



Transport
Roads & Maritime
Services

PRINCES HIGHWAY CROSSING AT BURRILL LAKE

Report on Community Consultation May and June 2013

JULY 2013

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1 Introduction

1.1 About the bridge

Burrill Lake Bridge (the bridge) is located on the Princes Highway (the highway) approximately four kilometres south of Ulladulla. The highway crosses Burrill Lake on a causeway 150 metres long and a low-level bridge 55 metres long. Approximately 6,100 vehicles a day use the bridge which is a key link on the south-east NSW transport route.

The bridge was built in 1958. It is a composite prestressed unit bridge with six spans of 9.14 metres each and an overall length of 54.86 metres. Its carriageway is 8.5 metres wide with a 1.53 metre footway on the western side. There are reinforced concrete safety barriers on each side of the bridge. The bridge is supported by 35 concrete columns called piles that are driven into the floor of the lake. The piles are up to 15 metres long.

1.2 Maintenance needs

Although the bridge is currently structurally sound and safe to carry traffic Roads and Maritime Services (RMS) has identified that 24 of the 35 concrete piles have deteriorated due to the curing process used when they were manufactured. This concrete deterioration is called delayed ettringite formation (DEF). This problem is experienced by some types of bridges built in the same manner around the same time.

The deterioration currently poses no threat to the structural integrity of the bridge but technical studies have identified that the bridge either needs to be upgraded or replaced in the next five to seven years to continue to provide a safe crossing at Burrill Lake.

Since June 2012 RMS has completed a number of investigations to help inform the decision to either maintain or replace the bridge. These investigations have included:

- Flood and hydraulic modelling of the bridge, causeway and lake.
- Flora, fauna, archaeology, noise, traffic and safety studies in the area around the existing bridge and highway approaches.
- Building a picture of the local community that includes businesses, tourism, social factors, pedestrian patterns and other community considerations.
- Bridge and road engineering investigations.
- Existing bridge, highway approaches and landform surveying.
- Drilling to obtain geotechnical information about ground considerations around the bridge and highway approaches.

In addition to concerns about the ongoing structural integrity of the bridge, it is one of the most low-lying bridges on the Princes Highway. The bridge floods with undesirable regularity and this frequency is predicted to increase in the future. RMS is therefore considering options that increase the height of the crossing above predicted increased flood levels.

The NSW Government is funding the planning investigations.

1.3 Past community engagement

In May and June 2012 RMS consulted local residents to understand the issues and values of importance in relation to the bridge. Further surveys of business operators and shoppers were also conducted in November 2012. Key findings included:

- Community support for constructing a new bridge.
- Broad support for removing the existing causeway.
- Concern about the potential impact on changed access arrangements on residents and businesses on both sides of the bridge.

1.4 Options considered

RMS considered a range of options to maintain the existing bridge, as well as options to replace the bridge and the existing causeway to the east or west. Options were considered based on the outcomes of technical investigations, environmental and other field studies and community feedback, in addition to considering cost factors such as affordability and value for money.



Continued maintenance of the existing bridge

The continued maintenance of the existing bridge would mean retaining the causeway, the narrow travel lanes and shoulders, the poor pedestrian paths and flooding would still be a problem.



Replace the existing highway and bridge to the west of the existing bridge

Replacing the existing highway and bridge to the west of the existing bridge would have an unacceptably high social impact and cost, as this option would involve the direct removal of numerous residences and businesses on both sides of the crossing.



Replace the existing highway and bridge to the east of the existing bridge

RMS' currently favoured option is to replace the existing bridge immediately to the east with a new, higher bridge. This is anticipated to:

- Improve the overall reliability of the highway on the south coast by reducing future maintenance issues.
- Provide a lake crossing and road approaches designed above the predicted 1 in 100 year flood level.
- Improve road safety by providing new intersections to modern safety standards connecting the highway to local roads.
- Provide the opportunity to improve pedestrian and cyclist access and safety.

The bridge would use an existing road reserve zoned on Shoalhaven City Council's Local Environment Plan.

All options considered by RMS are documented in the Options Evaluation Report and Value Management Workshop Report, both of which are available for viewing on the RMS project website.

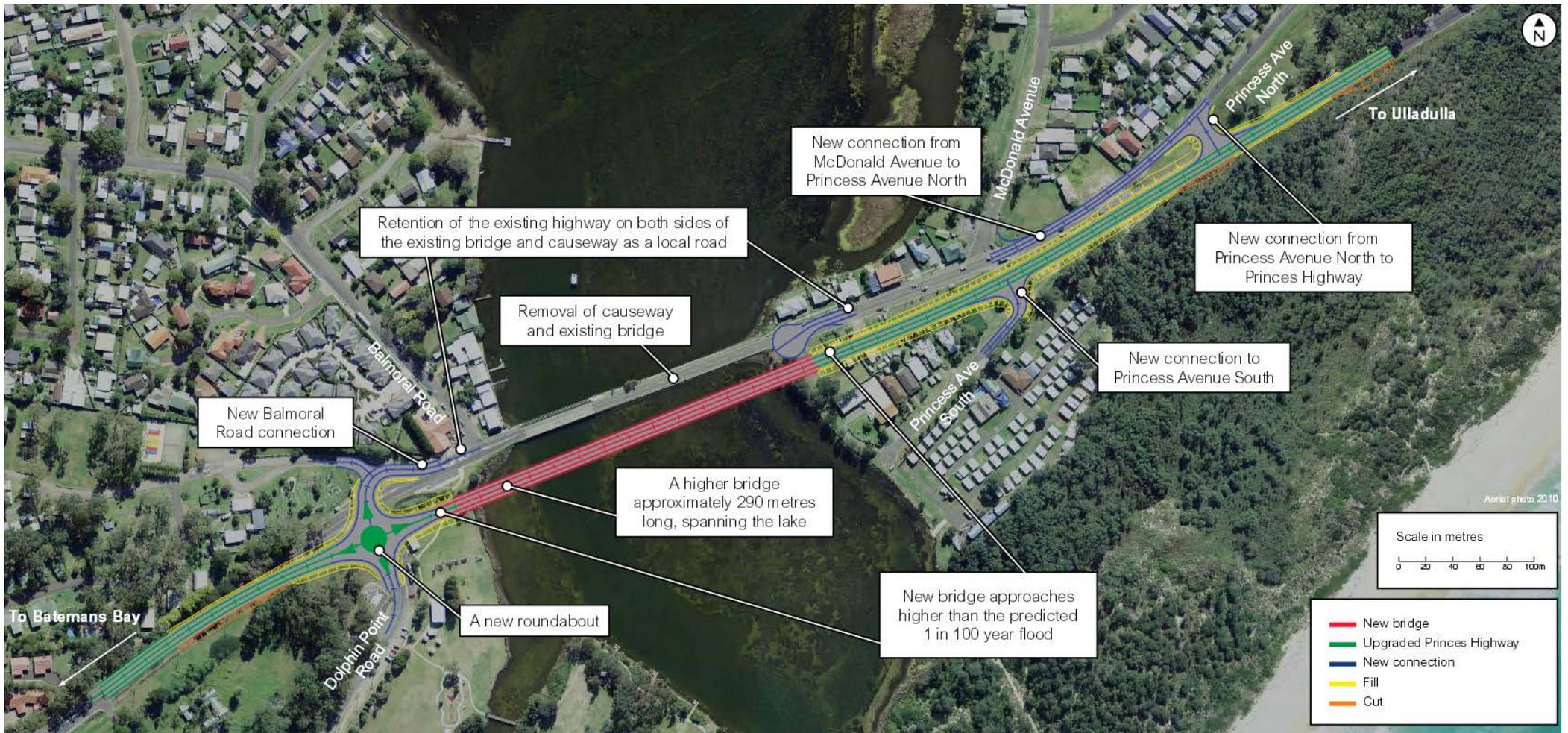


Figure 1: Currently favoured option – Burrill Lake Bridge

2 Project status

The diagram below shows where RMS is in the decision making process.



