

# Frequently Asked Questions

## Princes Highway upgrade – Burrill Lake Co-Design

### What was the purpose of the Burrill Lake Co-Design Committee?

The purpose of the Co-Design Committee was to provide a formal process for the NSW Government to consider views of Burrill Lake, Dolphin Point and Kings Point communities in relation to the Burrill Lake section of the Princes Highway upgrade. It also considered the southern connection of the Milton Ulladulla bypass to the Princes Highway at Burrill Lake.

The objectives of the Committee were:

- Provide a formal process for representatives of the communities of Burrill Lake, Dolphin Point and Kings Point, to work collaboratively with Transport for NSW, to provide input to the strategic design through Burrill Lake for the Princes Highway Upgrade Program.
- Assess design options from a community perspective with a view to endorse a preferred design and/or recommendations on a range of design treatments.
- While the Committee was not a decision-making or regulatory body, provide advice and recommendations of the Co-Design Committee to be incorporated into the planning for the southern connection of the Milton Ulladulla bypass and the Burrill Lake upgrade made by the NSW Government to the maximum extent possible.

### What was the scope of the Burrill Lake Co-Design Committee?

The preferred corridor for the Milton Ulladulla bypass was announced in June 2021. This corridor informed parts of the scope of the Burrill Lake Co-Design Committee's assessment of the highway upgrade options through Burrill Lake, including the location of the southern connection of the Milton Ulladulla bypass.

The scope of the Co-Design Committee was to consider:

- Options and intersection treatment/s at the southern connection of the Milton Ulladulla bypass
- Highway crossing of Burrill Lake
- Highway upgrade and treatment of various intersections at Burrill Lake (including highway upgrade from the Milton Ulladulla bypass southern connection to Burrill Lake Drive)
- Highway alignment and speed environments
- Accessibility and connectivity for local vehicles, pedestrians and cyclists along the highway corridor including public transport connections and access to recreational locations and activities
- Deliver a sense of place for the Burrill Lake community. For example, shared paths to local beaches, fishing platforms, boat ramps and other potential improvements to amenities.

### What does the preferred corridor for the Milton Ulladulla bypass look like?

The preferred corridor for the Milton Ulladulla bypass was announced on 18 June 2021. It broadly aligns with the bypass route shown within the Shoalhaven Local Environmental Plan. The planning for a four-lane bypass is continuing.



### **What are the benefits of the proposed Milton Ulladulla bypass preferred corridor?**

The preferred corridor would:

- Remove more than double the amount of traffic from the Princes Highway as further western bypass options
- Be more effective at easing traffic congestion on the highway during peak periods, including holiday peaks
- Reduce traffic movements on the highway, including heavy vehicles, providing smoother and more reliable journeys to town centre locations accessed via the highway
- Improve safety for all transport customers using the highway by reducing the interaction between vehicles and other transport customers such as pedestrians
- Provide the greatest opportunity to connect the bypass by local roads to town centres, supporting ease of access to local businesses, services, and homes
- Provide greater opportunities to enhance the character and liveability of the area and support sustainable economic growth
- Have lower impacts to environmentally sensitive areas, including avoiding greater impacts to native vegetation, wetlands and Aboriginal heritage.

### **Why was the corridor selected for the Milton Ulladulla bypass?**

Transport invited community feedback on the gazetted Milton Ulladulla bypass corridor within the Shoalhaven City Council Local Environmental Plan (Shoalhaven LEP) in March and April 2020.

Following community feedback and traffic and environmental studies, a number of bypass options were developed. All options were assessed to determine which would best achieve the objectives of the project and Princes Highway upgrade program. Technical workshops brought together Transport and specialist staff, other government agencies and local council to assess how each option would best achieve the project objectives. This process concluded the corridor broadly aligning with the LEP corridor as the preferred corridor option.

It remains the preferred route because it will take more than twice the amount of traffic from the existing highway in the future, compared to western options, and will deliver safer and more efficient journeys for transport customers travelling along the bypass or travelling through the town centres of Milton and Ulladulla.

The preferred route will have lower impacts to environmentally sensitive areas, including avoiding greater impacts to native vegetation, wetlands and Aboriginal heritage. It also provides flexible options that will enable access to towns for residents, businesses and community members. Design features of the bypass including the location and design of access points will be identified during the concept design phase of the project.

