

Draft Submission to
Roads and Maritime Services
Environmental Assessment
Concept Design for the Proposed
Batemans Bay Bridge



8 December 2017

Contents

Executive Summary..... 3

The Bridge 11

Princes Highway/Kings Highway Roundabout 15

Traffic Impacts and Offsets 17

Southern Foreshore – Clyde Street Precinct..... 22

Northern Foreshore 26

Construction Phases..... 28

Attachment A – Area Map 32

Executive Summary

Eurobodalla Shire Council thanks the NSW Government, and the local member for Bega and Minister for Transport and Infrastructure, Hon Andrew Constance MP, for driving the proposed \$300m investment in the new Batemans Bay Bridge and replacement of the Nelligen bridge. We thank both the current Minister for Roads, Maritime and Freight, Hon Melinda Pavey MP and the previous Minister, Hon Duncan Gay MLC, for their support of the project and for taking the time to visit the site at Batemans Bay first hand.

Batemans Bay is a growing regional centre with great potential. Situated on the Clyde River estuary at the junction of Batemans Bay Marine Park and Clyde River National Park, its future development can maximise the benefits of this unique location for both residents and visitors.

Council strongly supports the proposal for the replacement of the Batemans Bay Bridge with a new four lane bridge on the western side of the existing bridge, inclusive of the removal of the existing Batemans Bay Bridge.

The proposed new bridge represents a landmark investment in critical transport infrastructure by the NSW Government for Batemans Bay, the south coast region, NSW and the broader ACT region. The proposal will bring positive benefits for the region's economy, the efficiency and safety of road transport as well as greater flexibility in the use of the Clyde River.

Council has commenced development of a new vision for Batemans Bay to realise its potential as a regional economic centre and visitor destination for both domestic and international tourism. The realignment of the bridge offers a once in a generation opportunity to reshape and activate the foreshore and to plan for what Batemans Bay can be, including a '*smart technology regional centre*'.

Batemans Bay vision and growth project aims to develop a draft vision statement for Batemans Bay with a prospectus to promote investment in the town and possible changes to planning controls to facilitate new development. The link on Council's web-site is

<http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/major-projects-and-works/batemans-bay-vision-and-growth-project>

The proposed bridge project helps deliver against the outcomes in the adopted Eurobodalla Community Strategic Plan 2017, Delivery Program 2017-21 and Operational Plan 2017-18 to advocate to Government to improve the Princes Highway and Kings Highway, pathways and public transport (refer to pages 50 and 51 on the attached link):

<http://www.esc.nsw.gov.au/inside-council/community-and-future-planning/delivery-program-and-operational-plan/current-adopted-plan/DPOP-2017-Web.pdf>

Council has undertaken a recent upgrade of the Batemans Bay foreshore and streets in Clyde Street, North Street (part) and Orient Street (North Street to Beach Road). The style and form of the streetscaping was developed following a rigorous community and business engagement process. The link to the project page for the most recent work is

<http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/major-projects-and-works/batemans-bay-streetscape-project>.

Roads and Maritime Services (RMS) should also be cognisant of the proposed redevelopment of the MacKay Park precinct. Whilst outside of the scope of the bridge project, the final outcomes of the proposed bridge will need to provide a high quality urban design outcome for Batemans Bay. Council acknowledges the form of this marque development on this key strategic site will set an immediate impression for Batemans Bay and the Eurobodalla coast in its own right. The link on Council's web-site is <http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/proposals/batemans-bay-mackay-park-precinct-redevelopment-proposal>.

It is essential that the commitment is fulfilled by the NSW Government, and RMS continues engaging closely with Council and the community in developing detailed design solutions and the associated social, economic and environmental studies, and throughout the delivery phases of the project. This will be critical as a project of this scale in this location will need to be carefully managed to minimise disruption to the day to day activities of the community and business with all the inherent financial implications.

The RMS has created a project page on their website for the bridge project to allow the community to remain up to date at:

<http://www.rms.nsw.gov.au/projects/south-coast/batemans-bay-bridge/index.html>

This submission is in response to the environmental assessment documents released for public comment between 8 November 2017 and 8 December, 2017. The period to review these documents is short and the comments provided in this submission are based on knowledge available at this time.

Bridge design

The new bridge will be a landmark piece of infrastructure that provides a visual sense of arrival to the regional centre of Batemans Bay and to the Eurobodalla coast. The design of the structure is therefore critical in the urban and natural landscape of Batemans Bay and to the region.

The RMS has incorporated a number of elegant design features in the preferred option which assists in achieving this outcome. These include the curved and rising nature of the structure, the reduced number of piers, the preferred V-shape pier design and the proposed railing systems which permits passengers and users of the shared pathway to take in the panoramic views of the estuary, mountains and coastal environment. The RMS need to ensure these outcomes are delivered in the final product through the design and construct tender process.

We encourage the RMS to consider additional elements which are befitting a landmark structure of this magnitude as outlined in this submission and including public art, appropriate lighting with banner systems and a viewing area from the shared pathway.

Engagement on foreshore design

The proposed bridge opens up significant opportunities to enhance and activate the foreshore areas on both the northern and southern sides of the Clyde River, and improve connectivity to the water. We welcome the commitment of the NSW Government and RMS to work closely with Council to design and construct the associated foreshore works.

We acknowledge that the proposal shown by the RMS is conceptual only for the purposes of the review of environmental factors in this approvals phase of the bridge project.

It is essential that the RMS implement a thorough engagement process prior to the final design of the foreshore spaces to ascertain community and business needs. The RMS should create foreshore areas with high quality of urban design and people friendly space for all users including pedestrians. Analysis of potentially competing demand for extra car parking to support impacted businesses on Clyde Street and/or additional foreshore green space from the current T-wharf west, will be a critical engagement and decision element within this process.

Concept plans developed following specific engagement on the foreshore components should be placed on exhibition for feedback from the community, businesses and Council prior to finalising detailed designs.

Council strongly recommends the RMS utilise a community and business advisory committee to oversight the engagement process on the design of the foreshore elements. The Mayor and the General Manager could act as Council's representatives on this advisory committee.

Council will implement its own internal cross-organisational working group to bring a diverse range of experienced engineering, planning and recreational knowledge and skills into the foreshore design process. We would welcome RMS team members onto this technical working group.

All capital works associated with the proposed bridge, foreshore works and offsets would be required to be funded at the cost of the RMS as part of the bridge project.

Council's agreement will be required for any infrastructure assets proposed to be under the ownership and/or care and control of Council. The RMS should provide further detail on its proposal on the extent of infrastructure asset ownership and maintenance responsibility as part of an agreement with Council.

The proposed new wharf structure to replace the NSW Government T-wharf is welcome and should be designed to facilitate improved boating access to the CBD by both commercial and recreational users. If practicable, in this coastal wave environment, a structure that improves accessibility is essential and would fit with Council's strategic direction to enhance accessible tourism experiences. This structure will remain a NSW Government owned, operated and maintained structure.

Traffic impacts & offsets

The NSW Government and Council share a common aim to ensure that the changed traffic arrangements impact positively and facilitate the proposed development options within the regional centre of Batemans Bay CBD and our region, allowing the associated economic and employment flow on benefits to be realised.