Figure 2 – RMS' decision making process

Prior to a decision about RMS' preferred option being made, further community feedback and investigations were required.

To gain community feedback on the favoured option and inform the development of a preferred option RMS undertook community engagement between 1 May 2013 and 10 June 2013.

This Issues Report provides a summary of the issues raised during the community engagement activities and within the submissions received during this period of engagement. RMS has responded to each issue raised.

Following the review of community feedback and further investigations RMS will select a preferred option, develop a concept design and undertake an environmental impact assessment on this option.

The findings of the environmental impact assessment, or Review of Environmental Factors, is expected to be displayed for community comment in the first half of 2014.

3 Engagement approach

3.1 Overview of engagement

Engagement included:

- One to one meetings with directly affected residential and business landowners and tenants.
- Emails, telephone calls and written submissions from the wider community.
- A series of community information sessions.

The dedicated project website

(www.rta.nsw.gov.au/roadprojects/projects/princes_hway/burrill_lake/index.html) was updated with background information about the project and the latest news on the project prior to the period of engagement.

3.2 Objectives

Engagement activities were designed to:

- Inform the community about RMS' currently favoured option.
- Understand community issues, impacts, values and concerns in relation to the currently favoured option.
- Seek community input for further developing the proposal, and gain further knowledge of the local area and any issues not previously identified by RMS in relation to the proposal.

3.3 Community information sessions

Two community information sessions were held to provide information and gain feedback on the favoured option. Details of the community information sessions are provided below.

Dates	Wednesday 29 May 2013 and Monday 3 June 2013	
Time	6.30pm to 8.30pm	
Venue	Burrill Lake Community Hall, Corner of Commonwealth and Princess Avenue	
Agenda	<ul style="list-style-type: none"> • Short presentation to provide an overview of the purpose of the community information session (delivered by Renee Ridley, RMS Senior Communications Officer) and explain and discuss the currently favoured option (delivered by Adam Berry, RMS Project Manager). • Question and answer session to provide an opportunity to respond to queries relating to the presentation. • Workshop session to obtain feedback on some areas of specific interest to RMS. 	

Figure 3 - Attendees at the community information session 29 May 2013

The information sessions were promoted via

- Letters addressed to adjacent landowners.

- A community update issued to over 5000 properties between 27 May and 29 May 2013.
- Paid advertisements in the Milton-Ulladulla Times on 22 and 29 May 2013.
- The project website.

Feedback received during small group discussions was gathered at each table on facilitator templates. Participants were able to complete a feedback form at the information session or to return comments in a reply paid envelope by 10 June 2013.

Following the information sessions RMS published the community update and community information session presentation on the project website.

A total of **55 people** attended the community information sessions – 31 people participated in the session on 29 May 2013 and 26 people (including two people that participated in both sessions) participated in the session on 3 June 2013.

3.4 Individual submissions

RMS received **37 individual submissions** from the community. For the purposes of this report individual submissions include:

- Verbal submissions at one-to-one meetings.
- Comments raised during telephone conversations.
- Written correspondence including emails, letters and feedback forms.

4 Issues and responses

The issues raised have been grouped into categories, based on the topic areas community input was sought. These are:

1. Parking and vehicular access arrangements.
2. Pedestrian access arrangements.
3. Local amenity issues for businesses.
4. Urban design and landscaping.
5. Noise impacts and mitigation measures.
6. Other feedback.

Issues that were raised by 50% (five out of the ten) or more tables during the community information session workshops, or that were referenced in five or more individual submissions, are indicated in [blue text](#).

RMS will investigate and consider all the suggestions and issues raised, and these considerations will feed into the preferred option where possible. Where it is not possible to incorporate a suggestion or issue into the preferred option, RMS will provide the reasons.

4.1 Parking and vehicular access arrangements

Nine issues were raised in relation to parking and vehicular access arrangements.

Item	Issue / feedback	RMS response / action
4.1.1	<p>Parking on the south side of the bridge:</p> <ul style="list-style-type: none"> • Comments that parking on the south side of the bridge is important for businesses, shoppers and parents dropping their children at the bus stop. • Suggestion that the area next to the southern abutment (on the existing highway) should be used for parking and as a turning area, including the suggestion to purchase the house the southern abutment. 	RMS is investigating parking arrangements around the shops on both sides of the bridge. RMS anticipates that once the new bridge is constructed there will be more parking spaces than are currently available.
4.1.2	<p>Suggestion to include a roundabout on the north side of the bridge to improve access to and from Princess Avenue and MacDonald Parade.</p>	RMS is investigating a number of potential changes to the proposed intersection arrangements on the northern approach to the new bridge, including the provision of a new roundabout in the vicinity of MacDonald Parade. Any roundabout design would need to involve a typical 'four-leg' roundabout. RMS will provide more information on these investigations late in 2013.
4.1.3	<p>Supportive of the proposed southern roundabout but had suggested</p>	The southern roundabout will be of a safe design, in line with the Austroads <i>Guide to</i>

Item	Issue / feedback	RMS response / action
	<p>amendments to design including:</p> <ul style="list-style-type: none"> • Provide sufficient deflection on the roundabout to slow traffic to a safe speed. • Ensure there is plenty of space for a truck to turn at Balmoral Road. • Abolish the suggested exit at Dolphin Point Road, as this road can be accessed via the Wallaroy Drive roundabout. • Abolish the suggested exit at Balmoral Road and provided a direct link to the highway instead. 	<p><i>Road Design</i>, the national standard for road infrastructure.</p> <p>The connection between the roundabout and Balmoral Road is currently being adjusted by RMS to cater for all vehicles up to semi-trailers.</p> <p>RMS has no plans to close the connection between Dolphin Point Road and the Princes Highway at Lions Park as part of the currently favoured option.</p> <p>RMS has considered a direct connection between Balmoral Road and the southern approach to the proposed bridge. Such a connection would be impractical due to the difference in height between Balmoral Road and the new road alignment and the heavily constrained location.</p>
4.1.4	<p>Suggestions for the proposed intersections on the north side:</p> <ul style="list-style-type: none"> • Provide turning lanes at the proposed intersections at Princess Avenue North and South. • Provide traffic lights for vehicles turning in and out of Princess Avenue North and South. 	<p>RMS is investigating a number of potential changes to the proposed intersection arrangements on the northern approach to the new bridge, including t-junctions, roundabouts and combinations of both.</p> <p>The provision of traffic lights at Princess Avenue is not one of the options currently being considered as RMS believes there are other suitable ways to provide safe access to and from Princess Avenue.</p>
4.1.5	<p>Positive comments about the proposed southern roundabout because it will improve access and traffic flow.</p>	<p>RMS notes this feedback.</p>
4.1.6	<p>Question as to whether the turn into Balmoral Road is wide enough to take a bus or a caravan.</p>	<p>The connection between the roundabout and Balmoral Road as shown in the currently favoured option is suitable for cars with caravans. The connection is currently being adjusted by RMS to cater for all vehicles up to semi-trailers.</p>
4.1.7	<p>Suggestion to move the bridge to the west to reduce the impact on properties to the east of the existing highway.</p>	<p>RMS has investigated adjusting the alignment of the bridge and the northern approach to the west, closer to the existing highway. The need to retain the existing highway as a local road and to make connections to this road meant the alignment could only be moved approximately 2 metres to the west. As moving it this distance west provided limited benefits, while also introducing complications to the new turning circle where the causeway is terminated, RMS is no longer investigating this proposal.</p>
4.1.8	<p>Comment reflecting opposition to the southern roundabout because of the additional cost and a feeling that the</p>	<p>The existing access arrangements can not be retained due to the difference in height between Balmoral Road and the currently</p>

Item	Issue / feedback	RMS response / action
	existing access arrangements work well.	favoured new road alignment. RMS currently believes a roundabout is the most appropriate way to safely manage the new Balmoral Road connection and the Dolphin Point Road connection.
4.1.9	Suggestion to include a mini marina on the south side of the bridge.	Providing a marina facility is beyond the scope of the project. However to minimise the impact of the changed access arrangements on local businesses, RMS intends to develop plans for the public spaces around the shops on both sides of the bridge in consultation with Shoalhaven City Council. There may be an opportunity as part of this planning to re-use the abutment of the existing bridge, once the bridge is removed, as a recreational fishing platform.

