

MINUTES

Burrill Lake Co-Design Committee - Meeting Six (final meeting)

Date	23 November 2021		
Time	5:30pm – 9:41pm		
Venue	Ocean View Room, Mollymook Golf Club & Microsoft Teams		
Chairperson	Julian Watson (JW), Transport for NSW (Transport)		
Committee Members	Andrew Destry	AD	Transport
	Julie Lacy	JL	Transport
	Scott Wells	SW	Shoalhaven City Council
	Peter Johnston	PJ	Shoalhaven City Council
	Ian Carroll	IC	Burrill Lake Community Association
	Barrie Wilford	BW	Milton Ulladulla Historical Society
	David Swarts	DS	Lake Tabourie Ratepayers and Residents Association
	Cheryl McMahon	CMc	Resident
	Richard McLoughlin	RMc	Resident
	Ron Cox	RC	Resident
	Simone Chee	SC	Resident and business owner
	Kirra Dowling	KD	Resident and business owner (online attendee)
	Niree Creed	NC	Lions Club and Farmers at Burrill Markets (online attendee)
Additional attendees	Tricia Wunsch	TW	KJA – Lead Facilitator
	Nicky Sutherland	NSu	KJA - Secretariat
	Nicole Stevenson	NS	Transport – Subject Matter Expert
	Sarah Webb	SW	Transport – Subject Matter Expert
	Scott Ferguson	SF	Transport – Subject Matter Expert
	David Norman	DN	Transport – Road Design SME
	Graham Roche	GR	Transport – Environment SME
	Peter Hawkins	PH	Transport – Subject Matter Expert
Apologies	Veronica Kooyman	VK	KJA – Facilitation and Secretariat Support
	Paul Mitchell	PM	Ulladulla & Districts Community Forum

These minutes are a summary of the Committee's discussions with no reference to any specific characteristics of the alignments under review, which Transport deems to be currently confidential. The community will be provided with a detailed report at the conclusion of the Co-Design process, including the Committee's recommendations.

1.	Welcome – Julian Watson
1.1	<ul style="list-style-type: none"> • Meeting open and welcome • Acknowledgment of Country
2.	Meeting agenda, actions and Committee correspondence – Tricia Wunsch (Facilitator)
2.1	<p>The Facilitator outlined the agenda. This included a change whereby the assessment would be divided into two parts:</p> <ul style="list-style-type: none"> • Part A: Assessment of the Milton Ulladulla bypass (MUb) southern connection • Part B: Assessment of the options to upgrade the Princes Highway through Burrill Lake. <p>Transport advised the MUb southern connection options were presented using the B0 option for the Burrill Lake alignment for consistency.</p> <p>A review of the outstanding actions was provided.</p> <p>JW advised the Committee the correspondence log will not be made available as part of the minutes.</p>
2.2	<p>The Committee was invited to ask questions. The following topics and concerns were discussed:</p> <ul style="list-style-type: none"> • A concern was raised that assessing the two parts separately would be problematic, however, the Committee agreed to Transport's approach with an understanding it could be revisited if it became problematic. • A comment stated Transport responses to the action log have not been included within the minutes to date. Transport agreed to provide the action logs as presented at each meeting. • A Committee member questioned whether an action to provide details of Transport owned property south of the Burrill Lake Bridge had been closed. Transport advised it had verbally provided a response at meeting five and confirmed Transport own a small portion of land that was acquired as part of the new bridge project and is now road reserve. Transport confirmed they do not own any property for the purposes of this project south of the bridge. • A Committee member enquired if the additional information requested at meeting five regarding emergency management and potential noise impacts associated with each had been provided. Transport confirmed the information was updated within the presentation slides provided to the Committee after meeting five. Transport also confirmed that there is opportunity to further discuss at this meeting.
2.3	<p>Actions:</p> <ul style="list-style-type: none"> • Transport to provide the action logs shown within the presentations to the Committee. <p>Provided with the minutes from meeting six. Action closed.</p>
3.	Recap of criterion and weightings – Julian Watson and Andrew Destry

