bd infrastructure



Moss Vale Bypass

Review of Environmental Factors

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Wingecarribee Shire Council acknowledges the Gundungurra and Dharawal people as the Traditional Custodians of this land and pay our respects to the Traditional Custodians, their Ancestors who cared for this Country for many thousands of years, and their Elders and descendants who continue to care for Country.

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Executive summary

The proposal

Wingecarribee Shire Council (Council) proposes to construct approximately 3.8 kilometres of new road comprising 1 lane in each direction to connect Berrima Road and Moss Vale Road to the north of (and bypassing) the Moss Vale town centre (the proposal). The proposal would assist in addressing increased traffic congestion on Argyle Street and road safety issues at this location while also improving freight efficiency, town centre amenity, and regional connectivity.

Key features of the proposal would include:

- 2-lane carriageway with 3.5 metre-wide lanes
- Roundabouts at Berrima Road, Beaconsfield Road, Suttor Road, Argyle Street, and at Link Road
- Bulwer Road converted to a cul-de-sac on northern side and left in/ left out on southern side
- Intersections designed for 26 metre B-Double movements along the bypass, and 19 metre semitrailer on the minor roads
- Western end of Suttor Road would be left in/ left out to the bypass road, and the existing connection to Argyle Street would be retained with safety improvements
- Provision of a 2.5 metre-wide shared path adjacent to the carriageway
- Provision of a flood free connection over the Main Southern Railway that is not height restricted
- The bridge cross section consists of 2 x 3.5 metre-wide traffic lanes with 2.5 metre-wide shoulders on each side and a 3.2 metre-wide shared path
- A pedestrian underpass structure proposed at the eastern end near Argyle Street
- Retaining walls would be required for a large extent of the corridor with combined noise walls at certain locations
- Full depth reinforced soil walls (RSWs) at the bridge over the Main Southern Railway and at Lackey and McCourt Roads
- Installation of streetlights
- Landscaping around the bypass.

Need for the proposal

The Moss Vale Bypass would provide an accessible freight route that will bypass the Moss Vale town centre, improve the commute for heavy vehicles and remove a large proportion of traffic from the town centre. Currently, traffic moving through the centre of the town centre passes through a school zone (Moss Vale Public School and St Pauls International College), a single set of traffic lights, 1 roundabout and under a low railway overpass which all impact on travel time. The proposal would improve transport efficiency for both local and long-distance transport by reducing existing and future traffic volumes within Moss Vale town centre. Safety within the town centre would be improved through a reduction in traffic and the visual amenity of the town would likely improve.

Furthermore, by diverting heavy vehicle traffic there would be an improvement of road quality within the town centre and reduced traffic noise for residents situated along the existing main roads.

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Proposal objectives

The proposal objectives are:

- Improve traffic efficiency within the centre of Moss Vale by providing an alternate route for long-haul freight traffic
- Reduce volume of long-haul freight traffic along the A48 Illawarra Highway and Argyle Street within Moss Vale
- Improve safety within Moss Vale town centre for road users and pedestrians by providing an alternate route to reduce heavy vehicles and ease congestion
- Improve visual amenity of the town centre by reducing traffic
- Implement a second rail crossing of the Main Southern Railway for Moss Vale which is not flood affected or height restricted
- Connect the existing residential and industrial areas with the broader area
- Construct a shared pedestrian/cycle path along the length of the bypass to tie into existing facilities including the Bong Bong Cycle Track to the east and the Berrima Road to the west
- Encourage economic prosperity within the industrial region of Moss Vale by increasing access to industrial sites and developing faster haulage routes
- Providing a bypass for use by local residents to ease their movement through the Moss Vale region
- Improved response times for emergency service vehicles through the reduced congestion on the Illawarra Highway (Argyle Street), and through secure access provided by the project and in particular the second road bridge over the Main Southern Railway line
- More equitable distribution of traffic across the road network.

Options considered

Development of the proposal and potential options for a second crossing of the rail line in Moss Vale was initially considered in 1970s. A preferred route was confirmed in the 1980s and most land acquisition was finalised in the 1990s. Since this period, preliminary designs have been updated routinely to maintain up to date concept designs.

Due to the preferred option being largely settled in the 1980s, as well as the finalisation of most land acquisition in the 1990s, no further alternative routes were considered.

The following options were considered:

- Option 1: Do nothing
- Option 2: Construct a bypass of Moss Vale along established preferred route.

The preferred option is Option 2: Construct a bypass of Moss Vale along established preferred route. This option was selected as the preferred option as it met all of the proposal objectives, compared to the 'Do Nothing' option which did not meet any of the proposal objectives.

Following the selection of Option 2 as the preferred option, a number of design refinements have been made during the design phase to improve traffic outcomes and reduce environmental impacts. These are further detailed in Section 2.6.Council also considered the realignment of Bowman Road to the west of Berrima Road, however this was not progressed as it would have delayed the construction of the new animal shelter and SES facilities and required additional property acquisition.

Council also considered the staged delivery of the bypass to initially provide a new crossing of the rail corridor between Beaconsfield Road and Suttor Road. This staging was not progress as it would have resulted in a number of challenges such as effectively relocating the various utilities that run the full extent of the bypass and tying into the local road network.

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Statutory and planning framework

The proposal is categorised as development for the purpose of a road and road infrastructure facilities and is being carried out by or on behalf of a public authority. Under State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP (Transport and Infrastructure)) the proposal is permissible without consent. The proposal is not State significant infrastructure or State significant development. The proposal can be assessed under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

Wingecarribee Shire Council is the determining authority for the proposal. This Review of Environmental Factors (REF) fulfils the obligation under section 5.5 of the EP&A Act including to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

A referral to Australian Government Department of Climate Change, Energy, the Environment and Water under the EPBC Act is not required.

Community and stakeholder consultation

Wingecarribee Shire Council has undertaken stakeholder and community consultation since the 1970s when a second rail crossing in Moss Vale was initially discussed.

In 2007 and 2008 consultation was undertaken by Council's then Economic Development Manager regarding a future industrial area which later became known as the Moss Vale Enterprise Corridor (MVEC).

Community engagement around the proposed traffic and transport provisions within the MVEC Section 94 Plan was conducted in late 2010 to early 2013 before Council adopted the Plan on 14 August 2013. Property owners in Moss Vale and New Berrima, local industry and economic development advocates were notified, involved in public meetings and invited to provide feedback during this time. During this consultation, a bypass of Moss Vale, including a second rail crossing, was raised with community support.

Surveys and workshops conducted in 2016 for a review of the Community Strategic Plan identified a need for works which would address traffic congestion in town centres. Moss Vale was mentioned many times by workshop participants, including:

- Traffic congestion and management was in the top 5 "important issues facing the LGA"
- Reduce truck weight limit in the main streets of the townships was requested in 'improvements for the LGA'.

This REF has been placed on public exhibition for stakeholder and community comment. All comments received will be considered when finalising the proposal design. The community would be kept informed of any further changes to the proposal resulting from this and any future consultation process.

All comments received during the public display of the REF will be addressed by Wingecarribee Shire Council in a Council report.

If the proposal is approved, ongoing consultation activities would occur with the affected community, including nearby landholders, businesses, and road users during detailed design and construction. Ongoing communications and notifications may include:

- Community/construction updates
- Media announcements
- Stakeholder meetings (as required)
- Web page updates
- Work notification letters (as required).

Environmental impacts

Detailed technical investigations have been carried out to identify, assess, manage and minimise the proposal's potential impacts. The following outlines the proposal's main impacts on the environment and surrounding community. The safeguards and mitigation measures identified in this REF would help minimise the expected adverse impact.

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Traffic and transport

Potential impacts to traffic and transport as a result of construction of the proposal would be temporary. Traffic impacts would occur due to the movement of construction vehicles along Argyle Street, Berrima Road and surrounding local roads for site access and the haulage of construction materials. Construction sites would be primarily accessed via approved heavy vehicle routes. Road closures would be required at the location of proposed intersections with existing roads during construction. These would generally be carried out at night (where practical) to minimise any queueing, and as such, the impact is expected to be minimal and managed with appropriate traffic control measures.

The operation of the proposal would have a positive impact on local traffic by diverting traffic onto the bypass and away from the Moss Vale town centre. By 2026, the bypass would take around 5,000 vehicles per day off Argyle Street near the rail overbridge, and by 2036 around 7,200 vehicles per day. This would result in 15,000 vehicles per day of expected traffic on Argyle Street in 2036, less than the current day flows.

The proposal would also result in positive impacts for public transport and emergency services as the reduction in traffic through Moss Vale town centre may assist with reducing travel times for buses travelling through Moss Vale.

The proposal would have a positive impact on pedestrians and cyclists as it would provide a shared path which is separated from the road, and which connects with existing pedestrian and cycling infrastructure, therefore adding to the active transport network in Moss Vale.

Noise and vibration

Construction noise levels for each noise scenario are presented in detail in Appendix D and a summary provided below:

- The day, evening and night construction NMLs would generally be exceeded at most residential receivers in each NCA
- Residential receivers directly adjacent to the construction works are also predicted to be highly noise affected (ie >75dB(A)
- For the industrial receivers, construction noise levels exceed the relevant NMLs at some receiver locations and also exceed the highly noise affected level of 75dB(A)
- In most cases the exceedances of the NMLs and highly noise affected level of 75dB(A) are based on the activity occurring at a point nearest to the receiver and with all plant and equipment operating concurrently. However, not all plant and equipment would typically operate concurrently, and this is considered to be a worst-case scenario.

Based on the estimated construction traffic movements and the existing AADT volumes along Berrima Road and Argyle Street, it is expected that construction traffic would increase existing traffic volumes by no more than 2dB(A). An increase of no more than 2 dB(A) is not considered significant and therefore specific construction traffic noise impacts are not anticipated.

Noise mitigation measures are recommended during operation of the proposal. Based on noise assessment the following operational noise mitigation has been identified:

- A noise barrier between Bulwer Road and Beaconsfield Road at a height of around 3 metres
- A noise barrier east of Beaconsfield Road at a height of around 2.5 metres.

To mitigate residual impacts, at-property treatment is recommended at 63 properties. Field inspections of each affected property would be required during the detailed design stage to determine the appropriate treatment.

Biodiversity

The proposal would result in the removal of 0.58 hectares of PCT 3302: Southern Highlands Shale-Basalt Dry Forest. Vegetation within the proposal area is generally in poor condition due to historical clearing and invasion of environmental and priority weeds. The majority of the impacts would be to degraded vegetation (28.52 hectares) including exotic dominated grassland and exotic trees/shrubs.

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All vegetation proposed to be removed provides minor foraging habitat for a suite of protected fauna species. Sensitive and/or specialist fauna habitat that may be directly impacted by the proposal include hollow-bearing trees. These habitat types are unlikely to offer highly suitable breeding habitat for threatened fauna owing to the heavily degraded surrounding vegetation and proximity to surrounding rural, industrial and residential land use.

One threatened flora species, *Eucalyptus macarthurii*, has been identified within and surrounding the proposal area and may be impacted as a result of trampling. Forty-six individuals were identified within proximity to the proposal area, however the implementation of safeguards and management measures, including tree protection zones, flagging and demarcating would reduce any risk of accidental damage. No impacts are expected to occur outside of the proposal area.

A five-part test and an Assessment of Significance determined that a significant impact on threatened species and communities is not likely.

The proposal would not result in excessive landscape scale habitat fragmentation, due to there already being a high degree of fragmentation in the landscape associated with historical clearing and the surrounding land use. The proposal has also minimised fragmentation by aligning closely to the existing infrastructure and land uses.

Water, hydrology and flooding

During construction, some work areas and compounds may be subject to flooding in moderate to large storm events, which could pose risks to safety, construction progress, and downstream waterways. Management measures including appropriate site planning, staged works, and flood emergency procedures would be implemented to reduce these risks.

During operation, the bypass would provide a high level of flood immunity (1% AEP) for the new road and shared user paths, as well as maintain existing flood immunity at key connections. Modelling indicates that the proposal would result in minor, localised increases in flood depth, velocity, or duration in a small number of areas adjacent to the corridor. These changes are not expected to significantly affect existing or future land use, and where minor exceedances occur, consultation with affected property owners would be undertaken.

Geology, soils and contamination

Construction activities involving ground disturbance such as vegetation clearing and excavation for the proposed works, would increase the potential for erosion, which may result in the mobilisation of soils and subsequent sedimentation of receiving environments. The proposed works may also result in potential impacts to soil quality as a result of accidental spills and leaks during construction.

