

Hi everyone,

Moruya Bypass Action Group emailed the following 3 questions to Council candidates last week asking for their views on the proposed Moruya bypass.

1. Are you aware of the proposed Moruya Bypass?

2. Do you support Transport for NSW's preferred Orange bypass corridor (p. 90 of the above Strategic Corridor Options report) given there are shorter options which have fewer impacts on property, agricultural land, the environment, local business, Aboriginal cultural heritage and visual amenity (e.g. Option E on p. 71 of the above Strategic Corridor Options report)?

3. If elected to Council, will you commit to assisting the Moruya Bypass Action Group and its supporters in lobbying the state and federal governments, as well as Council administration, to abandon Transport for NSW's preferred Orange corridor in favour of a shorter option?

In **summary**, the Eurobodalla Greens were the most supportive of MBAG's position on the bypass routes. They committed to lobbying all levels of government to abandon the Orange route and to advocate for a better consultation process. Eurobodalla Labor and the Mayne Team were more non-committal in their responses and said they would need to weigh up all the options and talk to impacted parties before advocating for any particular option. Tubby Harrison doesn't have a preference for any option. He was on the Moruya Chamber Bypass sub-committee who did not discuss the Moruya bypass with any of their members or ask them which route they preferred. To date Tubby has not talked to any of the landowners who will be impacted by the Orange route or advocated on their behalf to Council, the Moruya Chamber, Transport for NSW. James Thomson did not commit to any option except to say that he had fought hard to stop the riverflats from being carved up. However, we are unaware of him taking a public stance on the bypass as a Councillor. He has not contacted MBAG nor has he signed our petition. He has made no statements in the media or put any notices of motion up to Council about the bypass to support his claims.

To date, we have no responses from Rob Pollock or Matthew Hatcher.

The **detailed responses**:

1. Are you aware of the proposed Moruya Bypass?

- Eurobodalla Labor said they were very aware of the Moruya Bypass options and community concerns.

- Eurobodalla Greens said yes they were aware of the Moruya Bypass.
- The Mayne Team said yes they were aware and had read the Options report.
- Tubby Harrison said he knew about the Bypass because he was on the Moruya Chamber bypass sub-committee.
- James Thomson did not answer this question directly.

2. Do you support Transport for NSW's preferred Orange bypass corridor (p. 90 of the above Strategic Corridor Options report) given there are shorter options which have fewer impacts on property, agricultural land, the environment, local business, Aboriginal cultural heritage and visual amenity (e.g. Option E on p. 71 of the above Strategic Corridor Options report)?

- Eurobodalla Labor said they were keen to investigate all options and how each option would impact the community, property, environment, agricultural land, local businesses, Aboriginal cultural heritage and visual amenity. They said they would like to hear from all impacted parties and cooperatively discuss the best option together. They understand Moruya needs the bypass and that regardless of the option there will be impacted community members.
- Eurobodalla Greens said no.
- The Mayne Team said it was vital to continue to meet and work with our local community to ensure that the bypass' impact on the community and the environment is minimised. They said they will need to take account of all views.
- Tubby Harrison said he didn't have a preference for any route but he thought Transport for NSW should be more open in their discussions with the Moruya community.
- James Thomson said that as a sitting Councillor he had fought very hard to stop T4NSW from carving up the 'Mullendery' flats and south Moruya but that the State government has refused at every opportunity to work with him.

3. If elected to Council, will you commit to assisting the Moruya Bypass Action Group and its supporters in lobbying the state and federal governments, as well as Council administration, to abandon Transport for NSW's preferred Orange corridor in favour of a shorter option?

- Eurobodalla Labor said if elected to Council and it is determined by majority consensus the shorter option past Braemar Estate is best for all of us then we would definitely work with the Moruya Bypass Action Group to lobby state and federal government departments.
- Eurobodalla Greens said yes. They felt that the outgoing council had let the community down by not stepping in sooner to advocate for a more comprehensive consultation process. The concept of a 'Co-design Committee' was a very late afterthought. They believe that the NSW State Government will continue to 'deliver' these large infrastructure projects to our shire as foregone conclusions unless, on the new council, we can be proactive in engaging with the state agencies BEFORE they 'deliver' these large projects to us.

- The Mayne Team said that the bypass was a state matter but that Council must be a key stakeholder in any decision on the bypass. They noted that Anthony Mayne had voted to support the creation of a community design group to work with Transport for NSW in the final design of the bypass. They said they would engage with any community group to determine its concerns and objectives and work to accommodate them.
- Tubby Harrison said he would advocate strongly for the people that are affected by which ever route is taken as well as for the town during and after the bypass is built.
- James Thomson said even if not re-elected he would still fight this decision on behalf of his fellow farmers and the community generally.