



Transport for NSW

Moruya bypass

Community Consultation Report



August 2020



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PHARMACY

Your Health Is Our Priority

MORUYA PHARMACY

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Executive Summary

In March 2019, the Australian and NSW governments committed to upgrade the Princes Highway between Nowra and the border with Victoria, including plans for a proposed bypass of Moruya. The project aims to address the current and future transport needs of Moruya and surrounding communities providing safer and more reliable journeys. A bypass would unlock opportunities to grow the regional economy and improve the atmosphere of Moruya town centre for the benefit of residents, businesses and visitors.

Consultation activities included:

- A project notification was distributed to around 2,500 households within Moruya and surrounding towns
- A dedicated project webpage containing project information and frequently asked questions was published
- An online interactive map that allowed users to submit feedback directly onto a map of the investigation area
- A project 1800 number and email address for the community to contact members of the project team
- A Facebook Live Q&A session with project team members as a replacement to planned community information sessions cancelled in response to COVID-19.



Transport received 232 comments via the online interactive map and 63 emails to the project email address

A small number of phone calls to the 1800 project number were received, and the comments or questions raised during the phone calls are consistent with the topics raised in written comments. Following analysis, 375 unique items of feedback were identified.

The feedback received from the community focussed on seven key topics:



Location of the proposed bypass



Environment and biodiversity



Socioeconomic



Traffic and transport



Project need and justification



Timing of consultation period



Other, including Eurobodalla Health Service comments

Transport reviewed and summarised all feedback received as outlined in this report. The community's feedback is being used to help identify options for the proposal's design and will inform its environmental assessment. This community consultation summary report is another step in the ongoing consultation process for this project.

1. Introduction

1.1 Background

The Princes Highway supports communities, business and tourism and provides essential connections between towns and regional centres throughout the South Coast of NSW. The highway helps drive the state's third largest regional economy, is relied upon by over 500,000 locals and welcomes almost four million tourists each year.

Since 2011, the Australian and NSW governments have invested \$2.5 billion upgrading the Princes Highway to create safer and more efficient journeys. This investment is transforming and connecting communities, improving safety, easing traffic congestion and growing regional economies. Considerable work along the Princes Highway has already been completed, with more projects underway.

In March 2019, the Australian and NSW Governments committed \$1.5 billion to upgrade the Princes Highway between Nowra and the Victorian border.

Three projects were announced in March 2020 and community feedback on these proposals were invited. These projects include Jervis Bay Road and Princes Highway intersection, Milton Ulladulla bypass and Moruya bypass.

1.2 Project Overview

As part of the Princes Highway Upgrade program, the proposed Moruya bypass has been identified as a priority project. Prior to identifying a preferred route, Transport for NSW undertook this initial community consultation to listen to the community's thoughts and insights.

A preferred route of the proposed bypass will be determined once we've considered the community's feedback and carried out more preliminary investigations. The location and number of north and south bound lanes will be determined during these investigations.

1.3 Project Benefits

A Moruya bypass would deliver safer and more reliable journeys between South Coast communities for locals, visitors and freight operators and ease congestion especially during peak holiday periods.

The Moruya bypass would:



Enhance the amenity and liveability of the Moruya town centre for locals, pedestrians and businesses and provide the opportunity for improvements



Reduce travel time, particularly in peak periods, by removing the need for vehicles to pass through numerous intersections



Improve safety in the town by taking trucks off local roads



Cater for future growth of the town and provide ease of access to essential services such as hospitals and schools



Enabling more efficient movement of freight



1. Introduction continued

1.4 Aligning with the Future Transport 2056 Strategy

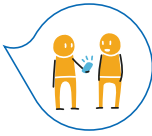



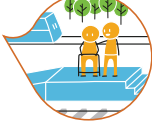

The Future Transport 2056 Strategy is focused on six key outcomes for the future of mobility in the state, which together aim to positively impact the economy, communities and environment of NSW. For Regional NSW, Future Transport 2056 is supported by the Regional NSW Services and Infrastructure Plan. This plan describes the short, medium

and long term initiatives required to meet regional customer's needs now and into the future.

