Berry Bypass Urban Design Strategy

North Street Precinct – Community Working Group

02 April 2012

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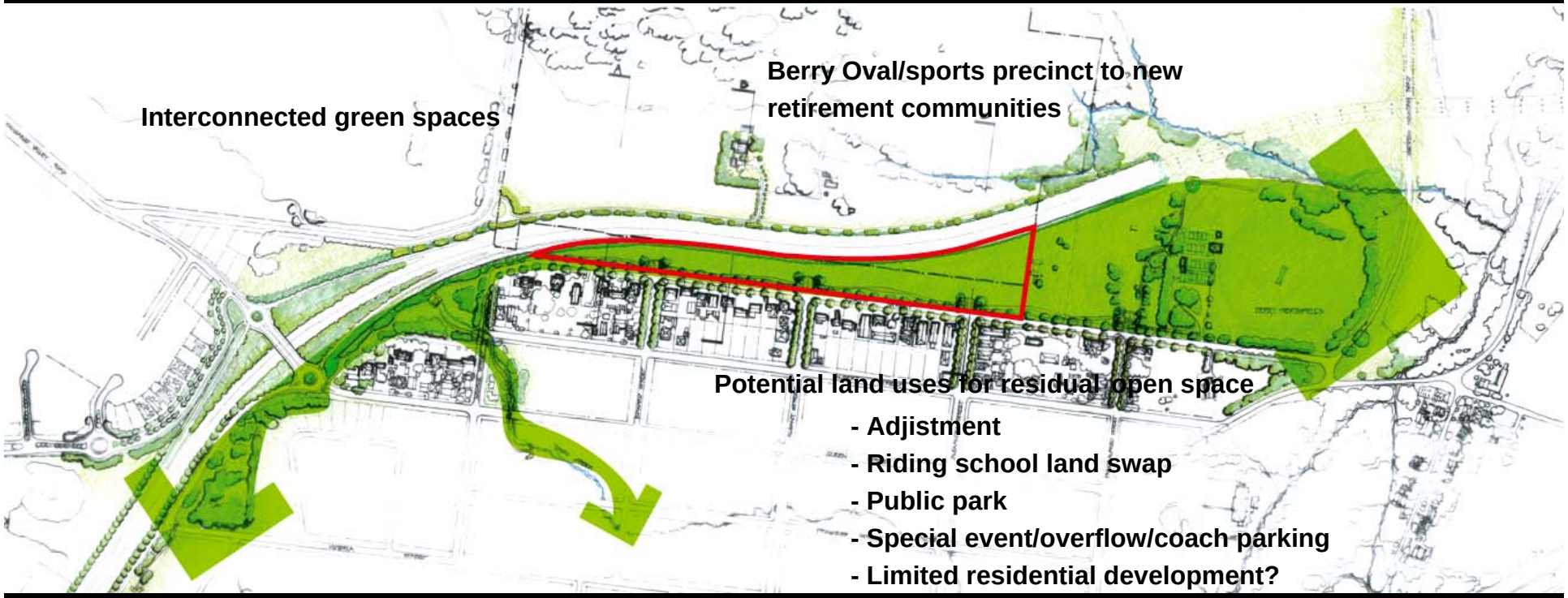
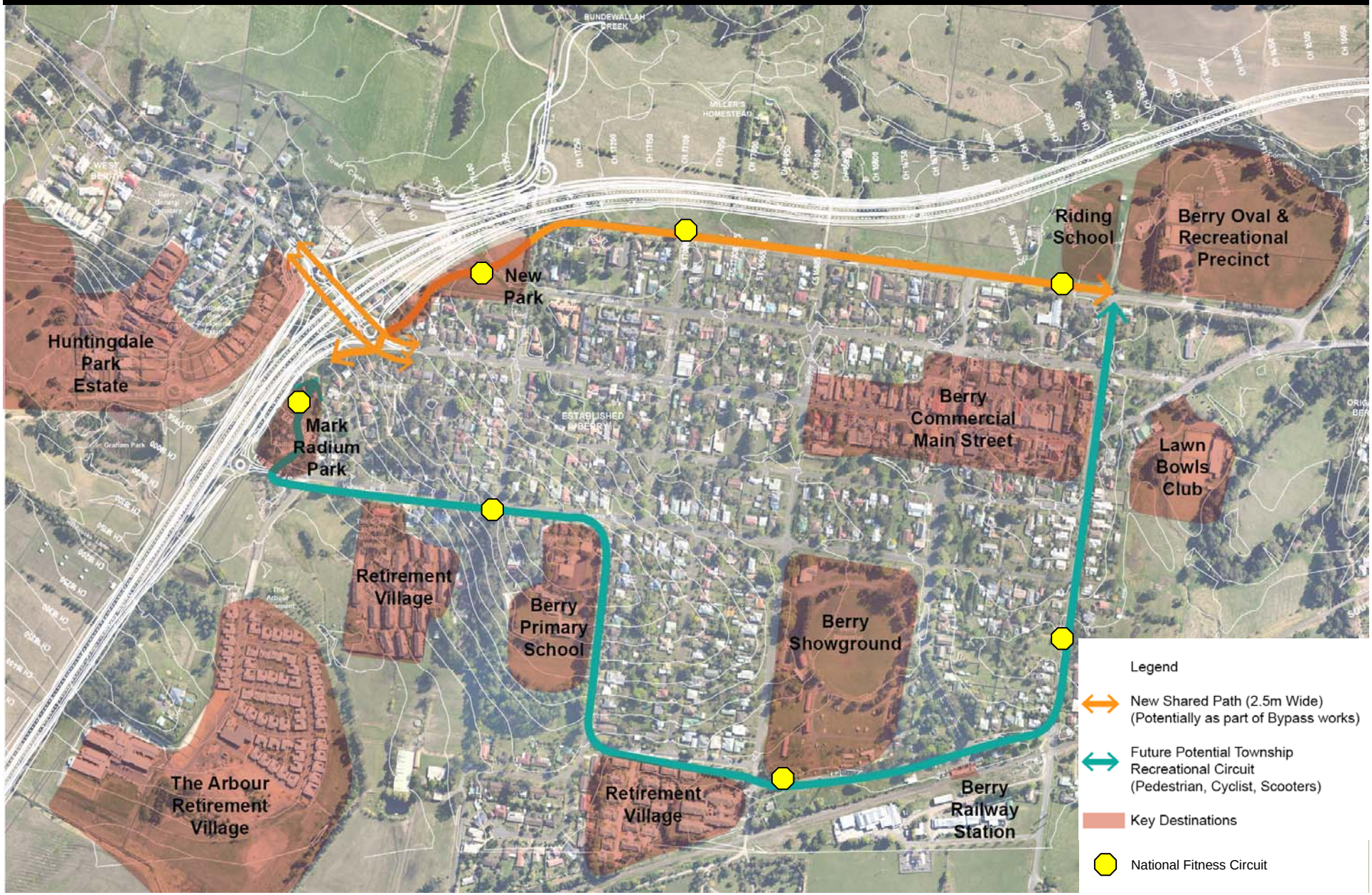
Precinct Location Plan