Upon completion of the proposed works, any disturbed areas would be stabilised. It is not expected that the operation of the proposed works would have any ongoing impact on soils or contamination.

Aboriginal heritage

Five Aboriginal heritage sites are identified within the proposal area. Mitigation measures have been proposed to minimise impacts to the sites during construction of the proposal.

The proposal would not involve any impacts to Aboriginal cultural heritage during operation.

Non-Aboriginal heritage

The curtilages of items Austermere (LEP I398), Christ Church, Churchyard & Cemetery (SHR #01383/LEP I163) and Bong Bong Common (A1191) extend into the proposal area and would be impacted. However, the identified historical values of these items do not pertain to these areas. The proposed works would follow the existing alignment of 3 optic fibre cables and the APA gas line that have previously disturbed the proposal area which would minimise additional impact to the curtilages.

The context of the heritage items has been previously altered through residential and industrial development such as the construction of roads and the gas pipeline. The views of the items would not be substantially altered by the proposed works. The views from Christ Church, Churchyard & Cemetery (SHR #01383/LEP I163) have previously been impacted by a substation and the existing roads. Additionally, tall, dense pine planting block views from the item to the proposal area. Therefore, the proposed works would have minimal further impact to the views to and from the listed heritage items.

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Landscape character and visual amenity

The impacts on visual amenity during construction activities would be confined to the Moss Vale Bypass corridor and identified intersections, as well as site compounds. Following the completion of construction, the impacts associated with construction equipment and facilities would be removed and disturbed areas which do not form part of the operational footprint would be restored.

The proposal would result in moderate to high visual impacts for some residences, particularly along Suttor Road, Beaconsfield Road, and Napper Close, while impacts elsewhere are expected to be low or negligible.

To mitigate potential impacts, the proposal incorporates extensive landscape planting, the use of noise and retaining walls with integrated design elements, and the strategic placement of screening vegetation. These measures are intended to soften the visual presence of the bypass, blend it into the surrounding environment, and reduce visual impacts.

The proposal is in a currently underutilised and inactivated area on the outskirts of Moss Vale, and overall visual impact would be moderate in the immediate term, with impacts reducing over time during the operational phase to low overall as new tree plantings grow and mature.

Property and land use

Council has previously acquired the property required for the proposal and no further property acquisition is required. Noise and vibration, visual and air quality impacts on nearby properties are addressed in Sections 6.2, 6.8, and 6.11, respectively.

The proposal is located on several zones under the Wingecarribee LEP and is consistent with the objectives of these zones.

Socio-economic

The estimated duration of construction is approximately 2.5 years. Construction of the proposal would have the potential to cause temporary impacts on the community in Moss Vale, such as impacts on local amenity, character and traffic. The construction of the proposal may also have positive impacts on Moss Vale through the employment opportunities arising from construction.

Operation of the proposal is expected to benefit the community in the long term as it would ease traffic congestion in the centre of Moss Vale, improving safety and amenity for pedestrians. Concerns have been raised that diverting traffic away from Argyle Street may impact on local business. However, it is considered that reducing the traffic and freight burden along this corridor would assist people to park and access the local shopping precinct. The operation of the proposal would also have a positive impact on amenity in the town centre as traffic would be diverted onto the bypass. The proposal may result in a negative amenity impact on areas adjacent to the proposal area due to the increase in traffic. These impacts are anticipated to be minor with the implementation of safeguards outlined in this REF.

Air quality

Potential impacts associated with the proposal include minor emissions from machinery and dust. Emissions from construction vehicles / equipment would be minor and short-term. Dust could be generated from a variety of activities including:

- Earthworks
- Transportation and handling of soils and materials
- Use of construction vehicles, machinery, plant and equipment
- Line-marking.

The total amount of dust would depend on the silt and moisture content in the soil, prevailing weather conditions and the types of activities being carried out. Depending on wind speed and direction, short-term impacts could be experienced at some nearby sensitive receivers.

The proposal aims to redirect traffic from the centre of Moss Vale through the bypass. This would lead to an increase in road traffic emissions near the bypass, however, may lead to an improvement in air quality in the Moss Vale town centre.

Transport's Roadside Air Quality Screening Tool results indicate that general traffic using the bypass would not result in exceedance of NSW EPA air quality criteria nitrogen dioxide, $PM_{2.5}$ and PM_{10}.

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Cumulative impacts

There is potential for cumulative noise and vibration during both the construction and operation of the proposal with other nearby projects and land uses.

Where lane closures are needed during construction, coordination with other projects would reduce the potential for cumulative impacts during construction. Operation of the proposal would improve the performance of the road network and would have a positive effect on the cumulative impacts of other projects on traffic and transport.

Mitigation measures

Safeguards and management measures have been identified in the REF in order to minimise adverse environmental impacts, including social impacts, which could potentially arise as a result of the proposal. Should the proposal proceed, these safeguards and management measures would be applied during the construction and operation of the proposal to minimise any potential adverse impacts on the surrounding environment.

A Construction Environmental Management Plan (CEMP) will be prepared to describe the safeguards and management measures identified. The CEMP will provide a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

Justification

The proposed Moss Vale Bypass would result in positive social impacts as it would improve the amenity in the Moss Vale town centre by diverting traffic to the bypass. The proposal also includes a shared path which would improve safety and amenity for pedestrians and cyclists.

A 'do nothing' approach was not considered appropriate as it does not address the identified need and does not meet the proposal's objectives.

While there would be some environmental impacts as a consequence of the proposal including traffic and transport impacts, noise impacts, Aboriginal cultural heritage impacts, vegetation removal, visual impacts, and potential soil and water impacts, they have been avoided or minimised wherever possible through design and the site-specific safeguards proposed.

The benefits of the proposal are considered to outweigh the mostly temporary adverse impacts and risks associated with the proposal.

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1 Introduction

This chapter introduces the proposal and provides context for the environmental assessment. In introducing the proposal, the objectives and project development history are detailed and the purpose of the report provided.

1.1 Proposal identification

Wingecarribee Shire Council (Council) proposes to construct approximately 3.8 kilometres of new road comprising 1 lane in each direction to connect Berrima Road and Moss Vale Road to the north of (and bypassing) the Moss Vale town centre (the proposal). The proposal would assist in addressing increased traffic congestion on Argyle Street and road safety issues at this location, while also improving freight efficiency, town centre amenity, and regional connectivity.

Key features of the proposal would include:

- 2-lane carriageway with 3.5 metre-wide lanes
- Roundabouts at Berrima Road, Beaconsfield Road, Suttor Road, Argyle Street, and at Link Road
- Bulwer Road converted to a cul-de-sac on northern side and left in/ left out on southern side
- Intersections designed for 26 metre B-Double movements along the bypass, and 19 metre semitrailer on the minor roads
- Western end of Suttor Road would be left in/left out to the bypass road, and the existing connection to Argyle Street would be retained with safety improvements
- Provision of a 2.5 metre-wide shared path adjacent to the carriageway
- Provision of a flood free connection over the Main Southern Railway that is not height restricted
- The bridge cross section consists of 2 x 3.5 metre-wide traffic lanes with 2.5 metre-wide shoulders on each side and a 3.2 metre-wide shared path
- A pedestrian underpass structure proposed at the eastern end near Argyle Street
- Retaining walls would be required for a large extent of the corridor with combined noise walls at certain locations
- Full depth reinforced soil walls (RSWs) at the bridge over the Main Southern Railway and at Lackey and McCourt Roads
- Installation of streetlights
- Landscaping around the bypass.

The location of the proposal is shown on Figure 1-1, and an overview of the proposal is provided on Figure 1-2. Chapter 3 describes the proposal in more detail.

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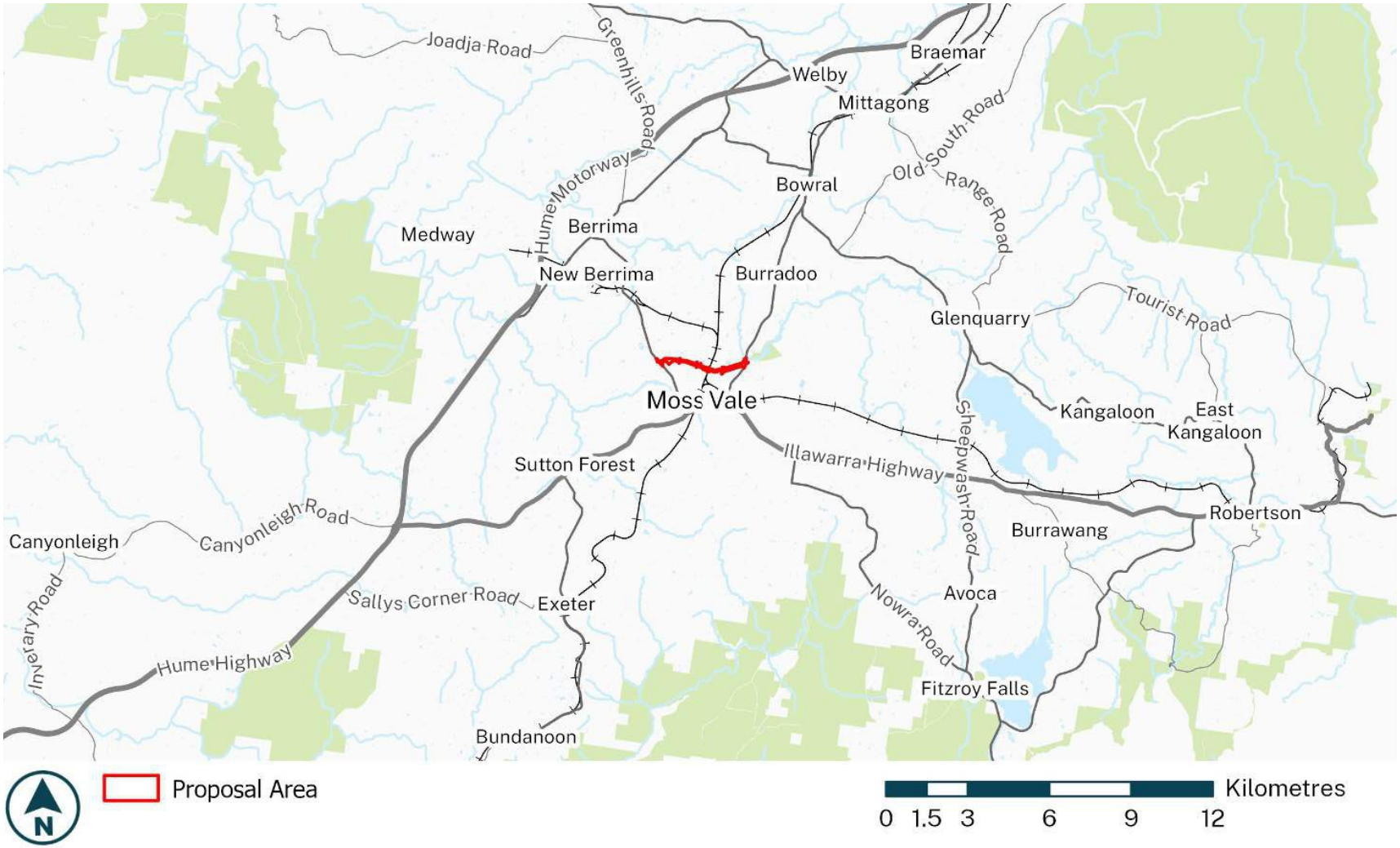


Figure 1-1 Location of the proposal

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Figure 1-2 The proposal

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1.2 Purpose of the report

This review of environmental factors (REF) has been prepared by bd infrastructure on behalf of Wingecarribee Shire Council (Council). For the purposes of these works, Council is the proponent and determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

The purpose of the REF is to describe the proposal, to document the likely impacts of the proposal on the environment, and to detail mitigation and management measures to be implemented.

The description of the proposed work and assessment of associated environmental impacts has been undertaken in the context of Section 171 of the Environmental Planning and Assessment Regulation 2021, the factors in Guidelines for Division 5.1 assessments (Department of Planning and Environment, 2022), Roads and Related Facilities EIS Guideline (Department of Urban Affairs and Planning, 1996), the *Biodiversity Conservation Act, 2016* (BC Act), the *Fisheries Management Act 1994* (FM Act), and the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act).

In doing so, the REF helps to fulfil the requirements of:

- Section 5.5 of the EP&A Act including that Council examine and take into account, to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity.

