

- 6.30pm Housekeeping and introductions.
- 6.35pm Revised Berry bypass alignment.
- 6.40pm What do we want to focus on? known community issues.
- 6.45pm Issues focus
- » Known issues. New issues?
 - » Urban Design Background.
 - » Table Work on issues.
- Way forward & presentation of investigations.
- 8.20pm Way forward & next meeting for results of investigations.
- 8.30pm Meeting close. LCE

Attendees



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Roads & Maritime
Services

Facilitator – Lucy Cole Edelstein, Straight Talk.

Workshop leader – Adam Berry, RMS.

Urban Designers - David Appleby CM+

Road Safety & Road Design Review - Graeme Birch and John Poposki, RMS.

Project Communications – Carla Brookes, RMS.

Project Environmental Assessment – Julian Watson, RMS & Jon Williamson, AECOM.

Transport Planning and Traffic Modelling – Stuart Dalziel & David Bohm, AECOM.

Bridge Design – Ken O’Neill, Aurecon.

Meeting notes – Kerri Hale & Angela Malpass, AECOM.

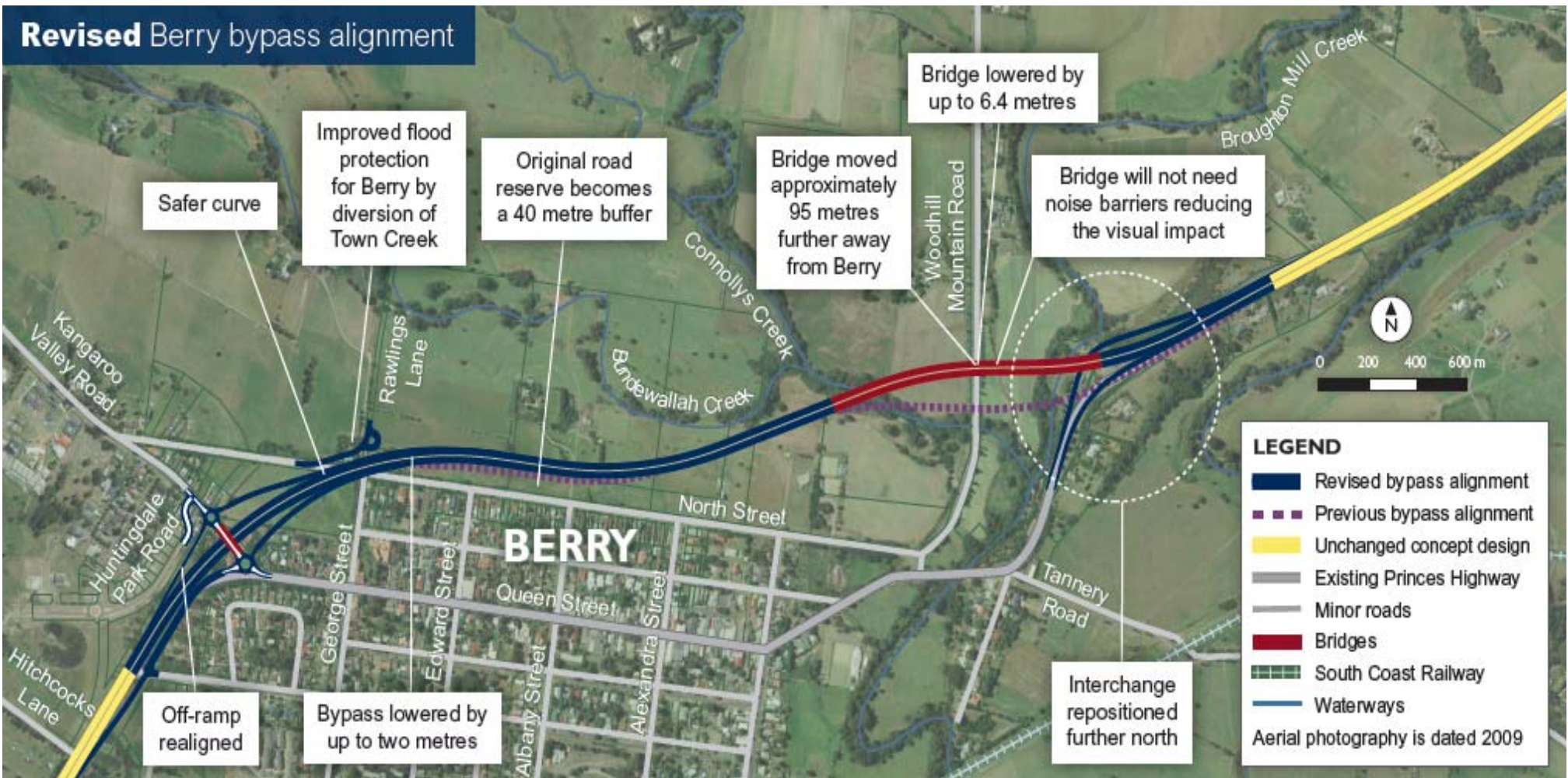
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Foxground Berry Bypass - Ron de Rooy, RMS Project Manager & Jon Williamson, AECOM Project Manager.

Revised Berry bypass Alignment



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Issues Report



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The impact of moving the entrance to Huntingdale Park Road.

Future traffic growth on Kangaroo Valley Road.

Loss of pedestrian/cyclist connectivity between Kangaroo Valley Road and Berry (severing of North Street)

Access across the highway to Kangaroo Valley Road if the bridge was closed due to an incident.

Safe use of the Kangaroo Valley Road interchange by pedestrians and cyclists

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 issues with Mark Radium Park & Victoria Street



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Traffic and Safety

Concerns about more traffic using Victoria Street to access the ramp south to Nowra – associated road safety impacts around the Primary School and pedestrian activity generally.

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.

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.

Possible focus of work?



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Pedestrian/cyclist connectivity from east to west.

Mark Radium Park.

Victoria Street.

To identify mitigation measures to avoid/limit/reduce/manage the impact of the issues.

To record these mitigation measures in the environmental assessment and in an urban design concept plan for the Precinct.

Urban Design Presentation



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Issue one as discussed – then central reporting.
Issue two as discussed – then central reporting.
Issue three as discussed – then central reporting.

Not negotiable:

The highway alignment.

The need to connect across the highway at Kangaroo Valley Road.

Our commitment on your ideas:

We will examine your suggestions.

We will write down and present next time, why we think particular ideas/suggestions warrant further examination. We will make those examinations

We will write down and present next time, why we think particular ideas/suggestions don't warrant further examination

Way forward



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RMS work?

Community work?

Date?