

Transport
for NSW

Princes Highway upgrade Moruya bypass Consultation summary report

October 2022



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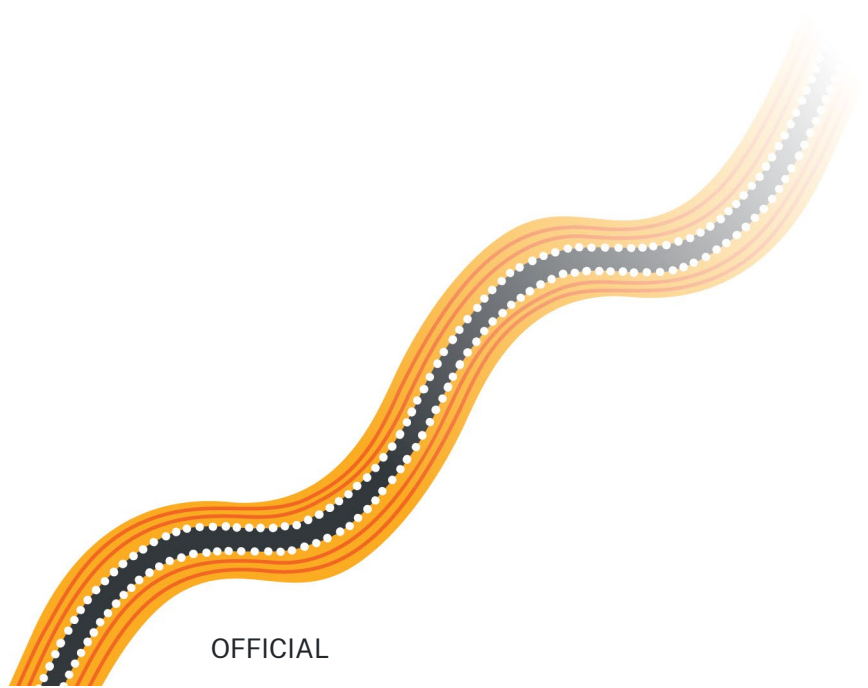


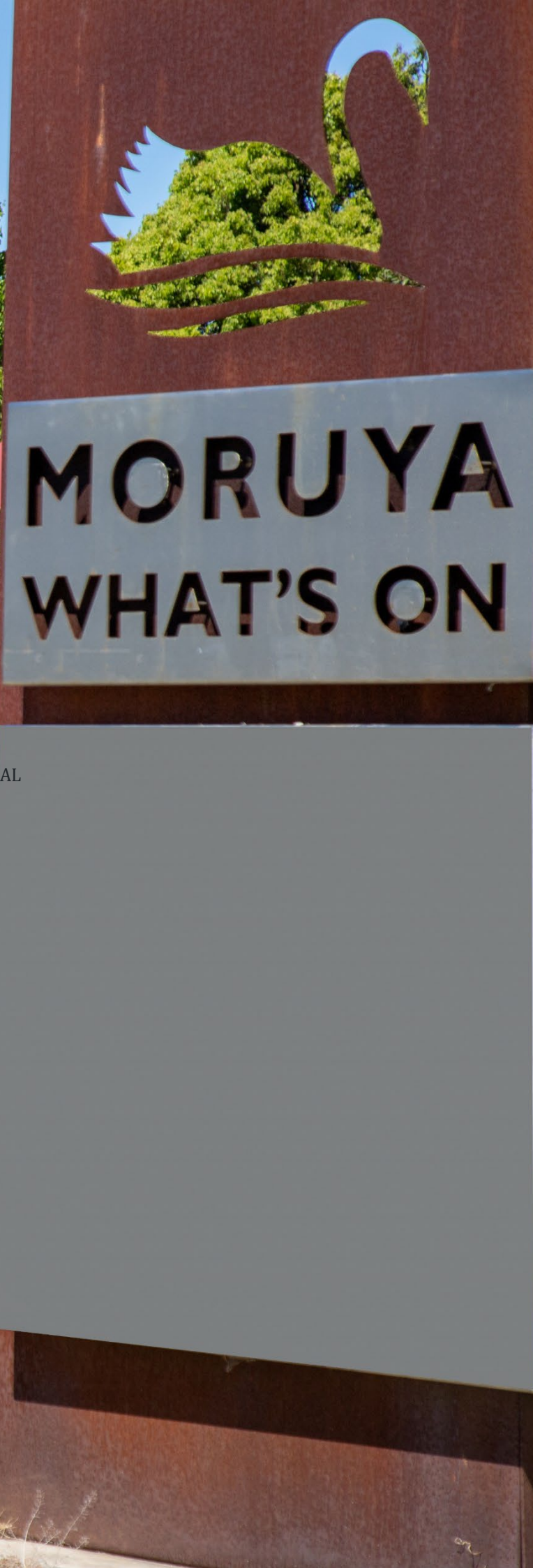
Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the Yuin Nation as the land for which the proposed Moruya bypass travels over and pays respect to Elders past, present and future. Yuin people have lived in the area for thousands of years and have an enduring custodianship and connection over the land and waterways of Eurobodalla.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society





Executive summary

Executive summary

Transport for NSW consulted the community and stakeholders about the preferred strategic bypass corridor for Moruya from 14 May 2021 to 14 June 2021. In response to requests from the community for more information and increased access to Transport’s technical experts, further consultation on the three shortlisted bypass corridor options – Purple, Orange and Yellow - was undertaken from 4 April 2022 to 13 June 2022.

During the 2021 consultation period for the preferred strategic corridor (see section 3), Transport received more than 1,800 comments through emails, survey responses and the Map My Comment feature online. Most raised multiple themes, which have been captured in the feedback summary section of this report and were considered by the project team in its decision to open further consultation on the three shortlisted corridors.

For the 2022 consultation period on the three shortlisted corridor options (see section 4), Transport allowed extra time to ensure the community would have sufficient time to review new information, attend technical information sessions and community markets to meet the project team. Transport provided more than 60 days for feedback to be received, allowing more than 1,500 community members to attend community markets and technical information sessions which resulted in just over 4,500 comments about the project from more than 650 community members.

Preferred strategic corridor consultation in 2021

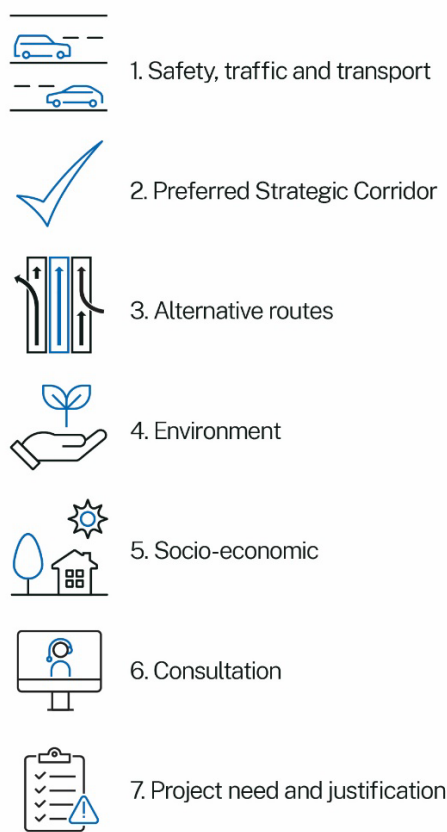


Figure 1 Themes from preferred strategic corridor consultation in 2021

During the consultation period for the preferred strategic bypass corridor, Transport received 119¹ submissions via email, 332 submissions to the survey and 61 submissions² via the Map My Comment online. Analysis of the 512 submissions resulted in 1,883 comments identified, and these were categorised into the following seven themes.

Three shortlisted bypass corridor options consultation 2022

This feedback period generated a greater number of responses from community. This may be attributed to a greater notification area and a greater length of time to receive feedback. Transport received 931³ submissions across various platforms. Analysis of the submissions resulted in 4,630 comments identified.

Sentiment towards the three corridors as part of the submissions⁴ feedback showed a preference towards the Purple corridor. The main reasons provided by submitters of a preference for the Purple corridor included:

- Design - access to the hospital
- Environment - noise, vibration and air quality
- Social-economic - impacts to neighbouring properties and/or property acquisition
- Other project considerations including project cost

¹ Where an individual sent multiple emails during the submission period they were collated and analysed as a singular submission

² A total of 143 comments were received across the map my comment, these were received from 61 individuals

³ Where an individual sent multiple emails during the submission period they were collated and analysed as a singular submission

⁴ A majority of the public attending the community markets indicated support for the Yellow corridor option, however Transport noted the consultation outcomes were not based on a vote, and the public was encouraged to provide their feedback through the methods on offer including emails, the online surveys, and map (Map My Comments).

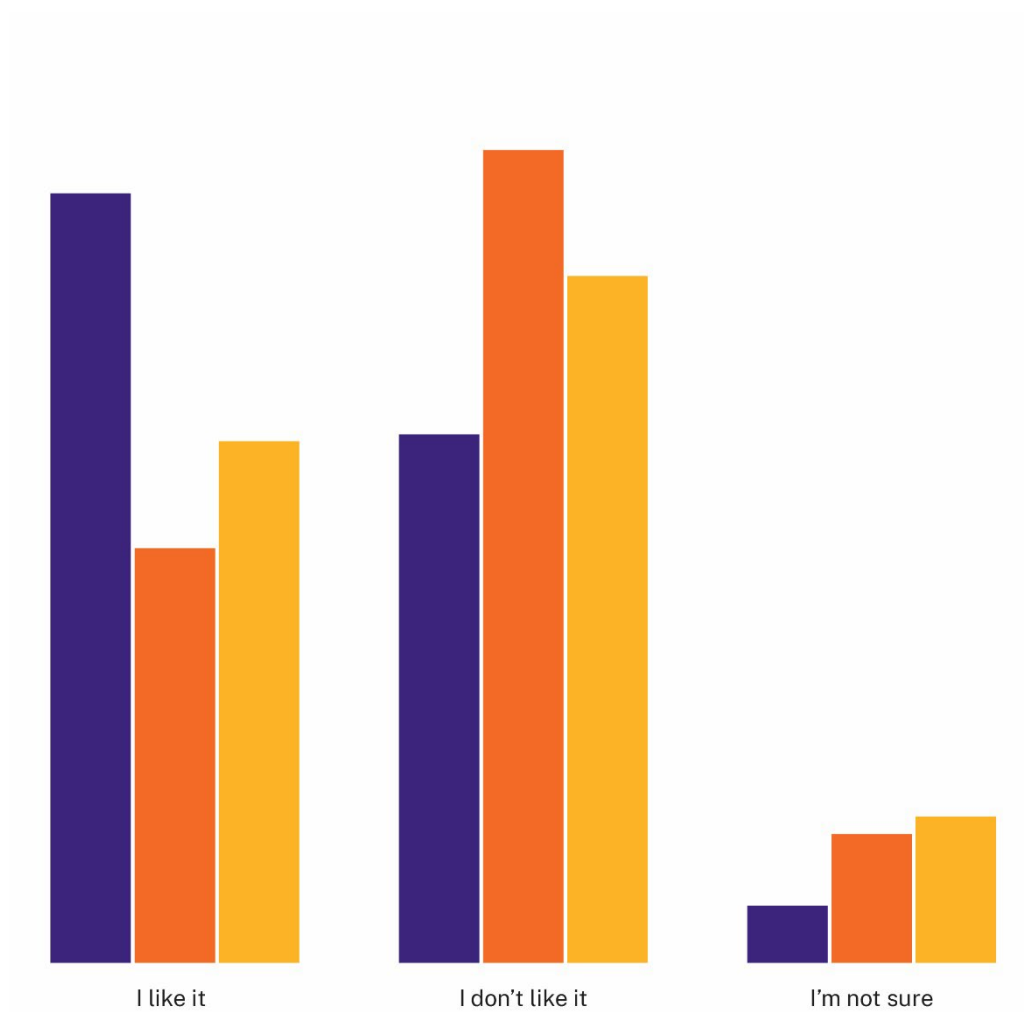


Figure 2 Sentiment of participants towards each of the three corridors

Next steps

Transport acknowledges and thanks the community for the significant contribution in time and energy put into providing feedback on the proposed Moruya bypass. Transport values the community's input and considers it critical to ensuring a bypass of Moruya delivers the best outcomes for the whole community.

