

**Andrew Beattie - Director Infrastructure Projects**

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Director Infrastructure Projects  
 Department of Planning and Infrastructure  
 GPO Box 39 Sydney NSW 2001.

Dear Director,

Thank you for allowing the community to give feedback on the Foxground and Berry Bypass.

May I commence by complimenting the Roads and Maritime Services (RMS) for an extraordinary effort in consulting the community. In particular may we compliment Ron de Roy, the Senior Project Manager, for his willingness to engage with all and to find a way forward amidst the wide-ranging views that typically surround the building of any major infrastructure within the confines of a given budget.

My letter gives feedback on two levels. The first is from a manager's perspective of a retirement village that is located on the corner of Victoria Road and the current Princess Highway. Given that our village will have 113 houses and 160+ residents (currently 59 houses and 101 residents) we would like to be considered as a significant stake-holder in regards to the redesign of Victoria Road.

The second lot of feedback is from a personal perspective.

## **Feedback as Manager of The Arbour Berry**

### **General impact of Bypass**

Management is totally focused on resident benefit and safety. The removal of large trucks from Queen Street will be of great benefit to residents and future construction of pedestrian crossings on Queen Street (we suggest three crossings along length of CBD) would give our residents (plus visitors and the townsfolk of Berry) safer pedestrian access to shops. The reduction of traffic in Berry township will also provide better ambience and possibly easier parking so our residents can more readily access services. Travel times both North and South will be reduced which will give better connectivity of residents to relatives, friends and emergency services. Therefore, whilst the southern option was preferred by most in the village (as it did not divide the town) there are significant benefits to residents in the current bypass plan that sees highway traffic diverted from Queen Street.

### **Aethetics entering Berry**

The Arbour Management has been pro-active in planting trees along the envisaged boundary of the new Bypass and reiterate our intention to work together with Shoalhaven Council and the RMS to ensure the entry to Berry is as attractive as possible

### **Victoria Street**

There is divided opinion among residents as to the closure of Victoria Street. However there is overwhelming support to liaise/lobby both the RMS and local Council to take advantage of the roads restructure to enable separate road access to Bupa Berry, a nursing home currently accessed via The Arbour's main private road (Pepper Farm Drive). Whilst clearly the solution of an internal access/safety issue on a private road is not the immediate role of the Department and RMS, we do make the point that the shared driveway was forced upon the village when Bupa was not allowed access to the current highway due to safety reasons (traffic

egress in 100kph zone). However, all three options regarding the future of Victoria Street show **there is now an opportunity for council road access to Bupa and this is the village's absolute priority**, as speeding cars in a retirement village represent a significant safety issue.

The second priority for our village would be to ensure that any configuration of Victoria Road options should have a 50kph speed limit and traffic calming devices, as current design allows cars to accelerate down the hill of Victoria Street and onto the south bound highway. Once again, speeding cars represent a risk to pedestrians and cars going in and out of the three residential aged care facilities (Grange, Arbour, Bupa) and also the local primary school (Berry Public). Therefore, any consideration by the Department and the RMS to facilitate

1. Redesign of Victoria Road to give separate access to Bupa
2. Slowing of traffic on Victoria Street

would be very much appreciated by the residents of The Arbour.

**Victoria Street Options**, written as objections, support or notes (as mandated by RMS Environmental Report)

[http://www.rta.nsw.gov.au/roadprojects/projects/princes\\_hwy/foxground\\_berry\\_bypass/documents/comr](http://www.rta.nsw.gov.au/roadprojects/projects/princes_hwy/foxground_berry_bypass/documents/comr)

Option One. The closure of Victoria Street and construction of an access track to Vannini's accommodates both points 1) and 2) above and is the model involving the least expense due to less roadworks. However Option One falls short by not having the access track connect to Bupa.

**Management objects to the track not connecting to Bupa and requests it be a council two-way Street if Option One is chosen.**

Management appreciates there is wide-ranging community opinion on the closing of Victoria Street (even amongst Arbour residents & owners) and we are seeking the option that best serves community.