### Why were western corridor options not considered?

During planning for the Milton Ulladulla bypass, western options were considered and found to take considerably less road traffic out of Milton and Ulladulla. Western options were also found to be higher in costs and presented design and environmental challenges.

The table below compares the preferred strategic corridor and other corridor options which bypass Burrill Lake and Lake Tabourie.

	<b>Preferred strategic corridor</b>	<b>Bypasses Burrill Lake</b>	<b>Bypasses Lake Tabourie</b>
<b>Potential to provide connections to local roads to improve use of the bypass?</b>	High	Low	Low
<b>Reduction in weekday traffic through Milton*</b>	About 55%	About 25%	About 20%
<b>Reduction in weekday traffic through Ulladulla*</b>	About 30%	About 15%	About 10%
<b>Impacts to National Park?</b>	No impact	About 25 hectares	About 35 hectares

\* Based on 2041 modelled traffic figures for an average day based on the number of potential connections from bypass to local road network assessed.

### How did Transport consider Burrill Lake and Lake Tabourie when developing the Milton Ulladulla bypass?

Community feedback in March and April 2020, included concern that the gazetted corridor did not bypass suburbs of Burrill Lake, Lake Tabourie and further southern townships. Transport assessed a number of strategic corridor options located further west of Milton and Ulladulla that included bypasses of Burrill Lake and Lake Tabourie. These options were assessed and found to be less effective in reducing overall traffic volumes on the Princes Highway through bypassed town centres, including during peak holiday periods. The bypass



corridors were constrained by a number of key environmental features including the Burrill Lake and Meroo National Park.

The western corridors provided limited opportunities to maintain connectivity to existing local roads and would reduce access to current and future land uses, including businesses.

The lack of potential connections to local roads would also make these western corridor options less effective in reducing freight volumes within town centres, limiting potential benefits to improve amenity and liveability in these areas.

**It is understood that Shoalhaven City Council representatives tabled an option known as the ‘inner west’ of Burrill Lake during the Co-Design process. Why was this option not explored?**

During the Co-Design process, representatives from Council suggested an ‘inner west’ (of Burrill Lake) option. This option was discussed during the meeting proceedings, however, this option (and any option that included changes to the Milton Ulladulla bypass corridor alignment) were considered out of scope for the Co-Design process.

In early 2021, following a briefing with Transport, Shoalhaven City Council provided general support for the preferred strategic corridor for the Milton Ulladulla bypass with the exception of the southern extent, in which Council advocated for a bypass around the communities of Burrill Lake and Lake Tabourie, and recommended a staged approach to be explored by Transport.

**Why were some options out of scope for the Co-Design process?**

During the first and subsequent meetings, the Co-Design Committee was informed of the scope of the Co-Design process. With the exception of the southern connection at Burrill Lake, the Milton Ulladulla bypass corridor route was not within the scope of this process.

The scope was:

- Options and intersection treatment/s at the southern connection of the Milton Ulladulla bypass
- Highway crossing of Burrill Lake
- Highway upgrade and treatment of various intersections at Burrill Lake (including highway upgrade from the Milton Ulladulla bypass southern connection to Burrill Lake Drive)
- Highway alignment and speed environments
- Accessibility and connectivity for local vehicles, pedestrians and cyclists along the highway corridor including public transport connections and access to recreational locations and activities
- Deliver a sense of place for the Burrill Lake community. For example, shared paths to local beaches, fishing platforms, boat ramps and other potential improvements to amenities.

**Some media reports suggest the Princes Highway upgrade through Burrill Lake will be a 100 kilometres per hour, four lane highway. Is this Transport's preferred option?**

Transport has no preferred option for the highway upgrade through Burrill Lake. During the Co-Design process, various options were considered, with various speeds limits and design constraints. The Co-Design Committee members were encouraged to make suggestions for Transport's investigation, and options explored included limited upgrades to the existing Princes Highway with low-speed environments adopted (60 kilometres per hour) through the Burrill Lake village.

Due to the unfortunate resignation of some members of the Co-Design Committee at the final meeting, a preferred option for the upgrade through Burrill Lake was not identified as part of this process and will require further consideration by Transport.

