berry town centre, the railway station, show / sports ground and public swimming pool.
- Concerns regarding safety along Victoria Street as there are no footpaths and pedestrians are forced to use the road edge.

- Potential safety issues related to entering the southbound on-ramp (two way movement) from Victoria Street due to traffic accelerating to join the highway from Queen Street. Vehicles turning right will have to cross in front of fast southbound traffic. Vehicles turning left will risk being 'rear ended' by accelerating traffic.

Traffic

- Belief that there will be increased traffic using Victoria Street to access the highway via the southbound on-ramp.
- Concerns that traffic travelling west accessing the southbound on-ramp along Victoria Street will be a potential hazard for school children accessing Berry primary school.
- The southbound on-ramp will be on flat ground as it passes the Victoria Street exit. Drivers entering here will not have the advantage of the downward slope from Kangaroo Valley Road and will require more vehicle acceleration adding to increased noise and fuel consumption.
- Belief a second on-ramp at the end of Victoria Street is superfluous considering the close proximity to Queen Street.
- The two-way movement from Victoria Street to Queen Street was a Council addition and was added with no consultation with residents and the community.

Noise and amenity

- Concerns about potential for increased noise impacts following the upgrade from traffic using Victoria Street to access the highway via the southbound on-ramp.
- Submissions that removing the two way access between Queen Street and Victoria Street will restrict access to Mark Radium Park an important stop for many travellers / visitors to Berry and connectivity the park should be maintained.
- Observation that a two way movement from Victoria Street to Queen Street requires a larger road footprint, further impacting on Mark Radium Park and the duck pond, and reducing the buffer between the highway and residents on Windsor Drive.
- Concerns regarding increased noise impacts during and post construction on residents of the Bupa aged care facility at the southern end of Berry.

Community suggestions made to improve the Victoria Street arrangement include:

- Victoria Street to be closed off as per one of the previously exhibited access options.
- Victoria Street to be limited to left turn only, making Queen Street one-way (southbound) from Kangaroo Valley Road.
- Victoria Street to retain proposed left turn and right turn movements, making Queen Street two-way between Kangaroo Valley Road and Victoria Street.
- Victoria Street to be closed off to general traffic, but retaining left turn out for buses only.
- Mirror the Huntingdale Park Road off-ramp by starting the southbound off-ramp from Kangaroo Valley Road instead of from Victoria Street.
- In conjunction with the above, amend the design to provide a separate dedicated access to the Bupa aged care facility.
- Provide a new entrance to Mark Radium Park off Queen Street.
- Access to Mark Radium Park should be from the roundabout at the end of Queen Street e.g. a new road coming down to the east of the arboretum directly off the roundabout rather than along the southbound on-ramp to Victoria Street.
- Vehicle speeds along Victoria Street should be constrained by appropriate traffic calming measures.
- Build a pedestrian / cycle bridge across the highway from the end of a closed Victoria Street across to Huntingdale Park in the location of the previous off-ramp.
- Provision should be made for sound barriers to protect residents in the Mark Radium Park area from sound emanating from the highway and the southbound off-ramp.

How the RMS will address these issues

RMS will:

- Consider the range of proposals listed above in relation to the junction of Victoria Street, through a consultative process with the community and Shoalhaven City Council.
- Work with residents, community and stakeholders to reduce the impacts of the proposal on Mark Radium Park and to investigate potential alternate access arrangements for the park.

- Undertake a full road safety audit of the design. There will also be further road safety audits conducted at key phases in the design process.
- A detailed traffic assessment of the impacts of the proposal, including the impact on Victoria Street.
- Consult residents, community and stakeholders to develop a plan for providing pedestrian access and cycle links over the proposed highway connecting the east and west sides of town.

5.4 Community consultation process

Issues raised include:

- Concerns that there was an unsatisfactory level of community consultation about Huntingdale Park Road prior to the announcement. RMS only contacted the owners of properties who would be physically impacted, and should have extended contact to include all property owners adjacent to the alignment.
- Concern that changes within the government and the allocation of funding will impact on the road design and construction e.g. lower quality sound proofing, bridge joints etc.
- Statement that representatives from Berry Public School, Shoalhaven City Council and the local MP should be included in ongoing consultation to ensure the best outcomes for the broader community.
- Support for a continuation of the community review group process.
- Statement that the computer generated images of the alignment along North Street are misleading in depicting the distance of the road from North Street.
- Concern that the consultation for the wider Foxground and Berry bypass project has been neglected while the review of the alignment north of Berry was undertaken.
- The community should be consulted on and involved with the long-term use of the buffer strip between North Street and the revised alignment.
- RMS needs to consult at greater length and more closely regarding the Kangaroo Valley Road interchange design and on design issues relating to Mark Radium Park.

