

## Andrew Beattie - Foxground and Berry Bypass Environmental Assessment Submission

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**Subject:** Foxground and Berry Bypass Environmental Assessment Submission

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Thank you for the opportunity to respond to the Environmental assessment for the Foxground and Berry Bypass November 2012. This submission is being made as a resident of Berry (26 Clarence Street) and also as a business owner (The Arbour, Berry).

I support the need for the Foxground and Berry Bypass, and believe that the township of Berry can use the bypass as an opportunity to enhance its position as a premier South Coast tourist destination and as a great place to live and work. The removal of large trucks from Queen Street will be of great benefit to residents and visitors alike and provide excellent pedestrian access to the shopping area. The reduction of traffic in Berry township will also provide better ambience, easier parking and travel times to service centres to the north and south of the town will overall be reduced, giving better connectivity for residents and people who work in Berry to relatives, friends and emergency services.

### Noise Impacts – The Arbour

As an owner of The Arbour, Berry, I note that the conclusion of the EA noise impact studies was that no material impact on The Arbour results from the bypass once it is constructed and operating. This assessment is noted and taken at face value, however I understand that should residents believe the physical reality differs from the noise levels that exist now, and/or differ from the theoretical outcomes assessed for the EA there will be the opportunity to “ground truth” the noise impacts once the completed bypass is constructed.

As such I wish to reserve the right to review the noise impact of the completed bypass once constructed as it relates to The Arbour, since the EA modelling suggests daytime noise levels of 55 – 60 dBA which we understand to be close to the levels which may justify some attenuation measures to be considered.

### Victoria Street Option 1, 2 or 3

I support the full closure of Victoria Street (Option 1).

There has been in my opinion an unhealthy level of focus on this issue by the Berry community, which I believe has been due in a large part to the way in which forecast figures of future traffic volumes on local Berry roads has been presented by the RMS and its consultants. The key assumption of a 2% linear increase in traffic volumes due to population and employment growth on roads to the south of Queen Street is poorly conceived as it is not based on fact but rather on generalised RMS assumptions. A proper analysis of the potential growth for Berry to the south of Queen Street would show that it is not possible to increase land release or density based on current planning guidelines to generate the growth that has been assumed. The effect over a 25 year time horizon is to grossly overstate the potential traffic volumes on these roads, which I believe has caused unnecessary concern in some parts of the community. The following extracts from the EA document are directly related to traffic volumes and I note that in spite of my belief that the potential traffic numbers on the Victoria Street cross streets being overstated, these statements suggest the volumes which may be generated are still considered acceptable:

- “... 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)”;
- “... predicted traffic volumes 25 years from now would not significantly change the residential nature of the local road network in Berry ...”;
- “Additional travel times would be minimal and the affected local roads would continue to function within capacity and with minimal impact to the amenity”;
- “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”.

With this backdrop, it is my strong view that Victoria Street should remain a local road only and should not be effectively elevated in status to a primary egress path from the Berry town centre.

I believe full closure of Victoria Street will also provide Berry the strongest opportunity to reinforce its reputation for being the "Town of Trees" by facilitating the potential upgrade of Mark Radium Park on the eastern side of the bypass as a green gateway to the town. As noted in the EA document, closure of Victoria Street has the "Least impact and land-take of Mark Radium Park". I would like to take this opportunity to urge the RMS to enter a constructive dialogue with the community and Council (irrespective of the final Option chosen for Victoria Street), to create a green link from Victoria Street at the western end of Berry, across the northern side of the town to Woodhill Mountain Road on the eastern side of town, including a shared way link which provides easy connection for pedestrians and cyclists to the town centre from either end of Berry. This is described in the EA as "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", and I see this as crucial to the continued prosperity of the town.

Intimately related to the question of the urban design and integration of Mark Radium Park is its future use. I believe its future use will change from its current primary use as a traveller rest stop and the opportunity therefore must be seized to make the park attractive to locals (which at present it isn't). The Berry Bypass will mean that it is less convenient for travellers to make an en-route stop in Berry. Victoria Street Options 2 and 3 assume 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. Option 1 in my opinion offer the greatest opportunity to present Mark Radium park as a shining example of connectivity and urban design and I would challenge the RMS and its urban design consultants to attempt to replicate the form and function that has been achieved at Apex Park on the eastern side of Berry.

In addition to the above I also offer the following points to support the full closure of Victoria Street:

- Closure of Victoria Street will result in the minimisation of traffic conflicts at the western end of Victoria Street through the removal of 2,000 vehicle movements per day,
- There is increased chance of 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
- There is the opportunity to enhance 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
- Resolution of the majority of "Victoria St" issues, as documented in the Berry Bypass Alignment Issues Report Jan-12
- 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
- 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; It eliminates superfluous infrastructure that is more than adequately provided for by Queen Street

Once again, thank you for the opportunity to make this submission.

Regards  
James

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