



Transport
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Services

URBAN AND LANDSCAPE DESIGN – COMMUNITY FEEDBACK REPORT

Foxground and Berry bypass

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1	Nov 2015	Prepared for internal review	
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1 Background

Roads and Maritime Services is upgrading the Princes Highway between Gerringong and Bomaderry.

Planning for the upgrade started in 2007 with the development of preliminary route options. In 2009, a preferred option for the Princes Highway between Gerringong and Bomaderry was announced and the upgrade was separated into three projects:

- Gerringong upgrade, Mount Pleasant to Toolijooa Road (under construction)
- Foxground and Berry bypass, Toolijooa Road to Schofields Lane (construction started in January 2015)
- Berry to Bomaderry upgrade, Schofields Lane to Cambewarra Road (in planning).

The Foxground and Berry bypass will provide a four-lane divided highway (two lanes in each direction) with median separation for 11.6 kilometres of the Princes Highway between Toolijooa Road and Schofields Lane.

In November 2012, the NSW Department of Planning and Infrastructure displayed the environmental assessment for the Foxground and Berry bypass and over 250 submissions were received from the community, interest groups and stakeholders. These submissions were responded to in a submissions report which was published in May 2013.

In July 2013, the Minister for Planning granted project approval for the Foxground and Berry bypass.

Early work has been underway since July 2014 and major construction has now started. The bypass is expected to be opened to traffic in mid 2018, weather permitting.

2 Community consultation

Roads and Maritime Services considers meaningful community consultation to be essential in the development and construction of its projects. Consultation for this project started in March 2006 and has included route option selection, identification of the preferred option and environmental assessment.

Community consultation for the detailed design was carried out during 2014.

As part of this, an information display was held in July 2014 followed by a stakeholder workshop in October 2014. The purpose of the information display and workshop was to present the community with urban design, landscape and the proposed changes to the approved concept design.

Community members and key stakeholders were able to register their interest in the urban and landscape design during the information display in July 2014.

Invitations to the stakeholder workshop were provided by email and post to the Member for Kiama, Shoalhaven City Council, Kiama Municipal Council, local interest and community groups and individual community members who had previously expressed an interest in the projects urban design and landscaping aspects.

The workshop was attended by 36 key stakeholders and community members.

Copies of the urban design and landscape presentation and feedback forms were provided to attendees and available on the project website following the workshop.

3 Feedback report

This report summarises the feedback received on the urban and landscape design aspects of the Foxground and Berry bypass. The outcomes from the community engagement are being considered in the completion of the detailed design for the bypass.

The workshop allowed stakeholders with a particular interest in urban and landscape design aspects of the project to give feedback across three areas:

- Elements of urban design features at interchanges and bridges.
- Options for plant species at the northern and southern interchanges.
- Potential uses for two parcels of residual land at North and George streets that, by agreement with Shoalhaven City Council, will be placed under its care and control.

Community feedback was encouraged until Friday 21 November 2014 with a total of 23 feedback forms and submissions received. Of these 23 feedback forms eight were completed on the night and 15 returned following the workshop.

Feedback and comments received from the community have been summarised and collated into the following areas for reporting purposes:

- Bridge at Berry
- North Street noise mound (location of safety fence)
- Berry southern interchange and Kangaroo Valley Road overbridge (anti-throw screens, paved median, timber bollards, bridge abutments)
- Huntingdale Park Road noise barrier
- Species selection for planting in the project area, specifically the northern and southern interchanges, Toolijooa cutting and on the North Street noise mound
- Potential future use of two parcels of residual land on North and George streets.

4 Community feedback

Following presentations on the urban and landscape design components, participants at the workshop broke into small groups of six to eight to discuss the three questions below:

- Are there any particular aspects of the urban design elements presented tonight that you would like to provide feedback? For example, the look and feel of the safety screens on Kangaroo Valley Road bridge?
- Are there any particular landscaping elements or proposed plant species presented tonight that you would like to provide feedback?
- Do you have any feedback about the future use of the residual land on North and George Streets?

Roads and Maritime Services and Fulton Hogan project team members assisted each group by recording community comments and suggestions. Feedback and comments noted during the workshop and on the feedback form have been summarised and collated for reporting purposes.

The topics that raised the most comments were the landscape species selection and the design elements on the Kangaroo Valley Road overbridge. Feedback received indicated attendees were overall pleased with the urban and landscape design.

4.1 Bridge at Berry

Discussion during the workshop indicated attendees were supportive of the design for the bridge at Berry.

The design changes made during concept design improved the visual impacts of the bridge by lowering the structure and moving the bridge further away from Berry where it crosses Woodhill Mountain Road. The detailed design has provided further improvement by reducing the number of columns. There was also suggestion to paint the bridge green.

4.2 North Street noise mound

Nine comments were made about the safety fence to be installed along the North Street noise mound. Most of the comments were about the location and colour. Comments included:

- Placing the fence in the middle of the mound slope on the North Street side to allow landscaping on either side of the fence
- Concerns that if large trees are planted on the ridge line of the North Street noise mound it will obstruct the views
- Support for the fence to be painted black to reduce the visual impact.