4.2 Pedestrian access arrangements

Eight issues were raised in relation to pedestrian access arrangements.

Issue no.	Issue / feedback	RMS response / action
4.2.1	<p>East-west pedestrian access on the south side of the bridge:</p> <ul style="list-style-type: none"> • Comment that crossing the highway between the south side shops and Lions Park is popular. • Suggestion to provide pedestrian access under the southern abutment. • Comment that the water line does not need to be an obstacle – the example of a pedestrian crossing below the water line at the canal off Port Phillip Bay in Melbourne was provided. 	RMS is currently investigating a pedestrian connection from Balmoral Road, under the bridge near the southern abutment, to Lions Park. This connection is likely to have an undesirably low, but passable, overhead clearance. RMS will provide more information on these investigations late in 2013.
4.2.2	<p>East-west pedestrian access on the north side of the bridge:</p> <ul style="list-style-type: none"> • Comment that crossing the highway from the residential area to the beach tracks is popular. • Some suggestions to provide pedestrian access under the northern abutment and some realisation that this would be difficult to arrange because the land to the east of the northern abutment is owned by the Edgewater Hotel. 	RMS is currently investigating a pedestrian connection under the bridge near the northern abutment. This connection currently appears to be unacceptably low, and unpassable, but this is subject to further design investigations. RMS is also investigating a pedestrian crossing in the vicinity of the existing bus stop on the north side of the crossing. RMS will provide more information on both these investigations late in 2013.
4.2.3	<p>North-south pedestrian access:</p> <ul style="list-style-type: none"> • Include a shared pathway on the 	RMS intends to provide a shared pathway on the bridge for pedestrians and cyclists.

Issue no.	Issue / feedback	RMS response / action
	bridge for pedestrians and cyclists.	
4.2.4	Pedestrian safety: <ul style="list-style-type: none"> Provide a safety barrier and handrail on the proposed bridge to improve safety for all users. 	RMS intends to provide a safety barrier and handrail on the bridge.
4.2.5	Pedestrian accessibility: <ul style="list-style-type: none"> Ensure that pedestrian pathways meet accessibility requirements. Pedestrian ramps at both ends of the proposed bridge. 	<p>RMS is currently investigating the pedestrian connections and will provide more information on these investigations late in 2013.</p> <p>RMS intends to provide pedestrian paths that meet accessibility requirements, but this level of detail, specifically the minimum grade requirement on all connections, can't be confirmed until detailed design is underway. This is currently planned for 2014.</p> <p>RMS intends to provide pedestrian paths at both ends of the proposed bridge.</p>
4.2.6	Include lighting at pedestrian crossing points.	RMS intends to provide street lighting at the Dolphin Point Road/Balmoral Road roundabout and at the new junctions on the northern approach.
4.2.7	Retain the existing bridge as a shared pathway for pedestrians and cyclists.	RMS has considered retaining the existing bridge and causeway and re-using them as a shared pathway and recreational facility. However RMS hydraulic engineers have advised that due to the introduction of embankments within the flood zone on both sides of the lake, the causeway should be removed to compensate for the loss of waterway caused by the new embankments.
4.2.8	Minimise the use of refuge islands in the design – they are not well used by the community and are perceived to be unsafe.	<p>RMS notes this feedback.</p> <p>New roundabouts would include pedestrian refuge islands to help safe crossings of the highway. A similar roundabout with similar pedestrian crossing islands can be found in the local area at the intersection of the Princes Highway and Deering Street in Ulladulla.</p>

4.3 Local amenity issues for businesses

Six issues were raised in relation to local amenity issues for businesses.

Issue no.	Issue / feedback	RMS response / action
4.3.1	Concern that the businesses on the north side of the bridge will suffer from reduced trade due to the loss of frontage and access.	<p>RMS notes this concern.</p> <p>To minimise the impact of the changed access arrangements on local businesses, RMS intends to develop plans for the public spaces around the shops on both sides of the bridge in consultation with Shoalhaven City</p>

Issue no.	Issue / feedback	RMS response / action
		Council and taking into account the feedback received during consultations to date. This plan will include appropriate signposting arrangements, additional parking spaces, landscaping improvements, and the potential to re-use the southern abutment of the existing bridge and the northern approach to the existing causeway, as recreational fishing platforms. RMS will also conduct an assessment of the socio-economic impacts of the proposal as part of the environmental impact assessment.
4.3.2	Concern that the businesses on the south side of the bridge will be negatively impacted by the proposed roundabout.	Please see response to 4.3.1
4.3.3	Suggestion to include a landscaped commercial zone in north side cul-de-sac with chairs and tables to encourage visitors.	Please see response to 4.3.1
4.3.4	Suggestion to relocate all local businesses to one commercial zone.	RMS notes this feedback.
4.3.5	Suggestion to improve local amenity for businesses on the south side of the bridge.	Please see response to 4.3.1
4.3.6	Comment that businesses are suffering in the local area, regardless of the proposal for a new bridge.	RMS notes this feedback.

4.4 Urban design and landscaping

22 issues were raised in relation to urban design and landscaping.

Issue no.	Issue / feedback	RMS response / action
4.4.1	Comment that the bus stops at both sides of the highway need to be retained.	RMS is currently investigating provision of bus stops on both sides of the highway and the lake. RMS will provide more information on these investigations late in 2013.
4.4.2	High level of support for the removal of the causeway to improve water flow and enable ecology to thrive. Only a few concerns about the removal of the causeway relating to the impact on wave action and erosion of natural sediment.	RMS notes this feedback.
4.4.3	Comments that planting native species and low shrubs/ grasses on the embankments on the proposed bridge will improve the bridge's attractiveness.	RMS notes this feedback. A landscaping plan will be developed as part of the project planning.

Issue no.	Issue / feedback	RMS response / action
4.4.4	Connect a cycleway on the proposed bridge to the existing cycleways to the north of the lake.	RMS intends to provide a shared pathway on the bridge for pedestrians and cyclists and to extend this north of the lake to the vicinity of Princess Avenue North.
4.4.5	Some comments that part of the causeway should be retained as a fishing platform and other comments that suggested fishing should be banned.	RMS would install signposting prohibiting fishing from the new bridge on safety grounds. RMS will examine the potential to re-use the southern abutment of the existing bridge and the northern approach to the existing causeway as recreational fishing platforms.
4.4.6	Concerns about the visual impact of proposed bridge: <ul style="list-style-type: none"> • It will obstruct businesses and residential views. • The concrete walls will sit out of the water. 	RMS acknowledges a new bridge built above the future 1 in 100 flood level will change the visual character of the area. RMS intends to design the new bridge in a way that minimises the appearance of 'bulk' in the structure. RMS will conduct a visual impact assessment of the proposed new bridge as part of the environmental impact assessment.
4.4.7	Suggestion that the inclusion of bus lay-bys (one near to MacDonald Parade and another at Dolphin Point Road) will improve traffic flow and safety.	Please see response to 4.4.1
4.4.8	Comments that the bridge width should be able to accommodate: <ul style="list-style-type: none"> • Four lanes on the bridge due to traffic chaos during peak holiday season. • An emergency lane. • Space to manoeuvre around broken down vehicles. 	The proposed new bridge and approaches are currently planned to have one lane in each direction. Providing two lanes in each direction over this 1.1 kilometre length would provide very little improvement to traffic capacity on the Princes Highway, as there is only one lane on either side of Burrill Lake. The nearest section of the Princes Highway with two through lanes is nearly 60 kilometres to the north, at Jervis Bay Road. The new bridge and approaches would have lanes that are 3.5 metres wide, with a 2.5 metre wide shoulder, or breakdown lane, outside each lane.
4.4.9	Positive feedback relating to design.	RMS notes this feedback.
4.4.10	Suggestion to include street lighting on the bridge.	RMS will investigate the potential need for lighting on the bridge.
4.4.11	Suggestion to include jumping mitigation measures.	RMS intends to provide a safety barrier and handrail on the bridge, which is in line with other new bridges in similar environments and with high pedestrian activity. The height of this barrier will be finalised in detailed design but is expected to be approximately 1.3 metres.
4.4.12	Comments that increased height was a good idea and a suggestion that the bridge needs to be high enough for	RMS notes this feedback. The height of the bridge has been driven by the need to provide the new bridge and road approaches

