**Foxground and Berry Bypass Submission by Keith Pepper and Lynette Burt**

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- We support the proposed highway upgrade and northern bypass of Berry.
- The upgrade will improve the amenity within Berry. We recently moved to Berry and find the heavy traffic volumes through town impacts on local connectivity making it difficult to cross the road by car or as a pedestrian, the noise of heavy vehicles is disturbing and affects sleep patterns.
- The detailed animations provide a great visual aid to assist in appreciating the scale of the project and impact on local communities.

**Issues identified in order commencing at Toolijooa Road**

- Stn 7950 Southern side – a large elevated water quality basin is a high risk for property structures at the toe of embankment. The slope shows evidence of existing instability, so construction of a large basin will increase the risk of failure and possibly result in a mud slide. The problem could be alleviated by relocating closer to the bottom of the gully or constructing a number of smaller basins along the catchment path.
- Stn 8400 Southern side – It appears that stormwater from the road pavement and rock cutting benches from the southeastern section of the major Toolijooa ridge cutting will be piped to a water quality basin at stn 7950. In dry periods, this will reduce environmental flows in the watercourse at stn 8400 with impacts downstream for pasture.
- From the end of the 6 lane section south of Toolijooa ridge to north Berry, building the outside 4 lanes of the ultimate 6 lane footprint would have the benefit of improving safety and utilising some of the 300,000 m3 of surplus fill that will be generated (how/where will this be disposed of otherwise). Current and proposed highway development generally provides a median 5m wide or less from the northern side of Terragong bridge north of Kiama to the southern side of Toolijooa ridge. A wide median between Toolijooa ridge and north Berry would improve safety (greater runoff area and improved sight distance) and allow median planting to relieve driver stress particularly from headlight glare as traffic from Sydney is in the recognised 2 hour fatigue zone.
- The local access road opposite Austral Park Road is shown in an additional deep and intrusive cutting adjacent to the northbound exit ramp. The area between the ramp and access road will become a dry wasteland. Benching the access road into the top of the ramp excavation would provide a more environmentally sympathetic treatment.
- The property access on the Austral Park Road interchange N/B exit ramp should have the same linemarking treatment as other property accesses along the highway upgrade because of the transitional speed zone and exiting vehicles focussing on the ramp alignment rather than expecting vehicles to slow for an access.
- The diversion Town Creek should be specified in the construction tender as “early works” to minimise flooding risk for properties and businesses through the town as early as possible.

- The residue at the corner of George St and Albert Street should become public space to provide a linear park linking the North St sporting area, the North St highway reserve, Kangaroo Valley Rd residues with Mark Radium Park.
- Victoria St options – support closing Victoria St to reduce traffic conflict, but this will significantly increase traffic at the junction of the Princes Highway and George Street. Is another roundabout warranted?
- If Victoria St is closed, why can't the southbound entry ramp length be reduced?
- Mark Radium Park is a popular rest stop for through traffic. If access to the park is via a circuitous route then it is unlikely to get the same patronage and become an area for antisocial behaviour. It may be possible to construct a low standard alignment between the Queen Street roundabout and the loop in Mark Radium Park similar to the access to Victoria Street (including a similar dished gutter traversing the road to ensure low speed). This would also maintain connectivity between Queen St and Victoria St, but in a controlled environment.