

2 APRIL 2012

Foxground and Berry bypass – North Street precinct working group

The North Street precinct working group held its second meeting on Monday 2 April 2012 at the Berry School of Arts.

Attendees:

Will Armitage, Better Option for Berry (BoB) representative
Alan Armstrong, resident
Diana Bezant, resident
Terry Bezant, resident
Col Bowley, resident
Yolande Buchan, resident
Jenny Clapham, resident
Rick Gainford, resident
Guy Mainsbridge, resident
Nick Nichols, resident
Sally Nichols, resident
Gwen Roberts, resident
David Woolbank, Straight Talk Facilitator
Adam Berry, RMS Project Development Manager
Ron de Rooy, RMS Project Manager
Julian Watson, RMS Environmental Manager
Carla Brookes, RMS Project Communications
Angela Malpass, AECOM Community Consultant
Riley Dayhew, AECOM Graduate Engineer
David Appleby, Conybeare Morrison Urban Designer

Summary – Purpose of the meeting

Roads and Maritime Services (RMS) convened a working group of registered community members to review urban design and community issues for the North Berry precinct.

The session was opened and facilitated by David Woolbank of Straight Talk.

Adam Berry, RMS Project Development Manager, presented a summary of the actions from the previous meeting and an overview of the issues RMS has addressed, with outcomes to be discussed and agreed during this working group meeting.

Meeting Notes



David Appleby from Conybeare Morrison presented an update to the urban design treatments for the proposed noise wall, the residual land between North Street and the bypass as well as proposed pedestrian and cycle ways to connect recreational areas and other parts of town, following the discussion / actions raised at the previous working group.

A copy of all presentations will be uploaded onto the project website.

The following is a summary of the discussions held at the working group, responses and actions agreed to by RMS.

Discussion	Response / action
<p>Vertical alignment near North Street</p> <p>Adam Berry described the process undertaken by RMS since the last working group meeting to review lowering the vertical alignment of the highway. Mr. Berry advised that RMS has had continued liability problems with pumps and that advice he has received suggests drainage should be a gravity base driven system.</p> <p>A working group member argued although RMS does not see the use of pumps as reasonable, community members may disagree if pumps result in a lower alignment.</p> <p>A working group member asked RMS to clarify if it had reviewed the location of sedimentation basins.</p> <p>Adam Berry advised that RMS has reviewed moving the sedimentation basins, however at concept design it would appear the grade is too gentle to make any significant impact. Mr. Berry advised that this is an issue which can only be addressed in detail design.</p> <p>The working group member queried whether the location of sedimentation basins could be easily changed once they have been lodged as part of the environmental assessment.</p> <p>Adam Berry advised that it is RMS intention to display the environmental assessment with the sediment basins in their current locations.</p> <p>Julian Watson clarified that it is possible to change the environmental assessment if technical improvements to the design are identified. A process currently exists and RMS would need to approach the</p>	<p>A copy of the presentation has been uploaded onto the project website at www.rta.nsw.gov.au/fbb.</p> <p>Action: RMS will include a review of lowering the vertical alignment of the highway further as part of the conditions of contract for the detail design, noting that RMS current view is that the concept design is already carrying a high level of technical risk and such a lowering may or may not be feasible.</p>

Department of Planning with any changes.

A working group member expressed concern that continuing to investigate reducing the vertical road alignment could push the project start date out further and queried whether it would be able to cope with the large volumes of water during flooding.

A working group member stated that Bruce Ramsay has provided RMS with suggestions of how the road alignment could be reduced further and the community just wanted certainty from RMS that these had been investigated thoroughly.

A working group member suggested that lowering the alignment will cost more and therefore RMS has no incentive to look into this.

Pedestrian and cyclist connectivity over the highway to North Street

Adam Berry presented four options for pedestrian bridges. Mr. Berry advised that from its initial evaluation RMS reduced its focus to concentrate on two concepts – Option 2 and Option 4.

Option 2 – A 46 metre long steel bridge with no central column. The underside of the bridge would be approximately 3.5 metres above North Street (five to six metres above the highway) and would need a throw screen three metres in height. Ramps would be approximately 5 metres in height with a maximum grade of six per cent.

Option 4 – A 110 metre long steel bridge with a central pier.

Adam Berry advised that given the community's strong desire to reduce the visual impact of the upgrade / bridge, RMS believes providing a pedestrian bridge connecting North Street would be counter to this approach, given that other road crossing options are proposed very close by. Mr. Berry also questioned whether residents from the Kangaroo Valley Road / Huntingdale Park area would use the pedestrian bridge instead of the pedestrian facilities on the Kangaroo Valley bridge which is a shorter route to Queen Street.