Issue no.	Issue / feedback	RMS response / action
	small boats to travel underneath.	<p>at a level that would allow them to remain free of floodwaters and open to traffic during predicted 1 in 100 year flood events. This will result in a significantly improved clearance between the water level and the underside of the bridge when compared to the existing bridge. The bridge structure and levels are still in design and therefore subject to change. The clearance will also vary at different points under the bridge and during different tides.</p> <p>The distance between the water and the underside of the bridge is likely to be between 1.8 metres and 2.5 metres at high tide (assuming a high tide water level of 0.8 metres AHD).</p>
4.4.13	Suggestion that a boat pier and canoeist platform should be included in the design.	Providing a pier is beyond the scope of the project. See response to 4.1.9
4.4.14	Suggestion to provide a safety barrier along the embankments to prevent cars from driving off the highway.	RMS is currently investigating the need to provide safety barriers in line with the guidance provided in Austroads <i>Guide to Road Design</i> , the national standard for road infrastructure. RMS will provide more information on these investigations late in 2013.
4.4.15	Request for new toilet facilities on the north side of the bridge.	Providing new toilet facilities on the northside of the bridge is beyond the scope of the project and would be a matter for Shoalhaven City Council to consider.
4.4.16	Suggestion that bridge signage should indicate the location of businesses to facilitate passing trade.	Please see response 4.3.1
4.4.17	Comment that utilities need to be hidden on the bridge.	RMS notes this feedback. Designs for utility relocations are currently scheduled for 2014, but it is likely that any relocated utilities would be contained within the new bridge structure and not generally visible.
4.4.18	Suggestion to include pelican spikes on lighting and power poles.	RMS notes this feedback.
4.4.19	Comment that recreational access needs to be retained.	RMS notes this feedback. Please see responses at 4.2
4.4.20	Comment that the length of the bridge should be decreased from 290m to 260m to reduce cost.	Please see response 4.2.5
4.4.21	Comment that there is too much emphasis on landscaping and beautifying the embankments and that interlocking concrete embankments are more appropriate.	RMS notes this feedback. For the purposes of concept design RMS has adopted 2:1 grassed batter slopes. During detailed design, currently scheduled for 2014, RMS will further investigate the potential for small retaining structures at limited locations,

Issue no.	Issue / feedback	RMS response / action
		particularly to the east of the northern approach.
4.4.22	Suggestion to provide additional space around the connection of Princess Avenue South and the Princes Highway to accommodate large vehicles.	Please see response 4.1.4

4.5 Noise impacts and mitigation measures

Five issues were raised in relation to noise impacts and mitigation measures.

Issue no.	Issue / feedback	RMS response / actions
4.5.1	Mixed responses about noise walls – some like noise walls and others do not.	RMS has conducted a preliminary noise assessment which is available on the project website. A noise survey undertaken as part of this assessment indicated that existing road traffic noise levels are at a level of acute impact. Once the concept design is finalised RMS will complete an operational noise assessment as part of the environmental impact assessment. This will determine any predicted changes in noise levels and whether mitigation measures should be considered. While the results of this noise assessment are not yet known, RMS does not currently consider the provision of large scale noise walls in Burrill Lake to be reasonable or feasible mitigation measures.
4.5.2	Comments that expressed no concerns that noise will increase and explaining that noise does not currently present an issue.	RMS notes this feedback.
4.5.3	Question as to whether the increased height of the bridge will increase noise levels.	Please see response 4.5.1
4.5.4	Question about whether any noise studies have been completed.	Please see response 4.5.1
4.5.5	Concern that noise travels across the lake.	Please see response 4.5.1

4.6 Other feedback

13 'other' issues that did not fit into the areas RMS sought feedback were raised.

Issue no.	Issue / feedback	RMS response / actions
4.6.1	<p>Concern about flooding:</p> <ul style="list-style-type: none"> Changes to the flow of water (due to the removal of the causeway) might have a negative impact on low lying properties. Concern that the potential flooding levels reported by the RMS are different to those reported by Council. Suggestion that the proposed cul-de-sac on the northern side of the 	<p>RMS has undertaken a range of preliminary hydraulic examinations, including flood modelling of the predicted impacts of removing the causeway. Although this modelling predicted negligible impacts on peak flood levels, RMS will complete a more detailed hydraulic assessment of the proposal once the concept design is complete.</p> <p>RMS notes the feedback regarding the cul-de-sac, which will be designed in full during</p>

Issue no.	Issue / feedback	RMS response / actions
	highway should double up as a wave barrier.	the detailed design, currently scheduled for 2014.
4.6.2	Positive feedback about the consultation and associated materials: <ul style="list-style-type: none"> The community update is impressive. The consultation imaging is clear. Impressed with the community information session. 	RMS notes this feedback.
4.6.3	Specific comments relating to property acquisition.	
4.6.4	Suggestion to extend the existing 60km/h speed zone further away from the bridge on both sides and reduce the speed to 50km/h in some areas.	RMS current intention is to retain the current 60km/h speed limit on the new bridge and approaches.
4.6.5	Safety concerns around the visibility of pedestrians crossing the existing bridge.	This feedback has been passed on to RMS road safety and traffic staff.
4.6.6	Comments that traffic congestion is an issue in the local area, particularly during peak season.	RMS notes this feedback.
4.6.7	Concern about the ground conditions near to proposed southern roundabout due to sewage pumping station.	RMS notes this feedback. RMS has initiated dialogue with Shoalhaven Water regarding potential changes to and impacts on their assets and facilities in the area, including the pumping station.
4.6.8	Comment that RMS must ensure hydraulic modelling is undertaken based on the removal of the causeway.	Please see response 4.6.1
4.6.9	Comments about the excellent contribution of the late Roy McDaniel in initiating the proposal to remove the causeway.	RMS notes this feedback.
4.6.10	Comments about whether the proposal is consistent with the proposals for the Ulladulla bypass.	The proposal is consistent with a future Milton Ulladulla bypass. The corridor reserved for this future bypass on the Shoalhaven City Council Local Environment Plan connects with the existing Princes Highway approximately 500 metres north of the limit of the currently favoured option.
4.6.11	Question about whether Council will contribute any funding to the project.	The NSW Government is funding the planning of the project. The Princes Highway is part of the state road network, under the care and control of the Roads and Maritime Service, a NSW Government agency.
4.6.12	Question about how long the construction period will last.	The construction period is currently estimated to be between 15 and 18 months, weather permitting.
4.6.13	Concern that the favoured option will lead to the social isolation of	RMS notes this feedback and will mitigate this by providing a design that retains

Issue no.	Issue / feedback	RMS response / actions
	properties in Princess Avenue South.	pedestrian connectivity across the highway to the west from Princess Avenue South. RMS will also conduct an assessment of the socio-economic impacts of the proposal as part of the environmental impact assessment.

5 Next Steps

RMS is considering the feedback received during the community engagement process and conducting design investigations in response. Once these investigations are complete RMS will update the community with details of any consequent changes to the currently favoured option. RMS currently anticipates providing this update and details of the refined proposal late in 2013

RMS will then display an environmental impact assessment for community comment in the first half of 2014.

Appendix A – Feedback received at community information sessions

Feedback received at community information sessions

Two community information sessions were held to support the consultation on RMS' currently favoured option for Burrill Lake Bridge.

