

Berry bypass Community review group meeting update

The seventh community review group discussion was held on 30 November 2011.

Roads and Maritime Services (RMS) updated the group on work since the last meeting and the latest alignment considerations. This alignment and design is now to be taken to the wider community for comment starting on 1 December through to 14 December 2011.

The changes will reduce the noise and visual impacts for the town of Berry, by shifting the road north and lowering it at key locations.

The group was shown cross sections of the revised alignment and photomontages of what it will look like at several points along the alignment.

North Berry precinct

Along North Street the bypass has been moved 26 metre further north. This now provides a 40 metre buffer between the average property line (between Albany and Edward Streets) and the revised alignment.

The bypass has been progressively lowered from Alexandra Street towards George Street, where it is up to two metres lower than the original design. This lowering of the road reduces the visual and noise impacts, and will be most noticeable at the western end of North Street.

The group discussed the height of the noise walls along North Street - this has changed because the road way has been lowered and is now further away from North Street. The height of noise walls, measured from the surface of the road pavement, is now reduced from five metres to four metres.

The group discussed the design of the Town Creek diversion. This diversion allows the roadway to be lowered.

The group discussed the process to confirm the alignment for display. This was based on the need to get the widest buffer from North Street to the new road and to retain a sufficient amount of high land for the viability of the farm.

Improvements for Huntingdale Park Road residents

The group discussed revisions made by RMS to the Berry south interchange. These design changes have been made to improve the safety and amenity for Huntingdale Park Road residents. The main amendments are:

- The re-alignment of the northbound off-ramp to avoid Huntingdale Park Road.
- Relocation of the Huntingdale Park Road junction with Kangaroo Valley Road, west of its current position.

- Additional property impacts (discussions with affected property owners are underway).

Berry bridge

RMS updated the group on work since the last meeting. Drainage issues were discussed and RMS explained how drainage limitations had prevented the bridge from being lowered any further.

The new preferred alignment moves the Berry bridge further north than the previous alignment - approximately 95 metres further away from Berry as it crosses Woodhill Mountain Road.

The bridge is lowered by up to 6.4 metres than the previous alignment. The bridge will not need noise barriers, reducing the visual impact of the structure.

The group discussed the clearance requirements for Woodhill Mountain Road. The underside of the bridge structure must be at least 4.6 metres over Woodhill Mountain Road. The actual height of the bridge deck, fence, and underside was discussed.

The group discussed how design treatments could affect these dimensions, and the type of bridge constructed (planked or Super T).

The group talked about the cost of different bridge structures and the impact these could have on the aesthetics of the bridge. It was again discussed how the look of the bridge could perhaps reflect or “provide a nod to” the heritage of Berry. It was agreed these decisions are ongoing and should involve discussions with the community.

The revised alignment of the bridge utilises the gap in the poplar trees. A number of poplar trees would still need to be removed to allow construction of the bridge. Alternatively, trimming to reduce or avoid tree removal would be looked in to.

Process from here

RMS stated the Ballina Chamber of Commerce had their bypass open this week and advised they would be willing to come to Berry to share their knowledge, stories and learnings.

The question was asked whether this would be too early at this stage?

However it was agreed that any direct advice from communities in a similar position would be a good thing.

Further questions about funding and next steps were raised. The Member for Kiama, Gareth Ward noted that the substantial construction cost of this project was currently unfunded. More work is required - we are not there yet.

The revised preferred alignment was largely accepted by the group. The group requested that RMS provide clear comparison images of the original and latest designs to enable the community to see the improvements. RMS agreed.

The display of the revised alignment is from 1 December 2011. There is a two week period for the community to comment. During this time the Berry project office will be staffed to give community members the opportunity to discuss the new alignment.

A community meeting is being held in Berry on Tuesday 6 December 2011. Further details are on the project website. The group was concerned that residents be informed in as many ways as possible, including delivering information, doorknocking, electronic message signs, advertising, all aimed to let people know about the discussion.

The group agreed to discuss the future role of the group in January 2012. The facilitator will email everyone.

Meeting notes and the presentations are on the community review group documents page on RMS website www.rta.nsw.gov.au/fbb

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Placed by the RMS on behalf of the community review group

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