Achieving the outcomes of the Future Transport 2056 Strategy and Regional NSW Services and Infrastructure Plan will underpin the Moruya bypass project as it progresses.

Figure 1 The future of transport in NSW

Regional NSW Customer Outcomes

Future Transport 2056 Statewide outcomes	Regional NSW Customer outcomes
Customer focused 	Convenient and responsive to customer needs <ol style="list-style-type: none">1. Flexible services are an integral part of the transport system helping to deliver reliability2. A transport system that adapts to and embraces new technology
Successful Places 	Sustaining and enhancing the liveability of our places <ol style="list-style-type: none">3. The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places4. Supporting centres with appropriate transport services and infrastructure
Growing the Economy 	Sustaining and enhancing the liveability of our places <ol style="list-style-type: none">5. Changes in land use, population and demand, including seasonal changes, are served by the transport system6. Economic development is enabled by regional transport services and infrastructure
Safety and Performance 	Safely, efficiently and reliably moving people and goods <ol style="list-style-type: none">7. A safe transport system for every customer with zero deaths or serious injuries on the network by 20568. A transport system that is resilient to significant weather events including floods, fog and bush fires
Accessible Services 	Accessible for all customers <ol style="list-style-type: none">9. Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
Sustainability 	Makes the best use of available resources and assets <ol style="list-style-type: none">10. Customers enjoy improved connectivity, integrated services and better use of capacity

2. Consultation Approach

2.1 Consultation Aims

The aim of the community consultation was to:

- Understand the issues of travelling in and around Moruya
- Raise awareness of a potential bypass of Moruya
- Meet the local community and get to know its issues
- Acknowledge the hardships that the community has faced following the impacts of drought, bushfires and COVID-19.
- Engage and consult with emergency services to identify their needs as planning for the project progresses.

2.2 Consultation during challenging times

We are sensitive to the environments and communities we work in, the hardship many have been through and the rebuilding to come.

We changed how we engaged community and stakeholders following the 2019/20 bushfire season and during the COVID-19 pandemic.

In response to the bushfire season, the project team consulted with emergency services and government agencies to ensure a broad range of experiences of the recent bushfire season were acknowledged during the consultation period. We also planned to use our face to face drop in sessions as a way of informing impacted community members about what government services were available to them.

In response to COVID-19 we:



Moved our planned drop in sessions online, using a Facebook Live Q&A event to engage with community



Consulted with emergency service providers to gain their response to the project's objectives and potential impacts to the road network



Expanded our digital and social media presence. We recognised this was an important way of encouraging engagement with our online interactive maps



Understood many people may not be able or comfortable engaging with us digitally, so we worked closely with community groups to identify who we needed to send printed forms and postage paid envelopes to further encourage engagement



Accepted feedback via the phone

2. Consultation Approach continued

Moving the planned drop-in sessions to a Facebook Live Q&A session due to COVID-19 restrictions saw very high levels of engagement, resulting in increases in submissions received immediately following the session and an increase in time spent on the project website.

The event was advertised to the local community and visitors and achieved a reach of about 20,000 Facebook users around the Moruya area. 435 people registered to participate in the event with 90 users in attendance raising 66 comments or questions.

Most comments and questions posted during the live session were addressed by the project team, and these included:

- Requests for the identification of preferred route options
- To understand the criteria and decision making process used to develop route options and to select a preferred route
- The location and timing of the new proposed hospital in the area, and its relationship with the bypass
- Concern about the impact to the flood behaviour or consideration of the flood plain in the design of a bypass
- To understand Eurobodalla Shire Council's involvement and their role in the decision making process
- The need to consider potential environmental impacts
- Requests to consider cycleways in the design of a bypass
- Criticism of consultation timing, given recent bushfires and COVID-19 impacts to businesses and the community
- Questions about the next steps and timeframes
- Questions about potential bypass routes and the impacts to properties
- Positive support for the proposed project and feedback on the online consultation method.