3.1	<p>The Chair provided a recap of the five criterion to assess the options against:</p> <ul style="list-style-type: none"> • Safety • Resilience • Liveability • Sustainability • Connectivity and Accessibility <p>The Facilitator explained Committee members should individually decide how much weight to assign against each of the five criterion, based on their individual values. Those weightings should be consistent across all options.</p> <p>Transport explained the weighting spreadsheet and provided an example.</p> <p>Transport introduced their subject matter experts in attendance who were available for Committee questions as the meeting progressed.</p>
3.2	<p>The Committee was invited to ask questions. The following topics and concerns were discussed:</p> <ul style="list-style-type: none"> • A Committee member asked if members could score a null or a dash in the place of a zero and commented a zero would skew the result. Transport responded the design of the spreadsheet would not lead to the results being skewed by inputting a zero. • The Facilitator reminded the Committee there will be time for qualitative discussion and assessment in addition to the scorings to assist with their assessments. • A question was asked if inner / outer west options were in scope to which Transport confirmed again western options are not within the scope of this Committee. • A Committee member wanted an opportunity to influence others and be influenced through debate to determine the weightings. The Facilitator asked the Committee to vote if they wanted an open discussion for weightings. Seven votes were counted in the room (and online) which carried the vote to discuss the weightings. • A discussion on safety commenced and a Committee member stated they trusted Transport's road design engineers to design a safe road and had prioritised other criterion above safety. Another Committee member confirmed they were also leaving safety to the engineers. Statements were made suggesting options separating local and highway traffic would be considered safer. • An opinion was sought from the Chair for how he might weight the criterion for assessment. The Chair explained that the normal process for determining weighting for assessment of project option varies based on the desired outcome (i.e. objectives) of the project e.g. travel time savings or safety near to a school. It is expected traffic efficiencies will be an outcome of the intersection of the proposed Milton Ulladulla bypass and the Princes Highway. Given the nature of the values and concerns expressed by the Committee members throughout this process, the Chair considered sustainability to be important alongside liveability, for the options through Burrill Lake. • A concern was raised that weightings decided by individual Committee members would be superseded if Transport did not agree with the Committee's recommendation, making the assessment process a waste of the Committee's time. Transport responded that the co-design process is designed to allow the Committee to provide Transport with the views of the wider community, and weightings should be based on the Committee's values, not Transport's.

	<p>Committee members deciding their own weightings will form one element of how the Committee demonstrates their support or opposition for each option.</p> <ul style="list-style-type: none"> • The Facilitator confirmed the deliberations of the Committee would be transparent in the final report and the Committee's recommended preferred options would be featured in the final report. The Chair confirmed that if the Committee's recommended preferred option is not endorsed by Transport this would be communicated in the Co-Design final report. • A Committee member stated they did not believe any of the options would be viable for the community and did not wish to proceed with the scoring. The Facilitator provided an example of an outcome of a Co-Design project in a different location (within Transport's West Region), whereby two committee members did not support any of the options presented. In this example, the committee agreed on a preferred option, noting, 'doing nothing' was not an option. This sentiment was included in the final report as an outcome. The Facilitator suggested a similar approach could be adopted for this Co-Design process. • A Committee member enquired if Transport is obliged to select and move forward the Committee's preferred option. The Chair responded that the opinions and ideas provided by the Committee throughout this process have been collated. Transport will consider the Committee's recommendations and how these elements help achieve the project objectives. Once identified, Transport will display the preferred option to the wider community for feedback. • A Committee member stated Committee members will be blamed by the community for not obtaining a better outcome within this process. • A question to the Transport road design expert asked which design is preferential from a safety perspective. He responded there are challenges with all designs and Transport will work on the options to ensure optimal safety outcomes. • The Chair asked if there were any questions for the other criterion, to which there were none.
3.3	<p>The Facilitator invited the Committee to decide upon their individual weightings.</p> <p>The Committee was asked to apply their weightings and scoring prior to meeting six, to enable a short-listing process. However, it was noted that if not provided prior to meeting six, or for those who wanted to amend their original weightings/scores following the meeting's discussion, time was allowed for completing the weightings/scoring during meeting six.</p>
4.	Assessment of options for Milton Ulladulla bypass southern connection
4.1	<p>Transport presented the seven options for the connection at the southern end of the Milton Ulladulla bypass, inviting the Committee to ask questions and make comments.</p>
4.2	<ul style="list-style-type: none"> • Committee members asked for clarification of certain elements in the designs. • The Facilitator asked if the Committee were able to endorse an option even if subject to caveats for refinements within the design. • At 7:18pm David Swarts addressed the meeting and resigned as a member of the Committee, citing a belief that the options represent an avoidable catastrophe for the Burrill Lake, Dolphin Point and Kings Point communities, which he believes will flow through to Lake Tabourie, whom he represents. • At 7:20pm Ron Cox resigned as a member of the Committee, citing he does not believe the process will provide a good outcome for the Burrill Lake, Dolphin Point and Kings Point communities.

