

Dear Sir / Madam,

**Foxground and Berry bypass Environment Assessment November 2012**

Thank you for the opportunity to respond to the Environmental assessment for the Foxground and Berry Bypass November 2012. In brief, I:

1. Support the need for a Berry Bypass
2. Object to the proposed route of the Berry Bypass through town, but if proceeding...
3. **Support the “Full closure of Victoria Street (created by a cul-de-sac) with a southbound on-ramp from Queen Street providing access to the new bypass” (Option 1) as it provides maximum benefit to the town and support for the following project objectives:**

Improved road safety

- The minimisation of traffic conflicts at the western end of Victoria Street through the removal of 2,000 vehicle movements per day; Traffic is diverted to a slower 50 km/h zone
- Increased compliance with traffic control signs (e.g. Stop, School Zone and 50 km/h zone) on Victoria Street, as the traffic profile becomes more localised and ‘through’ traffic is eliminated
- Safer pedestrian access for the school community and safer pedestrian connectivity to Mark Radium Park and green space for the elderly and other residents
- The diversion of all traffic exiting town onto an existing purpose built and (to be) underutilised main road (Queen Street) for safer and well defined access North and South
- Safe turning for larger vehicles (buses, garbage trucks etc.) at the western end of Victoria Street, adjacent to Mark Radium Park
- Resolution of the majority of “Victoria St” issues, as documented in the Berry Bypass Alignment Issues Report Jan-12
- ***Note: Option 2 and Option 3 do not address the risk of traffic conflicts along Victoria Street or at the intersection with Queen Street, i.e. potential safety issues due to slow moving traffic turning left from Victoria Street merging with vehicles accelerating on the southbound on ramp***

Improved efficiency of the Princes Highway (between Toolijooa Road and Schofields Lane)

- The southbound on-ramp will allow merging traffic to accelerate without obstruction as it passes the end of Victoria Street, eliminating the risk of collisions at this highway junction
- Headlights from cars travelling down Victoria Street at the western end will not distract drivers travelling on the highway

Support regional and local economic development

- Travellers entering Berry would be encouraged towards the town centre (Queen Street) and Apex Park, supporting local business and the utilisation of facilities; Reinforcing the role of Queen Street as the shopping and business precinct
- Some of the traffic that would otherwise divert down Victoria Street would also pass by and patronise local businesses on Queen Street

Provide value for money

- The cul-de-sac at the western end of Victoria Street provides the best value for money in terms of least infrastructure, least construction costs and maximum community benefits (as listed in this document); It eliminates superfluous infrastructure that is more than adequately provided for by Queen Street
- **Note:** Option 2 and Option 3 will accommodate a small amount of daily traffic ranging from 30 to 110 vehicles per hour (less if required traffic calming devices are installed on Victoria Street), making a one-way or two-way link between Queen Street and Victoria Street unwarranted, particularly when Queen Street is only a block away for access to the highway

Enhance potential beneficial environmental effects and manage potential adverse environmental impacts

- “Least impact and land-take of Mark Radium Park”, EA
- Least amount of pavement and drainage infrastructure needed
- No impact on duck pond
- “Provide an ‘arc’ of connected recreational green spaces along the southern edge of the bypass, extending from Berry sports field in the east to Mark Radium Park and potentially further to the southwest”, EA
- The southbound on-ramp will allow merging traffic to accelerate without obstruction as it passes the end of Victoria Street, minimises noise pollution
- “Noise levels on Victoria Street from local traffic may decrease so on balance, there is not expected to be a change in amenity for residents in the south of Berry”, EA
- The visual impact of the highway on the western end of town is minimised with tree plantings, providing a much needed and expected buffer for such a large intrusion of infrastructure; See EA diagram below
- **Note:** Option 2 and Option 3 would leave the western end of Victoria Street fully exposed to the highway and additional infrastructure, which would be highly visually intrusive and provide greater exposure to noise pollution

Optimise the benefits and minimise adverse impacts on the local social environment

- Optimises potential future use and opportunities for expansion of Mark Radium Park, which is currently used by local residents, including The Arbour and BUPA who are active in its upkeep; It could serve growing residential population, including Huntingdale Park
- “Improve pedestrian and cyclist access and amenity and provide a safe pedestrian and cyclist environment for parks and walkways through adopting CPTED principles”, EA
- “A property located adjacent to the south bound on-ramp at the southern interchange for Berry. A new access would be provided to the cul-de-sac at the western end of Victoria Street”, EA
- Urban design supports the proposal and has considered an integrated outcome that is forward looking and will serve Berry in the long term
- **Note:** The bypass will inherently make it less convenient for travellers to make an on route stop in Berry; Option 2 and Option 3 assumes that tourists will readily negotiate off-ramps and roundabouts to visit Mark Radium Park, when there will be other on highway stops that are more attractive, if not specifically visiting Berry centre

4. Provide the following points in regards to any concerns of increased traffic volumes on local north-south roads:
  - North bound traffic originating from south of Victoria Street already uses local north-south roads
  - At least half the traffic volume increase will result from the development of the bypass, regardless of the western end of Victoria Street being closed
  - The Huntingdale Park Estate development has 243 lots and is approved by Council to have sole access via Huntingdale Park Road (one lane in and one lane out); The Berry community south of Victoria Street is of the same magnitude and is serviced by five access roads (five lanes in and five lanes out), excluding the western end of Victoria Street

- The two per cent per annum increase due to population and employment growth projections seems ambitious given that the development of Berry township south of Victoria Street is limited due to rail and road boundaries
- "... the resulting level of service (LoS) for all local roads is predicted to be LoS A or LoS B in 2037, which represents optimum operating conditions (free flow)", EA
- "... predicted traffic volumes 25 years from now would not significantly change the residential nature of the local road network in Berry ...", EA
- "Additional travel times would be minimal and the affected local roads would continue to function within capacity and with minimal impact to the amenity", EA
- "Traffic wishing to access the highway would divert to Queen Street via local roads but the diversion is not expected to increase travel times for vehicular traffic and pedestrian accessibility would not be affected", EA



Victoria Street would be closed at its western end to create a cul de sac, adjacent to Mark Radium Park. The former road would be turfed over and Eucalypts would be planted on the edges, visually extending the size of the park.

I appreciate that due consideration will be given to these points and look forward to the DP&I and RMS finalising the plans in the best interest and long term prosperity of the Berry township.

End.