The proposed project will address on-going traffic congestion issues on the Princes Highway and the Kings Highway. This will markedly reduce the queuing of traffic back past Clyde Street and North Street, and at during peak times queuing further to the south. This queuing currently brings Batemans Bay CBD into gridlock for periods of time, especially during peak periods. The proposed project provides a significant increase in highway capacity which will have positive

impacts on the movement of traffic along both the Princes Highway and Kings Highways, with consequent flow-on benefits to Batemans Bay CBD and the whole of the region.

The proposed new bridge does result in fundamental changes to the connectivity of local roads and subsequent traffic flows, pedestrian and cyclist movements for Batemans Bay and environs.

The traffic study provided with the Review of Environmental Factors requires further analysis and transparent reporting to fully assess the long term impacts of the proposed changes on local and regional roads and associated pathway connections for pedestrians and cyclist. This traffic assessment should include the 2021 and 2031 periods already analysed and be extended to 2041 to allow improved decision making and long term planning.

Council's previous traffic analysis of the CBD and the reports provided by the RMS confirm that currently more than *one in four motorist southbound on the Princes Highway turns left into Clyde Street*. The loss of direct connectivity to Clyde Street from the Princes Highway will lead to a significant reduction in passing traffic for businesses along this frontage, with traffic volumes in Clyde Street (between the Princes Highway and North Street) expected to drop by up to an estimated 50-60% unless suitable offset provisions are made including a northbound off-ramp from the Princes Highway to Clyde Street.

Under the current proposal, significant reductions in traffic flows will also be evident within North Street (Perry Street to Clyde Street) and in Orient Street (North Street to Beach Road).

Conversely, there will be significant increases in traffic flows in North Street (Princes Highway to Perry Street) and particularly in Beach Road due to the diversion of through traffic from Clyde Street.

We recommend that the RMS fund Council to update our base traffic models of the Batemans Bay CBD to allow Council to make our own detailed assessment of the current proposal and to continue to provide long term planning for traffic, pedestrian and cycling movements and analysis of parking proposals. This approach permits Council to quickly assess future planning proposals or development applications with the CBD and environs, including potential impacts on the Princes Highway, allowing an integrated approach to both land-use planning and infrastructure provision.

Council has successfully partnered with the RMS previously and we recommend a suitable RMS/Council technical alliance continue to further review the traffic analysis and solutions required to deliver positive outcomes for the longer term.

Based on the information to hand from the RMS and review of Council's own traffic studies, the proposed traffic solutions should include:

- i) Extension of four through lanes on the Princes Highway to the north of the Kings Highway roundabout, at least past the motel as part of the works.
- ii) Extension of the southbound overtaking lane on the Princes Highway from south of Berrima Parade to the dual lanes at Kings Highway roundabout.
- iii) Connection of Wharf Road to Old Punt Road underneath the bridge on the northern side of Clyde River with appropriate upgrades to these roads and provision of suitable shared pathways (as proposed by the RMS).

- iv) Widening and upgrade of Old Punt Road from the foreshore up to the old Kings Highway including provision of a shared pathway (as proposed by the RMS).
- v) Provision of the left turn off the Princes Highway for southbound traffic into Wharf Road (as proposed by the RMS).
- vi) Connection of the existing shared pathway network from Surfside, Surfside oval and Batemans Bay Public School back to the Kings Highway roundabout and across the new bridge to Clyde Street, North Street and the Mackay Park precinct.
- vii) Upgrade the Princes Highway/North Street intersection to lengthen the northbound right turn holding bay on the highway (as previously recommended in Council's traffic study) and widen North Street sufficiently to permit the left turn movement by 19 metre semi-trailers southbound off the Princes Highway without crossing the centre-line of North Street (including any necessary land acquisition).
- viii) Acquisition of sufficient land from the north east corner of the Princes Highway and North Street to facilitate a separate left turn lane and two right turn lanes out of North Street onto the Princes Highway. This arrangement will be required beyond 2031. This provision will offset the additional traffic diverted from Clyde Street to North Street. This proposal fits well with the medium-long term plans for the CBD noting that North Street will become critical to the future traffic management within Batemans Bay as a result of the removal of the southbound highway connection at Clyde Street. The proposal would facilitate further redevelopment of the Bridge Plaza site including additional parking provision accessed off North Street, providing a significant benefit to the property owner of that site. Whilst further analysis of the 2041 scenario is required, given the fundamental role that North Street will now play in the future of Batemans Bay CBD, it is in the community's, landowner's and RMS's interest to set aside the land required to facilitate the required three lanes exiting from North Street. As the intersection will need to be modified to facilitate the safe entry of southbound semi-trailers off the Princes Highway into North Street now, and the RMS will need to acquire land for this purpose. It is recommended that the RMS investigate the incorporation of the third exit lane out of North Street now to provide an effective long term solution in a single construction project.
- ix) Provision of a new left in entry/left out exit from the underground car park to the Village Centre mid-block between North Street and Beach Road, with the existing entry off the Princes Highway to be closed once the new entry is built.
- x) Provision of way finding signage from the Princes Highway to key destinations and CBD car parking utilising appropriate *smart city technology to highlight available parking location and quantum*. For southbound traffic this signage should also encourage use of North Street to access Bridge Plaza, use of the entry to the Village Centre car park, use of Beach Road to access the southern part of the CBD, identification of the Mackay Park precinct (including for long vehicle parking) and use of the Link Road (now gazetted as Glenella Road) to access Sunshine Bay and suburbs to the south along the coast.
- xi) The residual lands from Lot 1 DP792643 Clyde Street to be retained as public road reserve to allow additional car parking to be provided to partially offset economic impacts from the loss of direct connection from the Princes Highway.

- xii) Provision of a northbound off-ramp to connect the Princes Highway to Clyde Street (on the western side of the highway noting this would be through the SEPP14 wetland in part).
- xiii) Realignment of the Princes Highway at south Batemans Bay to address the significant crash cluster on the Princes Highway and provision of an appropriate intersection to the South Batemans Bay Link Road (now gazetted as Glenella Road) to facilitate diversion of traffic away from Beach Road.

Council acknowledges the proposed project includes significant upgrades to pathway connectivity to Batemans Bay and environs including:

The proposed improvements to the existing pathway network include:

- i) Upgrading the existing footpath across the Clyde River and back to Peninsula Drive to a fully accessible shared pathway, thereby removing the current restriction on legal use of the bridge pathway by cyclists, and addressing the current conflict that occurs when cyclists ride across the bridge currently.
- ii) Addressing the shortcomings of the existing footpath between Peninsula Drive and Wharf Road, which has been subject to a number of complaints to Council.
- iii) Providing a connecting shared pathway along the Princes Highway from Clyde Street to North Street traffic lights.
- iv) Providing a shared pathway from the foreshore on the northern side of the river along Old Punt Road to North Batemans Bay.
- v) Providing appropriate connections to the Clyde Street and Wharf Road precincts off the bridge.
- vi) Providing appropriate pathways within the proposed foreshore development.

Council's submission asks the RMS to incorporate further enhancements to the pathway network by:

- i) Extending the proposed shared pathway along the Princes Highway from North Street to the traffic lights access to the MacKay Park precinct.
- ii) Extending the proposed shared pathway along the Princes Highway from Peninsula Drive to north of the Lincoln Downs motel and into the suburb of Surfside via the Batemans Bay Public School.