The findings of the REF would be considered when assessing:

- Whether the proposal is likely to have a significant impact on the environment and therefore the necessity for an environmental impact statement
- The significance of any impact on threatened species as defined by the BC Act and/or FM Act, in section 1.7 of the EP&A Act and therefore the requirement for a Species Impact Statement or a Biodiversity Development Assessment Report
- The significance of any impact on nationally listed biodiversity matters under the EPBC Act, including whether there is a real possibility that the activity may threaten long-term survival of these matters, and if offsets are required and able to be secured
- The potential for the proposal to significantly impact any other matters of national environmental significance or Commonwealth land and the need to make a referral to the Australian Department of Climate Change, Energy, the Environment and Water for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.

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2 Need and options considered

2.1 Strategic need for the proposal

The Moss Vale Bypass would provide an accessible freight route that will bypass the Moss Vale town centre and improve the commute for heavy vehicles and remove a large proportion of traffic from the town centre. Currently, traffic moving through the town centre passes through a school zone (Moss Vale Public School and St Pauls International College), a single set of traffic lights, 1 roundabout and under a low railway overpass, which is subject to flooding, which all impact on travel time. Once completed, the Moss Vale Bypass would connect Berrima Road in the west to Argyle Street in the east and would provide an additional crossing over the Main Southern Railway that is flood resistant and has no height restrictions. An active transport link would also be provided along the entire length of the proposal that connects Bong Bong Cycle Track in the east to Berrima Road in the west.

The proposal would improve transport efficiency for both local and long-distance transport by reducing existing and future traffic volumes within Moss Vale town centre. Safety within the town centre would be improved through a reduction in traffic and the visual amenity of the town would likely improve. Furthermore, by diverting a substantial portion of heavy vehicle traffic there would be an increased longevity of road quality within the town centre and reduced traffic noise for residents situated along the existing main roads.

2.1.1 Future Transport Strategy

The NSW Future Transport Strategy (Transport for NSW, 2022) outlines a clear framework to address transport challenges in NSW over the next 40 years and is an update of Future Transport 2056 released in 2018. It integrates planning for roads, freight and all other modes of transport and sets out initiatives, solutions and actions to meet NSW transport challenges.

The Future Transport Strategy identifies 3 key transport outcomes to guide investment, policy and reform, and service provision in NSW, including connecting customers, supporting successful places for communities, and enabling economic activity. The proposal would support the key transport outcome to connect customers. Strategic directions identified in the Future Transport Strategy to achieve this outcome include:

- Improving connectivity across NSW, including enhancing the Plan's 30-minute metropolitan cities strategy and connecting regional cities, centres, towns and villages
- Making transport networks safe, including improving the safety of people walking and cycling and delivering safer speed settings and infrastructure safety treatments on regional roads
- The proposal is aligned with these strategic directions as it would improve connectivity in NSW and divert traffic from the Moss Vale town centre, making it more suitable for pedestrians and cyclists
- The proposal would also provide a new 2.5 metre-wide shared path along the bypass, improving active transport facilities.

2.1.2 Road Safety Action Plan 2026

The 2026 Road Safety Action Plan (Transport for NSW, 2022) seeks to continue the accomplishments of the Road Safety Plan 2021 (Transport for NSW, 2018) and focuses on enhancing education and local engagement, transforming the safety of the road network and accelerating safety features in vehicles. The Plan also aligns with Future Transport, the NSW Government's transport planning strategy, which aims to ensure safety is designed into the transport network as NSW grows. The Plan includes the following targets:

- Halving fatalities on NSW roads by 2030
- Reducing serious injuries by 30 per cent on NSW roads by 2030.

The proposal seeks to improve safety in Moss Vale by diverting traffic, and particularly heavy traffic, away from the Moss Vale town centre. The bypass would also provide an alternate route across Moss Vale for vehicles (including emergency services) which would increase the resilience of the road network during periods of emergency or severe adverse weather events.

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2.1.3 NSW State Infrastructure Strategy

The NSW State Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022) outlines independent advice from Infrastructure NSW on the current state of NSW's infrastructure needs and priorities over the next 20 years.

The proposal supports objectives of the State Infrastructure Strategy, including:

- Boost economy-wide productivity and competitiveness: Supporting the strategic direction to deliver efficient transport networks to support thriving cities, businesses and communities
- Service growing communities: Supporting the strategic direction to improve access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions
- Embed reliability and resilience: Supporting the strategic direction to establish a rigorous and funded program to identify and remedy assets most likely to cause service failure
- Integrate infrastructure, land use and service planning: Supporting the strategic direction to coordinate infrastructure, land use and service planning to meet housing, employment, industry and community needs.

2.1.4 South East and Tablelands Regional Plan 2036

The South East and Tablelands Regional Plan 2036 (Department of Planning and Environment, 2017) is intended to guide the NSW Government's land use planning priorities and decisions over the next 20 years for the South East and Tablelands Region. The regional plan sets the following goals:

- A connected and prosperous economy
- A diverse environment interconnected by biodiversity corridors
- Healthy and connected communities
- Environmentally sustainable housing choices.

The proposal is consistent with the goals of the regional plan as it would contribute to connecting communities in the region. Further discussion of the proposal's impacts on biodiversity corridors is included in Section 6.3.

The regional plan identifies both the Hume Highway and the Illawarra Highway as strategic transport links. The construction of the bypass would provide traffic relief on the Illawarra Highway, where it runs through the Moss Vale town centre.

2.1.5 Community Strategic Plan: Wingecarribee 2041

The Community Strategic Plan: Wingecarribee 2041 (Wingecarribee Shire Council, 2023) (CSP) identifies visions and goals for the local government area (LGA) for the next 20 years. Goal 3.1 of the CSP is to create a physically and digitally connected Shire. This includes actions such as working in partnership to ensure a safe and reliable road and infrastructure network, and improving local roads through prioritised and timely upgrade, renewal and maintenance programs. The proposal aligns with these actions and goals in the CSP.

2.1.6 Wingecarribee 2040 Local Strategic Planning Statement

The Wingecarribee 2040 Local Strategic Planning Statement (Wingecarribee Shire Council, 2020) (LSPS) sets out the 20-year land use vision for the LGA and provides a long-term planning framework to meet the economic, housing, social and environmental needs of our community. The Moss Vale Bypass is identified in the Moss Vale Precinct Plan within the LSPS. The precinct plan states that the bypass would relieve traffic pressure on the main street, remove heavy vehicles from the retail core and unlock the potential of the Moss Vale Enterprise Zone.

2.1.7 Moss Vale town centre Movement and Place Assessment

A Moss Vale town centre Movement and Place Assessment (Transport for NSW, 2023) was conducted by Transport for NSW in collaboration with Wingecarribee Shire Council, to set the vision and objectives for the Moss Vale town centre transport network. The assessment was undertaken in the context of the large transport infrastructure projects and key drivers including the Moss Vale bypass along with the train station upgrade, intersection and active transport upgrades, and surrounding development and growth.

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The assessment identifies the delivery of the bypass as an action to improve the amenity of the town centre, and identifies a number of actions related to improving access and connectivity, character and form, and use of the town centre.

2.1.8 Southern Highlands Innovation Park Master Plan

The Southern Highlands Innovation Park Master Plan (Wingecarribee Shire Council, 2025) was developed to inform future precinct rezoning and preparation of an updated Development Control Plan that will guide future development, and ensure high quality outcomes are achieved for the Southern Highlands Innovation Park (SHIP).

The Master Plan identifies Moss Vale Bypass as a key project to divert traffic from Moss Vale town centre and improve access to the SHIP.

2.2 Limitations of existing infrastructure

The existing road infrastructure within Moss Vale has several limitations which currently result in a poor level of service, particularly for freight vehicles. Limitations of the existing road network include:

- The presence of a school zone along Argyle Street and Waite Street for Moss Vale Public School and St Paul's International College
- A low capacity which is unable to accommodate for high traffic and freight volumes through Moss Vale
- A conflict in use for Argyle Street, which currently acts both as the main thoroughfare through Moss Vale as well as the main commercial precinct.

2.3 Proposal objectives

2.3.1 Proposal objectives

The objectives of the proposal include:

- Improve traffic efficiency within the centre of Moss Vale by providing an alternate route for long-haul freight traffic
- Reduce volume of long-haul freight traffic along the A48 Illawarra Highway and Argyle Street within Moss Vale
- Improve safety within Moss Vale town centre for road users and pedestrians by providing an alternate route to reduce heavy vehicles and ease congestion
- Improve visual amenity of the town centre by reducing traffic
- Implement a second rail crossing of the Main Southern Railway for Moss Vale which is not flood affected or height restricted
- Connect the existing residential and industrial areas with the broader area
- Construct a shared pedestrian/cycle path along the length of the bypass to tie into existing facilities including the Bong Bong Cycle Track to the east and the Berrima Road to the west
- Encourage economic prosperity within the industrial region of Moss Vale by increasing access to industrial sites and developing faster haulage routes
- Providing a bypass for use by local residents to ease their movement through the Moss Vale region
- Improved response times for emergency service vehicles through the reduced congestion on the Illawarra Highway (Argyle Street), and through secure access provided by the project and in particular the second road bridge over the Main Southern Railway line
- More equitable distribution of traffic across the road network.

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2.3.2 Development criteria

The development criteria for the proposal include:

- Provide a new bypass for the town of Moss Vale, with 1 lane in each direction undivided
- Provide connections to the existing roads at multiple intersections in Moss Vale
- Provide a rail crossing over the Main Southern Railway that is flood resistant, and with no height restrictions.

2.3.3 Urban design objectives

The urban design objectives for the proposal are:

- Fit sensitively within the adjacent landscape and rural context along the road corridor.
- Contribute to the accessibility, permeability, connectivity and comfort of cyclists and road users on the adjoining local roads
- Minimise impacts on the adjacent areas of Significant Landscape and Environmental Sensitivity
- Provide contextually and culturally appropriate landscape treatments and interventions
- Maximise opportunities for new planting within the verge and medians where appropriate
- Reduce visual impacts to sensitive adjacent stakeholders through the retention and enhancement of screening vegetation
- Protect and enhance threatened wildlife connectivity and corridors
- Respond to urban and landscape design outcomes sought in relevant local planning and strategy documents.

2.4 Alternatives and options considered

The preferred route for the Moss Vale Bypass was confirmed in 1980s, with most land acquisition finalised in the 1990s.

Prior to that, several options were considered to provide a second rail crossing in Moss Vale, including:

- In the 1970s an alternative route along the alignment at Hoskins Street and Parkes Road was considered but was not pursued at the time and further options were developed for consideration
- A level crossing was in use between 1963 and 1997 at Baker Street in Moss Vale, which is south of the current preferred alignment. While this provided a second rail crossing, it was closed due to the unsatisfactory conflict between rail and vehicular traffic movements
- A drainage culvert located at Joy Mining was also considered for use as a second rail crossing. However, it was closed in 2001 due to the ongoing maintenance burden from regular flooding and debris collection in addition to height restrictions.

In 2002, utilising aerial photography, Council prepared preliminary designs for the bypass. These preliminary designs have been updated routinely to maintain up to date concept designs. In 2011, changes to the design were made to reduce the amount of private property acquisition. In 2022 a change to the design was made to increase the number of mature trees preserved along Suttor Road. Infrastructure requirements of Moss Vale Bypass are outlined as part of Section 94 Developer Contributions Plan for the Moss Vale Enterprise Corridor 2013 – 2050 (Wingecarribee Shire Council, 2013).

2.4.1 Methodology for selection of preferred option

Comparison of the preferred option against the Moss Vale Bypass proposal objectives was carried out. Due to the preferred option being largely settled in the 1980s, as well as the finalisation of most land acquisition in the 1990s, no further alternative routes were considered.

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2.4.2 Identified options

The identified options are as follows:

- Option 1: Do nothing
- Option 2: Construct a bypass of Moss Vale along established preferred route.

2.4.3 Analysis of options

Consideration of the proposal options against the proposal objectives is provided in Table 2-1.