The Facebook Live Q&A session was recorded and later posted on NSW Roads Facebook page, the project website and sent to over 550 community members via email.

Whilst comments posted to Facebook are not included as submissions (and therefore not individually addressed), the issues identified are similar to those received via the interactive map and emails, and these responses are addressed in the response section of this report.



2.3 Community Engagement

A number of activities were carried out during the consultation period to give community members and stakeholders a chance to learn more about the project, meet with the project team, and to have their say.

Community members were encouraged to provide feedback using the online interactive map and via email or phone. A summary of the engagement methods is provided on the following page.

2.4 Engagement Methods

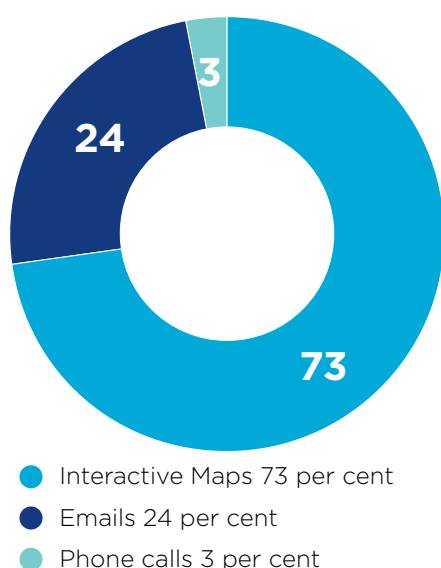


3. Consultation Summary

3.1 Overview

During the consultation period between 16 March and 13 April 2020, Transport received feedback from 89 people via the online interactive map, who posted a total of 232 comments. Transport also received 63 emails from 57 individuals, one from a business group and one from a community group. Feedback was also received via the project phone number, and many of those who contacted us by phone also provided their feedback via email and/or on the interactive map (therefore this feedback and our response is captured within the sections below).

Figure 2 Feedback by type



Following analysis, 375 unique issues were identified across all the feedback received. Issues raised focused on seven key topics;

1. Location of the proposed bypass and design suggestions
2. Environment and biodiversity
3. Socioeconomic
4. Traffic and transport
5. Project need and justification
6. Timing of consultation period
7. Other, including Eurobodalla Health Service comments

An overview of the number of times an issue was raised in each topic during the consultation period appears in the Response Table 1 on the next page.

3.2 Community feedback received

The following table outlines the key feedback and suggestions raised by the community and stakeholders during the consultation period, as well as the initial response from Transport on each item.

A small number of comments were opinion statements. These included support for and against a bypass of Moruya and suggested routes, calls to prioritise the development of the Eurobodalla Health Service and opinions on the project need.

Where a comment did not fit into an otherwise identified key theme, a summary of the issue raised and Transport's response is provided within the 'Other' category.

A number of comments received were for request for more detailed information on proposed bypass routes being considered by Transport. The feedback and suggestions included in this report will be considered during further project planning and the development of bypass route options.

Table 1 Feedback and Transport for NSW's responses

3.2.1 Location of the proposed bypass

During the consultation period, 100 comments were received regarding the location and design of the proposed bypass.

Transport has reviewed all suggested locations for a bypass of Moruya from the community and grouped similar suggestions into five Community Suggested Corridors described as follows. Note, these community suggested corridors were identified by the community and will help Transport identify preliminary bypass routes. The preliminary bypass routes identified by Transport may include all, a selection of, or a combination of the features identified in the community suggested corridors.

Community Suggested Corridor 1

Eight comments suggested a bypass be constructed west of the town. On the north side of the river, this suggested corridor would leave the Princes Highway near Larrys Mountain Road, crossing the Moruya River west of the existing hospital. South of river, this suggested corridor would pass through the area near the intersection of Yaragee Road and Araluen Road before heading south-east and reconnecting to the existing highway at a location south of Mountain View Road.

Community Suggested Corridor 2

Two comments suggested an internal bypass that utilises the existing bridge over the Moruya River, together with upgrading the existing roads and intersections would be a solution for managing traffic in and around Moruya's town centre.