Both of these additional pathways are included in Council's adopted Eurobodalla Pathways Strategy 2017 and would normally be fully or partly funded by the RMS.

Public transport will be impacted by the removal of the left turn into Clyde Street making access to the existing bus stop in Clyde Street/Orient Street more difficult. The RMS will need to develop new and improved solutions for interstate and intrastate bus services within the regional centre of Batemans Bay working closely with Council to explore options.

The construction of the proposed bridge and associated approaches requires an estimated 20,000 cubic metres to be brought to site.

We recommend the RMS integrate this requirement with the upgrade of the Kings Highway to enable multiple benefits to be achieved from the one project. Suitable materials are available from a number of locations along the Kings Highway in locations with an excess of fill. Council is prepared to work with the RMS to identify suitable sections of the Kings Highway and facilitate

design outcomes under contract to the RMS to ensure this location is shovel ready to allow the contractor to extract the required fill materials. Alternately this pre-construction work could be undertaken by the RMS's own consultants. This integrated project approach would facilitate a substantial reduction in cost for the upgrade of another section of the Kings Highway (similar to the work undertaken at east Nelligen), further increasing the economic and road safety benefits of the Batemans Bay bridge project.

Construction phases

Batemans Bay is the tourism gateway for the majority of Eurobodalla's 1.4 million annual visitors and its tourism economy, estimated to be worth \$370 million (2015-16).

The construction phases of the proposed new bridge, associated foreshore and other works has potential to cause significant disruption to our community with adverse flow-on impacts to our businesses, economic activity and employment, the Eurobodalla brand and broader community.

Council acknowledges the work already being done by the RMS to incorporate significant mitigation measures during the construction phases of the project (such as maintaining access along the Princes Highway, to residents and business; maintaining waterway access along the Clyde River; and retaining one of the two boat ramps west of the existing bridge open at all times).

Critical to the success of the project will be the effectiveness of the communication and engagement plan developed working with the community, businesses and established events' organisers. The RMS should continue to take a deliberate collaborative approach working closely with key stakeholders and Council throughout the project.

We acknowledge that the RMS propose to develop a more detailed Communications and Stakeholder Engagement Plan (CSEP). The RMS need to ensure clear lines of communication in this process to identify this as a NSW Government project.

The RMS should develop their CSEP based on a more detailed construction phasing plan working with the successful contractor to mitigate the impacts on the community and businesses. A deliberate collaborative process should be taken including regular pro-active communication and engagement with businesses, landowners and the Batemans Bay Chamber of Commerce. This pro-active approach should underpin engagement with those most directly affected during construction of the project.

Council seeks reassurance that in addition to its regular and ongoing communications and engagement throughout the construction, RMS will address and implement strategies to mitigate potential economic and social impacts that businesses in Batemans Bay and Eurobodalla may experience during the construction phase. The RMS could include regular media and an 'Open for Business' promotion and awareness campaign that align with Council and the Batemans Bay Chamber of Commerce's tourism promotion, collaborating and supporting event organisers in Batemans Bay, and communicating in Eurobodalla's key source visitor markets. Council asks that the RMS collaborates with the business community and Council to develop and implement these strategies.

We also highlight that there are opportunities to undertake discreet elements of the project such as the widening of Old Punt Road and construction of the new T-wharf on Clyde Street at an earlier phase to increase the benefit to the community, improve worker safety, and to mitigate any adverse impacts to the community during construction.

For these discreet elements of work, and where practicable throughout the project, we recommend that the RMS undertake the highest impacting works within the period between the Easter and September holiday periods. This is the quieter period of the year and will aid in mitigating the potential economic and employment impacts and disruption to our community during construction.

Conversely, we recommend that the RMS establish contract conditions which limit work to outside of the peak summer period between the weekend prior to Christmas and Australia Day to further mitigate impacts on businesses and our community. This summer holiday period should be avoided where practicable as Eurobodalla's population increases from approximately 38,000 to 120-140,000 people with sharp increases in traffic (vehicles, pedestrians, cyclists and marine vessels) over this busy summer holiday period.

Additional mitigation measures are highlighted in the detail of this submission.

The Bridge

The new bridge will be a landmark piece of infrastructure on the landscape of Batemans Bay, and for the entrance to Eurobodalla. The inclusion of four traffic lanes, a separate shared pathway along the eastern side and unfettered access for 26 metre higher mass limit B-doubles as proposed, are essential to address current and future traffic demands along the Princes Highway.

The proposed bridge design is curved with a rising and higher form intended by the RMS to create a more visually appealing alignment. It is also acknowledged that the RMS has selected a preferred design option inclusive of vehicle and pedestrian railing systems that maximise views whilst meeting the required road and pedestrian safety standards. The reduction in the number of piers (compared to the existing bridge) and the preferred option of a non-standard V-shape pier arrangement provides an open vista to the natural waterway setting and a more modern appearance to the proposed sub-structure. It is critical that the RMS commit to providing these key design features, or a higher standard of urban design, in the final product.



Example of the preferred V-shape pier arrangement as shown in the RMS documentation



Example traffic barrier to shared pathway allowing protection and viewing from the roadway



Example bridge railing system to a shared pathway with excellent viewing out for pedestrians

We encourage the RMS to consider additional elements which are befitting a landmark bridge structure of this magnitude including public art, appropriate lighting with banner systems and a viewing area from the shared pathway.

Council is supportive of the proposed height of the new bridge, noting this outcome:

- i) provides a suitable highway alignment for the safe passage of vehicles
- ii) ensures the shared pathway meets accessibility requirements
- iii) fits well with the natural landscape and backdrop
- iv) provides for the unfettered use of the Clyde River by the vast majority of marine vessels, including recreational vessels and tourism operators.

To offset this compromise height over the water, we note that the RMS has agreed to design and construct an upgraded wharf structure in place of the existing NSW Government owned concrete T-wharf structure. This includes all necessary marine and wave studies to determine the most appropriate solution. If practicable in this coastal wave environment, a structure that improves accessibility is highly desirable and would fit with Council's strategic direction to enhance accessible tourism experiences. If a floating structure cannot be effectively implemented due to the wave environment, then an appropriately designed fixed structure that provides accessible boating outcomes is essential.

The design of the new wharf should consider the needs of both commercial and recreational vessels. This would accommodate improved mooring and access to the Batemans Bay CBD east of the Batemans Bay Bridge, allowing greater access from the water into the CBD.

The new or upgraded wharf structure will remain a NSW Government owned, operated and maintained structure.

We note that the RMS has chosen three private parties to develop design and construction proposals for the project, being CPB Contractors, John Holland Group and Seymour White (as per the media announcement 19 November 2017). Council acknowledges that the RMS is now working with these design and construct tenderers on the bridge design, and that this process will influence the final design outcome within the context of the agreed design principles. The RMS and contractors need to be fully aware of the high standard of urban design and finished product expected by our community.

The final design of the bridge should also optimise opportunities to provide ongoing benefits, particularly at the bridge abutments. The use of retaining structures to maximise parking, land and marine access and connectivity, and foreshore redevelopment will provide significant long term value to the community. These structures should provide a high quality finish and be treated appropriately to mitigate potential adverse impacts such as graffiti.

Similarly, the placement and finish treatment on the bridge pylons should be designed to optimise long term outcomes in terms of the foreshore amenity and ongoing maintenance. It is noted that the pier locations shown in the documentation is indicative only.