4.3 Berry southern interchange (Kangaroo Valley Road overbridge)

During the workshop, the urban design elements of the Kangaroo Valley Road overbridge and the Bridge at Berry raised 24 comments. Five were directly supportive of the presented options and two were opposed. Discussion centred on features of the Kangaroo Valley Road overbridge and the colours for the anti-throw screens.

Twelve respondents commented on the Kangaroo Valley Road overbridge, mostly about the colour of the anti-throw screens and bollards. Seven were supportive of the proposal and two were not supportive. Comments included:

- Suggestion to change the colour as the connection with the memorial was not required
- Support for the upright features. However, suggestions were made to reconsider the density of the uprights
- Suggestion to provide a small plaque in the area explaining the link to the 'Forest of Red Cedars' and Alexander and David Berry memorial
- Suggestion to consider embossing the safety screens with words 'Berry the town of trees' or images of either a 'cow' to represent the dairy industry or 'an Illawarra Flame Tree'
- Suggestions to change the colour of the safety screen to black.

Feedback also indicated support for the bollards, which are easy to maintain, instead of the planter boxes which may become repositories for rubbish. Two comments indicated the importance of using hardwood. A comment was also received that the timber bollards would fade over time.

4.4 Huntingdale Park Road noise barrier

Discussion during the workshop and feedback received has indicated attendees were supportive of the changes to the design of the Huntingdale Park Road noise barrier.

The design changes made during detailed design have minimised the visual impacts of the barrier by building a low height rock wall on top of a landscaped noise mound. This has alleviated concerns about the precast concrete wall proposed in the environmental assessment being the defining feature on the approach to Berry.

4.5 Landscape design (species selection)

This topic generated the most discussion at the workshop with 25 comments recorded and 13 feedback forms received. There was slightly stronger support for a mix of natives and exotics, as opposed to native species only. Many suggestions for species were put forward, particularly in relation to native planting. Comments included:

- Support for mixed exotics, especially Claret Ash
- Suggestions to include Illawarra Flame Tree and Christmas Bush
- Concerns that exotics will require more maintenance than natives and the lack of colour with native species
- Concerns about large eucalypt species
- Support for retaining and suggestion to plant additional Poplars along the bridge abutments
- A suggestion to provide more trees on the abutments to the bridges to further reduce the visual impacts
- Suggestions to include a number of additional native species in the landscape design.

4.6 Potential future use of residual land on North and George streets

There are parcels of residual land along North and George streets. One section of the land along North Street is owned by Shoalhaven City Council and the other by Roads and Maritime Services. In accordance with its authority under Section 159 of the Roads Act and by agreement with Shoalhaven City Council, Roads and Maritime Services is placing its parcels of land along North and George streets under the care and control of Council.

There is an opportunity for the community to contribute to a strategy on the future use of this land. A number of suggestions were discussed during the workshop including a community garden, display garden or land for agistment of livestock.

The Berry Rotary Club also presented their proposal for the North Street residual remaining land parcel to be used as a children's adventure playground.

The workshop discussions and feedback forms indicated support for the Rotary Club's proposal (eight comments) with two tables supporting a community garden. There was no support for a formal garden for the land on North Street. However, there was a suggestion for a more formalised garden to be considered for the land on George Street.

Comments about the importance of maintaining the rural heritage of Berry as the land has been used for agricultural activities for generations and ensure there residents of North Street are not impacted by potential reuse.

There were also several requests for a safe "off leash" area for dogs to be considered for the land on North Street.

Comments about the potential use of the residual land included:

- Preference for a playground or vegetable garden in the residual land
- Support for an adventure playground. However, there was a suggestion that it would also need to include areas for parking (suitable for light and camper vans), infrastructure (toilets, bins, shared user paths), green space or land for livestock agistment
- A suggestion to maintain the view to the land on North Street, particularly if this becomes a playground which would become an attraction for Berry
- Suggestion to ensure that the residual land becomes a destination for Berry.

4.7 Other comments

The workshop and feedback forms also enabled the community to provide feedback and comments on other matters. These comments included:

- Support to make the Shoalhaven a destination for future tourism
- A suggestion to remove the Poplars along Woodhill Mountain Road as they are frequently lopped under the electricity wires and replace with species of suitable height
- Concern about the potential for graffiti on the bridges
- A suggestion for Roads and Maritime Services to fund the developments on the remaining land parcels

- Concern about the potential for construction traffic impacts on North Street
- Concerns about further maintenance of the landscape and weed control.

5 Next steps and further information

The feedback from the community about urban and landscape design is being considered in the project's detailed design.

The project's detailed design, including urban and landscape design, is expected to be on display in early April 2015.

Feedback about the potential use of the residual land along North and George streets will be forwarded to Shoalhaven City Council for its consideration.

You are welcome to contact the community relations team if you would like to discuss your specific feedback with us.

- Phone: 1800 506 976 (press 2)
- Email: FoxgroundandBerrybypass@fultonhogan.com.au
- Post: Foxground and Berry bypass, PO Box 353, Berry NSW 2535
- Visit: The project office (Broughton Court), Shop 3/113 Queen Street, Berry NSW 2535. The office is staffed on Fridays 10am to 5pm excluding public holidays.