**Why is Transport planning for an upgrade through Burrill Lake and what is the timeframe?**

The Princes Highway roadmap which includes planning for the Princes Highway upgrade to 2040, has identified the upgrade at Burrill Lake as a medium-term infrastructure priority, and planning is likely to continue for the next 10-15 years.

The Australian and NSW Governments have committed \$1.9 billion to upgrade the Princes Highway between Jervis Bay Road at Falls Creek and the Victorian border. This includes planning for and the construction of the Milton Ulladulla bypass.

The timing for a future upgrade through Burrill Lake has not been determined. Transport will continue to monitor the conditions of the highway through Burrill Lake and will seek future funding commitments.

**Did Transport allow the Committee to propose options for consideration?**

Transport initially presented eight options to the Co-Design Committee for their consideration. As meetings progressed Transport received feedback on the eight initial options and considered recommendations from Committee members that resulted in the development of a number of alternative designs that focused on upgrades of the Princes Highway through Burrill Lake.

Transport encouraged Committee members to draw on their local knowledge to make suggestions for the investigation of additional options. This resulted in the development of 19 options during the Co-Design process. Each option varied and had different levels of impact on properties, the environment and different constructability considerations.

Transport also received suggestions from Committee members for the consideration alternative options that were out of scope for the Co-Design process and not taken forward for mapping and further assessment.

A detailed report on the Co-Design process, which will include information about the options presented will be published to the wider community in early 2022.

### **Why did Transport insist on the Co-Design process being confidential, and what are the plans for community involvement in the future?**

Transport is committed to providing timely and transparent information to the wider community. During the Co-Design process, Transport has released information about the process and the minutes from Committee meetings. At the end of the Co-Design process, the wider community will be provided with a detailed report outlining the options and outcomes of the process.

Transport recognises the proposed highway upgrade would have impacts on surrounding communities. Transport is careful and considerate of any potential impacts and works to ensure only feasible options are presented to the wider community.

Some elements of the Co-Design process, and details including features or alignments of unconfirmed options remain confidential. Transport does this to ensure any unconfirmed option with impacts to the surrounding community, and potential direct property impacts does not create unnecessary concern.

As planning progresses, Transport will regularly engage with targeted stakeholders and these discussions may also remain confidential until a feasible or recommended option is identified.

### **What are the next steps for the planning of the Princes Highway upgrade at Burrill Lake?**

Transport has made no final decision on an option through Burrill Lake. A report on the Co-Design process will be published to the wider community in early 2022 and Transport's preferred option will be displayed for feedback.

Transport acknowledges the difficult decisions associated with being part of the Co-Design Committee and thanks all members for their time and participation. Transport respects the decision of some Committee member's resignations and remains committed to continuing engagement with the wider community to achieve a positive outcome that balances the needs of all transport users alongside the qualities and amenities that makes Burrill Lake so special to locals, and appealing and accessible for visitors.

### **How can I find out more about the Princes Highway upgrade at Burrill Lake?**

More information about the project can be found on the project web page at:

[nswroads.work/bl2bb](https://nswroads.work/bl2bb)

### **How will we be kept informed about the Princes Highway upgrade at Burrill Lake**

You can subscribe to project updates and tell us how you want to be contacted in the future on our webpage at [nswroads.work/bl2bb](https://nswroads.work/bl2bb). We will keep the community updated as we progress.

For more information or to speak to a member of the project team please call 1800 570 578 or email: [bl2bb@transport.nsw.gov.au](mailto:bl2bb@transport.nsw.gov.au).

### **What is the status of the Milton Ulladulla bypass project?**

Planning for the Milton Ulladulla bypass is continuing. In June 2021, Transport announced the preferred corridor for the Milton Ulladulla bypass and confirmed WSP has been engaged to complete the project's environmental assessment and concept development.

Since the announcement of the preferred corridor for the Milton Ulladulla bypass, Transport has been undertaking more detailed investigations within the study area. These include ecological and heritage assessments, geotechnical investigations and initial noise monitoring.

Transport has also surveyed some local businesses and community members. The results of these investigations and surveys will be used to better understand the conditions of the area as well allow us to better understand the needs of transport customers and businesses as we progress the design of the bypass.

Additional information regarding the preferred option identification process can be found within the Preferred Strategic Corridor Option report and the Consultation summary report found on the project webpage: [nswroads.work/mub](https://nswroads.work/mub)

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