

# THE NORTH STREET CORRIDOR AMENITY GROUP

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10<sup>TH</sup> December 2012



The Director  
Infrastructure Projects  
Department of Planning & Infrastructure  
GPO BOX 39  
SYDNEY  
NSW 2001

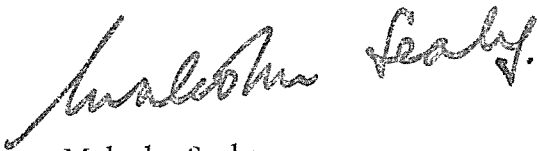
Dear Sir,

Please find attached our submission relative to the Foxground and Berry Bypass proposal.

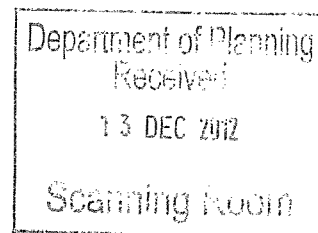
This is a hard copy of an electronic message of submission.

As will be evident from the content these are considered comments and demonstrate our objection to the proposal as submitted to your Department.

Yours faithfully



Malcolm Sealy  
Secretary  
T N S C A G



Copies – file and members

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## PREAMBLE

That the need for a diversion of large transport vehicles from the centre of Berry is undeniable – even though the accident rate is negligible because the narrowness of Queen Street slows all traffic flow.

The proposal for a northern bypass to achieve this was thought about by the RTA many years ago for this very reason.

Despite the fact that the RTA paid handsomely for a strip of land to be used as modest by-pass for heavy vehicles, it went into abeyance until the RTA decided to go for a monster motorway from Kiama Bends to Bomaderry.

The phrases used to justify this highway have been propagated time and time again by the RTA/RMS to the extent that many have been brain-washed into believing the message.

Despite representations for an alternative route to the south of Berry, these have been ignored and rubbished as they run counter to the RMS power-brokers obsessed with their preferred route.

To this end, the video representation merely shows a highly picturesque view of the joys of driving along the motorway without any reference of the effects upon the historic town of Berry and its residents.

## PROBLEMS

The main problem is that the RMS plan is obsessed with motorway-mania. **A motorway is not architecture but a means of attracting more traffic and more pollution – both visual and atmospheric.**

There is no balance drawn between the alleviation of heavy traffic from the town centre and the historic background to the town of Berry – formerly, called Broughton Creek.

**The history of Berry and its present setting between the northern escarpment and the coast have been completely ignored by the RMS in sending its proposal as an Environmental Assessment for approval by you, Sir, as the Minister for Infrastructure.**

It is to be hoped that you will seriously question the scope and effect of this proposal before it is too late. In this respect we would remind you that, the local MP for Kiama, Gareth Ward, indicated the importance of Berry's history by inaugurating and unveiling the monument to Alexander Berry on November 30<sup>th</sup> (St Andrew's Day) 2009. The leaflet covering the history of the town and the ceremony is attached to this submission and summarises the background history.

The questions which should be addressed include, but are not limited to:-

- The fact that the Motorway is much too close to the town centre – no other historic town suffers from such proximity.

- The high noise wall will obscure the view to the escarpment
- The by-pass should be lowered so as reduce noise levels.
- Lack of an environmental assessment of the proposed 'southern route'
- The division of the town into two parts (east and west) through the huge overpass at Kangaroo Valley Road
- The noise levels which will be generated both during and after construction are obscured by technical talk of decibels – no consideration has been given to the long-term effects of motorway noise and pollution day and night on local residents.
- The RMS agreed that the highway should be moved 45 metres away from North Street so as to provide some relief but it is now stated by the route Project Manager that this might be moved back again after the EA has been approved.

## PROPOSAL

1 The scale, scope, alignment and positioning of the Preferred route should be the subject of an **independent** Judicial Review or Public Enquiry before approval is given to the proposal.

2 The Review Meetings during the course of the past year have been trumpeted as 'transparent' and 'collaborative' by the RTA/RMS members – highly questionable.

3 The 'Southern Route' should be re-considered and re-costed and its environmental impact should be compared with that of the Northern Option. Just because it conflicts

with the fixed view of the RTA/RMS does not mean that in a democracy, the decision should be left to un-elected bureaucrats.

4 The following extra considerations as recorded by the National Trust of New South Wales should be taken into account:-

- “any bypass proposals would need to minimise impacts on the buffer zones of the township”
- “assessment of the visual significance of the area, including the escarpment and the township of Berry...”
- “an assessment of the impact of the project on historic heritage values, in particular impacts on the historic township of Berry”
- “an additional ‘Key Issue’ is the impact upon the cultural landscape setting of the historic township of Berry”

Ref: tnsacg/12/12/sub1