Community information session details

Dates	Wednesday 29 May 2013	Monday 3 June 2013
Time	6.30pm to 8.30pm	
Venue	Burrill Lake Community Hall, Corner of Commonwealth and Princess Avenue	
Attendees	31 participants	24 participants (excluding 2 participants from 29 May 2013)

A total of 55 participants attended the community information sessions.

Purpose of the session

The objectives of the community information session were to:

- Explain and discuss the RMS currently favoured option.
- Explain and discuss the reasons why RMS needs to review the current Bridge crossing upgrade.
- Obtain community feedback on the favoured option.
- Provide information on the next steps in developing the favoured option.

Session agenda

Both community information sessions followed the same agenda, including three components:

- A short presentation to provide an overview of the purpose of the community information session (delivered by Renee Ridley, RMS Senior Communications Officer) and explain and discuss the currently favoured option (delivered by Adam Berry, RMS Project Manager).
- A question and answer session to provide an opportunity to respond to queries relating to the presentation.
- A workshop session to obtain feedback on some areas of specific interest to RMS.

As the purpose of the community information sessions was identical, the summary of discussions on the following pages provides a combined analysis of the key issues raised at both sessions.

Summary of issues raised during the question and answer sessions

The following questions were raised at the community information session on 29 May 2013:

Item	Comments / questions
1	<p>Comment: North-south pedestrian access</p> <p>The pedestrian access on the proposed bridge needs to provide sufficient protection from the highway</p>
2	<p>Comment: Northern intersection – proposed vehicular access at Princess Avenue</p> <p>The proposed access into both Princess Avenue North and Princess Avenue South should include a turning lane</p>
3	<p>Comment: Traffic speed</p> <p>The 60kph speed limit on the existing highway needs to be extended further to encourage drivers to slow down prior to proposed new intersections.</p> <p>Speeding trailers are a problem at the existing roundabout where the highway meets Wallaroy Drive.</p>
4	<p>Comment: East-west pedestrian crossing</p> <p>The design does not include sufficient crossing across the highway. There is concern that a refuge crossing would not be sufficient.</p> <p>Pedestrian access across the highway between Lions Park and the shops on the Southside of the highway is particularly important. The suggestion was made to have a pedestrian crossing under the southern abutment.</p>
5	<p>Question: Bus stop locations</p> <p>Where will the bus stops be relocated?</p> <p>Response: RMS will decide the location of the bus stops during the concept design stage.</p>
6	<p>Question: Highway Noise</p> <p>Have any studies relating to the sound distribution associated with the increased height of the bridge been undertaken?</p> <p>Response: At this stage, RMS has not undertaken any detailed noise monitoring. Noise mitigation measures will be considered following detailed noise monitoring, modelling and assessment. To minimise the visual impact of noise mitigation RMS will focus on individual properties rather than the construction of noise walls which are not considered reasonable or feasible in the circumstances.</p>
7	<p>Question: Land on the existing highway to the south of the Lake</p> <p>What will the area next to the southern abutment (existing highway) be used for?</p> <p>Response: RMS is open to suggestions for use. It could be utilised for additional parking. This will be worked through with council.</p>
8	<p>Question: Hydraulic modelling</p> <p>Has RMS done hydraulic modelling to consider the implications of removing the causeway on wave action?</p> <p>Response: RMS' preliminary hydraulic modelling is on the website as an appendix to the Preliminary Environmental Investigations report.</p>

The following questions were raised at the community information session on 3 June 2013:

Item	Comments / questions
9	<p>Comment: East-west pedestrian crossing</p> <p>There is an excellent example of an underpass in Melbourne where the pathway is lower than the water level which is held by a retaining wall.</p>
10	<p>Comment: Flooding</p> <p>There is a requirement of additional storm water pipes under the proposed roundabout on the south side of the highway to reduce the likelihood of the highway flooding</p>
11	<p>Question: Causeway'</p> <p>How old is the causeway?</p> <p>Response: The causeway dates back to the 1880s.</p>
12	<p>Questions: Funding</p> <p>Will Council contribute any funding to the project?</p> <p>Response: The project would be fully funded by the NSW Government.</p> <p>How much will it cost?</p> <p>Response: Detailed cost estimates have not been completed on the current proposal but it is expected to be more than \$25 million.</p>
13	<p>Questions: Length of construction</p> <p>How long is the construction likely to take?</p> <p>Response: Once started, it is anticipated it will take approximately 15 to 18 months.</p>
14	<p>Question: Retaining existing bridge as a shared pathway</p> <p>Why can't you retain the bridge as a shared footpath and cycleway?</p> <p>Response: The bridge is experiencing a weakening of the concrete columns that support it so must be removed. RMS also intends to remove the causeway for hydraulic/flood related reasons.</p>
15	<p>Question: Hydraulic modelling</p> <p>Has RMS done hydraulic modelling to consider the impact of the removal of the causeway to the properties that border the lake?</p> <p>Response: RMS' preliminary hydraulic modelling is on the website as an appendix to the Preliminary Environmental Investigations report.</p>
16	<p>Comment: Northern intersection – proposed vehicular access at Princess Avenue</p> <p>The proposed access into both Princess Avenue North and Princess Avenue South should include plenty of space for vehicles queuing to enter the highway</p>
17	<p>Comment: Parking</p> <p>Provide sufficient parking for businesses on the northern intersection.</p>

Item	Comments / questions
18	<p>Question: Bridge width</p> <p>The bridge currently only has two lanes. Is it wide enough to take four lanes if there is future demand for a wider bridge?</p> <p>Response: The new bridge would be constructed with a 3.5 metre wide lane in each direction and 2.5 metre shoulders. Given this matches the capacity on the Princes Highway as far north as Jervis Bay Road, this will be adequate capacity. The bridge would also be consistent with a future Milton Ulladulla bypass.</p>
19	<p>Question: North-south pedestrian access</p> <p>Will a pedestrian safety barrier be included in the bridge design?</p> <p>Response: RMS will investigate options for including a pedestrian safety barrier on the proposed bridge</p>
20	<p>Comment: Visual impact</p> <p>Please allow space under the bridge above the water line so that resident views aren't blocked.</p>

Summary of issues raised during the workshop session

During the workshop session participants were asked to consider the following key issues:

- Parking and vehicular access arrangements.
- Pedestrian access arrangements.
- Local amenity issues for businesses.
- Urban design and landscaping.
- Noise impacts and mitigation measures.
- Other areas for feedback.

The number of comments for each issue raised is based on a total number of **ten tables** of between five and eight participants, across both the 29 May 2013 and 3 June 2013 community information sessions.

1. Parking and vehicular access arrangements

Item	Issue	Number of comments	Example comments
21	Parking	9	<ul style="list-style-type: none"> • Reclaim the area next to the southern abutment for parking • Parking on MacDonald Parade is particularly well used at present • Parking required near to highway for parents dropping kids off at bus stops for school • Extra parking would be ideal for businesses, residents and visitors • Pleased with the opportunities for parking • Parking is the biggest concern for businesses
22	Provision of a roundabout at the	8	<ul style="list-style-type: none"> • Construct a roundabout for traffic from Princess Avenue and MacDonald Parade to improve access and reduce impact businesses on the north side

Item	Issue	Number of comments	Example comments
	proposed northern intersection		
23	Supportive of the proposed southern roundabout but had suggested amendments to design	6	<ul style="list-style-type: none"> • Include a parking area in between the proposed new highway and exit for Balmoral Road • Ensure there is plenty of space for a truck to turn – concerns that trailers will need more room to access businesses • To improve pedestrian access don't include an exit at Dolphin Point Road, this area can be accessed via the Wallaroy Drive roundabout • Provide sufficient deflection on the roundabout to slow traffic to a safe speed
24	Northern intersection – provide turning lanes for Princess Avenue North and South	3	<ul style="list-style-type: none"> • Provide a left and right turn into Princess Avenue North and South • Provide traffic lights for vehicles turning in and out of Princess Avenue north and south
25	Positive comments about the proposed southern roundabout	3	<ul style="list-style-type: none"> • The proposed southern roundabout improves access to residents at Dolphin Point Road • The proposed southern roundabout will help with traffic flow for buses and vehicles turning off and onto the highway
26	Suggestions for use of the area on the existing south side of the highway	3	<ul style="list-style-type: none"> • Suggestion that the area to the southern side of the highway (on the existing highway) be used as a turning and parking area • There is a house for sale next to the area that could be acquired to create additional space for trucks turning
27	Turn into Balmoral Road	1	<ul style="list-style-type: none"> • Question as to whether the turn into Balmoral Road is wide enough to take a bus or a caravan
28	Move the bridge to the west	1	<ul style="list-style-type: none"> • Concern about the impact on properties to the east of the highway, specifically properties at Princess Avenue South. Reduce impact on residents on the north side rather than businesses