Since the announcement of the preferred strategic bypass corridor in 2021, Transport has undertaken additional investigations and designs along the Orange corridor and has gained a better understanding of the challenges and opportunities the Orange corridor offers.

In response to community feedback obtained Transport will now start additional design and refinements of all three corridors to address the comments and concerns raised by the community from the two rounds of engagement. Preparing a detailed strategic design option for all three corridors will enable Transport to better understand the opportunities and challenges that all three corridors present and allow a robust assessment of the options to be undertaken.

Transport anticipates improving the level of design and subsequent assessment of corridors will take around six months with the outcome expected to be a preferred corridor (refined).

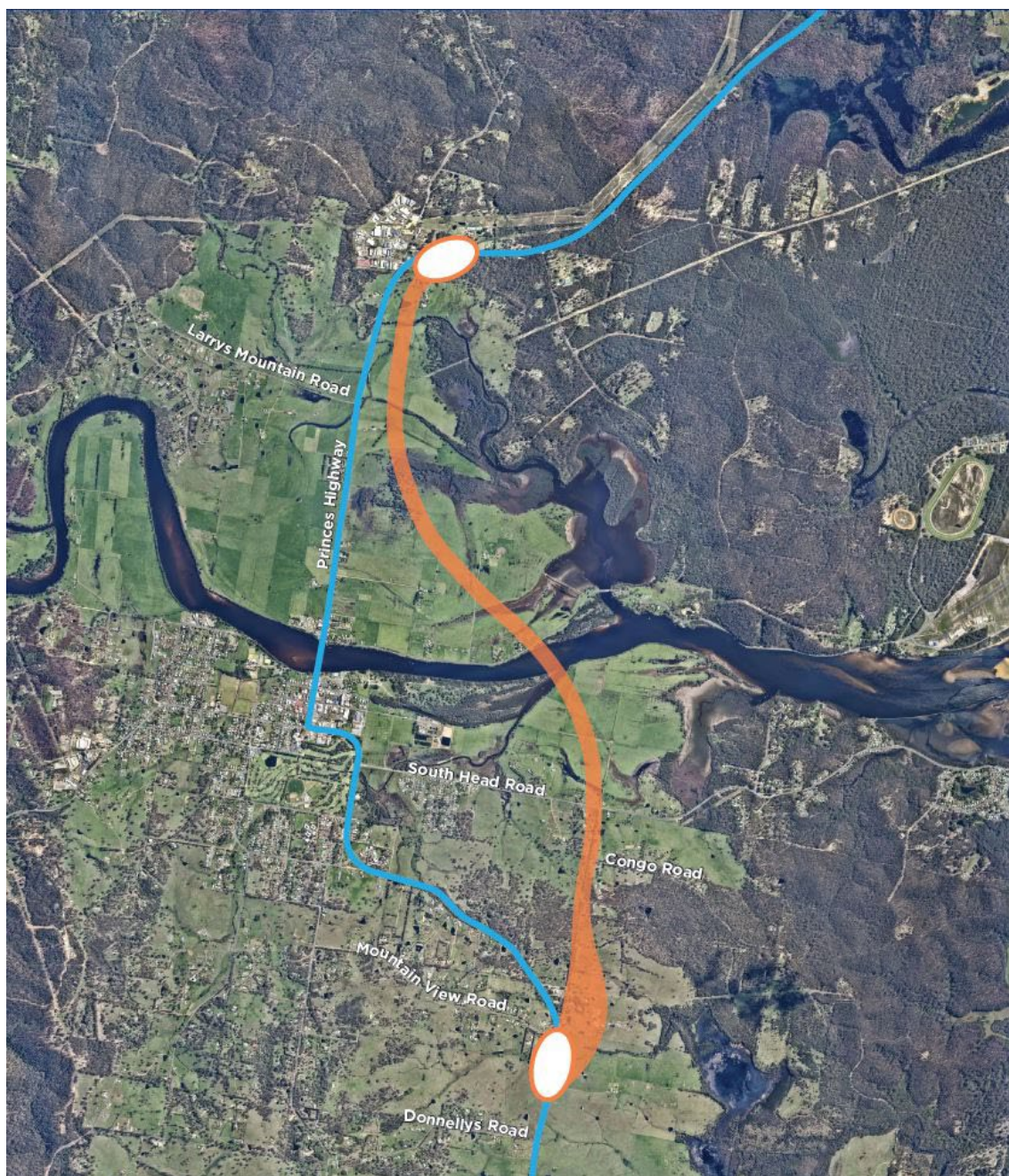


Figure 3 Preferred Strategic Bypass Corridor – May 2021

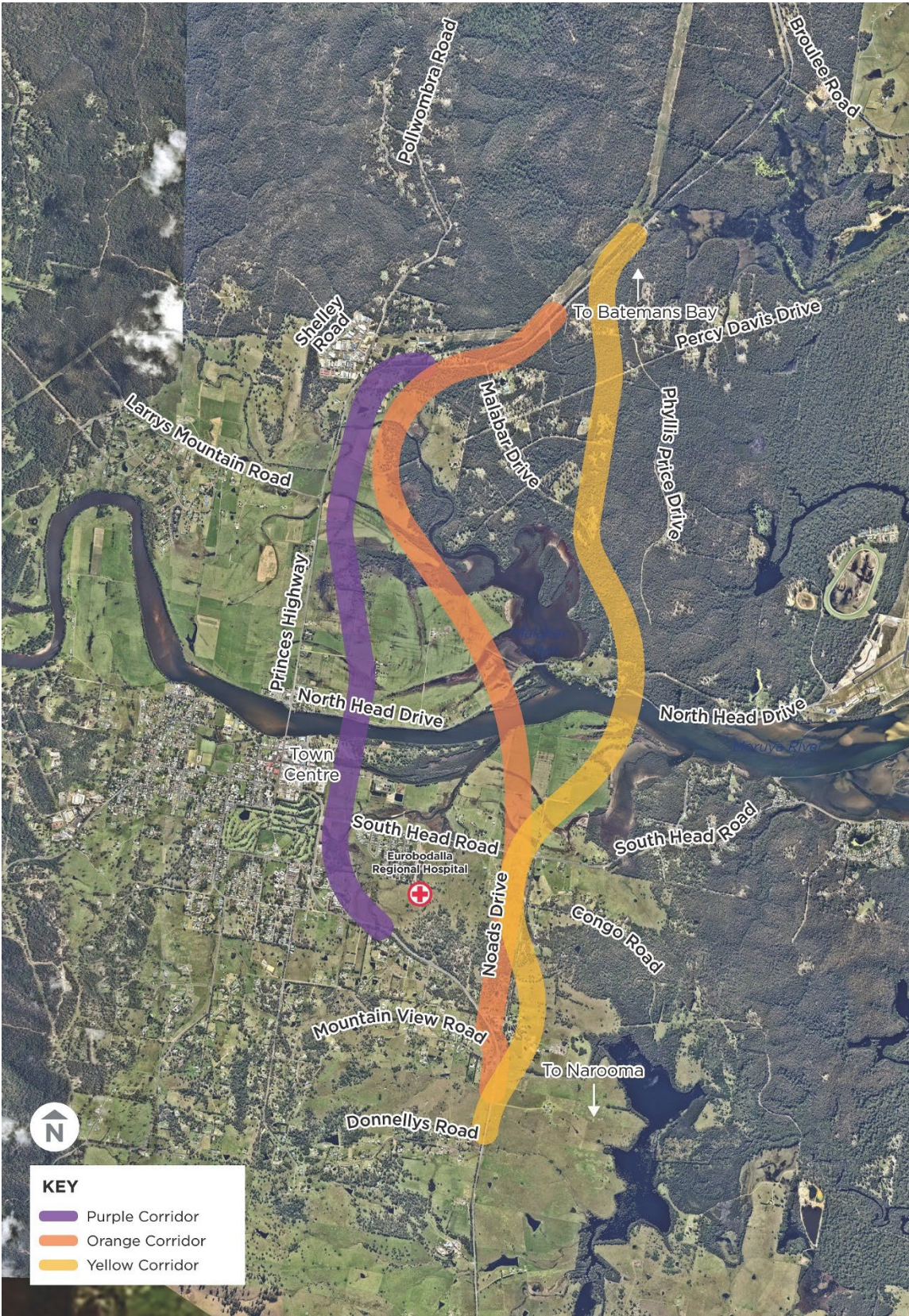


Figure 4 Three shortlisted bypass corridor options – April 2022

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Document control

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Glossary

Term	Report definition
Preferred strategic bypass corridor	The corridor announced by Transport in May 2021. Also referred to as the Orange Corridor.
Shortlisted bypass corridors	The Purple, Orange and Yellow corridor options Transport sought feedback on during consultation in April 2022.
Detailed strategic design options	Road alignments developed within the shortlisted Purple, Orange and Yellow corridors designed to provide sufficient information for a comparative assessment.
Preferred corridor (refined)	The selected corridor that contains the preferred detailed strategic design option to be progressed concept design and environmental approvals.



Introduction

1. Introduction

1.1 Background

The Princes Highway is critical to a thriving South Coast of NSW. It helps drive the State's third largest regional economy, is relied upon by over 500,000 local residents and welcomes almost four million tourists each year. It connects regional centres and essential services and is the main transport corridor for freight to the region.

Since 2011, the Australian and NSW Governments have invested \$2.5 billion upgrading the Princes Highway. This has transformed and better-connected communities, employed thousands of locals, improved safety, eased traffic congestion and grown regional economies.

The focus is now on the upgrade of the Princes Highway between the south of Nowra and the Victorian border.

1.2 Princes Highway upgrade overview

Transport has developed a Roadmap to 2040 for the Princes Highway upgrade. It aligns with the Future Transport 2056 and the Regional Services and Infrastructure Plan to map out the vision for the next 20 years and identifies service and infrastructure priorities for the short, medium, and longer term to deliver a safe, reliable, efficient, and connected network.

Transport worked closely with key stakeholders including Local Government, NSW Government agencies, and growing, emerging and established industry, and carried out socio-economic analysis and transport studies to understand how customers will move in the future and how a highway can better contribute to the places and economies it serves. Visit princeshighway.nsw.gov.au/roadmap2040 for more information on how the priorities were identified.

1.3 Program vision

The vision for the Princes Highway is a transport network that enables the movement of people and goods and supports sustainable growth of the local economy, employment opportunities and population. It would contribute to the character of the places it serves and be resilient to adapt to natural hazards and climate change, respond to changing land use, and support new technologies, industries, and economic trends.

The roadmap is built on five goals:

- **Safety:** A safer corridor for all customers and communities including local traffic, freight, tourists, and public and active transport users.

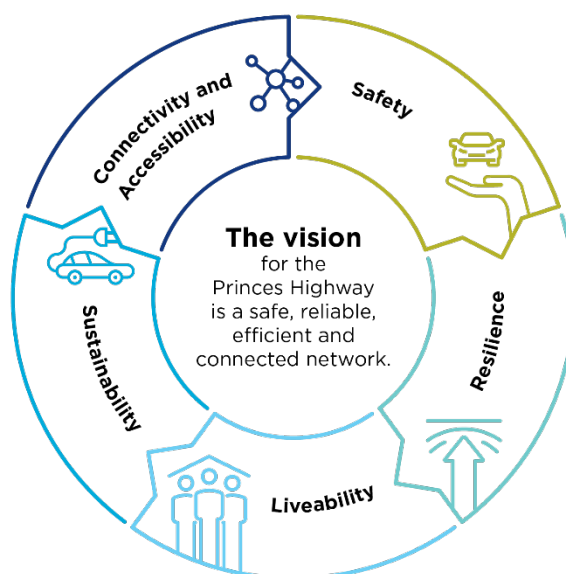


Figure 5 Princes Highway upgrade program vision

- **Resilience:** A corridor that can be efficiently managed and maintained while adapting to changing social, environmental, and economic factors including the ability to quickly recover from natural disasters and respond to changing land use and technologies.
- **Liveability:** A corridor that supports communities by connecting and contributing to providing attractive and healthy places to live, work and play.
- **Sustainability:** A corridor that is socially, environmentally, and economically sustainable and unlocks a wide range benefits for communities and other customers.
- **Connectivity and Accessibility:** A corridor that has good physical and digital connectivity and accessibility, for access to opportunity and services.