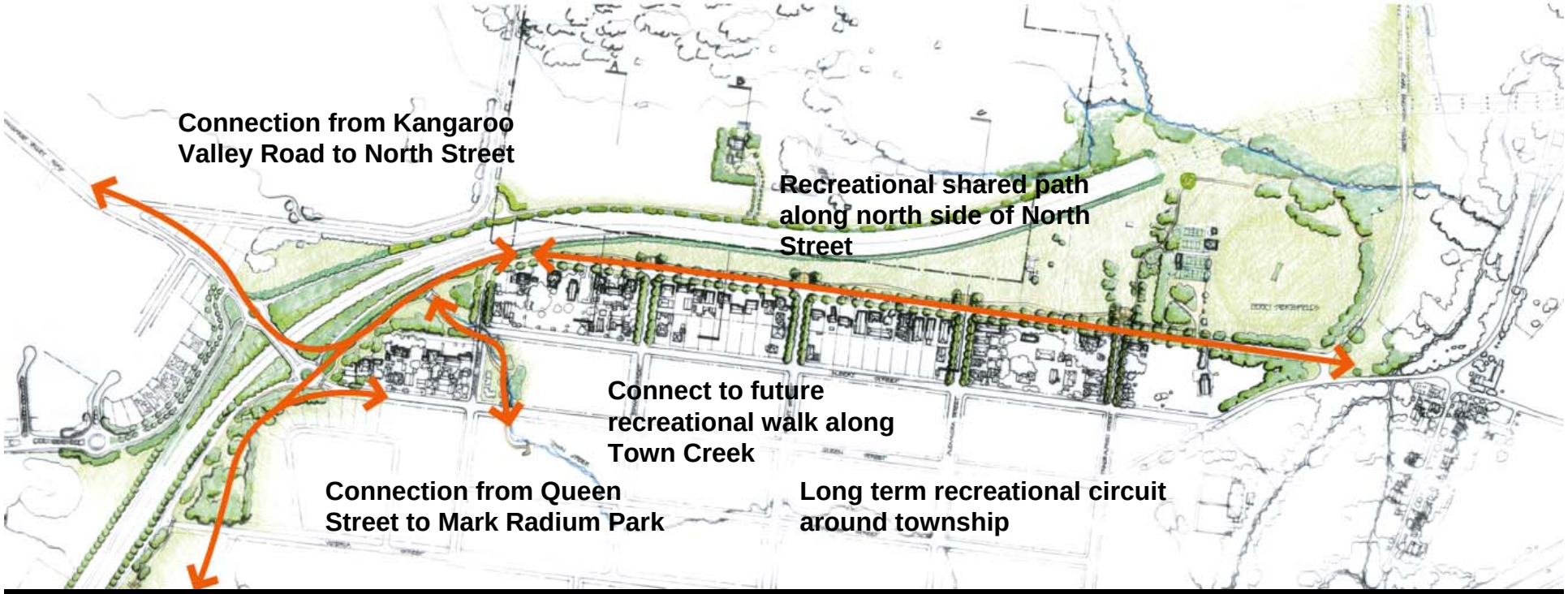
Arc of Green Space/Residual Lands



Pedestrian/Cyclist/Scooter Circuit



Pedestrian/Cyclist Links



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500m
6.25mins walk
North Street
subject to further development
North Street
Ford Street
Huntingdale Park Road
600m
7.5mins walk
Queen Street
George Street
Victoria Street

North Street Pedestrian Overbridge

Issues Identified:

1. Significant visual impact, residential privacy issues and impact on the North Street streetscape.
2. Duplication of pedestrian access across the Bypass would result in significant and unnecessary addition project cost.
3. The walking time would only be marginally shorter: currently 500m from KV Rd/North St intersection to Nth St/George St intersection, with new link across the KV Rd Int the distance would be 600m. The average pedestrian can walk 400m in 5 mins - therefore additional time taken would be 1.25 minutes.

   For the above reasons, on cost-benefit terms, the additional expense is not warranted. The RMS will therefore not pursue this additional crossing.