2. Pedestrian access arrangements

Issue no.	Issue	Number of comments	Example comments
29	East-west pedestrian access on the southern side of the bridge	9	<ul style="list-style-type: none"> • Suggestion to provide pedestrian access between Lions Park and the southern shops under the southern bridge abutment • Comment that Lions Park is used as a rest area for truck drivers • Lions Park to southern shops is a very popular

Issue no.	Issue	Number of comments	Example comments
			<p>crossing point for school children</p> <ul style="list-style-type: none"> There is an excellent example of a pedestrian crossing below the water line at the canal off Port Phillip Bay in Melbourne.
30	East-west pedestrian access on the northern side of the bridge	6	<ul style="list-style-type: none"> Provide pedestrian access at the proposed northern intersection for residents to access the beach Provide pedestrian access under the northern abutment next to the Lake Access on the northern abutment will be difficult because the land is owned by the Edgewater Hotel
31	North-south pedestrian access	5	<ul style="list-style-type: none"> Create a shared pathway for pedestrians and cyclists across the bridge The bridge needs pedestrian access to the north and south side Provide a pathway across the lake and behind the businesses on the north side to beautify the area and improve pedestrian access
32	Pedestrian safety	6	<ul style="list-style-type: none"> Provide a safety barrier and handrail on the bridge Concern about safety of school children crossing the highway
33	Pedestrian accessibility	3	<ul style="list-style-type: none"> Ensure that pedestrian pathways meet accessibility requirements Provide pedestrian ramps up the bridge
34	Lighting at pedestrian crossings	3	<ul style="list-style-type: none"> Ensure pedestrian crossing points are well lit. Very hard to see people crossing the road at the moment. If the suggestion for an underpass is progressed then it will need to be well lit
35	Retain the bridge as a shared cycleway and footpath	1	<ul style="list-style-type: none"> Retain the causeway as a shared cycleway and footpath to improve safety
36	Refuge islands aren't safe	1	<ul style="list-style-type: none"> The refuge islands aren't well used because there has been accidents in the area in the past

3. Local amenity issues for businesses

Issue no.	Issue	Number of comments	Example comments
37	Concern about the impact on north side businesses	4	<ul style="list-style-type: none"> Concern that the shops on the northern side of the bridge will suffer from reduced trade due to the loss frontage and easy access.
38	Suggestion to improve local amenity near to north side	3	<ul style="list-style-type: none"> Provide a landscaped commercial zone in north side cul-de-sac with chair and tables for businesses to encourage trade The fish and chips shop and bottle shop were both identified as business that might suffer

Issue no.	Issue	Number of comments	Example comments
	businesses		
39	Relocate businesses to one area	2	<ul style="list-style-type: none"> Relocate all businesses to one commercial zone Relocate all businesses to north side of bridge
40	Impact on south side businesses	2	<ul style="list-style-type: none"> Improved amenity for businesses on the south side of the proposed bridge

4. Urban design and landscaping

Issue no.	Issue	Number of comments	Example comments
41	Bus stops	7	<ul style="list-style-type: none"> Bus stops need to be retained because the bus is well used by school children
42	Supportive about the proposed removal of the causeway	6	<ul style="list-style-type: none"> Remove the causeway to improve water flow and ecology – the water becomes smelly because of poor flow at present Hydraulic modelling relating to changed wave action associated with the removal of the causeway is essential Concern that the removal of the causeway might have an impact on the natural sediment material in the lake
43	Flora	5	<ul style="list-style-type: none"> Plant native species Low shrubs and grasses
44	Cycleways	4	<ul style="list-style-type: none"> Connect a cycleway on the proposed bridge to the Council planned cycleway to the north of Burrill Lake Provide a cycleway on the western side of the bridge so it is easily connected to the existing cycleway
45	Fishing areas	4	<ul style="list-style-type: none"> Retain part of the existing bridge or the causeway for as an area for fishing Stop people fishing on the existing bridge
46	Visual impact of proposed bridge	4	<ul style="list-style-type: none"> Concern about the loss of views from Café Brill (and others) as bridge / embankment in the way Concern about the visual impact for surrounding residential properties The higher the bridge the better because a low bridge 'looks worse' Would prefer some the bridge walls to be covered by water – reduce the height as much as possible
47	Bus lay-bys	3	<ul style="list-style-type: none"> Provide bus bays – perhaps one near to MacDonald Parade and another at Dolphin Point Road
48	Bridge width	3	<ul style="list-style-type: none"> Allow space for four lanes on the bridge due to traffic chaos during peak holiday season Allow space for an emergency lane Provide enough space for vehicles to manoeuvre around broken down vehicles
49	Positive	2	<ul style="list-style-type: none"> The design look great – supportive of the proposed

Issue no.	Issue	Number of comments	Example comments
	feedback relating to design		bridge
50	Lighting on bridge	2	<ul style="list-style-type: none"> Provide street lighting on the bridge
51	Jumping mitigation	2	<ul style="list-style-type: none"> Ensure the bridge is design to prevent jumping of the side of the bridge
52	Bridge height	1	<ul style="list-style-type: none"> Should be high enough for small boats to go under
53	Canoe access	1	<ul style="list-style-type: none"> Provide an area for canoeists to tie up their canoes near to the southern shops.
54	Safety barrier for cars	1	<ul style="list-style-type: none"> Provide safety barrier for cars in case they drive off the highway
55	Toilets	1	<ul style="list-style-type: none"> Provide new toilet facilities on the north side of the bridge
56	Signage	1	<ul style="list-style-type: none"> New signs leading up to the new bridge should indicate the location of businesses to facilitate passing trade
57	Utilities	1	<ul style="list-style-type: none"> Hide the utilities along the bridge
58	Fauna	1	<ul style="list-style-type: none"> Add pelican spikes to lighting and power poles

5. Noise impacts and mitigation measures

Issue no.	Issue	Number of comments	Example comments
59	Noise mitigation measures	2	<ul style="list-style-type: none"> Construct noise barriers along the proposed bridge (e.g. Like Lake Kiama Bypass – perspex) Don't construct a noise wall
60	Unlikely to increase	2	<ul style="list-style-type: none"> Noise currently isn't a problem and it is unlikely to cause a problem The vegetation on the embankment on the proposed bridge is likely to reduce noise in the long run
61	Height increase	1	<ul style="list-style-type: none"> Concern that the increased height of the bridge will raise noise levels at the bridge
62	Noise travelling across the lake	1	<ul style="list-style-type: none"> Truck noise travels across the lake

6. Other feedback

Issue no.	Issue	Number of comments	Example comments
63	Flooding	8	<ul style="list-style-type: none"> Concern that the removal of the causeway might increase the chances of flooding Specific concern about flooding of properties on the northern side of the bridge Suggestion that the proposed cul-de-sac on the existing highway could double up as a wave barrier

Issue no.	Issue	Number of comments	Example comments
			<ul style="list-style-type: none"> The flood levels reported by RMS appear different to those reported by Council
64	Traffic speed	4	<ul style="list-style-type: none"> Reduce the speed limit from 60kph to 50kph along the Bridge Extend the speed 60kph further away from the bridge in both directions, its unsure for pedestrians crossing the road, particularly on the north side where people access the beach pathway
65	Safety on existing bridge	2	<ul style="list-style-type: none"> Sight lines are poor at present, hard to see pedestrians crossing in the distance The fencing on the existing bridge is unsafe
66	Traffic congestion	1	<ul style="list-style-type: none"> Traffic congestion is an issue during peak season – Summer and Autumn
67	Ground conditions	1	<ul style="list-style-type: none"> Concern about quality of soil near to proposed southern roundabout due to sewage pumping station
68	Hydraulic modelling	1	<ul style="list-style-type: none"> Ensure that hydraulic modelling is produced based on the removal of the causeway

Appendix B – Individual feedback

Individual feedback

Individual feedback included comments emailed to the project team, verbal submissions given at one-to-one meetings and feedback forms received following the community information sessions.