Community Suggested Corridor 3

21 comments suggested a bypass could be constructed east of the town centre. On the north side of the river, this suggested corridor would leave the Princes Highway between Larrys Mountain Road and Ford Lane, crossing the river east of the residential properties north of the river. South of the river, this suggested corridor would cross the eastern portion of Riverside Park, utilising vacant land between the town centre and Braemar Estate before reconnecting to the existing highway at a point east of the TAFE campus.

Community Suggested Corridor 4

17 comments suggested a bypass could be constructed further east than the Community Suggested Corridor 3. On the north side of the river, this suggested corridor would leave the Princes Highway between Malabar Road and Larrys Mountain Road, crossing the floodplain in a south-easterly direction before crossing the river west of Malabar Creek and east of Racecourse Creek. South of the river, this corridor would follow Congo Road and Noads Road before reconnecting with the existing highway.

Community Suggested Corridor 5

28 comments included suggestions to build a bypass east of the town similar to Community Suggested Corridor 4, by following Congo Road and Noads Road south of the river. On the north of the river, this suggested corridor would leave the Princes Highway between Waldron's Swamp and Malabar Drive, heading south and east of Malabar Creek, crossing the river west of Moruya Granite Quarry and continuing towards Congo Road.

The remaining six comments in this category suggested the use of Congo Road and Noads Road however did not offer suggestions for the corridor on the north side of Moruya River.

3. Consultation Summary continued

3.2.2 Design Suggestions

Summary of feedback

Transport response

During the consultation period, suggestions were received regarding the integration of key roads and intersections, heavy vehicle access and the future use of the existing bridge over the Moruya River.

Questions and suggestions relating to the integration of key roads and intersections with a proposed bypass including Shelley Road, Larrys Mountain Road, North Head Road, South Head Road and Noads Road.

Suggestions relating to heavy vehicle access to Moruya's industrial areas.

Questions regarding the future use of the existing bridge over the Moruya River and suggestions to retain it if a bypass is built to maintain connectivity.

Transport acknowledges feedback received relating to suggested project design features including the suitability of existing intersections, future local road connectivity with a bypass, upgrades to existing infrastructure, heavy vehicle access and retention of the existing bridge.

A key aim of the Moruya bypass project is to develop a transport solution which blends seamlessly into the community's lifestyle and caters for the wide range of journey types needed by people and for the movement of freight.

Design features which support these aims, including the location and type of intersection treatments and access point locations, will be determined as the project progresses.

Prior to construction, we will complete a concept design and environmental assessment for the project, which will provide more detailed information about the design features, potential benefits and impacts, and proposed changes to the local road network. We will ensure the community and stakeholders have further opportunities to provide feedback as the project progresses.

3.2.3 Environmental impacts

Summary of feedback

Transport response

During the consultation period, 108 comments were received regarding environmental impacts. Comments raised concerns about potential impacts to Aboriginal and non-Aboriginal heritage and various species of flora and fauna and their habitat with the area of investigation. Comments also identified areas of high environmental value to the community including the riparian zones of Walldrone Swamp, Malabar Creek, Racecourse Creek and Moruya River and areas within Batemans Marine Park. Potential impacts related to noise and vibration, flooding and air quality were also raised.

Comments raised concern about potential impacts to various species of local flora and fauna and native habitat within the project area of investigation.

Outcomes of the Preliminary Environmental Investigation (PEI) will identify potential environmental constraints within the project study area. The identified environmental constraints will be considered when assessing strategic options and described in a preferred options report that will be available to the community when the preferred option is announced.

Transport will consider all feasible measures to avoid and minimise impacts on terrestrial and aquatic biodiversity during design, construction and operation of the project, including securing offsets for areas impacted that are assessed to be of a high environmental value.

Once a preferred bypass route is identified, as part of the environmental assessment process Transport will undertake a biodiversity assessment consistent with the *Biodiversity Conservation Act 1999 (BC Act)* and *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* including field surveys, assessment of direct and indirect impacts, consideration of fauna connectivity and other requirements.. Mitigation measures will be identified to manage any potential direct or indirect impacts.