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Option 1 – Outside Barrier

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Option 2 – Inside Barrier

Proposed Landscaping Strategy

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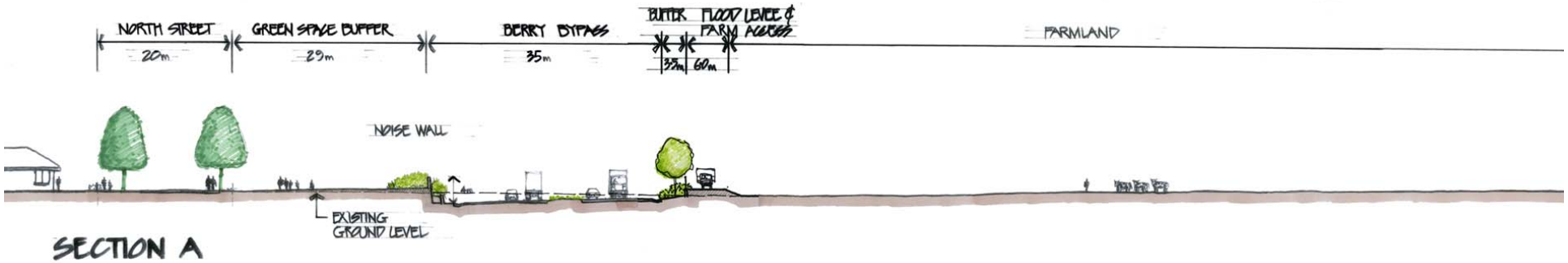
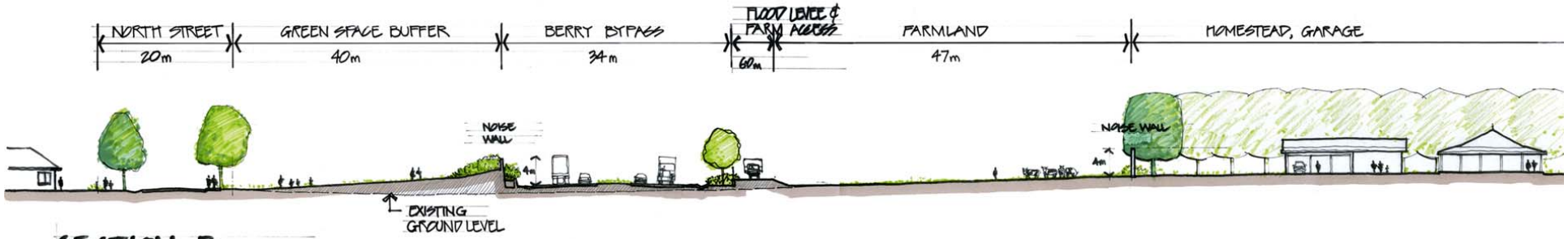
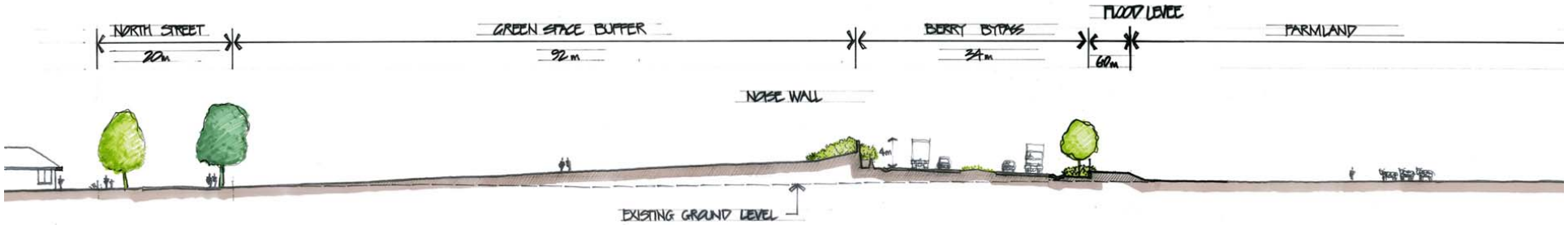
Cross Sections