There were a total of 34 submissions. Within these submissions 34 individual issues were raised. Submissions were received from the following 9 stakeholders or impacted property landowners.

Issues have been grouped under the categories RMS sought feedback about, including:

1. Parking and vehicular access arrangements
2. Pedestrian access arrangements
3. Local amenity issues for businesses
4. Urban design and landscaping
5. Other feedback.

1. Parking and vehicular arrangements

Issue no.	Issue	Number of comments	Example comments
1	Supportive of the proposed southern roundabout but had suggested amendments to design	6	<ul style="list-style-type: none"> • Suggestion that consideration be given to raising the height level of new proposed roundabout and moving route further to the east to make straight alignment on the southern exit of the roundabout to the existing highway. • ‘Consider the removal of the proposed Dolphin Point Road roundabout exit as access is already provided via a Link Road into Dolphin Point village area.’ • ‘The roundabout on the southern side of the new bridge needs to be located a little further south of the bridge.’ • ‘The Princes Highway on the southern side approaching that roundabout (between the Bridge and the roundabout) needs to be moved over in an easterly direction, to allow access from that roundabout, to a road (using a section of the old highway) to lead northerly into Burrill Lake residential area.’ • Concern that there is no direct connection to McDonald Parade. • ‘The roundabout proposed for the southern end can be done without the new Balmoral Road connection’. Comments suggest the inclusion of a direct entrance to Balmoral Road from the highway– ‘Balmoral Road is the one and only arterial link to all other streets.’ Access to the Caravan Park would be via Balmoral Road.
2	Northern intersection – provide turning lanes	2	<ul style="list-style-type: none"> • Concern that upgraded intersection onto highway from Princess Avenue North should be able to cater for caravans and other turning movements.

Issue no.	Issue	Number of comments	Example comments
	for Princess Avenue North and South		
3	Parking	2	<ul style="list-style-type: none"> • 'It just needs a few refinements regarding parking.' • Suggestion for additional parking for the beach on the north side of the Bridge.
4	Move the bridge to the west	2	<ul style="list-style-type: none"> • 'The road alignment currently vetted is too far east. The overview shown to the public has a red dashed line on it. The Legend has it as 'indicative new road boundary'...'The red dashed line needs to go west ward at least seven metres in order to dissect the northern rear corner of Lot 379, instead of dissecting the common rear corners of Lots 377 and 378.'
5	Suggestions for use of the area on the existing south side of the highway	2	<ul style="list-style-type: none"> • 'The turning area at the end can be offset to a position next in line of the south side of 107 Princes Highway as well as bolstering the corner of that block as it borders the lake.'
6	Positive comments about the proposed southern roundabout	1	<ul style="list-style-type: none"> • 'The new roundabout will slow speed entering on south side and improve entry into Balmoral Road.'
7	Positive comments at the proposed northern intersections at Princess Avenue North and South	1	<ul style="list-style-type: none"> • 'New connection from McDonald Parade to Princess Avenue North is meritorious. It would enhance the safe and regular movement.'
8	Against the proposed roundabout	1	<ul style="list-style-type: none"> • 'No roundabouts are actually needed in the project and in addition of 97 Princes Highway to other purchases already billeted brings a total loss in the region of a million dollars'...'There is already a roundabout not some 300 metres away to the south.' The comment was made that the intersection of Dolphin Point Road and Princes Highway functions ideally as it is.
9	Direct access to Balmoral Road and a mini-marina	1	<ul style="list-style-type: none"> • Suggestion that 'the end of Balmoral Road, where it now connects to the existing Princes Highway could be extended by some thirty metres'...'the space between the old bridge and new connection would be utilised for fishing and mooring'.... 'Across from said mini marina would be a parking area.'
10	Include bay	1	<ul style="list-style-type: none"> • 'The west side of Dolphin Point Road connection,

Issue no.	Issue	Number of comments	Example comments
	to west of Dolphin Point Road connection		adjacent to Putt Putt Golf range is the suitable position for a sizeable bay to take the long distance coaches, which frequent the site. With the breadth and depth of the bus bay, made available from the new alignment, these heavier vehicles could turn in to and out of it, coming either from the south or the north.'

2. Pedestrian access arrangements

Issue no.	Issue	Number of comments	Example comments
11	East-west pedestrian access	11	<ul style="list-style-type: none"> • Request for pedestrian connection between Lions Park and the shops to the south being maintained. • 'Very keen to understand what pedestrian crossing is proposing from Lions Park to the shops' • Suggested a pedestrian access underneath the bridge abutment 'Consideration needs to be given to the frequency of pedestrian movements across the highway, both on the southern and the northern side, both to access shops and walk to the beach and park facilities.' • 'Provide a pedestrian crossing on the north side of the bridge with a pedestrian island, OR a pedestrian crossing with lights, located between the bridge and the Macdonald Parade intersection.' • 'Raise the level of the bridge and provide a pedestrian underpass under the northern end of the new bridge to improve beach access and access to the shops. The area resumed could be formed into an attractive garden area with water absorption pits to allow bridge run-off water to be absorbed slowly.' • 'Pedestrian safety is already a matter of concern to many residents. This is partly due to the awkward location of the current crossing place with pedestrian refuge island, and also due to the fact that a large number of drivers appear to ignore speed limits. It would seem that higher level bridge approaches, wider carriageway and future increased usage will increase the risk.' • Request for refuge island on the north side of the Bridge. • Comment that 'it is only a matter of time before there is a tragedy here (even with current conditions) considering the numbers of children, many with bikes crossing in this area.' Suggestion that a bypass would improve pedestrian safety.
12	North-south pedestrian access	6	<ul style="list-style-type: none"> • Suggested that consideration be given to a suspended platform from the new bridge on the eastern elevation to take pedestrian traffic in both directions – width would need to be in compliance

Issue no.	Issue	Number of comments	Example comments
			<p>with AS1428 (1500mm – 1800mm wide)</p> <ul style="list-style-type: none"> • ‘We would definitely use both cycle and pedestrian access ways over the lake and I think that many others would also use it - see the building for example of the continued cycle and pedestrian footpaths currently underway from Ulldulla to Burrill. I would support any placement of these that allows a healthy lake and safety for users.’ • ‘Bring on the new bridge immediately, and make the original bridge a walkway, cycleway and one lane for residents.’ • ‘As someone who loves walking, I would be grateful for any improvement on walkways on and around the bridge.’
13	Pedestrian accessibility	3	<ul style="list-style-type: none"> • ‘Compliance with AS1428 Design for access and mobility; considering a large number of elderly people in the area use electronic motorised transport and wheelchair mobility aid.’ • Comment that Burrill Lake has a high percentage of older people as permanent residents, and a large number of children need to cross the highway at holiday time.

3. Local amenity issues for businesses

Issue no.	Issue	Number of comments	Example comments
14	Concern about the impact on north side businesses	3	<ul style="list-style-type: none"> • Expressed interest in making the north side shopping precinct a destination. Indicated some concern about the potential impact of the loss of highway trade. • Concerned that the favoured option ‘sterilises the commercial strip on the northern side of the bridge. Raising the road 1.6m above businesses will remove the business frontage and impact on the revenue of businesses.’ Specific concern that it will have a significant impact on the bottle shop business located in that strip and the approved tavern site. • Concern that RMS budget constraints are the reason why a roundabout is not included in the design on the north side of the bridge and that cost cutting has a negative impact on the lives of the business owners and employees in doing so. Suggested the inclusion of a roundabout to improve access to north side businesses.
15	Concern about the impact on south side businesses	1	<ul style="list-style-type: none"> • ‘My main concern is the proposed southern roundabout will affect businesses e.g. Post Office, Newsagency, Supermarket, Café coffee shop.’