Option Two has merit but, as the on-ramp is south bound only, Bupa traffic will continue to drive through The Arbour. There is an option (subject to Bupa involvement) that the access road to Vannini's (not shown on map but travelling past Bupa south then under the Freeway to link into Huntingdale Park - shown on map as Property Access Road to Hitchcocks Lane) could be used by Bupa traffic. However and clearly, if presented with a choice between a loop road through to Huntingdale Park or a straight drive through The Arbour onto Victoria Road then Bupa traffic is liable to drive through the village and for that reason Option Two is not preferred.

**Management objects to the Vannini property access road not connecting directly to Bupa and requests it be a council two-way Street if Option Two is chosen.**

Option 3. After looking at all options again (and in consideration of the expense of the under-freeway tunnel to Huntingdale Park in Victoria Road Options 2 & 3) management now believes **a modified Option 3** (see drawing provided by Arbour resident Barry Roberts) would satisfy the majority of stake-holders and should be considered. In this model, a two way council road extends from the end of Victoria Street to the Vanninis and the Bupa complex, but only a one-way on ramp heads south. Understandably, that will require the acceleration zone to be moved further south and the two way/one way termination point outside of Bupa would need to be designed by the RMS. Critically, it prevents an access road having to be built that goes under the freeway and provides all existing traffic connections.

We urge the Department to liaise closely with Gareth Ward MP, Member for Kiama, who understands the matters discussed above and is highly motivated to ensure the premier result for his constituents. Alternative models presented by local resident Margaret Street explain more fully the modified Option 3 model which management would support in broad terms.

The bottom line, without labouring the point, is that the Bypass has the potential to give good overall benefit to Arbour residents but, if the RMS and council can modify existing options to give Bupa separate access to the traffic grid, the level of pedestrian safety and quality of life of over 160 Berry residents would

be greatly enhanced. That is a point well worth considering.

## Feedback as Berry Resident living at 6 Mount Vista Drive

### Additional pedestrian tunnel or overpass

A reality of the Bypass is that it divides Berry into two. 'Old' Berry does not have much scope for future expansion but 'new' Berry certainly does and the population of the Kangaroo Valley side of Berry and the approved Huntingdale Park Estate will likely match or exceed the population of 'old' Berry in time. Therefore the considerable work that has gone into designing the current Freeway overpass is warranted as it will be a critical link to the Berry CBD. I would strongly recommend **an additional non-vehicular link** (such as a tunnel or overpass) be constructed (or at least designed for future construction) that will allow a range of users (school children, Mums with prams, elderly, cyclists) to commute between 'old' and 'new' Berry for years to come. In particular, it would be of great benefit for school children to be able to walk or ride bikes to Berry Public without exposure to complex intersections.

### Allowance for future bike paths between Berry & Nowra

Whilst appreciating it would take a quantum leap of foresight to include **a dedicated bike path beside the Freeway from Berry to Nowra**, I believe it is critical that this is considered when a (future) 6 lane Freeway is being designed. Leaving the space for dedicated 2m wide bike path would not add significantly to the project (the path can be built later-just the allocated space is required at this stage). The rationale behind this request is simple. Health complications from obesity are one of the government's and community's major challenges. Construction of dedicated bike paths alongside new roads in flat areas is a cost-effective way of ensuring the community can enhance their health through exercise. This strategy is common-place in countries with flat terrain (e.g. the Netherlands) and bike riding is embraced by people of all ages. There are other benefits involved including decreased vehicular traffic and increase of cycling tourism. Leaving space on the verge of a 4 lane freeway is a part solution, but the benefit disappears when the freeway goes to six lanes. In my opinion, the inclusion of space for a dedicated bike path (2m wide) would be a tremendous investment into the health of our citizens.