	<ul style="list-style-type: none"> • Transport accepted these resignations and thanked the Committee members for their contribution. • The remaining Committee members agreed to proceed with the meeting.
4.3	The Committee was asked to provide their scores of the options.
5.	Dinner Break and collation of scorings for Milton Ulladulla bypass southern connection
5.1	Transport collated the assessments, anonymised the results and presented them back to the Committee. The Facilitator offered to present the de-identified results for each Committee member, which was declined by Committee members.
5.2	The Facilitator advised the Committee that a resignation had been received from Committee member Paul Mitchell by email during the first half of the meeting.
5.2	<p>Transport invited the Committee to provide insights on their scoring for both low and higher scoring options.</p> <p>Committee comments included:</p> <ul style="list-style-type: none"> • Committee members favoured options where traffic separation was evident and options which were sustainable and would service the community for the long-term, rather than short-term solutions. • Lower intervention options preserve existing environment. • At-grade options would not solve traffic congestion during peak times. • Based on the information presented by TfNSW, the MUB will deliver improved traffic conditions and these improvements will provide benefits to the Burrill Lake community without the impacts of a highway upgrade through the village. • Many Committee members agreed the bypass at Berry is a good example of how physical separation of the highway from the town centre and grade separation of access points to/from the town has been well executed to remove through traffic and preserve the essence of the town.
5.3	<p>The Facilitator asked the Committee if it wanted to narrow down the top scoring options to reach a preferred option. Transport commented that by only considering the top scoring options the Committee might be missing valid opinions from the remaining options.</p> <p>Committee comments included:</p> <ul style="list-style-type: none"> • One member thought it was too difficult to decide on a preferred option with the Committee too divided. • A Committee member was against the higher speed options and stated Burrill Lake's appeal is that it is a slow-paced lifestyle. • Some community members are not concerned about options that include new roundabouts as they are already prevalent in the area. • A Committee member stated adding an extra minute to a journey is not too much of a concern but believed Transport are wanting to secure a future for the movement of freight. • One Committee member commented that if the desired outcome is to create a free-flowing highway to the Victorian border, building roundabouts does not make sense, noting that roundabouts impact the community by creating congestion (particularly in peak periods) and increasing truck braking noise.

	<ul style="list-style-type: none"> • Strong support for the highway upgrade to bypass both Burrill Lake and Lake Tabourie. • At 8:32pm Ian Carroll resigned as a member of the Committee, citing he does not support any of the options presented. Ian also added that his resignation is based on various issues with Transport's Co-Design process, including Transport's unwillingness to allow a tunnel option to be presented for scoring. • At 8:33pm Barrie Wilford resigned as a member of the Committee, citing Transport not being obliged to take the Committee's preferred option forward as the reason for his resignation. Barrie also commented that he would only support an option to the west of Burrill Lake. • At 8:35pm Kirra Dowling resigned as a member of the Committee, citing that she agrees with the bypass of Milton and Ulladulla she will not endorse any of the options through Burrill Lake and would only support an option to the west. <p>Transport accepted these resignations and thanked the Committee members for their contribution.</p> <p>The Facilitator confirmed the terms of reference do not include the necessity for a quorum and the remaining Committee members decided they wanted to continue with the assessment of options.</p>
6.	Assessment of options for the highway through Burrill Lake
6.1	<p>Transport presented the seven options for the upgrade of the Princes Highway through Burrill Lake, inviting the Committee to ask questions and make comments.</p> <p>Committee comments included:</p> <ul style="list-style-type: none"> • Lowering speeds for all options allows for further improvements to the proposed road alignments, to minimise the impacts to amenities, Lions Park and noise for surrounding residents. • Further refinement to some options would be welcomed. • Some committee members favoured options where traffic separation was evident and options which were sustainable and would service the community for the long-term, rather than short-term solutions. A Committee member advised they had been approached by other Committee members to resign from the process, however the community association they represent were emphatically against this and wished to remain engaged in the process to have their say as the process moves into consultation with the wider community.
6.2	<p>Transport collated the assessments, anonymised the results and presented them back to the Committee.</p> <p>Transport confirmed it had removed the scoring of the Milton Ulladulla bypass southern connection by Committee members who had since resigned from the process. Transport noted the scoring for the MUb southern connection remained the same once those members scores were removed.</p>
6.3	<p>Transport invited the Committee to provide insights on their scoring for both low and higher scoring options.</p> <p>Committee comments included:</p> <ul style="list-style-type: none"> • There was discussion on how weightings have influenced the scores and questions as to whether that detail would be provided in the final report. Based