The 20-year roadmap has not determined the preferred design options or specific features of each priority project identified in the 20-year plan (e.g. speed limits, intersection treatment types, multi-modal options, local road access or preferred corridor alignments).

The details of each project are being developed by separate project teams following strategic design work and using further environmental, traffic and engineering studies and ongoing consultation with local communities and stakeholders.

1.4 Project overview

A bypass of Moruya would unlock opportunities to improve Moruya town centre for the benefit of locals, visitors and businesses and complement the appealing, tourist-friendly experience of the town.

Key benefits of the proposed bypass include:

- Reduced travel time and congestion, particularly in peak periods, by removing the need for vehicles to pass through numerous intersections and conflicting traffic movements
- Safer journeys for everyone, including those using the bypass and motorists, cyclists and pedestrians on the local road network
- More efficient freight movement by taking trucks off local roads
- Enhanced amenity and liveability of the town centre, providing the opportunity for improvements to streetscapes, town entrances and community facilities
- Future growth of the town catered for, providing ease of access to employment and essential services such as health services and education.

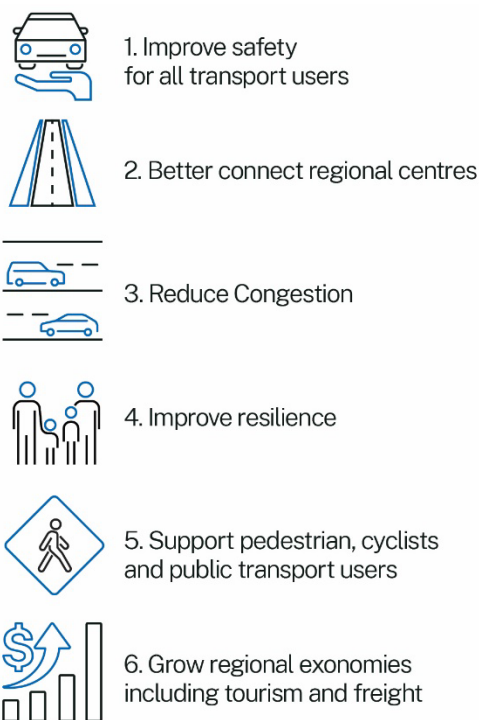


Figure 6 Project benefits specific to Moruya



Consultation approach and
outcomes

2. Consultation approach and outcomes

2.1 Consultation aims

The communications and engagement objectives for the consultation between 14 May 2021 and 14 June 2021 and 4 April 2022 and 13 June 2022 included:

- Increase stakeholder understanding of the proposed Moruya bypass
- Gather quality feedback to help inform the future planning for the project
- Provide clear information about what we are seeking feedback on, when and why
- Encourage participation from stakeholders, landowners and communities
- Capture feedback to help improve and refine the corridor options
- Ensure community and stakeholder feedback is continuously fed into the communication and engagement program
- Produce a Feedback Report collating all comments and feedback received during the consultation process.

2.2 Communication materials

Both rounds of engagement used a variety of methods to engage with the local community. The following figures represent the material that was distributed.

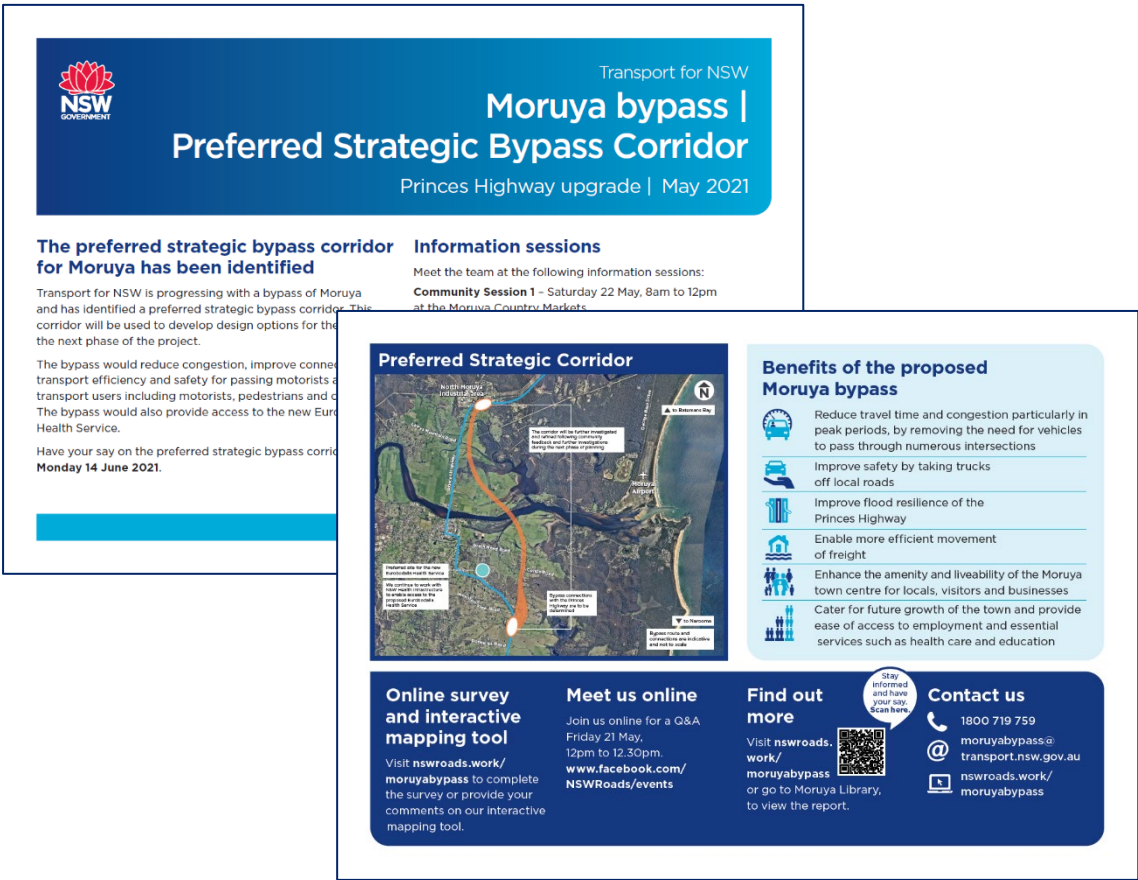


Figure 7 May 2021 postcard distributed to 4,350 mailboxes in the Moruya 2537 postcode



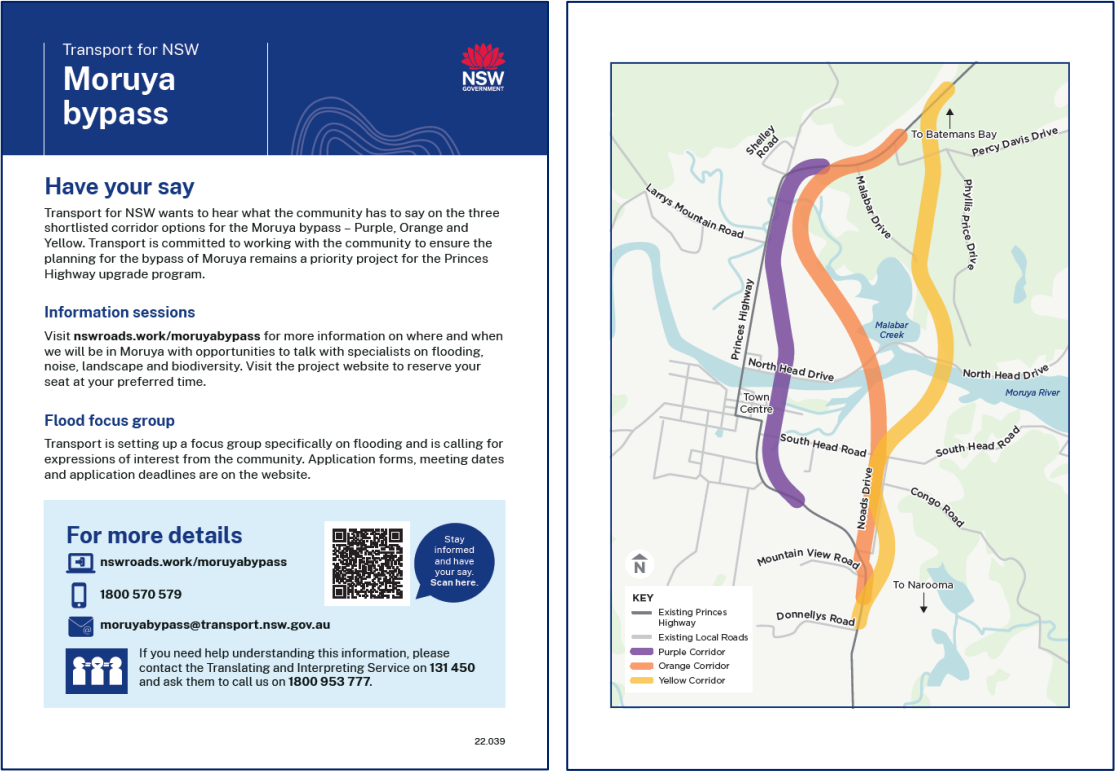


Figure 9 April 2022 postcard distributed to 18,133 mailboxes throughout Eurobodalla Shire



Figure 10 April 2022 online ad placements - Batemans Bay Post and Facebook



Have your say

Transport for NSW wants to hear what the community has to say on the three shortlisted corridor options for the Moruya bypass – Purple, Orange and Yellow. Transport is committed to working with the community to ensure the planning for the bypass of Moruya remains a priority project for the Princes Highway upgrade program.

Information sessions

Visit nswroads.work/moruyabypass for more information on where and when we will be in Moruya with opportunities to talk with specialists on flooding, noise, landscape and biodiversity. Visit the project website to reserve your seat at your preferred time.

Tell us your views

Provide your comments about the three shortlisted corridor options on our online map. Feedback can also be provided by completing our surveys. Visit the project website for links.



For more details

nswroads.work/moruyabypass

1800 570 579

moruyabypass@transport.nsw.gov.au



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 953 777.



Figure 11 April 2022 printed ad placements - Batemans Bay Post

2.3 Communication channels

 Briefings and meetings <p>We briefed and met with Eurobodalla Shire Council, Government agencies, Emergency Services and Community Groups to inform them of the project and encourage feedback.</p>	 Door knocking <p>We attempted to contact within the corridor properties and businesses immediately prior to the announcement to inform them about the project and address concerns.</p>	 Social Media <p>Four separate posts targeted local community informing them of the project, feedback options and invites to Facebook Livestream Q&A.</p>
 Program web portal <p>princeshighway.nsw.gov.au informs the community using interactive maps and videos with up to date information on the highway upgrade.</p>	 Project website <p>nsw.work/moruyabypass provides information on the intersection upgrade including the strategic options report, videos, frequently asked questions, link to survey and subscribe now form.</p>	 Email <p>moruyabypass@transport.nsw.gov.au enabled community to contact the project team with feedback or questions.</p>
 Report <p>The report informed the community how the preferred strategic corridor option was identified.</p>	 Info line <p>The 1800 570 579 number enabled community to contact the project team with feedback or questions.</p>	 Livestream Q&A <p>We Hosted a Live Q&A on Facebook for the opportunity to ask the project team questions.</p>
 Postcards <p>Postcards were sent to all households in the local community to ensure they were aware of the consultation period.</p>	 Advertising <p>We used print and digital advertising to ensure the community was aware of the consultation period.</p>	 Media <p>We issued media releases and had an event at the project site to ensure the community was aware of the consultation period.</p>
 Market Information Stands <p>Project team members provided access to the community by attending market stands in Moruya and Batemans Bay.</p>	 Focus Group <p>Established a flood Focus Group to act as a conduit for information sharing on local flooding issues.</p>	 Subject Info sessions <p>Information sessions were held for the community on traffic, noise, landscape, biodiversity and flooding.</p>
 Interactive map <p>We established an interactive map for the community to post public comments about what they liked and disliked about the preferred bypass corridor. Community members were able to view and respond to feedback provided by other members of the community.</p>		
2021	2022	2021/2022

Figure 12 Communication channels used through 2021 and 2022 for the Moruya bypass



2021 Consultation period

3. 2021 Consultation period

3.1 Overview

The preferred strategic bypass corridor was identified through an extensive planning and development process, had been identified following a review of earlier community feedback and consideration of multiple strategic options. In light of COVID-19 pandemic we were unable to carry out usual community engagement activities such as door knocking properties, meeting in person or holding face-to-face community information sessions about the Moruya bypass preferred strategic corridor. The project team undertook the following engagement activities consistent with social distancing to limit the spread of COVID-19.

