WELCOME

BERRY BYPASS
COMMUNITY MEETING
6 DECEMBER 2011
Berry bypass

RMS
Steve Zhivanovich – Project director
Ron de Rooy – Project manager
Carla Brookes – Project communications
Michael Sheridan – Design
Joy Duncan – Manager planning
Fiona Court – Communications
Adam Berry – Project manager
Julian Watson – Project manager
Mark Kheirridine – Project engineer
Renee Ridley – Southern communications
AECOM – Jon Williamson, Angela Malpass
1. Welcome 7.00pm
Opening remarks and introduction of local member

Fiona Court

2. Why are we here?
Objectives of today’s meeting, community review group

Gareth Ward

3. Presentation of the new alignment
- Huntingdale Park Road intersection (revised proposed concept design)
- Berry bridge and northern interchange (revised proposed alignment)
- North Berry precinct (revised proposed alignment)

Steve Zhivanovich

4. Where to from here?
Display, community comment and issues report
Discussion / questions

Fiona Court

5. Thank you and close 8.30pm

Gareth Ward
WHY ARE WE HERE?

• Several community members realised the bypass was not socially and aesthetically feasible.
• They came to RMS about this several times.
• Local member insisted a full review of the bypass must be done in partnership with the community.
• A community review group was formed.
• Tonight we will show you what has been done.
Q: Has the review caused delays?
A: No, the environmental assessment continues.

Q: Will the bypass still be built?
A: Yes, with funding

Q: Is the new alignment better?
A: Yes, it is more socially and technically feasible
WHAT HAS CHANGED?

• Adjustments to Berry south interchange – near Kangaroo Valley Road.
• Location of the highway near North Street.
• Height and location of Berry bridge – near Woodhill Mountain Road.
• Adjustments to Berry north interchange – near the “Sculptures” rest area.
Berry bypass – south interchange
Kangaroo Valley Road

North Street
Kangaroo Valley Road
Huntingdale Park Road
Queen Street
Victoria Street
WHAT HAS CHANGED?

- Huntingdale Park Road has separate junction with Kangaroo Valley Road
- New north-bound off-ramp
- Previous off-ramp to Huntingdale Park Road removed
- Junction moved approx. 11m
- Start of off-ramp approx. 2m lower
- Noise walls 1m lower
  Now no higher than 4m above road
Berry bypass near North Street

Previous proposal

View of North Street near Albany Street
Berry bypass near North Street

Revised proposal

View of North Street near Albany Street
Berry bypass near North Street

Revised proposal with planting

View of North Street near Albany Street
WHAT HAS CHANGED?

- **Revised route 25m further north**
- **Up to 2.4m lower**
- **Noise walls 1m lower** Now no higher than 4m above road
- **Town Creek diverted**
- **Noise walls 40m from North Street**

*Berry bypass near North Street*
• Need to get widest buffer from North Street to new road
• Need to retain high land for farm viability
• Property access track linking Rawlings Lane will use more land
• Diversion of Town Creek will also take some high ground
• Shape of land – long and narrow – operational difficulties
• Land swap with turf farm not viable
• Final alignment uses less high ground and provides a 40m buffer to edge of North Street
• Total of 4.2 hectares required from farm representing 41% of productive pasture available
Berry bypass near North Street

Previous proposal:
- North Street: 20m
- Green space buffer: 15m
- Berry bypass: 34m
- Flood levee and farm access: 6m
- Farmland: 66m
- Farmhouse and buildings
- Noise wall 5m high

Revised proposal:
- North Street: 20m
- Green space buffer: 40m
- Berry bypass: 34m
- Flood levee and farm access: 6m
- Farmland: 47m
- Farmhouse and buildings
- Top of noise wall 4m from road
- Noise wall 4m high
- Existing ground level
Berry bypass near North Street

Section through proposed highway alignment between Edward & Albany Streets

Layout of new roadway

NSW Government
Transport Roads & Maritime Services
Berry bridge and north interchange

WHAT HAS CHANGED?

- Lowered by up to 6.4m
- Moved approx. 95m further north
Berry bridge near Woodhill Mountain Road

Previous bridge (columns removed for clarity)

Revised bridge

View looking north at Woodhill Mountain Road

13.1m

6.4m lower

6.7m
Berry bridge near Woodhill Mountain Road

There are various aesthetic and engineering options.

Example 1

Example 2
Berry bypass – north interchange

Revised proposal

View of Berry bridge and north interchange looking east

Previous proposal
WHERE DO WE GO FROM HERE?

- Community comment 1 to 14 December 2011
- Community comment assessed
- Announcement 20 December 2011
- Urban design work for the entire bypass is yet to be complete and involves community input
WHERE DO WE GO FROM HERE?

- Environmental assessment will be displayed mid 2012.
- There will be at least 30 days for community comment.
- Followed by published submissions report.
- Seeking planning approval late 2012.
COMMUNITY COMMENT

• Display until 14 December at the Berry project office Broughton Court, shop 3/113 Queen Street, Berry.

• Email us on foxgroundandberrybypass@rta.nsw.gov.au

• Visit the project website www.rta.nsw.gov.au/fbb

• Call project information line 1800 605 976
THANK YOU COMMUNITY

Roads and Maritime Services would like to thank members of the community review group and others in the community for their time, ideas and perseverance towards improving the bypass of Berry.