How the RMS will address these issues

RMS is committed to continued engagement with the community throughout the project design, environmental assessment and ultimately during the construction of the project.

Specifically RMS will:

- Reconvene and refocus a community working group early in the new year to continue with refining the proposal.
- Improve the framework for community involvement in the process. Mechanisms to include ongoing consultation with a community review or working group.
- Conduct urban design workshops during the first quarter of 2012 about the North Berry precinct and the buffer zone, involving the community.
- Establish an RMS/Shoalhaven City Council/Kiama Municipal Council Berry bypass liaison group.
- Consult residents of Victoria Street and the Berry Public School community through the P & C, early in 2012.
- Existing project contact and consultation practices will continue to be used including maintenance of the Berry office openings on Fridays, maintenance of the project telephone, email and postal services.

5.5 Diversion of Town Creek

Issues raised include:

- Potential flooding impacts on other areas of Berry (northern end of town near the bowling club and around Woodhill Mountain Road) following the diversion of Town Creek into Bundewallah Creek.
- Potential ecological (flora and fauna) impacts.
- Potential loss of the green corridor through the Berry township

Suggestions to improve the proposal to divert Town Creek include:

- Maintain flow through Town Creek to an ecologically sustainable level.

How the RMS will address these issues

Next steps will be specialist studies into impacts on water quality, flooding and aquatic and terrestrial ecology, particularly in relation to both Town and Bundewallah Creeks.

This issue will then be documented as part of the environmental assessment.

5.6 Berry bridge

Issues raised include:

- An objection was received to the adjustment of the alignment over Woodhill Mountain Road which moves the bridge 95 metres further north due to the potential noise impact on residents along Bong Bong Road.
- Potential visual impact of the proposed Berry bridge over Woodhill Mountain Road and Broughton Mill Creek.
- Lack of noise mitigation on the bridge and potential noise impacts on residents at the north side of town from traffic travelling along the bridge.

Community suggestions in relation to the Berry bridge include:

- Optimising the design of the Berry bridge over Woodhill Mountain Road to minimise the number of expansion joints and utilise low noise pavement.
- Installing noise barriers along the bridge.
- RMS to consider opening up the design of the Berry bridge to a design competition.
- The proposed Berry bridge should be designed in a manner that is sympathetic to the town's heritage values.
- The proposed Berry bridge should not be designed with any heritage input as it would lead to an expensive and out of place result.

How RMS will address these issues

RMS will prepare a "reference design" which guides the detailed design and construction phases to ensure the bridge design improvements achieved through the community review group process can be realised in construction. This includes optimising the bridge design to minimise the number of expansion joints, and adopting a low noise bridge joint and road surface design.

RMS will involve the NSW Government Architect in the process of continuing the design of the Berry bridge. RMS will seek advice about options for incorporating heritage values into the bridge appearance and work with the community on this.

Noise modelling completed by RMS to date shows noise barriers would not be required on the Berry bridge to achieve the relevant noise goals.

RMS will prepare an assessment of the construction and operational noise impacts of the bridge as part of the environmental assessment, and this will confirm the need or otherwise for noise structures.

5.7 Northern interchange

Issues raised include:

- Request for second northbound off-ramp in case the southern interchange northbound exit is missed. Without a second off-ramp the first opportunity to turn around is at Tindalls Lane which is too far away.
- Request that land for the above off-ramp connecting the alignment to Woodhill Mountain Road be reserved now, for future provision.
- Concerns about the potential noise impacts from southbound trucks braking as they travel towards Tindalls Lane.

Community suggestions made to improve the northern interchange include:

- A northbound off-ramp at Woodhill Mountain Road should be considered.
- Reconnect Boundary Road with Tindalls Lane – the Tindalls Lane intersection could then act as the main intersection for this area rather than residents having to travel through Berry.

How RMS will address these issues

RMS will investigate traffic and transport issues including the likely future traffic demand for a second northbound off-ramp.

The design of the road will be optimised to reduce the need for heavy vehicles to use engine brakes. The RMS will also examine the construction and operational noise impacts.

These will be documented as part of the environmental assessment.

5.8 Construction timing

Community suggestions include:

- Request that the Berry bypass section of the Foxground and Berry bypass be constructed prior to other sections of the project.

How RMS will address these issues

The RMS proposes to undertake the Foxground and Berry bypass as one project, as both Foxground and Berry sections of the Princes Highway exhibit significant, if different, road safety issues and histories. RMS's current planning is to complete both the Berry and Foxground bypasses simultaneously to best manage road safety issues.