Transport invited community and stakeholder feedback on the preferred strategic bypass corridor between Friday 14 May 2021 and Monday 14 June 2021.

Consultation activities included:

- Door knocking of properties and businesses within the corridor immediately prior to the public announcement. One on one meetings with directly impacted property owners following announcement.
- Key stakeholder briefing with Eurobodalla Shire Council, Health Infrastructure, Local Emergency Management Committee
- A dedicated project webpage containing project information and frequently asked questions
- A project 1800 number and email address for the community to contact members of the project team
- Distribution of a project notification postcard to the 4,350 letterboxes within the 2537 postcode area
- A Facebook Live Q&A session held Friday 21 May 2021, provided an opportunity to answer the community's questions and concerns and encourage feedback. Transport received 97 comments from the live event and a number of these were responded to during the live session
- Community information meetings on Tuesday 25 May 2021 and Thursday 27 May 2021 at the Mechanics Institute Hall where 69 community members attended
- Attendance at two community markets Saturday 22 May 2021 at the Moruya Country Markets and Tuesday 25 May 2021 at the SAGE Community Market
- An online map that enabled community members to post comments and concerns about the preferred corridor resulting in 61 participants providing 143 map pins comments
- An online survey that allowed respondents to comment on how the option would achieve the project's goals. The survey also allowed for free text comments and feedback to be provided.

Transport advised the community that following consultation on the preferred strategic bypass corridor, Transport would develop a preferred alignment option. The preferred

alignment option would have more information on the location of the bypass and proposed connections to the existing road network.

3.2 Feedback received

During the consultation period for the preferred strategic corridor, Transport received 119⁵ submissions via email, 332 submissions to the survey and 61 submissions⁶ via the Map My Comment online.

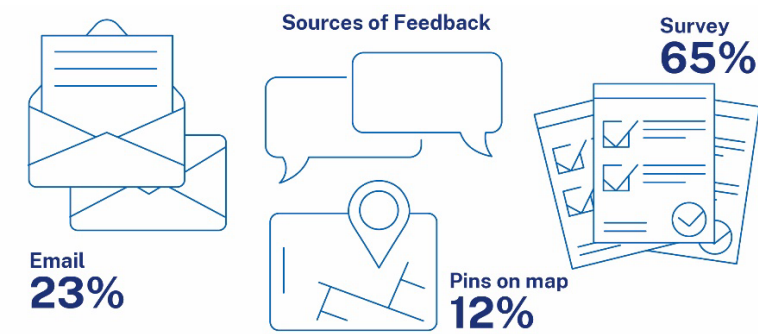


Figure 13 Consultation sources of feedback during 2021 engagement round

Of the 512 submissions, 1883 comments were identified, and these were categorised into seven themes, which included:

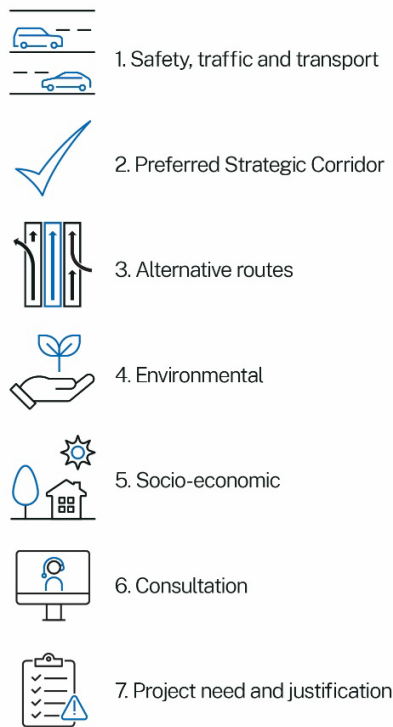


Figure 14 Themes from preferred strategic corridor consultation in 2021

⁵ Where an individual sent multiple emails during the submission period they were collated and analysed as a singular submission

⁶ A total of 143 comments were received across the map my comment, these were received from 61 individuals

The feedback provided in submissions via email and free text comments within the survey, and the map comments are captured below in Section 5.

3.2.1 Online survey responses

Respondents' relationship with the project area

The online survey asked respondents about their relationship with the transport network and the project area.



Figure 15 Distribution of relationship to the project area

The survey also allowed respondents to leave additional comments about the project.

The additional comments provided by participants as part of the survey have been analysed as part of Section 5.

Responses to survey questions

Of the 332 who responded, the following responses were received:

- 77 per cent⁷ agreed the preferred strategic corridor option would improve safety
- 82 per cent⁷ agreed the preferred strategic corridor option would reduce congestion
- 79 per cent⁷ agreed the preferred strategic corridor option would improve freight access
- 75 per cent⁷ agreed the preferred strategic corridor option would improve the resilience of the highway
- 71 per cent⁷ agreed the preferred strategic corridor option provided good access to the proposed new Eurobodalla Regional Hospital.

3.3 Extension of consultation period to 28 June 2021

The consultation period for the preferred strategic corridor of the Moruya bypass ran from 14 May 2021 until 14 June 2021. Individuals or organisations that requested additional time to make a submission were given an extended date of Monday 28 June 2021. This decision was made in response to the strong interest in the project and to enable the community to consider information on how the preferred bypass corridor was selected. Transport received 22 requests for an extension and received a further 15 submissions in the period to Monday 28 June 2021.

⁷ Percentage figures are based on 'agree completely' and 'somewhat agree' results



2022 Consultation period

4. 2022 Consultation period

4.1 Overview

Feedback from the community during the 2021 engagement requested further information on the shortlisted bypass corridor options. In publishing additional information for the community further opportunities would be provided for further engagement. Transport opened consultation on 4 April 2022 for the shortlisted bypass corridor options – Purple, Orange and Yellow.

Consultation activities included:

- Publishing a range of technical reports including the *Moruya bypass Strategic Corridor Workshops Report* (April 2022) on the project webpage.
- Updated project information and frequently asked questions
- Continuation of the project 1800 number and email address for the community to contact members of the project team
- Postcards delivered to more than 18,000 post boxes, Rural Mailboxes and residential mailboxes from Batemans Bay to Tuross Heads informing the community that consultation was open on the three shortlisted corridors. This included 1,200 postcards to registered businesses
- Hosting of market stands at community markets in Moruya' Riverside Park and Batemans Bay Corrigan's Beach reserve. Across the seven market days more than 1,500 communities stopped by and asked the project team a range of questions about the proposal. A higher proportion of stand visitors favoured a bypass that was not located in close proximity to the town centre. This contradicted the feedback received by the online map and corridor survey responses.
- Community information sessions were held across three days on five subjects of interest to the community with 43 community members attending. The subjects covered traffic, noise, landscape, biodiversity and flooding. Three session times were hosted each day commencing at 12pm, 3pm and 6pm.
- Establishment of a Flood Focus Group to act as a conduit for information sharing on local flooding issues. The group helped Transport understand the issues surrounding flooding so these can be considered as part of the bypass planning process. The group included specialists from Eurobodalla Shire Council, the Department of Planning and Environment and the NSW State Emergency Service. A copy of presentations and meeting notes from each of the meetings is available on the project webpage.
- An online map (Map My Comment) that enabled community members to post comments and concerns about the three shortlisted corridor options. The online map produced 358 map pins comments from 213 participants.
- An online survey that enabled community members to provide Transport with feedback on the three shortlisted corridors. The survey sought to understand the sentiment of one corridor over another.
- Key stakeholder briefing with Eurobodalla Shire Council, Health Infrastructure, Local Emergency Management Committee and the Moruya Business Chamber.

4.2 Extension of consultation period to 13 June 2022

The consultation period for the shortlisted bypass corridor options – Purple, Orange, and Yellow, was extended by one week from 6 June 2022 to the new closing date of 13 June 2022, to allow any community members meeting with the Transport team at Batemans Bay Markets on Sunday 5 June 2022. During the consultation period, and in addition to feedback received at information sessions, the Flood Focus Group and other activities, Transport received over 900 comments from over 650 participants in the survey, online map and from emails. More information about the feedback provided during the consultation period is in Section 5.

4.3 Feedback received



During the consultation period for the shortlisted bypass corridor options – Purple, Orange and Yellow, Transport received 35 submissions from 32 participants via email, 538 submissions from 532 participants to the survey, and 358 submissions from 213 participants via the Map My Comment online⁸.

⁸ Where an individual sent multiple emails, completed multiple surveys or made multiple post to the Map My Comment during the submission period, they were collated and analysed as a singular submission

Feedback was also received during activities such as community markets and subject-based information sessions. A majority of the public attending the community markets indicated support for an option out of town, with a majority favouring the Yellow corridor option. Community members were encouraged to provide written feedback through the survey, Map My Comment, or emails, however if needed, the team was able to take feedback over the phone or other means.

The role of the Flood Focus Group is ongoing and will continue act as a conduit for information sharing on local flooding issues during the planning process with Transport. Transport has made the presentations and meeting notes of the three focus group sessions available on the project website.

Transport sought feedback from other State Government agencies and heard back from the following.

- Department of Planning and Environment
 - Heritage NSW
 - Transport Assessments
- NSW Environment Protection Authority
- Department of Primary Industry
 - Aboriginal Fishing & Marine & Coastal Environments

Their feedback, including concerns and opportunities have been included in Section 6.

4.3.1 Survey, email and map results

Information provided in emails, the corridor survey questionnaire and the online map has been presented on this [interactive dashboard](#) for the community to view. The information is presented about each of the three options – Purple, Orange and Yellow, and follows five key feedback themes identified during the 2022 consultation. These are:

- Design
- Environment
- Traffic and transport
- Socio-economic
- Other project considerations

The figures below show that across the three corridors there is a strong feeling towards the environmental impacts of a proposed bypass corridor.

Sentiment towards the three alignments as part of the submissions feedback showed a preference towards the Purple corridor.