A working group member suggested that there is an alternative community opinion that a pedestrian bridge would be preferred due to traffic conflicts on

A copy of the pedestrian bridge options has been uploaded onto the project website at www.rta.nsw.gov.au/fbb.

RMS confirmed that it believes the capital cost of a pedestrian bridge cannot be justified with an alternative pedestrian / cycle crossing arrangement provided 150 metres away as part of the Kangaroo Valley Road bridge. A pedestrian bridge is therefore currently not part of RMS's proposal.

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the Kangaroo Valley Road bridge.

Some residents expressed concern regarding the size and scale of any pedestrian crossing and ramps or stairs.

A working group member asked if it was possible for RMS to survey walkers to fully understand the routes currently used.

Urban design solutions

David Appleby gave a presentation to the working group of potential urban design solutions for the proposed noise wall and recreational / landscaping opportunities along North Street developed since the last working group meeting.

A working group member queried whether the public green space identified in the presentation is realistic, in the area of the Queen St and Kangaroo Valley Road intersection. Queried whether there would be a continuous flow of green space due to the road alignment or private property interruptions.

David Appleby advised the group that the purpose of the presentation was to identify opportunities where RMS and the community could work with council to develop long term planning for public recreational areas.

A working group member advised that one of the issues of concern for the community was the loss of both pedestrian and cyclist connectivity due to the upgrade and potential access through the interchange at Kangaroo Valley Road.

David Appleby advised that one of the objectives of the Kangaroo Valley Road interchange and Victoria Street precinct working group was the provision of generous pedestrian and cyclist footpaths on both sides of the intersection and the bridge.

A working group member expressed concern over RMS making provision for too much planting along North Street which would block residents' views to the escarpment.

David Appleby advised that there are different urban design solutions, eg spacing of trees to ensure views are maintained or careful species selection.

A working group member queried where the suggestion to include overflow parking for the town

A copy of the urban design treatment presentation has been uploaded onto the project website at www.rta.nsw.gov.au/fbb.

Action: David Appleby to revise green space diagrams to identify private property, RMS owned property and public space.

Action: RMS to clarify Shoalhaven City Council's view concerning parking along and adjacent to North Street bus parking at the Agricultural Showground.

<p>along North Street originated from.</p> <p>RMS advised that the potential to consider overflow parking was raised by Shoalhaven City Council representatives in meetings between RMS and Shoalhaven City Council. The presentation is a suggestion from RMS of where overflow parking could be located.</p> <p>A working group member suggested that bus parking is more suited to the Berry Agricultural Showground where there are toilet facilities. This is a similar distance from the town centre to North Street.</p> <p>A working group member proposed that on street parking (parking lane with a footpath) along the north side of North Street would be preferred to an overflow car park.</p>	
<p>Noise walls</p> <p>David Appleby presented three alternative design options for the working group's consideration.</p> <p>A working group member queried how much closer the top wall of Option 3 would be to North Street.</p> <p>Adam Berry advised that the distance is around four meters, but RMS has not yet run this option through the noise model and therefore cannot confirm exact dimensions.</p> <p>Julian Watson clarified that a requirement of the environmental assessment is for RMS to review reflected noise.</p>	<p>A copy of the noise wall design options has been uploaded onto the project website at www.rta.nsw.gov.au/fbb.</p> <p>Action: RMS to place advertisement in next edition of the Town Crier encouraging feedback on a range of issues being considered by working groups. The three variations of the Ha Ha wall concept presented to the working group could be presented visually as part of this ad.</p>
<p>Noise</p> <p>Adam Berry presented the group with a diagram which shows projected noise levels along the North Street corridor. Mr. Berry advised that although the noise study is still progressing, this is preliminary data from the noise consultant's report.</p> <p>Julian Watson advised that, RMS is required to investigate noise mitigation options under the Road Noise Policy of the Office of Environment and Heritage</p> <p>A working group member asked RMS to clarify why there are areas of noise spill along the noise wall.</p> <p>Adam Berry advised that there could be a variety of reasons such as topography.</p>	<p>A copy of the noise model diagram has been uploaded onto the project website at www.rta.nsw.gov.au/fbb.</p> <p>Action: RMS to investigate why there are minor noise spills along the North Street noise wall.</p> <p>Action: RMS to investigate providing noise data for 55 dBA and below.</p>

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A working group member asked RMS to clarify when the final noise data would be available.

Julian Watson advised the final data would be available at the environmental assessment.