Table 2-1: Analysis of options

Objective	Do nothing	Construct bypass
Improve traffic efficiency within the centre of Moss Vale by providing an alternate route for long-haul freight traffic.	Does not improve traffic efficiency in Moss Vale. **Does not meet proposal objective.**	Would improve traffic efficiency within Moss Vale. **Meets proposal objective.**
Reduce volume of long-haul freight traffic along the A48 Illawarra Highway and Argyle Street within Moss Vale.	Does not reduce volume of freight traffic along the Illawarra Highway and Argyle Street. **Does not meet proposal objective.**	Reduces volume of freight traffic along the Illawarra Highway and Argyle Street. **Meets proposal objective.**
Improve the safety within Moss Vale town centre for road users and pedestrians by providing an alternate route to limit heavy vehicles and ease congestion.	Does not improve the safety in Moss Vale town centre. **Does not meet proposal objective.**	Improves the safety in Moss Vale town centre. **Meets proposal objective.**
Improve the visual amenity of the town centre by reducing traffic.	Does not improve the visual amenity of the town centre. **Does not meet proposal objective.**	Improves the visual amenity of the town centre. **Meets proposal objective.**
Implement a second rail crossing of the Main Southern Railway for Moss Vale which is not flood affected or height restricted.	Does not implement a second rail crossing. Retains the single existing rail crossing which is both flood affected and height restricted. **Does not meet proposal objective.**	Proposes a second rail crossing of the Main Southern Railway which is not flood affected or height restricted. **Meets proposal objective.**
Connect the existing residential and industrial areas with the broader area.	Does not connect existing residential and industrial areas. **Does not meet proposal objective.**	Connects existing residential and industrial areas. **Meets proposal objective.**
Construct a shared pedestrian/cycle path along the length of the bypass to tie into existing facilities including the Bong Bong Cycle Track to the east and the Berrima Road to the west.	Does not propose a cycle path. **Does not meet proposal objective.**	Proposes a cycle path along the bypass. **Meets proposal objective.**

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Objective	Do nothing	Construct bypass
Encourage economic prosperity within the industrial region of Moss Vale by increasing access to industrial sites and developing faster haulage routes.	Does not increase access to industrial sites or develop faster haulage routes. **Does not meet proposal objective.**	Increases access to industrial sites and develops faster haulage routes. **Meets proposal objective.**
Providing a bypass for use by local residents to ease their movement through the Moss Vale region.	Does not provide a bypass for residents of Moss Vale. **Does not meet proposal objective.**	Provides a bypass for residents of Moss Vale. **Meets proposal objective.**
Improved response times for emergency service vehicles through the reduced congestion on the Illawarra Highway (Argyle Street), and through secure access provided by the project and in particular the second road bridge over the Main Southern Railway line.	Does not improve response times for emergency vehicles as this option would not improve traffic congestion in the town centre or providing a second crossing of the Main Southern Railway line. **Does not meet proposal objective.**	Allows for potential improvement in response time for emergency response times by reducing traffic congestion on Argyle Street and by providing a second crossing of the Main Southern Railway line. **Meets proposal objective.**
More equitable distribution of traffic across the road network.	Does not provide for an equitable distribution of traffic with traffic concentrated on Argyle Street through the town centre. **Does not meet proposal objective.**	Provides a more equitable distribution of traffic by allowing through traffic to bypass the town centre. **Meets proposal objective.**

2.5 Preferred option

The preferred option is Option 2: Construct a bypass of Moss Vale along established preferred route. This option was selected as the preferred option as it met all of the proposal objectives, compared to the 'Do Nothing' option which did not meet any of the proposal objectives.

2.6 Design refinements

Following the selection of Option 2 as the preferred option, the following design refinements have been made during the design phase:

- Updating the design to avoid the acquisition of the eastern corner of 44 Suttor Road, Moss Vale. While the acquisition would have improved approach lines and allowed the intersection to be more perpendicular, it would have resulted in the removal of a number of mature trees. The design of the roundabout was refined in consultation with the adjacent landowner at the time and was further refined to retain the row of mature trees along Suttor Road. These trees contribute significantly to the visual and natural landscape and would provide visual screening of the Moss Vale Bypass for the residents along Suttor Road. While this design change reduces the amount of mature trees needing to be removed, some tree and vegetation removal would still be required for the proposal
- Redesigning the batter slopes so that fill material does not cover the nearby gas pipeline
- Removal of mid-block roundabout between Suttor Road and Argyle Street to improve travel times
- Removal of proposed Suttor Road cul-de-sacs. Design updated so western end of Suttor Road would be left-in/left-out and eastern end left-in/left-out/right-in to support public transport efficiency by retaining bus stops closer to residential properties

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- Bulwer Road intersection treatment determined to be a cul-de-sac for northern Bulwer Road and southern Bulwer Road to be left-in/left-out treatment
- Based on a noise assessment, 3 locations have been identified as suitable for a noise barrier or property treatment including a noise wall between Bulwer Road and Beaconsfield Road at a height of approximately 3 metres, a noise wall east of Beaconsfield Road at a height of approximately 2.5 metres, and property treatment for residences between Suttor Road and Argyle Street
- Replacing the proposed cantilever retaining wall with a post and panel design to improve drainage and mitigate the need for further safety barriers. Additional retaining walls have been included throughout the design
- Full depth RSWs have been included to provide increased clearance from the gas easement, providing more opportunities for landscaping and urban design features and improved access for maintenance accessibility
- A Shared Path Underpass near Argyle Street to provide pedestrian connectivity due to the removal of the pedestrian connectivity at the Argyle Street roundabout.

Council also considered the potential to realign Bowman Road to the west of Berrima Road to align with the new bypass intersection. This option was not progressed as it would have delayed the construction of the new animal shelter and SES facilities and would have required additional property acquisition.

Council also investigated the option of staging the construction and opening of Moss Vale Bypass with the first stage being the section from Beaconsfield Road and Suttor Road to provide a new connection over the rail corridor. This construction and operational staging would have resulted in a number of challenges such as effectively relocating the various utilities that run the full extent of the bypass and tying into the local road network. As a result, Council determined to proceed with delivery of the full extent of the proposal without construction or operational staging.

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3 Proposal description

3.1 The proposal

Wingecarribee Shire Council proposes to construct a bypass of Moss Vale between Berrima Road in the west and Moss Vale Road in the east. The proposal is shown in Figure 3-1, Figure 3-2, Figure 3-3 and Figure 3-4.

Key features of the proposal would include:

- 2-lane carriageway with 3.5 metre-wide lanes
- Roundabouts at Berrima Road, Beaconsfield Road, Suttor Road, Argyle Street, and at Link Road
- Bulwer Road converted to a cul-de-sac on northern side and left in/left out on southern side
- Intersections designed for 26 metre B-Double movements along the bypass, and 19 metre semitrailer on the minor roads
- Western end of Suttor Road would be left in/ left out to the bypass road, and the existing connection to Argyle Street would be retained with safety improvements
- Provision of a 2.5 metre-wide shared path adjacent to the carriageway
- Provision of a flood free connection over the Main Southern Railway that is not height restricted
- The bridge cross section consists of 2 x 3.5 metre-wide traffic lanes with 2.5 metre-wide shoulders on each side and a 3.2 metre-wide shared path
- A pedestrian underpass structure proposed at the eastern end near Argyle Street
- Retaining walls would be required for a large extent of the corridor with combined noise walls at certain locations
- Full depth RSWs at the bridge over the Main Southern Railway and at Lackey and McCourt Roads
- Installation of street lights
- Landscaping around the bypass.

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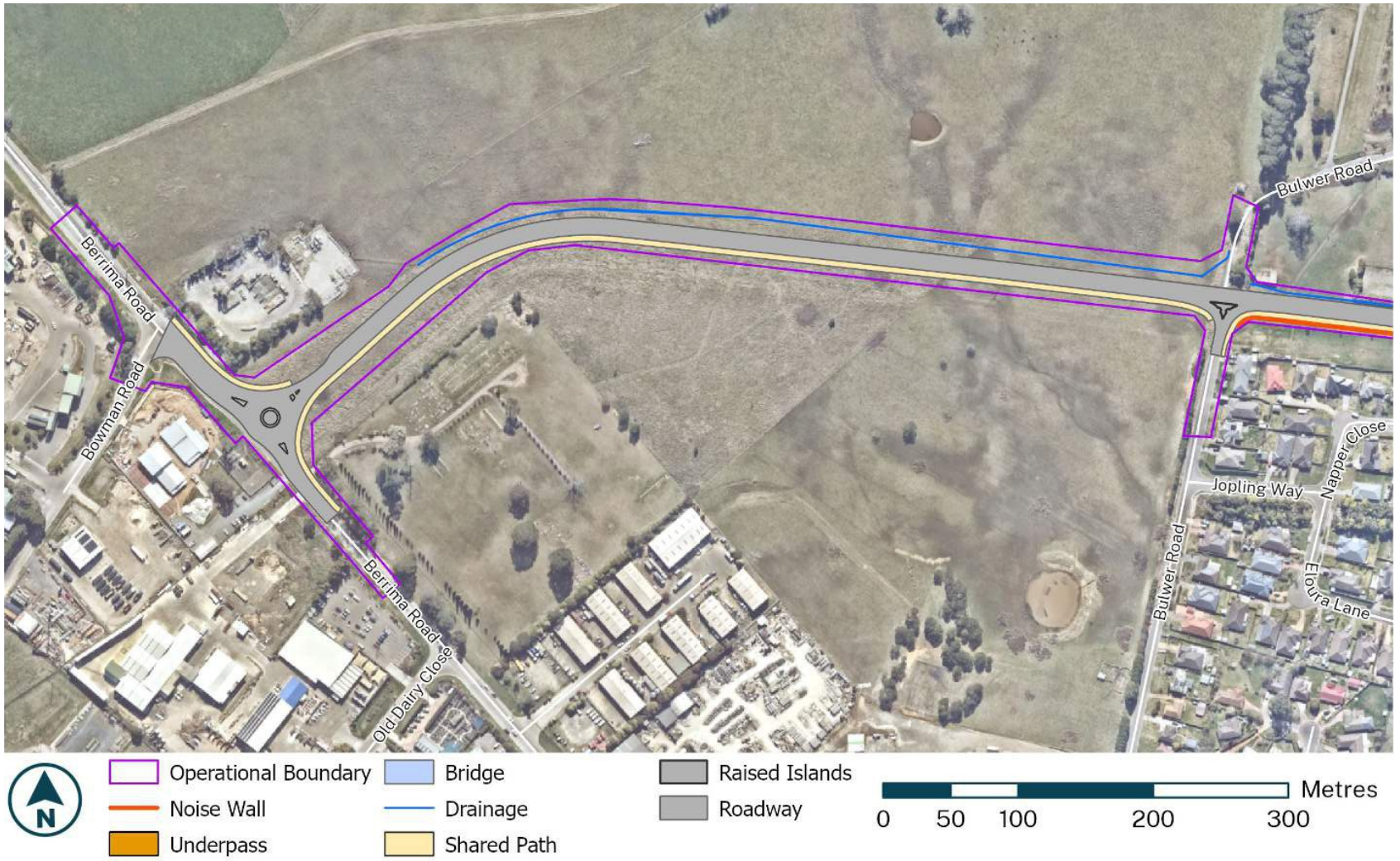


Figure 3-1: Proposal description – map 1

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Figure 3-2: Proposal description – map 2

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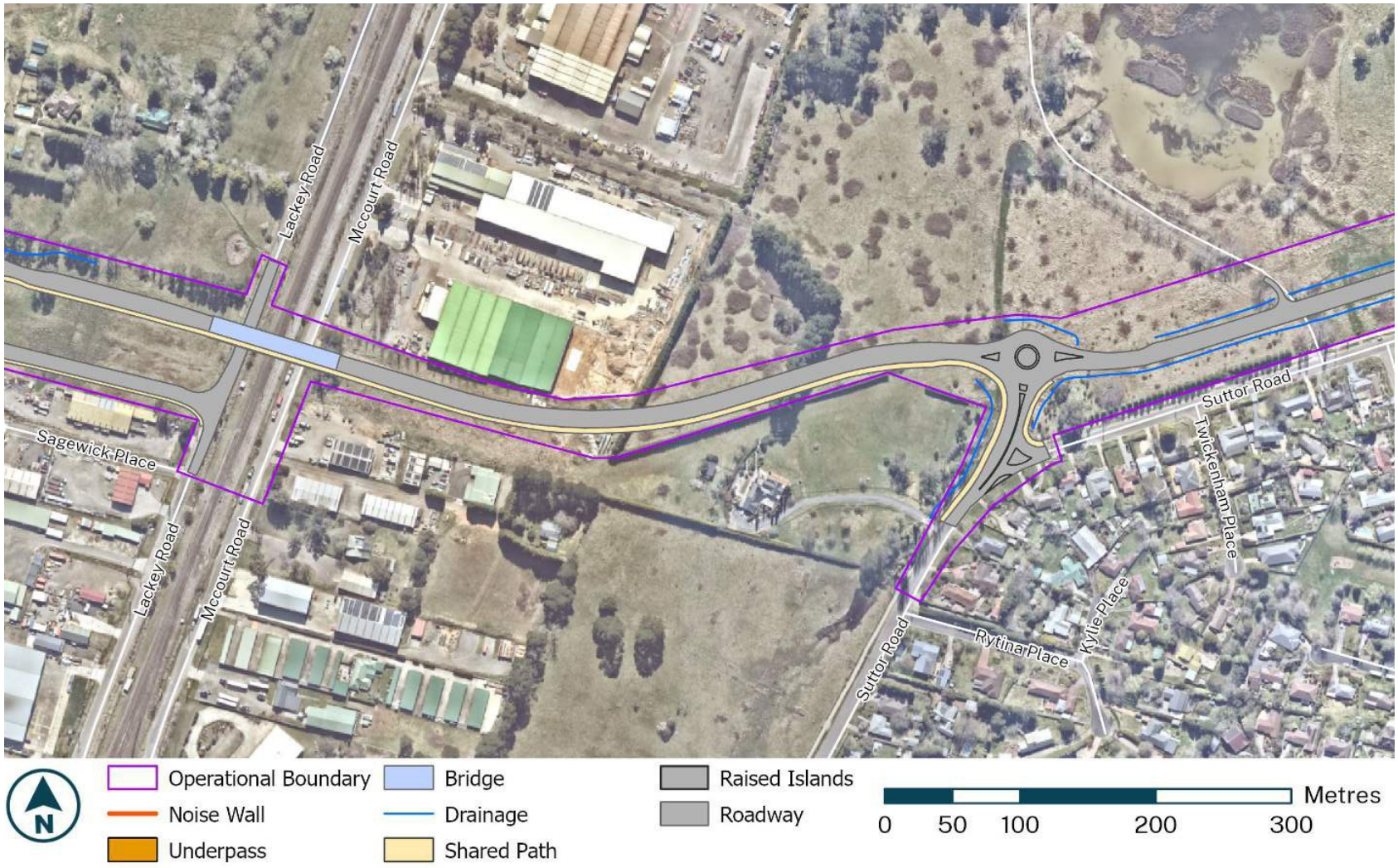