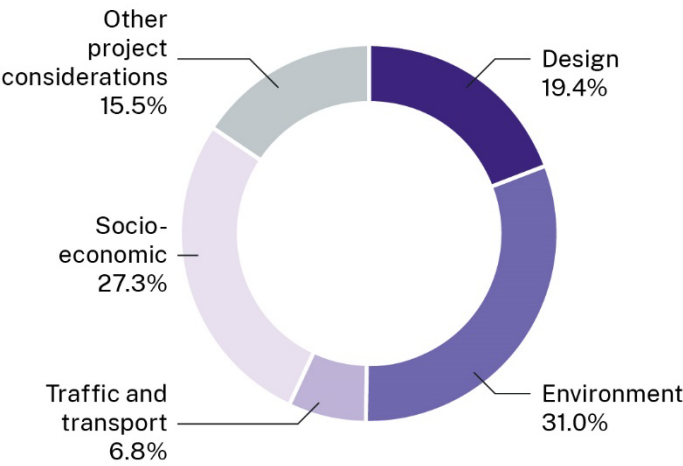


Figure 16 Key feedback theme for the Purple corridor

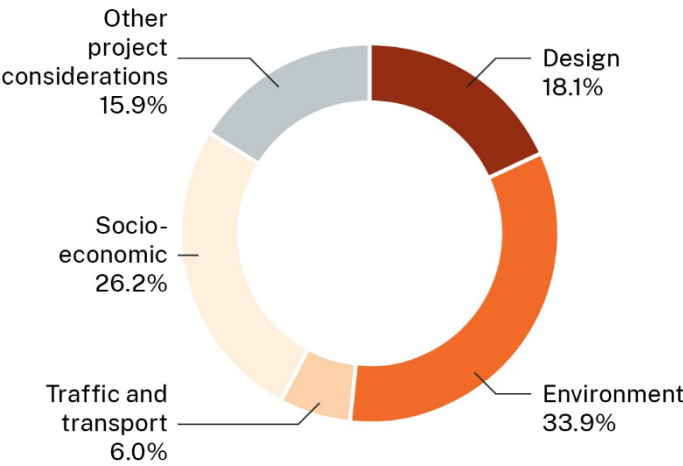


Figure 17 Key feedback theme for the Orange corridor

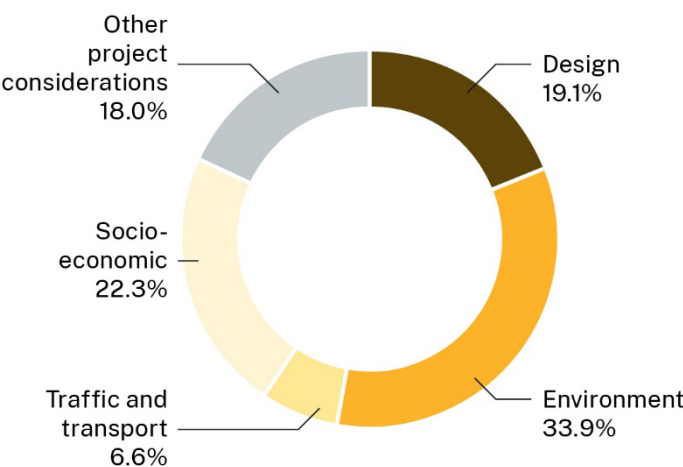


Figure 18 Key feedback theme for the Yellow corridor

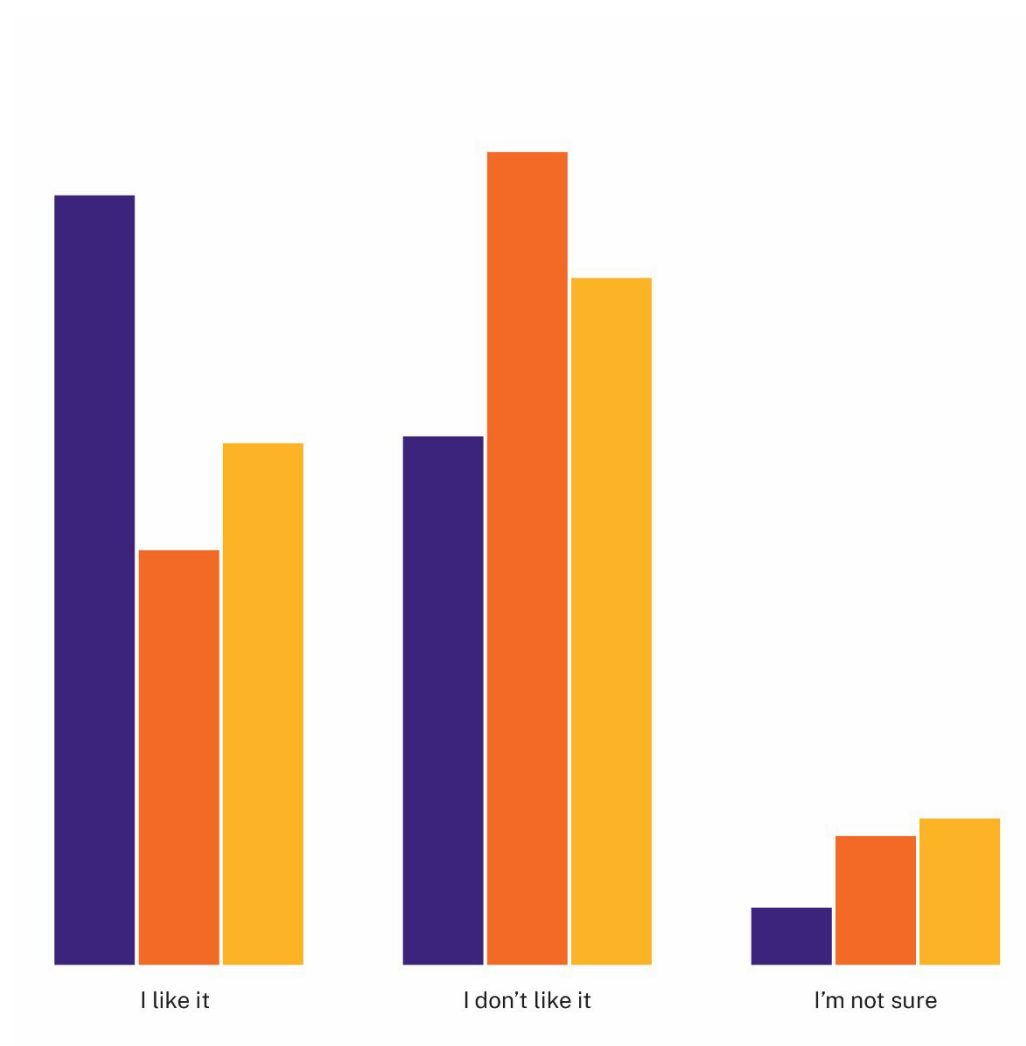


Figure 19 Sentiment of participants towards each of the three corridors

The main reasons provided for a preference of the Purple corridor included:

- Design - access to the hospital
- Environment - noise, vibration and air quality
- Social-economic - impacts to neighbouring properties and/or property acquisition
- Other project considerations including project cost



Feedback and Transport response

5. Feedback and Transport response

There is consistency across the key themes raised in the feedback during the consultation period of 2021 and 2022. The key themes have been analysed in detail below.

Please note that for clarity, conciseness, and to avoid identifying individuals, the key themes from 2021 and 2022 are combined and are not verbatim quotes. However, we have sought to retain the ‘voice’ of the original feedback. We recognise there are some similarities between some of the themes.

Summary of feedback	Transport response
<h3>5.1 Traffic and transport</h3> <p>Sub-themes within traffic and transport included comments about operational and construction traffic and safety, and public and active transport.</p>	
<p>A reduction in the number of movements travelling through Moruya</p> <p>Traffic, particularly heavy vehicles, removed from the centre of town is recognised as a positive.</p> <p>Reduced congestion, particularly in peak times each day and during holiday periods.</p> <p>Safety considerations for the three options.</p> <p>Concerns were also raised that the project would not improve traffic congestion or travel convenience.</p>	<p>Transport acknowledges concerns raised about existing traffic issues and will consider these in its ongoing planning for the project.</p> <p>A key aim of the Moruya bypass project is to develop a safe transport solution which blends seamlessly into the community’s lifestyle and caters for the wide range of journey types needed by people in and around Moruya, and for the movement of freight.</p> <p>Traffic data collected by Transport shows that 25 per cent of vehicles traveling on the Princes Highway do not stop in Moruya. During holiday periods this increases to about 40 per cent of vehicles.</p> <p>A Moruya bypass would remove through trips from town and 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.</p> <p>There are greater opportunities for Transport and Eurobodalla Shire Council to work on main street upgrades that enable pedestrians and cyclists to safely use the area with a bypass.</p> <p>Further design work will need to occur on all three corridors and will include additional information about the design features, potential benefits and impacts, and proposed changes to the local road.</p>

Summary of feedback	Transport response
<p>Construction traffic concerns</p> <p>Concerns raised about how traffic will be managed during construction, to minimise inconvenience and delays to local road users.</p> <p>Concerns about how construction will impact the community and businesses.</p> <p>Concerns about how safe access to private properties during construction.</p>	<p>Transport has noted comments and concerns about potential impacts during construction of the project.</p> <p>Transport will identify construction staging options and develop traffic management plans to minimise impacts during construction on the highway and local roads as much as possible during future design development phases.</p> <p>The environmental assessment for the preferred bypass corridor will further consider the impact construction would have on the transport network, communities, and business activity, and identify ways to minimise these impacts through specific conditions of approval that will need to be met.</p>
<p>Active transport</p> <p>Feedback indicates there is a strong desire for the needs of cyclists and pedestrians to be considered in the design of the bypass.</p> <ul style="list-style-type: none"> • Cyclists' needs should be considered not just on the bypass route itself, but also on adjoining routes and roads, particularly accessing the town. • Comments on the maps in 2021 and 2022 pinpointed specific locations where people felt improvements could be made for cyclists and pedestrians such as: <ul style="list-style-type: none"> - Opportunity for an additional crossing of the Moruya River attached to the bypass - Widening of South Head Drive shared cycle path - Consideration of having active transport for cyclists and pedestrians separate to the bypass - Opportunities to extend the shared cycling path along Congo Road. 	<p>Transport thanks the community for the active transport opportunities identified.</p> <p>The Moruya bypass project will continue to assess current and future patterns of movement within and between places. During later phases of the project Transport will create a Movement and Place framework for Moruya, working with Eurobodalla Shire Council and key stakeholders such as Health Infrastructure, the Local Emergency Management Committee and local community groups to identify opportunities to integrate active transport links between the bypass corridor, existing the Princes Highway and key destinations within and around Moruya.</p>

Summary of feedback	Transport response
<p>Public Transport</p> <p>It was noted public transport is limited in Moruya and it was not clear if or how the bypass would have any positive or negative impact on public transport options.</p> <p>Comments noted the school bus routes near the proposed alignment and how they may be impacted by the bypass, including whether safety may be a concern, and the complexity of public transport for Moruya.</p> <p>Some comments noted that funding could be used to create rail options rather than a bypass.</p>	<p>Transport's public transport service planners are working with the project team to better understand potential impacts to existing and future services within and around Moruya.</p> <p>The concept design for the project will consider existing and future public transport services, including school buses. This will include developing an appropriate and fit for purpose access strategy for residential properties, businesses, public transport, and school bus stops potentially affected by the bypass to ensure continued safe and reliable access.</p> <p>Transport is committed to improving public transport services throughout regional NSW to better meet the needs of transport customers. New or additional services are not within the scope of the bypass project and would be considered separately.</p>
<p>Safety</p> <p>Some respondents were concerned that the bypass may have an adverse effect on safety due to the high speeds of traffic on the bypass mixed with local traffic merging on and off the route.</p> <p>Submissions received indicated safety would be improved by removing large vehicles and highway commuter traffic away from local roads.</p> <p>Feedback indicated that a bypass would enable more efficient and effective travel by emergency vehicles, while other comments raised concerns about emergency vehicles need to travel on local roads to access the hospital.</p> <p>Feedback noted that pedestrian safety within the town would be greatly improved by a bypass.</p>	<p>Transport acknowledges concerns and suggestions relating to the safety of intersections and local roads.</p> <p>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 transport network by 2056.</p> <p>Transport will continue to adopt a safe systems approach to the design of the transport network during refinement of the Purple, Orange and Yellow corridors. 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.</p> <p>The design will be developed to current road design standards and guidelines. This includes investigating opportunities to reduce the number of conflict points at intersections (where the paths of two vehicles intersect) and providing suitable acceleration and deceleration lanes so vehicles can safely merge to and from the Princes Highway.</p> <p>As noted above, 25 percent of vehicles do not currently stop in Moruya when using the Princes Highway. The reduction of through traffic in Moruya will reduce the risk to vulnerable road users and provide opportunities to provide further safety upgrades once the bypass is operational.</p>

Summary of feedback	Transport response
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Safe access to the Eurobodalla Regional Hospital will be considered as part of the additional investigations into the Purple, Orange and Yellow corridors.

5.2 Design

Sub-themes within the design theme included comments about heavy vehicle usage and access, access to the hospital, airport and local access, design options including numbers of lanes, bridge heights and clearance and options for a tunnel.

Heavy vehicle access/use

Feedback indicates a strong preference for heavy vehicles to be moved out of the town centre.

Rest areas need to be carefully considered. Heavy vehicle drivers noted the need for rest areas, while many locals expressed opposition to the creation of a service centre with fast food outlets for a variety of reasons.

Access for heavy vehicles in and out of properties located adjacent to the highway needs to be considered in the design of the bypass.

Feedback also noted concern that a bypass further from town would not result in less heavy vehicles, and that the bypass was only considering heavy vehicle needs.