Thank you once more for the opportunity to give feedback and good luck with your deliberations

**MIKE LANS**  
**GENERAL MANAGER**

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**The Arbour Berry**

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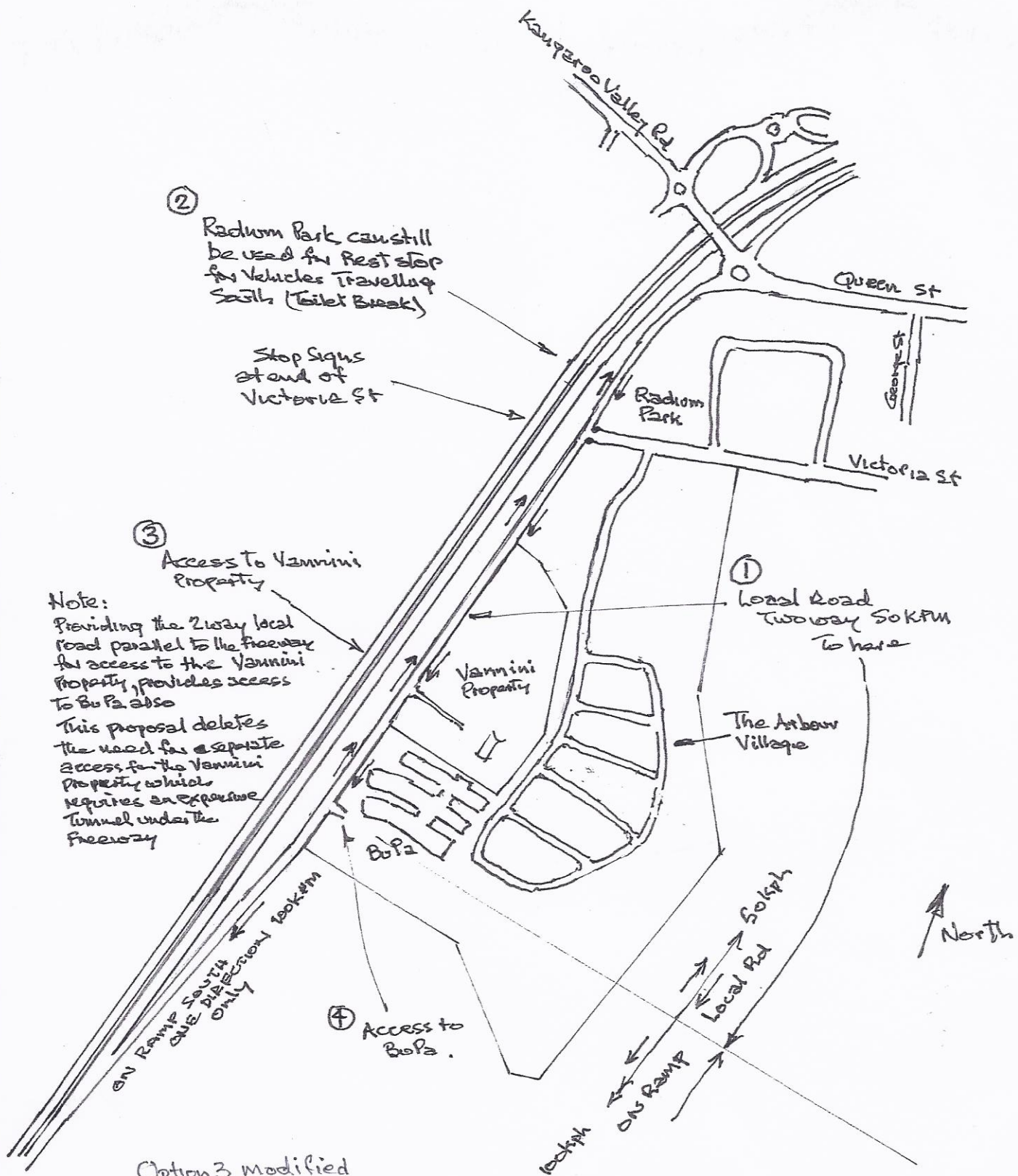
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Option 3 modified

Proposed Local access Road, from Round about at West end of Queen St Berry, to Radium Park, Vannini Property and Bupa Aged Care Facility two way traffic speed limit 50kph leading in to the southern on ramp to the proposed freeway. The on ramp one way only - speed limit 100kph.