Pedestrian and cyclist use of the new bridge will be significant. The inclusion of a 3 metre wide shared pathway as part of the bridge project with appropriate connections is welcome. Access for pedestrians and cyclists from the bridge directly to the northern side of the river at Wharf Road, and southern Clyde Street foreshore areas at Clyde Street and at North Street has been incorporated and we note the desired outcome for the shared pathway and connections to meet accessible standards has also been incorporated.

The project scope should be extended to incorporate the connection of the shared pathway to the Batemans Bay Public School and Surfside to Batemans Bay. This is already a significant desire line for pedestrians and cyclists from Surfside (from Palana Street via the school along the highway) into Batemans Bay. *Currently these pedestrians/cyclists walk and ride along the Princes Highway north of the roundabout. The RMS, as the responsible agency, should provide a safer solution as a priority action, preferably prior to the construction of the new bridge.* This should include all necessary adjustments to the Princes Highway on the approach to the roundabout.

This recommendation fits precisely with the desired outcome outlined in the draft NSW Future Transport Plan and would also address the current conflicts between motorists and pedestrians (who currently walk on the road itself).

The new bridge will include necessary highway lighting. RMS should consider the inclusion of street banner systems to facilitate community and tourism outcomes, and to help support the sense of arrival at the regional centre of Batemans Bay. A system capable of supporting ease of change of the banners should be incorporated.

The new bridge and approaches should account for the future impacts of sea level rise. This should include consideration of future adaptation strategies, if and when required.

Council supports the removal of the existing bridge upon the completion of the new bridge as a necessary component of the works. This will ensure the Clyde River waterway is restored for safe boating and dramatically improve the aesthetics of the final bridge arrangements. It will also avoid the significant ongoing costs to the NSW Government of sustaining the dis-used bridge structure.

The design and construction of the new bridge should retain the historic features associated with the old punt wharf structures, still visible on both sides of the river today. The RMS should consider appropriate heritage restoration works to recognise the value of these structures to the transport history in New South Wales.

Appropriate interpretative signage should be included as part of the works to recognise the significant role that the existing bridge has played in the development of Batemans Bay. This signage should also highlight the previous arrangements where the punt was used to transport vehicles across the Clyde River prior to the construction of the existing bridge.

The proposed interpretation of the history of the punts and the existing bridge should be developed and submitted to Council's Heritage Advisory Committee for comment once developed.

The design of the bridge should take account of all normal engineering matters including the location of existing services, stormwater drainage and the like. It is understood that the new bridge will have a drainage system capable of capturing oil and fuel spills to mitigate the risk of pollution of the Clyde River in the event of an incident on the bridge. This is a positive inclusion given the sensitivity of the receiving waters and the importance of the river for our Clyde River oyster growers.

The new bridge will impact critical Council services, in particular trunk water mains and sewer rising mains under the Clyde River, and potentially the sewer pump station near the corner of the highway and Clyde Street. The RMS should continue to work with Council's technical team to develop and provide suitable alternate arrangements.

We also support the investigation work being undertaken to identify and minimise impacts on Aboriginal artefacts and the marine environment including sea grasses and wetland areas. The RMS should also carefully consider impacts on vegetation including any threatened ecological communities for the purpose of ancillary facilities. This includes identification and avoiding any vegetation covered by the Environmental Protection and Biodiversity Act 1999 (for example, critically engendered ecological communities such as Lowland Grassy Woodland) if possible.

The new bridge should be considered in the broader context of other improvements to the Princes Highway as outlined in this submission.

Princes Highway/Kings Highway Roundabout

The proposed works must include necessary upgrades to the Princes Highway/Kings Highway roundabout.

The current delays to traffic are unacceptable and present a significant burden in terms of highway management, road safety, emergency response and adverse impacts on the economy of the region.

The Kings Highway is the lifeblood of Eurobodalla Shire. It provides the key east-west link to and from our region to Canberra, Queanbeyan, Goulburn and the Hume Highway to Sydney as well as other interstate and regional linkages. The current intersection arrangement restricts the movement of vehicles from the Kings Highway onto the Princes Highway. This causes significant unnecessary delays, increasing driver frustration and leading to long queues in shoulder and peak periods.

The quantum of traffic using the Kings Highway will rise at a higher rate than historically has been the case due a range of factors including:

- i) the extraordinary growth in Canberra (expected to increase in population from approximately 350,000 to 500,000 people in the next fifteen years)
- ii) the increasing use of Canberra airport including international visitation
- iii) the significant increase in the use of Kings Highway to access Goulburn and the Hume Highway to Sydney
- iv) the predicted growth in the third 'airport' city near Badgeries Creek which will increase visitation to the south coast of New South Wales
- v) the increasing quantum of freight coming from distribution hubs in western Sydney and at Goulburn and Canberra
- vi) growth and investment within the Eurobodalla region is currently significantly higher than in past years and this is expected to continue
- vii) the progressive removal of impediments to 26m B-double higher mass limit transport vehicles will stimulate further investment

- viii) additional visitation and investment in Eurobodalla due to availability of technology including high speed internet (NBN currently being activated) and new mobile telephone towers (four currently approved for installation within Eurobodalla)

Therefore, the RMS must plan for more significant growth on the Kings Highway and plan appropriate route upgrades to the highway and the intersection with Batemans Bay.

The analysis of the current traffic flows on the Kings Highway are typified by extraordinary peaks on Friday, Saturday and Sunday every week as well as during holiday periods.

This is a completely different traffic pattern to the normal diurnal peaks in traffic flow experienced in an urban city centre and requires critical investment to develop safe outcomes. This unusual nuance in traffic flows results in periods of congestion and higher risk to the community. This is further exacerbated during long weekends and holiday periods leading to lengthy delays in getting through to Batemans Bay and beyond.

Council does not concur with the proposed roundabout solution with traffic lights on its own.

On the Kings Highway eastbound approach lanes, Council does agree with the inclusion of a dedicated right turn lane and a dual right turn and through lane (for Peninsula Drive).

The RMS should incorporate the additional works required to alleviate traffic congestion at peak periods, particularly for visitors coming via the Kings Highway by inclusion of a separate left turn lane off the Kings Highway with an appropriate merge to two northbound lanes north of the existing roundabout. This will require a modest investment now that will have significant and long lasting positive benefits in the operation of both the Princes Highway and Kings Highway at all times of the year including during peak periods.

RMS should also extend the dual southbound approach lanes on the Princes Highway to reduce queuing back along the Princes Highway north of the roundabout, at least to the north of the Lincoln Downs motel. The provision of widening the Princes Highway to four lanes back to Berrima Parade is identified in Council's transport studies as being required by 2030 and the RMS should be planning this additional work in the medium term. The RMS should at least construct an extension of the southbound overtaking lane to the dual lanes at the roundabout to remove the short section of southbound single lane highway.

The provision of an off-road shared pathway to the Batemans Bay Public School and Surfside (north) should take account of the future needs of the Princes Highway. This shared pathway is included in Council's Eurobodalla Pathways Strategy 2017 which can be found at <http://www.esc.nsw.gov.au/council-services/works/traffic-studies> and should be provided as a priority action by the RMS as already identified.