The Princes Highway is an important freight route with heavy vehicles making up about 16 percent of all traffic during weekday periods.

The bypass provides opportunities for heavy vehicles that are not stopping in Moruya to bypass the town centre.

The need for rest and de-coupling areas will be further investigated during the concept design stage of the project as part of the wider Princes Highway Upgrade Program.

A service centre is not being considered as part of the project.

The location and type of connections to the bypass will be considered during additional investigations into the Purple, Orange and Yellow corridors. This includes assessing the impact to existing access points along the Princes Highway and identifying suitable alternative arrangements where feasible.

Access to the airport

Many submissions noted the need for the bypass to consider access to the airport.

Comments in favour of the Yellow corridor noted its proximity to the airport as a positive design feature.

The location and type of connections to the bypass will be developed during additional investigations into the Purple, Orange and Yellow corridors and will consider the need for direct access from the bypass to the Moruya Airport.

Summary of feedback	Transport response
<p>Access to the Eurobodalla Regional Hospital</p> <p>Many respondents noted the need for integration between the new Eurobodalla Regional Hospital and the bypass.</p> <p>A number of submissions in support of the Purple option noted its 'better' access with the hospital.</p> <p>Several comments mentioned the need for traffic planning to improve emergency vehicle access and response times.</p> <p>Some comments about the Yellow corridor noted there would be greater travel time savings to the proposed health services from the north.</p>	<p>Transport is working with the Health Infrastructure project team to integrate planning for the future bypass of Moruya and Eurobodalla Regional Hospital, including how access will be managed between the bypass, existing Princes Highway, Moruya town centre and the hospital site.</p> <p>The existing environment for the bypass includes an operational Eurobodalla Regional Hospital. For the Purple corridor, access to the Hospital will need to be maintained during the construction of the bypass and the design of the future interchange to accommodate all traffic movements for the hospital. This will be considered during additional investigations into the purple corridor.</p> <p>All bypass corridors will improve emergency access, reliability and response times compared to the existing Princes Highway through the town centre.</p> <p>Traffic modelling shows there will be shorter travel times for vehicles travelling from the north of town, especially Batemans Bay, when using the bypass. Reduced congestion in Moruya is likely to improve travel times for residents.</p> <p>For more information on the Eurobodalla Regional Hospital, visit: www.eurobodallahs.health.nsw.gov.au</p>

Summary of feedback	Transport response
<p>Access for local traffic</p> <p>Concerns were raised about how local traffic movements would be allowed for in the bypass design.</p> <p>Comments included references to potential connections at:</p> <ul style="list-style-type: none"> • North Head Drive • South Head Road <ul style="list-style-type: none"> - Ease of access for residents with access to the bypass. - Request for Princes Highway to go over the top of South Head Road and avoid a local connection • Noads Drive <ul style="list-style-type: none"> - Continued access along Noads Drive from Congo Road and South Head Road towards and from the south. <p>Comments noted that the bypass would allow easier and quicker access to town.</p>	<p>Transport is continuing to investigate the location and type of connection treatments and access point locations for the bypass.</p> <p>At present it is proposed the bypass will pass over both North Head Drive and South Head Road, allowing local traffic to pass under each bypass corridor.</p> <p>Transport will provide more detailed information on the location and design features of the bypass, including the location and layout of the northern and southern connection as part of the detailed strategic design options and selection of the preferred corridor (refined).</p>
<p>Access to and within properties</p> <p>Residents located near the three corridors raised concerns about access to their properties, particularly when they rely on the existing highway for access.</p> <p>Several comments related to access provisions for agricultural traffic, particularly vehicles that might be moving between properties either side of the bypass.</p>	<p>Transport acknowledges the community's concerns about potential property impacts and is committed to working with the community to minimise these impacts as the project progresses.</p> <p>We will continue to consult with property owners to better understand their current and future access requirements.</p> <p>Property owners are encouraged to contact the project team directly if more information is required.</p> <p>Phone: 1800 570 579</p> <p>Email: moruyabypass@transport.nsw.gov.au</p>
<p>Other design suggestions</p> <p>A number of people requested that Transport consider a 'gateway' treatment that would promote Moruya to passing</p>	<p>As part of the concept design phase, Transport will work with its signage and urban design team, Eurobodalla Shire Council, the Aboriginal and wider community to identify opportunities to develop "gateway" design elements, including signage to</p>

Summary of feedback	Transport response
<p>traffic and encourage visitors to stop.</p> <p>Some comments suggested incorporating design elements that reflect the town's uniqueness and connection to the Sydney Harbour Bridge through the use of Moruya granite.</p> <p>A number of comments were made about specific design elements / improvements people would like to see, for example:</p> <ul style="list-style-type: none"> 'a better right-hand turn from the existing Princes Highway into North Head Drive at the current bridge should be included' 'needs exit and entry points on south of the river so market traffic does not congest the traffic lights in town' <p>Comments about the Yellow corridor included that it traverses crown land, and there would be reduced impact to farming / floodplain.</p> <p>Comments that the Yellow corridor creates a firebreak opportunity for the airport.</p>	<p>inform travellers of Moruya being the next exit on the Princes Highway.</p> <p>Transport will work with the Aboriginal community to identify opportunities to incorporate Aboriginal culture and language into the urban design of the project.</p> <p>Transport will work with its urban designers, Eurobodalla Shire Council and community groups to develop opportunities to reference the history of the region and the critical role played by Moruya for the supply of granite for the Sydney Harbour Bridge.</p> <p>As part of the concept design phase Transport will work with Eurobodalla Shire Council on a strategy to examine possible changes to the configuration of some local roads on completion of the bypass, when a proportion of heavy vehicles are removed from the town centre. This could look at opportunities to improve access to North Head Drive from the town centre and local traffic that is impacted by the additional traffic visiting the local markets.</p> <p>Option Yellow utilises large areas of Crown Land located north of the river. The lots are subject to undetermined Aboriginal Land Claims. This land cannot be acquired under the Land Acquisition (Just Terms Compensation) Act 1991. The undetermined land claims would not prevent the option from progressing, however, securing the land to construct the project cannot be guaranteed therefore this would be a project risk.</p>

5.3 Alternative routes and other design suggestions

Transport received numerous comments about alternative routes

Alternative routes

Several submissions were received expressing support for alternative routes, particularly shortlisted options Purple and Yellow.

Numerous comments made specific recommendations about where the bypass should be

Transport acknowledges the feedback received in 2021, indicating opposition to the preferred bypass corridor (Orange) and support for alternative options.

Transport undertook an extensive planning and development process, including holding a series of workshops, to identify the preferred strategic bypass corridor.

Community feedback from the initial consultation period between 16 March and 13 April 2020 was

Summary of feedback	Transport response
located within the proposed corridor.	considered at each stage of the decision-making process, including at key workshops.
A number of comments were received suggesting consideration of a tunnel as a design alternative.	The NSW Government must carefully balance its choices of investment across all government portfolios. Transport for NSW is cognisant of this and as such, in areas where the surface road options are suitable tunnel options are generally not considered.
A number of submissions referenced a historic bypass corridor as shown by Media outlets through town that was different to the Purple corridor put forward by Transport.	<p>Several inputs were considered in the decision-making process for the preferred strategic bypass corridor, including a number of value management (VMW) and technical workshops and community and stakeholder feedback. Option Orange was selected because, on balance, it met the project objectives and the wider Princes Highway upgrade roadmap goals, and because the risks raised during the VMW and Corridor Review workshops can be better managed and mitigated during ongoing design development.</p> <p>Transport recognises that some in the community were of the understanding that the Purple option being put forward was the same as the Red option prepared by The Beagle website on 7 March 2019. Transport announced its Purple option in May 2021 and avoided the use of the Red colour used by The Beagle when showing our original five shortlisted bypass corridors.</p> <p>Additional design and refinements of all three corridors to address the comments and concerns raised will shortly be commenced by Transport. This will enable Transport to better understand the opportunities and challenges that all three corridors present, better address some of the comments and concerns raised by the community during the two rounds of engagement, and allow a robust assessment of the options to be undertaken.</p>

5.4 Environment

Sub-themes within the environment theme included comments about impacts on flora and fauna, waterways, Aboriginal and non-Aboriginal heritage, flooding, visual impacts, and noise, vibration and air quality.

Impacts on biodiversity

A high number of comments were received about the potential for the bypass to negatively impact on biodiversity including native vegetation,

Transport has noted concerns about potential biodiversity impacts of the project.

Transport considers its ability to avoid and minimise impacts on terrestrial and aquatic biodiversity at all stages of a project lifecycle.

Summary of feedback	Transport response
<p>threatened ecological communities, wetlands, waterways, and associated flora and fauna.</p> <p>Comments about the Purple corridor were that it would have less environmental impacts compared to Orange and Yellow corridor.</p> <p>Comments about the Yellow corridor were that it would have the greatest area of vegetation impact.</p> <p>Comments about the Orange corridor were that it would be destructive to significant vegetation around the Malabar lagoon.</p>	<p>As part of the environmental assessment process Transport will undertake a biodiversity assessment consistent with the Biodiversity Conservation Act 2016 (BC Act) and Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) including field surveys, assessment of potential direct and indirect impacts, consideration of fauna connectivity and other requirements.</p> <p>Mitigation (including avoidance) measures will be identified to manage any potential direct or indirect impacts during design, construction, and operation of the project.</p> <p>The environmental assessment will be displayed for the community during the public exhibition of the project.</p>
<p>Aboriginal heritage</p> <p>General comments and concerns that the preferred strategic corridor option would have negative impacts on known Aboriginal heritage sites.</p> <p>Concerns were raised that Aboriginal culture needed to be appropriately considered and represented in the design process.</p>	<p>Transport will continue to work with the Aboriginal community, native title claimants and Aboriginal landowners to understand any potential impacts to Aboriginal cultural values including objects, places, and items of cultural significance in accordance with Transport's Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) and relevant state and federal legislation.</p> <p>Transport will work with the Aboriginal community to investigate opportunities to incorporate Aboriginal culture and heritage contexts into the urban design and place making undertaken as part of the project.</p> <p>During the concept design stage, Transport will work to avoid and minimise impacts to Aboriginal cultural values including objects, places, and items of heritage significance to ensure the long-term protection, conservation, and management of identified items.</p> <p>Any potential impacts to Aboriginal objects, places or cultural values will be assessed in accordance with PACHCI and relevant state and federal legislation.</p> <p>As part of the environmental assessment 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>

Summary of feedback	Transport response
<p>Flooding</p> <p>Concerns were raised about how the bypass would be designed to cope with regular flooding in the area in the longer term.</p> <p>There were also concerns raised about how construction would be managed to ensure flooding didn't impact the project's construction timeline, and that construction did not have adverse environmental impacts due to flooding.</p> <p>Comments were also received about the value of the floodplain to agricultural outputs from Moruya and how the design would mitigate any impacts.</p>	<p>Transport acknowledges the existing flood behaviour of the Moruya River, and its tributaries is a key constraint for the project and acknowledges the concerns about possible impacts from the construction of the bypass.</p> <p>As part of the strategic investigations Transport collaborated with flood specialists from Department of Planning, Industry and Environment and Eurobodalla Shire Council to understand flood impacts and behaviours. Transport has updated Eurobodalla Shire Council's adopted flood model to industry best practice flood modelling software TUFLOW, an internationally recognised computer simulation software for hydraulic modelling.</p> <p>The TUFLOW flood model will be used to assess any potential changes to flood behaviour because of any proposed temporary or permanent works undertaken to construct and operate the bypass project.</p> <p>The assessment will also consider the existing level of structures located within the floodplain.</p> <p>Additional investigations, including those undertaken in the flood focus group, have shown the extent of flooding for the Purple corridor to the north of the river would be comparable to option Orange corridor. The project will be subjected to the approval of the Department of Planning and Environment for the expected increase in flood levels.</p> <p>Flood flows overtop the existing Princes Highway with depths exceeding one metre during a five percent AEP (Annual Exceedance Probability) or 20-year ARI (average recurrence interval) event.</p> <p>As part of the consultation on the three shortlisted bypass corridor options, in April 2022, Transport established a Flood Focus Group for the Moruya bypass, to provide an opportunity for participants representing a cross-section of the community to share local and expert knowledge about flooding in the area. The information provided by participants and from meetings with local landowners, including land uses, will be considered as part of the ongoing investigations including bridge design refinements to mitigate flooding impacts by reducing afflux levels.</p> <p>Mitigation measures will be identified to manage any potential direct or indirect impacts during design, construction, and operation of the project. A Construction Environment Management Plan will be developed by the contractor responsible for</p>