Other submissions

A submission was received about the Austral Park Road interchange location, requesting that the arrangement be reviewed. This submission will be considered during the environmental assessment.

A submission was received about the use of the Sandtrack during construction of the Gerringong upgrade, Foxground and Berry bypass and Berry to Bomaderry upgrade. The submission noted concerns regarding potential traffic switching to the Sandtrack route during construction periods. This will be considered during the environmental assessment.

A number of submissions were received in relation to the planning for the upgrade of the Princes Highway from south of Berry (Schofields Lane) to Bomaderry (Cambewarra Road). Planning for this project is less advanced than that of the Foxground and Berry bypass and these submissions are being addressed by the RMS project manager.

6. Next steps

RMS will address some of these issues through, continuing:

- studies in preparation of an environmental assessment of the concept design; and
- community discussions focussing on some of the community concerns that have been identified.

See Figure 6.1 below.

Some issues may require more time to be resolved and may require a community working group or similar to focus on these.

RMS will also continue to refine the concept design with investigations into the feasibility and effectiveness of suggestions by the community.

The environmental assessment will be displayed for public comment by the Department of Planning and Infrastructure during 2012. RMS will then prepare a response to the submissions received during the display period. Changes may be made to the concept design to respond to the submissions raised. The Minister for Planning and Infrastructure will determine whether or not to approve the project.

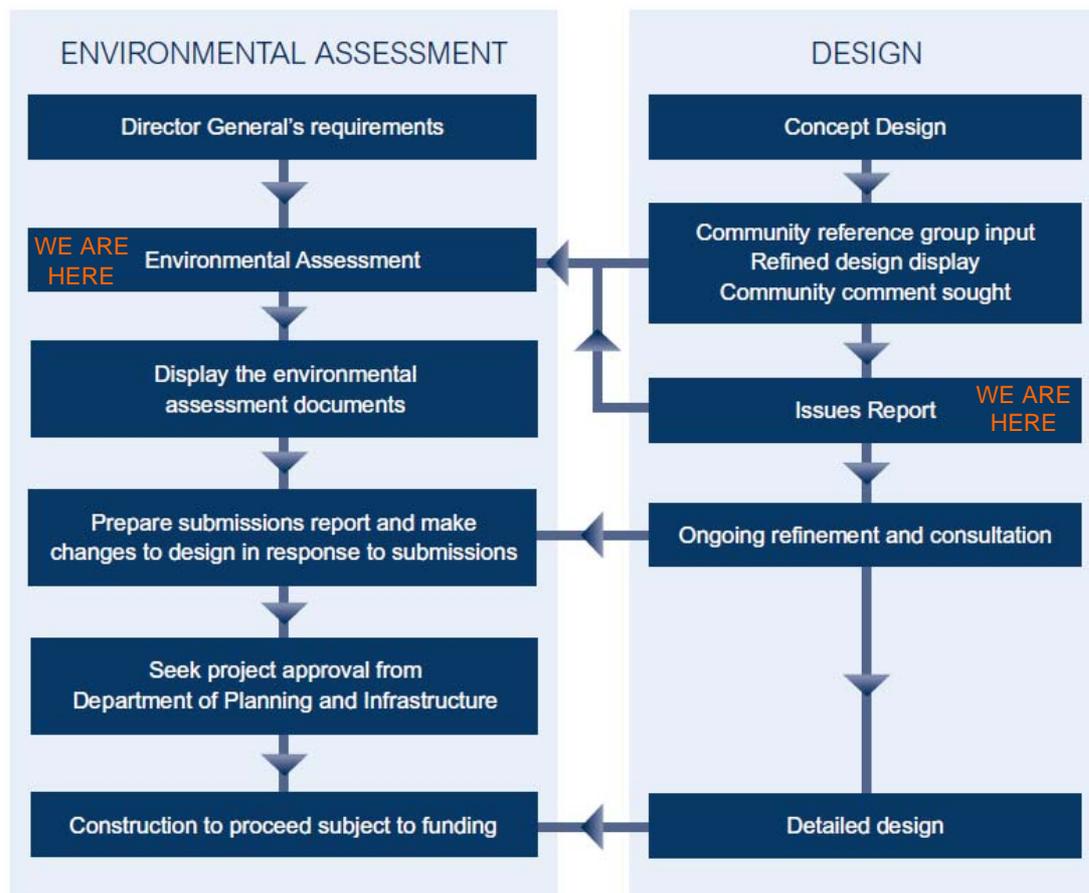


Figure 6.1: Environmental assessment and consultation process