	<p>on the Committee's scores, a Committee member suggested consideration should be made for a sizable bridge across the ocean and lake, similar to Sea Cliff Bridge in the northern Illawarra</p> <ul style="list-style-type: none"> • Scoring of the options came with caveats with most options. Further refinements would be preferred to allow for less impact on the bushland, property, Lions Park, and local amenities. • If budget restrictions lead to one of the lower impact alignments for Burrill Lake, it would be important to consider the MUB southern connection option being an at grade separation. • In relation to some options, Committee members highlighted the social importance of a picnic and swimming area on the southern side of the Burrill Lake Bridge (Lions Park). These areas are highly valued by community members. • Need to protect the heritage listed fig tree and its curtilage in Lions Park. The tree is culturally important to the aboriginal community and the wider community generally as a landmark and gathering place. • Transport was asked to not underestimate the importance of the amenities to the south of the Burrill Lake bridge. • Transport reiterated their commitment to bring the outcome of this process to the local community. • A Committee member stated Transport should wait for the Milton Ulladulla bypass to be built and consider real traffic data before deciding on an alignment through Burrill Lake. • Another member commented that Burrill Lake is a residential area and like similar residential areas, traffic should not be travelling through at 80 or 100 kilometres per hour. • All Committee members confirmed they would have supported a bypass of Burrill Lake and Lake Tabourie and remained concerned that western bypass options were not within the scope of the Committee. • Committee members told Transport there are rumours amongst the wider community that Transport are intending to build a 100 kilometre per hour four lane highway through Burrill Lake and the community is against this option. • A Committee member commented the lower impact options had not received higher scores due to there being no grade separation options at the intersection. Another Committee member stated that is not an issue when speeds are 60 kilometres per hour and those options would have a much lesser impact on property and bushland. • The Chair agreed to note the weighted scores as an outcome of the group with a caveat Transport needs to also listen to the commentary of the Committee in addition to the performance of the existing road once the MUB is operational. • Committee members agreed the resignations of Committee members means the scoring is skewed. Transport and the Facilitator confirmed all the views from Committee members would be included in the final report which will note the number of Committee members who took part in the scoring element of the assessment. • The Chair confirmed there were some immediate considerations for the MUB project team and feedback from this Committee will help inform some decisions for that project. Transport also confirmed that there will be more community engagement opportunities for the wider community in the coming months and across the life span of this long project. • A Committee member commented there has been a lot of commentary on the negative impacts a highway upgrade might have in Burrill Lake, and suggested the benefits of the project such as shared paths could be highlighted in the final report. • A Committee member regretted there was no representation from the Aboriginal community in the Committee. The Facilitator confirmed the Local
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	<p>Aboriginal Land Council had been invited to participate. Transport noted feedback received from the Aboriginal community outside this process and understands the Burrill Lake area is considered to be of high cultural value within their community, in particular the area to the west of the bridge. Transport will continue to engage with the Aboriginal community.</p> <ul style="list-style-type: none"> • The Facilitator advised the Committee they will have an opportunity to comment on the draft report in early 2022.
6.4	<p>Action:</p> <ul style="list-style-type: none"> • Transport to provide the Batemans Bay Bridge project's concept design document which provides an example of community assets and foreshore use underneath its new bridge. <p>https://roads-waterways.transport.nsw.gov.au/projects/batemans-bay-bridge/project-documents.html</p> <p>Link provided above, action closed.</p>
7	Meeting close
7.1	<p>The Chair acknowledged all members of the Committee, including those who had resigned and spoke to his understanding of the difficulties the Committee had worked through to participate in this process. He thanked the Committee for their input and time and acknowledged the value of the Committee's involvement in helping Transport gain more insights Burrill Lake area and community values. The Chair closed the meeting at 9.41pm.</p>