Figure 3-3: Proposal description – map 3

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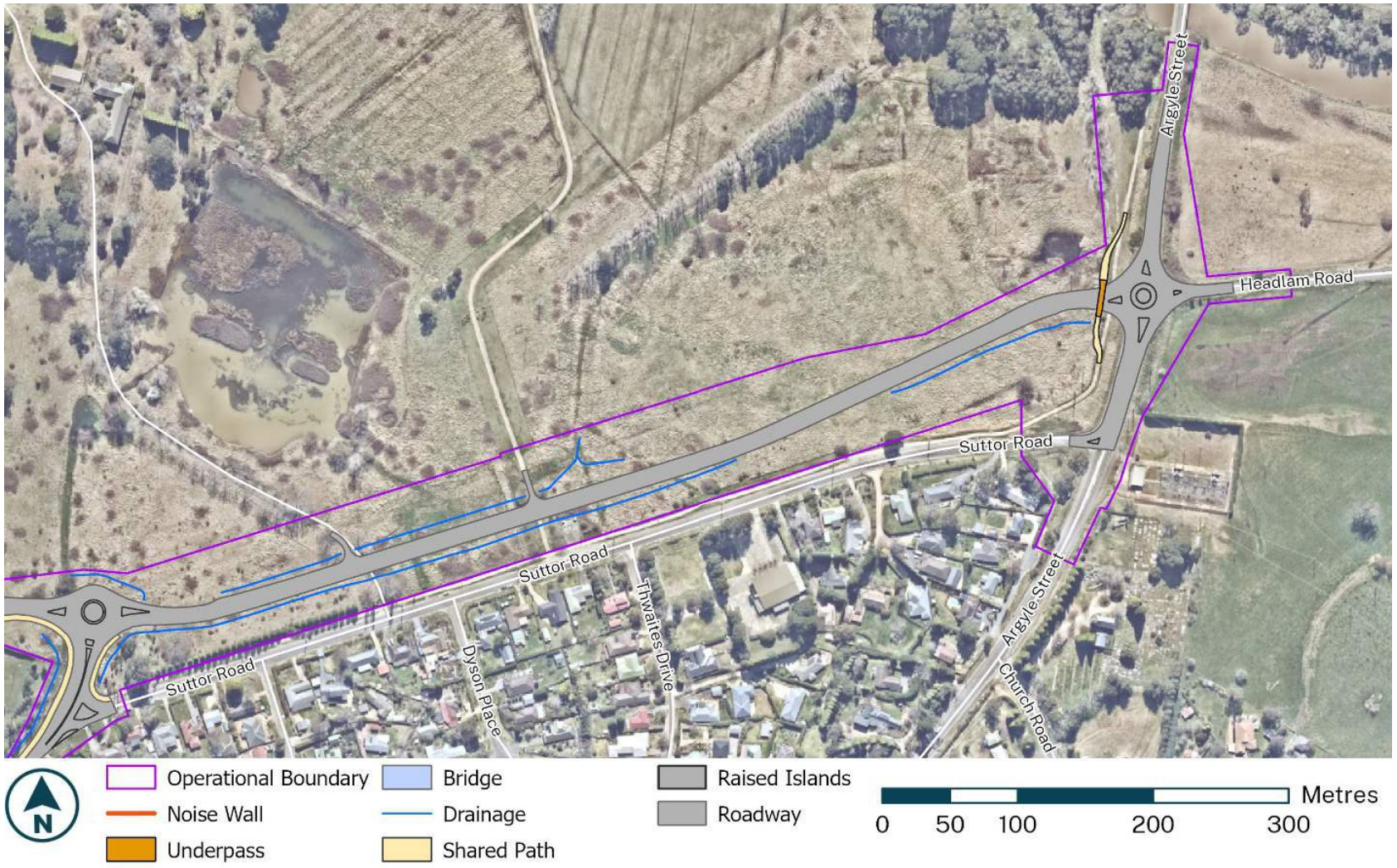


Figure 3-4: Proposal description – map 4

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3.2 Design criteria

The proposal would be carried out consistent with relevant work health and safety (WHS) requirements, including those outlined in applicable design and construction standards. Applicable standards and procedures include:

- Austroads Guide to Road Design
- Australian Standard for road design
- Transport for NSW Movement and Place Standards and Specifications
- Australian Rail Track Corporation Engineering Standards
- Site Planning and Landscape National Guidelines (APA Group, 2020)
- Work Health and Safety Act (NSW Government, 2011) and associated Codes of Practice
- Safe Work Australia Model Codes of Practice relevant to construction and infrastructure projects.

3.2.1 Engineering constraints

Key engineering constraints to the design and construction of the proposal include:

- Catering for the movement of heavy and oversized vehicles
- Minimising impacts on existing utilities
- Minimising earthworks where feasible to reduce excess materials
- Minimising any current or future flood impacts associated with the construction and placement of the bypass
- Minimising impacts on residents and industrial sites during construction and operation
- Integrating the bypass into the terrain in a way in which minimises grades for heavy vehicles
- Maintaining traffic flow through Moss Vale during construction phase with the expected increase in construction traffic
- Conducting stockpile management to minimise potential damage to surrounding environment
- Implementing stormwater management and water diversion where required
- Constructing sediment basins where required
- Proximity of infrastructure to the proposal, including gas pipelines, rail corridors, optic fibre networks, drainage infrastructure and existing roads.

3.2.2 Major design features

New 2-lane road

A new 2-lane carriageway with 3.5 metre-wide lanes would be constructed between Berrima Road in the west and Moss Vale Road in the east. This would include:

- Earthworks (cut and fill) along the extent of Moss Vale Bypass, including intersections
- Construction of cross culverts and tail outs
- Placement of imported subbase and select material for roadway, followed by the intermediate and wearing course layers of asphalt
- Construction of roundabouts at Berrima Road, Beaconsfield Road, Suttor Road, Argyle Street, and at Link Road. Further connections at Lackey Road and an additional left-in/left-out at Suttor Road connecting to Argyle Street. Bulwer Road would be converted to a cul-de-sac on northern side and left in/left out on southern side
- Intersections designed for 26 metre B-Double movements along the bypass, and 19 metre semitrailer on the minor roads.

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Bridge crossing over rail line

A new bridge would be constructed over the Main Southern Railway, creating a second rail crossing in Moss Vale. This would include:

- Earthworks and constructing RSWs including excavation, foundation development, placement of fill and wall panels
- Raising bridge piles and placement of headstocks and bearings
- Erecting bridge girders and placement of deck and joints
- Installing all bridge hardware.

The bridge cross-section would consist of 2 x 3.5 metre-wide traffic lanes with 2.5 metre-wide shoulders on each side and a 3.2 metre-wide shared path.

Shared path and pedestrian underpass

A new shared path would be created to improve pedestrian access over the rail corridor and along the new Moss Vale Bypass. This would include:

- Provision of a 2.5 metre-wide shared path adjacent to the carriageway
- A pedestrian underpass structure at the eastern end near Argyle Street.

New landscaping and street furniture

The proposal would include new road furniture, energy efficient LED street lighting, and landscaping, including:

- Provision of new speed signs and further signage along the alignment
- Provision of new streetlight columns
- Feature tree and shrub planting along the alignment.

Drainage

A full drainage system would be provided along the alignment including cross culverts and tail outs. The new bridge structure would have a 3 percent one-way crossfall to facilitate drainage. Scuppers and a piped drainage system would be provided.

Council is separately planning drainage works at Berrima Road and Bulwer Road. For the purposes of this assessment, it is assumed that those works would be completed for the drainage works as part of this proposal to tie into.

Noise walls and retaining walls

Noise walls and retaining walls are proposed along the bypass between Bulwer Road and Beaconsfield Road, and to the east of Beaconsfield Road (approximately 230 metres in length).

3.3 Construction activities

3.3.1 Work methodology

Construction activities would be guided by a construction environmental management plan (CEMP). Construction methodologies would be further developed during detailed construction planning, however the proposal is expected to be undertaken in the following staged approach:

- Construction of the utility corridor along the alignment to relocate and protect utilities, and site establishment works
- Construction works in the central section to complete the bridge over the rail corridor. Once completed, the bridge can be used to transport construction materials across the rail corridor, reducing construction traffic movements through Moss Vale town centre
- Construction within the eastern and western sections, including intersection works
- Finishing works across the proposal alignment and demobilisation of temporary facilities.

These construction works are described further in the sections below.

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Utilities corridor and site establishment

The utilities corridor would be constructed through a combination of:

- Trenching for the majority of the corridor
- Underbores beneath the rail corridor and beneath Argyle Street and Headlam Road
- Installation of conduits, pits and cables through the utilities corridor and tie-in to existing utilities.

Other works during this phase would include:

- Protection works and authorised crossings of the APA gas easement (in 3 locations)
- Establishment of site compounds and erosion and sediment controls
- Installation of permanent fencing along the road corridor.

Central section

As noted above, it is expected that the Central section would occur first to construct the bridge over the rail line. Works in the Central section would include:

- Construction of the RSWs including excavation for foundations, progressive placement of fill and wall panels
- Construction of the bridge including:
  - Bored piling for bridge foundations
  - Construction bridge piles, headstocks and bearings
  - Placement of bridge girders (under track possession)
  - Placement of bridge deck and joints
- Roadworks to the west of Suttor Road and at Link Road, including:
  - Removal and stockpiling of topsoil
  - Earthworks along the alignment
  - Construction of retaining walls
  - Drainage works
  - Placement of subbase and select material for roadway, followed by intermediate asphalt
  - Construction of kerbs and gutters
  - Construction of shared path.

Eastern and Western sections

Roadworks would be carried out within both the Eastern and Western sections, which would include:

- Removal and stockpiling of topsoil
- Earthworks along the alignment
- Construction of retaining walls
- Drainage works
- Placement of subbase and select material for roadway, followed by intermediate asphalt
- Construction of kerbs and gutters
- Construction of shared path.

Additional works within the Eastern section would include:

- Construction of the pedestrian underpass near Argyle Street
- Intersection (roundabout) works at Suttor Road including a concrete drainage channel and tie-in works
- Intersection (roundabout) works at Argyle Street and tie-in works.

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Additional works within the Western section would include:

- Intersection (roundabout) works at Beaconsfield Road including a concrete drainage channel and tie-in works
- Intersection (roundabout) works at Berrima Street and tie-in works
- Construction of noise walls between Bulwer Road and Beaconsfield Road, and east of Beaconsfield Road.

Finishing works and demobilisation

Finishing works would be carried out along the proposal alignment and include:

- Installation of permanent fencing
- Laying of asphaltic wearing course
- Installation of road and bridge furniture, signage, line marking, landscaping and street lighting.