A working group member queried why RMS has only provided a graphical representation for 55dBA and above. Is it possible to provide a graphical representation for areas below 55dBA.

Julian Watson advised that RMS has only provided the data it is required to by the Office of Environment and Heritage. Mr. Watson clarified the figures represent noise levels 10 years after opening based on a modelled opening date of 2017 and a ten year period of 2027..

A working group member queried whether an increase in the height of the noise wall would have a significant impact on the noise spread.

Julian Watson advised that a sensitivity analysis has been undertaken which guides RMS to the height requirement of the wall along North Street. A height of four metres is the optimal height and any addition in height gives minimal additional benefits. Any lower height increases the number of noise affected residents.

A working group member queried what 'come back' residents have if the noise model data proves to be inaccurate post construction.

Julian Watson advised that following construction, if residents feel that noise levels are not within the guidelines, RMS will undertake noise monitoring and would investigate noise mitigation in accordance with the Road Noise Policy if noise levels are above the guidelines.

Heritage items

A working group member asked if RMS could clarify what is being proposed for the house on North Street near Rawlings Lane, identified in the submissions from the Berry Historical Society. The Historical Society has requested that the property which has historical significance be relocated.

RMS clarified that the house is not State listed. RMS has had the property assessed and has been advised that it is not in a suitable condition to be moved,

Action: RMS to advertise in the local media for an expression of interest for the relocation of the house.

Action: RMS to review with council whether the property is listed on the Shoalhaven LEP. RMS has reviewed the current and Draft LEP's. The residence at 79 North Street is not listed. RMS noted this concern and will advise what steps can be taken.

however the tenant has commissioned a separate assessment which concludes the house is in a suitable condition to be moved.

A working group member suggested that the property should be listed and RMS should be more proactively at looking to relocate the property.

RMS advised that it has no control on what is listed on the local LEP. Council determines what is on the local register.

Air quality

A working group member raised the issue of air quality which to date has not been discussed at the working group meetings. Is it possible for RMS to provide air quality data?

Action: RMS to provide the working group with a summary of the air quality assessment results.

The draft air quality assessment notes at this stage are: Predictions of ground-level concentrations from the existing alignment were used to determine the potential changes due to the project. It was determined that the predictions for the project in 2017 and 2027 were generally lower than those for the existing alignment. The predicted concentrations of carbon monoxide, nitrogen dioxide, and PM₁₀, were found to be within the relevant OEH/EPA air quality standards.

Kangaroo Valley Road interchange

Adam Berry presented an overview of the issues discussed at the Kangaroo Valley Road interchange and Victoria Street precinct working group held on 29 March 2012.

A working group member asked RMS to clarify the arrangement for moving the northbound off-ramp under Kangaroo Valley Road and connecting it to Kangaroo Valley Road on the other side.

A working group member asked RMS to clarify if the southbound on ramp was revised to one lane would this reduce the impact on Mark Radium Park.

Adam Berry advised that there would be a reduction of five to six metres in width if the southbound on ramp was one lane only.

A working group member asked RMS to clarify traffic movements if Victoria Street was to become a cul-de-sac.

RMS advised that if Victoria Street was closed all

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southbound traffic would need to exit the town via Queen Street. Adam Berry advised that following the upgrade traffic volumes along Queen Street would be reduced by approximately two thirds (figure taken from traffic modelling).

A working group member queried if travelling from Nowra how do you turn right into Victoria Street.

RMS advised that a northbound right turn into Victoria Street would not be possible following the upgrade. Traffic would need to off load at the Kangaroo Valley Road interchange and access Victoria Street via Queen Street and George Street or any other appropriate cross street.

Working group process

Adam Berry outlined the objective of the working group agreed in the first meeting for RMS to outline / identify mitigation measures and report back to the group. The working group will capture the issues agreed and feed these into the EA.

A working group member asked RMS to clarify that the issues raised in the *Berry Bypass Issues Report, January 2012* would be included in this process.

A working group member expressed concern that RMS was wasting time by presenting potential solutions to issues which cross over other working groups and for which resolutions were still to be agreed. The working group member asked if future meetings could concentrate on discussion on minuted items rather than presentations.

Adam Berry provided the working group with the program for the environmental assessment in order for RMS to meet the Government's commitment to start construction in this term. RMS is planning to display the environmental assessment in November 2012.

RMS confirmed that the issues raised in the *Berry Bypass Issues Report, January 2012* will be included as part of the working group process.

Action: RMS to restructure future meetings to concentrate on addressing minuted items through discussion rather than spending time recapping previous discussions through presentations.