Potential impacts to the region's wetlands and Batemans Marine Park were mentioned in the community's comments. These areas will be considered as part of the environmental assessment process for the project if assessed to be impacted.

3. Consultation Summary continued

3.2.3 Environmental impacts	
Summary of feedback	Transport response
Questions and comments raising concerns about noise, vibration, and air quality impacts.	<p>Through design, construction and operation, Transport will work to minimise the adverse noise impacts and identify effective mitigation measures for affected properties and sensitive receivers in accordance with Transport for NSW's Noise Criteria Guideline and Noise Mitigation Guideline.</p> <p>Once a preferred bypass route is selected, an environmental assessment will be completed to assess any potential noise and vibration impacts during construction and operation, and any mitigation measures required to manage these impacts in accordance with the <i>NSW Environment Protection Authority Road Noise Policy and Construction Noise and Vibration Guideline</i>.</p> <p>As part of the environmental assessment for the project, Transport will assess potential impacts to air quality.</p>
Feedback was received about potential impacts to the existing visual amenity and character of Moruya and its surrounds.	<p>Transport acknowledges Moruya and the wider Eurobodalla region's unspoilt rare and natural beauty is highly valued and is one of reasons many residents, businesses and visitors choose to live, work and holiday in the area.</p> <p>Transport will work to develop a design which minimises adverse impacts and identifies opportunities to improve the visual amenity of the built and natural environment, and complements the character of Moruya and its surrounds.</p> <p>As part of the environmental assessment process, Transport will assess the visual impacts of the preferred bypass route and all associated infrastructure, to understand and develop options to further minimise visual impacts to nearby properties and the community. This will include detailed urban design assessments and considerations.</p>
Comments highlighting the existing flood behaviour of the Moruya River and its tributaries and the potential challenges it poses for a bypass of Moruya.	<p>Transport acknowledges the existing flood behaviour of the Moruya River and its tributaries within the area of investigation will be a key consideration for the project.</p> <p>As part of preliminary investigations, Transport will assess potential adverse impacts to flood behaviour using Eurobodalla Shire Council's adopted flood model. The information will be used to inform future design options as the project progresses. The project will aim to minimise the risk of, and adverse impacts from, infrastructure flooding and flooding hazards during construction and operation of the Moruya bypass.</p>

3.2.3 Environmental impacts

Summary of feedback	Transport response
Comments about the potential impact of a bypass on Aboriginal and non-Aboriginal heritage, including Aboriginal objects and places, and properties with cultural and historical significance.	<p>Outcomes of the Preliminary Environmental Investigation (PEI) will identify potential Aboriginal and non-Aboriginal heritage items within the area.</p> <p>Transport will work with its Cultural Heritage Advisors, native title claimants and holders, local Aboriginal land councils, Aboriginal land owners and the Aboriginal community to understand any potential impacts to Aboriginal objects, places or cultural values in accordance with Transport for NSW's Procedure for <i>Aboriginal Cultural Heritage Consultation and Investigation (PACHCI)</i> and relevant state and federal legislation.</p> <p>During future stages of the project, Transport will work to avoid and minimise impacts to Aboriginal objects and place and items of heritage significance to ensure the long-term protection, conservation and management of identified items.</p> <p>As part of the environmental assessment process for the project, potential impacts on heritage items of both Aboriginal and non-Aboriginal significance will be assessed, and mitigation measures identified to manage any potential impact.</p>

3.2.4 Socio-economic

Summary of feedback	Transport response
During the consultation period, comments were received regarding the impact a bypass of Moruya may have on businesses and community places in the area. Questions were also raised regarding impacts to properties and future land use.	
Feedback was received about potential positive and negative impacts of the project to businesses located within Moruya and surrounding towns.	A key objective of the proposed Moruya bypass is to improve safety and connectivity along the Princes Highway. A Moruya bypass would deliver more reliable journeys for locals, visitors and freight operators and ease congestion especially during peak holiday periods, which will return local streets to local communities, making them more liveable.
Comments were received about potential impacts to community places and green space, including Malabar Creek, Riverside Park and SAGE Gardens.	<p>Transport will work to minimise adverse social and economic impacts and identify potential opportunities to minimise or offset impacts, including retaining and enhancing community places and green space where possible.</p> <p>Transport will assess any potential short, medium and long-term socio-economic impacts, and the mitigation measures required to manage them.</p>