Following completion of the works, temporary site facilities and fencing would be removed and sites rehabilitated.

3.3.2 Construction workforce

The proposed construction workforce would comprise the equivalent of just over 180 full-time workers.

3.3.3 Construction hours and duration

Where possible, construction work would occur during standard hours:

- Monday – Friday: 7:00am – 6:00pm
- Saturday: 8:00am – 1:00pm
- Sundays and public holidays: No work.

Work outside of standard construction hours would be required for some activities which require lane closures on existing roads which would intersect with the bypass. The proposed out-of-hours works would occur Sunday to Thursday from 7:00pm to 5:00am. For works during standard construction hours, staff would arrive on site between 6:00am and 7:00am to perform pre-start meetings, toolbox training sessions and undertake preparatory activities. No noisy works would occur during this period.

It is expected that construction works will commence in May 2026 and, subject to securing a funding portfolio, would take approximately 2.5 years to complete.

3.3.4 Plant and equipment

The following plant and equipment are anticipated to be used during construction:

- Asphalt truck and sprayer
- Bored piling rig
- Horizontal boring machine
- Backhoe
- Bulldozer D9
- Chainsaw
- Cherry picker
- Compactor
- Compressor
- Concrete pump
- Concrete saw
- Concrete truck
- Excavator with rock hammer attachment
- Generator
- Jackhammer
- Loader
- Mobile crane
- Mulcher
- Roller (vibratory)
- Paving laying machine
- Profiler
- Road truck
- Scissor lift
- Smooth drum roller
- Suction dredge
- Dewatering pump
- Profiler.

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3.3.5 Earthworks

Earthworks are proposed during construction for the purposes of road construction, drainage, utility installation, and the construction of the road bridge over the Main Southern Railway. Major earthworks are proposed in Stage C of the construction staging. The design has minimised earthworks, where possible, to follow the contours of the existing land. The ability to reuse the material would depend on its physical and chemical properties. Uncontaminated material that is not suitable for use as structural fill could be used in areas of landscaping (including identified spoil placement locations within the proposal area). Material unsuitable for construction use would be transported offsite by a licensed contractor for disposal at an EPA licensed waste management facility following testing and classification where required. Indicative earthwork quantities are provided in Table 3-1.

Table 3-1: Indicative earthworks quantities

Proposal element	Approximate quantity (cubic metres)
Cut volume	72,000
Fill volume	75,000

3.3.6 Source and quantity of materials

The proposal would require moderate quantities of concrete, asphalt and select materials. The quantities of material required would not result in a regional or local supply shortage, and none are likely to be in short supply in the foreseeable future.

Select fill material, including for the bridge embankments and RSW would be in accordance with appropriate specifications. The construction contractor would determine the source of this material, however it would be locally sourced. At this stage, local quarries in Mittagong and Marulan have been identified as potential sources of select fill material. Steel Furnace Slag from Australian Steel Mill Services at Port Kembla has also been identified as a potential source for pavement construction material. Materials would be sourced from local commercial suppliers where available.

3.3.7 Traffic management and access

Traffic management would be considered throughout the design phase of the proposal to identify the impact of the construction on the travelling public. Identification of the construction impacts would form the basis of the required conditions that would be included in the construction contract documents. These conditions would be addressed in the contractor's Traffic Management Plan (TMP).

The proposal is expected to generate approximately 150 heavy vehicle movements and 250 light construction vehicle movements per day at the peak of construction. These movements would include approximately 200 light vehicles and 80 heavy vehicles during standard construction hours, and 50 light vehicles and 70 heavy vehicles during out-of-hours work periods. Vehicle movements would mainly be associated with:

- Movement of construction workers
- Delivery of construction materials
- Spoil and waste removal
- Delivery and removal of construction equipment and machinery.

Access to the proposal area would generally occur directly from McCourt Road and Suttor Road (Central section), Suttor Road and Argyle Street (Eastern section), and Berrima Road and Lackey Road (Western section).

Works at Argyle Street would be carried out in accordance with Transport's Works Authorisation Deed (WAD) process.

All existing traffic access would generally be maintained during construction although lane closures would be required to allow for safe construction. Standard traffic management measures would also be used to minimise the short-term traffic impacts during construction. These measures would be identified in the TMP for the proposal and would be developed in accordance with the Traffic Control at Works Sites Technical Manual (Transport for NSW, 2022).

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During all stages of construction, access to businesses and other private property would be maintained. Pedestrian and cyclist routes would be managed daily to suit construction activities where applicable.

3.4 Ancillary facilities

Compound sites within the proposal area would be needed to store equipment, machinery and vehicles to build the proposal. The specific requirements for each site would depend on the construction staging. There are currently 3 locations proposed, 1 at the western end of the proposal area, 1 near the Main Southern Railway, and 1 at the eastern extent of the proposal area, as shown in Figure 3-5.

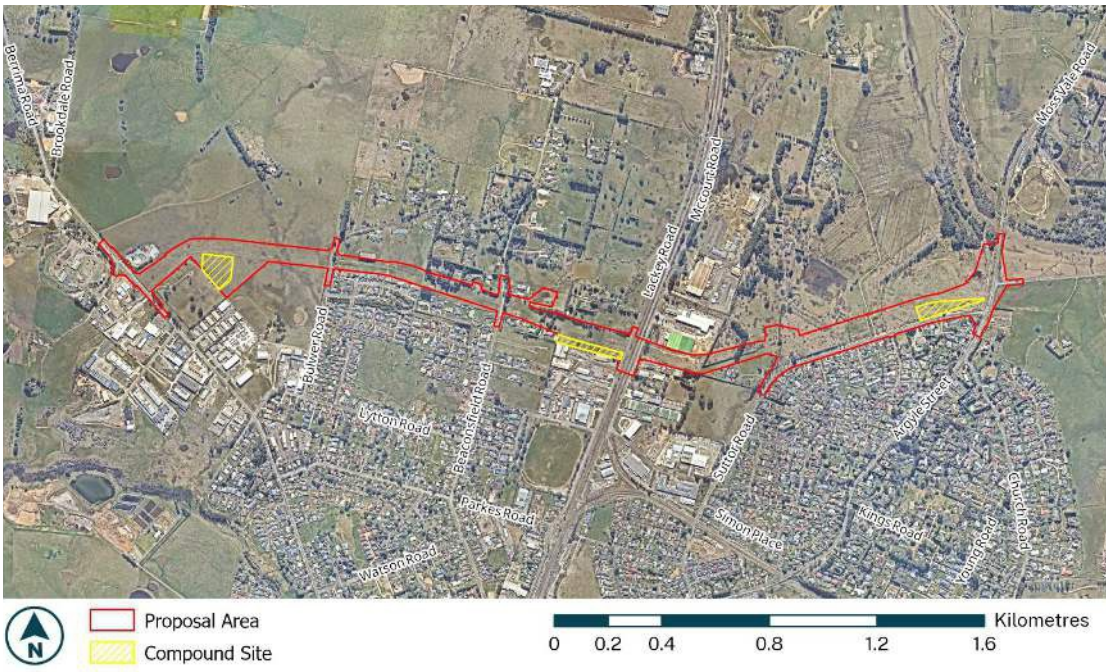


Figure 3-5: Ancillary facilities for the proposal

3.5 Public utility adjustment

Public utility relocations, adjustments or protection works required as part of the proposal are outlined in Table 3-2.

Table 3-2: Public utility relocations, adjustments or protection works

Utility	Adjustment or relocation
Water	Water and sewerage services cross the proposal area at all intersections. A new watermain is proposed along the length of the bypass.
Electrical	The existing electrical poles and overhead conductor network along the proposal corridor are owned and operated by Endeavour Energy. Relocation of the electrical poles and overhead conductors would be required near the proposed roundabout at Suttor Road, and adjacent to Argyle Street. Electrical assets along Lackey Street would also need to be relocated underground. New street lighting would be installed along the length of Moss Vale Bypass. A light pole within ARTC land also requires adjustment.

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Utility	Adjustment or relocation
Gas	APA has 2 high-pressure gas lines within a 24 metre easement (approximately 8 metres apart) running along the proposal alignment. These are the ethane high-pressure gas main (200mm dia-15.3MPa- Moomba to Botany) and the natural gas (850mm dia-6.2MPa-Moomba to Wilton). There are currently 3 crossings proposed at Link Road, Suttor Road roundabout, and along Suttor Road requiring additional protection. There would be no relocation of the APA high-pressure gas lines. A Jemena high-pressure gas line currently crosses the proposal area at Lackey Road. A low-pressure gas line crosses the proposal area at Bulwer Road, Beaconsfield Road and Argyle Street. These lines would require adjustment.
Communications	The following communication assets would require relocation: • TPG fibre optic cables which span the length of the proposal • NextGen fibre optic cables which span the length of the proposal • Optus fibre optic cables, the IOF Sydney to Melbourne cable, as well as local cables, which are directly buried under the proposal area. NBN Co fibre optic cables and Telstra local communications connections are impacted and would require relocation.

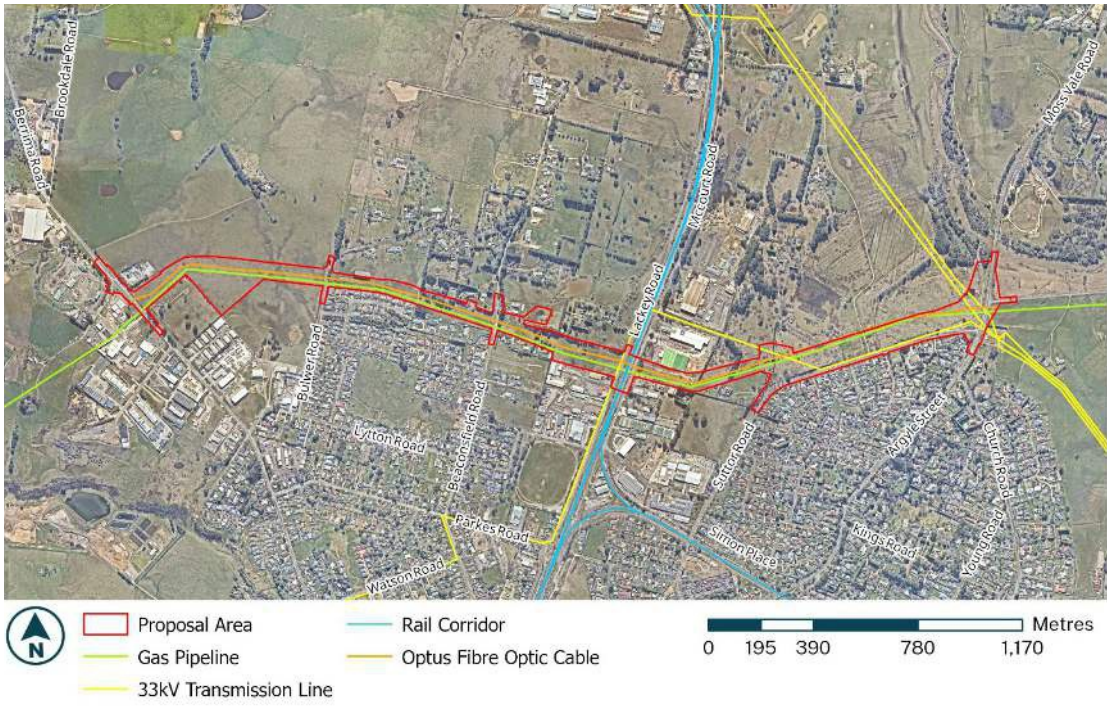


Figure 3-6: Utilities in the proposal area

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3.6 Property acquisition

A number of acquisitions were completed in the 1980's which are not considered further in this report. Property acquisition has been undertaken by Council between 2020 and 2024 of the following properties:

- Lots 2 DP 873240 – 0.134 hectares
  - Land use – Conservation
  - Land zoning – C3 Environmental Management
  - Ownership – Private
- Lots 3 DP 873240 – 2.145 hectares
  - Land use – Conservation
  - Land zoning – C3 Environmental Management
  - Ownership – Private.

As the design has progressed, property access requirements may require minor property adjustment provisions. This includes managing the impacts of existing dams and stormwater flow at 59 and 60 Beaconsfield Road and Lot 3 DP 1292881. Additional adjustments to property fences to relocate livestock would also be required in consultation with affected property owners. A road reserve is proposed over the portion of Bong Bong Common which would be affected by the bypass.

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4 Statutory planning framework

4.1 Environmental Planning and Assessment Act 1979

4.1.1 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP (Transport and Infrastructure)) aims to facilitate the effective delivery of infrastructure across the State.