SECTION A



SECTION B



SECTION C

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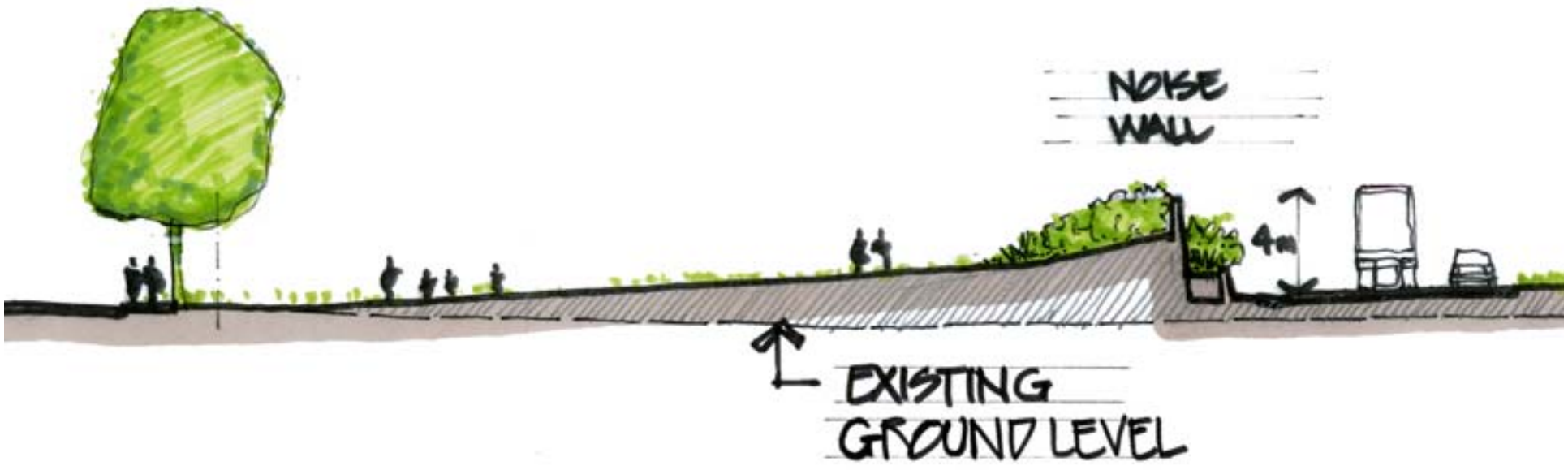
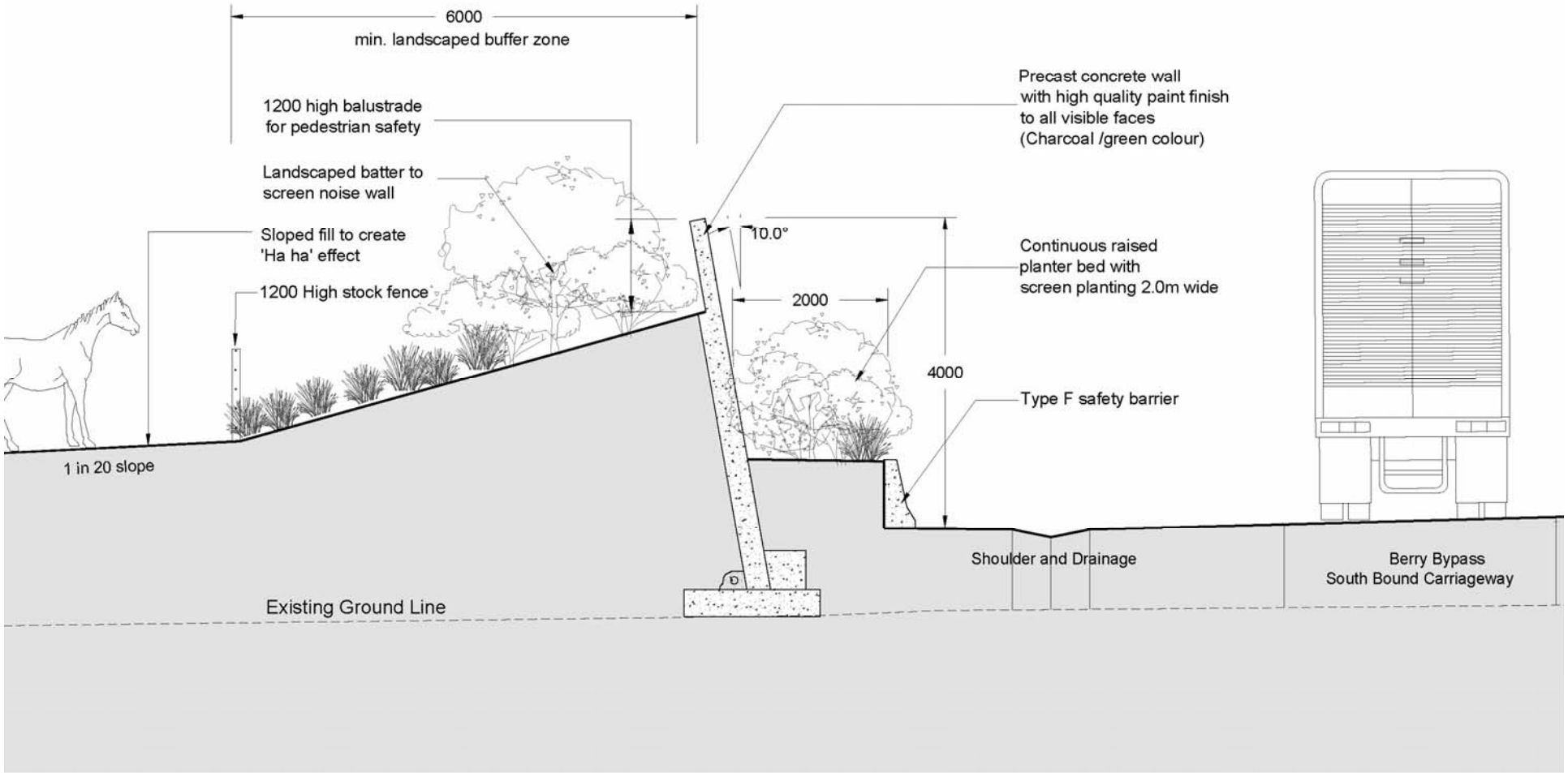


