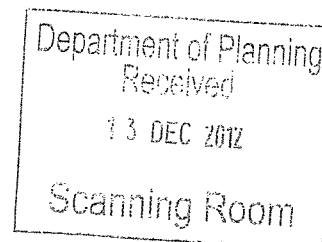


BERRY. 2535



10th December, 2012

The Director,
Infrastructure Projects,
NSW Department of Planning and Infrastructure,
GPO Box 39,
SYDNEY. 2001



Dear Sir,

Re: Foxground and Berry bypass - Princes Highway upgrade

Attached please find a submission from six residents of [REDACTED] Berry, regarding the proposed by-pass of the town.

We understand the closing date for submissions has been extended to 17th December, 2012.

Kindly acknowledge receipt of our submission.

[REDACTED],
[REDACTED]

We, the undersigned [REDACTED], [REDACTED], Berry, respectively. Our properties (and [REDACTED]) are the most vulnerable properties in the North Street proposal, with the road coming to within 40 metres of our alignments.

Our properties are situated at the southern end of the bypass proposal, where there will be a total of eight lanes of traffic in front of us. (Two lanes of North Street, an off ramp, four lanes of highway and a northern access ramp, which, considering our present country life-style, is somewhat of an encroachment!)

The original North Street alternative route, particularly when the Stones purchased their land in 1961, was for a truck deviation only, with two lanes either adjacent to North Street or travelling along North Street itself. The local (then) DMR at Bomaderry gave this advice to the Stones. No one could have foreseen the escalation in traffic that is today's legacy.

Of concern to us is the quite belligerent attitude of some Berry residents and, indeed, our local member, who are of the opinion that, because we were aware of the proposal for the bypass when we purchased our properties, we should accept the decision to continue with this route and the dramatically increased intrusion in our lives. The original proposal bears no resemblance to the monstrosity that will be foisted on the town, and this should be sufficient reason for the Department of Planning and Infrastructure to look carefully at the proposal as it will affect Berry in its entirety.

For reasons of privacy, we request that our names are not posted on the Department's website.

We also advise that none of us has made a political donation of \$1000 or more during the past two years.

We make the following submissions:

1. Because the noise of the new bypass will increase enormously in comparison with the present levels, we are requesting that a speed restriction of 80kph be placed on the area between the David Berry memorial just past the bridge at the northern interchange and Mullers Lane. This would reduce traffic noise, particularly the use of air brakes, for hundreds of residents. We believe this can be justified because sound carries for a great distance when traffic travels at high speeds.
2. Signage could be placed strategically to alert motorists to speed limits, residential areas, noise restrictions, etc., to ensure the effect is maximised and noise minimised.
3. We would like information from the RMS regarding its assessment of differences in noise generated by traffic on the bypass travelling at both 80kph and 100kph. We would also like a comparison of noise experienced at present (readings were taken 12 to 18 months ago in North Street) and the noise anticipated from traffic using the bypass.

4. The southern off-road ramp for access to Berry starts immediately opposite our properties. This turn in the road means a slow down in traffic speed to negotiate the bend, with accompanying increase in noise, particularly from the use of truck air-brakes. We request that the commencement of the off-road south bound ramp be moved as far as practical south of the corner of North and George Streets. From RMS plans, it would appear there is sufficient area to allow this change to be made, especially if the traffic speed was decreased to 80kph.
5. By moving the commencement and ending of the on and off ramps further south, the lights required to mark these stages would be less intrusive for the residents of North Street.
6. We support the RMS commitment to use low noise surfacing on the bypass as it passes through the outskirts of Berry.
7. We understand there is a footpath of significant dimensions planned to run from Kangaroo Valley Road along North Street to the Berry Skate Park. The footpath is proposed for walkers, bike riders, skateboarders and prams, and will have lights along its full length. Residents have been assured that these lights will not impinge on their houses, as they will cast a down light. Our concern is not with the illumination, it is with the fact that the footpath will be used by skateboarders as an extension of their skatepark, allowing them free and unfettered use of the path both night and day. Prior to the skatepark being constructed, the youth of Berry used the local school grounds as their own area at weekends and night time, causing much grief both to the school and the households adjacent to it, so the precedent has been set! Not only would the residents of North Street have to contend with the noise from the road, but they would also have to suffer the constant racket of skateboards speeding up and down the path in close proximity to their homes. In effect, the path would become an extension of the skatepark during night time.
8. As North Street will become a cul-de-sac, the road itself could be utilised by the public, as it is now. The property on the north could be retained for rural purposes, such as agistment of the horses which at the present time, provide great enjoyment for both residents and passers by. The proposed footpath would be unnecessary.
9. The sound barrier is an enormous feature of the bypass, its height will be detrimental to the visual amenity of the town. We understand that its purpose is to diminish noise for residents, but there will need to be great sensitivity when construction occurs.
10. Residents have been promised an input into the type and landscaping of the barrier, we look forward to this involvement. We understand there will be fencing along the North Street perimeter to prevent public access to the bypass, and that this could be placed at one of several alignments. To allow the present use of this land to continue as a rural agistment area, and thus diminish the social impact of change on residents and visitors, perhaps fencing could be retained on its present alignment with a second fence some 14 metres from the road, at the base of the sound barrier. The area thus formed would equate approximately with the horse paddock presently running along North Street.

11. If this use of the land is not possible, we request that the fence dividing the bypass from North Street be as non-intrusive as possible and suggest the use of materials similar to a chain wire fence. This could be erected at the top of the sound barrier or, preferably, somewhere down the incline, so that the fence does not impede the view that remains.
12. We are very concerned that, during a possible 12 months construction of the proposed bridge over Kangaroo Valley Road (depending on the type of construction used), all Kangaroo Valley Road traffic to Berry, Sydney and Nowra will be diverted along North Street, thence to Edward or Albany Streets. As traffic on the road at present travels up to speeds of 100kph (in a 50kph area!), we request that either signage or a speed camera be installed to maintain safety on the road during the period of construction. North Street has a population of older residents and reversing or pulling into their driveways with safety would be another issue with this increased volume of traffic.
13. Is the RMS aware that Berry Preschool operates in Edward Street? The traffic situation at starting and finishing times for children is extremely busy, particularly when cars park on both sides of the street. Additional traffic along this street between North Street and the Highway would be hazardous. At present, anyone who lives north of this area avoids it during school times. Perhaps consideration could be given to making Edward Street one way traffic north from the Highway for the duration of the construction of the bridge.
14. Because of the close proximity of our properties to the proposed road, we request that our houses are inspected prior to commencement of construction, and again on completion, to verify that vibration has not caused any damage. We understand this will be carried out at no cost to us.
15. We understand that the contractor will be obliged by RMS contracts to impinge as little as possible on the houses and lifestyles of residents during construction of the bypass. We would like reassurance that dust control is one of the areas that will be monitored and controlled.

We trust our views and requests will be dealt with fairly and look forward to an improved outcome for Berry.



Monday, 10th December, 2012