Princes Highway Batemans Bay – looking south to the Kings Highway roundabout

Traffic Impacts and Offsets

The proposed new bridge does result in fundamental changes to the connectivity of local roads and subsequent traffic flows, pedestrian and cyclist movements for Batemans Bay and environs.

The traffic study provided with the Review of Environmental Factors requires further analysis and transparent reporting to fully assess the long term impacts of the proposed changes on local and regional roads and associated pathway connections for pedestrians and cyclist. This traffic assessment should include the 2021 and 2031 periods already analysed and be extended to 2041 to allow improved decision making and long term planning.

Council's previous traffic analysis of the CBD and the reports provided by the RMS confirm that currently more than *one in four motorist southbound on the Princes Highway turns left into Clyde Street*. The loss of direct connectivity to Clyde Street from the Princes Highway will lead to a significant reduction in passing traffic for businesses along this frontage, with traffic volumes in Clyde Street (between the Princes Highway and North Street) expected to drop by up to an estimated 50-60% unless suitable offset provisions are made including a northbound off-ramp from the Princes Highway to Clyde Street.

Under the current proposal, significant reductions in traffic flows will also be evident within North Street (Perry Street to Clyde Street) and in Orient Street (North Street to Clyde Street).

Conversely, there will be significant increases in traffic flows in North Street (Princes Highway to Perry Street) and particularly in Beach Road due to the diversion of through traffic from Clyde Street as a consequence of the removal of the highway connection to Clyde Street.

We recommend that the RMS fund Council to update our base traffic models of the Batemans Bay CBD to allow Council to make our own detailed assessment of the current proposal and to continue to provide long term planning for traffic, pedestrian and cycling movements and analysis of parking proposals. This approach permits Council to quickly assess future planning

proposals or development applications with the CBD and environs, including potential impacts on the Princes Highway, allowing an integrated approach to both land-use planning and infrastructure provision.

Council has successfully partnered with the RMS previously and we recommend a suitable RMS/Council technical alliance continue to further review the traffic analysis and solutions required to deliver positive outcomes for the longer term.

Based on the information to hand from the RMS and review of Council's own traffic studies, the proposed traffic solutions should include:

- i) Provision of two right turn lanes from the Kings Highway onto the Princes Highway roundabout (as proposed).
- ii) Provision of an additional separate left turn lane from the Kings Highway onto the Princes Highway with a suitable merge lane for northbound traffic at the Princes Highway/Kings Highway roundabout (additional).
- iii) Extension of four through lanes on the Princes Highway to the north of the Kings Highway roundabout, at least past the motel, as part of the works (additional).
- iv) Extension of the southbound overtaking lane on the Princes Highway from south of Berrima Parade to the dual lanes at Kings Highway roundabout. This would remove the short length of single lane highway and the overtaking merge arrangement over a crest and through a tight curve. This would provide a significant road safety and highway capacity improvement at a modest additional cost and provide significant construction efficiencies if undertaken in conjunction with the proposed construction (rather than re-establishing at a future date).
- v) Connection of Wharf Road to Old Punt Road underneath the bridge on the northern side of Clyde River with appropriate upgrades to these roads and provision of suitable shared pathways (as proposed).
- vi) Widening of Old Punt Road from the foreshore up to the old Kings Highway with provision for a shared pathway (as proposed).
- vii) Provision of the left turn off the Princes Highway for southbound traffic into Wharf Road with connecting shared pathway (as proposed).
- viii) Connection of the existing shared pathway network from Surfside, Surfside oval and Batemans Bay Public School back to the Kings Highway roundabout and across the new bridge to Clyde Street, North Street and the Mackay Park precinct (additional elements proposed).
- ix) Upgrade of the Princes Highway/North Street intersection to lengthen the northbound right turn holding bay on the highway and widen North Street sufficiently to permit the left turn movement by 19 metre semi-trailers southbound off the Princes Highway without crossing the centre-line of North Street, including any necessary land acquisition (additional).
- x) Acquisition of sufficient land from the north east corner of the Princes Highway and North Street to facilitate a separate left turn lane and two right turn lanes out of North Street onto the Princes Highway. This provision will offset the additional traffic diverted from Clyde Street to North Street and will be required beyond 2031. The proposal also offers the RMS the ability to introduce greater green time for the Princes Highway which

would be invaluable during peak and holiday periods providing a win-win outcome. This proposal fits well with the need to plan longer term for the CBD noting that North Street will become critical to the future traffic management within Batemans Bay as a result of the removal of the highway connection at Clyde Street. The proposal would facilitate further redevelopment of the Bridge Plaza site including additional parking provision accessed off North Street, providing a significant benefit to the property owner of that site. Whilst further analysis of the 2041 scenario is required, given the fundamental role that North Street will now play in the future of Batemans Bay CBD, it is in the community's, landowner's and RMS's interest to set aside the land required to facilitate the required three lanes exiting from North Street. As the intersection will need to be modified to facilitate the safe entry of southbound semi-trailers off the Princes Highway into North Street, and the RMS will need to acquire land for this purpose. It is recommended that the RMS investigate the incorporation of the third exit lane out of North Street now to provide an effective long term solution in a single project.

- xi) Provision of a new left in entry/left out exit to/from the underground car park to the Village Centre mid-block between North Street and Beach Road, with the existing entry off the Princes Highway to be closed once the new entry is built (additional). This is the major car park in Batemans Bay north of Beach Road with approximately 900 underground car spaces. The new exit would require direct negotiation with the owners of the Village Centre, noting this concept has previously been agreed by RMS in principle. Council is supportive of this treatment as one of the main offsets for the adverse impacts on the current traffic arrangements as it would bring significant benefits to traffic flows in both North and Perry Streets and Beach Road. This also fits well with encouraging more traffic to utilise the new South Batemans Bay Link Road (now gazetted as Glenella Road) and the future works required on Beach Road between Orient Street and the Princes Highway.
- xii) Provision of way finding signage from the Princes Highway to key destinations and CBD car parking utilising appropriate smart city technology to highlight available parking location and quantum. For southbound traffic this signage should also encourage use of North Street to access Bridge Plaza, use of the entry to the Village Centre car park, use of Beach Road to access the southern part of the CBD, identification of the Mackay Park precinct (including for long vehicle parking) and use of the Link Road (now gazetted as Glenella Road) to access Sunshine Bay and suburbs to the south along the coast.
- xiii) The residual lands from Lot 1 DP792643 Clyde Street to be retained as public road reserve to allow additional car parking to be provided to partially offset economic impacts from the loss of direct connection from the Princes Highway (additional).
- xiv) Provision of a northbound off-ramp to connect the Princes Highway to Clyde Street on the western side of the highway noting this would be through the SEPP14 wetland in part (additional).
- xv) Realignment of the Princes Highway at south Batemans Bay to address the significant accident cluster on the Princes Highway and provision of an appropriate intersection to the South Batemans Bay Link Road to facilitate diversion of traffic away from Beach Road.



Proposed Slip Lane into Clyde Street (west)

Council acknowledges the advice provided by the RMS that the provision of a southbound connection from Clyde Street onto the Princes Highway is unable to be achieved due to the differential in height between the bridge and road level, limited space, limited sight lines and the high hazard weaving manoeuvres that would be introduced on this curve that would create a high risk of road crashes. Council therefore accepts this southbound connection cannot reasonably be achieved.