Summary of feedback	Transport response
	<p>constructing the project and will be reviewed by Transport and other key stakeholders to ensure strict compliance with its obligations of its permits to construct in this sensitive environment, identifying specific measures to manage the risk of flooding during construction.</p>
<p>Visual impacts</p> <p>Several submissions were concerned a large bridge with pylons would be unsightly.</p> <p>Concerns were raised the bypass would have a negative impact on the existing natural and agricultural landscape, including comments that the Purple corridor cutting through the Riverside Park would create unacceptable visual impacts.</p> <p>Comments raised the construction of a bypass may change the existing 'feel' of the area as a quiet and natural community.</p> <p>Comments about the Yellow corridor noted it would provide a great view of Moruya as people travel from the north.</p>	<p>As part of its assessment of Orange as the preferred corridor in 2021, Transport identified the potential for the Purple corridor to dominate the landscape through key parts of Moruya town centre, including having a bridge through Riverside Park. A bridge structure on the north floodplain in close proximity to the existing Princes Highway has the potential to restrict the view of the Mullenderree flats.</p> <p>As part of the subject-based information sessions in May 2022, Transport provided some indicative visualisations for discussion and questions.</p> <p>Transport will, as part of the environmental assessment for the project, undertake a landscape character and visual impact assessment to identify opportunities to avoid and minimise impacts to the places through which the bypass passes.</p> <p>The assessment will inform the community about the landscape character and visual impact of the concept design and identify what avoidance, management and mitigation strategies have been and would be implemented for the project.</p>
<p>Noise, vibration and air quality</p> <p>Comments about the Purple corridor noted it would create untenable noise levels for the hundreds of people living in town and that cutting through the recreational space of Riverside Park</p> <p>Some comments welcomed removing the noise impact and poor air quality of heavy vehicles in the town.</p>	<p>As part of providing comparisons for all three corridor options that better describe the opportunities and challenges presented, Transport will undertake further assessment on the anticipated noise impacts associated with construction and operation of each of the bypasses. Transport notes that the number of sensitive receivers impacted by the Purple corridor to the south of the river are greater compared to other options, with increased residential development, TAFE NSW and the new Eurobodalla Regional Hospital health precinct.</p> <p>Through design, construction and operation, Transport will work to minimise the adverse noise impacts and identify effective mitigation measures for affected properties in accordance with Transport for NSW's Noise Criteria Guideline and Noise Mitigation Guideline.</p>

Summary of feedback	Transport response
	<p>As part of the environmental assessment, a noise and vibration assessment will be undertaken to assess any potential noise and vibration impacts during construction and operation, and potential mitigation measures required to manage these impacts.</p> <p>It is anticipated that removal of heavy vehicles will reduce noise impacts and improve amenity within the town centre once a bypass is operational.</p> <p>The environmental assessment will consider the air quality and health impacts from the delivery and operation of the transport network. Transport designs and constructs projects to minimise operational air quality emissions, such as diverting traffic away from local roads and by reducing congestion.</p>
<p>Construction</p> <p>Concerns were raised about how the construction of the bypass would be managed to protect the surrounding environment from negative consequences.</p>	<p>Transport acknowledges concerns about potential impacts to biodiversity and the environment during construction of the project.</p> <p>A Construction Environment Management Plan will be developed by the Contractor responsible for constructing the project, and will be reviewed by Transport and other key stakeholders, (including the Department of Planning and Environment) to ensure strict compliance with its obligations under the necessary permits and licences to construct in this sensitive environment.</p> <p>The Construction Environment Management Plan will consider the management of construction and operational water quality, spill containment and management of environmental incidents.</p>
<h2>5.5 Socio-economic</h2> <p>Sub-themes within the socio-economic theme included comments about impacts to nearby businesses, impacts to properties including property acquisition, use of agricultural land, community spaces, green spaces, use of the river, place making opportunities, and construction impacts⁹ including availability of accommodation during construction.</p>	
<p>Impacts to local businesses</p> <p>Concerns were raised regarding the impact the Orange and Yellow corridors would have on businesses in Moruya and other areas and the local economy if</p>	<p>Transport understands the importance of businesses to support town centres and acknowledges the concerns regarding potential impacts to local businesses.</p> <p>Transport acknowledges that some published literature demonstrates the further town bypasses</p>

⁹ Construction impacts are also included in different themes and sub-themes

Summary of feedback	Transport response
<p>passing traffic no longer visits Moruya, and that a bypass located closer to town would encourage more passing traffic to stop in Moruya.</p> <p>There were alternative submissions that stated a bypass would make the town centre more pleasant and accessible, potentially improving local businesses.</p> <p>Comments were received that Moruya is not a destination like Berry, and that people need to see it to stop there.</p> <p>The potential for a general negative impact on tourism, particularly during construction, was raised.</p>	<p>are moved away from a town, the greater the potential for negative economic impacts on some sectors of the economy.</p> <p>Transport will continue engaging with the local community and business owners to understand the existing social and economic characteristics of Moruya. This will include understanding the potential impacts of the Purple, Orange and Yellow corridors.</p> <p>Transport sought feedback from the business community on the bypass of Moruya to better understand how Transport customers and the community currently use the Moruya town centre and how they might like to use it in the future. We also want to understand local experiences with the existing highway and the surrounding transport network.</p> <p>As part of the concept design and environmental assessment, Transport will prepare a comprehensive socio-economic and agricultural impact assessment of the project to identify opportunities to avoid and mitigate those impacts throughout the project. This will look at the project's impacts and benefits to nearby businesses, particularly those who have a dependence on highway generated trade.</p> <p>It is anticipated the removal of traffic from the town centre will provide opportunities to enhance local businesses with improvements to the existing streetscape and amenity.</p> <p>Transport will continue to work closely with Eurobodalla Shire Council and other key stakeholders to help support business as the project progresses, including during construction.</p>

Summary of feedback	Transport response
<p>Use of agricultural land</p> <p>Concerns were raised about the impact of construction on agricultural land and farming practices for the Purple and Orange corridors and for the Yellow corridor south of the Moruya River.</p> <p>Several concerns were raised about the ongoing viability of agricultural activities located in the vicinity of the proposed alignment, noting the importance of the floodplains as a ‘food basket’ for the area and NSW.</p>	<p>Transport acknowledges the community’s concerns about potential impacts to land used for agricultural purposes and is committed to minimising these impacts as the project progresses.</p> <p>As Transport undertake further design of the Purple, Orange and Yellow corridors, Transport will undertake further assessment of the impacts to the agricultural land uses and the impact our proposal will have on the floodplains.</p> <p>As part of the concept design phase, Transport will continue to investigate opportunities to remove or reduce potential construction and operational impacts to access, agricultural infrastructure and flood and groundwater behaviour, through design refinement and mitigation measures. The community and stakeholders will have further opportunities to provide feedback as the project progresses.</p>

Summary of feedback	Transport response
<p>Impacts to local property owners and neighbouring properties including property acquisition</p> <p>Several concerns were raised about the ongoing viability of agricultural activities located in the vicinity of the proposed alignment.</p> <p>During the 2021 consultation, many directly impacted residents noted their opposition to the Orange corridor, particularly through email submissions.</p> <p>During the 2022 consultation, many directly impacted residents noted their opposition to the corridor where their property or business was located.</p> <p>Many comments expressed concerns on behalf of impacted property owners including the loss of amenity for residents located near each of the three corridors of the proposed alignment.</p> <p>Comments were also received noting that the Orange and Yellow corridors would impact far less property owners compared to the purple corridor.</p>	<p>Transport acknowledges the community's concerns about potential property impacts and is committed to minimising these impacts as the project progresses.</p> <p>The loss of residential dwellings in Noads Place resulting from the Yellow corridor was seen as a negative reason for its selection. The Orange corridor allowed for the retention of these residential dwellings of Noads Place by locating a corridor west of Noads Drive.</p> <p>During the evaluation of alignment options within the Orange corridor, it was determined the corridor should be located to the west of Noads Drive and avoid the loss of residential dwellings in Noads Place.</p> <p>Transport recognises the consistent message provided by the residents of Noads Place and the retention of the residential dwellings. As part of the design refinement for the Yellow corridor Transport will maintain the design outcome of being located to the west of Noads Drive and avoid the loss of residential dwellings in Noads Place.</p> <p>Property owners are encouraged to contact the project team directly if more information is required.</p> <p>Phone: 1800 570 579</p> <p>Email: moruyabypass@transport.nsw.gov.au</p>
<p>Community spaces, green spaces, use of the river, and place making opportunities</p> <p>Comments noted the area around the Purple and Orange corridors is used for leisure activities such as bird watching, boating, horse riding and kayaking and whether the bypass construction and operation would impact these.</p>	<p>Transport acknowledges the feedback about community spaces, and opportunities for place making identified by the community.</p> <p>A key objective for the Moruya bypass is to enhance the liveability and amenity of Moruya and surrounding communities.</p> <p>As part of the Concept Design phase Transport will work closely with Eurobodalla Shire Council, NSW Health, Department Planning, Industry and Environment and the community to develop a strategy that supports the continued growth, liveability and economic sustainability of Moruya and nearby communities.</p>

