

## Andrew Beattie - Objection to the Environmental Assessment Foxground and Berry Bypass Project

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**From:** Linda Parker <lindaianp@shoalhaven.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/12/2012 5:31 PM  
**Subject:** Objection to the Environmental Assessment Foxground and Berry Bypass Project

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Dear Sir or Madam,

I hereby submit the following objection to the above document:-

### 5.6.12 Land Use and Property

Appendix L of the EA Report lists properties adjacent to the alignment affected by the project. Some of these properties have sections isolated from their major part that are left as remnant isolated segments. These in some cases are not viable as useable land. Some are cut off by the works or they are so small as to not be viable pastoral properties. They are large enough to be a source of weed growth with the risk of being seed sources to the surrounding area. Most have been acquired by RMS but will possibly not remain in that Departments ownership after commissioning. Strategies listed in Table L1 concern the division of the properties but not the small isolated segments.

The following property shown as Lot Numbers in Appendix L Table L-1 and Figures L-1 and L2 are considered to be affected.

**Lot 7** - CH9700 – Ch 9900. North West corner - The bridge abutment meets the Princes Highway and isolates a triangle of land from the rest of the Lot. This is assessable from the Princes Highway but is too small to be viable.

**Lot 11** - CH11500 – CH11650. Segment between existing Princes Highway and South Bound Austral Park on ramp is completely isolated.

**Lots 14-15** - CH11550 – CH12200. Segment between new alignment and Austral Park South bound on ramp is completely isolated.

**Lot 22** - CH13850 – CH14250. Segment between the new alignment and Tindalls Lane off – on ramp is completely isolated

**Lots 31 and 38** - CH15550 – CH15700. Segment between alignment and North bound on ramp to the bridge abutment is completely isolated.

**Lot 38** - CH15700. Segment between junction of on – off ramps is completely isolated.

**Lots 40, 42, 43 and 49** – CH16500 – CH17200. Segments between new alignment and North Street have been isolated from the original farms. This isolation means that a reasonable sized area of viable pastoral land is now included in the urban area of Berry. This has special significance to the residence of North Street.

**Lot 54** – CH17350 – CH17550. Segment between the new alignment and George Street. This Triangle of rural land with Town Creek water course is now isolated from any rural connection. This has special significance to the local residence.

**Lot 76** – CH17700 – CH17800. Segment between new alignment and Huntingdale Park Road is isolated.

Most of these areas are owned by the RMS and will be revegetated with endemic flora species. The areas in the Berry urban area are not guaranteed to become Council Land. Those out of the Berry urban area will require continuing maintenance. The RMS has indicated that no long term maintenance will be undertaken for these Lots. They will become weed infested and the source of infestation to local rural areas.

*Alternate Environmental Assessment recommended:*

*Identify the properties where remnant isolated pockets result from the work. State strategies for the on-going maintenance of all affected lots along the alignment that are not able to be sold or assigned.*

Yours sincerely

Linda R Parker  
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NSW 2535

**Andrew Beattie - Objection to the Environmental Assessment Foxground and Berry Bypass Project - Berry Corridor**

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**From:** Linda Parker <lindaianp@shoalhaven.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/12/2012 5:38 PM  
**Subject:** Objection to the Environmental Assessment Foxground and Berry Bypass Project - Berry Corridor

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Dear sir or madam,

I wish to submit the following objection to the Environmental Assessment Report prepared by the Department of Roads and Maritime Services for the project.

I note that the report mapping does not acknowledge the existence of the Berry Corridor: from Escarpment to Sea (ie Seven Mile Beach N.P. to Barren Grounds Nature Reserve). This corridor forms part of the South Coast Regional Conservation Plan and the Southern Rivers Catchment Action Plan. NSW Government funding has been provided for revegetation, fencing of riparian lands etc.

This corridor crosses the new alignment of the highway between Austral Park and Tindalls Lane.

I object that this important environmental feature of the area has not been shown on the report's mapping, with the consequence that significant Flora and Fauna may be highly impacted.

However, I do commend RMS for the provision of a significant number of Fauna crossings in this area.

I recommend further attention be given to the preservation of the native vegetation and consideration be given to vegetation offsets being preferentially located in the corridor.

Yours sincerely

Linda R Parker  
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