3. Consultation Summary continued

3.2.4 Socio-economic	
Summary of feedback	Transport response
<p>Feedback regarding potential impacts to properties adjacent to potential bypass routes, including land value, amenity and noise.</p> <p>Questions about the acquisition process for properties directly affected by the preferred Moruya bypass route.</p>	<p>Transport will make every effort to minimise impacts to properties when determining a preferred bypass route.</p> <p>The owners and tenants of potentially directly affected properties will be contacted individually once a preferred bypass route has been identified and Transport will work closely with these people to support them throughout the project.</p> <p>Property required for the Moruya bypass will be acquired in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> and property acquisition reforms introduced by the NSW Government in late 2016 to support affected residents and landowners. These reforms include:</p> <ul style="list-style-type: none"> • Residents and landowners being provided with their own designated Personal Manager and Transaction Manager to act as their primary points of contact and support throughout the entire process • More time for discussions and decision-making as well as relocation • Additional support services, such as interpreters and specialist removalists, on request as no charge (up to a reasonable amount) in accordance with individual needs. <p>Further information on the property acquisition process can be found at: https://www.propertyacquisition.nsw.gov.au</p>
<p>A number of comments received related to potential impacts to agricultural land located north and south of Moruya River.</p>	<p>Transport acknowledges the significant role agriculture has played in the region's history and the importance of the agricultural land north and south of the river in shaping the landscape character of Moruya and its surrounds.</p> <p>Transport will make every effort to minimise impacts to agricultural land and integrate it during design of the project.</p>

3.2.5 Traffic and transport

Summary of feedback

Transport response

During the consultation period, comments were raised about traffic delays, road safety and the active transport requirements (such as pedestrian and cycle provisions).

Comments related to existing traffic in and around Moruya including feedback on delays currently experienced by transport users on the network and lack of available parking in peak times.

Feedback was also received about the timing of traffic data collection.

Transport will gather information on the travel patterns within and around Moruya during normal and peak holiday periods to estimate the number of vehicles that would use a potential bypass.

Historical traffic information obtained by Transport and Eurobodalla Shire Council will be used to develop a traffic model of the road network for Moruya and its surrounds. Traffic data collected between December 2019 and January 2020 will not be used to develop traffic models as we acknowledge traffic volumes during this time was not a typical representation of traffic conditions due to the bushfire emergency which was experienced in the region. Transport will obtain new data as required as the project progresses.

Feedback and suggestions to integrate public and active transport facilities into the design of a bypass to improve access and safety for pedestrians, cyclists and public transport users including provision dedicated cycle lane and new and upgraded shared paths which meet disabled access requirements.

The Moruya bypass project will assess current and future patterns of movement within and between places and identifying opportunities to integrate multimodal transport options to reduce the community's reliance on road-based transport.

Transport will look to integrate these opportunities with the proposed bypass of Moruya.

Feedback related to concerns about the existing and future safety of the transport network.

Transport is committed to delivering a safe transport system for every transport user in order to achieve the NSW Government's goal of zero deaths or serious injuries on the network by 2056.

Transport will adopt a safe systems approach to the design of the transport system. The approach is inclusive of all groups using the transport system and recognises that people will always make mistakes and will continue to have crashes. The transport system's design should be forgiving and those crashes should not result in death or serious injury.

3. Consultation Summary continued

3.2.6 Timing of consultation

Summary of feedback

Transport response

During the consultation period, comments were received regarding the timing of the consultation given the recent bushfire in the region and the impacts of COVID-19.

Comments concerned about the timing of the consultation period given the current COVID-19 pandemic and recent bushfires in the Eurobodalla region.