Council acknowledges the proposed project includes significant upgrades to pathway connectivity to Batemans Bay and environs including:

The proposed improvements to the existing pathway network include:

- i) Upgrading the existing footpath across the Clyde River and back to Peninsula Drive to a fully accessible shared pathway, thereby removing the current restriction on legal use of the bridge pathway by cyclists, and addressing the current conflict that occurs when cyclists ride across the bridge currently.
- ii) Addressing the shortcomings of the existing footpath between Peninsula Drive and Wharf Road, which has been subject to a number of complaints to Council.
- iii) Providing a connecting shared pathway along the Princes Highway from Clyde Street to North Street traffic lights.
- iv) Providing a shared pathway from the foreshore on the northern side of the river along Old Punt Road to North Batemans Bay.
- v) Providing appropriate connections to the Clyde Street and Wharf Road precincts off the bridge.
- vi) Providing appropriate pathways within the proposed foreshore development.

Council's submission asks the RMS to incorporate further enhancements to the pathway network by:

- i) Extending the proposed shared pathway along the Princes Highway from North Street to the traffic lights access to the MacKay Park precinct.
- ii) Extending the proposed shared pathway along the Princes Highway from Peninsula Drive to north of the Lincoln Downs motel and into the suburb of Surfside via the Batemans Bay Public School.

Both of these additional pathways are included in Council's adopted Eurobodalla Pathways Strategy 2017 and would normally be fully or partly funded by the RMS.

Public transport will be impacted by the removal of the left turn into Clyde Street making access to the existing bus stop in Clyde Street/Orient Street more difficult. The RMS will need to develop new and improved solutions for interstate and intrastate bus services within the regional centre of Batemans Bay working closely with Council to explore options. This is critical as Council is establishing infrastructure more strategically to support increased use of public transport into/out of Batemans Bay. Batemans Bay is also the meal stop on interstate/intrastate services.

Southern Foreshore – Clyde Street Precinct

The proposed option results in an overpass of the Princes Highway over Clyde Street with no direct vehicular connection. Council accepts this height differential is an inevitable consequence of providing a new bridge sufficiently high enough over the Clyde River to facilitate reasonable boating access.

Council believes there needs to be a northbound off ramp connecting the Princes Highway to Clyde Street to allow more direct access to west Clyde Street including the boat ramp, Clyde Street, the current and future redevelopment of west Clyde Street.

This proposed bridge arrangement will significantly reduce traffic flows in Clyde Street, Orient Street and part North Street (Perry Street to Orient Street) resulting in a significant loss of passing vehicular trade for businesses in this area. This has the potential to adversely impacts businesses along Clyde Street unless adequate offsets are provided.

These impacts could be partially offset by:

- i) Appropriate upgrades of the Batemans Bay foreshore.
- ii) Improvements to parking in Clyde Street.
- iii) Retention of the residual land from Lot 1 DP792643 Clyde Street as public road reserve to allow additional car parking to be provided.
- iv) Upgrade of the existing NSW Government owned T-wharf to permit greater access to the Batemans Bay CBD from the water, including if practicable provision to meet accessibility requirements.
- v) Enhancement of a pedestrian friendly environment by introduction of raised threshold treatments aligned to the existing pedestrian refuge facilities in Clyde Street.

The proposed bridge overpass of Clyde Street opens up a significant opportunity to provide a continuous and integrated foreshore beautification, incorporating the connecting underpass road to service west Clyde Street, pedestrian and cycling access, suitable mid-block turning arrangements, increased parking for the Batemans Bay CBD, continuity of foreshore landscaping, appropriate lighting and new service connections and improved access to the water's edge. Council is also open to investigating the relocation of the existing public toilet should this be necessary, provided this is at cost to the RMS.

Council wishes to retain the local boat ramp on the southern side of the Clyde River as it provides an important access point to the Clyde River. The changed traffic arrangements proposed by the RMS will require car and boat trailer combinations to travel through the CBD area. The number of traffic movements is readily managed on the local streets. The left turn off-ramp northbound from the Princes Highway as proposed by Council is a preferable outcome.

The removal of direct access from the Princes Highway into Clyde Street east will also restrict access to the existing regional bus exchange on Clyde Street opposite North Street. The RMS will need to identify, design and construct a new regional bus exchange at a different location working closely with Council, the community and bus operators. The impact on the current bus exchange is under-stated in the review of environmental factors.

RMS will need to acquire land for the provision of the new bridge in direct negotiation with the affected property owners under the Land Acquisition (Just Terms Compensation) Act 1991. This is solely a matter for RMS. Council encourages RMS to work with Council to optimise car parking and landscaping opportunities for the Batemans Bay CBD on any residual lands not required for the bridge following construction, specifically the residual of Lot 1 DP792643 Clyde Street.



Aerial photo of existing Princes Highway/Clyde Street intersection

The current truck movements servicing the Bridge Plaza development require access back onto Clyde Street. To facilitate this movement, a right of access already exists in favour of Lot 21 DP7122243 over the south eastern side of Lot 1 DP710414 Clyde Street. The RMS should liaise with the respective landowners to assess if the new bridge alignment may provide an opportunity to adjust the position of this right of access to optimise the urban design outcomes. Council does have a sewage pump station and underground sewer infrastructure in this vicinity that would need to be considered in any proposed solution.

Access to Clyde Street west will require improved signposting to ensure it can be found with ease.

The use of the rockwall protrusion at the existing southern abutment would provide a suitable location for a fishing platform to offset the loss of the fishing currently undertaken off the existing bridge. This same area may serve as a good location for interpretative elements, potentially including a public art element.

Engagement on foreshore design

We welcome the commitment of the NSW Government and RMS to work closely with Council to design and construct the associated foreshore works.

We acknowledge that the proposal shown by the RMS is conceptual only for the purposes of the review of environmental factors in this approvals phase of the bridge project.

It is essential that the RMS implements a thorough engagement process prior to the final design of the foreshore spaces to ascertain community and business needs. The RMS should create foreshore areas with high quality of urban design and people friendly space for all users including pedestrians. Analysis of potentially competing demand for extra car parking to support impacted businesses on Clyde Street and/or additional foreshore green space from the current T-wharf west, will be a critical engagement and decision element within this process.



Clyde Street Foreshore (west and east of bridge)

Concept plans developed following further specific and targeted engagement on the foreshore components should be placed on exhibition for feedback from the community and businesses prior to finalising detailed designs.

