

Saturday, 15 December 2012.

Dear Minister,

Please find the following assertion of support for the design of the Hitchcock's Lane access to the Huntingdale Estate roundabout and; our objection to the underpass and lane that brings additional traffic from the east to the residential area - and a solution that serves the community as a whole.

Berry highway upgrade – Design Options

Support

We would like to formally support the design of the access to land on Hitchcock's Lane to the roundabout that serves the Huntingdale Estate.

We would like it noted that the land on Hitchcock's Lane will have no other access, and as it is currently zoned to accommodate development in the form of an over 55's estate, local road standard for two way traffic would be a minimum. We currently have access to a two lane highway and we would expect a similar standard of road access.

Objection

We would like to formally object to the design options (2 & 3) that show a lane, from an underpass serving property on the east, travelling north to join Hitchcock's Lane. We understand that there may be submissions that request more traffic to use this underpass to resolve local residential traffic problems.

We believe that this is not the best option because:

- It puts traffic from the east side – in an effort to reduce impact upon the residential area known as The Arbour – to the west side Huntingdale Estate (and Hitchcock's Lane) – which will again impact a residential area – rather than putting it back onto the highway.
- It adds unnecessary traffic to the Hitchcock's Lane area which will compound traffic issues in the future both for us as owners, and for the Huntingdale Estate. It will create traffic restrictions which could restrict the development of Lot 3 and Lot 76 Hitchcock's Lane.

- It severs the area designated in DCP70 as riparian screening, lessening the effect of the screening to the allowable development. This may require us to lose even more land to satisfy Council's requirements. We do not want to lose any more land than necessary as required by RMS.
- It will take additional land beyond that already acquired to accommodate this road.

We therefore object to both options that create this unnecessary road, however we offer a solution.

Community Option - Schofield's Lane Underpass

It is the current plan to remove the right turn access to the homes and businesses in Schofield's Lane - this is of particular concern to us with our slow moving thoroughbred trucks, cattle trucks and agricultural machinery using the turnaround facilities currently planned as an alternative.

We propose as shown on the attached sketch a two way road that goes under the freeway slightly further south and turns left to reach a T section at Schofields Lane - left then onto the highway north.

The alternative we offer is of value whether Victoria Street is one way, two way and providing access only for the residents and BUPA as well as benefiting Schofields Lane residents and businesses - as opposed to the expense of an underpass benefiting only one property as currently shown on the sketch plans.

BENEFITS of this plan include:

- Community conflict issues - This would solve the traffic issues affecting the Arbour by BUPA traffic and put them back on the highway - the same as in options 2 & 3.
- The land required has less impact on the owners of Graham Park. It avoids the valuable development land that we object to providing and requires less land. We have expressed to RMS that we would accommodate the requirements from Lot 50 Schofields Lane, rather than from Lot 3 Hitchcock's Lane;
- It avoids splitting the designated riparian land shown in DCP70 on Lot 3 Hitchcocks Lane; and;
- It does not cause traffic flows that will restrict current development potential of the development land, and keeps unnecessary extra traffic out of residential Huntingdale Estate ;
- Is half the length of the road planned to go to Hitchcock's Lane and;
- It requires only one bridge the same as the current options.
- RMS already owns more land than would be required on the eastern side to accommodate this plan.
- It keeps plenty of distance for the Berry traffic to merge and settle before the left in-left out, south of the underpass; and

- It solves the request by Schofields Lane residents and businesses for a southbound right turn by using the underpass.
- It also solves access issues for all the properties on the eastern side – and especially resolves the issues within the community, involving BUPA and The Arbour.
- The currently approved businesses in Schofields Lane being the Dept of Agriculture and Graham Park Equine Centre require specialised transport trucks for cattle and valuable horses. Crossing a multi-lane highway with 100km/h traffic in a large vehicle, which must be slow moving, is difficult and dangerous. This alternative provides safe, slow passage.

Summary: We believe that this will provide access to more properties, cost effectively, and in a safe manner - and benefit the whole community - that is, the residents of Huntingdale Park, Schofields Lane, East Berry and The Arbour.

It was suggested at our 6th December, meeting with RMS that submissions may be made by community groups (especially the Arbour) who wish to influence the plans to provide access for BUPA staff away from their 20 km/h Right of Way access. As we had not previously seen any sketch showing an underpass and how it would affect our land – we have hastily garnered support for our Community Alternative – and attach these affected stakeholders support for your consideration.

We would like to thank RMS for their availability and consultative approach during this time which affects the future of our property.

Yours faithfully,

Electronic copy

Peter & Pamela Bice

Owners Graham Park

Attachments: Stakeholders and Property Owners affected

Support pages received to date

Sketch plan of the Community Option showing the Schofield's Lane Underpass