Summary of feedback	Transport response										
<p>Comments were received about impacts to the community markets and to the Pony Club.</p> <p>Some submissions were made on how the main street could be improved after the bypass is completed.</p>											
<p>Availability of housing during construction</p> <p>Concerns were noted about lack of residential housing availability in Moruya and whether bypass construction will add to these issues.</p>	<p>As part of the environmental impact assessment for the project, Transport will undertake a comprehensive socio-economic impact assessment which will consider the number and type of dwellings located in the area and any associated impacts related to construction of the bypass.</p>										
<div data-bbox="276 911 880 956"> <h2>5.6 Other project considerations</h2> </div> <div data-bbox="276 972 1353 1106"> <p>Comments within this theme included remarks about future growth, cost, better use of funding, strategic context, the need and justification of the project, bushfire risk, including access for seaplanes (aerial firefighting and business impacts) and consultation.</p> </div> <div data-bbox="276 1146 1382 1953"> <table> <tr> <td data-bbox="276 1146 699 1247"> <p>Some comments questioned the need for a bypass and alternative uses for the funding.</p> </td><td data-bbox="707 1146 1382 1314"> <p>There are number of problems with the current location and function of the Princes Highway that affect the safety, resilience, liveability, sustainability and accessibility and connectivity for Moruya and its surrounds.</p> </td></tr> <tr> <td data-bbox="276 1270 699 1471"> <p>Several comments noted concern about how the bridge will impact aerial firefighting activities, in particular, planes collecting water from the river during bushfire emergencies.</p> </td><td data-bbox="707 1337 1382 1572"> <p>The Princes Highway in the project area has a poor safety record with 10 of 19 crashes between 2014 and 2018 occurring within the lower speed environment (posted 50km/h limit) through town with pedestrians involved in three crashes. This has resulted in a crash rate and severity index that is generally higher than the state average for the same class of road.</p> </td></tr> <tr> <td data-bbox="276 1494 699 1628"> <p>A small number of comments were received about how the bridge would impact the seaplane business and tourism.</p> </td><td data-bbox="707 1594 1382 1830"> <p>Moruya is characterised by farming land along the river plain and a strong historic town centre, surrounded by natural landscapes with areas of high environmental and heritage value. Moruya's urban amenity and safety is diminished, with pedestrians and cyclists mixing with local and long-distance traffic.</p> </td></tr> <tr> <td data-bbox="276 1650 699 1785"> <p>Questions were raised about how the bypass may impact boating and whether a new boat ramp could be provided.</p> </td><td data-bbox="707 1852 1382 1953"> <p>Moruya experiences congestion, queuing and delays during peak times and holidays, due to the highway travelling through the town centre.</p> </td></tr> <tr> <td data-bbox="276 1807 699 1942"> <p>A number of submitters requested confirmation that the existing bridge would be retained.</p> </td><td data-bbox="707 1852 1382 1953"></td></tr> </table> </div>		<p>Some comments questioned the need for a bypass and alternative uses for the funding.</p>	<p>There are number of problems with the current location and function of the Princes Highway that affect the safety, resilience, liveability, sustainability and accessibility and connectivity for Moruya and its surrounds.</p>	<p>Several comments noted concern about how the bridge will impact aerial firefighting activities, in particular, planes collecting water from the river during bushfire emergencies.</p>	<p>The Princes Highway in the project area has a poor safety record with 10 of 19 crashes between 2014 and 2018 occurring within the lower speed environment (posted 50km/h limit) through town with pedestrians involved in three crashes. This has resulted in a crash rate and severity index that is generally higher than the state average for the same class of road.</p>	<p>A small number of comments were received about how the bridge would impact the seaplane business and tourism.</p>	<p>Moruya is characterised by farming land along the river plain and a strong historic town centre, surrounded by natural landscapes with areas of high environmental and heritage value. Moruya's urban amenity and safety is diminished, with pedestrians and cyclists mixing with local and long-distance traffic.</p>	<p>Questions were raised about how the bypass may impact boating and whether a new boat ramp could be provided.</p>	<p>Moruya experiences congestion, queuing and delays during peak times and holidays, due to the highway travelling through the town centre.</p>	<p>A number of submitters requested confirmation that the existing bridge would be retained.</p>	
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Summary of feedback	Transport response
	<p>A bypass is needed to separate through traffic from local trips, to improve these trips and to allow efficient access to and from key trip generators such as the new Eurobodalla Regional Hospital, the North Moruya industrial area, and jobs in other towns such as Batemans Bay. Separating local and through trips will also support active transport in the town by reducing traffic volumes. Better infrastructure and digital infrastructure connectivity are also needed to enable the implementation of other transport options and future transport such as on-demand services.</p> <p>Transport is working with NSW Rural Fire Service and aerial firefighting operators to better understand current aerial firefighting operations on the Moruya River and to identify opportunities to avoid and minimise impacts through design refinement.</p> <p>As part of the environmental assessment, Transport will undertake a socio-economic impact assessment which will inform the community of the potential impacts to aerial firefighting, training and tourism activities on the Moruya River and identify what avoidance, management and mitigation measures have been and would be adopted for the project.</p> <p>Transport is continuing to investigate the type and number of river users and will assess potential impacts as part of the environmental impact assessment for the project. Transport is currently collecting information on the types and frequency of vessels using the river to inform future investigations.</p> <p>Transport is not proposing any new or additional boat ramps as part of the project.</p> <p>Transport examined the cost and benefits associated with the existing Princes Highway bridge crossing the Moruya river as outlined in the Moruya bypass Strategic Corridor Workshops Report.</p>
<p>Cost</p> <p>Concerns were noted about potential cost of the bypass and that cost had not been properly calculated.</p> <p>Concerns were noted that detailed technical assessments and costings have not been undertaken for the shortlisted</p>	<p>Transport considered a range of factors during the strategic planning phase.</p> <p>Investigations such as design, preliminary environmental studies, flood modelling, traffic performance, future growth and land use, constructability, and safety reviews were all considered during the assessment process, as well as a relative cost and benefit analysis that was completed for the Orange corridor.</p> <p>Further design work will need to occur on all three corridors, including additional information about the</p>

Summary of feedback	Transport response
<p>options to determine value-for-money comparisons for each.</p> <p>Comments were received about the relative cost of each of the three corridors, including that the Yellow corridor is cheaper and quicker to build due to reduced length of raised structure, or conversely that the Purple corridor would cost less as it is shorter.</p>	<p>design features, potential benefits and impacts, and proposed changes to the local road network.</p>
<p>Requests for additional information</p> <p>Numerous requests were received for more information including the outcomes of investigations and workshops completed to inform the selection of the preferred strategic corridor (Orange) in 2021.</p>	<p>In response to numerous requests for additional information, Transport published additional FAQs during the 2021 consultation period that provided further information on the strategic options process and how the strategic corridor option was selected.</p> <p>Transport then extended the consultation period on a case-by-case basis for individuals or organisations that requested additional time to consider the additional information and make a submission.</p> <p>Transport received feedback from the community requesting further technical information, more detail about the shortlisted corridor options, further opportunities and more time to talk with the project team and to ask questions about the bypass options in the second half of 2021 and early 2022. Transport opened consultation on three shortlisted bypass corridor options – Purple, Orange and Yellow in April 2022.</p> <p>Further investigations and design work will need to occur on the Purple and Yellow corridors and refinements to the Orange corridor.</p>
<p>Support for the project</p> <p>Several submissions were received that expressed general support for the bypass and a wish for it to proceed.</p>	<p>Transport has noted this feedback and acknowledges that some in the community may not be pleased that additional design work and consultation will be done on Purple and Yellow corridors and refinements to the Orange corridor before proceeding to a concept design and environmental approvals of one of the three corridors. Undertaking further investigations and design will change the timing of the project's delivery.</p> <p>The community's input is critical to make sure we get this project right and ensure it delivers the best outcome for the community.</p>

Summary of feedback	Transport response
<p>Consultation</p> <p>Comments about the consultation process and methods were received during the 2021 and 2022 consultation, and also referred to earlier consultation.</p> <p>2020 Consultation</p> <p>Several comments raised concerns about the timing of engagement in 2020, coming soon after the bushfire and flood incidents and during the beginning of the COVID pandemic. Concerns were raised that with these significant events taking place, many in the community missed hearing about the engagement activity and/or taking the opportunity to take part.</p>	<p>The consultation in early 2020 sought to get an understanding from the wider community and interested stakeholders on how they currently use and want to use the transport network in the future and capture concerns and suggestions relating to the Moruya bypass project.</p> <p>In response to the Covid-related challenges at the time, Transport adapted its consultation plans to ensure we reached a broad local audience.</p> <p>Transport received 232 comments during this consultation period via phone, email and/or on the interactive map. A total of 375 unique issues were identified that focussed on a range of key topics.</p> <p>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. 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.</p>
<p>2021 Consultation</p> <p>Several submissions raised concerns about the transparency of the workshop where the decision about the preferred alignment was made. Questions about whether this group was appropriately representative of the Moruya community were also raised.</p>	<p>In response to numerous requests for additional information on the workshop process, Transport published additional FAQs during the consultation period that provided further information on the strategic options process and how the strategic corridor option was selected.</p> <p>Transport then extended the consultation period on a case-by-case basis for individuals or organisations that requested additional time to consider the additional information and make a submission.</p> <p>A Value Management Workshop brought together a range of Transport project team members, technical specialists and stakeholder representatives.</p> <p>Participants included representatives external to Transport from key stakeholders such as Eurobodalla Shire Council, Health Infrastructure NSW, Southern NSW Local Health District, Local Emergency Management Committee, Department of Planning, Industry and Environment and Department of Primary Industries. The Moruya Business Chamber – Moruya bypass subcommittee also had representation at the workshop. All external participants were required to sign a Confidentiality Deed Poll prior to attending the VMW and pre-workshop briefing session.</p>

Summary of feedback	Transport response
	<p>Transport team members represented a range of relevant disciplines including road safety, design, bridge engineering, environment, community engagement, Aboriginal engagement, planning, geotechnical engineering, construction, maintenance, work health and safety, property and management and governance.</p> <p>In addition to this, representatives from Transport's partnering organisations provided additional technical support and advice in the areas of design and environment (Arup), constructability and Health and Safety in Design (Ranbury), flooding and hydrology (Rhelm), cost estimating (North Projects) and landscape character and visual amenity (Tract Consultants).</p> <p>Issues raised by the community during previous consultation were also considered at each stage of the decision-making process.</p>
<p>Limitations of the engagement questions</p> <p>Concerns the survey placed limitations on respondents who wished to provide feedback on options other than the preferred corridor.</p>	<p>The survey encouraged feedback on the preferred strategic corridor option and to capture information about transport use.</p> <p>Feedback was also welcomed via email and/or written submission, and free-text fields within the survey were provided.</p> <p>The community will have more opportunities to have their say and provide feedback as the project progresses.</p>
<p>Length of engagement</p> <p>The length of the engagement period was questioned and considered not long enough to reach a representative group of the community.</p>	<p>Following the announcement on Friday 14 May 2021, Transport was able to distribute postcards to 4,350 letterboxes within the 2537 postcode area and launched a social media campaign with a reach of 26,000 people to distribute information on the announcement and the four community information days.</p> <p>Transport acknowledges that it is sometimes difficult to respond within the allocated consultation period. Transport accommodated 22 requests from members of the community who requested extensions of time to provide feedback.</p>
<p>Landowner engagement</p> <p>Some comments felt that there had not been enough consultation with landholders who might be impacted by the proposed alignment.</p>	<p>Transport is committed to ensuring that directly impacted landowners are informed of project updates.</p> <p>During the next phase of design, Transport will continue to work with directly and indirectly impacted landowners to identify opportunities to refine the alignment to reduce impact to farming operations.</p>

Summary of feedback	Transport response
<p>2022 consultation</p> <p>A number of comments noted the length of the engagement period was insufficient time to understand the extensive and complex information available for the community.</p> <p>Comments were received about the transparency of information to the community.</p> <p>Comments were received about the methods used to invite the community to the consultation activities, including concern about community members with poor or no online access.</p> <p>Comments were made that feedback provided at the community markets and subject-based information sessions was not being captured by Transport.</p> <p>Other comments noted thanks for the opportunity to comment and participate in the online surveys and maps (Map My Comment).</p>	<p>Transport received feedback from the community requesting further technical information, more detail about the shortlisted corridor options, further opportunities and more time to talk with the project team and to ask questions about the bypass options in the second half of 2021 and early 2022. Transport opened consultation on three shortlisted bypass corridor options – Purple, Orange and Yellow in April 2022.</p> <p>The consultation period from 4 April to 6 June 2022 provided time for the community to consider available information and provide feedback on the corridor options. The consultation period was extended by one week from 6 June 2022 to the new closing date of 13 June 2022, to allow any community members meeting with the Transport team at Batemans Bay Markets on Sunday 5 June 2022, time to provide feedback. Separate business and Moruya town centre surveys were open for participants to 31 July 2022.</p> <p>Australia Post's Campaign Targeter delivered a total of 18,133 project notification postcards, to post boxes, Rural Mailboxes and residential mailboxes from Batemans Bay to Tuross Heads, and included 1,233 postcards to businesses, informing the community and businesses about the consultation and inviting them to provide feedback. Stakeholders and the community were provided a selection of ways to obtain information and provide feedback, including the following:</p> <ul style="list-style-type: none"> • Meeting with project team members at community markets in Moruya and Batemans Bay • Attendance at subject-based information sessions • Participation in the Flood Focus Group • One-on-one meetings • A project 1800 number and email address • By post to the Moruya bypass project <p>A majority of the public attending the community markets indicated support for the Yellow corridor option, however Transport noted the consultation outcomes were not based on a vote, and the public was encouraged to provide their feedback through the methods on offer including emails, the online surveys, and map (Map My Comments).</p>

Summary of feedback	Transport response
	<p>As part of the environmental assessment, mitigation measures will be identified to manage any potential direct or indirect impacts during design, construction, and operation of the project.</p> <p>The environmental assessment will be displayed for community during the public exhibition of the project.</p>



Consultation outcomes and next steps

6. Consultation outcomes and next steps

Transport thanks all community members and stakeholders who participated in the consultation periods of the preferred strategic corridor option for the Moruya bypass.

In response to community feedback obtained Transport will now start additional design investigations and refinements for all three corridors to address the comments and concerns raised by the community from the two rounds of engagement.

Transport anticipates that improving the level of design and subsequent assessment of the three corridors could take a further six months to complete. The feedback provided by the community will be used by Transport in its selection of a preferred option.

Gathering additional information will enable Transport to better understand the opportunities and challenges that all three corridors present and enable Transport to make a decision on a preferred option.



6.1 Stay in touch

If you have questions or would like more information, contact the project team:



1800 570 579



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