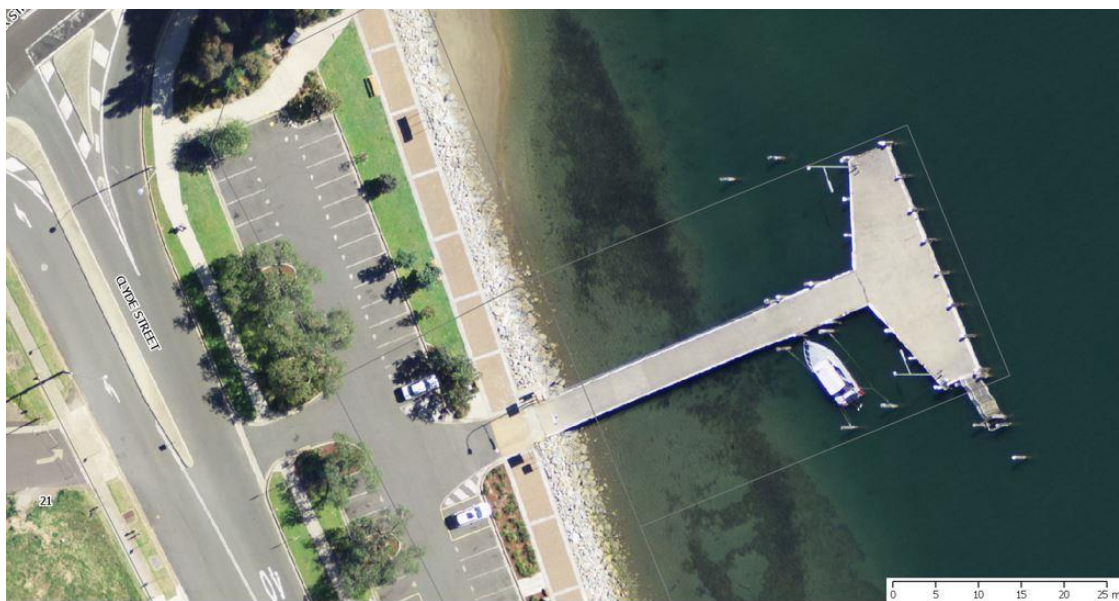
Council strongly recommends the RMS utilise a community and business advisory committee to oversight the engagement process on the design of the foreshore elements. The Mayor and the General Manager could act as Council's representatives on this advisory committee.

Council will implement its own internal cross-organisational working group to bring a diverse range of experienced engineering, planning and recreational knowledge and skills into the foreshore design process. We would welcome RMS team members onto this technical working group.

All capital works associated with the proposed bridge, foreshore works and offsets would be required to be funded at the cost of the RMS as part of the bridge project.

Council's agreement will be required for any infrastructure assets proposed to be under the ownership and/or care and control of Council. The RMS should provide further detail on its proposal on the extent of infrastructure asset ownership and maintenance responsibility as part of an agreement with Council.

The proposed new wharf structure to replace the NSW Government T-wharf is welcome and should be designed to facilitate improved boating access to the CBD by both commercial and recreational users. If practicable in this coastal wave environment, a structure that improves accessibility is essential and would fit with Council's strategic direction to enhance accessible tourism experiences. This structure will remain a NSW Government owned, operated and maintained structure.



NSW Government owned existing T-Wharf – Clyde Street Batemans Bay

Northern Foreshore

The proposed bridge solution for the new bridge results in a significant height difference between the new highway and Wharf Road at the existing intersection. The removal of the existing northern bridge approach provides opportunities to further develop the northern foreshore.

We acknowledge the RMS has provided effective options inclusive of:

- i) A left turn slip lane from the Princes Highway into Wharf Road (no access for right turn out of Wharf Road). This will mitigate the diversion of traffic flows onto Peninsula Drive and provide more direct access to the popular foreshore area at Korner's Park off Wharf Road.
- ii) Connection of Wharf Road to Old Punt Road under the proposed bridge including suitable turning facilities (eg mountable roundabouts) and threshold treatments to create a pedestrian friendly environment.
- iii) Widening and upgrading of Old Punt Road including provision of a suitable pathway connection to the existing pathway near the old Kings Highway route.
- iv) Shared pathway and footpath connections to/from the bridge and along the foreshore roadways inclusive of stairs to the bridge.
- v) Proposals to increase parking to support boating and the existing restaurant on Old Punt Road foreshore area. This is critical given the high demand for use of both the northern and southern boat ramps.

These provisions reduce reliance on Peninsula Drive for vehicular access, and provide an alternate point of access should Wharf Road be damaged in a future coastal inundation event. Given this proposal, Council withdraws our previous request for the RMS to fund construction of a rockwall as part of the bridge project.

It is essential that pedestrians and cyclists are connected from Wharf Road and Old Punt Road onto the new bridge to allow easy accessible pathways from North Batemans Bay and the Wharf Road precinct back into the Batemans Bay CBD. The proposal to provide connected shared pathways to the bridge via a suitable access ramp plus a set of stairs is welcome. We encourage an open layout of the stairs to meet safety by design standards with adequate lighting on, to and from the stairs.

We note that the foreshore layout provided with the project documentation is conceptual only and that the RMS has agreed to work with Council on the development of suitable road, boat and car parking layouts, pathways and foreshore designs. We note also that the final bridge design may require the existing boat ramp to be moved marginally depending on the final design and location of the bridge piers. Recreational fishers and NSW Maritime have requested that the quantum of boat parking on the northern side be increased significantly to cater for growing demand.

Council has submitted a grant funding proposal to have the boat parking at Nelligen west boating facility substantially increased. It would be highly desirable for the requested funding under the Boating Now program for the Nelligen boat parking to be provided by the NSW Government to enable Council to construct of this boat parking facility prior to commencement of the works on the bridge. This would assist mitigate the temporary impacts on the

community, given that the boating facilities within Batemans Bay will be unavailable for periods during the construction of the bridge.

Engagement on the foreshore design

Pro-active and rigorous engagement with the community and Council will be required to determine the detailed solution for the foreshore.

The foreshore areas of Old Punt Reserve and Korner's Park are highly utilised by residents, visitors and for events. A high quality of beautification and restoration work with suitable inclusions will be required following construction of the bridge.

The foreshore caravan park and residential precinct on Wharf Road will require improved signposting to ensure it can be found with ease.

The existing Princes Highway road embankment has experienced some minor stability issues on the eastern side impacting the existing pathway near Wharf Road. RMS has previously accepted responsibility for this embankment and maintenance of the vegetation on it. These stability issues should be adequately addressed as part of the overall project and remain the responsibility of the RMS.

The road reserve covering the existing boat parking area and Old Punt Road requires modification to provide for previous works. These changes should be incorporated into the overall acquisition plan being undertaken by RMS to avoid unnecessary duplication of effort and cost.

The RMS should compulsorily acquire a suitable road reserve over the connecting road from Wharf Road to Old Punt Road and along Old Punt Road itself. This impacts Crown reserves being Lot 81 DP1211389, and parts of Lot 7007 DP1017293 and Lot 7011 DP1020730. These Crown reserves are under Council's care and control. Council is supportive of the proposed acquisition by the RMS to create a public road reserve.

The road reserve over Old Punt Road will require widening to accommodate the proposed widened road and shared pathway. The RMS should incorporate this acquisition into the overall property adjustments for the bridge project.

Construction Phases

Batemans Bay is the tourism gateway for the majority of Eurobodalla's 1.4 million annual visitors and its tourism economy, estimated to be worth \$370 million (2015-16).

The construction phases of the proposed new bridge, associated foreshore and other works has potential to cause significant disruption to our community with adverse flow-on impacts to our businesses, economic activity and employment, the Eurobodalla brand and broader community.

Council acknowledges the work already being done by the RMS to incorporate significant mitigation measures during the construction phases of the project (such as maintaining access along the Princes Highway, to residents and business; maintaining waterway access along the Clyde River; and retaining one of the two boat ramps west of the existing bridge open at all times).

Critical to the success of the project will be the effectiveness of the communication and engagement plan developed working with the community, businesses and established events' organisers.

We acknowledge that the RMS propose to develop a more detailed Communications and Stakeholder Engagement Plan (CSEP). The RMS need to ensure clear lines of communication in this process to identify this as a NSW Government project.