Section 2.109 of SEPP (Transport and Infrastructure) permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the proposal is for a road and is to be carried out by a public authority, it can be assessed under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW). Development consent is not required.

The proposal is not located on land reserved under the *National Parks and Wildlife Act 1974* and does not require development consent or approval under:

- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Precincts – Central River City) 2021
- State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021
- State Environmental Planning Policy (Precincts – Regional) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021.

Part 2.2 Division 1 of SEPP (Transport and Infrastructure) contains provisions for public authorities to consult with relevant agencies prior to the commencement of certain types of development. Consultation, including consultation as required by SEPP (Transport and Infrastructure) (where applicable), is discussed in chapter 5 of this REF.

4.1.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Part 6.5 (Sydney Drinking Water Catchment) of State Environmental Planning Policy (Biodiversity and Conservation) 2021 (SEPP (Biodiversity and Conservation) relates to the use of land within the Sydney drinking water catchment. Section 171A of the Environmental Planning and Assessment Regulation 2021 requires determining authorities to consider whether the carrying out of an activity will have a neutral or beneficial effect (NorBE) on water quality. This requirement applies to activities assessed under Division 5.1 of the EP&A Act. Consideration of the Section 171A factor and the WaterNSW NorBE guide is included in Appendix B. The assessment concludes that, with the implementation of safeguards outlined in Chapter 7, the proposal would have a neutral effect on water quality.

4.1.3 Wingecarribee Local Environmental Plan 2010

The proposal area is located within the Wingecarribee Shire LGA. Figure 4-1 illustrates the land zoning in the proposal area under the Wingecarribee Local Environmental Plan 2010 (WLEP 2010). While the land use control provisions of the WLEP 2010 do not apply to the proposal due to the provisions of the SEPP (Transport and Infrastructure), the land use zones and objectives relevant to the proposal have been considered.

The zone objectives and the proposal's consistency with the objectives are discussed in Table 4-1, which identifies the objectives for affected zones under the (WLEP 2010) and considers the consistency of the proposal with those objectives.

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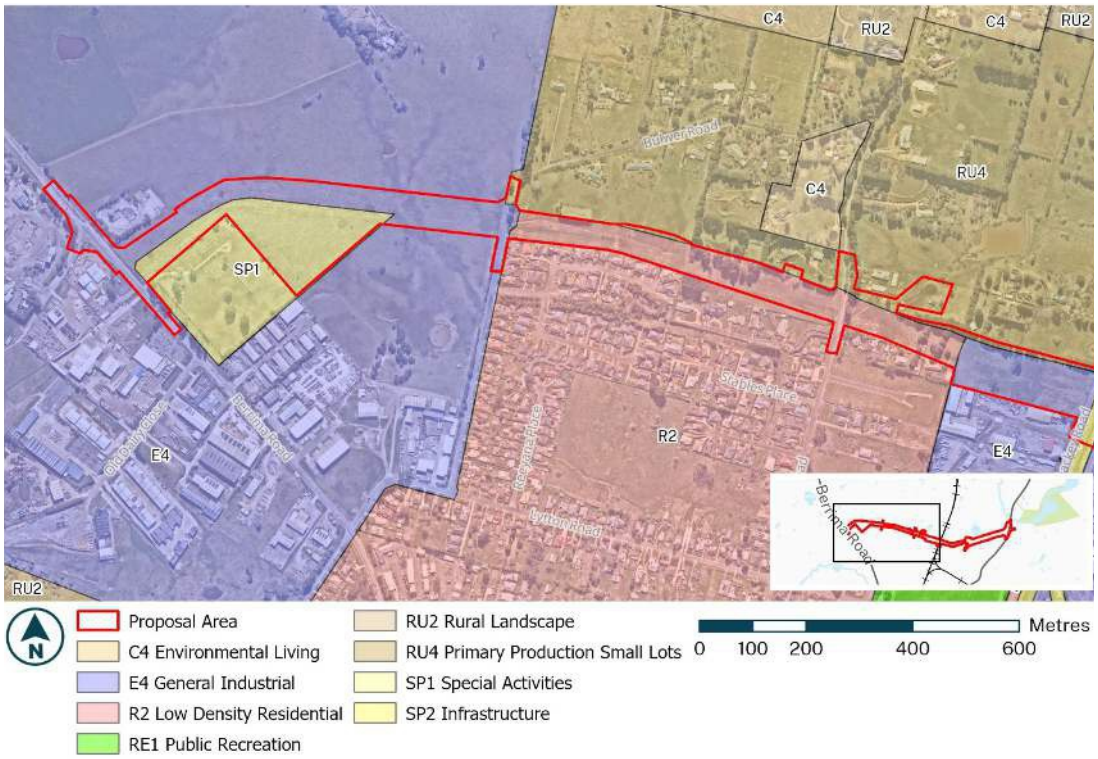


Figure 4-1: Land use zoning in the proposal area – west

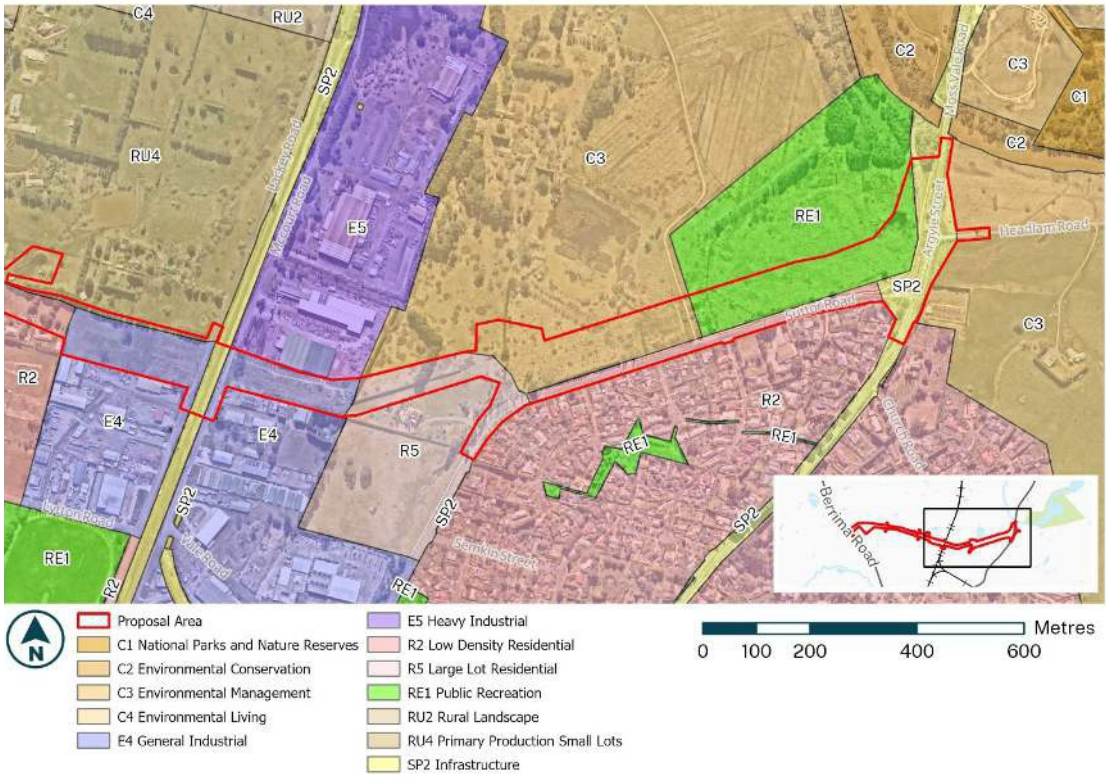


Figure 4-2: Land use zoning in the proposal area – east

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Table 4-1: Zone objectives in the proposal area

Zone	Objectives	Consistency
RU4 Primary production small lots	• To enable sustainable primary industry and other compatible land uses • To encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature • To minimise conflict between land uses within this zone and land uses within adjoining zones • To provide for a restricted range of employment-generating development opportunities that are compatible with adjacent or nearby residential and agricultural development • To avoid additional degradation or fragmentation of the natural environment caused by further clearing of native vegetation, high intensity development and land use • To maintain flora and fauna species and habitats, communities and ecological processes that occupy land in the zone, ensuring that development minimises any off- and on-site impacts on biodiversity, water resources and natural landforms • To conserve and enhance the quality of potentially valuable environmental assets, including waterways, riparian land, wetlands and other surface and groundwater resources, remnant native vegetation and fauna movement corridors as part of all new development and land use • To provide for the effective management of remnant native vegetation within the zone, including native vegetation regeneration, noxious[1] and environmental weed eradication and bush fire hazard reduction.	• The proposal increases access for properties in the RU4 zone.
R2 Low Density Residential	• To provide for the housing needs of the community within a low-density residential environment • To enable other land uses that provide facilities or services to meet the day to day needs of residents.	• The proposed bypass is infrastructure which meets the needs of residents in the R2 zone in Moss Vale.
R5 Large Lot Residential	• To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality • To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future • To ensure that development in the area does not unreasonably increase the demand for public services or public facilities • To minimise conflict between land uses within this zone and land uses within adjoining zones • To provide a restricted range of opportunities for employment development and community facilities and services that do not unreasonably or significantly detract from: – The primary residential function, character and amenity of the neighbourhood, and – The quality of the natural and built environments.	• The proposal is infrastructure which meets the needs of residents in the R5 zone in Moss Vale.

[1] The *Biosecurity Act 2015* uses the term 'priority weed' rather than 'noxious weed'.

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Zone	Objectives	Consistency
E4 General Industrial	• To provide a range of industrial, warehouse, logistics and related land uses • To ensure the efficient and viable use of land for industrial uses • To minimise any adverse effect of industry on other land uses • To encourage employment opportunities • To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers • To allow non-industrial land uses, including certain commercial activities, that, because of the type, scale or nature of the use, are appropriately located in the zone and will not impact the viability of business and commercial centres in Wingecarribee • To ensure new development and land uses incorporate measures that take into account the spatial context and mitigate potential impacts on neighbourhood amenity and character and the efficient operation of the local and regional road system.	• The bypass would provide improved access to the Moss Vale industrial area, improving the efficiency of travel for freight and commuters to and from the area.
SP1 Special Activities (Cemetery)	• To provide for special land uses that are not provided for in other zones • To provide for sites with special natural characteristics that are not provided for in other zones • To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.	• The proposal area includes a currently unused area in the SP1 zone. The proposal would not encroach on the land which is currently used for the purpose of a cemetery.
SP2 Infrastructure	• To provide for infrastructure and related uses • To prevent development that is not compatible with or that may detract from the provision of infrastructure • To ensure that the scale and character of infrastructure is compatible with the landscape setting and built form of surrounding development.	• The proposal is for the purposes of infrastructure.
RE1 Public Recreation	• To enable land to be used for public open space or recreational purposes • To provide a range of recreational settings and activities and compatible land uses • To protect and enhance the natural environment for recreational purposes • To enable ancillary development that will encourage the enjoyment of land zoned for open space.	• The proposed bypass would improve access to public open space available in Moss Vale.
C3 Environmental Management	• To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values • To provide for a limited range of development that does not have an adverse effect on those values • To encourage the retention of the remaining evidence of significant historic and social values expressed in existing landscape and land use patterns • To minimise the proliferation of buildings and other structures in these sensitive landscape areas • To provide for a restricted range of development and land use activities that provide for rural settlement, sustainable agriculture, other types of economic and employment development, recreation and community amenity in identified drinking water catchment areas • To protect significant agricultural resources (soil, water and vegetation) in recognition of their value to Wingecarribee Shire Council's longer term economic sustainability.	• The proposed bypass would consider the impact of the construction on biodiversity and conservation matters • Further discussion of the impacts of the proposal on biodiversity is provided in Section 6.3.

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4.2 Other relevant NSW legislation

4.2.1 Contaminated Land Management Act 1997

The *Contaminated Land Management Act 1997* (CLM Act) establishes a process for investigating, managing and remediating contaminated land. The NSW Environment Protection Authority (EPA) regulates contaminated land under the CLM Act. This includes maintaining a register of contaminated sites and determining the remediation requirements. Where contamination is known to be present but does not pose an unacceptable risk to the current or approved land use, management of the contamination and identification of remediation requirements may be dealt with by the local council under the planning and development framework of the EP&A Act.

Potential contamination issues associated with the proposal are addressed in Section 6.5

4.2.2 Protection of the Environment Operations Act 1997

The *Protection of the Environment Operations Act 1997* (POEO Act) regulates land, air, noise and water pollution in NSW. It also aims to provide opportunity for increased public involvement and access to information regarding environmental protection.