Transport for NSW acknowledges the recent months have presented many challenges for much of the Eurobodalla and greater South Coast regions. It has been and continues to be a very difficult time and we look forward to working with the community as it recovers and rebuilds.

Transport is committed to enabling all community members to have their say on important transport upgrades. In response to the recent challenges, Transport adapted its consultation plans to ensure we reached a broad local audience. Engagement activities undertaken during the consultation period are detailed on page 7 of this report. This included:

- Sending postcards to all households in and around Moruya, that provided information on how to provide feedback
- Increasing advertisements throughout print and digital media
- Consulting closely with Eurobodalla Shire Council, local emergency service providers and other stakeholders such as the Moruya Business Chamber.
- Hosting a Live Online Q&A event on Facebook
- Placing posters throughout the CBD to inform the community on how to provide feedback
- Reaching out to community groups, encouraging those unable or uncomfortable with having their say via our digital methods to comment via our Have your Say printed form or by calling the project 1800 number.

Transport assures the community that we continually welcome feedback and input outside of formal consultation periods via the project email and 1800 number. The community will have further opportunities to have their say and provide feedback as the project progresses, including on the preferred bypass route, concept design and environmental assessment.

Transport will continue to review and refine our consultation methodology to ensure it remains effective in giving the community adequate opportunity to provide feedback on the Moruya bypass project.

3.2.7 Other

Summary of feedback

Transport response

Project need and justification

Feedback and comments on the Eurobodalla Health Service development, including the need integrate the proposed hospital with a bypass of Moruya.

Comments concerned a bypass is being given priority over the new Eurobodalla Health Service.

The NSW Ministry of Health recently approved the Clinical Service Plan (CSP) for the new Eurobodalla Health Service. The CSP will help determine the requirements for a new hospital site in Eurobodalla, and confirm the role for the hospital within the District, the range of health care services provided, how health services may be provided, and the size of the facility.

Health Infrastructure is responsible for managing the planning, design, and construction of a new health service. The new Eurobodalla Health Service is currently in the planning phase. Further information explaining the process for planning a new hospital is available at <https://www.hinfra.health.nsw.gov.au/our-business/how-to-build-a-hospital>.

Transport is working with the Health Infrastructure project team to integrate planning of the Moruya bypass and new Eurobodalla Health Service.

As noted on our interactive mapping tool, some feedback has been shared with other government agencies. Feedback and suggestions regarding the proposed new hospital has been forwarded to the Health Infrastructure NSW project team.

The planning, design and construction of a Moruya bypass and Eurobodalla Health Service are not mutually exclusive and funding for these projects is managed independently by NSW Treasury.

Requests to provide information and maps of potential bypass routes for the community to provide feedback on.

Potential route options for a bypass of Moruya have not been identified by Transport at this point in time.

The aim of the consultation was to listen to the community's thoughts and insights on a proposed bypass before developing potential options for a preferred bypass route and features.

The feedback and suggestions provided by the community during the consultation period will be used to identify a range of bypass route options.

An options report will be prepared at the time the preferred bypass route is announced. It will describe the preliminary investigations completed including the constraints identified and the decision making processes used to determine the preferred option.

3. Consultation Summary continued

3.2.7 Other	
Summary of feedback	Transport response
Comments related to topics which are considered out of scope for the Moruya bypass project, including upgrades to Araluen Road.	<p>Upgrades to realign and seal sections of Araluen Road are outside the scope of the Moruya bypass project.</p> <p>Upgrades to provide a new road link between Congo and Moruya Heads are outside the scope of the Moruya bypass project.</p> <p>Transport will continue to identify opportunities for safety improvements in the wider Moruya area.</p>
Comments detailing support for or against the project.	The level of support, both for and against the project, is noted by Transport.

4. Next Steps

Transport for NSW would like to thank everyone who took the time to consider the project and provide feedback.

The feedback and suggestions received provide valuable input into the project's planning.

Transport will use the feedback to develop and refine designs of potential route options before selecting a preferred bypass route.

Community consultation and the opportunity to provide feedback will continue as the project progresses.





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August 2020

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ISBN: 978-1-922338-96-9