Noise barrier Design Option
Precast Wall



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Northern Route - Noise Barrier Desigr

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Berry Bypass Urban Design Strategy
Option 1- Precast Wall 3D View
April 2012 **Dwg. No: 12001-SK044**

Ha-Ha Noise Barrier Option 1

(Precast Wall) – Typical Cross Section

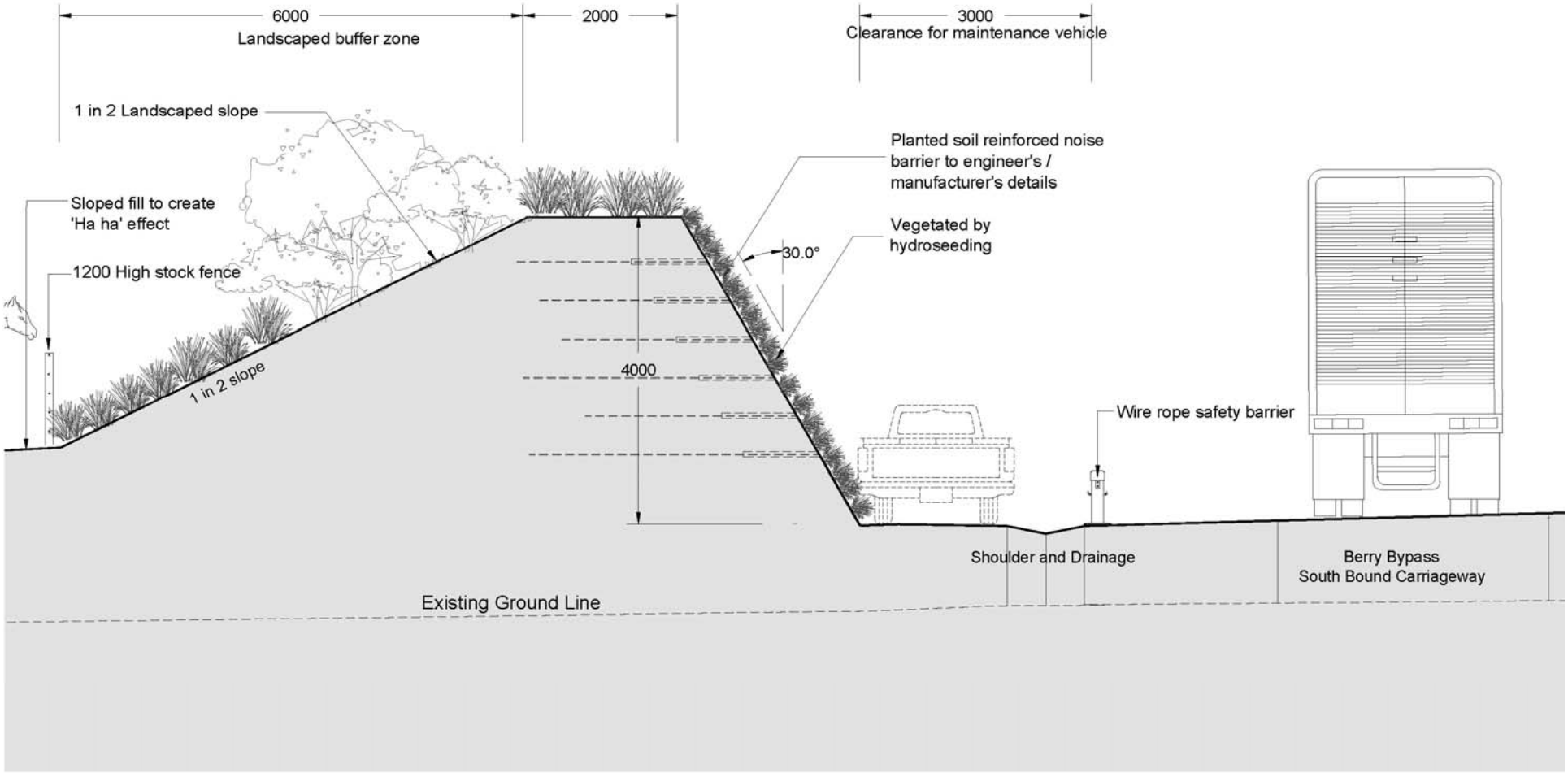
Pros

- Durable
- Low maintenance
- Doubles as balustrade

Cons

- Maintenance of planter required from bypass side
- Some reflected noise possible
- Constrained soil mass

Noise barrier Design Option
Planted Reinforced Mound



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Option 2. Planted Reinforced Mound 3D View
April 2012
Dwg. No: 12001-SK04