Issue no.	Issue	Number of comments	Example comments
16	Comment that business activity is minimal, regardless of proposed bridge	1	<ul style="list-style-type: none"> • 'Business activity on the short stretch is positively minimal at most to the point of non-existent much of the time... any trade is limited to only a few seasonal occasions, and is transient at best.'

4. Urban design and landscaping

Issue no.	Issue	Number of comments	Example comments
17	Supportive about the proposed removal of the causeway	8	<ul style="list-style-type: none"> • Comments that indicate the community are pleased with the suggestion to remove the causeway • 'A new bridge without the causeway. Yipeeeee fantastic news.' • 'I would like to see the existing bridge and causeway removed so the Lake can work naturally.' • 'You need to remove the causeway for the lake to breath and move. This is the problem with flooding, sand build up at the entrance, weed & rubbish left around the foreshores. When it rains heavily, which we have seen recently the lake reaches its peak and home owners are flooded.' • 'Most importantly improved water movement through this "neck" in the lake.' • 'If we retain the causeway we are defeating the purpose of the construction of a new bridge. It will be much safer than it is now – well done guys.' • 'It looks great, not before its time I just hope that it gets funding.' • 'I am extremely pleased with the design and hope it is accepted.... Go for it, the sooner the better.'
18	Positive feedback relating to design	4	<ul style="list-style-type: none"> • 'The current proposal looks good.' • 'I fully support the proposal as outlined in the document.' • 'Good luck with the progress, if it moves ahead as good and fast as the Gerringong Bypass I feel sure there will be a lot of happy local people.' • 'Basically I think it is a great idea.'
19	Bus stops	3	<ul style="list-style-type: none"> • 'Buses no longer stop at the bus stop on the south-east side and instead buses turn left at Dolphin Point Road and re-enter the highway at Wallaroy Drive, before heading north and dropping off on the south-east side, at the Putt Putt.' • 'Bus stops on the northern side of the bridge have to be moved. Two would do, each of the western side of the highway.'
20	Bridge height	2	<ul style="list-style-type: none"> • Acceptance that RMS is working with a design level of 3m but question the additional add-on level for the sea level rise for the road.

Issue no.	Issue	Number of comments	Example comments
			<ul style="list-style-type: none"> • Comment that increased bridge height is a good idea.
21	Bridge length	2	<ul style="list-style-type: none"> • ‘The new bridge doesn’t have to be approximately 290 metres in length it can be significant shorter, at around 230 metres maximum, greatly lessening the cost and also complexity.’
22	Boat pier	1	<ul style="list-style-type: none"> • Suggestion for a boat drop-off pier on the south side of the Bridge.
23	Lake access	1	<ul style="list-style-type: none"> • Expressed interest in maintaining access to the lake.
24	Bridge width	1	<ul style="list-style-type: none"> • ‘Is the proposed single lane Bridge is sufficient to cope with future growth.’
25	Embankment	1	<ul style="list-style-type: none"> • ‘The sloping edges of the raised portions of the new through road ought to be more sheer, in the form of interlocking concrete batten style back filled and with protective armco barrier the full length on both sides... Too much emphasis has been places on landscaping and/or beautifying the sites of the highway.’
26	Include parking at Princess Avenue South	1	<ul style="list-style-type: none"> • ‘Space around the connection of Princess Avenue South and the Princes Highway is vital for accommodating the use of and parking arrangements for large vehicles with boats and other trailered vehicles, some of which can be very big.’

5. Noise impacts and mitigation measures

Issue no.	Issue	Number of comments	Example comments
27	Noise impacts	2	<ul style="list-style-type: none"> • ‘Concerned about noise impacts of the alignment being moved closer to the properties on Princess Avenue South’ • ‘Just make sure the acoustic noise impacts does not increase and please get the funding to get going.’

6. Other feedback

Issue no.	Issue	Number of comments	Example comments
28	Positive feedback about consultation and associated materials	6	<ul style="list-style-type: none"> • ‘I am impressed with the community update May 2013 document on Burrill Lake Bridge. It is in my opinion very clear what is proposed.’ • ‘I attended the community consultation meeting held at the Burrill Lake Community Hall last night, relating to the proposal to build a new Princes Highway bridge over Burrill Lake. I do thank the Roads and Maritime Service for the opportunity to contribute our views on this matter and for the extremely professional way the meeting was conducted.’

Issue no.	Issue	Number of comments	Example comments
			<ul style="list-style-type: none"> Request for consultation images – ‘A picture paints a thousand words and both these images will give our board a good understanding of the strength of the project you are proposing.’ ‘Seeing these plans in picture form was a very good idea by someone in your department and I thank you for the way you and your staff have handled this operation. It conveys a feeling of trust between the parties involved. Please extend our thanks to your staff.’ ‘I was impressed with the consultation process on 29 May 2013.’ ‘I would like to congratulate Adam Berry for his very professional and very interesting explanation regarding our options. Good luck with it all and thank you for keeping us all informed.’
29	Property acquisition	6	<ul style="list-style-type: none"> Submissions regarding property acquisitions generally involve information that is protected by Privacy legislation.
30	Flooding	3	<ul style="list-style-type: none"> Concern that the Bungalow Park Big Four Tourist Park has periodically been inundated by flood-water which floods part of the highway. Concern that these events will occur more frequently with global warming and rising sea-levels unless adequate provision is made under the proposed roundabout, the water will be effectively dammed by the road-works, exacerbating the flood risk to all low-lying Burrill Lake properties. ‘My understanding is that the anticipated 1% flood levels are somewhat higher than mentioned at the community information session.’ ‘We must have a bridge that will stand up to climate change and subsequent flooding bound to eventuate in the near future.’
31	Contribution of the late Roy McDaniel in the removal of the causeway	3	<ul style="list-style-type: none"> ‘I hope you understood the amazing contribution that Roy McDaniel made to your project because if wasn’t for him, both of us wouldn’t be even here talking about the Bridge and him. Roy took part in a highway blockade 16 years ago and disbanded the highway blockade on the word of the RMS who advised that a new bridge would be constructed in the future.’ ‘The naming of the new Burrill Lake Bridge, in acknowledgement and in memory of the late Roy McDaniel - an inspirational and pioneer local community agitator who was a tireless advocate in preserving the life and flow of Burrill Lake. There has never been a greater spokesperson and fighter in defending the future of Burrill Lake, which today, is enjoyed by hundreds of thousands of people.’
32	Milton	3	<ul style="list-style-type: none"> Question about whether the proposal was

Issue no.	Issue	Number of comments	Example comments
	Ulladulla bypass		<p>consistent with the future Milton Ulladulla bypass.</p> <ul style="list-style-type: none"> • 'I am interested to know has the Ulladulla Bypass link-up been considered in these Bridge considerations.'
33	Traffic speed	2	<ul style="list-style-type: none"> • Suggestion to provide more adequate traffic-calming infrastructure on the Wallaroy Drive roundabout. 'This will prevent vehicles from driving through the roundabout in excess of 80kph and maintaining this speed through the village, as appears to happen regularly at the current time.' • Concern that the traffic heading north get very abusive to people trying to enter or leave Canberra Crescent. Comment there has been a number of accidents. Suggestion that the speed limit should be reduced from 80kph to 60kph until all traffic is well away from this intersection for the safety of everyone. Request for a traffic inspector to check this situation.
34	Constriction timescales	1	<ul style="list-style-type: none"> • 'Can you please give your best estimate as to when construction would commence?'
35	Concern about social exclusion	1	<ul style="list-style-type: none"> • 'The 'currently preferred option' has not addressed the issue of several young families residing at Princes Avenue South and on the highway at 97. Dislocation and displacement would result.'