Part 3.2 of the POEO Act requires an environmental protection licence (EPL) for scheduled development work and the carrying out of scheduled activities (as set out in Schedule 1 of the POEO Act), which includes road construction. Road construction requires an EPL if it results in 4 traffic lanes or:

> *"the extraction or processing (over the life of the construction) of more than—*
>
> *i. 50,000 tonnes of materials in the case of premises in the regulated area or in the local government areas of Bega Valley, Eurobodalla, Goulburn Mulwaree, Queanbeyan-Palerang Regional or Snowy Monaro Regional, or*
>
> *ii. 150,000 tonnes of material in any other case,"*

Wingecarribee Shire Council is identified as being in the 'regulated area' for the purposes of the POEO Act. As the proposal would require the processing of over 50,000 tonnes of material, it requires an EPL under the POEO Act.

4.2.3 Roads Act 1993

The objects of the *Roads Act 1993* (Roads Act) include classifying roads, declaring Transport and other public authorities as roads authorities, and regulation of various activities on public roads.

Under section 138 of the Roads Act, consent is required from the relevant road authority for the carrying out of work in, on or over a public road.

The proposal would involve the construction of a new road which would connect with existing roads. A road occupancy license under Section 138 of the Roads Act would be sought for works on existing roads. Where works are required that would impact on local roads, or classified roads under the authority of Transport, a Works Authorisation Deed (WAD) would be required. Ongoing consultation with Transport and other stakeholders would occur, as required.

4.2.4 Crown Land Management Act 2016

The *Crown Land Management Act 2016* sets out the framework for the management of Crown land in NSW. If Crown land is impacted, and the land is not acquired, a lease, licence or permit under the Crown Land Management Act may be required.

The proposal area does not encroach on any Crown Land. The nearby Moss Vale General Cemetery and the Wingecarribee River are identified as Crown Land, however these would not be impacted by the proposal. The proposal includes the construction of a temporary ancillary site on a currently undeveloped portion of land which is part of the Moss Vale cemetery, however this is not identified as Crown land. Following construction works the ancillary site would be returned to its original state for any future use by the Moss Vale Cemetery.

Further consideration of property and land use impacts is provided in Section 0.

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4.2.5 Aboriginal Land Rights Act 1983

Through the *Aboriginal Land Rights Act 1983*, vacant Crown land not lawfully used or occupied or required for an essential purpose or for residential land, is returned to Aboriginal people (and vested in Aboriginal Land Councils). In accordance with Section 42B of the *Aboriginal Land Rights Act 1983*, land vested in an Aboriginal Land Council can only be acquired by Transport through an Act of Parliament. As stated above, the proposal area does not encroach on any Crown Land.

The proposal is considered in relation to Crown Land in Section 0.

4.2.6 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) provides for the conservation of buildings, work, relics and places that are of historic, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance to the state. Matters protected under the Heritage Act include items subject to an Interim Heritage Order and items listed on the State Heritage Register, the heritage schedules of local council LEPs, and the heritage and conservation registers established under Section 170 of the Heritage Act by NSW state government agencies (Section 170 Registers). The Heritage Act also provides for the protection of archaeological 'relics', being any deposit, object or material evidence that relates to the non-Aboriginal settlement of NSW and is of State or local heritage significance. The Heritage Act is concerned with all aspects of heritage conservation ranging from basic protection against indiscriminate damage and demolition of buildings and sites, through to restoration and enhancement.

The proposal would not have any adverse impacts on any heritage items in or around the proposal area. Further consideration of heritage impacts is included in Section 6.7.

4.2.7 Biodiversity Conservation Act 2016

The purpose of the *Biodiversity Conservation Act 2016* (BC Act) is to maintain a healthy, productive and resilient environment for the greatest well-being of the community consistent with the principles of ecologically sustainable development.

Under Part 2 of the BC Act it is an offence to harm animals and plants; damage areas of outstanding biodiversity value; damage habitat of threatened species or ecological communities. Under Part 2, Division 2 of the BC Act it is a defence to a prosecution if the harm or damage was necessary for the carrying out of a Division 5.1 EP&A Act activity undertaken in compliance with the determination.

Section 7.3 of the BC Act establishes a test to determine whether a proposed development or activity is 'likely to significantly affect threatened species or ecological communities, or their habitats'. If an activity under Division 5.1 of the EP&A Act is likely to significantly affect threatened species or ecological communities, or their habitats, then a Species Impact Statement or a Biodiversity Development Assessment Report is required to be prepared.

Biodiversity impacts in relation to the proposal are considered in Section 6.3.

4.3 Commonwealth legislation

4.3.1 Environment Protection and Biodiversity Conservation Act 1999

Under the EPBC Act, a referral is required to the Australian Government for proposed actions that have the potential to significantly impact on matters of national environmental significance or the environment of Commonwealth land. These are considered in Appendix A and chapter 6 of the REF.

Potential impacts to these matters are considered as part of chapter 6 of the REF and Appendix A.

The assessment of the proposal's impact, on matters of national environmental significance and the environment of Commonwealth land, found that there is unlikely to be a significant impact on relevant matters of national environmental significance or on Commonwealth land. Accordingly, the proposal has not been referred to the Australian Government Department of Climate Change, Energy, the Environment and Water under the EPBC Act.

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4.3.2 Native Title Act 1993

The *Native Title Act 1993* recognises and protects native title. The Act covers actions affecting native title and the processes for determining whether native title exists and compensation for actions affecting native title. It establishes the Native Title Registrar, the National Native Title Tribunal, the Register of Native Title Claims and the Register of Indigenous Land Use Agreements, and the National Native Title Register. Under the Act, a future act includes proposed public infrastructure on land or waters that affects native title rights or interest.

A search of the National Native Title Tribunal website was undertaken, with no Native Title holders/claimants identified. Council would provide a notice of the proposal to NTSCORP (Native Title Service Corporation), the recognised representative body for Aboriginal people in New South Wales under the *Native Title Act 1993*, under section 24KA of the Act and would invite comment on the proposal.

4.4 Confirmation of statutory position

The proposal is categorised as development for the purpose of a road and is being carried out by or on behalf of a public authority. Under section 2.109 of SEPP (Transport and Infrastructure) the proposal is permissible without consent. The proposal is not State significant infrastructure or State significant development. The proposal can be assessed under Division 5.1 of the EP&A Act.

Wingecarribee Shire Council is the determining authority for the proposal. This REF fulfils the obligation under section 5.5 of the EP&A Act including to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

A referral to Australian Government Department of Climate Change, Energy, the Environment and Water under the EPBC Act is not required.

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5 Consultation

5.1 Consultation strategy

A Consultation and Communications Plan has been prepared for this proposal. Wingecarribee Shire Council have committed to the following objectives when delivering their consultation strategy. **Inform**, **consult** and **involve** are based on the IAP2 Spectrum of Public Participation (International Association for Public Participation, 2024).

- **Inform** the community and **consult** with stakeholders to identify issues and solutions
- **Involve** property owners and key users in decision making when required
- Facilitate information sharing and collaboration within the proposal team
- Ensure information prepared about the project is reader friendly, understandable and engaging
- Promote the proposal to the wider community using a variety of tools and techniques.

The communication activities undertaken comply with Council's Policy and Strategy for Community Engagement as well as the Communication Strategy. Common communication tools for stakeholders will include displays, notifications, fact sheets, e-newsletters, community updates, frequently asked questions and Your Say Wingecarribee online project page.

5.2 Community involvement

Wingecarribee Shire Council has undertaken stakeholder and community consultation since the 1970s when a second rail crossing in Moss Vale was initially discussed.

In 2007 and 2008 consultation was undertaken by Council's then Economic Development Manager regarding a future industrial area which later became known as the Moss Vale Enterprise Corridor (MVEC).

Community engagement around the proposed traffic and transport provisions within the MVEC Section 94 Plan was conducted in late 2010 to early 2013 before Council adopted the Plan on 14 August 2013. Property owners in Moss Vale and New Berrima, local industry and economic development advocates were notified, involved in public meetings and invited to provide feedback during this time. During this consultation, a bypass of Moss Vale, including a second rail crossing, was raised with community support.

Additional engagement activities have included noise monitoring support provided to residents between March and September 2022, regular updates through Council meetings and newsletters, and online engagement via Council's "Your Say Wingecarribee" and "Participate Wingecarribee" websites. These platforms have supported ongoing communication and feedback throughout the development of the proposal.

Surveys and workshops conducted in 2016 for a review of the Community Strategic Plan identified a need for works which would address traffic congestion in town centres. Moss Vale was mentioned many times by workshop participants, including:

- Traffic congestion and management was in the top 5 "important issues facing the LGA"
- Reduce truck weight limit in the main streets of the townships was requested in 'improvements for the LGA'.

Community meetings were conducted in February and March 2022 to discuss the design of the Moss Vale Bypass.

A further Noise Barrier Survey was conducted with potentially impacted residents and businesses in May and June 2024, informing the final noise management safeguards for the proposal.

Regular correspondence with interested and affected residents and businesses has been ongoing throughout the development of the proposal.

A summary of issues raised by the community are summarised in Table 5-1.

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Table 5-1: Summary of issues raised by the community

Group	Issue raised	Response / where addressed in REF
Residents	Town centre is split into 2	A second rail crossing is being provided for both traffic and pedestrians. Further information regarding the second rail crossing is provided in Chapter 3.
Residents	A change in traffic routes may impact on neighbouring residential properties	The current design maintains through traffic on Suttor Street. This is partly to improve the efficient movement of traffic along the bypass with the removal of this roundabout, but also in response to residents opposite the proposed roundabout concerned about reduced parking and privacy, and feedback from Berrima Buslines regarding their preferred location for bus stops and the subsequent bus travel routes. Further information regarding the changed traffic routes and local connections is provided in Chapter 3.
Residents	Tree removal, particularly along Suttor Road	Design changes have been made to preserve as many mature trees along Suttor Road as possible. Further information on this design refinement is provided in Section 2.6.
Local business	Impact on businesses in the main shopping precinct due to reduction in passing traffic	A reduction in traffic along Argyle Street would help reduce the traffic burden and assist people to visit and park in the shopping precinct. This could result in a positive impact to local businesses. Further information and an assessment of potential socio-economic impacts is provided in Section 6.10.

5.3 Aboriginal community involvement

Consultation with Aboriginal stakeholders has occurred during the preparation of the Aboriginal Cultural Heritage Assessment (ACHA) (refer to Appendix J). Consultation with Aboriginal people has been undertaken in accordance with the Heritage NSW Aboriginal Cultural Heritage Consultation Requirements for Proponents (Department of Environment, Climate Change and Water, 2010).

The formal consultation process has included:

- Stage 1 Notification and Registration of Interest: letters to agencies and advertising for registered stakeholders
- Stage 2 Presentation of Information: registered Aboriginal parties (RAPs) were provided with information outlining the proposed works and the potential proposed impacts on 14 February 2023
- Stage 3 Gathering Information about Cultural Significance: RAP review of methodology and fieldwork with RAPs
- Stage 4 Review of Draft ACHA Report: review and comment on draft ACHA by RAPs.

Further information regarding Aboriginal stakeholder consultation is provided in the ACHA (refer to Appendix J).

5.4 SEPP (Transport and Infrastructure) consultation

The only agency which triggers consultation requirements under Section 2.10, 2.11 and 2.12 of SEPP (Transport and Infrastructure) is Wingecarribee Shire Council. As the proposal is being carried out by Wingecarribee Shire Council, no further consultation is required under these provisions of the SEPP (Transport and Infrastructure).

Section 2.13 of SEPP (Transport and Infrastructure) requires consultation with the State Emergency Service in relation to development on flood liable land. As the proposal is located on flood liable land, Council will provide written notice of the intention to carry out the development (together with a scope of works) to the State Emergency Service, and take into consideration any response to the notice that is received from the State Emergency Service within 21 days.

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5.5 Ongoing or future consultation

This REF has been placed on public exhibition for stakeholder and community comment. All comments received will be considered when finalising the proposal design. The community would be kept informed of any further changes to the proposal resulting from this and any future consultation process.

All comments received during the public display of the REF are being addressed by Wingecarribee Shire Council in an assessment report.

If the proposal is approved, ongoing consultation activities would occur with the affected community including nearby landholders, businesses and road users during detailed design and construction. Ongoing communications and notifications may include:

- Community/construction updates
- Media announcements
- Stakeholder meetings as required
- Web page updates
- Work notification letters (as required).

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