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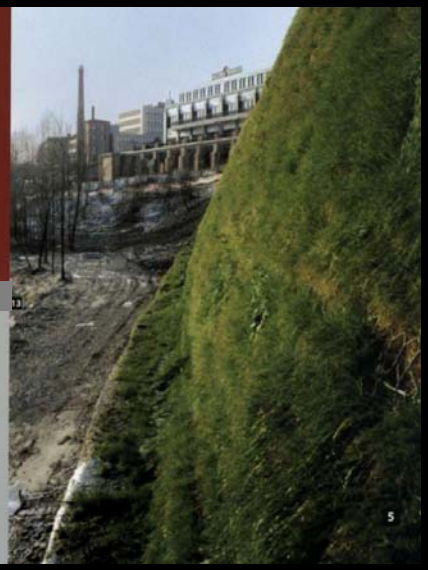
40-41. Slope stabilization with geogrids, Tapei-Taiwan.

42. Road embankment and culvert protection with Terramesh® S and gabions, Picerno/Baragiano (PZ)-Italy.

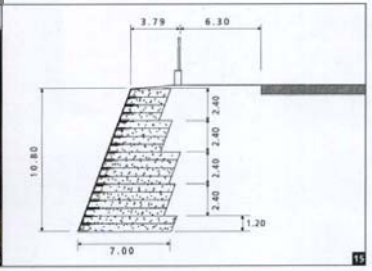
11. Retaining wall structure in Terramesh® S 23 m high in mine industry, Sumbawa-Indonesia.

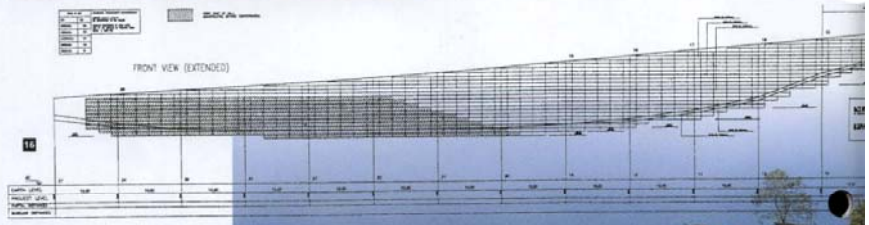
12. Retaining wall structure along a road in Terramesh® S, Southern Highlands, Papua New Guinea.

13. Front face of Green Terramesh®, Casalecchio di Reno (BO)-Italy.



The reinforcement: solutions





14-15-16-17. Retaining work along race track at Imola carried out by using soil type reinforced Green Terramesh®, Imola-Italy.