The RMS should develop their CSEP based on a more detailed construction phasing plan working with the successful contractor to mitigate the impacts on the community and businesses. Regular pro-active communication with businesses, landowners and the Batemans Bay Chamber of Commerce should underpin a pro-active approach to engaging with those most directly affected during construction of the project.

Council seeks reassurance that in addition to its regular and ongoing communications and engagement throughout the construction, RMS will address and implement strategies to mitigate potential economic and social impacts that businesses in Batemans Bay and Eurobodalla may experience during the construction phase. The RMS could include regular media and an 'Open for Business' promotion and awareness campaign that align with Council and the Batemans Bay Chamber of Commerce's tourism promotion, collaborating and supporting event organisers in Batemans Bay, and communicating in Eurobodalla's key source visitor markets. Council asks that the RMS collaborates with the business community and Council to develop and implement these strategies.

The CSEP should explore opportunities for placement of information within the CBD area about the project, potentially within high profile business areas. The use of signage on-site that provides RMS and contractor contact details will be necessary. We encourage use of innovations such as screen printed information boards on construction fencing to show the community what lies ahead and to screen construction activities.

We also highlight that there are opportunities to undertake discreet elements of the project such as the widening of Old Punt Road and construction of the new T-wharf on Clyde Street at an earlier phase to increase the benefit to the community, improve worker safety, and to mitigate any adverse impacts to the community during construction.

For these discreet elements of work, and where practicable throughout the project, we recommend that the RMS undertake the highest impacting works within the period between the Easter and September holiday periods. This is the quieter period of the year and will aid in mitigating the potential economic and employment impacts and disruption to our community during construction.

Conversely, we recommend that the RMS establish contract conditions which limit work to outside of the peak summer period between the weekend prior to Christmas and Australia Day to further mitigate impacts on businesses and our community. This summer holiday period should be avoided where practicable as Eurobodalla's population increases from approximately 38,000 to 120-140,000 people with sharp increases in traffic (vehicles, pedestrians, cyclists and marine vessels) over this busy summer holiday period.

Additional mitigation measures are highlighted in the detail of this submission.

Use of foreshore areas during construction

The RMS will need to utilise foreshore areas during the construction period for a project of this scale (as shown on page 54 of the Review of Environmental Factors). This is recognised and accepted, however the RMS will need to implement measures to mitigate the adverse impacts during construction by limiting the time high value foreshore areas are shut down to use by the community. This will need to incorporate signage directing residents and visitors to alternate sites.

The most critical of these areas is the Clyde Street east car park which provides valuable parking and foreshore access to the Batemans Bay CBD area. This area will be required intermittently for reconstruction of the NSW Government owned T-wharf, foreshore works and elements of the bridge project.

Close liaison with current users of the T-wharf will be required including tourism and fishing charter operators.

The RMS has indicated the other main areas of foreshore that will be impacted are:

- i) Old Punt Road

The project requires the reconstruction and widening of Old Punt Road. This upgrade will provide a significantly improved road access to the foreshore, including for construction traffic. The final roadway will include a shared pathway providing pedestrian and cycling connectivity to North Batemans Bay.

During construction, access to the foreshore area and the restaurant will need to be effectively managed working closely with the restaurant leasee. Access to commercial activities within Wray Street (e.g. oyster shed, houseboat and boat hire businesses) will also need to be carefully managed.

The remainder of the road back to the Kings Highway should be rehabilitated to at least the pre-construction condition prior to completion of the works.

ii) Northern foreshore (Korners Park and Old Punt Reserve)

Both of these areas will be needed for extensive periods during the works. The area on the western side of the bridge is under the alignment of the proposed bridge and will therefore be most affected.

We note the RMS intend retaining some parking on Korner's Park (off Wharf Road) with pedestrian access through to Old Punt Road and the restaurant on the water, and that the reserve along with the foreshore of the caravan park will be unaffected.

We draw the RMS's attention to the specifically designed *contemplation space* in Korner's Park which was constructed with the involvement of Batemans Bay Rotary, a community advocate and Council. This feature has special significance to members of our community.

We note the RMS advice has confirmed that the RMS will continue to work closely with property owners within this area.

We note the RMS intend to retain access to the southern boat ramp area wherever practicable during the construction of the bridge.

Events

The RMS needs to be aware of the major events held within Batemans Bay and environs, and work with Council and event organisers to ensure these events can still be effectively run, either in the current location or a suitable alternate location. Council seeks to support and encourage events, particularly in the shoulder and off-peak periods to stimulate visitor and business activity throughout the year. These events form an important part of the economic activity within Batemans Bay and the Eurobodalla region.

The following list of events are provided for awareness and the RMS is encouraged to remain in contact with Council about others that develop.

i) Batemans Bay Paddle Challenge

Marine activities are a key feature of our visitor market and for residents living in Eurobodalla.

The main event site is currently located at Korner's Park with paddlers launching from the beach area. The race commences on the water on the western side of the bridge. This event is held on the last weekend of the April school holidays and is estimated to be worth approximately \$200,000 to the local economy. The event is a powerful marketing drawcard to the region and there are plans for the event to expand to open water in 2019.

This event is helping to drive kayaking tourism all year round by highlighting the wonderful kayaking to be had on the Clyde River and other destinations within Eurobodalla. A key feature of this event moving forward is community displays and fireworks on the water accessed from the banks on both sides.

ii) Sculpture On Clyde

The main event site is located on in the Batemans Bay Foreshore Park on Clyde Street. During 2017, approximately 30 large sculptures were displayed on the lawn area for ten days with

thousands of visitors attracted to Batemans Bay. The event has created additional interest from investors and artists.

The event is held during late August/early September and sponsored by the Batemans Bay Chamber of Commerce.

iii) George Bass Marathon

This is a major event for surf lifesaving rowing and single kayaks that commences in Batemans Bay finishing in Eden. The event is held every 2 years during January.

The event launches from the boat ramp on the southern side of the river on the western side of the bridge. This event is the longest and toughest surf rowing marathon in the world and has been going for 42 years with over 300 competitors.

iv) Other events

Smaller scale events include fishing tournaments based at Korner Park throughout the year.

Yacht club races are also held on the Clyde River and the RMS should also engage with Batemans Bay Sailability to ensure suitable arrangements are in place for their activities.

Waste Management

It is essential that high volumes of waste are not directed to Council's landfill as this would quickly erode limited and highly valued landfill capacity.

The demolition of the existing bridge will create a large amount of material.

We acknowledge the RMS's proposal to re-use and recycle materials wherever practicable. The RMS need to ensure the contractor is fully aware that waste streams directed to Council's landfill is absolutely minimised and that Council has the right to deny access to unreasonable requests to dispose of high volumes or hazardous materials to Council's landfill site.

Batemans Bay Chamber of Commerce has proposed that an investigation be undertaken into the re-use of the existing bridge as a sunken 'wreck' dive site off-shore from Batemans Bay. Council is aware that the NSW Government does have separate funding for such works. Council encourages the RMS to investigate this option as it has the potential to be an effective re-use of the old bridge and to provide an on-going boost to this growing aspect of the tourism and visitor economy.

Attachment A – Area Map



This is for illustrative purposes only and not to scale.

Proposed New Batemans Bay Bridge