Ha-Ha Noise Barrier Option 2

(Planted Reinforced Mound) – Typical Cross Section

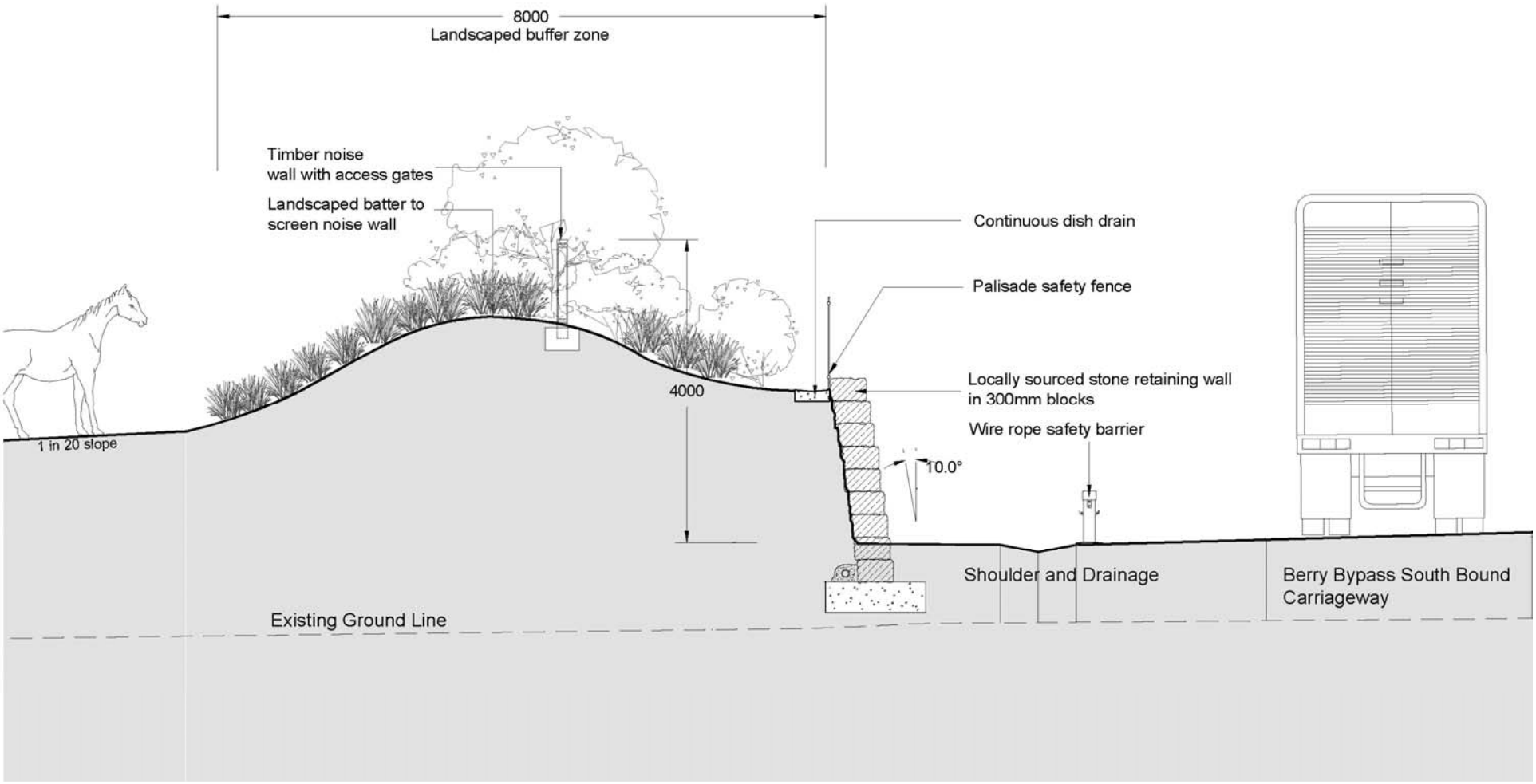
Pros

- Good north aspect
- ‘Green’/sustainable solution
- Sound absorbing
- Dedicated 3.0m maintenance access

Cons

- Maintenance still required
- Risks of new technology

Noise barrier Design Option
Mound & Dual Wall



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Northern Route - Noise Barrier Desig

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Berry Bypass Urban Design Strategy
Option 3 Stone Wall 3D View
April 2012 **Dwg. No: 12001-SK046**

Ha-Ha Noise Barrier Option 3

(Mound & Dual Walls)- Typical Cross Section

Pros

- Reduces apparent height
- Breaks height down into landscaped steps
- All maintenance possible from south – no lane closures
- More opportunity for screen landscaping
- Local natural stone incorporated

Cons

- Acoustic performance to be confirmed
- Risk of increased height necessary
- Retaining structure will change at pinch points/interchange
- Two wall systems necessary

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